Carroll Land & Environment

ADELAIDE FARM CAFE
SANDWICH ROAD
DEAL
KENT CT14 0AT

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN
FOR
CPBL LTD

REF. CEMP.232403.01R.01_SJC	August 2023

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1. Introduction

1.1.1. Carroll Land & Environment (CLE) were appointed by CPBL Ltd to assist with the preparation of a Construction Environmental Management Plan (CEMP) to guide the proposed demolition, site preparations and construction work associated with the redevelopment of the former Adelaide Farm Café and three derelict dwellings associated with the land holding.

1.1.2. The consented scheme was granted approval by Dover District Council in the form of two separate planning consents as follows:

- 22/01334 | Erection of a 3no. attached dwellings, cycle sheds and recycle store (existing bungalows to be demolished) | Bungalows 1, 2 & 3 Adjacent To Adelaide Farm Cafe Sandwich Road CT14 0AT.
- 20/00246 | Erection of a single storey building for use as a cafe (A3 Use) (existing cafe to be demolished) (amended plans) | Adelaide Farm Cafe Sandwich Road Hacklinge CT14 0AT.

1.1.3. This CEMP describes how operations will be managed for both elements of the scheme as they will be delivered concurrently, effectively managed as a single scheme.

1.1.4. A plan confirming the extent of the title boundary, is presented in Figure 1.

1.1.5. It is intended that this CEMP will be submitted to discharge Condition 14 for both consents.

2. Site Description

2.1.1. The site is located to the east of Sandwich Road (A258) in Hacklinge, approximately 3.5km to the north-west of Deal Town Centre and approximately 4km to the south-east of Sandwich Town Centre.

2.1.2. The centre of the site is located at approximate National Grid Reference TR 342 541. The site occupies an area of roughly 0.3 hectares and is irregular in shape.

2.1.3. The western part comprises predominantly open ground capped by a mix of concrete and tarmac hardstanding.

2.1.4. The eastern part includes an unoccupied and dilapidated timber framed structure which comprises the former Adelaide Farm Café building. A linked timber framed single storey annex extends out from this further to the east which is understood to have provided motel accommodation and facilities for staff. Immediately north of the buildings is a triangular shape parcel of soft landscaping which includes two mature deciduous trees.

2.1.5. Another three mature trees are located along the southern boundary of the site within the green corridor associated with the Southern Stream, which flows some 10m beyond the southern building elevation.

2.1.6. The locale is semi-rural comprising predominantly flat and open marshland. This is generally in agricultural use and extends approximately 3.2km to the sea.

Figure 1 Site Location Plan

2.1.7. The site is surrounded by the following features and uses:

- To the North: Former petrol filling station, now car wash
- To the East: Agricultural land
- To the South: by South Stream beyond which is marshland/agricultural land.

- To the West: A single residential property/dwelling beyond which is agricultural land.

2.1.8. Inspection of the carwash did not reveal any vent pipes remaining. Records obtained from the local petroleum officer indicate the former Underground Storage Tanks were decommissioned and made safe by foam filling in 2004.

3. Environmental Setting

3.1. Geology

3.1.1. The geology of the site has been determined by reference to the 1:50,000 scale British Geological Survey(BGS) online Geoindex Tool.

3.1.2. No artificial or Made Ground is indicated to be present underlying the site, however, from the aerial imagery viewed hardstanding is present across most of the site.

3.1.3. The superficial geology of the site to be is indicated to be Tidal Flat Deposits which is described by the BGS as:

3.1.4. “Normally a consolidated soft silty clay, with layers of sand, gravel, and peat. Characteristically low relief, from the tidal zone”.

3.1.5. The underlying solid geology is indicated to be the Seaford Chalk Formation which is described by the BGS as

3.1.6. “Firm white chalk with conspicuous semi-continuous nodular and tabular flint seams. Hardgrounds and thin marls are known from the lowest beds. Some flint nodules are large to very large”.

3.2. Hydrogeology

3.2.1. The alluvium is classed as a Secondary Aquifer. Secondary A aquifers comprise permeable layers that can support local water supplies and may form an important source of base flow to rivers.

3.2.2. Reference to the British Geological Survey 1:50,000 scale Aquifer Designation Dataset, shows the site to be set upon Unproductive Strata within the superficial Tidal Flat Deposits with a Principal Aquifer within the Seaford Chalk Formation.

3.2.3. Unproductive Strata are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow.

3.2.4. Principal Aquifers are layers of rock or drift deposits that have high intergranular and/or fracture permeability - meaning they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale.

3.2.5. The site is not situated within a Groundwater Source Protection Zone (SPZ). There are no groundwater abstraction licenses including potable water abstraction licenses within 2km of the site.

3.3. Surface Water

3.3.1. ‘South Stream’ along the southern boundary of the site is a primary water course. A second surface water feature, ‘Brook’, is located a little more than 100m north of the site. This is also labelled as North Stream.

3.3.2. Located 103m north of the site. ‘Drains’ are also indicated to be near the site boundary.

4. Proposed Development

4.1. Summary Scope & Programme

4.1.1. The proposed development involves the construction of a new café building and a series of new dwellings across the existing development footprint.

4.1.2. Prior to formal demolition activities commencing in the Autumn (Mid-September 2023) there will be an extended soft start which will include the following activities:

- Establishment of perimeter security to prevent unauthorised access and establish traffic management routes.
- Supplementary investigations and surveys including geotechnical investigations and asbestos/hazardous materials surveys.
- Buried services isolation / utility diversions.

