



## CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

PROPOSED LAND RESTORATION FOR AGRICULTURAL AND RECREATIONAL USE (TO INCLUDE LANDSCAPE AND BIODIVERSITY IMPROVEMENTS, NEW WOODLAND PLANTING AND RETENTION OF EXISTING TRAILS) THROUGH THE IMPORTATION OF SOILS AND INERT MATERIAL.

AT FERRY MOOR LANE, UPPER CUDWORTH, BARNSELY S72 7FZ

ON BEHALF OF  
Oakland Golf and Leisure (UK) Ltd  
September 2023

**LANDOR** Planning  
Consultants Ltd

# CONTENTS

1.0	INTRODUCTION-----	3
2.0	SITE LOCATION AND DESCRIPTION-----	3
3.0	STATUS OF CEMP -----	4
4.0	CONSTRUCTION SITE-----	4
5.0	CONSTRUCTION METHODOLOGY AND PROGRAMME-----	8
6.0	PLANS AND DOCUMENTATION-----	15
	APPENDIX 1 – PROPOSED CONTRACTOR’S DETAILS DRAWING NO.1680.0-----	16

## 1.0 INTRODUCTION

- 1.1 This Construction Management Environmental Management Plan (CEMP) has been prepared by Landor Planning Consultants Ltd, acting on behalf of Oakland Golf and Leisure (UK) Ltd to support a planning application at Ferry Moor Lane, Upper Cudworth, Barnsley, S72 7FZ.
- 1.2 The proposed development is to restore an area of open land comprising 11.77 hectares to make the land suitable for agricultural use. The proposals incorporate landscape and biodiversity enhancement works, planting of new woodland areas and utilisation of existing tracks for recreational use. Although the site has been previously remediated, following the cessation of mining activities and related industrial uses, soil coverage is thin and supports very limited vegetation cover. The transformation of the area is to be achieved by the importation of soils and inert material (430,300m<sup>3</sup>), classified in planning terms as an engineering operation. The proposed description of development is:

“Proposed land restoration for agricultural and recreational use (to include landscape and biodiversity improvements, new woodland planting and retention of existing trails) through the importation of soils and inert material”.
- 1.2 The site will be developed under the CL:AIRE Code of Practice ( The Definition of Waste: Development Industry Code of Practice) using a range of excavated engineering materials.
- 1.3 This CEMP aims to address the potential environmental impacts associated with the remodelling works, including soil stripping, infilling, grading, seeding and landscaping works. It also addresses the potential for environmental effects associated with dust, noise, traffic, light ecology, water and ground pollution.
- 1.4 Planning permission is sought for the enhancement and modifications described under the CL:AIRE Code of Practice (The Definition of Waste: Development Industry Code of Practice). Importantly, no waste materials are involved with this scheme. The proposal involves sourcing only clean, uncontaminated, excavated materials such as soils, clay, and earth from development sites.

## 2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The application site lies within a linear area of open countryside that is contained by surrounding settlements: Grimethorpe to the west, Cudworth and Upper Cudworth to the east, Shafton Two Gates to the north and the River Dearne to the south. The A1695, Engine Lane and Park Spring Road, runs north-south to the west.

- 2.2 Located between Cudworth and Grimethorpe, the application site comprises a roughly rectangular-shaped parcel of open land located to the northwest of the existing Symphony industrial development on the west edge of Grimethorpe and to the west of A6195/Engine Lane and Ferry Moor way. The application site forms part of a wider area of Greenspace known as Ferry Moor Restoration Site and the Dearne Valley Green Heart Nature Improvement Area. It is also designated as Green Belt. The site is accessed from Engine Lane via an existing track to the north west of the site.
- 2.3 The topography of the site comprises undulating land that slopes gently downwards from west to east with ground levels of approximately 45 AOD near the western boundary and 42m AOD near the eastern boundary. Numerous tracks crisscross the site, but none of these are public rights of way and do not appear on the definitive footpath map. In addition, there are a number of areas of standing water on the northern edge and in a central part of the site that generally dries up in summer periods.
- 2.5 There are no buildings or built structures on the site. Out with the site, to the south east, is a single wind turbine accessed via a track that runs north /south through the application from Ferry Moor Lane. Also out with the site there are overhead power lines that run parallel to the east boundary.
- 2.6 The Environment Agency's flood risk data indicates the majority of the application development area is within Flood Zone 1.

