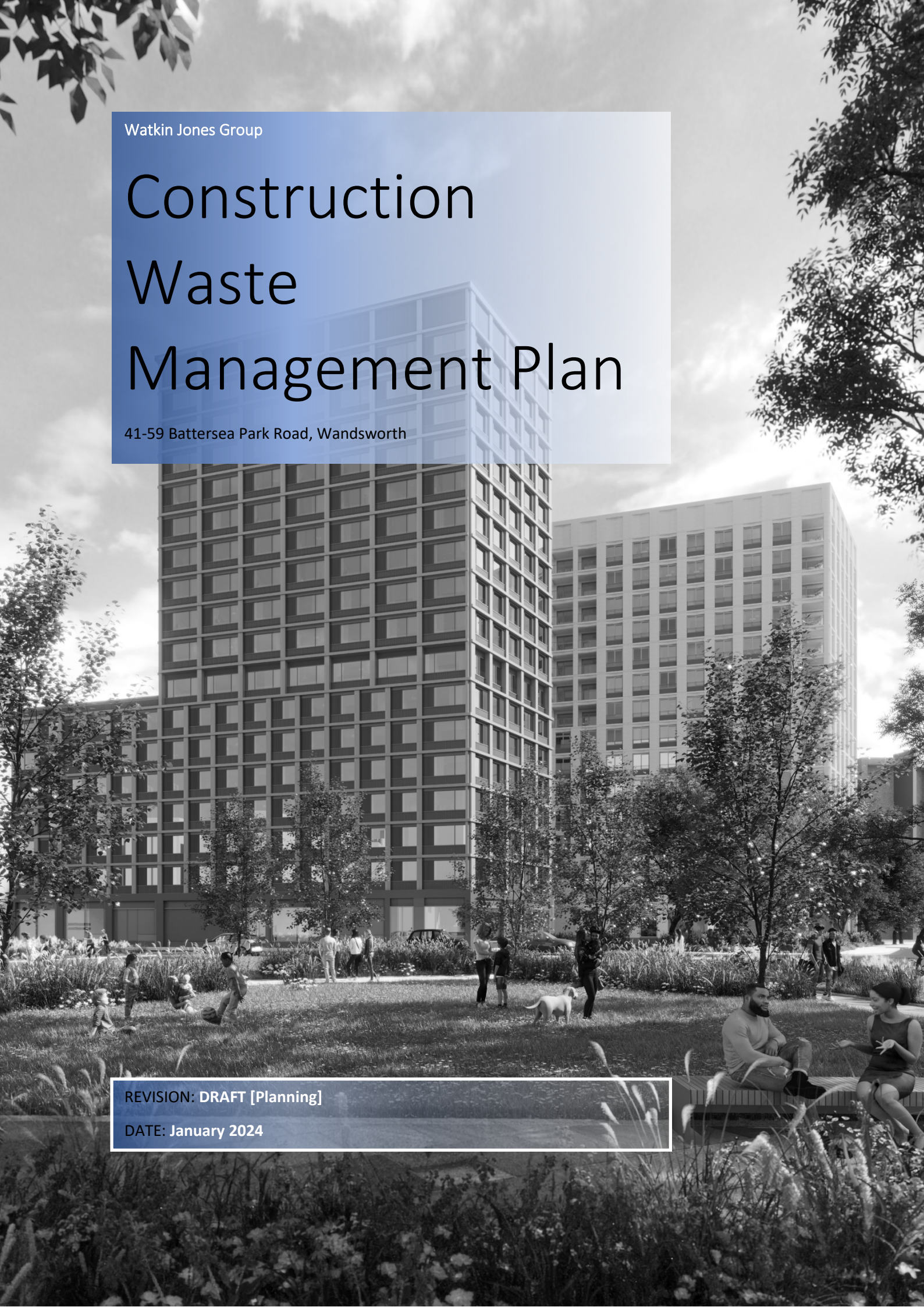

Watkin Jones Group

Construction Waste Management Plan

41-59 Battersea Park Road, Wandsworth

REVISION: **DRAFT [Planning]**

DATE: **January 2024**

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1.0 INTRODUCTION

This Construction Waste Management Plan (CWMP) is intended to form the basis for the management of the main environmental aspects associated with the construction of a mixed used development comprising student accommodation, affordable residential dwellings, retail and community spaces.

It should be noted that at the time of drafting this document no contractor has been appointed and no detailed construction methodologies have been confirmed. As a result of this, many of the conclusions in this CWMP are based on best practice methodologies and previous experience of similar developments. As a result of this the Applicant (Watkin Jones Group) will provide an updated CWMP confirming these details, prior to the commencement of the development. This can be controlled by way of a suitably worded condition attached to any planning permission.

1.1 Project Description

Demolition of all existing buildings and construction of three new buildings, together comprising Residential (Use Class C3) and Student Accommodation (Sui Generis) along with Commercial, Business and Service (Use Class E) and/or Local Community and Learning (Class F) floorspace. Associated works include hard and soft landscaping, car parking and new vehicular access / servicing, and other ancillary works.

The project will provide:

- Approximately 762 rooms of student accommodation (circa GIA 28,204 sqm);
- 55 residential dwellings including a 27 social rent affordable housing and 28 intermediate affordable rental units;
- Commercial space (circa 460sqm)

Prior to construction all existing structures shall be removed from the site. A full demolition dangerous substances survey, to include asbestos, of the structures shall be completed prior to commencement. This will inform the order and nature of the demolition works, where possible any identified dangerous substances will be removed in the first phase of demolition.

The demolition works shall be completed through a first phase soft strip of the internal fixtures and fittings plus any infrastructure able to remove via this method. Following the soft strip, the main structure removal will undertake by pusher arm methods. The full demolition method shall be developed by the Demolition Contractor on appointment.

This development shall comprise three demises arranged around a central public park. Site conditions require the use piles below the development. The three demises shall be of concrete frame construction; framing method to be determined by the Principal Contractor.

There shall be elements of offsite construction, including a modularised pre-cast façade and bathroom pod system. In addition, off street parking and further public open spaces shall be provided between the three demises.

The CWMP sets out how the environmental mitigation measures identified through the design process will be translated into actions during the construction process and identifies additional best practice measures. Incorporated within this CWMP are the means by which the performance against the CWMP will be monitored and verified. It outlines the environmental commitments that are to be delivered by the Watkin Jones Group.

This CWMP has been developed as part of the pre-planning process. Throughout the construction phases of the project, the Watkin Jones Group will also be following the mitigation measures outlined in their Environmental Management System (EMS) certified to ISO 14001:2004 and associated documents.

1.2 Site Location

The project is located at 41-49 (Bookers Wholesaler) and 49-59 (BMW), Battersea Park Road, Wandsworth. The site lies within the catchment of the London Borough of Wandsworth.

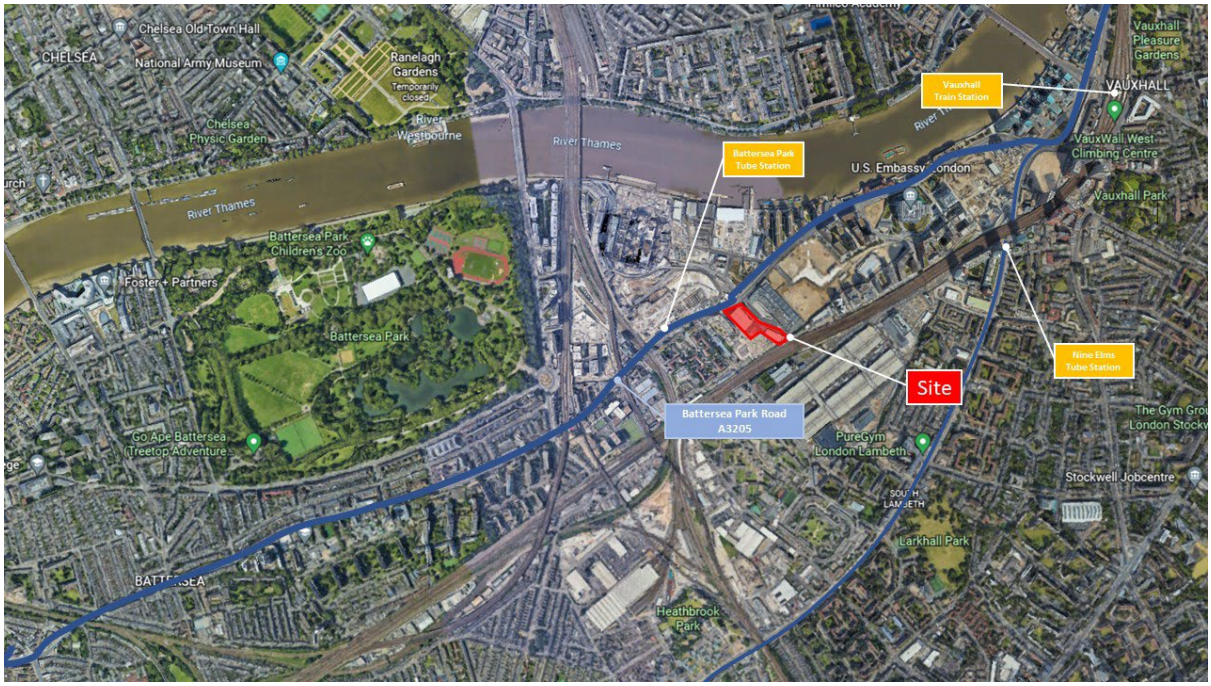


Figure 1 Site Location Plan

The site currently comprises a portal frame warehouse structure with delivery and a surface car park and area for waste and recycling. Around the building there are discrete pockets of vegetation cover, including trees along the boundary with Battersea Park Road, see Figure 1 for a Site Plan. The surrounding land uses are as described:

- North and Northeast of the site runs Battersea Park Road, including a crossroad junction at the corner of the site. The north area of the site is under regeneration and several high-rise mixed-use developments are planned to come forward soon.
- New Coven Garden Road runs along the east / southeast boundary and is a private access road to the New Covent Garden Market. New mixed-use developments are planned for this area in the future. Consideration will be given to peak traffic movements along this boundary during the construction period and permission to use this road as an exit from the site is to be agreed.
- To the south and southeast of the site runs the overground railway on a raised embankment, also the new Peabody residential development (Battersea Park Phase 4A). A BAPA agreement will be required with Network Rail.
- West of the site comprises Sleaford Street, a residential property and associated parking areas.

Figure 2 Site Plan

1.3 Works Programme

To be read in conjunction with the Construction Programme (APPENDIX B)

The construction works are anticipated to take 168 weeks (including demolition) and are targeted to start November 2023 and complete in March 2027. This is a preliminary programme which is subject to change as construction design detail and procurement schedules are developed. The programme allows for the construction sequence to start at the railway boundary with Blocks D-F and work outward towards Battersea Park Road with Blocks BC and Block A; the public landscape and S278 will be completed at the end.

Table 1 Key Construction Dates

Activity	Start	Duration	Considerations
Demolition of Bookers Warehouse	Nov 2024	8 weeks	Noise and dust pollution to residents along Sleaford Street
Piling	March 2025	12 weeks	Noise impact on neighbours.
Tower Crane Erection	May 2025		Road closures.
Concrete Frame D-F	June 2025	70 weeks	Concrete delivery wagons along Sleaford Street
Concrete Frame BC	June 2025	63 weeks	Concrete delivery wagons along Sleaford Street
Concrete Frame A	October 2025	48 weeks	Concrete delivery wagons along Sleaford Street
External Facade D-f	February 2026	47 weeks	Offsite concrete façade panels to

			minimise site traffic and nuisance.
External Façade BC	January 2026	47 weeks	Offsite concrete façade panels to minimise site traffic and nuisance.
Block A	May 26	32 weeks	
Landscape	Feb 26	28 Weeks	

The construction works of the three demises are to be completed concurrently. The construction activities shall commence following the completion of the piling and foundations across the full development site.

Further updates shall be required to this CWMP following completion of the detailed design and planning process. A detailed programme shall be developed following the grant of planning permission and can be conditioned by LBW for the Applicant to provide prior to the commencement of development.

2.0 ROLES AND RESPONSIBILITIES

The Watkin Jones Group and/or their appointed contractor shall be responsible for implementation of this CWMP. A list of contacts responsible for the environmental management of the development shall be compiled, utilising Table 1 below. The outstanding positions shall be filled once planning permission for the development has been granted, and the details of these positions become more apparent.

Table 2 Key Contacts under this CWMP

Name & Position	Company	Contact no:	Email Address:
TBC – Project Manager	Watkin Jones Group	TBC	TBC
TBC – Site Manager	Watkin Jones Group	TBC	TBC
Bret Hunter	Putnam – Demolition Contractor		
TBC – Supervising Engineer	Watkin Jones Group	TBC	TBC
Environment Agency Incident Hotline	Environment Agency	0800 807060	N/A
Pollution Control Team	London Borough of Wandsworth		

Table 3 Site Communication

Communication Method	Frequency	Attendees	Environmental Points for Discussion
Contractor Site Meetings	Monthly	TBC	Any pertinent environmental issues. Scheduled deliveries.
Subcontractor Meetings	Weekly / 2 weekly	TBC	Waste Management, Statutory Nuisance issues, Environmental Incidents.

Toolbox Talks	As required	All site personnel, including subcontractors	Toolbpx Talks will be used to inform all site personnel of key information concerning the management of the site, procedures to be followed and expected standards / controls when working on the project. The toolbox talks will cover a broad range of topics including those related to best practise environmental management.
Considerate Constructors Community Update	In addition to newsletters community meetings will be held if required. Possible every two months or key stages of the programme.	Community partners.	An opportunity to discuss any complaints regarding noise, street cleaning, anti-social behaviour. Also a chance for waste recycling within the community.

3.0 ENVIRONMENTAL CONSENTS

Planning permission is yet to be granted for the development. When granted, those planning conditions with respect to the environment shall be summarised in this section along with any supplementary environmental permits, exemptions, or licenses relevant to works associated with detailed planning and design (to follow). These may include:

- Environmental permits under the Environmental Permitting regulations 2010 (as amended) for:
  - waste operations;
  - works in a floodplain; or
  - discharges to surface waters;
- Waste exemptions under the Environmental Permitting regulations 2010 (as amended) ; and
- Section 61 consent under The Control of Pollution Act 1974 for noise related works such as demolition etc.

A full review of the CWMP against any imposed planning conditions shall be undertaken. Should any additional measures be required to meet those conditions they shall be fully documented with the CWMP, which shall be communicated to all relevant parties in accordance with the contact list in Table 1.

4.0 STAKEHOLDER CONSULTATIONS

Stakeholder consultations were carried out during the pre-submission stage of the application. Further details can be found in the supporting Statement of Community Engagement by Kanda dated March 2023 which is an addendum to the report submitted in April 2022. However, the main aims of the consultation were considered to be:

- To publicise the proposals and explain local benefits (key messages) to the local community prior to the submission of a planning application;
- To allow adequate opportunity for the community to consider, understand and comment on the development proposed;
- To have open and honest dialogue with the community and stakeholders, to secure "buy-in" to the proposals;
- To demonstrate how the comments have been acknowledged and incorporated where possible into proposals;
- Communicate technical site issues; and
- Engage with key local stakeholder and local ward members prior to a planning application being submitted.

5.0 GENERAL SITE MANAGEMENT

To be read in conjunction with the Site Construction Plan (APPENDIX A)

Until planning permission is granted, the Bookers site "core hours" as laid out here, are in line with London Borough of Walthamstow's permitted hours of work:

- Monday – Friday 7:30 – 18:00;
- Saturday 'core hours' will be 07:30 – 13:00; and
- No works to be programmed on Sundays or Bank Holidays.

