

Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

INTRODUCTION

- 17.1 Mitigation refers to ‘*measures envisaged to prevent, reduce and, where possible, offset any significant adverse effects on the environment*’¹. Throughout the design process, environmental mitigation measures have been incorporated into the design of the Proposed Development to prevent and reduce potentially adverse effects (e.g. appropriate drainage strategy measures to ensure that flood risk is minimised). 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 ES in **ES Volume 1, Chapter 4: The Proposed Development**; they are not necessarily repeated within this chapter of the ES, although some have been brought through for completeness. These measures will be secured via the planning permission granted for the Proposed Development itself.
- 17.2 Environmental enhancement measures have been incorporated into the design of the Proposed Development where practicable 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 necessarily repeated within this chapter of the ES. These measures will also be secured via the planning permission granted for the Proposed Development itself.
- 17.3 Several Management Plans or Management Documents have also either been prepared in draft/ outline to accompany the planning application or are committed to being prepared and implemented which relate to mitigating adverse environmental effects (e.g. a Demolition and Construction Environmental Management Plan (DCEMP)). These Management Plans/ Documents will be secured through obtaining planning consent for the Proposed Development and their drafting, agreement and implementation will be subject to Planning Conditions attached to the development consent if granted by the Local Planning Authority (LPA), in this case London Borough of Southwark (LBS). Table 17.1 lists the Management Plans/ Documents. The requirements (which have been identified as being necessary because of the Environmental Impact Assessment (EIA)) of each of the Management Plans/ Documents is summarised in Table 17.2.
- 17.4 Table 17.2 presents other ‘secondary’ mitigation and environmental design commitments required for the Proposed Development, which have been identified as being required as a result of the EIA process and described within this ES, however, do not necessarily sit within a specific Management Plan or Management Document. These measures are typically project bespoke mitigation and design commitments that have been identified as being required by the EIA, both in relation to the demolition and construction works and following completion and during operation of the Proposed Development.
- 17.5 Table 17.2 also sets out any relevant ‘tertiary’² mitigation. This is environmental mitigation and design commitments which are standard measures/ commitments that would be adopted as a matter of course to meet legislative requirements and best practice guidance in relation to the demolition and construction works and completed development as relevant to the EIA.
- 17.6 Monitoring can relate to observations and recordings throughout the demolition and construction works (for example dust monitoring). In addition, monitoring can be relevant at the operational stage of a development, for example in relation to a staff or residential travel plan and use of cycle parking or electric vehicle charging facilities. Monitoring can also be relevant where mitigation needs to be checked and validated for success; for example, tree/ vegetation growth over time to provide for a longer-term green buffer for mitigating visual impact. In the case of the Proposed Development, environmental, noise and air quality monitoring are proposed. No other monitoring requirements have been identified as a result of the EIA.
- 17.7 The environmental mitigation, design commitments and monitoring presented in Table 17.2 are measures that the LBS will need to secure for the project, either using Planning Conditions (related to the Planning Permission) or through the Section 106 Agreement.

17.8 The environmental mitigation, design commitments and monitoring have been developed through coordination with the Applicant, Design Team and EIA technical specialists to ensure the environmental mitigation, design 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.

Table 17.1 Management Plans/ Documents

MANAGEMENT PLANS
DEMOLITION AND CONSTRUCTION
Demolition and Construction Environmental Management Plan (DCEMP) which includes the following: <ul style="list-style-type: none">Dust Management Plan (DMP); andNoise and Vibration Controls.
Construction Logistics Plan (CLP)
Project Waste Management Plan
COMPLETED DEVELOPMENT
Parking Design and Management Plan
Travel Plan
Delivery and Servicing Plan
Operational Waste and Recycling Management Strategy
Habitat Management Plan

