

## INTRODUCTION

- 16.1** 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. The key measures that have influenced the design have been described within **ES Volume 1, Chapter 3: Alternatives and Design Evolution**, and relevant measures have been incorporated within the design of the Proposed Development being sought for approval, as described within **ES Volume 1, Chapter 4: Proposed Development**. Specific measures that have been incorporated within the design of the Proposed Development are not set out within this chapter of the ES as they inherently form part of the scheme being sought for approval.
- 16.2** A number of Management Plans (in draft so they can be finalised and detailed at a later stage or if possible final) have also been prepared to accompany the OPA, or recommended as plans to be created and implemented pre commencement, which relate to mitigating adverse environmental effects. These Management Plans will be secured through planning conditions attached to the OPP if granted by the LBTH or through the Section 106 Agreement. **Table 16.1** lists the Management Plans that have been prepared, or would be prepared, following consent. The mitigation or monitoring measures identified throughout this EIA that will be incorporated into these Management Plans, are described within **Table 16.2** and **Table 16.3**.
- 16.3** **Table 16.2** and **Table 16.3** present the environmental mitigation and monitoring measures required for the Proposed Development, as identified as a result of the 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 demolition and construction works; and any additional, project bespoke mitigation and monitoring measures that have been identified as being required by the EIA.
- 16.4** The environmental mitigation and monitoring measures presented in **Table 16.2** and **Table 16.3** are measures that the LBTH will need to secure for the project, either using Planning Conditions (related to the Planning Permission) or through the Section 106 Agreement.
- 16.5** **Table 16.2** sets out the mitigation and monitoring measures that shall be implemented through the enabling and construction works. **Table 16.3** sets out the mitigation and monitoring measures that shall be implemented through / undertaken once the Proposed Development is built and in operation / use. These measures include those identified during the EIA Scoping process, and which have been relied upon to scope certain aspects out of the EIA.
- 16.6** 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 adverse environmental effects associated with the Proposed Development.
- 16.7** It is noted that in support of the OPA a number of other documents have been prepared and submitted including but not limited to: Planning Statement; Design and Access Statement; Transport Assessment; Statement of Community Involvement; Economic Regeneration Statement; and a Sustainability Statement. Where relevant

to the EIA these are referred to in **Table 16.2** and **Table 16.3** below. Planning Obligations are commitments that are anticipated to be made in and secured by the Section 106 Agreement, while Planning Conditions are expected to be provided as part of any OPP.

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

**Table 16.1 Management Plans**

MANAGEMENT PLAN	ES REFERENCE	PROPOSED DELIVERY MECHANISM
<b>ENABLING AND CONSTRUCTION WORKS</b>		
Construction Environmental Management Plan to include the following: - Noise and Vibration Controls; - Construction Traffic Management Plan - Dust Management Plan.	<b>Volume 1</b> , Chapter 4: Proposed Development and Chapter 5: Enabling and Construction Works  <b>Volume 1</b> , Chapters 8: Noise and Vibration and Chapter 9: Air Quality	Planning Condition
Site Waste Management Plan (SWMP)	<b>Volume 1</b> , Chapter 5: Enabling and Construction Works	Planning Condition
Construction Logistics Plan (CLP)	<b>Volume 1</b> , Chapter 5: Enabling and Construction Works and Chapter 7: Transport and Accessibility	Outline CLP submitted as part of the OPA Final CLP subject to a Planning Condition
Construction Traffic Management Plan (CTMP)	<b>Volume 1</b> , Chapter 5: Enabling and Construction Works and Chapter 7: Transport and Accessibility	Planning Condition
<b>OPERATION</b>		
Delivery and Servicing Plan (Submitted as part of the OPA)	<b>Volume 1</b> , Chapter 7: Transport and Accessibility	Planning Condition
Framework Travel Plan (Submitted as part of the OPA)	<b>Volume 1</b> , Chapter 7: Transport and Accessibility	Planning Condition
Parking Design and Management Plan (Submitted as part of the OPA)	<b>Volume 1</b> , Chapter 7: Transport and Accessibility	Planning Condition
Residential Travel Plan (Submitted as part of the OPA)	<b>Volume 1</b> , Chapter 7: Transport and Accessibility	Planning Condition
Operational Waste Management Strategy (incl. refuse disposal details and recycling management plan)	<b>Volume 1</b> , Chapter 4: Proposed Development	Planning Condition

**16.8** The detail regarding the requirements for each of the above plans, which have not been drafted and submitted as part of the OPA, are listed below where relevant either within **Table 16.2** or **Table 16.3**.