## 3.0 STATUS OF CEMP

- 3.1 The CEMP will be retained in the site office and will be made available to interested parties, on request.
- 3.2 The information contained within the document will be communicated to staff to ensure the requirements of the CEMP are undertaken effectively and in accordance with the Plan.
- 3.3 The CEMP will be reviewed quarterly to ensure that the information contained within it remains up to date. The CEMP will be updated as necessary and the requirements of the revised document communicated to all staff, as appropriate.

## 4.0 THE CONSTRUCTION SITE

### Working Hours

- 4.1 It is proposed that no importation or unloading of materials or construction works will be undertaken outside the hours of 0700 to 1900 hours on Mondays to Fridays. No work on

site will be undertaken on Sundays or Bank Holidays. It is proposed that site operations (maintenance, landscaping, earthmoving) may occur on occasion between 0800 and 1300hrs on Saturdays.

#### Site Infrastructure

- 4.2 The reception area/works compound will comprise 4 No portacabins accommodating a site office, welfare facilities, canteen and workshop. The construction compound is to be sited in north east area of the site for ease of access from Engine Lane. Details of the contractor's compound is illustrated on Drawing Number 901.10 – Construction Site Set-up. The site office and administrative office, will provide a facility for checking, recording and monitoring deliveries into the site and managing vehicle movements. Staff welfare and washing facilities will be provided within the site office.
- 4.3 All delivery vehicles will stop at the site office so that the material load can be checked in accordance with the site's material acceptance procedures and the site's Materials Management Plan (MMP). Vehicles will not be permitted to leave the reception area until the site staff are satisfied that the load meets the material description within the MMP and that the material may be permitted at the site, in accordance with the CL:AIRE Protocol.

#### Wheel Cleaning Facilities

- 4.4 A wheel wash will be provided to ensure that vehicles do not track mud and dirt onto the access road or public highway. The wheel wash will be visible from the site office and staff will watch vehicles leaving the site to ensure that they use the wheel cleaning facilities.
- 4.5 The wheel wash will be checked on a weekly basis and any necessary repair work will be carried out within five days. In the event of a breakdown, additional road cleaning equipment will be provided. If necessary, a road sweeper will be hired to clean the access road together with the public highway (Engine Lane).

#### Vehicles

- 4.6 Vehicle drivers will comply with the on-site speed limit of 10mph. Drivers will be made aware of the speed limit by the presence of signage along the site access and haul roads. The site speed limit will be enforced and drivers who exceed the speed limit will be given a verbal warning. Further breaches of the speed limit will result in the driver being asked to leave the site.
- 4.7 The condition of the signage will be regularly inspected, and repairs made where necessary.
- 4.8 At the site weighbridge office, drivers will be requested to follow a specific route to the working area following the internal haul road. The haul road will be identifiable by its compacted hardcore or aggregate surface and regular speed limit signage. The haul roads

will be routinely maintained and therefore this will minimise the potential for dust and noise from vehicle movements and for damage to vehicles.

#### Car Parking

- 4.9 Staff and visitor car parking will be provided within the contractor's compound.
- 4.10 There is no requirement for HGVs and other goods vehicles delivering material to park on site. Parking of HGVs, other than temporary parking (e.g. for statutory breaks etc), will not be allowed on the site. A designated waiting area is provided for HGVs within the site compound area. This area will be retained for temporary HGV parking/waiting and/or vehicle turning.

