

## INTRODUCTION

- 14.1** Mitigation refers to ‘*measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment*’<sup>1</sup>. Throughout the design process, environmental mitigation measures have been incorporated into the design of the Proposed Development to prevent, reduce and offset potentially adverse effects. These mitigation measures have been incorporated into the design of the Proposed Development and so comprise part of the scheme for which planning consent is sought. These environmental mitigation measures are described in this Environmental Statement (ES) in **ES Volume 1, Chapter 4: The Proposed Development** as embedded mitigation; they are not repeated within this chapter of the ES. Securing these measures will be via the planning permission granted for the Proposed Development itself.
- 14.2** In addition, environmental enhancement measures have been incorporated into the design of the Proposed Development where practical to improve the existing environmental conditions of the site and surrounding area. Again, these are described in this ES in **ES Volume 1, Chapter 4: The Proposed Development**; they are not repeated within this chapter of the ES. Securing these measures will also be via the planning permission granted for the Proposed Development itself.
- 14.3** Table 14.1 lists the Management Plans that will be prepared as part subsequent development stages and secured through planning condition. These Management Plans relate to mitigating and/or reducing adverse environmental effects as defined by this ES. These Management Plans will be secured through obtaining planning consent for the Proposed Development and the requirement to prepare and implement these will form planning conditions attached to the development consent if granted by the Local Planning Authority (LPA), in this case, the Thanet District Council (TDC). The implementation of the Management Plans during construction and operation would be implemented by the Applicant and/ or the Principal Contractor where appropriate.
- 14.4** The content and measures that will be implemented throughout each development stage as required by each Management Plan are described within the subsequent Tables.
- 14.5** This chapter then goes on to present the environmental mitigation and monitoring measures required for the Proposed Development as identified as a result of the Environmental Impact Assessment (EIA) process and described within this ES. The environmental mitigation and monitoring measures presented include those which are standard measures / commitments that would be adopted as a matter of course to meet best practice guidance in relation to the construction works relevant to environmental impacts identified as part of this ES; and any additional, project bespoke mitigation and monitoring measures that have been identified as being required by the EIA.

- 14.6** The environmental mitigation and monitoring measures presented in these tables are measures that TDC would secure for the project, either using planning conditions (related to the Planning Permission) or through the Section 106 Agreement. The following schedule is structured to describe the environmental mitigation and monitoring measures for the Proposed Development that:
- Will be secured through the preparation and implementation of Management Plans (Table 14.1);
  - Shall be implemented throughout the enabling and construction activities (Table 14.2); and
  - Shall be implemented / undertaken once the Proposed Development is built and in operation / use (Table 14.3).
- 14.7** The mitigation and monitoring measures have been developed through coordination with the Applicant, Design Team and EIA technical specialists to ensure the environmental mitigation and monitoring measures suggested are deliverable and are considered appropriate in terms of their ability to mitigate likely significant adverse environmental effects associated with the Proposed Development, where possible.
- 14.8** It is noted that in support of the planning application a number of other documents have been prepared and submitted included but not limited to: Planning Statement, Design and Access Statement, Transport Assessment, Statement of Community Involvement, Sustainability Statement, Preliminary Risk Assessment, Tree Survey / Arboricultural Impact Assessment, Energy Statement, Sustainability Strategy, Foul Sewage & Utilities Assessment, Framework Travel Plan, Flood Risk Assessment and Drainage Strategy. Where relevant to the EIA, measures within these documents are presented within the following tables.

**Table 14.1 Management Plans**

MANAGEMENT PLAN	ES REFERENCE	DELIVERY MECHANISM
<b>ENABLING AND CONSTRUCTION</b>		
Construction Environmental Management Plan to include the following: <ul style="list-style-type: none"> <li>▪ Noise and Vibration Controls;</li> <li>▪ Dust Management Plan;</li> <li>▪ Landscape and Ecology Management Plan.</li> </ul>	<b>Volume 1:</b> Chapter 4: The Proposed Development <b>Volume 1:</b> Chapter 5: Enabling and Construction <b>Volume 1:</b> Chapter 7: Traffic and Transport <b>Volume 1:</b> Chapter 11: Ecology and Biodiversity <b>Volume 1:</b> Chapter 13: Landscape and Visual Impact	Planning Condition
Site Waste Management Plan (SWMP)	<b>Volume 1:</b> Chapter 5 Enabling and Construction	Planning Condition
Construction Logistics Plan (CLP)	<b>Volume 1:</b> Chapter 5 Enabling and Construction <b>Volume 1:</b> Chapter 7 Traffic and Transport	Planning Condition
Construction Method Statements (CMS)	<b>Volume 1:</b> Chapter 5 Enabling and Construction	Planning Condition
<b>OPERATION</b>		
Travel Plan	<b>Volume 1:</b> Chapter 7 Traffic and Transport	Planning Condition
Operational Waste Management Plan	<b>Volume 1:</b> Chapter 7 Traffic and Transport	Planning Condition
Landscape and Ecology Management Plan	<b>Volume 1:</b> Chapter 11: Ecology and Biodiversity	Planning Condition

<sup>1</sup> <https://www.legislation.gov.uk/ukxi/2017/571/schedule/4/made?view=plain>

