

Chapter 15: Environmental Management, Mitigation and Monitoring Schedule

INTRODUCTION

- 15.1** 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 permission is sought. These environmental mitigation measures are described in this Environmental Statement (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. Securing these measures will be via the planning permission granted for the Proposed Development itself and the requirement for this to be delivered in accordance with approved details.
- 15.2** 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 and the requirement for this to be delivered in accordance with approved details.
- 15.3** Several Management Plans or Management Documents have also either been prepared in draft to accompany the planning application or are committed to being prepared and implemented which relate to mitigating adverse environmental effects (e.g., a Construction Management Plan (CMP)). These Management Plans / Documents will be secured through obtaining planning permission for the Proposed Development and their drafting, agreement and implementation will be subject to Planning Conditions attached to the planning permission if granted by the Local Planning Authority (LPA), in this case London Borough of Camden (LBC). 15.3Table 15.1 lists the Management Plans / Documents. The requirements (which have been identified as being necessary in accordance with the Environmental Impact Assessment (EIA)) of each of the Management Plans / Documents is summarised in Table 15.2.
- 15.4** Table 15.2 also presents other ‘secondary’ mitigation and environmental design commitments required for the Proposed Development which have been identified as being required by the EIA process and described within this ES, but which do not necessarily sit within a specific Management Plan or Management Document. These measures are typically bespoke project mitigation and design commitments that have been identified as being required by the EIA, both in relation to the deconstruction and construction works and following completion and during operation of the Proposed Development.
- 15.5** Table 15.2 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 deconstruction and construction works and completed development as relevant to the EIA.
- 15.6** Monitoring can relate to observations and recordings throughout the deconstruction and construction works (for example noise, vibration, or 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 its effectiveness. In the case of the Proposed Development, noise and vibration monitoring and air quality and dust monitoring is proposed during the deconstruction and construction works. No other monitoring requirements have been identified as a result of the EIA.
- 15.7** The environmental mitigation, design commitments and monitoring presented in Table 15.2 are measures that the LPA will need to secure for the project, either using Planning Conditions (related to the Planning Permission) or through the planning obligations to be secured by the Section 106 Agreement. 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 15.1 Management Plans / Documents

MANAGEMENT PLANS/ DOCUMENTS	DRAFT / OUTLINE SUBMITTED FOR PLANNING	ES / OTHER RELEVANT REFERENCE
Enabling Works, Deconstruction and Construction		
Construction Management Plan (CMP) which includes: <ul style="list-style-type: none"> Noise and Vibration Controls; Dust Management Plan (DMP); and Resource Management Plan (RMP) Site Waste Management Plan (SWMP) 	Yes	ES Volume 1, Chapter 5: Deconstruction 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 12: Climate Change and Greenhouse Gases ES Volume 3, Appendix: EIA Methodology – Annex 1
Construction Logistics Plan (CLP)	Yes	ES Volume 1, Chapter 5: Deconstruction and Construction ES Volume 1, Chapter 7: Traffic and Transport
Completed Development		
Travel Plan (TP)	Yes	ES Volume 1, Chapter 7: Traffic and Transport
Car Parking Design & Management Plan (CPDMP)	Yes	N/A
Operational Waste Management Plan (OWMP)	Yes	ES Volume 1, Chapter 4: The Proposed Development ES Volume 1, Chapter 7: Traffic and Transport ES Volume 1, Chapter 10: Climate Change and Greenhouse Gases ES Volume 3, Appendix: EIA Methodology – Annex 1
Delivery and Servicing Plan (DSP)	Yes	ES Volume 1, Chapter 4: The Proposed Development ES Volume 1, Chapter 7: Traffic and Transport
Ecological Management Plan (EMP)	No	ES Volume 1, Chapter 4: The Proposed Development

