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Isles  
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## Capital Delivery Programme

### Construction Traffic Management Plan

Bishop and Wolf Pumping Station and Screening Plant

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<b>Report Ref.</b>		107780-PEF-ZZ-602-TRP-H-0001				
<b>File Path</b>		E:\Data\PROJINFO\107780 - Isles of Scilly Desalination Plants & WTW (Trant)\01 - WIP\Documents\Transport\Documents\Transport Reports - St Marys Bishop and Wolf 2024 Application\107780-PEF-ZZ-602-TRP-H-0001.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P01	S4	Draft	17 Dec 2024	PW	LC	LC
P02	S4	Final	06 Jan 2025	PW	LC	LC

Ref. reference. Rev revision. Suit suitability.

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## 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 Limited (SWWL) assets across the archipelago. SWWL currently own infrastructure on St Mary's. This includes sewage pumping stations (SPS) which transfer flows and a biobubble sewage treatment works at Old Town, St Mary's. The biobubble treats approximately 25% of the wastewater produced on St Mary's including the wastewater from the islands septic tanks.
- 1.1.3. There is a Local Enforcement Position from the Environment Agency to improve wastewater services on St Mary's. SWWL will repair the existing Morning Point outfall on the Garrison, refurbish the main wastewater pumping station and provide new screening of all effluent.
- 1.1.4. For the longer term, SWWL are proposing a new wastewater treatment plant and an additional pumping station on St Mary's.
- 1.1.5. This Construction Traffic Management Plan (CTMP) details the development proposals, in terms of site location, access, vehicle trip generation, and routing. This CTMP also outlines the traffic management measures to be implemented during the construction phase to minimise disruption and to maintain road safety of pedestrians and other road users in the vicinity of the development site.

### 1.2. Planning History

- 1.2.1. To provide context a summary of the previous relevant planning permissions for the Capital Delivery Programme is explained as follows.
- 1.2.2. **Planning application: P/23/086/COU** – Permission was granted on 11/01/2024 for the temporary use of land south of the A3110 Parting Carn Lane and north of runway 14 at the Isles of Scilly Airport as a construction compound with associated welfare facilities. This to support South West Water upgrade to waste and water infrastructure across the Isles of Scilly for up to four years. Access to the site is via Parting Carn Lane (the A3110) through the existing field access in the north-west corner of the development parcel.
- 1.2.3. The compound will provide the staff welfare facilities / accommodation for construction staff associated with the proposals at St Martins.

### 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 CTMP describes the site location, the development proposals, transport arrangements and anticipated vehicular trip generation.

### 2.2. Site location

2.2.1. The site is located at the existing SPS to the rear of the Bishop and Wolf public house, St Mary's, approximately 1km south of the St Mary's Isles of Scilly Terminal<sup>1</sup> by road. The nearest postcode to the site is TR21 0JG, grid Reference: SV 90241 10502 (Easting 090241; Northing 010502).

2.2.2. The existing SPS is located behind retail, leisure, and residential properties along Garrison Lane, in the middle of Hugh Town. Access to the existing SPS is provided in two locations: by way of a direct access / mews style lane west of the Bishop and Wolf, with this shared by the various adjacent land uses, and a separate direct access immediately south of the Bishop and Wolf outdoor space and east of One the Wrasse. Both accesses are located on Little Porth.

2.2.3. The SPS site will be supplemented with a local construction compound situated on Parsons Green approximately 55m west of the SPS access. Access to Parsons Green is located along Little Porth and is by way of two breaks in the hedge that run along the southern boundary of the green.

2.2.4. The location of the site in the context of St Mary's Island is identified on **Figure 2.1**.

**Figure 2.1: Site location in relation to public highways**



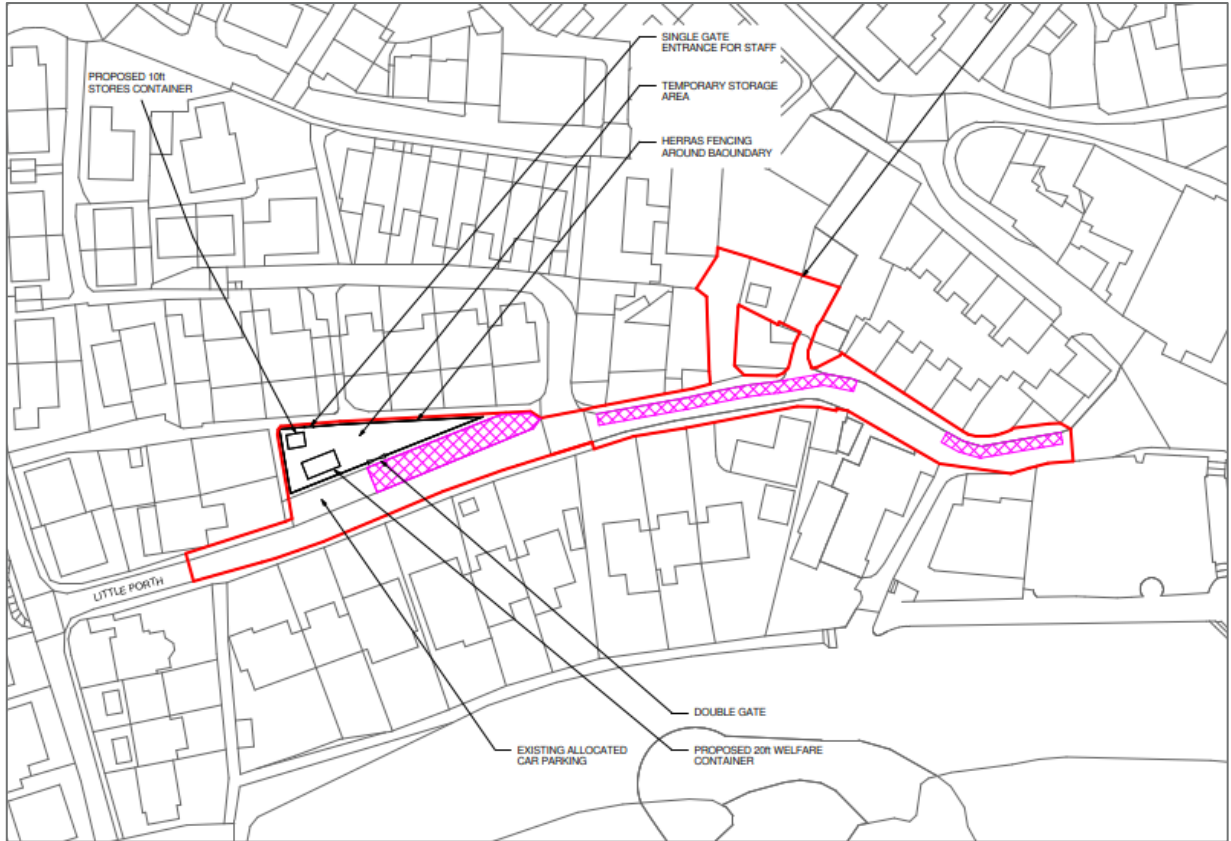
Source: Open Street Map with Pell Frischmann annotations

<sup>1</sup> Road route via Hugh Street, The Parade, Ingram's Opening, Porthcressa Road and Little Porth.

## 2.3. Proposed development

- 2.3.1. The proposed scheme consists of the construction of an enlarged wastewater infrastructure building, which will replace the existing Bishop and Wolf SPS building. The new building will house new variable-speed pumps and a new screening plant. The screening plant will remove objects such as rags, paper, plastics, and metals to prevent damage and clogging of downstream equipment, piping, and appurtenances as well as ensuring they do not enter the marine environment.
- 2.3.2. The proposed scheme will improve the resilience of the wastewater system, bringing benefit to all residents and visitors to St Mary's. Residents in close proximity will further benefit from the replacement of the existing infrastructure with modern plant, incorporating improved noise attenuation and odour control facilities.
- 2.3.3. The proposed development will be largely located within the existing operational site. However, to facilitate the development a small section of the Bishop & Wolf Public House outside space will be required due to the increase in footprint of the proposed building, when compared with this existing SPS building. During construction a 2m operating space on the western side of the proposed building will temporarily be put in place to allow construction activities to be undertaken.
- 2.3.4. The replacement pumps will be sized to ensure the conditions of the Atlantic CSO permit are met. Screens will be fitted with 3mm mesh to comply with the discharge permit conditions. Screens will have a 30 l/s flow rate. The existing SPS will be demolished, and excavation and removal of the existing concrete hardstanding area will be undertaken with raft foundation works constructed at an anticipated depth of 350mm.
- 2.3.5. Construction staff associated with the development are to be based at the welfare compound on St Mary's located on Parting Carn Lane – see planning application P/24/029/ROV. The compound includes on site vehicle parking, overnight accommodation, and communal welfare facilities. It is anticipated that the work force on site will vary during the construction programme. However, it is expected that there will be a maximum of 10 construction staff on site at any one time.
- 2.3.6. The existing access routes via Little Porth will be used to facilitate the movement of demolition / construction vehicles during their respective phases of the project and will remain the access routes when the facility returns to operation. The existing accesses are shared with the adjacent properties and permit both vehicular and non-motorised user access. It is proposed that neighbouring properties will retain access during the works. Public access adjacent to the site will be segregated from demolition / construction traffic through the provision of appropriate barriers around the development location.
- 2.3.7. To enable efficient construction activities material storage will be on the island and held within a combination of the welfare compound south of Parting Carn Lane and more locally on Parsons Green. This will help to reduce the impact of inclement weather limiting the ability to transfer materials via ship from the mainland whilst also ensuring that materials can be brought to the archipelago during good weather and stored securely until use of them is required. Some construction material will also be transported directly to site once delivered to the island.
- 2.3.8. An extract from drawing 107780PEF-WW-602-DDR-T-0004 identifying the Bishop and Wolf site and the compound at Parsons Green, in relation to the access road (Little Porth), is included in **Figure 2.2** with the full layout plan included in **Appendix A**.

Figure 2.2: Proposed site plan



Source: Extract of Pell Frischmann Drawing 107780PEF-WW-602-DDR-T-0004

### Parsons Green Surface Preparation

- 2.3.9. As part of the preparatory works for using Parsons Green as a local construction compound, and to reduced instances of mud being transferred to the highway, the existing turfed surface will be taken up and transferred to the Welfare Compound at Parting Carn. The topsoil will be stored at the Parting Carn compound until the green is brought back into beneficial use for the public. This will be undertaken during the enabling work phase of the project.
- 2.3.10. The volume of topsoil to be transported has been calculated as being 28m<sup>3</sup> or 44.8 tonnes. This material is expected to be transported to the Parting Carn compound using a tractor with trailer. One trailer can carry 3 metric tonnes or 3.4m<sup>3</sup> of material. Based on the expected tonnage of material to be exported up to 30 two-way vehicle movements will be required to transport the full quantum of topsoil. When evenly dispersed across a 10 hour working day this equate to 3 vehicle movements every hour, across a single day.
- 2.3.11. Once the topsoil has been removed Type 1 stone will be imported into Parsons Green as a temporary surface for use during the construction period. The expected source of this material is to be imported from Pendrathen Quarry located on St Mary's approximately 3.5km northeast of the site. The volume of this material is expected to be 28m<sup>3</sup> or 58.8 tonnes and will be brought to site using the same tractor and trailer identified above. Based on a load capacity of 3 tonnes and the expected tonnage of material to be transported there will be 40 two-way vehicle movements associated with the delivery of Type 1 stone to Parsons Green. When evenly dispersed across a 10 hour working day this equates to 4 vehicle movements every hour, across a single day.



## 2.4. Construction vehicles

2.4.1. Based on the information provided by TEL, the following vehicles will be used to transport materials from the landing points and the on-island compound to the SPS site during construction.

- 9m x 2.5m Mercedes 2529L 3 axle rigid body;
- 9m x 2.5m DAF Trucks FA LF55.220 18 2 axle rigid body;
- 8.7m x 2.5m Mercedes 2529L 2 axle rigid body;
- 8.2m x 2.5m Mercedes 1824L 2 axle rigid body; and,
- 6.6m x 2.3m DAF Trucks FA LF45 2 axle rigid body.

2.4.2. In addition to the above construction staff will be transported to the SPS development site via minibus from the welfare compound.

## 2.5. Transport arrangements

### Mobilisation

2.5.1. Appropriate 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 Beech.

2.5.2. Based upon current shipping operations deliveries to these locations will be undertaken on Tuesdays and Saturdays to the harbour and deliveries to the Porthloo Beach will be undertaken on Mondays and Fridays.

2.5.3. It is expected that 2 crossings will be made from the mainland to St Mary's island, an initial crossing carrying materials and any plant required for construction and a return journey for equipment no longer required.

2.5.4. The total number of final mile trips to offload and load the freight vessel is 8.

### St Mary's Harbour

2.5.5. St Mary's Isles of Scilly Terminal will receive construction materials directly from Penzance for transfer to the 9m delivery vehicle upon arrival at St Mary's Island. This either proceeding directly to site or to the welfare compound for safe storage.

2.5.6. The proposed scheme will consist of a locally erected steel framed building using standard type materials. Methods of construction will consist of the excavation to formation level of the building footprint and installation of a reinforced concrete foundation pad. The steel framed building will be erected in sections on this pad. The steel frame will be part block walls and timber/render cladded with the addition of acoustic installation.

2.5.7. Due to the constraints with shipping and access to site, prefabricated items will be limited and consist of prefabricated steelwork and cladding, this also applies to process equipment. Process equipment will be broken down to manageable sized items and built up on site.

2.5.8. 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 may be necessary to transfer materials from the initial delivery vehicle to a second delivery vehicle waiting on Town Beach in proximity of Mermaid Slip. At low tide the materials will be craned from the initial transportation vehicle to a second vehicle waiting on the beach. From this location materials 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 Beach

- 2.5.9. Porthloo Beach will be able to receive plant / construction vehicles and a portion of the construction materials. It is anticipated that landing craft will transport loads directly from Penzance to the beach. Following the offloading of the landing craft it is anticipated that all construction vehicles will drive to the site via a 1.4km (approximate) route or to the welfare compound via the 1.2km route (approximate). Large construction vehicles 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.

## Operation

- 2.5.10. It is anticipated that the delivery of construction materials to landing locations will begin in week 2 or 3 of the proposed construction programme. Plant is to largely be transported to site in week 1.

## 2.6. Construction traffic

- 2.6.1. The likely development construction programme for the SPS is expected to commence in early 2025 with the site to be operational by the end of 2025. No construction plant and / or machinery will be operated before 0800 hours or after 1800 hours on Mondays through to Saturdays. There will be no works involving construction plant and / or machinery on Sunday or Public or Bank Holiday.
- 2.6.2. The predicted number of vehicle trips and staff for each phase of the development has been provided by the Principal Contractor (TEL) responsible for undertaking the works on site based on experience at similar sites they have delivered.
- 2.6.3. There will be a maximum of 10 construction staff on site daily carrying out construction. As staff will be staying in off-site accommodation on St Mary's island during construction it is proposed that they will be transferred to / from the Parsons Green compound via a combination of foot, buggy and minibus.
- 2.6.4. It is proposed that staff will arrive at the Parsons Green compound 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** and **Table 2-2** provide the anticipated phases of the project as well as a summary of the anticipated vehicle movements, disaggregated by vehicle type, associated with the delivery of materials during its construction. The former relating to the Bishop & Wolf site and the latter relating to the Parsons Green construction compound. It should be noted that 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 phases and vehicular movement to / from Bishop & Wolf**

Phase	Heavy Goods Vehicle per day	Light Goods Vehicle per day	Staff vehicle Arrivals	Staff Vehicle Departures
Demolition (average)	1	1	0	0
Demolition (Peak)	2	1	0	0
Enabling works (average)	1	0	0	0
Enabling works (peak)	2	1	0	0

Construction (average)	1	1	0	0
Construction (peak)	2	1	0	0
Main civil construction (average)	1	1	0	0
Main civil construction (peak)	2	2	0	0
Main M&E construction (average)	1	1	0	0
Main M&E construction (peak)	2	2	0	0
Testing and commissioning	0	0	0	0
Operate	0	0	1	1
Beneficial use	0	0	1	1

**Table 2-2: Anticipated construction programme phases and vehicular movement to / from Parsons Green**

Phase	Heavy Goods Vehicle per day	Light Goods Vehicle per day	Staff vehicle Arrivals	Staff Vehicle Departures
Demolition (average)	1	1	2	2
Demolition (Peak)	2	1	2	2
Enabling works (average)	0	1	2	2
Enabling works (peak)	2	1	2	2
Construction (average)	0	2	2	2
Construction (peak)	1	1	3	3
Main civil construction (average)	1	2	2	2
Main civil construction (peak)	2	2	3	3
Main M&E construction (average)	1	1	2	2
Main M&E construction (peak)	2	2	3	3
Testing and commissioning	0	0	2	2
Operate	0	0	0	0
Beneficial use	0	0	0	0

2.6.6. Based on the number of vehicles attending site per day referenced in **Table 2-1** and **Table 2-2** a summary of the total two-way daily movements, by vehicle type, during the various phases is provided in **Table 2-3**.

