

Law & Social Justice

Construction Management Plan



December 2017

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1. Project Resources & Logistics

a) Organogramme







b) Project Methodology

i. Overview of the Project

The project is to be undertaken for the University of Liverpool and comprises the construction of a six storey new concrete framed extension to the existing Law & Social Justice Building and refurbishment of the existing structure. This is on the main campus situated on Chatham Street adjacent to the Vine Court Residences Block.

The site redevelopment will be carried out in a single phase sequence allowing the whole area to be fenced off and the new works progressed concurrently with the refurbishment of the existing building. The current philosophy is explained with the aid of the layout plan below:



Plan 1: Site Layout for Law & Social Justice





ii. Ground Works

The initial site establishment will be set-up within the existing car park adjacent Myrtle Street, including an office area and welfare set-up. This will remain in place for the period of the works.

Within the area of the site there are various services (including main electrical, Gas, water and IT installations) which will have to be relocated or protected before works are undertaken. We have carried out detailed investigations and surveys to ensure all of these services have been identified. Included in the works will be tree removals to allow space for the new development and access to carry out the construction. This will be part of the initial planning process.



Plan 2: Tree Removals





The proposed new building footprint sits on top on the previous site of terraced housing; therefore there is potential for existing foundations to be found during the excavation of the area when forming a piling mat. The new building will be supported on piles and the ground is to be excavated to ensure there are no obstructions which would prevent the piles form being installed. It is intended to excavate the building zone to a depth of approximately 1 metre to remove all obstruction and create a piling mat for the piling rig to stand on during the works. If further depth is needed this will be localised to the obstruction.

Following negations with the Highway Department of the City Council we have an agreement to create a temporary site entrance along the frontage to Myrtle Street. The parking bays opposite the new site are being retained.

The initial area of the entry to the site is a University car park with a tarmac surface which we intend to maintain during the works to enable better control of the site dust and dirt that may be created due to the excavation works and then all subsequent delivery vehicles. A new entrance mouth will be formed to the local authority requirements for the temporary entrance and will include a tactile paving crossing.

A haul road will be formed between the car park and the site through an existing gap between the buildings. This will also be tarmaced to improve control of dust and waste materials. During the excavation works there will be no need for wagons to enter the excavation zone and they can remain on the hard standing areas of tarmac thus reducing the potential for contamination of the vehicle wheels. A labour gang and road sweepers will be used to maintain a clean site area and avoid any mud or dirt being transferred on to the highway.

iii. Main Construction

Piling

One large rig will be used for the main piling operation, concentrating works from the Abercrombie side (north) and working south towards the site offices. A second small rig will be used to install the piles located at the front of the building on Chatham Street. This is due to the proximity of the existing building and underground services which run through this zone.

Due to the size of the building footprint, all the piles to the central building will be installed prior to the next trade starting on site.



Frame Construction

The frame chosen is concrete column and flat slab with the need for transfer structures at the upper level to allow for the weight of plant in the top floor plantroom and also a feature cantilevered office space. A tower crane will be used to provide the craneage to all aspects of the new and existing building.

Simple pile caps and ground beam configurations have been currently designed for all the building with a ground floor slab incorporating stepped levels to allow for computer floors in sections of the building.





Cores & Shear Walls

The concrete cores & shear walls will commence in advance of the main floors to allow for a clean floor formwork system to be used.

Various methods of constructing the cores were examined and it is currently believed that a standard-form shutter system will be employed. The Cores will be constructed one floor in advance.



Main Floors

It is proposed to construct the main floor plates using traditional table forms. Columns and walls will be poured in advance of tables being landed on any floor and the process simply repeated for each level. The direction of table movements will be arranged so that no flying of tables over footpaths or highways is necessary. If any areas prove to be particularly difficult in achieving this than these will be constructed in more traditional method and formwork erected and dismantled for each floor.







On the existing building there is potential to install a steel frame structure to complete the upper floor level to fill the available floor plate. This will be erected using the tower crane prior to it being utilised to construct the new concrete frame superstructure.

A central atrium between the new and old buildings will be formed incorporating a new timber glulam frame with glazed facades and roof lights to maximise the natural daylight and connection to the gardens.



At the location of the existing entrance to the building from Chatham Street part of the existing building is to be removed and a new glass feature window will be formed to create an impressive new frontage. Foundations and a new steel frame will be installed to create this feature.

Envelope







As the table forms are stripped from completed areas, the unprotected ends will need to have edge protection provided.

The external façade cladding or curtain walling will commence when the frame has progressed to a level whereby scaffolding can be erected without the standards restricting table form removal to higher storeys. In some location MEWPS will be used as an alternative to scaffold dependent on the architectural features.

Cladding will be installed to the existing building whilst curtain walling elements will provide the main façade material to the new extension. However, there will be a requirement for water control from the upper floors. This will take the form of bunds, tanking and temporary diversion of surface water. A completely water tight building can only be achieved once the façade and roof works are substantially completed.



The scaffold access arrangements are an integral part of the envelope coordination and the ties used to ensure the safe erection of the scaffold and how these interface with the façade details is to be examined as the tie positions will need to be coordinated with the frame. Time must be allowed during the scaffold dismantle for completion of the openings formed for tie locations.