4.1.3. Deconstruction and site clearance is expected to commence in earnest in Mid-September 2023. This will be short duration activity (<2 weeks) with groundworks commencing very shortly after.

4.1.4. The draft target construction programme extends some 43 weeks from a soft start period running from beginning of June 2023.

4.1.5. The target completion date is set for March 2024, subject to the prevailing autumn/winter weather conditions.

4.2. Site Working Hours

4.2.1. Site working hours are anticipated to be as follows:

- Monday - Friday: 08:00 to 17:00
- Saturday - 08:00 to 14:00
- Sunday & Bank Holidays - No Working

4.2.2. In the event of exception circumstances or an unforeseen emergency, all activities will take place during the course of normal site working hours. Should out of hours working be required/be needed the local authority will be informed of the planned activities and their anticipated duration.

4.3. Community Liaison

4.3.1. There are only four neighbouring dwellings/premises which could be deemed directly vulnerable to the proposed works due to their proximity. Prior to commencement a letter drop will be undertaken providing an outline of the scheme of works and associated programme.

4.3.2. A letter drop will be completed prior to significant works occurring on site. This will include contact details for the Construction Project Manager and Site Manager to enable neighbours/stakeholders to make contact should they have any concerns during the works.

4.3.3. If considered appropriate, periodically additional letter drops may be made to keep neighbours informed of the works, progress and programme, and any impending activities that might be considered more intrusive or disruptive.

4.3.4. Where possible, all efforts will be implemented to ensure that operations are carefully coordinated through regular liaison to minimise impact on neighbouring residents and businesses.

4.4. Security

4.4.1. The entire perimeter of the site will be secured with Block and Mesh Fencing. Appropriate kentledge will be deployed in accordance with the temporary works design and manufacturers installation guidelines.

4.4.2. CCTV will be deployed to provide strategic surveillance/monitoring of the site out of normal working hours.

4.4.3. The operations are sufficiently low key that the physical measures described in 7.11 with the combined presence of site manager and operatives' team, should be adequate to ensure the site remains secure and unauthorised access is prevented during the normal working day.

4.4.4. The perimeter security has been configured to enable vehicles to clear the public highway but remain outside the operational footprint until access in accordance with Site Manager/Project Manager instructions is confirmed or in line with scheduled arrangements.

4.5. Parking

4.5.1. The works are small scale and low key.

4.5.2. Typically, there will be 4-6 operatives and staff/management commuting daily and on site at any one time.

4.5.3. Peak attendance is anticipated to be during the roof construction when the numbers will increase to 8 (operatives and staff/ management combined).

4.5.4. There is considered to be ample parking on site within the existing proposed site layout/logistics plan (Figure 2). There will be no need for parking off-site on the public highway or within the curtilage associated with neighbouring properties.

4.5.5. The proposed works will not impact on visibility splays associated with existing shared access/egress to neighbouring properties/premises. The proposed construction site layout and logistics plan is shown below (Figure 2).

4.5.6. The proposed arrangements are not considered to present increased risk (from a public highway safety perspective) to occupants/users of neighbouring residential properties or business premises.

4.5.7. The forecast levels of construction traffic and the associated parking arrangements are considered likely to be significantly lower than the historic traffic when the site was occupied by a café/motel as a trading entity.

