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1. GENERAL SITE INFORMATION

1.1 Introduction _

The scheme will comprise of 65 new apartments over a 6-storey building with integrated underground car park for 7 disabled badge holders and associated soft and hard landscaping.

This Construction Management Plan has been submitted to accompany the planning application to the local authority and sets out the measures to ensure safety and minimise disruption to the local residents, motorists, the general public and the workforce employed during the construction phase.

In advance of starting the works on site a detailed Construction Phase Health and Safety Plan will be prepared in accordance with the Construction (Design and Management) Regulations 2015.

This plan will be progressively refined and developed as supply chain partners and specialists are appointed, and more specific and detailed methods, techniques and requirements are established.

All works will be carried out in full compliance with current construction & environmental legislation, the Westminster Council Code of Construction Practise 2022 requirements and the Westminster Council Demolition Specification.

The site will be registered under the Considerate Constructors Scheme and the works will be fully compliant with the scheme.



- Care about Appearance
- Respect the Community
- Protect the Environment
- Secure Everyone's Safety
- Value the Workforce

Project Contacts:

Client	Address	Phone	Contact	Email
Westminster City Council	64 Victoria Street London SW1E 6QP	020 7641 6000	Farah Hassan	fhassan@westminster.gov.uk
Employers Agent				
Mace	155 Moorgate, London, EC2M 6XB	020 3522 3000	Raj Raiththa	raj.raiththa@macegroup.com
CDM Advisor				
TBC				
Clients QS				
Arcadis	80 Fenchurch St, London EC3M 4BY	020 7812 2000	Julius Win	julius.win@Arcadis.com

1.2 Location

Westmead is situated on Tavistock Road, which is close to Westbourne Park tube station

The current postal address for the scheme is 4 Tavistock Road, Notting Hill, London, W11 1BA. All construction traffic will use the entrance via Tavistock Road and this is discussed more in section 1.6.

The site location is shown in Figure 2 below.

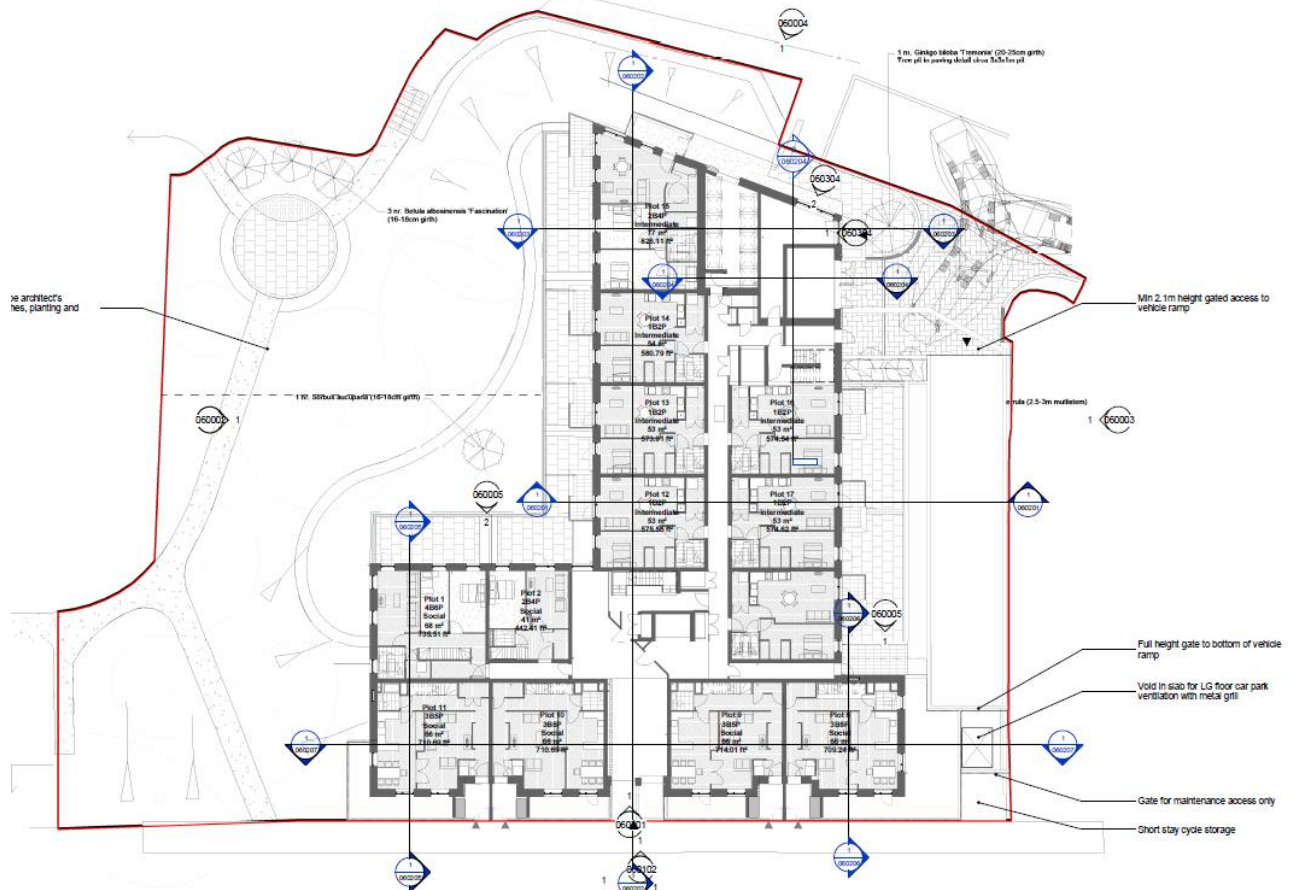


Figure 2 – Red line boundary

1.3 Planning Authorities

The local planning authority is Westminster City Council at 64 Victoria Street London SW1E 6QP.

1.4 Description of the Works

The scheme will comprise of 65 new apartments over a 6 storey building with integrated underground car park for 7 disabled badge holders and associated soft and hard landscaping.

Our current programme dates are:

- Duration – 88 weeks
- Start on site – November 2023
- External works commence – June 2025
- Practical completion – August 2025

The superstructure is proposed to be a cast in situ concrete frame with slide on balconies and a masonry façade.

Initial construction access to the site will be from Tavistock Road and following erection of the pedestrian gantry all vehicles will be placed in the layby to minimise any interaction with local traffic and pedestrians – see section 1.6 construction traffic routes for more details.