**Table 16.2 Mitigation and Monitoring Schedule – Enabling and Construction Works**

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	PROPOSED DELIVERY MECHANISM
PRE-COMMENCEMENT	<b>REGISTRATIONS / CONSENTS</b>		
	Registration with the 'Considerate Constructors Scheme'	Volume 1, Chapter 5: Enabling and Construction Works	Planning Condition
	<p><b>Section 61 Consent</b></p> <p>The primary method for the control of noise and vibration will be through an application for a Section 61 consent under the Control of Pollution Act 1974 (COPA) with the relevant authority. The Section 61 consent will contain appropriate noise and vibration limits at nearby noise sensitive premises. The noise and vibration limits will vary depending on the use and ownership of the relevant premises. Continuous noise and vibration monitoring shall be undertaken by the contractor at nearby noise sensitive premises, or if this is not feasible, a suitable alternate location with appropriate calibration to represent noise levels at nearby noise sensitive premises. The monitoring locations and parameters will be discussed and agreed with the relevant authority prior to the commencement of works on site. The contractor will have access to the noise and vibration monitoring results in real time. The real time monitoring system will provide email alerts to the on-site team(s) when noise/vibration levels need to be reduced for compliance with the agreed limits. The noise and vibration monitoring results will be summarised in fortnightly reports, which will be made available to the relevant authority upon request. Typical noise levels (thresholds) are LAeq,1h 75 dB at the nearest noise sensitive premises (window) for weekday daytime and Saturday morning work. Should noise levels exceed the thresholds presented in BS5228:2009, correct measures on site would be employed to reduce and minimise any further noise effects to noise sensitive receptors. Should noise levels be expected to, based on the scheduled work activities, exceed the thresholds presented in BS5228:2009 and mechanisms to reduce and minimise any impacts and resultant effects have not been identified, the provision of (or reasonable costs thereof) noise insulation shall be made (should daytime or night time noise exceed the noise insulation trigger levels as presented in Annex E.4 and Table E2 of BS5228 2009). Should noise levels be expected to, based on the scheduled work activities, exceed the thresholds presented in BS5228:2009 and mechanisms to reduce and minimise any impacts and resultant effects have not been identified, temporary relocation of affected parties shall be made (should daytime or night time noise exceed the temporary relocation trigger levels as presented in Annex E.4 and Table E2 of BS5228: 2009). In addition, the Section 61 consent will set out a dispensation and variation procedure under which consent can be applied for to carry out works which would potentially exceed the agreed noise and vibration limits or must occur at times when such work is otherwise not approved. Such dispensation/variations would be applied for where there are good engineering, safety or practical reasons for undertaking the works at these times. The selected contractor would adopt measures, including site supervision arrangements, to reduce noise and vibration to a minimum in accordance with Best Practicable Means (BPM), as defined in Section 72 of the COPA.</p>	<p>Volume 1, Chapter 5: Enabling and Construction Works</p> <p>Volume 1, Chapter 8: Noise and Vibration</p>	Section 61 Consent / Planning Condition
	<b>AVIATION</b>		
No cranes or scaffolding will be erected on the Site until construction methodologies and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the enabling and construction works have been submitted to and approved by the LBTH and London City Airport.	Volume 1, Chapter 5: Enabling and Construction Works	Planning Condition	
DURING ENABLING AND CONSTRUCTION WORKS	<b>ARCHAEOLOGICAL</b>		
	<ul style="list-style-type: none"> <li>- A watching brief on relevant groundworks;</li> <li>- A Level 1 Historic Building Recording of the remains of the Banana Wall exposed during construction works;</li> </ul>	Volume 3, Appendix: Introduction and EIA Methodology	Planning Condition
	<b>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)</b>		
Implementation and compliance with the approved CEMP adhering to the following <i>minimum</i> requirements:	<ul style="list-style-type: none"> <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>- Details on suitable and approved 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 LBTH 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 LBTH 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;</li> <li>- Approaches to screening, including the erection of hoarding around the works site;</li> <li>- Measures to control and monitor air pollution, considering the Mayor of London and London Council's guidance document 'The Control of Dust and Emissions from Construction and Demolition' (see below <b>CEMP - DUST MANAGEMENT PLAN</b>);</li> <li>- Provisions for reporting to the LBTH;</li> <li>- Safety for highway users, cyclists and pedestrians;</li> </ul>	<p>Volume 1, Chapter 5: Enabling and Construction Works</p> <p>Volume 1, Chapter 8: Noise and Vibration</p> <p>Volume 1, Chapter 9: Air Quality</p>	Planning Condition