**Table 2-3: Bishop and Wolf SPS and Parsons Green combined vehicle and staff numbers by phase**

Phase	Heavy Good Vehicle movements per day			LGV vehicle movements per day			Staff vehicle movements per day		
	Arrival	Depart	Two-way	Arrival	Depart	Two-way	Arrival	Depart	Two-way
Demolition (average)	2	2	4	2	2	4	2	2	4
Daily total	12								
Demolition (Peak)	4	4	8	2	2	4	2	2	4
Daily total	16								
Enabling works (average)	1	1	2	1	1	2	2	2	4
Daily total	8								
Enabling works (peak)	4	4	8	2	2	4	2	2	4
Daily total	16								
Construction (average)	1	1	2	3	3	6	2	2	4
Daily total	12								
Construction (peak)	3	3	6	2	2	4	3	3	6
Daily total	16								
Main civil construction (average)	2	2	4	3	3	6	2	2	4
Daily total	14								
Main civil construction (peak)	4	4	8	4	4	8	3	3	6
Daily total	22*								
Main M&E construction (average)	2	2	4	2	2	4	2	2	4
Daily total	12								
Main M&E construction (peak)	4	4	8	4	4	8	3	3	6
Daily total	22*								
Testing commissioning	0	0	0	0	0	0	2	2	4
Daily total	4								
Operate	0	0	0	0	0	0	1	1	2
Daily total	2								
Beneficial use	0	0	0	0	0	0	1	1	2
Daily total	2								

\*Peak numbers will only be over very short periods

2.6.7. As identified in **Table 2-3** it is anticipated that during the peak phases the development, including the Parsons Green compound, could generate up to 22 vehicles movements (two-way) per day with the

average phases generating somewhere between 8 – 14 vehicle movements (two-way) per day. In relation to the former, when disaggregated across the 10 hour daily operational period, this equates to approximately two vehicle movements every hour. It is anticipated that the arrival / departure profile of construction vehicles attending the site will be dispersed across the day, avoiding peak commuter periods where possible.

- 2.6.8. The anticipated Heavy Goods Vehicle (HGV) trip generation is based on a 6 month 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 requires extension, the Principal Contractor will engage with the Local Highway Authority to agree this.
- 2.6.9. The above programme and resultant HGV trip generation is considered to be a robust prediction in terms of likely construction traffic impact.

## 3. Construction traffic routing

### 3.1. Introduction

- 3.1.1. This Chapter of the CTMP 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 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 Marys Harbour, and Porthloo Beach. Materials and staff will also be transferred between the site and the Welfare Compound at Parting Carn to the east.

### 3.3. Known road closures and highway works

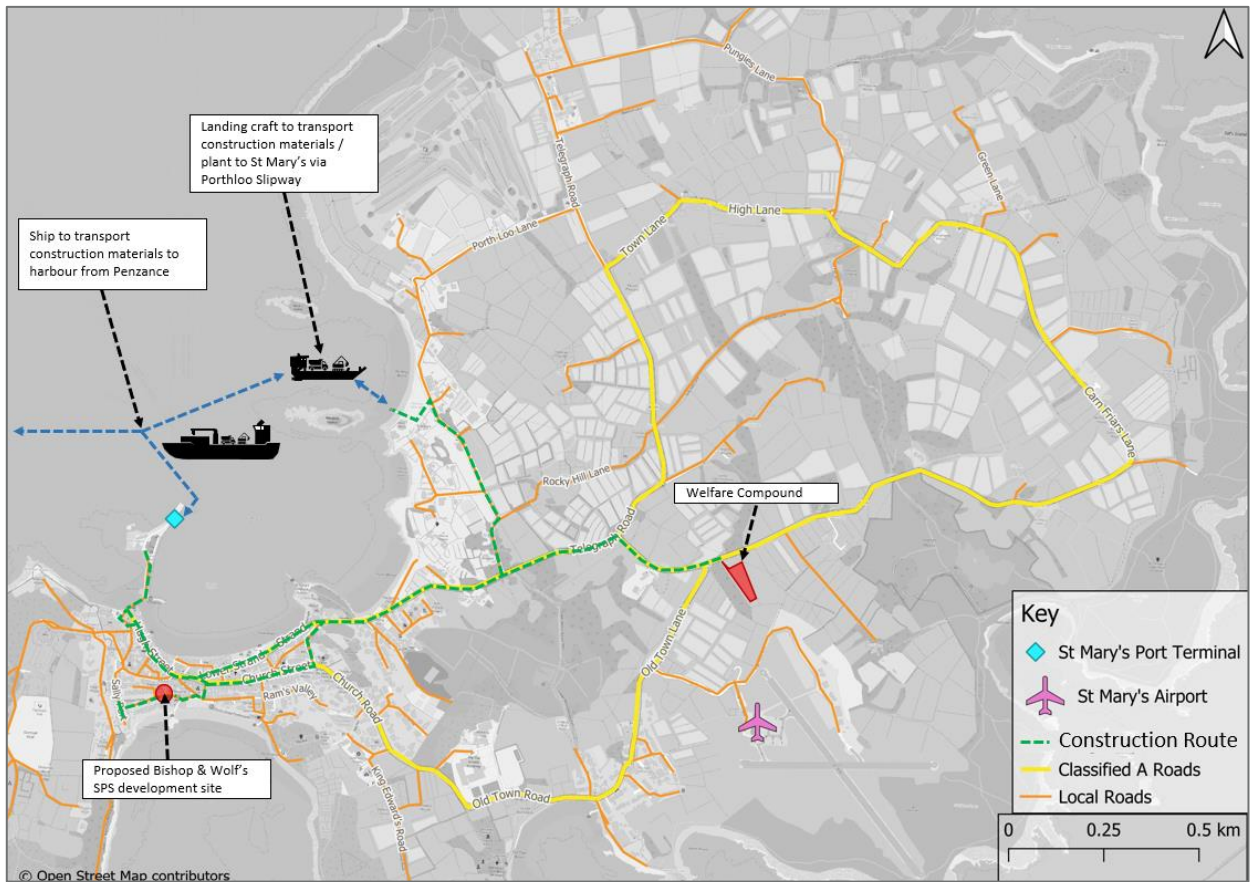
- 3.3.1. It is understood that from 31/05/2024 to 30/06/2026 Silver Street will be closed to through traffic to enable a neighbouring development at the Town Hall on St Mary's. It is also understood that the public car parking available in the square south of the Town Hall will be fenced off reducing the available space within the square.
- 3.3.2. The application number associated with the road closure is HWA-24-01 and includes a plan showing the extent of the site hoarding and closures – for ease of reference the plan has obtained from the Council of the Isles of Scilly website, and has been included in **Appendix B**.
- 3.3.3. The proposed construction traffic routes for the SPS accounts for these known issues.

### 3.4. Construction vehicle access routes

- 3.4.1. Vehicles attending the site during demolition / construction will be able to approach from the harbour (northwest), Porthloo Beach (north east) and the Welfare Compound (east). A description of the construction routes by direction of approach are as follows:
- 3.4.2. The routes for vehicles accessing the site from the harbour / Town Beech will be via the following:
- Inbound: The Quay - Hugh Street - The Parade - Ingram's Opening - Porthcressa Road - Little Porth.
  - Outbound: Little Porth – Little Porth / Sally Port junction to reorientate – Porthcressa Road – Ingrams Opening - The Parade – Hugh Street – The Quay.
- 3.4.3. The routes for vehicles accessing the site from Porthloo Beach will be via the following:
- Inbound: Porth Loo Lane - Telegraph Road – Church Road – Church Street - Ingram's Opening - Porthcressa Road - Little Porth.
  - Outbound: Outbound: Little Porth – Little Porth / Sally Port junction to reorientate – Porthcressa Road – Ingrams Opening – Church Street – Church Road - Telegraph Road – Porth Loo Lane.
- 3.4.4. The routes for vehicles accessing the site from the Welfare Compound will be via the following:
- Inbound: Parting Carn Lane - Telegraph Road – Church Road – Church Street - Ingram's Opening - Porthcressa Road - Little Porth.
  - Outbound: Outbound: Little Porth – Little Porth / Sally Port junction to reorientate – Porthcressa Road – Ingrams Opening – Church Street – Church Road - Telegraph Road - Parting Carn Lane.

3.4.5. **Figure 3.1** identifies the proposed construction vehicle route strategy for the proposed development from St Mary’s Harbour, Porthloo Beech and the welfare compound.

**Figure 3.1: Construction vehicle route strategy**



Source: Open Street Map with Pell Frischmann annotations

- 3.4.6. The Principal Contractor has confirmed that the haulage companies to be used in support of the SPS development are Richard Hand Haulage and Island Carriers. Both of these companies are located on St Mary’s, have been established / operational for a number of years and are the main haulage operators on the island, meaning that they regularly carry out delivery activities using their fleet of vans and HGV’s. This also means that they have an extensive knowledge of the local road network, including the ability of their vehicles to operate in the space available whilst also selecting the most appropriate vehicle for the delivery location and construction load.
- 3.4.7. It is understood that both companies are currently providing delivery services in support of the development at The Town Hall (planning application number P/24/038/COU) approximately 80m east of the SPS development and that their delivery access route is similar to that proposed for the SPS.
- 3.4.8. Notwithstanding the above TEL 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.

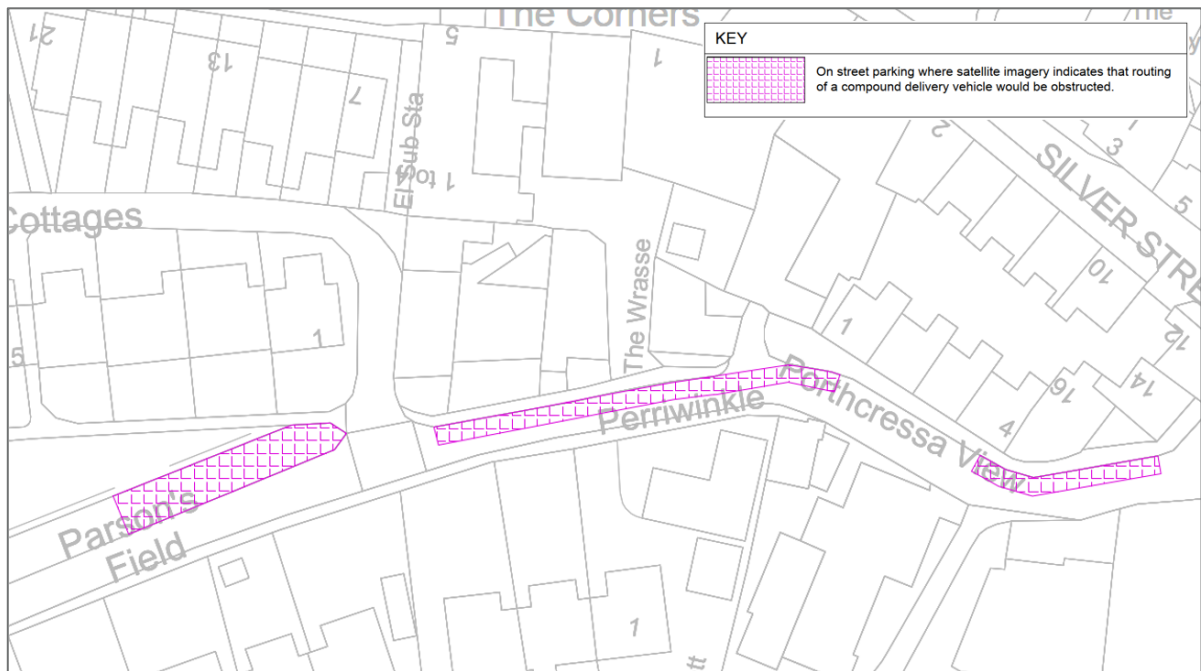
### 3.5. Parking suspensions

#### Parking

- 3.5.1. On-street parking in proximity to the site, that would narrow the carriageway such that it may impact the ability of construction vehicles to safely access and egress the development area, will require

temporary suspension through a Temporary Traffic Regulation Order (TTRO). The areas in which parking is to be suspended is identified in Figure 3.2.

**Figure 3.2: Areas subject to parking suspension**



Source: Pell Frischmann Drawing 107780-PEF-ZZ-602-DDR-H-0008

3.5.2. The parking suspensions are to be in place during construction hours only, 0800-1800 on Monday through to Saturdays and returned to beneficial use outside these hours.

### 3.6. Personal injury collision data

3.6.1. 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 2018-2022 inclusive. The collision study area covers all proposed construction vehicle routes.

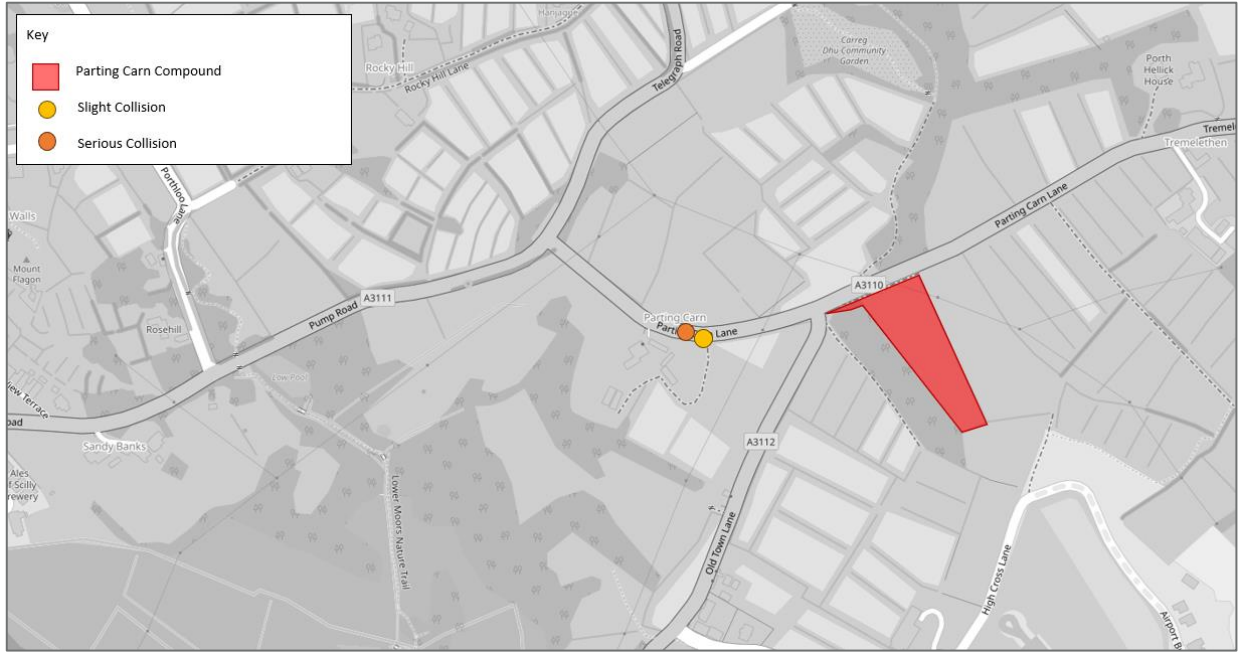
3.6.2. The review undertaken confirms that three collisions have occurred on St Mary's within the study area / period. Two of the collisions are located on the proposed construction route and the remaining collision occurred on Silver Street which will not be used for construction activities. A review of the relevant collision is as follows:

- A collision occurred in 2019 on Parting Carn Lane approximately 130m west of the welfare compound access - the collision 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.
- A collision occurred in 2022 on Parting Carn Lane approximately 130m west of the welfare compound access - the collision was categorised as slight. Collision records confirm that it was a single vehicle incident involving a van travelling from the east to the west along Parting Carn Lane. The vehicle skidded and overturned whilst travelling ahead.

3.6.3. The location of the relevant collisions is identified on Figure 3.3.



Figure 3.3: Collision locations



Source: OpenStreetMap with Pell Frischmann annotations.

- 3.6.4. 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.
- 3.6.5. The haulage companies to be utilised will be provided with a copy of this CTMP upon their commissioning and directed towards Figure 3.3. This enabling the delivery drivers to be made aware that there have been two road traffic accidents in the identified locations within the past 5 years and that they should travel with due care and attention along the full length of the construction routes.

## 4. Access arrangements

### 4.1. Introduction

4.1.1. This Section of the report describes the proposed access arrangements for the site considering the Little Porth / access junctions.