#### Security

- 4.11 All vehicles delivering material to the site must report to the site office. All other visitors to the site must sign the site diary before proceeding on to the site and must sign out prior to leaving.
- 4.12 All reasonable precautions will be taken to prevent the unauthorised entry of the general public and the unauthorised depositing of material or waste. The site will be secured from the public highway and site access road by lockable gates at the site entrance and protective fencing around the operational areas.
- 4.13 During construction works the Course will remain open for play.

#### Lighting Arrangements

- 4.14 The site office will have a temporary power supply and internal lighting to enable the use of the site office after dark.
- 4.15 For safety reasons temporary lighting will be provided at the reception and wheel wash area. The provision of site lighting within this part of the site will minimise the potential for accidents during hours of darkness. However external lighting will not be provided on the remainder of the site, and this will minimise the potential for light pollution at sensitive receptors, such as neighbouring properties and the adjacent public highway.
- 4.16 The operator and any appointed contractors will follow a 'good housekeeping' policy at all times. The operator and all contractors will:
- *Ensure considerate site behaviour of all operational staff;*
  - *Ensure that no reversing beepers or other means of warning of reversing vehicles shall be used on site mobile plant other than white noise alarms or beepers;*
  - *Prohibit open fires on site;*

- *Ensure that appropriate measures for dust control and road cleanliness are implemented to ensure that the areas adjacent to the site are in no worse condition than they are at commencement;*
- *Remove rubbish at frequent intervals, leaving the site clean and tidy;*
- *Maintain all welfare facilities for staff;*
- *Frequently maintain and clean out wheel washing facilities to ensure that they are working effectively;*
- *Undertake all loading and unloading of vehicles within the proposed working area, as identified on Drawing No. 1680.05*
- *Ensure that high visibility clothing is worn at all times on site; and*
- *Ensure boots are free of dirt and debris when leaving site.*

#### Emergency Planning and Response

- 4.17 It is essential that all necessary measures are taken to prevent accidents, which may have environmental consequences, and an Accident Management Plan will be in place setting out procedures to be followed and to limit those consequences, such as fires or spillages should they occur.
- 4.18 In accordance with CL:AIRE Protocol, the inert nature of the construction, demolition and excavation material to be accepted at the site will minimise the risks associated with landfill gas and leachate.

#### Fires

- 4.19 Firefighting equipment of a suitable type shall be kept within the site office and on mobile plant. All firefighting equipment shall be kept in good condition, unobstructed and serviced at least once a year by a competent person. The site will be designated as a 'no smoking area' and signed accordingly.
- 4.20 A Fire Procedure will be displayed in the Site Office. Any fire on the site will be treated as an emergency and will be extinguished at the earliest opportunity. Any smouldering material on the site will be immediately isolated. Soils will be used for smothering. If necessary, the Fire Service will be summoned. Any incidents of fire will be reported to the Environment Agency and recorded in the site diary.

#### Spillages

- 4.21 Material accepted at the site will be solid and inert in nature and the main likely source for spillages will be associated with plant and machinery (e.g. fuel, oils etc).
- 4.22 In the event of a spillage of fuel from site machinery or vehicles, the following procedure will be implemented:
- Clear the area straight away;
  - Lay absorbent granules over the spill to soak up the spillage;

- Use PPE provided on site if required;
- Once the liquid has all been absorbed use a shovel to clear the spillage, put it in a plastic sack and then place it in the container for non-compliant waste for disposal at a permitted facility; and
- A record of the spill incident and remedial action will be recorded in the site diary.

4.23 Spillage kits will be maintained on site in order to respond to any spill incident. The spill kits will be kept securely in the site office.