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	PROPOSED DELIVERY MECHANISM
	<ul style="list-style-type: none"> <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 including energy consumption monitoring and reduction plans;</li> <li>- Minimising lighting and light spill; 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>- Storage tank/contained facilities would be appropriately banded within designated areas to reduce the likelihood of spills occurring;</li> <li>- Location of storage as far as practicable from the Dock to reduce the likelihood of any spills leaking or being washed into the Docks;</li> <li>- Use of silt treatment measures within the docks; 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>- Appropriate temporary drainage measures to surface water runoff and contain silt/contaminants;</li> <li>- Permits will be obtained from the EA and CRT prior to discharging surface water and groundwater into the docks;</li> <li>- Details of the emergency incident procedure;</li> <li>- Appropriate piling techniques will be used to limit the impact on existing structures and minimise vibration to prevent release of contamination into the docks;</li> <li>- Approval of discharge arrangements into the foul water sewer with Thames Water Utilities Limited (TWUL);</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, particularly as areas become progressively completed, and as the means of escape from the evolving building change. Fire alarm points and extinguishers will be situated at each floor of the buildings at the stair cores and within main corridors.;</li> <li>- Reduce energy usage and emissions via: <ul style="list-style-type: none"> <li>- Ensure all vehicles switch off engines when stationary – no idling vehicles;</li> <li>- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery-powered equipment where practicable;</li> <li>- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials;</li> <li>- Implement a Travel Plan that supports and encourages sustainable staff travel (public transport, cycling, walking, and car-sharing); and</li> <li>- Ensure all on-road vehicles comply with the requirements of the London LEZ.</li> </ul> </li> </ul>		
<b>CONSTRUCTION LOGISTICS PLAN</b>			
	<p>A CLP will be produced as part of the Planning Application to manage access and construction vehicles.</p> <p>The CLP will mitigate adverse effects on driver, public transport, pedestrian and cycle delay related to HGV traffic on the surrounding highway. The CLP is to include the following <i>minimum</i> requirements:</p> <ul style="list-style-type: none"> <li>- Designated delivery routes from the TLRN and SRN will be specified and all construction traffic will be required to adhere to the defined routes.</li> <li>- It is proposed that through an analysis of the number of required daily deliveries and their journey times a proportion of the trips can be scheduled to arrive at the construction site outside of peak hours;</li> <li>- Adopt the Construction Logistics and Community Safety (CLOCS) standards for all delivery vehicles (CLOCS Standard for construction logistics, V1.2 2014). Adherence to the standards are to consider the following: <ul style="list-style-type: none"> <li>- Fleet Operator Recognition Scheme (FORS) Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the Site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.). CLOCS Compliance will be included as a contractual requirement;</li> <li>- Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide;</li> <li>- Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the Site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged, retained, and enforced upon accordingly;</li> <li>- Collision reporting data will be requested from operators and acted upon when necessary;</li> <li>- Construction deliveries will also be carefully planned with delivery times agreed with each contractor using a booking system. Delivery schedules will be produced to look at the profiles of up and coming deliveries, regulate deliveries and eliminate bottle necks. Consideration will also be giving to reducing the number of vehicles movements through: <ul style="list-style-type: none"> <li>- The use of hardstanding's, either in-situ or crushed for reuse as a piling mat;</li> <li>- Reuse of excavated material for filling (based on its suitability);</li> <li>- Implementing site batching of concrete and delivering aggregates in large articulated loads to reduce deliveries by mixer truck;</li> <li>- The use of reusable hoardings where they can be used in non-aesthetic locations;</li> <li>- Consideration of the use of a consolidation centre to reduce deliveries during fit out;</li> <li>- The potential use of prefabrication techniques and modern methods of construction, where practical and viable to do so without compromising quality.</li> </ul> </li> <li>- Pedestrians will be segregated from the construction works at all times. Operative and staff access points will initially be located close to the main vehicular access gates, with separate pedestrian gates and footpaths provided.</li> </ul> </li> </ul>	<p><b>Volume 1, Chapter 7: Transport and Accessibility</b></p>	<p>Planning Condition</p>