### 4.2. Construction access Bishop and Wolf

4.2.1. Access to the site is to be provided in two locations: by way of a direct access / mews style lane from Little Porth west of the existing SPS and via a separate direct access immediately south of the Bishop and Wolf outdoor space. The former providing an access for site workers on foot / vehicular traffic and the latter being used for site workers on foot only.

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 south of the Bishop and Wolf (view from south to north)**



Source: TEL

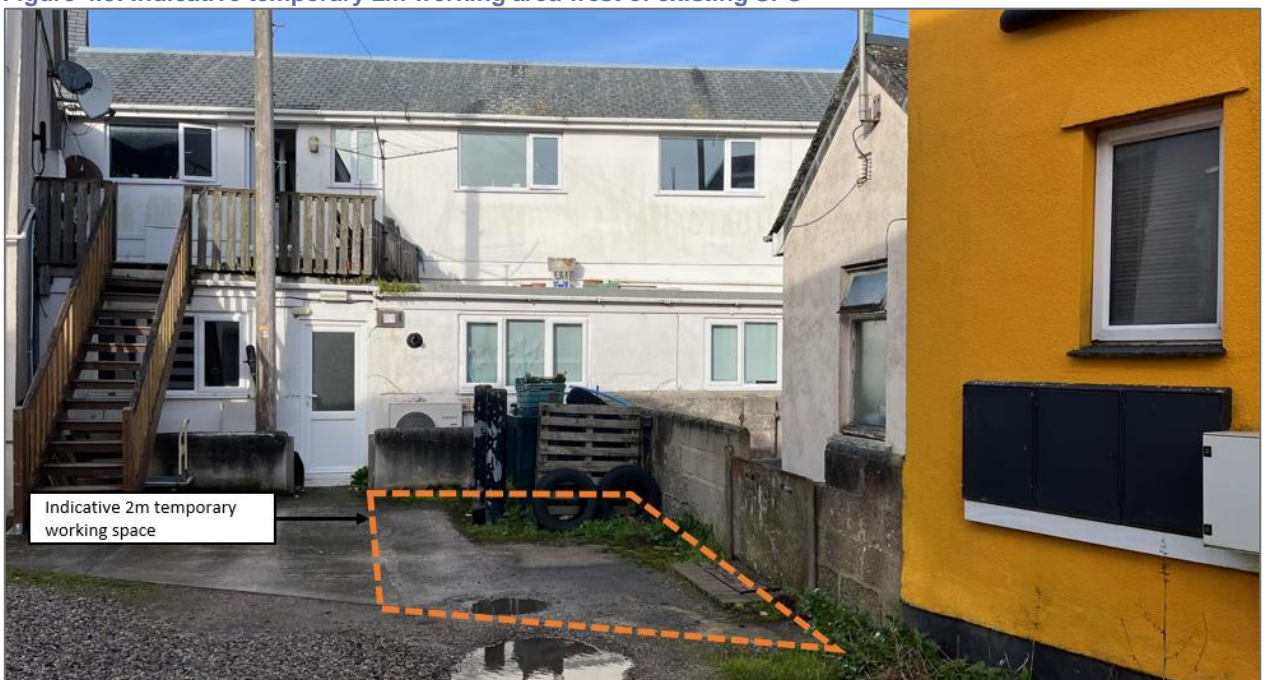
Figure 4.2: Existing site access west of Bishop and Wolf (facing out of site)



Source: Pell Frischmann

- 4.2.3. As part of the development a 2m wide temporary working spaces will be put in place on the western side of the proposed pumping station to allow construction activities to be undertaken. **Figure 4.3** provides an indication on the temporary 2m wide working area.

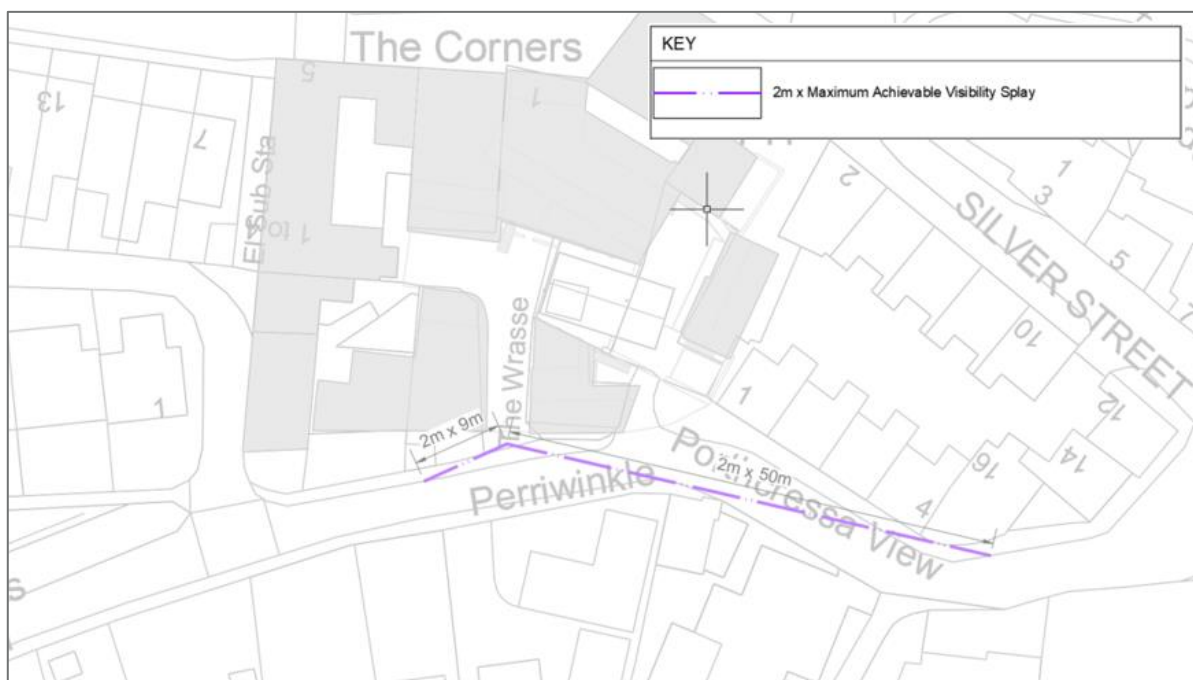
Figure 4.3: Indicative temporary 2m working area west of existing SPS



Source: © TEL with Pell Frischmann annotations

- 4.2.4. Both access points to the proposed development are to remain open to the public throughout the construction programme. This allowing continued access to The Rasse and the Bishop and Wolf outdoor space to the east and south of the SPS and the mews court to the west of the SPS.
- 4.2.5. The existing / proposed SPS is located in a position with limited access and third-party land constraints restricting the opportunity for access improvements. Throughout the development programme construction activities will be undertaken within the hoarding. However, the delivery of materials and plant to site will also be necessary. As the accesses will be open to the public, banksman will be present at the delivery access to direct the movement of the construction vehicles and to manage pedestrian / public vehicle movement to limit the opportunity for accidents.
- 4.2.6. The layout of the proposed site access is identified on Drawing 107780-PEF-ZZ-602-DDR-H-0001 included in **Appendix C**. An extract of the access arrangement is provided in Figure 4.4 below.

**Figure 4.4: Proposed vehicular site access arrangement**



Source: Pell Frischmann Drawing 107780-PEF-ZZ-602-DDR-H-0001

- 4.2.7. The access will operate as an all-movements junction. 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 east, driving to the existing access on Little Porth and reversing into the mews court for unloading. Following the unloading of materials / personnel returning vehicles will leave the access to the east. In the event that on street parking restricts an exit manoeuvre to the east the haulage company already employ an alternative strategy for reorientating to return along the inbound route. The alternative requires the delivery vehicle to exit the site in a westbound direction travelling to the Sally Port priority junction where they use the junction as a turning head to turn.
- 4.2.8. In order to confirm that the access is suitable for use by goods vehicles during construction, vehicle swept path analysis has been undertaken. Vehicle tracking of the site access has been undertaken utilising a 9.4m delivery vehicle, the largest vehicle anticipated to access the site<sup>2</sup>. Drawings 107780-

<sup>2</sup> It should be noted that the use of a 9.4m delivery vehicle will be infrequent. It is expected that it will attend the Parsons Green compound at the beginning of the construction programme, to deliver a container/welfare equipment with repeated at the end of construction. It is also anticipated that it will attend the Bishop and Wolf site infrequently delivering the heaviest components such as the screening plant.

PEF-ZZ-602-DDR-H-0002 included in **Appendix D** confirms that the most onerous vehicle can enter and exit the site in a forward gear.

### 4.3. Site access visibility Bishop and Wolf

- 4.3.1. There are no posted speed limits on Little Porth. However, as is the case for the majority of the island, the opportunity to travel at high speed is constrained by road widths / alignments. The collision history in Section 3 suggests that drivers are travelling at speeds appropriate to the prevailing conditions with no collisions recorded in proximity to the site.
- 4.3.2. Due to the position of building lines, including boundary walls, and the alignment of Little Porth in proximity to the site, existing junction visibility is constrained. Visibility at the existing Bishop and Wolf site access is identified in Figure 4.5.

**Figure 4.5: Existing vehicle access visibility**



Source: Pell Frischmann

- 4.3.3. Whilst the volume of vehicular and pedestrian traffic using the road is not substantial the access strategy makes use of the existing access to the mews court, a visibility analysis at the access has been undertaken to confirm what splays are achievable.
- 4.3.4. Drawing 107780-PEF-ZZ-602-DDR-H-0001 included in **Appendix C** provides a visibility splay analysis at the site access utilising the parameters provided in Manual for Streets (MfS). The drawing confirms that visibility of up to approximately 9m can be achieved to the west, equating to vehicle speeds of approximately 8mph, and that a splay of approximately 50m can be achieved to the right. This equating to vehicle speeds of approximately 30mph. The approximate height of the wall to the east is in the order of 500mm and to the west in the order of 700mm. MfS confirms that obstructions within visibility splays should be no greater 600mm – the existing wall to the west of the access is approximately 100mm greater than the MfS guidance.

4.3.5. It is not within the gift of the developer to alter the height of the existing wall to improve access visibility during construction. To mitigate the safety concerns relating to the wall height a Banksman will be present to manage vehicles and pedestrian using Little Porth during deliveries. In addition, signs warning of the site access will be erected and maintained either side of the access during construction of the SPS. It should also be noted that in relation to HGV's attending site the drivers eye height is anticipated to be in the order of 2m, this providing delivery drivers with an eye height above the wall.

## 4.4. Vehicle tracking Bishop and Wolf

- 4.4.1. The vehicle types available to transport construction materials to site are identified in Section 2.4. The largest of these vehicles to attend the bishop and Wolf site is expected to be a 9.4m flatbed and the smallest a 5.3m delivery vehicle. Drawings 107780-PEF-ZZ-602-DDR-H-0002, 107780-PEF-ZZ-602-DDR-H-0003 and 107780-PEF-ZZ-602-DDR-H-0006 (see **Appendix D**) demonstrate the path of the vehicles on approach to, and exit from, the site access<sup>3</sup>.
- 4.4.2. It can be seen from the tracking drawings that HGV's accessing the site will do so using a reverse manoeuvre and that they are able to exit in a forward gear. This to ensure that the free flow of traffic is maintained along Little Porth. It can also be seen that Little Porth in proximity to the site access narrows to approximately 3.5m and that HGV delivery vehicles are expected to mount the footway on the southern side of the carriageway adjacent to the site access during the inbound and outbound manoeuvres. As it will be necessary for delivery HGV's to oversail the footway banksman will be present to manage vehicle manoeuvres as well as safeguard pedestrians.
- 4.4.3. As is currently the case, the access is only wide enough for a single vehicle to access / egress at a time, therefore there may be instances where vehicles will be required to wait on Little Porth for a short period of time whilst the access clears. The principal contractor will minimise instances of this through effective delivery scheduling and will manage pedestrians and public vehicles through use of banksman. This is explored in more detail in section 5 of this document.
- 4.4.4. The largest vehicle able to enter and exit the site to / from the east, on the basis that car parking has temporarily been suspended along the site frontage, is the 6.6m delivery vehicle - see **Appendix D**. This includes some oversail of the southern footway when exiting to the east. Larger vehicles will be required to exit the site to the west turning at the Little Porth / Sally Port junction to return along the inbound delivery route. Vehicle tracking is included for the Little Porth / Sally Port junction in **Appendix D**. Where footways at the junction may be oversailed or overrun a bankman will be present.

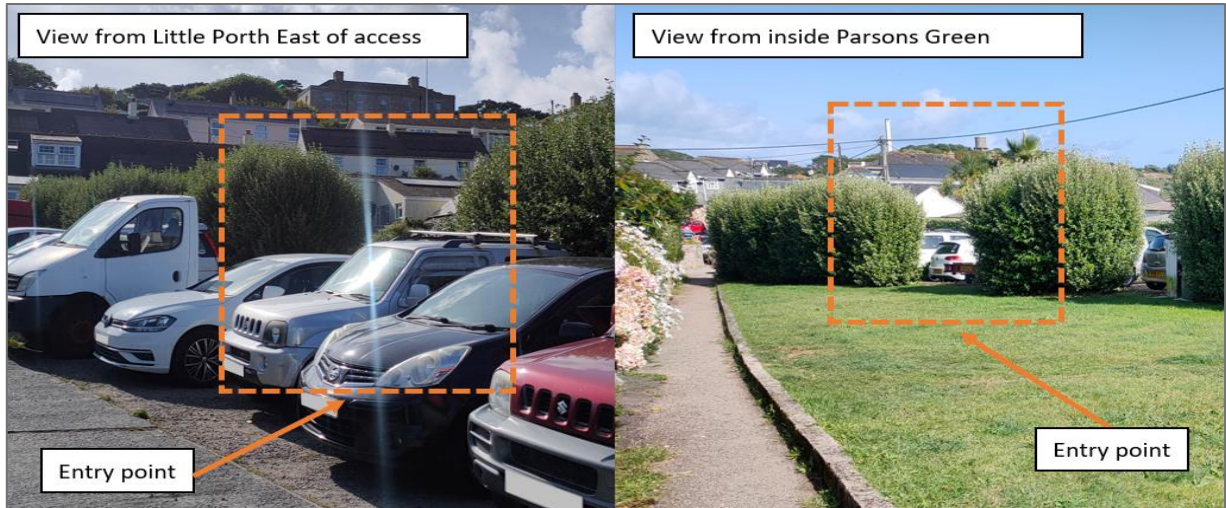
## 4.5. Construction Access Parsons Green

- 4.5.1. Access to the Parsons Green compound is to be provided in two locations: by way of an existing gap in the hedge along the southern boundary of the site and via the existing footway to the rear of the green. The latter allowing access for site workers on foot and the former being used as an offloading point for delivery vehicles that will draw up parallel to the southern perimeter of the site. Photographs of the site access arrangements are provided in Figure 4.6 and Figure 4.7.

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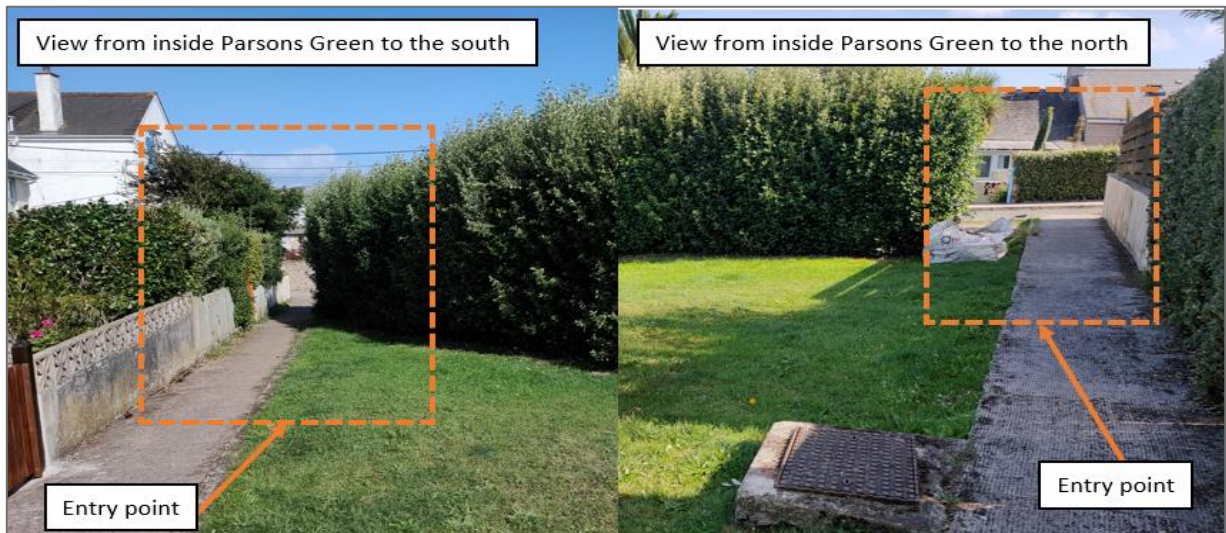
<sup>3</sup> The vehicle route appraisal considered within this report is based on a desktop appraisal only including review of google satellite imagery dated 07.10.2022 and reviewed in November 2024. This provides an appraisal of a single point in time therefore the locations permitting vehicle parking, 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 SPS 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 contractor and haulage companies responsible for the movement of vehicles and materials will need to be satisfied that the route is adequate to accommodate the relevant vehicles 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.