Table 14.2 Mitigation and Monitoring Schedule – Enabling and Construction

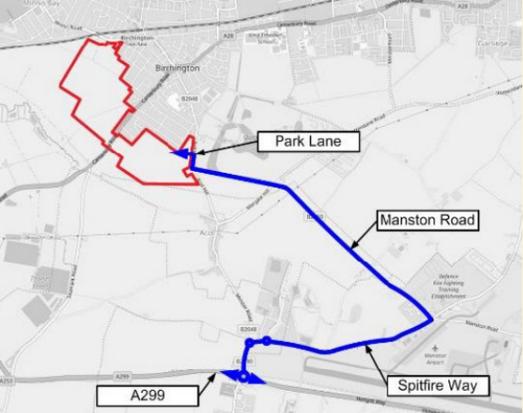
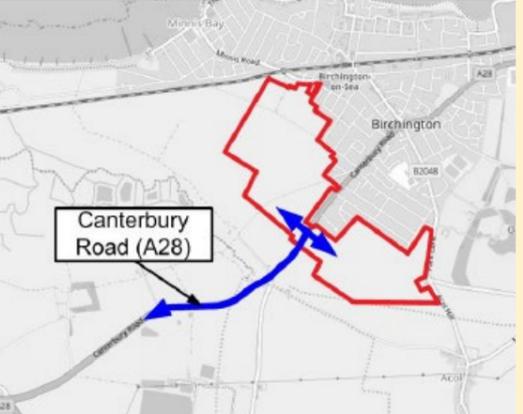
TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
PRE-COMMENCEMENT	<b>ENVIRONMENTAL MANAGEMENT PLANS</b>		
	Registration with the 'Considerate Constructors Scheme'	Volume 1: Chapter 5 Enabling and Construction	Planning Condition
	<b>SITE INVESTIGATIONS, REMEDIATION STRATEGY, VERIFICATION, PILING AND LONG TERM MONITORING (LAND CONTAMINATION)</b>		
	<p>Undertake an intrusive ground / site investigation (Phase II Ground Investigations) to inform the following:</p> <ul style="list-style-type: none"> <li>▪ the nature and extent of soil contamination (if present);</li> <li>▪ the nature of the ground gas regime;</li> <li>▪ groundwater and soils testing for geotechnical and contamination parameters;</li> <li>▪ waste characterisation;</li> <li>▪ design for any protection measures and inform health and safety for works in enclosed spaces.</li> </ul> <p>The objective of the intrusive ground / site investigation will be to provide an assessment of the following: ground model and groundwater regime (including groundwater quality monitoring if required); location, nature and extent of contamination within the Made Ground and underlying natural strata; nature and extent of contamination within controlled waters; ground gas and vapour regime to enable an outline assessment of the potential risks associated with hazardous gases and vapours.</p> <p>The intrusive ground / site investigation will be undertaken prior to any enabling and construction works and will be undertaken in accordance with CLR: 11, relevant British Standards and other good practice guidance.</p> <p>Any potential remediation strategy would be agreed with TDC (if required) following the completion of Phase II Ground Investigations.</p>	Volume 2: Appendix Ground Conditions Annex 1	Planning Condition
	Following the intrusive ground / site investigation, a site investigation report will be prepared. The site investigation report will meet the following objectives: identify any constraints associated with the ground and/or below ground infrastructure on the basis of available information; assess potential risks to people and the environment (natural and built) associated with ground contamination (solid, liquid or gas) during construction and for future site use; and provide recommendations for further works such as further intrusive ground investigation and / or remedial action or design.		
	The development shall not commence until a monitoring and maintenance plan in respect of contamination (if required), including a timetable of monitoring and submission of reports to the TDC, has been submitted to, and approved in writing by TDC. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by TDC.		
<b>ARCHAEOLOGICAL INVESTIGATIONS</b>			
An appropriate scope of post-determination archaeological investigation will be agreed with TDC and their archaeological advisors at KCC. KCC have agreed all further archaeological mitigation can be secured by an appropriately worded archaeological planning condition. Any archaeological evidence encountered through further post determination investigations or any archaeological evidence encountered during the investigation will be preserved by record and subject to appropriate published and publicly available reporting.	Volume 1: Chapter 12 Cultural Heritage ES Volume 3, Appendix: Archaeology, Annex 1 to 7	Planning Condition	
<b>REMEDICATION AND VERIFICATION (LAND CONTAMINATION)</b>			