Operations such as earthworks can be seasonal and weather dependant, and as is customary in the construction industry, the working day and or days may be extended to take advantage of extended daylight hours during the period April to October. Any extensions required to the permitted working hours will be made by application to London Borough of Walthamstow (LBW) for authorisation. It is noted that the "core hours" may also be subject to change following determination of the planning permission which may condition alternative "core hours".

For certain types of activities, it may be necessary to request to work on a Sunday and Bank Holiday. These activities may include work that entails the possession of a road, works for reasons of public safety, site logistics operations or work within buildings. Details of such requirements will be presented at planning stage and incorporated into the consent for the development. Where deviation from the stipulated or consented works on a Sunday or Bank Holiday is required by the Watkin Jones Group, approval will be sought from the Planning Authority.

All vehicles and plant arriving at and leaving the site will comply with the same "core hours". Watkin Jones Group shall ensure these instructions are given to all drivers, including those delivering site materials.

5.1 Construction Site Layout and Good Housekeeping

In planning the construction site layout, the Watkin Jones Group will ensure that a good housekeeping policy is applied at all times, and as far as reasonably practicable; that amongst other things:

- Hoarding will be utilised to screen the construction site;
- All site hoardings will be regularly inspected, repaired and repainted as necessary
- All working areas will be kept in a clean and tidy condition;
- Adequate toilet facilities will be provided for all site staff and the disposal of effluent will be disposed of according to waste duty of care regulations;
- Rubbish will be removed at frequent intervals and the site kept clean and tidy;
- Food waste will be removed at frequent intervals;

- Any waste susceptible to spreading by wind or liable to cause litter will be stored in enclosed containers;
- Open fires and burning of waste will be prohibited at all times;
- All necessary measures will be taken to minimise the risk of fire and the contractor will comply with the requirements of the local fire authority;
- Storage areas, fixed plant and machinery, equipment and temporary buildings will be located in areas to limit adverse environmental effects;
- A Pollution Prevention and Incident Plan (PPIP) will be established and implemented throughout all phrases of construction;
- All external lighting and illumination associated with the construction process will be in accordance with the guidance issued by the Institution of Lighting Engineers: "Guidance Noted for the Reduction of Light Pollution" and the CIE (International Commission on Illumination) Report: "Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations";
- To ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance under the Environmental Protection Act 1990 (as amended), external lighting will be designed and positioned to:
    - Provide the minimum levels necessary for safe working;
    - Avoid disturbance to adjoining residents and occupiers;
    - Avoid creating dazzle or distraction for drivers using adjacent highways or the railway;
    - Seek to minimise light spillage or pollution; and
    - Ensure that excess light does not fall on sensitive ecological habitats;
- Energy efficient options for site facilities will be incorporated wherever possible. They may include energy efficient light bulbs and automatic controls, which will supplement good housekeeping such as switching off equipment when not in use;
- Adequate security will be exercised by the Watkin Jones Group to protect the public and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security measures will be implemented; and
- Any site cameras will be located and directed so that they do not intrude into occupied residential property.

5.2 Environmental Receptors Summary

These are the environmental receptors that could potentially be impacted by associated environmental aspects from this project, during enabling works and construction:

- Air quality:
    - Dust (particulate matter, i.e. PM_{10}); and
    - Fumes (i.e. NO_x).
- Humans (i.e. neighbours and construction workers):
    - Noise;
    - Dust (particulate matter, i.e. PM_{10});
    - Fumes (i.e. NO_x);
    - Litter; and
    - Vibration.
- Ground and groundwater:
    - Pre-existing contamination mobilised through development works;
    - Presence of the redundant borehole and potential migration pathway for contamination;
    - Pollution spills;
    - Vibration;
    - Dust (particulate matter, i.e. PM_{10}); and

    - Litter.
- Existing drainage (foul and surface water):
    - Pollution spills;
    - Silt run-off; and
    - Discharge of water.
- Ecology (i.e. animals, birds, trees and plants):
    - Pollution spills;
    - Litter;
    - Noise;
    - Fumes (i.e. NO_x);
    - Spread of invasive species;
    - Vibration; and
    - Dust (particulate matter, i.e. PM_{10}).
- Surrounding land:
    - Pre-existing contamination mobilised through development works;
    - Pollution spills;
    - Litter;
    - Noise;
    - Fumes (i.e. NO_x);
    - Vibration;
    - Dust (particulate matter, i.e. PM_{10}); and
    - Silt.

5.3 Plant and Equipment

The Principal Contractor (when appointed) will identify the equipment and plant to be used during construction, including the type, model, engine size and expected number to be used on site. Plant used for the project is likely to comprise conventional demolition, earthworks and highways construction plant.

During the demolition period of the project, the following plant is likely to be used:

- 3 - 360° Excavators (no larger than 50 tonnes); and
- 8 per day - 20 tonnes 8-Axle tipper trucks.

During the earthworks phase of the project the following plant is likely to be used:

- 4 - 360° Excavators (no larger than 50 tonnes);
- 2 - Piling rigs (continuous flight augers); and
- 30 per day - 20 tonne 8-axle tipper trucks.

Four tower cranes shall be utilised at site for the construction activities. The erection of the tower cranes will commence during the earthworks in preparation for construction commencement.

In addition to the vehicles used to remove demolition arisings from the site there shall be concrete deliveries to the site. The number of deliveries to complete this phase is not known at this time but shall be determined on appointment of a Principal Contractor.

Concrete deliveries shall be made by 6m3 or 8m3 ready-mix concrete trucks with no more than 30 deliveries made per day. This is a non-exhaustive list of plant that shall be used during demolition and excavation works. Full details of the plant and equipment to be used on the development will be provided by the Principal Contractor at the earliest opportunity following appointment.

The Site Manager will ensure all plant and equipment complies with the standards required under the Greater London Authority's Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, as outlined in section 6.2.2.

6.0 KEY ENVIRONMENTAL IMPACTS AND MITIGATION METHODS

6.1 Noise and Vibration

6.1.1 Impact

Noise and vibration will be caused during construction activities by:

- Traffic movements;
- Plant movements;
- Demolition operations;
- Excavating operations;
- Piling operations; and
- General construction activities.

A review of the likely vibration effects from construction works will be undertaken once a detailed schedule of equipment, processes and durations are known. This review could indicate a requirement for vibration monitoring at any noted vibration sensitive receptors whilst certain activities are taking place on site. Monitoring results could subsequently indicate requirements for further mitigation. This may result in the employment of specialist consultants to determine specific and adequate mitigation strategies if necessary.

6.1.2 Mitigation

To mitigate the potential impacts of noise and vibration the following measures shall be adopted for the general construction activities and site management:

- All activities with the potential to cause noise and vibration at the site boundary will be limited to the hours of Monday – Friday 08:00 – 18:00 and Saturday 08:00 – 13:00;
- There can sometimes be exceptions to these hours when special circumstances demand that work is done at other times. For example, Tower Crane Erection & Dismantle, work on railway tracks or stations can only be done when there are no trains; if heavy plant needs to be brought on site the police sometimes insist on it being done on a Sunday to reduce interference with traffic. In these cases, we encourage contractors to notify local residents in advance.
- Where there is a requirement to undertake works on a Sunday or Bank holiday; written approval shall be sought from the LBW in advance of the works;
- General induction training for site operatives and specific training for staff having responsibility for particular aspects of controlling noise from the site shall be delivered;
- Contractors must use "best practicable means" (BPM) to minimise the nuisance from noise and vibration; this is to include compliance with BS 5228, *Code of practice for noise and vibration control on construction and open sites*;
- Where generators are operated overnight, measures shall be taken to minimise noise levels at the nearest dwellings;
- Construction operations will be staged, where possible, to control high noise levels. Activities causing excessive noise shall be identified and where necessary manned measurements shall be undertaken to aid identification of activities causing the excessive noise;
- Equipment will be switched off when not in use (including during breaks and down times of more than 30 minutes);

- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum; and
- The contractor shall aim to be a proactive and considerate neighbour; any potentially affected residents and building owners shall be approached in advance of any potential disturbance and kept informed of works progress through various liaison techniques, e.g. leaflet drops or personal phone calls. A noise complaint handling procedure will be established and set out in a noise and vibration management plan and responded to quickly.

Specific mitigation measures shall be adopted to control the potential impact from each site activity, as detailed below.

Traffic Movements:

- All visitors to site shall be required to adhere to the Travel Plan for the development. A plan of the site traffic routes shall be displayed in prominent locations to ensure all visitors are aware of how to navigate the site; and
- Deliveries will be programmed to arrive during permitted hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.

Plant movements and operation:

- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works. All plant to be suitable certified in accordance with EC Directive 2000/14/EC and the levels quoted in BS5228;
- Intermittently operating plant will be shut down in the intervening periods between operations (including during breaks and down time of more than 30 minutes);
- Any compressors brought on to site would be silenced or sound reduced models fitted with acoustic enclosures;
- All pneumatic tools will be fitted with silencers or mufflers;
- Where possible, noisy plant shall not be used simultaneously and/or near each other, to avoid cumulative noise impacts; and
- Site inspections shall be undertaken and will include checks to ensure that plant is being operated with any specified acoustic covers in place. Excessively noisy plant shall be removed from site for repair or maintenance. Quieter construction methods will be used, where required and where considered reasonable and feasible.

Demolition operations:

- Adherence to noise and vibration limits, and operating hours, shall be included in contractual agreements with contractors;
- Contractors shall be required to ensure that plant is operated with all specified acoustic covers in place. Regular inspections of plant shall be undertaken to ensure this measure is being followed;
- Equipment will be switched off when not in use (including during breaks and down times of more than 30 minutes);
- Compressors should be fitted with properly lined and sealed acoustic covers which should be kept closed whenever in use;
- Pneumatic percussive tools should be fitted with mufflers or silencers of the type recommended by the manufacturers;

- Equipment which breaks concrete, brickwork or masonry by bending or bursting or "nibbling" shall be used in preference to percussive tools where practicable. Avoid the use of impact tools where the site is close to occupied premises;
- Where practicable, rotary drills and bursters activated by hydraulic, chemical or electrical power shall be used for excavating hard or extrusive material;
- Where practicable, equipment powered by mains electricity shall be used in preference to equipment powered by internal combustion engine or locally generated electricity; and
- Plant shall be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

Piling operations:

- Adherence to noise and vibration limits, and operating hours, shall be included in contractual agreements with contractors;
- Contractors shall be required to ensure that plant is operated with all specified acoustic covers in place. Regular inspections of plant shall be undertaken to ensure this measure is being followed;
- Equipment will be switched off when not in use (including during breaks and down times of more than 30 minutes); and

Excavation operations:

- Adherence to noise and vibration limits shall be included in contractual agreements with contractors;
- Equipment and excavation work sites shall be oriented, where possible, to reduce noise emissions to sensitive receptors;
- Excavation operations will, wherever possible, be undertaken without the use of pneumatic breakers; and
- Where it is necessary to use pneumatic tools, all items will be fitted with silencers or mufflers.

6.2 Air Quality

6.2.1 Impact

Air quality within the vicinity of the site and along haulage routes will be impacted by fumes (particularly NO_x), dust and particulate matter (PM_{10}) during demolition, excavation, track out and construction activities. The main sources of these pollutants include:

- Haulage routes, vehicles and construction traffic;
- Materials handling, storage, stockpiling, spillage and disposal;
- Exhaust emissions from site plant, especially when used at the extremes of their capacity and during mechanical breakdown;
- Construction and fabrication processes; and
- Internal and external finishing and refurbishment.

The potential for dust generation and its transport to sensitive receptors is highest during dry, windy conditions.

Receptors prone to impacts from decreased air quality include:

- Local ecology;
- Human receptors both on and off site through inhalation of pollutants; and
- Settlement of dust and particulate matter on local and surrounding area causing nuisance.

Detailed assessment of the air quality effects of the development have been completed, as detailed in the air quality report by Redmore Environmental, ref:5296r5.

6.2.2 Mitigation

Mitigation measures to reduce the potential to air quality impacts of the demolition, excavation and construction activities, are outlined in the air quality report by Redmore Environmental, ref:5296r5. The mitigation measures have been replicated here; to ensure their comprehensive adoption and incorporated alongside Best Practical Means (BPM) measures. These will include:

Site Management:

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary;
- Display the head or regional office contact information;
- Record and respond to all dust and air quality pollutant emissions complaints;
- Make a complaint log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the Local Authority when asked;
- Increase the frequency of 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;
- 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 logbook; and
- 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.

Site Planning:

- Plan the site layout so that machinery and dust-causing activities are located away from receptors, as far as is possible;
- Stockpiles of soils and materials would be located as far as possible from sensitive properties, taking account of prevailing wind directions and seasonal variations in the prevailing wind;
- Solid screens or barriers shall be erected around dusty activities, if necessary, fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Site fencing, barriers and scaffolding shall be kept clean using wet methods, ensuring silt laden water is prevented from being discharged;
- Where possible materials that have a potential to produce dust shall be removed from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below:
    - Surface areas of stockpiles will be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up;
    - Stockpile surfaces will be covered, seeded, or fenced to prevent wind whipping;

- Where appropriate, windbreak netting/screening should be positioned around material stockpiles and vehicle loading/unloading areas;

Demolition activities:

- Soft strip inside buildings before demolition (retaining walls and windows in the remainder of the building where possible to provide a screen against dust);
- Water shall be utilised as a dust suppressant.
- Explosive blasting is to be avoided, suitable manual and mechanical alternatives will be utilised;
- Any cutting equipment employed shall have a dust suppressant system or suitable local extract ventilation;
- Enclosed chutes and covered skips shall be used at site to control dust generation from the waste handling activities
- Biological debris will be bagged and removed or dampened down prior to demolition; and
- If a crusher is to be used at site the contractor shall:
  - Notify the local authority if a crusher is to be used;
  - Keep a copy of the permit / deployment form on-site and adhere to the conditions therein at all times; and
  - Refer to Process Guidance note PG 3/16 (04)12 and use best available techniques (BAT) according to the guidance at all times.

If the presence of asbestos is identified in the building at site during the pre-demolition survey, suitably qualified removal contractors will be used, and a dedicated asbestos management plan shall be developed.

General construction activities:

- Visual inspection of the site perimeter to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects, and the implementation of remedial measures would be carried out, if necessary;
- Construction operatives will use appropriately designed vehicles when handling material and design controls for the use of construction equipment and vehicles. Additionally, it will be ensured that all construction plant and equipment is maintained in good working order;
- Short-term releases may also occur during start-up of diesel engines, etc. Regular visual checks and routine maintenance would be applied in accordance with the plant specification, to minimise releases. Faulty site plant will be decommissioned until repairs are carried out and it has been tested and found to be operating satisfactorily;
- On-site cement and concrete batching (if required) will be undertaken in enclosed areas, with suitable water dowsing and wind shielding measures applied as appropriate;
- Cutting or sawing tools; will be fitted with dust-suppression or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. local exhaust ventilation systems, shall be used for all operations;
- Where feasible, temporary substations will be used to provide power to the cranes, therefore minimising / omitting the need for diesel generators
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using recycled water where possible and appropriate;
- 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; and

- 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;
- Avoid 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; and
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust; and
- No unauthorised burning of any material will be carried out anywhere on site.

Earthwork activities

- Minimise the area of the site stripped at any one time;
- Take into account the predominant wind direction when situating stockpiles to reduce the likelihood of affecting sensitive receptors;
- Dampening of exposed soil and material stockpiles using sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile;
- Completed earthworks should be covered or vegetated as soon as is practicable; and
- Where not possible to vegetate or cover earthworks with topsoil as soon as practicable; hessian, mulches or trackifiers shall be utilised.