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

² <https://www.nipa-uk.org/uploads/news/NIPAroundtablemitigationP2.pdf>

Aylesham Centre Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

Table 17.2 Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION	ES REFERENCE
PRE-COMMENCEMENT	
CONSENTS AND LICENCES	
All contractors involved in the demolition and construction works associated with the Proposed Development will be registered with the Considerate Constructors Scheme (CCS), Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) schemes.	ES Volume 1, Chapter 5: Demolition and Construction
<p>All necessary consents and licences required to commence an onsite activity will be obtained ahead of the works commencing and giving the appropriate notice period (albeit note some of these are also required by other legislation outside the EIA process). These will include:</p> <ul style="list-style-type: none">• Notices for works on the highway in accordance with the Highways Act 1980 and Road Traffic Act 1998;• Hoarding, scaffold and crane licences for works on the perimeter boundary;• Connections to existing statutory services and main sewers;• Licence for discharge of water from the site into the public sewer; and• Any Party Wall Act notices and agreements; and• Approval of relevant demolition and construction related site environmental management plans and other supporting documents.	ES Volume 1, Chapter 5: Demolition and Construction
SITE INVESTIGATIONS, REMEDIATION STRATEGY AND VERIFICATION (GROUND CONDITIONS AND LAND CONTAMINATION)	
<p>Comprehensive intrusive site investigations will be undertaken on site. This will include groundwater monitoring to confirm the groundwater levels on site. This will be secured by a suitably worded planning condition attached to any planning consent and will assist in deriving the final risk assessment for the site which will identify if there any specific remediation or mitigation measures required to be implemented.</p> <p>Gas monitoring will be undertaken within the intrusive investigations. This will include an investigation of the presence of any speciated volatile and semi-volatile organic compounds as well as other potential chemicals that could be present on site. A Gas Risk Assessment will be prepared and agreed with the LBS and, if necessary, a ground gas mitigation strategy will be prepared, agreed and employed. This will be secured via a suitably worded planning condition attached to any planning consent.</p> <p>A strategy for dealing with any contamination identified and information will be prepared and agreed with LBS. The remediation and / or mitigation strategy and verification report will also be prepared and agreed. If during demolition and construction works unexpected contamination is encountered, the LBS shall be notified and no further development shall be carried out until an addendum to the remediation implementation and verification method statement has been submitted to and approved in writing by the LBS. No occupation of any part of the Proposed Development shall take place until a verification report demonstrating completion of works set out in the remediation implementation and verification method statement, has been submitted to and approved in writing by the LBS.</p>	ES Volume 1, Chapter 13: Ground Conditions and Land Contamination
ASBESTOS SURVEY	
A refurbishment and demolition survey will be undertaken to ascertain the presence and extent of any asbestos. This survey will be in conjunction with the Control of Asbestos Regulations 2012 and the relevant HSE guidance notes. The results of the survey will determine the extent to which provisions will be necessary for asbestos removal works. If further works are required, they will be done so by accredited parties from the appropriate body who have proven competence and in compliance with ISO 17020 and 17025.	ES Volume 1, Chapter 5: Demolition and Construction
UNEXPLODED ORDNANCE	
<p>A UXO Risk Management Plan will be undertaken for the full site area prior to any excavation works to define the level of risk and to recommend appropriate mitigation measures. A phasing plan for any remediation works will be provided following the results of the comprehensive intrusive investigation. This plan will be submitted to the LBS alongside a remediation report to inform the demolition and construction works with the purpose to achieve an environmental betterment.</p> <p>Should any UXO be identified on-site, then the immediate area surrounding the UXO will be tested for potential leaching and/ or pollution and from here, a remediation strategy will be prepared, agreed and employed prior to any further works on-site. UXO awareness briefings will also be given to all personnel undertaking any works on-site.</p>	ES Volume 1, Chapter 13: Ground Conditions and Land Contamination
FOUNDATION WORKS RISK ASSESSMENT	
An appropriate Foundation Works Risk Assessment including a Piling Method Statement will be prepared to inform the foundation design of the Proposed Development. The Piling Method Statement will ensure that all infrastructure, including below ground utility services, are considered.	ES Volume 1, Chapter 13: Ground Conditions and Land Contamination
ARCHAEOLOGICAL WORKS AND ARCHAEOLOGICAL WRITTEN SCHEME OF INVESTIGATIONS	
<p>Archaeological monitoring of future geotechnical investigation will be undertaken, which will clarify levels of truncation and depth of deposit survival, and will be undertaken in accordance with the Written Scheme of Investigation (WSI), which has been prepared and submitted with the planning application.</p> <p>Depending on the results of the archaeological monitoring, targeted trial evaluation trenches may be necessary to confirm the presence, nature and significance of any archaeological remains in the areas of proposed impact. The results would allow an informed decision to be made regarding an appropriate mitigation strategy for any significant archaeological assets. This may comprise targeted archaeological excavation in advance of construction, and/or a watching brief during groundworks. This would ensure that any significant archaeological assets are not removed without record and the opportunity to secure public benefits from the archaeological process.</p> <p>The requirement for any required archaeological investigations will be secured by the LBS by way of an appropriately worded planning condition.</p> <p>The post-consent archaeological work will be undertaken in accordance with a Written Scheme of Investigation (WSI) approved by the Archaeological Advisor to the LBS and could be carried out under the terms of a standard archaeological planning condition set out under the granting of planning permission.</p>	ES Volume 1, Chapter 12: Archaeology ES Volume 3, Appendix: Archaeology – Annex 2
DEMOLITION AND CONSTRUCTION WORKS	
DEMOLITION AND CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (DCEMP)	
<p>An Outline Demolition and Construction Environmental Management Plan (DCEMP) has been prepared and submitted in support of the planning application. A detailed DCEMP will be secured by an suitably worded planning condition and prepared prior to the commencement of works on site, in agreement with LBS, which will form the main strategic framework for the management of environmental effects and implementation of measures prior to, and during, the demolition and construction phase of the Proposed Development. The DCEMP sets out the following information as a <i>minimum</i>:</p> <ul style="list-style-type: none">• Site Information:<ul style="list-style-type: none">– Information regarding the location of works, a site boundary plan and sensitive receptors plan;– Procedures pertaining to environmental training and health and safety issues through the means of ‘Toolbox Talks’;• Construction Information:<ul style="list-style-type: none">– Description of planned works and a construction programme;	ES Volume 1, Chapter 5: Demolition and Construction ES Volume 1, Chapter 7: Traffic and Transport ES Volume 1, Chapter 8: Air Quality ES Volume 1, Chapter 9: Noise and Vibration ES Volume 1, Chapter 13: Ground Conditions and Land Contamination