Figure 4.6: Existing Parsons Green site access from Little Porth



Source: Pell Frischmann

Figure 4.7: Existing pedestrian site access Parsons Green



Source: Pell Frischmann

4.5.2. In relation to the Parsons Green Construction Compound no delivery vehicles will enter or exit the compound. As identified in Figure 3.2 a section of parking along the southern boundary of the compound is to be temporarily suspended during working hours to allow delivery vehicles to unload from a location that does not obstruct the adjacent carriageway. Delivery vehicles are to draw up parallel to the southern perimeter of the site and will be unloaded using a Hiab with crane. During deliveries Banksman will be present guiding Vehicles and Mobile Plant, ensuring they manoeuvre safely.

## 4.6. Vehicle Tracking Parsons Green

4.6.1. Delivery vehicles attending the Parsons Green construction compound will not enter the site. A section of parking along the frontage is to be temporarily suspended during operational hours. This space will become a delivery bay for construction vehicles and provide a discrete amount of parking for construction staff. The vehicles expected to deliver to the construction compound will access it via Little Porth, approaching from the east turning at the Sally Port junction and returning to draw parallel to the southern perimeter of the site. Vehicle tracking drawings for the most onerous vehicle attending Parsons Green are included in **Appendix D**.

## 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 SPS 6-month construction period will be posted in the vicinity of the proposed site access and along Little Porth up to and including the Church Street / Ingrams Opening 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. No construction plant and / or machinery will be operated before 0800 hours or after 1800 hours on Monday through to Saturdays. There will be no works involving construction plant and / or machinery on Sunday or Public / Bank holidays. 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 (if used) 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 through Saturday excluding network peaks.



- 5.4.7. It is not expected that there will be any special deliveries e.g. wide / long loads. However, should the need arise, these 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.
- 5.4.9. The lane facilitating access to the mews courtyard on the western side of the site is approximately 4.4m wide and 19m in length. Whilst delivery activities are being undertaken there will be no opportunity for other vehicles to access / egress the mews court. Neighbouring properties / businesses will be made aware of the proposed delivery plans prior to the deliveries being undertaken. A delivery schedule will be circulated to neighbours so as to avoid instances of opposing vehicle movements at the access during deliveries.

## 5.5. Dust management

- 5.5.1. The site of the existing / proposed development is relatively small and is not expected to generate significant amounts of dust. Dust that is generated will be suppressed by damping down the site entrance, access lane and working areas, on an as required basis.
- 5.5.2. 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 and this will be reviewed in detail post planning. Dust associated with on-site cutting and grinding will be managed through
- Water sprinkling at regular intervals to keep dust levels down;
  - On-tool extraction, using tools with built-in dust extraction system to capture dust at source; and,
  - Sweeping and cleaning the site regularly.

## 5.6. Wheel cleaning

- 5.6.1. Based on the scale of the proposed development it is not expected that the delivery vehicles will attract or deposit significant mud / debris during the delivery process as they will be delivering from an existing hardstanding. However, should the need arise, 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.

## 5.7. Lighting

- 5.7.1. The Parsons Green compound will include compound lighting for use during winter months, in hours of darkness. Use of lighting is to conform to the site operational hours of 0800 – 1800 Monday to Saturday. It is not expected that lighting will be used outside working hours.

## 5.8. Re-use of material on site

- 5.8.1. 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.

## 5.9. 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. This particularly focussed on the adjacent residents / businesses.
- 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.

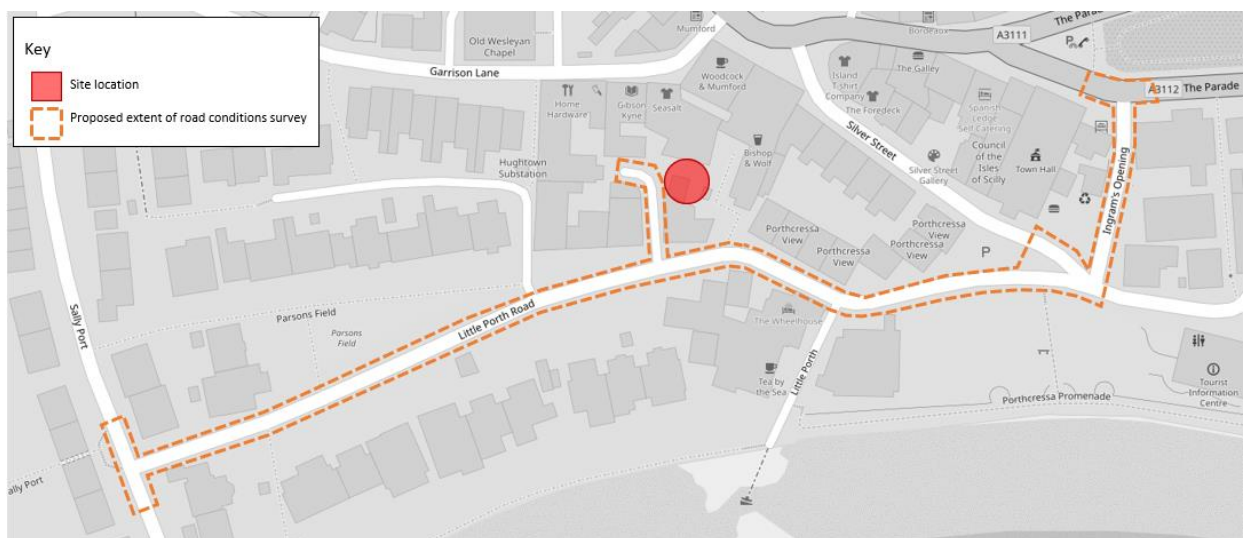
## 5.10. Temporary suspension of parking

- 5.10.1. Permission will be sought from The Council of the Isles of Scilly to temporarily suspend parking during operational hours for the areas identified in Drawing 107781-PEF-ZZ-602-DDR-H-0008 included in **Appendix E**. This will include using cones, or similar, to prevent access to sections of the carriageway and parking areas identified.
- 5.10.2. During the process TEL will also consult with the local highway authority to obtain guidance on their best practice in the local context. TEL will ensure that coning off is done safely, following industry best practice. This including using appropriate signage to alert road users.
- 5.10.3. Residents and affected local businesses will be notified in advance of the periods that the parking will be suspended. It is expected that this notification will come in the form a programme circulated to local residents and businesses prior to construction beginning. TEL will set out the cones on the morning of the anticipated delivery and will remove them down as soon as daily deliveries cease.

## 5.11. Highway condition survey

- 5.11.1. A highway condition survey of the proposed construction route, local to the site, will be undertaken. The survey will identify points where the carriageway or areas of affected footway 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

5.11.2. Should, as a result of construction activities, damage be caused to any kerbs or footways in proximity to the site the following responses will be enacted as soon as the damage is discovered:

- Immediate safety measures - The area will be made safe for the public by immediately clearing any loose debris, setting up barriers where appropriate, erecting warning signage, and providing direction to alternative footways if necessary.
- Assessment and reporting: An assessment of the damage will be undertaken, including creating a photographic record. It will be reported immediately to the local authority or highway authority verbally and in writing.
- Repair and restoration: Prompt repairs to the footway will be undertaken ensuring that it is returned to its original condition.

## 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. 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 will confirm that the appointed haulage sub-contractors have the necessary documentation to permit their drivers to undertake deliveries. This including having a valid driving licence check with the DVLA before starting deliveries.

### 6.5. Incident reporting

- 6.5.1. The Principal Contractor will notify the council of any incidents / accidents relating to their site works. This including any instance involving appointed haulage contractors.

### 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 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

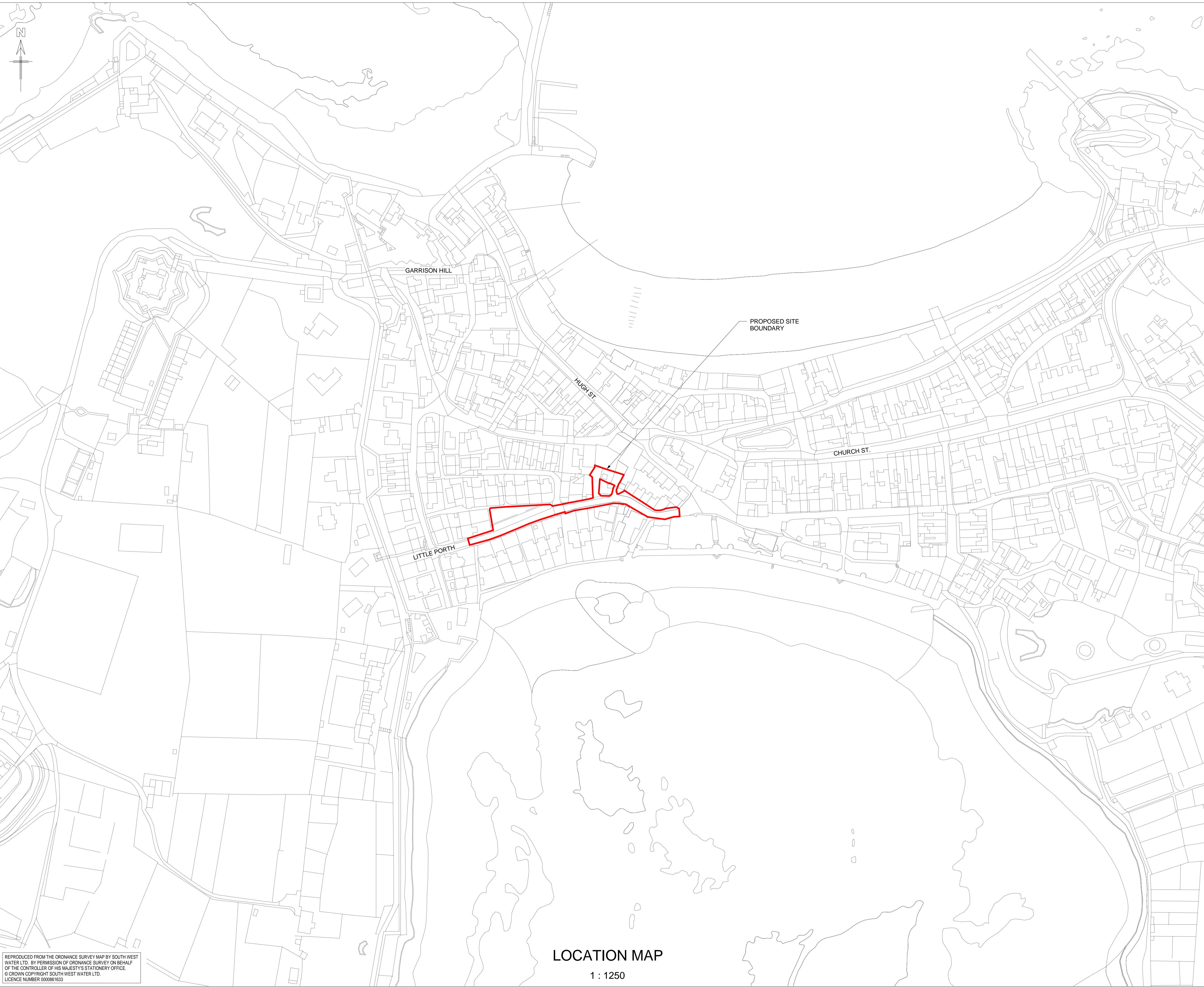
### 7.1. Summary

- 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 Treasco.
- 7.1.2. This CTMP summarises the development proposals for the proposed Sewage Pumping Station in proximity of the Bishop and Wolf public house on St Mary's, in terms of site location, access, vehicle trip generation, and routing. This CTMP also outlines the traffic management measures to be implemented during the construction phase of the SPS 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: Porthloo Beach or St Mary's Harbour;
  - The vehicular access arrangements proposed, require the use on Banksman to manage pedestrian and vehicle movements during deliveries;
  - During the construction of the SPS, the development is anticipated to generate up to 22 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;
  - Parking along sections of Little Porth and south of the Parsons Green construction compound will need to have parking temporarily suspended during site operational hours;
  - From review of road collision data 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 location plan



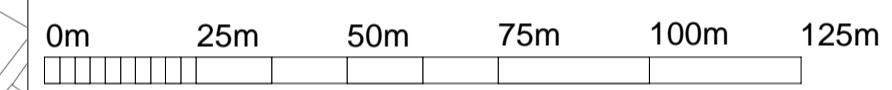
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**NOTES**

- 1. APPROXIMATE BOUNDARIES ARE SHOWN AND WILL NEED TO BE CONFIRMED IN DESIGN DEVELOPMENT.

**LEGEND**

— DEVELOPMENT SUBJECT TO A PLANNING APPLICATION (1700 m<sup>2</sup>)



SCALE 1:1250 @ A1

P02	BOUNDARY LINE UPDATED	IC	IC	LMC	LJW	20.11.24
P01	INITIAL PLANNING DRAWING	IC	IC	LJW	LJW	21.08.24
REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE

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Project Status **OUTLINE DESIGN**

Project **ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME**

Drawing Title **BISHOP AND WOLF PS & SCREENING PLANT SITE LOCATION PLAN**

Drawing Status **FOR REVIEW AND COMMENT**

	Name	Date	Status Code
Drawn	I. Cerdan	20.11.24	S3
Designed	I. Cerdan	20.11.24	Scale 1:1250
Eng Chk	L. Chinnock	20.11.24	Revision P02
Approved	L. Wardell	20.11.24	

Drawing No. **107780-PEF-WW-602-DDR-T-0001**

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**LOCATION MAP**  
 1 : 1250



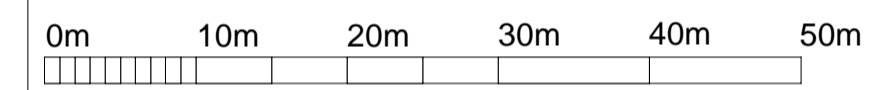
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**NOTES**

- 1. APPROXIMATE BOUNDARIES ARE SHOWN AND WILL NEED TO BE CONFIRMED IN DESIGN DEVELOPMENT.