Trackout activities:

Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site; ensure road sweepers are prevented from tipping on site, removing waste (following duty of care requirements) to a suitably permitted disposal facility;

- Avoid dry sweeping of large areas;
- Ensure the drop height when loading vehicles is minimised;
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;
- Access gates should be located at least 10 m from receptors, where possible; and
- Apply dust suppressants to locations where a large volume of vehicles enter and exit the construction site.

Fumes from vehicles will be minimised by the following measures:

- Impose and signpost a maximum-speed-limit of 10 mph on surfaced haul routes and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the Local Authority, where appropriate);
- Engines of all vehicles and plant on site will not be left running unnecessarily, no idling vehicles;
- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensuring that plant and vehicles are well maintained; and
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery-powered equipment where practicable, including the use of electrical powered tower cranes.

Watkin Jones will ensure all Non-road Mobile Machinery (NRMM) brought to site comply with the standards set within the GLA's Control of Dust and Emissions During Construction and Demolition SPG.

This outlines that, since 1st 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/EC (Directive 97/68/EC of the European Parliament and of the Council, 1997) and its subsequent amendments as a minimum. From 1st September 2020 NRMM used on any site within Greater London will be required to meet Stage IIIB of the Directive as a minimum. The Site Manager will be responsible for registering the site on the NRMM Register and maintaining the list of all NRMM on site;

Mitigation measures for air quality impacts associated with the construction related traffic are covered in Section 6.10.

6.3 Landscape and Visual Impacts

6.3.1 Impact

Existing residential properties exist adjacent to the western boundary of the site and there are buildings under construction adjacent to the south eastern boundary that will be occupied during the works. All such buildings are of mixed construction and of varying heights including a number of nearby tall buildings. The residential properties are considered to be the most sensitive receptors within close proximity to the site in terms of visual impact.

During the development stage there are likely to be some minor visual impacts to surrounding areas. This will potentially include stockpiles of soils and aggregate materials, mobile plant and movement of heavy goods vehicles, lighting used on site, storage of plant, machinery and other materials within compound and temporary site offices and welfare facilities. These are to be mitigated as described in the following paragraphs.

Overall the development is considered not to cause significant environmental effects.

6.3.2 Mitigation

During the construction phase, keeping the welfare areas, inclusive of hoarding, clean and tidy, shall mitigate the impact on the visual amenity. In addition, the site roads and those of the surrounding areas shall be regularly cleaned, as necessary, by a water assisted dust sweeper to remove any material tracked out of the site. These areas will be monitored on a daily basis by site operatives from the Watkin Jones Group and/or their appointed contractor.

Site offices and welfare facilities will be sited such (i.e. away from sensitive receptors) that little or no visual impact occurs for local residential properties. All lighting of the site compound and welfare facilities will be directional and non-polluting (i.e. not pointing into the sky) and will either be set on timers or activated by passive infrared systems to minimise their operation.

Whilst the concrete frame is constructed edge protection will be affixed to the structure. New planting within the landscaping scheme in the areas surrounding the two blocks will provide tree cover, increasing the positive visual amenity of the site.

6.4 Ecology and Nature Conservation

6.5.1 Impact

The ecological assessment undertaken by Greengage (January 2024, report ref: 552268yaJan24FV02_PEA) concluded that the site has no designated sites or notable habitats are within or immediately adjacent to the site. There are no International or national statutory designated sites within 2km of the site. There is one Local Nature Reserve (LNR) - Battersea Park Nature Areas c. 0.7km to the west of the site.

There are four Sites of Importance for Nature Conservation (SINCs) within 1km of the site.

The nearest SINC is just over 100m to the north of the site.

- WaB107 Battersea Power Station – c. 0.15km to the north;
- M031 River Thames & Tidal Tributaries – c. 0.35km to the north;
- M102 Battersea Park – c. 0.7km to the west; and
- WeL07 St George's Square Garden – c. 0.75km to the north.

All designated sites found within 1km of the site will not be adversely affected by the development, due to the distance from the site, lack of habitat or aquatic connectivity to the site, size of the site and the densely urban nature of the area.

6.4.2 Mitigation

The potential for breeding birds at the site has been identified. Breeding birds are protected under the general provisions of Section 1 of the Wildlife and Countryside Act 1981 as amended. Whilst the nest is being built or is in use, the eggs, young and nests are protected against intentional and reckless taking, damage and destruction. Regardless of location, if any nesting bird is found on site, the Site Manager is to be contacted immediately.

Vegetation clearance activities will be undertaken outside of the breeding season of March to September where possible. In the event it is necessary to undertake vegetation clearance during the breeding season, a suitably qualified ecologist shall be present at site to identify the presence of nesting birds. Clearance shall only commence once confirmation is received from the ecologist that the vegetation areas are clear of nesting birds.

Trees that are chosen to be retained shall be clearly identified and protected from potential damage during construction activities. Protective fencing shall be erected around the Root Protection Area with appropriate and visible signage. Storage areas for liquids such as oils, fuels and paints shall not be within 10m of any trees, to prevent possible contamination.

If an invasive plant species is identified on the site:

- Cordon off area to prevent any inadvertent spreading;
- Communicating to all working on site the presence of the invasive plant species and ensure no unauthorised individuals access the area;
- Ensure any vehicles that have been in the affected area have their wheels/tracks thoroughly washed before leaving the area of the site where the plant is located;
- Ensure a boot wash is used for individuals accessing the affected area;
- Water used for cleaning vehicles and boots is disposed of in controlled manner to prevent spread; and
- Specialist advice will be sought to halt and/or eradicate the species and to ascertain whether EA involvement or notification is required.

6.5 Socio-Economics

6.5.1 Impact

These construction works will mainly have a positive impact on the local economy with direct employment during the construction works. In addition, employees and contractors using local services, suppliers, hotels, shops and leisure facilities for their daily needs whilst working on the site.

Local businesses may experience some disturbance as a result of the construction works arising from possible footway interruptions and restrictions to accessing Sleaford Street. In addition, there may be further disturbances resulting from deliveries to site and certain site activities.

6.5.2 Mitigation

Watkin Jones Group wishes to have a positive impact on the local economy and will endeavour to use local labour and material suppliers, when economic options are available from local sources. This should assist in minimising the local impact of transport of materials and workers to the site.

As outlined in Section 6.10 of this CWMP specific mitigation measures shall be put in place to minimise the effect to local residents and businesses of traffic.

6.6 Archaeology and Cultural Heritage

6.6.1 Impact

An Archaeological Desk Based Assessment of the site was undertaken by RPS Group, February 2024 (Archaeological Desk Based Assessment | 41-59 Battersea Park Road SW8 4ED | 7 February 2024, ref 00397).

There are no listed buildings, scheduled ancient monuments located on the site and the site is partially lay in the Wandsworth Archaeology Tier 3 Priority Area (APA).

In terms of designated archaeological assets, no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens, Historic Battlefield, or Historic Wreck Sites occur within or near the Site.

A 500m radius search of the GLHER indicates that the Site is in a Tier III Archaeological Priority Area (Battersea Channel). The Nine Elms (Tier 2 APA) is located to the north-east of the site.

It is considered that the information presented in the RPS Group assessment could now be the limit of the LPA's archaeological planning requirements for the Site and no further work would be required although the final decisions regarding this lies with the LPA and their Archaeological Planning Advisers. Planning decisions are expected to make a balanced judgement for non-designated assets considered of less than national importance considering the scale of any harm and the significance of the asset. Such an approach would be in line with both Local and National Planning Policy in relation to archaeological assets.

6.6.2 Mitigation

The Contractor will work with and allow for any mitigation that may be conditioned following the granting of planning consent. It is anticipated that detailed assessment of the site using trial trenches/pits may be required, if specified by the Greater London Archaeological Advisory Service.

If any unexpected finds are encountered on site, work is to be immediately stopped in the area and the area is to be fenced off. The find is to be reported to the Watkin Jones Group Site Manager. The Council Archaeology Advisor and Historic England will be contacted, and expert knowledge will be sought before continuing works.

If human remains are discovered, the Watkin Jones Group will seek the appropriate license, under the advice of a qualified archaeologist, to continue works on site. Site operatives (including contractors) will be given appropriate training (i.e. through use of toolbox talks) in identifying potential finds of archaeological importance and in following correct procedures upon making a find.

A review of the likely vibration effects from construction works will be undertaken once a detailed schedule of equipment, processes and durations are known. This review could indicate a requirement for vibration monitoring at any noted vibration sensitive receptors whilst certain activities are taking place on site. Monitoring results could subsequently indicate requirements for further mitigation. This may result in the employment of specialist consultants to determine specific and adequate mitigation strategies if necessary.

6.7 Ground Conditions

6.7.1 Impact

The Ground Investigation Report (GIR) (Ref. TE1439GIR1.1, March 2021) identified hardstanding (predominantly concrete) at the surface or below a veneer of asphalt across most of the Site except for the northern areas. This was proven to be in the order of 0.18-0.38m thick with variable steel content. Asphalt encountered across site was recorded between 0.04-0.15m thick.

Both granular and cohesive Made Ground was encountered extensively across site and comprise orange/brown/reddish brown very gravelly medium to coarse Sand, or a soft consistency, brown to grey slightly gravelly, variably sandy Clay. Cobble content was variable but typically higher at shallower depths and comprised broadly of red brick.

Made Ground was locally noted as a black gravelly Sand with a strong hydrocarbon odour in WS106 at 1.10.-1.30m bgl, and a black gravelly sand with clinker and minor brick encountered in W105 from 1.25-1.45m bgl. Further anthropogenic components comprised asphalt fragments in WS103 2.20-2.50 and 4.80-5.00m and clinker in WS015 1.45-2.10m, WS106 2.40-3.00 and WS107 0.85-2.00m. WS103 recorded the deepest Made Ground to 5.00m bgl. Natural soils were not proven in this location. The potential for other deep pockets of Made Ground across site is high.

Possible Alluvial clay occurred as a soft to firm consistency orange brown, very gravelly, sandy Clay in WS102 only from 2.65-3.10m bgl. Remaining superficial deposits were recorded as a medium dense to dense orange gravelly medium to coarse Sand, where the gravel is angular to subrounded fine to coarse flint and rare chalk. These are likely part of the Kempton Park Gravel Formation and were proven to the maximum drilled depth of 5.45m bgl.

The results of a human health risk assessment carried out on the results of chemical analysis of soil samples across the Site have demonstrated that measured concentrations of heavy metals including lead and mercury, and various PAHs are representative of the site as a whole and present a potential risk to human health. Furthermore, of the 14 No. samples analysed for asbestos, 8 No. returned a positive for asbestos with asbestos fibre bundles in the form of chrysotile and amosite, and instances of Asbestos Cement Debris. Measured soil leachate concentrations of PAHs have been reported in excess of the Water Quality Standards beneath the Site. The results of further assessment and consideration of the conceptual site model has concluded the reported concentrations do not represent a potentially significant risk to the controlled waters environment.

Following a preliminary waste characterisation, several samples of Made Ground were determined as hazardous waste due to lead or zinc chromate and TPH. Furthermore, the presence of asbestos will also likely cause further Made Ground to be considered as hazardous waste. Coal tar containing asphalt was recorded in the vicinity of WS103.

Ground conditions can be impacted by:

- Mobilisation and transfer of contaminants during excavations and stockpiling of materials;
- Generation of contaminated surface water runoff, spreading offsite or entering drains;
- Disturbance of unforeseen contaminated land;
- Mobilisation and transfer of contaminants from dust and particulate matter (PM_{10});
- Vibration;
- Fuel and liquid spillages; and
- Wind-blown waste / litter.

6.7.2 Mitigation

Further Works

- Detailed GR for foundation design purposes;
- Further investigation beneath existing building footprints;
- Detailed survey to confirm the location of the existing sewer.

Outline Remediation

- Removal and verification of any previously unidentified areas of contamination, where required;
- Removal, crushing and screening of all oversized material and obstructions in the ground;
- Bulk earthworks to achieve the proposed development levels, including with fill materials compacted in accordance with a recognised specification, such as Specification for Highways Works Series 600;
- All earthworks and groundworks to be conducted in accordance with the Control of Asbestos Regulations (CAR) 2012;
- Backfill of resultant excavations with suitable material;
- Laboratory chemical testing and risk assessment of **all** imported materials; and,
- Installation of a minimum 600mm clean cover system underlain by a geotextile membrane in soft landscaped areas to act as a growing medium and physical barrier between impacted Made Ground soils and the end-users.

Dust and particulate emissions will be managed in accordance with the activity specific measures specified in Section 6.2 of this CWMP.

During any excavation/enabling works the Watkin Jones Group and/or the appointed contractor shall ensure those undertaking the works observe the uncovered ground and watch for any visual signs of contamination. Excavation works shall be completed in accordance with the Control of Asbestos Regulations 2012; all asbestos containing materials shall be segregated and sent for controlled disposal at a suitably permitted facility.

The release of noxious fumes, petrol, oils, solvents, chemical residues and smells may indicate contamination. When contamination is suspected the following will be carried out in line with the identification, mitigation and remediation of contaminated land procedure:

- Work will be stopped immediately;
- Suspected contamination will be reported to the site manager and further advice sought from a suitably qualified geo-environmental engineer;
- Contact will be made immediately with the Local Authority (Pollution Control Team) or Environment Agency;
- Ensure that suspected contamination is tested and characterised at a UKAS/MCERTS accredited laboratory;
- Appropriate PPE to be worn (e.g. gloves and overalls);
- Area is to be sealed off and methods used (where possible) to prevent the spread of the contamination;
- Clear the area to ensure there is nothing that could cause a fire;
- Monitoring of gas concentrations in excavations and at surface if required; and
- Follow good practice guidance and the remedial strategy contained within the Ground Investigation Report (GIR) (Ref. T/15/1594/GIR, Tier Environmental, February 2016) or as specified by the geo-environmental engineer on receipt of the analysis results to remediate the area.

All contaminated materials generated from excavations and demolition activities will be stored in covered skips or stockpiles placed on hardstanding or sheeting, depending on space available. Contaminated runoff from the stockpiles will be controlled through the use of bunding, silt fencing or other containment techniques in addition to the techniques outlined in Section 6.8.2. All waste leaving site will be handled in accordance with current waste management legislation.

To protect against introducing further contamination to the site, all fuel will be stored in a double skinned tank, or a tank in a suitable bunded area in compliance with the Control of Pollution (Oil Storage) (England) Regulations 2001 (in all cases with secondary containment of 110% of the volume of the tank). The fuel storage tank and associated containment system will be situated on hardstanding, use of integrated interceptor drainage, bunding or other protection measures to prevent contaminated release shall be considered. Re-fuelling activities will only be undertaken by suitably competent persons and oil spill kits will be available within the site compound. All staff will be trained in the appropriate use of spill kits and absorbent materials to quickly respond to any spillages.

All hazardous liquids e.g. oils, lubricants, chemicals and tins of paint will be stored in a segregated area in a suitable locked COSHH container, a bunded COSHH container will be considered. COSHH storage will be located in the site compound on the hardstanding, unless another more suitable storage location with hardstanding is identified. COSHH assessments will be available nearby for information in the event of a spillage. Spill kits suitable to deal with any potential hazardous liquid spills, will be available with the COSHH storage.

6.8 Water Resources and Flood Risk

6.8.1 Impact

The principal flood risk to the Site is from tidal flooding from the River Thames. The Site is located within Flood Zone 3a and therefore has a 'high probability' of fluvial flooding with a 1 in 100 or greater annual probability of river flooding (>1%) in any year. The proposed development is classified as 'more vulnerable', 'more vulnerable' uses are appropriate within Flood Zone 3a after the completion of a satisfactory FRA.

