

Planning Application: F/23/95161

Ageas Bowl - Installation of an engineered berm and associated landscaping on the 5th hole to create visual and acoustic screening from the major roads running parallel to the site.



Construction Environment Management Plan

September 2023

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1. Introduction

- 1.0. This document has been prepared to address issues and concerns raised by consultees in relation to the planning application F/23/95161, currently being determined by Eastleigh Borough Council.
- 1.1. Comments from consultees are shown below in *blue* and details of where these are addressed within the document are in *black*.

Eastleigh EHO comments:

- 1.2. *Dust:*
“Works in this location have a low potential to impact upon amenity and property. The earthworks if undertaken in dry weather are a potential cause of mobile, windblown dust. Therefore, we ask for a proportionate CEMP with contingency measures in the case of unusually dry periods.”
- 1.3. This is addressed by **Part 1: Dust Management Plan** of this report.
- 1.4. *Contaminated Land:*
“The development is likely to require the importation of soils to make up the landscaping features proposed. On this basis we would recommend that the following condition is applied: Soils imported to site should meet with the approval of the LPA, prior to use on site, so as to ensure that such soils are of suitable quality, and not contaminated such that they give rise to adverse impacts through the creation of pollutant linkages.”
- 1.5. This is addressed in **Part 3: Soil Importation and Contamination** of this report and as such, we would request that this is not included in any potential planning permission as a condition, unless it is reworded to require development to be carried out in accordance with the soil importation procedures set out in **Part 3: Soil Importation and Contamination** of this Construction Environment Management Plan.

Eastleigh Ecologist comments:

- 1.6. *“A CEMP will be required and must include the precautionary working methods and supervision by an ecological clerk of works (ECOW) during site clearance and construction of the bund.”*
- 1.7. Ecological precautionary working measures are included in paragraphs 2.1.4.-2.1.17 of **Part 2: Construction Site Management Plan**.
- 1.8. *“The Planning Statement states that soils will need to be imported to create the proposed bund. Care must be taken to ensure that no invasive species or pollutants are imported with this soil. Details of the source of the soil and any required checking and monitoring can be conditioned.”*

- 1.9. This is addressed in **Part 3: Soil Importation & Contamination**.
- 1.10. *“During the construction phase there is the potential for sediment from the importation of soil and reprofiling work to drain into either the watercourse to the northeast or the surface water flow path on the southeastern site boundary. Fuel spillages could also occur during refuelling of equipment. Details of protective measures to prevent sediment and fuel pollution during construction must be included in the CEMP”.*
- 1.11. Control measures proposed for preventing sediment impacts are addressed in Paragraphs 2.1.4 and 2.1.14 of **Part 2: Construction Site Management Plan**, and measures for the prevention of fuel pollution are in paragraph 2.3.3. of **Part 2: Construction Site Management Plan** and **Appendix B: Contamination Action Plan**.

Hampshire Highways

- 1.12. *“No details of how the berm is to be constructed has been provided, and this requires clarification.*
- If the works and materials are to be internally sourced from the site, this would be acceptable, however if materials are going to be delivered to the site, then a Construction Site Management Plan (CSMP) would be required to outline elements such as:*
- a) Delivery routes in and out of site;*
 - b) Frequency and number of vehicle movements, and over what period of time; and*
 - c) Mitigation measures to ensure dirt / mud is not transferred onto the highway”*
- 1.13. Part a) is addressed in section 2.5. of **Part 2: Construction Site Management Plan**.
- 1.14. Part b) is addressed in section 2.6. of **Part 2: Construction Site Management Plan**.
- 1.15. Part c) is addressed in section 2.0 “Vehicle Cleaning” of **Part 1: Dust Management Plan**.
- 1.16. This document has been prepared by IRUK Waste Planning and Consultancy Ltd on behalf of the Ageas Bowl, Boundary Lakes Golf Course (Landowner and applicant) and Inert Recycling UK (Operator).

Part 1

Dust Management Plan

Contents

- 1.0 Introduction**
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1.0 Introduction

- 1.1 IRUK Waste Planning & Consultancy Ltd have prepared a Dust Management Plan on behalf of Inert Recycling UK Ltd (Inert) for use during the construction, if approved, of the 'Installation of an engineered berm and associated landscaping on the 5th hole to create visual and acoustic screening from the major roads running parallel to the site' at the Boundary Lakes Golf Course, Ageas Bowl, West End, Hampshire, SO30 3XH.