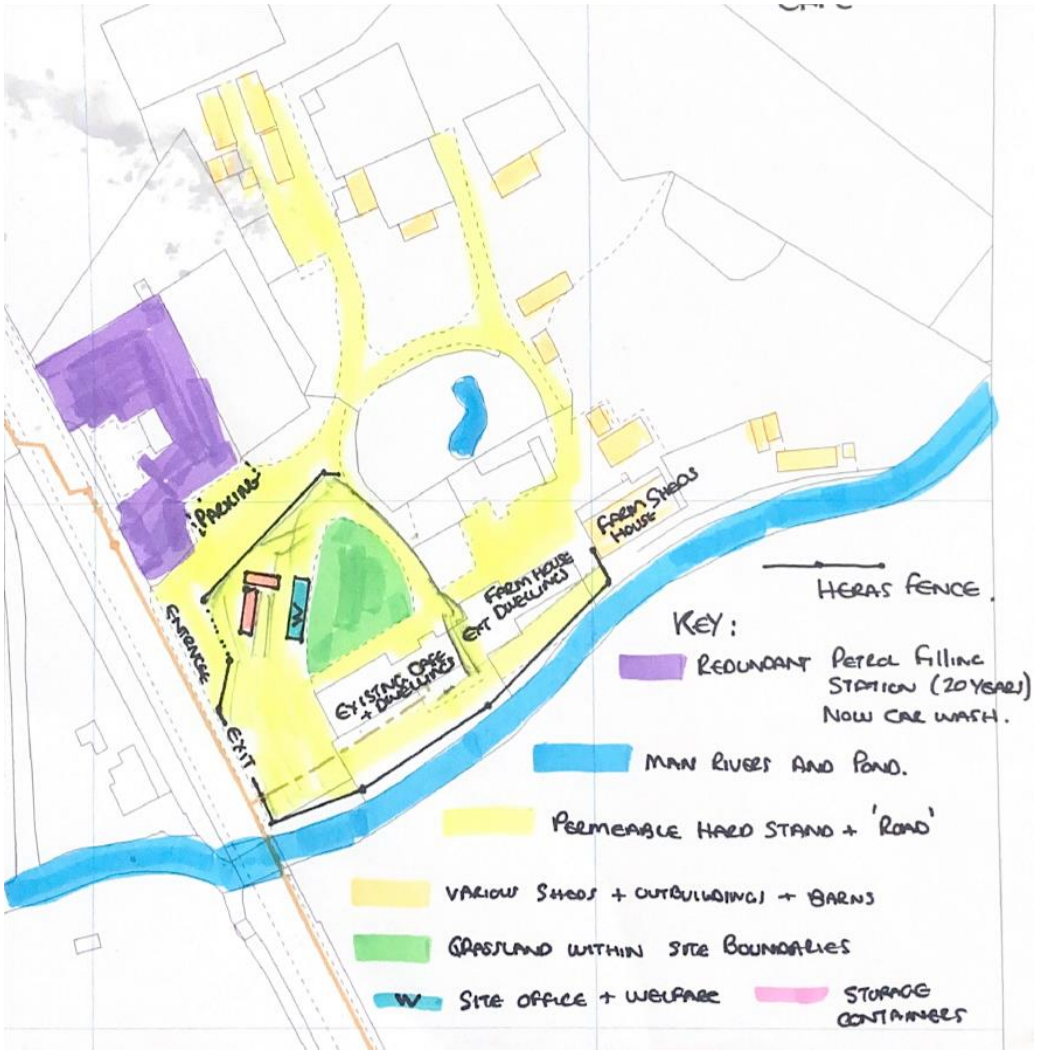

Figure 2: Construction Logistics & Layout Plan

4.5.8. A photograph of the site entrance is shown in Figure 3 below. This shows the capacity for vehicles to clear the public highway and be held (if needed) outside the operational boundary pending access confirmation or outside of scheduled arrangements, without compromising highway safety or creating a nuisance.

Figure 3: Site Entrance with Temporary Holding Area Off the Public Highway.

4.5.9. Figure 4 below shows the access point from within the site looking roughly north-west towards and across Sandwich Road. Flanking red and white signage indicates exiting via the site access route is prohibited.

Figure 4: Site Access Point Viewed from with The Site.

4.5.10. Figure 5 below shows the site entrance off Sandwich Road and the existence of the drop-down curbs at the egress point as indicated.

Figure 5: Access & Egress Points on Sandwich Road Looking North.

4.5.11. Figure 6 below shows the egress point on to Sandwich Road from the site side of the perimeter security.

Figure 6: Egress point on to Sandwich Road.

4.5.12. Red and white bollards as traffic control and appropriate blue and white Exit Signage indicate the mandatory traffic management requirements associated with the site's one-way system.

4.5.13. Visibility is wide and unrestricted. The access /egress points are located on an extended straight stretch of the Sandwich Road. Where possible, vehicles will be encouraged to approach site from the north to execute a left turn to avoid crossing the highway through a right turn.

4.6. Loading & Unloading of Plant & Materials

4.6.1. The existing frontage/yard area provides sufficient space for HGV traffic to access the site and clear the public highway for loading and unloading.

4.6.2. Proposed arrangements allow for a one-way system so vehicles including HGVs will be able to drive in and out through separate points without the need for any reversing or manoeuvring on the public highway.

4.6.3. All vehicle movements will be scheduled and coordinated to minimise potential for disruption and unnecessary hazards on the public highway.

4.6.4. Sufficient space is available for deliveries to be unloaded via HIAB or using a telehandler.

4.6.5. All unloading operations will be undertaken by operatives competent in lifting operations and will involve others with appropriate competence and experience of banking/marshalling site traffic.

4.7. Storage of Plant & Materials

4.7.1. Plant and materials will be stored securely within the site boundaries / perimeter security.

4.7.2. Demolition/site clearance and follow on construction will not require the use of significant heavy plant. The proposed development is relatively small scale to replace and existing small scale timber framed development, the quantity and scale of plant in volved will therefore also be commensurately small/low key.

4.7.3. Plant will be stored remote from the boundary with the public highway but remote from the residential property to the east to minimise noise impacts/potential intrusion at the start of a working shift.

4.7.4. Small tools and materials will generally be stored in secure steel containers. Figure 7 below shows the shipping container deployed and a temporary cover under construction to provide shelter/protection between the container/storage and site office/welfare block.

Figure 7: Compound Establishment in Progress with Materials Storage Facility.

4.7.5. Figure 8 below shows a wider general view of the secure Materials Storage provision from the northwest looking southeast.

Figure 8: Materials Storage / Construction Compound Looking Southeast.

4.8. Waste

4.8.1. Waste materials arising will be segregated at point of generation and deposited in separate skips (e.g., wood, metal and masonry and mixed waste) where opportunities for recycling/recovery exist.

4.8.2. Materials will be placed in skips at the earliest opportunity and covered with netting or otherwise suitably secured to prevent litter and fugitive materials arising during high winds.

4.8.3. Significant quantities of potential combustible materials including wood waste will not be left to remain on site to reduce risk of fire/arson.

Figure 9: Deployment of Skips on Hardstanding for Soft Strip Arisings.

4.9. Wheel Cleaning

4.9.1. Extensive hardstanding is present across the western part of the site between Sandwich Road and the development footprint. This will be retained to provide a trafficable surface for loading and unloading operations, as long as practicable in the construction programme. This alone should be sufficient to minimise the potential for mud and debris to be generated through visiting HGVs and commuting operatives and staff.