1.5 Pre-Start Investigations

Prior to commencement of site works the following surveys will be obtained:

- Underground services radar detection
- Ground/soil investigations
- Ecological survey to include bats, reptiles, birds and the surrounding flora
- Background noise survey
- Topographical survey
- Desktop UXO survey
- Dilapidation survey + mitigation of damage + potentially remediation works

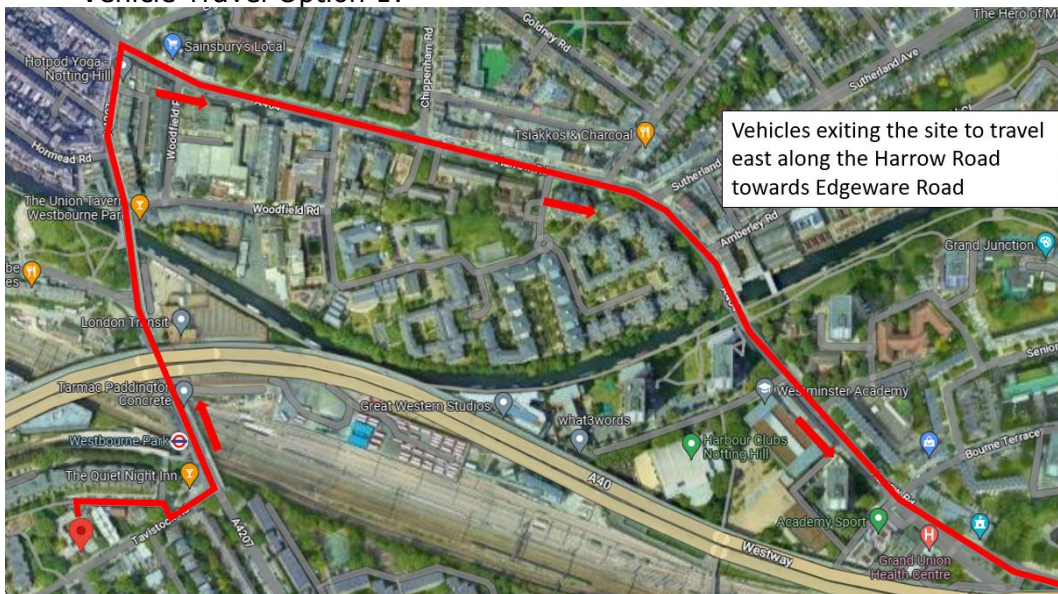
Notification of the project commencement will be issued to all Statutory Authorities, advising them of the construction works and confirming Willmott Dixon Construction Limited proposed programme of works.

Pre-commencement newsletters will be delivered to all neighbouring addresses introducing our site team and outlining our upcoming activities and relevant points of contact etc. This will continue on a monthly basis, or as required, throughout the works.

1.6 Construction Traffic Routes

All deliveries will be made to site via Tavistock Road. This is likely to be approximately 60 vehicle movements per day for the removal of excavation and groundworks material/deliveries. We have identified two traffic routes to the site. Option 1 would be to utilise the A404 along Harrow Road to Edgeware Road and Option 2 would be for vehicles to travel via the B412 towards Notting Hill. If practically possible all vehicles that drive into site via the vehicle gates will be turned around, so they drive back out of Tavistock Road to avoid the need for vehicles to be reversed out. Any vehicles utilising the loading gantry should access the site utilising the routes below.

Vehicle Travel Option 1:



Vehicle Travel Option 2:



The traffic management plan will require all delivery drivers to contact the duty gateman/banksman before they approach site and to ensure that they are clear to proceed

to site. Deliveries will be staggered so that, other than in unforeseen circumstances, drivers will be able to proceed directly to the site without the need to wait before proceeding to the site. The delivery times will be managed by the site team via MSite.

Where any vehicle is waiting to be unloaded, it is to remain stationary with the engine switched off. Deliveries will generally be between 08:00 and 17:00, with busy traffic times avoided, and the gatemen will be available from 07:30 onwards to deal with any drivers that ignore the restrictions discussed above.

The number of movements onto and off the public highway will vary depending on the nature of the activity. In this regard, it is anticipated that there may be circa 3-4 vehicle movements each way per hour during peak construction activity. However, there will be significantly fewer vehicle movements per hour for most of the construction process.

1.7 Parking of Vehicles

There will be no allocated parking for any site vehicles and we will encourage the use of public transport. Any visitors using a vehicle will utilise pay and display parking within the surrounding area.

Vehicle Details

Construction Vehicle movements will be scheduled between 0800 and 1800 Monday to Friday only and we anticipate the following numbers:

HGV deliveries will be limited to 'by exception only' and requested to travel out of peak times. All supply chain orders will request that material deliveries are on ridged lorries only unless agreed with the logistics team.

The likely range and of vehicles used during the construction process is as follows:

- 4 wheel lorry – Small deliveries
- 6 wheel lorry – Skip lorries and small deliveries
- 8 wheel lorry – Much away lorries, concrete lorries, concrete pump and large deliveries
- 14 wheel articulated lorry (by exception) – Heavy plant and machinery
- 100 ton mobile crane (4 visits allowed)

Importantly, Willmott Dixon and our Supply Chain Partners promote FORS standards, and are fully CLOCS compliant.

All vehicles will comply strictly with our agreed delivery arrangements, which will form part of their supply chain partner orders.

1.8 NRMM Compliance

All non-road mobile machinery (NRMM) used on site will meet EU directive 97/68/EC to meet air quality monitoring targets. Should any emissions of dark smoke occur (except during start up) then the relevant machinery should be stopped immediately, and any problems rectified before being used. NRMM includes all large plat with net engine power between 37kW and 5670kW. This includes plant such as generators, telehandlers, and excavators.

1.9 Construction Traffic Wheel Washing

The temporary haul road and our material storage areas will be tarmaced to reduce the risk of mud. Our Traffic Marshall will supervise all vehicles entering and exiting site and will

ensure that all vehicles leaving the site have clean wheels to ensure that no deposits are left on the road. Cleaning facilities will be established at the entrance/exit gates and all vehicles will be inspected and cleaned as required. We will install a drained hard standing with a catchpit where wheels can be cleaned before vehicles enter the public highway.

No vehicles will be allowed to leave site with dirty wheels and protecting the roads is of paramount importance to Willmott Dixon.

1.10 Public Highway Cleaning

The Traffic Marshall will maintain the site entrance/exit so it will be always kept clean and tidy. Presentation of the site is of paramount importance to Willmott Dixon and daily checks will be made to ensure that dirt, dust, weeds, graffiti etc. are removed from the site perimeters on a daily basis. If required, a road sweeper will be deployed to ensure the highway is kept clean.