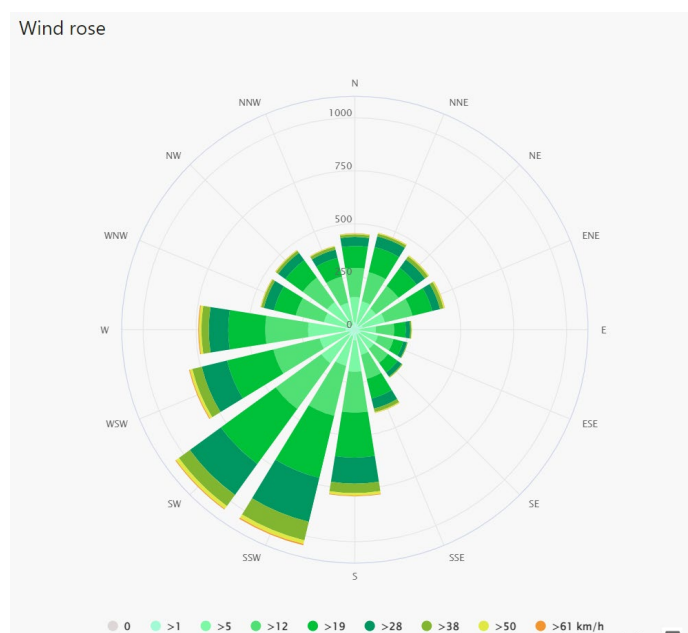
Baseline Conditions

- 1.2 The proposed development is at the 5th hole of Boundary Lakes Golf Course, which is in the southeast corner of the wider golf course site and is bound on the east side by the M27, and on the south side by Junction 7 of the M27, the Hedge End interchange, as well as the A334, Charles Watts Way.
- 1.3 The land has been in use as an existing golf course hole, and the permanent vegetative cover of the site and its previously established boundary planting results in the site in its current condition generating little or no dust.
- 1.4 With reference to Defra's UK AIR (Air Information Resource) mapping the development site and its surrounds is not located within an Air Quality Management Area (AQMA).

Prevailing Wind and Sensitive Receptors

- 1.5 With reference to wind direction distribution data for Southampton Airport as shown in Figure 1 (below) this shows that the prevailing wind direction is from the south west (5.5% of the time) and south south west is the second most common wind direction.

Figure 1. Wind Direction Distribution - Southampton Airport



- 1.6 The Guidance on the Assessment of Mineral Dust Impacts for Planning¹ provides a useful guide to assessing the potential risks of dust on sensitive receptors, and the guidance can be broadly applied to the development at the Ageas Bowl (Boundary Lakes Golf Course) given it would involve earthworks and soils processing which are similar in nature to some of the activities that occur on minerals sites.
- 1.7 The guidance allows an assessment of the potential degree of impact by examining the effectiveness of the pathway between the source and the receptor. It also assesses potential for source emissions (based upon the activity) and the sensitivity of the receptor.
- 1.8 The effectiveness of the pathway is a combination of the distance and orientation of the receptor from the source and the frequency of the prevailing wind. Any topographical or physical features that act as barriers between the source and the receptor can also be accounted for.
- 1.9 As identified above the most common wind direction is directly from the south west (5.5% of the time). With reference to the Guidance this equates to 'Moderate Frequency' which is defined as *"the frequency of winds (>5 m/s) from the direction of the dust source on dry days are between 5% and 12%"*.
- 1.10 The Guidance also identifies that *"dust impacts will mainly occur within 400m of the operation, even at the dustiest sites."*
- 1.11 The potential receptors within 400m to the north east of the development site (the direction in which the prevailing wind would transport any airborne dust) and north north east of the development site (the second most common wind direction) are identified within **Table 1** below.

Table 1: Potential Receptors within 400m of development site (in direction of Prevailing Wind)

Reference #	Potential Receptor	Direction from Development Site	Approximate Distance from Development Site (m)
	Commercial and Industrial Premises		
1	Sainsburys Petrol Station	NE	300m
	Schools / Hospitals		
	N/A		
	Public Rights of Way		
	N/A		
	Highways or Minor Roads		
2	M27 motorway	NE	0m
	Priority Habitat		

¹ Guidance on the Assessment of Mineral Dust Impact for Planning (2016) Institute of Air Quality Management

3	Deciduous Woodland	NE	20m
	Historic Buildings / Listed Buildings / Archaeological Sites		
	N/A		
	Sensitive Land Uses		
4	Boundary Lakes Golf Course	N & W	0m

- 1.12 In determining the effectiveness of a pathway a receptor is considered *close* when it is located at less than 100m from the dust source, *intermediate* when it is between 100m and 200m and *distant* when it is between 200m and 400m. The classified distance for each receptor is shown in **Table 2** below.

Table 2: Assessment of Pathway Effectiveness to identified receptors

Receptor	Direction from Operational Area	Receptor Distance	Frequency of Winds	Pathway Effectiveness
#1 Sainsburys Petrol Station	NE	Distant	Moderately Frequent	Ineffective
#2 M27 motorway	NE	Close	Moderately Frequent	Moderately Effective
#4 Deciduous Woodland	NE	Close	Moderately Frequent	Moderately Effective
#6 Boundary Lakes Golf Course	N & W	Close	Infrequent	Ineffective

- 1.13 The Guidance also details how sensitivity should be applied to a receptor, with examples of high sensitivity receptors including residential properties, schools, and hospitals and examples of low sensitivity receptors including playing fields, and shopping streets. The receptors identified for this development site can therefore be classified as:

- Commercial Premises – Sainsburys Petrol Station – Medium Sensitivity
- Highways – M27 motorway– Low Sensitivity
- Priority Habitat – Deciduous Woodland – Low Sensitivity
- Sensitive Land Uses – Boundary Lakes Golf Course – Low Sensitivity

Residual Source of Emission

- 1.14 Table A3-1 in *Guidance on the Assessment of Mineral Dust Impacts for Planning* identifies residual source emissions for a range of site operations. Residual source of emission is dependent on the activity.
- 1.15 In respect of the operations at the Ageas Bowl (Boundary Lakes Golf Course) development site 'Site Processing and Restoration' (i.e. soil stripping / replacement and planting), 'Materials Handling' (i.e. tipping, placement and compaction of imported fill) and 'Stockpiles and Exposed Surfaces' (i.e. stockpiling of stripped topsoil and imported fill) would be the principal

activities. These are classed as having the potential for **Small** or **Medium Residual Source Emissions**.