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

² <https://www.nipa-uk.org/uploads/news/NIPARoundtablemitigationP2.pdf>

Table 15.2 Mitigation and Monitoring Schedule

ENVIRONMENTAL MITIGATION	ES REFERENCE
REGISTRATIONS AND CONSENTS	
<p>The site will be registered with the 'Considerate Constructors Scheme' (CCS) and 'Construction Logistics and Community Safety' (CLOCS) scheme.</p> <ul style="list-style-type: none"> The appointed contractor will enroll the project in the Considerate Constructors Scheme and the project will be managed to achieve a high score of 40/45 or higher; The name and contact details of the Principal Contractors Project Manager will be displayed on the CCS poster located at the entrance of the site; The appointed Principal Contractor and all subcontractors will abide by, comply and adhered to the CLOCS Standards for construction logistics; The Principal Contractor will use subcontractors and suppliers that are members of the Fleet Operator Recognition Scheme (FORS); and All deliveries will be made to the site using vehicles and hauliers with FORS accreditation. 	ES Volume 1, Chapter 5: Deconstruction and Construction
<p>All consents and licenses required to commence any on-site activity will be obtained ahead of the works commencing and give the appropriate notice period. As a minimum, 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 and scaffold licences for works on the perimeter boundary; Construction Phase Plan under CDM Regulations; Health and Safety Executive (HSE) F10 Notification; Deconstruction Method Statements (DMS) and Risk Assessments; Construction Method Statement (CMS) and Risk Assessments; Section 80 (Demolition Notice³) Application; Section 61 (Noise Control) Application; Construction notices; Connections to existing statutory services and main sewers; Licence for discharge of water from the site into the public sewer; Party Wall Act notices and agreements; and Approval of relevant deconstruction and construction related environmental management plans and other supporting documents). 	
UNEXPLODED ORDNANCE	
A detailed Unexploded Ordnance Risk Assessment will be undertaken ahead of any intrusive works on-site.	Basement Impact Assessment
ARCHAEOLOGICAL WRITTEN SCHEME OF INVESTIGATIONS	
<p>Any archaeological works will be undertaken in accordance with an approved Written Scheme of Investigation (WSI) and will be carried out under the terms of an appropriately worded planning condition. This could include the following work, if required:</p> <ul style="list-style-type: none"> An archaeological watching brief to be undertaken during ground reduction for the proposed basement level B2, which will ensure that any previously unrecorded archaeological assets are not removed without record; or Archaeological monitoring of preliminary geotechnical investigations to clarify the nature and depths of deposits. 	Archaeological Desk Based Assessment
CONSTRUCTION MANAGEMENT PLAN (CMP)	
<p>An Outline Construction Management Plan (CMP) has been submitted alongside the planning application to help developers to minimise construction impacts both on and off-site. Various environmental management controls will form the basis of a Construction Management Plan (CMP) that will be implemented over the duration of construction works. A Full CMP will be secured by an appropriately worded planning condition. The CMP will seek to support the achievement of the following objectives:</p> <ul style="list-style-type: none"> To demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way; To identify deliveries that can be reduced, re-timed or even consolidated, particularly during peak periods; To help cut congestion on nearby roads and ease pressure on the environment; To encourage construction workers to travel to the site by sustainable or active travel modes; To improve vehicle and road user safety; To encourage the use of greener vehicles; 	<p>ES Volume 1, Chapter 5: Deconstruction and Construction</p> <p>ES Volume 1, Chapter 7: Traffic and Transport</p> <p>ES Volume 1, Chapter 8: Air Quality</p> <p>ES Volume 1, Chapter 9: Noise and Vibration</p> <p>ES Volume 1, Chapter 12: Climate Change and Greenhouse Gases</p>

³ To clarify, this legislation is required for the deconstruction works of the Proposed Development.