Aylesham Centre Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION	ES REFERENCE
<ul style="list-style-type: none">- Proposed working hours during construction, including any abnormal hours;- Details of the main haulage routes and site access points;- Proposed dates and sequence of the works;- Equipment and plant to be used;- Method of delivery / removal of materials and plant;• Environmental Management:<ul style="list-style-type: none">- Internal environmental audit programme;- Environmental mitigation schedule relating to each topic (based on the effects identified in the ES);- Process for dealing with the neighbourhood and complaints;- Exclusion measures between the public from the vicinity of the site during construction and ensure maintenance of public safety;- Reduction measures of visual impact of the construction site, including nuisance from construction lighting;- Arrangements for the removal of contaminated material, where appropriate;- Arrangements for the storage of raw materials on-site (including potentially contaminative material, such as fuels);- Pollution prevention measures, including the following:<ul style="list-style-type: none">▪ Proper maintenance of demolition / construction vehicles in accordance with good site practices to reduce the risk of hydrocarbon contamination and will only be active when required;▪ Construction materials will be stored, handled and managed with due regard to the sensitivity of the local aquatic environment and thus the risk of accidental spillage or release will be minimised;▪ Any existing debris located within the area of the proposed works would be removed before the start of construction and after completion of the proposed works;▪ Any excavated material or spoil stored on-site will be located within an area surrounded by a bund to ensure that, should a heavy rainfall event occur, there will be minimal/ no risk of soil washout entering the river via a surface water flow pathway;▪ In accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001, any tanks storing more than 200 litres of oil will have secondary bunding and any above ground storage tanks will be located on a designated area of hardstanding;▪ Oil interceptors will be regularly inspected, cleaned and maintained. Full records will be kept of inspections, maintenance works, and measures undertaken to sustain equipment performance. These provisions should ensure no significant impacts occur on water quality. The use of settlement facilities will aid the removal of any contaminated particulate material that might be derived from construction materials;▪ The construction drainage system will be designed and managed to comply with BS6031:2009 'The British Standard Code of Practice for Earthworks', which details methods that should be considered for the general control of drainage on construction sites. Further advice is contained within the British Standard Code of Practice for Foundations (BS8004: 2015);▪ The risk of redistributing any potential contamination around the site (i.e., from residual soil contamination or similar on construction vehicles) will be minimised by designating clean and dirty work areas to prevent cross-contamination;▪ Vehicles and equipment will be washed down in specially designated areas and areas of hard standing at access and egress points will be cleaned at appropriate intervals and wash-off into the ground or surface waters is prevented;▪ Good site working practices for construction and maintenance workers will be enforced such that impacts from potential contamination are minimised. The contractor on-site will be responsible for implementing these requirements. This will include requiring the use of appropriate Personal Protective Equipment (PPE) and provision of welfare facilities to assist in maintaining good hygiene levels with segregation of certain activities (such as eating and drinking) from the designated dirty areas;▪ Any ponded water from excavations will be pumped into temporary (baffled) holding tanks within the site to remove suspended sediment before discharge to surface water or to the ground (subject to an appropriate consent, where required). If oil is observed in the water from the excavation, it will be diverted through temporary oil interceptors prior to being discharged. Dewatering activities may require a temporary abstraction license, and this would need to be discussed with the EA prior to commencement of construction works;▪ Any asbestos-containing materials will be managed in accordance with The Control of Asbestos Regulations (2012) which will prevent cross contamination of site soils during any demolition and construction works and protect workers from exposure to asbestos. Where required, materials would be handled by a specialist contractor;- Waste storage and removal arrangements (either as part of the DCEMP or a separate Project Waste Management Plan (PWMP), or equivalent);- Measures to be followed to minimise noise, dust and vibration levels during demolition and construction, including limits to be complied with for certain high impact activities (such as piling), as appropriate;- Archaeological works management plans where necessary;- Ecology effect measures;- Waste water generated during construction activities measures to minimise the risk of potentially contaminative material entering the local drainage network;- Emergency procedures to be followed in the event of an environmental incident (e.g. spillage);• Monitoring:<ul style="list-style-type: none">- Targets on construction environmental performance that will drive continuous improvement (such as energy, water use, carbon emissions and waste);- Procedures and requirements for monitoring the recording and reporting of results as well as remedial action should non-compliance with limits occur. This will detail the receptors monitoring is required for, frequency of monitoring, thresholds, non-compliance actions and distribution of results;- Construction process monitoring against environmental objectives and actions details that should be followed if such has been breached;- Procedures for coordinating the monitoring results to ensure that the combined effect of the works in different locations does not trigger threshold levels;• Legal Requirements:<ul style="list-style-type: none">- Environmental legislation schedule with good practice guidance for both current and potentially upcoming contractual obligations at the time;- A list of specific objectives and targets that have been imposed by planning conditions and agreed in consultation with third parties; and- A register of permissions and consents required, with responsibilities allocated and a programme for obtaining them.	<p>ES Volume 1, Chapter 14: Climate Change and Greenhouse Gases</p>