4.9.2. Should any mud accumulations arise during the groundworks the hardstanding will be scraped clean at the earliest opportunity, and regularly as necessary using an excavator with grading bucket, to avoid mud and debris being trafficked out on to the public highway. If persistent cohesive deposits occur which cannot be effectively removed through scraping (using earthworks plant or hand tools), then a mechanical road sweeper will be called in.

4.9.3. The potential for ground conditions to drastically deteriorate and for operations to generate significant mud and debris is considered to be low. The situation will be closely monitored. If considered appropriate, during the groundworks over autumn/winter months, a jet-wash bowser may be deployed for wheel cleaning purposes to ensure the risk of mud and debris being trafficked on to the public highway is as low as possible.

5. Measures to Control Dust & Emissions

5.1. Principal Receptors

5.1.1. Site preparations including demolition, and construction works have the potential to generate dust.

5.1.2. Two residential properties are located within very close (5m east) to close (40m west) proximity of the site. These are considered to be vulnerable and strict controls will need to be implemented to control dust at source and also provide physical pathway protection.

5.1.3. The locations of these receptors are shown within the red boundaries highlighted within Figure 10 below.

5.1.4. The hand car wash, shown in purple, immediately north of the site is also a potentially sensitive receptor to nuisance dust/fugitive airbourne particulates.

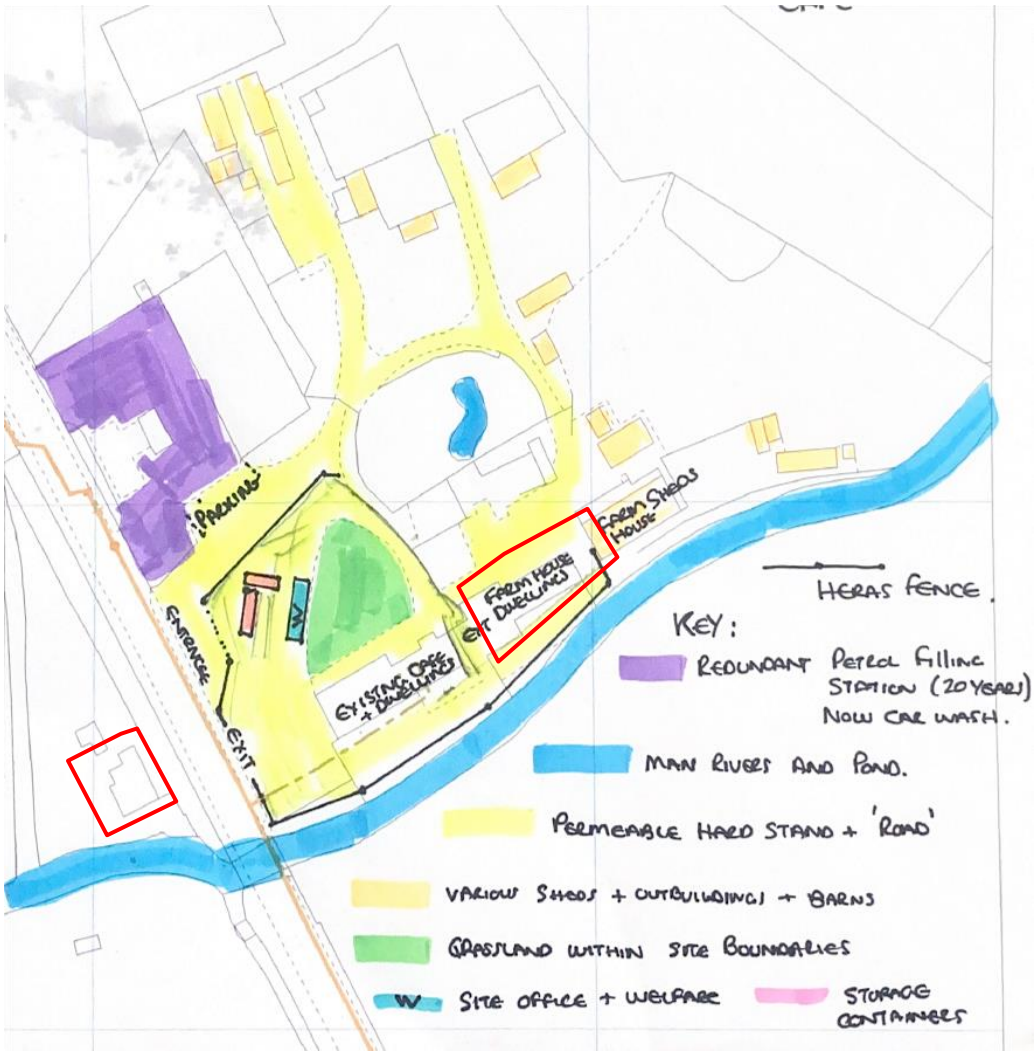

Figure 10: Nearest Principal Residential Receptors

5.1.5. Further consideration of control measures to minimise potential dust impacts during the works are set out in Section 7.2 (Demolition) and Section 7.3 (Groundworks/Construction).

5.2. Demolition/ Site Clearance Phase.

5.2.1. The following control measures will be implemented to minimise potential dust impacts during the site preparation / demolition phase.