ENVIRONMENTAL MITIGATION	ES REFERENCE
<ul style="list-style-type: none"> • To improve the reliability of deliveries to the site; and • To reduce fuel costs and carbon emissions for freight operators. <p>General Information</p> <ul style="list-style-type: none"> • Details (including plans) of deconstruction works; • Standard working hours for the site in compliance with the requirements of 'Guide for Contractors in Camden': <ul style="list-style-type: none"> - 8.00am to 6.00pm on Monday to Friday - 8.00am to 1.00pm on Saturdays - No working on Sundays or Public Holidays • Detailed site layout and access arrangements, including plans for storage, site office set-up, vehicular movements, site access and egress; and • Construction programme and methodology; <p>Community Liaison</p> <ul style="list-style-type: none"> • A neighbourhood consultation process will be undertaken prior to submission of the CMP first draft; • Consultation process specifically relating to construction impacts will take place regardless of prior consultation relating to planning matters; • Affected individuals will be provided with a copy of the draft CMP, or a link to an online document; <p>Transport (see – CONSTRUCTION LOGISTICS PLAN (CLP))</p> <ul style="list-style-type: none"> • The contractors will use designated construction traffic routes for deliveries to the site; • Access routes to and from the site to be used by HGVs will be agreed upon with the LBC and TfL before the initiation of the construction programme via the details Construction Logistics Plan (see Construction Logistics Plan below); • The strategic road network will be used as far as possible to reach the site; and • All vehicle movements to site will be controlled by an electronic delivery management system (EDMS) where vehicles will be booked into pit lanes or entry gates as necessary to ensure that all arrivals are known and controlled, and materials management spaces are not double booked. <p>Environment</p> <ul style="list-style-type: none"> • Noise, vibration, and dust emissions on-site will be carefully managed via real-time continuous monitoring systems throughout the works until otherwise agreed with the Local Planning Authority • Noise and vibration controls will be implemented – see CMP - Noise and Vibration Controls below; and • Dust management measures – see CMP – Dust Management Plan below. 	
<p>CMP – NOISE AND VIBRATION CONTROLS (BEST MANAGEMENT PRACTICES)</p>	
<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"> • Careful selection of construction methods and plant to be used; • The use of temporary acoustic barriers where appropriate and the use of enclosures and screens around noisy fixed plant where practicable; • Regular maintenance and servicing of vehicles, equipment and plant; • Appropriate and well-maintained hoardings constructed on the boundaries of adjacent noise-sensitive premises, which may include sound absorbing materials; • 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 should 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 should include controls to prevent temporary parking of construction vehicles in the vicinity of Noise Sensitive Receptors. 	<p>ES Volume 1, Chapter 5: Deconstruction and Construction</p> <p>ES Volume 1, Chapter 9: Noise and Vibration</p>

ENVIRONMENTAL MITIGATION	ES REFERENCE
<p>If a temporary source of noise cannot reasonably be prevented and the works being undertaken are crucial to progressing the Proposed Development, then separate liaison with LBC and the appropriate neighbours will be held.</p> <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>Vibration limits will be set in compliance with BS 5228-2 to minimise the likelihood of adverse effects and cosmetic building damage. Prior warning and explanations will be given to the occupiers of residential properties on Hampstead Road prior to piling activities. Agreed vibration limits will be controlled through the implementation of the CMP, along with continuous long term vibration monitoring at appropriate locations.</p>	
CMP – DUST MANAGEMENT PLAN	
<p>Implementation and compliance with the measures set out within the Dust Management Plan (DMP), which will be integrated into the CMP, and secured by a suitably worded planning condition.</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 persons accountable on the site boundary; • Display the head or regional office information on the site boundary; • Record all dust and air quality complaints, identify causes and take measures to reduce emissions; • Make the complaints log available to the local authority when requested; • 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 site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out and during prolonged dry or windy conditions; and • Record exceptional incidents and action taken to resolve the situation. <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 sensitive receptors, as far as possible; • Erect solid screens or barriers around dusty activities on the site boundary at least as high as any stockpile 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 run off of water or mud; • Keep site fencing, barriers and scaffolding clean using wet methods; • Remove potentially dusty materials from site as soon as possible; • Cover, seed or fence stockpiles to prevent wind whipping; • Put in place real-time dust and air quality pollutant monitors across the site and ensure they are checked regularly; • Agree monitoring locations with LBC; and • Where possible, commence baseline monitoring at least three months before works begin. <p>Operation Vehicle/ Machinery and Sustainable Travel</p> <ul style="list-style-type: none"> • Loading and unloading will only be permitted in designated areas identified in the construction logistics plan; • Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone (LEZ) and Ultra Low Emission Zone (ULEZ); • Ensure all vehicles comply with the Non-Road Mobile Machinery (NRMM) standards, where applicable; • Ensure all vehicles switch off engines when stationary; • Avoid the use of diesel- or petrol-powered generators where possible; • Produce a Construction Logistics Plan (CLP) to manage the delivery of goods and materials (see – CONSTRUCTION LOGISTICS PLAN (CLP)); and • Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking); <p>Operations</p> <ul style="list-style-type: none"> • Only use cutting, grinding and sawing equipment with dust suppression equipment; • Ensure an adequate supply of water on-site for dust suppressant; • Use enclosed chutes and conveyors and covered skips; 	<p>ES Volume 1, Chapter 5: Deconstruction and Construction</p> <p>ES Volume 1, Chapter 8: Air Quality</p> <p>ES Volume 3, Appendix: Air Quality – Annex 11</p>