Willmott Dixon will minimise dust and dirt being trafficked on to the public highway by implementing the following procedures.

- Installing a tarmacked haul road and storage area will keep vehicles clean
- We will have a vehicle wash down area with appropriate catchment drainage to minimise the potential for carrying dust or mud onto the public highway.
- The site entrance/exit will be cleaned as well as maintaining the public highway.
- Ensure vehicles working on site have exhausts positioned such that the risk of raising ground dust is minimised.
- The site speed limit on site will be 5mph.
- All loads entering and leaving site will be covered.

1.11 Working Hours

Our working hours are 0800 to 1800 Monday-Friday. If by exception that works are required on Saturday, our working hours are 0800 to 1300. No construction work will take place before 8am.

Start-up and close-down periods of up to an hour before and after the above working hours may be required for activities such as:

- Arrival of workforce and staff
- Deliveries and unloading
- Maintenance, fuelling and checking of plant and machinery
- Site inspections and safety checks prior to commencing work
- Morning coordination/prestart meetings
- General site clean-up
- Departure of workforce and staff

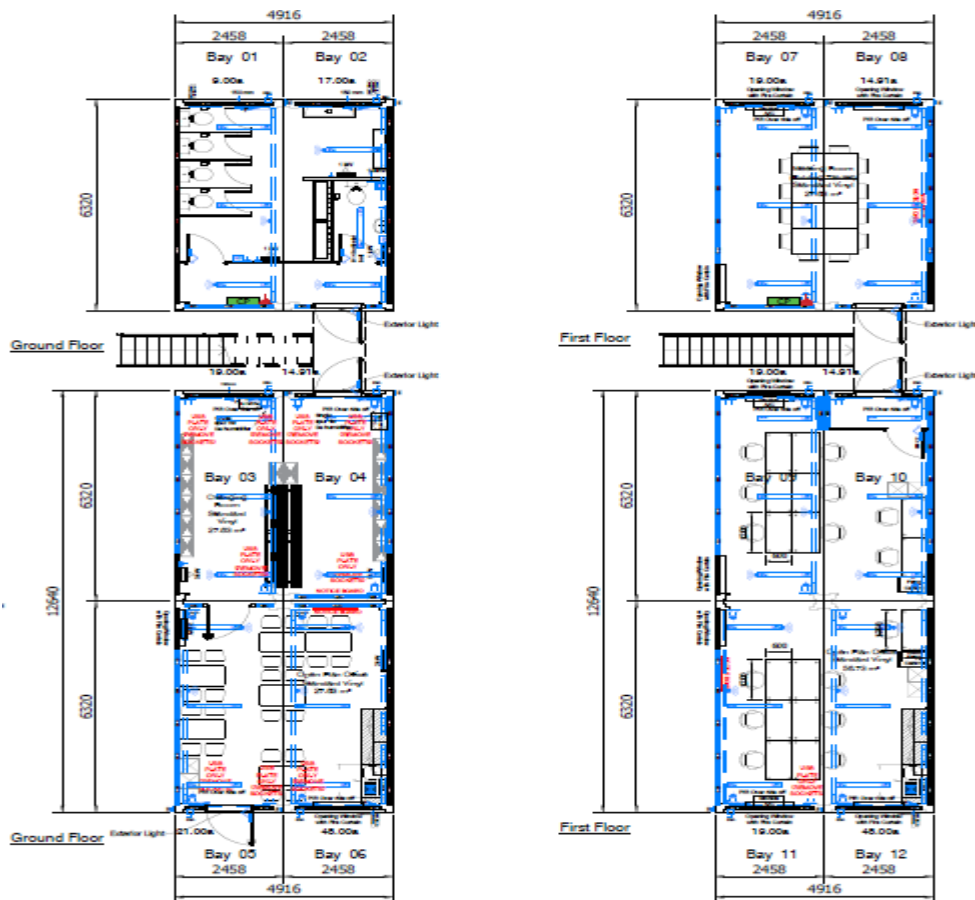
There will be no works undertaken on Sundays, bank or public holidays unless for emergency works.

1.12 Site Accommodation and Welfare Facilities

For the first 8 weeks we will install a small self-contained office and welfare set up including separate canteen, drying/changing area and toilet and an example of this is in the picture below:

