IMPORTANT – THIS COMMUNICATION AFFECTS YOUR PROPERTY

COUNCIL OF THE ISLES OF SCILLY

Town Hall, St Mary's TR21 0LW
Telephone: 01720 424455 – Email: planning@scilly.gov.uk

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) Order 2015

PERMISSION FOR DEVELOPMENT

Application No:	**P/23/086/COU**	**Date Application Registered:**	**16th November 2023**

Applicant:	**South West Water Ltd Peninsula House, Rydon Lane, Exeter, EX2 7HR**	**Agent:**	**Mr Maxwell Griffin Fisher German LLP The Estates Offices, Norman Court, Ivanhoe Business Park, Ashby-de-la-Zouch, LE65 2UZ**

Site address: Land at Green Waste Processing Site Parting Carn Lane, Parting Carn, St Mary's Isles of Scilly.

Proposal: Temporary use of land as a construction compound with associated welfare facilities to support South West Water upgrade to waste and water infrastructure across the Isles of Scilly for up to four years.

In pursuance of their powers under the above Act, the Council hereby **PERMIT** the above development to be carried out in accordance with the following Conditions:

C1 **The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**
Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

C2 **The development hereby permitted shall be carried out in accordance with the approved details only including:**

- **Plan 1 Location Plan**
- **Plan 2 Proposed Site Layout Plan, drawing number: 107780-PEF-XX-500-D.DR-T-0003**
- **Plan 3 Proposed Site Elevations, drawing number: 107780-PEF-XX-500-D.DR-T-0004**
- **Plan 4 Cabin Details, Stackright Brochure: Pantone / PMS 7732 U / #498564 Hex Colour Code: green-cyan.**
- **Noise Assessment: Pell Frischmann, Ref: 14933A-20**
- **Preliminary Ecological Appraisal, Pell Frischmann, Ref: 107780-PEF-XX-500-T.RP-GE0002 (Mitigation and Enhancement)**
- **Sustainability Statement, Pell Frischmann, Ref: 107780-PEF-XX-500-T.RP-EN-0002**
- **Site Waste Management Plan, Pell Frischmann, Ref: 107780-PEF-XX-500-T.RP-GG-0001**
- **Transport Statement, Pell Frischmann, Ref: 107780-PEF-XX-500-T.RP-H-0001**
- **Design and Access Statement, Fisher German, Ref: FP121727-001**
- **Construction Environmental Management Plan, Ref: 107780-PEF-XX-500-T.RP-TE-0001**

These are stamped as APPROVED

Reason: For the clarity and avoidance of doubt and in the interests of the character and appearance of the Conservation Area, Area of Outstanding Natural Beauty and Heritage Coast in accordance with Policy OE1 and OE7 of the Isles of Scilly Local Plan (2015-2030).

C3 This permission shall be for a limited period only, expiring within four years from the date of the first mobile accommodation unit being placed on the site. Before the first use of this site, the applicant shall confirm with the Local Planning Authority:

(a) the commencement date of this permission; and

(b) the current state and condition of the application site.

The use of the site hereby permitted shall be discontinued, the mobile accommodation units, and all other equipment, surfacing and structures shall be removed from the site and the site reinstated to its former condition within four years from that commencement date.

Reason: This is a pre-commencement condition that requires details on (a) the start date and (b) condition of the site, to be confirmed before it is first brought into use, this is to safeguard the long term visual amenity and landscape character of the Islands and to acknowledge the particular circumstances in this case and to retain control over the future use of the site in accordance with Policies OE1 and OE7(5) of the Isles of Scilly Local Plan (2015-2030).

C4 The occupation of the sleep units, hereby approved, shall be limited to contractors in connection with the South West Water Capital Delivery Programme only. The applicant shall maintain a register of occupants for each calendar year. This shall be made available on request for inspection by any duly authorised officer of the Local Planning Authority.

Reason: To ensure that the temporary sleep units are occupied only by persons employed as external contractors.

C5 No construction plant and/or machinery, as part of the implementation of this permission, shall be operated on the premises, before 0800 hours on Mondays through to Saturdays nor after 1800 hours. There shall be no works involving construction plant and/or machinery on a Sunday or Public or Bank Holiday.

Reason: In the interests of protecting the residential amenities of the islands.

Further Information

1. In dealing with this application, the Council of the Isles of Scilly has actively sought to work with the applicants in a positive and proactive manner, in accordance with paragraph 38 the National Planning Policy Framework 2021.
2. Fire Safety: Access and Facilities for the Fire Service as detailed in B5 ADB Volume 1 will be required. For dwellinghouses access for a pumping appliance should be provided to within 45m of all points inside the dwellinghouses.
3. In accordance with the Town and Country Planning (fees for Application and Deemed Applications, Requests and Site Visits) (England) (Amendment) Regulations 2017 a fee is payable to discharge any condition(s) on this planning permission. The fee is current £145 for each request to discharge condition(s) where the planning permission relates to any other type of development other than a householder application. The fee is payable for each individual request made to the Local Planning Authority. You are advised to check the latest fee schedule at the time of making an application as any adjustments including increases will be applied: https://ecab.planningportal.co.uk/uploads/english_application_fees.pdf
4. Non-Material Amendments: In accordance with the provisions of Section 96A of the Town and Country Planning Act which came into force on 1st October 2009, any amendments to the approved plans will require either a formal application for a non-material amendment (for which a fee would be required) or the submission of a full planning application for a revised scheme. If the proposal relates to a Listed Building you will not be able to apply for a non-material amendment and a new application for a revised scheme will be required. Please discuss any proposed amendments with the Planning Officer.

Signed: 

Chief Planning Officer

Duly Authorised Officer of the Council to make and issue Planning Decisions on behalf of the Council of the Isles of Scilly.

DATE OF ISSUE: 8th January 2024

COUNCIL OF THE ISLES OF SCILLY

Planning Department
Town Hall, The Parade, St Mary's, Isles of Scilly, TR21 0LW
0300 1234 105
planning@scilly.gov.uk

Dear South West Water Ltd

Please sign and complete this certificate.

This is to certify that decision notice: P/23/086/COU and the accompanying conditions have been read and understood by the applicant: South West Water Ltd.

1. **I/we intend to commence the development as approved:** Temporary use of land as a construction compound with associated welfare facilities to support South West Water upgrade to waste and water infrastructure across the Isles of Scilly for up to four years at: Land At Green Waste Processing Site Parting Carn Lane Parting Carn St Mary's Isles Of Scilly **on**:.....

2. I am/we are aware of any conditions that need to be discharged before works commence.

3. I/we will notify the Planning Department in advance of commencement in order that any pre-commencement conditions can be discharged.

You are advised to note that Officers of the Local Planning Authority may inspect the project both during construction, on a spot-check basis, and once completed, to ensure that the proposal has complied with the approved plans and conditions. In the event that the site is found to be inaccessible then you are asked to provide contact details of the applicant/agent/contractor (delete as appropriate):

Name: **Contact Telephone Number:**
And/Or Email:

Print Name:

Signed:

Date:

Please sign and return to the **above address** as soon as possible.

The applicant is reminded that the following condition will need to be addressed before the first use of the site:

C3 **This permission shall be for a limited period only expiring on within four years from the date of the first mobile accommodation unit being placed on the site. Before the first use of this site, the applicant shall confirm with the Local Planning Authority:**

(a) the site and the commencement date of this permission; and

(b) the current state and condition of the application site.

The use of the site hereby permitted shall be discontinued, the mobile accommodation units, and all other equipment, surfacing and structures shall be removed from the site and the site reinstated to its former condition within four years from that commencement date.

COUNCIL OF THE ISLES OF SCILLY

Planning Department
Town Hall, St Mary's, Isles of Scilly, TR21 0LW
01720 424455
planning@scilly.gov.uk

THIS LETTER CONTAINS IMPORTANT INFORMATION REGARDING YOUR PERMISSION – PLEASE READ IF YOU ARE AN AGENT DEALING WITH IS ON BEHALF OF THE APPLICANT IT IS IMPORTANT TO LET THE APPLICANT KNOW OF ANY PRE-COMMENCMENT CONDITIONS

Dear Applicant,

This letter is intended to help you advance your project through the development process. Now that you have been granted permission, there may be further tasks you need to complete. Some aspects may not apply to your development; however, your attention is drawn to the following paragraphs, which provide advice on a range of matters including how to carry out your development and how to appeal against the decision made by the Local Planning Authority (LPA).

Carrying out the Development in Accordance with the Approved Plans
You must carry out your development in accordance with the stamped plans enclosed with this letter. Failure to do so may result in enforcement action being taken by the LPA and any un-authorised work carried out may have to be amended or removed from the site.

Discharging Conditions
Some conditions on the attached decision notice will need to be formally discharged by the LPA. In particular, any condition that needs to be carried out prior to development taking place, such as a 'source and disposal of materials' condition, an 'archaeological' condition or 'landscaping' condition must be formally discharged prior to the implementation of the planning permission. In the case of an archaeological condition, please contact the Planning Department for advice on the steps required. Whilst you do not need to formally discharge every condition on the decision notice, it is important you inform the Planning Department when the condition advises you to do so before you commence the implementation of this permission. Although we will aim to deal with any application to discharge conditions as expeditiously as possible, you are reminded to allow up **to 8 weeks** for the discharge of conditions process.

Please inform the Planning Department when your development or works will be commencing. This will enable the Council to monitor the discharge and compliance with conditions and provide guidance as necessary. We will not be able to provide you with any written confirmation on the discharge of pre-commencement conditions if you do not formally apply to discharge the conditions before you start works.

As with the rest of the planning application fees, central Government sets a fee within the same set of regulations for the formal discharge of conditions attached to planning permissions. Conditions are necessary to control approved works and development. Requests for confirmation that one or more planning conditions have been complied with are as follows (VAT is not payable on fees set by central government). More information can be found on the Council's website:

- Householder permissions - £43 per application
- Other permissions - £145 per application

Amendments

If you require a change to the development, contact the LPA to see if you can make a 'non material amendment' (NMA). NMA can only be made to planning permissions and not a listed building consent. They were introduced by the Government to reflect the fact that some schemes may need to change during the construction phase. The process involves a short application form and a 14 day consultation period. There is a fee of £43 for householder type applications and £293 in all other cases. The NMA should be determined within 28 days. If the change to your proposal is not considered to be non-material or minor, then you would need to submit a new planning application to reflect those changes. Please contact the Planning Department for more information on what level of amendment would be considered non-material if necessary.

Appealing Against the Decision

If you are aggrieved by any of the planning conditions attached to your decision notice, you can appeal to have specific conditions lifted or modified by the Secretary of State. All appeal decisions are considered by the Planning Inspectorate – a government department aimed at providing an unbiased judgement on a planning application. From the date of the decision notice attached you must lodge an appeal within the following time periods:

- Householder Application - 12 weeks
- Planning Application – 6 months
- Listed Building Consent – 6 months
- Advertisement Consent - 8 weeks
- Minor Commercial Application - 12 weeks
- Lawful Development Certificate – None (unless for LBC – 6 months)
- Other Types - 6 months

Note that these periods can change so you should check with the Planning Inspectorate for the most up to date list. You can apply to the Secretary of State to extend this period, although this will only be allowed in exceptional circumstances.

You find more information on appeal types including how to submit an appeal to the Planning Inspectorate by visiting https://www.gov.uk/topic/planning-development/planning-permission-appeals or you can obtain hard copy appeal forms by calling 0303 444 5000. Current appeal handling times can be found at: Appeals: How long they take page.

Building Regulations

With all building work, the owner of the property is responsible for meeting the relevant Planning and Building Regulations. Building Regulations apply to most building work so it is important to find out if you need permission. This consent is to ensure the safety of people in and around buildings in relation to structure, access, fire safety, infrastructure and appropriate insulation.

The Building Control function is carried out on behalf of the Council of the Isles of Scilly by Cornwall Council. All enquiries and Building Control applications should be made direct to Cornwall Council, via the following link Cornwall Council. This link also contains comprehensive information to assist you with all of your Building Control needs.

Building Control can be contacted via telephone by calling 01872 224792 (Option 1), via email buildingcontrol@cornwall.gov.uk or by post at:

Building Control
Cornwall Council
Pydar House
Pydar Street
Truro
Cornwall
TR1 1XU

Inspection Requests can also be made online: https://www.cornwall.gov.uk/planning-and-building-control/building-control/book-an-inspection/

Registering/Altering Addresses

If you are building a new dwelling, sub dividing a dwelling into flats or need to change your address, please contact the Planning Department who will be able to make alterations to local and national databases and ensure postcodes are allocated.

Connections to Utilities

If you require a connection to utilities such as water and sewerage, you will need to contact South West Water on 08000831821. Electricity connections are made by Western Power Distribution who can be contacted on 08456012989.

Should you require any further advice regarding any part of your development, please contact the Planning Department and we will be happy to help you.

RECEIVED
By Liv Rickman at 8:03 pm, Nov 12, 2023

NOTES

1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM (NEWLYN).

APPROVED
By Lisa Walton at 11:22 am, Jan 08, 2024

LEGEND

DEVELOPMENT SUBJECT TO A PLANNING APPLICATION (3900 m²)

ACCESS OF A3110

PROPOSED WELFARE COMPOUND

SAINT MARY'S ISLES OF SCILLY AIRPORT (ISC)

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	DEVELOPMENT BOUNDARY UPDATED	IC	KT	RN	LJW	05.10.23
P01	FOR INFORMATION	IC	KT	LJW	LJW	06.09.23

Pell Frischmann
BURRATOR HOUSE, PENINSULA PARK, RYDON LANE EX2 7NT
Telephone +44 (0)1392 444 345
Email: pfexeter@pellfrischmann.com
www.pellfrischmann.com

Client: South West Water

Contractor: TRANT
TRANT Engineering Ltd.
Head Office: Rushington House, Rushington, Southampton SO40 9LT
Telephone: (023) 8066 5544
E-Mail: Engineering@trant.co.uk
www.trant.co.uk

Project Status: OUTLINE DESIGN

Project: ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME

Drawing Title: ST MARY'S - WELFARE COMPOUND - LOCATION PLAN PLANNING DRAWING

Drawing Status: FOR REVIEW AND COMMENT

	Name	Date	Status Code
Drawn	I. CERDAN	05.10.23	S3
Designed	K. THORNE	05.10.23	Scale 1:2500
Eng Chk	R. NEWELL	05.10.23	Revision P02
Approved	L. WARDELL	05.10.23	

Drawing No.: 107780-PEF-XX-500-D.DR-T-0001

Scale 1:2500

RECEIVED
By Liv Rickman at 8:01 pm, Nov 12, 2023

NOTES

1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM (NEWLYN).
2. DO NOT SCALE FROM THE DRAWING.
3. COMPOUND AREA LIGHTING TO BE LOW LEVEL AND MINIMAL DUE TO DARK SKIES STATUS.
4. PROPOSED COMPOUND AREA (3200m², EXCLUDING ACCESS TRACK)

APPROVED
By Lisa Walton at 11:22 am, Jan 08, 2024

AGRICULTURAL 5 BAR FIELD GATE TO MATCH WIDTH OF GATE EXISTING GATE AT ENTRANCE
GRASS VERGE, TO BE REPLACED WITH COMPACTED STONE
16.2m
EXISTING HEDGE (INDICATIVE)
1.2 m HIGH TIMBER POST & RAIL FENCING TO SITE COMPOUND
PEDESTRIAN ACCESS
INDICATIVE TREE ROOT PROTECTION AREA
PROPOSED COMPOUND AREA. SEE NOTE 4
PARKING & LAYDOWN AREA
SEEDED TOPSOIL BERM
GENERATOR
CANTEENS
RECREATION ROOM
SMOKING SHELTER
MEETING ROOM
TOILET
SEEDED TOPSOIL BERM
10No. SLEEP UNITS
2.4 m HIGH POST, RAIL & HOARDED FENCE AROUND SITE COMPOUND
MUSTER POINT
COSHH AND MAINTENANCE
VEHICLE TURNING
STORAGE
CESSPIT TANK
OFFICES
OFFICES
DRYING ROOM
ALLOWANCE FOR ADDITIONAL SLEEP UNITS IF REQUIRED
NW T-0004
NE T-0004
SW T-0004
SE T-0004
NW
NE
SE
SW
Track
Tanks
Track
A3112
8.2m
Old Town Studio
Track
5.8m
Well

LEGEND

- ACCESS ROAD (STONE SURFACE. WHERE TREE ROOT PROTECTION IS REQUIRED A NO-DIG, RAISED ACCESS TRACK WITH STONE FINISH OR SIMILAR IS PROPOSED)
- PARKING & LAYDOWN AREA (TOPSOIL STRIPPED, STONE SURFACE)
- FIRE EXTINGUISHER POINT
- FIRE POINT
- FIRST AID POINT
- COMPOUND FENCING
- ACCESS ROAD FENCING
- INDICATIVE TREE ROOT PROTECTION AREA
- DEVELOPMENT SUBJECT TO A PLANNING APPLICATION (3900 m²)

UNIT SIZES

- 4.9m x 3m 16' x 10'
- 6m x 3m 20' x 10'

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	FENCE AND HOARDING AMENDED	IC	KT	RN	LJW	05.10.23
P01	FOR INFORMATION	IC	KT	LJW	LJW	06.09.23

Pell Frischmann

BURRATOR HOUSE, PENINSULA PARK, RYDON LANE EX2 7NT
Telephone +44 (0)1392 444 345
Email: pfexeter@pellfrischmann.com
www.pellfrischmann.com

Client: South West Water

Contractor: TRANT

TRANT Engineering Ltd.
Head Office: Rushington House, Rushington, Southampton SO40 9LT
Telephone: (023) 8066 5544
E-Mail: Engineering@trant.co.uk
www.trant.co.uk

Project Status: OUTLINE DESIGN

Project: ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME

Drawing Title: ST MARY'S - WELFARE COMPOUND - PROPOSED SITE LAYOUT - PLANNING DRAWING

Drawing Status: FOR REVIEW AND COMMENT

	Name	Date
Drawn	I. CERDAN	05.10.23
Designed	K. THORNE	05.10.23
Eng Chk	R. NEWELL	05.10.23
Approved	L. WARDELL	05.10.23

Status Code: S3
Scale: 1:500
Revision: P02

Drawing No.: 107780-PEF-XX-500-D.DR-T-0003

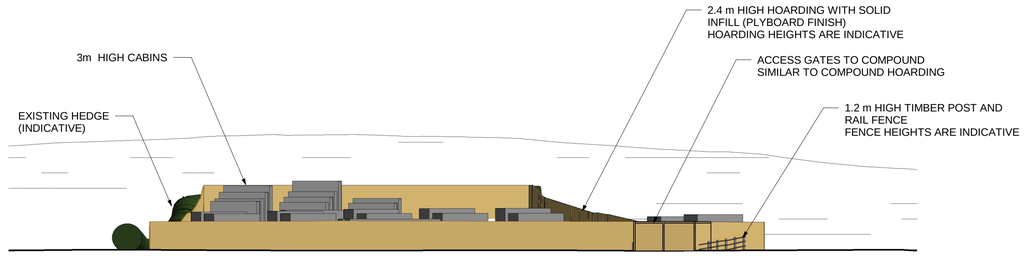
Metres 10 0 10 20
Scale 1:500

RECEIVED
By Liv Rickman at 8:02 pm, Nov 12, 2023

NOTES

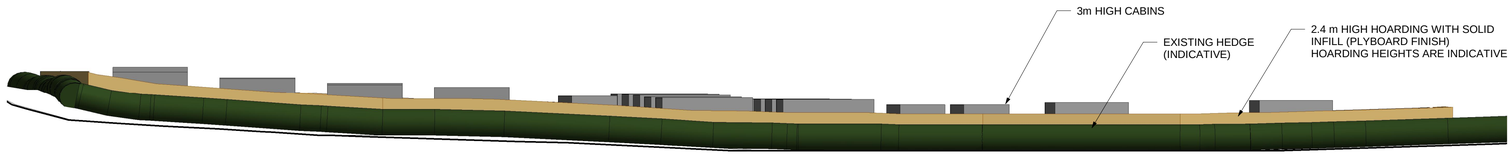
1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM (NEWLYN).

APPROVED
By Lisa Walton at 11:22 am, Jan 08, 2024



NORTH WEST ELEVATION

1 : 200

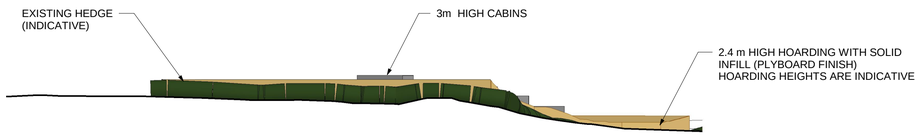


NORTH EAST ELEVATION

1 : 200

SOUTH WEST ELEVATION

1 : 200



SOUTH EAST ELEVATION

1 : 200

Metres
4 0 4 8
Scale 1:200

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	FENCE AND HOARDING AMENDED	IC	KT	RN	LJW	05.10.23
P01	FOR INFORMATION	IC	KT	LJW	LJW	06.09.23

Pell Frischmann
BURRATOR HOUSE, PENINSULA PARK, RYDON LANE EX2 7NT
Telephone +44 (0)1392 444 345
Email: pfexeter@pellfrischmann.com
www.pellfrischmann.com

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SO40 9LT
Telephone: (023) 8066 5544
E-Mail: Engineering@trant.co.uk
www.trant.co.uk

Project Status: OUTLINE DESIGN

Project: ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME

Drawing Title: ST MARY'S - WELFARE COMPOUND - PROPOSED ELEVATIONS PLANNING DRAWING

Drawing Status: FOR REVIEW AND COMMENT

	Name	Date	Status Code
Drawn	I. CERDAN	05.10.23	S3
Designed	K. THORNE	05.10.23	Scale AS SHOWN
Eng Chk	R. NEWELL	05.10.23	Revision P02
Approved	L. WARDELL	05.10.23	

Drawing No.: 107780-PEF-XX-500-D.DR-T-0004

Andrew King

Subject: FW: P/23/086/COU: Land at Green Waste Processing Site, Parting Carn, St Mary's

CABIN DETAILS

The cabins will be constructed of steel, as mentioned in the attached Stackright Brochure and will be painted Pantone (RAL 7732U) Pantone / PMS 7732 U / #498564 Hex Color Code, RGB and Paints (encycolorpedia.com).

Pantone / PMS 7732 U / #498564 Hex Color Code

The hexadecimal color code #498564 is a shade of green-cyan. In the RGB color model #49856⁴ comprised of 28.63% red, 52.16% green and 39.22% blue. In the HSL color space #498564 has hue of 147° (degrees), 29% saturation and 40% lightness. This color has an approximate wavele of 523.73 nm.

The installation of the cabins will have some disturbance to the soil, and to minimise this we will install the cabins with 600mm x 600mm slabs on each corner.

The dimensions of the cabins are shown on plan reference 107780-PEF-XX-500-D.DR-T-0003_S3_P02.

Please let me know if you require anything further.

Kind regards

Maxwell

Maxwell Griffin
Graduate Planner
For and on behalf of Fisher German LLP

t: 01530442901 **m:** 07866212275
The Estates Office - Norman Court - Ivanhoe Business Park
Ashby de la Zouch LE65 2UZ

STACKRIGHT
SPACE IN STEEL

PORTABLE ACCOMMODATION ENGINEERED TO LAST

SPACES THAT WORK FOR YOU

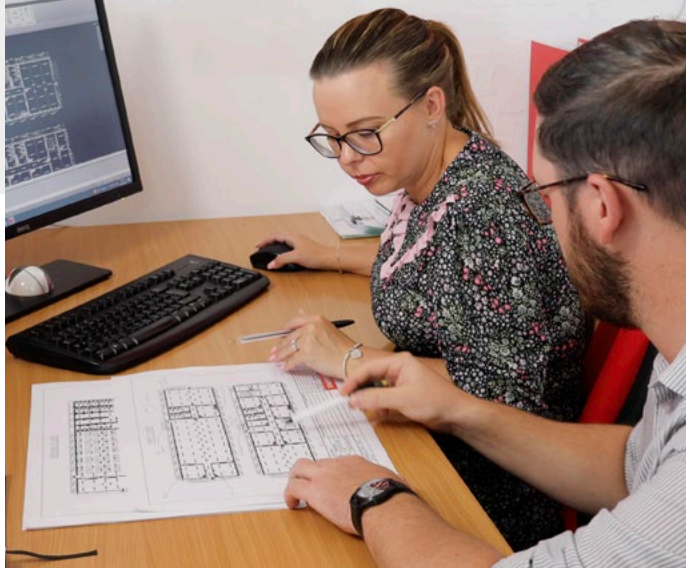
WELCOME TO STACKRIGHT'S RANGE OF PRECISION ENGINEERED PORTABLE AND MODULAR ACCOMMODATION.

Stackright is one of the UK's leading manufacturers and suppliers of site accommodation and storage solutions. We specialise in the manufacture and supply of robust anti-vandal cabins and modular buildings that are designed and built to the preferred specification of our clients. Our in-house design and technical teams have the capability and experience to bring your accommodation ideas and requirements into reality, regardless of project size, specification, end-use or project location. Our product range includes everything from secure welfare, office and canteen facilities to bespoke toilet blocks, gatehouses and sales suites. We also produce a range of ancillary products, such as smoke shelters, staircases and water bowser units, that complement our main product offering and ensure we can satisfy your every need.

This brochure provides an overview of many of the products we can supply, however, this is not an exhaustive list of our full offering. Should you have a particular requirement or wish to receive more information then please contact our sales team who would be happy to assist.

CONTENTS

WHY STACKRIGHT?



ACCOMMODATION SOLUTIONS THAT MEET ALL YOUR BESPOKE REQUIREMENTS

In recognition that no two customers' building needs are the same, we adopt a consultative approach with our clients to ensure we develop a building solution that meets their specific requirements in full, as well as creating a space that fulfils all the demands of their application. Whether you need a single cabin or a complex modular building, our experienced in-house design and technical teams are there to offer a complete bespoke design and build service. We'll work with you to make your ideas happen, and advise on feasibility and design to make the most efficient use of your available space and budget.

SECTORS

As one of the UK's leading suppliers of secure accommodation and storage units we work with a diverse range of clients across multiple sectors nationwide. From small local businesses to globally recognised enterprises, we have the experience, expertise and capacity to deliver the complete service – no matter the scale or complexity of your project. Some of the sectors our clients work within:

- Construction & Engineering
- Oil & Gas
- Energy & Utilities
- Sports & Leisure
- Residential
- Industrial and Commercial
- Security and Access Control
- Rail & Highways

STAY AHEAD OF THE COMPETITION

We constantly innovate to provide the most up to date and compliant solutions, and through our experience we can suggest improvements and upgrades that will future-proof your accommodation and help you to stay ahead of the competition. Our ongoing investment in R&D underlines our dedication to continual improvement and gives our clients the assurance that our products will remain at the forefront of a continually evolving market.

SUPERIOR QUALITY THAT LASTS

Utilisation of robust materials and manufacturing processes, at our purpose-built UK factory, results in our cabins being built to last in even the most challenging of environments. Our plant boasts its own press section, welding production line, spraying and baking facility, fit-out lines and external storage area, ensuring we have complete control over the quality of our builds at every stage of the process. This means you can rest assured, no matter how challenging your accommodation and storage requirements, Stackright will meet them to the highest of standards. Our ISO 9001 certification clearly demonstrates this commitment to quality.

OPERATIONS

With our purpose-built manufacturing facility in West Lancashire and numerous Group offices, plants and depots positioned across the UK, we are ideally situated to support our national clients. Our plant is sited conveniently alongside the major motorway networks in the North West of England. Our production facility is equipped with all the necessary elements to manufacture products to the very highest of standards, coupling this with our 100% directly employed workforce provides Stackright with a blend of control and stability that enables us to keep our commitments on agreed delivery dates and budgets.

OUR COMMITMENT TO SUSTAINABILITY

The manufacturing sector and environmental awareness can sometimes appear to occupy opposite ends of the spectrum, yet, as one of the UK's largest manufacturers of secure accommodation we place environmental concerns, the needs of the local community and our workforce firmly at the top of our agenda. As a privately owned company with a focus on long term sustainable growth, we recognise the success of our business is inextricably linked to the health and wellbeing of people and the planet. We aim to adopt and apply best practice sustainability principles by ensuring environmental, social and economic parameters are considered and integrated in the operations of our business. We strive to source high-quality materials from like minded organisations within our supply chain, ensuring we source responsibly and with attention to potential impacts on both people and the environment. In doing so, we aim to continuously improve and strengthen our sourcing practices while remaining sensitive to the local community in which we operate. Our products and processes are continuously being developed and enhanced in line with our sustainability goals. An example of this is Stackright's dedicated ECO product range that incorporates a variety of smart energy saving features with enhanced insulation performance. This innovative development is the result of several years of continuous research from our product development team and is proving a firm favourite with customers, bringing significant cost savings and reductions in energy consumption. Our ISO 14001 certification and environmental management system underpins our sustainability goals and offers immediate reassurance to both our customers and employees that we have taken steps to minimise our organisation's impact on the environment.

FINANCIAL STABILITY

The decision to work with Stackright comes with the assurance that we will see the project through and be here to support you for all your ongoing requirements for years to come. As a fully owned subsidiary of the privately owned GCH Group, our business is well capitalised with a strong balance sheet. This degree of financial stability offers our existing and prospective customers an unrivalled assurance of project delivery.

PORTABLE ACCOMMODATION RANGE

Stackright's range of secure accommodation units are designed and constructed to meet all your needs for legally compliant facilities, no matter the scenario, setting or industry sector. To maximise available space on site, units can also be linked together to create double or triple-stacked complexes, with access to the upper floors provided by an external staircase. Constructed from robust, galvanised steel the Stackright range of portable accommodation products display strong durability characteristics and are fit for use in all environments.

SALUS	Secure Welfare
OFFICIUM	Office/Personnel Units
VIRIDIS	Eco Cabins
VENDO	Sales Suites
SERVO	Storage Units
OBEX	Security Cabins
IGNIS	Fire Rated Units
NEXUS	Anti-Vandal Modular Buildings
Accessories	Ancillary Product Range

DESIGN OPTIONS

THE UNITS CAN BE DESIGNED AND BUILT TO YOUR OWN REQUIREMENTS WITH TYPICAL OPTIONS INCLUDING:

- Open plan or partitioned
- Combination units - include office/welfare/toilet facilities within same unit
- Insulation type/thickness
- Doors and windows - number and type
- Single or stackable units
- Wall and floor coverings
- Window shutters and heavy duty locks
- Roller shutters

Flat or corrugated external steel façade

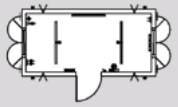
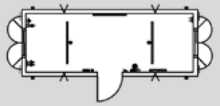
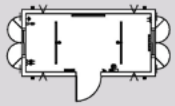
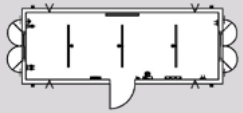
PAINT OPTIONS

We have the capability to provide an exterior paint finish to match your company branding and can colour match RAL numbers.

WARRANTY

All of our units come with a standard 10 year structural manufacturing defects warranty. All other products, materials and external paintwork are covered by a 12 months defects warranty.

STACKRIGHT STANDARD UNIT SIZES

3050mm x 2440mm 10' x 8' 	6405mm x 2440mm 21' x 8' 
3660mm x 2440mm 12' x 8' 	7320mm x 2745mm 24' x 9' 
4880mm x 2440mm 16' x 8' 	9760mm x 3050mm 32' x 10' 

Bespoke unit sizes also available upon request

STACKRIGHT
SALUS

SECURE WELFARE UNITS

The SALUS range includes a variety of welfare units such as canteens, drying rooms, toilets and washrooms. These facilities are available in a selection of sizes and can be configured to suit. With a number of internal layout options available, the SALUS range can be configured to accommodate several functions in the same unit, therefore best maximising the available space on site.

CANTEENS INCLUDE:

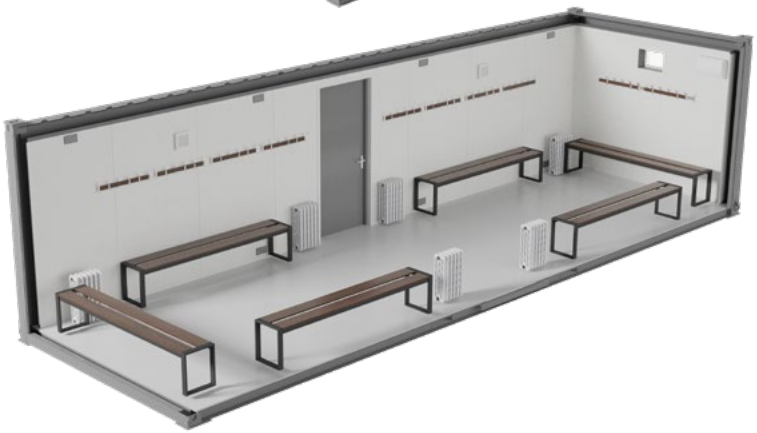
- Kitchen area
- Sinks and cupboards (associated plumbing)
- Seating and tables

DRYING ROOMS INCLUDE:

- Benches
- Coat hooks
- Mechanical ventilation
- Heating system
- Lockers

TOILET & WASHROOM BLOCKS INCLUDE:

- Hygienic and easy to clean WCs, urinals, wash basins
- Non-slip flooring
- Efficient heating and drying systems
- Various configurations available upon request
- Disabled DDA (Disability Discrimination Act) options available



STACKRIGHT
OFFICIUM

OFFICE/PERSONNEL UNITS

We have a full range of temporary office accommodation, ideally suited for a variety of purposes. Partitioning can be used to create individual offices and meeting rooms.

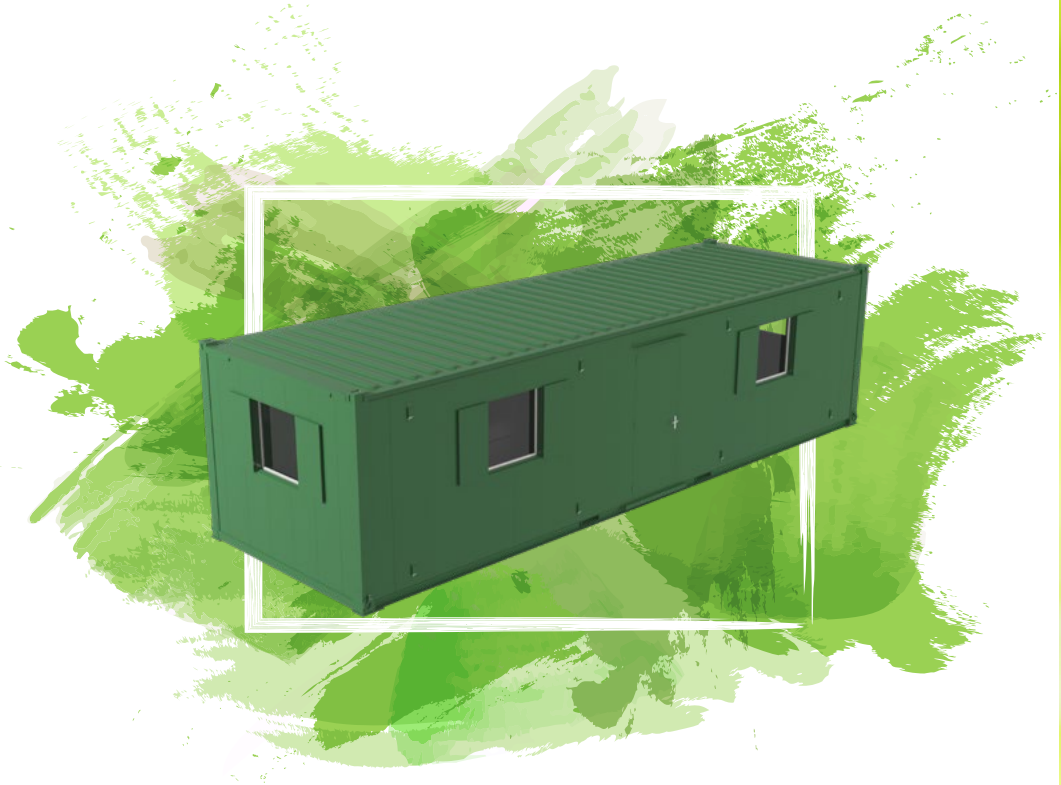
OFFICIUM RANGE OPTIONS

- Stackable units
- Can be partitioned to suit
- Fully insulated
- Whiteboards and coat hooks
- Spacious open-plan settings
- Ducting for data cables
- Choice of flooring
- Glazed to suit

STACKRIGHT
VIRIDIS

ECO CABINS

Our VIRIDIS range has been designed to provide the necessary durability of build, comfort, unit size options and security features offered across our wider product range. These units are also enhanced with additional design features introduced to drive energy efficiency and minimise water consumption and waste. This results in significant savings in running costs and ultimately a reduction in carbon emissions.



UNIT OPTIONS WITHIN THE VIRIDIS RANGE INCLUDE:

- Offices
- Meeting rooms
- Welfare accommodation
- Toilets and washrooms
- Drying rooms
- Combination units also available

KEY BENEFITS

- Assists towards achieving sustainability and environmental targets
- Reduces carbon footprint
- Energy efficient
- Reduced running costs
- Can be configured to suit requirements
- Available in a range of sizes

THE VIRIDIS RANGE COMBINES A NUMBER OF ENERGY SAVING OPTIONS DESIGNED TO REDUCE BOTH CARBON EMISSIONS AND ENERGY CONSUMPTION

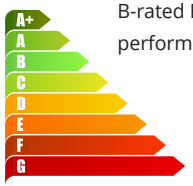
Double-glazed windows to reduce heat loss and enhance U-value performance

Enhanced insulation to improve U-value performance

Water supply dual-flush toilet cisterns and push-button taps

Thermostats and timers to ensure heating is only used when required

Water harvesting and waterless urinals



B-rated EPC performance

Capability to enhance under floor thermal insulation

Energy efficient remote monitoring and control capability

Emphasis on responsible sourcing of materials

Production facility ISO 14001 accredited - Supports your BREEAM targets

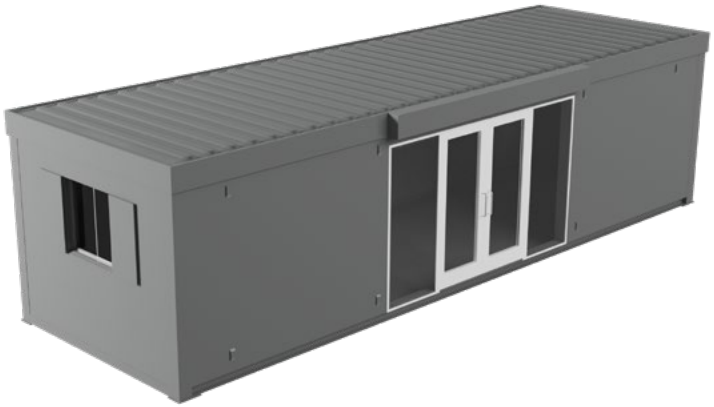
STACKRIGHT
VENDO

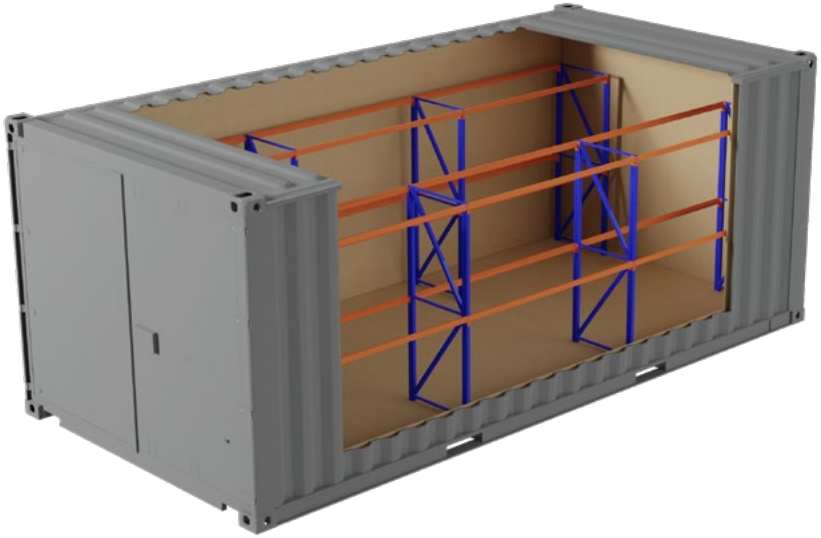
SALES AND MARKETING SUITES

The VENDO product range has became a popular option for our clients in the retail and house building sectors. These units can be configured to meet the exacting needs of our clients to ensure they create a comfortable and professional environment for them to meet with customers.

CONFIGURATION OPTIONS FOR THE VENDO RANGE INCLUDE:

- Enhanced glazing and door options - Including full-height glazing
- Exterior decoration in company branding
- Partitioning can create a reception area and meeting rooms
- Heating/Cooling Air Conditioning Systems





STACKRIGHT SERVO

STORAGE UNITS

The SERVO storage unit range has been designed and built with robust materials and security components to ensure equipment, materials and tools will be safe, regardless of the environment they are used in. Each Secure Store is fitted with a high security locking system giving our clients peace of mind and offering extreme resistance to theft and vandalism.

KEY BENEFITS

- Highly secure units
- Strong and resilient
- Can be configured to suit requirements
- Available in a range of sizes

CONFIGURATION OPTIONS IN THE SERVO RANGE INCLUDES:

- Double doors for ease of access for larger plant items
- Heating
- Lighting
- Lined or Unlined
- Racking
- Shelving

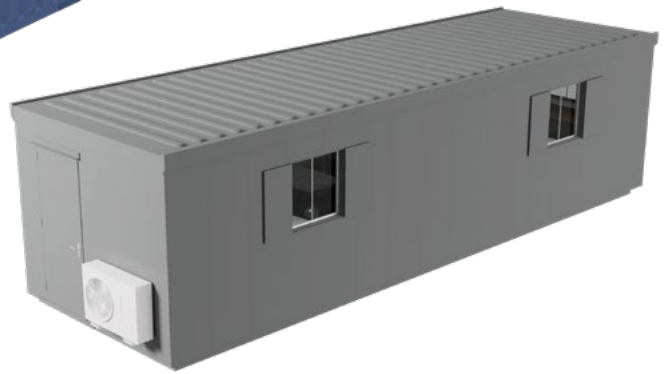
STACKRIGHT
OBEX

SECURITY CABINS

The OBEX range has been created and designed for our clients who have a requirement for a more substantial security cabin. The increased floor space within these larger security units offer the flexibility to design and configure the internal layouts to accommodate a range of different functions. Therefore, they not only provide a safe and comfortable environment for security personnel to welcome visitors and restrict access, but they can also be adapted to house an induction room, one-way entry and exit corridors or even an access control turnstile. The units can be painted to any RAL reference number, meaning visitors receive the best possible first impression.

OBEX RANGE OPTIONS:

- Windows can be fitted on all sides if required
- Internal configuration options to accommodate a range of functions
- Fully insulated ensuring all year round comfort for personnel
- Roller shutters
- Can be designed to house entry/exit turnstiles



30 MINUTE
FIRE RATED

The IGNIS product range has successfully satisfied independent 3rd party fire testing – achieving integrity and insulation fire resistance for 30 minute exposure (structure, doors and windows).

KEY BENEFITS

- 30 minute fire rating – third party accredited
- Strong and resilient
- Can be configured to suit requirements
- Available in a range of sizes

STACKRIGHT
IGNIS

FIRE RATED UNITS

The IGNIS range offers complete reassurance that the units will safeguard your site and personnel against the dangers of fire and its spread. The IGNIS range is manufactured to the required specification that has been independently tested and certified by the Warringtonfire Research Centre to provide 30 minutes fire resistance when tested in accordance with BS 476. This level of fire certification allows the IGNIS range to fully comply with the Joint Code of Practice on the Protection of Fire on Construction Sites and Buildings Undergoing Renovation.

IGNIS RANGE OVERVIEW

- As part of our third party fire accreditations, a full review of all building elements and the fire rated properties of the materials used within the IGNIS range has been undertaken to ensure full compliance with the requirements of the Joint Code of Practice.
- 'Class 0' rating for internal spread of flame and propagation of fire.
- The extensive use of non-combustible materials in the construction of the IGNIS product range offers the assurance they will not contribute to the severity or duration of any fire, thus greatly reducing the potential fire load.
- The construction and specification of the IGNIS range is fully compliant with the requirements of Section 13 of the Code for Temporary Accommodation and Temporary Buildings. *The fire rated units must not be altered or modified without express written permission from Stackright, failure to do so may compromise the fire performance of the unit.*
- Available units within the IGNIS range - offices, canteens, welfare facilities and security cabins.

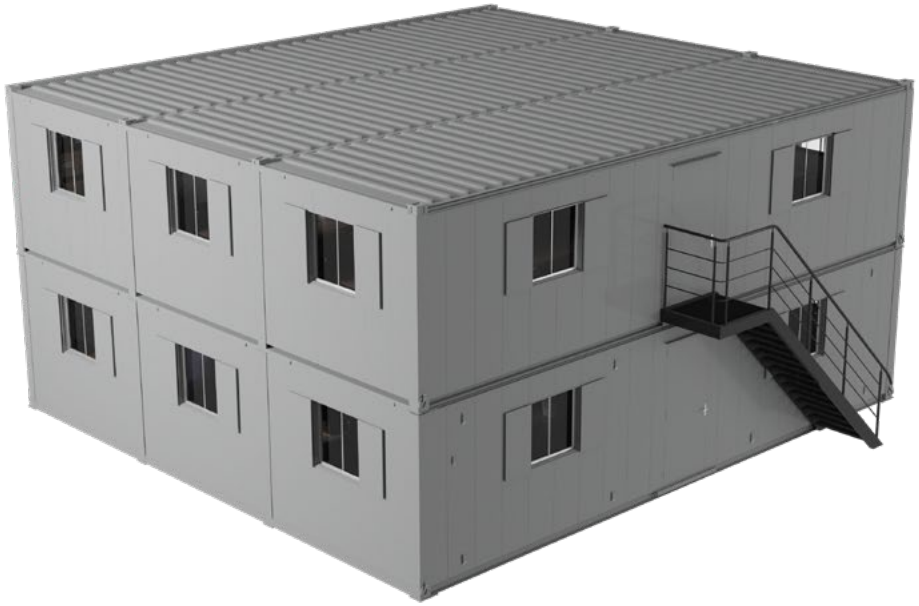
STACKRIGHT
NEXUS

ANTI-VANDAL MODULAR BUILDINGS

The NEXUS anti-vandal modular system was developed to offer our clients with complete design freedom to configure the internal layouts of their units to their exact requirements. This level of internal configuration flexibility is underpinned by the fact the NEXUS system has the capability to create large open plan spaces that can be utilised in any number of ways, such as large communal areas to create shared office space or extensive welfare set ups. The opportunity to partition off sections of these large open plan spaces to create private areas such as meeting rooms or offices, only further enhances the design freedom afforded by use of this system.

KEY BENEFITS

- Flexibility to create large open plan spaces
- Can be used for a wide range of functions
- Rapid build speed – when compared to traditional building methods
- More cost effective than traditional builds
- Additional modules can be added to increase capacity

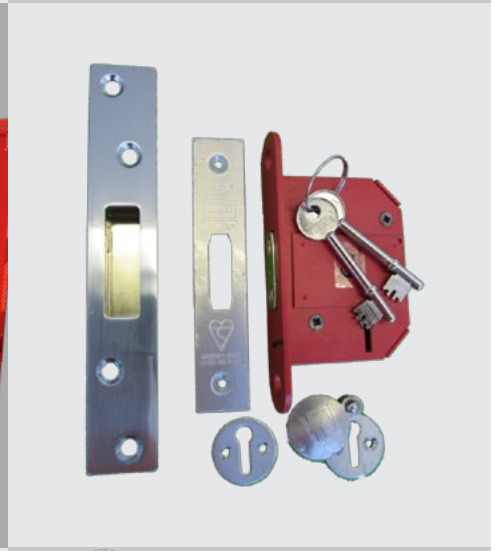


THE NEXUS MODULAR BUILDING SYSTEM CAN BE UTILISED & CONFIGURED TO CREATE:

- Office space - with reception area and meeting rooms
- Storage areas
- Canteens
- Toilet blocks
- Shower rooms
- Sales and marketing suites

THE END-TO-END PROCESS WITH NEXUS

- Client requirements are drawn up by our skilled design team.
- Costs and delivery requirements discussed and agreed.
- Delivery details and site preparation requirements are agreed with client.
- Required number of units are produced in agreed time frame and delivered to site.
- Installation undertaken - ensuring wind and water tightness is achieved as quickly as possible.
- The modular building is created by linking the units together to create the correct floor area.
- Process is repeated for additional floors.
- Post installation aftercare visit is carried out to complete final checks.



ACCESSORIES
ANCILLARY PRODUCT RANGE

Our extensive range of ancillary products have been developed through our collaborative approach to working with our clients and understanding what is important to them. With the aim of offering our clients a one-stop shop, Stackright's ancillary product range includes items and options that will optimise the comfort, safety and security of your accommodation. We also produce a range of additional units and structures that both complement our other products or can be used standalone.

THESE INCLUDE:

- Security Doors
- Automatic Door Closers
- Secure Bowsers
- Secure Service Units
- Chemical Stores
- Turnstile Pods
- Smoking Shelters
- Effluent Tanks
- Steps, Stairs and Handrails
- Platforms and Ramps

ASSEMBLY & FABRICATION

To consistently deliver high quality units for our clients, both on time and on budget, we operate an unrivalled production facility within our industry. The entire manufacturing process is completed at our multi-acre headquarter facility in Skelmersdale, Lancashire, where our production plant and skilled workforce are fully equipped to deliver our products both on time and to the highest possible standards. We directly employ teams of qualified welders, joiners, window fitters, electricians, plumbers and paint sprayers.

We take great pride in the fact that all processes are undertaken and completed in-house, from initial designs through to fabrication, painting and internal fit-out. Keeping the entire production process in-house not only ensures we have complete control over the quality of our builds at every stage of the process, but it also gives us the flexibility to schedule production to meet demand. This offers our customers unrivalled reassurance that they are ordering a quality product that is built to last, and that Stackright has the capability and capacity to meet their order requirements without compromise.

- Over 170 directly employed tradesman
- Efficient production processes results in industry leading output capacity
- Ongoing commitment to investment in our workforce, processes and the latest production technologies
- Multiple production lines
- Material stock holding facility

QUALITY ASSURED ACCREDITATIONS

We are proud to announce that our management systems are approved and compliant with the standards of ISO 45001. The scope includes, the design and manufacture of steel housings, accommodation units, storage units and the design, manufacture, and installation of modular buildings. Our business is also compliant to ISO 9001, which clearly underlines our commitment to quality, meeting customer requirements and our ongoing dedication to continual improvement. Furthermore, our ISO 14001 accreditation underlines our commitment to our sustainability goals and improving the overall impact our business has on the environment.

ISOQAR REGISTERED alcumus.com
UKAS MANAGEMENT SYSTEMS 0026

ISO 9001 ISOQAR REGISTERED alcumus.com

ISO 14001 ISOQAR REGISTERED alcumus.com

STACKRIGHT

SPACE IN STEEL

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Stackright Ltd, Gardiners Place, West Gillibrands Ind Est. Skelmersdale, Lancashire, WN8 9SP

Planning, Design & Access Statement

Temporary use of land as a construction compound with welfare facilities on land to the south of Carn Friars Lane (A3110), St Mary's, Isles of Scilly, TR21 0NG.

Prepared by Fisher German LLP on behalf of South West Water Ltd.

FISHER GERMAN

Project Title

South West Water Ltd.

Temporary Welfare Compound

FP121727-001

Agent

Sarah DeRenzy-Tomson, Fisher German LLP

sarah.derenzy-tomson@fishergerman.co.uk

Contact details

The Estates Office
Norman Court
Ashby de la Zouch
LE65 2UZ

17 October 2023

Contents

1. Introduction

1.1 This Planning, Design and Access Statement has been prepared by Fisher German LLP on behalf of South West Water Ltd (SWW) in relation to the provision of a temporary construction compound with welfare facilities on land to the south of Carn Friars Lane (A3110), Hugh Town, St Mary's, Isles of Scilly (IoS), TR21 0NG.

1.2 SWW is a regulated business with statutory responsibilities for the provision of water and wastewater services to over 1.7 million people and businesses in Cornwall, Devon, the Isles of Scilly and parts of Somerset and Dorset. SWW started running water and wastewater services on the Isles of Scilly in 2020. SWW are investing to improve resilience and compliance, as well as building up an understanding of water sources and the environment of the Islands.

1.3 SWW are investing in improving water quality and resilience to create a stable resource position. The project is also driven by the experienced seasonal population changes and projected increases. To enable programme delivery and effective construction management, the construction of a temporary welfare compound at St Mary's is required.

1.4 The proposed development comprises the change of use of land for a temporary period to provide a construction compound with welfare facilities for up to four years. The compound will support a series of upgrade works to the waste and water infrastructure across the Isles of Scilly covering St Mary's, St Martins, St Agnes, Bryher and Tresco. Due to the pressure on local accommodation particularly within the summer months, the proposed compound will provide cabin units for overnights stays with ancillary facilities. Full planning permission is sought for the proposed development.

1.5 This application should be read alongside the following plans and documents:

- 107780-PEF-XX-500-D.DR-T-0001_S1_P02 - Location Plan
- 107780-PEF-XX-500-D.DR-T-0002_S3_P02 - Existing Site Layout
- 107780-PEF-XX-500-D.DR-T-0003_S3_P02 - Proposed Site Layout
- 107780-PEF-XX-500-D.DR-T-0004_S3_P02 - Proposed Site Sections
- 107780-PEF-XX-500-T.RP-EN-0001- Habitat Regulations Assessment (HRA) Stage 1 Screening Report
- 107780-PEF-XX-500-T.RP-EN-0002 - Sustainability Statement
- 107780-PEF-XX-500-T-RP-EN-0003 - Noise Assessment
- 107780-PEF-XX-500-T.RP-GE-0002 - Preliminary Ecological Appraisal
- 107780-PEF-XX-500-T.RP-GG-0001 - Design Stage Site Waste Management Plan
- 107780-PEF-XX-500-T.RP-H-0001 - Transport Statement
- 107780-PEF-XX-500-T.RP-TE_0001_P01- Outline Construction Environmental Management Plan

2. Site and Surrounding Area

2.1 The application site is located off Carn Friars Lane (A3110), St Mary's, Isles of Scilly, TR21 0NG, approximately 100m north of the Isles of Scilly Airport at OS Reference: SV 91757 10776 (Easting: 091757, Northing: 010776). The site falls within the jurisdictional area of Council of the Isles of Scilly.

2.2 The site is situated within a rural location approximately 500m north-east of Old Town and 1km east of Hugh Town. The Isles of Scilly Airport is approximately 100m south of the Site and there are several farms within the surrounding area. A Site Location Plan is submitted with the application, reference 107780-PEF-XX-500-D.DR-T-0001.

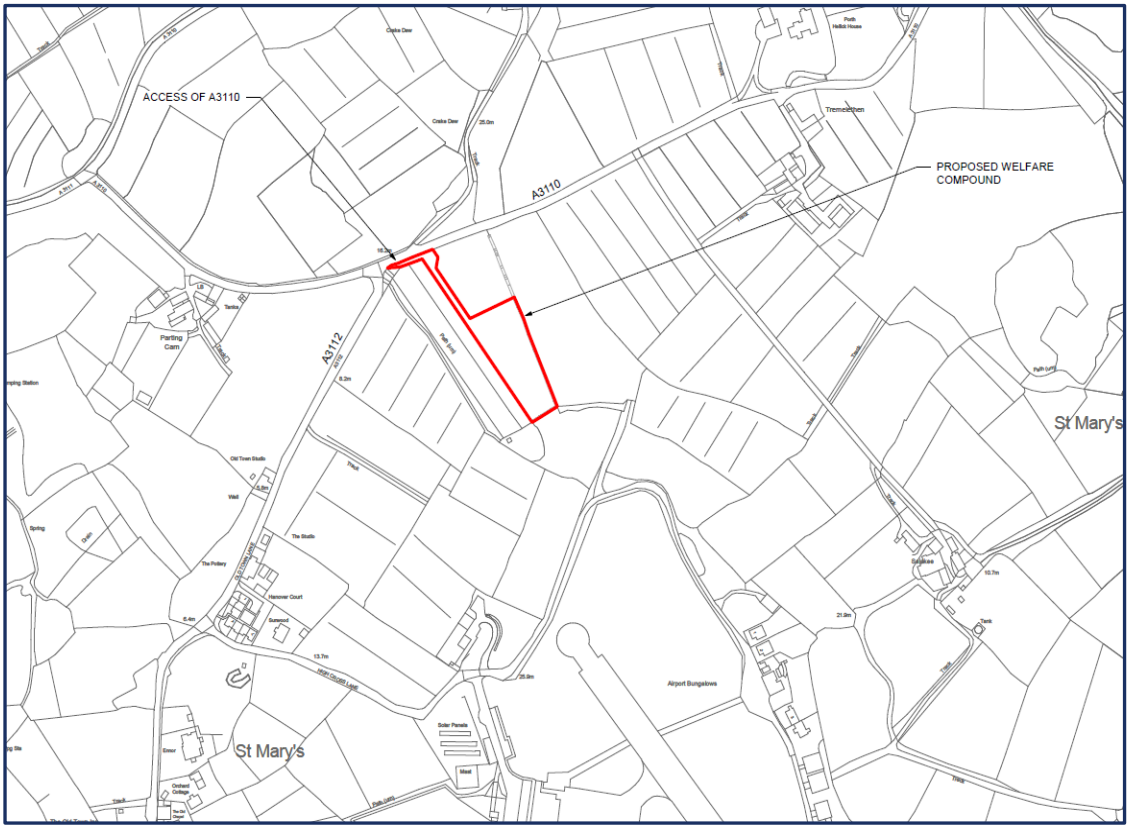


Figure 1 - Site Location

2.3 The application site comprises approximately 3900sqm (0.39 hectares) and is bound to the east and south by hedgerow and the west by woodland. Part of the wider site benefits from planning permission for use as a composting site. It is accessed via a track which leads approximately 60m north-west to Carn Friars Lane (A3110).

2.4 The nearest designated site is Higher Moors & Porth Hellick Pool Site of Special Scientific Interest (SSSI) which is approximately 275m east of the site. Additionally, Lower Moors SSSI is 375m east of the site. There are no known non-statutory sites in proximity to the proposed works.

2.5 The site is located within the Isles of Scilly Area of Outstanding Natural Beauty.

2.6 The site is situated within Flood Zone 1 which means there is a low probability of flooding. The site is also in an area with very low surface water flooding.

2.7 The nearest residential properties are located approximately 170m to 200m southwest of the site on Parting Carn Lane (the A3110) and Old Town Lane. The Isles of Scilly airport is located 400 m to the south of the application site.

2.8 There are no known heritage assets in close proximity to the site. However, the whole of the Isles of Scilly are designated as a Conservation Area and therefore the site is within this.

2.9 There are no public rights of way in close proximity to the site.

2.10 The access road is located within the Outer Zone of a Source Protection Zone (SPZ).

2.11 There are a number of Article 4 Directions in place across the Isles of Scilly as summarised below:

- IOS Article 4 Direction 1975 this removes the right to enlarge, improve or carry out other alterations to any house on any of the islands including the construction of curtilage buildings. It also removes the right to change the use of land for any purpose. This document also removes all agricultural permitted development rights for agricultural land of more than one acre.
- IOS Article 4 Direction 1988 this removes the right to construct swimming pools within the curtilage of any house on any of the islands.
- IOS Article 4 Direction 1995 this removes the right to make any alteration to the roof, to paint the exterior or change the windows or doors of any house on any of the islands.
- IOS Article 4 Direction 1998 this removes the right to provide a temporary structure (building or movable structure) in connection with a development project. This does not include works, plant and machinery.

Planning History

2.12 The site has been used as an arable field and also has planning history. It has previously been used as a temporary construction compound in association with various works across the Isles. Listed below are the planning consents relevant to the site:

- P/18/014/FUL – Change of use of agricultural field for the storage and processing of green waste. Conditionally approved 02 May 2018.
- P/15/016/FUL – Extension of batching plant site for siting of temporary sleeping cabins for Kier site staff. Conditionally approved on 28 April 2015
- P/14/004/FUL – Temporary use of agricultural land for use as a mobile batching plant and construction compound together with temporary residential accommodation for works associated with the upgrade of St Mary's Airport. Conditionally approved on 04 March 2014.

2.13 As referenced above, most recently in 2018 the site secured planning permission (ref: P/18/014/COU) to change the use of the agricultural field to the storage and processing of green waste in the form of open windrow composting. The proposal was for the site to receive green waste (not food) from the Moorewell site and process it. The permission was conditional and required the submission of additional information in relation to surface water run off in the context of the potential for impacts on the ground water and the Higher Moors and Porth Hellick Pools

SSSI and Lower Moor SSSI, a plan was submitted to demonstrate that the runoff would be managed and controlled and the condition discharged.

2.14 The site has also previously secured temporary planning permission for use as a mobile batching plant and construction compound together with temporary residential accommodation for works associated with the upgrade of St Mary's Airport (P/14/004). This application was submitted by Lagan Construction and the permission expired on 31 December 2014. The compound included site office, welfare, accommodation, concrete and asphalt batching plant, construction material and aggregate storage, and car parking.

2.15 Kier then subsequently secured planning permission on the same site for further temporary compound use to support off site works comprising the widening and extension of the quay structures (P/15/016 and P14/057). This included using part of the site for concrete batching and temporary accommodation units.

2.16 The site has a history of use as a temporary construction and welfare compound to support infrastructure projects on the islands.

Pre-application Consultation

2.17 Prior to the submission of this application, Andrew King (Planning Officer at Council of the Isles of Scilly) provided pre-application advice under reference PA/23/012. The advice confirmed the surveys required to support the application, the application plans required and also provided details of the planning history of the application site. The advice also explained that it would be important to demonstrate how the nature and use of the site in terms of noise, traffic and visual appearance will not be harmful to the surroundings. This advice has been taken on board in the preparation of this application to ensure that the required information to access the application has been provided.

2.18 The ecological consultants appointed by SWW have undertaken pre-application consultation with the Isles of Scilly Wildlife Trust. The outcome of this consultation is summarised below:

- The Lower Moors Site of Special Scientific Interest (SSSI) is not designated for wintering or breeding waders. No specific surveys are required to inform the Planning Application;
- No specific bat activity surveys are required to inform the Planning Application; and
- No trees will be removed to facilitate the development. As such, no lichen or bat roosting surveys are required.

3. The Development Proposal

3.1 This planning application seeks full planning permission for the construction of a temporary welfare compound. This development is required to support a series of upgrade works to the waste and water infrastructure across the five main islands.

3.2 The description of proposed development:

> *"Temporary use of land as a construction compound with welfare facilities to support South West Water upgrade to waste and water infrastructure across the Isles of Scilly for up to four years".*

3.3 The site will predominately be used as a welfare compound for project managers and construction workers delivering the capital delivery programme. It will provide temporary accommodation for construction workers when alternative accommodation on the Islands is scarce. If necessary, materials will be temporarily stored before being delivered to the construction work sites on St Mary's and the other four islands. It is anticipated that for the majority of the time, materials will be delivered directly to the relevant work site.