- The demolition/deconstruction sequence will be carefully managed so that the eastern most section of the existing timber framed structure is removed in the final stages. This should provide a tangible degree of screening from dust and potential fugitive debris.
- Prior to deconstruction, the structures will be damped down using hoses with water sprays attachments or a water misting/ atomiser unit will be deployed.
- Damping down will continue during the physical dismantling and segregation/ sorting of the demolition arisings into skips. This will be a monitored and carefully controlled operation to ensure potentially polluting run-off is not generated during the works.
- Solid acoustic panelling will be secured to the section of block and mesh fencing which runs along the eastern boundary with the adjacent dwelling. In addition to providing noise attenuation from construction site activities, it will provide a solid physical barrier to intercept any potential fugitive dust/debris.
- Existing hardstanding surrounding the proposed building footprints will be retained to provide a trafficable surface that can be scraped clean. This will mitigate dust from site traffic / plant and machinery movements.
- Stockpiles of demolition and construction arisings will be formed towards the centre of the site within the western section. This is considered to be the most remote, practicable position to minimise potential impacts on the most vulnerable adjacent residential property.
- Drop heights will be minimised during loading of materials using plant and machinery.
- Specialist attachments including Selecta grabs will be used to minimise less controlled smashing/pulverising of materials. Structural timbers may be salvaged and stacked neatly for removal to a reclamation yard minimising bulking and the number of loads of material/waste requiring disposal.
- Close liaison with the occupants of the eastern dwelling will be maintained. Due notice will be provided in advance of the final eastern most section of deconstruction. This will allow the occupant to minimize the potential for adverse impacts by ensuring windows in the west facing elevation of their property are closed.

5.3. Groundworks/Construction Phase.

5.3.1. The following control measures will be implemented to minimise potential dust impacts during the groundworks / construction phase.

- Damping down will continue during the physical dismantling and segregation/ sorting of the demolition arisings into skips. This will be a monitored and carefully controlled operation to ensure potentially polluting run-off is not generated during the works.
- Solid acoustic panelling will be retained to the section of block and mesh fencing which runs along the eastern boundary with the adjacent dwelling throughout the follow-on construction phase, to provide a physical barrier to potential fugitive dust.

- Existing hardstanding surrounding the proposed building footprints will be retained as long as practicable during the groundworks and construction to which will be maintained to provide a durable trafficable surface that can be scraped clean to mitigate dust from site traffic / plant and machinery movements.
- Drop heights will be minimised during the loading of soils/construction arisings into skips to minimize fugitive dust arising.
- The loading area will be established in the western section of the site, remote from the nearest dwelling.
- The Site Manager will monitor the works daily for evidence of visual dust / particulates that could be a potential nuisance. Photos of site condition will be recorded and retained as a diary record.
- If considered appropriate, during protracted dry periods, the works will be damped down with water sprays, to minimise dust at source.
- Where practicable, surplus materials/ waste arising will be placed in skips.
- Consideration will be also given to sheeting/covering stockpiled materials with debris netting to mitigate potential dust where it is necessary to retain materials for re-use in stockpile.
- As far as is reasonably practicable, any cutting activities including sawing of timber/ wood will be undertaken within the compound/yard.
- Masonry tools (disc cutters) will be fitted with water-based dust suppression systems to ensure potentially hazardous silica dust emissions are minimised. Where possible cutting operations will be undertaken at ground level remote from the nearest residential receptor.
- There will be no dry sweeping of hard surfaces when cleaning hard standing to remove any surface mud/debris accumulations.

6. Measures to Control Noise & Vibration

6.1. Receptor Consideration & Noise Potential

6.1.1. The same principal residential receptors identified in Figure 10; Section 7.1 are the principal noise sensitive receptors.

6.1.2. General measures to mitigate dust impacts arising from the works including, sequencing, taking advantage of natural/inherent screening potential, and exploiting attenuation mechanisms through managing distance between receptors and operation will also bring the same benefits to mitigate noise impacts.

6.1.3. The proposed demolition, site preparation and construction works are small scale are low key involving timber framed structures. The works will not involve require the use of heavy mechanical plant or significant intrusive operations including concrete breaking, crushing, and pulverising. The potential for significant noise nuisance to arise is therefore greatly reduced.

6.1.4. The temporary site office and welfare will be powered from a hardwired Temporary Builders Supply taken from an on-site pylon. Diesel powered generators will therefore not be required which removes a potential source of both noise and poor air quality from exhaust emissions.

6.2. Control Measures

6.2.1. The principal control measures to mitigate noise are the same for site clearance/demolition and the groundworks/earthworks:

- Strict adherence to agreed site working hours.
- The demolition/deconstruction sequence will be carefully managed so that the eastern most section of the existing timber framed structure is removed in the final stages. This should provide a tangible degree of screening from noise arising from plant and machinery for as long as practicable.
- Solid proprietary acoustic absorber panelling will be secured to the section of block and mesh fencing which runs along the eastern boundary with the adjacent dwelling.
- All plant and machinery will be modern conforming with current emissions standards.
- All plant and machinery will be maintained and in good condition and subject to daily checks.
- Plant and machinery will only be used by competent trained operative in accordance with manufacturers guidelines.
- Where possible, during the construction phase, batch cutting operations will be undertaken at ground level at a position remote from the residential boundary. Additional screening formed from block and mesh fencing with acoustic panels may be deployed to provide additional noise shielding.
- The proposed dwellings and café building are of timber framed construction. Much of the assemble will be undertaken off-site in preformed trusses, sections. This approach to construction will minimise noise from sawing operations.