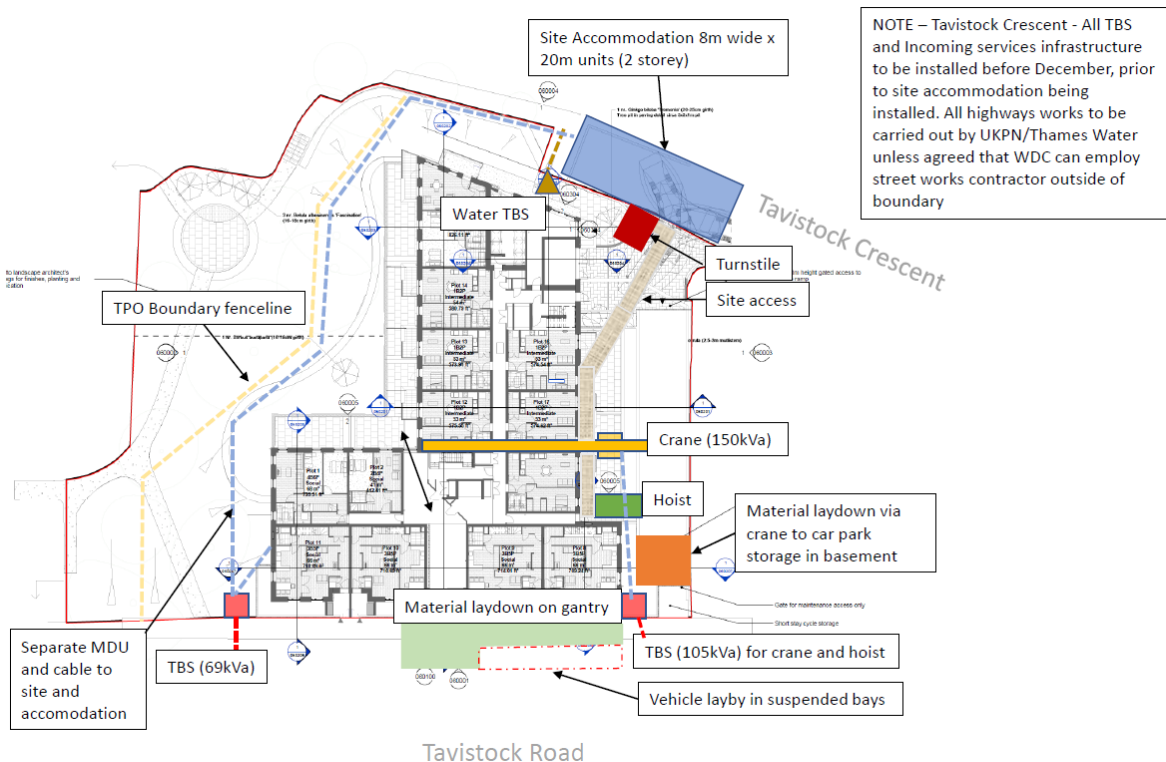


The temporary set up will then be replaced by a larger open plan office that will be shared by Willmott Dixon managers and supply chain managers. There will be meeting rooms, break out areas, toilets, drying rooms, a large canteen and storage areas. The accommodation will be over 2 floors and include LED lighting, motion sensors, low flushing toilets and pneumatic taps.



There is foul drainage within the immediate vicinity of the cabins so we will connect directly to the mains subject to approval by Thames Water. We will also apply for a TBS water and electric supply from the local network.

The site welfare will be installed with temporary lighting and external lighting, which will be installed with a separate meter and set on timers in accordance with the planning requirements. Only emergency lighting to the compound and site will remain on during out of hours.



1.13 Safety Signage

Notices will be displayed by Willmott Dixon on site boundaries and other necessary areas to warn of hazards on site plus inform site personnel and other parties of relevant project information.

1.14 Communication

As a member of the Considerate Contractors Scheme, we take the possible disruption to the surrounding stakeholders very seriously. Prior to us starting on site our Community Team along with our Project Manager, will develop a Community Liaison Plan within the plan will be a nominated liaison person to engage with residents and to handle complaints. These should be agreed with the local authority will formulate a newsletter that will be posted to all surrounding properties. This newsletter will introduce the team, discuss the proposed works with timescales and contain relevant contact details so that they can contact Willmott Dixon with any questions/complaints. These newsletters will then be published monthly and/or significant stages of works are about to start.

Once works start on site, there will be a notice board attached on our hoarding which will hold a copy of the site layout/contact details (both the site teams daytime telephone number & out of office number).

As the pedestrian access point is to the south of the site, there will be prominent signage so that the public may address the site team with any urgent queries.

We will also set up monthly consultation meetings in line with the councils Code of Construction Practice for businesses, landowners and residents that border the project, attendance will be optional and virtual meetings organised at this time . We will do a 'You Said, We Did' to respond to issues raised and report back to attendees. This will allow us to explain what is happening on the project and allaying any doubts or concerns that they may have as works progress.

A Party Wall Agreement is also to be obtained by Westminster City Council and issued to Willmott Dixon prior to the works commencing.

1.15 Comments, Compliments & Complaints

Willmott Dixon manage external observations, comments and any complaints received as a matter of high importance. If the nature of the communication is regarded an immediate health and safety risk to the public or workforce, then it will be dealt with as a priority.

Emergency contact numbers shall be clearly displayed at the entrance to our site and be notified in writing to local residents and other necessary parties.

All communication with neighbours or the general public will be recorded, whether positive or negative, and any corresponding actions closed out as soon as practicable. The information recorded is an important tool to manage the site's relationship with the local community and is used as evidence during Consideration Construction Scheme visits to prove positive communication with the local community.

1.16 Considerate Contractors Scheme

Willmott Dixon will register the project with the Considerate Constructors Scheme (CCS) and set out to achieve Excellent in all categories.

The site will have a CCS folder on site, containing the CCS guidance note and relevant evidence to present to the attending CCS Monitor.

Inspectors from the CCS will visit the site twice/year and we will circulate the scores and comments once received.

1.17 Safety & Environmental Management

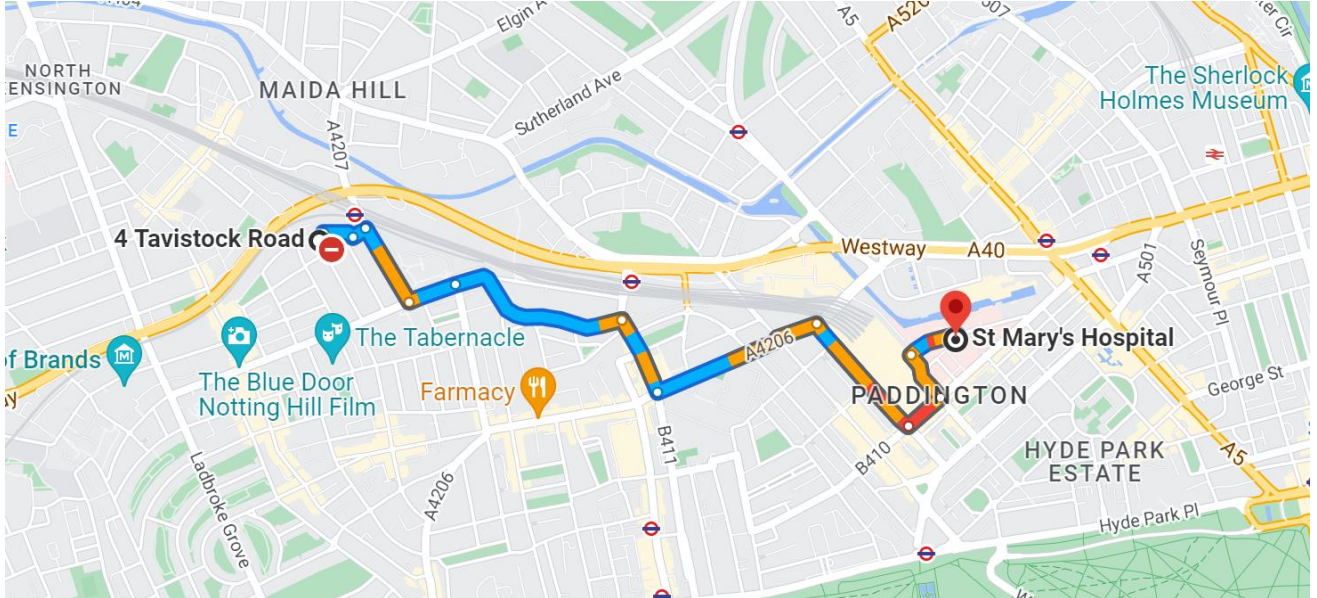
A set of standardised emergency response procedures will govern the management of environmental and emergency incidents. All WDC management will be required to adhere to and implement these procedures and ensure that site operatives are familiar with the emergency arrangements for the site. This will be generally communicated in the site induction but also at the weekly meetings and as the site progresses.