However, the flood defence measures identified are expected to afford the Site significant protection from tidal flooding with a standard of protection of 1 in 1000 years. Therefore, the actual flood risk is very low and the Site is unlikely to flood except in extreme conditions i.e. tidal flood events of greater than the 1 in 1000 year event from the tidal River Thames. The Site is protected by flood defences up to the 1 in 1000 (0.1%) year event, the actual flood risk posed to the Site is very low.

The flood defences can only protect up to a point, they may malfunction, can be breached and have a finite structure life. Therefore, there is a residual risk of tidal flooding. If a breach in the flood defences was to occur, which is very unlikely, the Site may be inundated with floodwater to a maximum depth of 1.19m in 2014 and to a maximum depth of 1.61m in 2100. Therefore, it can be concluded that tidal flooding from the River Thames poses a residual risk to the Site. The risk of flooding from the River Thames is considered to be of low significance.

A number of secondary flooding sources have been identified which may pose a low significant risk to the Site. These are:

- Fluvial Flooding
- Surface Water Flooding
- Sewer Flooding

The flooding sources will only inundate the Site to a relatively low water depth and water velocity, will only last a short period of time, in very extreme cases and will not have an impact on the whole of the proposed development Site. The risk from all sources will be managed and mitigated by using a number of risk management measures to manage and reduce the overall flood risk at the Site. There are existing flood defence measures that protect the Site and further property level protection measures are used to managed and mitigate the flood risk.

6.8.2 Mitigation

Groundwater below the site shall be protected from the risks associated with the construction activities. The piling works shall potentially extend to the principal aquifer, consequently the works shall be managed in accordance with the requirements of the Environment Agency Groundwater Protection: Principles and Practice (GP3). Utilisation of CFA piling will minimise the risk of draw down of contaminants to the underlying strata.

Certain measures will be implemented to manage spillages as detailed within section 6.7 of this document to prevent pollution to surface waters and underlying groundwater. In summary, all the static fuel tanks and mobile bowsers will be bunded (110% of tank capacity) and spill response kits will be in high-risk areas noted as potentially susceptible to spills. Fuel spill kits will be stored in the site compound and at appropriate locations across the development site.

In addition, specific measures to prevent pollution releases will include:

- All temporary hardstanding areas and exposed surfaces or storage areas will be designed so that they do not discharge to watercourses, drains or flow offsite in an uncontrolled manner;
- Site welfare cabins will be connected to the mains sewer using existing access points; No wash down areas will be located near any open drain and wash down waters will be collected and directed to appropriate treatment; and
- A road sweeper shall be employed as required to ensure site road and local highways are kept free of deposits; the frequency of visits shall be varied depending on the condition noted during the inspections. All road sweeper collections will be disposed of in accordance with current waste management legislation.

All options are to be considered for preventing or limiting silt runoff into the mains sewer and the surrounding environment. These include:

- Leaving grassy areas as catchment or settlement areas;
- Battering or sheeting soil / aggregate stockpiles and locating them away from the drains, where possible;
- Marking of drains to indicate the connection type and the installation of protection measures (e.g. using straw bales, terram / geotextile membrane, proprietary drain protector etc);
- Filter strips;
- Use of grips and straw bales;
- Silt fencing; and
- Dewatering excavations with appropriately authorised filtration.

Any required abstraction from excavations shall be completed in accordance with the requirements of the Environment Agency Regulatory Position Statement: Dewatering building sites and other excavations: environmental permits. The requirements of the position statement include, but are not limited to, dewatering - cannot extend beyond a period of three consecutive months and must be made to a surface water. Should it not be possible to meet the requirements, where required a trade effluent discharge consent; to dewater to foul sewer, or an environmental permit will be obtained.

6.9 Waste

6.9.1 Impact

The construction works on the site are anticipated to produce the following wastes:

- Mixed construction waste;
- Light mixed and compactable waste;
- Mixed inert waste;
- Timber from construction;
- Plasterboard;
- Mixed metals from construction;
- Paper, cardboard & plastics; and
- Hazardous waste – contaminated made ground, small quantities of part full paint tins, mastic tubes and aerosols.

The presence of asbestos within the structures to be removed from site has not currently been determined. A pre-demolition audit shall be undertaken to determine the presence of any potentially hazardous substances within the existing structures, including an assessment for the presence of asbestos.

6.9.2 Mitigation

The Applicant has developed a Site Waste Management Plan (SWMP) for the development. The SWMP details:

- How each waste stream will be managed;
- The projected waste volumes from the demolition, earthworks and construction phases; and
- The Duty of Care checks on all waste carriers and permitted disposal/ treatment sites.
- Recording of waste quantities recycled and diverted from landfill
- Endeavour to target >95% of waste to be diverted from landfill

The detailed contents of the SMWP shall be developed following the grant of planning permission and can be conditioned by LBW for the Applicant to provide prior to the commencement of development.

Estimates for the volume of waste have been produced for the demolition phase, however the construction phase estimate is currently unavailable. Parts of the site currently remains occupied consequently it has not been possible to complete the pre-demolition audit.

The Site Manager, or nominated other, will be responsible for undertaking checks of the Waste Transfer Notes and Hazardous Waste Consignment Notes to ensure waste is being managed in line with current waste legislation.

Waste will be segregated into individual waste containers (e.g. metal, hardcore, timber, etc.) and monitored in relation to type and weight / volume. The reuse of materials onsite shall be encourage; and opportunities to recycle materials both on and offsite shall be maximised.

The Watkin Jones Group will appoint appropriately registered waste management contractors for the development. All waste shall be transferred to suitably permitted or exempt waste treatment or disposal sites.

Overall responsibility for the maintenance and review of the SWMP shall remain with the Watkin Jones Group. A copy of the most up to date SWMP will be held within the site office, and be made available for review by interested parties upon request.

All waste materials should be stored appropriately on site, including:

- Segregating wastes using appropriate storage containers;
- Using suitable containers for waste types and labelling containers appropriately (i.e. gypsum/plasterboard, timber, etc.);
- Use covered skips to prevent spread of wind-blown waste;
- Hazardous wastes are stored in suitable containers away from sensitive receptors and site traffic; and
- Avoiding the mixing of hazardous and non-hazardous materials.

The waste management requirements specified with the SWMP shall be communicated to all contractors working on the site through the induction process. As stated in Section 6.2, the burning of waste is prohibited on site.

A Materials Management Plan (MMP) may be utilised to manage arisings from excavations and services, as per the CL:AIRE code of practice, to enable the reuse of these materials.

Local waste management companies that could manage the waste include:

• Brewsters Waste Management, www.brewsterswaste.co.uk, 020 7474 3535

• Ohara Bros http://oharabros.co.uk/services/aggregates-recycling, 020 8424 2220

• RTS Waste, www.rtswaste.co.uk, 020 7232 1711

• Days Group, http://www.daygroup.co.uk/, 0845 065 4655

6.10 Transport

Currently access arrangements for the site that are proposed for the assigned route of construction traffic would be from Battersea Park Road (A3205) into Sleaford Street. Entrance to the site shall be through a gated entrance situated at the end of Sleaford Street and allow for all site vehicles to stop on site. Delivery vehicles would travel from the M25 or A406 orbitals the, from the M3, M4 and A3 to Wandsworth (from the south and west), A2 (from the south and east).

Sleaford Street is not a through road, therefore site traffic will exit onto New Covent Garden Road, prior to re-joining Battersea Park Road (A3205).

It is anticipated that the access arrangements for the site shall be subject to a planning condition following the receipt of planning approval. Formal access arrangements shall be discussed and presented to the Planning Authority for approval. When formal access arrangements are agreed they shall be updated within this CWMP.

Pedestrian access to the site can be via the Battersea Power and Nine Elms underground tube stations which are less than 20min walk to the site or via bus stops along Battersea Park Road (A3205). Local overground rail stations include Battersea Park, Queenstown Road and Vauxhall. Pedestrian access to the site is from the boundary facing onto Battersea Park Road. The entrance will lead directly into a secure welfare area.

6.10.1 Impact

The impacts of construction traffic have been assessed during the design process for the site development.

It is anticipated that the development will create the following average vehicle movements (per day):

Table 4 Site Traffic Frequency

Vehicle Type	Enabling Works / Demolition	Substructure	Superstructure & Build
HGV/ Rigid Vehicles	12	20	**20**
Light Commercial	**10**	**14**	**15**

Construction traffic

During the large concrete pours, concrete deliveries will be required throughout the day. The number of HGV vehicular movements is unlikely to exceed four (two in and two out) per hour during the peak periods.

No works will be undertaken on Sundays unless prior authorization has been received from the PlanningAuthority.

Scheduling of Deliveries

Strict material delivery scheduling and booking system will be imposed on the project to ensure congestion is avoided and ensure the availability of the tower cranes for timely material unloading. It is envisaged to locate a nearby off site wait area to call in vehicles as needed.

All deliveries to site will be scheduled by WJ's site logistics coordinator and all unscheduled or non-agreed deliveries will be turned away. All Suppliers and subcontractors will be notified in advance of the desired location for delivery. Direction and access point maps with site delivery rules and times will be sent out with each order.

All gates on site will open inwards and will be located far enough into the site access road so as to not impede the public highway or footpaths at any time.

A suitably trained traffic marshal will be posted at the main access and direct and control traffic on a daily basis during normal working hours. They will be clearly identifiable to the public and drivers. The traffic marshals will ensure all deliveries are removed from the public highway and onto site upon their arrival.

Whilst the majority of site vehicles will remain on the highway within the site hoarding there may on occasion be vehicles that drive onto the site itself, Construction vehicles that are required to access and exit the site will be subject to a visual wheel inspection and if required these will be jet washed to ensure all vehicles leave site in a clean and safe condition. In addition, and during wet season/earthworks road sweeper will be employed.

It is expected that during concrete deliveries to site and possible movements of excavated materials from site, two lorries shall arrive at site per hour with a maximum of 20 vehicles attending site for these purposes per day. Traffic may cause the following impacts:

- Noise;
- Vibration;
- Dust;
- Local air quality degradation;
- Nuisance;
- Traffic congestion resulting in extra travel time for local residents; and
- Additional hazards to local residents of moving vehicles.

6.10.2 Mitigation

The movement of heavy goods vehicles associated with the transportation of material to and from the site shall be restricted to the hours of Monday – Friday 08:00- 18:00; Saturday 'core hours' will be 08:00 – 13:00. No activities will take place outside of these times, including Bank Holidays unless prior authorisation has been received from the Planning Authority.

Watkin Jones Group Site Manager shall ensure that Construction Traffic Routeing Signs are erected prior to works commencing, and that these are maintained in good and clean condition throughout the duration of the works. Watkin Jones Group will implement a Travel Plan that supports and encourages sustainable staff travel (public transport, cycling, walking, and car-sharing). A communication strategy shall be developed to support the Travel Plan and to ensure the details of the Travel Plan are communicated to all parties who are employed or have a legitimate interest in the works.

The Watkin Jones Group shall apply the following general traffic management measures to control any potential impacts arising from site traffic:

Designation of lorry routes, this predefined route shall be agreed with the London Borough of Newham, the Planning Authority and all other relevant authorities, e.g. Transport for London or Highways Authority. These routes will be detailed in the Development's Construction Traffic Management Plan;

- Construction method chosen to reduce the number of deliveries
- Use of maximum speed limit of 10mph around site;
- All engines are to be switched off while waiting to unload;
- No parking shall be allowed in residential streets surrounding the site.
- Measures shall be adopted to address and further prevent unauthorised offsite parking of HGVs and employees' cars and to ensure vehicles use designated routes;
- Consideration of the use of off-site compound for storage of plant, heavy machinery and parking;
- Use of dust suppression methods (i.e. use of water bowser to dampen down haul roads – site conditions will be monitored to minimise / mitigate against silt run off / protection of drainage);
- Use of retractable sheeted covers to protect against wind-blown material;
- Regular community updates and communication through newsletters and meetings.
- Community to be notified of any abnormal deliveries and works including crane erecting / dismantle.

Measures to avoid mud being deposited on roads including:

  - Use of wheel wash at the exit from the site;
  - Regular inspection of local highways and site boundaries to check for dust deposits shall be carried out; and
  - Use road sweepers, frequency of use shall be dependant to weather conditions and activities being undertaken – any associated effluent or waste will be removed taking due consideration of current waste management legislation and to prevent effluent from entering drains; and

- Ensure that the management and interaction of pedestrians and vehicular movements on site are controlled, managed and shall be safe at all times through planned interventions and segregation

Site operatives will be encouraged to travel to site using the surrounding public transport methods including the London Underground, and local bus services. For those operatives that are required to drive to site, no onsite parking shall be provided; operatives shall be required to use local car parks open to the public. The two closest car parks shall be Chelsea Bridge Warf NCP carp park which 800 meters from the site..

The Watkin Jones Group will plan for minimal heavy plant movements over the lifetime of the project. This shall include consideration of alternative transport methods, for example utilising barges to transport materials to or from site. It is recognised, however, that alternative transport methods may still require vehicle movements to complete the first or final stage of transportation to the site itself.

The placement of orders for materials shall be carefully managed to ensure that vehicle movements to and from site are minimised. Opportunities to combine and consolidate deliveries (and use of initiatives such as reverse logistics) shall be explored by the Watkin Jones Group.

The Watkin Jones Group will employ these additional measures to manage the potential impacts associated with deliveries made to site. The management and control strategy shall include, but not be limited to:

The identification and establishment of a Construction Logistics Plan to ensure the timely delivery of plant, equipment, materials and labour by appropriate and safe means of transport;

The identification and establishment of designated routes within the site to ensure that safe and controlled movement of vehicles and pedestrians around the site, provision for waiting vehicles and controlled parking areas if and where appropriate;

- The identification of systems that will ensure that pedestrians and vehicles are segregated and kept apart as far as is practical;
- Authorisation of any temporary road closures or diversions; and
- Controls on the timing of lorry movements (confined to the permitted hours, although movement of particularly large plant may need to take place at other times with prior consent) to help prevent queuing.

The movement of all construction related vehicles will be monitored by the Project Manager/Site Manager Contractor to ensure that it is carried out in accordance with the details contained within the Construction Logistics Plan.

Construction traffic management will be an agenda item at all regular meetings and anticipated delivery vehicle movements will be discussed. Any activities not undertaken in accordance with the details contained within the Construction Logistics Plan will be discussed and corrective action taken as appropriate.

Contractors Vehicles and Visitors

WJ's operative staff, subcontractors and visitor's cars will not be permitted to park on the site. They will be directed to use a nearby public car park. Subcontractors will be notified in advance of the location of available car parks. Direction and access point maps with site delivery rules and times will be sent out with eachorder.

Subcontractors with non-portable tools/heavy equipment will be allowed to access the site in order to off-load their equipment before parking off site. This is not expected to be more than about 10 vehicles per day.

The access onto site will be strictly monitored and enforced by WJ staff so sub-contractors will not be able to bend rules andpark.

It is anticipated that the development will create the following personnel movements per day:

Table 5 Site Staffing Levels

	Enabling Works / Demolition	Substructure	Superstructure & Build
Personnel on Site	**30**	**100**	**250**

7.0 METHOD STATEMENTS

On appointment, the Principal Contractor shall be responsible for preparing the Construction Method Statements in consultation with the Watkin Jones Group. The Principal Contractor shall also be responsible for ensuring subcontractors provide Construction Method Statements in advance of their works on site. The Applicant shall review and approve all method statements provided.

Method statements obtained by the Watkin Jones Group from their Principal Contractor and subcontractors should include, as a minimum:

- A description of the works being undertaken;
- Descriptions of the impacts to the environment caused by their works based on a review of surveys and information available for the development. The impacts should consider areas such as landscape and visual; transport, waste and noise and vibration;
- Details of the activities to be undertaken; equipment to be used; hours of operation; site access arrangements and likely vehicle movements and details of waste and emissions expected to be generated;
- Management and Mitigation measures;
- Monitoring and measurement responsibilities; and
- Emergency preparedness and response procedures.