3.4 The proposed development includes an extension to the access road, parking and laydown area and units providing overnight accommodation and associated welfare amenities to include canteen, recreation room, toilet facilities and infrastructure.

Detailed Description

3.5 The temporary welfare compound will accommodate the following:

- Parking and Laydown space in the northern section of the site:
  - topsoil will be stripped from the footprint of the carpark and laydown area. The area will then be finished with a compacted Type 1 sub-base (unbound) surface.
  - 6 x car parking spaces
  - Laydown area
  - Vehicle turning space.

- Welfare amenities in the central section of the site:
  - Generator
  - 4 x office units
  - 2 x storage units
  - Meeting room
  - Recreation room
  - 2 x canteens
  - Smoking shelter
  - Drying room
  - Toilet / sceptic tank.

- Overnight accommodation
  - 10 sleeping units

3.6 The sleep units will measure 4.9m in length x 3m in width x 3m in height. They will each sleep 2 people in 2 separate compartments comprising a bed, shower, toilet, storage and microwave. The communal cabins will measure 6m in length x 3m in width x 3m in height. Cabins will be within the grassed portion of the site and units will be raised slightly off the ground on concrete paving style slabs to achieve a level setting. Units will be connected by footpaths interspersed with grassed areas.

3.7 A 1.2m high timber post and rail fence is proposed along the access track to a gate at the site entrance. The main compound area will be bounded by a 2.4m high post, rail and hoarded fence to provide site security and screening. Plan reference 107780-PEF-XX-500-D.DR-T-0003 provides further details of the proposed layout of the site.

3.8 The proposed boarded post and rail fencing perimeter fencing is to be installed along the edge of the root protection zone, as shown on the Proposed Site Layout Planning Drawing 107780-PEF-XX-500-D.DR-T-0003. This will separate the welfare compound from the RPZ, offering protection to the trees within the Scott's pine woodland at the western field boundary. Consequently no additional tree protection fencing is considered to be required. In accordance with the requirements of the Outline Construction Environmental Management Plan, perimeter fencing alongside the RPZ will be erected at the outset of the development to create an exclusion zone, and protect the trees from construction activities. All-weather warning notices will be attached to the fencing to clearly identify the area as a tree protection exclusion zone into which access is not permitted. This exclusion zone and associate signage will be maintained for until decommissioning of the welfare compound has been completed.

Access

3.9 The existing access point will be utilised from Carn Friars Lane (A3110) into the site and the track extended to allow vehicles to access the site. The entrance to the site is located in the north west corner of the application site.

3.10 The access track will running north-south parallel to the western field boundary and will measure approximately 150m in length and 4m in width (including a segregated pedestrian walkway). The track will provide access to vehicle parking, laydown area, and for cess pit emptying. A 'hammerhead' style turning head will be constructed adjacent to the cess pit for turning purposes within the site. The northern section of the temporary compound provides space for vehicles to park and turn around so that they can enter and exit the site in a forward direction. The internal access road is to include a vehicle passing place approximately 30m east of the junction with the Parting Carn Lane (A3110) and also includes a turning area for delivery vehicles within the entrance to the car park. The internal access track and carpark / laydown area will be finished with a compacted Type 1 sub-base (unbound) surface. Topsoil will be stripped from the footprint of the access track and carpark/laydown area and a geotextile membrane will be installed, with the Type 1 sub-base to be laid on top.

3.11 The entrance to the site runs parallel to the elm hedgerow at the northern site boundary and the pine woodland at the western site boundary. The root protection zone (RPZ) for these habitats are marked as a dashed red line on the Proposed Site Layout Planning Drawing 107780-PEF-XX-500-D.DR-T-0003. The existing field access is located within this (RPZ). The installation of an access track within this area therefore cannot be avoided. This upper section of the RPZ is already subject to regular disturbance from vehicles accessing the site. This is due to the site's current use as

grazing pasture for livestock. In order to minimise impacts upon roots during the sites use as a welfare compound, a 'no dig solution' is proposed by the contractors for the upper section of the access track located within the RPZ. It is proposed that a geotextile membrane will be laid over the existing site access track. This will be overlain with a geogrid filled with type 1 sub-base.

3.12 The proposed routing for the delivery vehicles, construction materials and equipment is set out in the Transport Statement which accompanies this application document reference 107780-PEF-XX-500-T.RP-H-0001_S3_P01.

Construction Phase

3.13 A phased mobilisation approach is planned to commence in January 2024 and complete in March 2024. The temporary welfare compound will be in use for up to 4 years, to support the Capital Delivery Programme which is expected to complete in 2027. Upon completion of the project, the compound will be decommissioned. The temporary structures will be dismantled and or recovered and removed, in line with the requirements of the Design Stage Site Waste Management Plan, presented in 107780- PEF-XX-500-T.RP-GG-0001. It is expected that the site will then be reinstated to its former use as grazing pasture.

3.14 During the construction and operation phase the operating hours will be:

- 08:00-18:00 Monday to Friday
- 08:00-13:00 on Saturdays
- No Sunday working.

3.15 As staff will be staying in off-site accommodation on St Mary's Island during construction of the compound, it is proposed that they will be transferred to and from site via mini-bus. During the compound construction period, it is anticipated that a maximum of two minibuses are expected to enter and leave the compound daily. It is proposed that staff will arrive at the site by 07:30 with construction activities beginning at 08:00 - thus avoiding travel during the typical AM peak period. With daily construction work to conclude at 18:00 it is anticipated that site workers will be transferred from the site to their accommodation between 18:00–18:30 thus also falling outside the typical PM peak period. Once installed the staff will stay on site overnight in the cabins provided.

Utilities

3.16 The contractors have indicated that a new power supply application will be raised with national grid (NG) /district network operator (DNO) for a mains connection (individually metered) for the compound. It is likely that the installation will include a pole mounted transformer with the LV supply cable to the site either run overhead or buried to the site compound which will be confirmed by NG/ the DNO. This would be a temporary supply and removed when the compound is demobilised and reinstated. It is noted that power supply applications can take several months, therefore the use of an on-site generator it proposed whilst connection is awaited. The generator and associated fuel storage tanks will be located within the grassed central portion of the site, adjacent to the site storage cabins. It is proposed that a 'super silent' generator is used, which has a standard noise range of 60 dBA to 70 dBA @ approx. 5mtrs. It is expected that spill kits will be located at the generator, fuel tanks and any plant refuelling areas. Fuel storage tanks shall be double bunded. Power cabling is expected to be installed above ground to avoid the need for addition excavation.

3.17 The potable water supply will be installed as an individually metered supply through the existing water supply traversing the north boundary of the site. This is expected to comprise an above ground connection using medium density polyethylene (MDPE) attached to the site fencing running down the access track.

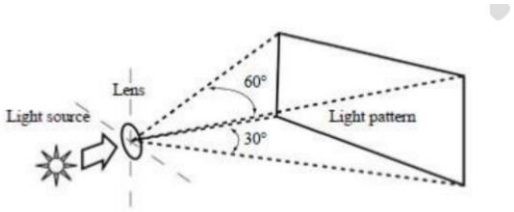
3.18 The proposed solution is a cess pit as no nearby sewer has been identified for connection. To allow gravity flows, the cess pit will be located within the central portion of the site down gradient of the welfare units. The cess pit will be fitted with a high-level alarm to prevent overflows and will be regularly emptied and transported to the cess reception facility at Old Town for disposal.

Drainage

3.19 To limit silt run-off during construction, top-soil stripping will be limited to necessary areas (access track, parking, and laydown) and drainage ditches with topsoil berms will be constructed perpendicular to the slope to slow and direct flows through silt traps consisting of strawbales/geotextile. Proposed locations for these berms have been added to the site plan. No surface water drainage has been provided as part of the welfare compound design. It is intended that surface water will be allowed to infiltrate into the ground. No construction activities or storage of hazardous chemicals is anticipated as the site is to be used as a welfare compound. As previously stated, fuel storage is to be bunded and spill kits will be available as a standard precautionary measure.

Lighting

3.20 During the construction phase it is envisaged that task light will be required especially during winter working and dark hours. Permanent lighting will be 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. The contractors propose site lighting sets which will be podium lights installed with prismatic lenses which ensure a significant degree of directionality, as demonstrated in Figure below.



3.21 Site lighting sets will be podiuming lights installed with prismatic lenses which ensure a significant degree of directionality. Low level access lighting will also be used in order to reduce the number of lighting sets required. The contractor will implement the following management measures to ensure site lighting does not cause nuisance and minimise impact on natural receptors.

3.22 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.

4. Planning Policy

4.1 Planning policy relating to the application site is formed through:

- Local Planning Policy
- National Planning Policy

4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development Plan material to the proposal consists of:

- Isles of Scilly Local Plan 2015-2030 (Adopted March 2021)

4.3 In addition to the Development Plan, applications should also have regard to the National Planning Policy Framework (NPPF), National Planning Practice Guidance, which are material considerations in any determination.

Isles of Scilly Local Plan 2015-2030 (Adopted March 2021)

4.4 The Local Plan is the statutory development plan for the Isles of Scilly and forms the basis for decisions on land use planning. The Local Plan sets out a vision, objectives and a planning strategy for development. It includes policies on the type and scale of development that will be supported through criteria-based assessment on a range of planning issues which will be used to determine planning applications.

Policy SS1 Principles of Sustainable Development

4.5 This policy states that development proposals will be permitted where they make a positive contribution to the social, economic and environmental needs of the Isles of Scilly in a manner that does not compromise the ability of future generations to meet their own needs and to enjoy the islands outstanding environment.

Policy SS2 Sustainable Quality Design and Place-Making

4.6 This policy states that development will not be permitted if it is considered to be of poor or unsustainable design. New development must be of a high-quality design and contribute to the islands' distinctiveness and social, economic and environmental elements of sustainability.

Policy SS5 Physical Infrastructure

4.7 Policy SS5 confirms that where development proposals for physical infrastructure comply with other relevant policies it will be supported provided that there is evidence that the existing or planned infrastructure is required to enable its delivery or it is required to make a positive contribution to the sustainability of the Islands.

Policy SS6 Water and waste water management

4.8 This policy requires a new connection to mains or private drinking or waste water systems will be permitted provided that: a) it does not result in the deterioration of, and where possible assists in improving water quality, to b) support the attainment of the requirements of the Water Framework Directive; c) it complies with national policy and guidance in relation to flood risk; d) it does not result in a risk to the quality of groundwater, and there is no risk to public or private water supplies; e) all new homes (including replacement dwellings and conversions) achieve a water consumption standard of no more than 110 litres per person per day; f) all new non-residential developments of 500 sqm or more achieve the BREEAM 'excellent' credit required for water consumption; g) it does

not impact on habitats and designated sites Criteria d) – f) need to be satisfied unless it can be demonstrated that it is not financially viable to do so. If neither a mains nor package waste-water treatment plant is feasible to deliver the requirements of a new development, then a system incorporating septic tanks may be considered, provided there are no adverse environmental or public health effects from the installation.

Policy SS9 Travel and Transport

4.9 The islands' transport links are identified on the policies map: a) Development proposals that prejudice the effectiveness and efficiency of the operation of transport links and associated infrastructure will not be permitted. b) Support will be given to proposals that improve the islands' air and sea links and associated infrastructure.

Policy SS10 Managing Movement

4.10 This policy states that development that has the potential to generate vehicular movements and car parking will be permitted provided that:

a) provision is made to support and promote the use of sustainable transport such as walking, cycling and electric vehicles, where appropriate;
b) it does not have an adverse impact on the function, safety and character of the local highway network; and
c) an appropriate level of off-street cycle and car parking and electric vehicle charging is provided, taking into account the scale and type of development and the accessibility of the location to facilities and services.

Policy OE1 Protecting and enhancing the landscape and seascape

4.11 This policy states that development will only be permitted where it aligns with the statutory purpose of Areas of Outstanding Natural Beauty (AONB), and therefore conserves and enhances the islands' landscape, seascape and scenic beauty. Development must take into account and respect:

a) the distinctive character, quality, scenic beauty and sensitivity of the landscape and seascape;
b) the undeveloped and special character of the Heritage Coast;
c) other qualities, such as important features and views, dark skies and tranquillity, and having regard to the AONB Management Plan; and
d) the Isles of Scilly Landscape Character Study and any successor or associated documents.

Policy OE2 Biodiversity and Geodiversity

4.12 This policy states that development proposals will be permitted where they conserve and enhance biodiversity and geodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation, and should:

a) Protect the hierarchy of international, national and local designated sites in accordance with their status;
b) Retain, protect and enhance features of biodiversity and geological interest (including supporting habitat and commuting routes through the site and taking due account of any use by migratory species) and ensure appropriate and long-term management of those features;

c) Contribute to the restoration and enhancement of existing habitats and the creation of wildlife habitats and linkages between sites to create and enhance local ecological networks;
d) Seek to eradicate or control any invasive non-native species present on site; and
e) Be required to contribute to the protection, management and enhancement of biodiversity and geodiversity.

4.13 Development should avoid adverse impacts on existing biodiversity and geodiversity interests as a first principle, and enable measurable net gains by designing-in biodiversity features and enhancements and opportunities for geological conservation alongside new development, in accordance with Policies SS1 and SS2.

Policy OE3 Managing Pollution

4.14 This policy states that a development proposal that has the potential to generate pollution, including of ground, water, noise, vibration, light or air, will only be permitted where it can be demonstrated that there would not be any adverse impact on human health, the natural environment or general amenity.

Policy OE4 Protecting Scilly's Dark Skies

4.15 Development proposals that include external lighting will only be permitted where it can be demonstrated that the lights are essential for safety, security or community reasons, and where details are provided of attempts to minimise light pollution, including:

- costs to the environment (including the unnecessary use of electricity);
- skyglow (visible glow caused by scattering and reflection from clouds and the atmosphere);
- light nuisance (creating amenity nuisance, highway hazards and restricted views of the night sky); and
- glare (over-bright and poorly directed lights that dazzle or discomfort those who need to see, by concealing rather than revealing).

Policy OE5 Managing Waste

4.16 This policy states that existing waste sites are identified on the Policies Map. Development proposals that could prejudice use of these sites for the essential processing of waste for the islands, will be refused.

4.17 All development proposals must demonstrate best practice in addressing waste management solutions, must align with the waste hierarchy, and a site waste management plan (SWMP) must be submitted to support planning applications.

4.18 Construction and demolition waste should be minimised and must be managed and re-used on-island where there will be no harmful impacts. Where re-use on-island would result in an environmental risk to human health, biodiversity, the historic environment, the amenity of neighbouring properties or land uses, or the water environment, then appropriate off-island management or disposal will be required.

4.19 Significant proposals, including for major development, must demonstrate how the construction and operational phases of the development will be consistent with the principle of sustainable waste management, through a waste management plan to include a waste audit, which should be submitted with the application.

4.20 Waste facilities for re-use, recycling, composting and the generation of heat/energy, or the co-location of such uses, will be permitted where they improve the sustainable management of waste on the islands and accord with other relevant policies in the Local Plan.

Policy OE7 Development affecting Heritage

4.21 This policy states that great weight will be given to the conservation of the islands irreplaceable heritage assets. Where development is proposed that would lead to substantial harm to assets of the highest significance, including undesignated archaeology of national importance, this will only be justified in wholly exceptional circumstances, and substantial harm to all other nationally designated assets will only be justified in exceptional circumstances. Any harm to the significance of a designated or non-designated heritage asset must be justified.

4.22 Proposals causing harm will be weighed against the substantial public, not private, benefits of the proposal, and whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long-term use of the asset.

Policy LC4 Staff Accommodation

4.23 New staff accommodation for businesses and organisations will be permitted where it a) an appraisal is submitted demonstrating that there is a functional and operational need for the proposed accommodation that cannot be met by existing suitable accommodation available in the area; and b) the size and type of the proposed accommodation is appropriate to the functional and operational needs of the business or organisation; and c) on St Mary's the proposed accommodation is within or adjoining an existing settlement unless it involves the re-use of an existing building in accordance with Policy SS3; or d) on an off-Island the proposed accommodation is located within an existing building or adjacent or well related to the existing business consistent with Policy LC7. All staff accommodation permitted will be subject to occupancy restrictions. In addition to the above, seasonal staff accommodation will only be permitted where it: a) is located in an area that relates well to the business where possible, with the exception of the re-use of buildings; and b) does not cause harm to residential amenity through staff working unsociable hours. Where staff accommodation is required for a new business, the development will only be supported where it is demonstrated that the business is viable in the long term, supported by a business plan for a minimum of five years.

National Planning Policy Framework (2023)

4.24 National policy is set out in the NPPF which was updated in September 2023. This framework seeks to ensure sustainable forms of development and good design, alongside the protection and enhancement of the environment.

4.25 Paragraph 8 states the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. The first of these is an economic objective, to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure.

4.26 Paragraph 11 states there should be a presumption in favour of sustainable development. Local plans should positively seek opportunities to meet the development needs of their area and

development proposals which accord with and up-to-date development plan should be approved without delay. Where there are no relevant development plan policies, or the policies are out-of-date, permission should be granted unless policies in the Framework that protect areas or assets of particular importance prove a clear reason for refusing the proposed development, or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.27 Paragraph 12 states where a planning application conflicts with an up-to-date development plan Local Planning Authorities may take decisions that depart from an up-to-date development plan where material considerations in a particular case indicate that the plan should not be followed.

4.28 Paragraph 20 states strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

b. infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk, coastal change management and the provision of minerals and energy.

4.29 Paragraph 25 states authorities should collaborate to identify the relevant strategic matters which they need to address in their plans and should engage with infrastructure providers.

4.30 Paragraph 26 states effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary.

4.31 Paragraph 28 outlines non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include the provision of infrastructure.

4.32 Paragraph 81 states planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt.

4.33 Paragraph 82 states planning policies should seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.

4.34 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.35 Paragraph 124 states planning policies and decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement.

4.36 Paragraph 153 confirms plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

4.37 Paragraph 176 confirms that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues.

4.38 Paragraph 177 when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;

(b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and

(c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

4.39 Paragraph 183 relates to ground conditions and pollution and states that planning policies and decisions should ensure that:

(a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

(b) after remediation, as a minimum, land should not be capable of being determined as contaminated land, and

(c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

4.40 Paragraph 186 relates to air quality and states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

National Planning Practice Guidance (NPPG) - Water supply, wastewater and water quality (July 2019)

4.41 The NPPG provides guidance on water supply, wastewater and water quality. It states that adequate water and wastewater infrastructure is needed to support sustainable development. A healthy water environment will also deliver multiple benefits, such as helping to enhance the natural environment generally and adapting to climate change.

5. Planning Policy Assessment

5.1 The description of development for which planning permission is sought is as follows:

> *"Temporary use of land as a construction compound with welfare facilities to support South West Water upgrade to waste and water infrastructure across the Isles of Scilly for up to four years".*

5.2 The application is supported by a comprehensive set of reports and surveys which have considered the potential impact of the proposed development upon the site and its surroundings. An assessment of the proposed development has been made against the relevant planning policy framework for the site, and other material considerations in accordance with Section 38 (6) of the 2004 Planning and Compulsory Purchase Act.

5.3 The assessment considers the following matters:

- Need for Development
- Principle of Development

Technical including:

- Noise
- Lighting
- Air Quality
- Amenity
- Flood Risk and Drainage
- Ecology and Habitat Regulations
- Trees and Landscaping
- Heritage
- Ground Conditions
- Access and Construction Management
- Waste Management

Need for Development

5.4 The temporary compound is required to provide welfare facilities comprising overnight accommodation and ancillary services, vehicle parking and construction related storage to support South West Water's plan to improve water infrastructure and wastewater treatment across the five main islands.

5.5 Due to the remote location of the Isles of Scilly and extent of the works required to provide the improvements necessary it is considered necessary and appropriate for SWW to provide facilities for construction workers and space for the storage of equipment and vehicles required to undertake the works. There is insufficient accommodation across the Islands to accommodate the workforce particularly during the summer period when most tourists visit the site. The proposed development therefore accords with Policy LC4 of the adopted Local Plan and is

required to enable SWW to deliver the scale of works required in relation to the improvements to the infrastructure across the main Islands.

5.6 The works required form part of SWW programme of works to be delivered prior to the end of Asset Management Period 7 (AMP7) scheduled for April 2025.

Principle of Development

5.7 The temporary compound is proposed on land previously utilised as a construction compound. In principle the site has been considered suitable for this temporary compound use in the past provided the site is fully reinstated on completion of the construction works. It is therefore considered a suitable site to utilise for a further period of temporary use.

5.8 The site is not subject to any site specific allocation or designation in the adopted Local Plan. The site is however covered by the blanket designation of the entire Isles of Scilly as an Area of Outstanding Natural Beauty (AONB) and Conservation Area. Therefore, it would not be possible to identify a site outside these designations as they cover the five main islands. In accordance with policy OE1 and paragraph 176 of the NPPF, which seek to protect and enhance the scenic landscape, there are no sites outside the AONB and the site selected has previous use as a temporary compound, benefits from natural screening, and as a temporary use will be fully reinstated to ensure no long term legacy impact upon the AONB. There are exceptional circumstances to justify the temporary development in the AONB, as required by paragraph 176, as the proposed development supports improvements to water and waste water infrastructure which is in the public interest.

5.9 In accordance with policy SS1 of the adopted Local Plan and paragraph 11 of the NPPF, the principle of sustainable development has been incorporated into the scheme design for the temporary compound and the compound will support sustainable development by improving water quality and resilience across the Islands in the longer term. The project also accords with policy SS5 by supporting improvements to the physical water and waste water infrastructure across the main islands. A sustainability statement (107780-PEF-XX-500-T.RP-EN-0002) has been prepared and is submitted with this application.

5.10 The extant use of the wider site is as a green waste open windrow composting site and this use can continue whilst the temporary compound is in situ. The compound utilises the southern section of the field and the north-eastern section is understood to be utilised for green waste processing purposes.

5.11 It is anticipated that the construction works will be completed prior to the four year period sought in this planning application. As soon as the compound is not required the temporary structures, fencing and ground works will be removed and the land reinstated to its original use.

Technical Assessment

Noise Impacts

5.12 A noise assessment has been undertaken to determine the noise arising from the use of the site as a temporary construction compound. This report is submitted as part of the application (ref 107780-PEF-XX-500-T.RP-EN-0003).

5.13 The prediction methodology given in BS 5228 was implemented and the resultant noise levels assessed against criteria levels given in BS 5228 ABC method and the National Planning Policy Framework and Noise Policy Statement for England.

5.14 All predicted levels fall below the SOAEL assessment criteria for the daytime. The compound setup and demobilisation activities are within the lower limit of the LOAEL for receptor group E. However, considering the duration of the activities to be undertaken and the use of Best Practicable Means measures, it is anticipated that adverse effects from these activities will be minimal.

5.15 With regards to the predicted noise levels for evening and night-time, the use of the generator outside daytime hours falls well below the LOAEL criteria. No adverse effect is expected from this activity. Therefore, the proposed compound is considered to be in line with Policy OE3 of the adopted Local Plan.

Lighting

5.16 Lighting on site is required for safety purposes. There are limited residential and amenity receptors in proximity to the site. Site lighting sets will be installed with prismatic lenses, to ensure a significant degree of directionality. Management measures will be implemented to ensure site lighting does not cause nuisance and minimise impact of natural receptors. The proposed development is considered to accord with adopted Local Plan policy OE3 by minimising light pollution and policy OE4 protecting dark skies as it is required for site safety purposes.

Air Quality

5.17 It is understood that the site is not located within an Air Quality Management Area (AQMA). There are limited air quality receptors surrounding the proposed scheme, with the closest residential receptors approximately 200m from the site. During construction sources of emissions will include dust and exhaust emissions from construction plant and vehicles. It is important to manage dust air pollution, odour and exhaust emissions during construction in accordance with Best Practicable Means (BPM) and other legislation and guidance. Significant air quality impacts are unlikely. Mitigation measures for air quality impacts during construction are set out in the Outline Construction Environmental Management Plan (report ref.107780-PEF-XX-500-T.RP-TE-0001). and updated by the Principal Contractor in the Final CEMP. During operation the sources of emissions will be from occasional vehicle movements to and from the temporary compound. As the movements are occasional, there is not likely be a significant effect on air quality. The proposed development complies with paragraph 186 of the NPPF.

Amenity

5.18 The proposed temporary compound is positioned in a rural location with trees and hedgerows along the boundaries providing substantial natural screening. The nearest residential property is approximately 170-200m from the application site and is well screened by existing vegetation. The expected impact on amenity is considered to be minimal given the relatively small scale of the proposed site, the distance between the site and the nearest properties and the intervening features and therefore accords with Policy OE3 of the adopted Local Plan.

Flood Risk and Drainage

5.19 The site is located entirely within Flood Zone 1 and is therefore not considered at risk from flooding. The application boundary is below 1ha in size and does not require a flood risk assessment. The proposed works are therefore considered to be in line with Paragraph 153 of the NPPF.

5.20 It is noted that the site is underlain by a Secondary A aquifer that has been designated as a Groundwater Source Protection Zone. Measures have been included Construction Environmental Management Plan (CEMP) to minimise the risk of pollution to groundwater as a result of planned activities at the proposed welfare compound, both during construction and operation. This includes the bunding of the generator and its fuel tank. Pollution prevention controls, as detailed in the Outline CEMP (report ref. 107780-PEF-XX-500-T.RP-TE-0001).

5.21 To limit silt run-off stripping back will be limited to necessary areas (access track, parking and laydown) and drainage ditches with topsoil berms will be constructed perpendicular to the slope to slow and direct flows through silt traps consisting of strawbales/geotextile. It is not anticipated that the works will increase the risk of flooding on the site or in the surrounding area.

Ecology and Habitat Regulations

5.22 A Preliminary Ecological Appraisal (PEA) (ref 107780-PEF-XX-500-T.RP-GE-0002) has been prepared for the application site and is submitted as part of this application. The recommendations within the submitted ecology report will be followed as appropriate and therefore the development will be in line with Policy OE2 from the adopted Local Plan. Initial consultation with the Isles of Scilly Wildlife Trust has been undertaken to inform the recommendations.

5.23 Habitats Regulations Assessment (HRA) stage 1 screening report has also been prepared for the application site. Overall, it is considered unlikely that the site compound primarily for accommodation, welfare and material storage will have a significant effect upon the Isles of Scilly Complex SAC or the Isles of Scilly SPA, or the relevant qualifying features (habitats and species). No significant cumulative effects with other nearby schemes have been identified. Whilst it is possible that there could be some localised impacts in the surroundings of the site compound, these are not likely to affect the European sites which are located at the coast. The qualifying features of the designations are also focused on a more coastal location than where the Proposed Scheme is located which reduces potential for interactions and disturbance for the majority of the qualifying habitats and species. This means that the HRA does not need to progress onto Stage 2: appropriate assessment.

Trees and Landscape

5.24 The entrance to the site runs parallel to the elm hedgerow along the northern site boundary and the pine woodland at the western site boundary. The root protection zone (RPZ) for these habitats are marked as a dashed red line on the Proposed Site Layout Planning Drawing 107780-PEF-XX-500-D.DR-T-0003. The existing field access is located within this (RPZ). The installation of an access track within this area therefore cannot be avoided. This upper section of the RPZ is already subject to regular disturbance from vehicles accessing the site. This is due to the site's current use as grazing pasture for livestock. In order to minimise impacts upon roots during the sites use as a welfare compound, a 'no dig solution' is proposed by the contractors for the upper section of the access track located within the RPZ. It is proposed that a geotextile membrane will be laid over the existing site access track. This will be overlain with a geogrid filled with type 1 sub-base.

5.25 The trees, hedgerows and boundary planting will remain as part of the proposed development and provide screening for the proposed development.

Heritage

5.26 There are no heritage assets on or adjacent to the application site, however the site is within a designated Conservation Area. The nearest assets are in excess of 500m from the application

site. Given the scale and design of the proposed site and the distance from the nearest heritage asset, it is not considered that the proposed works will have a detrimental impact on any known designated heritage assets, in line with Policy OE7 from the adopted Local Plan.

5.27 The proposed scheme is highly unlikely to uncover undisturbed archaeological remains as the site has been previously used as a welfare compound and there will be limited excavation on site. The excavation will be localised for installing services such as power to the site.

Ground Conditions

5.28 The contractor has confirmed that following consultation with the Isles of Scilly Council, it has been agreed that there is a low potential of contamination on site and therefore acceptable for the development proposed in accordance with paragraph 183 of the NPPF. This has been agreed as the site has limited previous industrial use and excavation on site will be limited. Pollution prevention measures are identified within the Outline CEMP (report ref 107780- PEF-XX-500-T.RP-TE-0001).

Access and Construction Management

5.29 A Transport Statement (ref 107780-PEF-XX-500-T.RP-H-0001) has been prepared by the contractor which is submitted as part of this application. This statement includes details of the construction traffic routing, vehicular access arrangement and construction traffic management measures. Development on an island setting presents a unique situation that has required careful consideration in terms of material / vehicle transportation during the compound's construction. The Transport Statement demonstrates that the proposals can be safely accommodated and managed to ensure that there are no significant impacts on the local highway network. Therefore, the proposed works are considered to be in line with Policy SS10 from the Isles of Scilly Local Plan.

Waste Management

5.30 A Site Waste Management Plan (report ref. 107780-PEF-XX-500-T.RP-GG-0001) has been produced to manage waste more effectively, reducing potential harm to the environment and human health. This has followed the waste mitigation hierarchy, where the top priority goes from waste prevention, re-use, recycling, recovery to disposal. Municipal waste generated from the operation of the welfare compound will be collected and disposed of appropriately. It is currently anticipated that an agreement will be reached with the Isles of Scilly council, where they will collect municipal waste from site. The proposed development therefore accords with the principles of adopted Local Plan policy OE5.

6. Conclusion

6.1 This planning application seeks consent for the temporary use of land as a construction compound with welfare facilities to support South West Water upgrade to waste and water infrastructure across the Isles of Scilly for up to four years on land to the south of Carn Friars Lane (A3110). The need and principle of development has been established and there are exceptional circumstances to support the development. This development is required to facilitate a series of upgrade works to infrastructure across the five main islands.

6.2 The proposed works are not considered likely to result in any significant adverse impacts on ecology, heritage assets, highways, local amenity and landscape.

6.3 The proposed development is considered to accord with the main aims of both local and national planning policy. It is therefore respectfully requested that planning permission be granted.

Isles of Scilly

Isles of Scilly Capital Delivery Programme

Habitats Regulations Assessment (HRA) Stage 1 Screening Report

St. Mary's Welfare Compound

107780-PEF-XX-500-T.RP-EN-0001

Report Ref.	**107780-PEF-XX-500-T.RP-EN-0001**
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1 Introduction

1.1 Purpose of the Report

Pell Frischmann has been commissioned by Trant Engineering Limited to prepare Habitat Regulations Assessment (HRA) Stage 1 Screening for the proposed development of a temporary welfare compound on the Island of St. Mary's. The proposed welfare compound is required to support the proposed wastewater capital improvement project for the Isles of Scilly covering St Mary's, St Martins, St Agnes, Bryher and Tresco.

Isles of Scilly Council, as the competent authority and Local Planning Authority, are required to carry out (or request) an HRA '*to test if a plan or project proposal could significantly harm the designated features of a European site*' (in line with the UK government guidance 'Habitats regulations assessments: protecting a European site'[1]).

There are no designated European sites within the welfare compound boundary itself, however HRA screening is deemed to be required due to the proximity of the application site to designated features within the waters surrounding the island. The Isles of Scilly Special Protection Area (SPA) and the Isles of Scilly Complex Special Area of Conservation (SAC) are archipelago-wide designations and are located approximately (at the closest point) 600m and 645m south, respectively. The location of the designations is shown in Figure 1.1, overleaf. A more detailed figure is shown in Appendix A of this report.

The HRA process can have up to three stages. This report presents the HRA Stage 1 Screening assessment. The purpose of this stage is to check if the Proposed Scheme are likely to have a significant adverse effect on the relevant European site's conservation/8 objectives. If not, the HRA process can stop at Stage 1 Screening and will not need to progress onto Stage 2 Appropriate Assessment or Stage 3 Derogation.

1.2 Proposed Scheme Location

The site of the temporary welfare compound (hereafter referred to as the application site) is located on land south of the A3110 Parting Carn Lane (National Grid Reference - SV 91762 10782). The footprint of the application site occupies area of 0.39 hectares and is bound to the north, east, and south by hedgerows (traditional stone-faced hedgebanks) and to the west by a woodland.

The application site is situated approximately 400m north of runway 14 at the Isles of Scilly Airport, in a relatively rural setting with very few residential properties in local vicinity. The nearest neighbouring residential properties are located approximately 170m / 200m west / southwest of the site on Parting Carn Lane (the A3110) and Old Town Lane respectively.

The application site is owned by the Duchy of Cornwall and when not in use in support of development it provides land for the grazing and rearing of livestock.

The location for the compound has been used previously by other contractors for some previous infrastructure projects on the island.

Figure 1.2 overleaf shows the location of the site compound.

Transport routes between the compound site and shipping locations are shown within Figure 1.3 of this report.

[1] Department for Environment, Food & Rural Affairs, Natural England, Welsh Government and Natural Resources Wales (2021) Guidance – Habitats regulations assessments: protecting a European site. Available at: https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site

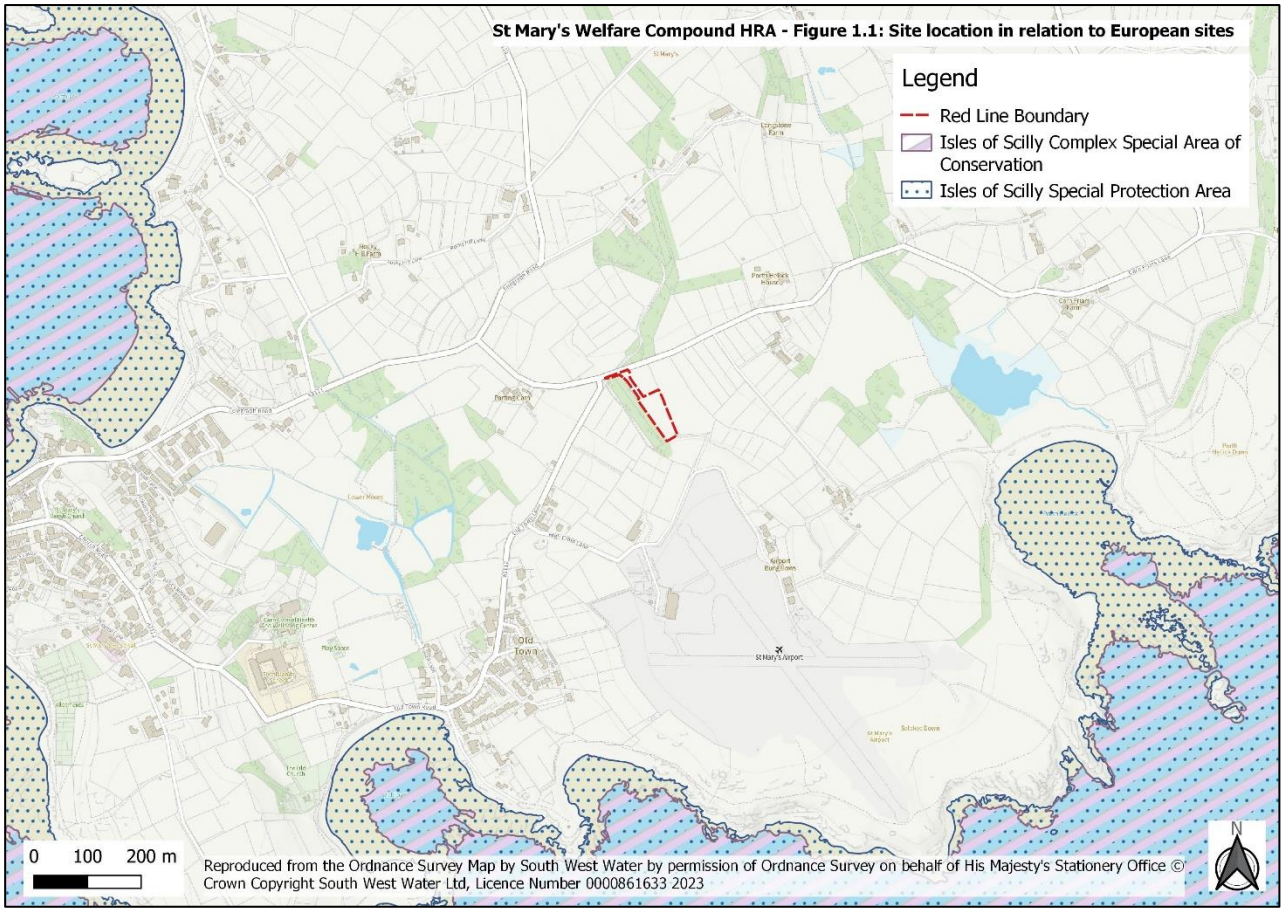


Figure 1.1: Site location in relation to European designations

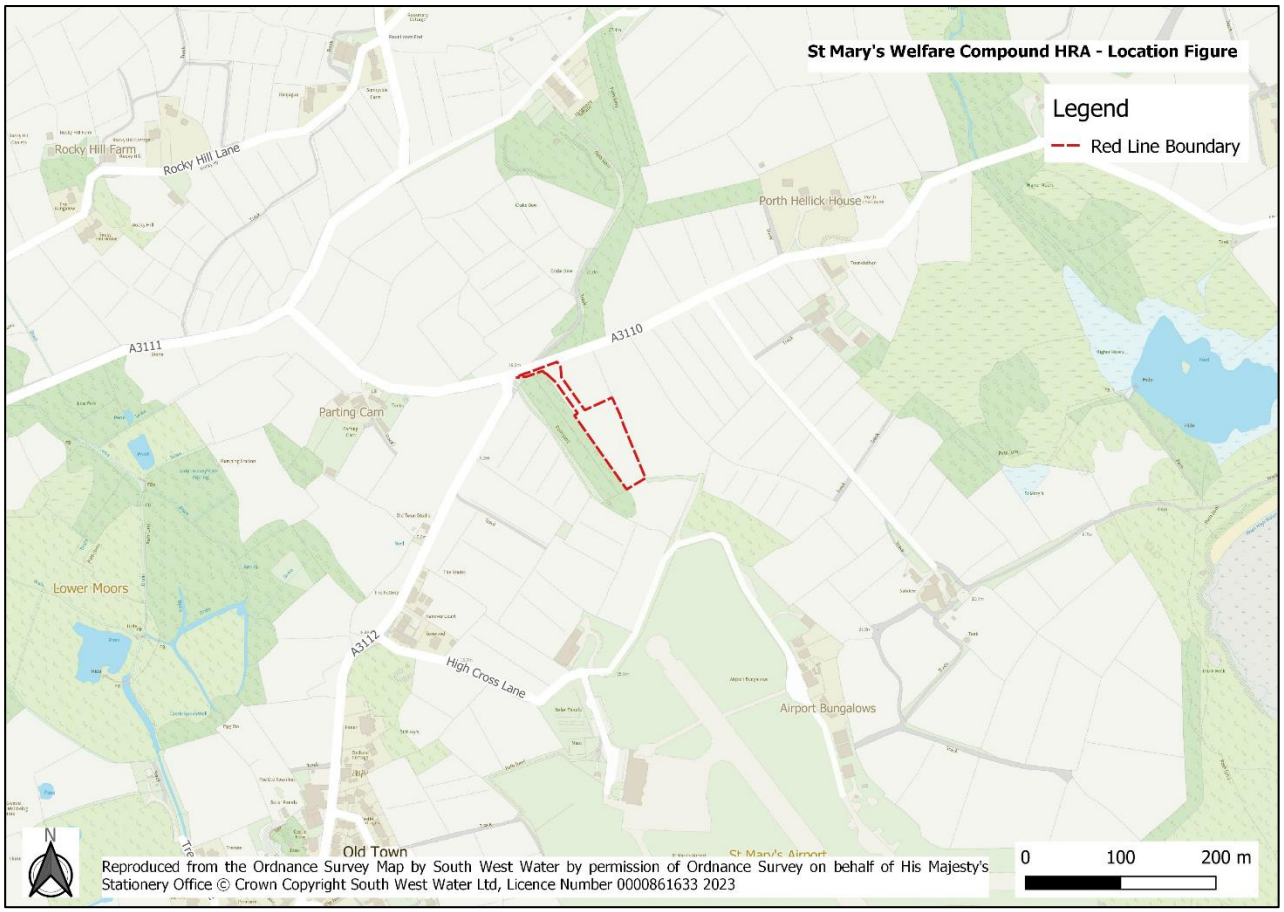


Figure 1.2: Proposed Scheme location

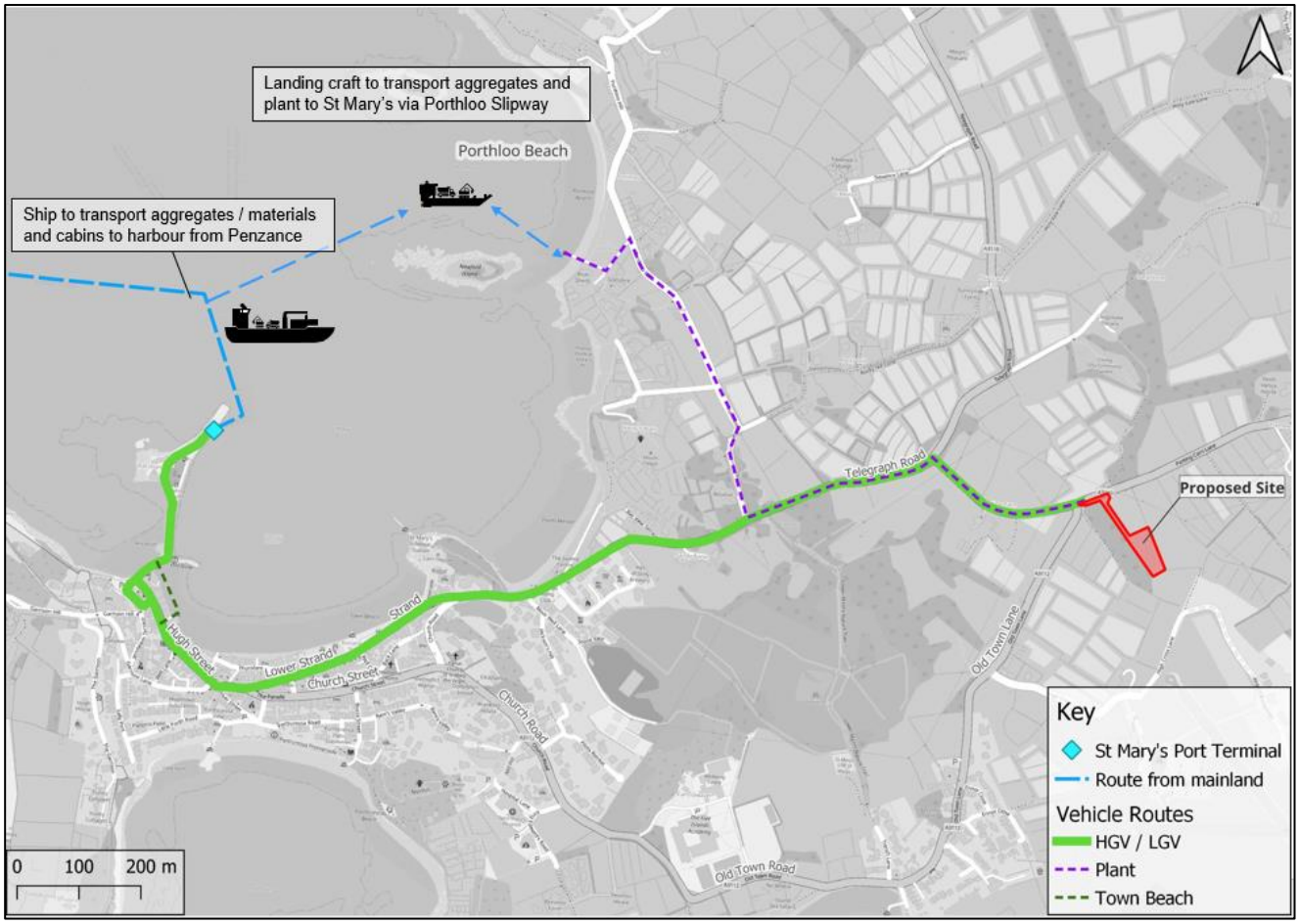


Figure 1.3: Transport Routes from Shipping Locations Figure

1.3 Proposed Scheme Overview

The proposed scheme comprises the development a temporary welfare compound to support the proposed wastewater capital improvement project for the Isles of Scilly. The temporary welfare compound will be in use for up to 4 years and will consist of an access road, parking and laydown area, recreation room, canteen, smoking shelter, meeting room, drying room, 10 sleep units, toilets with cess pit and power supply.

The layout of the proposed scheme is shown on planning drawing 107780-PEF-XX-500-D.DR-T-0003. The compound is separated in to three internal areas with each delineated by seeded topsoil berms. The site layout disaggregated by area is as follows:

- Access, parking and laydown, including:
  - Internal site access track running north-south parallel to the western field boundary.
  - 6 x car parking spaces;
  - Laydown area; and,
  - Vehicle turning area.

- Offices and amenities, including:
  - Generator;
  - Offices;
  - Meeting room;
  - Recreation room;
  - Canteen;
  - Drying room;
  - Material storage area; and
  - Toilet / cess pit.

- Habitation, including:
  - 10 x cabin-type sleep units.

1.4 Programme

A phased mobilisation approach is planned to commence in January 2024 and be completed in March 2024.

To enable efficient on-island construction activities, material deliveries will need to be substantially completed prior to construction commencement to reduce the impact of inclement weather. Materials can be delivered during good weather and then stored securely and be easily accessible on the island.

2 Methodology

2.1 Legislation and Guidance

There are two key pieces of legislation associated with HRA:

1. *The European Union (Withdrawal) Act 2017*, which provides for the retention of existing EU law. The key piece of legislation retained and transposed into UK legislation related to this HRA is the *Conservation of Habitats and Species Regulations 2017*. This retained EU legislation includes the *Birds Directive (79/409/EEC)* and *Habitats Directive (92/43/EEC)*. The Birds Directive aims to protect all 500 wild bird species naturally present in the EU. The Habitats Directive aims to protect over 1,000 animal and plant species, as well as over 200 habitat types; and

2. *The Conservation of Habitats and Species Regulations 2017 (as amended)*, also known as the "Habitats Regulations". The Regulations were amended in 2019 followed the UK's exit from the EU. One of the amendments was that SACs and SPAs in the UK are no longer part of the EU's Natura 2000 ecological network, but instead belong to a (UK) national site network.

This Habitat Regulations Assessment has been undertaken in line with the following:

- UK Government Guidance: Habitats regulations assessment: protecting a European site, and Appropriate assessment: guidance on the use of Habitats Regulations Assessment[2]; and

- Highways England standard LA 115 Habitats Regulations Assessment[3], published as part of the Design Manual for Roads and Bridges (DMRB).

The standard LA 115 provides a clear approach to identify potential significant effects upon a European site using screening matrices. The DMRB screening matrices have been adapted for this HRA.

2.2 HRA Stages

The UK Government guidance outlines the three stages of the HRA process:

1. Screening – to check if the proposal is likely to have a significant effect on a site's conservation objectives either alone or in-combination. If not, it is not required to go through the appropriate assessment or derogation stages;

2. Appropriate assessment – to assess if the proposal would have an adverse effect on site integrity either alone or in-combination. In this stage, measures can be identified to avoid or minimise effects; and

3. Derogation – to consider if the proposal that would have an adverse effect on a European site qualifies for an exemption.

This report presents Stage 1 of this process.

[2] Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government (2019) Guidance – Appropriate assessment: Guidance on the use of Habitats Regulations Assessment. Available at: https://www.gov.uk/guidance/appropriate-assessment

[3] Highways England (2020) Design Manual for Roads and Bridges Sustainability & Environment Appraisal – LA 115 Habitats Regulations assessment (formerly HD 44/09), Revision 1. Available at: https://www.standardsforhighways.co.uk/tses/attachments/e2fdab58-d293-4af7-b737-b55e08e045ae?inline=true

The HRA process is underlined by the precautionary principle when assessing potential impacts. If it is not possible to rule out the risk of harm, based on the available evidence, then it is assumed that a risk may exist and it should be dealt with using the appropriate assessment process.

2.3 Stage 1 Screening Process

The '*Habitats Regulations Assessment: Protecting a European Site'* guidance[1] also outlines the HRA screening process. This information has been summarised into the following steps:

1. Identify which European sites the Proposed Scheme could affect;
2. Describe how the Proposed Scheme alone, and in combination with other schemes, may have the potential to cause likely significant effects to the European site(s);
3. Identify the potential effects upon the European site(s);
4. Assess the significance of the potential effects on the European site; and
5. Report the findings, ensuring the evidence is thorough and complete with clear conclusions.

In line with ruling of the Court of Justice of the European Union, competent authorities cannot consider any mitigation measures when making a decision during the Stage 1: Screening process. This report has therefore assessed the potential effects without mitigation measures.

2.4 Information Sources

Information sources used during the writing of this report include the following (although specific documents are referenced, where relevant, using footnotes later in this report):

- Natural England – European site conservation objectives;
- Joint Nature Conservation Council (JNCC) – Standard data forms;
- Department for Environment, Food and Rural Affairs (Defra) – MAGIC mapping[4];
- Royal Society for the Protection of Birds (RSPB) bird species webpages;
- Isles of Scilly Council Planning Applications webpage[5]; and
- Online mapping (for example, Google Maps).

[4] Defra (2023) Multi-Agency Geographic Information for the Countryside (MAGIC) Mapping. Available at: Magic Map Application (defra.gov.uk)

[5] Isles of Scilly Council (2023) Planning Applications. Available at: https://www.scilly.gov.uk/planning-development/planning-applications

3 Stage 1 Screening Assessment

3.1 European Sites

There are two European sites within 2km of the Proposed Scheme: the Isles of Scilly SPA and the Isles of Scilly Complex SAC. The qualifying features for designation of the two designations are covered within Table 3-1, below. Qualifying features include species and habitats.

It is also noted that the DMRB LA 115 standard recommended that a 30km zone of influence is also considered for SACs where bats are a reason for designation. Due to the location of the works on an island, the 30km zone of influence is scoped out.

Table 3.1: European sites considered within this HRA

Isles of Scilly Complex SAC	
Aspect	**Description**
Location	Isles of Scilly Complex SAC – approximately 645m to the south of the application site at its nearest point.
Qualifying Features	According to Natural England[6], the qualifying features of the SAC include: ➢ Sandbanks which are slightly covered by sea water all the time (subtidal sandbanks); ➢ Mudflats and sandflats not covered by sweater at low tide (intertidal mudflats and sandflats); ➢ Reefs; ➢ Grey seal (*Halichoerus grypus*); and ➢ Shore dock *(Rumex rupestris*).
Isles of Scilly Complex SPA	
Aspect	**Description**
Location	Isles of Scilly Complex SPA – approximately 600m to the south of the application site at its nearest point.
Qualifying Features	According to Natural England[7], the qualifying features of the SPA include: ➢ European storm-petrel *(Hydrobates pelagicus*); ➢ Lesser black-backed gull *(Larus fuscus graellsii*); ➢ European shag *(Phalacrocorax aristotelis*); and ➢ Great black-backed gull *(Larus marinus*). The site is also noted for its seabird assemblage.

3.2 Cumulative Effects

A search of the Isles of Scilly planning applications list was undertaken in September 2023 to capture any major developments, in the previous three years, within 2km of the Proposed Scheme (i.e. within the island of St Mary's). Only full applications were considered when searching for the other schemes, using the distance and date criteria. Table 3-2 below details the findings of the search.

A search was also carried out using the Planning Inspectorate's National Infrastructure Planning project search[8], although none were identified within the Isles of Scilly.

[6] Natural England (2018) European Site Conservation Objectives for Isles of Scilly Complex Special Area of Conservation Site Code: UK0013694. Available at: file:///C:/Users/esamways/Downloads/UK0013694%20IslesofScillyComplex%20SACv2018%20(1).pdf

[7] Natural England (2022) Isles of Scilly SPA Citation – Updated 2020. Available at: https://publications.naturalengland.org.uk/publication/5846031572926464

[8] Planning Inspectorate (2023) National Infrastructure Planning – Projects. Available at: Projects | National Infrastructure Planning (planninginspectorate.gov.uk)

Table 3.2: Planning applications for notable nearby other schemes

Distance and direction from:		Description	Planning Reference and Date
Compound	**European Sites**		
Approx. 600m south-east of the compound boundary	Approx. 210m north of the SAC Approx. 5m north of the SPA	Porth Hellick Beach, Porth Hellick, St Mary's – ➢ Raising of the existing dune at the eastern end of Porth Hellick Bank to match the existing dune profile, new vehicular access ramp through the new section of dune onto the beach. Formalising beach access track at southern end. ➢ (EIA Development). ➢ It is noted that the Environmental Statement for this project is combined with the one for P/21/050/FUL and P/21/049/FUL.	P/21/051/FUL Decision provided on 21 Oct 2021 (Permitted)
Approx. 660m north-west of the compound boundary	Approx. 85m south of the SAC Located within the SPA	Porthmellon Beach, Porthmellon, St Mary's – ➢ Construction of a rock armour revetment in the south west corner of Porth Mellon Beach. Formalising pedestrian beach access track. ➢ (EIA Development), (Major Development).	P/21/050/FUL Decision provided 20 Oct 2021 (Permitted)
Approx. 850m north-west of the compound boundary	Approx. 5m east of the SAC Located within the SPA	Porthloo Beach, Porthloo, St Mary's – ➢ Construction of concrete retaining wall faced with greenheart wood to continue the existing wooden retaining wall and placement of granite rock armour revetment on the beach side of the retaining wall. ➢ (EIA Development), (Major Development).	P/21/049/FUL Decision provided 20 Oct 2021 (Permitted)
Approx. 375m south-west of the compound boundary	Approx. 315m north of the SAC Approx. 250m north of the SPA	Land to the North of Ennor Farm, Old Town, St Mary's – ➢ Outline planning application for 12 detached and semi-detached self-build homes with appearance as a reserved matter. ➢ (Major Development), (Amended Plans).	P/21/002 Decision provided 13 April 2021 (Permitted)
Approx. 145m to the east of the compound boundary	Approx. 530m north-west of the SAC Approx. 315m north-west of the SPA	Land at Salakee Farm, Salakee, St Mary's – ➢ Temporary change of use of land for food waste composting and storage of compost including installation of an in-vessel composting system contained inside a 20-foot shipping container.	P/23/049/COU Decision due 19 Sept 2023
Approx. 15m to the west of the compound boundary	Approx. 580m north-west of the SAC Approx. 505m north-west of the SPA	Land at Parting Carn Farm, Parting Carn, St Mary's – ➢ Change of use of land for the siting of two self-contained glamping pods for visitor accommodation.	P/21/023/COU Decision provided 21 May 2021

It is not possible to establish whether the above listed works have yet been completed or not. However, none of the other schemes overlap with the delivery of the proposed welfare compound. Whilst some other developments overlap the boundary of the European designations, as those schemes do not fall close to the site compound, it reduces the likelihood for potential cumulative impacts that occur upon the SAC or SPA. Equally, the nature of the works means that the other schemes are considered to be low impact and unlikely to act cumulatively with the Proposed Scheme.

The three developments located at Porth Hellick, Porthmellon and Porthloo beaches are either within, or very close to, the designations but it is considered unlikely that the Proposed Scheme would cause a combined impact upon the designations when considered together with the Proposed Scheme. Therefore, no significant cumulative effects are considered likely.

3.3 Results

3.3.1 Isles of Scilly Complex SAC

The below table covers the assessment of potential impacts of the Proposed Scheme upon the SAC and its qualifying features. The table has been adapted from a screening matrix template within DMRB LA 115.

Some of the factual information within the table has been extracted from the JNCC standard data form[9] for the SAC.

Table 3.3: Isles of Scilly Complex SAC Assessment Matrix

Isles of Scilly Complex SAC Assessment Matrix	
Project	**St Mary's Site Compound**
Characteristics of the European site	
Name of European site (EU Code)	Isles of Scilly Complex Special Area of Conservation (UK0013694)
Size of European site	26,848.62 ha
Site details	*The Isles of Scilly SAC "encompasses all of the main islands and outlying rocky islets and protects a range of habitats. Rocky reefs in Scilly stretch from the intertidal to deep circalittoral reefs and are recognised for the diversity of the species they support. These include corals, sponges, seaweeds and bryozoans…* *Extensive intertidal sandflats are present in the shallow water between the islands and again support a wide range of species, including some not often found in the intertidal…* *In addition to habitats the Isles of Scilly SAC is designated for supporting a sizeable population of grey seals Halichoerus grypus, which are present all year round and shore dock Rumex rupestris on a number of the islands. The Isles Scilly SAC overlaps with 10 of the 11 more recently designated Marine Conservation Zones (MCZs). The MCZs complement the SAC designation by offering protection to species and habitats that are not protected by the SAC"*[10]*.*
Site character, habitat class	➢ Habitat class N02 , which is defined as: Tidal rivers, Estuaries, Mud flats, Sand flats, Lagoons (including saltwork basins)– 20% coverage; ➢ Habitat class N01, which is defined as: Marine areas, Sea inlets – 75% coverage; and ➢ Habitat class N05, which is defined as: Shingle, Sea cliffs, Islets – 5% coverage.
Qualifying features	➢ Sandbanks which are slightly covered by sea water all the time (subtidal sandbanks); ➢ Mudflats and sandflats not covered by sweater at low tide (intertidal mudflats and sandflats); ➢ Reefs; ➢ *Halichoerus grypus* (grey seal); and ➢ *Rumex rupestris* (shore dock).
Natural England Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintain or restoring: ➢ The extent and distribution of qualifying natural habitats and habitats of qualifying species; ➢ The structure and function (including typical species) of qualifying natural habitats; ➢ The structure and function of the habitats of qualifying species; ➢ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely; ➢ The populations of qualifying species; and ➢ The distribution of qualifying species within the site.
Vulnerability of the European site (i.e. threats and pressures)	➢ Threat and pressure code H02: pollution to groundwater (point sources and diffuse sources; ➢ Threat and pressure code G01: outdoor sports and leisure activities, recreational activities; ➢ Threat and pressure code I01: invasive non-native species; ➢ Threat and pressure code F02: fishing and harvesting aquatic resources; and ➢ Threat and pressure code J03: other ecosystem modifications.

[9] Joint Nature Conservation Council (2015) Standard Data Form for the Isles of Scilly Complex SAC. Available at: https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0013694.pdf

[10] Natural England (2023) Designated Sites View – Isles of Scilly Complex SAC. Available at: Designated Sites View (naturalengland.org.uk)

Isles of Scilly Complex SAC Assessment Matrix	
Project	**St Mary's Site Compound**
Project Information	
Land take	The Proposed Scheme will not involve any land take within the SAC, and there is a distance of approximately 645m between the Proposed Scheme and the nearest part of the SAC.
Functionally linked land	There are no habitats within or immediately surrounding the Proposed Scheme boundary which could be functionally linked with the SAC (which is a coastal water body) or its qualifying habitats (sandbanks, mudflats and sandflats, and reefs). As the SAC is not in immediate proximity to the Proposed Scheme, it limits the potential for there to be functionally linked land considering the coastal nature of the SAC and its qualifying features.
Excavation requirements	No excavation is required within the SAC.
Resource requirements	It is not expected that any resources within the SAC, such as seawater, would be required for the construction or operation of the Proposed Scheme.
Maintenance requirements	As the compound will be a temporary one and not a permanent structure, maintenance requirements are likely to be limited.
Transportation, including access routes	As part of the Proposed Scheme, an access road is being constructed within the Proposed Scheme boundary. The access road will be located within the northern part of the compound and will join with the A3110, just to the east of where it branches from the A3112 Old Town Lane. A parking area for vehicles is also proposed as part of the compound. During the construction of the compound, it is estimated within the Construction Traffic Management Plan (report reference: 710013-NMX-WFD-XX-RP-Y-0002) that there will be approximately 75 vehicles attending the site (equating to 150 two-way vehicle movements) for delivery of materials, plant and prefabricated cabins. There are expected to be 2 goods vehicle movements per day and 2 staff minibus movements per day (making a total of 8 two-way movements daily). In Figure 1.3 of this report, the routes are shown for vehicles (both HGV and LGV) between the compound and the two shipping locations (St Mary's Port / quay and the Porthloo Slipway near Porthloo Beach). Both of these two shipping locations fall within the boundaries of the SAC. As the existing routes and shipping locations are being used and a minimal number of movements are expected per day, no impacts additional to the existing usage of such shipping locations or vehicle routes are predicted upon the qualifying features of the SAC.
Invasive species	No scheduled invasive non-native species were identified during the site visit carried out for the Preliminary Ecological Appraisal (report reference: 107780-PEF-XX-500-T.RP-GE-0002). The presence of invasive species is considered unlikely. The Preliminary Ecological Appraisal identified that the contractor should adhere to biosecurity best practice during excavation and clearance to further the risk of invasive species spread or introduction. This also includes for Dutch elm disease and rats. There is not expected to be a risk of introduction or spread of invasive species to / within the SAC site.
Surface water runoff	Drainage ditches with topsoil berms will be constructed perpendicular to the slope to slow and direct flows through silt traps consisting of strawbales / geotextile. To limit silt run-off, stripping back will be limited to necessary areas (access track, parking and laydown). Due to distance between the SAC and the Proposed Scheme, it is considered unlikely that runoff from the compound would have an interaction with the SAC.
Assessment of potential impacts	
Reduction in habitat area	No reduction of habitat area within the SAC is anticipated as no direct works will be occurring within the SAC as a result of the Proposed Scheme.
Habitat fragmentation	The Proposed Scheme will not cause habitat loss for habitats within the SAC, particularly the qualifying habitats (sandbanks, mudflats and sandflats, and reefs). The Preliminary Ecological Appraisal identified that the habitats within the Proposed Scheme comprised modified grassland and bare ground. No habitats that are qualifying features of the SAC were present. In addition, no habitats suitable to support shore dock or grey seal were present within or adjacent to the Proposed Scheme. Whilst it is possible that there could be some local disturbance to habitats within the immediate vicinity of the compound, the compound is a temporary structure and it is not anticipated that changes local to the compound will have an impact upon the SAC in terms of habitats.
Disturbance to key species (including species density)	The Preliminary Ecological Appraisal identified that the habitats within the Proposed Scheme comprised modified grassland and bare ground. No habitats suitable to support shore dock or grey seal were present within or adjacent to the Proposed Scheme. Although the Proposed Scheme would result in higher levels of disturbance at the compound, due to the distance and absence of functionally linked land within or adjacent to the compound that

Isles of Scilly Complex SAC Assessment Matrix	
Project	**St Mary's Site Compound**
	could support grey seal, no direct impacts or disturbance of qualifying features of the SAC are anticipated.
Species fragmentation	No species fragmentation is considered likely as result of the Proposed Scheme due to the distance to the SAC and habitats present within the Proposed Scheme. No impact pathways that could affect connectivity for or distribution of shore dock or grey seal within the SAC or functionally linked land have been identified.
Changes in key indicators of conservation value – water quality	As there are no watercourses within the compound boundary, or within proximity to the compound, there are not considered to be hydrological linkages between the compound and the SAC (which covers a coastal water body). Therefore, it is not anticipated that there would be adverse impacts upon the SAC's water quality as a result of the Proposed Scheme. In terms of possible groundwater impacts, excavation and stripping back of soil will be limited to the surface layers as far as possible. This should limit silt run-off and minimise the potential for impacts upon groundwater which may be found within the ground profile. It is also expected that best practice measures will be followed during the establishment of the compound site which would further limit impacts.
Changes in key indicators of conservation value – air pollution and dust	Whilst there may be some dust caused by the construction of certain areas of the site (such as the parking and laydown area, and the access track) the majority of the facilities within the compound are likely to be prefabricated units which are designed for temporary / short-term developments. Dust is not likely to have an adverse effect upon the SAC due to distance from the compound. In terms of air pollution, there will be vehicles coming to and from the compound associated with both the construction of the compound and also the operation of the compound. As stated above, vehicle numbers are not expected to be significant with an expected number of 8 two-way vehicle movements daily associated with the construction of the compound. Consequently, it is not expected that vehicles associated with the compound construction will have a significant adverse effect upon surrounding receptors. Equally, due to there being a distance of at least 600m between the proposed compound and the SAC, no significant impacts are considered likely.
Changes in key indicators of conservation value – visual disturbance	Due to distance between the compound and the SAC, there will not be visual disturbance for the grey seals.
Changes in key indicators of conservation value – noise disturbance	Whilst there will be noise and vibration during construction and operation of the site compound, prolonged, high noise activities such as piling or drilling into the ground are not expected. Due to distance, it is not expected that any such noise would have a significant adverse effect on the SAC, and in particular grey seals. A construction traffic noise assessment has been scoped out of the planning application because the low number of planned daily construction vehicle movements are unlikely to result in adverse impacts upon sensitive noise receptors, including nearby protected habitats. This approach has been agreed through pre-application consultation with the Isles of Scilly Council.
Cumulative effects	Various other schemes have been mentioned within Section 3.2 of this HRA report. Of the schemes that were relevant to the search criteria, only some have potential relevance to this assessment. But as explained within Section 3.2, it is considered unlikely that there would be significant cumulative effects. There is limited potential for overlapping impacts due to distance and also considering the nature of the some of the schemes. Of the three schemes within closest proximity to the SAC (i.e. those on Porth Hellick, Porthmellon and Porthloo beaches), it is not thought that there would be significant overlapping effects upon the SAC or its qualifying features.
Assessment of significance of effects	
Is the project directly connected with or necessary to the management of the site?	No, the site compound is not connected with or necessary to the management of the European site.
Has consultation been undertaken?	Consultation with a statutory nature conservation body is not mandatory until Stage 2: appropriate assessment. Some initial consultation with the Isles of Scilly Wildlife Trust has been undertaken. No specific concerns were identified for the Proposed Scheme.
Outcome of the screening stage	It is not considered that the Proposed Scheme would result in likely significant effects upon the Isles of Scilly Complex SAC or its qualifying species and habitats. Therefore, it is not considered necessary to progress to Stage 2: appropriate assessment of the HRA process.
Assessment information	
Who carried out the assessment?	Prepared by: E Samways (Environmental Consultant) Checked by: W Thornton (Senior Environmental Consultant) and T Priestley (Principal Ecologist)

Isles of Scilly Complex SAC Assessment Matrix	
Project	**St Mary's Site Compound**
	Approved by: J Davey (Technical Director – Environmental Management & Sustainability)
Level of assessment completed	Stage 1 Screening

3.3.2 Isles of Scilly SPA

The below table covers the assessment of potential impacts of the Proposed Scheme upon the SPA and its qualifying features. The table has been adapted from a screening matrix template within DMRB LA 115.