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	PROPOSED DELIVERY MECHANISM
	<ul style="list-style-type: none"> <li>- Where temporary closures of pedestrian routes may be required for the erection of scaffolds and incoming services connections, permissions and licences will be obtained for the re-routing of pedestrian thoroughfares. Where more extensive closures or diversions of the existing footpath are required, temporary proposals will be agreed with LBTH;</li> <li>- Any necessary lane closures on the local highway network would avoid peak periods if at all possible and would be agreed with LBTH prior to commencement. Notices regarding any planned closures and diversion of either roads or footpaths shall be given by the Principal Contractor to LBTH, the police, fire brigade and other emergency services sufficiently in advance of the required closure or diversion;</li> <li>- Notices and details of traffic management proposals associated with works to the highway and footpaths would be given under the Highway Acts 1980 and Road Traffic Act 1988;</li> <li>- Diverted footpaths would be fully accessible for wheelchairs and pushchairs. The pedestrian routes provided during construction would comply with specific LBTH requirements and relevant legislation.</li> <li>- Where diversions are not possible, alternative routes for pedestrians and cyclists would be negotiated with LBTH and any other relevant authorities.</li> <li>- Ongoing communication between the Site Manager, the LBTH and other relevant parties on the nature of the on-going works, their duration and outline programme to establish and maintain good relationships with neighbours. It is anticipated that regular meetings would take place between the Site Manager and LBTH to review progress and to agree any necessary actions. The Site Manager would also deal with enquiries from the general public, including any complaints. Any complaints would be logged, responded to, and reported to the relevant individual within LBTH (and vice versa) as soon as practicable.</li> <li>- The Site Manager would coordinate responses to queries and address issues in a timely and satisfactory manner;</li> </ul> <p>Attendance at the Construction and Transport Management Group (CTMG) meetings to engage with construction contractors within the surrounding area to assist in the management and coordination of activities, with the intention of minimising impacts and resultant effects to potentially affected sensitive receptors as far as is reasonably practicable.</p>		
<b>SITE WASTE MANAGEMENT PLAN</b>			
	<p>Implementation and compliance with the approved SWMP adhering to the following <i>minimum</i> requirements:</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>- Development of a logistics plan for the project, to ensure that due consideration is given to material requirements throughout the construction phase. This will enable efficient management of the delivery and storage of materials and will ensure that the most effective logistic methods are adopted;</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 Works</p>	<p>Planning Condition</p>
<b>PREVIOUSLY UNIDENTIFIED CONTAMINATION</b>			
	<p>If, during the enabling and construction works, contamination not previously identified is found to be present at the Site then no further development in that area of the Site (unless otherwise agreed in writing with the LBTH) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the LBTH. The remediation strategy shall be implemented as approved.</p>	<p>Ground Contamination Desk Study and Risk Assessment*</p>	<p>Planning Condition</p>
<b>DECOMMISSIONING OF INVESTIGATIVE BOREHOLES</b>			
	<p>A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the LBTH. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.</p>	<p>Ground Contamination Desk Study and Risk Assessment*</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 LBTH:</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>- Hydraulic bursting of redundant hardstanding's to be used in preference to impact techniques where practical;</li> <li>- Use of low impact techniques, such as bored or hydraulically jacked piling rigs;</li> </ul>	<p><b>Volume 1</b>, Chapter 5: Enabling and Construction Works <b>Volume 1</b>, Chapter 10: Noise and Vibration</p>	<p>Planning Condition</p>

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	<ul style="list-style-type: none"> <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> <li>- Stationary construction plant such as concrete crushers, will be positioned behind screens and positioned away from nearby sensitive receptors in order to mitigate where possible;</li> <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;</li> <li>- Time management of piling rigs and tracked excavators with breakers. This may take the form of 2 hours on and 2 hours off, or prescribed hours for their use. The application of time management alone could reduce noise levels by 3dB.</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;</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>- Establishment of vibration limits in accordance with LBTH COCP, to minimise the risk of complaints or building damage in addition to vibration monitoring;</li> <li>- Trade contractors would at all times apply the principle of Best Practicable Means as defined in Section 72 of the COPA and carry out all work in such a manner as to reduce any disturbance from noise and vibration.</li> </ul> <p><b>Noise and Vibration Monitoring</b></p> <ul style="list-style-type: none"> <li>- Continuous noise and vibration monitoring shall be undertaken by the contractor at nearby noise sensitive premises, or if this is not feasible, a suitable alternate location with appropriate calibration to represent noise levels at nearby noise sensitive premises. The monitoring locations and parameters will be discussed and agreed with the relevant authority prior to the commencement of works on site.</li> <li>- The contractor will have access to the noise and vibration monitoring results in real time. The real time monitoring system will provide email alerts to the on-site team(s) when noise/vibration levels need to be reduced for compliance with the agreed limits. The noise and vibration monitoring results will be summarised in fortnightly reports, which will be made available to the relevant authority upon request.</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 LBTH. The DMP is to include (but not limited to) the provision for:</p> <p><b>Site Management</b></p> <ul style="list-style-type: none"> <li>- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;</li> <li>- Develop a Dust Management Plan (DMP);</li> <li>- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the Site boundary;</li> <li>- Display the head or regional office contact information;</li> <li>- Record and respond to all dust and air quality pollutant emissions complaints;</li> <li>- Make a complaints log available to the local authority when asked;</li> <li>- 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;</li> <li>- 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;</li> <li>- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the Site, and ensure that the action taken to resolve the situation is recorded in the log book; and</li> <li>- Hold regular liaison meetings with other high risk construction sites within 500 m of the Site boundary, to ensure plans are co-ordinated 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</li> </ul> <p><b>Preparation and Maintenance</b></p> <ul style="list-style-type: none"> <li>- Plan the Site layout so that machinery and dust-causing activities are located away from receptors, as far as is possible;</li> <li>- Erect solid screens or barriers around dusty activities or the Site boundary that are at least as high as any stockpiles 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>- Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution;</li> <li>- Avoid site runoff of water or mud;</li> <li>- Keep site fencing, barriers and scaffolding clean using wet methods;</li> <li>- 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;</li> <li>- Cover, seed, or fence stockpiles to prevent wind whipping;</li> <li>- Carry out regular dust soiling checks of buildings within 100 m of site boundary and provide cleaning if necessary;</li> <li>- Put in place real-time dust and air quality pollutant monitors across the Site and ensure they are checked regularly;</li> <li>- Agree monitoring locations with the Local Authority; and</li> <li>- Where possible, commence baseline monitoring at least three months before work begins.</li> </ul> <p><b>Operation of Vehicle/Machinery and Sustainable Travel</b></p>	<p><b>Volume 1, Chapter 5: Enabling and Construction Works</b>  <b>Volume 1, Chapter 8: Air Quality</b>  <b>Volume 3, Appendix: Air Quality</b></p>	<p>Planning Condition</p>