The method statements of the Watkin Jones Group and all the subcontractors will include the following environmental control measures as a minimum:

- All waste to be segregated and placed in a suitable waste container;
- All fuel to be stored in suitable double skinned bowsers, tanks or within a bunded area;
- Drip trays or absorbent blankets to be placed under all static plant;
- All hazardous chemicals to have an up to date COSHH assessment, be appropriately labelled and be stored in a locked container;
- Emergency arrangements for spill response;
- Spillages to be reported immediately;
- Confirmation of core working hours;
- Vehicle and plant engines to be turned off when not in use; and
- For excavations, works to stop immediately if unknown remains found.

In addition to the inclusion of environmental control measures within the Construction Method Statements, Environment Work Practices (EWPs) will be prepared and set out measures to prevent:

Contaminated runoff entering groundwater and surface water;

- Spillage control and clean up;
- Inspection and control of contaminated surface water; and
- Non-permitted wastes.

It shall be responsibility of all persons working on site to be aware of the contents of the EWPs and to follow the specified measures.

The development of Method Statements and Environmental Work Practices complimentary to this CWMP may be conditioned by LBW for the Applicant to provide prior to the commencement of development.

8.0 EMERGENCY RESPONSE

In the event of Environmental Incidents the following procedure should be followed:

1. Site operatives should prevent the continuation of the incident, where safe and possible to so;
2. The incident must be reported to the Site Manager;
3. Irrespective of category and scale, some incidents require reporting to the

   Environment Agency immediately (on their Incident Hotline 0800 80 70 60).

   These include the following:

   - Unauthorised discharges to surface water features;
   - Unauthorised discharges to drainage systems, where not contained;
   - Unauthorised discharges to unmade ground or hard standing; and
   - Incidents requiring Fire Brigade attendance.
4. In the event of an emergency which requires the attendance of the Fire Brigade, the Watkin Jones Group should supply the Fire Brigade with a copy of the site drainage plan to assist in the prevention of pollution from fire control water.

All operatives are informed at the induction stage of the First Aid procedures. Details of the Appointed First Aider will be displayed within the site office. A plan with directions to the nearest hospital is on the muster / assembly point notice located in the site office.

Local Medical Centre:

- The Battersea Medical Centre Ltd, 189 Battersea Park Road. Tel: 07957 212 890
- The Falcon Road Medical Centre, 47 Falcon Road. Tel: 020 7228 1619
- Battersea Fields Practice, Austin Road. Tel: 020 7627 7100

Local Hospitals:

- Chelsea and Westminster Hospital – 020 3315 8000
- St Thomas' Hospital – 020 7188 7188
- St George's Hospital – 020 8725 2666

9.0 TRAINING & COMPETENCE

The Watkin Jones Group shall follow these procedures for ensuring the correct levels of training and competency.

Inductions:

All project personnel and sub-contractors shall receive an Environmental Induction Presentation, prior to commencement of works onsite. No personnel, including subcontractors, shall be permitted to commence employment on site without prior attendance at an induction.

Environmental topics covered in the induction shall include but will not be limited to:

- Duties and responsibilities;
- Relevant site specific procedures;
- Nuisance prevention;
- Pollution prevention;
- Waste management and housekeeping;
- Emergency response procedures; and
- General environmental best practice.

Toolbox Talks:

A record of Toolbox Talks will be kept on site, stating date, description of nonconformance, potential implications, proposed corrective actions, individual responsible and target date. Toolbox Talks shall include, but will not be limited to, instances where:

- There is a change to existing legislation, which requires an operational change;
- Site inspections or audits have identified corrective actions which require communicating; and
- There are significant changes in environmental conditions, i.e. heavy rainfall.

The frequency and topics of the Toolbox Talks shall depend upon the phase of construction. They shall be provided as often as necessary to address site-specific environmental requirements.

Specialist training:

Specialist training for specific individuals will be provided as required. This may include but will not be limited to:

- Emergency environmental crews;
- Waste representatives; and
- Fuel tanker drivers.

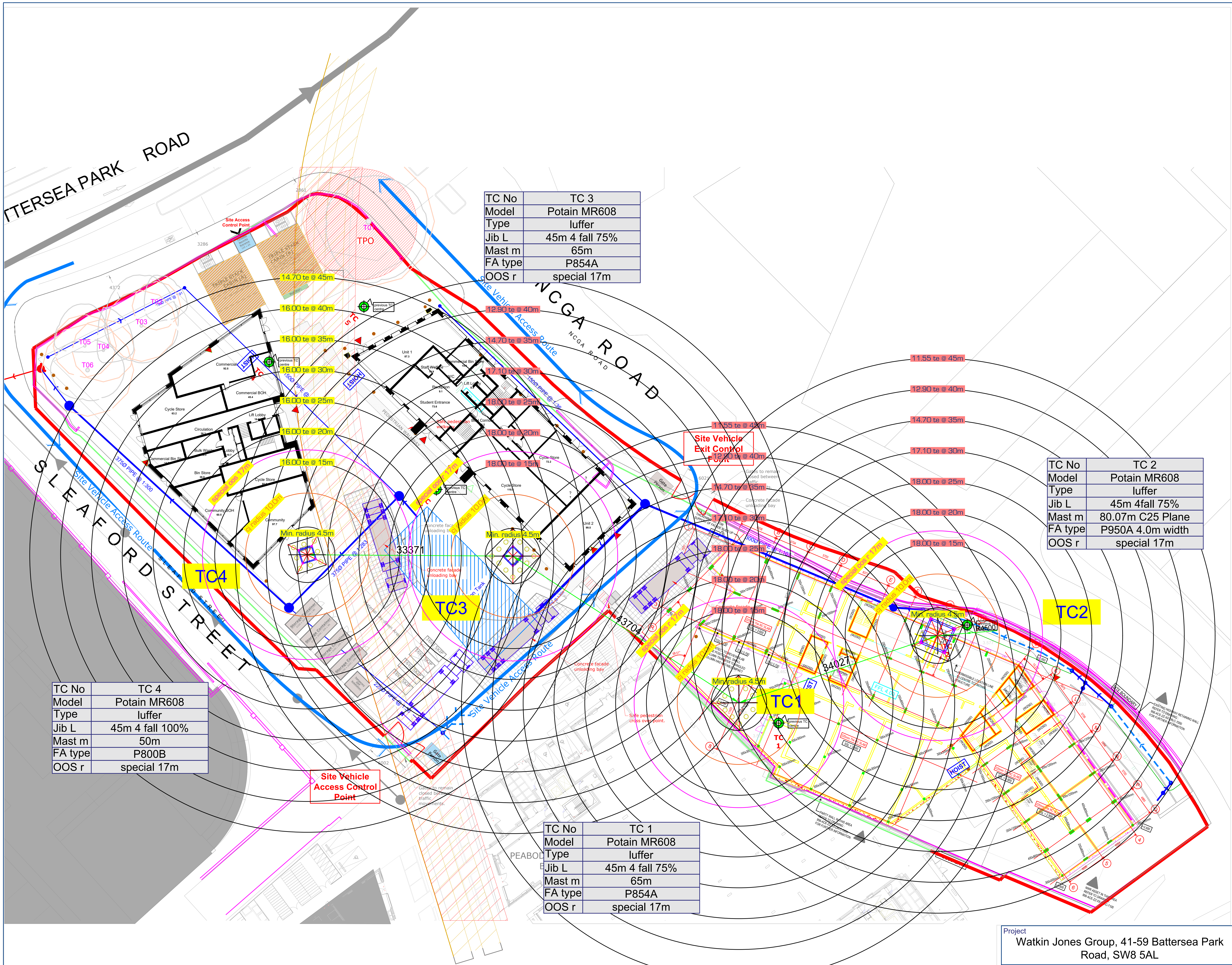
10.0 CHANGE MANAGEMENT

This CWMP will be reviewed following the granting of planning approval and shall be updated in accordance with the requirements of all environment related planning conditions. In addition, the CWMP will be reviewed and amended following:

- A major environmental incident;
- A major change in the construction methods to be used on site;
- Change of environmental regulations that affect the works; and
- Change to the environmental aspects and impacts of the works.

APPENDIX A

Site Construction Plan



TC No	TC 3
Model	Potain MR608
Type	luffer
Jib L	45m 4 fall 75%
Mast m	65m
FA type	P854A
OOS r	special 17m

TC No	TC 2
Model	Potain MR608
Type	luffer
Jib L	45m 4fall 75%
Mast m	80.07m C25 Plane
FA type	P950A 4.0m width
OOS r	special 17m

TC No	TC 4
Model	Potain MR608
Type	luffer
Jib L	45m 4 fall 100%
Mast m	50m
FA type	P800B
OOS r	special 17m

TC No	TC 1
Model	Potain MR608
Type	luffer
Jib L	45m 4 fall 75%
Mast m	65m
FA type	P854A
OOS r	special 17m

Notes

1. Do not scale drawings, use figured dimensions only. All dimensions to be checked before commencement of works on site.
2. Piling, foundation, structural and setting out are all derived from drawings by others and therefore cannot be relied upon as the prime source for setting out or construction.
3. Skyline Arcomet drawings of a proposed tower crane scheme are only issued to meet the requirements of BS7121 regarding clearances and lift planning.
3. The tower crane scheme user retains responsibility for selection, planning and use of the cranes.

TC2 mast starts with 4.0m x 4.0m sections and moved into 6 storey building.
TC2 position moved South East to align mast to assumed centre span of facade panel.
TC4 moved from previous position due to plot 1 change of building line and TPO trees at North West of site. TC4 now requires special out of service to clear TC3.
TC3 moved to distance itself from TC4 new position and mast height increased to clear TC4. TC3 now requires special out of service

Rev.	By	Date	Amendment
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance
P02	CPT	09/03/23	positions changed due to new plot 1 mast heights by Potain

Project: Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title: lifting capacity plan at max hook height 4 crane 12te scheme

SKYLINE
An UPERIO Group Company

Skyline Arcomet Ltd,
609 London Road, West Thurrock,
Essex, RM20 3BJ

Verified by	Drawing No.
Preliminary for review	WJbpr-LC-5001

Created by	Date	Status
CPT	06/04/2023	P03

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Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0

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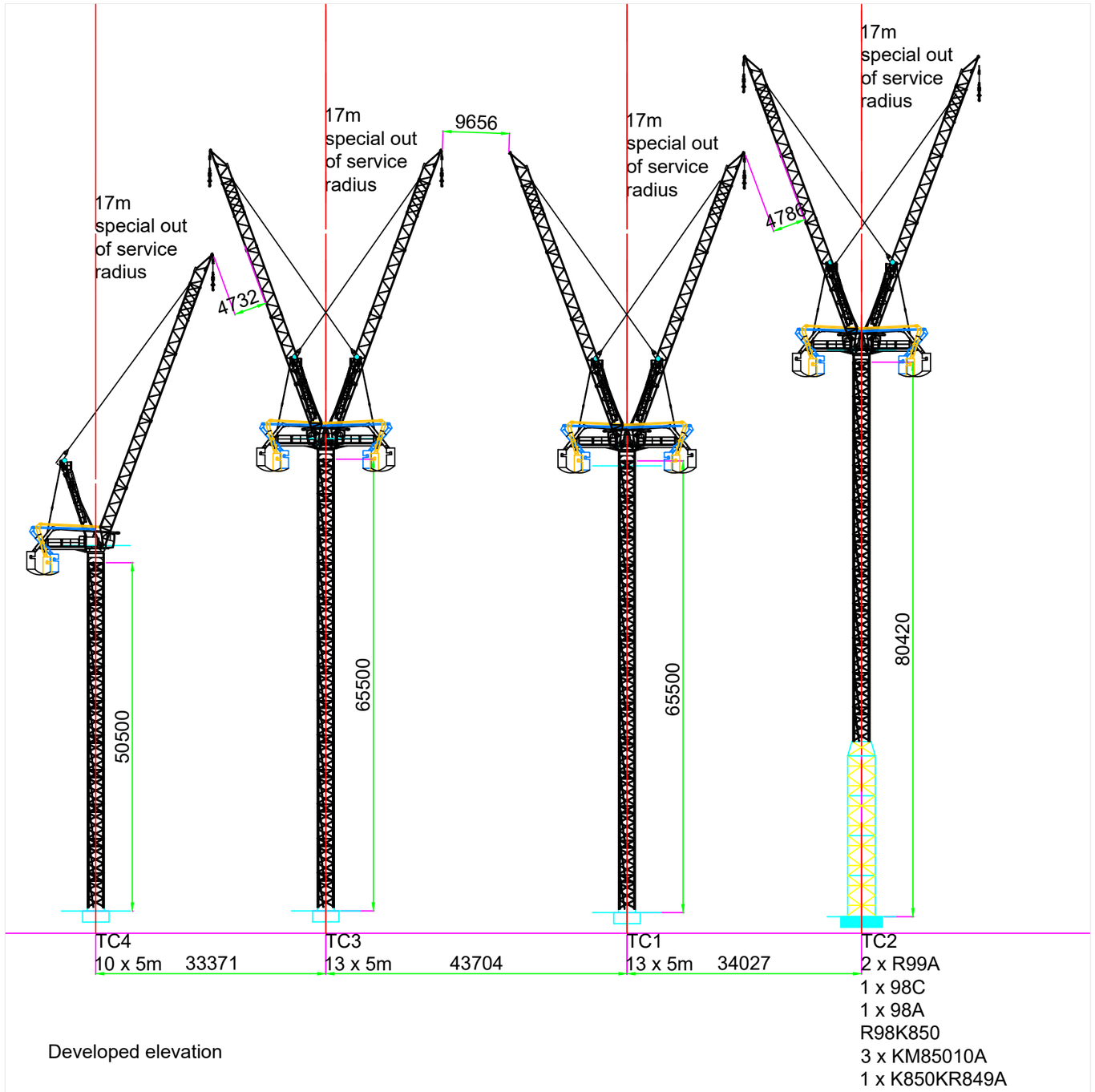
TC No	TC 4
Model	Potain MR608
Type	luffer
Jib L	45m 4 fall 100%
Mast m	50m
FA type	P800B
OOS r	special 17m

TC No	TC 3
Model	Potain MR608
Type	luffer
Jib L	45m 4 fall 75%
Mast m	65m
FA type	P854A
OOS r	special 17m



Developed elevation

TC No	TC 1
Model	Potain MR608
Type	luffer
Jib L	45m 4 fall 75%
Mast m	65m
FA type	P854A
OOS r	special 17m

TC No	TC 2
Model	Potain MR608
Type	luffer
Jib L	45m 4fall 75%
Mast m	80.07m C25 Plane
FA type	P950A 4.0m width
OOS r	special 17m

Notes
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3. The tower crane scheme user retains responsibility for selection, planning and use of the cranes.

rev	init	date	change
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance
P02	CPT	09/03/23	positions changed due to new plot 1 mast heights by Potain
Rev.	By	Date	Amendment

Project
Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title
developed elevation
4 crane 12te scheme

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Preliminary for review

Drawing No.
WJbpr-EL-6002

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609 London Road, West Thurrock,
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Created by
CPT

Date
06/04/2023

Status
P03

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Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0