**LEGEND**

 EXISTING BUILDINGS



SCALE 1:500 @ A1

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE	
P02	VIEW SCALE UPDATED		IC	RN	LJW	LJW	11.12.24
P01	INITIAL PLANNING DRAWING		IC	IC	LJW	LJW	21.08.24

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Project Status **OUTLINE DESIGN**

Project **ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME**

Drawing Title **BISHOP AND WOLF PS & SCREENING PLANT PROPOSED SITE PLAN**

Drawing Status **FOR ACCEPTANCE**

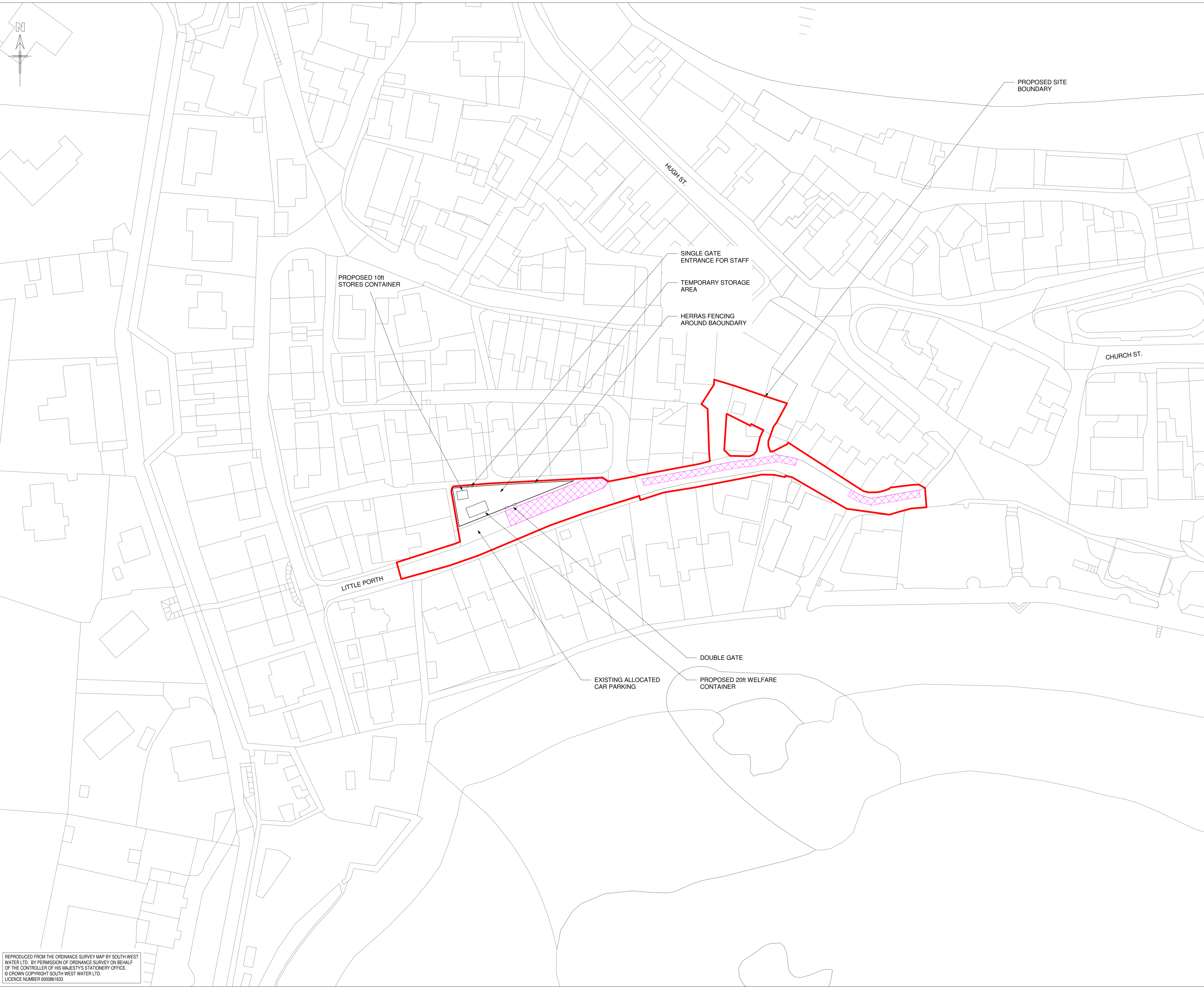
Name	Date	Status Code
I. Cerdan	11.12.24	S4
R. Newell	11.12.24	Scale 1:500
L. Wardell	11.12.24	Revision P02
L. Wardell	11.12.24	

Drawing No. **107780-PEF-WW-602-DDR-T-0003**

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**LOCATION MAP**  
 1 : 500





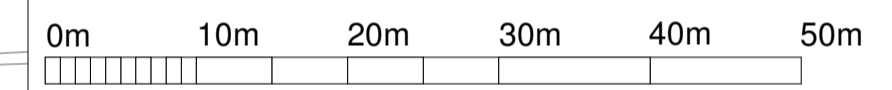
1. This drawing should only be relied upon by the copyright holder. Pell Frischmann will not accept liability if this drawing is used for any purpose other than that for which it has been produced.  
 2. Where this is an as-built drawing, it shall be based on Pell Frischmann's construction drawings with site changes as supplied and checked by the contractor. Pell Frischmann in no way accepts any liability for the accuracy of the information supplied by the contractor nor for any issues related to changes made on site.  
 © Pell Frischmann

**NOTES**

- 1. APPROXIMATE BOUNDARIES ARE SHOWN AND WILL NEED TO BE CONFIRMED IN DESIGN DEVELOPMENT.

**LEGEND**

- RED LINE BOUNDARY
- PARKING TEMPORARILY SUSPENDED BETWEEN THE HOURS OF 08:00 A.M. TO 18:00 P.M.



SCALE 1:500 @ A1

REV	DESCRIPTION	DRN	DSN	CHK	APP	DATE
P02	ADDITIONAL PARKING UPDATED	IC	RN	LJW	LJW	17.12.24
P01	FOR INFORMATION	IC	LMC	LJW	LJW	21.11.24

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**South West Water**

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 Engineering@trant.co.uk  
 www.trant.co.uk

Project Status **OUTLINE DESIGN**

Project **ISLES OF SCILLY CAPITAL DELIVERY PROGRAMME**

Drawing Title **BISHOP AND WOLF PS & SCREENING PLANT - PARSONS GREEN - COMPOUND AREA**

Drawing Status **FOR APPROVAL**

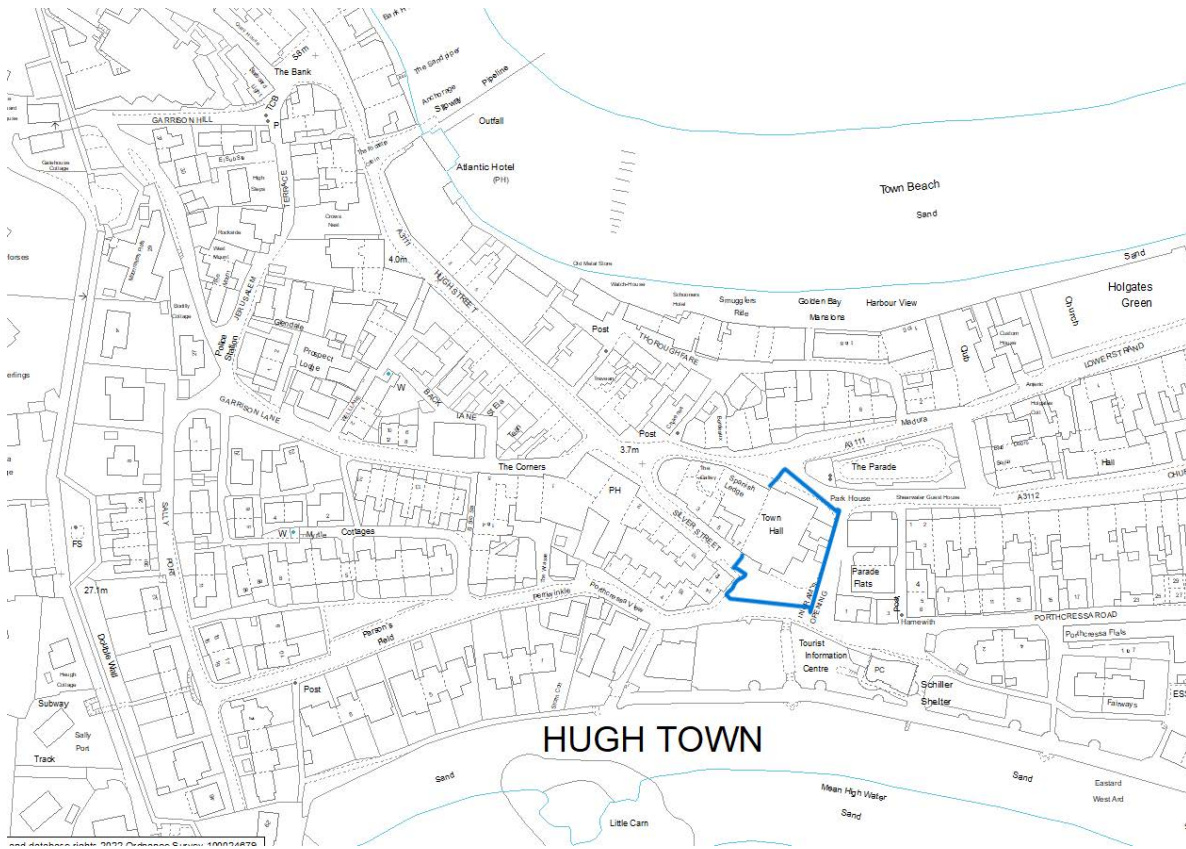
Name	Date	Status Code
I. Cerdan	17.12.24	S4
R. Newell	17.12.24	Scale 1:500
L. Wardell	17.12.24	Revision P02
L. Wardell	17.12.24	

Drawing No. **107780-PEF-WW-602-DDR-T-0004**

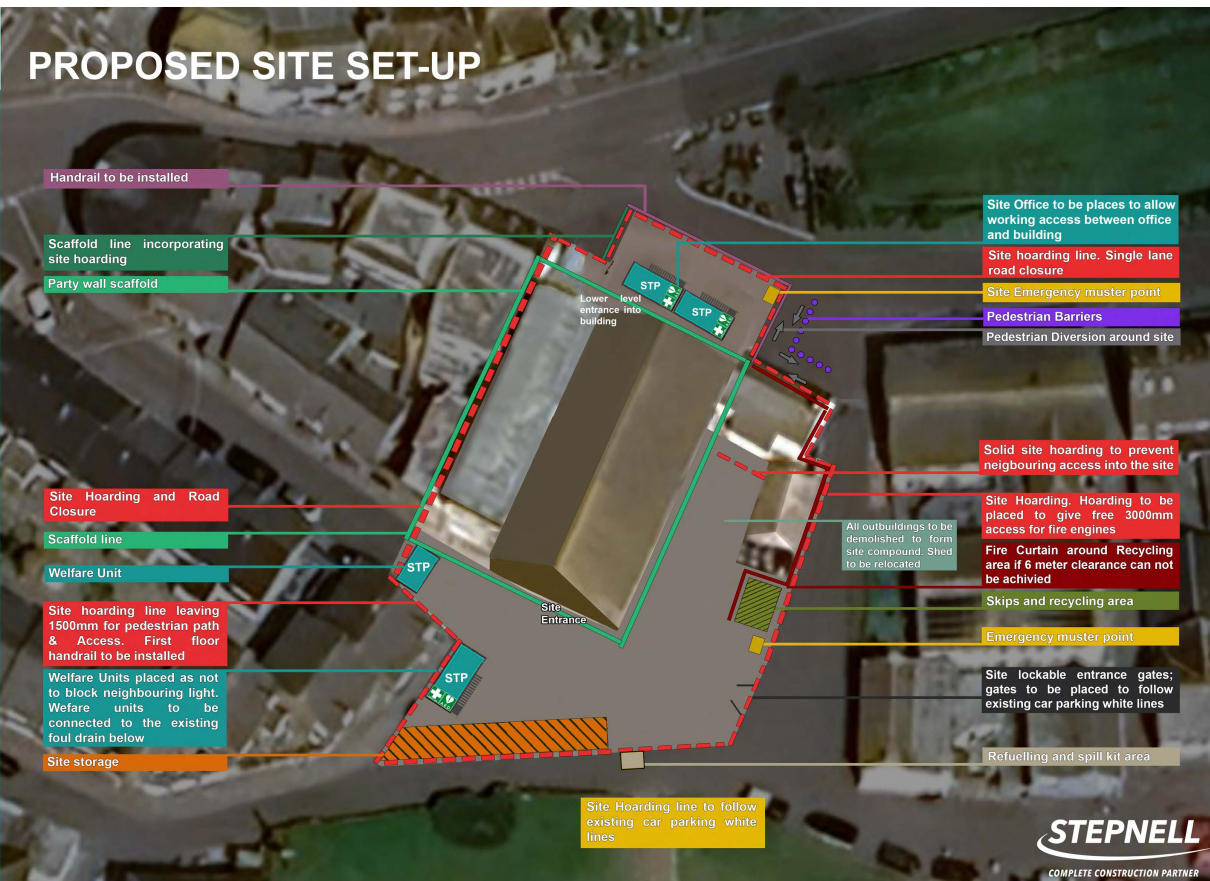
REPRODUCED FROM THE ORDNANCE SURVEY MAP BY SOUTH WEST WATER LTD. BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT SOUTH WEST WATER LTD. LICENCE NUMBER 0000861633

## Appendix B – Local road closures during construction programme

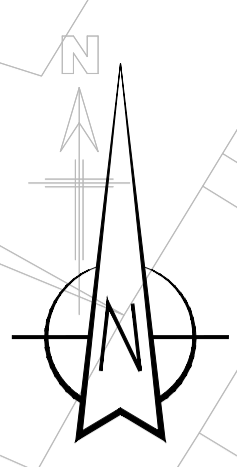
# Location plan




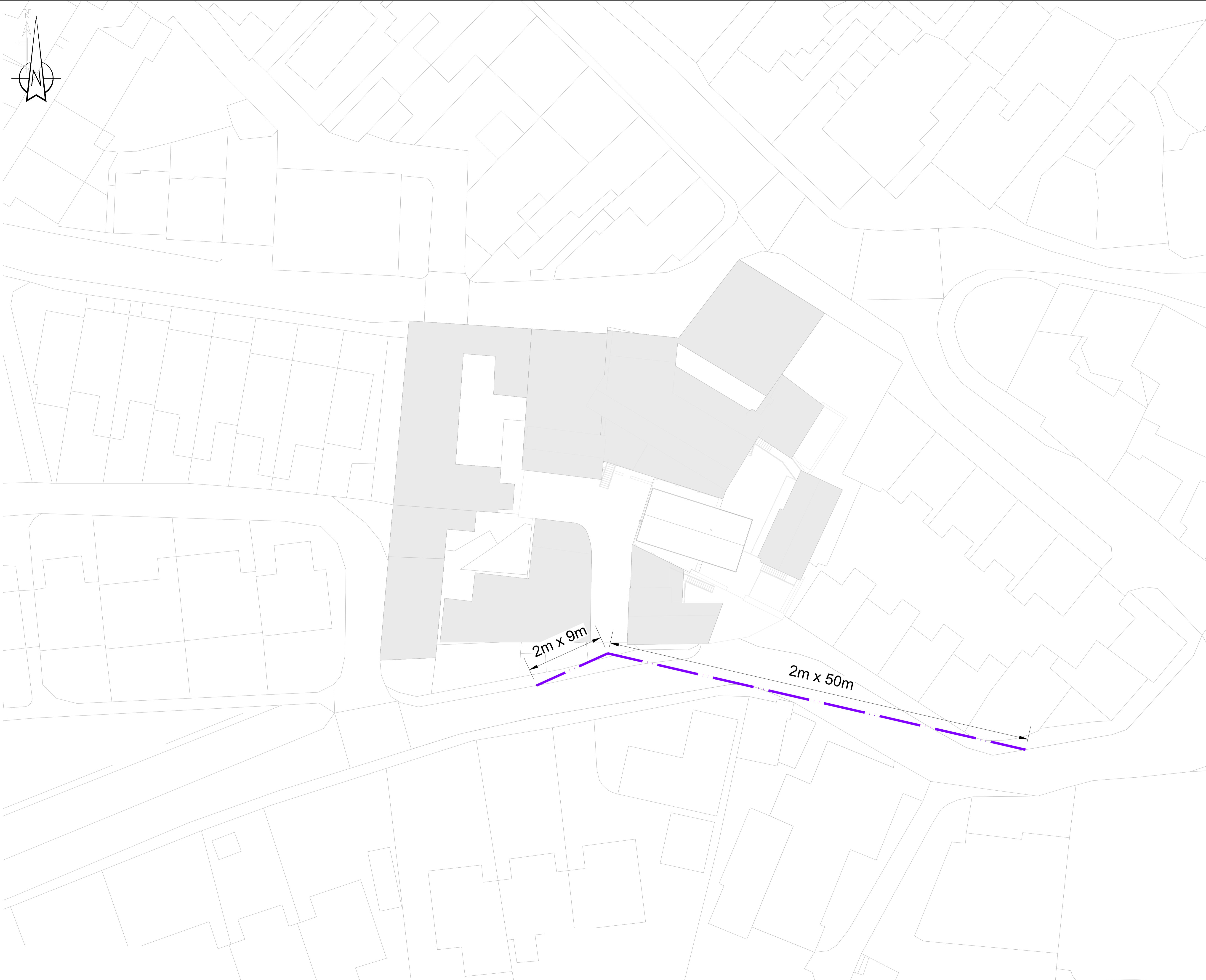
## PROPOSED SITE SET-UP



## Appendix C – Site access visibility splay analysis



KEY	
	2m x Maximum Achievable Visibility Splay



REV	DESCRIPTION	LMC	PW	LC	05.12.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	FIRST ISSUE				

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Client  
**Trant Engineering Ltd**

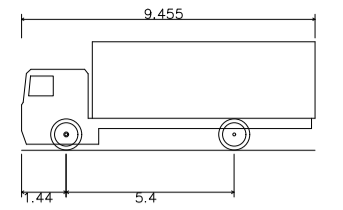
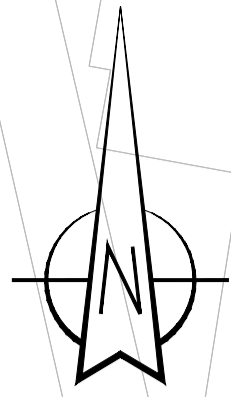
Project  
**Isles of Scilly  
 Desalination Plant & WTW**

Drawing Title  
**Bishop and Wolf  
 Pumping Station and Screening Plant  
 Site Access Visibility Splays**

	Name	Date	Scale
Drawn	LMC	DEC 2024	1:200 @ A1
Designed	LMC	DEC 2024	File No. 107780-PEF-ZZ-602-DDR-H-0001.dwg
Checked	PW	DEC 2024	Drawing Status FOR INFORMATION
Approved	LC	DEC 2024	