Some of the below factual information within the table has been extracted from the JNCC standard data form for the SPA.

Table 3.4: Isles of Scilly SPA Assessment Matrix

Isles of Scilly SPA Assessment Matrix	
Project	**St Mary's Site Compound**
Characteristics of the European site	
Name of European site (EU Code)	Isles of Scilly Special Protection Area (UK9020288)
Size of European site	13,332.68 ha
Site details	*According to Natural England[11]: "The isolated nature of the islands and rocks, together with their low levels of disturbance, make them particularly suitable for nesting seabirds, with the SPA supporting a breeding seabird assemblage of European importance. The waters adjacent to the colonies are used by large numbers of seabirds for a wide range of activities, including bathing, preening, displaying, loafing and local foraging. The site supports the fifth largest UK population of European storm petrels* Hydrobates pelagicus *(and the largest in England), the sixth largest population of lesser black-backed gulls* Larus fuscus graellsii*, the third largest population of European shags* Phalacrocorax aristotelis *(and the largest in England), and the largest population of great black-backed gull* Larus marinus *in the UK (Natural England, 2018[12]).*
Site character, habitat class	➢ Habitat class N01, which is defined as: Marine areas, Sea inlets – 97.24% coverage; ➢ Habitat class N05, which is defined as: Shingle, Sea cliffs, Islets – 1.23% coverage; ➢ Habitat class N04, which is defined as: Coastal sand dunes, Sand beaches, Machair – 0.18% coverage; ➢ Habitat class N02, which is defined as: Tidal rivers, Estuaries, Mud flats, Sand flats, Lagoons (including saltwork basins) – 0.01% coverage; ➢ Habitat class N08, which is defined as: Heath, Scrub, Maquis and Garrigue, Phygrana– 1.34% coverage.
Qualifying features	➢ *Hydrobates pelagicus* (European storm-petrel); ➢ *Larus fuscus graellsii* (lesser black-backed gull); ➢ *Phalacrocorax aristotelis* (European shag); and ➢ *Larus marinus* (great black-backed gull)
Natural England Conservation Objectives[13]	The objectives are to ensure that, subject to natural change, the integrity of the site is maintained or restored as appropriate, and that the site contributes to achieving the aims of the Wild Birds Directive, by maintain or restoring: ➢ The extent and distribution of the habitats of qualifying features; ➢ The structure and function of the habitats of the qualifying features; ➢ The supporting processes on which the habitats of the qualifying features rely; ➢ The populations of each of the qualifying features; and

[11] Natural England (2023) Designated Sites View – Isles of Scilly SPA. Available at: Designated Sites View (naturalengland.org.uk)

[12] Natural England (2018) Departmental Brief: Isles of Scilly potential Special Protection Area (pSPA).

[13] Natural England (2023) Natural England Conservation Advice for Marine Protected Areas – Isles of Scilly SPA. Available at: https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9020288&SiteName=isles%20of%20scilly&SiteNameDisplay=Isles%20of%20Scilly%20SPA&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=&NumMarineSeasonality=4&HasCA=1#hlco

Isles of Scilly SPA Assessment Matrix	
Project	**St Mary's Site Compound**
	➢ The distribution of qualifying features within the site.
Vulnerability of the European site (i.e. threats and pressures)	➢ Threat and pressure code I01: invasive non-native species; ➢ Threat and pressure code F02: fishing and harvesting aquatic resources; ➢ Threat and pressure code D04: airports, flightpaths; ➢ Threat and pressure code E03: discharges; ➢ Threat and pressure code G01: outdoor sports and leisure activities, recreational activities; and ➢ D03 – shipping lanes, ports, marine constructions.
Project Information	
Land take	The Proposed Scheme will not involve any land take within the SPA, and there is a distance of approximately 600m between the Proposed Scheme and the nearest part of the SPA.
Functionally linked land	The qualifying features of this site include a number of bird species. Whilst storm petrels and shags predominantly stay near to the sea / along the coast due to their food supply being fish, crustaceans and molluscs[14],[15], the lesser and great black-backed gull[16],[17] may be found further inland as they are omnivorous and do not necessarily rely on food sources within the marine environment. This therefore means that there could be some functionally linked land where the gulls may scavenge or find its food inland. The works are localised to the compound and are not expected to have a significant adverse effect upon the land which the gulls may use.
Excavation requirements	No excavation is required within the SPA.
Resource requirements	It is not expected that any resources within the SPA, such as seawater, would be required for the construction or operation of the Proposed Scheme.
Maintenance requirements	As the compound will be a temporary and not a permanent structure, maintenance requirements are likely to be limited.
Transportation, including access routes	As part of the Proposed Scheme, an access road is being constructed within the Proposed Scheme boundary. The access road will be located within the northern part of the compound and will join with the A3110, just to the east of where it branches from the A3112 Old Town Lane. A parking area for vehicles is also proposed as part of the compound. During the construction of the compound, it is estimated within the Construction Traffic Management Plan (report reference: 710013-NMX-WFD-XX-RP-Y-0002) that there will be approximately 75 vehicles attending the site (equating to 150 two-way vehicle movements) for delivery of materials, plant and prefabricated cabins. There are expected to be 2 goods vehicle movements per day and 2 staff minibus movements per day (making a total of 8 two-way movements daily). In Figure 1.3 of this report, the routes are shown for vehicles (both HGV and LGV) between the compound and the two shipping locations (St Mary's Port / quay and the Porthloo Slipway near Porthloo Beach). Both of these two locations fall within the boundaries of the SPA. As the existing routes and shipping locations are being used and a minimal number of movements are expected per day, no impacts additional to the existing usage of such shipping locations or vehicle routes are predicted upon the qualifying features of the SPA.
Invasive species	Whilst there may be records of invasive species within 2km of the compound, no scheduled invasive non-native species were identified during the site visit carried out for the Preliminary Ecological Appraisal (report reference: 107780-PEF-XX-500-T.RP-GE-0002) and therefore, it is not considered that there is a high risk of species being present. The Contractor should adhere to best practice during excavation and clearance to further the risk of invasive species spread or introduction. This also includes for Dutch elm disease and rats. There is not expected to be a risk of introduction or spread of invasive species to / within the SPA site.

[14] RSPB (2023) Storm petrel. Available at: https://www.rspb.org.uk/birds-and-wildlife/wildlife-guides/bird-a-z/storm-petrel/

[15] RSPB (2023) Shag. Available at: https://www.rspb.org.uk/birds-and-wildlife/wildlife-guides/bird-a-z/shag/

[16] RSPB (2023) Lesser black-backed gull. Available at: https://www.rspb.org.uk/birds-and-wildlife/wildlife-guides/bird-a-z/lesser-black-backed-gull/

[17] RSPB (2023) Great black-backed gull. Available at: https://www.rspb.org.uk/birds-and-wildlife/wildlife-guides/bird-a-z/great-black-backed-gull/

Isles of Scilly SPA Assessment Matrix	
Project	**St Mary's Site Compound**
Surface water runoff	Drainage ditches with topsoil berms will be constructed perpendicular to the slope to slow and direct flows through silt traps consisting of strawbales / geotextile. To limit silt run-off, stripping back will be limited to necessary areas (access track, parking and laydown). Due to distance between the SPA and the Proposed Scheme, it is considered unlikely that runoff from the compound would have an interaction with the SPA.
Assessment of potential impacts	
Reduction in habitat area	No reduction of habitat area within the SPA is anticipated as no direct works will be occurring within the SPA as a result of the Proposed Scheme.
Habitat fragmentation	As no direct works will be occurring within the SPA as a result of the Proposed Scheme, the Proposed Scheme will not result in loss or fragmentation of habitats within the SPA. Due to the small scale, low suitability of habitats for supporting qualifying features of the SPA and distance to the SPA, no habitat fragmentation is anticipated as a result of the proposed scheme
Disturbance to key species (including species density)	As the works are not located close to the SPA or within the water environment (or the coastal edge), it is considered unlikely that there would be disturbance impacts upon the qualifying bird species. This is particularly the case for storm petrels and shags which will likely remain along the coast / in the water due to their food source being the sea. Whilst the lesser and black-backed gulls may venture further in land due to not being fully dependent upon the sea for their food, it is considered unlikely that the Proposed Scheme would cause significant disturbance to the species or reduce its numbers. Particularly for the lesser black-backed gull which can scavenge food (including from humans), it is expected that they already have some familiarity with human noise sources (such as from tourists) which makes them less likely to be disturbed.
Species fragmentation	No species fragmentation is considered likely as result of the Proposed Scheme, as the compound will not cause fragmentation of the habitats that the qualifying species may use or affect the species directly.
Changes in key indicators of conservation value – water quality	As there are no watercourses within the compound boundary, or within proximity to the compound, there are not considered to be hydrological linkages between the compound and the SPA (which covers a coastal water body). Therefore, it is not anticipated that there would be adverse impacts upon the SPA's water quality as a result of the Proposed Scheme. In terms of possible groundwater impacts, excavation and stripping back of soil will be limited to the surface layers as far as possible. This should limit silt run-off and minimise the potential for impacts upon groundwater which may be found within the ground profile. Best practice measures should be followed during the establishment of the compound site which would further limit impacts.
Changes in key indicators of conservation value – air pollution and dust	Whilst there may be some dust caused by the certain construction activities (such as the parking and laydown area, and the access track) which require some excavation or soil stripping, the majority of the compound's facilities are likely to be prefabricated units which are designed for temporary / short-term developments. Dust generated during construction is not likely to have an adverse effect upon the SPA or its qualifying features due to distance from the compound. In terms of air pollution, there will be vehicles coming to and from the compound associated with both the construction of the compound and also the operation of the compound. As stated above, vehicle numbers are not expected to be significant with an expected number of 8 two-way vehicle movements daily associated with the construction of the compound. Consequently, it is not expected that vehicles associated with the compound construction will have a significant adverse effect upon surrounding receptors. Equally, due to there being a distance of at least 600m between the proposed compound and the SPA, no significant impacts are considered likely.
Changes in key indicators of conservation value – visual disturbance	Although the proposed Scheme would result in higher levels of visual disturbance at the Site compound from vehicle and human activity, due to the distance and absence of functionally linked land within or adjacent to the compound no disturbance of qualifying features of the SPA are anticipated from visual disturbance.
Changes in key indicators of conservation value – noise disturbance	Whilst there will be noise and vibration caused as a result of the construction and operation of the site compound, prolonged, high noise activities such as piling or drilling into the ground are not expected. Due to distance, it is not expected that any such noise would have a significant adverse effect on the SPA. It is also important to note that birds are mobile species which can take flight and move elsewhere which further reduces the likelihood of significant impact. A construction traffic noise assessment has been scoped out of the planning application because the low number of planned daily construction vehicle movements are unlikely to result in adverse impacts upon sensitive noise receptors, including nearby protected habitats. This approach has been agreed through pre-application consultation with the Isles of Scilly Council.
Cumulative effects	Various other schemes have been mentioned within Section 3.2 of this HRA. Of the identified other schemes, only some have relevance to this assessment. But as explained within Section 3.2, it is considered unlikely that there would be significant cumulative effects as there is limited potential for overlapping impacts due to distance and also considering the nature of the other schemes. Of the

Isles of Scilly SPA Assessment Matrix	
Project	**St Mary's Site Compound**
	three schemes which are located either within the SPA or immediately outside of the SPA (i.e. those on Porth Hellick, Porthmellon and Porthloo beaches), significant overlapping effects upon the SAC or its qualifying features are thought unlikely.
Assessment of significance of effects	
Is the project directly connected with or necessary to the management of the site?	No, the site compound is not connected with or necessary to the management of the European site.
Has consultation been undertaken?	Consultation with a statutory nature conservation body is not mandatory until Stage 2: appropriate assessment. Some initial consultation with the Isles of Scilly Wildlife Trust has been undertaken. No specific concerns were identified for the Proposed Scheme, particularly relating to breeding seabirds (the reason for SPA designation).
Outcome of the screening stage	It is not considered that the Proposed Scheme would result in likely significant effects upon the Isles of Scilly Complex SPA or its qualifying bird species. Therefore, it is not considered necessary to progress to Stage 2: appropriate assessment of the HRA process.
Assessment information	
Who carried out the assessment?	Prepared by: E Samways (Environmental Consultant) Checked by: W Thornton (Senior Environmental Consultant) and T Priestley (Principal Ecologist) Approved by: J Davey (Technical Director – Environmental Management & Sustainability)
Level of assessment completed	Stage 1 Screening

3.4 Overview of 'No Significant Effects'

Overall, it is not expected that there would be likely significant effects upon either the Isles of Scilly Complex SAC or the Isles of Scilly SPA or their qualifying features. This is because of:

- There being a distance of at least 645m and 600m from the closest point of the SAC and SPA, respectively, and the proposed site compound;
- The use of offsite manufactured and prefabricated components, such as sleeping units and offices which have been designed for temporary / short-term usage;
- There being limited construction activities which could generate high noise or dust emissions; and
- There is not considered to be functionally linked land between the compound and the designations.

When considering the potential impacts of the compound (during construction and operation) alongside the potential impacts from other developments, no significant cumulative effects have been identified due to limited potential for overlapping impacts and the nature of both the Proposed Scheme and some of the other schemes.

3.5 Conclusions

Overall, it is considered unlikely that the Proposed Scheme – a site compound primarily for accommodation, welfare and material storage – will have a significant effect upon the Isles of Scilly Complex SAC or the Isles of Scilly SPA, or the relevant qualifying features (habitats and species).

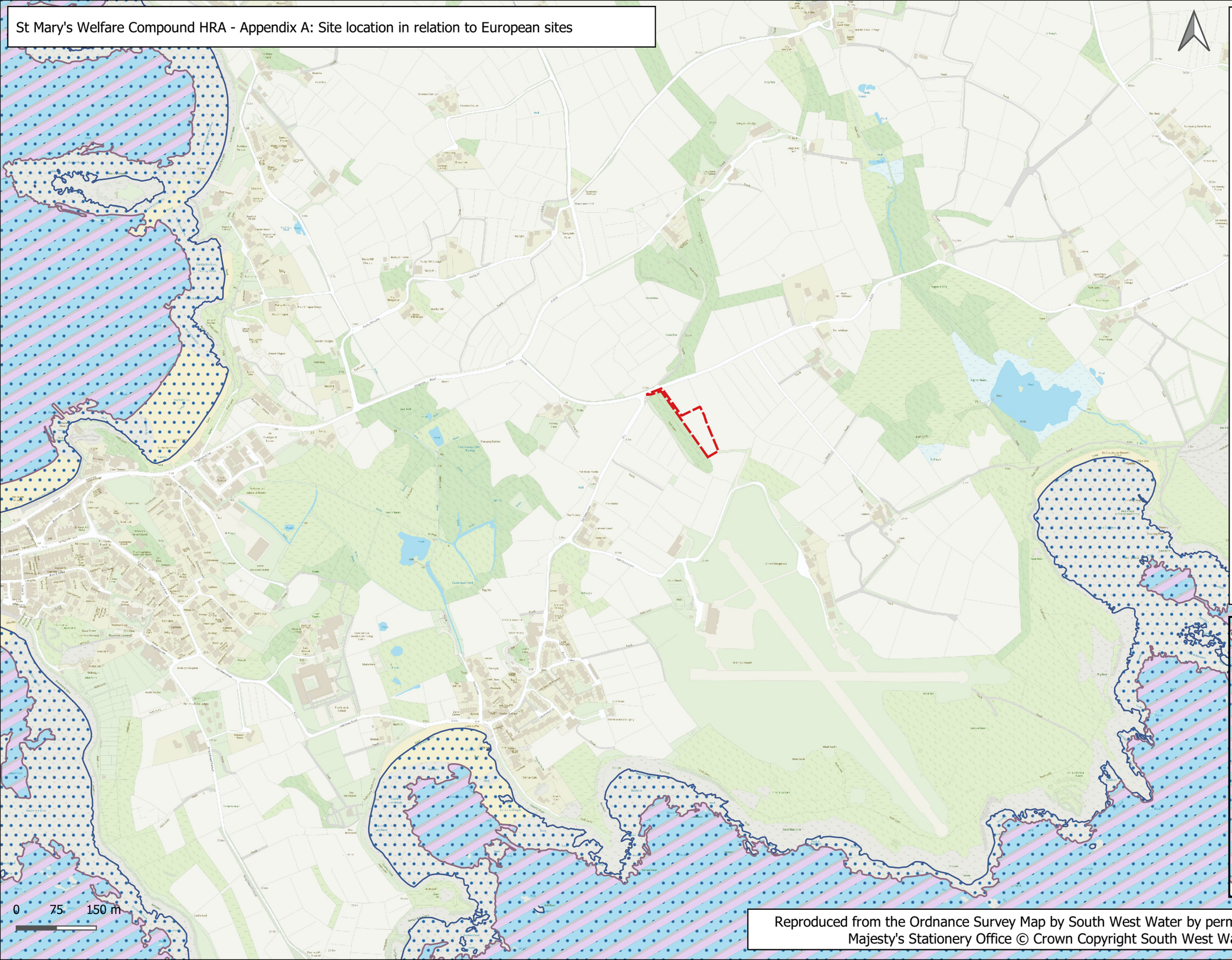
No significant cumulative effects with other nearby schemes have been identified.

Whilst it is possible that there could be some localised impacts in the surroundings of the site compound, these are not likely to affect the European sites which are located at the coast. The qualifying features of the designations are also focused on a more coastal location than where the Proposed Scheme is located which reduces potential for interactions and disturbance for the majority of the qualifying habitats and species.

This means that the HRA does not need to progress onto Stage 2: appropriate assessment.

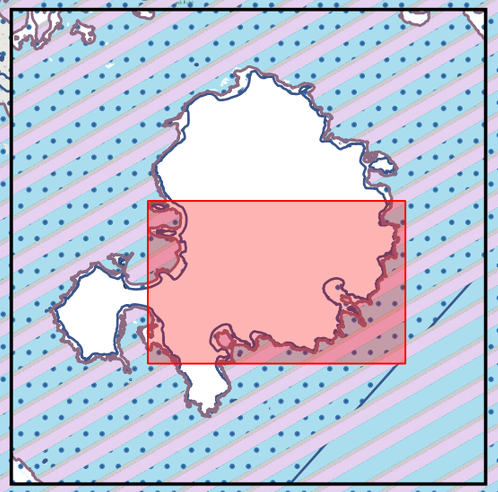
Appendix A European Site Location

St Mary's Welfare Compound HRA - Appendix A: Site location in relation to European sites

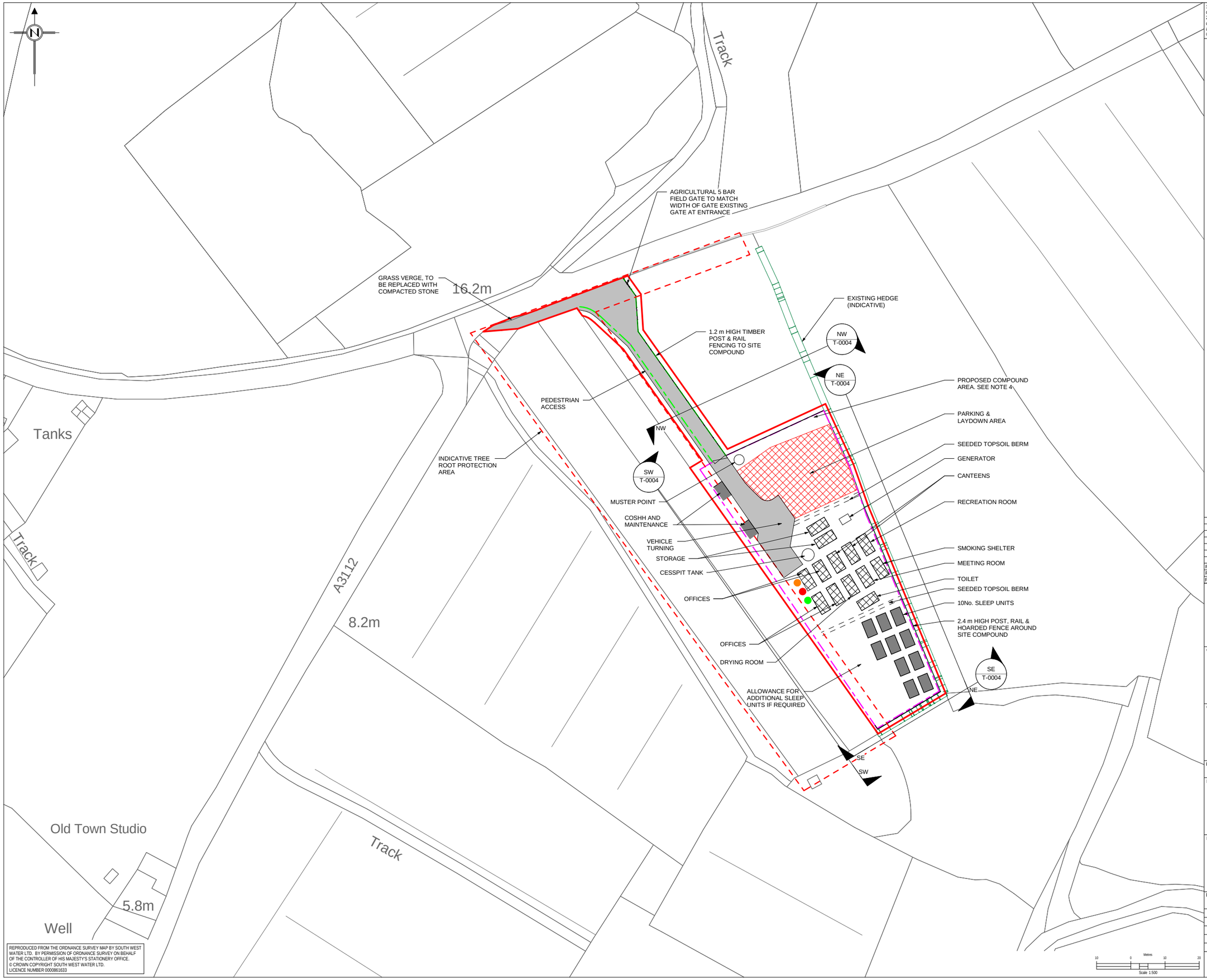


Legend

- Red Line Boundary
- Isles of Scilly Complex Special Area of Conservation
- Isles of Scilly Special Protection Area



Appendix B Proposed Site Plan



NOTES

1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM (NEWLYN).
2. DO NOT SCALE FROM THE DRAWING.
3. COMPOUND AREA LIGHTING TO BE LOW LEVEL AND MINIMAL DUE TO DARK SKIES STATUS.
4. PROPOSED COMPOUND AREA (3200m², EXCLUDING ACCESS TRACK)

LEGEND

- ACCESS ROAD (STONE SURFACE. WHERE TREE ROOT PROTECTION IS REQUIRED A NO-DIG, RAISED ACCESS TRACK WITH STONE FINISH OR SIMILAR IS PROPOSED)
- PARKING & LAYDOWN AREA (TOPSOIL STRIPPED, STONE SURFACE)
- FIRE EXTINGUISHER POINT
- FIRE POINT
- FIRST AID POINT
- COMPOUND FENCING
- ACCESS ROAD FENCING
- INDICATIVE TREE ROOT PROTECTION AREA
- DEVELOPMENT SUBJECT TO A PLANNING APPLICATION (3900 m²)

UNIT SIZES

- 4.9m x 3m 16' x 10'
- 6m x 3m 20' x 10'

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	FENCE AND HOARDING AMENDED	IC	KT	RN	LJW	05.10.23
P01	FOR INFORMATION	IC	KT	LJW	LJW	06.09.23

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Project Status: OUTLINE DESIGN

Project: ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME

Drawing Title: ST MARY'S - WELFARE COMPOUND - PROPOSED SITE LAYOUT - PLANNING DRAWING

Drawing Status: FOR REVIEW AND COMMENT

	Name	Date
Drawn	I. CERDAN	05.10.23
Designed	K. THORNE	05.10.23
Eng Chk	R. NEWELL	05.10.23
Approved	L. WARDELL	05.10.23

Status Code: S3
Scale: 1:500
Revision: P02

Drawing No.: 107780-PEF-XX-500-D.DR-T-0003

Isles of Scilly

Isles of Scilly Capital Delivery Programme

Noise Assessment

St. Mary's Welfare Compound

107780-PEF-XX-500-T.RP-EN-0003

Noise Assessment:

St Mary's, South West Water Construction Compound

October 2023






Experts in noise and vibration assessment and management

Document Control

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Job Number	14933A-20

Report Prepared By:	Paula Menin (Consultant)

Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
14933A-20-R01-01-F	9 October 2023	Final	Will Martin (Technical Director)

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Contents

Tables

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1 Introduction

1.1 This report describes the potential impact of noise from the proposed South West Water construction site compound on St Mary's, Isles of Scilly (the 'site'). The assessment has been carried out by Noise Consultants Ltd on behalf of Pell Frischmann Ltd.

1.2 The site is located north of the island's airport, adjacent to the A3110 and falls within the administrative boundary of the Council of the Isles of Scilly (CIS).

1.3 The report describes the assumptions for the construction, operation and demobilisation of the construction site compound, and the potential impacts of those activities upon any noise sensitive receptors within a 400m radius from the site.

1.4 This report has been prepared taking into account all relevant local and national policy, guidance and regulations.

2 Description of the Development

2.1 The site is located north of the island's airport, and immediately adjacent to the A3110. It is understood that the site will be used as a welfare compound for the South West Water Isles of Scilly Capital Delivery Programme, providing temporary accommodation for construction workers during the tourist season, when alternative accommodation on the Islands are scarce. If necessary, materials will be temporarily stored before being delivered to the construction worksites on St Mary's and the other islands; however, for the majority of the time, materials will travel directly to the relevant worksite and not to this compound. The construction of the site compound is anticipated to be completed for Spring 2024, and demobilised by Spring 2027.

2.2 Figure 1 presents the boundary of the site compound and the relative locations of the surrounding residential noise sensitive receptors (NSRs) within a 400m radius of the site. Addressbase[1] data was used to identify the NSRs.

Figure 1: Site Compound Boundary and NSRs

[1] Ordnance Survey AddressBase Core data purchased from emapsite.com Ltd

3 Assessment Approach

Construction Assumptions

3.1 Sound power levels from the construction, operation, and demobilisation of a site compound on St' Mary's, Isles of Scilly, have been predicted using the methodology described in BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites: Part 1.' Whenever the sound power of item of plant was not described in BS 5228, the NCL sound power library was used.

3.2 **Table 1** details the activities assumed during the construction, operation, and demobilisation phases of the site compound. It has been assumed that the demobilisation activities will be similar to the compound setup. Specific details of site preparation, installation of equipment and car park and accommodation construction works are not currently available. Therefore, representative and worst-case scenarios were modelled to ensure a robust assessment. If the activities and plant used differ significantly to the presented in **Table 1**, it is recommended that construction sound power levels be reviewed.

3.3 It is envisaged that the site compound will be provided with mains power as soon as is practicable. However, in the meantime a diesel generator will we installed to provide power to the site.

3.4 The activity "*Compound setup/demobilisation – reasonable worst case"* presents assumptions during early compound setup associated with soil stripping, which are to be carried out before the site hoarding is fully installed. During the demobilisation phase, it is assumed that the soil regeneration will also be carried out once the hoarding has been removed.

3.5 The activity "*Compound setup/demobilisation – worst case"* presents assumptions during stone road laying, delivery and installation of cabins, installing services, and includes the site hoarding. During the demobilisation phase, the hoarding removal is anticipated to happen after the removal of services, site cabins and stone roads.

3.6 The activity "*Operation – reasonable worst case"* assumes the use of a generator to provide power to the site and includes the site hoarding.

3.7 The activity "*Operation – worst case"* assumes the use of a generator to provide power to the site, some material delivery and movement, and includes the site hoarding.

3.8 It is understood that the construction activities will occur during the daytime period only, with no evening or night-time construction activity expected.

3.9 In respect of generator noise only, an additional assessment has been conducted for the evening and night-time period, representing a scenario where the site is not connected to mains power and the staff accommodation requires power.

Table 1: Site Compound Assumptions

Activity	Items of plant	No. of items	% On-time	BS5228 reference	Calculated Sound Power Level L_{WA}
Compound setup/demobilisation – reasonable worst case	Excavator 13T	1	75	C2.25	95.6
	Dumper 9T	1	75	C4.4	102.3
	Compactor	1	75	C5.29	109.3
	Chain saw	1	5	D2.14	101.0
				Total sound power level	**110.7**
Compound setup/demobilisation – worst case	Lorries	2	5	C6.26	97.2
	Excavator 13T	1	75	C2.25	95.6
	Dumper 9T	1	75	C4.4	102.3
	Compactor	1	75	C5.29	109.3
	Lorries (deliveries)	3	10	C4.44	92.6
	Generator	1	100	C4.82	84.1
	Hand tools	1	5	NCL library	93.5
	Circular saw/Grinder	1	5	C4.72	94.2
	Compressor	1	5	C5.5	80.5
				Total sound power level	**110.7**
Operation – Reasonable worst case	Generator	1	100	C4.82	84.1
				Total sound power level	**84.1**
Operation – worst case	Generator	1	100	C4.82	84.1
	Excavator 13T	1	25	C2.25	90.8
	Lorries	2	5	C6.26	97.2
				Total sound power level	**98.3**

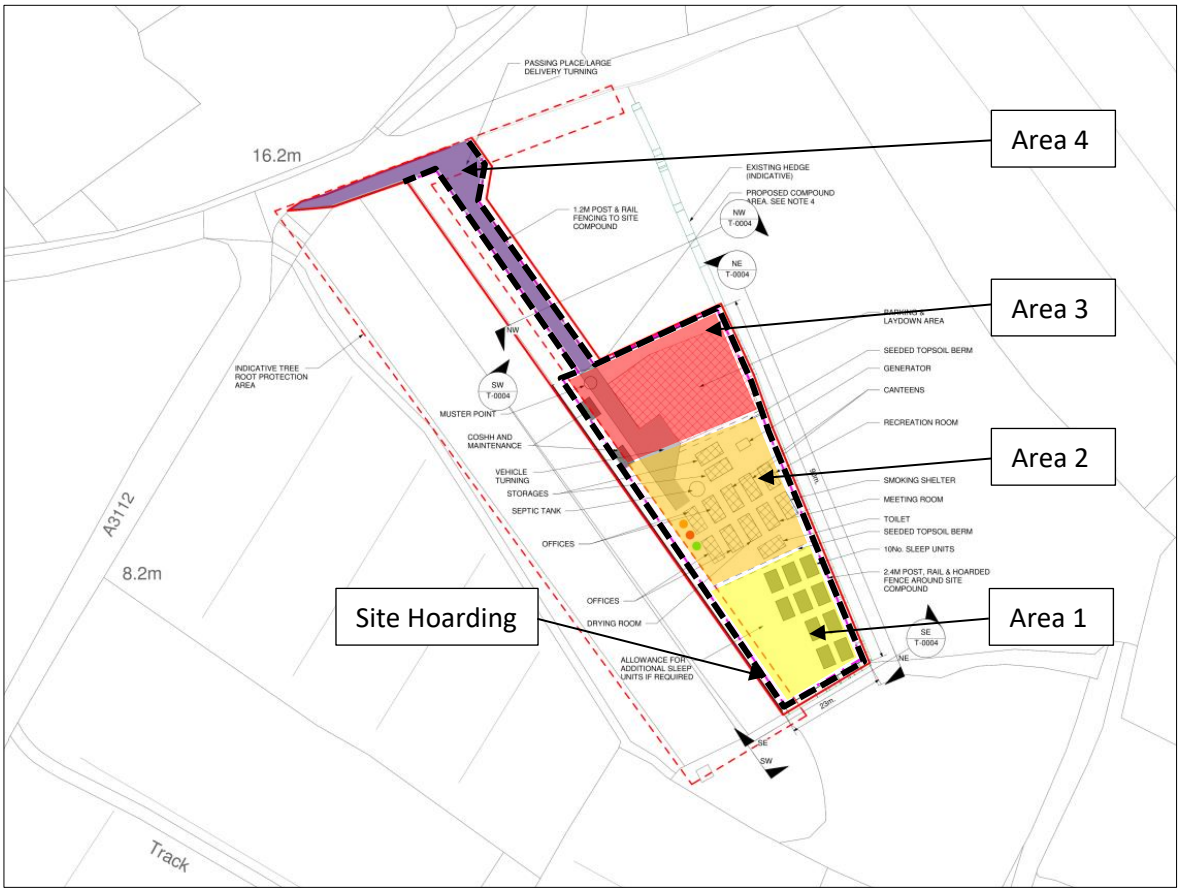
Noise Modelling Approach

3.10 A detailed noise model of the Site and surrounding environs has been prepared using the Predictor-LimA noise modelling software (version 2022.1). Noise from construction activities have been modelled using, using BS 5228-1 sound propagation methodology and sound power levels for items of plant and, where necessary, the NCL sound power library.

3.11 The site was divided into four areas, as seen in **Figure 2**. This subdivision allowed for the simulation of activity in four different parts of the site. For each NSR group, the worst case construction sound level from the four areas was adopted in the assessment.

3.12 It is understood that a 2.4m high solid hoarding will be erected around the perimeter of the site. This is included in all model scenarios except for the compound setup – reasonable worst-case activity, where it has been assumed that initial works will be required to facilitate the construction of the hoarding.

Figure 2: Proposed Site Layout and modelled sub-areas



Assessment Criteria

3.13 In accordance with the policies, standards and guidance outlined in **Appendix A1,** assessment criteria have been selected. **Table 2** presents the assessment criteria to be adopted for this construction assessment.

Table 2: Assessment Criteria

Noise Source	Period	LOAEL	SOAEL
Construction and Operational activities	Daytime (07:00-19:00)	55 dB $L_{Aeq,12hr}$	65 dB $L_{Aeq,12hr}$
	Evening (19:00-23:00)	45 dB $L_{Aeq,4hr}$	55 dB $L_{Aeq,4hr}$
	Night-time (23:00-07:00)	35 dB $L_{Aeq,8hr}$	45 dB $L_{Aeq,8hr}$
Generator noise only	Daytime (07:00-19:00)	55 dB $L_{Aeq,1hr}$	65 dB $L_{Aeq,1hr}$
	Evening (19:00-23:00)	45 dB $L_{Aeq,15m}$	55 dB $L_{Aeq,15m}$
	Night-time (23:00-07:00)	35 dB $L_{Aeq,15m}$	45 dB $L_{Aeq,15m}$

4 Assessment

Assessment Results

4.1 **Table 3** presents the worst-case daytime noise prediction results upon the NSR groups for each construction activity. For the purposes of this assessment, the noise exposure levels have been rounded to the nearest whole decibel value. As per **paragraph 3.8**, it is understood that construction activities will occur during the daytime period only. As per **paragraph 3.9**, an additional assessment has been conducted for the evening and night-time period for generator noise only, representing a scenario where the site is not connected to mains power and the staff accommodation requires power.

Table 3: Predicted Daytime Noise Levels per Construction Activity

Period	Activity	$L_{Aeq,T}$ per NSR Group				
		A	B	C	D	E
Daytime 07:00-19:00	Compound Setup/demobilisation – reasonable worst-case	39	48	46	50	55
	Compound Setup/demobilisation – worst-case	40	47	46	50	55
	Operational – reasonable worst-case	15	20	16	19	21
	Operational – worst-case	28	34	33	38	42
Evening 19:00-23:00	Operational – reasonable worst-case	15	20	16	19	21
Night-time 23:00-07:00	Operational – reasonable worst-case	15	20	16	19	21

4.2 As illustrated in **Table 3**, none of the predicted noise levels exceed the adopted LOAEL values, for the respective time periods.

4.3 The highest predicted noise levels during the compound setup and demobilisation activities are equal to the LOAEL at receptor group E, which is described as the onset of adverse effects. Importantly, considering the 3-4 weeks duration of the activities and the use of Best Practicable Means (BPM) measures, it is anticipated that adverse effects from these activities will be minimal.

4.4 With regards to the predicted noise levels for generator usage during the evening and night-time, **Table 3** shows that the highest predicted noise levels are 24 and 14 dB below the adopted LOAEL values respectively. Consequently, no adverse effect is expected from this activity during the evening and night-time.

Mitigation

4.5 The contractor will be required to follow Best Practicable Means to reduce noise impact upon the local community during both site setup and demobilisation, including the following:

- *All construction plant and equipment should comply with UK noise emission limits;*
- *Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum;*
- *All ancillary plant such as generator, compressors and pumps should be positioned so as to cause minimum disturbance, e.g. furthest from receptors or shielded by portacabins. If necessary, acoustic enclosures and/or acoustic shielding should be provided.*
- *Construction contractors should be obliged to adhere to the codes of practice for construction work given in BS 5228-1 and the guidance given therein regarding minimising noise emissions from the site.*

5 Conclusion

5.1 A noise assessment has been undertaken to determine the noise arising from the use of the site as a temporary construction compound.

5.2 The prediction methodology given in BS 5228 was implemented and the resultant noise levels assessed against criteria levels given in BS 5228 ABC method and the National Planning Policy Framework and Noise Policy Statement for England.

5.3 All predicted levels fall below the SOAEL assessment criteria for the daytime. The compound setup and demobilisation activities are within the lower limit of the LOAEL for receptor group E. However, considering the duration of the activities to be undertaken and the use of Best Practicable Means measures, it is anticipated that adverse effects from these activities will be minimal.

5.4 With regards to the predicted noise levels for evening and night-time, the use of the generator outside daytime hours falls well below the LOAEL criteria No adverse effect is expected from this activity.

6 Glossary

dB	Decibel. The logarithmically scaled measurement unit of sound.
A-weighting	Frequency weighting applied to measured sound in order to account for the relative loudness perceived by the human ear.
$L_{Aeq,T}$	A-weighted equivalent continuous sound level over a given time period. It is the sound level of a steady sound that has the same energy as a fluctuating sound over the same time period.
$L_{A10,T}$	The A-weighted sound level exceeded for 10% of the measurement period. It is widely used as a descriptor of road traffic noise.
$L_{A90,T}$	The A-weighted sound level exceeded for 90% of the measurement period. Often referred to as the background sound level.
L_{Amax}	The A-weighted maximum recorded noise level during a measurement period.
Sound power Level (L_{WA})	The sound power level (L_{WA}) of a source is a measure of the acoustic energy radiated by a source per second. The sound power level is an inherent characteristic of a sound source.
Vibration	Vibration may be expressed in terms of displacement, velocity and acceleration. Velocity and acceleration are most commonly used when assessing the risk of building damage, human comfort or structureborne noise issues.

7 Appendices

A1 Legislation, Policy and Guidance

Legislation

Control of Pollution Act 1974

A1.1 The Control of Pollution Act 1974 (CoPA) [provides the definition of Best Practicable Means (BPM) to minimise noise (including vibration), the basis for defence against noise abatement action taken by a local authority (section 60). The Act also provides for persons responsible to seek prior consent for works on construction sites (section 61) including BPM steps to minimise noise, and the basis for defining codes of practice (applies BS 5228:2009+A1:2014 '*Code of practice for noise and vibration control on construction and open sites, Part 1: Noise* and *Part 2: Vibration'*).

Environmental Protection Act 1990

A1.2 The Environmental Protection Act 1990 (EPA) sets out the duty for local authorities to investigate and, where identified, take abatement action against noise nuisance. The act provides the definition of Best Practicable Means (BPM) to minimise noise (including vibration), the basis for defence against noise abatement action taken by a local authority (section 80). The Act also provides for individuals to seek for abatement action to be taken by a magistrate's court against noise nuisance (section 82)

National Planning Policy

National Planning Policy Framework 2023

A1.3 The National Planning Policy Framework (NPPF, 2023) sets out the Government's planning policies for England and how these should be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

A1.4 In relation to noise, it states:

> *"174. Planning policies and decisions should contribute to and enhance the natural local environment by: …*
>
> - *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and …."*

A1.5 The NPPF includes policy which makes reference to 'significant adverse impacts on health and quality of life', as per the NPSE. NPPF policy states:

"185. Planning policies and decisions should aim to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- *mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- *identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and…"*

Noise Policy Statement for England 2010

A1.6 The Noise Policy Statement for England (NPSE, 2010) sets out the Government's Noise Policy Vision to:

"Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development".

A1.7 This long-term vision is supported by three Noise Policy Aims that can be delivered through effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development. These aims are to:

1. *avoid significant adverse impacts on health and quality of life;*
2. *mitigate and minimise adverse impacts on health and quality of life; and*
3. *where possible, contribute to the improvement of health and quality of life.*

A1.8 The explanatory note to the NPSE sets out 'effect levels' which are aligned to the Policy Aims. Drawing upon established concepts from toxicology, the NPSE defines the following noise effect levels:

- NOEL - 'No Observed Effect Level';
- LOAEL - 'Lowest Observed Adverse Effect Level'; and
- SOAEL - 'Significant Observed Adverse Effect Level'.

A1.9 The explanatory note describes SOAEL as the effect level above which significant adverse effects on health and quality of life occur, aligning this level with the first policy aim.

A1.10 LOAEL is described as the level at which adverse effects begin and the second aim of the NPSE refers to a situation where the effect lies somewhere between LOAEL and SOAEL. It requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality

of life while also taking into account the guiding principles of sustainable development (paragraph 1.8 of the NPSE); however, this does not mean that such adverse effects cannot occur.

A1.11 NOEL is described as a level of noise exposure below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life.

A1.12 The third aim seeks, where possible, to positively improve health and quality of life through the pro-active management of noise while also taking into account the guiding principles of sustainable development, recognising that there will be opportunities for such measures to be taken and that they will deliver potential benefits to society.

A1.13 The protection of quiet places and quiet times as well as the enhancement of the acoustic environment will assist with delivering this aim.

A1.14 NPSE states that it is not possible have a single, numerical definition of the SOAEL that is applicable to all sources of noise in all situations, since the SOAEL is likely to be different for different noise sources, for different receptors and at different times.

Planning Practice Guidance Noise PPG(N) 2019

A1.15 The Planning Practice Guidance (PPG-Noise, 2014) provides further detail about how the effects of noise can be described in terms of perception and outcomes. It aligns this to increasing effect levels as defined in the NPSE. In addition, the PPG-Noise adds a fourth term and corresponding effect level:

- UAEL – 'Unacceptable Adverse Effect Level'.

A1.16 This effect level is higher than the significant adverse effect on health and quality of life (SOAEL) and requires that unacceptable adverse effects are to be prevented. In PPG-Noise, prevention is not in the context of Government policy on sustainable development. **Table A.1Error! Reference s ource not found.** presents the noise exposure hierarchy described in PPG-Noise.

A1.17 This noise exposure hierarchy is based on the principle that once noise or vibration becomes perceptible, the effect on people and other receptors increases as the level increases. PPG-Noise presents example outcomes to help characterise these effects using non-technical language. In general terms, an observed adverse effect is characterised as a perceived change in quality of life for occupants of a building or a perceived change in the acoustic character of an area, whereas a significant observed adverse effect disrupts activities.

A1.18 PPG-Noise also provides guidance in terms of what factors may influence whether noise could become a concern, and how adverse effects of noise can be mitigated. Examples of mitigation provided include:

- *"engineering: reducing the noise generated at source and/or containing the noise generated;*

- *layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;*
- *using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;*
- *mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building".*

Table A1.1: Planning Practice Guidance – Noise Exposure Hierarchy

Perception	Examples of Outcomes	Increasing Effect Level	Action
Not noticeable	No Effect	No Observed Effect	No specific measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No Observed Adverse Effect	No specific measures required
Lowest Observed Adverse Effect Level			
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level			
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid

Perception	Examples of Outcomes	Increasing Effect Level	Action
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

Local and Regional Policy

A1.19 The site is located within the administrative boundary of the Council of the Isles of Scilly (CIS). The local policies that are relevant to noise and vibration are presented below.

Isles of Scilly Local Plan 2015 - 2030

A1.20 The Isles of Scilly Local Plan was adopted on 25 March 2021 following receipt of the Inspector's Report.

A1.21 Policy SS2 (1) refers to Sustainable Quality Design and Place-Making and states the following:

(1) Development will not be permitted if it is considered to be of poor or unsustainable design. New development must be of a high-quality design and contribute to the islands' distinctiveness and social, economic, and environmental elements of sustainability by

…d) safeguarding the amenity of individuals and properties by creating a high-quality environment that addresses issues of privacy, overlooking, overshadowing, overbearing impacts and unreasonable noise and disturbance;

A1.22 Policy SS8 refers to Renewable Energy Developments and states the following:

(1) Except for proposals for on-shore wind energy generation, development proposals for renewable energy that contribute towards creating sustainable island communities, including the implementation of projects that form the Smart Islands programme, and any other community programme or project that seeks to reduce greenhouse gas emissions and move towards a carbon neutral island environment, will be supported where they:

…e) they would not have a significant adverse effect on the amenity of local residents in terms of noise, dust, odour, reflected light, traffic or visual intrusion;

A1.23 Policy OE3 refers to Managing Pollution and states the following:

(1) A development proposal that has the potential to generate pollution, including of ground, water, noise, vibration, light or air, will only be permitted where it can be demonstrated that there would not be any adverse impact on human health, the natural environment or general amenity.

(2) Where development is proposed on land that is suspected to have historically generated any pollution, then a site environmental survey may be required before development is permitted. The Phase 1 report will identify any potential environmental risks that cannot be mitigated through an environmental management plan. The report will make recommendations as to whether a Phase 2 Intrusive Ground Investigation is required.

Guidance

ISO 9613:1993 Acoustics – Attenuation of Sounds During Propagation Outdoors

A1.24 ISO 9613 defines a method for predicting the propagation of noise outdoors. It accounts for distance attenuation, air absorption, topography, ground cover, and screening and reflections caused by buildings and other features. This calculation methodology has been used by the noise modelling software to predict noise from construction activities at specific receptor points representative of the noise sensitive receptors.

BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites: Part 1 - Noise'

A1.25 Part 1 of BS5228 sets out methodologies for predicting noise levels from construction and related activities. It also sets out methodologies for determining the potential effects on existing noise sensitive human receptors as a result of noise arising from construction activities. This includes construction vehicles travelling on haulage routes to and from the construction site.

A1.26 Data on sound levels is provided within the standard for a wide variety of site activities and mobile equipment used on construction and open sites. In addition, calculation procedures and methodology are provided to calculate construction noise levels at receptors.

A1.27 The ABC method is generally the preferred method to determine values which indicate the threshold above which a significant adverse effect occurs. This methodology is outlined within Annex E of BS 5228, which is summarised in **Table A1.2**Error! Reference source not found..

Table A1.2: ABC Method Construction Noise Thresholds

Noise Source	Receptor	Period	Category A	Category B	Category C
Construction noise	Residential	Daytime	65 dB	70 dB	75 dB
		Evenings and weekends	55 dB	60 dB	65 dB
		Night-time	45 dB	50 dB	55 dB
Clarifications and notes: Daytime: Weekdays (0700-1900hrs) and Saturdays (0700-1300hrs) Evenings and weekends: Weekdays (1900-2300hrs), Saturdays (1300-2300hrs), Sundays and Bank Holidays (0700-2300hrs) Night-time: Weekdays, Weekends and Bank Holidays (2300-0700hrs) Category A: Threshold level to use when ambient noise levels* are less than these levels Category B: Threshold level to use when ambient noise levels* are the same as Category A values Category C: Threshold level to use when ambient noise levels* are higher than the Category A values If the ambient noise level exceeds the Category C value then a significant effect is deemed to occur if the total L_{Aeq} noise level for the period increases by more than 3 dB due to construction activity.					
*Rounded to the nearest 5 dB					

A1.28 UAEL thresholds do not accord with the table of thresholds outlined within the 'ABC Method'. UAEL thresholds are based on the requirements for temporary rehousing, associated with construction activities of 10 of more days of working in any 15 consecutive days, or for 40 or more days in any six consecutive months, and set at 10 dB above the SOAEL.

A1.29 With respect for the ambient noise levels within the site surroundings, Category A values are considered representative of the SOAEL for daytime, evening and night-time for this construction noise assessment. The Category A values represent the minimum cut-off level for construction noise assessment in both the BS 5228-1 ABC method and the 5 dB(A) change method.

BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites: Part 2 - Vibration'

A1.30 Part 2 of BS 5228 relates to the potential effects of existing noise sensitive human receptors as a result of vibration arising from construction activities. This includes construction vehicles travelling on haulage routes on the construction site.

A1.31 A vibration assessment of construction activities has been scoped out of this report due to the distance (over 100m) between the site and the sensitive receptors.

Isles of Scilly

Isles of Scilly Capital Delivery Programme

Preliminary Ecological Appraisal

St Mary's Welfare Compound

107780-PEF-XX-500-T.RP-GE0002

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Contents

Appendices

Executive Summary

Site Name	St Mary's Welfare Compound, Isles of Scilly
Location and Proposed Development	The Site is located on Carn Friars Lane and Old Town Lane, Hugh Town, St Mary's, Isles of Scilly. (National Grid Ref SV 91762 10782). The Site is approximately 160m northwest of St Mary's Airport and surrounded by an agricultural landscape. The proposed development will consist of contractor's storage and living area with associated residential cabins, vehicle parking and lighting required for safety.
Designated Site Baseline	There are 12 statutory designated sites of importance to nature conservation identified within 2km of the Site. The wider St Mary's Island is directly surrounded by the Isles of Scilly Area of Outstanding Natural Beauty (AONB), Isles of Scilly Complex SAC, and Isles of Scilly Sites Marine Conservation Zone (MCZ). The Lower Moors (St Mary's) Site of Special Scientific Interest (SSSI) and the Higher Moors & Porth Hellick Pool (St. Mary's) SSSI are both located to the east and west of the Site. There are no Special Area of Conservation (SAC), which is designated for bats within 30km of the site. The Site is situated within the SSSI Impact Risk Zones for Lower Moors (St Mary's) SSSI, Higher Moors & Porth Hellick Pool (St Mary's) SSSI and Peninnis Head (St Mary's) SSSI. Isles of Scilly Wildlife Trust Reserves were also identified within 500m of the site..
Habitat Baseline	The Site comprised a modified grassland field with areas of bare ground being used for chicken grazing. The site was bounded to the west by a Monterey pine (*Pinus radiata*) plantation woodland. the northern field boundary comprised an English elm (*Ulmus procera*) hedgerow, while the southern and eastern field boundaries were delineated by a karo dominated (*Pittosporum crassifolium*) hedgerow.
Species Baseline	The Site provided a 'moderate' suitability for commuting and foraging bats. The grassland and bare ground habitat would be suitable for common invertebrate species, but the lack of good quality flowering species provided limited potential for large numbers of butterfly, moth or other notable invertebrates. The presence of farmland and hedgerows surrounding the wider landscape provide a variety of habitats for nesting birds. The presence of the two nearby SSSI's will lead to a higher presence of over wintering species including wildfowl and passing waders. The proximity of the airport may provide some level of avoidance due to air traffic and disturbance. It is unlikely wintering wading bird will be present within the Site boundary in significant numbers due to the lack of water and wetland habitat within the Site; however, while their presence cannot be ruled out, they would not pose a significant constraint.
Recommendations	Initial consultation with the Isles of Scilly Wildlife Trust has been undertaken to inform the below recommendations. Given the very limited works required to trees, involving only pruning over small overhanging limbs, no further surveys will be required. In addition, ecological enhancement opportunities have been recommended form consideration within the design.

1 Introduction

Pell Frischmann have been commissioned by Trant Engineering Ltd. to undertake a Preliminary Ecological Appraisal (PEA) for a parcel of grazing land off Old Town Lane and Parting Carn Lane, St Mary's, Isles of Scilly (as shown in Figure 1 overleaf). This PEA has been undertaken to inform the construction of a welfare compound, required for the delivery drinking water and wastewater improvement schemes on the Isles of Scilly.

1.1 Appraisal Objectives

The objectives of the PEA are to (i) ascertain the habitat types present within the development site and (ii) identify the key ecological constraints relating to the proposed scheme. This includes identifying potential impacts upon protected species and habitats and determining whether there is a need for more detailed surveys of notable plant and animal species. Proposals for suitable mitigation have also been made.

The adoption of the mitigation proposals will enable the project to satisfy current UK and European legal wildlife requirements, as well as national and local planning regulations. All public bodies have statutory obligations under the Natural Environment and Rural Communities Act 2006 to conserve and enhance biodiversity.

1.2 Scope of Works

The PEA comprises the following elements:

- Desktop study of available site information;
- UK Habitat Classification (UKHab) survey of the site;
- Assessment of the potential impacts of the proposed scheme;
- Appraisal of the requirements for further survey work;
- Appraisal of the requirements for mitigation and potential for enhancement measures.

1.3 Site Location and Description

The Site is located on Carn Friars Lane and Old Town Lane, Hugh Town, St Mary's, Isles of Scilly. (NGR- SV 91762 10782). The Site is approximately 160m northwest of St Mary's Airport and surrounded by an agricultural landscape.

The Site boundary used for the PEA is shown in Figure 1 below; the full extent of the study area is shown on the UKHab Habitats Map attached in Appendix B.

The proposed development will consist of contractor's storage and living area with associated residential cabins, vehicle parking, and lighting required for safety.

Figure 1: Site Location Plan

Google Earth Imagery - Licence Number JCPMB2ZBMMAWBHP

Contains ©OpenStreetMap Data

2 National Legislation

2.1 Introduction

This section summarises the legislation and planning policy in relation to ecology and biodiversity within the UK and Isles of Scilly Council within which the site is located.

2.2 Legislation

A number of different acts and regulations refer to the protection of wildlife and habitats. Those potentially relevant to this project include:

- The Environment Act 2021;
- The Wildlife and Countryside Act (WCA) 1981 (as amended);
- Conservation of Habitats and Species 2017 (as amended);
- The Natural Environment and Rural Communities Act (NERC) 2006;
- The Countryside and Rights of Way Act (CRoW) Act 2000;
- The Invasive Alien Species (Enforcement and Permitting) Order 2019;
- The Protection of Badgers Act 1992; and
- The Hedgerow Regulations 1997.

These are outlined in more detail in Appendix A. It is recommended that the full legislation texts are referred to when dealing with individual cases and further legal advice is obtained where required. Protected species licences may be required to further comply with this legislation prior to the implementation of the project.

2.3 Planning Policy

2.3.1 National Policy

The National Planning Policy Framework (NPPF 2021) paragraphs 174 to 182 set out the Government's policies on conserving and enhancing habitats and biodiversity through the planning system. These policies are expected to be incorporated into development planning documents at regional and local scales and are also of material worth in considering individual planning applications.

Of particular relevance to biodiversity NPPF paragraph 174 states that '*Planning policies and decisions should contribute to and enhance the natural and local environment by:*

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.'

The NPPF paragraph 180 advises that '*when determining planning applications, local planning authorities should apply the following principles:*

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally

be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and*
d) *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.*

2.4 Local Planning Policy

Policy OE2 (1) Biodiversity and Geodiversity within Section 2 of the Isles of Scilly Local Plan (2015 – 2030) states that:

1. *'Development proposals will be permitted where they conserve and enhance biodiversity and geodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation, and should:'*

   a) *Protect the hierarchy of international, national and local designated sites in accordance with their status;*
   b) *Retain, protect and enhance features of biodiversity and geological interest (including supporting habitat and commuting routes through the site and taking due account of any use by migratory species) and ensure appropriate and long-term management of those features;*
   c) *Contribute to the restoration and enhancement of existing habitats and the creation of wildlife habitats and linkages between sites to create and enhance local ecological networks;*
   d) *Seek to eradicate or control any invasive non-native species present on site; and*
   e) *Be required to contribute to the protection, management and enhancement of biodiversity and geodiversity.*

2. *Development proposals must:*

   a) *Apply the mitigation hierarchy to all proposals;*
   b) *Demonstrate how they conserve or enhance biodiversity an ecosystem processes;*
   c) *The local guidance on biosecurity to control the spread of invasive non-native species; and*
   d) *Ensure proportionate and appropriate biodiversity net-gain is secured.*

3. *Development proposals will not be supported where significant and harmful direct or indirect effects on biodiversity and ecosystem processes are identified, unless: a) the need for the development clearly outweighs the harm caused; b) an appropriate scheme is proposed that will secure compensation and net-increases in biodiversity.*

4. *Development proposals will not be permitted where a detrimental impact is identified to geodiversity sites unless the need for development outweighs the harm caused.*

Avoidance, Mitigation and Compensation for Biodiversity and Geodiversity Impacts

5. *Development should avoid adverse impacts on existing biodiversity and geodiversity interests as a first principle, and enable measurable net gains by designing-in biodiversity features and enhancements and opportunities for geological conservation alongside new development, in accordance with Policies SS1 and SS2. Where adverse impacts are unavoidable, it must be demonstrated that the development cannot be reasonably located on an alternative site that would result in less or no harm to biodiversity or geodiversity interests; and impacts must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort. Clear arrangements for the long-term maintenance or management of the mitigation and compensation need to be provided.'*

3 Assessment Methodology

3.1 Desktop Study

To accurately assess the potential ecological impacts of the scheme, a desktop study has been undertaken to identify the presence of sensitive ecological receptors within the site and within the ecological zone of influence (EZI).

Data has been obtained from a range of information sources including:

- Multi-Agency Geographic Information for the Countryside (MAGIC); and
- The Environment Records Centre for Cornwall and the Isles of Scilly (ERCCIS).

MAGIC maps have been used to obtain information relating to statutory and non-statutory conservation designation within 2km of the site boundary, with additional information supplied by ERCCIS. Ecological data obtained from ERCCIS provided data relating to protected and notable species recorded on the Isles of Scilly, and within 2km of the Isles of Scilly.

Records of Granted European Protected Species Licences (EPSLs) have been provided by MAGIC.

A focus on species identified within the past 20 years (i.e. since 2003) has been provided where applicable, otherwise focus has been given to the most recent records returned (post 2003).

3.2 Ecological Walkover Survey

The ecological walkover survey was undertaken in accordance with the Chartered Institute of Ecology and Environmental Management (CIEEM) Preliminary Ecological Appraisal guidelines (CIEEM, 2017). The habitats were mapped during the ecological walkover using the UK Habitat Classification (UKHab) Version 2.0 methodology (UKHab ltd., 2023).). The survey also aimed to record evidence of (i) animal species protected under UK legislation and European legislation; (ii) habitat features with the potential to support protected animal species; and (iii) invasive species, the introduction or spreading of which is prohibited under UK legislation.

4 Desktop Study

4.1 Sites of Importance for Nature Conservation

Twelve statutory and one non-statutory designated sites of importance to nature conservation have been identified on St Mary's, within 2km of the Site and on the figure in Appendix C. These are listed in Table 1: below.

The wider St Mary's Island is directly surrounded by the Isles of Scilly Complex SAC, and Isles of Scilly Sites Marine Conservation Zone (MCZ).

The Lower Moors (St Mary's) Site of Special Scientific Interest (SSSI) and the Higher Moors & Porth Hellick Pool (St. Mary's) SSSI are both located to the east and west of the Site.

There are no Special Area of Conservation (SAC), which is designated for bats within 30km of the site.

The Site is situated within the SSSI Impact Risk Zones for Lower Moors (St Mary's) SSSI, Higher Moors & Porth Hellick Pool (St Mary's) SSSI and Peninnis Head (St Mary's) SSSI. The function of an Impact Risk Zone is to prompt consultation with Natural England about the potential for off-site impacts upon the qualifying features of nearby SSSIs, associated with certain development activities.

With regards to the development activities listed for the location, the proposed scheme can be considered to fall under the following category:

- Large non-residential developments outside existing settlements/urban areas where net additional gross internal floorspace is > 1,000m² or footprint exceeds 0.2ha.