# South West Birchington-On-Sea Chapter 14: Mitigation and Monitoring Schedule

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
<b>ENABLING AND CONSTRUCTION</b>	<p>If a Remediation Strategy is needed following the Phase II Investigations, implementation and compliance would be required with the approved Remediation Strategy which is to include (but not limited to) the following activities:</p> <ul style="list-style-type: none"> <li>▪ A discovery strategy, which should be implemented during the ground works should unexpected contamination be recorded beyond that already identified within the existing Geoenvironmental report and subsequent Phase II Ground Investigations.</li> <li>▪ Ground gas protection measures should be provided in accordance with BS8485. Based on the monitoring completed to date, is recommended that the gas regime locally is increased to Characteristic Situation 2 (CS2).</li> <li>▪ It is recommended that barrier water pipes are used based on the contaminant concentrations recorded (in particular TPH aromatic C10 – C40). The requirement for barrier pipe will be subject to specific requirements from the local water supply company. When final water supply pipe routes are determined, additional chemical testing should be completed to zone the site, which may reduce the requirements for barrier pipe.</li> <li>▪ Soils which are classed as 'hazardous' will require disposal to a facility that is licensed to take asbestos. Soils containing asbestos of &lt;0.1% by weight may be disposed of to a non-hazardous facility that accepts asbestos.</li> <li>▪ If any surplus material is excavated, then the natural soils could be offered for re-use via the CL:AIRE register of material (potentially under an MMP). The material will require transporting and disposal in accordance with the Environmental Protection (Duty of Care) Regulations, 1990.</li> <li>▪ Construction workers have the potential to come into contact with dusts, soils and groundwater during the course of their activities. Based on the findings of the investigation the risk to construction workers is assessed as low. Notwithstanding this, appropriate health and safety measures should be implemented during construction. Such precautions should include, but not be limited to: <ul style="list-style-type: none"> <li>– Personal hygiene, washing and changing procedures.</li> <li>– Personal protective equipment, including disposable overalls, gloves etc.</li> <li>– Measures to avoid surface water ponding and positive collection and disposal of on-site run-offs.</li> <li>– Regular cleaning of all site roads and access roads including dust suppression methods (e.g. water spraying), if necessary.</li> </ul> </li> <li>▪ Dust suppression measures (damping down) should be available on site for the duration of all potentially dust-producing activities to minimise the potential for potential contaminants to become airborne, until hardstanding is placed over all exposed soils or all Made Ground soils have been covered over or removed from site. The frequency and timing of dust suppression required will depend on site conditions, (e.g. how dry the soil is and the potential for dust generation); however, the soils should be inspected prior to works commencing, with a designated member of the groundworkers staff monitoring the dust production and holding responsibility for implementing the suppression measures.</li> <li>▪ If during works unexpected contamination, including asbestos containing materials (ACM), become exposed the following procedure will be taken, in accordance with the discovery strategy: <ul style="list-style-type: none"> <li>– Personnel will move away from the area and will immediately notify the site manager; and</li> <li>– Impacted soils / exposed ACM will be sprayed to minimise potential for dust generation and covered with clean soils to allow decisions to be made on the long-term destination of these materials.</li> </ul> </li> <li>▪ Soft landscaping should be provided with suitable topsoil and subsoil to form a capping layer to act as a barrier to the underlying contamination and also to act as a growth medium.</li> </ul> <p>Prior to any part of the development being brought into use, a Verification Report demonstrating the completion of works set out in the Remediation Strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by TDC. The report shall include results of verification sampling and monitoring carried out in accordance with the approved Verification Plan to demonstrate that the site remediation criteria have been met.</p>	<p><b>Volume 2:</b> Appendix Ground Conditions Annex 1</p>	<p>Planning Condition</p>
	<b>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)</b>		
	<p>The preparation of a CEMP will be conditioned to the granting of planning permission. As part of this, the following <i>minimum</i> requirements will be adhered to:</p> <ul style="list-style-type: none"> <li>▪ Programme and phasing details of the works;</li> <li>▪ A broad plan of the works, highlighting the various stages and their context within the project, including a full schedule of materials and manpower resources, as well as plant and equipment schedules;</li> <li>▪ Detailed site layout arrangements (including requirements for temporary works) showing locations of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays, car parking;</li> <li>▪ Plans for storage, accommodation, vehicular movements, delivery and access;</li> <li>▪ Site logistics and operations;</li> <li>▪ Site security details;</li> <li>▪ Site working hours;</li> <li>▪ Health and safety, procedures for site inductions;</li> <li>▪ Prohibited or restricted operations (locations, hours, etc.);</li> <li>▪ Details of plant to be used and associated noise levels;</li> <li>▪ Programme and phasing details of the works indicating the predicted noise and vibration levels for each activity at specified noise sensitive sites for each phase of the works. Where work phases overlap the cumulative noise and vibration impacts shall be predicted;</li> <li>▪ Details of operations that are likely to result in disturbance, with an indication of the expected duration of each phase with key dates, including a procedure for prior notification to the TDC and relevant statutory and non-statutory (including neighbours) parties so that local arrangements can be agreed;</li> <li>▪ Training to ensure that all workforce and employees are aware of procedures to reduce and mitigate impacts;</li> <li>▪ Noise and vibration control proposals and methodology (see below <b>CEMP - NOISE AND VIBRATION CONTROL</b>);</li> <li>▪ A procedure to ensure communication is maintained with the TDC and the local community to provide information on any operations likely to cause disturbance (through, for example, meetings and newsletters);</li> <li>▪ Provisions for affected parties to register complaints and the procedures for responding to complaints;</li> <li>▪ Measures for the protection ecological resources (including tree protection);</li> <li>▪ Approaches to screening, including the erection of hoarding around the works site;</li> </ul>	<p><b>Volume 1:</b> Chapter 5 Enabling and Construction <b>Volume 1:</b> Chapters 6-12</p>	<p>Planning Condition</p>