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	PROPOSED DELIVERY MECHANISM
	<ul style="list-style-type: none"> <li>- Ensure all Non-road Mobile Machinery (NRMM) comply with the standards set within the GLA's Control of Dust and Emissions During Construction and Demolition SPG. This outlines that, from 1 September 2015, all NRMM of net power 37 kW to 560 kW used on the Site of a major development in Greater London must meet Stage IIIA of EU Directive 97/68/EC28 and its subsequent amendments as a minimum. From 1 September 2020 NRMM used on any site within Greater London will be required to meet Stage IIIB of the Directive as a minimum;</li> <li><b>Operations</b></li> <li>- 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;</li> <li>- Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/mitigation, using recycled water where possible and appropriate;</li> <li>- Use enclosed chutes, conveyors and covered skips;</li> <li>- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and</li> <li>- 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.</li> <li><b>Waste Management</b></li> <li>- Reuse and recycle waste to reduce dust from waste materials; and</li> <li>- Avoid bonfires and burning of waste materials.</li> <li><b>Measures specific to earthworks</b></li> <li>- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable;</li> <li>- Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable; and</li> <li>- Only remove the cover from small areas during work, not all at once.</li> <li><b>Measures specific to construction</b></li> <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 this is required for a particular process, in which case ensure that appropriate additional control measures are in place;</li> <li>- 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; and</li> <li>- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.</li> <li><b>Measures specific to track out</b></li> <li>- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the Site;</li> <li>- Avoid dry sweeping of large areas;</li> <li>- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;</li> <li>- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable;</li> <li>- Record all inspections of haul routes and any subsequent action in a site log book;</li> <li>- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems or mobile water bowsers, and regularly cleaned;</li> <li>- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site where reasonably practicable);</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>- Access gates should be located at least 10 m from receptors, where possible; and</li> <li>- Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site.</li> </ul>		
<b>ECOLOGY</b>			
	<p>Biodiversity enhancements as discussed in the Preliminary Ecological Appraisal (PEA) and Ecological Impact Assessment (EclA) are in line with the Canary Wharf Biodiversity Action Plan (CWG BAP) and best practice guidance and are as follows:</p> <ul style="list-style-type: none"> <li>- Provision of large areas of extensive biodiverse roofs, to include enhanced invertebrate habitat features;</li> <li>- Provision of vertical greening;</li> <li>- Provision of wildlife friendly ground floor and podium level landscaping; and</li> <li>- Provision of integrated bird and bat boxes within new buildings.</li> <li>- An Ecological Management Plan (EMP) should be produced for the Site which provides design and management detail for the ecological design features described within. The EMP would be secured through condition.</li> <li>- Measures which address the potential impacts on the Millwall and West India North Dock SINC, dock habitat, fish and aquatic invertebrates during construction works, specifically relating to vibrational and noise disturbance, pollutant spillage, light spill and increased dust deposition. These measures should be described within a CEMP and may include, but not be limited to, controls for dust deposition, pollutant spillage, the use of low impact piling techniques in and around the dock, and provision of a sensitive lighting scheme.</li> <li>- Aquatic enhancements within a nearby area of dock consisting of floating islands with emergent aquatic vegetation.</li> <li>- Additional ecological enhancements should be created in the form of hanging vertical fish wall habitat below the floating islands.</li> <li>- The floating islands should also integrate fish habitat features which can easily be hung from beneath these platforms.</li> <li>- Seasonal clearance of vegetation outside of the active nesting period (March to August inclusive), unless a suitably qualified ecologist has confirmed absence of active nests. Should an active nest be identified, works that would stand to impact the nests must cease until the nest is vacated.</li> <li>- A sensitive lighting strategy following best practice industry guidance produced by the Bat Conservation Trust and Institute of Lighting Professionals should be implemented. Light spill modelling and an assessment of impact of spill upon the docks should be undertaken on the basis of the proposed lighting strategy. Details will be provided within the CEMP.</li> <li>- These actions could be described within the CEMP and an EMP for the site, which could both be secured through planning condition in accordance with BS 42020: 2013 Biodiversity.</li> </ul>	<p><b>Volume 1, Chapter 4: Proposed Development Ecological Impact Assessment*</b></p>	<p>Planning Condition</p>
<b>WATER RESOURCES, FLOOD RISK AND DRAINAGE</b>			