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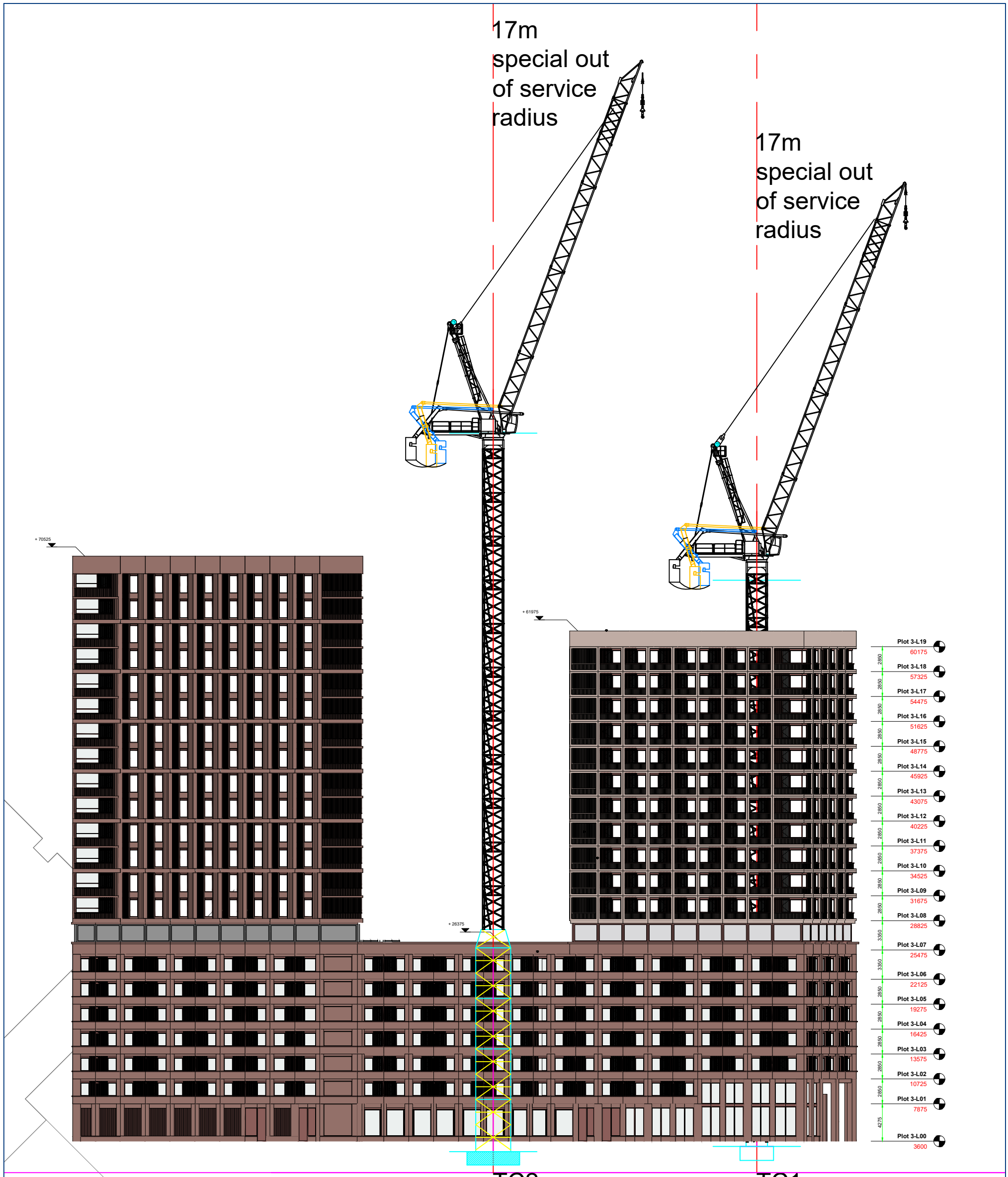

rev	init	date	change
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance

Rev.	By	Date	Amendment

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Project: Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title: elevation on block 3
4 crane 12te scheme

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Verified by: Preliminary for review

Drawing No.: WJbpr-EL-6103

Created by: CPT

Date: 06/04/2023

Status: P03

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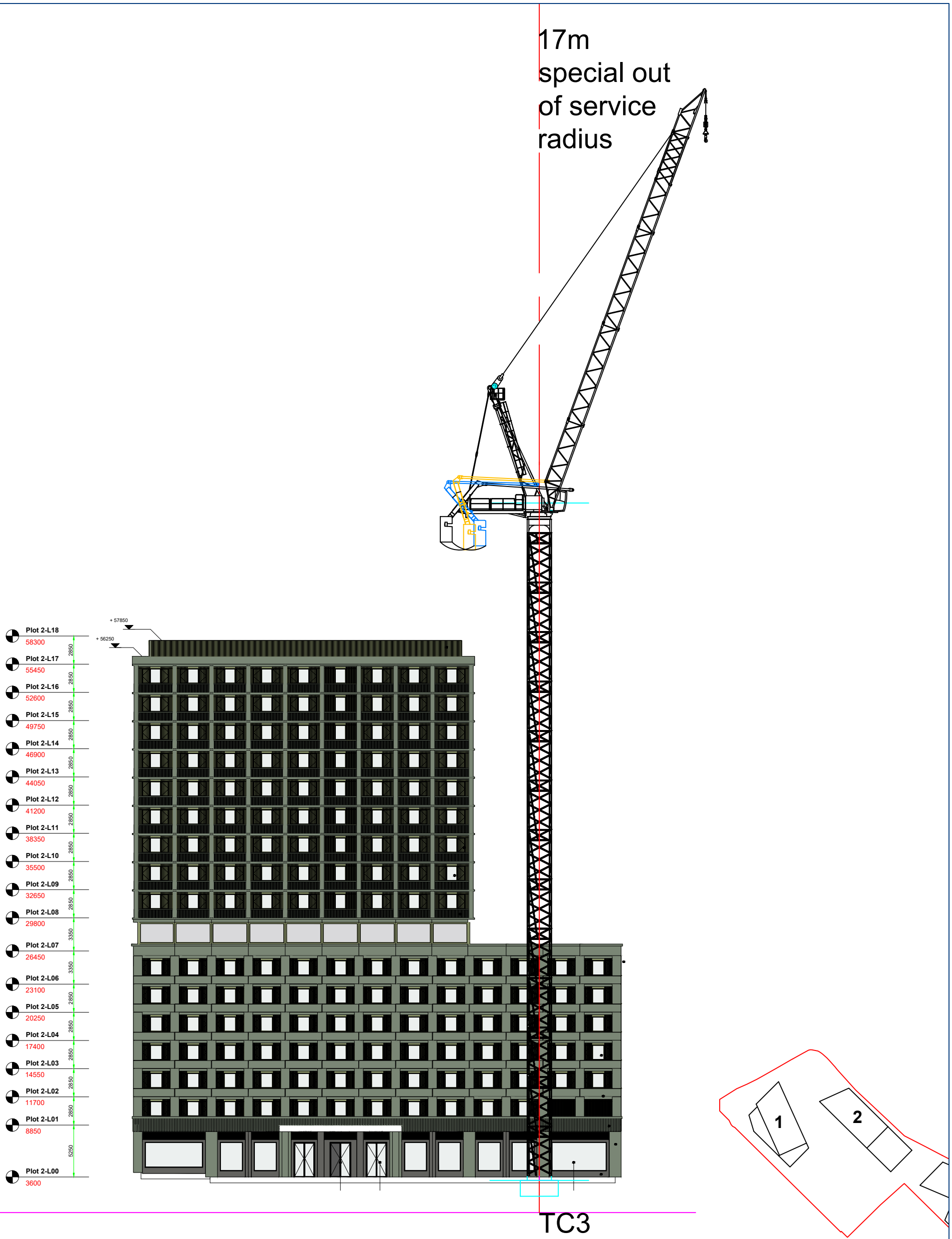
Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0



rev	init	date	change
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance

Rev.	By	Date	Amendment

Project: Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title: elevation on block 2
4 crane 12te scheme

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609 London Road, West Thurrock,
Essex, RM20 3BJ

Verified by: Preliminary for review

Drawing No.: WJbpr-EL-6304

Created by: CPT

Date: 06/04/2023

Status: P03

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Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0

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17m
special out
of service
radius

TC4
10 x 5m

rev	init	date	change
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance

Rev.	By	Date	Amendment

Notes
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3. Skyline Arcomet drawings of a proposed tower crane scheme are only issued to meet the requirements of BS7121 regarding clearances and lift planning.
3. The tower crane scheme user retains responsibility for selection, planning and use of the cranes.

Project
Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title
elevation on block 1
4 crane 12te scheme

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An UPERIO Group Company

Skyline Arcomet Ltd,
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Verified by
Preliminary for review

Drawing No.
WJbpr-EL-6405

Created by
CPT

Date
06/04/2023

Status
P03

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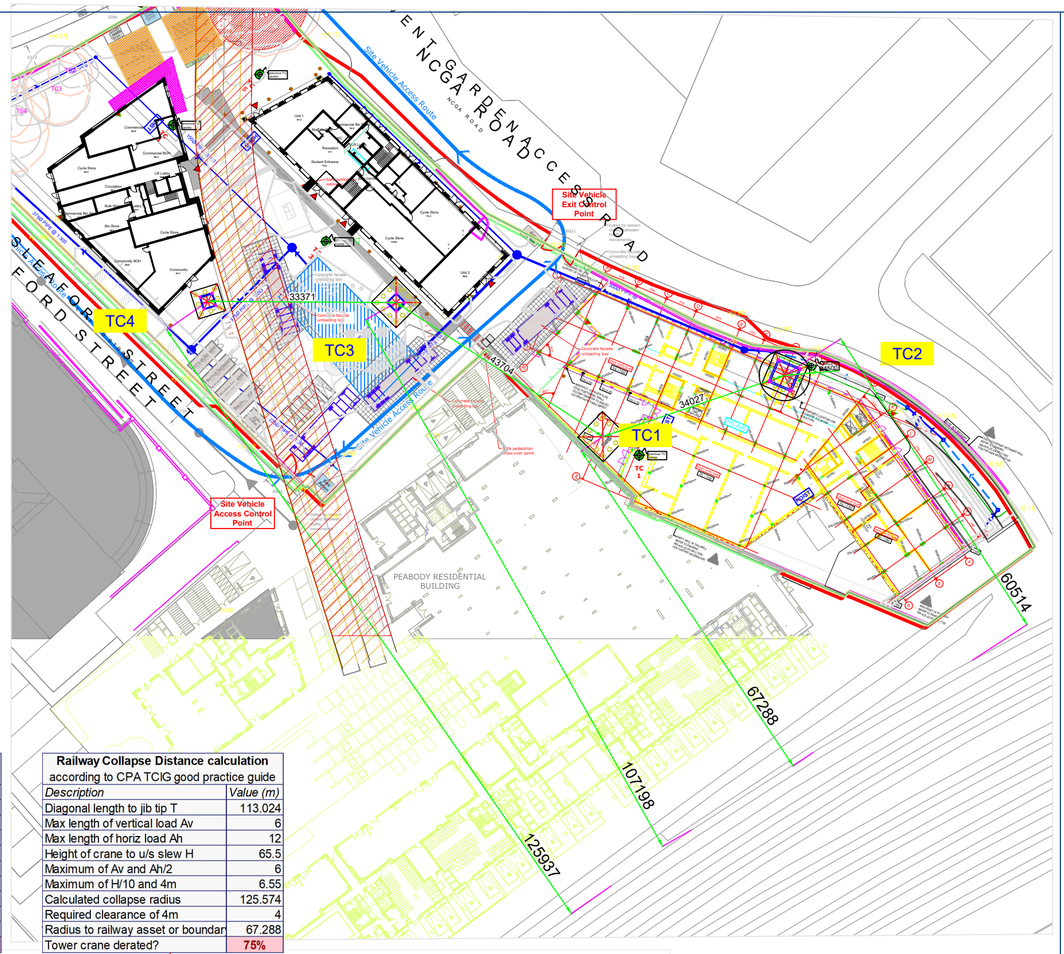
Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0



Railway Collapse Distance calculation
according to CPA TCIG good practice guide

Description	*Value (m)*
Diagonal length to jib tip T	98.034
Max length of vertical load Av	6
Max length of horiz load Ah	12
Height of crane to u/s slew H	50.5
Maximum of Av and Ah/2	6
Maximum of H/10 and 4m	5.05
Calculated collapse radius	109.084
Required clearance of 4m	4
Radius to railway asset or boundar	125.1
Tower crane derated?	**100%**

Railway Collapse Distance calculation
according to CPA TCIG good practice guide

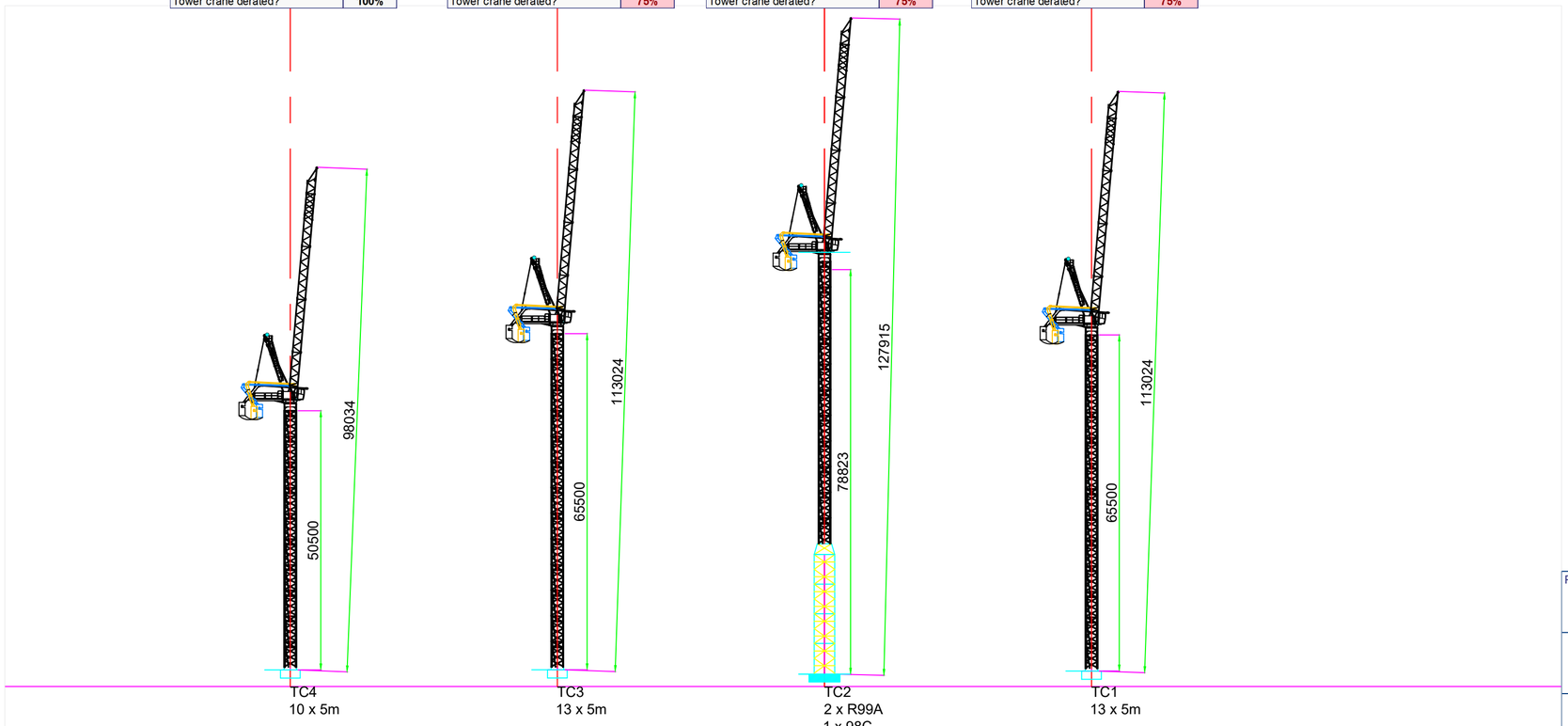
Description	*Value (m)*
Diagonal length to jib tip T	113.024
Max length of vertical load Av	6
Max length of horiz load Ah	12
Height of crane to u/s slew H	65.5
Maximum of Av and Ah/2	6
Maximum of H/10 and 4m	6.55
Calculated collapse radius	125.574
Required clearance of 4m	4
Radius to railway asset or boundar	107.198
Tower crane derated?	**75%**

Railway Collapse Distance calculation
according to CPA TCIG good practice guide

Description	*Value (m)*
Diagonal length to jib tip T	127.915
Max length of vertical load Av	6
Max length of horiz load Ah	12
Height of crane to u/s slew H	78.823
Maximum of Av and Ah/2	6
Maximum of H/10 and 4m	7.8823
Calculated collapse radius	141.7973
Required clearance of 4m	4
Radius to railway asset or boundar	60.514
Tower crane derated?	**75%**

Railway Collapse Distance calculation
according to CPA TCIG good practice guide

Description	*Value (m)*
Diagonal length to jib tip T	113.024
Max length of vertical load Av	6
Max length of horiz load Ah	12
Height of crane to u/s slew H	65.5
Maximum of Av and Ah/2	6
Maximum of H/10 and 4m	6.55
Calculated collapse radius	125.574
Required clearance of 4m	4
Radius to railway asset or boundar	67.288
Tower crane derated?	**75%**



TC4
10 x 5m

TC3
13 x 5m

TC2
2 x R99A
1 x 98C
1 x 98A

TC1
13 x 5m

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3. The tower crane scheme user retains responsibility for selection, planning and use of the cranes.

