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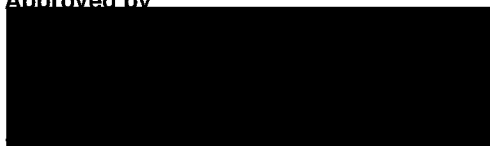
REMEDIAL METHOD STATEMENT
LAND NORTH OF WATER LANE
ANGMERING
CALA HOMES LTD & BELLWAY HOMES LTD
RMS-22115-21-341
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APPENDIX 1
▪ Radon Check 2022

SECTION 1 INTRODUCTION

- 1.1 CALA Homes and Bellway Homes propose to develop an area of land located to the north of Water Lane in Angmering, West Sussex for residential development purposes. The proposed development was consented by Arun District Council (ref: A/40/18/OUT) for the *development of up to 525 residential dwellings, 3 ha of employment land, public open space, play areas, access, associated infrastructure and landscaping*.
- 1.2 Several phases of site investigation and contamination risk assessment have been undertaken by IDOM Merebrook and a preliminary remedial strategy has been presented.
- 1.3 This *Remedial Method Statement* provides further details regarding the remediation methods, validation techniques / requirements and environmental controls to be applied during the development works.
- 1.4 This document is to be submitted for approval in connection with the discharge of condition 33 of the planning consent (Arun District Council ref: A/40/18/OUT) which is reproduced below:

33. Prior to the commencement of development approved by this planning permission, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

A. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site.

B. A site investigation scheme, based on (A) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

C. The site investigation results and the detailed risk assessment (B) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

D. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (C) are complete and identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

- 1.5 A separate condition 34 requires a watching brief for contamination during the works and condition 35 requires a verification report demonstrating implementation of the agreed remedial strategy.
- 1.6 The objectives of this report are to:
- i. Summarise the contamination present at the site and the associated risks;
 - ii. Present the details of a remedial strategy to mitigate / manage the identified risks;
 - iii. Set out the validation procedures and techniques to be employed to ensure that the remedial works are effective;

- iv. Set out the required acceptance criteria for site-derived soils and imported soils;
 - v. Identify soil resources and suitable future uses within the proposed development;
 - vi. Set out soil waste identification and disposal protocols;
 - vii. Summarise the environmental controls to be implemented during the works to manage contamination issues.
- 1.7 This report has been prepared for CALA Homes and Bellway Homes for the sole purpose described above and no extended duty of care to any third party is implied or offered. Third parties making reference to the report should consult CALA Homes, Bellway Homes and IDOM Merebrook as to the extent to which the findings may be appropriate for their use.

SECTION 2 BACKGROUND INFORMATION

2.1 PREVIOUS REPORTS

- 2.1.1 Desk-based and intrusive investigation and interpretative reporting been carried out previously for the site by IDOM Merebrook. These reports should be referred to for full details of the ground conditions and assessment of contamination risks.
 - i. *Geo-environmental Assessment: Land North of Water Lane, Angmering* (ref: GEA-19495B-17-318 Rev A) dated February 2018; and
 - ii. *Letter Report Land North of Water Lane, Angmering – Supplementary Site Investigation* (ref: L-19495-2.4.2-19-S593-DCE) dated 21 November 2019.
 - iii. *Supplementary Site Investigation – Motorsports Centre, Land North of Water Lane, Angmering* (ref: SI-19495-21-62) dated February 2021.
- 2.1.2 From the findings of the investigations and assessments presented in the reports listed above, a detailed remedial strategy is presented in this report which is designed to manage the pollutant linkages identified in the site conceptual model and to set out the procedures for verification.

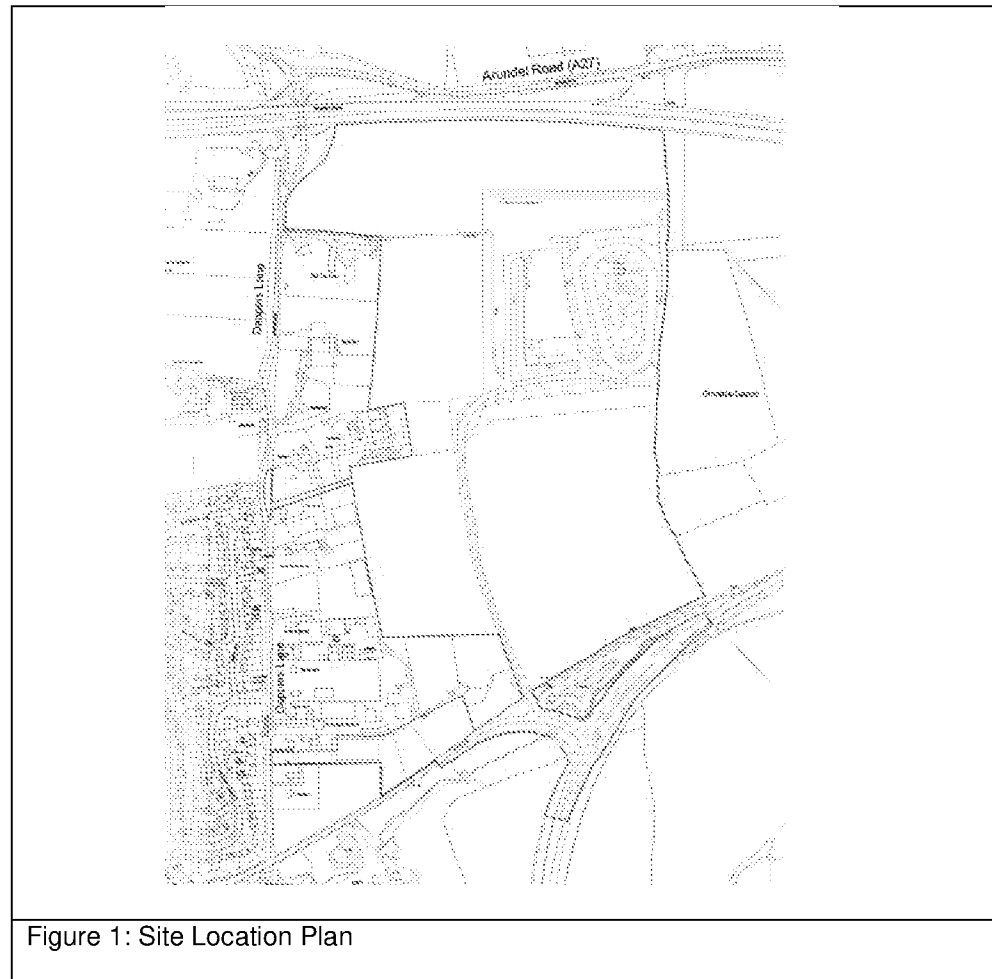
SECTION 3 GEO-ENVIRONMENTAL ASSESSMENT SUMMARY

3.1 INTRODUCTION

- 3.1.1 This section provides a brief summary of the various stages of geo-environmental assessment which have been undertaken for the site.

3.2 SITE LOCATION AND SETTING

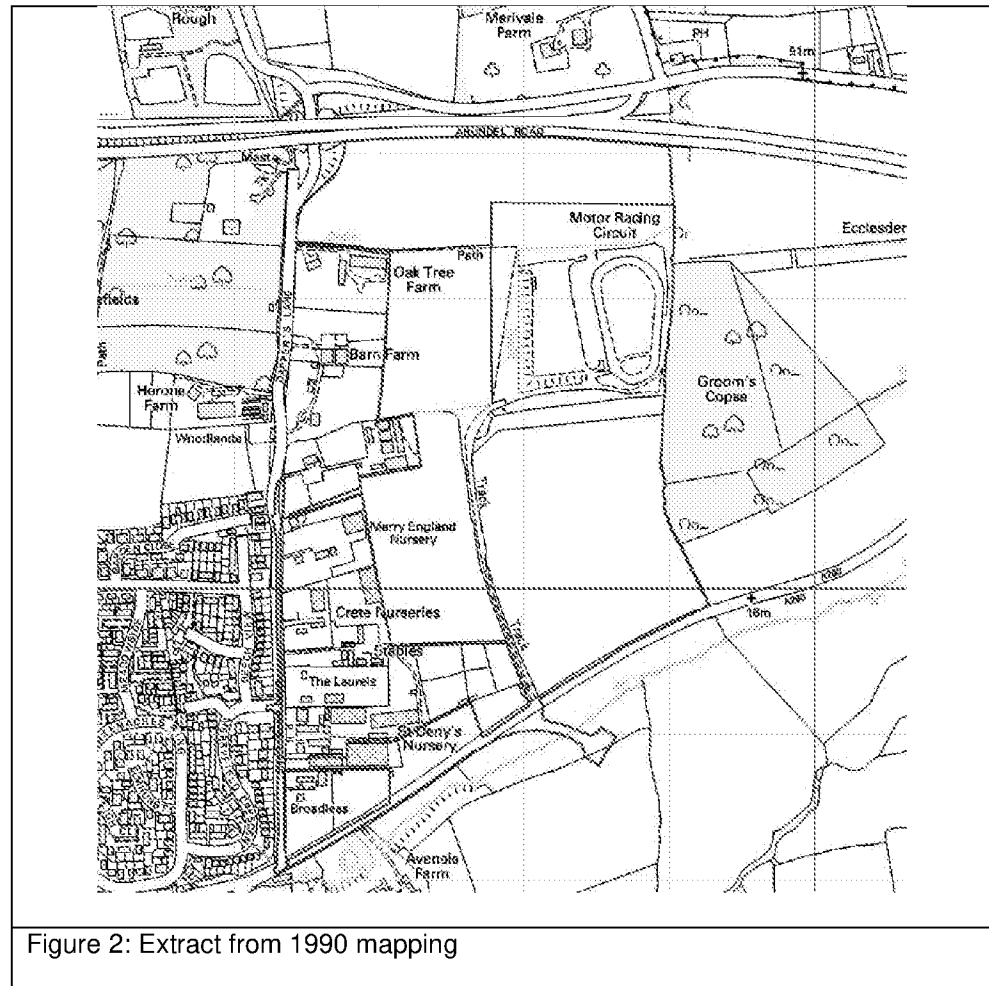
- 3.2.1 The site is located to the north of Water Lane in Angmering, Littlehampton, West Sussex. The site occupies an area of approximately 31.95 hectares located at National Grid Reference ⁵07618,105115 and indicated on Figure 1 below.



- 3.2.2 At the time of the site investigations the site largely comprised agricultural farmland. The north-eastern section of the site was an active motorsports race track with associated garages and car storage space. The only buildings noted within the site boundary were within the motorsports area. However, there were temporary structures (stables) and the remains of greenhouses within the south-western land parcel.
- 3.2.3 No visual or olfactory evidence of contamination was noted within the farmland. No above-ground or below-ground storage tanks were observed. Ground levels around the race track area were made up by imported 'inert waste' materials which had been used to form bunded areas.
- 3.2.4 The site topography slopes downwards from the north towards an unnamed river located south of Water Lane.