TIMING	ENVIRONMENTAL MITIGATION	ES REFERENCE	PROPOSED DELIVERY MECHANISM
	<ul style="list-style-type: none"> <li>- Flood defence levels will need to be raised during the life of the Proposed Development to provide protection from the MLWL.</li> <li>- A proposed surface water drainage strategy will be implemented.</li> <li>- Where possible surface water runoff will be discharged into the North Dock to reduce the potential of a significant increase in the surface water flows to the sewer in Aspen Way.</li> <li>- Soft Landscaped areas will drain to buried geo-cellular attenuation tanks before being discharged to the Aspen Way Sewer.</li> <li>- Runoff from the access road will be stored in a storm pump station before being pumped to high-level attenuation and then discharged into the Aspen Way Sewer.</li> <li>- To mitigate against residual tidal flood risk, Finished Floor Levels should be raised 300 mm above the 2100 year maximum water level anticipated through a breach of the River Thames defences.</li> <li>- Catch-pit manholes will be installed upstream and downstream of the attenuation tanks providing additional treatment for the surface water drained from the impermeable areas.</li> </ul>	<p><b>Volume 1</b>, Chapter 4 The Proposed Development</p> <p><b>Volume 1</b>, Chapter 13: Water Resources and Flood Risk</p> <p><b>Volume 3</b>, Appendix: Water Resources and Flood Risk</p> <p>Flood Risk Assessment*</p>	<p>Planning Condition</p>
<b>LAND CONTAMINATION</b>			
	<p>Risk Management procedures are to be implemented during construction. The adoption of good industry construction practiced and enhanced measures for controlling works with asbestos in soils are required. The following should be taken into account during development, in particular as a result of the identified presence of asbestos:</p> <ul style="list-style-type: none"> <li>- The creation of dust should be prevented and hence prevent fibre inhalation on Site and dust emissions from the works;</li> <li>- The requirements described in CAR 2012 [25] and CIRIA C733 [18] should be followed where applicable. A recent guide was published by CL:AIRE referred to as Interpretation for managing and working with asbestos in soils CAR-SOILTM [17], which is currently the most authoritative guide on the topic and should be followed. CAR-SOILTM confirms that all work with asbestos in soil should be carried out under a 'plan of work' and defines the contents of that plan, this will also identify if the works with asbestos will be licensed, notifiable non-licensed work or non-licensed work and what notifications and health surveillance is required;</li> <li>- Should pieces of ACM or asbestos hotspots be encountered, these should be segregated, stored and disposed of where practical to do so;</li> <li>- Air monitoring should be considered during the works to confirm the absence of respirable fibres above the CAR 2012 action levels. If the works will take place adjacent to occupied areas a lower detection limit (than used for occupational monitoring) for air monitoring at the boundary, may be appropriate (this is a recommendation from CIRIA C733);</li> <li>- Sufficient hygiene units and PPE should be provided for the works. Suitably competent personnel should advise on and supervise the works and all staff should be briefed on the working methods; and</li> <li>- Services, utilities, and soft and hard landscaping areas that may require future maintenance should be provided with a marker sheet, denoting the potential presence of asbestos below the marker sheet, and sufficient cover clean backfill, such that the potential for future exposure is limited. Such measures and residual risks should be recorded within the Health and Safety File, for ready reference by future stakeholders.</li> </ul>	<p>Ground Contamination Desk Study and Risk Assessment*</p>	<p>Planning Condition</p>
	<ul style="list-style-type: none"> <li>- A watching brief should be maintained during the works for the presence of contamination, including hydrocarbons and ACM (although it should be noted that the results reported for this site would not be visible to the naked eye). The watching brief should be documented, reported on during progress meetings and compiled in the verification reports.</li> <li>- Where it is necessary to sample and test soils for waste classification purposes, verification or for dealing with unexpected contamination, this will need to be undertaken in an appropriate manner by suitably experienced and qualified staff.</li> <li>- Soil testing should be accredited to MCERTS and UKAS standards, where available. All such activities should be recorded and reported on.</li> <li>- The contractor should prepare a method statement detailing how unexpected contamination will be dealt with should be encountered during the works. This should include their proposed approach to testing and assessment of materials as appropriate, and precautions to ensure that no cross contamination of materials or exposure of construction workers, adjacent land users or the environment to any suspect materials occurs.</li> </ul>		
	<ul style="list-style-type: none"> <li>- To follow good practice to include a marker layer below the clean soils such that during future maintenance works at "the Delta" is a clear distinct layer between clean imported soils and residual soils below. Testing in this area may inform a more efficient and suitably protective strategy regarding the depth of fill and requirement for the marker layer. If it is required (due to asbestos) then it should be recorded in the maintenance manual so that further maintenance workers are aware of the implications of working below the marker layer and can take appropriate measures.</li> </ul>		

Note: \*Stand Alone Document submitted as part of the OPA and not part of the ES.