ENVIRONMENTAL MITIGATION	ES REFERENCE
<ul style="list-style-type: none"> • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate; and • Ensure equipment is readily available on-site to clean up spillages of dry materials. <p>Waste Management</p> <ul style="list-style-type: none"> • Reuse and recycle waste to reduce dust; and • No on-site bonfires and burning of waste materials on-site. <p>Deconstruction</p> <ul style="list-style-type: none"> • Ensure water suppression is used during deconstruction operations; • Avoid explosive blasting, using appropriate manual or mechanical alternatives; and • Bag and remove any biological debris or damp down such material before deconstruction. <p>Earthworks</p> <ul style="list-style-type: none"> • Re-vegetate earthworks and exposed areas / soil stockpiles to stabilise surfaces as soon as practicable; • Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable; and • Only remove the cover in small areas during work and not all at once. <p>Construction</p> <ul style="list-style-type: none"> • Avoid scabbling (roughening of concrete surfaces) if possible; • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless required for a particular process; • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emissions control systems; <p>Trackout</p> <ul style="list-style-type: none"> • Use water assisted dust sweepers on the site access and local road; • Avoid dry sweeping of large areas; • Ensure vehicles entering and leaving the site (including barges) are covered to prevent escape of materials; • Record all inspections of haul routes and any subsequent action in a site log book; • Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems or mobile water bowsers, and regularly cleaned; • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable); and • 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; • Ensuring that dusty materials are transported appropriately (e.g., sheeting of vehicles carrying spoil and other dusty materials); • Confinement of vehicles to designated haul routes within the site; • Restricting vehicle speeds on haul roads and other unsurfaced areas on the site; • Hoarding and gates to prevent dust breakout; • Appropriate dust site monitoring will be included within the site management practices informing site management of the success of dust control measures used; and • Covering the load bed on vehicles when entering and leaving site. 	
CONSTRUCTION LOGISTICS PLAN (CLP)	
<p>An Outline Construction Logistics Plan (CLP) included as part of the Transport Assessment, has been submitted in support of the planning application, detailing management of freight vehicle movements to and from the site during the development. A detailed CLP will be secured by an appropriately worded planning condition and will be prepared before construction and implemented and monitored throughout the construction programme. The CLP will minimise adverse impacts resulting from the deconstruction and construction phase of the Proposed Development.</p> <p>Objectives and measures of the CLP will include:</p> <ul style="list-style-type: none"> • Encourage construction workers to travel to the site by non-car modes; • Promote smarter operations that reduce the need for construction travel, or that reduce or eliminate trips in peak periods; • Encourage the use of greener vehicles and sustainable freight modes; • Manage the ongoing development and delivery of the CLP with construction contractors; • Communicate site delivery and servicing facilities to workers and suppliers; and • Avoid queueing and disrupting the traffic along the surrounding roads. 	<p>ES Volume 1, Chapter 5: Deconstruction and Construction</p> <p>ES Volume 1, Chapter 7: Traffic and Transport</p> <p>ES Volume 1, Chapter 12: Climate Change and Greenhouse Gases</p>