Table 1: Designated Sites of Importance to Nature Conservation within 2km of the site

Site Reference	Designation Importance	Approximate Distance from the Site	Reason for Designation
Statutory Designated Sites			
Higher Moors & Porth Hellick Pool (St Mary's) SSSI	SSSI	280m west of the Site	The site exhibits a wide diversity of habitats with several rare and notable plant species. The pond and fringing habitats are also of particular importance for breeding and migrant birds.
Lower Moors (St Mary's) SSSI	SSSI	360m to the west of the Site	The site supports small populations of Royal Fern (*Osmunda regalis*) and Southern Marsh Orchid (*Dactylorhiza praetermissa*), a species rare in Scilly. The wet meadows and reed beds are regularly used by some of the less common rails, especially Corncrake (*Crex crex*) and Spotted Crake (*Porzana porzana*), on passage.
Isles of Scilly Sites	Marine Conservation Zone (MCZ)	600m to the south at the nearest point – the MCZ encompasses the sea to around the southern and eastern parts of the island	The MCZ supports an exceptionally high diversity of habitats and species.
Isles of Scilly Complex SAC	SAC	750m to the south at the nearest point – the SAC encircles the entire of the island	The qualifying features as listed by Natural England are: ➢ Sandbanks which are slightly covered by sea water all the time (subtidal sandbanks) ➢ Mudflats and sandflats not covered by seawater at low tide (intertidal mudflats and sandflats) ➢ Reefs ➢ Grey seal (*Halichoerus grypus*) ➢ Shore dock (*Rumex rupestris*)

Table 1: Designated Sites of Importance to Nature Conservation within 2km of the site			
Site Reference	**Designation Importance**	**Approximate Distance from the Site**	**Reason for Designation**
Statutory Designated Sites			
Isles of Scilly SPA	SPA	750m to the south at the nearest point – the SPA encircles the entire of the island	The qualifying features of the Isles of Scilly SPA are: ➢ European storm-petrel (*Hydrobates pelagicus*) ➢ Lesser black-backed gull (*Larus fuscus graellsii*) ➢ European shag (*Phalacrocorax aristotelis*) ➢ Greater black-backed gull (*Larus marinus*)
Porthloo SSSI	SSSI	980m north-west of the site	The site is noted for the extensive and well-developed brecciated head deposits which have made it the recognised type locality for the Porthloo Breccia. Porthloo is important for the lithostratigraphic evidence which the sediments represent, and the sequence from this site is used widely in comparison with others on the Isles of Scilly.
Peninnis Head (St Mary's) SSSI	Mixed SSSI	1km south-west of the Site	The site is particularly noteworthy for the prominent granite cliffs and tors but it also supports maritime heathland, maritime grassland and scrub habitats together with populations of a number of rare plant and lichen species. The extreme oceanic conditions experienced at Peninnis Head have also encouraged the development of a rich lichen flora on cliff, tor and heathland habitats. *Ramalina siliquosa* occurs extensively and *Roccella fucoides* and *Teloschistes flavicans* are two particularly rare species that occur here.
Watermill Cove SSSI	SSSI	1.5km north-east of the site	Watermill Cove is particularly important for the lithostratigraphic and chronostratigraphic evidence which the sediments represent, and the sequence from this site is used widely in comparison with others on the Isles of Scilly.
Non-Statutory Designated Sites			
Isles of Scilly Wildlife Trust Reserves	Wildlife Trust Reserve	Multiple locations with three areas being within 500m of the Site.	The Isles of Scilly Wildlife Trust cares for approximately 60% of the landmass of Scilly which includes all of the uninhabited islands. The Wildlife Trust is the only locally run conservation charity.

4.2 Priority Habitats

Several priority habitat sites have been identified within a 2km search area of the site boundary as shown in Appendix D. None of the areas identified on the Priority Habitat Inventory (PHI) fall within the Site boundary, the closest was an area of reedbed located 0.255km east of the Site boundary. Due to the absence of priority habitat within the site boundary and distance to the closest area listed on the PHI priority habitats are not considered further in this report.

4.3 Species Records

Records of protected and notable species which have been identified within St Mary's, the Isles of Scilly were provided by ERCCIS.

A search MAGIC maps returned no Granted EPSLs within 2km of the site boundary.

It should be noted that ERCCIS returned no records for the following species, and in addition it is understood from the Isles of Scilly Wildlife Trust website that these species are considered absent from St Mary's and most of the other islands. The following species have not been considered further within this report:

- Eurasian badger (*Meles meles*);
- Eurasian beaver (*Castor fiber*);

- Eurasian otter (*Lutra lutra*);
- Hazel dormice (*Muscardinus avellanarius*);
- Water vole (*Arvicola amphibius*);
- Great crested newts (GCN) (*Triturus cristatus*); and
- Reptile species including snakes or lizards (marine species are discussed further below).

4.3.1 Mammals

4.3.1.1 Bats

ERRCIS returned 3,124 records for bats within St Mary's since 2003; these were common and light tolerant species, however following review of additional data from the 'Bats of the Isles of Scilly 2022' report (https://www.ios-wildlifetrust.org.uk/sites/default/files/2023-08/BigScillyBatSurveyReport2022FINAL.pdf), it is understood that species that often avoid light are also present on St Mary's (brown long-eared bats (*Plecotus auritus*)) and potentially Leisler's bat (*Nyctalus leisleri*) and/or serotine bat (*Eptesicus serotinus*)). Further details of bat species recorded on St Mary's are shown in Table 2: below.

Table 2: Bat species recorded within St Mary's

Species	Number of records[1]	Most recent year of record	Locations in relation to the Site
Common pipistrelle (*Pipistrellus pipistrellus*)	3,099	2019	No records within the Site boundary. Records returned from across the island with clusters in the adjacent Lower Moors and Higher Moors SSSIs' at the closest point.
Soprano pipistrelle *(Pipistrellus pygmaeus)*	6	2018	
Bat (species not recorded) (*Chiroptera sp*.)	19	2016	

4.3.1.2 Marine Mammals

ERRCIS returned 60 records for marine mammals within St Mary's and the surrounding water since 2004, details which are shown in Table 3 below. The closest record was of a dead grey seal *(Halichoerus grypus)* 1.60km south of the main island in 2006.

Table 3: Marine species recorded within St Mary's and the surrounding water

Species	Number of records	Most recent year of record	Locations in relation to the Site
Bottle-nosed dolphin (*Tursiops truncates)*	2	2011	No records within the Site boundary. Records returned from the coastline, sea and bays – the closet point to the Site for these habitats is approximately 600m to the south and south-east.
Common dolphin (*Delphinus delphis)*	33	2011	
Common porpoise (*Phocoena phocoena)*	15	2011	
Fin whale *(Balaenoptera physalus)*	2	2012	
Grey seal *(Halichoerus grypus)*	3	2019	
Harbour seal *(Phoca vitulina)*	1	2014	
Minke whale *(Balaenoptera acutorostrata)*	2	2006	
Risso's dolphin *(Grampus griseus)*	2	2006	

[1] Where ERCCIS records give no details on the number of species present, it is assumed the record shows one of the species present throughout this report.

4.3.1.3 Other Protected and Notable Mammals

ERRCIS returned six records for notable mammals within St Mary's since 2006, details which are shown in Table 4: below.

Table 4: Other Protected and Notable Mammal species recorded within St Mary's			
Species	**Number of records**	**Most recent year of record**	**Locations in relation to the Site**
Lesser, white-toothed (Scilly) shrew *(Crocidura suaveolens)*	4	2015	No records within the Site boundary. Nearest records returned form approximately 180m to the north.
West European hedgehog *(Erinaceus europaeus)*	2	2014	

4.3.2 Amphibians

ERCCIS returned four records for other amphibian species on St Mary's. The result of which can be seen in Table 5 . The closest record is a Palmate newt *(Lissotriton helveticus)* 500m west of the Site.

Table 5 Other Amphibian species recorded within St Mary's			
Species	**Number of records**	**Most recent year of record**	**Designation**
Palmate newt *(Lissotriton helveticus)*	1	2011	WACASch5
Common frog *(Rana temporaria)*	3	2011	WACASch5

4.3.3 Molluscs

ERCCIS returned five records for OSPAR and Nationally Scarce Molluscs within St Mary's and the surrounding water. Further information can be found in Table 6: .

Table 6: Mollusc species recorded within St Mary's			
Species	**Number of records**	**Most recent year of record**	**Designation**
Dog whelk *(Nucella lapillus)*	3	2010	OSPAR
Green snail *(Ponentina subvirescens)*	2	2003	Nationally Scarce

4.3.4 Reptiles

ERCCIS returned eight records for reptiles within St Mary's. The records are for Leathery Turtle *(Dermochelys coriacea)* and Loggerhead Turtle *(Caretta caretta)* which are protected under NERC Section 41 and UKBAP. Further information can be found in Table 7: .

Table 7: Reptile species recorded within St Mary's			
Species	**Number of records**	**Most recent year of record**	**Distance from the proposed desalination plant**
Leathery Turtle *(Dermochelys coriacea)*	4	2021	No records within the Site boundary. Records returned from the coastline, sea and bays – the closet point to the Site for these habitats is approximately 600m to the south and south-east.
Loggerhead Turtle *(Caretta caretta)*	4	2008	

4.3.5 Birds

ERCCIS returned 210 records since 2003 for bird species on St Mary's; however, it should be noted that many of these species are transient only. Those records within close proximity and associated with the habitats for the Site include:

- Ground nesting species: Quail (*Coturnix coturnix*), meadow pipit (*Anthus pratensis*), skylark (*Alauda arvensis*), snipe (*Gallinago gallinago*), jack snipe (*Lymnocryptes minimus*), woodcock (*Scolopax rusticola*).

- Other nesting species : golden oriole (*Oriolus oriolus*), serin (*Serinus serinus*), blackbird (*Turdus merula*), blackcap (*Sylvia atricapilla*), blue tit (*Cyanistes caeruleus*), Cetti's warbler (*Cettia cetti*), chiffchaff (*Phylloscopus collybita*), firecrest (*Regulus ignicapillus*), goldcrest (*Regulus regulus*), great tit (*Parus major*), and robin (*Erithacus rubecula*).

- Wintering: waders and waterfowl present on local SSSI, likely to also use fields surrounding the Site for resting and foraging, as well as fieldfare (*Turdus pilaris*) and redwing (*Turdus iliacus*).

Other notable species records returned within St Mary's are shown in Appendix E.

4.3.6 Terrestrial invertebrates

ERCCIS returned 73 records for terrestrial invertebrates since 2003 throughout St Mary's. Notable species records returned are listed below in Table 8**:** .

Table 8: Notable invertebrate species within St Mary's

Species	**Number of records**	**Protection and Conservation Status**
Butterflies		
Monarch *(Danaus plexippus)*	12	Convention on Migratory Species A2
Moths		
Large wainscot *(Rhizedra lutosa)*	1	NERC S41, UKBAP Priority
Ruddy streak *(Tachystola acroxantha)*	3	Cornwall Red Data Book
Coastal pearl *(Mecyna asinalis)*	19	Notable- B
Sword-grass *(Xylena exsoleta)*	1	UKBAP Priority
Yellow V moth *(Oinophila v-flava)*	1	Cornwall Red Data Book
Waste grass-veneer *(Pediasia contaminella)*	9	Notable- B
Butterfly		
Wall *(Lasiommata megera)*	1	NERC S41, UKBAP Priority
Beetles		
Black oil-beetle *(Meloe proscarabaeus)*	17	NERC S41, UKBAP Priority
Other insect		
Dune villa true fly *(Villa modesta)*	1	Nationally Scarce
Grey bush-cricket (*Platycleis albopunctata)*	5	Nationally Scarce, Cornwall Red Data Book
Prickly stick-insect *(Acanthoxyla prasina subsp. Geisovii)*	1	GB Redlist, Cornwall Red Data Book
Smooth stick-insect *(Clitarchus hookeri)*	1	GB Redlist, Cornwall Red Data Book

4.4 Invasive Non-Native Species (INNS)

There were 253 ERCCIS records of INNIS were returned on St Mary's. Those listed under Schedule 9 on the Wildlife and Countryside Act are listed below in Table 9:

Table 9: INNS species listed under Schedule 9 of the Wildlife and Countryside act returned from St Mary's	
Species	**Designation**
Alga	
Harpoon weed (*Asparagopsis armata*)	WACA Sch 9 Pt 2
Birds	
Mandarin duck (*Aix galericulata)*	WACA Sch 9 Pt 1
Red-crested pochard (*Netta rufina)*	WACA Sch 9 Pt 1
Ferns	
Water fern (*Azolla filiculoides)*	WACA Sch 9 Pt 2
Flowering plants	
Floating pennywort (*Hydrocotyle renunculoides)*	IASO Sch2 Pt3
Hottentot-fig (*Carpobrotus edulis)*	WACA Sch 9 Pt 2
Japanese knotweed (*Fallopia japanoica)*	WACA Sch 9 Pt 2
Japanese rose (*Rosa rugosa)*	WACA Sch 9 Pt 2
Montbretia (*Crocosmia pottsii x aurea = C. x crocosmiiflora)*	WACA Sch 9 Pt 2
Purple dewplant (*Disphyma crassicolium)*	WACA Sch 9 Pt 2
Three-cornered garlic (*Allium triquetrum)*	WACA Sch 9 Pt 2

5 Site Survey Findings

The UKHab survey was undertaken on 22nd July 2023 by Principal Ecologist C Gilby (MCIEEM) in fair weather conditions. The weather conditions during the survey are shown below in Table 10:.

Table 10: Weather Conditions				
Date	**Temperature (°C)**	**Cloud Cover (%)**	**Precipitation (%)**	**Wind (Beaufort Scale)**
22 July 2023	18	100	25	2

5.1 Habitats

Habitats recorded during the survey have been categorised in line with UKHab Habitat Classification. The distribution of habitats across the sites is shown on the UKHab Habitat Plan attached in Appendix B. These habitat types are described within the following sub sections and the frequency of species listed in accordance with the DAFOR scale as follows:

- D – dominant
- A – abundant
- F – frequent
- O – occasional
- R – rare

A selection of photographs taken during the walkover survey are included in Appendix E.

5.1.1 General Habitat Description

The Site was a broadly rectangular modified grassland field with areas of bare ground being used for chicken grazing. A Monterey pine (*Pinus radiata*) plantation woodland was adjacent to the western boundary with an English elm (*Ulmus procera*) hedgerow along the northern boundary and a karo dominated (*Pittosporum crassifolium*) hedgerow along the southern and eastern boundaries.

5.1.2 Other Coniferous woodland (UKHab Code: w2c)

The western boundary of the Site was edged by a Monterey pine dominant woodland. The woodland understorey was limited to karo scrub with evidence of sections being used for pig grazing. Limbs from the mature trees overhung the Site and access into the woodland itself was a constraint due to electric fencing.

5.1.3 Modified Grassland (UKHab Code: g4)

The Site was dominated by modified grassland habitat with species recorded including broadleaf dock (*Rumex obtusifolius*) (F), geranium (*Geranium* sp.) (O), Yorkshire fog (*Holcus lanatus*) (D), ribwort plantain (*Plantago lanceolata*) (F), scentless mayweed (*Tripleurospermum inodorum*) (O), spear thistle (*Cirsium vulgare*) (O), and daisy (*Bellis perennis*) (F). The landowner was met on Site and advised that the Site was rotated for chicken grazing and farm machinery storage.

5.1.4 Bare ground (UKHab Code: g4 510)

A section in the central part of the Site was being used for chicken grazing and therefore falls under the secondary code of ‘modified grassland bare ground’. In addition, an access track leading into the Site was also mapped as bare ground. Little to no vegetation was present within these areas.

5.1.5 Native Hedgerow as Line of Trees and Stone Wall (UKHab Code: h2a 33 114)

The northern boundary of the Site was edged by a stone wall with a mature English elm hedgerow.

5.1.6 Non-native and Ornamental Hedgerow (UKHab Code: h2b)

The southern and eastern boundaries of the Site was edged by a karo dominant hedgerow.

5.2 Species

5.2.1 Bats

All species of bat in the UK receive full protection under Schedule 2 of the Conservation of Habitats and Species Regulations (2017) as amended and Schedule 5 of the Wildlife and Countryside Act 1981 (as amended).

No buildings were present within the Site.

Mature trees were present within the adjacent woodland and the elm hedgerow; the elm trees were covered in loose ivy but no features for roosting bats were identified at the time of the initial walkover survey. Due to the light covering of ivy, and the maturity of the trees, the elm trees were all identified as of 'low' potential for roosting bats. No features were identified in the pine trees within the woodland, and these were identified as of 'negligible' for roosting bats. However, it should be noted that not all trees within the woodland were surveyed due to access restrictions.

The Site provided a 'moderate' suitability for commuting and foraging bats due to the following:

- Hedgerows and woodland along the boundaries which were connected to the wider landscape providing potential flight lines; and
- Open grassland within the Site boundary.

5.2.2 Invertebrates

The grassland and bare ground habitat would be suitable for common invertebrate species but the lack of good quality flowering species provided limited potential for large numbers of butterfly, moth, or other notable invertebrates.

5.2.3 Birds

All nesting birds are protected under the Wildlife and Countryside Act 1981 (as amended). In addition, those species list on Schedule 1, Part 1 of the Wildlife and Countryside Act 1981 (as amended) are afforded additional protection for which it is an offence to disturb birds intentionally or recklessly and their young at, on or near an active nest.

The presence of farmland and hedgerows surrounding the wider landscape provide a variety of habitats for nesting birds. The records returned suggest the presence of quail and skylark which are a ground nesting, agricultural land bird that will nest within fields and low vegetation on edges. Other species of ground nesting birds that may be present include meadow pipit, jack snipe, snipe and woodcock. Though these species are most likely found within the nearby SSSI's, it is not unexpected to find them within surrounding habitat including the agricultural fields, their edges and grassland.

The hedgerows have the potential to support a number of nesting species present on St Mary's including blackbird, blackcap, Cetti's warbler, chiffchaff, blue tit, great tit, goldcrest, firecrest, serin, and robin. These species will nest in the hedgerow bases and within dense areas as well as any trees that may be present within the hedgerows.

The presence of the two SSSI's could lead to a higher presence of over wintering species including wildfowl and passing waders. The proximity of the airport may provide some level of avoidance due to air traffic and disturbance. It is unlikely wintering wading bird will be present within the Site boundary in significant numbers

due to the lack of water and wetland habitat within the Site; however, while their presence cannot be ruled out, they would not pose a significant constraint.

5.2.4 Other Protected and Notable Species

Habitats suitable for the lesser white-toothed/Scilly shrew were present.

5.3 Invasive Non-Native Species (INNS)

No INNS were identified during the walkover survey.

6 Discussion and Recommendations

The survey identified ecological features within and immediately adjacent to the Site boundary that would be impacted by the project proposals for the Site which involve construction of a temporary welfare compound. The following recommendations are made based on this. Should the project change or further detailed designs be made available, these recommendations should be reviewed by an ecologist and amended as required.

6.1 Ecological Constraints within the Site

The ecological impact hierarchy requires that all steps are taken to avoid adverse impacts to habitats and species. Only where impacts cannot be avoided, steps should be taken to mitigate for any losses within the scheme boundary. In cases where all options for on-site mitigation have been exhausted, offsite compensation measures can be considered.

Creation of the proposed welfare compound would result in the temporary loss of the modified grassland (UKHab code: g4) and bare ground (UKHab code g4 510) within the red line boundary (see Appendix B) for a period of up to four years. Following completion of the works habitats will be restored to the baseline habitat type. The habitats within the welfare compound red line boundary are of low ecological value due to the habitat type, low species diversity, and baseline land use as chicken grazing, and vehicle storage area.

The coniferous woodland (UKHab code: w2c), native hedgerow as line of trees and stone wall (UKHab Code: h2a 33 114), and non-native and ornamental hedgerow (UKHab Code: h2b) surrounding the proposed welfare compound will be retained. The adjacent retained habitats, woodland edges and hedgerows, are suitable to support nesting birds provide foraging and commuting flight lines for bats. No potential impacts have been identified for these habitats.

The trees within the adjacent woodland and hedgerows have potential to support sap groove lichen however no potential supporting habitats for this species are present within the red line boundary. Consequently no impacts to sap groove lichen are anticipated.

Minor branches of trees in the coniferous woodland overhanging the access track at the north of the Site are required to be trimmed to facilitate vehicle access to the welfare compound and avoid damage to the adjacent trees. No tree felling or works to major limbs are required as part the proposed works.

In the absence of mitigation, the proposed works have potential to result in damage or destruction of bird nests, where present, in the modified grassland and overhanging branches on the access track. Due to the size of branches affected the risk of nesting birds being present is low and no potential impacts to trees or branches with suitability to support roosting bats have been identified. Mitigation and avoidance measures to minimise the risk of impacts to nesting birds, foraging and commuting bats, and retained habitats are present in Section 6.1.1 and 6.1.2. The proposed mitigation and avoidance measures are considered to be proportionate and adequate to prevent impacts to protected or notable species and habitats within and adjacent to the Site.

If the proposals change the potential impacts and mitigation requirements should be reassessed.

6.1.1 Avoidance Recommendations

The following avoidance options should be followed where possible within the design and construction of the project. Where these cannot be followed, further surveys and mitigation option are set out below.

- Key habitats to be retained including the adjacent woodland and boundary hedgerows wherever possible;
- In the event where trees are to be removed, focus should be on retaining those with important lichen species on the bark (such as the sap groove lichen);

- Retention of bat foraging flightlines and any trees with bat roosting features should be applied within the scheme design;
- Hoarding of approximately 2.2m has been embedded into the design to provide screening for both visual and wintering birds from the Site;
- If any protected species, including birds' nests, are found during the construction works, construction in that area should stop immediately and an ecological specialist should be consulted, in line with UK legislation.
- Lighting should be designed to avoid spilling onto hedgerows and woodland;
- Biosecurity measures must be implemented to prevent the spread of rats between the islands, as well as to prevent the introduction of Dutch elm disease form the mainland. This should form a standalone section of the Construction Environmental management Plan (CEMP).

6.1.2 Mitigation Recommendations

Table 11: Mitigation Recommendations

Ecological Feature	Seasonal Constraint	Likely Mitigation	Licencing Requirements
Designated Sites			
Designated sites	None	Due to the proximity of the SAC, SPA and Ramsar to the Site, Habitat Regulation Assessment (HRA) screening has been undertaken. Please refer to report 107780-PEF-XX-500-T.RP-EN-0001. No mitigation is considered to be required.	None
Habitats			
Hedgerows and woodland	None	Where hedgerows and woodland trees are to be retained, the root protection areas should be protected with suitable fencing.	None
Modified grassland	None	The proposed scheme will require the removal of the modified grassland. Upon decommissioning of the welfare compound, it is proposed that this modified grassland is reinstated to return the site to its former use as at the chicken grazing pasture.	None
Species			
Foraging and commuting bats	None	Due to the small scale and limited impacts from the scheme, no further surveys are required, however the following mitigation should be incorporated to ensure that bats continue to use the commuting and foraging features (where identified) being retained. ➢ It is strongly recommended that artificial lighting used within the Site is kept to a minimum and is carefully designed to prevent light spilling onto important foraging and commuting features such as hedgerows and the adjacent woodland. ➢ In the event that flightlines cannot be retained, new flight lines in the form of hedgerows or line of trees should be created to aid commuting and foraging bats. Technical specifications should be outlined in the detailed plan.	None
Nesting birds	Typically, late February – early September	Vegetation clearance works should be completed outside of the breeding bird season. This should also be extended to the grassland habitat to avoid ground nesting bird records including skylark, records for which have been provided by ERCCIS. If this is not possible then the clearance works will require a pre-commencement nesting bird check, by a suitably qualified ecologist, to ensure that the habitats are clear of nests.	None
Roosting bats	N/A	No loss anticipated. No mitigation currently required.	N/A
Lichens	N/A	No loss anticipated. No mitigation currently required.	N/A

6.2 Ecological Opportunities and Enhancement

The following recommendations have been made to further enhance the ecological value of the Site in line with the current National Planning Policy Framework (2021

Table 6-12 Ecological Opportunities and Enhancement	
Ecological Feature	**Ecological Opportunities**
Invertebrates	Insect houses, log piles, and compost heaps will increase the insect diversity within the Site and could be placed within the existing hedgerow, woodland or corners of the Site where the grassland adjoins these habitats. Wildflower planting, including pot plants and planting in tubs, to enhance the Site for pollinating insects such as bumble bees and butterflies and should be incorporated into the Landscape Scheme.
Nesting birds	Where practicable, it is recommended that bird boxes are attached to trees within the woodland. It is recommended that a series of roosting pockets are installed within the hedgerows which would provide suitable winter shelter for many species and will also provide nesting habitat for smaller passerine species such as wren and goldcrest.
Bats	Where practicable, it is recommended that bat boxes are installed within existing woodland and trees to provide additional roost locations.
Lichens	To further enhance the Site for sap groove lichen, trees with only light layers of ivy could be controlled to prevent the ivy from becoming dominant; younger trees that could become veteran in the future could be identified and kept ivy free; and halo thinning could be incorporated into a hedgerow management plan.

6.3 Further Survey and Consultation Requirements

Initial consultation with the Isles of Scilly Wildlife Trust has been undertaken to inform the below recommendations.

It has been determined that no further ecological survey work will be required on the basis that:

- No felling or major pruning works to trees or hedgerows will be required.
- The proposed welfare compound will be set back from trees and hedgerows.
- The works will be located outside of the root protection zones and that these root protection zones will be protected with exclusion fencing, which will be maintained throughout the site operation.

It should be noted that if the felling of trees or removal of hedgerow were deemed to be required at any future stage of the project, the following assessments would need to be undertaken (these are not currently considered to be required based upon the current scheme design):

- BS5837:2012 Arboricultural Survey
  - Could be undertaken at any time of year.
  - Would require a single survey.
- Preliminary roost assessment of trees
  - Could be undertaken at any time of year.
  - Would require one initial visit with possible tree climbing surveys where required.
- Lichen survey – focusing on sap groove lichen (*Bellicidia incompta (syn. Bacidia incompta)*)
  - Could be undertaken at any time of year.
  - Would require a single survey.

7 Ecological Report Limitations

The information reported herein is based only on the interpretation of data collected during the desk study investigations and the site visit. This work pertains specifically to the identification of protected species on the proposed site. Information provided to Pell Frischmann by Environmental Records Centre for Cornwall and the Isles of Scilly and other statutory information sources has been accepted as being accurate and valid.

This report has been prepared by Pell Frischmann with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client.

The evaluation and conclusions do not preclude the existence of protected species, which could not reasonably have been revealed by the comprehensive desk studies and site visit. Hence, this report should be used for information purposes only and should not be construed as a comprehensive characterisation of all site habitats.

In addition, this report details only the conditions on site at the time of reporting. The dynamic nature of the natural environment will result in changes to the surrounding environment as seasons change. No responsibility is taken by Pell Frischmann to the existence of additional species identified on this site at a later date.

The impact assessment made in this report relates only to the effects from the proposed scheme. This report does not therefor apply to any other developments within the site.

This report has been prepared solely for the use of Trant and may not be relied upon by other parties without written consent from Pell Frischmann. In addition, it must be understood that this report does not constitute legal advice.

Pell Frischmann disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

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Appendix A Legislation

The Environment Act 2021

The Environment Act 2021 provides a framework for environmental governance, including provisions to establish a 'post-Brexit' set of statutory principles including the creation of an environmental watchdog The Office for Environmental Protection (OEP). In relation to Biodiversity and Nature Conservation, the Act includes targets to halt biodiversity decline by 2030 and mandates a 10% Biodiversity Net Gain for developers.

The Wildlife and Countryside Act 1981 (as amended)

The Wildlife and Countryside Act (WCA) 1981 (as amended) consolidates national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and the Directive on the conservation of wild birds (Birds Directive) 2009/147/EC (which is the codified version of the Council Directive 79/409/EEC).

The WCA is the principal mechanism for the legislative protection of wildlife in the UK and is divided into four parts, the first section of which details the protection of wildlife. This legislation protects wild animals listed on Schedule 5 and wildflowers which are listed on Schedule 8. All wild birds and their eggs and nests are protected, with special protection for birds listed on Schedule 1. Invasive plants listed on Schedule 9 must not be spread or propagated in any way.

Conservation of Habitats and Species Regulations 2017 (as amended)

The Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019) transpose Council Directive 92/43/EEC, on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive), and the Directive on the conservation of wild birds (Birds Directive) 2009/147/EC (which is the codified version of the Council Directive 79/409/EEC) into national law.

The regulations protect animals listed on Schedule 2 and plants listed on Schedule 5, also known as European Protected Species. The Regulations allow the designation and protection of Special Areas of Conservation (SACs), Special Protection Areas (SPA's) and RAMSAR sites. These are collectively known as National Site Network within the UK (formerly known as Natura 2000 sites). A development which would have an adverse effect on the conservation interests for which a National Site Network area has been designated should only be permitted where:

- There is no alternative solution; and
- There are imperative reasons of over-riding public interest, including those of a social or economic nature.

Where a priority habitat or species (as defined in Article 1 of the Habitats Directive) would be affected, prior consultation with the European Commission is required unless the development is necessary for public health or safety reasons. These conditions also apply to any European protected species that may be present.

The Natural Environment and Rural Communities Act 2006

The Natural Environment and Rural Communities (NERC) Act 2006 places an obligation on all Local Planning Authorities to conserve and protect biological diversity and the natural environment. Section 40 of the Act concerns biodiversity and states: 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercising of those functions, to the purpose of conserving biodiversity.'

The Act states that: 'it is important that public authorities seek not only to protect important habitats and species, but actively seek opportunities to enhance biodiversity through development proposals, where appropriate.'

This legislation also details those species for each county that are of 'principal importance for the purpose of conserving biodiversity' and includes those that are most threatened, declining, or where the UK populations represents a significant proportion of the global population. These species are mainly derived from the original

UK Biodiversity Action Plans (UK BAP) which has now been succeed by the UK Post-2010 Biodiversity Framework published in 2012 and highlights those that are of conservation concern, detailing why they are of concern and the actions required to prevent further declines and to encourage habitat/population expansion.

Local Biodiversity Action Plans (LBAPs) have been developed which set priorities for locally important habitats and wildlife. The statutory basis for species and habitats listed in the LBAP is provided by Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.

The Countryside and Rights of Way Act, 2000

The Countryside and Rights of Way Act 2000 (CROW Act, 2000) increases the measures for the management and protection of Sites of Special Scientific Interest (SSSI), reinforces existing wildlife enforcement legislation, and requires that local authorities provides for better management and have due regards for Areas of Outstanding Natural Beauty (AONB).

Species of principal importance for the conservation of biodiversity in England (as identified under the CROW Act) should be protected from adverse impacts of development. To ensure that the habitats of these species are not adversely impacted upon, the planning authority may impose planning conditions or obligations.

The Invasive Alien Species (Enforcement and Permitting) Order 2019

The Invasive Alien Species (Enforcement and Permitting) Order 2019 are regulations which aim to prevent and minimise the impact of the introduction and spread of non-native plants and animals 'not ordinarily resident in' and 'not a regular visitor to Great Britain in a wild state', or otherwise listed in Schedule 2. The order lists 66 species which are of special concern and apply to live plant and animal specimens (including anything they can reproduce from, such as seeds, spores and fragments of plants). The regulations make it an offence to import, keep, breed, transport (except transporting for eradication), sell, exchange, allow to grow, cultivate or permit to reproduce, or release into the environment unless a licence, permit or exemption is in place.

The Protection of Badgers Act 1992

The Protection of Badgers Act 1992 provides protection to badgers and their setts from injury/fatality, damage and any form of disturbance; however, this does not extend to the protection of other habitats badgers may utilise.

The Hedgerow Regulations 1997

The Hedgerow Regulations 1997 affect hedgerows that are 20m or more in length or are connected at both ends to another hedgerow (of any length) and enable their protection from intentional or reckless removal, or to cause or permit another person to remove a hedgerow. The regulations apply to hedgerows that are on, or adjoining, land that is used for the following – agriculture; forestry; breeding or keeping of horse, ponies or donkeys; common land; village greens; and SSSI's or Local Nature Reserves (LNR's).

the LPA have powers to serve a Hedgerow Retention Notice, requiring that the hedgerow is retained if a hedgerow is deemed to be important under specified criteria (found in chapter 7 The Hedgerow Regulations – A Guide to the Law and Good Practice) and is older than 30 years. The regulations do not apply to hedges that are attached to houses.

Ancient Woodlands and Veteran Trees

Ancient semi natural woodland consists of any wooded area which has been wooded continuously since at least 1600 AD and has protection under the NPPF. Ancient Woodlands are described as irreplaceable habitats as per Natural England's standing advice which states that local planning authorities '*should refuse planning permission if development will result in the loss or deterioration of ancient woodland, ancient trees and veteran trees unless:*

- *there are wholly exceptional reasons*
- *there's a suitable compensation strategy in place*

To protect Ancient Woodland and Veteran Trees during development, The Forestry Commission and Natural England have published guidance (known as 'standing advice'). This standing advice is a material consideration during the planning process and should therefore be considered when making decisions on relevant planning applications. This standing advice was last updated in November 2018 and states the following:

- '*For ancient woodlands, you should have a buffer zone of at least 15 metres to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, you're likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic*'.
- '*A buffer zone around an ancient or veteran tree should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5m from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter*'.

Oslo and Paris Conventions (OSPAR)

OSPAR is the outcome mechanism of the Oslo and Paris Conventions by which 15 Governments & the EU would cooperate to protect the marine environment of the North-East Atlantic.

OSPAR originated in 1972 (the Oslo Convention) against dumping and then was broadened by the 1974 Paris Convention to cover land-based sources of marine pollution and the offshore industry. These were then unified, updated and extended by the 1992 OSPAR Convention. The new annex on biodiversity and ecosystems was adopted in 1998 to cover non-polluting human activities that can adversely affect the sea.

Appendix B UKHab Habitat Map

Pell Frischmann

BURRATOR HOUSE, RYDON LANE,
EXETER, EX2 7NT

Parting Carn Lane

A3110

Old Town Lane

A3112

Legend

- Proposed Site Options
- Non-native and ornamental hedgerow
- Hedgerow: Line of trees associated with a stone wall
- Modified grassland
- Other coniferous woodland
- Bare ground

0 25 50 75 100 m

St Mary's Site Compound

Uk Habs Survey Map

Appendix C Sites of Importance for Nature Conservation

Pell Frischmann

BURRATOR HOUSE, RYDON LANE,
EXETER, EX2 7NT

Pentle Bay, Merrick and Round Islands

Isles of Scilly Sites - Lower Ridge to Innisvouls

Watermill Cove

Porthloo

Higher Moors & Porth Hellick Pool (St. Mary's)

Higher Moors & Porth Hellick Pool (St. Mary's)

Isles of Scilly Complex

Lower Moors (St. Mary's)

Isles of Scilly Sites - Peninnis to Dry Ledge

Isles of Scilly Complex

Isles of Scilly Complex

Peninnis Head (St. Mary's)

Isles of Scilly Complex

Peninnis Head (St. Mary's)

Peninnis Head (St. Mary's)

0 150 300 450 600 m

Isles of Scilly Sites - Plympton to Spanish Ledge

Legend

- 2 km buffer of Site boundary

Proposed Site Options

- Proposed Site Compound
- Special Protection Area
- Isles of Scilly Wildlife Trust Reserves
- Marine Conservation Zones
- Ramsar Sites

Sites of Special Scientific Interest

- Biological
- Mixed
- Special Area of Conservation

OpenStreetMap

St Mary's Compound
Designated Sites within 2km

Appendix D Priority Habitats within 2 km

Pell Frischmann

BURRATOR HOUSE, RYDON LANE,
EXETER, EX2 7NT

Legend

2 km buffer of Site boundary

Proposed Site Options

Proposed Site Compound

Priority Habitat Inventory

Coastal vegetated shingle

Deciduous woodland

Good quality semi-improved grassland

Lowland fens

Lowland heathland

Maritime cliff and slope

No main habitat but additional habitats present

Reedbeds

Traditional orchard

OpenStreetMap

St Mary's Compound
Priority Habitats within 2km

0 150 300 450 600 m

Appendix E Notable Bird records from St Mary's

Species	Conservation Status
Balearic Shearwater *Puffinus mauretanicus*	BoCC Red, NERC_S41, UK BAP
Bee-eater *Merops apiaster*	WCA Sch 1 Part 1
Bittern *Botaurus stellaris*	BoCC Amber, WCA Sch 1 Part 1
Black redstart *Phoenicurus ochruros*	BoCC Amber, WCA Sch 1 Part 1
Black-headed gull *Chroicocephalus ridibundus*	BoCC Amber
Cattle Egret *Bubulcus ibis*	BoCC Amber
Common sandpiper *Actitis hypoleucos*	BoCC Amber
Cuckoo *Cuculus canorus*	BoCC Red, UK BAP
Curlew *Numenius arquata*	BoCC Red, UK BAP
European Shag *Gulosus aristotelis*	BoCC Red
Gannet *Morus bassanus*	BoCC Amber
Grasshopper warbler *Locustella naevia*	BoCC Red
Great northern diver *Gavia immer*	BoCC Amber
Great white egret *Ardea alba*	BoCC Amber
Green sandpiper *Tringa ochropus*	BoCC Amber, WCA Sch 1 Part 1
Greenshank *Tringa nebularia*	BoCC Amber, WCA Sch 1 Part 1
Herring gull *Larus argentatus*	BoCC Red, UK BAP
House sparrow *Passer domesticus*	BoCC Red, UK BAP
Iceland Gull *Larus glaucoides*	BoCC Amber
Kentish Plover *Charadrius alexandrinus*	BoCC Amber
Leach's Storm Petrel *Hydrobates leucorhous*	BoCC Red
Lesser black-backed gull *Larus fuscus*	BoCC Amber
Little Bittern *Ixobrychus minutus*	BoCC Amber, WCA Sch 1 Part 1
Manx Shearwater *Puffinus puffinus*	BoCC Amber
Mediterranean gull *Larus melanocephalus*	BoCC Amber
Merlin *Falco columbarius*	BoCC Red, WCA Sch 1 Part 1
Moorhen *Gallinula chloropus*	BoCC Amber
Oystercatcher *Haematopus ostralegus*	BoCC Amber

Species	Conservation Status
Pallid Harrier *Circus macrourus*	WCA Sch 1 Part 1
Peregrine *Falco peregrinus*	BoCC Green, WCA Sch 1 Part 1
Pied flycatcher *Ficedula hypoleuca*	BoCC Amber
Puffin *Fratercula arctica*	BoCC Red
Purple Heron *Ardea purpurea*	WCA Sch 1 Part 1
Ringed plover *Charadrius hiaticula*	BoCC Red
Savi's warbler *Locustella luscinioides*	BoCC Red, WCA Sch 1 Part 1, UK BAP
Sedge warbler *Acrocephalus schoenobaenus*	BoCC Amber
Shelduck *Tadorna tadorna*	BoCC Amber
Snipe *Gallinago gallinago*	BoCC Amber
Snow Bunting *Plectrophenax nivalis*	BoCC Amber, WCA Sch 1 Part 1
Song thrush *Turdus philomelos*	BoCC Amber, UK BAP
Spotted flycatcher *Muscicapa striata*	BoCC Red, UK BAP
Starling *Sturnus vulgaris*	BoCC Red, UK BAP
Storm Petrel *Hydrobates pelagicus*	BoCC Amber
Swift *Apus apus*	BoCC Red
Teal *Anas crecca*	BoCC Amber
Temminck's Stint *Calidris temminckii*	BoCC Amber, WCA Sch 1 Part 1
Turnstone *Arenaria interpres*	BoCC Amber
Wheatear *Oenanthe oenanthe*	BoCC Amber
Whimbrel *Numenius phaeopus*	BoCC Red, WCA Sch 1 Part 1, UK BAP
White-billed Diver *Gavia adamsii*	WCA Sch 1 Part 1
Wren *Troglodytes troglodytes*	BoCC Amber
Yellow wagtail *Motacilla flava*	BoCC Red, UK BAP

Appendix F Site Survey Photographs

Site Survey Photographs

View of the Site entrance from the main road

View of the Site looking from north to south with the woodland on the right

Area of bare ground and chicken grazing in the centre of the Site

Overhanging limbs from Monterey pine trees and karo understorey

Modified grassland field with frequent dock

English elm hedgerow in the form of a line of trees and stone wall

Isles of Scilly

Isles of Scilly Capital Delivery Programme

St Mary's Welfare Compound – Sustainability Statement

St. Mary's Welfare Compound

107780-PEF-XX-500-T.RP-EN-0002

Report Ref.		**107780-PEF-XX-500-T.RP-EN-0002**				
File Path		**\\rsbgukfs01\EXEEngineering\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Documents\Geo&Env\GS-Sustainability\107780-PEF-XX-500-T.RP-EN-0002 St Mary's Welfare Compound Sustainability Statement P01.docx**				
Rev	**Suit**	**Description**	**Date**	**Originator**	**Checker**	**Approver**
P01	S3	Draft Issue	12-10-23	W Howard / E Samways	M Desai	J Davey
C01	A1	To inform planning	01-11-23	W Howard / E Samways	M Desai	J Davey
Ref. reference. Rev revision. Suit suitability.						

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Contents

Figures

Tables

Appendices

Executive Summary

Site Name	St Mary's Welfare Compound
Location	The welfare compound at St Mary's is to be located off Carn Friars Lane and Old Town Lane, Hugh Town, St Mary's, Isles of Scilly. The nearest postcode: TR21 0NG and approximate central National Grid Reference: SV 91762 10782.
Summary	This Sustainability Statement includes two main elements: ➢ A review of relevant sustainability policy and legislation, with a demonstration of how the proposed compound complies. ➢ A discussion of sustainable design measures which are being implemented to increase the sustainability of the project and to reduce impacts on the natural environment. The topics covered within Section 4 (Sustainability Considerations) of this report include carbon, energy, sustainable design measures, water efficiency, flood risk and drainage, sustainable transport, materials and waste, noise, ecology, and site workers and operational considerations. The discussion of sustainable design measures and sustainability considerations has also been fed into by a carbon assessment of construction materials and their transport, waste associated with the compound during construction and decommissioning, business transport during construction, and operational energy and water usage. The total emissions for all elements are 180.686 tCO_2e, with energy usage forming approximately 67% of the total emissions, and materials and their transport forming approximately 31.5%. Both waste, and business and employee transport represent less than 2% of the total emissions. The below bullet points provide a summary of some of the key measures to be implemented: ➢ Use of low / zero carbon technologies where feasible, such as through use of solar LED lighting. ➢ Use of prefabricated buildings which have the potential to reduce emissions associated with the construction of such buildings, as well as reducing waste through their possible future reuse on other sites. ➢ Production of a Design Stage Site Waste Management Plan (SWMP) to demonstrate how the proposed scheme has diverted as much waste as possible from landfill. The SWMP demonstrates that approximately 97% for waste from construction and approximately 83% for waste associated with decommissioning is being diverted from landfill. ➢ Implementation of measures during construction, such as those captured within the Construction Environmental Management Plan (CEMP) produced for the proposed scheme which increase sustainability and reduce environmental impacts. This is particularly relevant to the management of surface water and reducing risk of pollution, as well as controlling production of dust and noise. ➢ Measures relating to social issues, such as the design of the cabins being optimised to boost the morale and wellbeing of employees (particularly those who may be staying away from home for extended periods of time) and opportunities for the proposed scheme and the wider Capital Delivery Programme to carry out social value activities (such as involving local communities and schools or providing local people with job opportunities). ➢ Encouraging the staff staying at the compound to keep their electricity usage to a minimum; ➢ A metered mains water connection to the Isles of Scilly distribution system will be set up. Whilst the average UK water usage per person per day is 150 litres, the staff staying within the compound will be educated on water usage and its scarcity within the Isles of Scilly and a target of less than 100 litres per person per day will be established. ➢ A cesspit will be fitted with a high-level alarm system to prevent overflows and will be regularly emptied and transported to the cess reception facility at Old Town for disposal.

1 Introduction

Trant Engineering Limited, on behalf of South West Water (SWW), have commissioned Pell Frischmann to produce a Sustainability Statement to support the planning application for a proposed temporary welfare compound on the island of St Mary's, Isles of Scilly (nearest postcode: TR21 0NG and approximate central National Grid Reference: SV 91762 10782).

The purpose of this Sustainability Statement is as follows:

- To present a statement of Sustainable Design Measures, as identified within the Council of the Isles of Scilly Local Plan; and

- To demonstrate how the proposed scheme will address or meet sustainability policy as set out by
    - The Local Planning Authority (Isles of Scilly Council).
    - National UK government.
    - Other relevant bodies.

Following this introductory chapter, the Statement is structured as follows:

- Section 2: Legislation and Policy Review.
- Section 3 Methodology.
- Section 4: Sustainability Considerations.
- Section 5: Conclusions.
- Section 6: References.

1.1 Proposed Scheme Location

The site of the temporary welfare compound (hereafter referred to as the application site) is located on land south of the A3110 Parting Carn Lane (National Grid Reference – SV 91762 10782). The footprint of the application site occupies an area of 0.39 hectares and is bound to the north, east, and south by hedgerows (traditional stone-faced hedgebanks) and to the west by woodland.

The application site is situated approximately 400m north of runway 14 at the Isles of Scilly Airport, in a relatively rural setting with very few residential properties in the local vicinity. The nearest neighbouring residential properties are located approximately 170m / 200m west / southwest of the site on Parting Carn Lane (the A3110) and Old Town Lane, respectively.

The application site is owned by the Duchy of Cornwall and it provides land for the grazing and rearing of livestock.

The site has been used twice previously as a construction compound. In 2014 Lagan Construction Ltd was granted planning permissions for a mobile asphalt and concrete batching plant, construction material storage, accommodation, welfare, office facilities and car parking. It was proposed the site would be in use from February – July 2014. Upon decommissioning, the site was reverted to its previous land use.

Also in 2014, Kier was granted planning permission for the temporary placement of 10 two-berth sleeper cabins and additional material storage for St Mary's Harbour Improvement Works. The units were proposed to be in place between April – December 2015. Upon decommissioning, the site was reverted to its previous land use.

Figure 1.1 overleaf shows the location of the welfare compound.

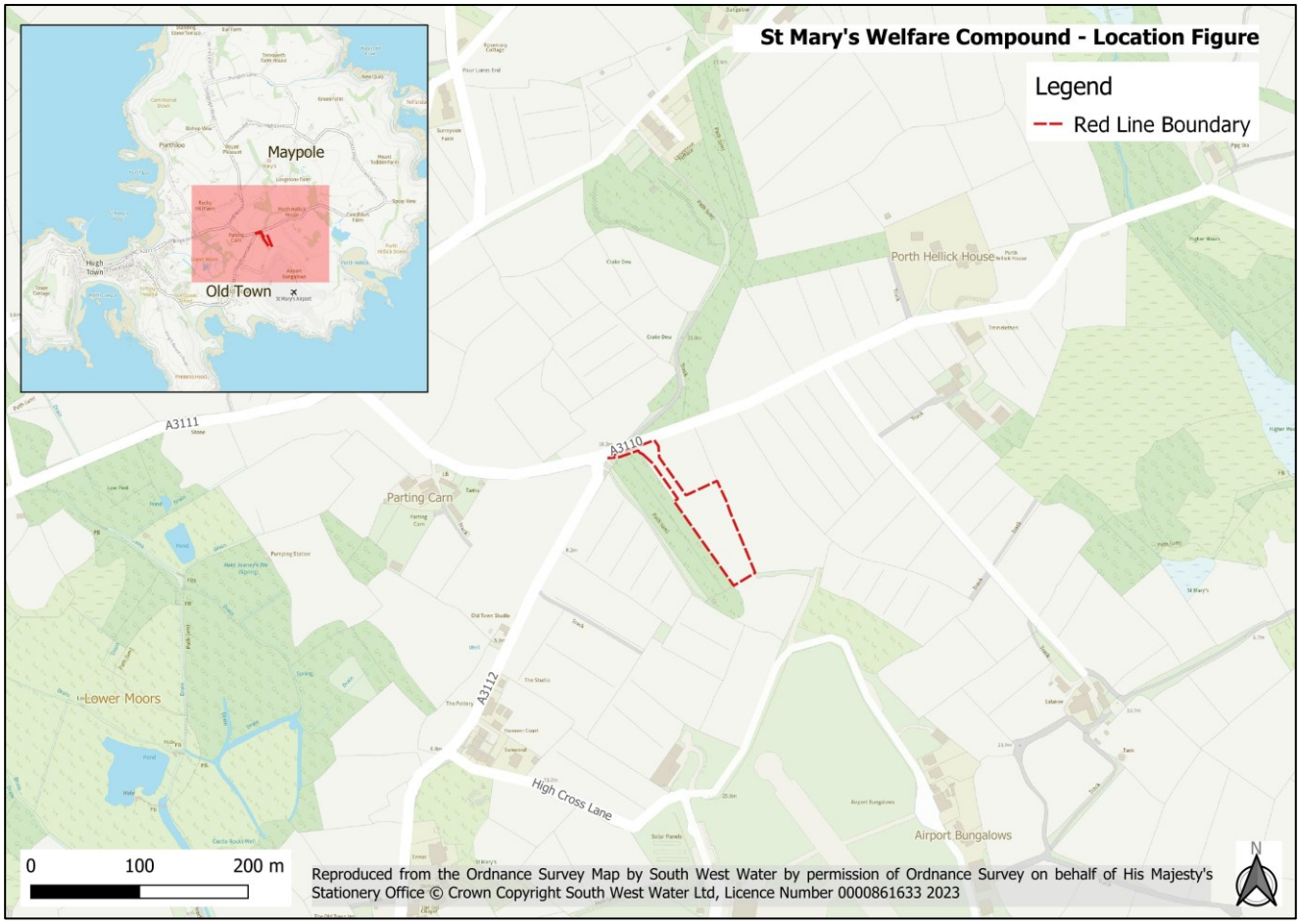

Figure 1.1: St Mary's Welfare Compound Location

1.2 Proposed Scheme Overview

A full scheme description is provided within the Planning Statement for the welfare compound (report reference: 107780-PEF-XX-500-T.RP-TE-0002), although a brief summary has been provided below in order to provide some context for this Sustainability Statement.

The proposed scheme comprises the development of a temporary welfare compound to support the SWW Isles of Scilly Capital Delivery Programme. The compound will be in use for up to four years and will consist of an access road, parking and laydown area, recreation room, canteen, smoking shelter, meeting room, drying room, 10 sleep units, toilets with cess pit, and power supply.

The proposed site layout drawing (drawing reference: 107780-PEF-XX-500-D.DR-T-0003) presents the expected layout. Refer to Appendix A: Proposed Site Plan for further details. The compound is separated into three internal areas with each delineated by seeded topsoil berms. The following layout is proposed:

- Access, parking and laydown, including:
  - Internal site access trac running north-south parallel to the western field boundary.
  - 6 x car parking spaces.
  - Laydown area.
  - Vehicle turning area.

- Offices and amenities, including:
  - Generator.
  - Offices.
  - Meeting room.

- Canteen.
- Drying room.
- Material storage area.
- Toilet / cess pit.

- Habitation, including:
  - 10 x cabin-type sleep units.

A phased mobilisation approach is planned to commence in January 2024 and be completed in March 2024.

To enable efficient on-island construction activities, material deliveries will need to be substantially completed prior to construction commencement to reduce the impact of inclement weather. Materials can be delivered during good weather and then stored securely and be easily accessible on the island.

2 Legislation and Policy Review

A review of relevant national, regional and local policy and legislation in relation to sustainability has been carried out. Sustainability is an important topic, including within the development and construction industries. Both national and local governments and policy makers are placing a greater emphasis on being sustainable, and this has been translated into the planning application process. The legislation and policies have been categorised depending on whether they are national, regional or local, and this chapter has been split into those same categories. The geographic scale categories have been defined as the following:

- National – relating to UK or international.
- Regional – relating to the South West region.
- Local – relating to the Isles of Scilly only.

It is noted that a wider Sustainability Strategy is being produced for the Capital Delivery Programme for all islands, which will also include a review of relevant legislation and policy.

2.1 National

As part of the legislation and policy review, Table 1 in Appendix B of this document includes a summary of the legislation and policy. The table also includes a brief explanation of how the proposed scheme complies with the legislation or policy.

The list of the legislation and policy included in Table 1 of Appendix B are as follows:

- Legislation (in date order):
  - The Environmental Targets (Biodiversity) (England) Regulations 2023.
  - Environment Act 2021.
  - The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.
  - The Waste (England and Wales) Regulations 2011.
  - The Promotion of the Use of Energy from Renewable Sources Regulations 2011.
  - Climate Change Act 2008.
  - Wildlife and Countryside Act 1981.

- Policy
  - National Planning Policy Framework (NPPF), 2023.
  - National Planning Policy for Waste, 2014.
  - Our Waste, Our Resources: A Strategy for England, 2018.
  - 25 Year Environment Plan, 2018.
  - Environmental Improvement Plan, 2023.
  - Build Back Better: Our Plan for Growth, 2021.
  - Net Zero Strategy: Build Back Greener, 2021.

2.2 Regional

No regional legislation was identified and therefore, Table 2 of Appendix B should be referred to for the summary and demonstration of compliance for relevant policy documents.

The list of policies included in Table 2 of Appendix B are as follows:

- SWW's 'Our Promise to the Planet: Carbon-busting Net Zero Plan', 2021.
- Cornwall and Isles of Scilly Environmental Growth Strategy, 2021.
- Climate Adaptation Strategy for Devon, Cornwall, and Isles of Scilly – Consultation Draft 2023.

2.3 Local

Table 3 of Appendix B should be referred to for the summary of local legislation and policy, alongside the demonstration of compliance.

The list of the legislation and policies included in Table 3 of Appendix B are as follows:

- Legislation (in date order):
  - Isles of Scilly (Application of Water Legislation) Order 2020.
  - The Environmental Protection Act 1990 (Isles of Scilly) Order 2006.

- Policy:
  - Isles of Scilly Local Plan 2015-2030.
  - Isles of Scilly Climate Change Action Plan 2022.
  - Smart Islands.

3 Methodology

3.1 Scope of Works Undertaken

3.1.1 Included in Scope

This Sustainability Statement aims to cover the following scope:

- Review of relevant sustainability policy and legislation, with details of how the proposed scheme complies with such policies and law.
- Carbon assessment based on available information associated with the construction of the compound, use of the compound, and the dismantling of the compound for reinstatement of previous conditions.
- The discussion of the design and specific measures implemented to act sustainably and reduce impacts on the environment. This forms the main portion of the Sustainability Statement (refer to Section 4 for details).

The Planning Statement (report reference: 107780-PEF-XX-500-T.RP-TE-0002) should be referred to for the list of deliverables to be submitted for the planning application. Some of which includes documents mentioned within this Sustainability Statement.

3.1.2 Excluded from Scope

The topic of air quality has been excluded from the scope of assessment required to support the planning application for the proposed scheme, as confirmed during a pre-application consultation session with the Council of the Isles of Scilly.

3.2 Information Sources

Various pieces of information have been gathered during the production of this Sustainability Statement from a variety of sources. A full list of references for online sources has been included within Section 6 of this document.

Various reports and/or documents produced for the proposed scheme have also been referred to within this statement, including:

- Site design drawings (107780-PEF-XX-500-D.DR-T-0001 to 0003), as shown in Appendix A.
- Design and Access Statement (report reference: 107780-PEF-XX-500-T.RP-T-0001).
- Site Waste Management Plan (report reference: 107780-PEF-XX-500-T.RP-GG-0001).
- Construction Environmental Management Plan (report reference: 107780-PEF-XX-500-T.RP-TE-0001).
- Construction Traffic Management Plan (report reference: 107780-PEF-XX-500-T.RP-H-0001).
- Preliminary Ecological Appraisal (report reference: 107780-PEF-XX-500-T.RP-GE-0002).
- Noise Assessment (report reference: 107780-PEF-XX-500-T.RP-N-0003).

3.3 Methodology

3.3.1 Statement of Sustainable Design Measures

A multi-disciplinary workshop was conducted by the sustainability team in September 2023 with members of the project management team, design team and environment team to discuss the topics covered within this Sustainability Statement.

The workshop included discussion of the design and specific measures being made to embed sustainability within scheme considerations and to reduce impacts on the environment, emissions, waste, and the nearby community. Discussions were also held with Trant, such as regarding the Bill of Quantities and Site Waste

Management Plan (SWMP). Trant also provided details relating to the welfare compound that have been used within this report, such as details on energy usage, site layout, facilities for staff.

Section 4 of this Statement should be referred to for the discussion of the different sustainability considerations made when designing the compound. Where other reports or documents have been utilised when producing this Statement, the relevant document has been noted.

3.3.2 Carbon Assessment

In order to quantify the carbon emissions associated with the proposed scheme and to identify carbon saving opportunities, a whole-life carbon assessment has been completed (based on information available). The carbon assessment focused on the following carbon life cycle stages, as set out by the PAS 2080 standard (as shown in Appendix C of this Sustainability Statement):

- Before use stage – this includes emissions associated with the construction materials, as well as transport from supplier to works site).

- Use stage – based on the available information, this has included operational energy use and operational water use.

- End of life stage – as the compound will be a temporary structure, it is expected that it will be dismantled and reinstated to previous conditions at the end of the four-year period required for the construction of the various Capital Delivery Programme schemes. For end of life, waste associated with the dismantling of the compound has also been considered.

The latest version of an industry approved carbon tool has been used for the carbon assessment for the proposed scheme because of its ability to capture and calculate emissions associated with materials, transport of materials from supplier to site, energy and water usage, business and employee transport, and waste.

The topics covered within the Carbon Tool include:

- Bulk materials.
- Earthworks.
- Fencing, barriers and road restraint systems.
- Drainage.
- Road pavements.
- Street furniture.
- Civil structures and retaining walls.
- Fuel, electricity and water use.
- Business and employee transport.
- Waste.

A Bill of Quantities was received from Trant, which included details of the materials required and their quantities. It is also provided a list of vehicular movements associated with the compound. The material and quantity data were then processed to match with the appropriate categories and units of measurement within the Carbon Tool. This provided some assumptions and clarifications being made, and some unit conversions being carried out. Discussions were held with the design team to ensure that the material categorisation was as accurate as possible. Based on the Carbon Tool and the design details, some exclusions had to be made. Appendix D provides a list of such exclusions.

The data was then inputted into the Carbon Tool and emissions results generated. The Carbon Tool produces carbon emission results for both the material and also for transporting the material from supplier to site.

In the case of the Isles of Scilly, two methods of material transport have been considered. All materials included a 65km ship journey (from Penzance to St Mary's harbour / quay) and a specified HGV journey from supplier to Penzance harbour. The HGV distance varied depending on the material and the supplier.

Appendix D of this report should be referred to for details of transport assumptions. Appendix D also makes mention of any other assumptions that have been applied.

3.3.3 Site Waste Management Plan (SWMP)

The SWMP has been referenced within this report, however the SWMP (report reference: 107780-PEF-XX-500-T.RP-GG-0001) should be referred to for details of its methodology.

For this report, it is noted that information used within the SWMP regarding quantities of waste and the categorisation of waste was also relevant for the assessment of carbon emissions associated with waste. Any assumptions made when gathering the gathering waste data used within the SWMP, were also applied to the types and quantities of waste inputted into the Carbon Tool.

4 Sustainability Considerations

This section of the Sustainability Statement includes the specific measures and design elements which are being implemented which increase sustainability and reduce impacts on the environment (which is one of the three pillars of sustainability). This section has been split into different sub-headings for the different topics.

4.1 Carbon

As described within the methodology section, a whole- life carbon assessment (based on information available) has been carried out for the proposed scheme which has included emissions associated with material usage and their transport, waste, energy usage and business / employee transport.

Whilst the carbon results have been broken down further and presented within sections 4.2, 4.4, 4.6 and 4.7, a summary of the total emissions is presented in Table 4-1 below. The total emissions associated with the proposed scheme are approximately 180.686 tCO_2e. Appendix E of this document should be referred to for a further breakdown of emissions which shows emissions per each material and waste type.

Table 4-1: Summary of Carbon Emissions associated with the Welfare Compound

Carbon Life Cycle Element	Category	Emissions (tCO_2e)		Total Emissions (tCO_2e)
		Material Emissions	Transport of Material Emissions	
Before use stage - materials	Bulk materials	12.626	10.276	22.902
	Earthworks	3.04	0.088	3.128
	Fencing	1.551	0.033	1.584
	Drainage	3.525	0.099	3.624
	Road pavements	0.416	0.232	0.648
	Street furniture	3.042	0.009	3.051
	Civil structures	20.326	1.396	21.722
				56.659 (total for materials)
Use stage – water usage	Water – mains	1.306		**121.455 (total for energy usage)**
Use stage – electricity usage	Site offices, site vehicles and plant energy - electricity	120.149		
Use stage – employee transport	Private vehicle	0.07		**0.664 (total for business and employee transport)**
Use stage – goods vehicle transport	Goods vehicles – laden Goods vehicles - unladen	0.595		
Before use stage – packaging waste during construction	Mixed construction & demolition waste	0.596 – for landfill 0.064 – recycled		**0.66**
End-of-life stage – waste associated with decommissioning	Various types	0.335 - for landfill 0.913 - recycled		**1.248**

Figure 4-1, below, demonstrates the results per category as the proportion of the total emissions. This highlights that the carbon hotspots (biggest emitters of carbon) for the proposed scheme include the energy usage (specifically the electricity) with approximately 67% of the total emissions and also the materials and their transport (which includes travel by road and sea) which form approximately 31.5% of the total emissions.

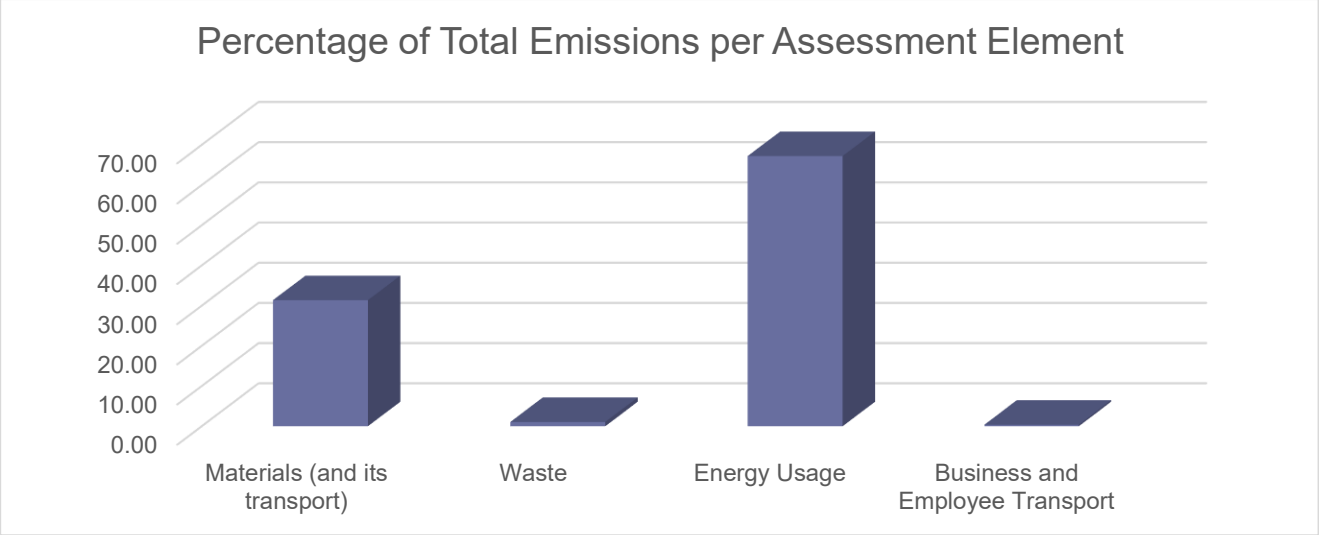

Figure 4.1: Bar Chart representing % of Total Emissions per Carbon Assessment Element

4.2 Energy

The predominant use of energy within the compound will be electricity, such as for lighting and appliance use. A new power supply application will be raised with National Grid (NG) / the district network operators (DNO) for a mains connection for the compound. This would be a temporary supply, which would be removed once the compound is demobilised and reinstated to the existing site usage. The installation will include a pole mounted transformer. Cable ducts for power will be above ground (fixed along the fence and then either overhead or below cabins).