Aylesham Centre Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION	ES REFERENCE
DCEMP – NOISE AND VIBRATION CONTROLS	
<p>Section 72 of the Control of Pollution Act 1974 (CoPA) describes Best Practicable Means (BPM), which will be implemented to reduce noise emissions throughout the construction works to a reasonable and practicable level. The following measures will be adopted in line with BPM:</p> <ul style="list-style-type: none">• Minimum 2.3m high hoarding around the perimeter of the site;• Local screening of handheld tools;• Strategic placement of plant items as far from receptors as practicable possible and use of temporary acoustic barriers where appropriate and other noise containment measures such as screens and sheeting to minimise noise breakout and reduce noise levels at the potentially affected receptors;• Switching off of plant and vehicle engines when not in use;• Restriction of drop heights onto lorries;• Regular maintenance and servicing of vehicles, equipment and plant;• Vehicles and mechanical plant should be fitted with effective exhaust silencers;• Pneumatic percussive tools should be fitted with appropriate mufflers or silencers;• Appropriate handling and storage of materials;• Enforcement of restricted working hours for excessively noisy activities;• Time slots will be adopted for deliveries to ensure that convoys of vehicles do not arrive simultaneously and avoid potential engine idling on-site; and• Implementation of an appropriate traffic management strategy. This strategy will include controls to prevent temporary parking of construction vehicles in the vicinity of Noise Sensitive Receptors. <p>In addition to the above, reasonable steps would be taken to keep the local community informed of proposed construction operations. The site management team will co-ordinate the dissemination of information (for example, by means of a regular newsletter) and to schedule those operations at times that would minimise the potential for disturbance. The site management team will provide a contact telephone number on the site boundary so that any concerns with construction activities can be communicated directly to a senior manager who will be able to address any concerns and control activities accordingly. This person will be responsible for logging complaints and actions.</p> <p>A Section 61 consent under the CoPA will also be sought to secure the appropriate noise and vibration limits for construction activities at the nearby sensitive properties. These limits will be monitored (for both noise and vibration) and reported. The reports and monitoring will highlight when it is likely that the construction limits will be exceeded, so that construction activities can be effectively altered so as not to exceed the limits.</p>	<p>ES Volume 1, Chapter 5: Demolition and Construction</p> <p>ES Volume 1, Chapter 9: Noise and Vibration</p>
DCEMP – DUST MANAGEMENT PLAN (DMP)	
<p>An approved Dust Management Plan (DMP) will be implemented via the DCEMP and complied with. Measures adopted by the DCEMP will include as a <i>minimum</i>:</p> <p>Site Management</p> <ul style="list-style-type: none">• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary;• Display the head or regional office contact information;• Record all dust and air quality pollutant emissions complaints;• Make the complaints log available to the local authority when asked;• Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked;• Increase the frequency of inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions;• Record any exception incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book;• Hold regular liaison meetings with other high risk construction sites within 250 m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes; <p>Preparing and Maintaining the Site</p> <ul style="list-style-type: none">• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible;• Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;• Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;• Avoid site runoff of water or mud;• Keep site fencing, barriers and scaffolding clean using wet methods;• Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on site cover as described below;• Cover, seed or fence stockpiles to prevent wind whipping;• Carry out regular dust soiling checks of buildings within 100 m of site boundary and provide cleaning if necessary;• Put in place real time dust and air quality pollutant monitors across the site and ensure they are checked regularly;• Agree monitoring locations with the Local Authority;• Where possible, commence baseline monitoring at least three months before work begins; <p>Operating Vehicle/ Machinery and Sustainable Travel</p> <ul style="list-style-type: none">• Ensure all Non-Road Mobile Machinery (NRMM) comply with London’s NRMM emission standards;• Ensure all vehicles switch off engines when stationary – no idling vehicles;• Ensure all on-road vehicles comply with the requirements of the London LEZ (and ULEZ);• Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable;	<p>ES Volume 1, Chapter 5: Demolition and Construction</p> <p>ES Volume 1, Chapter 8: Air Quality</p>