ENVIRONMENTAL MITIGATION	ES REFERENCE
SITE WASTE MANAGEMENT PLAN (SWMP)	
<p>An Outline Site Waste Management Plan (SWMP) has been prepared to support the planning application. The SWMP details how overarching waste management processes and practices will be undertaken during the deconstruction, site preparation, and construction phases of the site. The Outline SWMP also considers the need to lessen the overall impact of waste generation through recycling of materials from the construction phase of the Proposed Development. A detailed SWMP will be submitted and agreed with LBC prior to commencement of works on-site, and measures will include, but not be limited to:</p> <ul style="list-style-type: none"> • Construction waste arising will be investigated to determine its reuse potential on-site; • Hazardous waste materials will be stored in secure bunded compounds in appropriate containers which are clearly labelled to identify their hazardous properties and are accompanied by the appropriate assessment sheets; • Any fuels, oils and chemicals that are used will be stored in appropriate containers within secure bunded compounds in accordance with good site practice and regulatory guidelines and located away from sensitive receptors; • A sustainable materials selection strategy will be prepared prior to the construction of the Proposed Development. The ordering of appropriate, minimum amounts of building materials will be part of the materials selection strategy; • Temporary offices and work compounds on-site will retain all details relating to the waste strategy for the site, health and safety and monitoring and reporting details; • Clearly identified containers for segregated waste streams for reuse and recycling; • Dedicated skips will be provided for any construction waste that requires off-site disposal; and • Appropriate targets and objectives will be set in relation to the minimisation, reuse, and recycling of any waste materials during earth works and construction. These targets will be agreed at the inaugural meeting between the Principal Contractors, the contractors and LBC. <p>Initiatives to reduce waste as far as practically possible include:</p> <ul style="list-style-type: none"> • Undertaking sustainability workshops setting targets for recycled content in concrete and steel, promoting off-site manufacture and reuse of materials in the design stage; • Minimising raw material waste through analysing design and construction techniques where possible; • A commitment to developing waste minimisation opportunities by maintaining a role in the management of the supply chain during construction. Measures such as bulk buying will be utilized to facilitate this; • Liaison with suppliers to enable packaging material is to be sent back for reuse, the use of off-cuts where possible and the recycling of off-cut material by the supplier; • Engaging contractors in the process of maximizing the use of recycled aggregates for hard-core and cement replacements according to application; • To ensure compliance with legislative requirements, only Environment Agency licensed waste hauliers, waste management contractors and landfill sites will be used; • Suitable protection measures will be incorporated in the design of the waste management area to prevent pollution and regular inspections carried out to ensure that stored waste is covered by present accidental spillage and from being blown away; • Movement of waste by haul road and public highways will avoid, where possible, the use of access routes through residential areas. When leaving site, vehicles will be sheeted/covered to prevent any escape of materials onto the public highway; • Waste transfer notes will be retained and will fully describe the waste terms of type, quantity, and containment in accordance with relevant regulations. Information regarding the type and quantity of material returned to the supplier and the contractor or contractors will also hold copies of all waste documentation; and • Materials stored on-site for disposal (e.g., spoil arising) will be subject to the provisions of the duty of care and may require a waste management permit. Where this is identified the permit of any exemption will be managed by the Principal Contractor. 	<p>ES Volume 1, Chapter 5: Deconstruction and Construction</p> <p>ES Volume 1, Chapter 12: Climate Change and Greenhouse Gases</p>
RESOURCE MANAGEMENT PLAN (RMP)	
<p>A Resource Management Plan will be produced to cover non-hazardous waste materials including deconstruction and excavation waste and accurate data records on waste arisings and waste management routes.</p>	<p>ES Volume 1, Chapter 5: Deconstruction and Construction</p>
GROUND MOVEMENT MONITORING	
<p>A monitoring regime will be undertaken to measure the ground and asset movement during partial superstructure deconstruction, localised excavation and construction of the new superstructure. The required monitoring will be confirmed at later design stages following development of the construction methodology and agreement with third party building owners. In addition to monitoring of buildings, monitoring of existing LUL underground assets, and other third-party assets would be scoped and specified based on ground movement assessments of these assets and development of the basement design and construction sequence.</p>	<p>Basement Impact Assessment</p>
ECOLOGY AND BIODIVERSITY	
<p>In order to mitigate the risk of disturbing, injuring or killing nesting birds during the site clearance work, clearance work will take place outside of nesting bird season (March to August). If this is not possible, clearance will only occur after a suitably qualified ecologist has confirmed the absence of nesting birds, a maximum of 48 hours prior to site clearance.</p>	<p>ES Volume 3, Appendix: EIA Methodology – Annex 1</p>
TRAVEL PLAN (TP)	
<p>An Outline Travel Plan (TP) has been produced to support the planning application, which will inform the production of a Full TP, which will be secured by an appropriately worded planning condition. The TP will set out measures to ensure that all trips to and from the operational Proposed Development are as sustainable as possible. Measures included within the TP will include:</p> <ul style="list-style-type: none"> • The appointment of a TP Coordinator (TPC) prior to occupation to implement the TP. The TPC will report periodically to the LBC Travel Plan officers; • Organisation of a cycle to work week, which will be promoted by the TPC and coordinated with the National Bike Week, where timescales permit; • Promotion of a wide range of cycle initiatives, through a travel leaflet; • The establishment of a Bicycle User Group within the Proposed Development, which will enable users to set goals, log trips and participate in the cycling community within the building; 	<p>ES Volume 1, Chapter 7: Traffic and Transport</p> <p>ES Volume 1, Chapter 12: Climate Change and Greenhouse Gases</p>