The emergency procedure will contain 24-hour emergency phone numbers and the method of notifying local authorities, statutory authorities and the emergency services should an incident occur.

Practice drills will be scheduled throughout the construction process for both environmental and emergency incidents.

In the case of any persons needing medical attention, the map below will be displayed on our site information boards and form part of the site specific inductions:

St Marys Hospital, Praed St, London W2 1NY



Safety and Environmental observations can be important learning opportunities and it is actively encouraged to the site operatives and any site visitors that these are brought to the attention of colleagues, supervisors and WD site management as necessary.

The project will have a safety award incentive scheme with monthly winners identified to the site workforce and their respective company managers.

1.18 Weekly Site Inspection

Compliance with safety & environmental legislation and Willmott Dixon procedures will be always maintained and checked through weekly inspections by site staff and regular audits from the SHE team.

Weekly checks will be conducted by a competent member of the site team. The checklist records observations and any actions required on site at the time of inspection. Records of weekly inspection will be retained on file for the project's duration and are available for inspection by customer as necessary.

The weekly site inspection encompasses site activities plus site perimeter conditions and security. Power and water consumption is also recorded each week.

1.19 Safety Site Visits and Audits

Site visits and safety audits will be carried out at regular intervals by Willmott Dixon Safety Managers and also Willmott Dixon Group Safety Inspectors. Site audit reports are issued to the site team with details of any corrective actions and observations noted.

All actions must be completed within a specified timescale and confirmed back to the inspector once complete.

The Safety Manager will visit once a week and the Group Inspectors will visit unannounced and depending on the complexity of works, visits will be every 4 – 6 weeks. The Group Inspectors are independent of our Willmott Dixon local office and have the power to issue prohibitions, close the site or fine the project for any safety contraventions arising. This is our way of maintaining exceptionally high standards of Health & Safety across all Willmott Dixon projects.

1.20 Environmental Site Visits and Audits

Environmental site visits and audits are carried out by our dedicated Senior Environmental Manager. Monthly audits are completed and if any corrective actions and/or observations are noted, they must be completed within a specified timescale and confirmed back to the Environmental Manager when complete.

The frequency of visits are determined by the results of an initial Environmental Risk Assessment Matrix (ERAM), which is kept up to date by the Environmental Manager throughout the project. The risks may change over the course of the project and continuing environmental support will be for the duration of the project.

Indicative Environmental Visit Frequency:

Risk	Initial visit	Subsequent Min Visits
Very High	Within 2 weeks	2 times/month
High 7-80 wks	Within 4 weeks	Monthly
Medium 0-6wk	If needed	Bi-monthly to Quarterly
Low	If needed	Quarterly

The Health and Safety Managers will also include environmental observations and corrective actions as part of their site visit reports.

1.21 Enforcement Authority Visits

Visits from enforcement authorities (e.g. HSE, Environment Agency or Local Authority) will be recorded and any actions will be closed out as soon as practicable.

Any visits or communications from regulatory bodies will be recorded and advised to the customer as necessary. Any action regarding complaints about the site or possible enforcement action will be communicated immediately whilst also implementing the required remedial actions.

1.22 Environmental Incidents

Any environmental incidents occurring on site such as spillages, adverse effects on wildlife or significant dust emissions will be recorded and communicated as necessary. Actions taken following the incident, and to prevent a reoccurrence, will also be communicated as necessary. The procedures within the Willmott Dixon Safety & Environmental Emergency Planning Arrangements (SEEPA) document will be followed if an incident occurs.

All trade supervisors undergo site specific environmental awareness briefing during their site induction to ensure all local and specific issues are understood and that limitations can be effectively communicated to their respective workforce.

2.0 MEASURES TO BE PROVIDED IN CONSTRUCTION PHASE

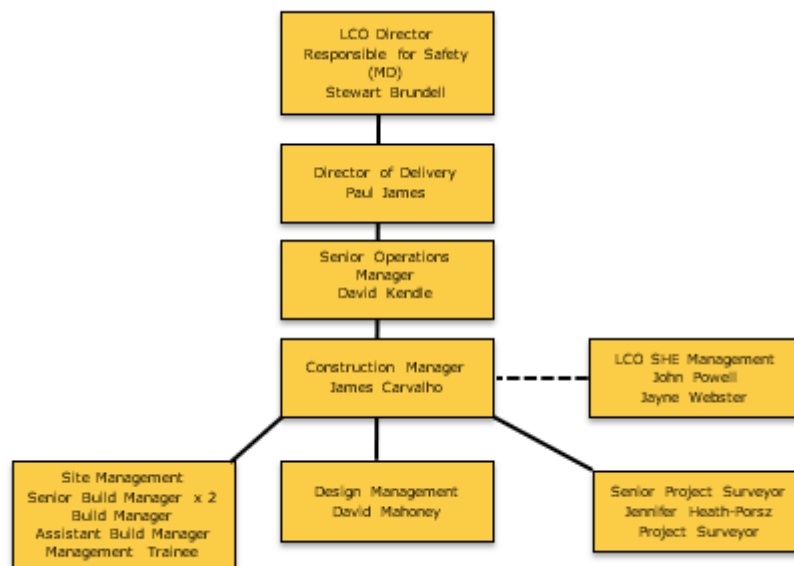
2.1 Introduction

The project team will be carefully selected based on previous experience and management ability to give the project the best possible resource. The composition of the project team may change throughout the duration of the project but the initial structure will be as detailed below.

The project structure will follow the traditional format with a visiting Senior Operations Manager and a site-based team lead by a Construction Manager. The team will be split between the superstructure, internals, façade, roof and external areas concurrently with all teams reporting to the Construction Manager.

The Operations Director and Senior Operations Manager will direct and integrate resources as the project progresses. They will also be responsible for the team's guidance, motivation, output, and control and for successfully delivering the project.

A roles and responsibility matrix will be developed so that the team are clear on what they are responsible and what others are responsible for.



2.2 Construction Operations

2.2.1 Tavistock Road Vehicle Entrance

During the early works phase, all site vehicles will enter the site via the entrance on Tavistock Road. This will later be closed and all deliveries will be via a gantry and crane distribution.

We will have a Traffic Marshall controlling access from day 1 and they will ensure that all vehicles are managed in accordance with section 1.6 of this report.