Rev.	By	Date	Amendment
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance
rev	init	date	change

Project
Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title
Network Rail calculations
4 crane 12te scheme

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Skyline Arcomet Ltd,
609 London Road, West Thurrock,
Essex, RM20 3BJ

Verified by
Preliminary for review

Created by
CPT

Drawing No.
WJbpr-NR-6006

Date
06/04/2023

Status
P03

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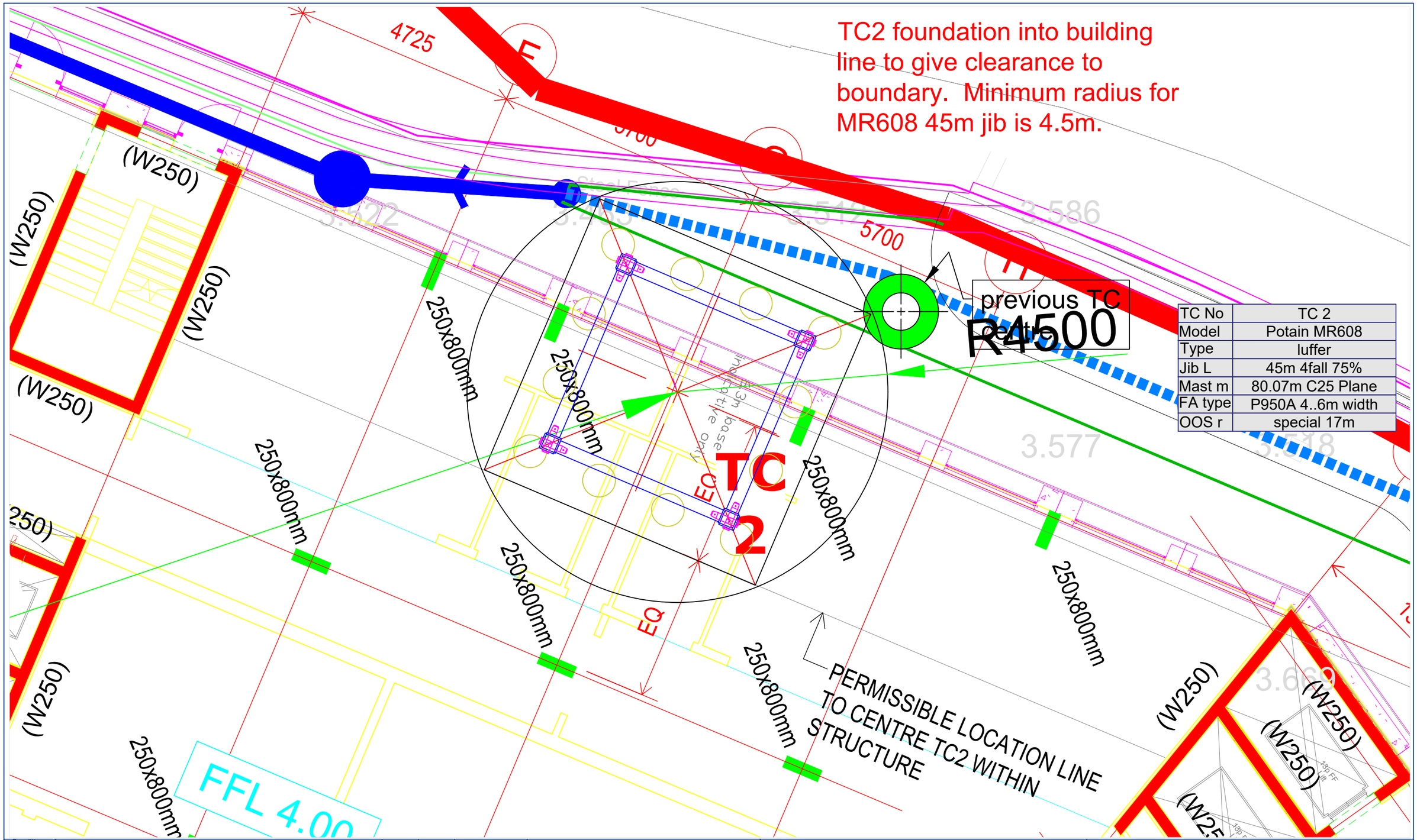
Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0

TC2 foundation into building line to give clearance to boundary. Minimum radius for MR608 45m jib is 4.5m.



TC No	TC 2
Model	Potain MR608
Type	luffer
Jib L	45m 4fall 75%
Mast m	80.07m C25 Plane
FA type	P950A 4..6m width
OOS r	special 17m

Notes
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rev	init	date	change
P03	CPT	06/04/23	TC2 position moved into block and others moved to maintain oos clearance
P02	CPT	09/03/23	positions changed due to new plot 1 mast heights by Potain
Rev.	By	Date	Amendment

Project: Watkin Jones Group, 41-59 Battersea Park Road, SW8 5AL

Title: Sketch of TC2 foundation position with indicative 4.0m section (4.6m external)

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Skyline Arcomet Ltd, 609 London Road, West Thurrock, Essex, RM20 3BJ

Verified by	Drawing No.	
Preliminary for review	WJbpr-SK-6207	
Created by	Date	Status
CPT	06/04/2023	P03

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Approval Date	15/12/20	Owner	Craig Taylor	Reference	TE-001
Review Date	01/12/21	Classification	Internal	Revision	1.0

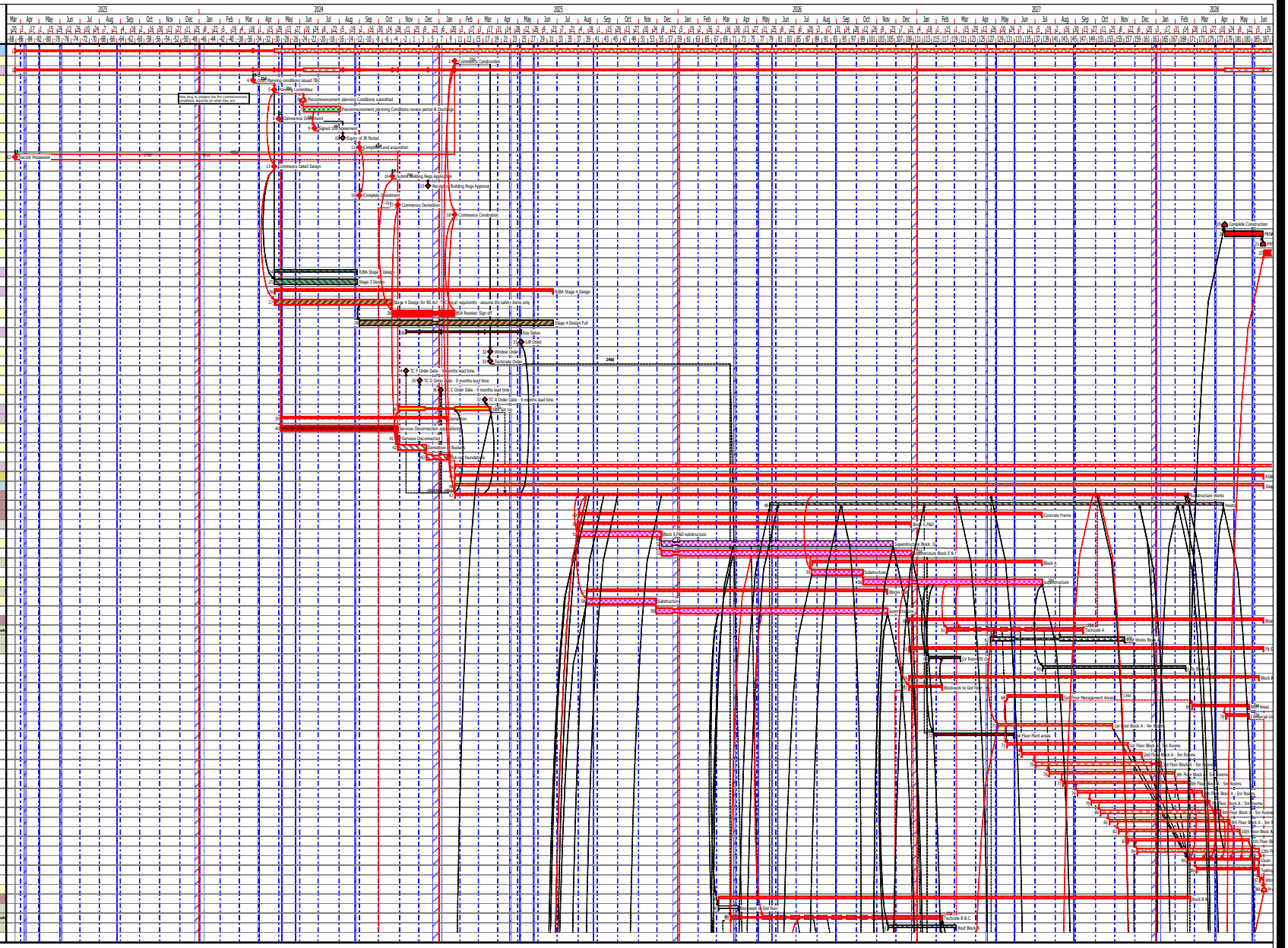
APPENDIX B

Construction Programme

Project

Bookers Wandsworth

Line	Name	Start	Duration	Elapsed duration	Finish	Notes
1	**Bookers Battersea**	24/03/2023	267w 4d	280w 5.38ed	09/08/2028	
2	Commence Construction	24/01/2025			24/01/2025	
3	**Precommencement Stage**	24/03/2023	267w 4d	280w 5.38ed	09/08/2028	
4	Draft Planning conditions issued TBC	22/03/2024 *			22/03/2024	
5	Planning Committee	24/04/2024			24/04/2024	
6	Precommencement planning Conditions submitted	06/06/2024			06/06/2024	
7	Precommencement planning Conditions review period & Discharge	07/06/2024	8w	7ew 6.38ed	01/08/2024	
8	Commence Divestment	01/05/2024 *			01/05/2024	
9	Signed 106 Agreement	25/06/2024			25/06/2024	
10	Expiry of JR Period	07/08/2024			07/08/2024	
11	Complete Land acquisition	02/09/2024			02/09/2024	
12	Vacant Possession	24/03/2023 *			24/03/2023	
13	Commence Detail Design	24/04/2024			24/04/2024	
14	Submit Building Regs Application	22/10/2024 *			22/10/2024	
15	Receipt of Building Regs Approval	16/12/2024			16/12/2024	
16	Complete Divestment	02/09/2024 *			02/09/2024	
17	Commence Demolition	30/10/2024			30/10/2024	
18	Commence Constrution	24/01/2025			24/01/2025	
19	Complete Constrution	14/04/2028			14/04/2028	
20	PBSA Gateway 3 - 8 week review period	17/04/2028	8w	8ew 1.38ed	13/06/2028	
21	PBSA Gateway 3 Sign off	13/06/2028			13/06/2028	
22	Affordable Gateway 3 - 8 week review period	15/06/2028	8w	7ew 6.38ed	09/08/2028	
23	Affordable Gateway 3 Sign off	09/08/2028			09/08/2028	
24	**RIBA Stage 3 Design**	24/04/2024	17w 3d	18ew 0ed	28/08/2024	
25	Stage 3 Design	24/04/2024	17w 3d	18ew 0ed	28/08/2024	
26	**RIBA Stage 4 Design**	24/04/2024	58w	60ew 6.38ed	24/06/2025	
27	**Stage 4 Design for BS Act -TBC excat requirements - assume life safety items only**	24/04/2024	25w 1d	25ew 5.38ed	21/10/2024	
28	BSA Review/ Sign off	22/10/2024	12w	13ew 2.38ed	23/01/2025	
29	Stage 4 Design Full	02/09/2024	40w	42ew 1.38ed	24/06/2025	
30	**Key Dates**	12/11/2024	23w	25ew 1ed	07/05/2025	
31	Lift Order	07/05/2025			07/05/2025	
32	Window Order	20/03/2025			20/03/2025	
33	Techcrete Order	20/03/2025			20/03/2025	
34	TC F Order Date - 9 months lead time	12/11/2024			12/11/2024	
35	TC D Order Date - 9 months lead time	03/12/2024			03/12/2024	
36	TC C Order Date - 9 months lead time	03/01/2025			03/01/2025	
37	TC A Order Date - 9 months lead time	12/03/2025			12/03/2025	
38	**Site Set Up**	30/10/2024	18w 4d	20ew 1.38ed	20/03/2025	
39	**Demolition**	03/05/2024	34w 1d	36ew 3.38ed	13/01/2025	
40	Services Disconnection applications	03/05/2024	25w	25ew 4.38ed	29/10/2024	
41	Services Disconnected	30/10/2024			30/10/2024	
42	Demolition of Bookers	30/10/2024	6w 1d	6ew 0ed	11/12/2024	
43	Grub out foundations	12/12/2024	3w	4ew 4.38ed	13/01/2025	
44	**Construction Period inc BSA Gateway 3 period [12 weeks]**	24/01/2025	176w 4d	184ew 5.38ed	09/08/2028	
45	**RIBA Stage 5 Construction**	24/01/2025	168w 4d	176ew 5.38ed	14/06/2028	
46	**Stage 5 Main Construction works**	24/01/2025	168w 4d	176ew 5.38ed	14/06/2028	
47	**Substructure Works**	24/01/2025	153w 1d	160ew 3.38ed	21/02/2028	
48	**Hoists**	21/05/2026	94w 4d	99ew 0ed	13/04/2028	
49	**Concrete Frame**	01/08/2025	96w 2d	101ew 3.38ed	12/07/2027	
50	**Block E,F&D**	01/08/2025	70w	72ew 5.38ed	23/12/2026	
51	Block E,F&D substructure	01/08/2025	18w	18ew 0ed	05/12/2025	
52	Superstructure Block D	08/12/2025	48w	50ew 2.38ed	25/11/2026	
53	Superstruture Block E & F	08/12/2025	52w	54ew 2.38ed	23/12/2026	
54	**Block A**	24/07/2026	48w	50ew 3.38ed	12/07/2027	
55	Substructure	24/07/2026	11w	11ew 0ed	09/10/2026	
56	superstructure	12/10/2026	37w	38ew 0ed	12/07/2027	
57	**Blocks C&B**	14/08/2025	63w	65ew 5.38ed	17/11/2026	
58	Substructure	14/08/2025	15w	15ew 0ed	27/11/2025	
59	superstructure	28/11/2025	48w	50ew 4.38ed	17/11/2026	
60	**Block A**	21/12/2026	73w 1d	77ew 2.38ed	14/06/2028	
61	Techcrete A	16/02/2027	29w	29ew 6.38ed	13/09/2027	20 panels a week
62	**Roof Works Block A**	23/04/2027	20w 4d	20ew 3.38ed	15/11/2027	
63	**Fit Out works Block A - 83 [01] - Now 55 nr [08/12/22]**	21/12/2026	73w 1d	77ew 2.38ed	14/06/2028	
64	**LV Room Fit Out**	20/01/2027	7w	6ew 6.38ed	09/03/2027	
65	**Lifts Block A**	13/07/2027	30w	31ew 1.38ed	16/02/2028	
66	**Block A**	21/12/2026	72w 1d	76ew 2.38ed	07/06/2028	
67	Blockwork to Grd floor	21/12/2026	6w	7ew 1.38ed	09/02/2027	
68	Grd Floor Management Areas	19/05/2027	12w	12ew 5ed	11/08/2027	
69	BOH Areas	20/02/2028	12w	12ew 4.38ed	23/05/2028	
70	Comercial Unit - Shell	19/04/2028	5w	5ew 5ed	23/05/2028	
71	1st Floor Block A : 4nr Rooms	09/05/2027	24w 4d	25ew 5ed	27/10/2027	
72	1st Floor Plant areas	27/04/2027	17w	17ew 2.38ed	28/08/2027	
73	1st Floor Block A : 5nr Rooms	19/05/2027	26w 1d	26ew 2.38ed	19/11/2027	
74	2nd Floor Block A : 5nr Rooms	19/06/2027	26w 1d	26ew 1.38ed	19/12/2027	
75	3rd Floor Block A : 5nr Rooms	01/07/2027	26w 1d	27ew 4.38ed	19/01/2028	
76	4th Floor Block A : 5nr Rooms	22/07/2027	26w 1d	27ew 4.38ed	31/01/2028	
77	5th Floor Block A : 5nr Rooms	12/08/2027	26w 1d	27ew 4.38ed	21/02/2028	
78	6th Floor Block A : 5nr Rooms	03/09/2027	26w 1d	27ew 3.38ed	13/03/2028	
79	7th Floor Block A : 5nr Rooms	24/09/2027	26w 4d	25ew 6.38ed	23/03/2028	
80	8th Floor Block A : 5nr Rooms	08/10/2027	24w 4d	26ew 3.38ed	10/04/2028	
81	9th Floor Block A : 5nr Rooms	22/10/2027	24w 4d	26ew 3.38ed	24/04/2028	
82	10th Floor Block A : 5nr Rooms	05/11/2027	24w 4d	26ew 4.38ed	09/05/2028	
83	11th Floor Block A : 5nr Rooms	19/11/2027	24w 4d	26ew 4.38ed	23/05/2028	
84	12th Floor Block A : 5nr Rooms	03/12/2027	24w 4d	26ew 5.38ed	07/06/2028	
85	**Clean**	18/02/2028	15w	16ew 5.38ed	07/06/2028	
86	**Testing & commissioning**	03/03/2028	13w	13ew 5.38ed	07/06/2028	
87	**Witnessing & Demonstration**	08/06/2028	1w	6ed 0eh	14/06/2028	
88	**Practical Completion Block A**	14/06/2028			14/06/2028	
89	**Bock B & C**	04/03/2026	99w 3d	103ew 0eh	23/02/2028	
90	Blockwork to Grd floor	04/03/2026	4w	4ew 1.38ed	02/04/2026	
91	**Techcrete B & C**	23/03/2026	44w	46ew 1.38ed	09/02/2027	20 panels a week
92	**Roof Block B**	18/11/2026	13w 3d	14ew 6.38ed	02/03/2027	490m2