Dust Impact Risk

- 1.16 By combining the potential worst-case residual source emission and the pathway effectiveness an estimate of dust impact risk at individual receptors can be assessed. Table A3-5 in *Guidance on the Assessment of Mineral Dust Impacts for Planning* identifies that a Moderately Effective Pathway combined with Medium Residual Source Emissions equates to a Low Dust Impact Risk.
- 1.17 For comparison an Ineffective Pathway combined with Medium Residual Source Emissions equates to a Negligible Dust Impact Risk. As identified in **Table 3** the majority of receptors are assessed of being at low risk of dust impact from the development site.

Magnitude of Dust Effects

- 1.18 By combining the dust impact risk with receptor sensitivity an estimate of the magnitude of dust effects can be assessed. Table A3-6 in *Guidance on the Assessment of Mineral Dust Impacts for Planning* identifies that a Low Dust Impact Risk combined with a Medium Sensitivity receptor equates to a **Negligible Effect**.

Table 3: Assessment of Dust Disamenity Effects on Identified Receptors

Receptor	Receptor Distance	Pathway Effectiveness	Dust Impact Risk	Receptor Sensitivity	Magnitude of Dust Effect
#1 Sainsburys Petrol Station	Distant	Moderately Effective	Low	Medium	Negligible Effect
#2 M27 motorway	Close	Moderately Effective	Low	Low	Negligible Effect
#3 Deciduous Woodland	Close	Moderately Effective	Low	Low	Negligible Effect
#4 Boundary Lakes Golf Course	Close	Ineffective	Negligible	Low	Negligible Effect

Conclusion

- 1.22 The assessment of baseline conditions has identified four potential receptors located within 400m of the development site in the direction of the prevailing wind direction. Using analysis based upon published guidance it is concluded that three receptors are located on a 'moderately effective' pathway and one on an 'ineffective' pathway. The dust effect on all four receptors is assessed as being negligible.
- 1.23 On that basis it provides a high degree of confidence that dust control measures employed on site would be effective in mitigating the effects of dust generation and that receptors would experience no greater than a negligible effect from dust impact.

2.0 Dust Management Measures

- 2.1. This section of the report sets out the dust management measures to be employed on the development site.

Details of Measures to minimise Dust Generating Activities

- 2.2 Inert (contracted by Ageas Bowl – Boundary Lakes Golf Course) to undertake earthworks and construction works associated with the installation of an engineered berm and associated landscaping on the 5th hole shall employ the following standard best practice measures to prevent and control dust.

- Limiting the height of stockpiles of stripped and imported soils to 5m;
- Damping down of stockpiles;
- Ceasing operations in high winds;
- Enforcing a speed limit for HGVs when travelling on site;
- Ensuring all HGVs are sheeted;
- Ensuring all vehicles switch off engines when stationary; and
- Undertaking frequent visual checks.

Details of Site Layout

- 2.3 The approved development requires earthworks to be undertaken. These earthworks shall comprise the stripping and storage of topsoil, the importation and storage of additional suitable soils; the placement of imported soils to create the new approved contours; and the re-placing of stripped soils as the final layer on the new landform.

Hard Surfacing and Sweeping

- 2.4 HGVs importing soils for use in the development shall operate on a one-way system. The length of this route would comprise lengths of hard surfacing (compacted hardcore) and tarmac. This shall ensure HGVs always remain on hard surfacing and minimise the likelihood of HGVs picking up mud, or dust on their wheels.
- 2.5 The tarmaced areas shall be regularly swept to ensure they remain clean and that HGVs do not track mud or dust on their wheels. The regularity of sweeping shall be dependent on factors including prevailing weather conditions and intensity of use and shall fall under the responsibility of the site manager.
- 2.6 The frequency of sweeping shall be recorded each day in the site diary.

Details on Damping Down Systems

- 2.7 In dry and/or windy conditions a water bowser shall be used on site to damp down stockpiles of soils, the haul routes, as well as any areas of exposed bare ground.
- 2.8 The deployment of the water bowser will be the responsibility of the site manager. The use of the water bowser shall be recorded in the site diary.

Site Speed Limit

- 2.9 A site speed limit of 10mph shall be applied to all vehicles and plant used on site.
- 2.10 The speed limit shall be enforced with signage and any breaches will be reported to the site manager. The transport manager for the HGVs importing soils to site shall undertake random speed checks on site using a speed measuring radar gun. The employment of a site speed limit is viewed as important for the health and safety of site workers as well controlling dust generation.
- 2.11 Any recorded breaches shall be recorded in the site diary, and drivers in contravention of the site speed limit will be subject to disciplinary procedures.

Idling Vehicles

- 2.12 The HGVs that shall be utilised to import soils to the development site have an idle shut off and are fitted with telematics monitoring idling time, which makes drivers aware to turn off engines whilst waiting.
- 2.13 Operatives of site plant and machinery are also instructed to switch off equipment when not in use.