3.3 SITE HISTORY

- 3.3.1 In summary, the historic plans show that the site comprised open fields. Prior to 2002 (c.1990's) the north-eastern area of the site experienced a change of land use to the motor race circuit, which reflects the site's current configuration.



3.4 GEO-ENVIRONMENTAL SITE SETTING

- 3.4.1 The natural geology beneath the site comprises superficial drift deposits of Alluvium (clay, silt, sand and gravel) and Head Deposits (clay, silt, sand and gravel) classed as a Secondary Aquifer. These superficial drift deposits may be locally absent across the centre of the site.
- 3.4.2 The bedrock geology comprises the London Clay Formation (clay, silt and sand) which is an unproductive stratum (non-aquifer). The Lambeth Group (clay, silt and sand) may be encountered in the southwest corner of the site and is classed as a Secondary (A) Aquifer.
- 3.4.3 The site does not lie within an EA designated groundwater Source Protection Zone and there are no groundwater abstraction licences in the vicinity.

3.4.4 A BGS borehole log from 1976 (ref: TQ00NE/18) confirms London Clay to 17.0 m bgl with the Woolwich and Reading Beds beneath. The Upper Chalk was recorded at 70.0 m bgl. The resting water level was recorded as 27.0 m bgl. From the records available this appears to be located in a verge near to the Oval Race track entrance. This borehole could not be found during the site investigations and liaison with Southern Water is recommended to determine the status of the borehole.

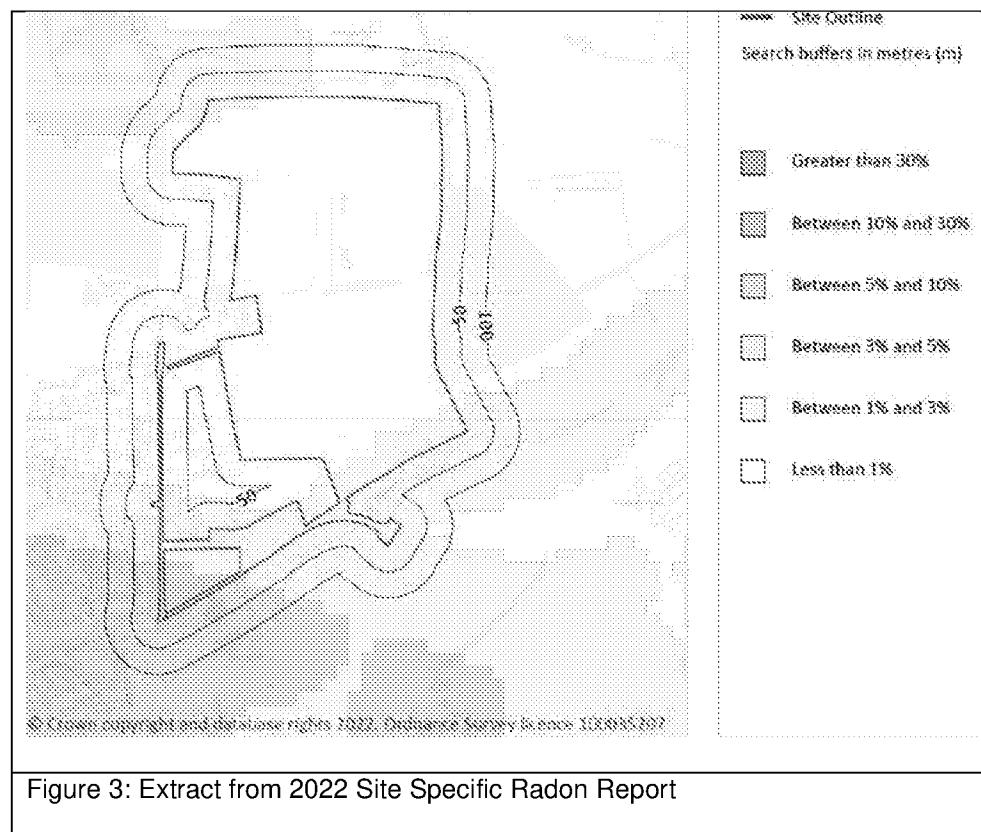
3.4.5 There is one record of a surface water feature to the south of Water Lane, which is referenced as a Secondary River.

3.5 **RADON GAS**

3.5.1 Earlier reports by IDOM Merebrook established that the site lies within a Radon Affected Area with between 5% and 10% of houses above the action level. On this basis, guidance issued by the Buildings Research Establishment (BRE-211) indicated that basic protection measures were necessary in new dwellings.

3.5.2 However, the above recommendation was based on a site-specific radon assessment included in a Groundsure Enviro Insight report from 2017. At that date, radon reports used the worst-case radon risk rating from any area of the site and applied it to the entire site.

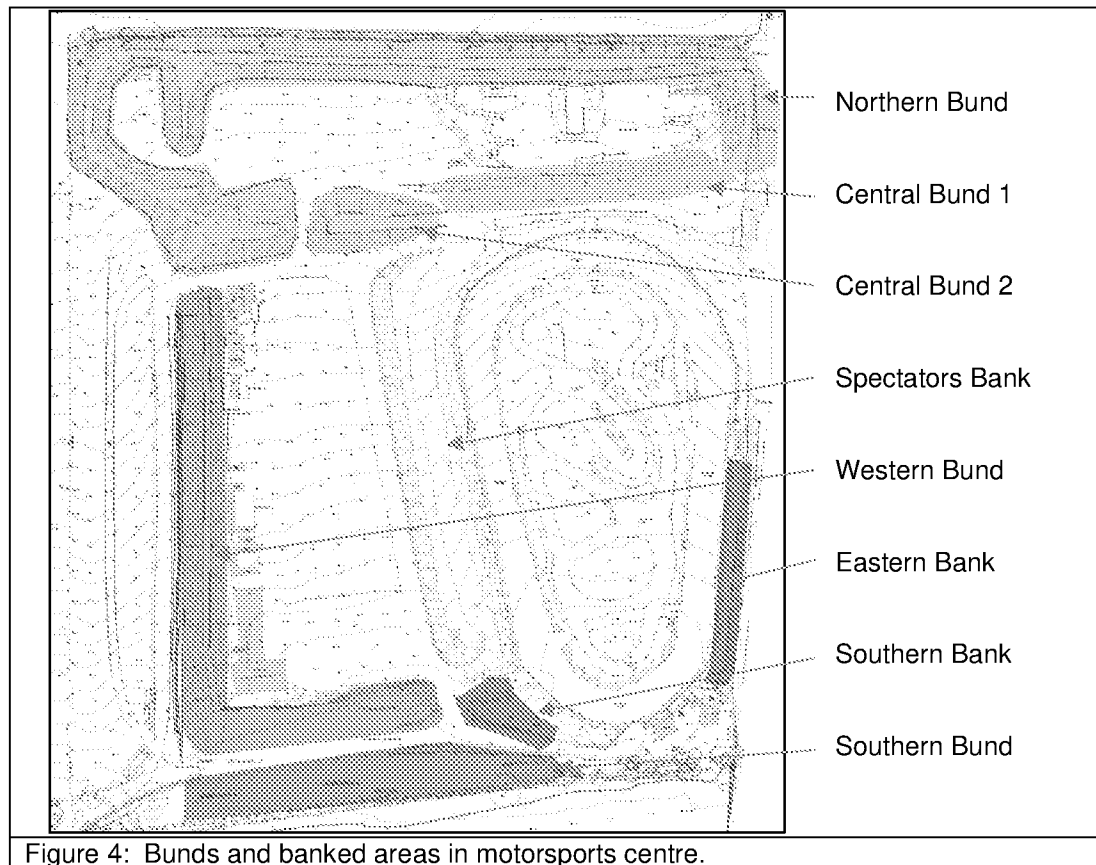
3.5.3 A new site-specific radon report has been obtained from Groundsure and is included in Appendix 1. This uses data from the British Geological Survey which includes a built-in 75 m 'buffer' (50 m to allow for the margin of error in the geological lines plus a further 25 m to represent the average extent of a home). The recent radon report shows the spatial distribution of radon risk on the site. An extract from the report is presented as Figure 3 below.



- 3.5.4 The 2022 radon report shows that the majority of the site has less than 1 % of homes above the action level for radon whereby no radon protection measures are required in new dwellings. The lighter shading on the northern tip and along the south of the site refers to 1 – 3 % of homes being above the action level, which again would not trigger the requirement for radon protection¹. The only area which would trigger a requirement for radon protection is on the south western tip of the site (darker shading corresponding to 5 – 10 % of homes being above the action level). It is understood that the current planning application does not include built development in this zone.
- 3.5.5 Under the current development plans, no radon protection measures are required in new dwellings. This should be confirmed with local Building Control.
- 3.6 **SURFACE GROUND CONDITIONS**
- 3.6.1 The surface ground conditions for the majority of the site (excluding the Motorsports Centre) comprised grazing and agricultural field space.
- 3.6.2 In the Motorsports Centre the general surface ground conditions comprised gravel and asphalt road planings, asphalt hardstanding, grassed topsoil and weeds/brambles over reworked clays. Made ground inclusions such as bricks, concrete, asphalt, and tyres were found present at the surface of many locations.

¹ <https://www.ukradon.org/information/radonsearches>

- 3.6.3 Raised bunds and embankments were noted in the Motorsports Centre, as referenced and summarised in Figure 4 below.



3.7 SUB-SURFACE GROUND CONDITIONS

3.7.1 Outside the Motorsports Centre

- 3.7.1.1 Outside the Motorsports Centre, the site investigations revealed ground conditions generally consisting of topsoil underlain by predominantly cohesive superficial Head Deposits (0.2 - > 3.0 m thick) and London Clay (> 2.8 m thick). Made ground was largely absent outside the Motorsports Centre. The exception to this is a small area of shallow made ground on the southwest of the site (MWS201) where evidence of bonfire / burning was observed on the surface over a very small area, and MTP110 where very minor inclusions of brick were noted in the upper layer of reworked topsoil.

3.7.2 Motorsports Centre

- 3.7.2.1 Within the Motorsports Centre, made ground was found to be present in all test locations.
- 3.7.2.2 The general made ground encountered in the raceway comprised reworked orangish brown gravelly clays with inclusions of asphalt planings, brick, some concrete, metal

and wood up to 1.3 m below ground level (bgl). At MTP301 a small piece of fragmented asbestos cement (containing chrysotile) was identified 0.4 m bgl.