Author: Nick Bumby | Manager: TBC | Date: 10/05/2021

Rev Comment: Dates ammend in line with SL email 12th Jan 24 Block A Completing with Block BD E & F, 6months fo

Rev date: 27/12/2023 | Rev No: Rev Q | Prog No: BW 1

BSA2

Watkin Jones Group
Llys Y Bont, Parc Menai
Bangor
Gwynedd
North Wales LL57 4BN
Telephone 01248 36516

Client

WJG

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Project

Bookers Wandsworth

Line	Name	Start	Duration	Elapsed duration	Finish	Notes
93	Roof Block C	03/02/2027	8w	7ew 6.38ed	30/03/2027	350m2
94	Block B & C Fitout	04/03/2026	98w 3d	103ew 5ed	23/02/2028	
95	**Lifts Block B**	**18/11/2026**	**34w**	**36ew 5eh**	**28/07/2027**	
96	**Block B & C- 240 [168 & 72]**	**04/03/2026**	**98w 3d**	**103ew 5ed**	**23/02/2028**	
97	LV Room Fit Out	04/03/2026	7w	7ew 1.38ed	23/04/2026	
98	Plant Areas	29/03/2026	13w	13ew 5.38ed	29/06/2026	
99	Grd Floor Management Areas	03/09/2026	19w	20ew 1.38ed	21/01/2027	
100	BOH Areas	01/12/2027	8w	9ew 5eh	02/02/2028	
101	Comercial Unit - Shell	22/12/2027	9w	6ew 5eh	02/02/2028	
102	1st Floor Block B : 1nr 7 bed Cluster & 2 studios	07/07/2026	25w	26ew 2.38ed	07/01/2027	
103	1st Floor Block C : 2nr 6 bed Clusters	21/07/2026	25w	26ew 2.38ed	21/01/2027	
104	2nd Floor Block B : 1nr 7 bed Cluster & 2 studios	04/08/2026	25w	26ew 2.38ed	04/02/2027	
105	2nd Floor Block C : 2nr 6 bed Clusters	18/08/2026	25w	26ew 2.38ed	18/02/2027	
106	3rd Floor Block B : 1nr 7 bed Cluster & 2 studios	02/09/2026	25w	26ew 1.38ed	04/03/2027	
107	3rd Floor Block C : 2nr 6 bed Clusters	16/09/2026	25w	26ew 1.38ed	18/03/2027	
108	4th Floor Block B : 1nr 7 bed Cluster & 2 studios	30/09/2026	25w	26ew 1.38ed	01/04/2027	
109	4th Floor Block C : 2nr 6 bed Clusters	14/10/2026	25w	26ew 1.38ed	15/04/2027	
110	5th Floor Block B : 1nr 7 bed Cluster & 2 studios	04/11/2026	25w	26ew 6.38ed	11/05/2027	
111	5th Floor Block C : 2nr 6 bed Clusters	23/11/2026	25w	26ew 4.38ed	28/05/2027	
112	6th Floor Block B : 1nr 7 bed Cluster & 2 studios	07/12/2026	25w	27ew 5eh	14/06/2027	
113	6th Floor Block C : 2nr 6 bed Clusters	21/12/2026	25w	27ew 5eh	28/06/2027	
114	7th Floor Block B : 6 bed studios Amnity Area & Laundry	29/01/2027	25w	25ew 5.38ed	19/07/2027	
115	8th Floor Block B :12nr Studios	10/02/2027	28w	28ew 6.38ed	31/08/2027	
116	9th Floor Block B :12nr Studios	03/03/2027	28w	28ew 6.38ed	21/09/2027	
117	10th Floor Block B :12nr Studios	24/03/2027	28w	28ew 6.38ed	12/10/2027	
118	11th Floor Block B :12nr Studios	14/04/2027	28w	28ew 6.38ed	02/11/2027	
119	12th Floor Block B :12nr Studios	05/05/2027	28w	28ew 5.38ed	23/11/2027	
120	13th Floor Block B :12nr Studios	01/06/2027	28w	28ew 5eh	14/12/2027	
121	14th Floor Block B :12nr Studios	22/06/2027	28w	29ew 1.38ed	12/01/2028	
122	15th Floor Block B :12nr Studios	13/07/2027	28w	29ew 1.38ed	02/02/2028	
123	16th Floor Block B :12nr Studios	03/08/2027	28w	29ew 1.38ed	23/02/2028	
124	Clean	20/10/2027	17w	18ew 5eh	23/02/2028	
125	Testing & commissioning	10/11/2027	13w	14ew 5eh	16/02/2028	
126	Witnessing & Demonstration	17/02/2028	1w	6ed 5eh	23/02/2028	
127	**Practical Block B & C**				**23/02/2028**	
128	Block D	26/03/2026	102w 2d	107ew 1.38ed	14/04/2028	
129	Block D E & F Level 1 Large	01/04/2027	10w	10ew 5.38ed	10/06/2027	1000
130	Block D E & F Level 1 Small	25/06/2027	9w 3d	9ew 5.38ed	01/09/2027	160m2
131	Roof Block D	23/11/2026	19w 1d	19ew 2.38ed	07/04/2027	440m2
132	Block D Fit out	26/03/2026	102w 2d	107ew 1.38ed	14/04/2028	
133	**Completion Block D**	**14/04/2028**			**14/04/2028**	
134	Block E	13/10/2026	42w	45ew 5eh	24/08/2027	
135	Roof Block E	01/04/2027	11w	11ew 5.38ed	22/06/2027	360m2
136	Block E Fitout - SS	13/10/2026	42w	45ew 5eh	24/08/2027	
137	**Completion Block E**	**24/08/2027**			**24/08/2027**	
138	Block F	26/03/2026	102w 3d	107ew 4.38ed	17/04/2028	
139	Techcrete D E & F	23/04/2026	47w	48ew 5.38ed	31/03/2027	20 panels a week
140	Roof Block F	18/01/2027	12w 3d	13ew 4.38ed	23/04/2027	480m2
141	Fit Out Works	26/03/2026	102w 3d	107ew 4.38ed	17/04/2028	
142	**Lifts**	**04/01/2027**	**42w**	**42ew 4.38ed**	**29/10/2027**	
143	**Block F - 252**	**26/03/2026**	**102w 3d**	**107ew 4.38ed**	**17/04/2028**	
144	Plant Areas Grd Floor Block D E & F	26/03/2026	26w	26ew 6.38ed	30/09/2026	
145	BOH Areas	03/02/2028	8w	7ew 6.38ed	29/03/2028	
146	Management Area D E & F	21/10/2026	27w	28ew 6.38ed	11/05/2027	
147	1st Floor Block F : 2nr 6 bed Clusters	18/08/2026	25w	26ew 2.38ed	18/02/2027	
148	2nd Floor Block F : 2nr 6 bed Clusters	09/09/2026	25w	26ew 1.38ed	11/03/2027	
149	3rd Floor Block F : 2nr 6 bed Clusters	30/09/2026	25w	26ew 1.38ed	01/04/2027	
150	4th Floor Block F : 2nr 6 bed Clusters	21/10/2026	25w	26ew 5.38ed	29/04/2027	
151	5th Floor Block F : 2nr 6 bed Clusters	11/11/2026	25w	26ew 6.38ed	18/05/2027	
152	6th Floor Block F : 2nr 6 bed Clusters	02/12/2026	25w	27ew 5eh	09/06/2027	
153	7th Floor Block F : 2nr 6 bed Clusters	23/12/2026	25w	27ew 5eh	30/06/2027	
154	8th Floor Block F : 2nr 6 bed Clusters	22/01/2027	25w	25ew 5.38ed	21/07/2027	
155	9th Floor Block F : 2nr 6 bed Clusters	12/02/2027	25w	25ew 5.38ed	11/08/2027	
156	10th Floor Block F : 2nr 6 bed Clusters	05/03/2027	25w	25ew 6.38ed	02/09/2027	
157	11th Floor Block F : 2nr 6 bed Clusters	26/03/2027	25w	25ew 6.38ed	23/09/2027	
158	12th Floor Block F : 2nr 6 bed Clusters	20/04/2027	25w	25ew 2.38ed	14/10/2027	
159	13th Floor Block F : 2nr 6 bed Clusters	12/05/2027	25w	25ew 1.38ed	04/11/2027	
160	14th Floor Block F : 2nr 6 bed Clusters	03/06/2027	25w	25ew 5eh	25/11/2027	
161	15th Floor Block F : 2nr 6 bed Clusters	24/06/2027	25w	25ew 5eh	16/12/2027	
162	16th Floor Block F : 2nr 6 bed Clusters	15/07/2027	25w	26ew 1.38ed	14/01/2028	
163	17th Floor Block F : 2nr 6 bed Clusters	05/08/2027	25w	26ew 1.38ed	04/02/2028	
164	18th Floor Block F : 2nr 6 bed Clusters	25/08/2027	25w	26ew 1.38ed	24/02/2028	
165	19th Floor Block F : 2nr 6 bed Clusters	16/09/2027	25w	26ew 5eh	16/03/2028	
166	20th Floor Block F : 2nr 6 bed Clusters	30/09/2027	25w	26ew 5eh	30/03/2028	
167	21st Floor Block F : 2nr 6 bed Clusters	14/10/2027	25w	26ew 4.38ed	17/04/2028	
168	Clean Block F	04/11/2027	22w	23ew 4.38ed	17/04/2028	
169	Testing & commissioning	09/01/2028	13w	13ew 1.38ed	07/04/2028	
170	Witnessing & Demonstration	10/04/2028	1w	4ed 5eh	14/04/2028	
171	**Completion Block F**	**14/04/2028**			**14/04/2028**	
172	External works PBSA	01/08/2030	134w 2d	141ew 5eh	14/04/2028	
173	External works Affordable	24/11/2027	27w 1d	29ew 5eh	14/06/2028	
174	Practical Completion PBSA	14/04/2028			14/04/2028	
175	Practical Completion Affordable	14/06/2028			14/06/2028	
176	Block A Gateway 3 12 week Period	15/06/2028	8w	7ew 6.38ed	09/08/2028	
177	Block A Contract Completion	09/08/2028			09/08/2028	
178	Block B & C Gateway 3 12 week Period	24/02/2028	8w	8ew 1.38ed	21/04/2028	
179	Block B & C Contract Completion	21/04/2028			21/04/2028	
180	Block D E & F Gateway 3 12 week Period	17/04/2028	8w	8ew 1.38ed	13/06/2028	
181	Block D E & F Contract Completion	13/06/2028			13/06/2028	
182	**Project Team**	**01/10/2024**	**191w 4d**	**201ew 1.38ed**	**09/08/2028**	
183	**Site Team WJG**	**21/03/2025**	**168w 4d**	**176ew 5.38ed**	**09/08/2028**	
184	**Lifting Team**	**19/08/2025**	**124w 1d**	**130ew 2.38ed**	**17/02/2028**	

Trades Contractor,Procurement Stages

Key Date | RIBA Stage 3 Design | RIBA Stage 4 Design | Site Set Up | Demolition | RIBA Stage 5 Construction | Hoists | Block A | Techcrete Panel | Management areas | Block B | Block C | Block D | Block E | Block F | Gateways | WJG Staff | WJG Labour | M & E | 4 D Structures | Bricklayer

Milestone Appearances

Start Milestone | Diamond | Finish Milestone

Author:	Nick Bumby	Manager:	TBC	Date:	10/05/2021
Rev Comment:	Dates ammend in line with SL email 12th Jan 24 Block A Completing with Block BD E & F, 6months fo				
Rev date:	27/12/2023	Rev No:	Rev Q	Prog No:	BW 1

Watkin Jones Group
Llys Y Bont, Parc Menai
Bangor
Gwynedd
North Wales LL57 4BN
Telephone 01248 36516

Client

WJG

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