2.2.2 Substructures

As the piling mat has already been installed, the substructures will commence following the completion of CFA Piling. There will be circa 200 concrete piles installed over a 7 week period

and once these are cured, excavation for the pile caps and beams will commence. Further details of the CFA piling can be found appended to this document. Excavation & concreting the foundations will be carried out concurrently with the underground drainage.

2.2.3 Superstructure

The cast-in situ concrete frame will be formed in stages predominantly via concrete pump and utilising the tower crane from week 10 of the project. Typically, once a floor slab is complete it will be back propped until the concrete has had a long enough duration to cure and the props and shutters will be removed. The intention will be to pour sections of the slab and vertical columns at the same time, with pre-cast staircases placed through the stair cores within a few visits. Competent Willmott Dixon site management will oversee the trades forming the concrete frame and ensure all environmental and safety aspects are being well managed.

The roof will consist of a concrete capping slab then sealed with a bitumen membrane supplied. The roof will then be insulated and sealed to ensure that we are weathertight.

During this phase, there will be a requirement for a road closure to erect the crane which will be applied for in line with Westminster City Council requirements. Once the crane is erected, a scaffold gantry will be erected and a parking bays will be suspended to create a lay-by for vehicles to be unloaded. All necessary licenses will be applied for via the council portal.

2.2.4 Façade Works

The concrete frame will be clad with facing brickwork to the external face of the building. We will then frame the internal line of the facade with a Metsec steel framing system (SFS), vapour barrier and insulation. Windows will be fixed back to the SFS with the intention of being substantially watertight as soon as possible.

External scaffolding will be erected prior to the masonry and SFS commencing, with a stone hardstanding basecourse around the building to provide a clean and stable base to work from.

2.2.5 Internal Works

Internal works will commence once the ground floor is complete and once the metsec and roof covings is substantially progressed.

Metal stud partitions will then commence starting with the corridors and core areas, which will then release the 1st fix mechanical and electrical containment. We will then follow a traditional 1st fix/2nd fix internal programme through to commissioning and completion.

The team will break down the construction programme into medium and short-term plans by collaborating with the supply chain on a daily, weekly and monthly basis.

2.3 Construction Waste

2.3.1 Objectives

A waste removal strategy will be developed during the pre-commencement period. This strategy will be incorporated into all Supply Chain Partner orders.

A Site Waste Management Plan (SWMP) will be created during the pre-construction period with the objective of reducing, reusing and recycling construction waste.

The Construction Manager will appoint a Waste Champion to ensure that the SWMP is complied with throughout the duration of the project. As a minimum, all waste will be segregated, skips will be clearly labelled, waste tickets recorded, recycling schemes will be in place for palletts, plasterboard, timber and plastic protection, surplus materials and off cuts will be reused and targets for reducing waste will be constantly monitored and reported against.

2.3.2 Waste Coordinator/Champion

The site Waste Champion will have the following responsibilities:

- Ensure all waste storage containers are clearly labelled and wastes are segregated correctly.
- Ensure best practice is followed for material storage and reducing material waste
- Make sure that the Duty of Care is always complied with and that any waste produced on site is handled safely and within the law.
- Ensure that the correct documentation is held for waste contractors collecting from site and waste transfer notes are accurate and complete.
- Ensure our that all waste transfer notes are recorded on MiProject with accurate records of all waste leaving site.
- Ensure all site personnel know their responsibilities for site waste management and arrange training where necessary.
- Motivate and encourage waste minimisation for all types of waste, as it is an important part of company culture.
- Promote efficient use of water and electricity on site.
- Produce a monthly report for the review by the board of directors.

2.3.3 Site Waste Data Collection

The Waste Champion will ensure that all waste leaving site, including those managed by supply chain, are recorded on a waste transfer note (if non-hazardous/inert) or a Hazardous waste consignment note (for all hazardous waste) and entered into our database, MIProject.

The Waste Champion will request recycling performance reports from the waste management service providers to verify how our waste has been managed. We will also share this with our customer at the monthly project review meeting.

2.3.4 Planning the reduction, reuse and recycling of waste

Many unwanted items and materials commonly discarded can be re-used for their original purpose, without undergoing re-processing or recycling, thus saving the energy and resources of manufacture as well as the costs of disposal. There are numerous materials exchange initiatives and reuse organisations providing national coverage.

Many material suppliers will provide take back schemes on their products (off cuts and uncontaminated used material). The materials taken back are generally returned to the manufacturing process, therefore reducing the quantities of new raw materials required.

Other options are to recycle in schemes such as Community Wood Recycling where waste is repurposed for community benefit. The project will look to use both suppliers take back and community recycling schemes to reduce waste to landfill.

2.4 Emission Control

2.4.1. General

Willmott Dixon will as far as reasonably practicable, control and limit emissions to the atmosphere from plant used at Westmead and dust from the construction activities. We will identify potential sources of emissions to the atmosphere and apply appropriate control techniques.

2.4.2 Vehicle and plant emissions

Willmott Dixon will control on site vehicle and plant emissions by implementing the following measures:

All Non-Road Mobile Machinery (NRMM) used on site will meet EU directive 97/68/EC to meet air quality monitoring targets. Should any emissions of dark smoke occur (except during start up) then the relevant machinery should be stopped immediately, and any problem rectified before being used. NRMM includes all large site plant with net engine power between 37kW and 560kW. This includes plant such as generators, tele-handlers and excavators.

2.4.3 Dust management & monitoring

Regulatory Overview

The main regulatory controls over dust are the 'statutory nuisance' provisions contained in the Environmental Protection Act 1990. Dust can give rise to a statutory nuisance if it is 'prejudicial to health or a nuisance'.

Smoke, for example from burning waste on site, can also result in a statutory nuisance and is also controlled by the Clean Air Act 1993.

Reference will be made to the Greater London Authority SPG in relation to dust monitoring & control from construction activities and Mayor of London Special Policy Guidance (SPG) The Control of Dust and Emissions from Construction and Demolition Activities.

Dust - General

Dust is defined as particles up to 75 µm in diameter and is produced through the action of crushing and abrasive forces on materials. A wide range of activities, including traffic movement, construction/demolition, mineral workings, and general industry, generate nuisance dust.

Large dust particles can cause eye, nose, and throat irritation, whilst the smaller fraction of particles with an aerodynamic diameter of 10 µm or less (PM10 & PM2.5) is more of a health concern as the particles can enter the lungs causing breathing and respiratory problems.

Detailed Provisions

A noise and dust monitoring system will be implemented on the Westmead project to ensure all site activities are within the limits set out by DEFRA and 190 ug/m³ site action level set by Westminster City Council.