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<ul style="list-style-type: none"> • The implementation of a bike maintenance service; • Inductions for new employees to encourage sustainable transport methods; • Travel Leaflets will be made available electronically to tenants to distribute to employees, which will raise awareness of sustainable travel initiatives; • Notice boards will provide travel information to employees and visitors; • A programme of monitoring and review will be implemented to evaluate the success of the TP. This will establish whether the agreed targets are being met. Monitoring the TP will be undertaken through travel surveys to understand the changing nature of travel habits and the effectiveness of measures in working towards meeting the TP objectives. <ul style="list-style-type: none"> - The TPC will coordinate the baseline travel survey in Year 1 to identify the initial travel mode share and adjust the Travel Plan targets, if necessary, in coordination with the LBC and TfL Travel Plan officers. Surveys will be then repeated in Year 3 and Year 5 to monitor progress against targets. - The monitoring report will be submitted to the LB Camden Travel Plan officers. The TPC will be responsible for coordinating the timing of the Travel Plan survey questionnaires, collating the results and submitting the monitoring report. - Once the Year 5 survey is undertaken and reported, the Travel Plan's monitoring requirements will have been completed. - The TPC will report the monitoring survey results within one month of the travel survey being undertaken. If appropriate, the targets and measures will be revised. The travel survey results, and revised targets will be included in the subsequent revisions of the Travel Plan. If the monitoring results identify that targets are not being met, remedial measures to encourage cycling will be implemented by the TPC. The TPC will report back to the LBC on an annual basis on how effectively the Travel Plan is in achieving its targets. 	
CAR PARKING DESIGN AND MANAGEMENT PLAN	
<p>A Car Parking Design and Management Plan (CPDMP) will manage all parking associated with the complete and operational Proposed Development and will be secured by an appropriately worded planning condition. The Regent's Place Management team will ensure that the parking facilities provided on-site are being appropriately used and are in accordance with the CPDMP. The team will also be responsible for monitoring the parking on a regular basis.</p>	ES Volume 1, Chapter 7: Traffic and Transport
DELIVERY AND SERVICING PLAN (DSP)	
<p>An Outline Delivery and Servicing Plan (DSP) has been produced to support the planning application and will be secured by an appropriately worded planning condition. The DSP will seek to mitigate and minimise the impacts of all delivery and servicing activity associated with the complete and operational Proposed Development, and will include the following measures:</p> <ul style="list-style-type: none"> • All vehicle movements across the Regent's Place Plaza and the delivery process will be fully managed by trained staff with a 'banksman' provided to guide the vehicles across the plaza; • The Regent's Place Management (RPM) team will be responsible for managing and coordinating the servicing of the Proposed Development including: <ul style="list-style-type: none"> - Liaising with occupiers and suppliers to encourage good practice; - Managing a delivery scheduling system, which will aim to avoid busy peaks; - Overseeing and accepting deliveries and being available to provide assistance; - Contacting individual occupiers to alert when their delivery has arrived; and - Recording vehicle sizes and types and discouraging long dwell times. • The RPM team will issue written / email instructions to all suppliers who book deliveries