7. Waste Management

7.1. Waste Disposal & Recycling Operations

7.1.1. The site clearance, demolition and construction activities will be undertaken having full regard for the waste hierarchy. All reasonable endeavours will be used to minimise waste and divert arisings to suitable permitted off-site waste management facilities for recycling or are suitable recovery operation.

7.1.2. Where possible and practicable to do so, materials will be segregated and sorted on site following an advance programme of hazardous materials removal by appropriate licensed contractors, and a soft strip operation to remove carpet, soft furnishings, and materials more difficult to recycle.

7.1.3. The existing buildings are timber framed. If they can be recovered in reasonable conditions, salvageable materials including structural timber will be neatly stacked for re-use/ resale via a reclamation yard.

7.1.4. Readily recyclable materials will be segregated on site and placed in designated skips. The indicative footprint of the materials processing and waste storage area is shown as the orange red edged footprint on Figure 11 below.

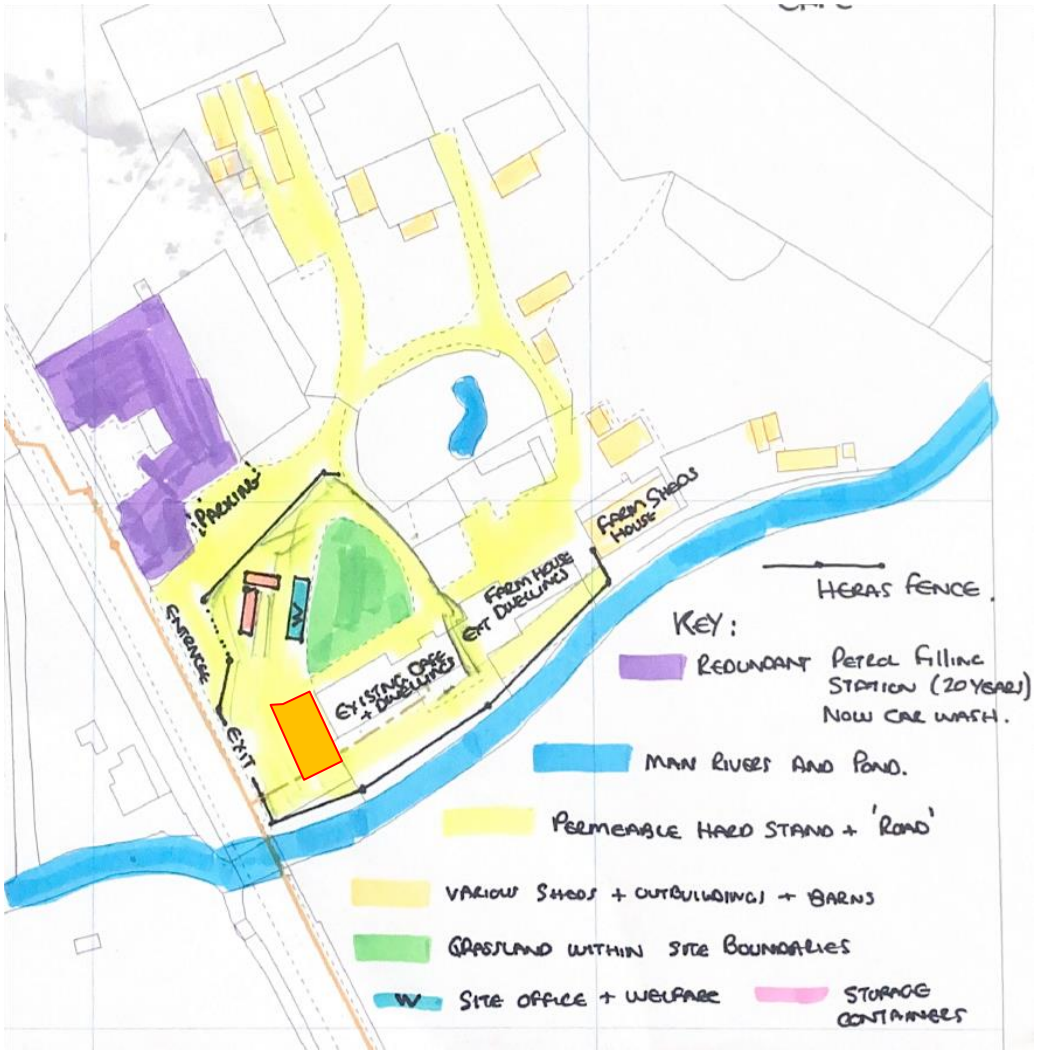

Figure 11: Materials Processing & Temporary Storage Location

7.2. Due Diligence & Checks

7.2.1. The Project Manager will undertake the necessary due diligence to ensure that surplus/ waste materials are only removed from site by a registered waste carrier of appropriate Tier, to an appropriately permitted waste management facility in accordance with the Duty of Care (Waste) Regulations.

7.2.2. Each load will be inspected by a designated operative to ensure it is netted/sheeted and suitably secured before it leaves the site on the public highway.

7.2.3. The waste transfer/consignment note will also be reviewed and check before the load leaves site to ensure the waste has been accurately described including the relevant List of Wastes / EWC Code and is being removed to the correct waste management facility in line with the plan.