## 5.0 CONSTRUCTION METHODOLOGY AND PROGRAMME

### Equipment

5.1 The plant and machinery likely to be used on site will vary depending on the activities being undertaken. However, they are likely to comprise the following:

- 1No. screen to recover topsoil;
- 1No. D6 bulldozer;
- 2No. excavator;
- 1No. dumper truck;
- 1No. wheel wash;
- 2No. jet washers; and
- 1No. road sweeper
- 1.No loading Shovel.
- 1No. water bowser (dust suppression)
- 1No. fuel bowser
- 1No. generator
- 1No. crusher
- 1No. materials processing and washing plant.

5.2 It is proposed that a tracked bulldozer and excavator suitable for grading of material will remain on site for the duration of the works. At other times a dumper truck and additional 360° excavator will be required, and these shall be brought to the site or hired, as appropriate. The tracked bulldozer or equivalent will be utilised to compact relevant materials delivered to the site in order to ensure that the landform is stable and will not suffer from excessive settlement on completion of the works. The wash plant refines imported materials and in particular separates out silts and clays.

5.3 All mobile plant and equipment will be subject to a programme of planned preventative maintenance. The maintenance programme seeks to minimise the risk to safety, health and the environment by ensuring that all relevant plant and equipment used within the site are serviced and inspected on a regular basis. The manufacturer's inspection and maintenance schedules are followed where available.

- 5.4 All inspections and maintenance of operational plant is recorded in the Site Diary and will be undertaken by an appropriately trained or qualified person. The servicing records of all plant and machinery will be kept on file at the site office and be available for inspection upon request.

#### Programme of Works

- 5.5 The programme of works will be carried out in a single phase. The approximate proposed construction programme for the new practice area is as follows:
- Site infrastructure set up and soil strip (topsoil removal and storage) – 1-3 months;
  - Importation and remodelling with suitable materials – 46 months;
  - Top soil and seeding – 12 months;
  - Other preparatory operations, landscaping, drainage etc (greens, tees, areas of shrubs and trees (6 months depending on season)).

#### Traffic Management

- 5.6 The site working hours will be 0700hrs to 1900hrs Monday to Friday. No importation or unloading of materials would occur on Saturdays but it is proposed that general on-site operations (maintenance, landscaping, earthmoving) would occur from 0800 to 1300hrs, on occasion, on Saturdays. No works will be undertaken on Sundays or Bank Holidays. These hours will apply to all operations relating to the remodelling of the practice area, including HGVs entering and leaving the site.
- 5.7 In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and after normal working hours for preparation and close down activities. This will not include operation of plant or machinery nor will it include the import or export of materials to or from the site.
- 5.8 In exceptional circumstances, for safety and operational reasons, it may be necessary to work outside of these hours. Where this occurs, the hours and duration of work will be subject to consultation with the Local Planning Authority.

#### Site Access

- 5.9 Access to the site for heavy goods vehicles and other construction traffic will be via Engine Lane utilising the existing road way.
- 5.10 HGVs will enter the site from Engine Lane via the existing roadway in the north-east corner of the site. The access is suitable for the proposed types and number of vehicles. The southern section of the access road is to be widened with 4 No. passing places proposed to facilitate two-way movement. The access road is of sufficient length to avoid an possibility of queuing of HGV traffic on to the public highway. Further information is provided within the accompanying Transport Statement.

- 5.11 There will be no access to the site to members of the public during the construction phase. Access to the site wind turbine will be maintained throughout the construction period for maintenance, servicing and inspection purposes.
- 5.12 The Construction compound Within the site boundary, a new short section temporary haul road as indicated on Drawing No. 1680.05 will be created using suitable hardcore materials to access the site. The haul road will link the site entrance from Sandy Lane.
- 5.13 Sufficient space is available within the proposed development site so that all construction traffic can unload and manoeuvre within the confines of the construction area.