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TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
	<ul style="list-style-type: none"> <li>▪ Use of hoarding;</li> <li>▪ Measures to control and monitor air pollution, considering Institute of Air Quality Management guidance (see below <b>CEMP - DUST MANAGEMENT PLAN</b>);</li> <li>▪ Provisions for reporting to the TDC and other stakeholders where necessary;</li> <li>▪ Safety for highway users, cyclists and pedestrians;</li> <li>▪ Protection of heritage assets and procedures for dealing with uncovered archaeological sites;</li> <li>▪ Waste minimisation and management procedures;</li> <li>▪ Site remediation and procedures for dealing with contaminated material;</li> <li>▪ Measures for the protection of water resources and preventing contaminated runoff, settlement facilities and oil / petrol interceptors;</li> <li>▪ Procedures for dealing with unexploded ordnance;</li> <li>▪ Energy conservation measures;</li> <li>▪ Minimising lighting and light spill; use of directional lighting fitted with cowls to avoid light spill and glare to surrounding areas; being sensitive to the position and direction of lighting in relation to neighbouring residences;</li> <li>▪ Traffic and construction logistics, including measures to reduce vehicle movements;</li> <li>▪ Storage of any skips, oil and chemical storage, etc.;</li> <li>▪ Details of access and egress and proposed routes for HGVs (site access points in predominantly residential areas must be avoided, unless there is no other reasonable alternative in which case any impact on the residential amenity must be minimised);</li> <li>▪ Details of the emergency incident procedure;</li> <li>▪ Approval of discharge arrangements into the foul water sewer with Southern Water;</li> <li>▪ Use of Personal Protective Equipment (PPE);</li> <li>▪ Access requirements for enclosed spaces below ground, particularly in relation to vapour / gas migration in such enclosed spaces;</li> <li>▪ Emergency procedures and fire exit routes from the site will be identified within a fire safety plan. Throughout the course of the construction works these will be regularly inspected and maintained. The fire safety plan will be updated regularly as construction works progress. Fire alarm points and extinguishers will be situated across the site.</li> <li>▪ Implementation of a 'clean site' policy with the principal contractors and its subcontractors expected to maintain a tidy site;</li> <li>▪ The designation of a Project Environmental Manager (PEM) including his or her responsibilities;</li> </ul> <p>When the detailed scheme for each construction phase has been established and the programme of works is more definitive, specific mitigation measures within the parameters identified in this ES will be developed and agreed with TDC. These will also be incorporated into the CEMP which will be adopted by the Principal Contractor and observed by all sub-contractors working on the site.</p>		
<b>CONSTRUCTION LOGISTICS PLAN</b>			
	<p>Implementation and compliance with the approved CLP using the framework established in the draft CLP, included as part of the Transport Assessment submitted with the Planning Application to mitigate (but not limited to) construction traffic impacts. The CLP is to include the following <i>minimum</i> requirements:</p> <p><b>Design and on-site logistics:</b></p> <ul style="list-style-type: none"> <li>▪ Details of development phasing;</li> <li>▪ Details of site access, primarily from Canterbury Road (A28), although depending on when wider local infrastructure is delivered there may be a requirement to access the site from Manston Road / Park Lane for a short period of time;</li> <li>▪ On-site storage and facilities: <ul style="list-style-type: none"> <li>– Where possible dedicated weather protected storage points will be provided on-site in order to minimise damage, loss and waste of materials.</li> <li>– Welfare facilities for site workers and delivery drivers will be provided on site for the duration of the works.</li> </ul> </li> <li>▪ Security: <ul style="list-style-type: none"> <li>– Where suitable, materials will be stored in on-site sheltered, secure locations away from on-site activities in order to avoid criminal damage and/or accidental damage and to reduce the chance of the loss and waste of materials.</li> <li>– Suitable hoardings will be placed around the construction site(s) to ensure access during the construction process is restricted.</li> </ul> </li> </ul> <p><b>Procurement Strategy</b></p> <ul style="list-style-type: none"> <li>▪ A Procurement Strategy will be developed in order to demonstrate an awareness of the vehicle activity on site, the impacts associated with the construction of the development and measures to reduce these impacts. This will be undertaken by the contractor(s) and continually reviewed to respond to issues throughout the duration of the construction works.</li> <li>▪ The strategy will consider how best to obtain the required materials and services through a commitment to safer, more efficient and more environmentally friendly distribution channels whilst retaining their cost plan.</li> <li>▪ Use of hauliers that follow Freight Operations Recognition Scheme (FORS) guidelines will be encouraged in order to minimise the number of suppliers. Therefore, the number of deliveries to site can potentially be minimised, reducing the overall impact further.</li> <li>▪ Local Suppliers: <ul style="list-style-type: none"> <li>– In line with the Procurement Strategy, local suppliers for construction material will be sought, in order to reduce the impact of the development on the surrounding highway network, as well as promoting a more sustainable development. Reductions in delivery costs, fuel usage and pollution along with congestion may be achieved.</li> <li>– The promotion of local suppliers also benefits the local community and economy with investment into local employers and services.</li> </ul> </li> </ul> <p><b>Operational Efficiency</b></p> <ul style="list-style-type: none"> <li>▪ Deliveries: <ul style="list-style-type: none"> <li>– To reduce the likelihood of congestion during the construction period of the proposed development, suppliers will, as and where possible, be requested to consolidate deliveries to single vehicles where multiple orders are placed. Deliveries will also be requested to arrive outside of the network peak hours (08:00 - 09:00 and 17:00 – 18:00) and will be restricted from delivering outside the hours of 09:00 - 17:00. To manage delivery vehicles accessing the site, strict monitoring and control will be implemented to ensure that each vehicle has a pre-arranged delivery window.</li> </ul> </li> </ul>	<p><b>Volume 1:</b> Chapter 7 Traffic and Transport</p>	<p>Planning Condition</p>