**Table 16.3 Mitigation and Monitoring Schedule – Completed Development**

ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
<b>TV, RADIO AND MOBILE TELEPHONE INTERFERENCE</b>		
<p>In the event that complaints are received in relation to the Proposed Development from occupiers of properties in the survey area (see Enabling and Construction Works) regarding a deterioration in satellite television reception or if the interference reported relates to satellite television and the property is located within the theoretical signal shadow zone, then further technical investigations will be required.</p> <ul style="list-style-type: none"> <li>Implementation of the Proposed Development will not commence until a Complaints Register Scheme for the reporting of disruption or loss of satellite TV reception as a result of the Proposed Development has been submitted to and approved in writing by the LBTH. The Scheme shall set out details of (i) how complaints shall be investigated and by whom; (ii) how and when the Local Planning Authority shall be kept informed of complaints (iii) mitigation measures that shall be implemented where appropriate if it is found that the disruption or loss of service is attributable to the development (including upgrading existing satellite receivers, connection to CATV or such other measures as agreed in writing with the Local Planning Authority) and (iv) dispute resolution arrangements. The Complaints Register shall be maintained for 6 months after the development is constructed.</li> <li>Mitigation measures as per the above will be secured via Section 106 agreement, and will be implemented following the aforementioned complaints investigation process.</li> <li>The extent of the mitigation required will not be confirmed until any complaints regarding loss/disruption to satellite TV services by these properties have been thoroughly investigated (to ensure that the developer is not providing mitigation that may be required as a result of effects caused by another nearby development). Notwithstanding, should the complaints be confirmed as being caused by the Proposed Development, mitigation (as outlined in the Scoping Report provided in ES Volume 3, Appendix Introduction and EIA Methodology - Annex 2) will be implemented.</li> </ul>	<p><b>Volume 3</b>, Appendix: Introduction and EIA Methodology</p>	<p>Condition / Section 106 Agreement: Planning Obligation</p>
<b>AIR QUALITY</b>		
<p>further assessment on the impact of the diesel backup generators on local air quality would be undertaken as part of any Reserved Matters Application.</p>	<p><b>Volume 1</b>, Chapter 9: Air Quality</p>	<p>Planning Condition</p>
<b>NOISE AND VIBRATION</b>		
<ul style="list-style-type: none"> <li>Building services plant noise to meet limits presented within ES Volume 1, Chapter 8: Noise and Vibration.</li> <li>Appropriate façade sound insulation measures are to be adopted to meet the internal noise level criteria. The design of any residential buildings are to adopt overheating control strategies that do not exclusively rely on opening windows</li> <li>External amenity or play spaces incorporated within the Proposed Development will need to implement measures that reduce ambient noise levels as much as feasibly possible. These will include measures such as barriers between Aspen Way and Play Space 6 (Delta skate park), and barriers on the north and south elevation of Play Space between NQ.A1 and NQA3 at the terrace level.</li> </ul>	<p><b>Volume 1</b>, Chapter 8: Noise and Vibration</p>	<p>Planning Condition</p>
<b>TRANSPORT AND ACCESSIBILITY</b>		
<ul style="list-style-type: none"> <li>Residential Travel Plan (RTP) – will encourage Public Transport use, walking and cycling amongst residents of the Proposed Development with the aim of reducing private car use;</li> <li>Framework Travel Plan (FTP) – will encourage Public Transport use, walking and cycling amongst employees and visitors of the Proposed Development with the aim of reducing private car use; and</li> <li>Delivery and Servicing Plan (DSP) – will manage delivery and servicing vehicles and their activities when on-site.</li> <li>Parking Design and Management Plan (PDMP) – will set out details of on-site car parking provision and protocols for the ongoing management of the Proposed Development car parking.</li> </ul> <p>Draft and Interim plans provided with the OPA would be implemented until the obligation required the formal detailed plans to be submitted.</p>	<p><b>Volume 1</b>, Chapter 7: Traffic and Accessibility</p>	<p>Planning Condition</p>
<b>SOCIO-ECONOMICS</b>		
<ul style="list-style-type: none"> <li>Financial contributions towards additional primary education and healthcare provision via Community Infrastructure Levy (CIL) payments.</li> </ul>	<p><b>Volume 1</b>, Chapter 6: Socio-Economics</p>	<p>CIL Payments</p>
<b>LAND CONTAMINATION</b>		
<p>A brief verification report should be prepared following completion of the works to demonstrate that the requirements of the remediation strategy and verification plan have been achieved. The report should be produced by the contractor in line with the requirements of the Environment Agency’s (2019) Land contamination: risk management guidance. The report may include, but not necessarily be limited to, the following information:</p> <ul style="list-style-type: none"> <li>Details of parties involved, and a summary of the works carried out, including method of works, health and safety and environmental control measures implemented, and photographs of key stages of the groundworks;</li> <li>Records of the watching brief undertaken, for example during excavations and piling, including any ground contamination encountered and how it was dealt with;</li> <li>Descriptions of asbestos control measures and relevant CAR 2012 assessment, including any air monitoring carried out to demonstrate the control measures were adequate;</li> <li>Record the depth of clean topsoil and subsoil and location of marker layer if required.</li> <li>Validation of imported soils, including volumes and material sources and chemical testing, where appropriate, with assessment against import/re-use criteria;</li> <li>Waste management details and records, such as volumes, destinations, waste disposal licence and permit details (e.g. hazardous waste registration, haulage contractors and disposal sites), laboratory results for waste classification and summary of waste disposal records, including conveyance tickets and evidence of compliance with relevant waste regulations;</li> <li>Details of any outstanding actions and site constraints and how these will be addressed, including maintenance plan; and</li> <li>Description of final site conditions.</li> <li>The verification report should form part of the Health and Safety File in accordance with the Construction Design and Management (CDM) Regulations 2015 and the development operations &amp; maintenance (O&amp;M) manual or maintenance plan. This is to allow occupiers/owners to address any residual ground contamination risks associated with future operations and maintenance.</li> </ul>	<p>Ground Contamination Desk Study and Risk Assessment*</p>	<p>Planning Condition</p>
<b>SOLAR GLARE</b>		
<p>The potential for solar glare will be considered throughout the detailed design process for each building and potential effects will be mitigated through measures such as:</p> <ul style="list-style-type: none"> <li>Orienting the facades to not reflect sunlight at a particular time or place;</li> <li>Reducing any large areas of glazing or reflective cladding; and/or</li> <li>Blocking the view of the building in question from receptors such as through planting trees in the line of sight.</li> </ul> <p>The details of any mitigation and its efficacy will be presented and reported upon within the relevant RMA.</p>	<p><b>Volume 1</b>, Chapter 11: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution.</p>	<p>Planning Condition for each RMA as relevant</p>