Drawing No.	Revision
107780-PEF-ZZ-602-DDR-H-0001	P01

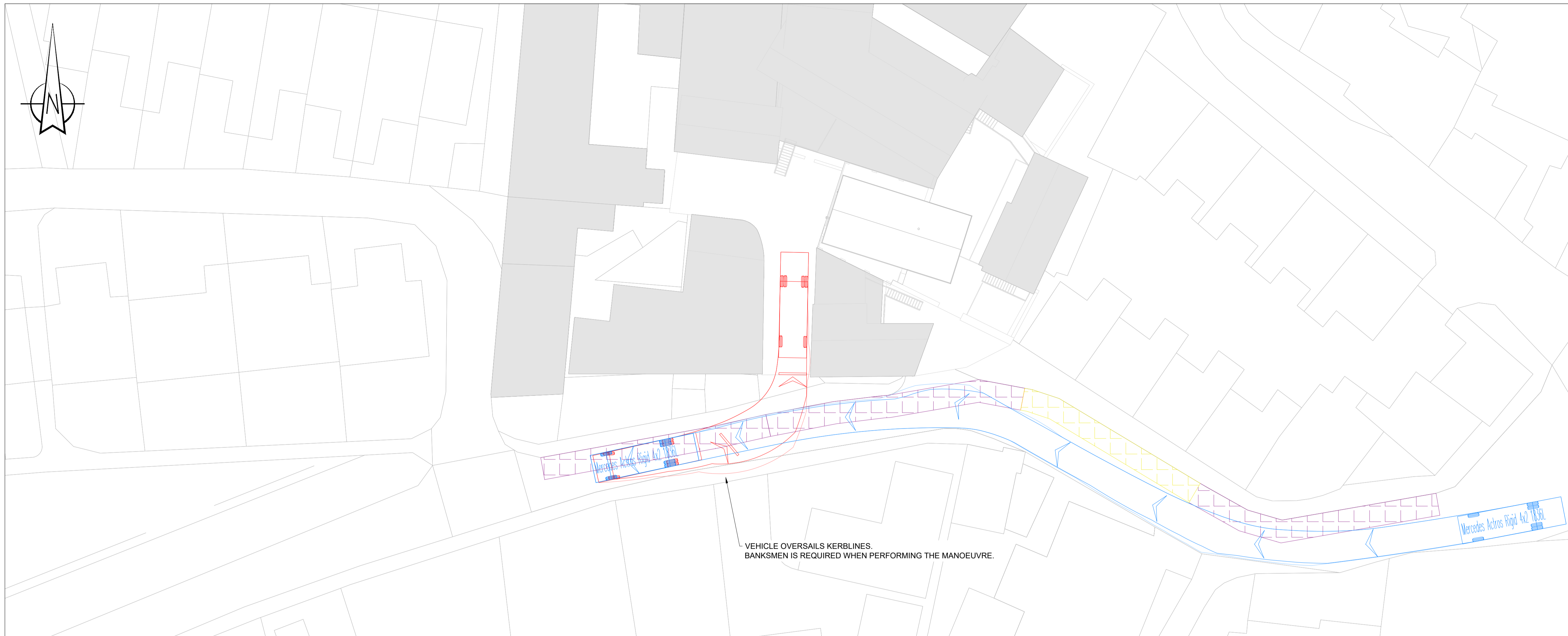
## Appendix D – Vehicle swept path analysis



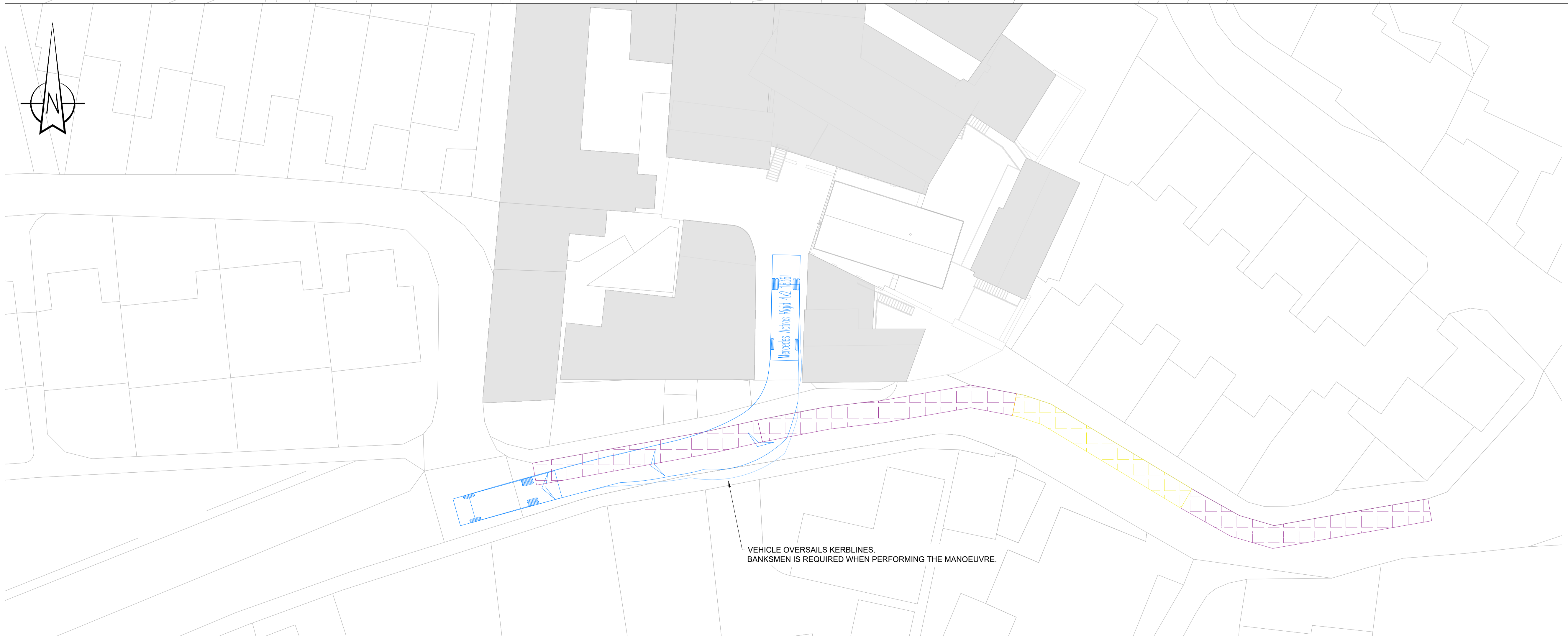
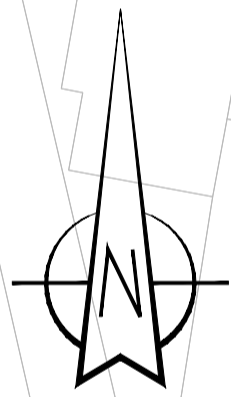
Mercedes Actros Rigid 4x2 1836L  
 Overall Length 9.45m  
 Overall Width 2.43m  
 Overall Body Height 3.495m  
 Min Body Ground Clearance 0.210m  
 Track Width 2.494m  
 Lock to Lock Time 5.91s  
 Wall to Wall Turning Radius 10.250m

**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.



VEHICLE OVERSAILS KERBLINES.  
 BANKSMEN IS REQUIRED WHEN PERFORMING THE MANOEUVRE.



VEHICLE OVERSAILS KERBLINES.  
 BANKSMEN IS REQUIRED WHEN PERFORMING THE MANOEUVRE.

P01	FIRST ISSUE	LMC	PW	LC	06.12.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Client

## Trant Engineering Ltd

Project

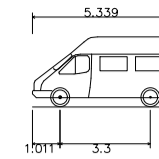
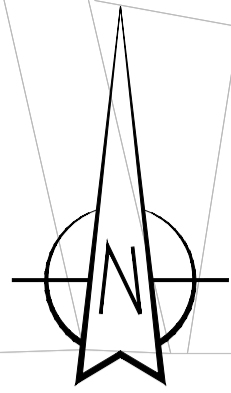
### Isles of Scilly Desalination Plant & WTW

Drawing Title

### Bishop and Wolf Pumping Station and Screening Plant 9.4m Delivery Vehicle at Site Access

	Name	Date	Scale
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Designed	LMC	DEC 2024	File No. 107780-PEF-ZZ-602-DDR-H-0002.dwg
Checked	PW	DEC 2024	
Approved	LC	DEC 2024	Drawing Status FOR INFORMATION

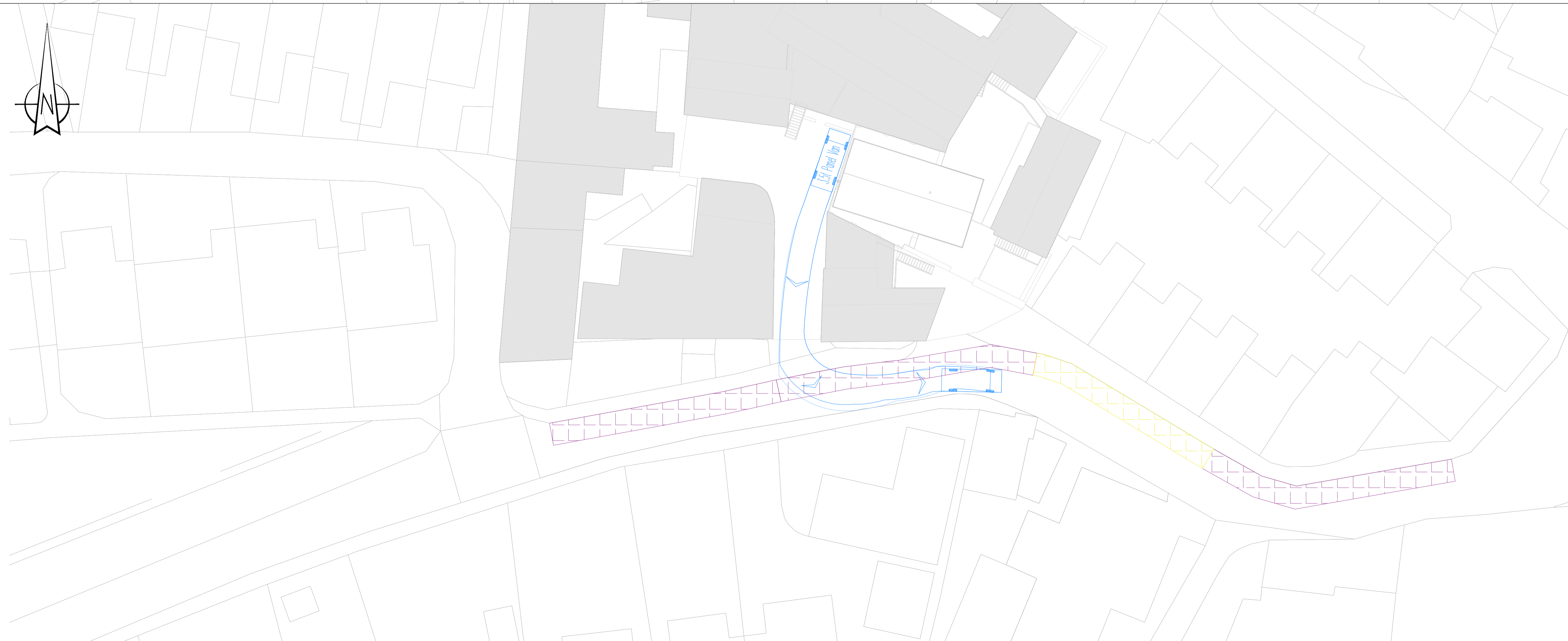
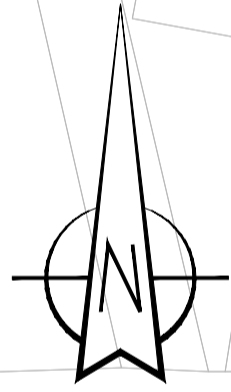
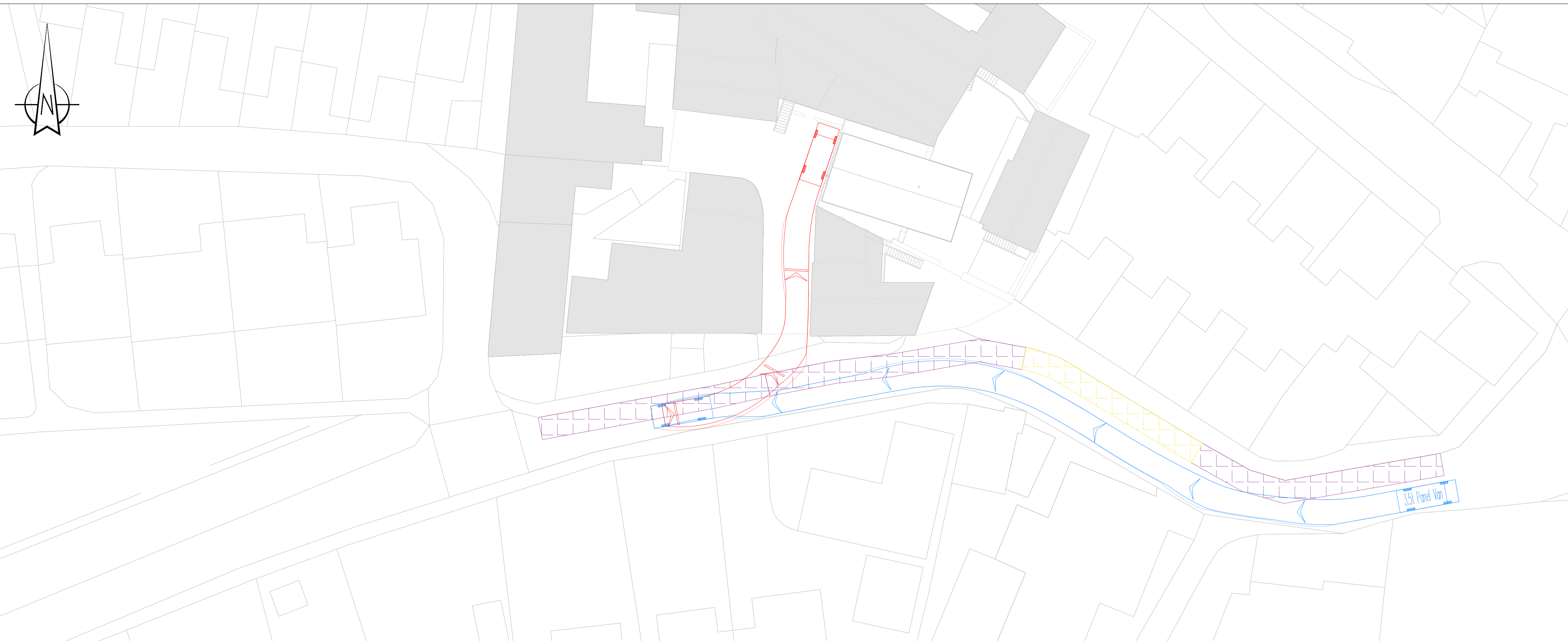
Drawing No.	Revision
107780-PEF-ZZ-602-DDR-H-0002	P01



3.5t Panel Van  
 Overall Length 5.33m  
 Overall Width 2.35m  
 Overall Height 2.35m  
 Min. Body Ground Clearance 1.95m  
 Track Width 1.95m  
 Lock to lock time 4.00m  
 Kerb to Kerb Turning Radius 6.400m

**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	FIRST ISSUE	LMC	PW	LC	06.12.2024
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Client  
**Trant Engineering Ltd**

Project  
**Isles of Scilly  
 Desalination Plant & WTW**

Drawing Title  
**Bishop and Wolf  
 Pumping Station and Screening Plant  
 5.3m Delivery Vehicle at Site Access**