Aylesham Centre Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION	ES REFERENCE
<ul style="list-style-type: none">Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on un-surfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate) <p>Operations</p> <ul style="list-style-type: none">Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;Use enclosed chutes and conveyors and covered skips;Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on equipment wherever appropriate;Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; <p>Waste Management</p> <ul style="list-style-type: none">Reuse and recycle waste to reduce dust from waste materials;Avoid bonfires and burning of waste materials; <p>Demolition</p> <ul style="list-style-type: none">Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust);Ensure water suppression is used during demolition operations;Avoid explosive blasting, using appropriate manual or mechanical alternatives;Bag and remove any biological debris or damp down such material before demolition; <p>Earthworks</p> <ul style="list-style-type: none">Re-vegetate earthworks and exposed areas/soil stockpiles to minimised surfaces as soon as practicable;Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable;Only remove the cover in small areas during work and not all at once; <p>Construction</p> <ul style="list-style-type: none">Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;Avoid scabbling (roughening of concrete surfaces), if possible;Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; <p>Trackout</p> <ul style="list-style-type: none">Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site;Avoid dry sweeping of large areas;Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction siteEnsure vehicles entering and leaving sites are covered to prevent escape of materials during transport;Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior leaving the site where reasonably practicable);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; andAccess gates to be located at least 10m from receptors where possible.	
CONSTRUCTION LOGISTICS PLAN (CLP)	
<p>An Outline Construction Logistics Plan (CLP) has been prepared and submitted in support of the planning application. This provides information regarding management of construction vehicle movements and measures that will be taken to ensure an efficient and sustainable approach is held for material distribution, demolition and construction works. A detailed CLP will be secured by a suitably worded planning condition, and prepared prior to the commencement of works on site. The CLP will include the following measures that will reduce the impact of construction vehicles traffic upon the local area:</p> <ul style="list-style-type: none">Where necessary, bulk transit trips and abnormal loads occur they will be scheduled to off-peak periods to minimise delays for local road users;Construction vehicles will utilise designated routes in and out of the Proposed Development;Where necessary, notification will be given to the local council and police as required where abnormal road traffic management measures will be implemented for instances such as crane deliveries;Specified loading/unloading bays will be noted to avoid congestion for local road's in the Proposed Development's immediate vicinity;Waste removal from site will follow a designated route;Construction vehicle routes will be agreed with LBS and where possible will avoid assets such as local schools.;A Delivery Management System (DMS) will be used in conjunction with contractors and suppliers to all deliveries to be booked in advance and spaced out to avoid peak times and control vehicle flow;The use of a vehicle holding area and construction consolidation centre will be investigated to help maximise efficient and reduce the number of trips;Pre-fabricated elements of construction will be explored to minimise the number of trips made into site;The Considerate Constructors Scheme (CCS), Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) will all be committed to and any contractors and suppliers must also comply with such;The CLP will be continually managed, monitored and complied with; andSuitable hoarding will be established to provide a physical barrier between the site boundary and the public to maintain security and safety.	<p>ES Volume 1, Chapter 5: Demolition and Construction</p> <p>ES Volume 1, Chapter 7: Traffic and Transport</p> <p>ES Volume 1, Chapter 14: Climate Change and Greenhouse Gases</p>