We will use online 24/7-hour real time monitoring system like Casella (see specification sheet), that will send email notifications; Receiving real time e-mail and text alerts to project team members based on the project, including James Carvalho (Construction Manager) and Jayne Webster (Environmental Manager). Activities giving rise to dust will be suspended until such time as effective control measures can be established.

Dust monitors will measure PM10 and PM2.5. PM10 will set as per the alert levels for Dust Monitors are set by Department of Environment Food and Rural Affairs (DEFRA) and the Environmental Agency (EA).

PM10

- 150ug/m³ as an early warning,
- 250ug/m³ as an action, and
- 500ug/m³ for a stop works.

PM 2.5

- Mean PM2.5 over a 15-minute 75ug/m³;
- Mean PM2.5 over 1hr 50ug/m³

Bi-monthly (every two weeks) summary reports will be issued to Westminster City Council Environmental Sciences Team.

Risk Assessment for Westmead Project

The assessment of construction activities has focused on demolition, earthworks, construction and track out activities at the site. Using the criteria provided in Table below the dust emission magnitude for each activity is as follows:

Construction Activity	Sensitivity of Area	Dust Emission Magnitude		
		Large	Medium	Small
Demolition	High	Red	Yellow	Yellow
	Medium	Red	Yellow	Green
	Low	Yellow	Green	N/A
Earthworks	High	Red	Yellow	Green
	Medium	Yellow	Yellow	Green
	Low	Green	Green	N/A
Construction	High	Red	Yellow	Green
	Medium	Yellow	Yellow	Green
	Low	Green	Green	N/A
Trackout	High	Red	Green	Green
	Medium	Yellow	Green	N/A
	Low	Green	Green	N/A

Activity	Dust Emission Magnitude
Demolition	Medium
Earthworks	Medium
Construction	Medium
Track out	Small

Based on the SPG guidance the sensitivity of the surrounding area is summarised in Table 10.

Table 10 – Sensitivity of the Surrounding Area

Potential Impact	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	High risk	High risk	High risk	High risk
Human Health	Medium risk	Medium risk	Medium risk	Medium risk
Ecological	N/A	N/A	N/A	N/A

The dust emission magnitudes and sensitivity of the surrounding area are combined to determine the risk of dust impacts with no mitigation applied. These are summarised in Table 11.

Table 11 – Summary of Dust Risk

Potential Impact	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	Medium risk	Medium risk	Medium risk	Low risk
Human Health	Low risk	Medium risk	Medium risk	Negligible
Ecological	N/A	N/A	N/A	N/A

It should also be noted that the likelihood of an adverse impact occurring is correlated to wind speed and wind direction. As such, unfavourable wind speeds and wind directions must occur at the same time as a dust generating activity to generate an adverse impact. The overall impacts also assume that the dust generating activities are occurring over the entirety of the site meaning that as an activity moves further away from a potential receptor the magnitude and significance of the impact will be further reduced.

Mitigation of Potential Dust Nuisance

Guidance on the mitigation of potential dust nuisance has been published by the Greater London Authority in The Control of Dust and Emissions from Construction and Demolition (July 2014).

Impact from Construction Activities a qualitative assessment of dust levels associated with the proposed development has been carried out. The impact of dust soiling and PM10 and PM2.5 can be reduced to negligible through suggested appropriate mitigation measures, which are listed in Table 12 and are applicable to a medium risk site. Implementation of these Best Practice Measures will help reduce the impact of the construction activities.

Construction Activity	Mitigation Measures
Communications	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site
	Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. The DMP may include monitoring of dust deposition, dust flux, realtime PM ₁₀ continuous monitoring and/or visual inspections.
	Display the head or regional office contact information.
Site Management	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
	Make a complaints log available to the local authority when asked.
	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.
Monitoring	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 and dust are being carried out, and during prolonged dry or windy conditions.
	Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.
Preparing and maintaining the site	Plan site layout: machinery and dust causing activities should be located away from receptors.
	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period
	Avoid site runoff of water or mud.
	Keep site fencing, barriers and scaffolding clean using wet methods
	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
	Cover, seed or fence stockpiles to prevent wind whipping

Operating Vehicle/Machinery and Sustainable Travel	Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance.
	Ensure all vehicles switch off engines when stationary – no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials
Operations	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
	Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
	Use enclosed chutes, conveyors and covered skips.
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate
	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
Waste Management	Avoid bonfires and burning of waste materials.
Demolition	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust)
	Ensure water suppression is used during demolition operations
	Avoid explosive blasting, using appropriate manual or mechanical alternatives
	Bag and remove any biological debris or damp down such material before demolition
Earthworks	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces
	Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil
	Only remove secure covers in small areas during work and not all at once
Construction	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 this is required for a particular process, in which case ensure that appropriate additional control measures are in place
	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
	For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust

Dust control procedures shall be implemented by Willmott Dixon to avoid as far as is reasonably practicable the emission of dust and other particulates that would adversely affect the air quality to ensure there is no significant deterioration of current air quality as a result of the works.

Dust Movement

For a dust nuisance to arise, the following factors must be present:

- Finely divided, dry material is present on site as a dust source.
- Wind blowing from the site to the receptor.
- Wind speed sufficient to entrain the particles.

The prevailing wind direction is therefore important in establishing the areas that are most likely

to experience any dust nuisance during the construction process.

Environmental Risk from Dust procedures include:

Good housekeeping and control of waste dusts and silt at source will prevent windblown debris accumulating and, with prevailing weather, create mud or dust carriage from site. Mud and Dust pollution risk and community nuisance can be avoided by employing the SSoW controls but also through:

- Hard landscaping / laying sub-base, base coat or stoning up access roads and parking facilities, preventing exposure of soil/stone to wind blown/runoff risk.
- Locating stockpiles away from site boundaries, use of wind-fences or seeding to limit dust and maintaining stockpile levels below hoarding levels to prevent lift. Risk of dust and silt from site may be managed by:
 - Covering dust generating loads and piles of materials, such as sand and topsoil.
 - Providing wheel wash facilities on site.
 - Employing a roadsweeper to remove mud / dust from the roads on and around site (remember to ensure that waste documentation is obtained).
 - Address in pre-enrolment, site orientation and delivering trade specific TBTs.
 - Keeping plant / vehicles on site to the site speed limit.
 - Using dust capture / suppression equipment on tools and plant.
 - Housekeeping, housekeeping, housekeeping. Removing dust risk at source and maintaining robust housekeeping. Sweep and pick-up dust (not to be left in piles to be kicked or blown by wind).
 - The entire project will have hoarding erect and the scaffolding for the project will be enclosure with monoflex and debris netting, therefore localised dust will manage, Litter pick/maintain site housekeeping on all build levels (especially roof and upper floors) to prevent wind-blown dust and plastic insulation debris pollution across site and into community/surrounding areas.
 - Control of cutting or grinding of materials on site. Dust-generating machinery e.g., Disk cutters must be fitted with vacuums and water suppressions will be adopted.