As power supply applications can take a number of months, on site electricity generation will be needed whilst the mains connection is awaited. A 'super silent' generator will be used for this electricity generation on site until the mains connection is in place.

The compound is to support up to 40 people at peak times.

As discussed within Section 4.1, above, the electricity usage associated with the use of the proposed scheme during the expected 4-year duration forms the largest proportion of emissions when compared to other sources of emissions with a value of 120.149 tCO_2e. It is expected that the staff staying within the compound will be encouraged to keep their electricity usage to the minimum, for instance not leaving on lights within their cabin when they are not using the cabin.

Appendix D of this document should be referred to for the assumptions relating to the calculation of electricity, which has been based upon existing mean domestic energy consumption data for the Isles of Scilly.

4.3 Sustainable Design Measures

In line with the Isles of Scilly Local Plan, a description of Sustainable Design Measures has been included within this Sustainability Statement. Sustainable elements of the design include:

- In terms of low and zero carbon technologies, the construction lighting included within the Bill of Quantities has included solar LED lighting towers. Opportunities for use of renewable forms of energy, such as solar, should be sought, if feasible.

- Use of prefabricated cabins. Once the compound is demobilised, it is expected that these cabins will be returned to the supplier to be reused elsewhere (although this will be confirmed by the Contractor once known). This has the potential to reduce emissions associated with construction, as well as the potential to reduce waste.

- As discussed further within the Site Waste Management Plan, as much waste as possible will be diverted from landfill (approximately 97% for waste from construction and approximately 83% for waste associated with decommissioning), which is in line with the waste hierarchy. Waste minimisation measures have been applied to the proposed scheme in line with the Isles of Scilly Local Plan and the Isles of Scilly Waste Reduction Strategy.

- The design of the cabins has allowed for a single sleeper unit and private toilet per staff member. This will increase privacy and boost morale and wellbeing, particularly where staff members may be staying away from home for extended periods of time.

- The provision of onsite catering will help avoid pressure on nearby food services, particularly during the non-tourist season. Conversely, the presence of workers may boost the local economy during non-tourist season when workers visit local facilities (such as cafes, bars, restaurants, museums).

- Where feasible, more efficient vehicle choices for staff vehicles should be pursued, for instance opportunities for electric or hybrid vehicles.

Other topics within this section of the report should be referred to for other details of how impacts are being reduced on available resources (such as water), as well as the surrounding environment and community (thereby acting sustainably), and where enhancements may be achieved.

4.4 Water Efficiency

Water Usage

A metered mains water connection to the Isles of Scilly distribution system will be set up. Whilst the average UK water usage per person per day is 150 litres, the staff staying within the compound will be educated on water usage and its scarcity within the Isles of Scilly and a target of less than 100 litres per person per day will be established. The metred supply shall be used to monitor the effectiveness of this programme.

Within the carbon assessment, the worst-case scenario of 150 litres per person per day was considered. Over the compound's anticipated four-year duration and considering the maximum 40 members of staff, this would equate to 8,766,000 litres. The emissions associated with this are 1.31 tCO_2e (tonnes of carbon dioxide equivalent). This value forms only a very small amount of the total emissions associated with the proposed scheme (approximately 0.7%). If 100 litres (or less) are used per day, this would reduce the total usage to 5,844,000 (or less) which would equate to 0.87 tCO_2e, or less. This would further reduce the proportion of emissions associated with water usage.

The compound design also features some measures specific to maximising water efficiency and minimising water wastage, which include push top taps within the toilets and handwashing facilities, low flush toilets and flow regulators for taps and shower heads.

Additionally, the site induction will make mention of the potable water constraints on the Isles of Scilly and include good practice measures to bring down water consumption across the compound.

Wastewater

For wastewater, a cesspit is proposed in absence of a nearby sewer connection. Flows into the cesspit will be located down gradient of the welfare units. The cesspit will be fitted with a high-level alarm system to prevent overflows and will be regularly emptied and transported to the cess reception facility at Old Town for disposal.

As stated within the Construction Environmental Management Plan (CEMP) for the compound, opportunities to reuse rainwater should be investigated. Rainwater harvesting is a technique commonly used on the Isles of Scilly and is promoted within the Local Plan and Climate Change Action Plan.

4.5 Flood Risk and Drainage

Flood Risk

As demonstrated by online Environment Agency data, the compound is located within Flood Zone 1, which means it is has a low probability of flooding from rivers and the sea. The compound is not within an area at risk of flooding from surface water either. As the compound site is less than 1 hectare and within Flood Zone 1, no specific flood risk assessment is required or specific measures to manage flood risk.

Drainage

The drainage design for the compound includes drainage ditches. To limit silt run-off, stripping back of soils will be limited to necessary areas (access track, parking and laydown) and drainage ditches with topsoil berms will be constructed perpendicular to the slope to slow and direct flows through silt traps consisting of strawbales / geotextiles. The topsoil berm locations are shown on the Proposed Site Plan in Appendix A.

Whilst no specific Sustainable Urban Drainage Systems have been considered, partly due to the temporary nature of the site and the need to reinstate back to existing agricultural conditions following demobilisation, certain measures will be implemented to reduce impacts upon the water environment. As detailed within the CEMP, such measures include:

- Spill kits being available on site to deal with accidental spillages and to prevent pollution.
- All roads within the compound being kept free from dust and mud deposits.
- No site traffic will be allowed to leave the site until the site team are satisfied that the vehicle is clean. A wheel wash station will be located within the site next to the entrance / exit gate.
- Silt traps will be inspected for damage after intense storms and also before and after any intensive use.

It is acknowledged that part of the access route is located within an outer zone of a Groundwater Source Protection Zone (SPZ) and the site is hydrologically connected to the Lower Moors Site of Special Scientific Interest (SSSI). Measures to reduce impacts upon groundwater will include:

- Use of a geotextile membrane where potential contaminants or pollutants are stored. A geotextile membrane is also being used underneath aggregate within the access road, car park and laydown area;
- Spill kits being available.
- All potential sources of contamination (for example, fuels or the generator) will be double bunded to mitigate pollution entering groundwater.

4.6 Sustainable Transport

Transport emissions have also been calculated for the construction period to take account for the number of expected movements of goods vehicles, as well as the staff minibus. Based on the assumptions included within the Construction Traffic Management Plan of an expected 4 two-way movements a day per staff and per goods vehicles over the 91-day estimated construction period, the emissions results equate to 0.664 tCO_2e.

When not being transported for the purposes of work, it is expected that staff members would use alternative modes of travel such as walking, biking, bus or taxi. Online information for St Mary's suggests that golf buggies and bikes can be hired. All such modes are low-carbon and more sustainable methods than private vehicle usage.

Emissions have also been calculated for the transport of materials, although this has been discussed within Section 4.7, below.

4.7 Materials & Waste

Materials

The materials used for the construction of the compound will be transported by both road (on the mainland and on St Mary's) and by sea. To reduce emissions associated with the transport of materials, it is expected that the most suitable closest supplier within Cornwall will be chosen for the required materials.

Emissions associated with the transport of materials have been calculated for both shipping and potential HGV movements from supplier to the port at Penzance. Some suppliers have been identified which can provide multiple materials needed to construct the scheme. If supplier runs could be grouped together, this could reduce transport emissions further.

The emissions associated with the materials and their transport is 56.66 tCO_2e, which forms approximately 30% of the scheme's total emissions. Of the material types to be used, the highest emitters of emissions include pre-cast concrete for paving slabs (approximately 38% of total material and transport emissions with 21.722 tCO_2e), followed by fill, aggregate and sand (approximately 20% of total emissions with 11.61 tCO_2e) and ready-mix concrete (approximately 14% of total emissions with 8.142 tCO_2e).

Waste

A Design Stage SWMP (report reference: 107780-PEF-XX-500-T.RP-GG-0001) has been produced for the compound site. This demonstrates that as much waste as possible will be diverted from landfill during both the construction and decommissioning stages. Some materials will be reused on site, such as excavated topsoil will be reused to make the topsoil berms which form part of the drainage design. Other materials will be recycled off-site.

The largest proportion of waste emissions is associated with decommissioning waste, which includes waste to be recycled and also some types which will go to landfill. The decommissioning waste represents approximately 65% (1.248 tCO_2e) of total waste emissions associated with the proposed scheme's construction and decommissioning stages.

Waste associated with decommissioning has been minimised through seeking to recycle as much as possible, such as aggregate and wood.

Appendix D of this report should be referred to for the details of any specific assumptions or exclusions that have been applied, in line with the SWMP.

4.8 Noise

A noise assessment (report reference: 14933A-20-R01-01-F) has been carried out for the proposed scheme. It has focused predominantly on the compound set up and demobilisation, as well as some operational activities (such as use of a generator and movement of vehicles).

The findings of this assessment suggest that all the predicted worst-case noise levels associated with the compound fall below the SOAEL (significant observed adverse effect level). Considering the duration of the activities and the use of Best Practicable Means measures, it is anticipated that adverse effects will be minimal.

Regarding predicted noise levels for evenings / night-time, the use of the generator falls below the LOAEL (lowest observed adverse effect level) and therefore no adverse effects are considered likely.

As stated within the noise assessment, measures that could be implemented include:

- All construction plant and equipment should comply with UK noise emission limits.
- Machines in intermittent use should be shut down in the intervening periods or throttled down to a minimum.
- All ancillary plant (such as generators) should be positioned so as to cause minimum disturbance (for example, furthest from receptors or shielded by portacabins. If needed, acoustic enclosures or shielding should be provided.

4.9 Ecology

A Preliminary Ecological Appraisal (PEA, report reference: 107780-PEF-XX-500-T.RP-GE-0001) has been carried out for the compound. Some ecological constraints have been identified, including modified grassland and bare ground habitats on site and coniferous woodland, native hedgerow as line of trees and stone wall, and non-native and ornamental hedgerow surrounding the compound site. Various avoidance recommendations have been made, such as:

- Retaining key habitats as far as possible. If trees are to be removed, focus should be on retaining those with important lichen species on the bark.
- Retention of bat foraging flightlines and any trees within bat roosting features.
- Lighting should be designed to avoid spilling onto hedgerows and woodland.
- If any protected species are found during construction, works in that area should be halted immediately and an ecology specialist should be consulted (in line with UK legislation).

Based on the current design, no further ecological surveys or assessments are required.

Whilst no invasive non-native species (INNS) were identified at the compound location during the ecological site walkover, biosecurity measures will be implemented to reduce the likelihood of the introduction or spread of invasive non-native species on St Mary's, such as giving toolbox tools to workers to increase awareness, and examining and ensuring equipment, clothing and footwear is free of INNS (such as seeds or spores) before entering or leaving site. Prior to site clearance, if INNS have been identified a minimum 4m buffer should be applied.

Regarding arboriculture, the compound access track runs parallel to a line of elm trees. To protect the trees, ground protection will be applied such as use of a geotextile membrane laid with a geogrid filled with type 1 aggregate and a no dig solution is proposed within Root Protection Area to minimise impacts to root zones. Protective fencing will also be erected to provide a construction exclusion zone and protect trees from damage.

Ecological Enhancements

The proposed scheme would be temporary and would be reinstated to the former use as grazing pasture following demobilisation. As part of the PEA, consideration has been made of ways to enhance biodiversity at the compound location in line with national and local policy. Such measures include:

- Bats – bat boxes should be considered within the existing woodland and trees in proximity to the site to provide additional roost locations.
- Nesting birds – bird boxes are recommended for trees within the woodland and hedgerow. Roosting pockets are recommended within the hedgerows to provide suitable winter shelter for many species and also to provide habitat for smaller passerine species (such as wren and goldcrest).

- Invertebrates – insect houses, log piles and compost heaps will increase insect diversity within the compound and could be located within the existing hedgerow, woodland or corners of the site where grassland adjoins these habitats. Wildflower planting, including pot plants and planting in tubs, should be incorporated into landscaping to enhance the site for pollinating insects (such as butterflies and bumble bees).

- Lichens – to further enhance the site for sap groove lichen, trees with only light layers of ivy could be controlled to prevent the ivy becoming dominant, younger trees that could become veteran in the future could be identified and kept ivy free, and halo thinning could be incorporated into a hedgerow management plan.

4.10 Site Workers & Operational Considerations

As the majority, if not all, of the workers will be from the mainland (although job opportunities for the local community should be promoted across the Capital Delivery Programme), part of the purpose of the welfare compound is to provide adequate facilities to support up to 40 workers. Staff will be educated about the Isles and specific elements which may not be encountered commonly elsewhere to reduce the likelihood of any harmful or wasteful actions occurring, such as:

- Water being a precious commodity which should not be wasted.

- The protected nature of the islands, such as all islands being located within a Conservation Area and Area of Outstanding Natural Beauty, and there being other designations present throughout the islands.

The education on such issues is likely to be delivered through site induction, toolbox talks and notices placed around common areas (such as canteens and recreation spaces).

As there will be canteens and catering on site, there is the potential for food waste during the construction and operation of the compound (particularly during peak periods). Opportunities to compost food waste should be considered. It is expected that waste produced during operation will be collected and disposed of as part of the St Mary's local waste collection practices.

As part of the Capital Delivery Programme and the overall Sustainability Strategy, opportunities for social engagement with local institutions (such as schools / education centres) and communities will be carried out. This could include opportunities for interns, or STEM activities.

5 Conclusion

The proposed scheme falls in line with relevant legislation and policy relating to sustainability, as evidenced within the tables in Appendix B of this document.

The design of the scheme has included specific elements to increase sustainability and to prevent impacts upon the environment. Some sustainability measures discussed within this Statement include:

- Use of low / zero carbon technologies where feasible, such as through use of solar LED lighting throughout the compound.
- Use of prefabricated buildings which has the potential to reduce emissions associated with the construction of such buildings, as well as reducing waste.
- Production of a Design Stage SWMP to demonstrate how the proposed scheme has diverted as much waste as possible from landfill, in line with the waste hierarchy and also relevant Isles of Scilly policy documents. The SWMP demonstrates that approximately 97% for waste from construction and approximately 83% for waste associated with decommissioning is being diverted from landfill.
- Implementation of measures during construction, such as those captured within the Construction Environmental Management Plan produced for the proposed scheme which increase sustainability and reduce environmental impacts. This is particularly relevant to the management of surface water and reducing risk of pollution, as well as controlling production of dust and noise.
- Measures relating to social issues, such as the design of the cabins being optimised to boost the morale and wellbeing of employees (particularly those who may be staying away from home for extended periods of time) and opportunities for the proposed scheme and the wider Capital Delivery Programme to carry out social value activities (such as involving local communities and places of education or providing local people with job opportunities).

This Sustainability Statement, alongside other relevant documents, demonstrates that sustainability has been considered throughout the design of the compound.

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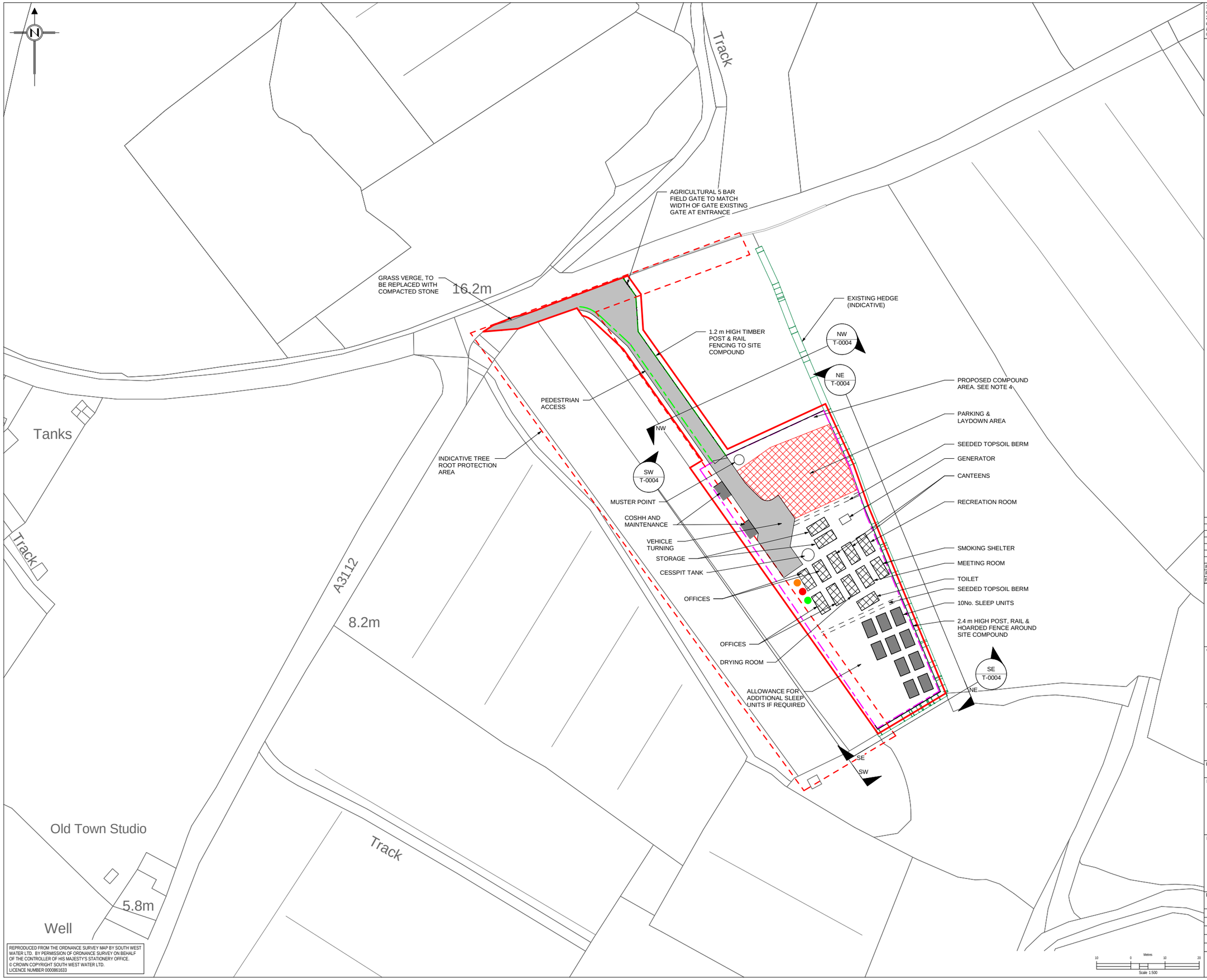
Appendix A Proposed Site Plan



NOTES

1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM (NEWLYN).
2. DO NOT SCALE FROM THE DRAWING.
3. COMPOUND AREA LIGHTING TO BE LOW LEVEL AND MINIMAL DUE TO DARK SKIES STATUS.
4. PROPOSED COMPOUND AREA (3200m², EXCLUDING ACCESS TRACK)

LEGEND

- ACCESS ROAD (STONE SURFACE. WHERE TREE ROOT PROTECTION IS REQUIRED A NO-DIG, RAISED ACCESS TRACK WITH STONE FINISH OR SIMILAR IS PROPOSED)
- PARKING & LAYDOWN AREA (TOPSOIL STRIPPED, STONE SURFACE)
- FIRE EXTINGUISHER POINT
- FIRE POINT
- FIRST AID POINT
- COMPOUND FENCING
- ACCESS ROAD FENCING
- INDICATIVE TREE ROOT PROTECTION AREA
- DEVELOPMENT SUBJECT TO A PLANNING APPLICATION (3900 m²)

UNIT SIZES

- 4.9m x 3m 16' x 10'
- 6m x 3m 20' x 10'

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	FENCE AND HOARDING AMENDED	IC	KT	RN	LJW	05.10.23
P01	FOR INFORMATION	IC	KT	LJW	LJW	06.09.23

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Drawing Title: ST MARY'S - WELFARE COMPOUND - PROPOSED SITE LAYOUT - PLANNING DRAWING

Drawing Status: FOR REVIEW AND COMMENT

	Name	Date
Drawn	I. CERDAN	05.10.23
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Appendix B Legislation and Policy Review Tables

National Legislation and Policy

Table 1, below, covers national legislation and policy relevant to the proposed scheme and the topic of sustainability.

Appendix B: Table 1 – National Sustainability Legislation and Policy

Legislation / Policy Name	Summary	Demonstration of Compliance
Legislation		
Climate Change Act 2008 (as amended)		
Climate Change Act (as amended)	The Act, as amended, sets the framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions by at least 34% against the 1990 baseline and by 100% by 2050 (Net Zero by 2050), whilst also ensuring that steps are taken towards adapting to the impacts of climate change. The Act has introduced a system of carbon budgeting for the UK which aims to constrain the total amount of carbon emissions in a given time period. The Act also sets out a procedure for assessing the risks of the impact of climate change for the UK and places a requirement on the Government to develop an adaptation programme policy.	Whilst this legislation is not directly applicable to the proposed scheme, through efforts to reduce greenhouse gas emissions (including carbon), the proposed compound supports the aim of the UK Government to reduce emissions and take account of climate change implications.
Environment Act 2021		
Environment Act	The Act aims to provide a new legal framework for environmental protection (particularly since the UK no longer comes under EU law). The Act prioritises the topics of air quality, water, biodiversity, resource efficiency and waste reduction. The Act also sets out the mandatory requirement for 10% biodiversity net gain (from November 2023) for planning permission projects (with some exceptions).	This Sustainability Statement discusses the design approach and any specific measures that are being taken towards increasing sustainability, minimising impacts on the natural environment and optimising the design to reduce waste and increase resource efficiency (such as promoting reuse of material on-site).
The Promotion of the Use of Energy from Renewable Sources Regulations 2011 (as amended)		
The Promotion of the Use of Energy from Renewable Sources Regulations (as amended)	The Regulations, as amended following the UK's exit from the EU, sets out a target for the UK of at least 15% for the share of energy from renewable sources in 2020. The Regulations aim to increase the proportion of energy from renewable sources. This is the UK equivalent of the EU's 2019 Directive on the same topic.	The lighting towers to be used during the construction of the compound will be solar towers, which reduces the need to plug in the lighting to non-renewable power sources.
Wildlife and Countryside Act 1981 (as amended)		
Wildlife and Countryside Act (as amended)	This Act is the primary piece of legislation which protects animals, plants and habitats in the UK. The Act also has a schedule of non-native animal and plant species. This is of relevant to development schemes which may involve disturbance of the natural environment, including habitats, flora and fauna.	A Preliminary Ecological Appraisal has been carried out for the proposed scheme which has made note of biodiversity present within the site, including any notable or protected species or habitats. Avoidance and enhancement recommendations have been made within the PEA and the Construction Environmental Management Plan which will reduce impacts upon the natural environment, including biosecurity measures to reduce the risk of spread or introductive of non-native animal or plant species.

Legislation / Policy Name	Summary	Demonstration of Compliance
The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017		
Water Framework Directive Regulations	The Regulations transpose the EU Water Framework Directive (WFD) into UK law. The WFD sets out a framework which aims to protect and improve the ecological and chemical health of rivers, lakes, estuaries, coastal waters and groundwaters.	The Isles of Scilly is covered by two WFD water bodies (one coastal and one groundwater). This Sustainability Statement has included measures to manage surface water and to reduce risk of pollution, which will reduce risks to the water environment (particularly the underlying groundwater which is protected by a Source Protection Zone within part of the site boundary).
The Waste (England and Wales) Regulations 2011 (as amended)		
Waste Regulations	The Regulations, as amended, implements the revised EU Waste Framework Directive and sets out requirements for the management of waste (including collection, transport, recovery and disposal) in England and Wales. The Regulations also gives details on applying the waste hierarchy and creation of waste prevention programmes and waste management plans.	Waste management measures have been applied alongside and as part of the Site Waste Management Plan. The waste hierarchy has been adhered to, which includes diverting waste from landfill as far as possible. The Sustainability Statement makes mention of the percentages of waste diversion from landfill during construction and decommissioning.
The Environmental Targets (Biodiversity) (England) Regulations 2023		
Environment Targets (Biodiversity) Regulations	This document includes targets for the long-term biodiversity for the restoration or creation of wildlife-rich habitat is that on or after the day these Regulations come into force, more than 500,000ha of a range of wildlife-rich habitats are to be restored or created by 31st December 2045.	Various ecological enhancements have been proposed within the Preliminary Ecological Appraisal for the scheme, which will help improve biodiversity at the site location. This includes measures such as implementation of bat and bird boxes in the nearby existing woodland and providing wildflower planting (including potted plants) to enhance the site for pollinating invertebrates, amongst other things.
Policy		
National Planning Policy Framework (NPPF), 2023*		
Section 2: Achieving sustainable development	This section of the policy framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF highlights the three pillars of sustainability with an economic, social and environmental objective. For the environmental objective, this includes "making effective uses of land, improving biodiversity, using natural resources prudently, minimising wase and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".	This Sustainability Statement demonstrates that there has been a consideration of sustainability when designing the compound. Additionally, the purpose of the compound is to support a number of infrastructure projects which will help the Isles of Scilly become more resilient and self-sufficient. This policy is translated to the Isles of Scilly throughout the Council of the Isles of Scilly Local Plan 2015-2030.
Section 14: Meeting the challenge of climate change, flooding and coastal change	This part of the NPPF notes the planning system should support the transition to a low carbon future in a changing climate, taking account of flood risk and coastal change (issues highly relevant to the Isles of Scilly). New development should be planned for in ways that "a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be manged through suitable adaptation measures'" and "b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design". Regarding flood risk, an emphasis is placed on incorporating sustainable drainage systems.	This Sustainability Statement covers the approach of the scheme to various aspects relevant to this section of the NPPF, including approach to drainage, discussion of flood risk, and a carbon assessment to measure emissions associated with the proposed design. This policy is translated to the Isles of Scilly within various sustainable policies within the Local Plan, including policy SS7.

Legislation / Policy Name	Summary	Demonstration of Compliance
Section 15: Conserving and enhancing the natural environment	There cannot be a presumption in favour of sustainable development if a proposal is to have a significant adverse impact upon the natural environment, such as habitats. Development should also be appropriate for its location, taking into account potential pollution effects on health, living conditions and the natural environment.	The proposed compound is in a location outside of ecological designations and therefore should not have a significant adverse effect upon the natural environment, or prevent its conservation. This policy is translated to the Isles of Scilly within policy OE2 of the Isles of Scilly Local Plan.
Section 16: Conserving and enhancing the historic environment	This section of the NPPF relates to the issue of sustainability through recognising the importance of the historic environment for sustainability communities in terms of boosting the economy.	The proposed compound is not located within an area designated for historic interest. This means that the proposed compound should not adversely affect the existing historic environment or prevent its conservation. This policy is translated to the Isles of Scilly within policy OE7 of the Isles of Scilly Local Plan.
Section 17: Facilitating the sustainable use of minerals	This part of the NPPF recognises the finite nature of minerals and the need for best use of such materials in order to ensure there is a sufficient supply for providing new infrastructure, buildings, energy and goods to the country.	This Sustainability Statement has been supported by a Site Waste Management Plan which records how the proposed compound will manage its waste and follow the waste hierarchy, which includes ways the scheme will reduce its material usage and waste. This policy is translated to the Isles of Scilly within policy OE6 of the Isles of Scilly Local Plan.
*It is noted that the NPPF is supported by various National Planning Practice Guidance. Such NPPG has not be included in this table though as they are not considered to be policy themselves.		
National Planning Policy for Waste, 2014		
National Planning Policy for Waste	This document sets out the government's ambition to be more sustainable regarding resource use and management. In terms of determining planning applications, the policy states that non-waste developments should make sufficient provision for waste management such as providing adequate storage facilities on site, and the handling of waste arising from a development's construction and operation should maximise reuse or recovery opportunities and minimise off-site disposal which is in line with the waste hierarchy.	This Sustainability Statement has been supported by a Site Waste Management Plan which records how the proposed compound will manage its waste and follow the waste hierarchy, which includes ways the scheme will reduce its material usage and waste. This policy is supported by policy SS2 within the Isles of Scilly Local Plan.
Our Waste, Our Resources: A Strategy for England, 2018		
Waste and Resources Strategy	This document sets out the strategy for England regarding waste and resources. It covers various topics, including sustainable production and the circular economy, managing waste and resource recovery, and cutting down on waste.	As demonstrated within Section 4 of the Sustainability Statement, and the Site Waste Management Plan for the compound, as much waste as possible is being diverted from landfill and instead either being reused on site, or recycled / reused offsite. This supports the aims of the waste and resource strategy.
25 Year Environment Plan, 2018		
Section 1: Using and managing land sustainability	This part of the Plan includes several policies. Those relevant to the proposed compound include reducing risks from flooding and coastal erosion and embedding an 'environmental net gain' principle for development.	The selected location of the compound is not in an area at risk of flooding, nor is it located within close proximity of the coast. Section 4 of this Statement provides additional details about this, as well as measures taken to reduce impacts on the environment.

Legislation / Policy Name	Summary	Demonstration of Compliance
Section 2: Recovering nature and enhancing the beauty of landscape	Policies relevant to the proposed compound include protecting and recovering nature (improving biosecurity to protect and conservate nature) and respecting nature in how we use water.	Section 4 of this Statement reports on measures taken to reduce impacts on the natural environment, including biosecurity measures which are particularly important on an island, and also measures relating to water use management.
Section 4: Increasing resource efficiency and reducing pollution and waste	Policies relevant to the proposed compound including maximising resource efficiency and minimising environmental impacts at end of life and reducing pollution.	Section 4 of this Statement makes mention of the Site Waste Management Plan produced for the compound and highlights how waste has been reduced, such as through. Waste
Section 6: Protecting and improving our global environment	Policies relevant to the proposed compound including leaving a lighter footprint on the global environment (enhancing sustainability), tackling climate change and protecting and improving international biodiversity.	Section 4 of this Statement references the design measures being implemented by the proposed scheme which includes maximising sustainable opportunities, ensuring resilience against climate change and reducing impacts upon the natural environment.
Environmental Improvement Plan, 2023		
Environmental Improvement Plan	This is the first revision of the 25 Year Environment Plan. It makes mention of key policies needed to deliver the set targets, such as promoting Biodiversity Net Gain, use of nature-based solutions to reduce pollution (such as sustainable drainage), sustainable land use, sustainable use of natural resources, building climate resilience and tackling non-native species.	Whilst not directly policy, this Plan provides a revision of the 25 Year Environment Plan. Compliance with relevant points within the Plan are covered in the above boxes of this table. With the works taking place on a small island, there is an emphasis on making things as sustainable as possible and to ensure that the compound does not leave the environment and island in a worst state than before it was established (such as preventing introduction or spread of non-native species like rats or Dutch elm disease).
Build Back Better: Our Plan for Growth, 2021		
Build Back Better: Our Plan for Growth	Whilst this document does not include specific policies, it does cover the overarching growth plan for the UK, including the transition to net zero and production of greener infrastructure and development. The natural environment will be prioritised and should be left in a better condition than it was found in.	Whilst this Statement and the proposed compound are not directly linked with this Plan, the Statement does cover measures that demonstrate how the proposed compound will not have an adverse impact on the natural environment and will provide a measure of the expected emissions associated with the construction and operation.
Net Zero Strategy: Build Back Greener, 2021		
Net Zero Strategy: Build Back Greener	This document includes specific policies relating to UK power, fuel supply, industry, heat and buildings, transport, natural resources and waste, and greenhouse gas. Whilst this policies are mostly relevant to the UK as a whole, the document demonstrates the UK's ambition to be greener and meet its net zero by 2050 target.	Whilst this Sustainability Statement and the proposed compound are not directly linked with this Strategy, the design of the proposed compound will limit emissions associated with construction. Through demonstrating how the compound will act sustainably, it works towards this strategy of reducing emissions and greening development.

Regional Policy

Table 2, below, covers regional policy relevant to the proposed scheme and the topic of sustainability.

Appendix B: Table 2 – Regional Sustainability Policy

Policy Name	Summary	Demonstration of Compliance
SWW ' Our Promise to the Planet: Carbon-busting Net Zero Plan', 2021		
Overview	This document discusses the SWW pledge to achieve Net Zero carbon for operational emissions by 2030, and Net Zero by 2045 for all other carbon emissions (including from suppliers and construction activities).	Whilst the proposed scheme is not directly relevant to the net zero targets, efforts are being made to reduce emissions from materials, energy, transport and waste associated with the compound.
Sustainable Living	One of the key pillars within SWW's Net Zero Plan, this element of the strategy focuses on reducing emissions associated with operation, such as increasing energy efficiency, use of low carbon fuel sources, as well as reducing leaks and help customers to use less water.	As a SWW project, measures should be in place to maximise efficiency regarding energy, water and resources and waste should be minimised. This Statement discusses how such measures have been established. Additionally, employees staying within the compound will also be encouraged to reduce their average daily water consumption to less than 100 litres instead of the standard 150 litres.
Championing Renewables	This element of the strategy focuses on maximising self-generation from renewables at SWW sites throughout the South West. Where self-generation is not possible, 100% of purchased electricity will be from renewable sources.	Outdoor lighting provided within the compound during construction will be in the form of solar-powered LED lighting towers. Where feasible, opportunities should be sought for use of solar power elsewhere within the compound.
Reversing Carbon Emissions	This element of the strategy focuses on reversing carbon emissions from core SWW activities, as well as supporting low carbon footprint processes.	Whilst the proposed scheme will not involve reversing emissions or providing carbon sink / sequestration opportunities, efforts have been made to reduce emissions from materials, energy, transport and waste.
Cornwall and Isles of Scilly Environmental Growth Strategy, 2021		
Environmental Growth Strategy	This strategy sets out a long-term framework for preserving and enhancing the natural environment across Cornwall and the Isles. The tackling of invasive species forms part of the vision.	As demonstrated within Section 4 of this Sustainability Statement, measures are being taken to reduce impacts on the natural environment, including biosecurity measures to avoid introduction or spread of non-native species such as rats and Dutch elm disease.
Climate Adaptation Strategy for Devon, Cornwall, and Isles of Scilly – Consultation Draft 2023		
Climate Adaptation Strategy	This strategy includes both an assessment of climate change risks and opportunities for Devon, Cornwall and Isles of Scilly, as well as setting out strategic adaptation plan and a 5-year action plan for regional collaboration. Key climate change impacts assessed included river and surface water flooding, sea level rise (coastal flooding and erosion), reduced water availability (drought conditions) and temperature change and extreme heat / cold events, amongst other things.	This Sustainability Statement makes mention of some of the topics discussed within the Strategy document, including the approach to drainage and surface water management, as well as measures to reduce waste and carbon (which are connected with the issue of climate change).

Local Legislation and Policy

Table 3, below, covers local legislation and policy relevant to the proposed scheme and the topic of sustainability.

Appendix B: Table 3 – Local Sustainability Legislation and Policy

Legislation / Policy Name	Summary	Demonstration of Compliance
Legislation		
Isles of Scilly (Application of Water Legislation) Order 2020		
Explanatory note	a) The main purpose of this Order is to apply certain provisions of the Environment Act 1995 and Water Resources Act 1991 to the Isles of Scilly with modifications to provide for the specific circumstances on the Isles. This Order also applies certain secondary legislation to the Isles of Scilly. b) The application of this legislation to the Isles of Scilly will enable environmental regulation of water and sewerage services and water and waste activities, and for the water and sewerage undertaker to provide both household and non-household services on the Isles.	This piece of legislation is relevant to the proposed scheme as it will help facilitate and support the Capital Delivery Programme, which will deliver improvements to the existing water and wastewater systems across the five inhabited islands.
The Environmental Protection Act 1990 (Isles of Scilly) Order 2006		
Explanatory Note	The main purpose of this Order is to apply certain provisions of the Environment Act 1995 and Water Resources Act 1991 to the Isles of Scilly with modifications to provide for the specific circumstances on the Isles. This Order also applies certain secondary legislation to the Isles of Scilly. The application of this legislation to the Isles of Scilly will enable environmental regulation of water and sewerage services and water and waste activities, and for the water and sewerage undertaker to provide both household and non-household services on the Isles.	This piece of legislation is relevant to the proposed scheme as it will help facilitate and support the Capital Delivery Programme, which will deliver improvements to the existing water and wastewater systems across the five inhabited islands.
Policy		
Isles of Scilly Local Plan 2015-2030		
SS1: Principles of Sustainable Development	Required to show how the compounds development: a) Is conserving and enhancing the outstanding natural, built and historic environment. b) Is locating, designing and constructing development where it makes a positive contribution to reducing the islands' carbon footprint and consumption of natural resources. c) Is improving accessibility and creating a network of safe and well-connected routes by integrating measures that encourage and promote walking, cycling and electric vehicles as part of any new development wherever opportunities allow.	Various factors were considering when choosing the compound location, including the fact that it was not located within the immediate proximity to environmental or historic designations, nor within an area of flood risk. The location was also used previously for similar compounds on other schemes. Section 4 of the report should be referred to for specific details of compliance, such as sustainable design measures, proposed enhancements (including bat and bird boxes in nearby woodland) and measures to reduce impacts on the natural environment (including habitats and trees), amongst other things.

Legislation / Policy Name	Summary	Demonstration of Compliance
	d) Is promoting the value of biodiversity, geodiversity and soils, including the potential contribution from natural capital and ecosystem services. e) Is taking into account the long-term implications of climate change and rising temperatures for flood risk, coastal change, water supply, biodiversity and landscapes. f) Is promoting cohesive and resilient communities on each island. g) Is generating and sustaining economic activity. h) Ensuring designs and materials are otherwise sustainable in a complementary and appropriate manner. i) The development should complement distinctive local features and patterns, with regard given to the orientation and character of the immediate area. j) As a minimum, bird and bat boxes should be incorporated into the design of buildings or extensions, with measures to reduce any impacts from current threats to biodiversity on the islands, including rats.	
SS2: Sustainable Quality Design and Place-making	a) By ensuring that buildings can easily be altered and adapted to meet changing social and economic conditions and are resilient to climate change, including features to mitigate or enable rapid recovery from a flooding event where recommended in a Flood Risk Assessment. b) By providing opportunities for achieving measurable net gains in biodiversity by ensuring that natural and semi-natural features are created and enhanced as integral elements of the design, through the provision of features such as bird and bat boxes, and by incorporating measures that support the removal of any threats to the islands' biodiversity. c) By promoting physical activity by incorporating Sport England Active Design principles wherever appropriate. d) By requiring sensitively designed adverts and signage that are appropriate and sympathetic to their local setting in terms of scale, design and materials. e) By incorporating measures to reduce any actual or perceived opportunities for crime or anti-social behaviour, and which promote safe living environments minimising the consumption of resources by requiring sustainable construction and design by: I. Incorporating high standards of energy efficiency and maximising opportunities for the micro generation of renewable, low-carbon and decentralised energy, and where appropriate plugged into the Smart Grid. II. Incorporating passive design measures for heating, cooling, ventilation and natural light, to reduce overall energy demand and improve energy efficiency.	Whilst not all of these points are relevant to the proposed compound, considering its temporary nature, the topics discussed within this policy have been considered and applied to the design (where feasible), such as siting the compound outside of a higher risk flood zone area, recommending biodiversity enhancements (as BNG is not yet mandatory for schemes which fall under the 'small sites' criteria), undertaking of a Site Waste Management Plan to promote reuse and recycling of materials and diversion of waste from landfill, and implementation of a drainage strategy and surface water management measures. Whilst not permanent construction, a discussion of Sustainable Design Measures has been included within Section 4 of this document.

Legislation / Policy Name	Summary	Demonstration of Compliance
	III. Using natural resources more prudently, including the use of locally sourced, recycled or low carbon materials in construction where they are available and represent a viable option. IV. Reducing pressure on water resources and increasing re-use by incorporating effective water management measures, including Sustainable Urban Drainage Systems, green roofs and water saving devices, and rain/grey water collecting and recycling facilities. V. Providing appropriate vermin-proof waste and recycling storage appropriate for the scale of development proposed, and provision for kerbside waste and recycling collections consistent with the islands' waste management practices. f) Development proposals that involve the construction or conversion of buildings will need to be supported by a statement of Sustainable Design Measures (SDM) and a Site Waste Management Plan (SWMP).	
SS5: Physical Infrastructure	Development proposals, where they comply with other relevant policies within this Local Plan, will be supported where they are: a) Evidenced by the necessary existing or planned physical infrastructure to enable its delivery. b) Or for new physical infrastructure where this makes a positive contribution to the sustainability of the islands.	The proposed compound supports this policy when taking into account the purpose of the compound being to provide welfare and office space, as well as some storage, for the Capital Delivery Programme across the five inhabited islands.
SS6: Water and Wastewater Management	Development that requires a new connection to mains or private drinking or wastewater systems will be permitted provided that: a) It does not result in the deterioration of, and where possible assists in improving water quality, to support the attainment of the requirements of the Water Framework Directive. b) It complies with national policy and guidance in relation to flood risk. c) It does not result in a risk to the quality of groundwater, and there is no risk to public or private water supplies. d) All new homes (including replacement dwellings and conversions) achieve a water consumption standard of no more than 110 litres per person per day. e) All new non-residential developments of 500 sqm or more achieve the BREEAM 'excellent' credit required for water consumption. f) It does not impact on habitats and designated sites Criteria. g) d) – f) need to be satisfied unless it can be demonstrated that it is not financially viable to do so. h) If neither a mains nor package waste-water treatment plant is feasible to deliver the requirements of a new development, then a system incorporating septic tanks may be considered, provided there are no adverse environmental or public health effects from the installation.	Not all of these policy points are relevant to the compound considering it is a temporary piece of infrastructure, nonetheless Section 4 of this document provides details of the proposed water and wastewater management. The water system will be connected to the mains supply, whilst as there is no nearby connection into the sewer, a cesspit is being used for wastewater. Surface water will be managed to ensure that no pollutants enter into the surface water or groundwater environment.

Legislation / Policy Name	Summary	Demonstration of Compliance
SS7: Flood Avoidance and Coastal Erosion	a) Development proposals to build below the 5 metre contour (5 metres above Ordnance Datum, Newlyn) or in other areas shown to be at risk of flooding or coastal erosion, will not be permitted unless an appropriate and proportionate Flood Risk Assessment (FRA) demonstrates how the flood risk will be managed, and that: I. The development, taking climate change into account does not create a flood risk over its lifetime to existing or proposed properties and/or surrounding land. II. Appropriate acceptable mitigation and recovery measures can be undertaken to ensure no significant adverse impact on human health or the natural and built environment as well as cultural heritage. III. If there is any doubt, the precautionary principle will apply. b) All major developments, regardless of location, should also be accompanied by a proportionate Flood Risk Assessment and appropriate sustainable drainage system.	As explained further within Section 4 of this document, the compound is not located within an area with a high probability of flooding. As the site is located within Flood Zone 1 and is below 1ha, no specific flood risk assessment is required. Surface water within the compound will be managed appropriately.
SS8: Renewable Energy Developments	a) Except for proposals for on-shore wind energy generation, development proposals for renewable energy that contribute towards creating sustainable island communities, including the implementation of projects that form the Smart Islands programme, and any other community programme or project that seeks to reduce greenhouse gas emissions and move towards a carbon neutral island environment, will be supported where they: I. Contribute towards meeting domestic, community or business energy needs within the islands. II. Conserve the scenic beauty, landscape, seascape, cultural heritage, or historic environment of the islands, including any cumulative and intervisibility impacts. III. Protect and enhance biodiversity and the maintenance of wildlife populations such as sea birds. IV. They provide environmental enhancement and community benefits wherever possible. V. They would not have a significant adverse effect on the amenity of residents in terms of noise, dust, odour, reflected light, traffic or visual intrusion. VI. There would be no significant adverse effects on airport radar, air traffic control and telecommunications systems; and g) they contribute directly to energy conservation. b) Proposals should include details of associated developments, including ancillary buildings and transmissions lines, which should be located below ground where possible to reduce the visual impact. Where appropriate,	Whilst not all of this policy is relevant to the proposed scheme which is not a renewable energy development, the compound is of some relevance to this policy in that the project has sought to reduce its greenhouse gas emissions (specifically carbon) in terms of its material usage, transport of materials and staff, waste production, and energy and water usage.

Legislation / Policy Name	Summary	Demonstration of Compliance
	planning permissions will be subject to conditions that require the implementation of a satisfactory restoration scheme following decommissioning of the equipment and apparatus.	
SS9: Travel and Transport	a) Development proposals that prejudice the effectiveness and efficiency of the operation of transport links and associated infrastructure will not be permitted. b) Support will be given to proposals that improve the islands' air and sea links and associated infrastructure.	Whilst there will be transport going to and from the compound site, the number of movements per day is likely to be minimal as discussed within the scheme's Construction Traffic Management Plan. This will not prejudice the effectiveness or efficiency of the operation of transport links on island. The scheme will utilise existing shipping locations and roads, with the exception of the proposed new access route within the compound boundary.
SS10: Managing Movement	a) Development that has the potential to generate vehicular movements and car parking will be permitted provided that: I. Provision is made to support and promote the use of sustainable transport such as walking, cycling and electric vehicles, where appropriate. II. It does not have an adverse impact on the function, safety and character of the local highway network. III. An appropriate level of off-street cycle and car parking and electric vehicle charging is provided, considering the scale and type of development and the accessibility of the location to facilities and services. b) Development that generates significant amounts of movement must be supported by a Transport Assessment and Travel Plan.	See above box for some information. Section 4 of this report also provides details about expected vehicle movements and transport. When staff are not working and need to travel, it is expected that more sustainable methods of transport will be used such as walking, cycling, and taking advantage of options to hire golf buggies, electric bikes etc.
LC4: Staff Accommodation	1. New staff accommodation for businesses and organisations will be permitted where: a) An appraisal is submitted demonstrating that there is a functional and operational need for the proposed accommodation that cannot be met by existing suitable accommodation available in the area. b) The size and type of the proposed accommodation is appropriate to the functional and operational needs of the business or organisation. c) On St Mary's the proposed accommodation is within or adjoining an existing settlement unless it involves the re-use of an existing building in accordance with Policy SS3. 2. All staff accommodation permitted will be subject to occupancy restrictions. In addition to the above, seasonal staff accommodation will only be permitted where it: d) Is in an area that relates well to the business where possible, except for the re-use of buildings. e) Does not cause harm to residential amenity through staff working unsociable hours.	The main purpose of the welfare compound is to provide accommodation and welfare facilities for workers on the Capital Delivery Programme. This has been considered appropriate due to the scale and duration of works proposed, particularly during the summer months when existing island accommodation may be difficult to find. The compound will support up to 40 people, at peak times. Residential amenity at unsociable hours will not be adversely impacted as the compound is predominantly for sleeping and welfare, as opposed to working.

Legislation / Policy Name	Summary	Demonstration of Compliance
	f) Where staff accommodation is required for a new business, the development will only be supported where it is demonstrated that the business is viable in the long term, supported by a business plan for a minimum of five years.	
OE2 – Biodiversity and Geodiversity	1. Development proposals will be permitted where they conserve and enhance biodiversity and geodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation, and should: a) Protect the hierarchy of international, national and local designated sites in accordance with their status. b) Retain, protect, and enhance features of biodiversity and geological interest (including supporting habitat and commuting routes through the site and taking due account of any use by migratory species) and ensure appropriate and long-term management of those features. c) Contribute to the restoration and enhancement of existing habitats and the creation of wildlife habitats and linkages between sites to create and enhance local ecological networks. d) Seek to eradicate or control any invasive non-native species present on site. e) Be required to contribute to the protection, management and enhancement of biodiversity and geodiversity. 2. Development proposals must: a) Apply the mitigation hierarchy to all proposals. b) Demonstrate how they conserve or enhance biodiversity and ecosystem processes. c) Follow local guidance on biosecurity to control the spread of invasive non-native species. d) Ensure proportionate and appropriate biodiversity net-gain is secured. 3. Development proposals will not be supported where significant and harmful direct or indirect effects on biodiversity and ecosystem processes are identified, unless: a) The need for the development clearly outweighs the harm caused. b) An appropriate scheme is proposed that will secure compensation and net-increases in biodiversity. 4. Development proposals will not be permitted where a detrimental impact is identified to geodiversity sites unless the need for development outweighs the harm caused.	As demonstrated within Section 4 of this document, a Preliminary Ecological Appraisal has been undertaken for the compound and its immediate surroundings. Measures to avoid and reduce impacts on the natural environment have been included within the Preliminary Ecological Appraisal, Construction Environmental Management Plan and referenced within this document. This includes measures to prevent introduction or spread of invasive non-native species such as rats or Dutch elm disease/
OE3 – Managing Pollution	a) A development proposal that has the potential to generate pollution, including of ground, water, noise, vibration, light or air, will only be permitted where it can be demonstrated that there would not be any	Section 4 of this report, alongside the Construction Environmental Management Plan, provides details of measures to manage potential pollution, such as providing spill kits on site, double bunding areas where pollutants may be contained, and providing a specific strategy for

Legislation / Policy Name	Summary	Demonstration of Compliance
	adverse impact on human health, the natural environment or general amenity. b) Where development is proposed on land that is suspected to have historically generated any pollution, then a site environmental survey may be required before development is permitted. The Phase 1 report will identify any potential environmental risks that cannot be mitigated through an environmental management plan. The report will make recommendations as to whether a Phase 2 Intrusive Ground Investigation is required.	drainage. A noise assessment has been completed which suggests that there will be no significant adverse impacts upon receptors during daytime or evening / night-time. Lighting on site is required to ensure the health and safety of staff, but this will be limited to reduce lighting pollution impacts. As the site has been used previously for similar purposes, it has provided a good understanding of historic conditions at the compound.
OE4 – Protecting Scilly's Dark Skies	Development proposals that include external lighting will only be permitted where it can be demonstrated that the lights are essential for safety, security, or community reasons, and where details are provided of attempts to minimise light pollution, including: a) Costs to the environment (including the unnecessary use of electricity). b) Skyglow (visible glow caused by scattering and reflection from clouds and the atmosphere). c) Light nuisance (creating amenity nuisance, highway hazards and restricted views of the night sky. Glare (over-bright and poorly directed lights that dazzle or discomfort those who need to see, by concealing rather than revealing).	Proposed site lighting will be in the form of solar-powered LED lighting towers, and some LED lamps along the pedestrian walkway. Lighting will also be provided in doors. All lighting is essential for health and safety and security purposes, which will reduce the need for excessive or unnecessary lighting that could act as a source of light pollution.
OE5 – Managing Waste	a) All development proposals must demonstrate best practice in addressing waste management solutions, must align with the waste hierarchy, and a site waste management plan (SWMP) must be submitted to support planning applications. b) Construction and demolition waste should be minimised and must be managed and re-used on-island where there will be no harmful impacts. Where re-use on-island would result in an environmental risk to human health, biodiversity, the historic environment, the amenity of neighbouring properties or land uses, or the water environment, then appropriate off-island management or disposal will be required. c) Significant proposals, including for major development, must demonstrate how the construction and operational phases of the development will be consistent with the principle of sustainable waste management, through a waste management plan to include a waste audit, which should be submitted with the application. Waste facilities for re-use, recycling, composting and the generation of heat/energy, or the co-location of such uses, will be permitted where they improve the sustainable management of waste on the islands and accord with other relevant policies in the Local Plan	As discussed further within Section 4 of this document, a Site Waste Management Plan has been produced for the compound which is in line with the waste hierarchy and which promotes the reuse and recycling of materials, with the diversion of as much waste as possible from landfill.
OE6 - Minerals	Support will be given to the use of construction materials and minerals already on the islands, through the use of recycled and secondary	Similar to the above box, the Site Waste Management Plan for the scheme discusses how opportunities to reuse materials on site have been

Legislation / Policy Name	Summary	Demonstration of Compliance
	materials to minimise the requirement for any direct extraction. Site Waste Management Plans (SWMPs) will be required to support development proposals and will include measures to recycle and recover inert construction, demolition and excavation materials for reuse in building works, thereby also reducing transportation costs and carbon emissions.	taken (such as reuse of excavated topsoil to form the topsoil berms used within the drainage strategy). Whilst materials will need to be shipped in from the mainland, it is recommended that the closest suitable supplier be chosen to reduce emissions associated with material transport. Where a supplier can provide multiple materials required to construct the scheme, they should be used.
Isles of Scilly Climate Change Action Plan 2022		
Overview	In response to the Council of the Isles of Scilly in 2019 declaring a Climate Emergency and the goal to achieve zero carbon by 2030, the Action Plan looks at what has been done and what is still needed to reduce emissions.	The design has been optimised to reduce carbon emissions, such as through use of pre-fabricated cabins instead of the need to construct buildings for only temporary use. Whilst the scheme will undeniably produce emissions, efforts have been made to reduce the amount of emissions (particularly associated with waste).
Smart Islands		
The Declaration – 10 action points towards becoming SMART, inclusive and thriving societies	a) Take action to mitigate and adapt to climate change and build resilience at local level. b) Trigger the uptake of smart technologies to ensure the optimal management and use of our resources and infrastructures. c) Move away from fossil fuels by tapping our significant renewables and energy efficiency potential. d) Introduce sustainable island mobility including electric mobility. e) Reduce water scarcity by applying non-conventional and smart water resources management. f) Become zero-waste territories by moving to a circular economy. g) Preserve our distinctive natural and cultural capital. h) Diversify our economies by exploiting the intrinsic characteristics of our islands to create new and innovative jobs locally. i) Strengthen social inclusion, education and citizens' empowerment. j) Encourage the shift towards alternative, yearlong, sustainable and responsible tourism.	The proposed scheme will directly be supporting some of the points within the Smart Islands Declaration, such as the following: ➢ Providing education to workers to reduce water consumption on site and the choice of taps and toilets which feature water efficient measures (such as push top taps and low flush toilets); ➢ Implementation of a Site Waste Management Plan which aims to reduce waste as far as possible and divert as much from landfill as possible. This includes encouraging the reuse of material, such as the reuse of excavated topsoil to create the topsoil berms within the drainage design; ➢ Empowering workers through provision of single sleeper units and toilets to increase privacy and boost morale and wellbeing; ➢ Potential for social value opportunities as part of the wider Capital Delivery Programme, amongst other things.

Appendix C PAS 2080 Carbon Life Cycle Stages

Infrastructure assessment life cycle information

Before use stage

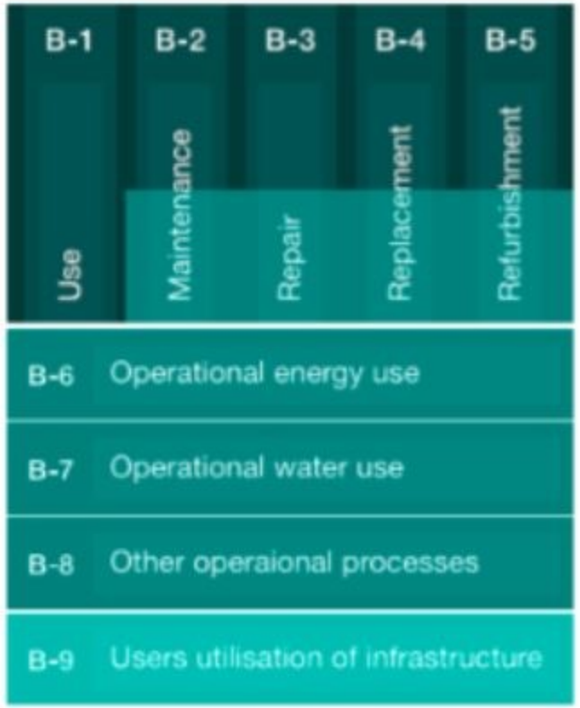
A0-5

Pre-construction stage (A0)
Product stage (A1-3)
Construction process stage (A4-5)

Use stage

B1-9

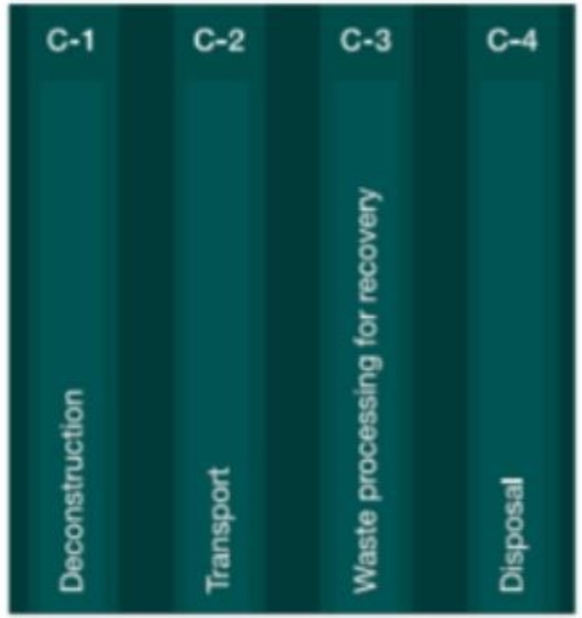
Use stage



End of life stage

C1-4

End of life stage



Supplementary information beyond the infrastructure life cycle

D

Benefits and loads beyond the system boundary

D

GHG emissions potential of:

- Recovery including:
  - Reuse
  - Recycling
- Benefits and loads of additional infrastructure functions

- Capital GHG emissions
- Operational GHG emissions
- User GHG emissions

Appendix D Carbon Assessment Assumptions and Exclusions

Transport Assumptions

All materials (not including waste materials) have been categorised as having a 65km shipping journey (from Penzance to St Mary's Harbour). The below table covers the transport assumptions made per material regarding travel by road from supplier to Penzance port. The nearest suitable supplier was chosen for the carbon assessment, although this does not guarantee this supplier being chosen.

Appendix D Table – Material Supplier Assumptions

Material	Supplier	Distance
Asphalt	P. Tonkin Surfacing Ltd, Redruth, TR16 4AJ	28.49km
Fill, aggregate and sand and concrete paving slabs	Bradfords, Penzance, TR20 8HX	3.06km
Ready mix concrete	Maen Karne Concrete Products, Hayle, TR27 5BL	16.58km
Kerbs (pre-cast concrete), geotextile, PVC pipe and MDPE pipe	Civils Store Ltd., Redruth, TR15 1SS	29.61km
Steel security gate	SWGD Gates, Helston, TR13 0LW	22.53km
Solar lighting tower	HSS Hire, Redruth, TR15 3SF	25.27km
LED lamps	City Electrical Factors, Penzance, TR20 8AS	3.22km
Timber fencing	West Cornwall Fencing, Penzance, TR18 3GB	1.93km

When calculating business and employee transport, the Bill of Quantities (which also included compound vehicular movements) and the Construction Traffic Management Plan (CTMP) were consulted. The Bill of Quantities listed either the quay (St Mary's harbour) or the beach (Porthloo) as the docking point. The distance from the docking point to site was multiplied by the number of daily movements detailed within the CTMP for a set 3 month period (91 days) for both goods vehicles, and staff (using a minibus).

Material Exclusions

Not all items listed within the Bill of Quantities were able to be captured within the Carbon Tool because the Carbon Tool only accepts certain material categories. Consequently, the following were excluded from the emissions assessment:

- Grass grid / gravel grid.
- Mesh reinforcement sheets.
- Specific terram and polythene geotextile rolls – instead the geotextile option available within the team has been chosen.
- Cesspit.
- Bulk fuel tank.
- Rubber pads.
- Prefabricated site cabins (sleep units, storage cabins, offices, drying room, canteens, recreation room, smoking shelter, meeting room, washroom, Control of Substances Hazardous to Health (COSHH) room, and maintenance spare room).

Other Assumptions and Exclusions

Regarding the calculation of electricity emissions, the kWh data inputted into the carbon tool has been based upon Isles of Scilly domestic electricity consumption (by Middle Layer Super Output Area) for the 2021 period (which is the latest period available). This provided a mean consumption value of 6,473 kWh per meter. This value has been multiplied by four to cover the expected four-year duration of the compound and multiplied by 24 to match the number of buildings proposed which will be using electricity. The only facility not included was

the smoking shelter which is expected to be an outdoor shelter with no lighting. Whilst it is unlikely that each building would have its own electricity meter, this data has been used to provide a worst-case assessment.

For the materials assessment, where the exact material option was not available, a suitable alternative was selected. For instance, the Bill of Quantities stated that one of the pipework would be MDPE. As this was not available in the carbon tool, the similar HDPE pipework was selected instead. Assumptions made about material choice were discussed with the design team.

For the waste data, the same assumptions and exclusions have been applied as the Site Waste Management Plan. Whilst the SWMP should be referred to for further details, a summary of such assumptions and exclusions which are relevant to the carbon assessment are included in the below list:

- For the sharp sand and shingle material (which would be classified under the fill, aggregate and sand item within the carbon tool), it was not confirmed whether this would be able to be re-used or recycled after decommissioning, or if it should be sent to landfill. Therefore, it has not been included in the carbon emission waste calculations.
- For wood fencing / hoarding, it has been assumed that it will be recycled upon decommissioning. This is dependent on the quality / condition of the wood products still being good and not damaged after the four year duration.
- Whilst the SWMP has included types of waste during the construction period, the carbon assessment has only included the waste associated with decommissioning and construction waste associated with packaging. This is because the SWMP and the WRAP template it uses considers waste in a different way than is used within the carbon assessment (which more so focuses on the end point of the material, whether that is landfill or recycling).
- The SWMP does not cover asphalt / tarmac waste separately from mixed construction and demolition waste. As the industry carbon tool used does provided an option to assess bituminous mixtures waste, this option was chosen for the waste associated with asphalt upon decommissioning.
- Some conversion calculations have been automatically completed by the WRAP methodology used within the SWMP. For the carbon assessment, any necessary conversion calculations have been carried out using the material densities as assigned within the carbon tool. Therefore, the conversion results may differ for certain categories depending on the material and its density.

Appendix E Carbon Assessment Results – Further Breakdown

Whilst the general summary of the carbon results has been reported on within Section 4.1 of the Sustainability Statement, a further breakdown of the emissions associated with each assessed material and waste type has been included in the table below (alongside the results already reported in Section 4.1).