Aylesham Centre Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION		ES REFERENCE
PROJECT WASTE MANAGEMENT PLAN		
Prior to the commencement of works on site, a Project Waste Management Plan (PWMP) will be prepared and submitted to LBS. The PWMP will include details on waste minimisation strategies incorporated in design and procurement staged. It will also include information on how waste will be managed during the construction phase along with predictions for various waste streams. The PWMP will be secured via a suitably worded planning condition.		ES Volume 1, Chapter 5: Demolition and Construction
ECOLOGY AND BIODIVERSITY		
Clearance of habitats suitable for nesting birds (all vegetation and buildings) will be undertaken outside the nesting bird season (i.e. between October and February inclusive), where possible. However, should this not be practical, the following measures will be adhered to: <ul style="list-style-type: none">Works will be undertaken in line with a Precautionary Working Method Statement (PWMS);Prior to clearance, an ecologist will carry out a nesting bird inspection of areas to be cleared; andShould any active birds’ nests be found, the work will not take place within an appropriate established buffer zone (usually 5m), which will be left intact until it has been confirmed that the young have fledged, and the nest(s) is no longer in use.		Preliminary Ecological Appraisal ES Volume 3, Appendix: EIA Methodology – Annex 1
Measures will be employed during the construction phase to avoid any harm to wild mammals protected by the Wild Mammals (Protection) Act 1996, including the following: <ul style="list-style-type: none">Covering of all deep holes and trenches overnight and/or the provision of planked escape routes for any wildlife that may fall in.Any liquids held on-site will be stored in a secure lock-up; andHoarding around the perimeter of the site. These measures will be implemented through a Demolition and Construction Method Statement (DCMS) or similar.		
COMPLETED DEVELOPMENT		
NOISE		
Building Services Plant Noise Building services plant equipment will be selected, located, and attenuated such that the plant noise emission criteria agreed with LBS are satisfied. Such criteria will be agreed through appropriately worded planning conditions. Retail, Leisure and Commercial Noise The proposed flexible retail, leisure and commercial uses (including drinking establishment premises) will be designed and managed such that the noise emission criteria agreed with LBS are satisfied. Such criteria will be agreed through appropriately worded planning conditions and licensing agreements. Detailed analysis at third octave bands will be undertaken should any entertainment or leisure venues be proposed, subject to the specific wording of any future planning conditions or licensing agreements.		ES Volume 1, Chapter 8: Noise and Vibration
TRAVEL PLAN		
A Travel Plan has been prepared and submitted in support of the planning application. The Travel Plan includes a comprehensive package of measures, with the aim of promoting sustainable and active modes of travel to and from the site. These include, but are not limited to, the following: <ul style="list-style-type: none">The provision of a travel pack to all occupants, which will promote local public transport networks, details of carbon foot-foot printing, and details of the car parking management in place.Residents will be informed of the availability of, and access to, cycle parking.The appointment of a Travel Plan Co-Ordinator.Undertaking travel monitoring surveys.The production of a Travel Plan monitoring report, to be submitted to LBS.		ES Volume 1, Chapter 7: Traffic and Transport ES Volume 1, Chapter 14: Climate Change and Greenhouse Gases
DELIVERY AND SERVICING PLAN		
A Delivery and Servicing Plan has been prepared and submitted in support of the planning application, which includes a range of measures which aim to: <ul style="list-style-type: none">Promote smarter operations that reduce the need for freight travel overall or that reduce or eliminate trips and particularly those in peak periods;Encourage greater use of sustainable freight modes;Promote use of low or zero emission vehicles for delivery and servicing, and associated reduction of CO₂ and air pollutant emissions;Manage the on-going development and delivery of the Delivery and Servicing Plan with the retail tenants;Communicate site servicing facilities (through dissemination of information) to staff and suppliers;Communicate the DSP and its constituent measures to the site occupiers; andEncourage efficient use of freight vehicles and servicing/delivery trips.		ES Volume 1, Chapter 7: Traffic and Transport ES Volume 1, Chapter 14: Climate Change and Greenhouse Gases
PARKING DESIGN AND MANAGEMENT PLAN		
A Parking Design and Management Plan has been prepared and submitted in support of the planning application, which includes a range of measures which detail: <ul style="list-style-type: none">Car parking locations;How car parking will be designed;How car parking will be managed;How parking management will be communicated;How access to parking bays can be requested;How car parking will be enforced;How blue badge parking will be managed in the context of demand; andWhat, if any, visitor car parking is available.		ES Volume 1, Chapter 7: Traffic and Transport ES Volume 1, Chapter 14: Climate Change and Greenhouse Gases

