Construction Supporting Statement

Background and purpose of works:

There are historic on-going maintenance concerns for two sections of the main access beach ramps leading to Highcliffe Beach, which is a popular route for local residents and visitors to the Highcliffe coastal area.

Both ramps are suffering repeated washout and gullying causing uneven surfaces, slip trip hazards and hampering access for the public.

Highcliffe and Walkford Parish Council and BCP Council are jointly funding the works to improve the beach ramps.

Design:

The improvement works to regrade the existing ground, construct the new path makeup and walking surface, sits within the footprint of the existing paths: Ramp 1 East Ramp, and Ramp 2, West Ramp.

The design of the beach ramps has been designed by a suitably qualified Structural Engineering Consultant and is SUDS compliant.

The improved beach ramps will vary in width along the length, to allow for maximum path widths. The design criteria from BCP were specified, to ensure the existing path widths are not increased nor encroach on habitat. The WSP drawings demonstrate the new regraded beach ramps are within the existing footprint and do not disturb the existing habitat.

In some area's the beach ramp widths have been reduced to allow for a slight crossfall of 2.5 degrees, which is general standard for path construction. The ground outside of the narrowed footpath area will be banked with the material that has been excavated in the earlier part of the regrading process. The only stipulation to this is, only if the existing material is SSSI compliant, if not, as dug gravel will be used, as this will be the correct PH balance. This material will not impact on the existing habitat and will still be within the footprint of the existing path.

Pre application engagement:

A site visit was carried out in July 2025 with Natural England and BCP representatives to discuss proposals and take on board any site observations/recommendations.

A subsequent site visit was carried out in December 2025 with: The BCP Ecologist, BCP Construction Project Manager and representatives from the BCP Corporate Works Team, who will be carrying the works: on behalf of BCP Seafront Team and Highcliffe and Walkford Parish Council.

The site discussions were to agree locations of compounds and access routes, to minimise impact on the land of the SSSI, BNG and any mitigations that could be employed to achieve this.

Habitats and Biodiversity:

Both beach ramps fall within the designation of a SSSI, ‘Highcliffe to Milford Cliffs’ ID 3935.

Part of the regrading and preparation of the subbase works will address the removal of non-compliant SSSI materials on the paths. Limestone is present in some areas, which can change the chemistry of the underlying bedrock of clay. Other old backfill waste, old bricks etc. will be removed which are currently visible due to pathway erosion and gullying.

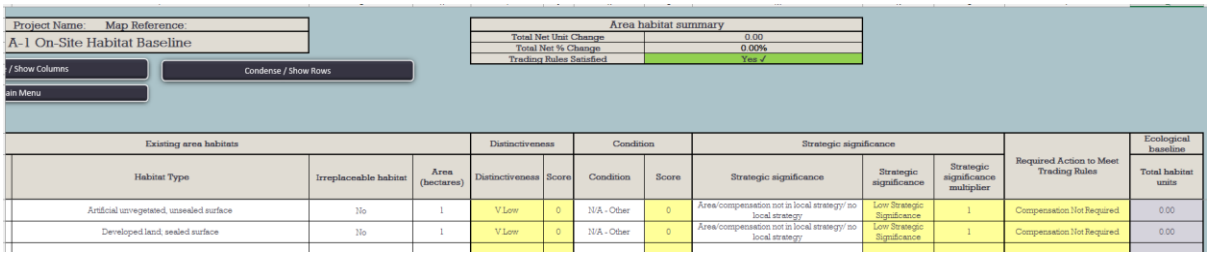
There will be compounds for: Welfare/General compound for Construction Team in the tarmac car park, for vehicles and storage of equipment/materials, and a Works Compounds to both the West and East close to the top of each ramp.

Vehicles will not be refuelled on the SSSI, and no fuel will be stored on site overnight. Any machinery stored on the SSSI works area overnight, will have fuel spillage trays located underneath.

Work Area and Access:

- Gravel paths for access to works area and where regrading and resurfacing work will be carried out on the beach ramps, is classified as ‘Artificial unvegetated, unsealed surface.’
- The tarmac track for access to and from the eastern ramp is classified as ‘Developed land; sealed surface.’

Calculations have been completed using a BNG metric tool, which confirms the impact does not produce the need for habitat units, therefore there is no impact to BNG regarding the work area and access.



Project Name: Map Reference:
A-1 On-Site Habitat Baseline

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Area habitat summary	
Total Net Unit Change	0.00
Total Net % Change	0.00%
Trading Rules Satisfied	Yes ✓

Existing area habitats			Distinctiveness		Condition		Strategic significance				Ecological baseline
Habitat Type	Irreplaceable habitat	Area (hectares)	Distinctiveness	Score	Condition	Score	Strategic significance	Strategic significance	Strategic significance multiplier	Required Action to Meet Trading Rules	Total habitat units
Artificial unvegetated, unsealed surface	No	1	V Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Compensation Not Required	0.00
Developed land; sealed surface	No	1	V Low	0	N/A - Other	0	Area/compensation not in local strategy/ no local strategy	Low Strategic Significance	1	Compensation Not Required	0.00

Works Compound Area's:

The two Works Compounds will exceed 25m^2, so BNG applies. However, in this case, as the impact will only be temporary and the area will be retained, it is considered there is no impact on habitat, therefore no requirement to produce 10% BNG. The works compounds will have terram laid under ground boards/mats for ground protection.

The vehicular route to Ramp 1 (East) is via a tarmac route used as the accessible route down to the beach. This is the only vehicular access to the ramp, as there are a set of steps leading to the ramp from the top of the cliff.

The vehicular route to Ramp 2 (West) is via the compacted gravel track in the grassed overflow car park, the tarmac ramp out of the tarmac car park will be used at the start and end of the workday, as the dumper truck will be stored in the car park work compound.

Fig. 1 - Details of proposed compounds and vehicular route to the works area.

Current beach ramp and proposed new surface finish:

Fig. 2 - Evidence of gullying, old back fill, and uneven walking surface.

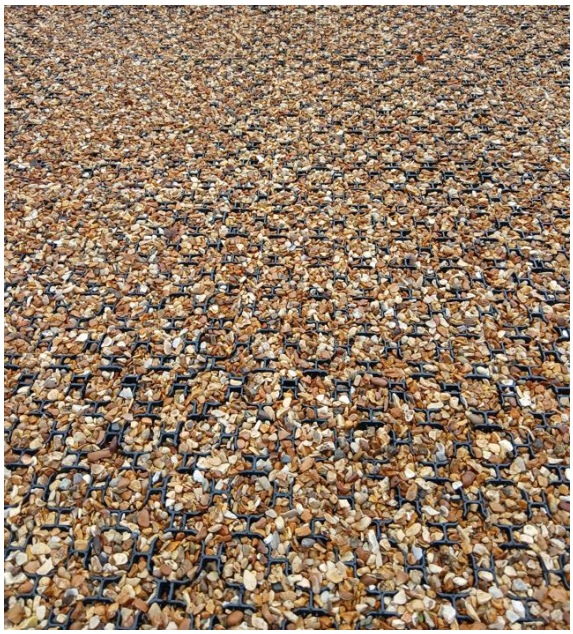

Fig. 3 - Photo of Bodpave40, installed in the car park of a local National Trust site. As proposed in this scheme, the installation uses black units with golden gravel. Please note that certain aggregate cannot be used, due to PH balance and affect on the substrata below.