3.7.2.3 In areas excavated into stone (within the yard/workshop front and in the entrance road to site) generally the made ground comprised compacted road gravel planings with occasional brick inclusions. Location MWS315 and 316 and MTP309, 310, 317 and 318 were advanced through asphalt hardstanding underlain by mixed made ground gravels with inclusions of concrete and brick. MTP318, MWS315 and MWS316 were identified to have a hydrocarbon odour beneath the asphalt. Location MTP319, (close to workshop) also identified a hydrocarbon odour in the upper strata overlying successive concrete slab boulders. Made ground encountered in these areas was shallow.

3.7.2.4 Trial holes were advanced through banked/bunded areas and the findings are summarised below:

- i.* Northern Bund: Generally comprised orangish brown reworked gravelly clay with regular inclusions of concrete (cobbles and boulders), asphalt and brick. Metal rebar and other scrap metal materials were also identified. Tyres were identified within the bund and a buried tyre wall is anticipated on the eastern side of the bund where former racing tracks have previously existed. In one location (MTP332) dark stained clay with a hydrocarbon odour was identified within a localised patch on the bund. Aside from this localised staining, the composition of the bund was consistent throughout. Damaged asbestos cement sheeting was situated at the top of the bund (close to location MTP332). The actual depth of the bund was not achieved during the investigation due to underlying electrical services beneath the bund.
- ii.* Central Bund 1: Generally comprised mixed reworked gravelly clays combined with topsoil with regular inclusions of brick and concrete. Tyres were found in MTP325 into the embankment and a tyre wall within the bund cannot be discounted due to the location of former racing track.
- iii.* Central Bund 2: Surrounded by walled tyres. Made ground comprises reworked orangish brown gravelly clays with inclusions of brick, concrete (boulders/slabs) and asphalt.
- iv.* Spectators' Bank: Made ground was described as reworked gravelly clay with inclusions of brick, clinker, concrete, and occasional metal. A slight organic odour was noticed within the reworked ground of the bank. Window sample hole MWS310A was obstructed at 2.7 m bgl by what was presumed to be a rubber tyre.
- v.* Western Bund: Consisted generally of the same reworked orangish brown gravelly clay with made ground inclusions more frequent in the southern spur. Made ground elements included concrete (boulders/slabs and cobbles), brick, asphalt, old timber, plastic and metal rebar and wire. Tyres support one side

of the embankment of the southern section. Asphalt hardstanding was encountered 2.5 m into the bund (at the base) at location MTP315. Trial holes were restricted in this bund due to live services beneath and within the bund. Damaged asbestos cement sheeting was identified at the top of the bund behind the workshop building. It was also noted the workshop building had damaged asbestos roofing elements.

- vi. Eastern Bank: Consistent reworked orangish brown gravelly clay with brick and concrete inclusions. A tyre wall was identified from MTP306 in the embankment and is anticipated to follow the perimeter of the racetrack. The extent of the made ground in the eastern bank was not achieved due to constrained machine access.
- vii. Southern Bank: Made ground was encountered up to 1.7 m bgl including tyres, concrete (boulders and cobbles) and regular brick. A degraded metal barrel lid was encountered 1.0 m bgl. The surrounding soil comprised a matrix of orangish brown gravelly clay. Asbestos cement debris (containing chrysotile) was encountered within MTP308 at 0.4 m bgl.
- viii. Southern Bund: The southern bund was excavated into from the base. The whole of the northern embankment of the bund was supported by tyre wall. The soil encountered in the bund comprised orangish brown reworked sandy gravelly clay with inclusions of brick, concrete, asphalt, wood, metal, and geotextile pieces. Both locations MTP311 and MTP312 within the southern bund encountered black stained gravels with strong hydrocarbon odour. Oily globules were evident at MTP311.

3.7.2.5 Perched water was only encountered in the made ground at location MTP311 and MTP312. In MWS304 groundwater was encountered within the made ground strata at shallow depth (0.4 m bgl).

3.7.2.6 Although geological mapping data suggests the absence of superficial drift on site, the natural ground encountered comprised of orangish brown/light brown gravelly clays with chalk and flint gravels (Superficial Drift – Head deposits) and blueish grey gravelly clay (Bedrock – London Clay). The Head superficial drift when identified on site was found to extend from 0.2 m to >0.9 m in thickness. There was no visual or olfactory evidence of contamination identified within the natural ground.

3.7.2.7 Groundwater was encountered in the natural clays ranging from 1.2 – 2.6 m bgl.

3.8 CONTAMINATION AND DISTRIBUTION

3.8.1 Outside the Motorsports Centre

3.8.1.1 Outside the motorsports centre, evidence of contamination was limited to a single instance on the south western land parcel where evidence of bonfire / burning was observed on the surface over a very small area (only present in the location of MWS201). The evidence was in the form of some residual black material within the

upper 200 mm of made ground. A sample of this material recovered from MWS201 was tested and recorded elevated levels of eight speciated PAHs and three bands of TPH (Aromatic).

3.8.2 Motorsports Centre

3.8.2.1 Extensive testing of soils from the Motorsports Centre has been undertaken as part of the phased investigations.

3.8.2.2 Contamination within the made ground comprises widespread elevated levels of PAH which are mostly associated with inclusions of asphalt or black gravel planings. Elevated levels of heavy end TPH were occasionally coincident with the PAH contamination. Several moderate exceedances of lead screening levels were also noted. Asbestos has been identified by laboratory testing in soils in five locations across all the phases of investigation and visible fragments of asbestos have been identified in two locations. Asbestos containing materials were present on the surface at two further locations (northern bund and behind the workshop).

3.8.2.3 The distribution of contamination in made ground in the motorsports centre is summarised in Figure 5 below.

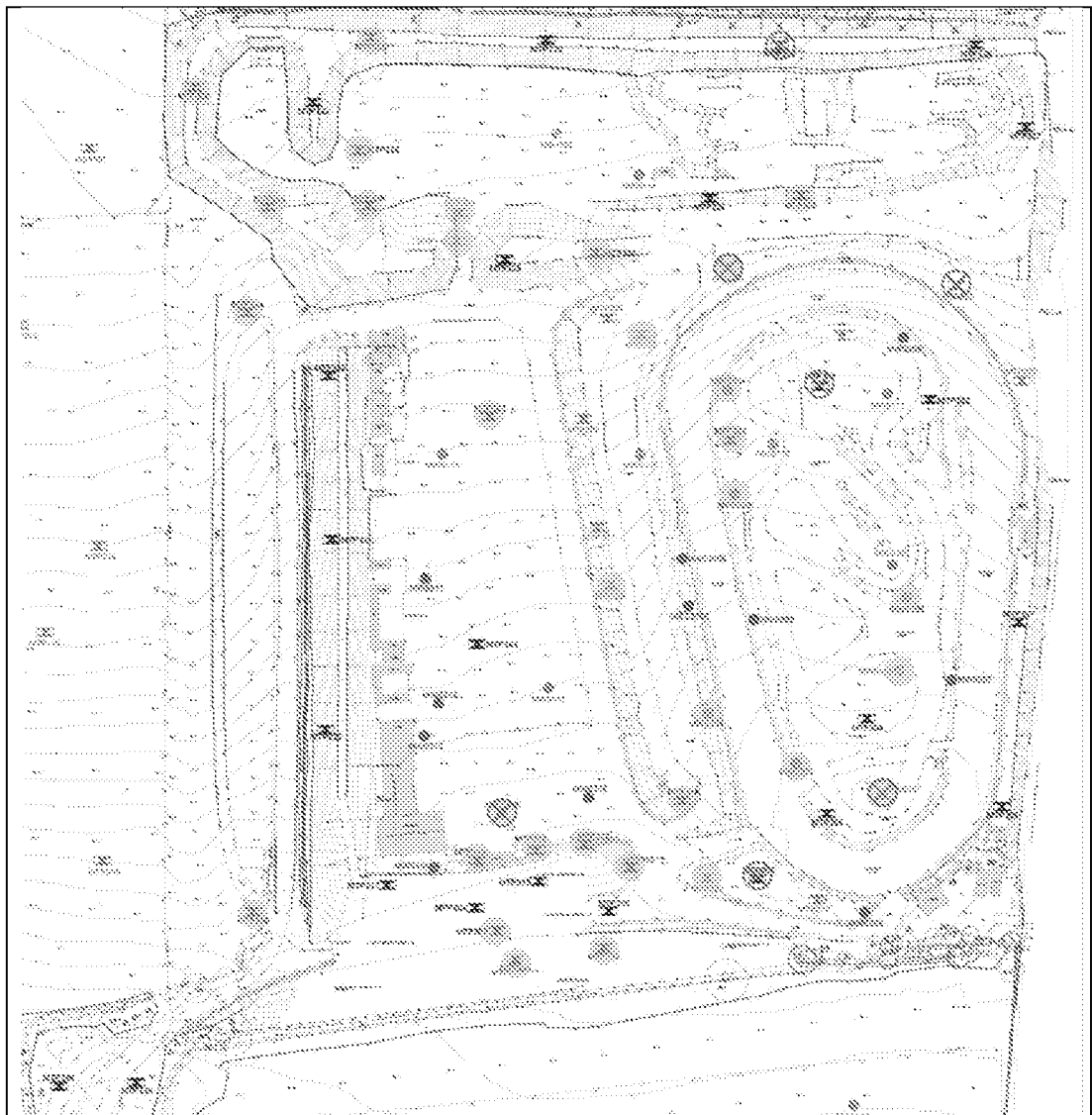
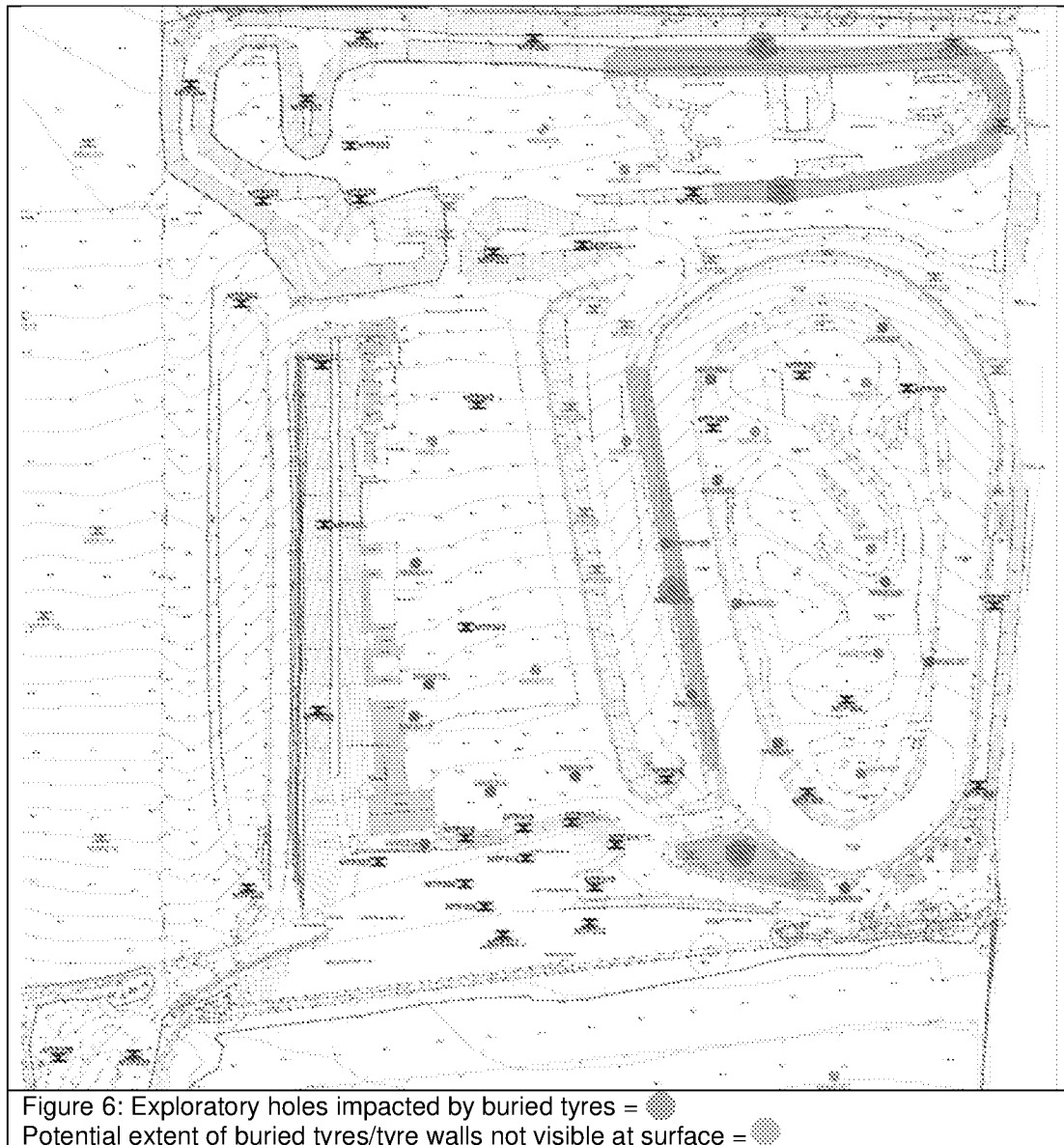


