

***Supporting Statement for***  
***The Export of Surplus Recycled Material***  
***Ancillary to the Construction Project from***  
***The Rose Bowl, Botley Road, Hampshire***

*Prepared by*



*For*

***Harfield Bros (Contractors) Limited***

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[H0004/44202/SS-V1]



**DOCUMENT CONTROL SHEET**

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Application Boundary (ref 150.51)

Phasing Plan (ref 150.09)



## **1.0 INTRODUCTION**

- 1.1 This document provides supplementary information to support a planning application submitted on behalf of Harfield Bros (Contractors) Limited to export surplus recycled materials ancillary to the construction project.
- 1.2 The application boundary is shown on Drawing No 150.51. This is entirely within the grounds of the Rose Bowl re-development site.

### **Site History**

- 1.3 Planning permission was granted by Eastleigh Borough Council for the *“construction of 4-storey, 175 bedroom hotel to include dual media & hospitality uses, media centre, restaurant & bar, golf clubhouse facility conference rooms & spa leisure facility with car parking & access from Marshall Drive; construction of new covered stands to include permanent & temporary seating, catering facilities, executive boxes, retail units, screens & scoreboard, match control room, outside broadcast compound & perimeter fencing, redesign, re-contouring & extension of existing golf course to provide 18-hole golf course to include re-routing of footpaths, a feature lake & landscaping; & provision of temporary construction access off Botley Road”*.
- 1.4 Eastleigh Borough Council granted a further permission in September 2009 for *“the construction of irrigation pond, park and ride pick-up & drop off area, taxi rank, part realignment of access road & landscaping/remodelling works”*.
- 1.5 The redevelopment of the site has commenced in accordance with approved plans. Harfield Bros (Contractors) Limited commenced operations in March 2010 under a contractual agreement with The Rose Bowl Plc.

### **The Applicant**

- 1.6 Harfield Bros (Contractors) Limited has been established since 1974 and provides construction services in the South East region. The applicant is fully compliant with Health & Safety legislation, the Construction (Design and Management) Regulations and the Environmental Permitting Regulations.

### **Design and Access Statement**

- 1.7 The redevelopment of the site is to an agreed design which has been granted planning permission by Eastleigh Borough Council. The export of surplus recycled material will have no material change on the original Design and Access Statement.



## 2.0 THE SITE

### Location

- 2.1 The Rose Bowl is located approximately 4km to the east of the centre of Southampton. It is situated towards the periphery of the urban area associated with the city, in West End. The stadium centre point is at approximately NGR SU 477140 (see Figure 1).
- 2.2 The Rose Bowl setting comprises the stadium, a full sized cricket practice pitch, a 9-hole golf course and large areas of open grassland.

Figure 1 - Site Location



- 2.3 There are no European Designations with 500m of the site. These include Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar. Moorlands Farm Site of Special Scientific Interest (SSSI) lies within 500m to the north east of the site, on the opposite side of the M27 motorway.



- 2.4 The M27 motorway borders the eastern boundary, beyond which lies the industrial/ commercial area of Hedge End.
- 2.5 The residential area of Harefield lies to the south-west, with West End lying to the west. The nearest residential properties are located on Botley Road and near to the exit on Moorhill Road.
- 2.6 With reference to the Environment Agency website, the site does not lie within a Groundwater Source Protection Zone or within an area liable to flood.

### **Access**

- 2.7 Under the current permission, access for HGV's is achieved directly off Botley Road. This is to avoid any conflict with vehicles visiting the golf club, hotel or the Rose Bowl.
- 2.8 The site operates a one-way system, with all site vehicles leaving via an exit on to Moorhill Road. A haul road has been constructed through the centre of the grounds.

### **Description of the Proposal**

- 2.9 Planning permission was granted by Eastleigh Borough Council in 2009. This was for a major redevelopment including the provision of new stands for the cricket ground, a new hotel, media centre, restaurant, golf clubhouse, a spa leisure facility and a park and ride. The development also includes the redesign, re-contouring and extension of the existing golf course to provide an 18 hole golf course. The features include new greens, footpaths and a lake.
- 2.10 Under this permission, the applicant imports inert construction and demolition waste from local projects. The material is screened on site to separate soils and aggregate. The aggregate may be further processed to meet a specific requirement, such as drainage material. The soils may also be further screened to provide various grades which can then be set aside for the final restoration layer.
- 2.11 There are occasions, when the imported material is suitable for use without any processing. This material will be directly placed on the site as required.
- 2.12 Through the initial screening process, larger items such as concrete are removed by a machine and stockpiled adjacent to the crushing plant. Once sufficient quantities have accumulated, the material is processed to produce crushed concrete. The crushed concrete is used to construct the internal haul roads, maintain existing haul roads and provide the foundations for the plant.
- 2.13 The use of crushed concrete in the construction of the golf course is not feasible as it will not meet the specification set out by the contract. Harfield (Bros) Contractors Limited are working to an agreed set of plans and are routinely inspected by representatives of the Rose Bowl. This is to ensure that the golf course is constructed to the agreed specification. The applicant is also working to an agreed Phasing Plan. Part of the contract is to maintain 9 holes for the golf course throughout the construction works.
- 2.14 This requires careful planning and a commitment to completing phases within the agreed timescales. For example, Phase 1 will contain 3 holes. Once Phase 1 has been completed, the applicant can progress with works in Phases 2 and 3 as compensatory holes have been provided.
- 2.15 The contractor is therefore restricted to working in one or two phases at a time. In starting a new phase, the contractor must have left the previous phase in workable order, so that the 9 holes can always be maintained. This requirement limits the works to specific areas and therefore there may be occasions when there are stockpiles of crushed concrete, for example, which cannot be utilised in the development and therefore need to be exported.