7.2.4. Copies of all waste transfer notes and Hazardous Waste Consignment Notes will be retained in the site office for the duration of the project and made available for inspection if required.

8. Lighting

8.1.1. During the winter months task lighting may be required to enable works to progress during reduce daylight hours.

8.1.2. The lights will be suitable and sufficient for the task. Given the low-key nature of the construction activity, any lighting towers will not be of a scale or intensity that could glare/dazzle road users on the public highway (Sandwich Road). All efforts will be implemented to ensure the lighting array(s) are configured and directed away from the highway to minimise this risk.

8.1.3. If required these will be sympathetically positioned to avoid glare and intrusion into neighbouring properties. They will not be required outside of normal site working hours.

8.1.4. The results of bat survey completed by others note that the proposed development should avoid any external lighting ('light-spill') of the adjacent stream corridor, as this is likely to provide a key feeding and commuting resource for bats. Efforts to avoid the same negative impacts during the temporary construction phase during the winter months will be implemented, as far as is reasonably practicable.

9. Protection of Controlled Water Resources

9.1. Vulnerability & Sensitivity Appraisal

9.1.1. The South Stream flows along the southern site boundary. This is a primary watercourse that is the key controlled water receptor which is potentially vulnerable to pollution during the proposed works.

9.1.2. Habitat / Phase 1 Ecological Surveys have identified receptor to support protected species including water voles.

9.1.3. Whilst the construction works are being undertaken in close proximity to this highly sensitive receptor, due to the relatively low key - small scale nature of the proposed construction works, it is considered that the potential impacts that could occur could be adequately managed through simple control measures.

9.2. Control Measures

9.2.1. The control measures that will apply during the demolition and site preparation phases are largely applicable to the groundworks and construction phase operations.

Exclusion Zone

9.2.2. As part of the site establishment an exclusion zone will be constructed along the southern boundary using block and mesh fencing to ensure the wildlife corridor within 8m of the South Stream is protected (Figure 12, below).

Figure 12: Watercourse Corridor Exclusion Zone

9.2.3. Prior to commencement of demolition, additional kentledge and debris netting will be deployed. This approach avoids any intrusive works associated with post holes that would be required for a solid plywood hoarding and the movement of plant very close to the water course to deploy Kelly blocks as an alternative.

9.2.4. The debris netting will provide a suitable screen to restrict the movement of any light debris / fugitive materials arising during the demolition works, ensuring the

watercourse and the wildlife corridor remain litter free. This approach also allows inspections to be completed and the condition of the watercourse to be monitored for potential evidence of pollution which would not be possible with a solid plywood hoarding.

Sectional Controlled Approach

9.2.5. The demolition will take place with plant and machinery operating from the northern and western elevations. The carefully executed, sectional approach to demolition will attempt to bring materials in towards the centre of the former building footprint, minimising the risk of an uncontrolled collapse towards the watercourse, and avoiding plant working along the southern side near the stream.

9.2.6. A Watching Brief maintained by the site manager or experienced demolition banksman check for stability and ensure fugitive materials are not released beyond the site boundary.

Fuel/Oil/Chemical Storage

9.2.7. There will be no bulk fuel storage on site in above ground tanks. This is considered to be the best form of control by minimising the size of the source as far as practicable. Small quantities of fuel and oil be stored in jerry cans/ drums that will be provided with a sump pallet and stored securely in containers when not needed. The following control measures will also be implemented.

- Refuelling will be undertaken within the site compound on hardstanding at a position some 20m away from the water course. This is an area that is free of any surface drainage so there are no preferential pathways were polluting liquids could be discharged to ground or surface water course.
- Suitable and sufficient spill kits and drip trays will be provided and deployed for use during all refuelling and maintenance operations.
- Adequate spill kits will be provided for all plant and machinery on site.
- The site Manager will be trained in emergency spill response an emergency spill response plan developed for the site.

Contaminated Land

9.2.8. Historic map extracts included within the desk study report indicate that the site was undeveloped agricultural land until approximately 1898 when a farm resided onsite. By the mid-1950s, some of the buildings were demolished and the existing building layout created along with another building in the north-west of the site. The site has been occupied by a café and residential type use.

9.2.9. A former petrol filling station was located immediately north of the site which included bulk fuel storage in Underground Storage Tanks from circa 1960. These have since been decommissioned and made safe. The local petroleum officer did not have records of any significant leaks/spills or tank failures occurring. Observations from recent ground investigations did not encounter any visual or olfactory evidence of gross contamination in the form of fuels or oils.

9.2.10. None of these activities are considered especially contaminative.

9.2.11. A combined environmental and geotechnical ground investigation has recently been undertaken. The field work was completed during July 2023. Pertinent observations and results relevant to this CEMP are highlighted below:

- No visual evidence of suspected asbestos containing materials was encountered within the fill materials encountered during the investigations. No asbestos was detected in any of the soil samples submitted for laboratory analysis.
- No visual or olfactory evidence of gross contamination in the form of petroleum hydrocarbons, oils was detected. The concentration of petroleum hydrocarbons and polyaromatic hydrocarbons recorded were all generally low.
- No evidence to suggest that there had been on-site migration of any residual fuel contamination.
- The concentration of inorganic compounds including potentially toxic metals were generally low.
- Based on the laboratory testing, surplus soils/ construction arisings would be expected to be non-hazardous for disposal off-site.
- No special handling requirements are envisaged to be required for surplus soils arising, beyond those that would be necessary for any clean inert soil to prevent silty runoff migration entering vulnerable water courses or nuisance dust during protracted dry periods.