Vehicle Cleaning

- 2.14 Although the use of a hard-surfaced and tarmac haul roads should ensure that road going HGVs will not track mud or dust from the development site onto the highway network it is proposed to install a wheelbath on the exit route as an additional mitigation measure.
- 2.15 All HGVs leaving the site shall be directed to pass through the wheelbath before exiting on to Moorhill Road.
- 2.16 Plant and machinery such as dozers and excavators used on the development site for earthworks shall not be permitted to travel on the hard-surfaced haul road unless being loaded onto transport for removal off-site.
- 2.17 In any event site plant and machinery shall be periodically jet washed to remove any accumulated mud or dust from their wheels or tracks.
- 2.18 A road sweeper shall also be employed to ensure hard running surfaces within the site and the public highway in the vicinity of the site exit and entrance are kept clean.

Movement of Construction Traffic

- 2.19 The construction traffic shall comprise:
- HGVs importing soils for landforming.
 - Dozers and Excavators for moving, placing and shaping imported soils to construct approved landform.
- 2.20 As described above HGVs shall only travel on hard-surfaced or tarmacked areas to reduce the likelihood of dust generation. HGVs shall also travel on a one-way system entering the site on Charles Watts Way and exiting the site onto Moorhill Road.
- 2.21 The excavators and dozers shall be utilised to load imported soils and transport to the works area, deposit the soils in the correct location, and place and shape the soils to the approved landform. This plant and machinery shall travel on site haul roads, constructed with compacted crushed hardcore, to reach the works area.

Cutting Equipment

- 2.23 There shall be no use of cutting equipment in the approved works.

Use of Chutes, Covered Skips, Sheeting of HGVs

- 2.24 The works will not require the use of chutes. It is not anticipated that skips will be required but in the event they are only covered skips shall be utilised.
- 2.25 All HGVs to be utilised for importing the soils to be utilised in the development are fitted with sheets to cover the material in transit and reduce the potential for dust generation.

Stockpiling

- 2.26 The topsoils shall be stripped, screened and stored in low stockpiles. Any imported soils not directly placed shall be temporarily stockpiled in a storage area.
- 2.28 All stockpiles shall be a maximum of 5m in height, shaped to minimise wind whipping, and kept damped down in dry conditions.

Planting

- 2.29 Upon completion of the berm construction it shall have an initial grass seeding to cover the exposed area, with approved landscape planting occurring on completion of all works, in the next planting season.

Suspension of Operations

- 2.31 The monitoring procedures to be employed on site are set out in section 3.0. In summary any decision to suspend operations shall be taken by the site manager.
- 2.32 Circumstances that are likely to lead to a suspension in operations could include dry conditions with a high wind speed where the operation of plant and machinery is generating large dust volumes that are visibly being carried beyond the boundary of the development site.

3.0 Monitoring & Complaints

- 3.1 The implementation and effectiveness dust management measures shall be subject to monitoring. A designated member of staff shall undertake regular inspections of the site and its boundary to check for any evidence of dust deposition. These checks and observations shall be recorded in the site diary.
- 3.2 The frequency of checks shall be increased when activities with a high potential to produce dust are being carried out and/or during prolonged dry or windy conditions.

Complaints Procedures

- 3.3 Upon receipt of a complaint Inert shall undertake the following actions:
- The site manager shall be informed;
 - The site boundary and the site of the complaint shall be checked for dust to substantiate the complaint;
 - The site manager shall review activities occurring on site at the time of the complaint;
 - The source of the dust shall be traced and remediation action shall be undertaken, including initiating the dust management measures (e.g. damping down of stockpiles);
 - The local Environmental Health Officer (EHO) shall be informed;
 - Following a substantiated complaint, Inert shall review the dust management techniques, including reviewing the stockpiling and storage arrangements; and
 - The site manager shall report back on the above actions to the Complainant and/or the EHO as appropriate.
- 3.4 Inert shall also maintain a site diary which will note any abnormal weather conditions, any incidences at the site such as dust, noise, spills or discharges or any malfunction with regards to machinery. The site diary shall also record when housekeeping procedures such as use of the bowser, road sweeper, and damping down occur each day.

4.0 Conclusion

- 4.1. This dust management plan has been prepared for use during the construction, of the 'Installation of an engineered berm and associated landscaping on the 5th hole to create visual and acoustic screening from the major roads running parallel to the site' at the Ageas Bowl, West End, Hampshire, SO30 3XH.
- 4.2. The plan includes an identification and assessment of the baseline conditions, setting out operational measures to be employed to prevent and control dust emissions, and detailing the monitoring measures to be employed on site.
- 4.3. The assessment of baseline conditions identified that there are four potential receptors located within 400m of the development site in the direction of the prevailing wind direction (southwest to northeast, and south south west to north north east). Of these, 3 are identified as being of low sensitivity and one of medium sensitivity.
- 4.4. Using analysis based upon published guidance the assessment of baseline conditions concluded that three of the receptors are located on a 'moderately effective' pathway and one on an 'ineffective' pathway.
- 4.5. It was therefore determined with a high degree of confidence that dust control measures employed on site would be effective in controlling the effects of dust generation and that receptors would experience no greater than a negligible effect from dust impact.
- 4.6. The report also sets out the monitoring measures that shall be in place to ensure the control measures are working effectively. The report also sets out the procedures and actions that shall be followed in the event a complaint is received in respect of dust.