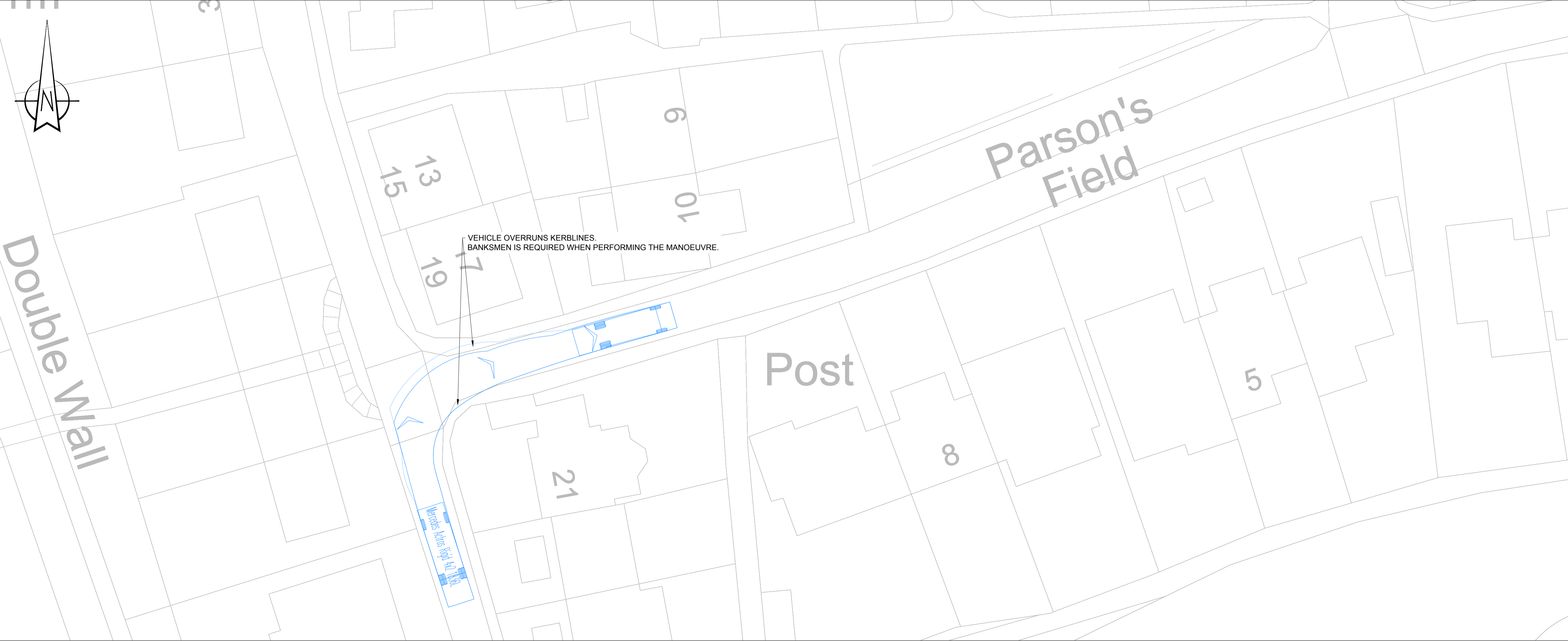
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Designed	LMC	DEC 2024	File No.	107780-PEF-ZZ-602-DDR-H-0003.dwg
Checked	PW	DEC 2024	Drawing Status	FOR INFORMATION
Approved	LC	DEC 2024	Revision	

Drawing No. **107780-PEF-ZZ-602-DDR-H-0003** Revision **P01**

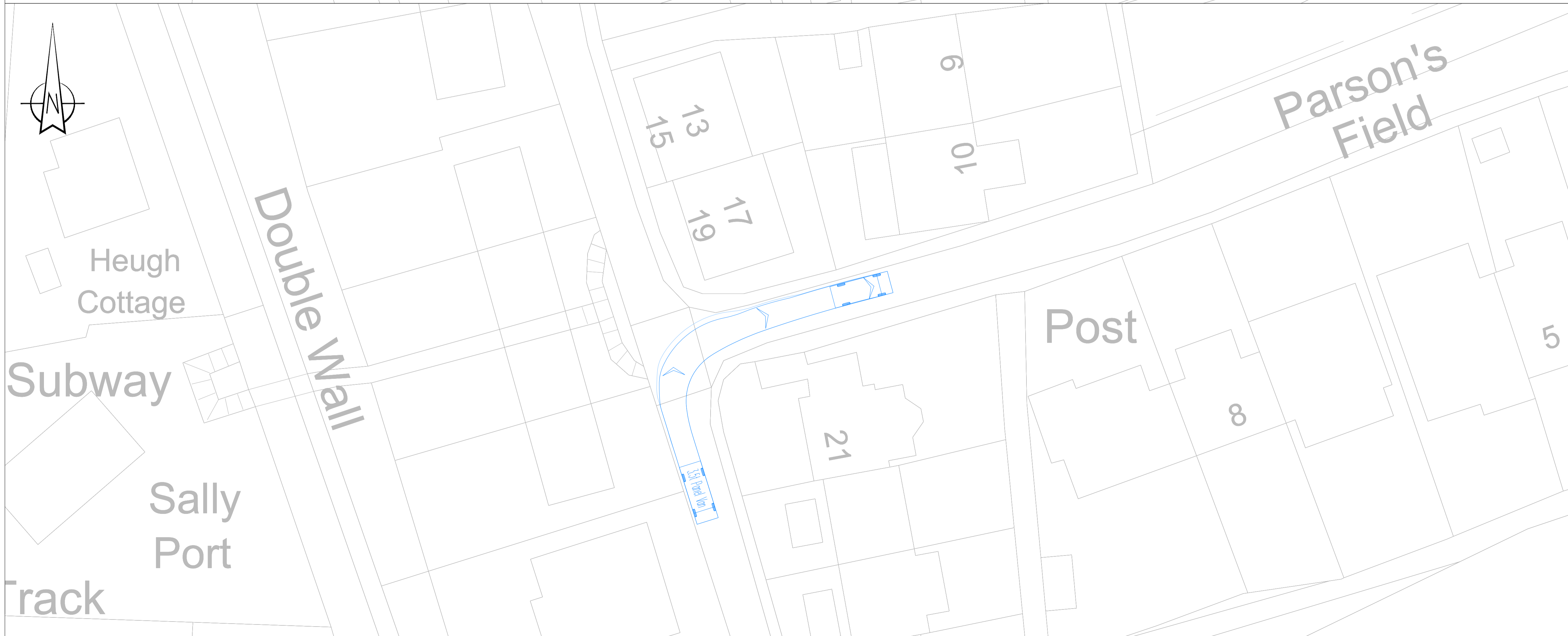
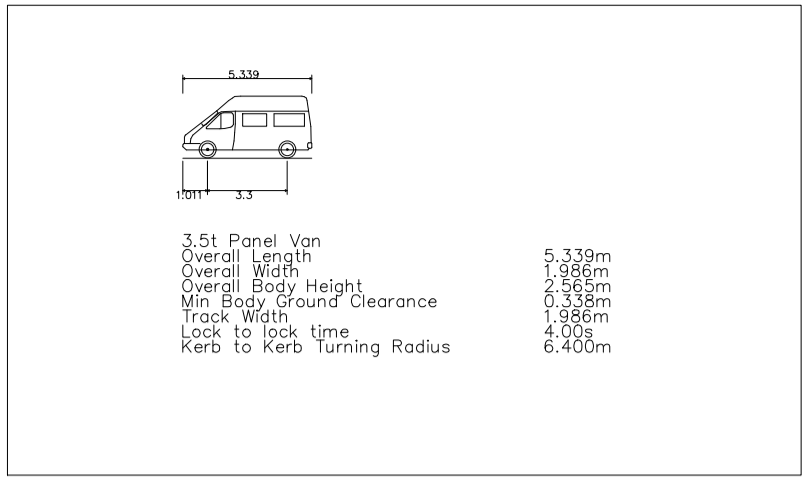
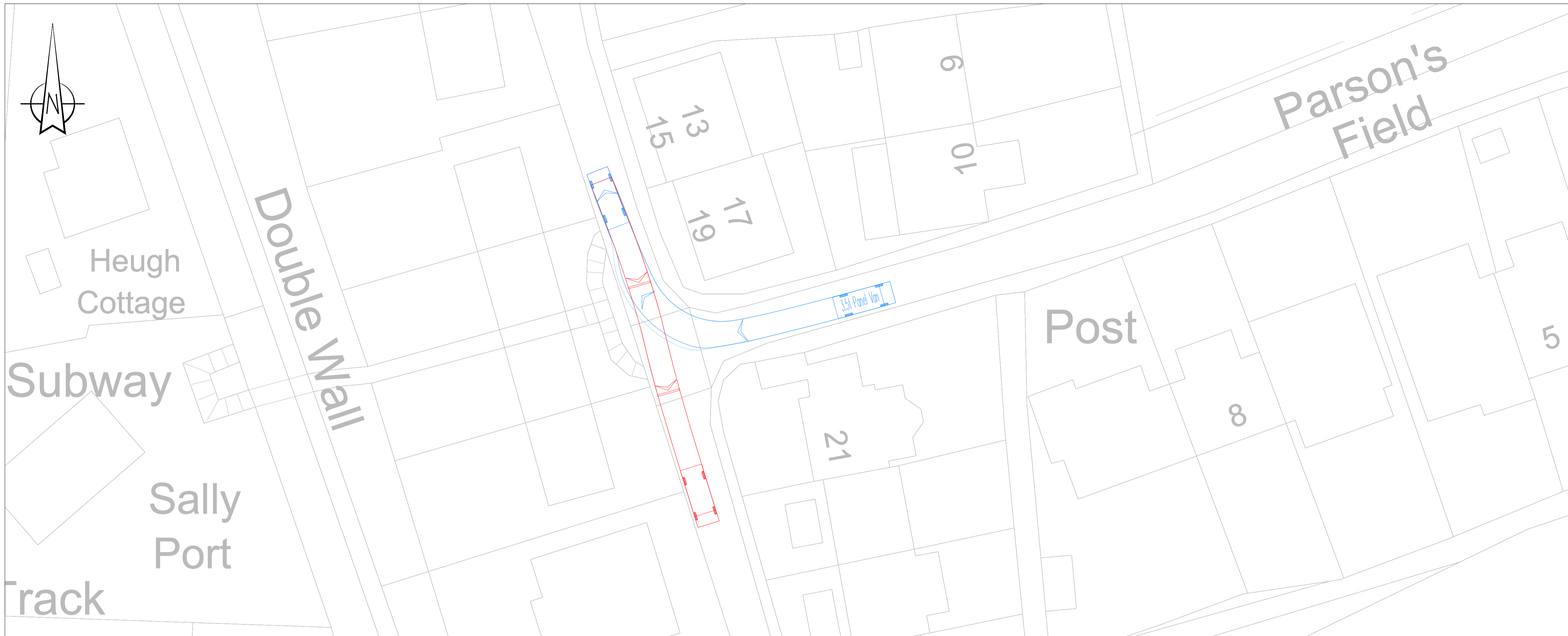




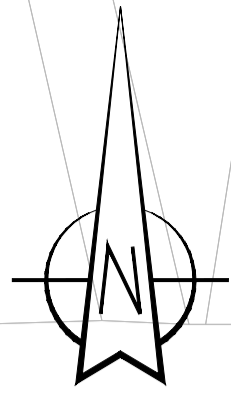
Mercedes Actros Rigid 4x2 1836L	9.455m
Overall Length	9.455m
Overall Width	2.495m
Overall Body Height	3.495m
Min Body Ground Clearance	0.200m
Track Width	2.494m
Lock to lock time	5.00s
Wall to Wall Turning Radius	10.250m



P01	FIRST ISSUE	LMC	PW	LC	05.12.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE
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Client					
Trant Engineering Ltd					
Project					
Isles of Scilly Desalination Plant & WTW					
Drawing Title					
Bishop and Wolf Pumping Station and Screening Plant 9m Delivery Vehicle at Turning Head					
	Name	Date	Scale	1:200 @ A1	
Drawn	LMC	DEC 2024			
Designed	LMC	DEC 2024	File No.	107780-PEF-ZZ-602-DDR-H-0004.dwg	
Checked	PW	DEC 2024	Drawing Status	FOR INFORMATION	
Approved	LC	DEC 2024			
Drawing No.				Revision	
107780-PEF-ZZ-602-DDR-H-0004				P01	

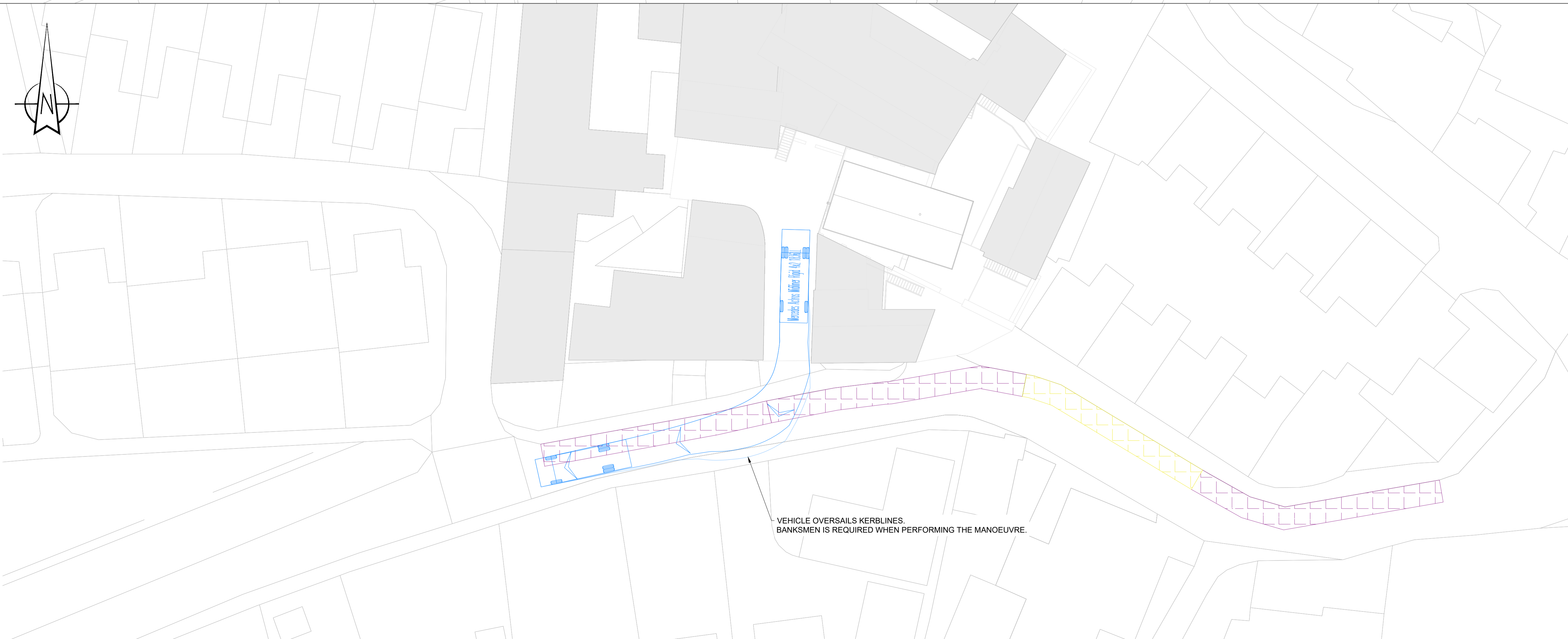
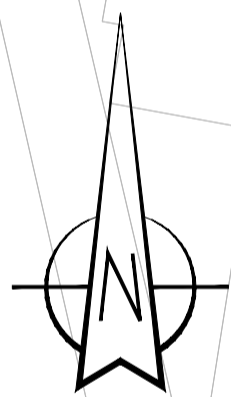
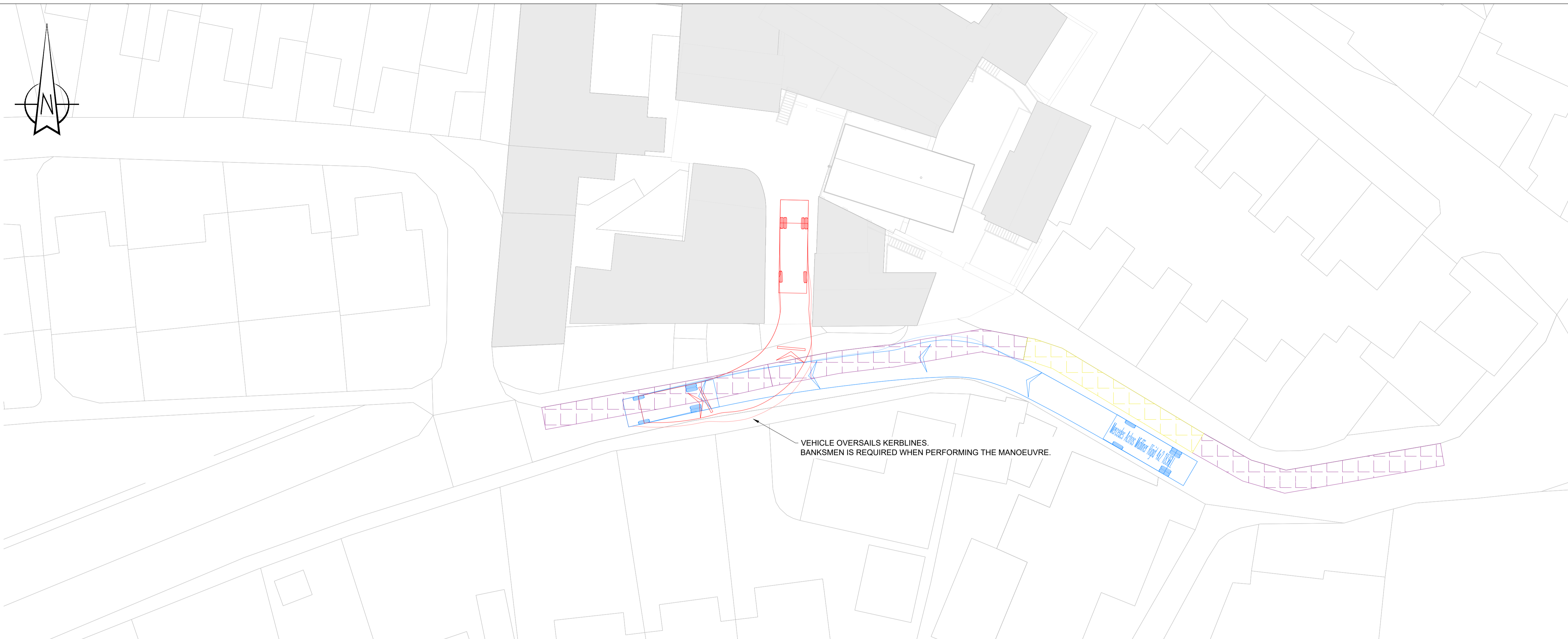