- 2.16 The export material will comprise of recycled material, which will be utilised in local construction projects and therefore still meets sustainability objectives. This material will be exported on vehicles that are delivering material and will therefore not lead to any additional vehicle movements.



### **3.0 ENVIRONMENTAL IMPACTS AND CONTROLS**

3.1 This section has been prepared with reference to Hampshire County Council's Adopted Requirements.

#### **Air Quality**

3.2 The site does not lie within an Air Quality Management Area.

3.3 In terms of localised air quality impacts associated with the export of the surplus recycled material, it is considered that there will be no additional impact. The concrete crusher is permitted by Fareham Borough Council and its use on site has been notified to Eastleigh Borough Council. The operation of the plant is restricted to certain hours in the planning consent. In accordance with the planning permission, the contractor also works to agreed noise and dust management schemes. This will continue for the duration of the project.

3.4 There will be no additional vehicle movements associated with the export, as the material will leave on vehicles delivering construction and demolition waste to the site. The export of material will not lead to any highway impact.

#### **Biodiversity**

3.5 The application site does not lie within or adjacent to any sites designated for ecological or geological interest. The export of material will not lead to any biodiversity impact.

#### **Flood Risk Assessment**

3.6 A Flood Risk Assessment is not considered relevant to this application.

#### **Heritage Statement**

3.7 A Heritage Statement is not considered relevant to this application.

#### **Land Contamination Assessment**

3.8 A Land Contamination Assessment is not considered relevant to this application.

#### **Landscaping Details**

3.9 The redevelopment includes an approved landscaping scheme. The export of material will not have any landscape impact.

#### **Lighting Assessment**

3.10 There will be no further lighting requirements as part of this application.

#### **Noise Assessment**

3.11 The planning application for the redevelopment included a detailed noise survey. The work in Phase 1 was considered to be the worst case, as this includes the construction of the hotel as well as the ground works for the golf course, which is closest to residential properties. The recommendation included the construction of a 2m high noise barrier along the rear gardens of the properties on Botley Road.



- 3.12 Under the planning consent, Condition 17 required Noise Management Plans. These have been agreed with the Borough Council and implemented as agreed.
- 3.13 ISL are not aware of any noise complaints relating to the construction works to date.
- 3.14 The use of the concrete crushing plant is conditioned to operate between the hours of 09.00-12.00 and 13.00 – 17.00, Monday to Friday, and 09.00 – 12.00 on Saturday. Any work outside of these hours needs to be agreed with Eastleigh Borough Council.
- 3.15 The export of surplus material will only take place during the permitted hours for construction which are 08.00 – 18.00 Monday to Friday and 18.00 – 13.00 on Saturday. No exportation will take place on a Sunday or on Public Holidays. Any short term variation to these hours will require written agreement with the Local Planning Authority, setting out a clear justification for the need to work outside of the permitted hours.

### **Transport Assessment**

- 3.16 The export of material will be on vehicles that have delivered construction and demolition waste to the site. The export will only occur when it is surplus to use on the site. Therefore, it is difficult to predict how many vehicles movements will be associated with exportation. However, these vehicles will be leaving the site empty in any event and therefore the exportation of material will not lead to an increase in HGV traffic leaving the site.
- 3.17 All vehicles will exit the site via Moorhill Road. All vehicles must exit via the wheel washing plant which is located at the exit.
- 3.18 A road sweeper is permanently based at the site and maintains the roads in the immediate vicinity of the site entrance and exit.

### **Travel Plan**

- 3.19 A Travel Plan is considered irrelevant to this application.

### **Tree Survey**

- 3.20 The exportation of surplus material will have no impact on trees within the grounds of the site. The vehicles will exit the site using the dedicated internal haul road system.