#### Traffic Management Principles

- 5.14 It is important that construction traffic and traffic on the existing highway network are managed to maximise construction efficiency and safety while minimising risk, inconvenience and nuisance to the public. This will be achieved through careful management, programming and co-ordination of all works and traffic accessing the site.
- 5.15 Due to the distance of the site from Engine Lane issues such as HGVs queueing on the highway will not occur. Notwithstanding, the following construction traffic management principles will be observed:
- *The proposed main access routes to and from the site have been identified within the Transport Statement. These will be discussed with, and approved by, the Highways Authority. All contractors and users of the site will be advised of these routes; and*
  - *To minimise the impact that the construction works will have the surrounding environment, the Site Manager will be given a number of duties relating to the management of traffic. The Site Manager will be responsible for the following:*
  - *Ensuring all delivery vehicles to and from the site are managed efficiently, reducing nuisance or unnecessary disruption to the operation of the existing highway network. The role will also include advising haulage contractors and their drivers of the most appropriate route to follow when approaching the site in particular providing advice on local width and weight restrictions;*
  - *Ensuring traffic management principles and the mitigation measures are implemented and that the public highway is kept clear of mud and debris through ensuring that loads are suitably sheeted and secured and undertaking regular street cleaning, as necessary;*
  - *A telephone contact number for the Site Manager will be displayed at the site entrance so that any issues relating to delivery vehicle movements can be quickly addressed; and*
  - *Any breach of the principles contained within the document by haulage contractors or their drivers will be subject to a warning with any subsequent breach resulting in a ban from the site.*

#### Materials Management

- 5.16 The site will be developed using materials which will not be classified under the CL:AIRE Protocol which is distinct to 'waste'. Under the CLAIRE: COP (Code of Practice), there is provision for materials to be managed so as not to be classified as 'waste'. This may be because the materials were never discarded in the first place or because they have been submitted to a recovery operation and have been completely recovered so that they have ceased to be waste.
- 5.17 In order to ensure that only suitable materials are deposited at the site and that the deposited materials do not have an adverse impact on the environment, testing will be undertaken in accordance with the COP. Materials testing will be carried out at the 'site of origin' to ensure that the material is suitable for its intended use as fill to create the proposed contours.
- 5.18 The CL:AIRE COP sets out the requirements and the methods that must be used to ensure that only acceptable materials are deposited at the site.

Fill material type and quantities

- 5.19 The CL:AIRE COP relates to excavated material which includes:
- Soil, both topsoil and sub-soil, parent material and underlying geology;
  - Soil and mineral based dredgings;
  - Ground based infrastructure that is capable of reuse within earthworks projects, e.g. road base, concrete floors;
  - Made ground;
  - Source segregated aggregate material arising from demolition activities, such as crushed brick and concrete, to be reused on the site of production within earthworks projects or as sub-base or drainage materials; and
  - Stockpiled excavated materials that include the above.
  - stone, tiles and ceramics and any other materials deemed suitable for use under the CL:AIRE regime.
- 5.20 The site will accept the excavated materials listed above including soils, sands, clays and aggregate.
- 5.21 The volume of material to be imported is likely to be in the range of 430,300m<sup>3</sup> of material to create the re-designed course, practice range and proposed landscape.

Materials Management

- 5.22 The site will accept a range of excavated engineering materials which are approved under the CL:AIRE COP. Under the requirements of the COP, a Materials Management Plan (MMP) will be produced. The MMP will document how the excavated materials will be dealt with. The MMP will:

- *address the use of the material on site;*
- *be based on an appropriate risk assessment, that underpins the Remediation Strategy or Design Statement, concluding that the objectives of preventing harm to human health and pollution of the environment will be met if materials are used in the proposed manner;*
- *ensure that materials are actually treated and used as set out in the MMP and that this is subsequently demonstrated in a Verification Report.*

5.23 All materials accepted at the site will be managed in accordance with the MMP. The MMP will include a tracking system to ensure that all materials follow an auditable trail. The tracking system will include plans identifying the location of excavation areas, procedures for inspections (visual and observatory, field testing, laboratory confirmation), procedures for recording the movement and delivery of materials (delivery tickets etc), instructions for unloading materials and the recording of where the material is placed.