P01	FIRST ISSUE	LMC	PW	LC	05.12.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE
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Client					
Trant Engineering Ltd					
Project					
Isles of Scilly Desalination Plant & WTW					
Drawing Title					
Bishop and Wolf Pumping Station and Screening Plant 5.3m Delivery Vehicle at Turning Head					
	Name	Date	Scale	1:200 @ A1	
Drawn	LMC	DEC 2024			
Designed	LMC	DEC 2024	File No.	107780-PEF-ZZ-602-DDR-H-0005.dwg	
Checked	PW	DEC 2024	Drawing Status	FOR INFORMATION	
Approved	LC	DEC 2024			
Drawing No.				Revision	
107780-PEF-ZZ-602-DDR-H-0005				P01	



	Mercedes Actros Midliner Rigid 4x2 1836LL
Overall Length	8.305m
Overall Width	2.494m
Overall Body Height	3.322m
Min Body Ground Clearance	0.138m
Track Width	2.494m
Lock to lock time	5.08s
Wall to Wall Turning Radius	9.500m

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				06.12.2024

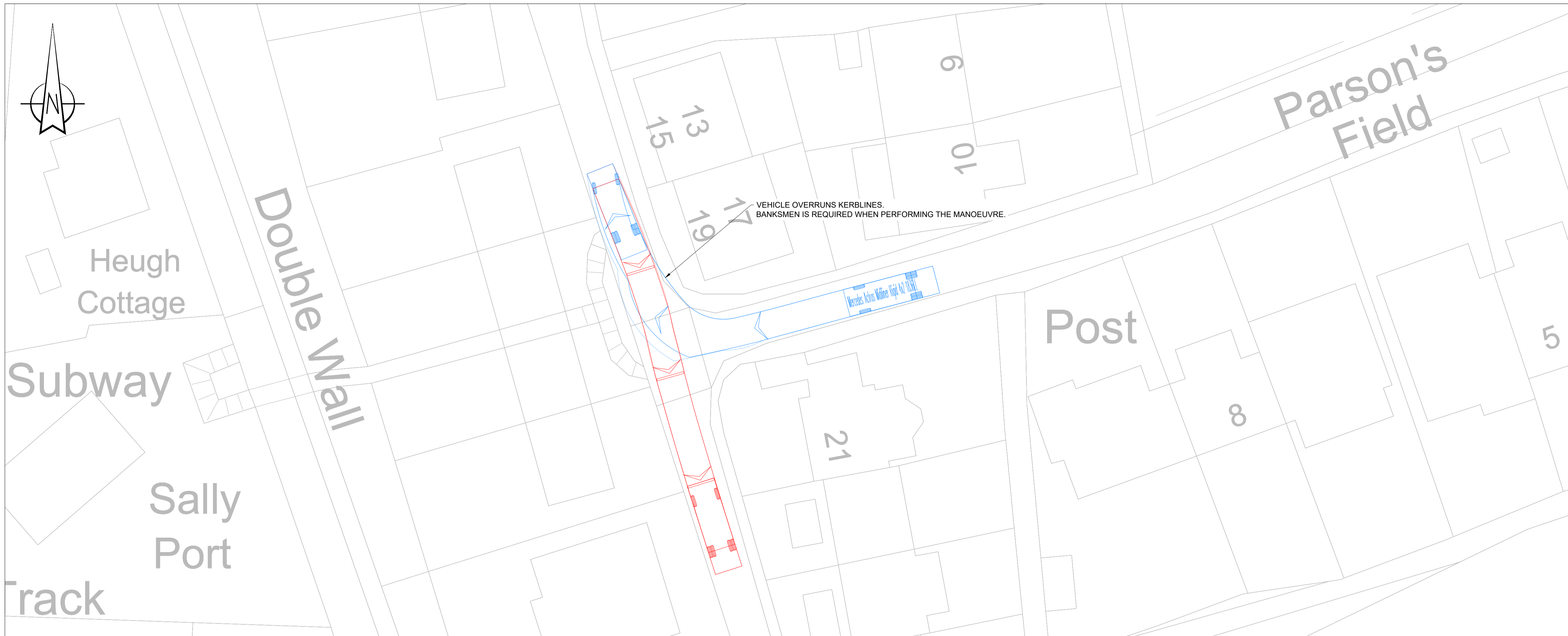
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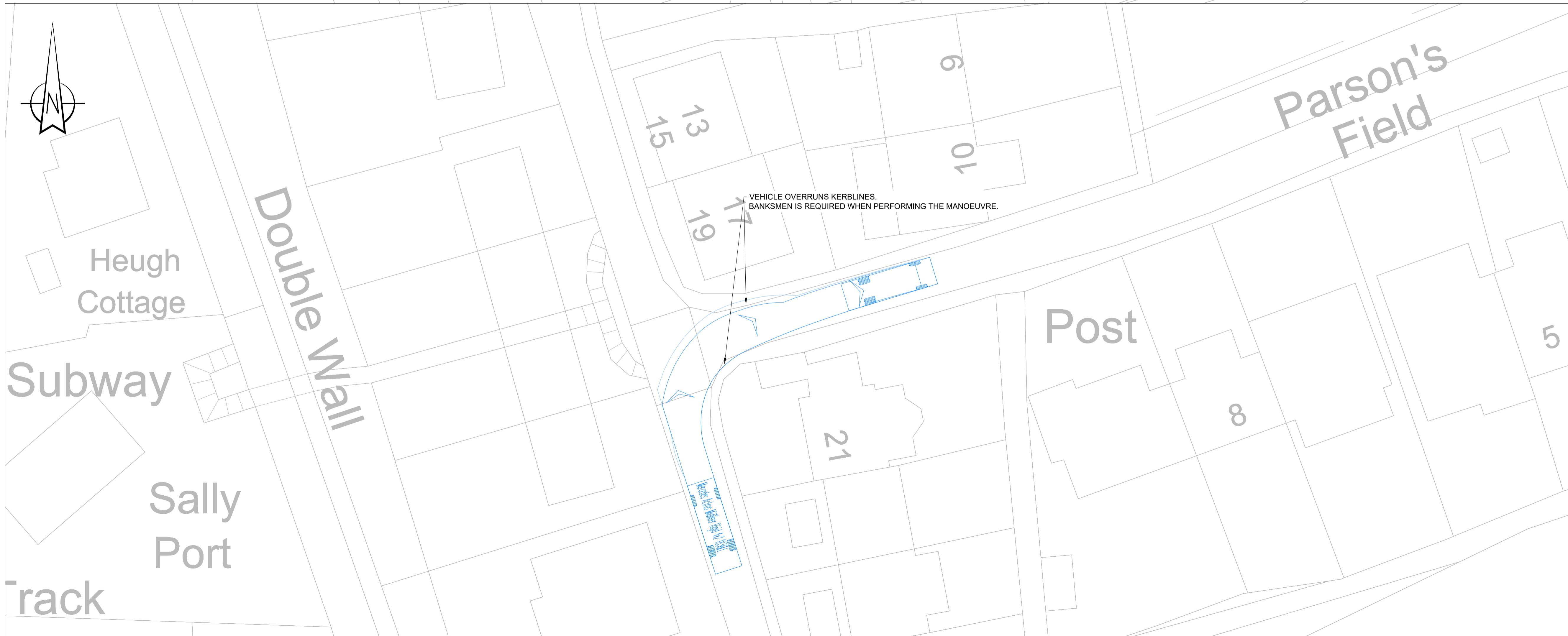
Project  
**Isles of Scilly  
 Desalination Plant & WTW**

Drawing Title  
**Bishop and Wolf  
 Pumping Station and Screening Plant  
 8.3m Delivery Vehicle at Site Access**

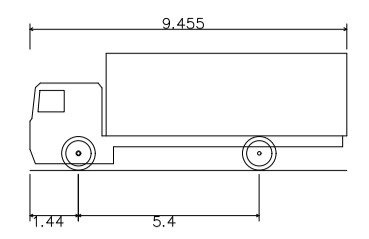
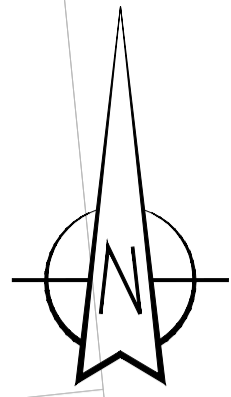
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Checked	PW	DEC 2024	Drawing Status FOR INFORMATION
Approved	LC	DEC 2024	
Drawing No.	107780-PEF-ZZ-602-DDR-H-0006		Revision P01



Mercedes Actros Midliner Rigid 4x2 1836L	
Overall Length	8.305m
Overall Width	2.444m
Overall Body Height	4.127m
Min Body Ground Clearance	0.156m
Track Width	2.494m
Lock to Lock Time	5.01s
Wall to Wall turning Radius	9.500m



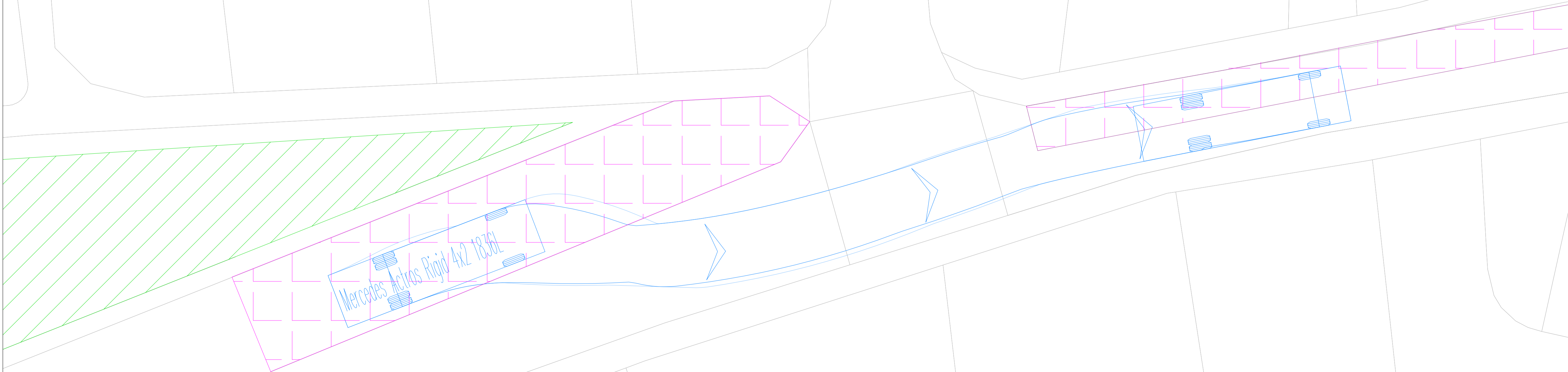
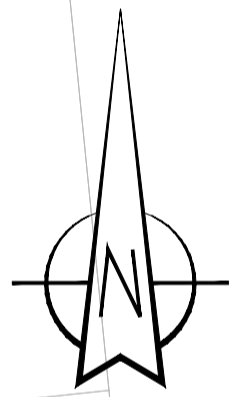
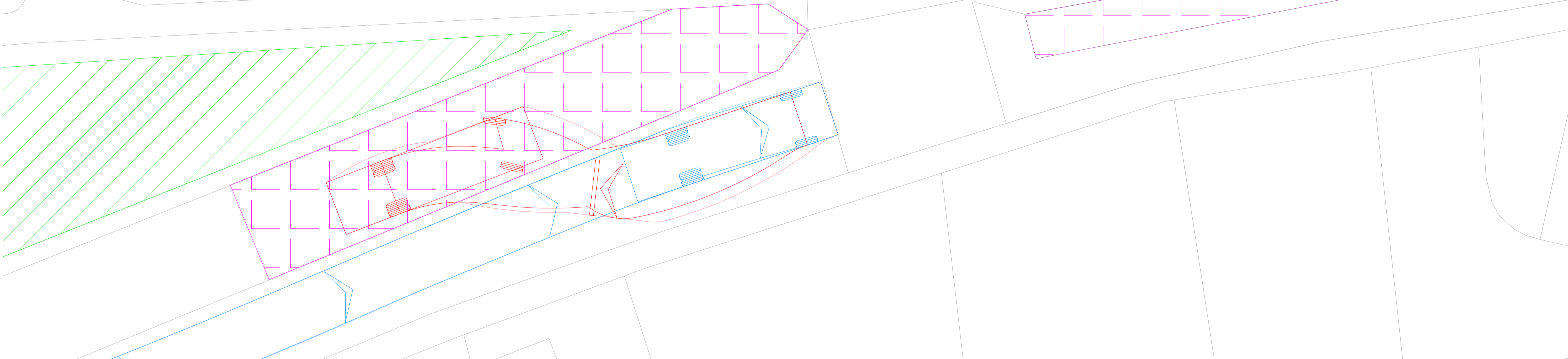
P01	FIRST ISSUE	LMC	PW	LC	05.12.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE
<b>Pell Frischmann</b>					
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Client					
Trant Engineering Ltd					
Project					
Isles of Scilly Desalination Plant & WTW					
Drawing Title					
Bishop and Wolf Pumping Station and Screening Plant 8.3m Delivery Vehicle at Turning Head					
	Name	Date	Scale 1:200 @ A1		
Drawn	LMC	DEC 2024			
Designed	LMC	DEC 2024	File No. 107780-PEF-ZZ-602-DDR-H-0007.dwg		
Checked	PW	DEC 2024	Drawing Status FOR INFORMATION		
Approved	LC	DEC 2024			
Drawing No. 107780-PEF-ZZ-602-DDR-H-0007					Revision P01



Mercedes Actros Rigid 4x2 1836L  
 Overall Length 9.455m  
 Overall Width 2.494m  
 Overall Body Height 3.495m  
 Min Body Ground Clearance 0.200m  
 Track Width 2.494m  
 Lock to lock time 5.00s  
 Wall to Wall Turning Radius 10.250m

KEY

- Parsons Green Temporary Storage Laydown and Compound Area
- 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	LMC	PW	LC	06.12.2024

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Client  
**Trant Engineering Ltd**

Project  
**Isles of Scilly  
 Desalination Plant & WTW**

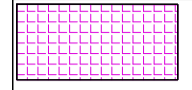
Drawing Title  
**Parsons Green  
 Construction Compound  
 9.4m Delivery Vehicle at Site Access**

Drawn	Name	Date	Scale
Designed	LMC	DEC 2024	1:100 @ A1
Checked	PW	DEC 2024	File No. 107780-PEF-ZZ-602-DDR-H-0009.dwg
Approved	LC	DEC 2024	Drawing Status FOR INFORMATION

Drawing No. **107780-PEF-ZZ-602-DDR-H-0009** Revision **P01**

## Appendix E – Parking areas for temporary suspension



**KEY**  
 On street parking where satellite imagery indicates that routing of a compound delivery vehicle would be obstructed.

P01	FIRST ISSUE	LMC	PW	LC	06.12.2024
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Client  
**Trant Engineering Ltd**

Project  
**Isles of Scilly  
 Desalination Plant & WTW**

Drawing Title  
**Bishop and Wolf  
 Pumping Station and Screening Plant  
 Parking Suspension Areas**

	Name	Date	Scale	1:200 @ A1
Drawn	LMC	DEC 2024		
Designed	LMC	DEC 2024	File No.	107780-PEF-ZZ-602-DDR-H-0008.dwg
Checked	PW	DEC 2024	Drawing Status	FOR INFORMATION
Approved	LC	DEC 2024		
Drawing No.	107780-PEF-ZZ-602-DDR-H-0008			Revision
				P01

**HUGH T**