Figure 5: Exploratory holes impacted with hydrocarbon contamination (PAH) ●
Asbestos impacted locations: ⊗

3.8.2.4 No contamination was identified within the natural ground.

3.8.2.5 Buried tyres were found in some trial holes during the investigation which will require clearance as part of the site preparation works. Throughout the site, tyre walls are present supporting banks/bunds, however discovery of tyres buried in exploratory hole locations MTP308, MTP325, MTP329 and MWS10A provides evidence of buried tyres within bunds/banks. Figure 6 indicates the locations affected by buried tyres and the potential extent.



3.9 CONTAMINATION RISKS

3.9.1 Outside the Motorsports Centre

- 3.9.1.1 Provided the surface impact of the small bonfire on the south west of the site is cleared during site preparation works, there is no significant contamination risk outside the motorsports centre.

3.9.2 Motorsports Centre

- 3.9.2.1 **Soil contamination** has been identified within the area of the motorsports centre in the form of hydrocarbons associated with anthropogenic inclusions in made ground, which is located primarily in bunded and banked locations. No significant evidence of fuel spillages has been identified by the investigations carried out to date. The

risk from the site for current site users is considered to be low. For the future residential receptors, a low to moderate risk is assumed via ingestion and inhalation of soil and soil-derived dust, and via dermal contact.

- 3.9.2.2 **Asbestos**-containing soils have been encountered in four locations (MTP329, MWS315, MWS107 and MTP204). Visible (bulk) asbestos in the form of chrysotile cement debris was identified on site at MTP301 and MTP308 and MTP203. Whilst many of the samples have not detected asbestos, the possibility remains for it to be present in made ground, particularly in the raised bunds. A Low-to-Moderate risk level has been assigned.
- 3.9.2.3 **Controlled waters**: Limited contamination has been identified in soils, localised to made ground within the area of the Motorsports centre. It is noted that this contamination is not particularly mobile and is a considerable distance from the watercourse along Water Lane therefore the risk to surface waters is considered to be low. No significant risks to groundwater quality are considered to be present.
- 3.9.2.4 **Construction Environmental Management**: Potentially, construction workers are initially at the greatest risk from exposure to hazardous contamination due to excavation works and during the handling of materials. As sporadic asbestos contamination has been identified, it will be necessary to implement an *Asbestos Management Plan* during the works to minimise the potential for fibre release and exposure and to ensure that appropriate management controls are in place.
- 3.9.2.5 **Utilities**: Limited contamination with the potential to permeate polymeric services has been identified by this investigation in the vicinity of the Motorsports Centre, however it is recommended that the utility provider is consulted with respect to their requirements for water supply pipes. Utility companies apply strict guideline levels on use of polymeric pipes and may consider all made ground unsuitable for typical plastic pipe materials to be used.
- 3.9.2.6 **Gas / Radon**: No significant ground gas risk has been identified and no radon protection measures are required in new dwellings.

3.10 **OUTLINE REMEDIAL STRATEGY**

- 3.10.1 As presented in the earlier reports, it is considered that large scale remediation of soils is not required at the site. Limited soil remediation (in the form of provision of a clean soil cover system) will be required in the area of the Motorsports Centre due to the lead, TPH, PAH and asbestos identified. This contamination appears to be associated with inclusions within made ground and is not indicative of mobile contamination with the potential to impact the wider environment. It will be acceptable to leave the contamination *in-situ* provided suitable clean soil cover is provided to sensitive areas.
- 3.10.2 There are numerous bunds present on the motorsports centre which will require reprofiling. In addition, several areas of the site have been found to contain buried

tyres which will require removal as part of the reprocessing and preparation of the site for development. Environmental controls are necessary during these works.

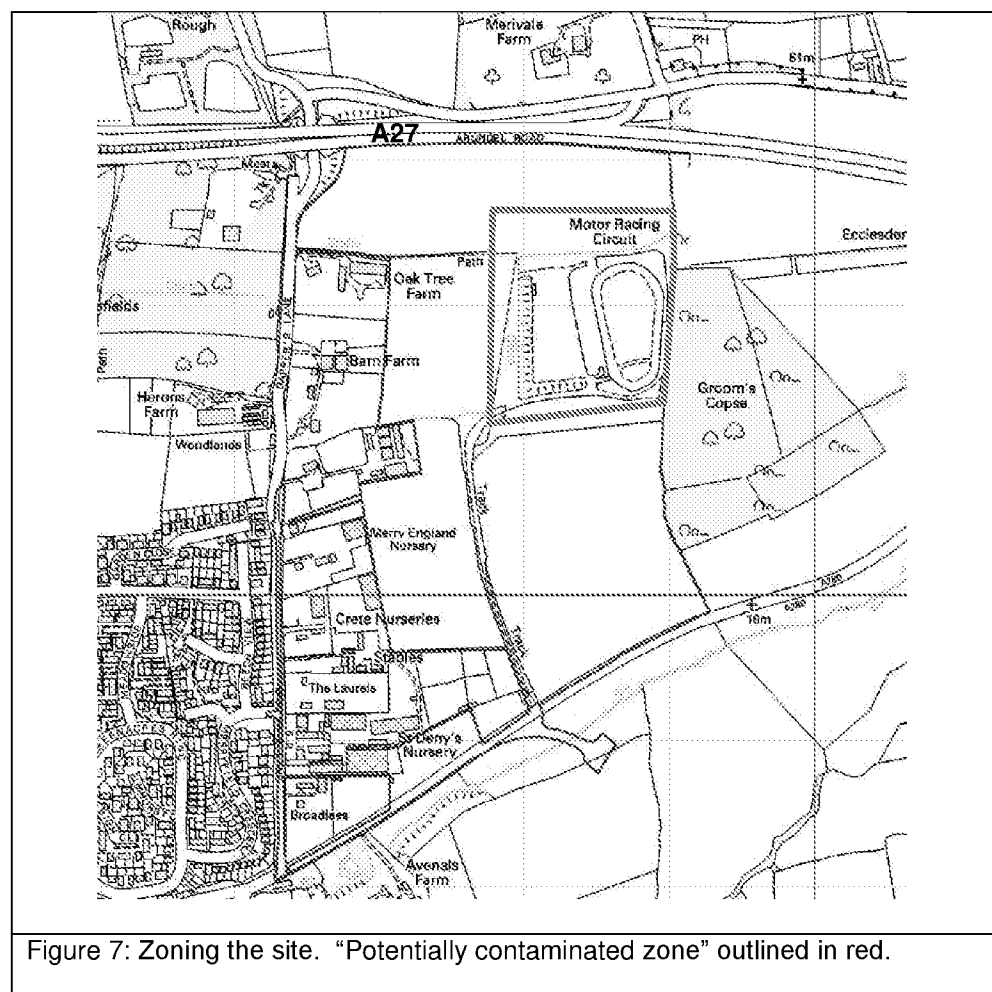
SECTION 4 DETAILED REMEDIAL STRATEGY

4.1 INTRODUCTION

4.1.1 This section sets out the principles for remediation of the site and will be supported by the remediation contractor's own method statement to be prepared in due course.

4.2 ZONING THE SITE

4.2.1 As the wider development site has distinct historic greenfield and brownfield areas (*i.e.* the motorsports centre), it is recommended that the site is zoned for construction purposes into “clean” and potentially “contaminated” areas as illustrated in Figure 7 below. There should be no uncontrolled cross over of “contaminated” soils into the greenfield area of the site.



4.2.2 A new earth bund (approximately 1.8 m high) is proposed on the north of the site adjacent to the A27. The bund is required to form a screened landscaped buffer zone in between the new houses and the A27 and will also provide acoustic screening benefits to those houses on the northern periphery of the site. It is intended that the core of the earth bund will be formed from site-won drainage and foundation arisings from the motorsports centre (*i.e.* made ground) and will be surfaced by clean topsoils. Movement of these site-won made ground materials will be undertaken under controlled conditions to prevent cross contamination of greenfield resource soils with made ground soils which may have a degree of remnant contamination. Further details are presented in Section 4.13.

4.2.3 In due course, it will be necessary for site-won clean topsoils and subsoils from the greenfield area of the site to be re-used in gardens and soft landscaped areas of the plots within the Motorsports Centre.