#### Documentation

5.24 All vehicles delivering materials will provide an appropriate delivery ticket which will include the following details:

- Driver's name and vehicle registration;
- Quantity of material being delivered;
- Origin (site) of material;
- Destination (Orpington Golf Club).

5.25 At the time of delivery, the load is visually inspected to ensure that it meets the general description of the material specified in the MMP and that there are no obvious non-compliant materials within the load (e.g. plastics, wood etc). If the load is in accordance with the basic characterisation details, the driver will proceed to the active infilling area.

5.26 In the event of the information supplied being inconsistent with the MMP, or if there is uncertainty as to whether the material is permitted, the vehicle will not be allowed to proceed to the active area until further information is supplied.

5.27 As material is unloaded within the active area, the dozer driver will visually inspect the material. If any materials are considered abnormal or suspect, the machine operator will contact the Site Manager. Any such material will be moved to a designated area for further investigation.

#### Dust

5.28 It is recognised that the proposed construction of the practice area has the potential to generate levels of airborne dust.

- 5.29 Vehicles accessing a site are often a primary source of airborne dust. Vehicles would be subject to an on-site speed limit of 10mph and all vehicles delivering materials to the site would be sheeted. Vehicles which are not sheeted will not be permitted to enter the site.
- 5.30 Haul roads will be suitably maintained and kept clear of debris. This will ensure that levels of dust associated with vehicles driving through the site are kept to a minimum. Haul roads and operational areas will be dampened down during dry weather. Areas of bare earth and material stockpiles would also be dampened to minimise the potential for any windblown dust from surfaces.
- 5.31 Vehicle exhausts can cause surface dust to become airborne. It is therefore proposed that any vehicles or plant based at the site do not have their exhausts pointing in a downward direction.
- 5.32 Weather conditions can cause considerable problems with operations such as those proposed in terms of airborne dust and mud being tracked onto the public highway. It is therefore proposed to ensure that the Site Manager monitors weather conditions frequently and that action is taken to suspend operations if necessary until weather conditions allow.
- 5.33 Any complaints relating to dust emissions will be recorded within the Site Diary. The Site Manager will be responsible for addressing any dust-related problems, including liaison with the complainant. The actions taken to address the issue will also be recorded to avoid a recurrence and so that lessons can be learnt for the future.
- 5.34 In summary, it is proposed that dust is managed through a number of mitigation measures which would include, but not be limited to the following:
- *Ensuring that all HGVs leaving the site transporting excavated engineering materials are sheeted to prevent dust;*
  - *Enforcement of a 10mph speed limit on site to minimise dust arising from vehicle movements;*
  - Good housekeeping measures to promote a clean and tidy site particularly within the surfaced site reception area; use of mobile water sprays to dampen material stockpiles during dry or windy conditions, if required;
  - Use of water sprays or water bowsers to dampen haul roads or other site areas during dry or windy conditions, if required; and
  - Temporary closure of site during exceptionally windy conditions, if considered necessary by the Site Manager.

#### Mud and Debris

- 5.35 Measures would be in place to ensure that mud and debris is not tracked onto the public highway by HGVs and other vehicles entering and leaving the site. A vehicle parking and site reception area would be located close to the main site entrance and this will be kept clean through good housekeeping measures.

- 5.36 The Site Manager will monitor the condition of the vehicle parking and site reception area as well as the public highway on a daily basis. In the event that mud from the site is observed on the highway the Site Manager would arrange for a road sweeper to rectify the problem. The source of the mud and/or debris would also be investigated, and the incident reported in the Site Diary, including any remedial measures taken, so that the likelihood of a repeat incident is significantly reduced.
- 5.37 If any further complaints are received regarding mud or debris on the public highway, the Site Manager will investigate the source of the problem and arrange for any remedial action required as a matter of urgency.