It is considered that given the adoption of the mitigation measures detailed above that any potential effects from dust from construction works would be minimised to such an extent as to be insignificant.

Key receptors have been identified as follows:



-  - Site
-  - Key Receptor
-  - Potential Receptor

Nearest receptor Site to Anglican Communion Office = 8m

As a result of the above, we have indicated the monitoring measures in the following mark up:



- - Noise, Dust and Vibration monitor
- - Vibration Monitor

The burning of materials on the site will not be permitted. All necessary precautions shall be taken to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential areas. Plant shall be well maintained and shut down in the intervening periods between work or throttled down to a minimum.

Great Crested Newts are not anticipated to be in area an ecologist will ensure there are no reptiles before any clearance is undertaken a survey will be undertaken in April/May 2024 confirm this.

2.6 Site Temporary Lighting

Where appropriate, measures shall be implemented to reduce obtrusive light emanating from the site which may cause nuisance to neighbours and wildlife. We will consult with our ecologist and as a minimum, take the following measures:

- Limit of hours of lighting to when operatives are working
- Install motion sensors for all temporary lighting
- Direct external lights sensitively
- Use low energy LEDs throughout the project

Reference to and consideration of the Bat Conservation Trust's best practice guide shall also be made.

Where possible, a daylight only construction schedule shall be adopted to minimise adverse lighting.

During the winter months we will require some external lighting / flood lighting to carry out construction works, where this is applicable every effort will be made to minimise glare into neighbouring properties by directing light towards the site. All lights will be turned off after site working hours.

2.7 Noise & Vibration

Willmott Dixon will monitor and control noise and vibration levels so as to minimise any impact on our neighbours and operatives. Mitigation measures will be taken, as suggested in the Code of Practice BS 5228, to lessen the noise outputs and avoid any potential vibration impacts during the construction phase. This includes the correct selection of construction plant and equipment that reduces noise and vibration.

Mitigation measures may also include briefings and toolbox talks to the workforce so they are fully aware of the noise and environmental issues associated with the project, acoustic screens for isolated sections of work (if noise levels exceed permissible levels), ensuring construction plant is turned off when not in use, live monitoring of noise and dust levels with a direct link to the project team.

The establishment and maintenance of good community relations will be a priority. This will include informing residents on progress of the works by way of leaflet drops and/or public meetings and ensuring measures are put in place to minimise noise impacts. A telephone "hot line" will be displayed on the site hoardings and published in the community newsletter.

With regards to general construction activities, Willmott Dixon will follow best practice guidance including the following:

- The recommendations set out in Annex B of Part 1 of BS 5228 and Sections 7.3 and 9.2 of Part 4 of BS 5228 regarding noise and vibration will be adopted.
- Fixed and semi-fixed ancillary plant such as generators, compressors, and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
- The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.

- All plant used on site, paying attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
- As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
- Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
- Machines in intermittent use will be shut down in line with the WDC safety procedures.
- Static noise emitting equipment operating continuously will be housed within suitable acoustic enclosure.
- As far as reasonably practicable the noise from reversing alarms will be controlled and limited by avoiding the need for the reversing of vehicles. Drivers will be familiarised with the worksite layout. If this is not feasible, options for amending reversing alarm types will be reviewed (directional sounders/ reduced output sounders for example).



Acoustic Cutting Station

- Cutting stations will be used to reduce noise pollution both to protect the site operatives and the anyone within close proximity of the project.
- These stations are light weight so can easily be moved around the site as and when required.
- Will implement Vibration Monitoring (to measure PPV) in accordance with BS 5228-2. We will review construction techniques if values are likely to exceed 10-15mm/s⁻¹ on a continuous or prolonged level.

2.8 Pollution Management

Willmott Dixon will always implement working methods to protect surface and groundwater from pollution. Pollution control measures shall be implemented in accordance with statutory and WDC procedures. Control measures will include daily checks on all mobile plant and equipment by checking for leaks in engine fluids, hydraulic hoses, and oil pipework. Any items of plant/equipment found to have any leaks will be removed from service until the fault is rectified.

The following list identifies measures that Willmott Dixon will put in place to prevent pollution:

- Bunded and secure areas with impervious walls and floor for the temporary storage of fuel, oil and chemicals on site during construction.
- Only construction equipment free of oil and fuel leaks will be permitted on site. Nappy Pads will be always placed below static mechanical plant.
- Site-specific pollution control procedures will be implemented in line with the EA's Pollution Prevention Guidelines including appropriate training for all construction staff.
- Spill containment equipment and absorbent materials will be located around the site.
- Wash down of vehicles and equipment will take place in designated areas with catchpits to prevent dirty water from passing into watercourses. This is in accordance with the EA's Pollution Prevention Guidance note PPG13.
- All refuelling, oiling and greasing will take place above drip trays or on an impermeable surface. This will protect the ground, watercourses and drains from contamination.

2.9 Safety & Environmental Emergency Plan (SEEPA)

Willmott Dixon will provide an Emergency Plan which shall provide the standardised emergency response procedures that will be put into place to govern the management of safety and environmental incidents, as appropriate for the contract.

Willmott Dixon will adhere to and implement these procedures and ensure that site operatives are familiar with the emergency arrangements.

The emergency procedure will contain emergency phone numbers and the method of notifying local authorities and statutory authorities. Contact numbers for key personnel will also be included.

A site drainage plan will be kept at the site showing the water interests in the vicinity. This plan will include the location of both foul water drains and surface water drains.

Spill kits will be kept at strategic points including refuelling areas. The precise contents and capacity of the spill kits will depend on products that being stored and handled. The spill kits will be clearly marked, and sign posted. A specialist spill contractor is engaged by WDC that can be called upon should this be required to manage a major spill. Contact and action details are in the SEEPA.

3.0 CONCLUSION

The objective of this Construction Management Plan is to ensure that throughout the duration of the project, we have excellent Health & Safety controls, we look after the environment in which we are work, we protect the interests of our customers, neighbours and school children and overall, have a passion for what we do by delivering something exceptional.