Part 2

Construction Site Management Plan

2.1 Introduction

- 2.1.1. This method statement has been prepared in order to facilitate the earthworks required for the 'Installation of an engineered berm and associated landscaping on the 5th hole to create visual and acoustic screening from the major roads running parallel to the site' at the Ageas Bowl, West End, Hampshire, SO30 3XH.
- 2.1.2. The construction phase of the new facilities will follow the general approach described below.
- 2.1.3. Secure all necessary permissions - including planning permission, protected species non-licensable method statements (if required), CL:AIRE Materials Management Plan, together with completion of all necessary method statements and health and safety documentation (not covered in this CEMP).

Ecological working methods

- 2.1.4. Implement all relevant ecological mitigation and monitoring as set out in the PEA and/or advised by Eastleigh Borough Council for the scheme (Johns Associates, 2023) under the supervision of an ecological clerk of works (ECOW) - including reptile displacement works, confirmation of the continued absence of badger setts, implementation of precautionary non-licensable method statement in relation to reptiles, safeguarding of potential bat roosts (none currently present), retained/sensitive habitat protection through installation of a suitable barrier/ tree protection fencing and diffuse pollution management through the correct use/placement/maintenance of silt fencing and general pollution prevention/response measures.
- 2.1.5. To avoid direct impacts, tree felling will be undertaken outside of the bird breeding season which runs from March to August inclusive. Alternatively, if clearance is undertaken during the nesting period, checks for evidence of nesting birds by a suitably qualified ecologist will be required immediately prior to commencement of works. If any active nests are found these will be protected by an appropriate buffer zone until nesting is complete and all the chicks have fledged. The buffer zone shall be at least 5 m to avoid disturbance to nesting birds.
- 2.1.6. Any open excavations (if required) will be graded at one end or include a ramp to allow badgers (and/or other mammal species) to escape.
- 2.1.7. To reduce the risk of encountering and potentially harming any hibernating reptiles/amphibians, the vegetation to be cleared on Site should not be subject to disturbance during the herptile hibernation period, which runs approximately from October to February. Instead, clearance should be undertaken from March to September within the active period for these species.
- 2.1.8. A two-stage and directional vegetation clearance approach should be adopted to encourage any reptiles or amphibians that may be present within the Site to move out of the works area. Under ecological supervision the area will first be cut using strimmers/brush cutter with arisings removed, in a directional manner towards the site margins and to approximately 150mm in order to encourage any reptiles present to move out of the area. This will be followed by an inspection from the supervising ecologist to ensure no potential refugia have

been revealed during the first cut. Refugia will be dismantled by hand and destructively searched. In the unlikely event that amphibians or reptiles are observed, a suitably qualified ecologist will capture and translocate any reptiles to the location shown in black in Figure 2 (below), and maintain observations until the proposed development site is made unsuitable for reptiles through the vegetation manipulation.

Figure 2. Location of the proposed reptile receptor habitat shown by the black line



- 2.1.9. The area will then be subsequently cut to 0-10mm and allowed to rest overnight to allow any animals remaining in the area to move into retained adjacent habitats. A further inspection of the area will follow to further ensure no amphibians or reptiles (or other small mammals) are present within the area and that no possible refugia for amphibians or reptiles (such as small mammal burrows) have been uncovered.
- 2.1.10. A refugium/hibernaculum will be constructed along the boundary using the retained wood from the three trees to be removed on the edge of the green, to enhance the Site for these species.
- 2.1.11. Implement site demarcation using suitable tree protection fencing and where appropriate alternative fencing - including all working areas, laydown areas, compounds and proposed vehicle haul routes, and highways access.
- 2.1.12. No loose material to be directly stored on the ground within the working area; this will prevent any risk of incidental use by amphibians/reptiles.

- 2.1.13. Herbicides and pesticides that are traditionally used in golf course management will be avoided in any area designed as wildlife habitat or biodiversity enhancement including the rough/out of play areas of wildflower grassland associated with the proposed bund.
- 2.1.14. Implement all construction pollution prevention measures - including diffuse pollution measures, silt fencing (to prevent sediment from the importation of soil and reprofiling work draining into either the watercourse to the northeast or the surface water flow path on the southeastern site boundary) and dust management plan. Silt fencing will be positioned to both protect off site watercourse/ditches but also to divert any surface runoff towards flat areas not associated with a wider flow path to these features. No temporary drainage features to be constructed unless to a temporary settlement lagoon (if required).