ENVIRONMENTAL MITIGATION	ES REFERENCE	Proposed Mechanism to Secure
<b>LIGHT POLLUTION</b>		
<p>In order to minimise any potential light pollution effects from the commercial office elements upon the residential elements of the Proposed Development, potential mitigation measures could include:</p> <ul style="list-style-type: none"> <li>- Ensuring that any external lighting does not directly illuminate the sky;</li> <li>- Ensuring that any external lighting visible from any sensitive receptor is of low intensity;</li> <li>- Avoiding external lighting which directly illuminates the SINC;</li> <li>- Provision of blinds for commercial offices;</li> <li>- Lighting strategies that reduce the output of luminaires closer to the façades; and</li> <li>- Light fittings controlled through the use of sensors which switch on and off the light according to office occupancy.</li> </ul> <p>The details of any mitigation and its efficacy will be presented and reported upon within the relevant RMA.</p>	<p><b>Volume 1</b>, Chapter 11: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution.</p>	<p>Planning Condition for each RMA as relevant</p>
<b>WIND MICROCLIMATE</b>		
<p>The wind microclimate assessment (ES Volume 1, Chapter 12: Wind Microclimate) tested a conceptual mitigation strategy to demonstrate that wind conditions at and surrounding the Proposed Development can be acceptable for the potential uses; the wind mitigation strategy will be developed in detail for the final proposals which will be sought for approval during the RMA stages. Each RMA relating to a proposed building in Development Zones NQ.A, NQ.B and NQ.D will need to be tested within the wind tunnel and suitable mitigation measures incorporated to ensure wind conditions are suitable for the intended use.</p>	<p><b>Volume 1</b>, Chapter 12: Wind Microclimate</p>	<p>Planning Condition for each RMA as relevant</p>
<b>WATER RESOURCES AND FLOOD RISK</b>		
<p>Adverse effects on the strategic potable supply network has been identified and TWUL have confirmed that major works would need to be carried out to cater for the increased demand due to developments planned in the Isle of Dogs area. The Applicant has undertaken consultation with TWUL and commissioned TWUL to undertake a detailed network impact study to identify the necessary upgrades required for the developments planned, including the Proposed Development, which would therefore mitigate for adverse effects identified.</p>	<p><b>Volume 1</b>, Chapter 13: Water Resources and Flood Risk</p>	<p>Planning Condition</p>
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE RESILIENCE</b>		
<p>To comply with Policy 5.2 of the London Plan, a carbon offset payment (secured via planning obligations) would be provided to offset residual regulated domestic CO2 emissions to zero. A Figure has been based on the Draft London Plan offset price of £90 per tonne for 30 years and so for the Proposed Development, the contribution has been calculated at £4,577,449 (although will need to be recalculated once the final scheme is determined).</p> <p>Maintainability and resilience to climate change would be an important consideration in plant species selection and ecological considerations at detailed design and has been taken into account in the indicative landscaping proposals.</p> <p>The principal flood risk to the Site is from surface water flooding that will be mitigated through the implementation of the proposed surface water drainage strategy as described within the Flood Risk Assessment which is a stand-alone document submitted as part of the OPA. In addition, the proposed promenade levels along the south of the Site are such that the Proposed Development is adequately protected from fluvial/tidal flood risk.</p>	<p><b>Volume 1</b>, Chapter 10: Greenhouse Gas Emissions</p>	<p>Section 106 Agreement: Planning Obligation</p>

Note: \*Stand Alone Document submitted as part of the OPA and not part of the ES.