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
	<ul style="list-style-type: none"> <li>- Demand smoothing techniques would be implemented, where possible, to reduce the peaks and troughs in the demand for materials during the construction period. This would involve reviewing the programme of works on site and identifying how these can be 'smoothed' to reduce transport resources, materials and labour to complete the tasks.</li> <li>▪ Abnormal Loads:               <ul style="list-style-type: none"> <li>- In the instance that an abnormal load is required to be moved into the site, the Site Manager will notify Kent Police and KCC. Any damage to the public highway occurring as a result of an abnormal load requirement will be reported to the developer to allow the Highways Authority to be informed accordingly.</li> <li>- A highway condition report outside the site will be undertaken prior to any works commencing on site. This will be shared with the Council's Highways team, to report any existing defects on the local highway. This report will be reviewed and updated following the completion of the works by each of the contactors on site.</li> </ul> </li> <li>▪ Traffic Routing               <ul style="list-style-type: none"> <li>- The routing of construction traffic will vary throughout the phased build out of the proposals. The proposed routing for phase 1B is shown below. The routes identified focus on directing construction vehicles to the strategic road network in the most direct way whilst avoiding, where possible, impacting on residential areas and existing vehicle movements within Birchington-on-Sea.</li> </ul> </li> </ul>  <ul style="list-style-type: none"> <li>- Construction access to all other phases of the development will be achieved utilising the route identified in below. As shown, the route identified for the majority of the build out utilises the site access junction directly onto Canterbury Road (A28). All vehicles will arrive and depart the site from the west, avoiding the centre of Birchington-on-Sea and minimising the potential impact.</li> </ul>  <li>▪ Traffic Management               <ul style="list-style-type: none"> <li>- Banksmen will ensure that vehicles loading or unloading outside the site are aware of any passing pedestrians, although off-site unloading is unlikely to occur.</li> <li>- To maintain the condition of the local highway and footway network effective cleaning facilities will be employed at the site entrance to ensure that waste which may be deposited on the highway during loading / unloading can be cleaned away to prevent any impact on the surrounding roads.</li> <li>- Operatives and on-site employees will be able to park at the site however were possible operatives will be asked and on-site employees to travel to the site via sustainable modes. The site is accessible by a range of sustainable modes and employees will be encouraged to travel in this way, where possible. Public transport timetables will be made available to on-site employees to encourage sustainable travel to and from the site.</li> </ul> </li> <p><b>Road Trip Impact Reduction</b></p> <ul style="list-style-type: none"> <li>▪ Construction Trips               <ul style="list-style-type: none"> <li>- Currently there are no standards available for the estimation of the volume of construction traffic that will be generated by the proposed development. Within the final CLP an indication on the likely number of vehicles will be provided.</li> </ul> </li> <li>▪ Communication and Managing Change               <ul style="list-style-type: none"> <li>- It is not envisaged that any changes to the CLP will be required, but should any changes be necessary then the Site Manager will be required to communicate these changes to all employees.</li> <li>- Records of any changes to the CLP will be made and kept in the site office for reference and supplied to Kent City Council for their records.</li> </ul> </li> </ul>		

## South West Birchington-On-Sea Chapter 14: Mitigation and Monitoring Schedule

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
<b>ENABLING AND CONSTRUCTION</b>	<ul style="list-style-type: none"> <li>▪ Neighbours</li> <li>– Strong communication with local residents will be retained with updates on the progress of the construction of the development. The Site Manager will be responsible for providing this information and dealing with any queries raised on site. Any queries which cannot be resolved by the Site Manager will be passed to the developer to resolve.</li> </ul> <p><b>Waste Management (Construction Traffic)</b></p> <ul style="list-style-type: none"> <li>▪ Wheel Washing Strategy</li> <li>– To maintain the condition of the local highway network effective wheel cleaning facilities will be employed at the site entrance to reduce the potential for waste and materials to be deposited on the surrounding roads.</li> <li>– These facilities will be implemented for any vehicles entering the site for the duration of the construction works.</li> <li>▪ Site Waste Management Plan</li> <li>– Prior to the start of the construction works a SWMP (see below <b>SITE WASTE MANAGEMENT PLAN</b>) will be submitted to and agreed with KCC, which contractors will be required to manage during the construction phases on site.</li> </ul> <p><b>Targets and Monitoring</b></p> <ul style="list-style-type: none"> <li>▪ A programme of monitoring and review will be implemented to assess the success of the CLP in reducing the impact of the proposed enabling and construction work on the local area. This will review the impact of the deliveries, HGV movements and waste management on both local residents and the local highway network.</li> </ul> <p>Once a Detailed CLP is agreed, the Principal Contractor will be required to comply with its contents. If any element of the planned construction is amended during the life of the project that impacts on how the logistics are managed to and from the site, then the contractor will submit a revised version of this CLP for further approval.</p>		
	<b>SITE WASTE MANAGEMENT PLAN</b>		
	<p>The preparation of a SWMP will be conditioned to the granting of planning permission. As part of this, the following <i>minimum</i> requirements will be adhered to:</p> <ul style="list-style-type: none"> <li>▪ A 'just-in-time' material delivery system to avoid materials being stockpiled and spoiling during bad weather;</li> <li>▪ Appropriate handling and disposal of pile arisings, concrete, pastes and/or grouts during the laying of foundations will be undertaken;</li> <li>▪ Consideration of material quantity requirements to avoid over-ordering and generation of waste materials;</li> <li>▪ Designated storage area for new building materials, to reduce the risk of contamination / spoiling;</li> <li>▪ Undertake a Waste Characterisation assessment as part of remediation works if the Remediation Strategy identifies this is required.</li> <li>▪ Ensure imported soils in soft landscaped areas meet appropriate physical and chemical criteria as set out within the <i>Remediation Strategy</i>.</li> <li>▪ Aim to maximise the use of reclaimed or recycled materials throughout the design where feasible;</li> <li>▪ Segregation of waste at source where practical;</li> <li>▪ Segregation of waste streams. At a minimum, containers/skips for hazardous/non-hazardous waste and plasterboard waste should be provided on-site;</li> <li>▪ Skips will be clearly colour-coded and signposted to reduce risk of cross contamination;</li> <li>▪ Provision of training for site personnel regarding the correct disposal of materials;</li> <li>▪ All waste generated will be stored in designated areas isolated from surface drainage;</li> <li>▪ Waste containers will be covered, to prevent dust and litter from escaping and rainwater from accumulating;</li> <li>▪ Regular inspection of waste containers, and replacement when full;</li> <li>▪ Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;</li> <li>▪ Engage with the supply chain to source products and materials that use minimal packaging and segregate packaging for re-use;</li> <li>▪ Re-use of materials onsite wherever feasible, in line with the Waste Hierarchy;</li> <li>▪ Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing);</li> <li>▪ Engage with the supply chain to source products which use minimal packaging, and segregate packaging for re-use;</li> <li>▪ Risk of infestation by pests or vermin is to be minimised by making adequate arrangements for the disposal of food and other material that may attract pests;</li> <li>▪ Burning of wastes or unwanted materials will not be permitted on-site.</li> <li>▪ All liquids and solids of a potentially hazardous nature (e.g. diesel fuel, oils and solvents) are to be stored in designated locations with specific measures to prevent leakage and release of their contents, include the siting of storage area away from surface water drains, on an impermeable base with an impermeable bund that has no outflow and is of adequate capacity to contain 110% of the contents, in accordance with the EA's requirements. Any tanks storing more than 200 litres of oil on-site, would have secondary bunding.</li> <li>▪ No infiltration of surface water to the ground will be permitted.</li> </ul>	<p><b>Volume 1:</b> Chapter 5 Enabling and Construction</p>	<p>Planning Condition</p>
	<b>CEMP - NOISE AND VIBRATION CONTROL</b>		
	<p>As part of the implementation of the CEMP the following noise and vibration requirements are to be explored and approved in consultation with the TDC:</p> <ul style="list-style-type: none"> <li>▪ Use of hoarding. Erecting hoarding around the perimeter of the construction site will assist in the screening of low-level sources (assumed minimum 2.4m high perimeter site hoarding);</li> <li>▪ All plant and equipment to be used for the works will be modern, quiet and properly maintained, silenced where appropriate, operated to prevent excessive noise, and switched off when not in use and where practicable. All equipment will comply with the EC Directives and UK Regulations set out in British Standard (BS) 5228-2:2009;</li> <li>▪ Plant will be certified to meet relevant current legislation and Noise and Vibration Control on Construction and Open Sites (BS 5228-2:2009) Standards;</li> <li>▪ All trade contractors will be required to demonstrate familiarisation with current noise legislation and BS such as BS 5228-2:2009 which will form a prerequisite of their appointment;</li> <li>▪ Loading and unloading of vehicles, dismantling of equipment (such as scaffolding), or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation and, where practical, will be conducted away from noise sensitive areas;</li> <li>▪ Careful handling of materials and waste, such as lowering rather than dropping items;</li> </ul>	<p><b>Volume 1:</b> Chapter 5 Enabling and Construction <b>Volume 1:</b> Chapter 9 Noise and Vibration</p>	<p>Planning Condition</p>