Construction

- 2.1.15. In terms of the construction phase, HGVs will transfer clean naturally occurring soils from local greenfield construction sites and access the site via the entrance off Charles Watts Way. Vehicles will be routed from the M27 turning left only into the site via Charles Watts Way and the Kanes Hill roundabout. Egress for HGVs would be via the existing internal haul road turning left only onto Moorhill Road/A27. The key construction stages would be:
- Undertake topsoil strip (under ecological supervision where required) and stockpile topsoil out of the immediate working area.
 - Commence importation of suitable clean naturally occurring soils under the Definition of Waste Code of Practice (DoWCoP) Materials Management Plan (CL:AIRE), agreed in advance of the works with the Environment Agency and Eastleigh Borough Council (the quality and character of the material to be used will be agreed in advance, together with supporting evidence such as soil analysis/testing certificates, confirmation of the waste carrier and associated details, onsite verification of the nature of the imported material using a UKAS accredited laboratory that also achieve the Environment Agency's MCERTS standard).
 - Direct the imported material to the relevant part of the construction site.
 - Construct the berm.
 - Completion of the berm with re-placing of stripped topsoil and grass seeding.
- 2.1.16. Mixed scrub would be planted along back of the berm, and 6no. new trees planted across the face to provide additional visual/landscape features for the 5th hole, additional safety, noise attenuation and habitat.
- 2.1.17. The remaining neutral grassland would be seeded to improve from poor to moderate condition to deliver biodiversity gain as well as complement the local landscape character and golf play. Night scented native flowers suitable for foraging moths and bats will be included in the planting mix. These will include: 'Evening primrose (*Oenothera biennis*), Honeysuckle –

planting adjacent to the existing boundary scrub (*Lonicera periclymenum*) and Night-scented catchfly (*Silene noctiflora*).

2.1.18. Upon completion all construction infrastructure would be removed from site.

2.2 Personnel

2.2.1. All site operatives and drivers will be competent and experienced to fulfil the requirement of the project.

2.2.2. Personnel will hold the relevant licences and training certificates for the specific tasks they are carrying out, copies of licences and certificates will be kept by Inert Recycling.

2.2.3. Site personnel will attend a site induction session prior to commencing work. All inductions will be filed and kept in the site office.

2.2.4. Personnel will have and wear the relevant PPE and be competent in its use.

2.2.5. Personnel will have the relevant safety information and procedures on site.

2.2.6. Drivers will adhere to handbook rules and assessments.

2.3 Site Compound and Storage Areas

2.3.1. The site compound area will be located close to the site entrance and consist of a site office, welfare facilities, a waste storage and collection area, and storage areas for vehicles, plant and equipment and materials.

2.3.2. A wheelwash will be located on the internal tarmac haul road that leads out onto Moorhill Road/A27, as shown in drawing no IRUK-AGS-RTE-05-W1.

2.3.3. Fuel will only be stored in approved bunded tanks. Bunded or double skinned fuel tanks or bowzers will be used for vehicle/ hand tool refilling refuelling and spill kits/ trays will be located in storage areas along with clear written instructions on how to address a spillage if it occurs. Vehicle refuelling will be completed off site.

2.4 On site plant and equipment

2.4.1. Various equipment will be used on site and can change to meet site requirements. The following equipment is likely to be used:

- Tracked Dozer
- Tracked Excavators
- Tractor & Water Bowser; and
- Screener.

2.4.2. All machinery will be thoroughly checked prior to use and any faults rectified or the items replaced prior to its use.

- 2.4.3. All machines on a maintenance program with daily check sheets.

2.5 Vehicle Management Plan

- 2.5.1. The routing of the construction traffic and the location of the wheelwash facility is shown on the Vehicle Management Plan as presented in Appendix A.

2.6 Construction Traffic

- 2.6.1. Unrestricted access to the site for construction vehicles will be permitted between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays. No work shall take place on a Sunday or on a Public Holiday.
- 2.6.2. It is not expected that construction traffic will arrive at the site after 17:00.
- 2.6.3. The access route for the works will be the same as that used for the recent works at Thorneydown Farm (Boundary Lakes Golf Course) (under planning permission F/18/83908). Vehicles will enter the site using the existing access off Charles Watts Way. A one-way system will be implemented for Inert tipper vehicles. Vehicles will be instructed only to turn left into the site via Charles Watts Way and Kanes Hill roundabout. They will then turn right upon entering the site and cross a temporary bridge structure to access the 5th hole works area. Egress will be via the internal haul road to the west, turning left onto Moorhill Road/A27. This is shown on the Vehicle Management Plan in Appendix A.
- 2.6.4. The volume of soil to be imported is ~19,000m³, this would be imported in 20-tonne tippers. It is anticipated there would be a maximum of 50 two-way HGV movements per day. This equates to approximately 10-12 movements per hour.
- 2.6.5. It is estimated the works will be carried out over a period of 6 months, dependent on soil availability and weather conditions.
- 2.6.6. All drivers will be fully inducted by the transport manager prior to any site visit.
- 2.6.7. A banksman will be on site to assist with the reversing of vehicles to ensure safety is maintained with other site equipment/traffic. Drivers will communicate with each other via the two-way radio.

Part 3

Soil Importation and Contamination

3.1 Volume of Material required for construction

- 3.1.1. The development will require the importation of ~19,000m³ of clean, inert soils.

Soil Import Quality

- 3.1.2. As part of the proposed construction the required earthworks operation will require soils to be imported onto site.
- 3.1.3. The required soil quality of the imported material will be agreed in advance with the Environment Agency and the local Environmental Health Officer as part of the Definition of Waste: Code of Practice (DoW : CoP) process (the CL:AIRE protocol). A Materials Management Plan (MMP) would be prepared for all imported material.
- 3.1.4. This provides a clear process to enable the Ageas Bowl – Boundary Lakes Golf Course to act as a Receiver Site of material from specifically identified suitable sources (Donor Sites), agreed in advance of the Works with the Environment Agency / local EHO.
- 3.1.5. The main advantage of using the Code of Practice is to provide assurance that the imported material is sourced from a single or small number of approved sites, rather than dealing with a wider range of sites/sources and haulage contractors. It also provides the owner / developer of the source site with a certainty of use for its surplus material and is thus not being discarded.