Aylesham Centre Chapter 17: Environmental Management, Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION	ES REFERENCE
OPERATIONAL WASTE AND RECYCLING MANAGEMENT STRATEGY	
An Operational Waste and Recycling Management Strategy has been prepared and submitted in support of the planning application, which aims to demonstrate how sustainable methods for waste and recycling management have been considered for the operational phase of the Proposed Development, and includes measures for the storage and management of waste arisings from the Proposed Development, as well as measures for the monitoring and reporting of residential and commercial bin stores.	ES Volume 1, Chapter 4: The Proposed Development
HABITAT MANAGEMENT PLAN	
A Habitat Management Plan (or similar) will be produced and submitted to LBS. the plan will aim to facilitate the appropriate maintenance of landscaped areas and to provide replacement planting, as necessary. The plan will also outline proposed management measures to maintain ecological value of any new habitats created, such as biodiverse roof(s) and areas of new planting. This will be secured via a suitably worded planning condition.	Preliminary Ecological Appraisal ES Volume 3, Appendix: EIA Methodology – Annex 1
WIND MICROCLIMATE	
<p>The following mitigation measures are required to mitigate safety exceedances:</p> <ul style="list-style-type: none">• Inclusion of the proposed landscaping plan.• Provision of temporary 2m side screen at probe location P91 (at podium level adjacent to Building M) during Phase 2 construction.• Provision of solid 1.1m balustrade at probe location P143 (Building C) and P102 (Building M).• Provision of 1.8m side screens at probe location P147 (Building L). <p>Further wind testing will be undertaken to develop and implement further mitigation prior to occupation.</p>	ES Volume 1, Chapter 11: Wind Microclimate
CLIMATE CHANGE	
To comply with Policy SI 2 of the London Plan and Policy P70 of the LBS' Local Plan, carbon offset payments will be provided to offset residual regulated CO ₂ emissions to zero percent of Part L of the Building Regulations.	ES Volume 1, Chapter 14: Climate Change and Greenhouse Gases

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