4.3 **RESPONSIBILITIES**

4.3.1 In practice, the development of the site will be carried out under the control of several sequential Principal Contractors. A demolition contractor will initially act in the motorsports centre to demolish the buildings, clear the site of vehicles and surface debris and to remove the tyres from the tyre walls and in-ground where practicable.

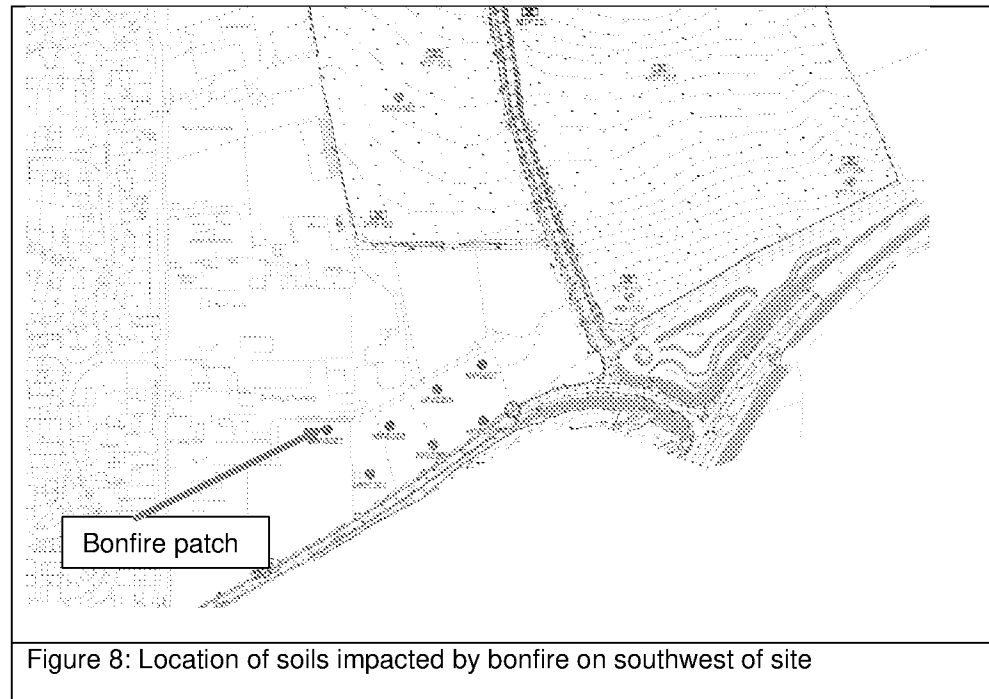
4.3.2 A specialist remediation contractor will then process and reprofile the bunds in the motorsports centre to deliver a site prepared to a formation level ready for subsequent groundworks/construction.

4.3.3 A separate groundworks contractor will then follow on and will be responsible for general groundworks and for providing the clean cover in soft landscaped and garden areas in the former motorsports centre whilst the build is in progress. The groundworker may use suitable designated site-won soil resources and imported materials to achieve the finished levels in accordance with the remedial strategy.

4.3.4 Each contractor will have a procedure in place to characterise materials won during the works and to designate appropriate future uses for the site-won resources. Unsuitable materials will be designated for either on-site treatment or off-site disposal, as appropriate.

4.4 **BONFIRE PATCH – SELECTIVE REMOVAL OF ASHY SOIL**

4.4.1 Site investigation in the south western land parcel (MWS201) identified a patch of ground where bonfires had been situated causing very localised contamination of surface soils. The evidence was in the form of residual black material within the upper 200 mm of made ground which recorded elevated levels of eight speciated PAHs and three bands of TPH (Aromatic).



- 4.4.2 These soils can be identified visually and should be excluded from the resource topsoil strip. These materials should be excavated separately and removed from the greenfield area of the site. They may either be disposed off site or could potentially be added to the soils requiring processing from the motorsports centre.
- 4.5 **TOPSOIL STRIP OF GREENFIELD ZONE**
- 4.5.1 Existing topsoil from the greenfield areas of the site (excluding the bonfire patch) will be stripped and visually segregated into stockpiles, excluding any made ground or anthropogenic materials.
- 4.5.2 Natural topsoil for re-use will be subject to confirmatory testing to demonstrate that it is suitable for retention on site in soft landscaped areas. If unsuitable (i.e. fails the Table 2, Section 5.6 criteria), the material will be disposed off-site.
- 4.5.3 Stockpiles of suitable site-won topsoil will be surveyed and labelled by the contractor.
- 4.6 **SITE CLEARANCE OF MOTORSPORTS CENTRE**
- 4.6.1 Existing buildings will be demolished and floor slabs lifted by the demolition contractor. The demolition contractor will also be responsible for the removal of any remnant vehicles and surface debris which will be disposed off site.
- 4.6.2 Tyres will be removed from site and the current plan is for off-site disposal. In an effort to explore options for sustainable development, it is understood that Cala is investigating recycling of the tyres to form part of the surface wearing course for new roads, however it is not yet clear whether this option is viable.

4.7 ASBESTOS REMOVAL AND REPROFILING OF MOTORSPORTS CENTRE

- 4.7.1 Visible fragments of asbestos cement, as reported by the site investigation, are likely to be encountered during clearance of the motorsports centre and potentially during the earthworks in this area. Asbestos materials are not expected to be present on the wider site.
- 4.7.2 Action is proposed where there is visible asbestos cement in order to reduce risks to health and prevent the spread of asbestos or liberation of fibres throughout the works. Surface and made ground soils, particularly from the bunds will be inspected during site clearance and reprofiling and any visible asbestos cement will be manually picked by trained asbestos operatives wearing appropriate PPE / RPE and placed in approved labelled asbestos bags stored in a securely fenced quarantine area or waste container such as a separate sealed bin/skip. This activity is considered as low intensity, is unlikely to exceed the control limit and therefore is unlikely to require notification.
- 4.7.3 Whilst higher risk asbestos materials have not been encountered to date, in the event that any such materials (*e.g.* AIB or lagging) are encountered, these will be wetted, covered and cordoned off. Confirmation of ACMs will be undertaken by alerting the site manager and by testing so that an appropriate removal protocol can be selected. Such materials will require removal by a licensed asbestos contractor under a 14-day ASB05 Notification to the HSE.
- 4.7.4 The contractor will be required to have an Asbestos Management Plan in place in accordance with the requirements of:
- i.* The Control of Asbestos Regulations (CAR) 2012;
 - ii.* CAR-SOIL Interpretation for Managing and Working with Asbestos in Soil and Construction and Demolition Materials, and,
 - iii.* Guidance provided in CIRIA 733.

4.8 MOTORSPORTS CENTRE REPROFILING TO PROVIDE A DEVELOPMENT PLATFORM

- 4.8.1 It is proposed to reprofile the bunds to provide a platform that is suitable for onward development. It will be necessary to process the material in the bunds to segregate and remove any unsuitable materials (*e.g.* visible asbestos, tyres, wood, oversize material, any localised materials grossly impacted by hydrocarbon contamination). This will minimise the ongoing risks from contamination, particularly with regard to asbestos materials. The processed materials will then be placed back within the motorsports zone to a geotechnical specification to achieve a formation level for onward construction.
- 4.8.2 In line with sustainability principles, a ground model is being prepared by the project engineers with the aim of achieving a broad cut / fill balance such that the

requirement for off-site disposal of soils is minimised. The ground model applies the “contaminated / clean” site zoning principle and treats the motorsports centre cut / fill calculation separately from the remaining greenfield areas of the site. The formation level is being set so that soils from the motorsports centre can be kept on site (and in the new earth bund on the north of the site).

4.9 WATCHING BRIEF FOR ANY LOCALISED GROSS HYDROCARBON IMPACT

4.9.1 The site has good coverage with intrusive investigations which has greatly reduced the likelihood of significant volumes of unexpected contamination being identified. Nevertheless, a watching brief will still be appropriate in the motorsports centre for any readily identifiable fuel-type staining or odours. Should any such contamination be identified, then delineation and sampling would be required in order determine the risks and any appropriate remedial actions. Affected soils could also be stockpiled pending testing.

4.9.2 In the event that any soils are identified which are heavily impacted by fuel type hydrocarbons, the objective will be to provide betterment and to reduce future mobility via perched waters or volatilisation. This general betterment is considered to be acceptable in the context of the site conceptual model. Treatment or disposal options may be considered by the contractor.

4.9.3 Effective removal shall be assessed in a qualitative manner on the basis of visual and olfactory evidence of hydrocarbon contamination coupled with post-treatment laboratory testing against a set of acceptance criteria designed to be protective of residential land use (*i.e.* use of vapour pathway targets only as clean capping is proposed which will mitigate ingestion and dermal pathways).

4.10 REMEDIATION CONTRACTOR METHOD STATEMENTS

4.10.1 The Remediation Contractor will provide a Method Statement for the works which will include further detail on any treatment process to be employed within the former motorsports centre.

4.10.2 Any soil treatment would be undertaken under the remit of an Environmental Permit held by the remediation contractor. Deployment of the remediation contractor's land and groundwater remediation environmental permit will be agreed with the Environment Agency as regulator.

4.10.3 The re-use of treated materials and the movement of soils required to achieve the consented development will be governed by a Materials Management Plan (MMP) under the CL:AIRE *Code of Practice on the Definition of Waste*.

4.11 CLEAN COVER – FORMER MOTORSPORTS CENTRE

4.11.1 Clean cover is required in all gardens and soft landscaped areas within the footprint of the former motorsports centre. This activity will be carried out by the groundworker

who may use suitable designated site-won soil resources (from the wider greenfield areas of the site) or imported materials.

4.11.2 The clean cover shall comprise:

- i.* Private gardens will require 600 mm of validated clean material comprising a minimum of 150mm topsoil and 450mm of subsoil.
- ii.* Any communal / shared gardens dedicated to a particular apartment block would require 450 mm of clean cover.
- iii.* Areas of general landscaping and public open space would require 300 mm of clean cover.

4.11.3 It is considered that 600 mm is an appropriate thickness of clean cover in a private garden setting as this is the typical depth over which natural soil mixing processes might occur over time². In addition, this allows for suitable depths of planting for the majority of species and gardening activities.

4.11.4 Given the potential presence of residual asbestos fibres in the underlying made ground soils, it is considered appropriate to include a geotextile marker membrane at the base of the clean cover to provide separation.

4.11.5 Recent site investigation and laboratory testing has demonstrated that made ground at the site will not be physically or chemically amenable to re-use in clean cover. It is therefore anticipated that much of the cover will comprise site-won clean, validated, material from the wider greenfield areas of the site. Any material imported for the formation of domestic gardens and landscaped areas should be obtained from a validated source and be subject to independent verification inspection and testing.