Monitoring

9.2.12. As part of the programme of daily checks, the boundary/ exclusion zone will be inspected to check for the presence of litter.

9.2.13. Weekly inspections will be undertaken deeper into the wildlife corridor to check for visual signs of pollution (silty run, off and pearlescent sheens), and following.

10. Ecological Protection Measures

10.1. Previous Studies

10.1.1. The site has been the subject of several ecological studies. The Principal Contractor made the following reports available for review:

- Preliminary Ecological Appraisal prepared by Andrews Wildlife Consultants dated August 2021.
- Bat Survey Report prepared by Andrews Wildlife Consultants dated August 2021.

10.1.2. The PEA and Bat Survey Report recorded the following details of interest:

- The former Adelaid Café Building was considered to have moderate bat roost potential, whilst the residential annex was considered to have low potential to support bat roosts.
- No records of bat roosts were held with Natural England archives for the Site. Records of the nearest bat roost were reported to be at a location some 350m north of the site.
- Dusk and dawn emergence surveys for bats were completed. Although bats were found to be active in the immediate vicinity, the café building was not considered to be a bat roost. This conclusion was based on reasonable survey effort in keeping with good practice guidelines (BCT, 2016).

10.1.3. It is noted that the proposed development should avoid any external lighting ('light-spill') of the adjacent stream corridor, as this is likely to provide a key feeding and commuting resource for bats. All reasonable efforts will be implemented to avoid light spill on to this sensitive corridor during winter (November) working in reduced daylight hours as part of the construction phase before the bats go into hibernation.

10.1.4. The South Stream Watercourse (immediately adjacent the site is connected to Hacklinge Marches a SSSI and a Ramsar Site (Tanet Coast & Sandwich Bay). This was considered to provide suitable habitat for a range of notable species including water vole, foraging bats, otter, nesting birds. Vegetation within the near the corridor was considered suitable for nesting birds, reptiles, and amphibians.

10.2. Control Measures

10.2.1. Although the proposed development is small scale/relatively low key, strict pollution control measures will be implemented to ensure the risk of potential adverse impact is minimised.

10.2.2. As part of their site induction, all operatives and staff will be briefed on the ecological sensitivity of the site and given appropriate information, instruction, and training, so they understand the site procedures, protection measures and how to comply with the relevant legislation. This will be delivered by the Project Ecologist as a Toolbox Talk prior to commencement.

<u>Fuel/Oil/Chemicals</u>

10.2.3. The volume of fuel/oil/chemicals stored will be minimal. They will be stored securely within secure containers with appropriate spill containment and in accordance with the resources and arrangements described in Section 11.

10.2.4. Excavation arisings will not be temporary stockpiled along the sensitive southern boundary with Southern Stream. Waste soils will be transferred to hardstanding pending loading for off-site disposal at least 30m from the southern boundary.

Silty Run-Off.

10.2.5. The vegetated margins will be retained so trap potential silty run-off. Silt curtains will also be deployed around the toe of stockpiles if periods of sustained inclement weather are forecast.

10.2.6. Hardstanding will be retained as long as practicable to avoid rutting and the generation of potentially pollutive silty run-off across the wider site.

Amphibians and Reptiles

10.2.7. In accordance with the project ecologist recommendations vegetation margins within the site will be combed by an ecologist to check for the presence of amphibians and reptiles prior to demolition works commencing.

10.2.8. Erection of an 800mm high exclusion fence will be required to exclude reptiles and amphibians from the site and confine them to the riparian corridor The PEA notes that this shall be within 3m of the top of the bank. However, such works may require a flood defence consent and interfere with water voles and other wildlife. It is understood the detailed measures are the subject of ongoing review and are yet to be finalised. The most appropriate and least impactful approach will be to erect along the southern edge of the concrete road/path beyond the southern elevation of the building, as shown by the green dashed line in Figure 13 below. This will ensure:

- No disturbance / invasive works within the 8m protected flood defence consent zone associated with South Stream.
- No removal or major works to established trees shrubs and other vegetation.
- Minimal impact on the wildlife corridor in general.

Figure 13: Proposed Route of Reptile/Wildlife Exclusion Fencing

10.2.9. The fencing will be dismantled on completion of the works.

11. Concluding Remarks

11.1.1. The proposed development is a small scale relatively low-key scheme which will replace a similar type of development in both scale and the type of end use.

11.1.2. The levels of activity in terms of traffic during the construction works are considered to be less than those associated with the former trading activity of the Adelaide Café / Motel. Impact will therefore be negligible with the proposed site logistics including one way routing and all loading and off-loading activities which can be completed on site off the public highway.

11.1.3. The site is located within a highly sensitive environmental setting. However, due to the low-key scale and nature of the construction works the potential for any significant impact to arise is considered to be low, providing the appropriate control measures are implemented as detailed within this CEMP.

11.1.4. In the absence of any significant sources of potential contamination including bulk fuel storage, there is limited potential for pollution of sensitive controlled water resources. No onerous environmental monitoring is considered to be necessary. A rigorous programme of recorded checks, including site photographs would be sufficient.

11.1.5. In the invent of any accidental spillage or release arising that could give rise to potential pollution, the advice of a competent and experienced environmental specialist should be sought at the earliest opportunity to assist with implementing a suitable emergency plan and any mitigation/ remedial action.