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TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
	<ul style="list-style-type: none"> <li>▪ Avoidance of unnecessary noise (such as engines idling between operations, shouting, loud radios or excessive revving of engines) by effective site management;</li> <li>▪ Permission for deviation from approved method statements, only with prior approval from the Principal Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken; and</li> <li>▪ Complaints about noise, or incidences where action levels are exceeded, will be reported to the Principal Contractor and immediately investigated;</li> <li>▪ Limit high impact activities (including piling) to specific times during the day, e.g. 1 hour on – 1 hour off, or 09:00-12:00 and 14:00-17:00, near NSRs;</li> <li>▪ When appropriate all mechanically powered plant will be fitted with suitable silencers. Items of plant on site operating intermittently are to be shut down in the intervening periods between use;</li> <li>▪ Where feasible, all stationary plant would be located so that the noise effect at all occupied residential and commercial properties is minimised and, if practicable, every item of static plant when in operation is to be sound attenuated using methods based on the guidance and advice given in BS 5228;</li> <li>▪ Trade contractors would at all times apply the principle of Best Practicable Means as defined in Section 72 of the COPA 1974 with particular reference to Part III of the Environmental Protection Act 1990, The Control of Noise at Work Regulations 2005 and the Health and Safety at Work Act 1974, and carry out all work in such a manner as to reduce any disturbance from noise and vibration.</li> </ul>		
<b>CEMP - DUST MANAGEMENT PLAN</b>			
	<p>Implementation and compliance with the approved Dust Management Plan (DMP) (which is to be appended to the CEMP) that details automatic monitoring of particulate matter throughout the enabling and construction stage. The number and locations of monitors, monitoring parameters and sampling periods is to be agreed with the TDC. Measures to control and monitor air pollution should consider Institute of Air Quality Management guidance on the Assessment of Dust from Demolition and Construction, as required by the TDC Air Quality Planning Guidance 2016. The DMP is to include (but not limited to) the provision for:</p> <p><b>Communication</b></p> <ul style="list-style-type: none"> <li>▪ Develop and implement a stakeholder communications plan;</li> <li>▪ Display the name and contact details of persons accountable on the site boundary; and</li> <li>▪ Display the head or regional office information on the site boundary.</li> </ul> <p><b>Management</b></p> <ul style="list-style-type: none"> <li>▪ Develop and implement a dust management plan;</li> <li>▪ Record all dust and air quality complaints, identify causes and take measures to reduce emissions;</li> <li>▪ Record exceptional incidents and action taken to resolve the situation;</li> <li>▪ Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when requested;</li> <li>▪ Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided if necessary;</li> <li>▪ Increase site inspection frequency during prolonged dry or windy conditions and when activities with high dust potential are being undertaken;</li> <li>▪ Agree dust monitoring locations with the local authority and instigate monitoring three months in advance of works commencing in the area;</li> <li>▪ Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible;</li> <li>▪ Erect solid screens or barriers around dusty activities or the site boundary at least as high as any stockpile on site;</li> <li>▪ Fully enclose site or specific operations where there is a high potential for dust production and the Site is active for an extensive period;</li> <li>▪ Avoid site run off of water or mud;</li> <li>▪ Keep site fencing, barriers and scaffolding clean using wet methods;</li> <li>▪ Remove potentially dusty materials from Site as soon as possible;</li> <li>▪ Cover, seed or fence stockpiles to prevent wind whipping;</li> <li>▪ Ensure all vehicles comply with the Non-Road Mobile Machinery (NRMM) standards, where applicable;</li> <li>▪ Ensure all vehicles switch off engines when stationary;</li> <li>▪ Avoid the use of diesel or petrol powered generators where possible;</li> <li>▪ Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas;</li> <li>▪ Produce a Construction Logistics Plan (CLP) to manage the delivery of goods and materials;</li> <li>▪ Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing);</li> <li>▪ Only use cutting, grinding and sawing equipment with dust suppression equipment;</li> <li>▪ Ensure an adequate supply of water on-site for dust suppressant;</li> <li>▪ Use enclosed chutes and conveyors and covered skips;</li> <li>▪ Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate;</li> <li>▪ Ensure equipment is readily available on-site to clean up spillages of dry materials; and</li> <li>▪ No on-site bonfires and burning of waste materials on-site.</li> </ul> <p><b>Earthworks</b></p> <ul style="list-style-type: none"> <li>▪ Re-vegetate earthworks and exposed areas /soil stockpiles to stabilise surfaces as soon as practicable;</li> <li>▪ Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable; and</li> <li>▪ Only remove the cover in small areas during work and not all at once.</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>▪ Avoid scabbling (roughening of concrete surfaces) if possible;</li> <li>▪ Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process;</li> </ul>	<p><b>Volume 1:</b> Chapter 5 Enabling and Construction</p> <p><b>Volume 1:</b> Chapter 8 Air Quality</p>	<p>Planning Condition</p>