4.11.6 It is noted that outside the area of the Motorsports Centre no specific soil remediation is considered necessary, but any visible fragments of deleterious materials should be removed including brick. Generally, it is recommended that suitable topsoil (which can be site-won) is ensured in all soft areas of the wider site to provide a suitable medium for healthy plant growth.

4.12 **SERVICE CORRIDORS FOR WATER SUPPLY**

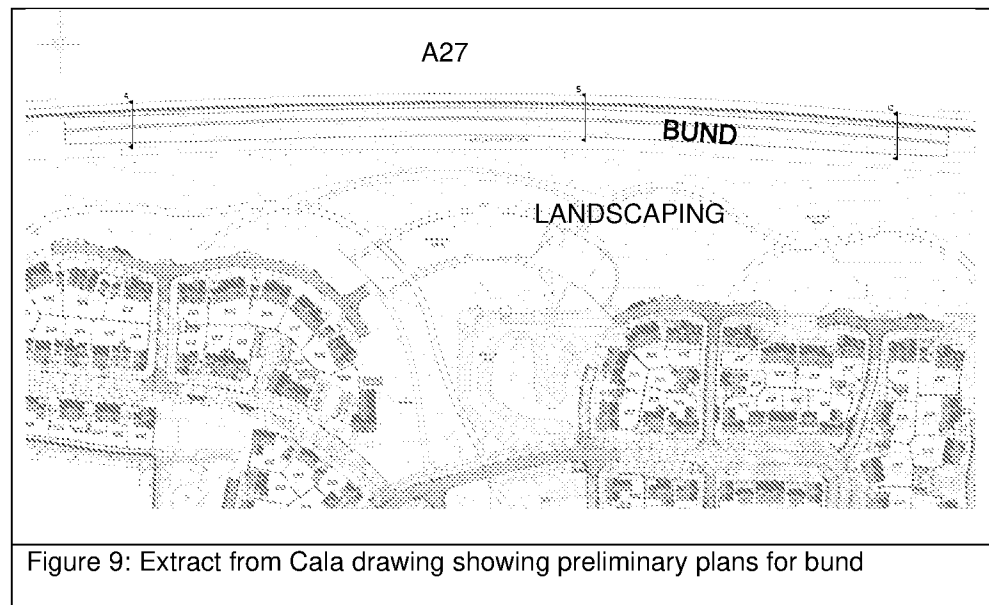
4.12.1 Provision for clean service corridors should be made in the motorsports centre footprint where this is a requirement of the utility provider.

² BR465 (2004) *Cover Systems for Land Regeneration: Thickness of Cover Systems for Contaminated Land*

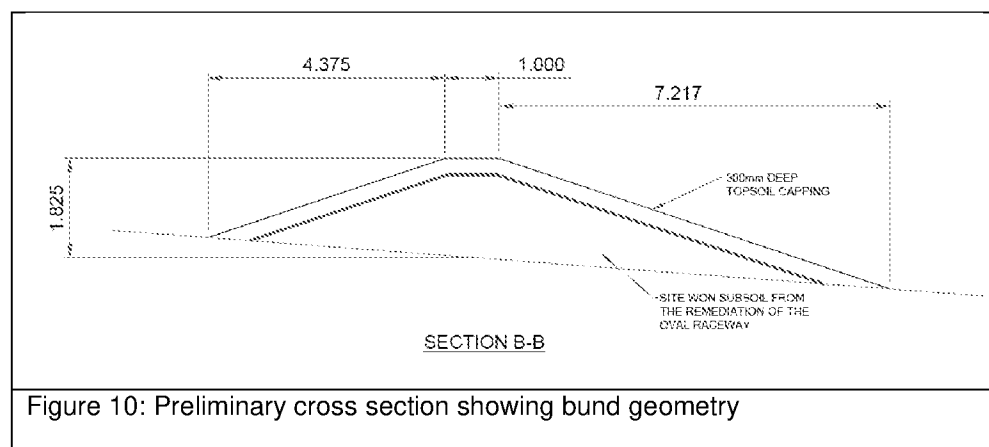
4.13 THE NORTHERN BUND

4.13.1 The new earth bund (on the north of the site adjacent to the A27) and associated swathe of landscaping are intended to provide a habitat corridor and will be designed to discourage public access. The area will be planted with native species (including trees) and will be subject to limited active maintenance due to habitat protection requirements.

4.13.2 The location of the proposed bund is shown in Figure 9 below.



4.13.3 A typical cross section of the proposed bund is shown in figure 10 below.



4.13.4 The new earth bund will be formed with a core of site-won made ground from the former motorsports centre and will be capped with clean soils. The bund core material will be won from drainage and foundation excavations which take place from the newly formed formation level in the motorsports centre *i.e.* after the remediation

/ reprofiling works. As a result, the degree of risk associated with these soils will be lessened because visible asbestos and deleterious materials will have been removed by the previous remediation works. It is however acknowledged that sporadic low level asbestos fibres, PAH and lead contamination may remain present in the soils of the new northern bund.

- 4.13.5 Provision has been made in the cut / fill balance calculations to accommodate a subset of the drainage and foundation arisings from the motorsports centre in the core of the landscaped bund.
- 4.13.6 It is proposed that the bund should have a clean soil capping of sufficient thickness to accommodate the intended planting scheme. Whilst usage of this land by people will be minimal, the capping will further minimise the potential for exposure. Discussion with the scheme's landscape architect (Huskisson Brown) has confirmed that 300 mm of clean topsoil capping will be sufficient across the bund. However, where any trees are proposed, the clean cover will need to be deepened locally to provide a tree pit of clean soil appropriate for the intended species. The landscape architect has advised that tree pits are likely to be approximately 700 mm x 700 mm in plan and 500 - 800 mm deep (depending upon the size of the rootball). The tree pit should comprise 300mm depth of topsoil over suitable subsoil.
- 4.13.7 The landscape contractor should record evidence of the provision of clean soil in tree pits. In addition, arisings from the tree pit excavations which extend into the made ground core of the bund should be carefully segregated and disposed off-site, unless site phasing allows them to be reincorporated into non-sensitive areas in the former motorsports centre (*i.e.* below buildings, hardstandings or clean capping).
- 4.13.8 The formation of the bund from these site-won made ground materials must be undertaken under controlled conditions to prevent cross contamination of greenfield resource soils with made ground soils which may have a degree of remnant contamination.

SECTION 5 VALIDATION PROTOCOLS

5.1 INTRODUCTION

- 5.1.1 This section sets out the validation protocols to be employed during the works.

5.2 VALIDATION OF MATERIALS FOR USE AS GENERAL FILL

- 5.2.1 Arisings from the motorsports centre will be deemed suitable for use as general fill within the footprint of the motorsports centre (below clean cover and hard surfaced areas) provided they are physically suitable and are not grossly impacted by asbestos (*i.e.* with bulk friable forms of ACMs, frequent fragments of cement forms) or hydrocarbons. There will be no requirement for laboratory testing in this instance, however materials handling protocols will apply given the remnant contamination in these soils.

5.3 **VALIDATION OF REMEDIATION OF ANY GROSS HYDROCARBON IMPACT AREAS IN THE MOTORSPORTS CENTRE**

- 5.3.1 The remediation contractor will maintain a watching brief for any gross hydrocarbon fuel-type impact on the basis of field evidence such as staining or odours. Following excavation of any affected soils, validation sampling will be undertaken on the base and sides of any excavations and will be compared to criteria based on *Suitable for Use Levels* (S4ULs) published in 2015 by LQM/CIEH³ assuming a residential land use (without ingestion of homegrown produce as a clean cover layer is proposed in gardens) and a Soil Organic Matter of 1 %. Acceptance criteria are proposed only for those TPH bands where the vapour ingress pathway is significant.

Table 1: Acceptance Criteria for Hydrocarbon Remedial Areas

CONTAMINANT	UNITS	ACCEPTANCE CRITERIA
TPH Aliphatic >EC ₅ - EC ₆	mg.kg ⁻¹	42
TPH Aliphatic >EC ₆ - EC ₈	mg.kg ⁻¹	100
TPH Aliphatic >EC ₈ - EC ₁₀	mg.kg ⁻¹	27
TPH Aliphatic >EC ₁₀ - EC ₁₂	mg.kg ⁻¹	130
TPH Aliphatic >EC ₁₂ - EC ₁₆	mg.kg ⁻¹	1100
TPH Aromatic >EC ₅ - EC ₇	mg.kg ⁻¹	370
TPH Aromatic >EC ₇ - EC ₈	mg.kg ⁻¹	860
TPH Aromatic >EC ₈ - EC ₁₀	mg.kg ⁻¹	47
TPH Aromatic >EC ₁₀ - EC ₁₂	mg.kg ⁻¹	250
Staining and odours	-	No field evidence of gross contamination

5.4 **CHEMICAL VALIDATION OF ANY TREATED MATERIALS FOR RE-USE**

- 5.4.1 Treatment or disposal options may be considered by the contractor to deal with fuel type hydrocarbon impacted soils.
- 5.4.2 It is considered that treated soils from any areas of gross hydrocarbon contamination will be chemically acceptable for re-use in the footprint of the former motorsports centre beneath buildings, hardstanding or clean cover provided that the certain criteria are met.
- 5.4.3 The treatment of soils excavated from any areas affected by hydrocarbons must achieve betterment such that following remediation:
- there will be no significant risk of ingress of contaminant vapours into new dwellings; and

³ Nathanail, C. P., McCaffrey, C., Gillett, A. G., Ogden, R. C. and Nathanail, J. F. 2015. *The LQM/CIEH S4ULs for Human Health Risk Assessment*. Land Quality Press, Nottingham. Copyright Land Quality Management Limited reproduced with permission; Publication Number S4UL3100. All rights reserved. Including August 2015 nickel update.

- ii. the treated materials will not allow significant mobilisation of contamination via leaching.

5.4.4 It is proposed that post-remediation testing of treated soils includes solid testing to address health risks from vapour ingress with acceptance judged against the criteria in Table 1.

5.4.5 In addition, testing of leachate prepared from the soil will be undertaken to demonstrate that treated materials will not allow significant mobilisation of contamination. Given that the site setting is not particularly sensitive with regard to controlled waters, it is considered that the acceptance criteria for leachability should be set at 10 times the former drinking water standard (*i.e.* 100 µg.l⁻¹ using a 2:1 leachate preparation method). This is considered to be a highly precautionary validation technique as the laboratory method includes crushing the sample prior to producing the eluate.

5.5 **CHARACTERISATION OF SOILS FOR DISPOSAL**

5.5.1 Soils destined for disposal will be characterised in accordance with the requirements of Environment Agency WM3 Guidance to determine whether they are hazardous or non-hazardous. The testing suite for this shall include pH, heavy metals, speciated PAH, carbon banded TPH and asbestos (with quantification if detected by a screen).