setting out the delivery procedures to be adopted. The information will include a plan indicating the location for access and servicing and where goods will be received; • All deliveries including the specialist gas deliveries will be scheduled to limit the number of vehicles in the morning and afternoon peak hours; • Clear signage will be provided directing goods to the correct entrance; • Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/ unloaded (i.e., when their vehicle is stationary). • Suppliers will be encouraged to use small and fuel-efficient vehicles where possible; • The refuse collection contractor will inform the Facility Manager (FM) team when the refuse collection vehicle is expected to arrive, so that the refuse is collected as promptly as possible; and • A logbook will be maintained and will include a record of any accidents or near misses and, if necessary, will be used to avoid potential future incidents. 	<p>ES Volume 1, Chapter 7: Traffic and Transport</p> <p>ES Volume 1, Chapter 12: Climate Change and Greenhouse Gases</p>
OPERATIONAL WASTE MANAGEMENT PLAN (OWMP)	
<p>An Operational Waste Management Strategy (OWMS) has been prepared to accompany the planning application, which aims to develop a strategy for legislative compliance and good practice in separation, storage, and collection of waste arising.</p>	ES Volume 1, Chapter 4: The Proposed Development
WIND MICROCLIMATE	
<p>Wind mitigation measures were developed through wind tunnel testing. The following mitigation measures have been included as part of the Proposed Development:</p> <ul style="list-style-type: none"> • No. 2 raised planters (800mm) and five trees circling the south-east corner: <ul style="list-style-type: none"> - Western planter includes No. 2 deciduous multi-stem trees, 2-3m tall; and - Eastern planter includes No. 2 deciduous 3-5m tall trees and one deciduous multi-stem 2-3m tall; • One solid 'totem'/screen, (1.5m tall x 1.2m wide) located between the southern façade and the external podium column; • No. 3 planters located along Brock Street: <ul style="list-style-type: none"> - Western raised planter: mounded to 1.5m tall with No. 7 deciduous trees 3-5m tall & No. 1 evergreen tree 8.5m tall; - Northern raised planter: mounded to 1m tall with No. 3 deciduous trees 3-5m tall & No. 1 evergreen tree 5-7m tall; and - Eastern level planter: No. 1 evergreen tree 10m tall. <p>Following the final wind tunnel workshop, details of landscaping and mitigation elements were refined by the design team which included:</p>	ES Volume 1, Chapter 11: Wind Microclimate

ENVIRONMENTAL MITIGATION	ES REFERENCE
<ul style="list-style-type: none"> Extending the western raised planter and changing the soft landscaping to incorporate No.4 deciduous multi-stem trees 2-3m tall. <p>The above change is reflected in the planning drawings.</p> <p>One on-site receptor at the accessible lift access records wind conditions one category windier than desired, representing an adverse effect. However, this will be mitigated with the local landscaping/sheltering such as a totem. The totem, landscaping or screen will be placed immediately west of the entrance and will be solid or 50% porous.</p> <p>It is anticipated that the wind mitigation measure may be subject to further detailed design prior to their implementation, in accordance with planning conditions to be imposed on the planning permission (if granted).</p>	
ECOLOGICAL MANAGEMENT PLAN	
<p>An Ecological Management Plan (EMP) will be produced and will detail any habitat creation and its ongoing management. The EMP will be agreed with LBC and secured by an appropriately worded planning condition. the EMP will provide a description of how habitats are to be created, managed and maintained for a period of at least 30 years.</p>	Biodiversity Net Gain Assessment