Appendix E Table – Further Breakdown of Carbon Emissions associated with the Proposed Scheme

Carbon Life Cycle Element	Category	Emissions (tCO_2e)		Total Emissions (tCO_2e)
		Material Emissions	Transport of Material Emissions	
Before use stage - materials	Bulk materials: Asphalt	1.383	1.771	3.154
	Bulk materials: Fill, aggregate and sand	5.438	6.168	11.606
	Bulk materials: Ready mix concrete	5.805	2.337	8.142
	Earthworks: Site won soil / muck shift	0	0	0
	Earthworks: Geotextiles	3.04	0.088	3.128
	Fencing: Timber rail fence (all types, includes posts)	1.446	0.031	1.477
	Fencing: Steel / wire / chains fence (includes posts)	0.105	0.002	0.107
	Drainage: Plastic pipework (PVC)	0.549	0.012	0.561
	Drainage: Plastic pipework (HDPE)	2.976	0.087	3.063
	Road pavements: Pre-cast concrete 125 x 255m	0.416	0.232	0.648
	Street furniture: LED light	3.042	0.009	3.051
	Civil structures: Pre-cast concrete (general)	20.326	1.396	21.722
				56.659 (total for materials)
Use stage – water usage	Water – mains	1.306		121.455 (total for energy usage)
Use stage – electricity usage	Site offices, site vehicles and plant energy - electricity	120.149		
Use stage – employee transport	Private vehicle	0.07		0.664 (total for business and employee transport)
Use stage – goods vehicle transport	Goods vehicles – laden Goods vehicles - unladen	0.595		
Before use stage – packaging waste during construction	Mixed construction & demolition waste – to landfill	0.596		0.66 (total for construction waste)
	Mixed construction & demolition waste - recycled	0.064		
End-of-life stage – waste associated with decommissioning	Mixed construction & demolition waste – to landfill	0.079		1.248 (total for decommissioning waste)
	Concrete, brick, tiles and ceramics – to landfill	0.225		
	Bituminous mixtures – to landfill	0.031		
	Aggregate and soil exported off-site – recycled	0.679		
	Wood / timber - recycled	0.234		

Isles of Scilly

Isles of Scilly Capital Delivery Programme

Design Stage Site Waste Management Plan

St Mary's Welfare Compound

107780-PEF-XX-500-T.RP-GG-0001

Report Ref.	**107780-PEF-XX-500-T.RP-GG-0001 Welfare Compound Ios SWMP**	
File Path	**\\rsbgukfs01\EXEEngineering\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Documents\Geo&Env\GG-Geoenv\SWMP\107780-PEF-XX-500-T.RP-GG-0001 Welfare Compound IoS SWMP.docx**	

Rev	Suit	Description	Date	Originator	Checker	Approver
P01	S3	Initial Issue	06-Oct-23	L Handy	A Tsolka	M Desai
C01	A1	To inform planning	01-Nov-23	L Handy	A Tsolka	M Desai

Ref. reference. Rev revision. Suit suitability.

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Contents

Figures

Tables

1 Introduction

South West Water (SWW) has appointed Trant and Pell Frischmann to design and deliver the Isles of Scilly Capital Delivery Programme. This programme includes new potable and wastewater systems distributed across the five archipelago islands. To enable programme delivery and effective construction management, construction of a temporary welfare compound at St Mary's is being proposed.

Pell Frischmann has been commissioned by Trant Engineering Limited on behalf of SWW to prepare a design stage Site Waste Management Plan (SWMP). The SWMP is to support the Planning Application for a temporary welfare compound on the Island of St. Mary's.

This design stage SWMP aims to:

- present the high-level site waste management objectives for the proposed temporary welfare compound;
- provide design stage information for inclusion in the pre-construction stage SWMP, which will be produced by the construction contractor, for the management of construction waste associated with the proposed development; and
- satisfy the planning validation requirements for a SWMP to be provided.

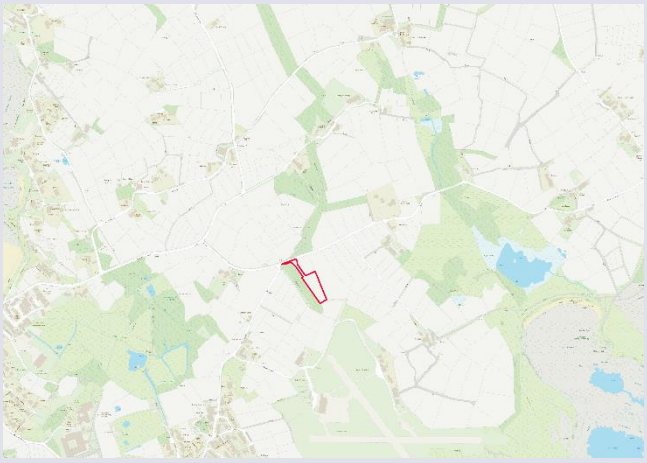
1.1 Site Location and Description

The site of the temporary welfare compound (hereafter referred to as the 'site') is located on land south of the A3110 Parting Carn Lane (National Grid Reference - SV 91762 10782). The site location is marked in red on the plans presented in Table 1 below. The footprint of the application site occupies area of 0.39 hectares and is bound to the north, east, and south by hedgerows (traditional stone-faced hedgebanks) and to the west by an area of woodland.

The application site is situated approximately 400m north of runway 14 at the Isles of Scilly Airport, in a relatively rural setting with very few residential properties in local vicinity. The nearest neighbouring residential properties are located approximately 170m / 200m west / southwest of the site on Parting Carn Lane (the A3110) and Old Town Lane respectively.

The application site is owned by the Duchy of Cornwall, and it provides land for the grazing and rearing of livestock.

Table 1: Site Location

Site location	
	
Ordnance Survey (OS) Open Mapping- licence provided by South West Water	Google Satellite Image

Site information	Details
Site area	0.39 Ha
National Grid Reference (centre of the site) (NGR)	SV 91762 10782
Nearest (central) postcode	TR21 0NG

1.2 Proposed Development

The welfare compound will consist of an access road, parking and laydown area, recreation room, canteen, smoking shelter, meeting room, drying room, ten sleep units, toilets with cess pit and power supply.

After the temporary welfare compound has fulfilled its purpose, the structures will be removed, and the site will be reverted to an arable field.

The site layout disaggregated by area is as follows:

- Access, parking and laydown, including:
    - Internal site access track running north-south parallel to the western field boundary.
    - Parking spaces ;
    - Laydown area; and,
    - Vehicle turning area.
- Offices and amenities, including:
    - Generator;
    - Offices;
    - Meeting room;
    - Recreation room;
    - Canteen;
    - Drying room;
    - Material storage area; and
    - Toilet / cess pit.
- Habitation, including:
    - Ten cabin-type sleep units.

1.3 Key Construction Activities

Construction of the proposed development will include the following key activities, considered within this SWMP, which have the potential to produce waste:

- Site preparation works including:
    - power supply connections;
    - stripping of topsoil for vehicle parking and materials laydown and storage area;
    - setting out an access track; and
    - perimeter fencing.
- Installation of the welfare compound facilities.
- Decommissioning of the welfare compound and site re-instatement.

2 Waste Management Requirements

The Isles of Scilly Local Plan (2021) has an aim to Promote a "*Sustainable Scilly*". Aim 7 of the Local Plan is to *'…minimise carbon dioxide and other greenhouse gases and supporting measures that contribute to carbon neutrality and mitigate against the effects of climate change.'*

Policy OE5, which relates to the management of waste, sets out the planning requirement to (i) reduce waste; (ii) manage solutions; and (ii) submit a SWMP.

The Isles of Scilly Waste Reduction Strategy (2020) details ambitions to *"manage resources that effectively, efficiently and sustainably"*.

Details of the Isles of Scilly Local Plan and the Isles of Scilly Waste Reduction Strategy are presented in Table 2 and Table 3 respectively.

Table 2: Summary of Isles of Scilly Local Plan requirements

Isles of Scilly Local Plan Including Mineral and Waste (adopted 2021)[1]	
Aim 7	**Promoting a Sustainable Scilly** • *"Maintaining an outstanding and world-class environment and ensuring that its distinctive and significant seascape and landscape, heritage and nature conservation assets are protected, valued, and enhanced.* • *Ensuring the provision of infrastructure and utilities to create a more sustainable, resilient, and self-sufficient Isles of Scilly.* • *Creating a balanced local housing market that provides housing choice and meets the existing and future needs of the community, enabling economic prosperity.* • *Creating a more competitive, diverse and resilient economy based on an exceptional and inspirational environment that can adapt to change and challenges and maximise opportunities by building on its strengths and underpinned by effective infrastructure and an appropriately available and skilled workforce.* • *Engendering and supporting a strong, vibrant and healthy island community with an improved quality of life for its residents.* • *Adapting to the effects of climate change on people, wildlife and places by increasing resilience, matching the vulnerability of land uses to flood risk, and managing surface water in the most sustainable way.* • *Minimising carbon dioxide and other greenhouse gases and supporting measures that contribute to carbon neutrality and mitigate against the effects of climate change."*
Policy OE5	**Managing Waste** • *"Existing waste sites are identified on the Policies Map. Development proposals that could prejudice use of these sites for the essential processing of waste for the islands, will be refused.* • *All development proposals must demonstrate best practice in addressing waste management solutions, must align with the waste hierarchy, and a site waste management plan (SWMP) must be submitted to support planning applications.* • *Construction and demolition waste should be minimised and must be managed and re-used on-island where there will be no harmful impacts. Where re-use on-island would result in an environmental risk to human health, biodiversity, the historic environment, the amenity of neighbouring properties or land uses, or the water environment, then appropriate off-island management or disposal will be required.* • *Significant proposals, including for major development, must demonstrate how the construction and operational phases of the development will be consistent with the principle of sustainable waste management, through a waste management plan to include a waste audit, which should be submitted with the application.* • *Waste facilities for re-use, recycling, composting and the generation of heat/energy, or the co-location of such uses, will be permitted where they improve the sustainable management of waste on the islands and accord with other relevant policies in the Local Plan."*
Policy OE6	**Minerals** *"Support will be given to the use of construction materials and minerals already on the islands, using recycled and secondary materials to minimise the requirement for any direct extraction. Site Waste Management Plans (SWMPs) will be required to support development proposals and will include measures to recycle and recover inert construction, demolition and excavation materials for reuse in building works, thereby also reducing transportation costs and carbon emissions."*

Table 3: Summary of the Isles of Scilly Waste Reduction Strategy requirements

The Isles of Scilly Waste Reduction Strategy (2020)[2]
The ambitions of this plan are: ***"Manage resources that effectively, efficiently, and sustainably":*** • *Enhance the Isles of Scilly's historic character and outstanding natural environment;* • *Reduce carbon emissions; and* • *Help deliver social and economic growth and adding value to the communities of the Isles of Scilly.* ***Encourage the use of materials that:*** • *Are reusable and are made from recycled materials;* • *Reduce the amount of single-use plastic; and* • *Are kept for as long as possible and are re-used or recycled when they reach the end of their life.* ***Work with partners, businesses, and the community to:*** • *Develop a shared vision for managing resources across the islands, and provide opportunities for the community and businesses to be more involved in waste management;* • *Provide value for money through services; and* • *Improve existing infrastructure and services.* ***Ensure as a community we use materials sustainably to:*** • *Reduce the amount of waste generated by all; and* • *Increase re-use and recycling of material."* In this Strategy, it is also said that: *"There is also a licenced site, which is under permit from the Environment Agency, at Pendrathen Quarry on St Marys for processing inert construction and demolition waste. Both these facilities provide a valuable service to the island's community and businesses. By enabling the recycling of waste streams locally, these businesses provide sustainable services that mitigate the additional cost of shipping and disposing of these materials on the mainland."* To deliver the Strategy the following actions are proposed, that could be relevant for the proposed development: *"**Action 1: Reduce the overall volume of waste across the islands**.* 2025 Target: 15% reduction in the volume of waste produced. 2030 Target: 25% reduction in the volume of waste produced. • *Delivery Plan 1: Collect and publish waste data to target waste reduction.* • *Delivery Plan 2: Improve communications with residents, visitors & businesses to help reduce waste across the islands.* • *Delivery Plan 3: Support initiatives that prevent and reduce waste with particular focus on key suppliers' businesses, partners and residents.* ***Action 2: Increase the amount of material that is reused.*** 2025 Target: Volume re-used increased by 15%. 2030 Target: Volume re-used increased by 25% in 2030. • *Delivery Plan 4: Develop initiatives and measures that encourage re-use of materials, keeping them for as long as possible.* • *Delivery Plan 5: Ensure that all new developments on the islands minimise waste and re-use materials where possible."*

3 Site Waste Management Plans

3.1 Introduction

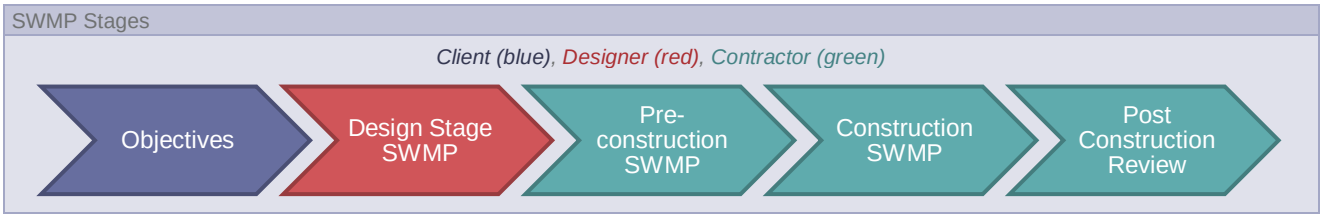
SWMPs naturally reference and centre on waste, however SWMPs also place a strong focus on material and material resource efficiency. From the earliest stages of a project, the project team will need to consider the types of materials specified and the ways in which these materials will be used to optimise material resource efficiency and identify opportunities to avoid or minimise waste (including reference to the waste hierarchy).

Clients, Designer and Contractors will need to work together towards common goals of optimising material resource efficiency and minimising waste. SWMPs provide a valuable tool for capturing and collating resource efficiency and waste data and for demonstrating compliance with key waste legislation practices, in particular the use/application of the Waste Hierarchy and Duty of Care practices during construction.

3.2 SWMP Stages

The development of a SWMP is an iterative process that evolves throughout a project. The steps for implementing a SWMP run sequentially, with different parties taking the lead at different stages of the project, 'like a relay race'. Pell Frischmann's example SWMP process flow chart (Appendix A) shows how a SWMP may evolve throughout a typical project. The flow chart also shows when the Client, Designer or Contractor will be responsible for the SWMP. A simplified version of the 'relay process' flow chart, including SWMP stages and responsibilities, is presented in Figure 1**.** This design stage SWMP represented in red on the flow chart.

Figure 1: SWMP Stages

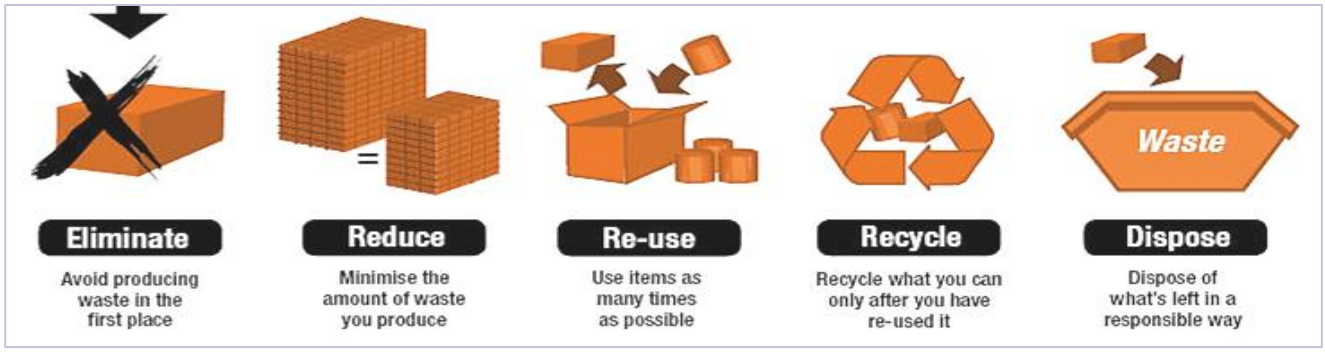


3.3 Waste Hierarchy

By challenging the way in which resources are used and by reducing the quantity of waste produced on site, SWMPs can help to reduce project costs and increase the sustainability of construction. As stated by the Waste & Resources Action Programme (WRAP): *"By encouraging Clients and Contractors to think about waste minimisation and management, improvements will be achieved in overall material resource efficiency, through reduction of the overall quantities of materials used, reduction in waste produced, greater reuse and recycling of waste and reduction in material disposed of to landfill. All of these outcomes can also result in cost savings*".

The Waste Hierarchy should be applied when considering potential wastes at any stage of the project. A version of the Waste Hierarchy (published by Envirowise) is presented in Figure 2 below.

Figure 2: Waste Hierarchy



3.4 Roles and responsibilities

Site Waste Management Plans require action throughout a project from initial conception through demolition and construction to post completion. 'Non-Statutory Guidance for SWMPs' (Defra, 2008) includes a flow chart outlining a 'Resource Efficient Approach to using SWMPs and Project Stage'. This is presented in Figure 3.

Figure 3: Resource efficient approach to using SWMPs and project stages

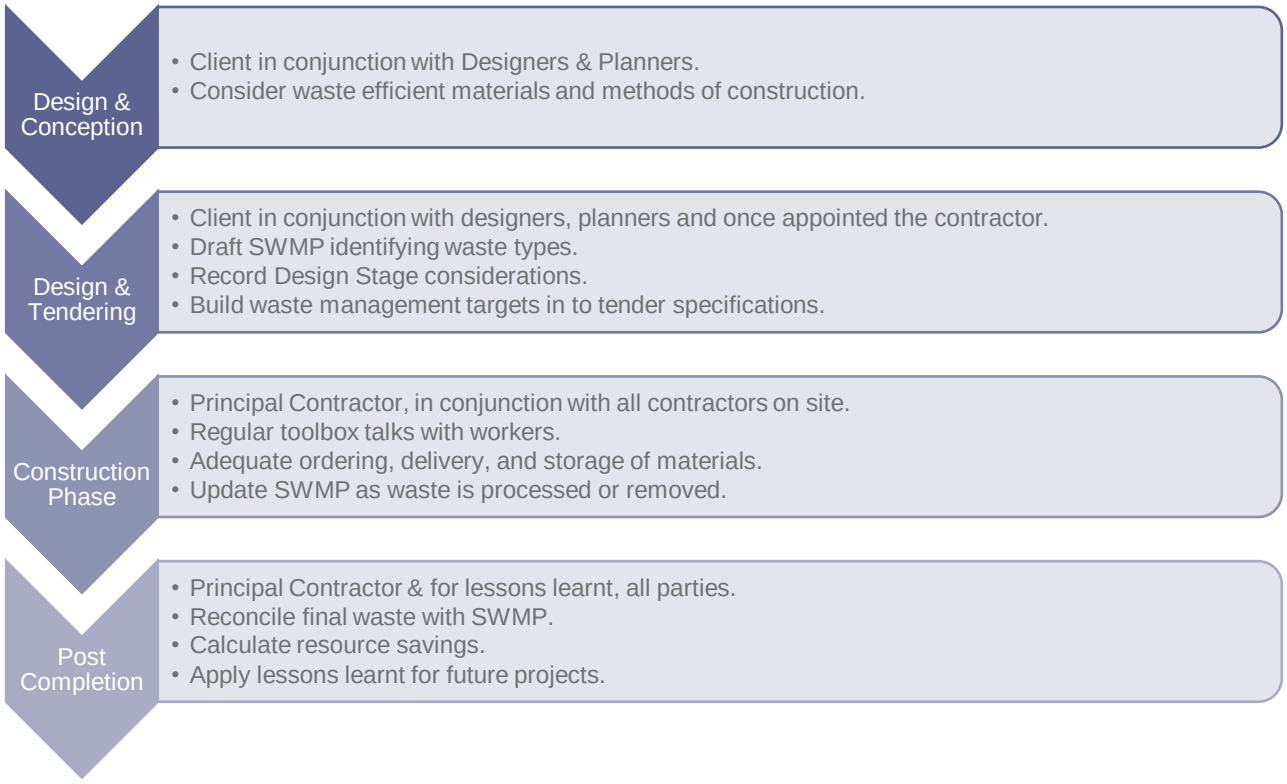


Table 4 summarises the aims of SWMPs against project stages and outlines roles and responsibilities for the Client, Designer and Contractor (extracted from Defra's non-statutory guidance).

Table 4: Project Stages and Responsibilities

Project stage	SWMP Aims	Primary responsibilities
Pre-Design	Plan the management and performance indicators of waste and resource use throughout the project.	Client
Design	Incorporate material resource efficiency and waste reduction, reuse and recycling techniques within the project design, construction, and operation.	Design team (Client & Principal Contractor)
Procurement	Implement contracts which facilitate material resource efficiency, waste reduction, reuse, and recycling techniques throughout the construction phase.	Designer, (Principal Contractor) & Client
On-site	Implement and monitor material use and waste reduction, reuse, and recycling techniques during the construction of the project.	Principal Contractor
Project Completion	To assess actual project performance against planned performance demonstrating the management of wastes at the completion of project.	All

3.5 Waste arisings

Pre-construction SWMPs typically include a list of the anticipated waste streams, anticipated volumes and suitable management options prior to construction commencing. This information is not typically available at the design stage. Therefore, the following information is provided as an initial indication of potential waste considerations based on the information available at the time.

Construction arisings are expected to comprise the largest proportion of waste arisings on the scheme. The SWMP activities will consider reuse or recycling opportunities for all materials to comply with the waste hierarchy.

3.5.1 Pre-construction / Site Preparation

The application site is occupied by an open agricultural field, therefore demolition is not required however, it is anticipated that existing livestock fence will be removed prior to construction. The waste from removal will be reused / recycled, likely offsite. The site comprises of existing agricultural land and there are few potential waste sources on the site. Therefore, minimal material is required to be removed during site preparation. The overall waste arising from site is anticipated to be **less than 1 tonne**.

3.5.2 Excavation arisings

The application site is characterised as an open area of grazing pasture. It is therefore anticipated that excavated arising will predominantly comprise of topsoil and subsoil. Segregation of excavated soil arisings during excavation is recommended to maximise the potential for reuse/recycle. It is anticipated that the soils arising are to be reused on site for the construction of berms.

It is currently anticipated that excavation arisings will be circa **57 tonnes.** It is currently proposed that this will be reused onsite for the construction on berms.

3.5.3 Construction

Anticipated waste types

A list of common construction waste codes is available online from the Gov.uk website[1]. Additional 'List of Waste' codes for other waste and advice on how to apply these codes can also be found in the Technical Guidance WM3: Waste Classification - Guidance on the classification and assessment of waste.

Anticipated arisings

The WRAP methodology has been adopted to estimate types and quantities of construction waste that may be generated by the proposed scheme. Opportunities to reduce waste during the design process have been implemented, such as using prefabricated containers. Designing out waste before it arises is one of the most efficient ways to reduce waste. And as such decisions need to be taken early to truly reduce waste and encourage a sustainable design.

The estimation of waste involves identifying and recording the quantity and final location of each waste stream that will be generated onsite. Given the stage of design development, high level estimates have been made to calculate the waste quantities at this early stage in the project. The data represented in

[1] Classify different types of waste: Construction and demolition waste - GOV.UK (www.gov.uk)

Table 5 should be used for guide purposes only.

To give a preliminary estimate, for every ten tonnes of material used in construction, one tonne of packaging waste material is anticipated to be produced. It is currently thought that the Type 1 Subbase will be brought over in a large container due to the large volume required. As a result, packaging of the Type 1 Subbase Aggregate has not been included. The packaging quantities in this document should be updated by the contractor when this information becomes available.

Table 5: Estimated construction waste types and quantities

Materials during Construction	Waste estimations calculated (tonnes)
Mixed construction	729
Concrete, Bricks, tiles and ceramics	128
Packaging – (incl. wooden, plastic and paper)	17
Wood – Timber	11
Total	**885**

Table 6 provides a forecast of waste arisings during construction as per the WRAP guidance:

Table 6: Forecast % waste from construction (C) waste

Forecast Construction Waste	Units
Total Waste	885 tonnes
Total Waste to landfill	7 tonnes
% Waste diverted from landfill	97%
% Materials reused on site or off site	97%

3.5.4 Site decommissioning

The temporary welfare compound will be in use for up to four years, after which it is intended that it will be decommissioned and re-instated to its current use as grazing pasture. Waste types and quantities from the decommissioning of the welfare compound are presented in Table 7 below. Where quantities are known, they have been included within the values (tonnes).

Table 7: Estimated decommissioning waste types and quantities

Materials during Decommissioning	Waste estimations calculated (tonnes)
Mixed construction	691
Concrete, Bricks, tiles and ceramics	128
Wood – Timber	11
Total	**830**

Table 8 provides a forecast of waste arisings during decommissioning. Materials that are proposed to be reused after decommissioning, will be reused offsite except for the topsoil. This is to enable restoration of the site to an arable field. It is currently thought that the suppliers may take back the cabins after their use, however, this should be confirmed and updated by the Contractor once this information becomes available. The following information is currently not known, and will need to be clarified before decommissioning commences:

- Whether the new double gate be decommissioned;
- Whether the sand and shingle used around the cess pit be reused or recycled; and
- The material quantities of the cess pit.

Table 8: Forecast % waste from decommissioning waste

Forecast Decommissioning Waste	Units
Total Waste	830 tonnes
Total Waste to landfill	139 tonnes
% Waste diverted from landfill	83%
% Materials reused off site	83%

3.6 Waste minimisation and management measures, targets and monitoring

It is recognised there will be opportunities to reduce the use of natural resources through the detailed design processes, procurement, and construction.

Waste produced during all construction activities on site will be subject to the 'Duty of Care' under The Waste (England and Wales) Regulations 2011. It is the joint responsibility between the Principal Contractor and the Client to ensure that waste produced onsite is disposed of in accordance with legislation. The Waste Duty of Care Practice (November 2018) sets out practical guidance on how to meet waste duty of care requirements. This has been covered in more detail under section 2.7 of this report. It is issued under section 34(7) of the Environmental Protection Act 1990 (the EPA) in relation to the duty of care set out in Section 34(1) of that Act.

The Principal Contractor will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met. A register of waste carriers, disposal sites (including transfer stations) and relevant licensing details will be produced and maintained on site.

An area for waste collection and materials delivery and storage will be provided within the site boundary. Materials that can be beneficially used in the future development of the site will be segregated directly on site.

Waste storage areas will be relocated at different stages of the construction process and multiple areas may be allotted for the purpose of waste storage and removal at peak turnovers. Waste management will also be dependent on the final Construction Logistics Plan and a waste segregation plan will be developed by the contractor. Once all this information is agreed and approved, this section of the SWMP will be updated with a corresponding proposed site layout plan.

For the unused waste, procedures will be put in place to handle and transfer waste safely to nearby local waste management companies that would help manage the waste arising. Each waste carriers (WC) licence details will be recorded by the Principal Contractor's WC and appended to the SWMP. The transportation of waste from site will comply with the 'Duty of Care' requirements. This includes ensuring waste is transported by registered waste carriers to appropriately licensed sites for processing or disposal.

A summary of potential waste types and waste actions/opportunities are presented in Table 9. The following measures and targets are applicable to all phases of the proposed development.

3.6.1 Waste disposal

Waste disposal will be minimised as much as possible, in line with the waste hierarchy. However, if excavation, or construction waste is to be disposed of, it requires pre-treatment before disposal to landfill. Pre-treatment must be a physical, thermal, chemical, or biological process (including sorting on-site) that changes the characteristics of the waste to reduce its volume, reduce its hazardous nature, facilitate its handling, and enhance its recovery. Waste classification technical guidance requires that within a mixed waste the separately identifiable wastes are assessed separately.

Table 9: Potential waste streams from site preparation and construction

Waste type	Details	Reduce	Reuse	Recycle	Dispose	Resource/waste management options	Quantity order	Divert from landfill targets
Mixed construction	Geomembrane, Type 1 Sub Base Aggregate, black top and shingle and sand.		✓	✓	✓	Potential to reuse onsite or offsite. Depending on the condition of the geomembrane it might be reused or disposed of.	Minimal	80%
Concrete, brick, rubble	From residual below ground structures, foundations, hardstanding, Made Ground		✓	✓		Limited onsite reuse. Consider processing into secondary aggregates onsite to increase re-use potential (permits and MMP required). For all off-site disposals seek waste treatment recycling facilities to avoid/minimise landfill.	Minimal	85 - 95%
Packaging waste (including paper, plastic, wood)	For the transportation of materials and prefabricated components		✓	✓		Specify that suppliers should 'take back' packaging where possible, segregate each different waste type to optimise Re-use/recycling opportunities.	Minimal	85-90%
Soil and stones	Excavation of topsoil for geomembrane installation, fence posts, the cess pit, transformer and pipelines		✓			Onsite reuse potential high. It is proposed the soil is reused for the construction of the berms.	Minimal	85-95%
General site waste	From welfare compound and office including for example food waste, paper, plastic, metal, mixed waste	✓	✓	✓		Likely to comprise small quantities of recyclable and non-recyclable materials. Provide separate bins and promote segregation. Identify local waste collection and recycling facilities.	Minimal	95%

3.6.2 Design Objectives

During the design process the following are typically considered:

- Design and material specification that seeks to minimise waste and enables the use of recycled products.
- Opportunities where materials can be recovered and re-used as part of the design.
- Changes to construction methods to improve resource efficiency.
- Considerations of off-site manufacturing to minimise waste during construction have already been incorporated into the design and forms part of the proposal.
- Use of materials that can be recycled offsite or reused onsite after decommissioning.

3.6.3 Additional Considerations

- Where applicable/ appropriate, the Designer may find it useful to consider the following to optimise resource efficiency, reduce costs and aid compliance for the project.
- Consider structure/ building form and shape to reduce the use of building materials.
- Consider sizing of structures and components to eliminate unnecessary elements.
- Consider compatibility between design specifications and market supply (e.g., designing in line with standard supply measurements).
- Consider end of life implications of design and material decisions (e.g., select designs/materials that will be easier to recycle/re-use in the future).
- Consider off-site manufacturing to minimise waste during construction.
- Consider involving contractor and whole supply chain at pre-design and design stages in particular for larger schemes and/or packages of schemes.
- Consider undertaking material evaluation in terms of their recyclability and reclamation before specifying.

Where appropriate, the designer may consider the following (is should be noted that types and in particular quantities of waste are more likely to be available at the pre-construction SWMP stage):

- The types and quantities of waste that will result from the design along with any waste management actions for example re-use on-site/off-site.
- Details of materials, that may become redundant/be displaced by the new design, that could be re-used, recycled and/ or recovered off-site or elsewhere even if not within the specific scheme.

3.6.4 Best and Good Practice Recovery Rates

WRAP guidance details standard, good practice, and best recovery rates. These are summarised

. Before works start, waste targets will be set by the Client/ Designer. Due consideration will be given to the rates below. Standard recovery rates should be adopted as the minimum.

Table 10: Standard, good and best practice recovery rates by material, extracted from WRAP guidance.

Materials	Standard Recovery rate (%)	Good practice quick win rate (%)	Best practice Recovery rate (%)
Timber	57	90	95
Metal	95	100	100
Plasterboard	30	90	95
Packaging	60	85	95
Ceramics	75	85	100
Concrete	75	95	100
Inert	75	95	100
Plastics	60	80	95
Electrical equipment	Limited information	70*	95
Insulation	12	50	75
Cement	Limited information	75	95
Liquids and Oils	100	100	100
Hazardous	50	Limited information**	Limited information**

Notes from the WRAP guidance:
** "This is a required recovery target for the type of WEEE likely to be produced from construction sites e.g., lighting (Waste Electrical and Electronic Equipment (WEEE) Regulations 2013)"*
*** "This cannot be 100%, as some hazardous waste (e.g., asbestos) must be landfilled."*

3.6.5 Monitoring

The Principal Contractor will review the SWMP at least every month. They will check it meets the needs of the project's waste management and recycling rates. Quantities of waste reused, recycled, recovered, incinerated, or landfilled will be recorded. A comparison should be made with estimated waste arisings where relevant. Targets should be adjusted / improved where possible.

3.6.6 Contractor Responsibility

Before, during and after construction the Contractor will be responsible for implementing, updating and reviewing the SWMP and should complete a post-construction review or summary report (including comparison of the estimated and actual waste quantities) to be cascaded to the project team including lessons learnt.

The Principal Contractor will be responsible for carrying out appropriate checks on sub-contractors before they start work to ensure they are legally compliant and ensuring all parties involved in the site works:

- Are aware of the details and requirements of the project SWMP (training to be provided where required),
- Comply with the SWMP, and
- Provide the required information/details for inclusion within the SWMP (including Duty of Care records).

Where applicable or appropriate, the Contractor may find it useful to consider the following to aid compliance and reduce costs:

- Seek materials/options that would help to optimise resource efficiency and minimise waste (if these deviate from the design the Designer will need to be consulted).
- Identify/use recycled materials in place of new materials.
- Ensure effective storage of new and recovered materials to minimise deterioration.
- Identify materials to be recycled/recovered/reused.

- Segregate wastes to improve recovery potential and minimise waste production.
- Seek opportunities for material that may not be suitable for re-use/recycling within the scheme to be recovered and re-used in other schemes – this may include sale to a third party.
- Seek alternatives to landfill – for example soil recovery centres; waste transfer stations; 'black-top' recycling companies.
- Consider construction methodologies/options.
- Consider arranging for suppliers to 'take back' leftovers and/or packaging.
- Consider using long term partnerships within supply chains to encourage standardisation to meet project/design requirements for frequently required goods/materials.

4 Duty of Care

Waste is defined by the Waste Framework Directive as any substance or object which the holder discards, intends to discard, or is required to discard. The contractor will need to comply with Duty of Care legislation (issued under the Environmental Protection Act) and the associated *'Statutory guidance. Waste duty of care: code of practice', Defra and Environment Agency, 2018* for the safe management of waste to protect human health and the environment.

Useful Definitions including Waste Producer:

- **Waste holder:** 'producer(s) of the waste or the natural or legal person who is in possession of it'.
- **Waste producer**: 'anyone whose activities produce waste and anyone who carries out pre-processing, mixing or other operations resulting in a change in the nature or composition of this waste'.
- It is the responsibility of the 'holder' to decide whether or not they are handling waste.

Waste classification is an important part of Duty of Care. Waste must be described and classified by the contractor (including all sub-contractors) *prior* to transfer in line with Duty of Care. This includes:

- determining whether the waste is hazardous or non-hazardous (in line with TGWM3, Reference 4.4) and
- applying the most appropriate List of Waste (LoW) code/s (in line with the List of Waste Regulations).

Waste classification must be undertaken before handing over the waste to a third party for example to be collected and transported offsite.

List of Waste codes refers to a catalogue of six-digit waste codes that are grouped into 20 chapters by the industry/process that produces the waste. The first two-digits represent the LoW Chapter, the second two-digits represent the sub-chapter or waste type and the last two-digits define the waste type or whether the waste contains hazardous substances. There are two classifications of waste: hazardous and non-hazardous.

Mirror entries: When waste falls within one or more linked mirror LoW entries the waste producer **must** determine if the mirror hazardous or mirror non-hazardous entry applies.

- This requires assessment of the 'hazardous substance consent' of the waste i.e. sampling and laboratory analysis followed by Hazardous Property Assessment.
- The non-hazardous codes can only be used where assessment has determined that the mirror hazardous codes does **not** apply (and vice versa).

Several waste types including soil arisings are represented by mirror entries**.** With respect to excavated arisings, materials are required to have a defined use before being excavated and processed, if not, it will be legally classed as waste as soon as it is excavated.

The Environment Agency (EA) guidance on 'how to classify different types of waste' states "*you'll always need to assess the soil before you hand it over to be collected*". *See TGWM3 for additional information including instructions on how to us the List of Waste, a copy of the LoW entries and their order or precedence.*

5 Summary and Conclusions

Removal: Demolition is not required however; the existing livestock fence must be removed. The waste from removal will be reused / recycled, likely offsite. The removal arising is anticipated to be **less than 1 tonne**.

Excavation: Excavation waste arisings that will be generated will be approximately **57 tonnes**. The soil arisings are to be reused on site for construction of the berms.

Construction: It is currently anticipated that the largest waste volumes will be from construction activities, which are expected to be approximately **885 tonnes.** The largest contributors will be mixed construction waste and concrete. Therefore, the SWMP activities must identify suitable reuse or recycling opportunities for the materials and must be dealt with in compliance with the waste hierarchy.

Decommissioning: Materials that are proposed to be reused after decommissioning, will be reused offsite except for the topsoil. This is to enable restoration of the site to an arable field. Demolition waste arisings are expected to be approximately **830 tonnes.**

The Contractor will be responsible for SWMP activities pre-construction, during construction, post construction and decommissioning including capturing all relevant documentation that is legally required (e.g., for Duty of Care) and the additional requirement as specified in the Clients Sustainability Design Guide.

6 Limitations and Liabilities

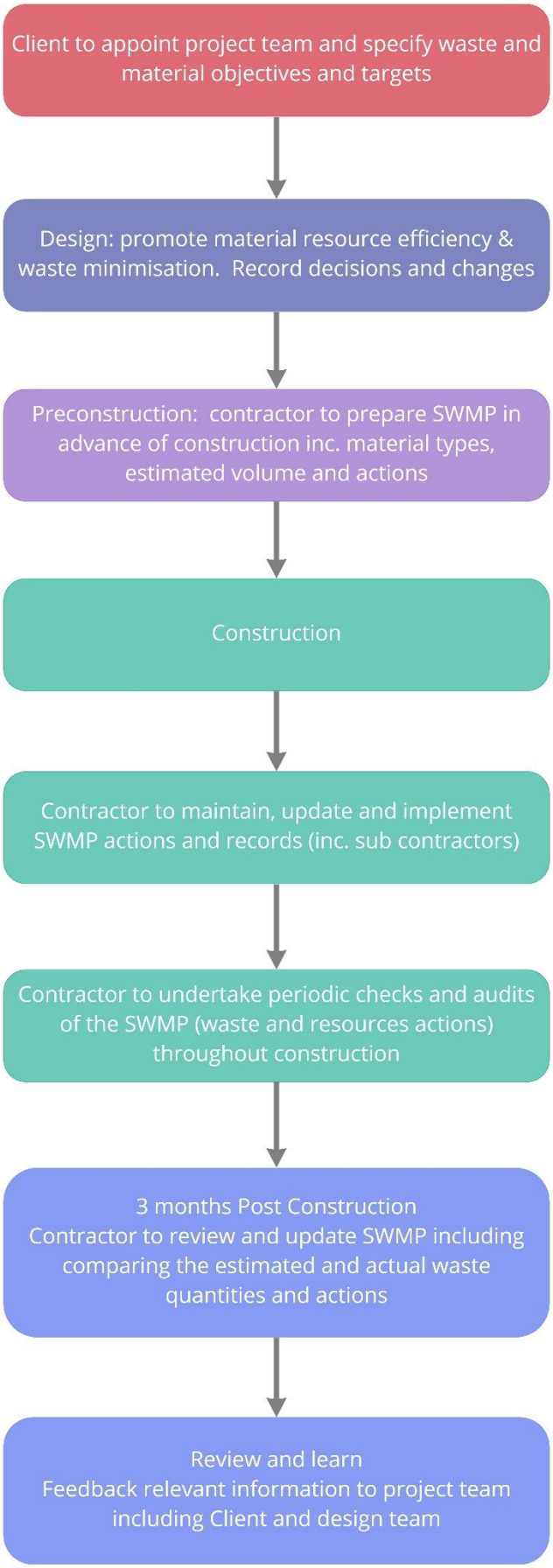
This report has been prepared by Pell Frischmann with reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the Client in accordance with the agreed scope of services.

This report has been prepared to provide design/preliminary SWMP information for the subject site. The report contents should only be used in that context and Pell Frischmann disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

The report details the findings of work carried out by Pell Frischmann during a study period between January and February 2023. The report has been prepared on the basis of available information obtained during that study period. Information provided by the referenced third parties has been used in good faith and is taken at face value; however, Pell Frischmann cannot guarantee its accuracy or completeness.

Although every reasonable effort has been made to gather all relevant information within the context of the agreed scope of work, should additional information become available (including new legislation and changed practices), after the date of the report submission, Pell Frischmann reserves the right to reconsider the recommendations and alter the report accordingly.

Appendix A SWMP Flow Chart



References

[1] Isles of Scilly Local Plan Including Minerals and Waste 2015-2030 (2021) Isles of Scilly Local Plan Including Minerals and Waste 2015 to 2030
[2] Isles of Scilly Waste Reduction Strategy 2020-2030 (2020) Waste Reduction Strategy.pdf (scilly.gov.uk)

Isles of Scilly

Capital Delivery Programme

Transport Statement

St Mary's Hub Compound

Report Ref.	107780-PEF-XX-500-T.RP-H-0001
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Appendices

1. Introduction

1.1. Background

1.1.1. Pell Frischmann (PF) has been appointed by Trant Engineering Limited (TEL) to provide transport and highways consultancy services to support the proposed wastewater capital improvement project for the Isles of Scilly covering St Mary's, St Martins, St Agnes, Bryher and Tresco. The Local Planning Authority and Highway Authority is The Council of the Isles of Scilly.

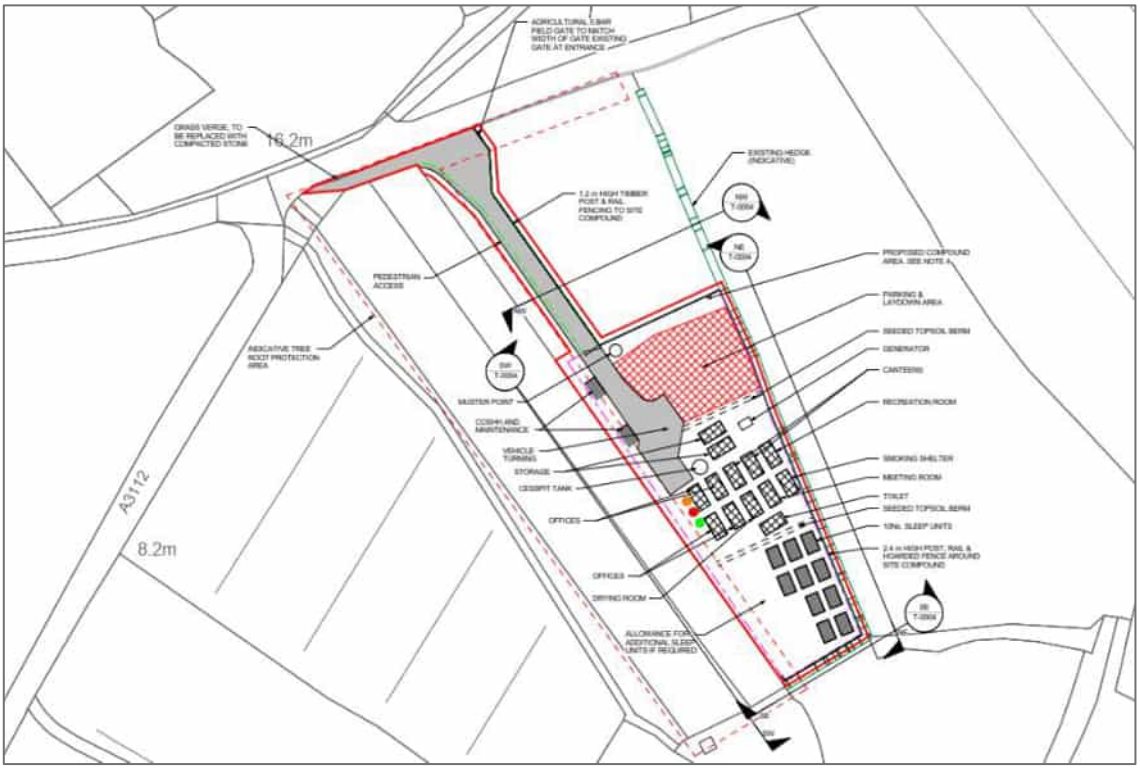
1.1.2. The improvement project will consist of a series of future planning applications to enable TEL to upgrade, modernise and provide new South West Water (SWW) assets across the archipelago. It is anticipated that the improvement project will cover a four year period and that each application will, in terms of transport, identify the forecast number of vehicle movements accessing each planning application site.

1.1.3. This report has been prepared to support a planning application for the development of the St Mary's welfare / storage hub compound which is to consist of a contractor's storage facility, on site vehicle parking, cabin-type overnight accommodation, communal welfare facilities and lighting to support safe movement around the site in the hours of darkness. This will provide the compound from which the wastewater capital improvement project can be delivered.

1.1.4. The requirement to use the compound for both the storage of materials and as temporary accommodation is as a result of tourism pressures on local accommodation particularly within the summer months.

1.1.5. The proposed compound development will be located at the Parting Carn site previously used as a compound by both Lagan Construction and Kier in association with historic airport and harbour improvement works. An extract of the proposed site layout is included in **Figure 1.1** with the full layout plan included in **Appendix A**.

Figure 1.1: Proposed welfare compound



Source: Drawing No. 107780-PEF-XX-500-D.DR-T-0003

1.1.6. This transport report details the development proposals, in terms of site location, access, vehicle trip generation and vehicle routing. This report also outlines the traffic management measures to be implemented during the compound's construction to minimise disruption and maintain road safety for pedestrians and other road users in the vicinity of the development site.

1.2. Planning History

1.2.1. The proposed development site has previously been used as a temporary compound in association with improvement works at the Isles of Scilly Airport and St Mary's Harbour. To provide context a summary of the previous planning permissions for the use of the site as a construction compound and temporary residential accommodation is explained as follows.

1.2.2. **Planning application P/14/004** - Temporary use of agricultural land for use as a mobile batching plant and construction compound together with temporary residential accommodation for works associated with the upgrade of St Mary's Airport.

1.2.3. The Proposed Development comprised an area for the processing of asphalt and concrete using a mobile asphalt batching plant and a mobile concrete batching plant. Space was also provided for construction material storage, as well as accommodation, welfare and office facilities and car parking.

1.2.4. Use of the site by Lagan Construction, was deemed the most environmentally friendly and low impact option for the concrete batching facility.

1.2.5. **Planning application P/14/057** - Temporary change of use of agricultural land for temporary concrete batching plant and storage for works associated with the St Mary's Harbour improvement works in Hugh Town.

1.2.6. The proposed compound development seeks to utilise a portion of the Parting Carn agricultural land used in the above, successful, planning applications and will adopt a similar approach in terms of the proposed access strategy. The site will be used for the storage of materials and for staff welfare facilities / accommodation. Unlike the previous applications, activities such as concrete batching will not be undertaken within the compound.

1.3. Report structure

1.3.1. Following this introductory chapter, this report is structured as follows:

- Section 2: Development overview;
- Section 3: Construction traffic routing;
- Section 4: Vehicular access arrangements;
- Section 5: Construction traffic management measures;
- Section 6: Implementing and monitoring; and,
- Section 7: Summary & Conclusion.

2. Development Overview

2.1. Introduction

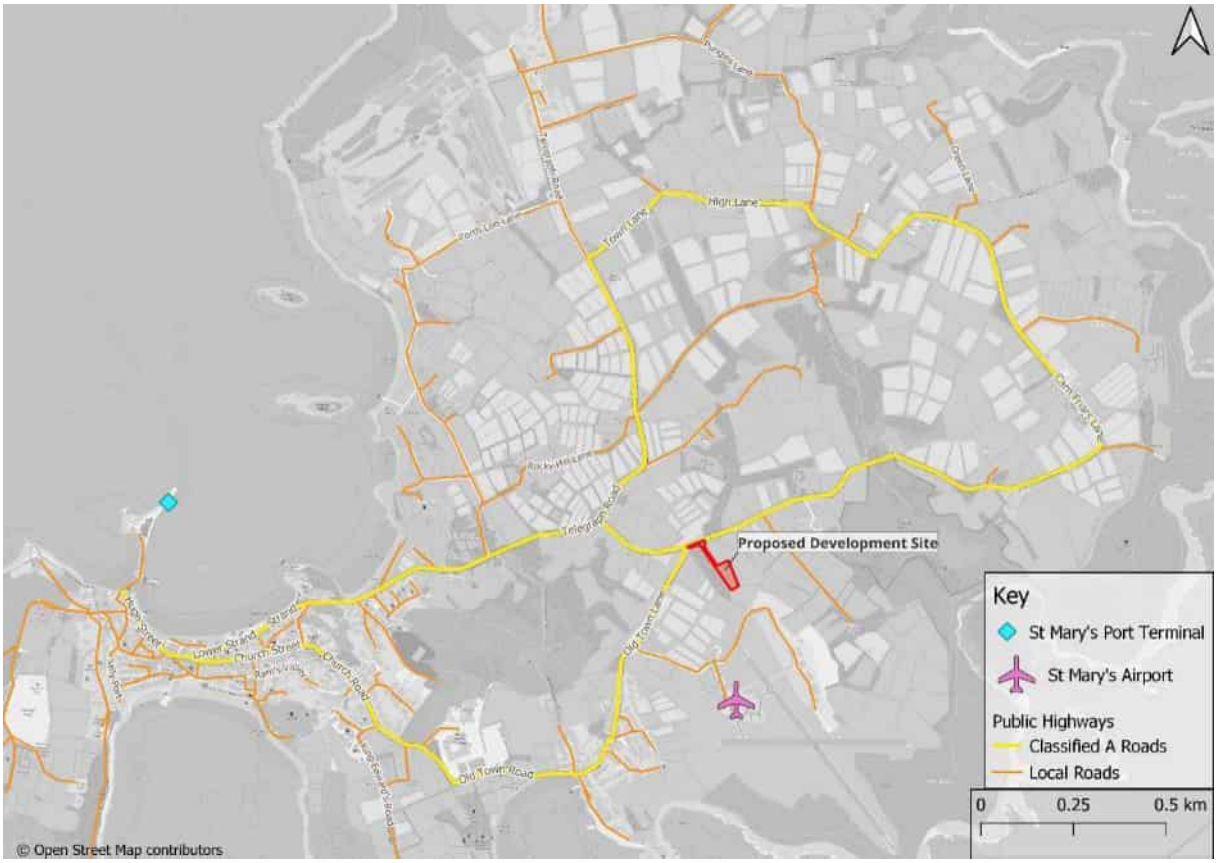
2.1.1. This chapter of the report describes the site location, the development proposals, transport arrangements and anticipated vehicular trip generation.

2.2. Site location

2.2.1. The proposed development site is located on land south of the A3110 Parting Carn Lane (Easting 091752 / Northing 010777) and north of runway 14 at the Isles of Scilly Airport. The site has an area of approximately 0.6 hectares and is bound to the east, west and south by hedgerows, traditional stone-faced hedgebanks, and agricultural land.

2.2.2. The land is owned by the Duchy of Cornwall and when not in use in support of development it provides land for the grazing and rearing of livestock. The location of the site in the context of St Mary's Island, key transport infrastructure and public highways is identified on **Figure 2.1**.

Figure 2.1: Site location in relation to public highways



Source: © OpenStreetMap contributors with Pell Frischmann annotations

2.3. Development schedule

2.3.1. Planning permission is being sought for the temporary use of the Site as a welfare hub / material storage compound in support of the SWW wastewater capital improvement projects for the Isles of Scilly.

2.3.2. The requirement to use the compound as a welfare hub is as a result of tourism pressure on local accommodation leading to a lack of off-site holiday lets being available to site workers once the development is operational.

2.3.3. To enable efficient construction activities in association with the future improvement projects material storage will be required within the compound. This will help to reduce the impact of inclement weather limiting the ability to transfer materials from the mainland via ship whilst also ensuring that materials for future developments can be brought to the archipelago during good weather and stored securely until use of them is required.

2.3.4. The layout of the St Mary's Hub Compound is identified on **Figure 1.1**. The compound is separated in to three internal areas with each delineated by seeded topsoil berms. The site layout disaggregated by area is as follows:

Parking and laydown

- 6 x car parking spaces;
- Laydown area; and,
- Vehicle turning area.

Offices and amenities

- Material storage area;
- Generator;
- Offices;
- Meeting room;
- Recreation room;
- Canteen;
- Drying room; and,
- Toilet / sceptic tank.

Habitation

- 10 x cabin-type sleep units (20 berths) to be in place by summer 2024; and,
- 10 x additional cabin-type sleep units (20 berths) to be in place by summer 2025.

2.3.5. In addition to the on-site provisions, the compound will be provided with sufficient lighting to enable safe movement around the site in the hours of darkness.

2.3.6. Access to the site is to be via Parting Carn Lane (the A3110) and through the existing field access in the north-west corner of the compound.

2.4. Construction vehicles

2.4.1. Based on the information provided by TEL, the following vehicles will be used to transport materials and staff to / from the compound during its construction.

- 13t excavator driven to site from Porthloo Slip with an escort vehicle;
- 9t tipper truck driven to site from Porthloo Slip with an escort vehicle;
- 9.5m Flatbed delivery vehicle to site from St Mary's Harbour and Porthloo Slip; and,
- Minibus to site initially from Porthloo Slip and subsequently between site and St Mary's town centre.

2.4.2. It should be noted that both the excavator and tipper truck will be used for on site activities only during the construction of the compound.

2.5. Transport arrangements

Mobilisation

2.5.1. Plant and materials will be shipped to the island by sea from Penzance. Two appropriate landing locations have been identified - St Mary's Harbour and Porthloo Slip.

2.5.2. Based upon current shipping operations deliveries to the Harbour will be undertaken on Tuesdays and Saturdays and deliveries to Porthloo Slip will be undertaken on Mondays and Fridays.

2.5.3. Approximately 35 crossings will be made from the mainland to the island.

St Mary's Harbour

2.5.4. St Mary's Isles of Scilly Terminal will receive, construction materials, the prefabricated cabins and approximately 50% of the aggregates directly from Penzance. The aggregates are to be shipped in heavy duty bulk bags for transfer to the 9.5m delivery vehicle upon arrival at St Mary's Island.

2.5.5. Up to 25 prefabricated cabins will be transferred to the compound from the harbour as part of the development: Maximum cabin dimensions are as follows:

- Prefabricated cabins: 2.44m width, 6.1m length, and 2.59m height. This is expected to be the largest load transported to / from the site.

2.5.6. It is anticipated that the majority of vehicles travelling to / from the harbour will route along The Quay. However, due to width restrictions along The Quay it will be necessary to transfer the prefabricated cabins from the initial delivery vehicle to a second delivery vehicle waiting on Town Beach in proximity of Mermaid Slip. At low tide the cabins will be craned from the initial transportation vehicle to a second vehicle waiting on the beach. From this point the cabins will be transported a short distance (approximately 100m) to Hugh Street via Atlantic Slip, re-joining the proposed construction vehicle route between the site and the harbour – the construction vehicle route is described in more detail in Section 3.

Porthloo Slip

2.5.7. Porthloo Slip will receive plant / construction vehicles and approximately 50% of the aggregates. The aggregates are to be shipped in heavy duty bulk bags on the 9.5m delivery vehicle. It is anticipated that landing craft will transport loads directly from Penzance to the Slip. Following the offloading of the landing craft it is anticipated that all construction vehicles will drive to the site via a 1.3km (approximate) route. It has been confirmed by TEL that the excavator vehicle will have rubber pad tracks suitable for road use. Both the excavator and tipper truck will be accompanied by a support vehicle that will act as a safety check, alerting other road users to the presence of the oncoming vehicle, whilst also confirming that the plant can safely navigate the route. Plant equipment will be conveyed to the site by a flatbed delivery vehicle unless the plant equipment is suitable to be driven on the highway.

2.5.8. In addition to the plant equipment, two minibuses will be delivered to the island to assist in the transportation of site workers between the compound and off-site locations such as accommodation. When first accessing the site the minibuses will bring on trailers, the lighting equipment that will be used to illuminate the compound.

Operation

2.5.9. It is anticipated that the delivery of aggregates and construction materials to both landing locations will begin in week 1 of the proposed construction programme. Plant is to largely be transported to site in weeks 5 and 6. The importing of cabins will take place from week 7 to 10 of the programme following the reprofiling and setting out of the site.

Decommissioning

2.5.10. During the eventual decommissioning of the Hub Compound the movement of materials and plant are anticipated to follow the procedures undertaken during the mobilisation phase albeit in reverse.

2.6. Compound Construction traffic

2.6.1. The likely development construction programme for the compound covers a 10 week period from January 2024 to March 2024.

2.6.2. The predicted number of vehicle trips, and construction staff numbers, has been provided by TEL based on experience at similar sites.

2.6.3. There will be 3-4 construction staff on site daily carrying out compound construction. As staff will be staying in off-site accommodation on St Mary's island during construction of the compound it is proposed that they will be transferred to / from site via minibus.

2.6.4. It is proposed that staff will arrive at the site by 07:30 with construction activities beginning at 08:00 - this avoiding travel during the typical AM peak period. With daily construction work to conclude at 18:00 it is anticipated that site workers will be transferred from the site to their accommodation between 18:00–18:30 this also falling outside the typical PM peak period.

2.6.5. **Table 2-1** provides the anticipated project programme as well as a summary of the anticipated vehicle movements associated with the delivery of materials and plant to the compound during its construction. The table also identifies the anticipated number of minbus movements transport staff between the site and their accommodation.

2.6.6. It should be noted that both the project programme and daily vehicle movements may be subject to some variation as a result of weather conditions that may affect the transfer of good / materials from the mainland.

Table 2-1: Anticipated construction programme and vehicular movement (two-way)

Delivery Vehicle /	Week 1 08.01.2024						Week 2 15.01.2024						Week 3 22.01.2024						Week 4 29.01.2024						Week 5 05.02.2024						Week 6 13.02.2024						Week 7 19.02.10.2024						Week 8 26.02.2024						Week 9 04.03.2024						Week 10 11.03.2024					
Delivery Type	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**M**	**T**	**W**	**T**	**F**	**S**
13T Excavator driving to site																									1																																			
9T Dumper truck driving to site																									1																																			
2 x Minibus driving to site																													2		4	4	4	4	4		4	4	4	4	4		4	4	4	4	4		4	4	4	4	4		4	4	4	4	4	
Delivery vehicle Type 1 soil	6	6			6	6	6	6			6	6	6	6			6	6	6	6																																								
Delivery vehicle Aggregates																						6																																				
Delivery vehicle Geotextile																										2																																
Delivery vehicle Cess pit system + cabling + pipeworks + slabs																										2																																
Delivery vehicle Fencing + Gates																							6																																			
Delivery vehicle Bulk Fuel + Generator																													2																														
Delivery vehicle Cabins																																										1	1	1	1			1	1	1	1			1	1	1	1			1	1
Delivery vehicle Compactor + Compressor																													2																														
Weekly vehicle movements (two-way)	**24**						**24**						**24**						**24**						**10**						**22**						**21**						**24**						**24**						**24**					

2.6.7. It can be seen from Table 2-1 that over the course of the construction period there are expected to be 111 vehicles attending the site, from the shore or town centre to the compound. This equates to a total of 222 two-way vehicle movements dispersed over a 10 week period.

2.6.8. It can also be seen from the table that the maximum predicted number of two-way trips in any one week is 24 vehicles and that it is anticipated that the development could generate up to 6 vehicle movements (two-way) per day.

2.6.9. It is anticipated that the arrival / departure profile of the compound construction vehicles attending the site will be dispersed across the day, avoiding peak commuter periods. When disaggregated across the 10 hour daily operational period this equates to one vehicle movement approximately every 1.5 hours.

2.6.10. As identified above the trip generation is based on a 10 week programme. However, should the programme be condensed the impact on the local highway will be over a shorter period. If, due to unforeseen circumstances, the programme required extension, the Principal Contractor will discuss this with the Local Highway Authority. If a change is required this will be put in writing to the Local Highway Authority for their approval.

3. Construction traffic routing

3.1. Introduction

3.1.1. This Chapter of the report describes the proposed traffic routing during the construction phase of the development and considers personal injury collision (PIC) data along the proposed construction vehicle routes.

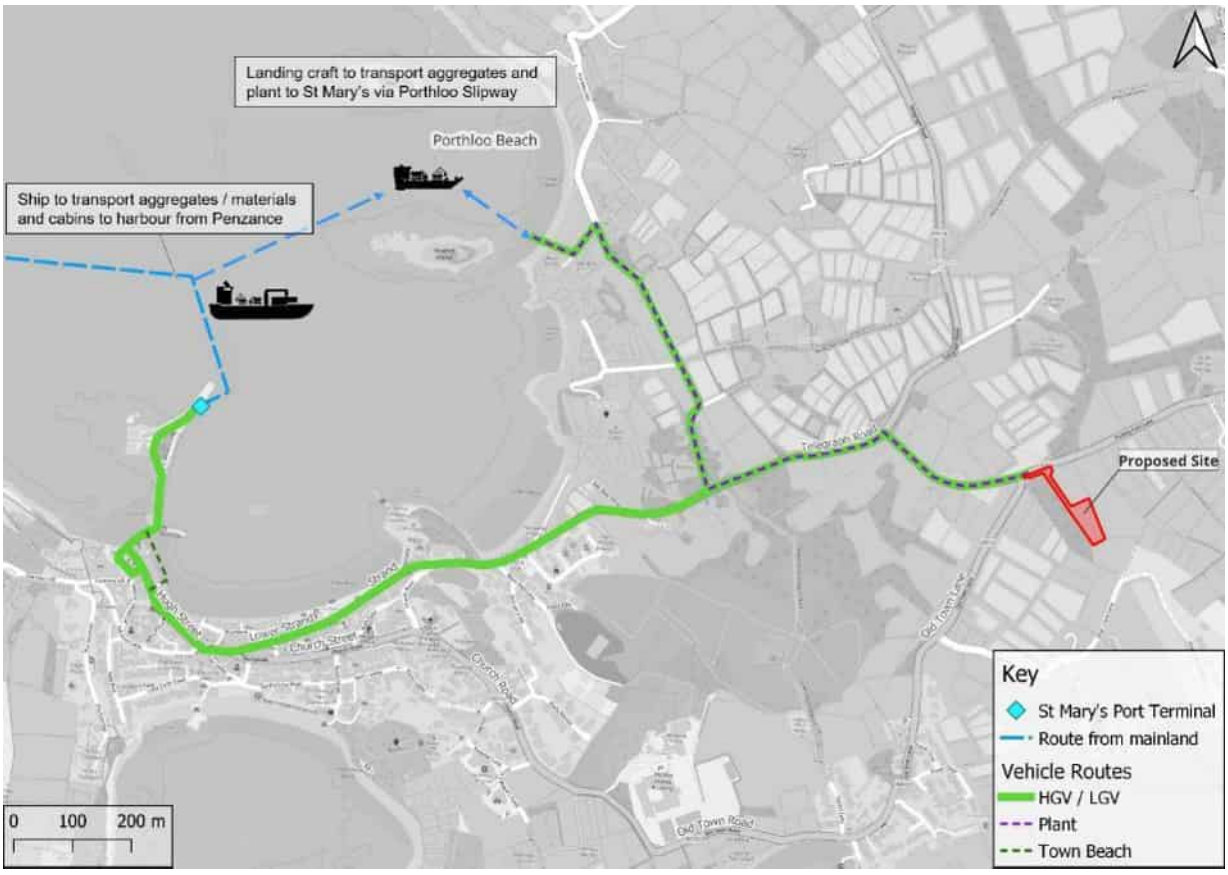
3.2. Transportation to the island

3.2.1. Transportation of plant, prefabricated cabins, aggregates and construction materials to St Mary's will be via ships originating from Penzance Harbour. As previously identified two landing locations have been identified – the St Mary's Isles of Scilly Terminal and Porthloo Slip.

3.3. Construction vehicle access routes

3.3.1. **Figure 3.1** identifies the proposed construction vehicle route strategy for the proposed development from both St Mary's Harbour and Porthloo Slip.

Figure 3.1: Construction vehicle route strategy



Source: © OpenStreetMap contributors with Pell Frischmann annotations

Route from St Mary's Harbour to site

3.3.2. The most accessible route between the harbour and the site for aggregate and material delivery is approximately 2km in length. The vehicular access route, both inbound and outbound, and as confirmed by TEL follows a combination of the following roads:

- The Quay;

- A3111, The Bank (one-way system);
- A3111, Hugh Street;
- A3111, The Parade;
- A3111, Lower Strand;
- A3111, Higher Strand;
- A3111, Carn Thomas;
- A3111, Telegraph Road;
- A3111, Pump Road; and,
- A3110, Parting Carn Lane.