5.5.2 Non-hazardous soils do not require Waste Acceptance Criteria testing if disposal at non-hazardous landfill is intended. WAC testing will be carried out for any hazardous soils and also for any non-hazardous soils where an inert classification is potentially viable.

5.5.3 Soils will only be disposed once an appropriate disposal route is identified.

5.6 **VALIDATION OF CLEAN COVER IN FOOTPRINT OF FORMER MOTORSPORTS CENTRE**

5.6.1 Clean cover for plots in the footprint of the former motorsports centre may be formed of site-won materials from the wider greenfield areas of the site or, in the case of a shortfall, imported materials according to the validation criteria set out in the following sections.

5.6.2 Any material imported for the formation of domestic gardens and landscaped areas should be obtained from a validated source. The validation should incorporate an assessment of the provenance of the material and chemical analysis. In addition to information provided by the topsoil/subsoil supplier, validation testing shall be carried out by IDOM Merebrook as set out below.

5.6.3 Once placed, the depth of placed cover and the presence of the underlying marker membrane shall be inspected and verified by a hand-dug pit on a 1-in-4 garden plot basis.

5.6.4 Site-won topsoil / subsoil – chemical quality

- 5.6.4.1 For any site-derived soils intended for potential use as topsoil / subsoil in the clean cover system, the list of determinands shall be based on *Suitable for Use Levels* (S4ULs) published in 2015 by LQM/CIEH⁴ and assume a Soil Organic Matter of 2.5 %. Any site-derived soils re-used as clean cover should also be free from deleterious materials, staining or odours. The following acceptance criteria are proposed for site-won soils.

Table 2: Acceptance Criteria for site-won Topsoil / Subsoil

CONTAMINANT	UNITS	Acceptance Criteria ALL AREAS
Deleterious Materials	-	none
Staining or Odours	-	none
Asbestos in soil	-	none
pH	-	7-9
Arsenic	mg.kg ⁻¹	37
Cadmium	mg.kg ⁻¹	11
Chromium (total)	mg.kg ⁻¹	910
Hexavalent Chromium	mg.kg ⁻¹	6
Lead	mg.kg ⁻¹	200
Mercury	mg.kg ⁻¹	40
Nickel	mg.kg ⁻¹	130
Selenium	mg.kg ⁻¹	250
TPH Aliphatic >EC ₅ - EC ₆	mg.kg ⁻¹	78
TPH Aliphatic >EC ₆ - EC ₈	mg.kg ⁻¹	230
TPH Aliphatic >EC ₈ - EC ₁₀	mg.kg ⁻¹	65
TPH Aliphatic >EC ₁₀ - EC ₁₂	mg.kg ⁻¹	330
TPH Aliphatic >EC ₁₂	mg.kg ⁻¹	2400
TPH Aromatic >EC ₅ - EC ₇	mg.kg ⁻¹	140
TPH Aromatic >EC ₇ - EC ₈	mg.kg ⁻¹	290
TPH Aromatic >EC ₈ - EC ₁₀	mg.kg ⁻¹	83
TPH Aromatic >EC ₁₀ - EC ₁₂	mg.kg ⁻¹	180
TPH Aromatic >EC ₁₂ - EC ₁₆	mg.kg ⁻¹	330
TPH Aromatic >EC ₁₆ - EC ₂₁	mg.kg ⁻¹	560
TPH Aromatic >EC ₂₁	mg.kg ⁻¹	1500
Acenaphthene	mg.kg ⁻¹	510
Acenaphthylene	mg.kg ⁻¹	420
Anthracene	mg.kg ⁻¹	5400
Benz(a)anthracene	mg.kg ⁻¹	11
Benzo(a)pyrene	mg.kg ⁻¹	2.7

⁴ Nathanail, C. P., McCaffrey, C., Gillett, A. G., Ogden, R. C. and Nathanail, J. F. 2015. The LQM/CIEH S4ULs for Human Health Risk Assessment. Land Quality Press, Nottingham. Copyright Land Quality Management Limited reproduced with permission; Publication Number S4UL3100. All rights reserved.

CONTAMINANT	UNITS	Acceptance Criteria ALL AREAS
Benzo(b)fluoranthene	mg.kg ⁻¹	3.3
Benzo(ghi)perylene	mg.kg ⁻¹	340
Benzo(k)fluoranthene	mg.kg ⁻¹	93
Chrysene	mg.kg ⁻¹	22
Dibenz(ah)anthracene	mg.kg ⁻¹	0.28
Fluoranthene	mg.kg ⁻¹	560
Fluorene	mg.kg ⁻¹	400
Indeno(123-cd)pyrene	mg.kg ⁻¹	36
Naphthalene	mg.kg ⁻¹	5.6
Phenanthrene	mg.kg ⁻¹	220
Pyrene	mg.kg ⁻¹	1200
Phytotoxins	Units	
Copper	mg.kg ⁻¹	200
Nickel	mg.kg ⁻¹	110
Zinc	mg.kg ⁻¹	300

5.6.4.2 Validation of site-derived clean cover shall be carried out at a rate of one sample per 250 m³. Validation chemical testing can either be carried out in stockpile or once placed.

5.6.5 Imported Topsoil / Subsoil – chemical quality

5.6.5.1 Acceptance criteria for imported clean cover (both topsoil and subsoil) will also be applied as per Table 2 above.

5.6.5.2 Validation shall be carried out at a rate of one sample per 250 m³. This sampling rate is considered appropriate for sources of imported soil with low potential for contamination. This would include documented greenfield donor sites as evidenced by desk study and site investigation or alternatively from soil manufacturing / blending operations where supplier testing is available and where the input materials are low risk (e.g. where compost is mixed with natural materials such as quarry overburden).

5.6.5.3 For any other sources of imported soil, an increased testing frequency of 1 sample per 100 m³ would be appropriate together with suitable information on soil provenance.

5.6.5.4 Sampling can be carried out in stockpile prior to placement or *in-situ* in gardens. If the imported soil is tested in stockpile, then comment will also be made by Idom Merebrook of the measures in place to prevent cross-contamination with other site materials (*i.e.* imported clean soils must be stockpiled on clean ground or a tarpaulin).

5.6.5.5 Imported soils will also be subject to the requirements of the scheme's landscape architect.

5.7 VALIDATION OF CLEAN CAPPING OF THE NORTHERN BUND

- 5.7.1 The 300 mm thickness of clean capping in the northern bund will be verified by means of hand dug pits (at approximately 25 m intervals) along the length of the bund. Provision of clean soils in tree pits will be confirmed by the landscaping contractor. The landscape contractor should record evidence of the appropriate segregation and disposal of made ground arisings from any tree pit excavations which extend into the core of the bund.
- 5.7.2 Chemical acceptance criteria for the bund clean cover will also be applied as per Table 2 above at a rate of 1 sample per 250 m³.

SECTION 6 MATERIALS MANAGEMENT

- 6.1 The re-use of site-won made ground materials (whether treated or not) will be governed by a Materials Management Plan (MMP) under the CL:AIRE *Code of Practice on the Definition of Waste*. The MMP will be based on the principles set out in this document. The MMP will be signed off by a *Qualified Person* prior to commencement of the works.
- 6.2 Materials, including waste soils which are not to be retained on site, should be removed and disposed of in accordance with all relevant statutes including the *Environmental Protection Act 1990*, *The Controlled Waste Regulations 2012* as amended, *The Waste Regulations 2011* as amended, *The List of Wastes Regulations 2005* as amended, *The Hazardous Waste Regulations 2005* as amended, *The Waste Management Regulations 2006* and *The Environmental Permitting Regulations 2010* as amended.
- 6.3 It is a requirement of these regulations that waste sent to landfill should have been subject to measures to reduce the amount of waste, reduce harmful or hazardous properties and facilitate recycling. These requirements are likely to be satisfied by the measures already undertaken on site which will include segregation and screening of wastes to recover suitable fill and material for crushing, segregation of inert materials and putrescible wastes.

SECTION 7 ENVIRONMENTAL CONTROLS

7.1 INTRODUCTION

- 7.1.1 No significant contamination is present outside the motorsports centre.
- 7.1.2 Preparation of the motorsports centre will involve site clearance, removal of tyres and reprofiling of bunds. Investigations have revealed that made ground soils in the motorsports centre have been widely impacted by hydrocarbons (PAH) associated with road planings. Asbestos containing soils have been encountered in four locations in the motorsports centre and visible (bulk) asbestos in the form of chrysotile cement debris was also identified. Whilst fibre levels are expected to be very low, suitable precautions will be required during the works to manage asbestos

risks to workers and neighbouring receptors. The contractors will be required to have an Asbestos Management Plan in place throughout the works.

- 7.1.3 Standard PPE precautions (gloves, overalls *etc*) will minimise risks to construction workers when handling made ground. Dust control measures will also be required to avoid exposure by inhalation.

7.2 REMEDIATION CONTRACTOR EMISSIONS CONTROLS

- 7.2.1 The remediation contractor will produce a detailed plan for monitoring and controlling emissions during their works in the motorsports centre particularly if it is necessary to deploy their Environmental Permit for Mobile Plant operations for the treatment of soils.

- 7.2.2 A monitoring programme is appropriate for the initial reprofiling phase of the works. The contractor's emissions monitoring plan will be prepared in due course.

7.3 GROUNDWORKER EMISSIONS CONTROLS

- 7.3.1 There is considered to be a lower risk of emissions (in the form of noise, dust, contamination) to the environment during the groundworks which will follow on from the remediation works. Environmental monitoring is not proposed unless in response to any instance of complaint.

SECTION 8 SUMMARY

- 8.1 The site has been subject to phased investigation and a remedial strategy has been designed to ensure a safe development.
- 8.2 This document sets out the principles for the remediation and soil movement and also specifies how the works will be validated to demonstrate that the site is suitable for its intended use and that there are no significant adverse effects during the works.
- 8.3 It is necessary that this report is submitted to the Local Planning Authority (who will consult the Environmental Health Officer) and that approval of the strategy is obtained prior to commencement of development.
- 8.4 The key remedial actions are summarised and cross referenced in Table 3 below.