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TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
	<p><b>Trackout</b></p> <ul style="list-style-type: none"> <li>▪ Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emissions control systems; and</li> <li>▪ For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.</li> </ul> <ul style="list-style-type: none"> <li>▪ Use water assisted dust sweepers on the site access and local road;</li> <li>▪ Avoid dry sweeping of large areas;</li> <li>▪ Ensure vehicles entering and leaving the Site are covered to prevent escape of materials;</li> <li>▪ Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;</li> <li>▪ Record inspection of on-site haul routes and any subsequent action, repairing as soon as reasonably practicable;</li> <li>▪ Install hard surfaced haul routes which are regularly damped down;</li> <li>▪ Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits</li> <li>▪ Install a wheel wash with a hard-surfaced road to the site exit where site layout permits; and</li> <li>▪ The site access gate to be located at least 10 m from receptors where possible.</li> </ul>		
<b>ECOLOGY</b>			
	<p>Implementation and compliance with the following <i>minimum</i> requirements in regard to surrounding ecological receptors:</p> <ul style="list-style-type: none"> <li>▪ Avoidance of major construction activities in the south-west of the site to minimise indirect effects including noise and visual disturbance to golden plover over-wintering in the adjacent field. This would seek to minimise impacts (disturbance) to birds (golden plover) which are qualifying features of the Thanet Coast and Sandwich Bay SPA and which use the arable landscape outwith the Special Protection Area (SPA).</li> <li>▪ Avoidance of major construction activities in the north-west corner near Gore End Farm to minimise indirect effects including noise, disturbance or light spill. This buffer would minimise impact to existing off-site habitats, including buildings located at Gore End Farm and the railway line which may support roosting bats, and known to support common reptiles.</li> <li>▪ Retention of and protection during construction in line with BS5837 of parts of two HoPI native species-rich hedgerows, located along the northern boundary adjacent to the Birchington Medical Centre and along the south eastern boundary along Park Lane.</li> <li>▪ Seeding of the south western edge of the site, outwith the construction site perimeter fence, adjacent to the off-site arable field during construction to provide a forage resource from construction onwards in these areas. The creation of an arable field margin would provide a feeding resource for arable farmland birds, (in addition to a forage and cover for farmland species including brown hare) along the western and southern boundary of the site to mitigate for the loss of farmland habitat.</li> <li>▪ Installation of 2.4m site perimeter hoarding during construction and the creation of a series of habitats and screening measures at the site periphery within the site. This would minimise impacts (disturbance) to birds (golden plover) which are qualifying features of the Thanet Coast and Sandwich Bay SPA and which use the arable landscape outwith the SPA, and in addition for other faunal species using the off-site arable habitats.</li> <li>▪ Installation of screening/bird hides within the Nature and Heritage Park within the south-western corner of the site</li> <li>▪ Installation of dog proof fencing to be located at the periphery of the southern and western site boundaries, but inside of the area of arable field margin planting. This fencing will to prevent uncontrolled dog access onto adjacent off-site fields which is functionally linked habitat used occasionally by golden plover. Installation, inside the dog proof fencing, of species-rich hedgerows and prickly planting (hawthorn/blackthorn), ditches and bunds which will vary terrain and make the area less passable will further deter recreational use and provide a buffer to the golden plover habitat.</li> </ul>	<p><b>Volume 1:</b> Chapter 4 Proposed Development <b>Volume 1:</b> Chapter 11 Ecology</p>	Planning Condition
<b>SOCIO-ECONOMICS AND HEALTH</b>			
	<p><b>Employment and Skills</b></p> <p>Commitment to maximise opportunities for local recruitment and those employed locally as part of an agreed employment and skills plan. This also includes the promotion of skills and training for the local areas as part of the employment and skills plan.</p>	<b>Volume 1:</b> Chapter 6 Socio-Economics	Planning Condition
<b>DRAINAGE</b>			
	<p><b>Surface Water Drainage</b></p> <ul style="list-style-type: none"> <li>▪ Avoided development on the north west corner of the site near Gore End Farm as this area is low lying and considered likely to be impeded in future rainfall events due to overland flow routes across the site;</li> <li>▪ Installation of green space through the proposed Strategic Public Open Space in this location to accommodate overland flow routes in the event of an exceedance of flow rates in a future rainfall event.</li> <li>▪ Installation of a network of SuDS utilising infiltration as the preferred method. The site is underlain with Chalk and early infiltration tests confirm this method of discharging surface water runoff is feasible. The SuDS will enhance the proposed amenity spaces and proposed landscaping and will be developed to provide ecological enhancement wherever possible through planting. The water quality treatment will help protect groundwater and underlying aquifers. The network of SuDS will ensure that sufficient surface water storage is provided up to and including the 1 in 100 (1%) Annual Probability plus 40% climate change event.</li> <li>▪ All future reserved matters planning applications will be required to demonstrate compliance with this drainage strategy document, once approved.</li> </ul>	<p><b>Volume 1:</b> Chapter 4: The Proposed Development <b>Volume 2</b> Appendix Water Resources Annex 2 Drainage Strategy</p>	Planning Condition
<b>AGRICULTURE</b>			
	Retention of existing agricultural soils within the site for their re-use in the design of the green infrastructure in areas proposed for public open space or where suitable to accommodate any required fill across the site. Implementation of a soil resources plan (SRP) in line with the Defra Construction Code of Practice for the Sustainable Use of Soils, which includes confirmation of the different soil types and depths based on the soil surveys already undertaken.	<p><b>Volume 1:</b> Chapter 4: The Proposed Development <b>Volume 1:</b> Chapter 10: Agriculture</p>	Planning Condition
<b>LANDSCAPE AND VISUAL</b>			
	<p>Phased implementation of both the Proposed Development and the proposed landscaping on a phase by phase basis in order to minimise effects on local visual amenity;</p> <p>Retention of and protection in line with BS5837 of parts of two HoPI native species-rich hedgerows, located along the northern boundary adjacent to the Medical Centre and along the south eastern boundary along Park Lane. (see Green Infrastructure Parameter Plan illustrated as 'Existing Green Infrastructure' to be retained)</p>	<b>Volume 1:</b> Chapter 4: The Proposed Development	Planning Condition