3.2 Soil Quality Protocol

Pre-Authorisation

- 3.2.1. Under the CL:AIRE Code of Practice, the source materials will be subject to characterisation testing and analysis to ensure it is suitable for the proposed use. This will include:
- Review of Site Investigation reports, Soil Analysis/Testing Certificates, previous site history etc.
 - The process producing the imported material e.g. bulk excavation and location of soils relevant to existing reports.
 - The Composition of the import material.
 - Volume and dates the material is expected from the Producer/Donor site.
 - Visit(s) to the Producer/Donor site to inspect material as required to assess the appearance of the import material (including its smell, colour, consistency and physical form).
 - Confirmation of the Waste Carrier and the Waste Carrier licence details.
 - Verification that source material meets agreed Soil Import Values.

Post-Delivery

- 3.2.2. When the soils are delivered to site the following check and balances will be carried out:
- All loads to arrive sheeted.
 - Each load to produce a fully completed and signed waste carriers notes with pre-authorisation reference clearly marked.
- 3.2.3. A three-point individual check of each load of import material to confirm its characteristics (including its smell, colour, consistency, and physical form) will be carried out at:

- Point of entry.
- On discharging of load.
- During the spread and levelling process.

3.2.4. A daily log will be kept of material received (by pre-authorisation reference) and cumulative volume received.

3.2.5. The above details will be held on site and on a database for monthly reporting and archiving purposes. A final Verification Report will be produced which will be available to the Environment Agency as required by the Code of Practice.

Monitoring and Management of Import Volumes

3.2.6. Setting out will be provided (based on Ordnance Survey datum) from control points on site to enable the site manager to complete the berm construction to the agreed line and level, prior to final shaping of design contours, on a day-to-day basis.

3.2.7. As a secondary check interim, as built surveys (based on Ordnance Survey datum) will be carried out monthly. This will ensure that the levels agreed within the Planning Permission are being achieved and no over tipping is being carried out.

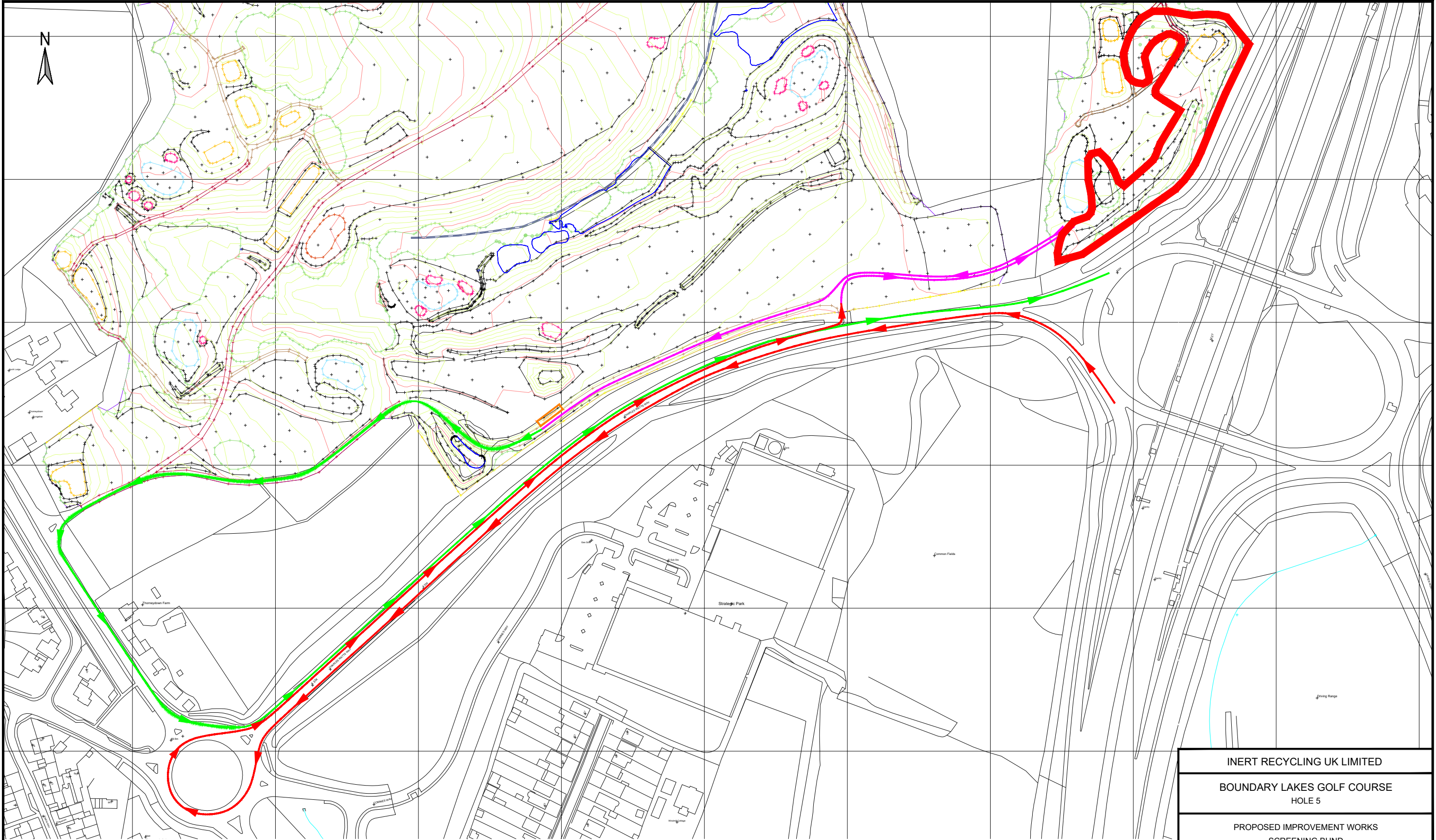
3.2.8. The monthly as built surveys will be compared with the approved plans to enable any discrepancies to be highlighted and corrected. This will be made available to the Ageas Bowl – Boundary Lakes Golf Course on a monthly basis as required.