Table 3: Summary of Remedial Actions

	REMEDIAL ACTION	RESPONSIBILITY	DOCUMENT SECTION
1	Site to be split into clean and potentially contaminated zones (motorsports centre)	All Contractors	Section 4.2
2	Bonfire patch on southwest of site – selective removal of ashy soil	Remediation Contractor	Section 4.4

REMEDIAL METHOD STATEMENT

	REMEDIAL ACTION	RESPONSIBILITY	DOCUMENT SECTION
3	Clear & dispose of structures, tyres and surface wastes in motorsports centre	Demolition Contractor	Section 4.6
4a	Reprofile and process bunds, removal of visible asbestos, watching brief for fuel-type hydrocarbons. Prepare a formation level for onward construction.	Remediation Contractor	Section 4.7, 4.8 & 4.9
4b	Environmental monitoring during bund reprofiling.	Remediation Contractor	Sections 4.10 & 7.2
5a	Inspection/testing of base / sides of any excavations resulting from removal of soils grossly impacted by hydrocarbons in motorsports centre	IDOM Merebrook	Section 5.3
5b	Treatment and testing of any treated hydrocarbon impacted soils prior to re-use. Solid & leachate.	Remediation Contractor	Section 5.4
6a	Topsoil strip from greenfield areas– made ground areas to be segregated for disposal.	Groundworks Contractor	Section 4.5
6b	Testing of site derived topsoil to confirm suitability for re-use in clean capping	IDOM Merebrook	Section 5.6
6c	Testing of site derived natural subsoil arisings to confirm suitability for re-use in clean capping	IDOM Merebrook	Section 5.6.4
7a	Provision of provenance data & chemical testing for candidate imported soils (if required)	Groundworks Contractor	Sections 5.6.5
7b	Independent chemical testing of imported soils (if required)	IDOM Merebrook	Section 5.6.5
8a	Provision of clean capping over a marker membrane in former motorsports centre	Groundworks Contractor	Section 4.11
8b	Verification of clean capping over a marker membrane in former motorsports centre. Depth checks and chemical testing (if not already tested in stockpile).	IDOM Merebrook	Sections 4.11 & 5.6
9a	Provision of clean capping for northern bund.	Groundworks Contractor	Section 4.13
9b	Verification of clean capping over northern bund. Depth checks and chemical testing (if not already tested in stockpile).	IDOM Merebrook	Section 5.7
9c	Provision of clean soil in tree pits in northern bund. Segregation and disposal of made ground arisings from tree pits that extend into the core of the bund.	Landscape contractor	Section 4.13
10	Characterisation for wastes for disposal	All Contractors	Section 5.5 & 6.2
11	Provision of clean service corridors in former motorsports centre	Construction Team	Section 4.12
12	Verification Reporting	IDOM Merebrook	Section 5

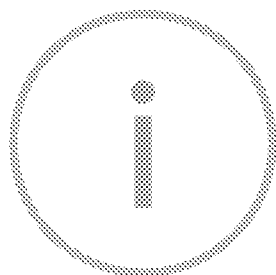
APPENDIX 1 ▪ Radon Check 2022



NORTH PARCEL, WATER LANE, ANGMERING

Professional opinion

Site plan



POTENTIAL
RISK



Search results

In a radon affected area

The property is in a radon affected area. This could mean that inhabitants are at risk from the harmful effects of radon.

The percentage of homes estimated to be affected by radon in your local area is between 5% and 10%.

Please see [page 3](#)

Useful contacts

Public Health England / UKRadon

Public information access office, Public Health
England, Wellington House, 133-155 Waterloo
Road, London, SE1 8UG

UK Radon Association

<http://www.radonassociation.co.uk/>

Overview of findings and recommendations



Radon

The property is in an area where elevated radon levels are expected to be found in 5-10% of properties.

Next steps for consideration:

- if the property is a new build, you can check compliance on radon protection with the developer
- if you are buying a currently occupied property, ask the present owner whether radon levels have been measured and, if so, whether the results were above the radon Action Level. If they were, ask what remedial measures were installed, were radon levels re-tested and did the re-testing confirm the measures have been effective
- if testing has not been carried out, it would be a sensible precaution to arrange for the property to be tested with radon detectors. If initial short-term radon screening tests are inconclusive, or the purchaser would prefer to carry out a full three-month test, it may be possible to arrange a 'radon bond'
- high levels of radon can be reduced through carrying out remedial works to the property
- Basic radon protection measures will be required to be installed in the event that any new buildings or extensions are added to the property.
- See <http://www.radonassociation.co.uk/guide-to-radon/information-for-house-buyers-and-sellers/> for further information

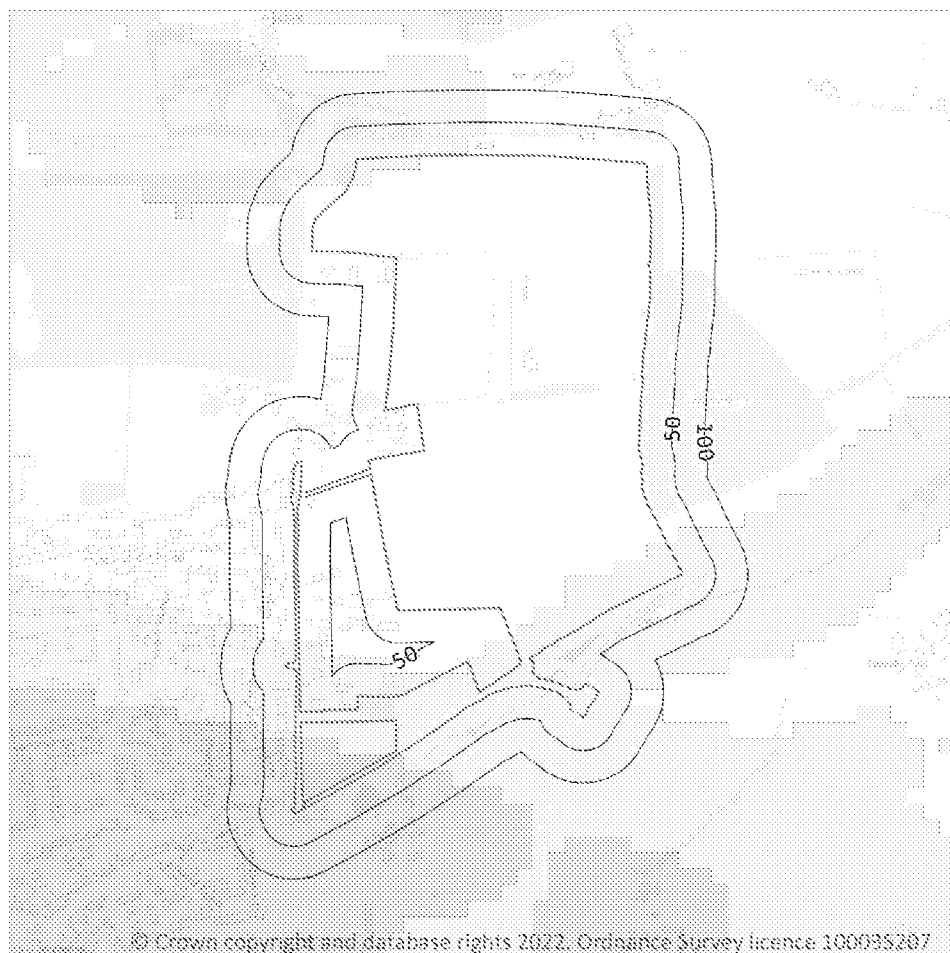


Radon Check

NORTH PARCEL, WATER LANE,
ANGMERING

Ref: HMD-154-8656162
Your ref: 22-266-FDO-22115
Grid ref: 507617 105115

Radon



Site Outline
Search buffers in metres (m)

- Greater than 30%
- Between 10% and 30%
- Between 5% and 10%
- Between 3% and 5%
- Between 1% and 3%
- Less than 1%

The property is in a radon affected area, meaning there is an increased risk that properties will contain elevated levels of radon.

In order to determine if there is a problem at your property, a radon measurement in the building must be taken. Access to a testing service and further information on radon is available from Public Health England (PHE) or www.ukradon.org.

Radon is a colourless, odourless radioactive gas present in all areas of the United Kingdom, usually at levels that pose a negligible risk. However, the property is situated in an area where levels of radon can be much higher and pose a health risk. High levels of radon can cause lung cancer, particularly for smokers and ex-smokers. The higher the level and the longer the period of exposure, the greater the risk.

Please see **page 2** for further advice.

This data is sourced from the British Geological Survey/Public Health England.



Groundsure

LOCATION INTELLIGENCE

ARUN DISTRICT COUNCIL A/9022/DOC

Contact us with any questions at:



Date: 7 April 2022

Conveyancing Information Executive and our terms & conditions

IMPORTANT CONSUMER PROTECTION INFORMATION

This search has been produced by Groundsure Ltd, Sovereign House, Church Street, Brighton, BN1 1UJ. Tel: 08444 159 000. Email: info@groundsure.com. Groundsure adheres to the Conveyancing Information Executive Standards.

The Standards

- Conveyancing Information Executive Members shall act in a professional and honest manner at all times in line with the Conveyancing Information Executive Standards and carry out the delivery of the Search with integrity and due care and skill.
- Compliance with the Conveyancing Information Executive Standards will be a condition within the Conveyancing Information Executive Member's Terms and Conditions.
- Conveyancing Information Executive Members will promote the benefits of and deliver the Search to the agreed standards and in the best interests of the customer and associated parties.

Complaints Advice

If you have a query or complaint about your search, you should raise it directly with the search firm, and if appropriate ask for any complaint to be considered under their formal internal complaints procedure.

If you remain dissatisfied with the firm's final response, after your complaint has been formally considered, or if the firm has exceeded the response timescales, you may refer your complaint for consideration under The Property Ombudsman scheme (TPOs). The Ombudsman can award up to £5,000 to you if the Ombudsman finds that you have suffered actual financial loss and/or aggravation, distress or inconvenience as a result of your search provider failing to keep to the Standards.

Please note that all queries or complaints regarding your search should be directed to your search provider in the first instance, not to TPOs.

COMPLAINTS PROCEDURE: If you want to make a complaint, we will:

- acknowledge it within 5 working days of receipt
- normally deal with it fully and provide a final response, in writing, within 20 working days of receipt
- liaise, at your request, with anyone acting formally on your behalf

Complaints should be sent to:

Operations Director, Groundsure Ltd, Sovereign House, Church Street, Brighton, BN1 1UJ. Tel: 08444 159 000. Email: info@groundsure.com If you are not satisfied with our final response, or if we exceed the response timescales, you may refer the complaint to The Property Ombudsman scheme (TPOs): Tel: 01722 333306, E-mail: admin@tpos.co.uk We will co-operate fully with the Ombudsman during an investigation and comply with their final decision.

Groundsure's Terms and Conditions can be viewed online at this link: <https://www.groundsure.com/terms-and-conditions.htm>.

Important consumer protection information

All of the advice and reports that Groundsure produces are covered by a comprehensive Remediation Contribution policy to ensure customers are protected, see <https://www.groundsure.com/remediation> for full details.

Data providers

Groundsure works with respected data providers to bring you the most relevant and accurate information in your Radon Check report. To find out who they are and their areas of expertise see <https://www.groundsure.com/sources-reference>.

IDOM

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