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TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
		Volume 1: Chapter 13, Landscape and Visual Impact	

**Table 14.3 Mitigation and Monitoring Schedule – Completed Development**

ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
<b>ECOLOGY AND BIODIVERSITY</b>		
<p>Financial contribution to the Thanet Coast Strategic Access Management and Monitoring Plan<sup>2</sup> to fund mitigation measures, (i.e coastal wardening measures etc within the SPA boundary). Due to the scale of the Proposed Development and the proximity to the Thanet Coast the Proposed Development is required to provide further open space mitigation in addition to the SAMM Plan financial contributions. These measures will include the provision of sufficient areas of Public Open Space in the form of the Nature and Heritage Park, the Quex to Coast path and a network of other smaller POS throughout the site linked which will be linked by up to 5.6km of footpaths, which provide a variety of circular walking routes and together will provide a reliable alternative to daily dog walking activities.</p> <p>Provision of space within the public open space network for dog recreation facilities potentially including fenced training areas, lined dog swimming pond, dog agility equipment, dog waste-bins, dog drinking troughs/water provision. These measures align with those outlined in <i>Table 3: Potential Mitigation Approaches and Suitability of the SAAM Plan Report</i>, and will provide alternative on site provision and minimise impacts from dog walkers on wintering birds which use the fields along the existing PRoW.</p>	<p><b>Volume 1:</b> Chapter 4: The Proposed Development</p> <p><b>Volume 1:</b> Chapter 11, Ecology and Biodiversity</p>	<p>Planning Condition</p>
<b>SOCIO-ECONOMICS</b>		
<p>It is expected that the Proposed Development will require potential mitigation in the form of financial contributions under the S106 Agreement<sup>3</sup> and/ or via Community Infrastructure Levy payments to be used by the Council to support and manage the additional demand generated on GP's and secondary schools as the result of the Proposed Development.</p>	<p><b>Volume 1:</b> Chapter 6 Socio-Economics</p>	<p>Planning Obligation</p>
<b>TRAFFIC AND TRANSPORT</b>		
<p><b>Pedestrian and Cycle Infrastructure</b></p> <ul style="list-style-type: none"> <li>▪ Widening of Manston Road;</li> <li>▪ Provision of a new footway along Manston Road; and</li> <li>▪ Contribution towards the Shottendane Road Roundabout.</li> </ul> <p><b>Public Transport</b></p> <p>Contribution towards the improvement of bus services and the provision of bus shelters within the site.</p> <p><b>Travel Plan</b></p> <p>A Travel Plan is a document containing a package of measures tailored to the needs of individual developments and aimed at promoting more sustainable travel choices, such as walking, cycling, bus usage or car sharing, and reducing reliance on the car, particularly for single occupancy trips. Travel Plans will be developed in detail for each phase and will be regularly monitored and reviewed in terms of targets and initiatives with a view to increasing sustainable transport mode share on a year-by-year basis.</p>	<p><b>Volume 1:</b> Chapter 7 Traffic and Transport</p>	<p>Planning Condition / Planning Obligation</p>

<sup>2</sup> Thanet Government April 2016, *Strategic Access Management and Monitoring Plan in respect of the Thanet section of the Thanet Coast and Sandwich Bay SPA*. Available online: <https://www.thanet.gov.uk/wp-content/uploads/2018/03/Thanet-DC-SAMM-MAIN-REPORTFinal-21st-April-2016.pdf>

<sup>3</sup> Thanet District Council (March 2019), 'Local Development Scheme'