3.3 Contamination

3.3.1 In the event of fuel spills or other any other contamination being identified Inert will implement the Contamination Action Plan presented in Appendix B.

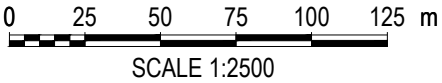
Appendix A

Vehicle Routeing Plan



KEY:

- | | | | | | | | |
|---|-------------------|---|--------------------|---|------------------|---|-----------|
|  | VEHICLES ENTERING |  | VEHICLES EGRESSING |  | INTERNAL ONE WAY |  | WHEELWASH |
|---|-------------------|---|--------------------|---|------------------|---|-----------|



INERT RECYCLING UK LIMITED							
BOUNDARY LAKES GOLF COURSE HOLE 5							
PROPOSED IMPROVEMENT WORKS SCREENING BUND VEHICLE ROUTING							
Drawing Number IRUK-AGS-RTE-05	Drawn DJE	Date JUL'23	Approved Date	Issue W1	Sheet 1 OF 1	Scale @ A3 1:2500	
 INERT SURVEYING & DESIGN LIMITED +44 (0)1962 717627				HIGHBRIDGE ESTATES HIGHBRIDGE ROAD HIGHBRIDGE SO50 6HS +44 (0)17801 353650 david.evans@inertrecycling.co.uk			
							

Appendix B

Contamination Action Plan



CONTAMINATION Action Plan

Response procedures in the event of a fuel contamination or other contamination

PRIORITY 1 – IDENTIFY CONTAMINATION SOURCE AND ASSESS HAZARD

Ensure safety of all persons in the vicinity

- Assess source, type and extent of contamination
- Assess hazards from the contamination
- Check for fire and explosion risks
 - Extinguish all ignition sources in the area
 - Move machinery only if safe to do so or shut down if necessary
 - Isolate all live equipment to prevent sparks enforce no smoking by site personnel
- Raise alarm and close off affected area

PRIORITY 2 – STOP FLOW OF CONTAMINATION

- Ensure all necessary safety equipment is worn
- Stop flow at source of contamination – seal holes in containers, drums, bunds
- Attempt to limit immediate spread of contamination. Prevent off-site migration by surface run-off; place absorbent materials around leaking items. If necessary use materials to form a runoff barrier.
- Priority should be given to protecting any drinking water supply area

PRIORITY 3 – NOTIFY ENVIRONMENTAL AGENCY (EA)

- Notify the EA as soon as possible after ensuring the safety of all personnel and attempting to stop flow and limit spread. Notify the source and volume of contamination, fire risk, casualties etc.

PRIORITY 4 – CONTAMINATION CONTAINMENT

Containing contamination significantly reduces the effort required to control and clean up the contamination

- For all contaminations, deploy absorbents to contain and soak up any liquid where appropriate
- Prevent spread of liquids by using bunds with sand
- It may be possible to hold the liquid in depressions by using absorbent materials, or by building small dams

PRIORITY 5 – CONTAMINATION RECOVERY AND CLEAN UP

If the contamination has been successfully contained on-site, commence contamination clean-up operations

- Recover as much contamination as possible
- If possible, use pumps to remove ant liquid from the ground straight into 200 litre drums. Ensure that empty drums of sufficiently good quality are available near the contamination site
- Absorbent pads should be spread on any remaining liquid that cannot be pumped or manually removed
- liquid soaked absorbents must be picked up and placed in plastic bags or empty 200 litre drums
- Drums containing recovered liquid or water should be safely stored
- Drums containing recovered liquid or water, oil soaked absorbents and contaminated clothing must be sent for disposal to a licensed tip



CONTAMINATION Action Plan

Response procedures in the event of a fuel contamination or other contamination

NOTES

- As much liquid as possible should be removed immediately after the contamination, the use of dispersants and burning at the site is not allowed
- The health and safety of personnel is paramount in the case of a fuel contamination. Emergency contamination response actions should not be undertaken in extreme weather conditions or during periods of darkness, unless the situation has been fully assessed
- Personnel should ensure that they are aware of the location and content of the contamination kits
- Medium to large contaminations 200 litres or over will require a dedicated Environmental Specialist clean-up team
- Contamination response classification
- Minor contaminations – up to 200 litres is easily contained

Hotline number 0800807060