3.3.3. The width of the carriageway along the route, beyond The Quay, varies with the narrowest identified location being 2.5m wide between the Galley Takeaway and The Bourdeaux Shop on The Parade. The width between buildings is approximately 4.3m.

3.3.4. The current state of footway repair in this location indicates that footway cross over by vehicles has historically occurred. Whilst it is expected that delivery vehicles, which are to be no greater than 2.5m wide, will stay within the limits of the carriageway, banksman or a support vehicle will be used in this location to enhance pedestrian safety, during scheduled deliveries.

3.3.5. The majority of the route between the harbour and the site is of a width that could accommodate two-way traffic. However, over a number of sections on-street parking narrows roads to one-way operation. Additionally, there is a section of Telegraph Road, approximately 250m in length, along which a support vehicle will be required to travel in advance of the delivery vehicle as the high level route analysis (see section 3.4) confirms that the road width will not accommodate two-way traffic. A similar situation occurs approximately 140m west of the site access where the road narrows to approximately 4m.

Route from Porthloo Slip to site

3.3.6. The most accessible route between Porthloo Slip and the site for aggregate, material and plant delivery is approximately 1.2km in length. The vehicular access route, both inbound and outbound, and as confirmed by TEL follows a combination of the following roads:

- Porthloo Lane;
- A3111 Pump Road; and,
- A3110 Parting Carn Lane.

3.3.7. The width of the roads along the identified route, particularly along sections of Porthloo Lane and on Parting Carn Lane (as previously identified) vary, with some sections narrowed such that two-way operation is interrupted. Accounting for this, a support vehicle will accompany the deliveries, traveling in advance of the delivery vehicle to warn on-coming traffic of the obstruction ahead.

3.4. Vehicle access route tracking

3.4.1. The Principal Contractor will require the appointed haulage company to carry out a detailed route review prior to the construction phase beginning to ensure that appropriately sized vehicles are used and, that appropriate measures are in place in instances where vehicles would impact street furniture / highway safety. To assist with this exercise vehicle tracking of the proposed vehicular access routes has been undertaken on ordnance survey mapping[1], in combination with google satellite imagery, using

[1] The vehicle route appraisal considered within this repoirt is based on a desktop appraisal only including review of google satellite imagery dated 07.10.2022 and reviewed in October 2023. This provides an appraisal of a single point in time therefore the locations permitting vehicle parking, vehicle loading and the location of potential obstructions to construction traffic (street furniture for example) may extend beyond those identified in this report. Prior to the transporting of materials associated with the construction of the compound and future wastewater capital improvement projects for the isles of Scilly a full review of the haulage route will need to be

the most onerous vehicles currently considered as being required to access the site. Drawing 107780-PEF-500-D.DR-H-001 included in **Appendix B** provides an overview of the route tracking and identities a series of drawings and key locations in more detail (see **Appendix B**).

3.4.2. The suite of drawings in **Appendix B** identify sections of the delivery routes where satellite imagery suggests on-street parking occurs and may need to be managed during deliveries, locations that may require the presence of Bankman, route sections where a support vehicle may be required and sections of road where roads may narrow to one-way operation.

3.4.3. Where the haulage company route review identifies locations in which a 2.5m wide load prevents safe two-way operation of the highway the Principal Contractor will liaise with the authorities and stakeholders to agree appropriate mitigation.

3.4.4. Prior to construction TEL will provide confirmation to the Council of the Isles of Scilly of the measures to be implemented to temporarily manage traffic during delivery of loads to the site.

3.5. Personal injury collision data

3.5.1. In order to determine if there are known highway safety issues along the proposed construction vehicle access routes a collision analysis has been undertaken. Collision data has been obtained from the publicly available Crashmap database which utilises official data published by the Department for Transport as submitted to them by police forces. The available data covers the period of 2017-2021 inclusive.

3.5.2. The collision study area, which includes all proposed construction vehicle routes, along with collision locations is identified on **Figure 3.2**.

Figure 3.2: Collision location

Source: © OpenStreetMap contributors with Pell Frischmann annotations

completed on the ground. The contractor responsible for the movement of vehicles and materials will need to be satisfied that the route is adequate to accommodate the relevant vehicle and that where interventions / management are required that this is agreed with the isles of Scilly council prior to the movement of construction vehicles or any construction work commencing.

3.5.3. It can be seen that a single collision has been recorded along the proposed construction vehicle routes to the site, this being on Parting Carn Lane approximately 130m west of the site access.

3.5.4. The collision occurred in 2019 and was categorised as serious. Collision records confirm that it was a single vehicle incident involving a motorcycle travelling west along Parting Carn Lane. The motorcycle was hit on its nearside whilst travelling ahead along the right-hand bend.

3.5.5. Based on the findings of this analysis it is considered that there are no known deficiencies in the composition of the highway along the proposed construction vehicle routes. However, delivery vehicle drivers will be made aware that there was a collision in this location within the past 5 years and that they should travel with due care and attention along the full length of the construction routes.

4. Vehicular access arrangements

4.1. Introduction

4.1.1. This Section of the report describes the proposed access arrangements for the site considering both the Parting Carn Lane (A3110) / Access Road junction and the internal vehicular access arrangements.

4.2. Access

4.2.1. Access to the site is to be via Parting Carn Lane (the A3110) and through the existing field access in the north-west corner of the development parcel.

4.2.2. Photographs of the existing site access arrangements are provided in **Figure 4.1** and **Figure 4.2**.

Figure 4.1: Existing site access (facing into site from the east)

Source: Pell Frischmann

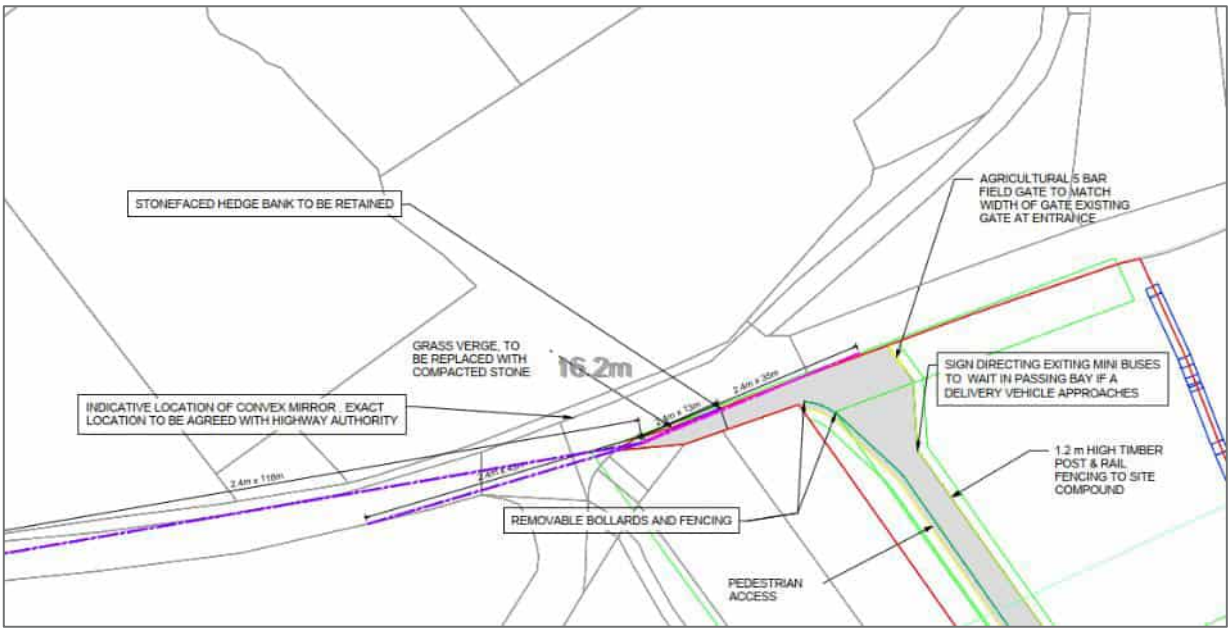
Figure 4.2: Existing site access (facing out of site to the east)

Source: © Google Earth contributors with Pell Frischmann annotations

4.2.3. In order to provide the compound minor modifications are proposed to the access which consists of surfacing the track and discrete portions of the bellmouth verge with compacted Type 1 material. This will accommodate the swept path of the largest vehicle anticipated to access the site which would otherwise overrun the verge.

4.2.4. The layout of the proposed site access is identified on Drawing 107780-PEF-XX-500-D.DR.H.0014 included in **Appendix C**. An extract of the access arrangement is provided in Figure 4.3 below.

Figure 4.3: Proposed site access arrangement



Source: Pell Frischmann Drawing 107780-PEF-XX-500-D.DR.H.00014

4.2.5. The access will operate as a right in left out arrangement with all other movements for construction. This will be conveyed to all site users during site safety briefings and when engaging sub-contractors delivering materials and plant. All deliveries will arrive from the west, driving straight through the existing access which runs parallel to the A3110 for approximately 30m before turning 90 degrees to follow the proposed internal road alignment. Following the unloading of materials / personnel returning vehicles will leave the access to the west.

4.2.6. When previously in operation as a construction compound the site generated HGV movements associated with the upgrades to the harbour and the airport, and as such the access has historically proven capable of accommodating vehicles required to serve construction activities.

4.2.7. In order to confirm that the access is suitable for use by goods vehicles during construction / operation, vehicle swept path analysis has been undertaken. Vehicle tracking of the site access has been undertaken utilising a 9.5m delivery vehicle and a 10.2m tipper, the largest vehicle anticipated to access the site. In relation to the tipper truck it should be noted that this vehicle is only anticipated to enter / exit the site once during the compound construction period. Drawings 107780-PEF-XX-500-D.DR-H-012 and 107780-PEF-XX-500-D.DR-H-013 included in **Appendix D** confirm that these vehicles can enter and exit the site in a forward gear.

4.2.8. In terms of controlling access to the site; drivers, contractors and visitors arriving at the access will require induction after which they will be subject to the requirements of the on-site Traffic Management Plans (TMP) produced by the Principal Contractor.

4.3. Site access visibility

4.3.1. There are no posted speed limits on Parting Carn Lane and as such it is understood that the national speed limit applies (60mph). Notwithstanding the above, and as is the case for the majority of the island, the opportunity to travel at the national speed limit is constrained by road widths / alignments and the collision history in Section 3.5 indicates that drivers travelling at speeds appropriate to the prevailing conditions.

4.3.2. Due to the alignment of the access relative to the A3110, junction visibility to the right is restricted by a stone-faced hedge and vegetation within the verge. Whilst the volume of vehicular and pedestrian traffic using the road is not anticipated to be great, and the access strategy proposed has previously be accepted by the Local Highway Authority, a visibility analysis at the access has been undertaken to confirm what splays are achievable.

4.3.3. Drawing 107780-PEF-XX-500-D.DR.H.00014 included in **Appendix C** provides a visibility splay analysis at the site access utilising the parameters provided in Manual for Streets. The drawing confirms that visibility of up to approximately 118m can be achieved to the west, equating to vehicle speeds of approximately 43mph, and that a splay of 13m measured to the road edge can be achieved to the right. This equating to vehicle speeds of approximately 12mph. However, it is important to note that the majority of vehicles exiting the site during the compound's construction will be the 9.5m delivery vehicle which has an elevated cabin placing the drivers eye height above the wall. The approximate height of the wall is in the order of 1.5m and the delivery vehicle drivers eye height is anticipated to be in the order of 2m. This providing delivery drivers with a view of the road to the east that would allow them to see approaching vehicles from a distance of approximately 30m.

4.3.4. Accounting for the restricted visibility, and as was accepted within previous applications for the site, it is proposed to erect a convex mirror so that drivers emerging from the site are provided with a view of vehicles approaching from their right. The indicative location of the mirror is also identified on Drawing 107780-PEF-XX-500-D.DR.H.00014. In order to ensure that the effectiveness of the mirror is maintained it will be checked first thing every morning by a member of the workforce to ensure that it is clean and is correctly aligned. In addition, signs warning of the site access will be erected and maintained either side of the access during construction of the compound.

4.3.5. Some discrete foliage management along the verge to the east of the access has been undertaken to maximise visibility to the right when exiting the compound. This is identified in **Figure 4.4**.

Figure 4.4: Existing site access following discrete vegetation management

Source: © Google Earth contributors with Pell Frischmann annotations

4.3.6. In addition to use of a mirror and warning signs, a Banksman will be required to control traffic entering / exiting the site to manage vehicles and pedestrian using Parting Carn Lane during deliveries.

4.4. Internal access track

4.4.1. An access track, measuring approximately 140m in length and between 3.4m- 4.0m in width will be provided to enable access to the vehicle parking area, laydown area, and for cess pit emptying.

4.4.2. A 'hammerhead' style turning head will be constructed adjacent to the cess pit / laydown area to allow delivery vehicles to manoeuvre within the site such that they are able to exit in a forward gear.

4.4.3. The internal access road is to be widened at a point approximately 30m east of the junction with Parting Carn Lane to include a vehicle passing place. Drawings 107780-PEF-XX-500-D.DR-H-0012 (see **Appendix D**) confirms that the 9.5m delivery vehicle and a transit type minibus can pass in this location. In instances where the tipper truck or vehicles transporting cabins are to enter / exit the site vehicle movements will be managed through delivery scheduling such that passing is not required.

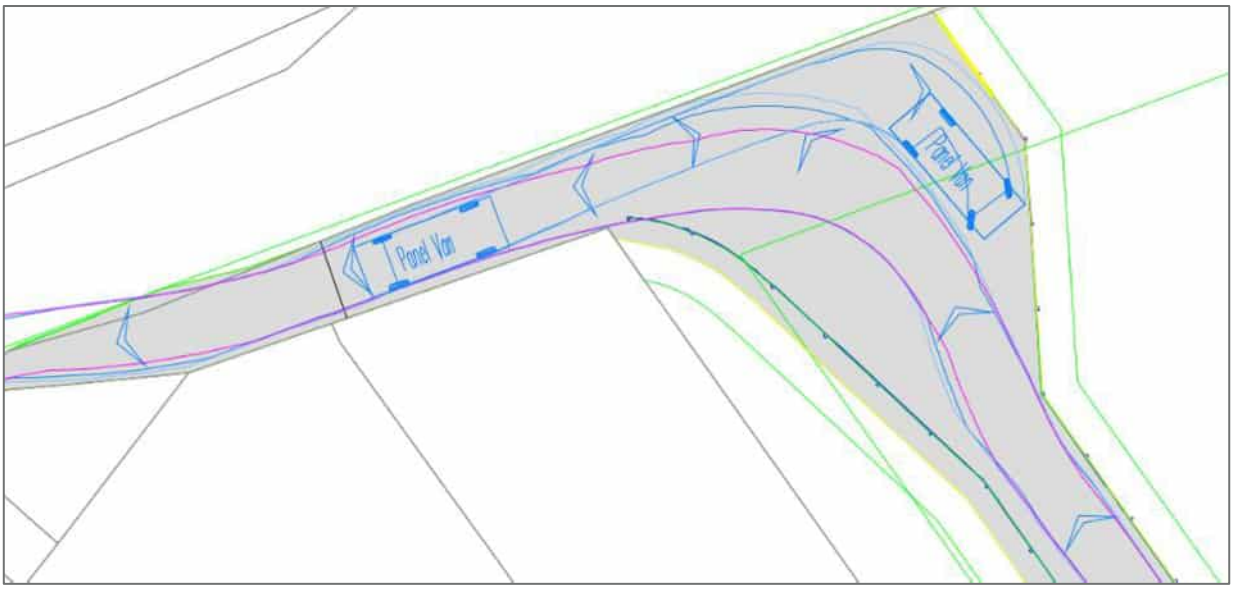
4.4.4. A 1m wide pedestrian footpath delineated with a fence is to be provided along the western side of the internal access road. Where the footpath approaches the road widening identified above, and when required for vehicle movements, the fence and bollards will moveable.

4.4.5. **Figure 4.5** and **Figure 4.6** demonstrate use of the passing place by the 9.5m delivery and minibus.

Figure 4.5: Vehicle tracking of 9.5m delivery vehicle entering site passing waiting minibus

Source: Drawing No. 107780-PEF-XX-500-D.DR-C-0012

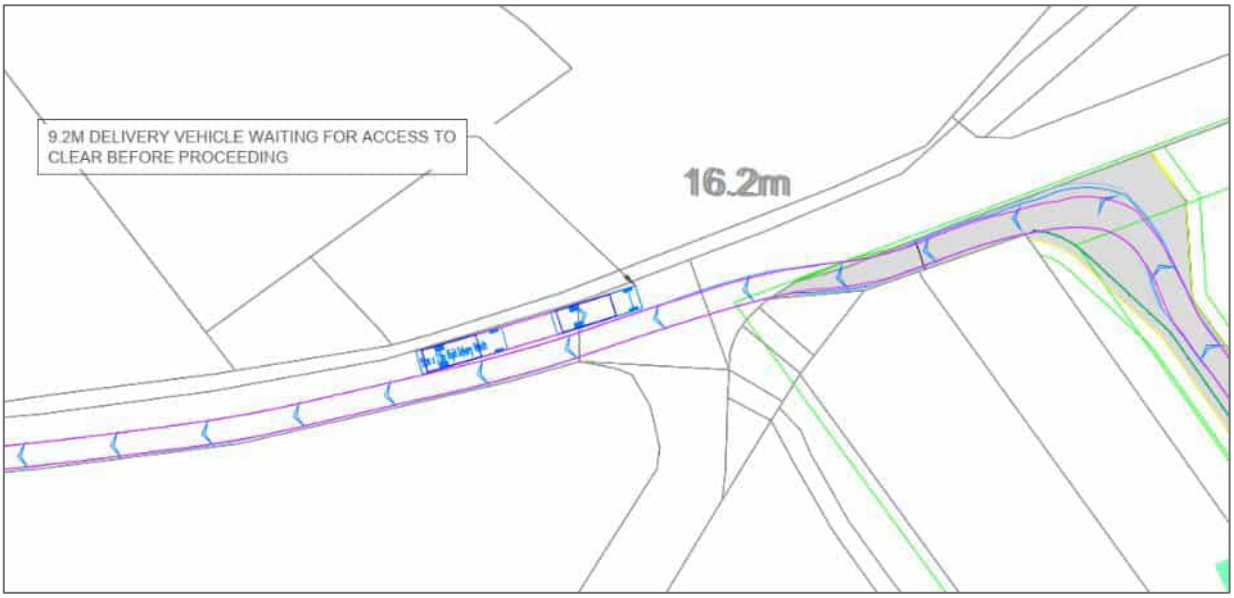
Figure 4.6: Vehicle tracking of 9.5m delivery vehicle exiting site passing waiting minibus



Source: Drawing No. 107780-PEF-XX-500-D.DR-C-0012

4.4.6. As is currently the case, the width of the access permits one way operation for vehicles attending site and therefore there may be instances where vehicles will be required to wait on Parting Carn Lane for a short period of time whilst the access clears before entering the site. The principal contractor will minimise instances of this through effective delivery scheduling. This is explored in more detail in section 5 of this document. Drawings 107780-PEF-XX-500-D.DR-H-016 in **Appendix D** shows a Delivery vehicle waiting on Parting Carn Lane for the access road to clear. An extract of the drawing is provided in **Figure 4.7**.

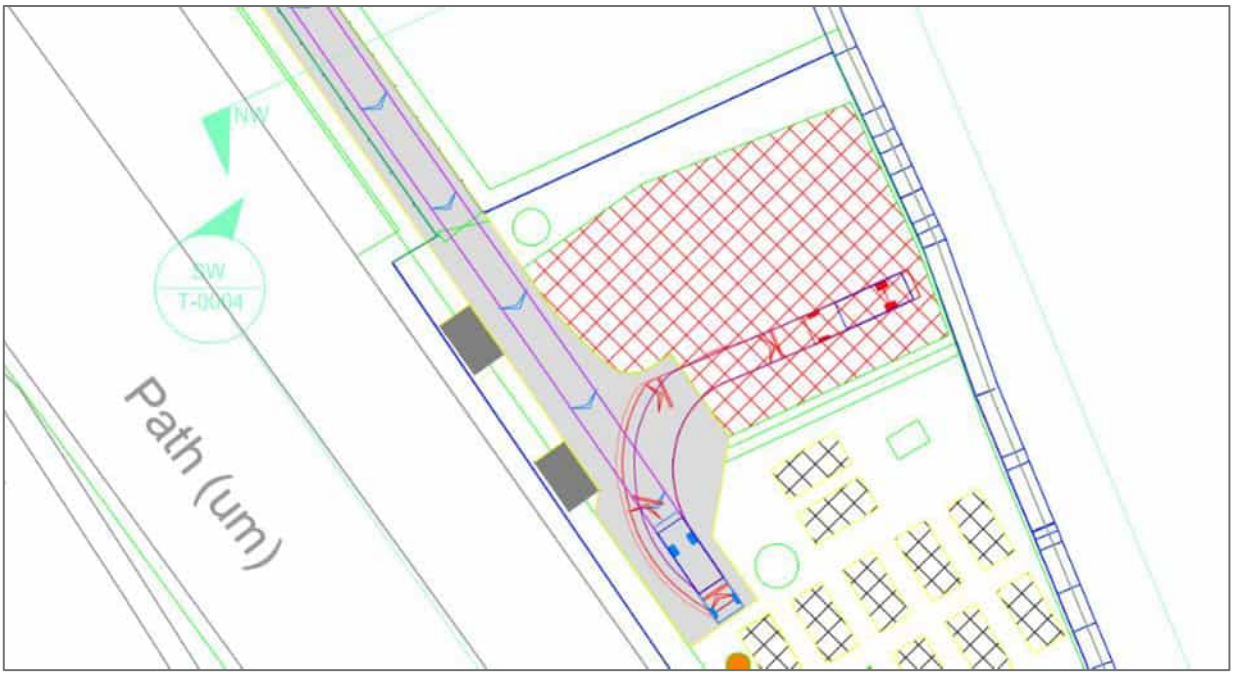
Figure 4.7: Vehicle tracking of 9.5m delivery vehicle waiting for the access to clear



Source: Drawing No. 107780-PEF-XX-500-D.DR-C-0016

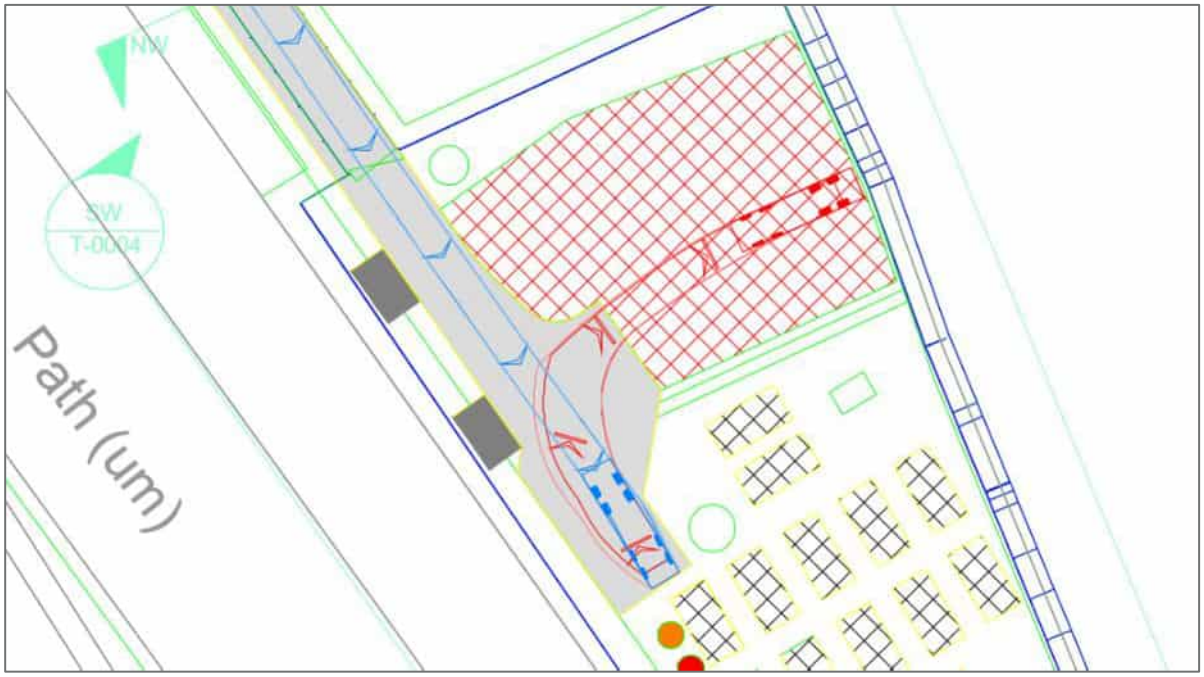
4.4.7. Drawings 107780-PEF-XX-500-D.DR-H-012 and 107780-PEF-XX-500-D.DR-H-013, included in **Appendix D**, confirm that the 9.5m delivery vehicle and tipper truck are able to manoeuvre into the provided turning head and reverse a short distance into the lay down where it can be unloaded prior to exiting in a forward gear. **Figure 4.8** and **Figure 4.9** demonstrate use of the turning head by the most onerous vehicles likely to access the site.

Figure 4.8: Vehicle tracking of 9.5m delivery vehicle using turning head



Source: Drawing No. 107780-PEF-XX-500-D.DR-C-0012

Figure 4.9: Vehicle tracking of tipper truck using turning head



Source: Drawing No. 107780-PEF-XX-500-D.DR-C-0013

5. Construction traffic management measures

5.1. Introduction

5.1.1. This chapter of the report outlines the intended construction traffic management measures that will be introduced to mitigate the impacts resulting from the proposals, specifically during the construction phase.

5.2. Construction site signage

5.2.1. Signage to advise road users of the increase in traffic during the compounds 10 week construction period will be posted in the vicinity of the proposed site access and along the A3110 up to and including the A3110 / Telegraph Road priority junction. The location and exact requirement of the signage will be agreed with The Council of Isles of Scilly by the TEL prior to construction activities beginning.

5.3. Adherence to designated routes

5.3.1. A copy of the delivery route plan will be given to all suppliers when orders are placed to ensure that drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are to be followed at all times unless agreed otherwise or in the event that a suitable diversion is in place.

5.4. Delivery Scheduling

5.4.1. Construction of the compound will take place from Monday to Sunday between 08:00 -18:00. Outside of these hours, works at the site shall be limited to emergency works and dust suppression, unless otherwise approved in writing by The Council of the Isles of Scilly. No construction traffic movements will take place on Public Holidays without prior written approval from The Council of the Isles of Scilly.

5.4.2. Should any emergency works be required The Council of the Isles of Scilly will be informed in writing within three working days following their occurrence.

5.4.3. The Principal Contractor will adopt a Delivery Management System (DMS). The system will be used by any company required to make a delivery or collection to / from the site. Wherever possible the contractor will schedule deliveries to avoid the network peaks.

5.4.4. Delivery scheduling will not be limited to receiving material deliveries into the site, but will be fully coordinated with all materials / vehicles leaving site. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate, off-loading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another.

5.4.5. This system will enable the Principal Contractor to manage the number, rate and frequency of all delivery collections. This will also enable the Principal Contractor to spread out deliveries across the proposed delivery period and manage numbers.

5.4.6. Offloading of construction deliveries will be carried out during the working hours of:

- 08:00 to 18:00 Monday to Sunday excluding network peaks.

5.4.7. All special deliveries e.g. delivery of prefabricated cabins – would be delivered to the site outside peak hours, therefore avoiding any unnecessary closures and minimising disruption to the public highway.

5.4.8. The Principal Contractor will consider various methods and tools to assist in supply chain management, such as:

- Reverse logistics: an enhanced delivery chain which allows for the return of unused goods to the source supplier; and,
- Demand smoothing: organising deliveries to site so that there are fewer peaks and fewer troughs.

5.5. Delivery consolidation

5.5.1. To reduce the impact of construction traffic during peak hours the Principal Contractor will implement measures such as consolidation of deliveries e.g. by selecting materials / goods from the same source, thus combining materials into one single delivery, as opposed to a number of vehicles delivering goods from different sources. The contractor will actively seek and investigate ways of consolidating deliveries to reduce the total number of vehicle deliveries to the Site.

5.6. Dust management

5.6.1. It is anticipated that the construction activities will generate dust during extended periods of dry weather. This dust will be suppressed by water bowsers damping down site entrance, access track and working areas, on an as required basis.

5.6.2. Materials will be prefabricated and pre-cut off-site where possible to minimise dust from cutting and grinding activities. It has not yet been fully determined how much off-site fabrication will be possible for the proposed development. This will be reviewed in detail post planning.

5.6.3. Other techniques adopted to control dust during the construction phase:

- The wheels and chassis of vehicles shall be cleansed by hand at the point of loading in order to avoid the spread of mud, debris and dust onto the public highway;
- Ensuring that vehicles leaving the site carrying debris or waste are properly covered and not overloaded;
- Cleaning the carriageway near the site entrance as required; and;
- In exceptional circumstances, areas of the access track may be scraped to remove silt build up.

5.7. Re-use of material on site

5.7.1. The Principal Contractor will be required to investigate opportunities to minimise waste arising at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of materials.

5.8. Smart procurement

5.8.1. The Principal Contractor will explore the use of local suppliers wherever possible to minimise the length of journeys associated with deliveries. Opportunities to source multiple materials from the same supplier will also be investigated to minimise the number of vehicles required.

5.9. Public information

5.9.1. Information on the movements of construction traffic and the project program will be provided to local residents and stakeholders to inform them of the progress of the project and the potential for any disruption associated with construction vehicle movements.

5.9.2. If required by The Council of the Isles of Scilly, the developer will produce a newsletter for distribution to properties along the most affected sections of the construction routes advising them of construction

traffic movements and the measures to be put in place to ensure the safe and efficient operation of the road network. The requirement of this measure will be discussed and agreed with the council prior to construction.

5.10. Wheel Cleaning

5.10.1. A wheel wash station will be implemented on site for use during the construction period. Wet wheel washing facilities often result in vehicles depositing water on to the highway for a notable distance after leaving site. This has the potential to cause additional hazards for road users, particularly in cold weather when there is an increased risk of freezing. In light of this it is proposed to use dry cleaning methods.

5.10.2. Construction vehicles which are required to enter the highway shall be hand cleaned at the on site wheel washing station once they have been unloaded / loaded to remove any material or debris spilled during these activities.

5.10.3. No additional cleaning measures are proposed between the wheel washing facility and the highway. However, a road brush shall be made available should cleansing of the highway be necessary as a consequence of construction operations. These measures shall ensure the requirements of the Highways Act can be met, particularly those relating to soil being deposited or removed from the highway. Should any mud or debris be carried out of the site, a professional road sweeping company will be appointed to keep the carriageway clear.

5.11. Road condition survey

5.11.1. A Road Condition Survey (RCS) of the proposed construction route, local to the site, will be undertaken. The RCS will identify points where the carriageway is currently in poor condition. The extent of the road conditions survey is identified on **Figure 5.1**.

Figure 5.1: Extent of road conditions survey

Source: © OpenStreetMap contributors with Pell Frischmann annotations

6. Implementing and monitoring

6.1. Introduction

6.1.1. This Chapter of the report describes the strategy for implementing, monitoring and updating of construction traffic management measures.

6.2. Implementing

6.2.1. The Principal Contractor will be responsible for implementing the CTMP and for ensuring that it is kept up to date as the construction progresses. They and their subcontractors will be required to adhere to agreements therein.

6.3. Vehicle safety

6.3.1. The Principal Contractor shall ensure that any HGVs associated with site construction shall carry a prominent sign or signs to warn cyclists of the dangers of passing the vehicle on the inside.

6.3.2. Any vehicle more than 3.5t must have side guards; close proximity sensors, rear cyclist warning signs, and if possible, Frensel lens or CCTV.

6.3.3. The contractor will require that any subcontractors operating vans, lorries or car-derived vans, comply with the safety clauses under which they are contracted. They will be made aware of the CTMP measures and the operational practices to which they should adhere.

6.4. Driver licence checks

6.4.1. The Principal Contractor shall ensure its drivers have a driving licence check with the DVLA before starting deliveries and that checks are repeated in line with either the following risk scale, or the contractor's risk scale, provided that the contractor's risk scale has been approved in writing by the authority within the last 12 months:

- 0 – 3 points on the driving licence – annual checks;
- 4 – 8 points on the driving licence – six-monthly checks;
- 9 – 11 points on the driving licence – quarterly checks; and,
- 12 or more points on the driving licence – monthly checks.

6.5. Collision reporting

6.5.1. The Principal Contractor shall provide the authority with an updated collision report on a quarterly basis and within five working days of a written request from the authority.

6.6. Monitoring

6.6.1. During the works, monitoring and reviews will be undertaken by the Principal Contractor that will include a general review of site activities and compliance with the plan. If conditions have changed or noncompliance is recorded this should be actioned within an agreed period depending upon the degree of variance.

6.7. Reporting

6.7.1. Monitoring reports for each aspect of construction will be produced bi-annually and made available to the local authorities.

6.8. Management

6.8.1. The construction traffic operations for the development will be monitored by the Principal Contractor and, if necessary, any further measures or required amendments can be made to the construction access arrangements to address issues that may arise.

7. Summary and conclusion

7.1. Summary

7.1.1. Pell Frischmann (PF) have been appointed by Trant Engineering Limited (TEL) to provide transport and highways consultancy services to support the proposed wastewater capital improvement project for the Isles of Scilly covering St Mary's, St Martins, St Agnes, Bryher and Tresco.

7.1.2. This transport report details the development proposals, in terms of site location, access, vehicle trip generation, and routing. This report also outlines the possible traffic management measures to be implemented during the construction phase of the compound to minimise disruption and to maintain road safety of pedestrians and other road users in the vicinity of the development site.

7.1.3. The key points highlighted by this CTMP can be summarised as follows:

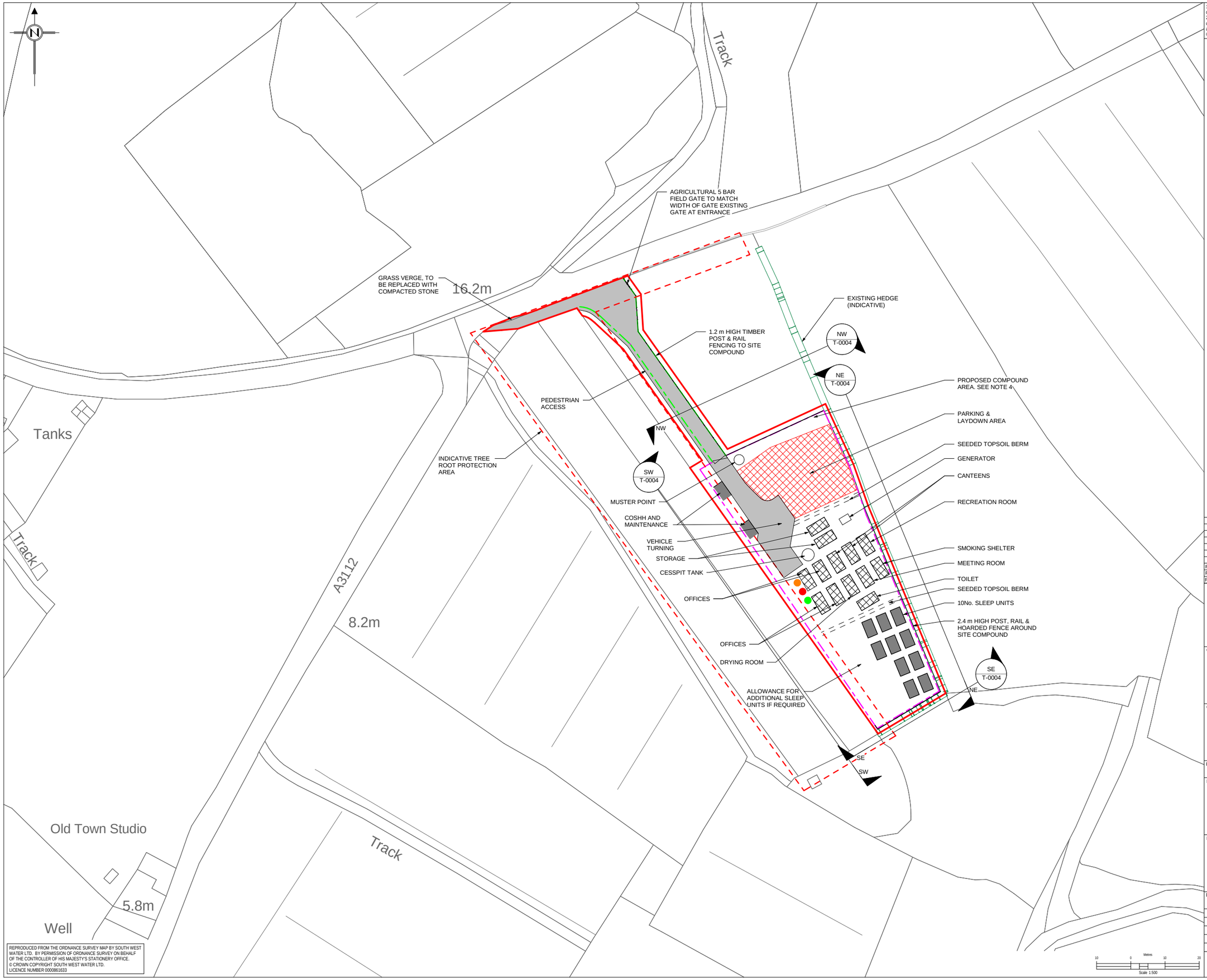
- Transportation of plant and materials to St Mary's will be via two landing locations and methods: Porthloo Beach or St Mary's Harbour;
- Appropriate vehicular access arrangements are proposed. These are supported by swept path analysis, which demonstrates that the largest vehicle anticipated to access the site, a 10.2m tipper truck, can successfully manoeuvre through the site access via Parting Carn Lane (the A3110) and through the existing field access in the north-west corner of the development parcel;
- During the construction of the compound, the development is anticipated to generate up to 6 vehicle movements (two-way) per day.
- The proposed vehicle access routes will need to be subject to a review, undertaken by those appointed haulage firms delivering, materials, equipment and plant prior to the construction phase to ensure that appropriately sized vehicles are used;
- There are currently no identified safety issues on the local highway network in the vicinity of the site; and,
- A number of measures are proposed, which are intended to reduce the impacts of the proposals in terms of construction traffic, on the local highway network.

7.2. Conclusion

7.2.1. Development on an island setting presents a unique situation that has required careful consideration in terms of material / vehicle transportation during the compound's construction.

7.2.2. This report demonstrates that the proposals can be safely accommodated and managed to ensure that there are no significant impacts on the local highway network.

Appendix A – Site layout plan



NOTES

1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN MILLIMETRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE SURVEY DATUM (NEWLYN).
2. DO NOT SCALE FROM THE DRAWING.
3. COMPOUND AREA LIGHTING TO BE LOW LEVEL AND MINIMAL DUE TO DARK SKIES STATUS.
4. PROPOSED COMPOUND AREA (3200m², EXCLUDING ACCESS TRACK)

LEGEND

- ACCESS ROAD (STONE SURFACE. WHERE TREE ROOT PROTECTION IS REQUIRED A NO-DIG, RAISED ACCESS TRACK WITH STONE FINISH OR SIMILAR IS PROPOSED)
- PARKING & LAYDOWN AREA (TOPSOIL STRIPPED, STONE SURFACE)
- FIRE EXTINGUISHER POINT
- FIRE POINT
- FIRST AID POINT
- COMPOUND FENCING
- ACCESS ROAD FENCING
- INDICATIVE TREE ROOT PROTECTION AREA
- DEVELOPMENT SUBJECT TO A PLANNING APPLICATION (3900 m²)

UNIT SIZES

- 4.9m x 3m 16' x 10'
- 6m x 3m 20' x 10'

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	FENCE AND HOARDING AMENDED	IC	KT	RN	LJW	05.10.23
P01	FOR INFORMATION	IC	KT	LJW	LJW	06.09.23

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Email: pfexeter@pellfrischmann.com
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Client: South West Water

Contractor: TRANT
TRANT Engineering Ltd.
Head Office: Rushington House, Rushington, Southampton SO40 9LT
Telephone: (023) 8066 5544
E-Mail: Engineering@trant.co.uk
www.trant.co.uk

Project Status: OUTLINE DESIGN

Project: ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME

Drawing Title: ST MARY'S - WELFARE COMPOUND - PROPOSED SITE LAYOUT - PLANNING DRAWING

Drawing Status: FOR REVIEW AND COMMENT

	Name	Date
Drawn	I. CERDAN	05.10.23
Designed	K. THORNE	05.10.23
Eng Chk	R. NEWELL	05.10.23
Approved	L. WARDELL	05.10.23

Status Code: S3
Scale: 1:500
Revision: P02

Drawing No.: 107780-PEF-XX-500-D.DR-T-0003

Appendix B – Construction routes vehicle swept path analysis

See drawing 107780-PEF-XX-500-D.DR-H-0011

See drawing 107780-PEF-XX-500-D.DR-H-0010

See drawing 107780-PEF-XX-500-D.DR-H-0009

See drawing 107780-PEF-XX-500-D.DR-H-0008

See drawing 107780-PEF-XX-500-D.DR-H-0015

See drawing 107780-PEF-XX-500-D.DR-H-0007

See drawing 107780-PEF-XX-500-D.DR-H-0012

See drawing 107780-PEF-XX-500-D.DR-H-0013

See drawing 107780-PEF-XX-500-D.DR-H-0006

See drawing 107780-PEF-XX-500-D.DR-H-0005

See drawing 107780-PEF-XX-500-D.DR-H-0004

See drawing 107780-PEF-XX-500-D.DR-H-0003

See drawing 107780-PEF-XX-500-D.DR-H-0002

NOTES:

1. THE VEHICLE ROUTE APPRAISAL CONSIDERED WITHIN THIS DRAWING IS BASED ON A DESKTOP APPRAISAL ONLY INCLUDING REVIEW OF GOOGLE SATELLITE IMAGERY DATED 07.10.2022 AND REVIEWED IN OCTOBER 2023. THIS PROVIDES AN APPRAISAL OF A SINGLE POINT IN TIME THEREFORE THE LOCATIONS PERMITTING VEHICLE PARKING, VEHICLE LOADING AND THE LOCATION OF POTENTIAL OBSTRUCTIONS TO CONSTRUCTION TRAFFIC (STREET FURNITURE FOR EXAMPLE) MAY EXTEND BEYOND THOSE IDENTIFIED IN THIS DRAWING.

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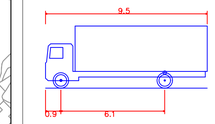
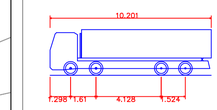


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	FIRST ISSUE	GR	PW	LC	OCT 2023

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www.pellfrischmann.com

Client

Trant Engineering Ltd

Project

Isles of Scilly
Plant & WTW

Drawing Title

Vehicle Tracking
Construction Vehicle Routes
Overview Plan

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale 1:2500 @ A1

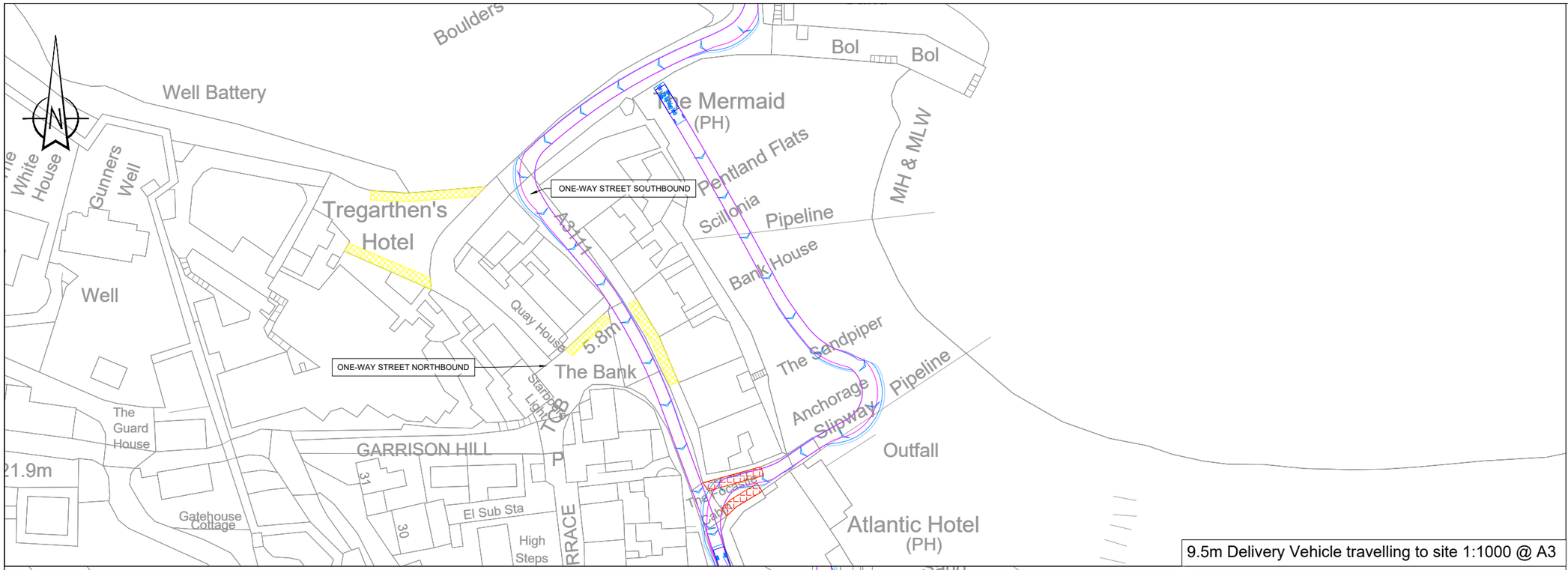
File No. 107780-PEF-XX-500-D.DR-H-0001.dwg

Drawing Status FOR INFORMATION

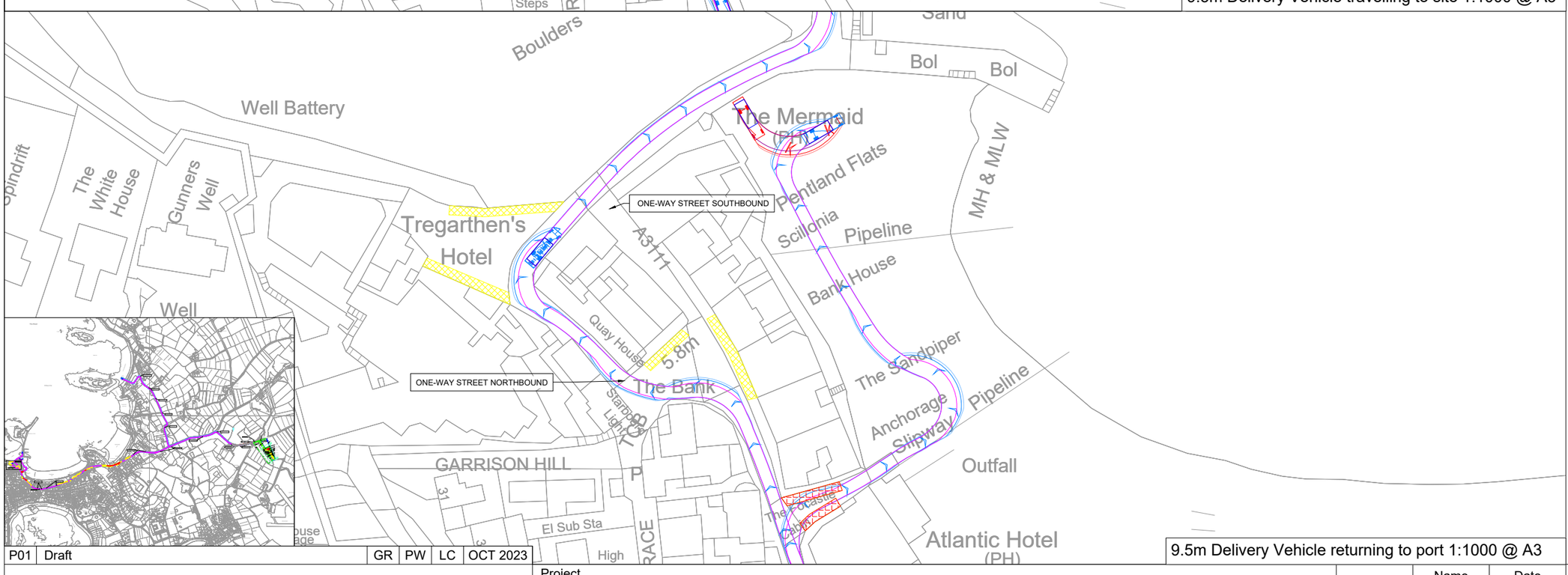
Drawing No. 107780-PEF-XX-500-D.DR-H-0001

Revision P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0001.dwg Plotted on 10/10/23 at 14:28 by PWeatherhead



9.5m Delivery Vehicle travelling to site 1:1000 @ A3



9.5m Delivery Vehicle returning to port 1:1000 @ A3

NOTES

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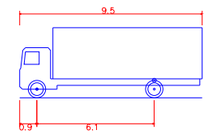
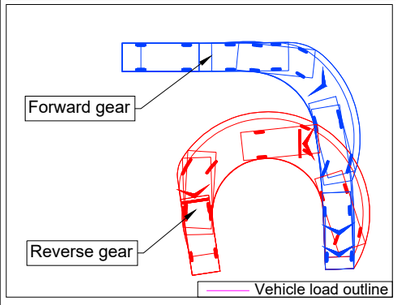


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

Pell Frischmann

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Project

Isles of Scilly Plants & WTW

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0002.dwg

Drawing Status: Working Draft

Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Mermaid Slip / The Bank

Drawing No.: 107780-PEF-XX-500-D.DR-H-0002

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0002.dwg Plotted on 10/10/23 at 14:34 by PWeatherhead

NARROW SECTION OF CARRIAGEWAY. BANKSMAN REQUIRED. USE OF SUPPORT VEHICLE TO ALERT ROAD USERS TO PRESENCE OF ONCOMING VEHICLE TO BE CONSIDERED

NARROW SECTION OF CARRIAGEWAY WITH ONE-WAY OPERATION. USE OF SUPPORT VEHICLE TO ALERT ROAD USERS TO PRESENCE OF ONCOMING VEHICLE TO BE CONSIDERED

ON SITE MEASUREMENT CONFIRMS KERB TO KERB ROAD WIDTH OF 2.51M AT PINCH POINT

9.5m Delivery Vehicle travelling to site 1:1000 @ A3

9.5m Delivery Vehicle returning to port 1:1000 @ A3

NOTES

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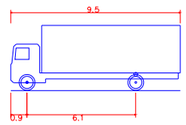

9.5m x 2.5m Rigid Delivery Vehicle	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
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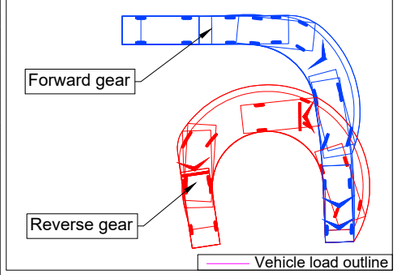

KEY

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P01	Draft	GR	PW	LC	OCT 2023

Pell Frischmann

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www.pellfrischmann.com

Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Hugh Street / Lower Strand

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0003.dwg

Drawing Status: Working Draft

Drawing No.: 107780-PEF-XX-500-D.DR-H-003

Revision: P01

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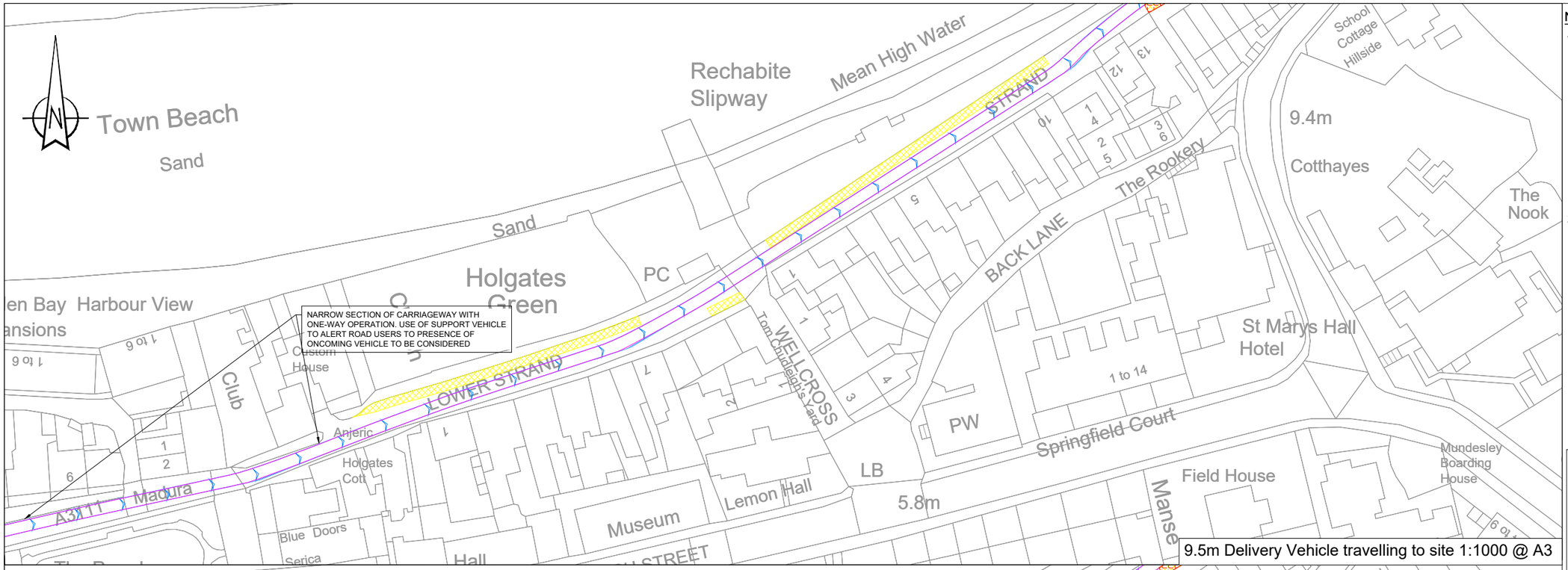

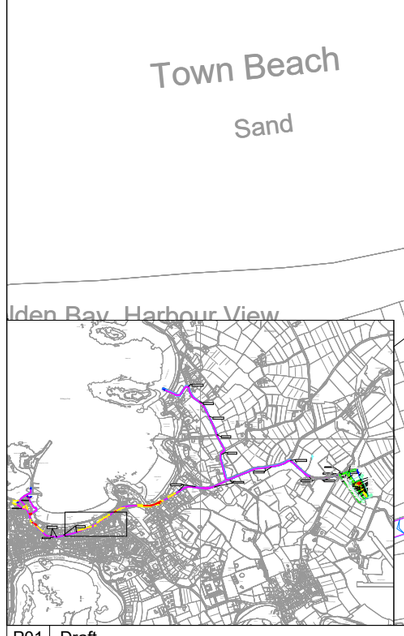

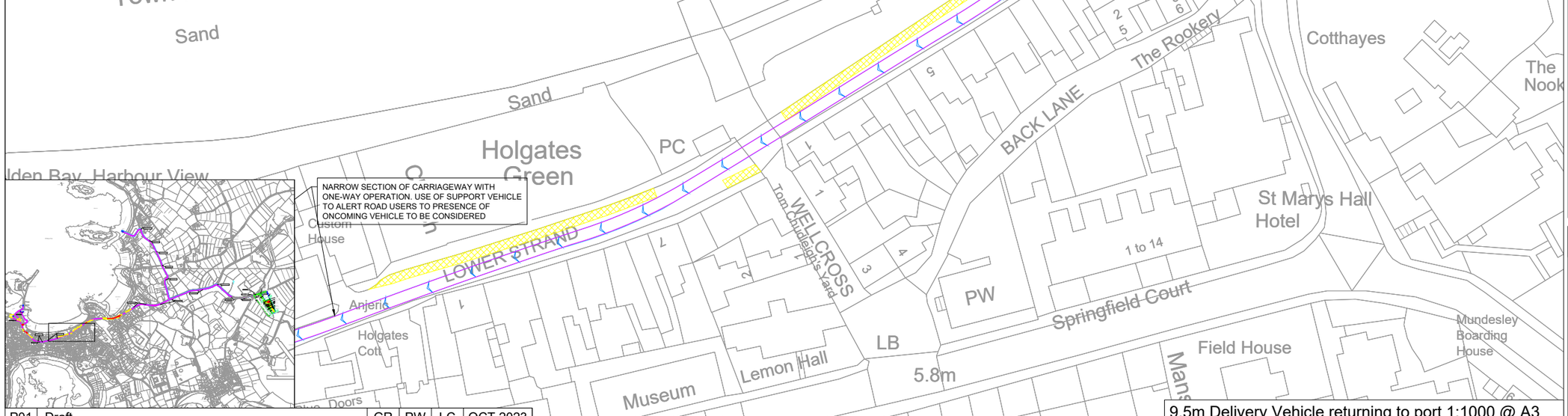

NOTES

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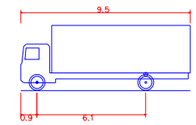
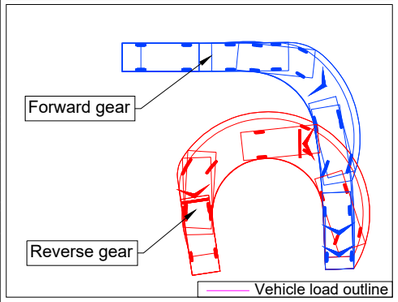


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

Pell Frischmann

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www.pellfrischmann.com

Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Higher Strand

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0004.dwg

Drawing Status: Working Draft

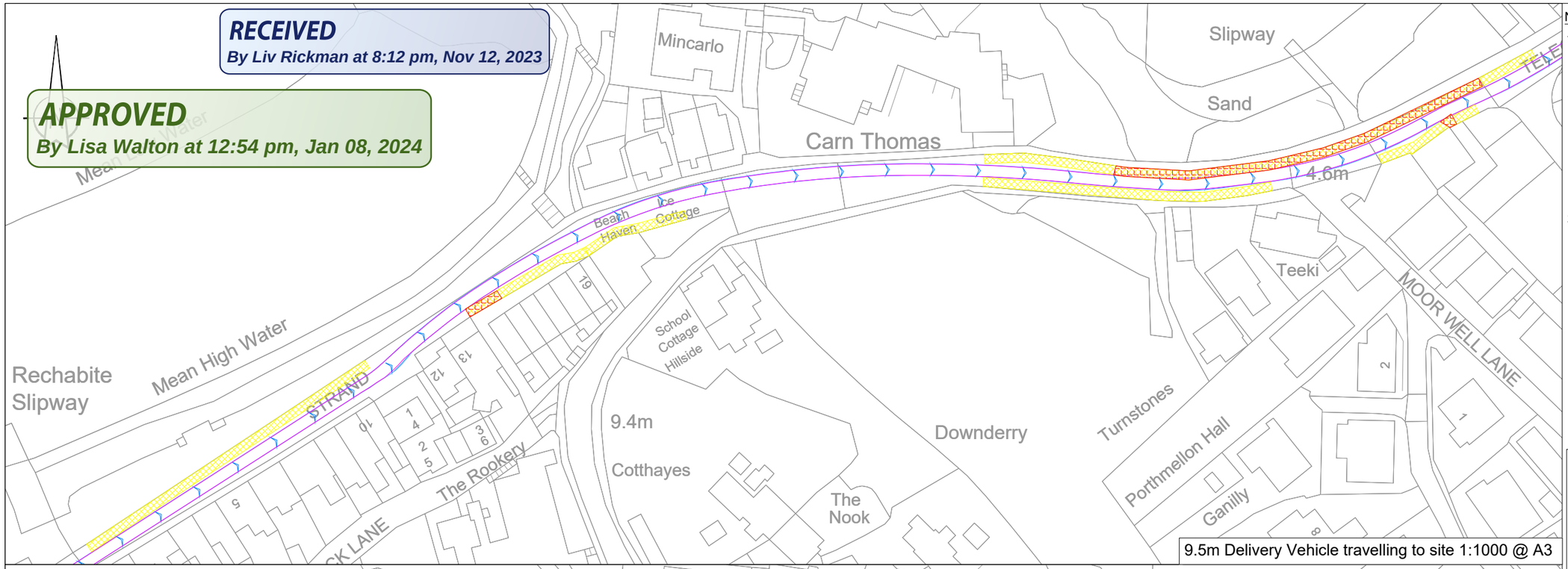
Drawing No.: 107780-PEF-XX-500-D.DR-H-0004

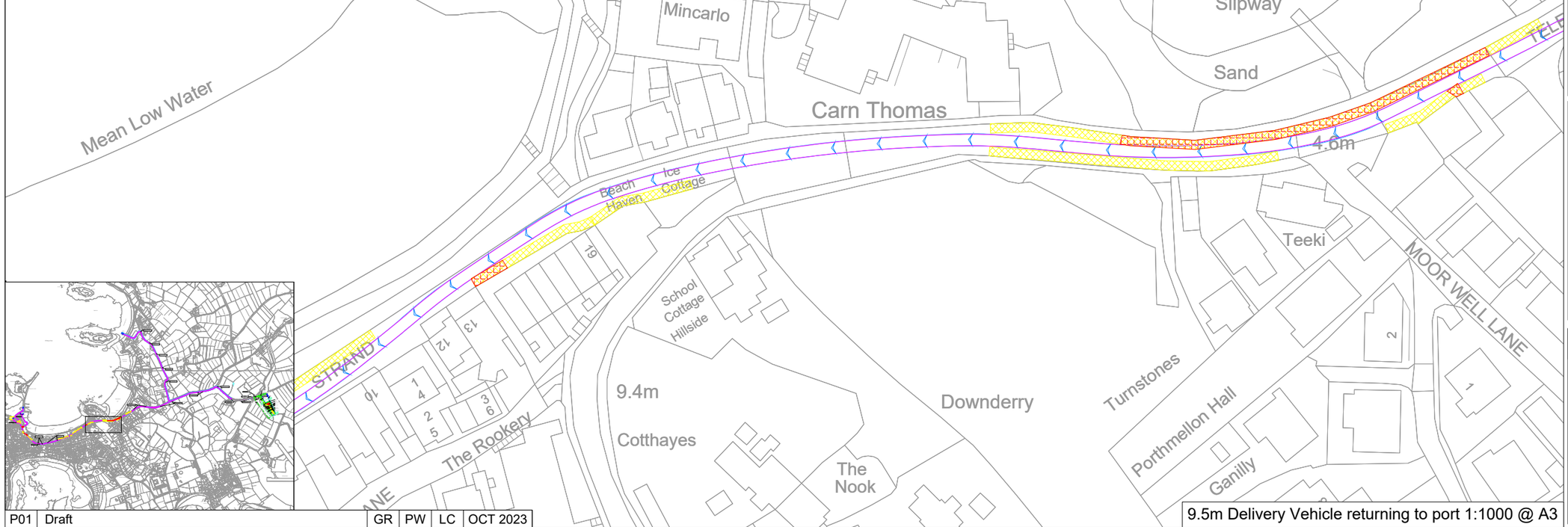
Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0004.dwg Plotted on 10/10/23 at 14:35 by PWeatherhead

RECEIVED
By Liv Rickman at 8:12 pm, Nov 12, 2023

APPROVED
By Lisa Walton at 12:54 pm, Jan 08, 2024





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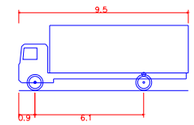

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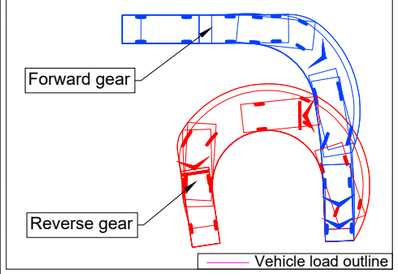

KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

Pell Frischmann

BURRATOR HOUSE, PENINSULA PARK, EXETER, EX2 7NT

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Email: pfEXETER@pellfrischmann.com
www.pellfrischmann.com

Project: Isles of Scilly Plants & WTW

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0005.dwg

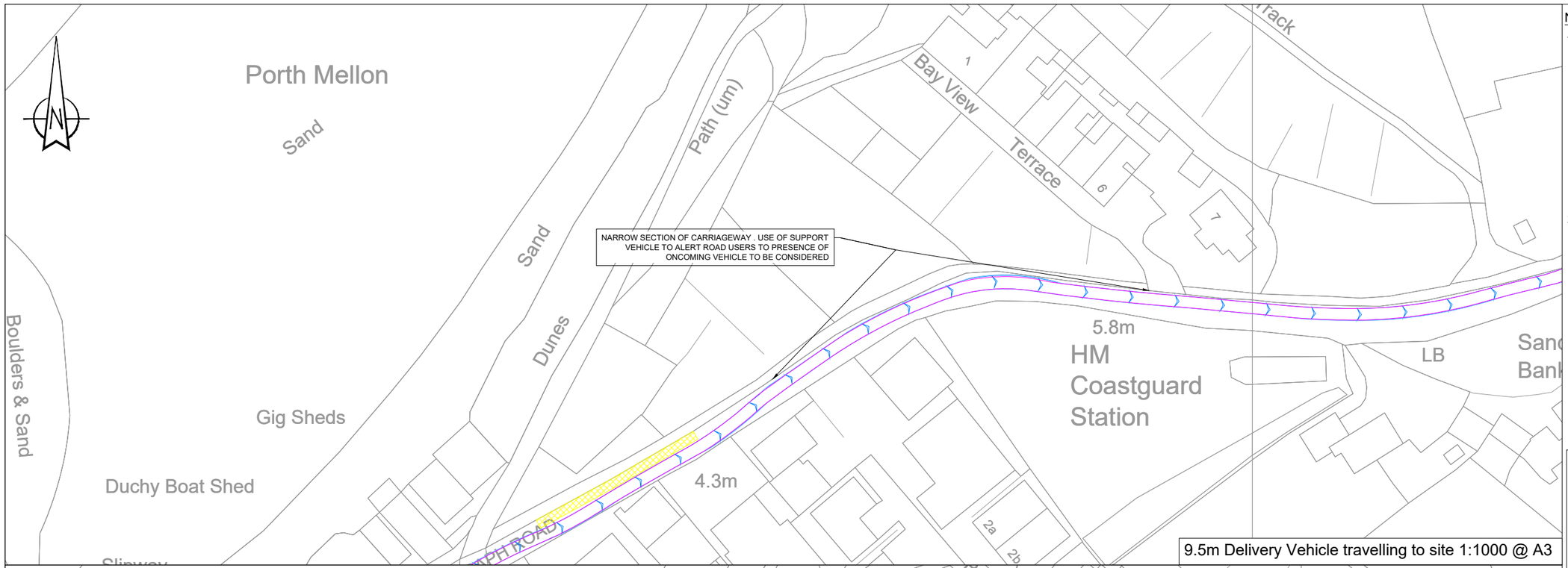
Drawing Status: Working Draft

Drawing Title: Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Carn Thomas

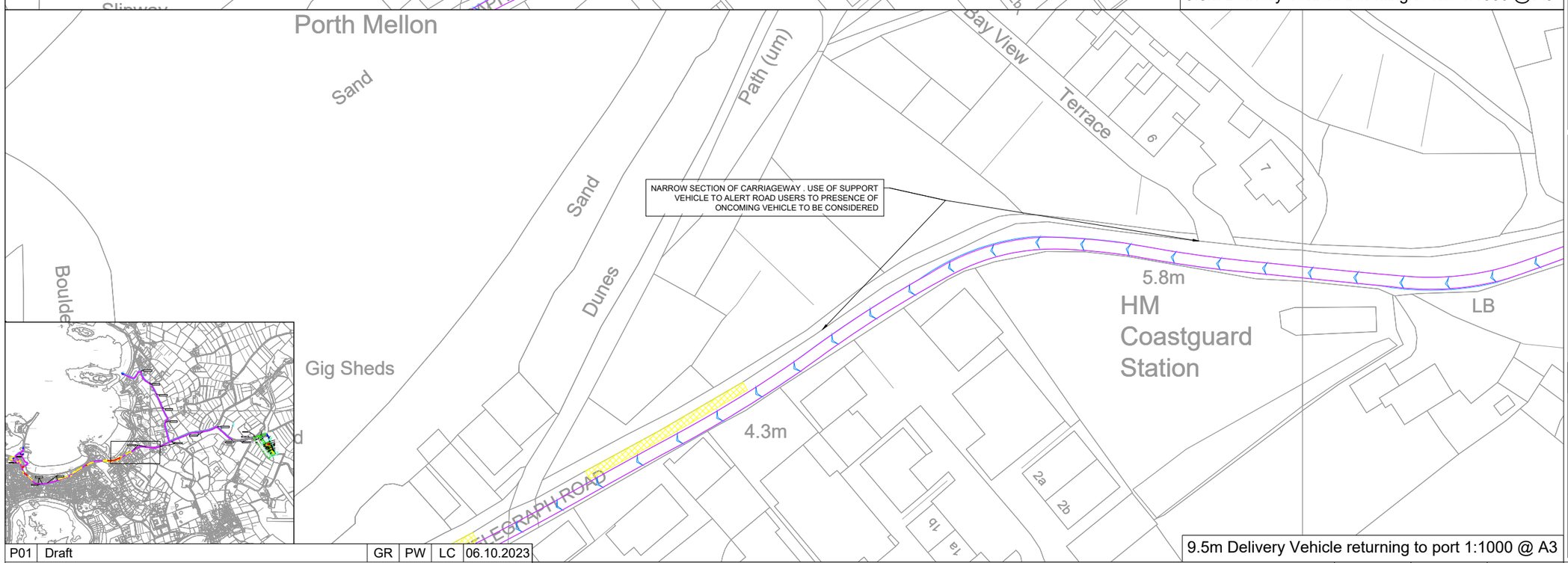
Drawing No.: 107780-PEF-XX-500-D.DR-H-0005

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0005.dwg Plotted on 10/10/23 at 14:36 by PWeatherhead



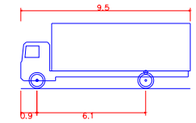
9.5m Delivery Vehicle travelling to site 1:1000 @ A3



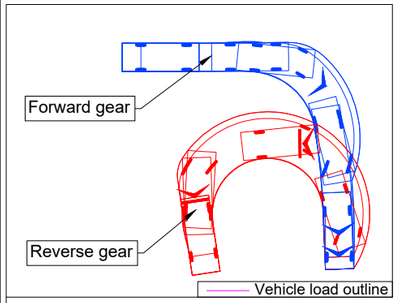
9.5m Delivery Vehicle returning to port 1:1000 @ A3

NOTES

1. THE VEHICLE ROUTE APPRAISAL CONSIDERED WITHIN THIS DRAWING IS BASED ON A DESKTOP APPRAISAL ONLY INCLUDING REVIEW OF GOOGLE SATELLITE IMAGERY DATED 07.10.2022 AND REVIEWED IN OCTOBER 2023. THIS PROVIDES AN APPRAISAL OF A SINGLE POINT IN TIME THEREFORE THE LOCATIONS PERMITTING VEHICLE PARKING, VEHICLE LOADING AND THE LOCATION OF POTENTIAL OBSTRUCTIONS TO CONSTRUCTION TRAFFIC (STREET FURNITURE FOR EXAMPLE) MAY EXTEND BEYOND THOSE IDENTIFIED IN THIS DRAWING.
2. PRIOR TO THE TRANSPORTING OF MATERIALS ASSOCIATED WITH THE CONSTRUCTION OF THE COMPOUND AND FUTURE WASTEWATER CAPITAL IMPROVEMENT PROJECTS FOR THE ISLES OF SCILLY A FULL REVIEW OF THE HAULAGE ROUTE WILL NEED TO BE COMPLETED ON THE GROUND. THE CONTRACTORS RESPONSIBLE FOR THE MOVEMENT OF VEHICLES AND MATERIALS WILL NEED TO BE SATISFIED THAT THE ROUTE IS ADEQUATE TO ACCOMMODATE THE RELEVANT VEHICLE AND THAT WHERE INTERVENTIONS / MANAGEMENT ARE REQUIRED THAT THIS IS AGREED WITH THE ISLES OF SCILLY COUNCIL PRIOR TO THE MOVEMENT OF CONSTRUCTION VEHICLES OR ANY CONSTRUCTION WORK COMMENCING.