#### Odour

- 5.38 There are no potential sources of odour at this site due to the inert nature of the proposed excavated engineering materials.

#### Noise

- 5.39 The construction phase has the potential to give rise to noise. The following operational procedures will be implemented to reduce the risk of noise and to ensure that it does not have an unacceptable effect on local amenity, including neighbours and other site users:
- All noise generating activity, including soil stripping, soil movement and stockpiling, placement of inert materials, restoration and seeding, will be confined to the operating hours permitted in the Planning Permission, except for emergency repairs of mobile plant and equipment;
  - All plant and machinery will have effective silencers and be maintained in accordance with the manufacturer's requirements;
  - All equipment, when not in regular use, shall be switched off; and
  - White noise warning and reversing signals will be used on mobile plant and equipment.
- 5.40 Any complaints relating to noise will be recorded within the Site Diary. The Site Manager will be responsible for addressing any noise related problems, including liaison with the complainant. The actions taken to address the issue will also be recorded to avoid a recurrence and so that lessons can be learnt for the future.

#### Surface Water

- 5.41 The site will be filled with excavated engineering materials which are permitted under the CL:AIRE COP and the site's detailed materials acceptance procedures will be adhered to when determining whether materials can be accepted at the site. There is therefore no potential for the materials deposited at the site to give rise to pollution of surface water or groundwater within or beneath the site.

- 5.42 The proposed development is expected to reduce the current runoff rate due to the placement of thick layers of permeable soils on top of the existing less permeable soils.
- 5.43 Once the final ground contours have been achieved, the site will be seeded as soon as possible taking into account seasonal and weather conditions, which will minimise the potential for suspended solids to enter the surface water system.

#### Pests

- 5.44 The excavated materials will not attract pests such as birds, vermin or insects and therefore the management of pests is not considered necessary.

#### Litter

- 5.55 Due to the nature of the materials to be disposed on site, no litter will be generated and therefore the management of litter is not considered necessary.

## 6.0 PLANS AND DOCUMENTATION

### Plans

- Drawing No. 901.01 – Application Boundary Plan
- Drawing No. 901.02 – Existing Site Survey
- Drawing No. 901.03 – Grading Plan
- Drawing No. 901.04 – Landscape Plan
- Drawing No. 901.05 – Cross Sections
- Drawing No. 901.07 – Master Plan
- Drawing No. 901.08 – Tree Clearance Plan
- Drawing No. 901.09 – Tree Protection Plan
- Drawing No. 901.10 – Construction Access
- Topographic Survey – FML/TS/2000

### Supporting Documentation

- Arboriculture Assessment and Arboriculture Impact Assessment (AWA Tree Consultants);
- Construction Environmental Management Plan (Landor Planning) ;
- Design and Access Statement (Landor Planning);
- Flood Risk and Drainage Assessment (Pell Frischmann);
- Geo-Environment al Desk Study Assessment (Tetra Tech)
- Planning Statement (Landor Planning Consultants Ltd);
- Preliminary Ecological Appraisal with Great Crested Newt and Reptile Presence Surveys (EBS);

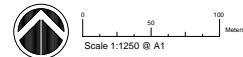
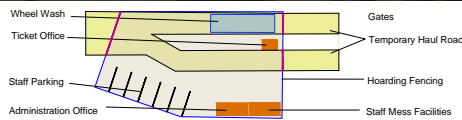
- Soil Management Strategy (Tetra Tech)
- Transport Statement (CoralHT)

Appendix 1- Proposed Contractors Details – Drawing No. 901.10

**Agricultural Restoration & Landscape Enhancement Scheme**



Key:



Drawn By: GW	Revision No.:
Scale: 1: 1250 @ A1	Drawing No: 901.10
Project Name: Grimethorpe	Date: 25/05/23
Drawing Name: Construction Site Set-up	Checked By: BW