## **4.0 POLICY AND NEED**

- 4.1 National planning policy on waste management is provided in Planning Policy Statement 10 (PPS10). This sets out the role of positive planning to deliver sustainable waste management.
- 4.2 Although this application does not seek permission to process inert construction and demolition waste, the export of recycled material is considered to be sustainable for the following reasons:
- Increases the reuse of recycled aggregates
  - Efficient use of HGVs which leave the site empty. Back hauling some vehicles with recycled materials is considered to be sustainable.
  - Reduce reliance on landfill – the exported material will not be sent to landfill sites.
- 4.3 The Hampshire Core Strategy<sup>1</sup> states that “*approximately 33% of Hampshire’s total construction, demolition and excavation waste, was recycled in 2004*”. Policy S9 states “*By 2016 production capacity will be provided for the supply of recycled and secondary aggregates at a rate of 1.7 million tonnes a year*”.
- 4.4 The Annual Monitoring Report for 2010<sup>2</sup> reported that “*production of recycled and secondary aggregates has reached 895,000 tonnes*”.
- 4.5 The use of inert construction and demolition waste for the construction project at the Rose Bowl has been approved by way of the consent by Eastleigh Borough Council. The site imports construction and demolition waste from local projects and either uses the material directly in the construction works, or processes the material to produce specific grades of aggregate. For example, stone aggregate is recovered for drainage works; soils are separated and graded for sub and top soil uses. The recovery of large items of concrete allows this material to be crushed and used on site for constructing haul roads, maintaining haul roads and for constructing the base for the processing area.
- 4.6 The recovery, processing and re-use of inert construction and demolition waste is not part of the application.
- 4.7 The export of surplus recycled material occurs when the material cannot be used in the short term at the site. Although the site occupies a large area, there are no long term storage areas which can be set aside for storing crushed concrete until it is ready to be used on the site. This material is considered to be surplus and therefore requires exporting.
- 4.8 The material is produced to meet a Quality Protocol for the production of aggregates from inert waste and will therefore be exported for re-use on construction sites. The export therefore contributes to meeting the policy on providing recycled aggregates.

### **Need**

- 4.9 Harfield (Bros) Contractors Limited are working to an agreed set of plans and are routinely inspected by representatives of the Rose Bowl. This is to ensure that the golf course is constructed to the agreed specification. The Phasing Plan is provided ref 150.09.

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<sup>1</sup> Hampshire Portsmouth, Southampton & New Forest National Park Minerals & Waste Core Strategy, Development Plan Document 2007

<sup>2</sup> Hampshire Portsmouth, Southampton & New Forest National Park Minerals & Waste Planning Annual Monitoring Report, 2009/10, published December 2010



- 4.10 To meet the soil quality specification, the contractor screens imported material to separate the higher quality soils, which will be used in the final soil layer. The stone content is removed and stockpiled. The current stockpile of stones is to be used to construct the drainage system associated with the new lake. The current stockpile of soils is to be used for the final layer of Phase 1. Some loads are imported and used immediately within the construction works without any treatment processes. Through the initial screening process, larger items such as concrete are pulled out by a machine and stockpiled prior to crushing. The concrete is crushed and stockpiled on site. The crushed concrete is used to construct the internal haul roads, maintain existing haul roads and provide the foundations for the plant.
- 4.11 The use of surplus recycled material in the construction of the golf course is not feasible as it will not meet the specification. The recycled material cannot therefore be diverted for use within the golf course construction. There is insufficient space available to stockpile the recycled material for long periods, as the golf course must remain operational during the construction works.
- 4.12 The phasing plan shows the extent of the internal haul road network which are to be constructed for each phase of the development. The haul roads will be constructed and maintained using the crushed concrete. However, these cannot be constructed in advance. There is a requirement to maintain 9 holes of golf at all times during the development. The contractor is therefore restricted to working in one phase at a time. In starting a new phase, the contractor must have left the previous phase in workable order, so that the 9 holes can always be maintained. This prevents the contractor from storing crushed material for long periods on the site.
- 4.13 In preparing the current phase for final soil placement, the contractor must remove any stockpiles of material. If the material cannot be relocated for use elsewhere on the site (due to the phasing restrictions and the specification), it is considered surplus and needs be removed from the site.
- 4.14 The contractor is working to a strict phasing programme, which provides timescales for completing certain aspects of the project and phasing. There is therefore a requirement to allow the export of surplus recycled material for a temporary period.



## **5.0 CONCLUSION**

- 5.1 In conclusion, it is considered that the export of material will not lead to any noise, dust or traffic impact.
- 5.2 The material will be exported on vehicles delivering waste material to the construction site. The vehicles will be leaving the site empty, using the agreed routing plan through the site. The export of material will not lead to any additional traffic movements.
- 5.3 The contractor is working to an agreed phasing plan and programme, which is overseen by the Rose Bowl Plc. There are monthly meetings which monitor the progress of the construction works.
- 5.4 In accordance with the planning permission for the construction project, the contractor works to an agreed Dust and Noise Management Plan.
- 5.5 It is considered that the export of surplus recycled material will not lead to any significant environmental impacts and will meet sustainability objectives by re-using recycled materials for construction projects.



## **Drawings**

Application Boundary (ref 150.51)  
Phasing Plan (ref 150.09)