9.5m x 2.5m Rigid Delivery Vehicle	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	06.10.2023

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Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Carn Thomas / Telegraph Road

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

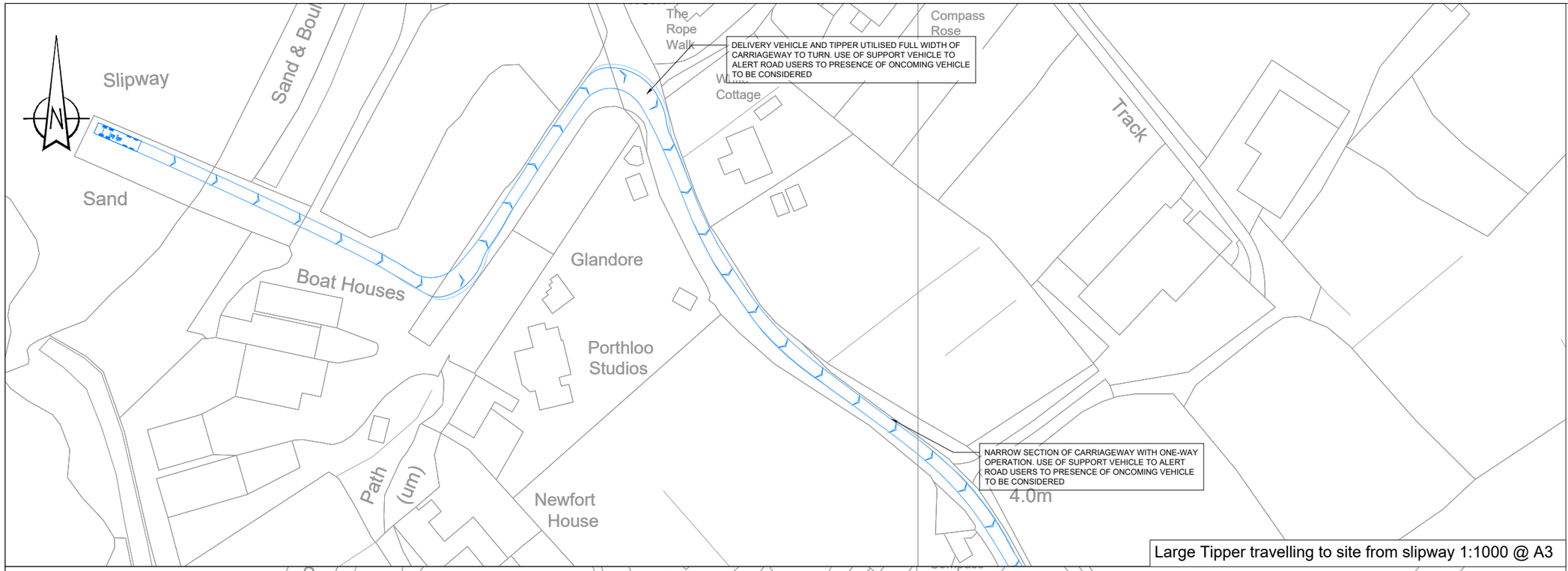
File No.: 107780-PEF-XX-500-D.DR-H-0006.dwg

Drawing Status: Working Draft

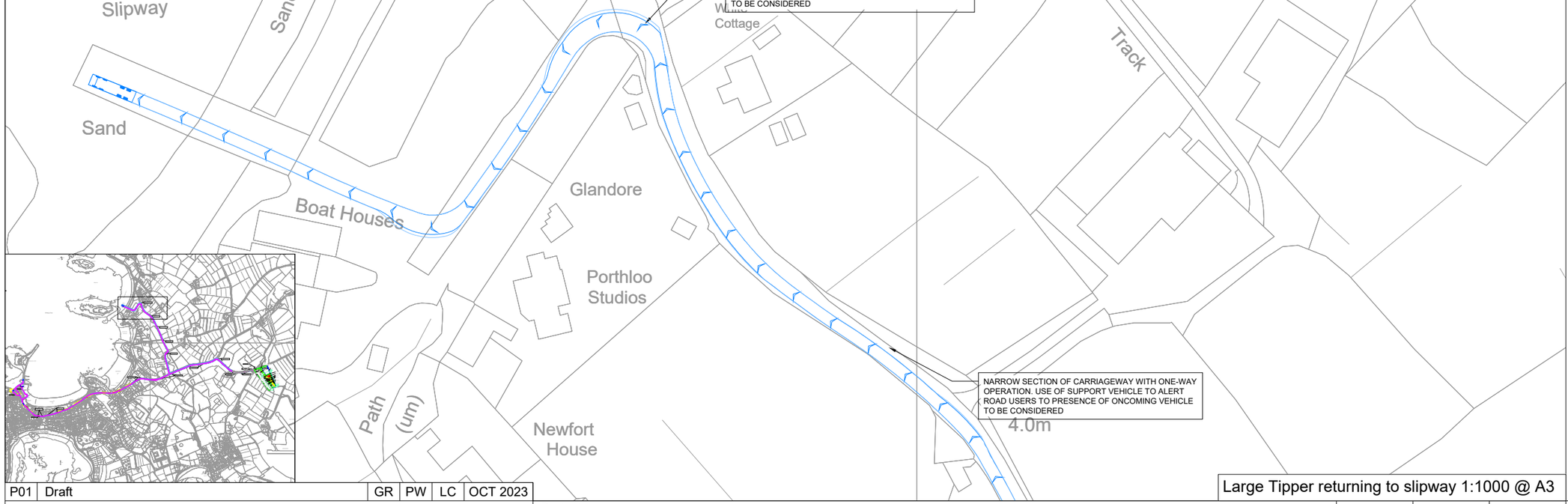
Drawing No.: 107780-PEF-XX-500-D.DR-H-0006

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0006.dwg Plotted on 10/10/23 at 14:37 by PWeatherhead



Large Tipper travelling to site from slipway 1:1000 @ A3



Large Tipper returning to slipway 1:1000 @ A3

NOTES

1. THE VEHICLE ROUTE APPRAISAL CONSIDERED WITHIN THIS DRAWING IS BASED ON A DESKTOP APPRAISAL ONLY INCLUDING REVIEW OF GOOGLE SATELLITE IMAGERY DATED 07.10.2022 AND REVIEWED IN OCTOBER 2023. THIS PROVIDES AN APPRAISAL OF A SINGLE POINT IN TIME THEREFORE THE LOCATIONS PERMITTING VEHICLE PARKING, VEHICLE LOADING AND THE LOCATION OF POTENTIAL OBSTRUCTIONS TO CONSTRUCTION TRAFFIC (STREET FURNITURE FOR EXAMPLE) MAY EXTEND BEYOND THOSE IDENTIFIED IN THIS DRAWING.
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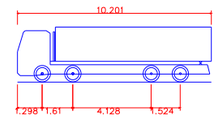
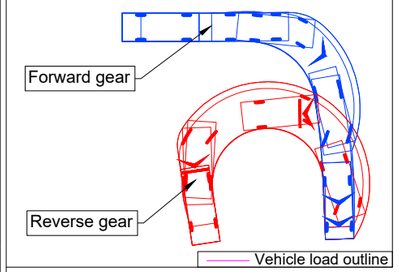


Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



KEY

	On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.
	On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

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Project

Isles of Scilly Plants & WTW

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0011.dwg

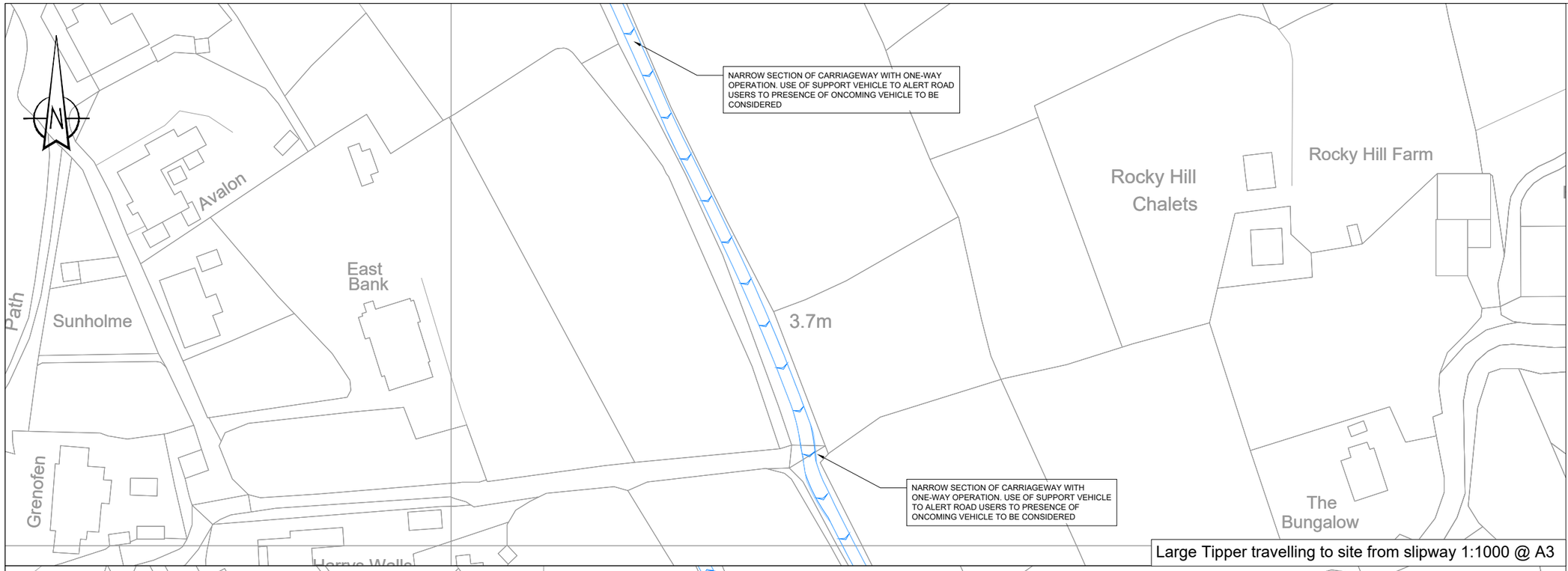
Drawing Status: Working Draft

Drawing Title

Swept Path Analysis - Large Tipper
Porth Loo Lane / Port

Drawing No.: 107780-PEF-XX-500-D.DR-H-0011

Revision: P01



Large Tipper travelling to site from slipway 1:1000 @ A3

Large Tipper returning to slipway 1:1000 @ A3

NOTES

1. THE VEHICLE ROUTE APPRAISAL CONSIDERED WITHIN THIS DRAWING IS BASED ON A DESKTOP APPRAISAL ONLY INCLUDING REVIEW OF GOOGLE SATELLITE IMAGERY DATED 07.10.2022 AND REVIEWED IN OCTOBER 2023. THIS PROVIDES AN APPRAISAL OF A SINGLE POINT IN TIME THEREFORE THE LOCATIONS PERMITTING VEHICLE PARKING, VEHICLE LOADING AND THE LOCATION OF POTENTIAL OBSTRUCTIONS TO CONSTRUCTION TRAFFIC (STREET FURNITURE FOR EXAMPLE) MAY EXTEND BEYOND THOSE IDENTIFIED IN THIS DRAWING.
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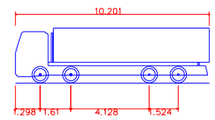
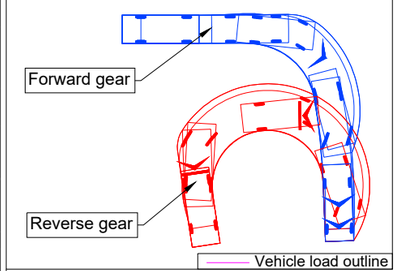


Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

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Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - Large Tipper
Porth Loo Lane (South)

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

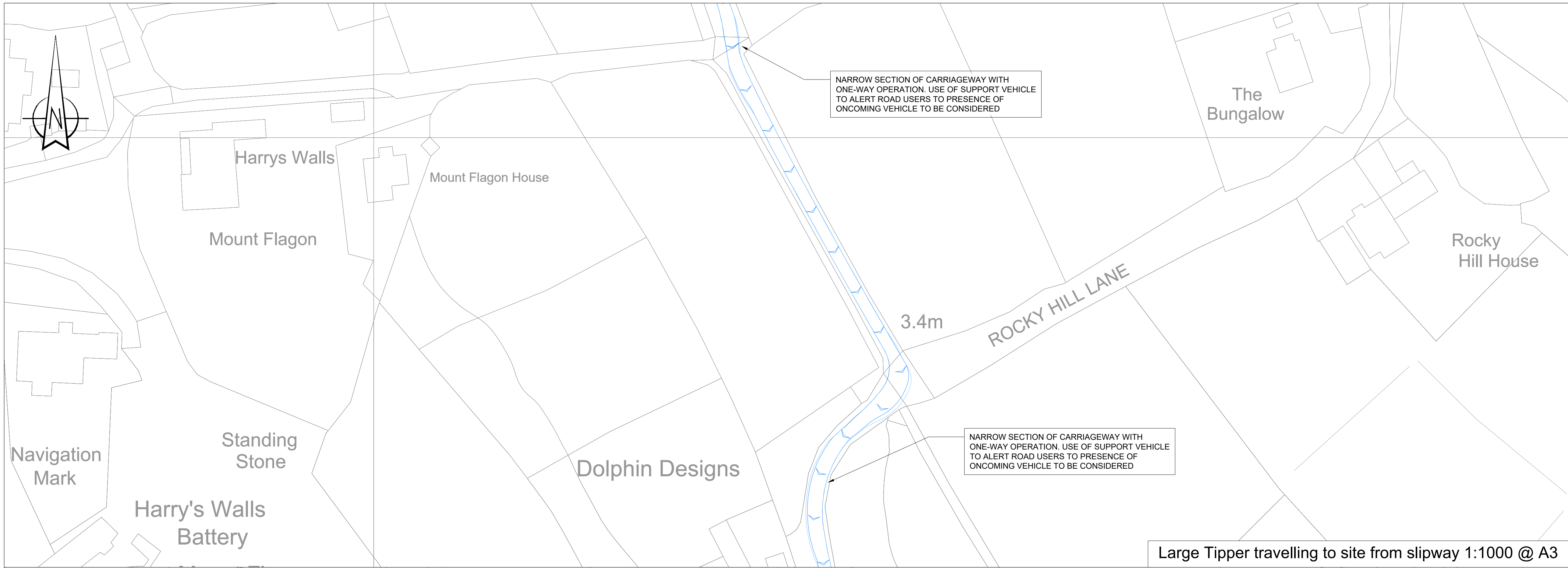
File No.: 107780-PEF-XX-500-D.DR-H-0010.dwg

Drawing Status: Working Draft

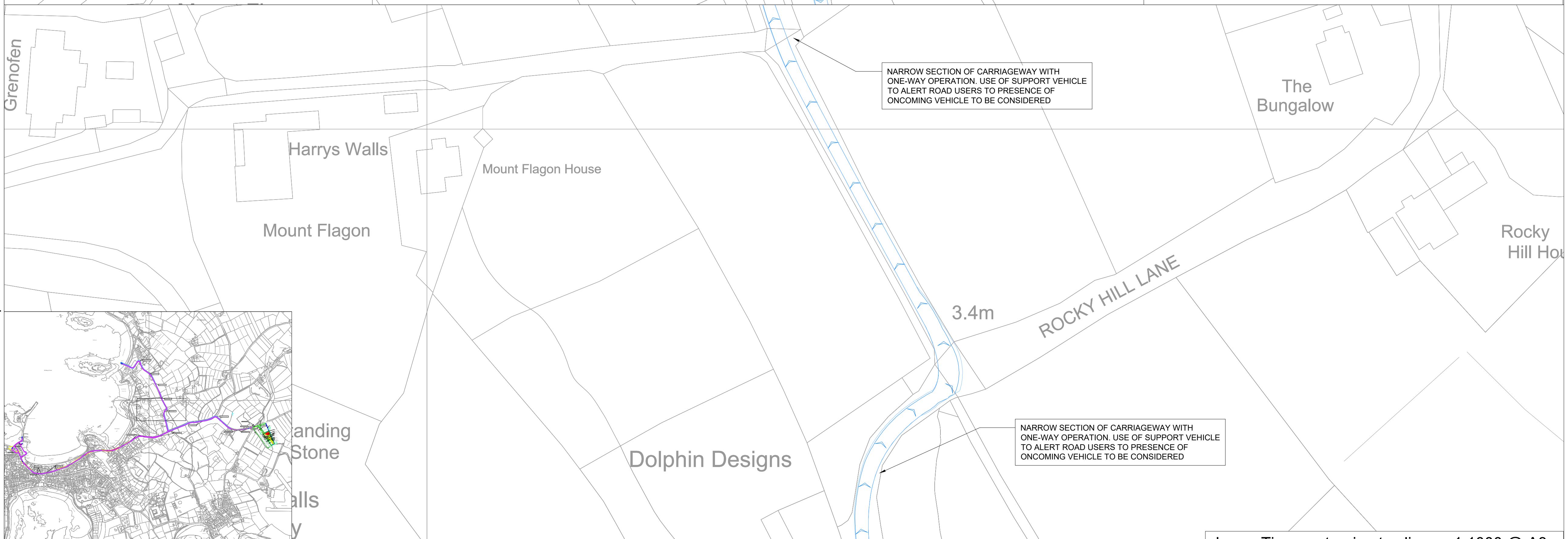
Drawing No.: 107780-PEF-XX-500-D.DR-H-0010

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0010.dwg Plotted on 10/10/23 at 14:44 by PWeatherhead



Large Tipper travelling to site from slipway 1:1000 @ A3



Large Tipper returning to slipway 1:1000 @ A3

P01	Draft	GR	PW	LC	OCT 2023

NOTES

1. THE VEHICLE ROUTE APPRAISAL CONSIDERED WITHIN THIS DRAWING IS BASED ON A DESKTOP APPRAISAL ONLY INCLUDING REVIEW OF GOOGLE SATELLITE IMAGERY DATED 07.10.2022 AND REVIEWED IN OCTOBER 2023. THIS PROVIDES AN APPRAISAL OF A SINGLE POINT IN TIME THEREFORE THE LOCATIONS PERMITTING VEHICLE PARKING, VEHICLE LOADING AND THE LOCATION OF POTENTIAL OBSTRUCTIONS TO CONSTRUCTION TRAFFIC (STREET FURNITURE FOR EXAMPLE) MAY EXTEND BEYOND THOSE IDENTIFIED IN THIS DRAWING.
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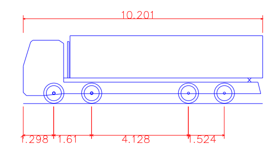
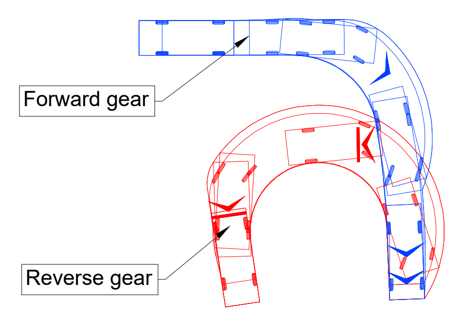


Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



KEY

(yellow hatch)	On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.
(red hatch)	On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

Pell Frischmann

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Project: Isles of Scilly Plants & WTW

Drawing Title: Swept Path Analysis - Large Tipper Porth Loo Lane (North)

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

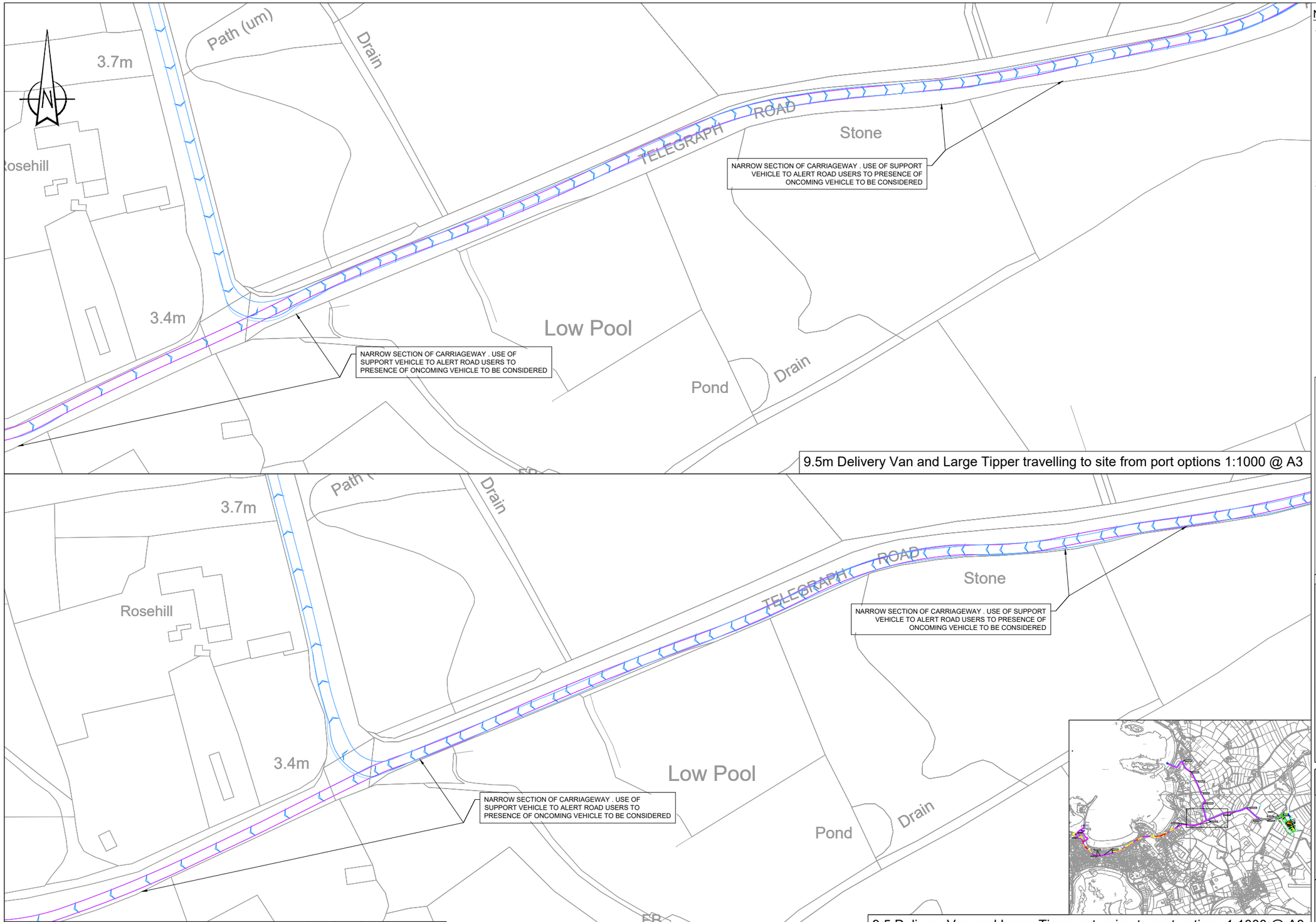
Drawing No. 107780-PEF-XX-500-D.DR-H-0009

Revision P01

Scale: As Shown

File No. 107780-PEF-XX-500-D.DR-H-0009.dwg

Drawing Status: Working Draft



NOTES

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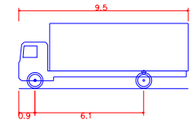
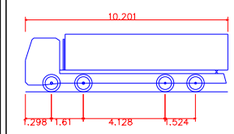


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



Large Tipper

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

Pell Frischmann

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www.pellfrischmann.com

Project

Isles of Scilly Plants & WTW

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0007.dwg

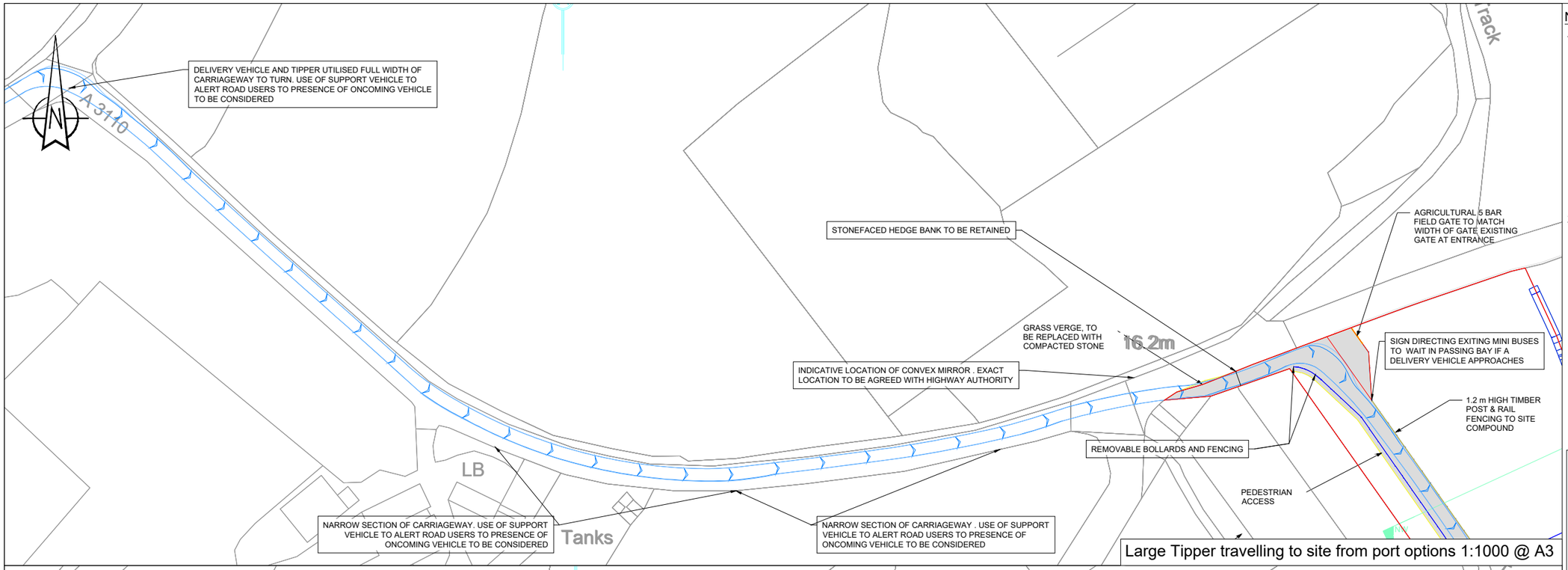
Drawing Status: Working Draft

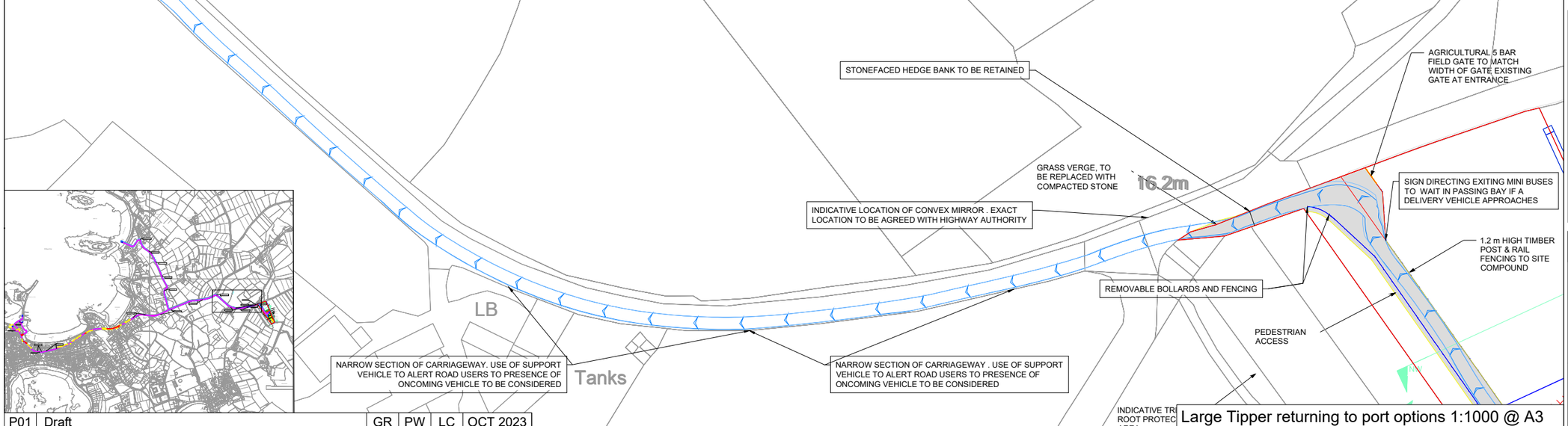
Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle and Large Tipper
Telegraph Road / Porth Loo Lane Junction

Drawing No.: 107780-PEF-XX-500-D.DR-H-0007

Revision: P01





NOTES

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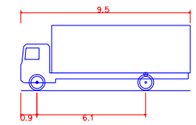
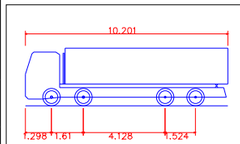


9.5m x 2.5m Rigid Delivery Vehicle	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.990m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

Pell Frischmann

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www.pellfrischmann.com

Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - Large Tipper
Parting Carn Lane / Site Entrance

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

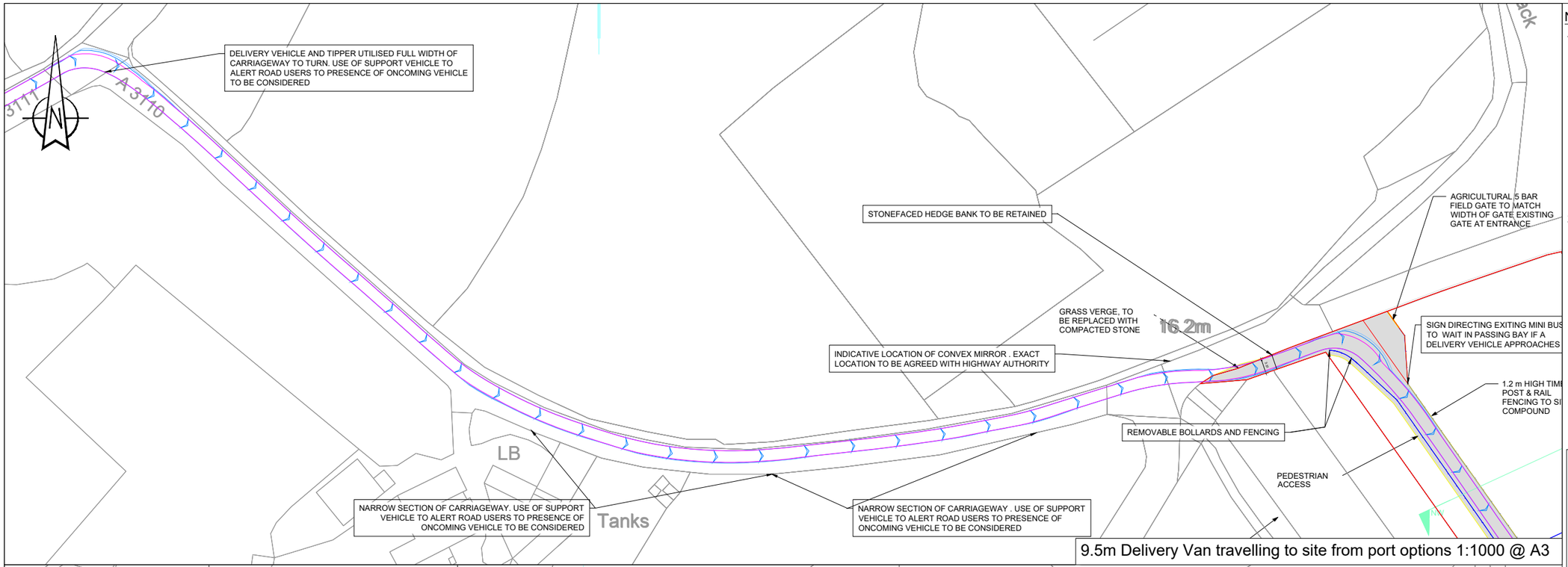
File No.: 107780-PEF-XX-500-D.DR-H-0008.dwg

Drawing Status: Working Draft

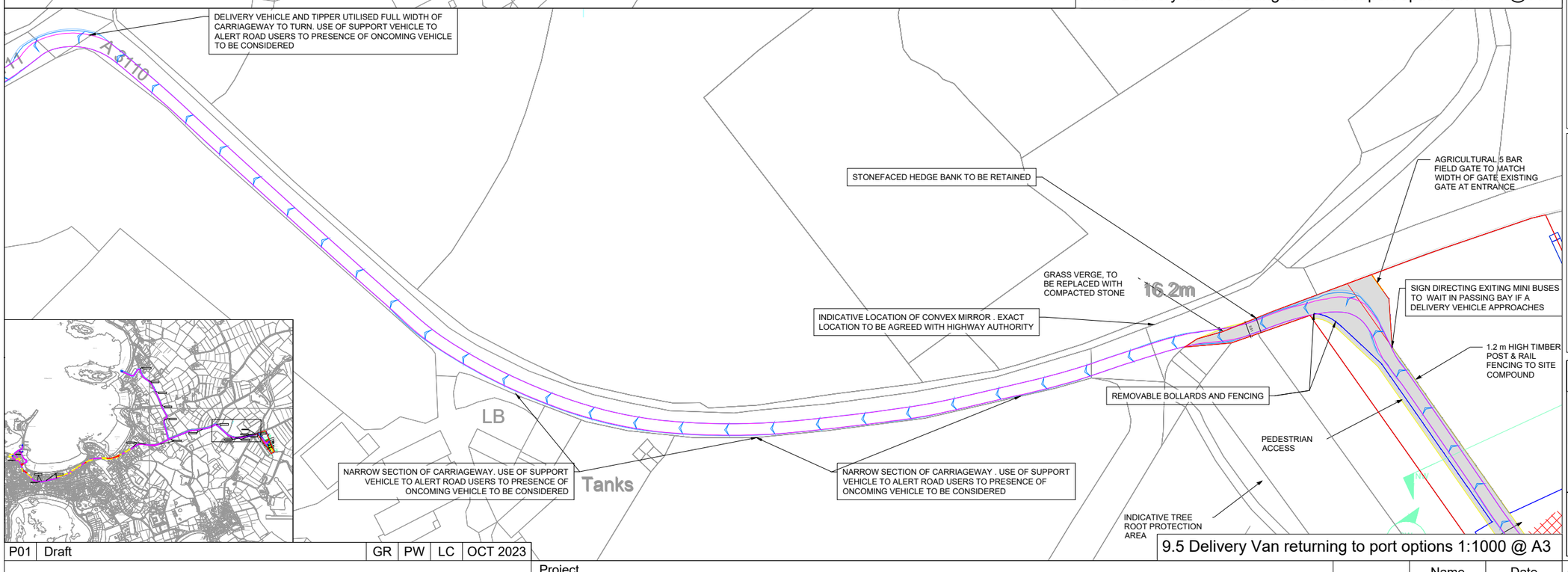
Drawing No.: 107780-PEF-XX-500-D.DR-H-0008

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0008.dwg Plotted on 10/10/23 at 14:41 by PWeatherhead



9.5m Delivery Van travelling to site from port options 1:1000 @ A3



9.5 Delivery Van returning to port options 1:1000 @ A3

NOTES

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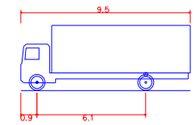
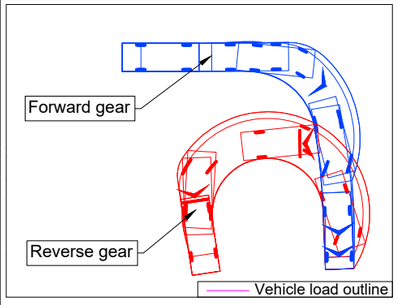


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR / PW / LC	OCT 2023

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Project: Isles of Scilly Plants & WTW

Drawing Title: Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Parting Carn Lane / Site Entrance

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0015.dwg

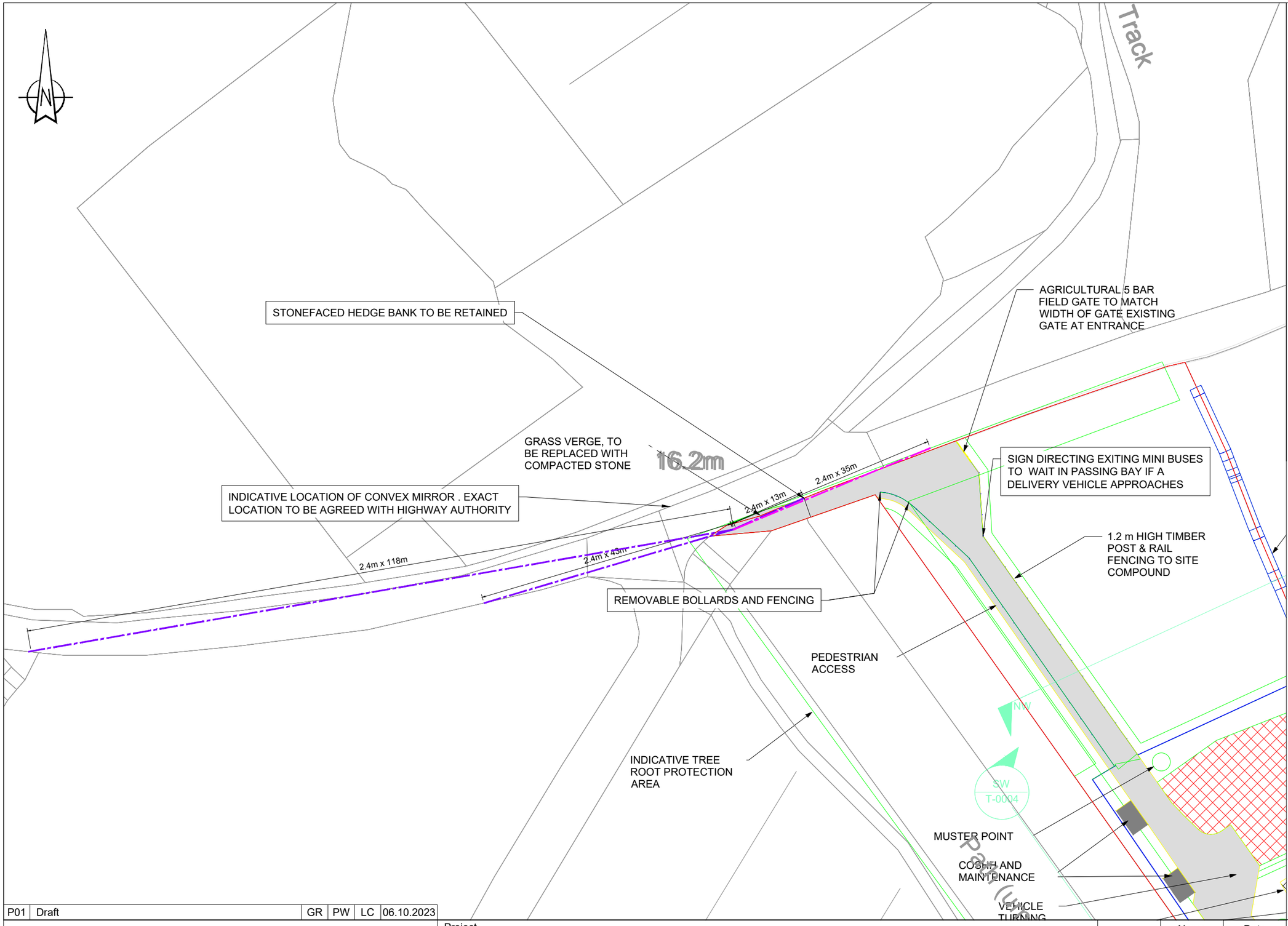
Drawing Status: Working Draft

Drawing No.: 107780-PEF-XX-500-D.DR-H-0015

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0015.dwg Plotted on 10/10/23 at 14:51 by PWeatherhead

Appendix C – Site access visibility splay analysis



NOTES

KEY	
	VISIBILITY SPLAY
	VISIBILITY SPLAY BASED ON ELEVATED VEHICLE CAB HEIGHT

P01	Draft	GR	PW	LC	06.10.2023

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Project

Isles of Scilly Plants & WTW

Drawing Title

Visibility Splay Analysis
Site Entrance

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: 1:500 @ A3

File No.: 107780-PEF-XX-500-D.DR-H-0014.dwg

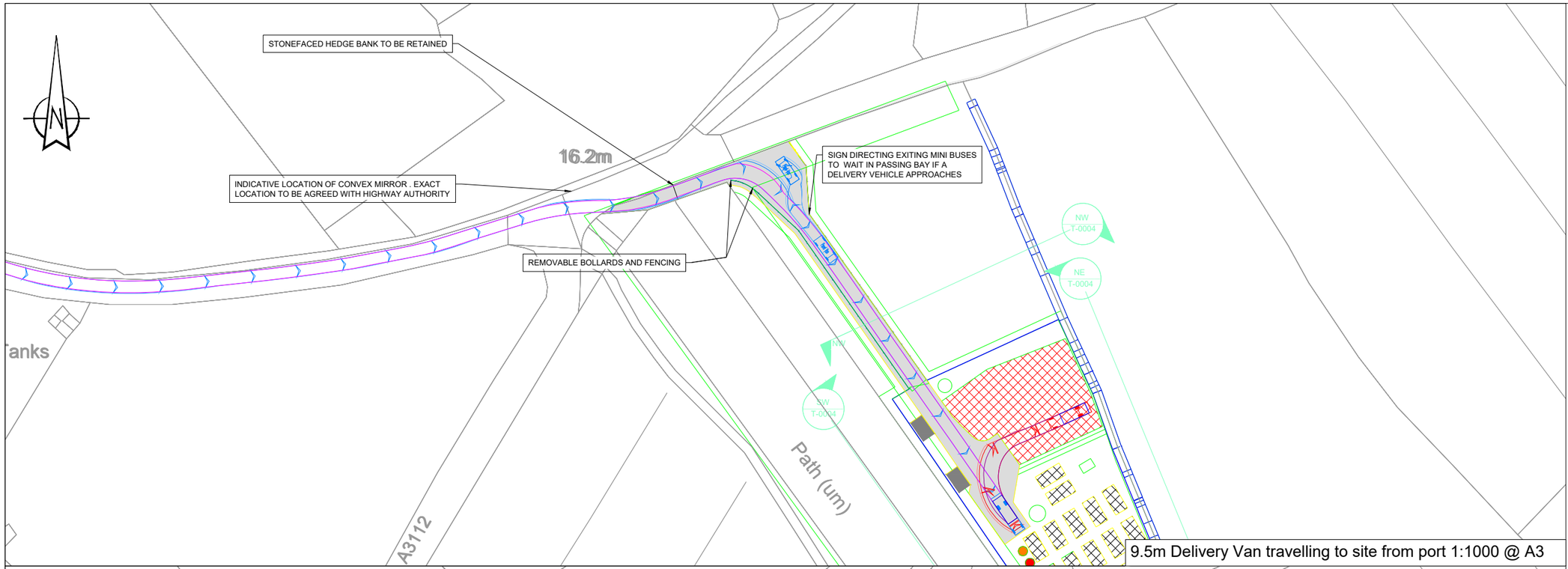
Drawing Status: For Information

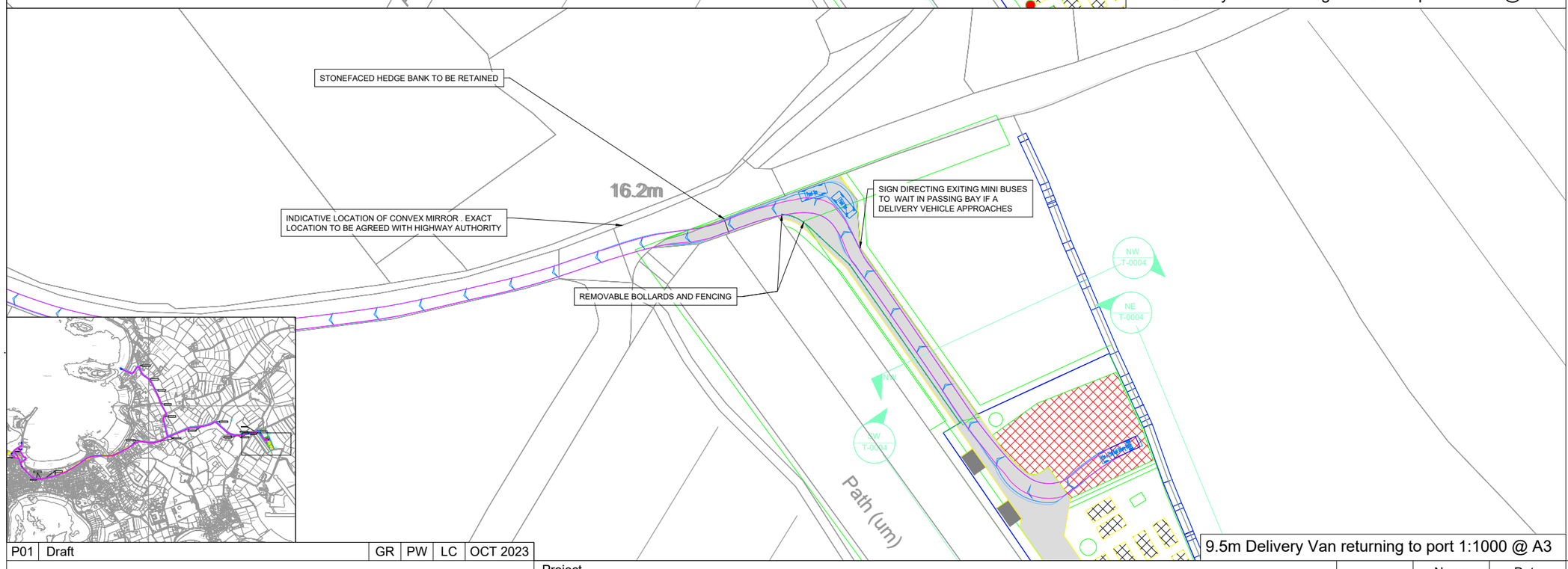
Drawing No.: 107780-PEF-XX-500-D.DR-H-0014

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0014.dwg Plotted on 10/10/23 at 14:50 by PWeatherhead

Appendix D – Site vehicle swept path analysis





NOTES

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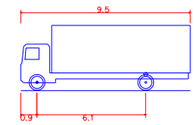
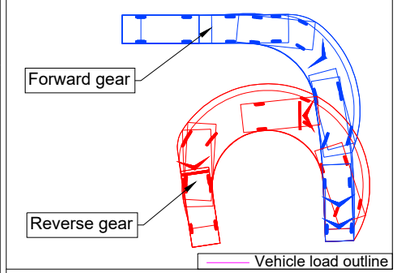


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



KEY

On street parking where satellite imagery indicates this does not obstruct the routing of a compound delivery vehicle. However, it may limit operation to one-way working.

On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	Draft	GR	PW	LC	OCT 2023

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Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle
Site Maneouvres

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

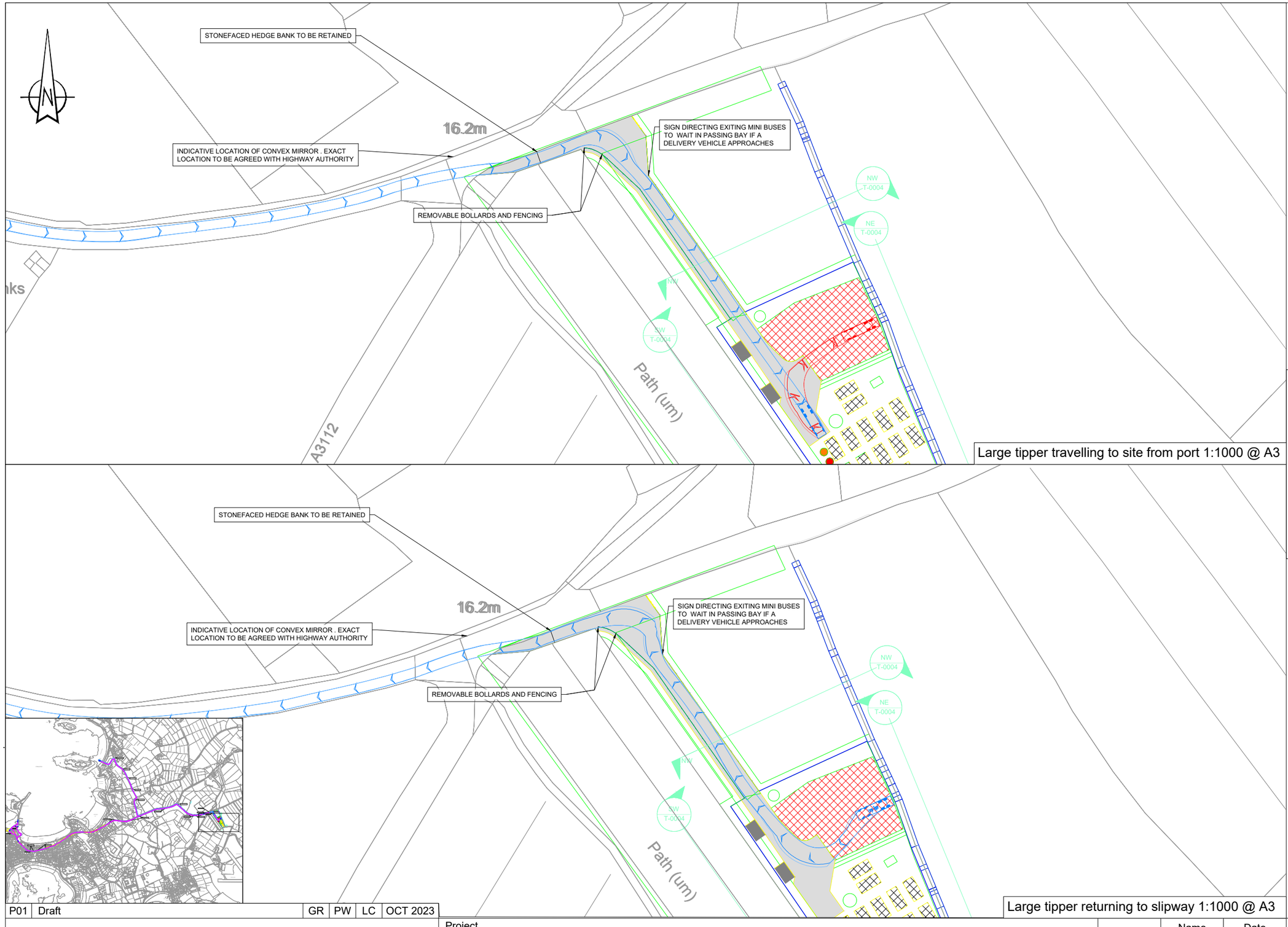
File No.: 107780-PEF-XX-500-D.DR-H-0012.dwg

Drawing Status: Working Draft

Drawing No.: 107780-PEF-XX-500-D.DR-H-0012

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0012.dwg Plotted on 10/10/23 at 14:48 by PWeatherhead



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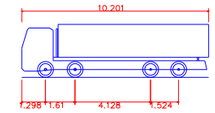
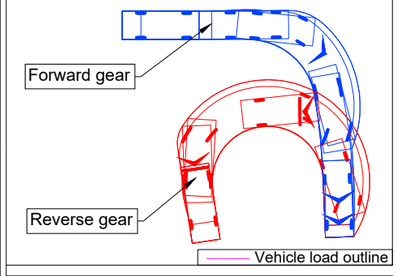


Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



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P01	Draft	GR	PW	LC	OCT 2023

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Project

Isles of Scilly Plants & WTW

Drawing Title

Swept Path Analysis - Large Tipper
Site Maneouvres

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: As Shown

File No.: 107780-PEF-XX-500-D.DR-H-0013.dwg

Drawing Status: Working Draft

Drawing No.: 107780-PEF-XX-500-D.DR-H-0013

Revision: P01

E:\Data\PROJINFO\107780 - Isles of Scilly Plants & WTW (Trant)\01 - WIP\Design\Transport\CAD\107780-PEF-XX-500-D.DR-H-0013.dwg Plotted on 10/10/23 at 14:48 by PWeatherhead

STONEFACED HEDGE BANK TO BE RETAINED

9.2M DELIVERY VEHICLE WAITING FOR ACCESS TO CLEAR BEFORE PROCEEDING

INDICATIVE LOCATION OF CONVEX MIRROR . EXACT LOCATION TO BE AGREED WITH HIGHWAY AUTHORITY

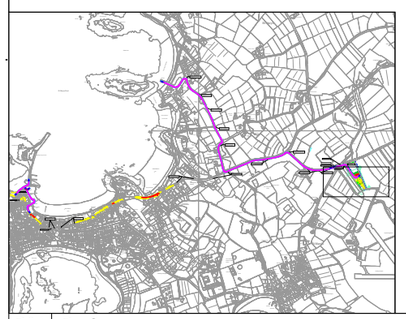
16.2m

REMOVABLE BOLLARDS AND FENCING

SIGN DIRECTING EXITING MINI BUSES TO WAIT IN PASSING BAY IF A DELIVERY VEHICLE APPROACHES

NW

SW
T-0004



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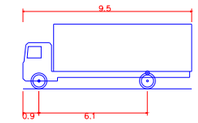
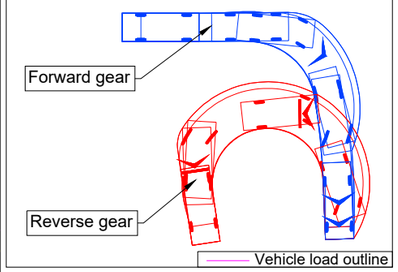


9.5m x 2.5m Rigid Delivery Vehicle

Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



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Project

Isles of Scilly Plants & WTW

	Name	Date
Drawn	GR	OCT 2023
Designed	-	-
Checked	PW	OCT 2023
Approved	LC	OCT 2023

Scale: 1:500 @ A3

File No.: 107780-PEF-XX-500-D.DR-H-0016.dwg

Drawing Status: Working Draft

Drawing Title

Swept Path Analysis - 9.5m Rigid Delivery Vehicle Waiting For Access To Clear

Drawing No.: 107780-PEF-XX-500-D.DR-H-0016

Revision: P01