Internal Works

Once the frame programme allows the installation of perimeter cladding to commence this will then in turn open up the internal areas for following trades. The first trades in would be the partitions and M&E. There are various interfaces between these two trades which would be reviewed before the start of the works in a workshop type of environment and then reviewed during the course of the initial installations.

The intense areas of internal works will focus on the main room areas and service riser locations. The release of these works and their progression, will be critical to the internal programme.

This will allow the commissioning and handover procedures to be more sequential and controlled.











External Works

External works are required around the whole perimeter of the project.

It is not possible to commence the works until towards the end of the project due to the works to the facades which will need to be complete before areas are fully released for ground works.

Some of the services and drainage works will be carried out during the foundation works of the main frame. The feeds to the substations and LV supplies will be advanced through the site compound area to avoid disruption at a later date. The main drain connections will be made to allow control of the surface water during construction and then running and testing of bathroom installations for the earlier areas of completion.







iv. Temporary Site Accommodation

Introduction

The site set up and layout has been carefully planned, with the emphasis on how we can minimise our impact on both the occupied buildings and the vehicle route through the Campus. Our approach is to develop the separate site road way system off Myrtle Street at an early stage and use this for the duration of the construction works.

A site compound layout is given below to indicate the proposed set up:







The site compound area will be shared by all construction personnel and provides a safe pedestrian access from the road side opposite to Tesco and a separate construction vehicle access. This personnel entrance will have a biometric recognition system to ensure only inducted and current personnel are allowed access to site.

The main cabin set-up will comprise double stacked prefabricated cabins with toilets and welfare on the lower level and with office space on the upper level. Additional office space will be required for the subcontract packages and this is also likely to be double-stacked.

Hoarding

The site will be fully enclosed with a hoarding comprising of a solid panel system to any external facing or high pedestrian areas. Other inward facing areas may utilise a more open anti-climbing mesh panel system. The hoarding will be subject to weekly inspections which will be formally recorded to ensure that it is maintained throughout the project duration. The site's contact details and the Considerate Constructors information will be prominently displayed.

The hoarding has been designed by a structural engineer to ensure stability through severe weather conditions and will be subject to a sign-off procedure.

Security

Security will be positioned in security cabins which will be located against the gate at the main entrance, this will be complete with turnstile and biometric recognition system. Gatemen will be positioned on the entrance / exit gate during normal working hours with security cover remaining for the full 24hrs.

Security duties include:

- To maintain constant links with traffic control at the campus entrance, to monitor deliveries entering and leaving the site and campus
- To open and close the site entrance gates for delivery vehicles and ensure that they are kept closed when not in use
- To ensure operatives use the biometric system correctly for entering and leaving the site
- To receive visitors to site and to liaise with reception accordingly

Induction

All operatives will be given a site induction before they commence working on site; this will include site rules and method statements. The induction will also place particular emphasis on sensitive issues such as the close proximity of occupied student buildings. The specific traffic plan issues applicable to the University roads will be covered again in this induction.

Segregation of Students, Pedestrians and Vehicles

In keeping with construction procedures, designated student and pedestrian access routes will be set up and maintained throughout the project and crossing points clearly marked with appropriate signage. A site plan will be produced and updated as the works progress and will form a key part of site inductions.





Site Lighting

In order to provide safe access around the site area there will be site lighting provided during the hours of darkness. This will generally be low level lighting levels to merely provide safe walking areas. During times of work during darkness (which will be limited), additional lighting towers will be used to provide task lighting but these will be switched off when no work is being carried out to avoid any light pollution.

Storage of Materials

Suitably prepared flat and level lay down areas for the storage of materials will be provided around the site as close as possible to the work area; materials will be properly stacked neatly and orderly.

Site Services

An infrastructure of site temporary services comprising water and 110 volt power will be set up to service the buildings. A metered power supply can be provided from the University's network to supply the site works.

Waste Materials

Skips will be positioned within the main site area for use by the trade contractors. Waste segregation will be employed to meet BREEAM requirements.

Fuel for Site Plant and Equipment

A central refuelling area will be set up comprising a double skinned tank within a suitably sized bunded area and to include emergency spill procedures and locking facility.

Emergency Procedures

Emergency procedures are contained within the Construction Phase and Environmental Plans for the project and will form a key part of the induction process.

Environmental Issues

Environmental assessments will form a key part of the method statement review that is carried out under company procedures. Some key elements for consideration will be,

The development of an energy plan to cover:

Protection of the existing trees Site accommodation energy use, switch lighting and heaters off when not in use Site temporary lighting; ensure lighting is switched off over night Ensure water pipes are turned off, do not leave hoses running Do not leave plant and equipment running when not in use (at no time unattended)

Plant and Equipment

The general plant needed for the excavation part of the works will predominantly be hydraulic 360 degree plant fitted with additional attachments for controlling the manner of partial demolition of the building. It is envisaged that only one machine will be needed to carry out these works.





The delivery of initial plant will be on articulated-lorries carried out, normally, under police notice for this type of large vehicle movement. The same will occur for their removal from site. The remainder of vehicle movements will be rigid wagons with movement numbers expected to be around 15 wagons per day at the peak.

Access

Compound locations have been identified for the works. It is therefore anticipated that pedestrian access for construction personnel into the site will predominantly be via ground level from the south side via a protected walkway from the compound to the site using temporary fencing as a protected route.

c. Construction Traffic Management Plan

The construction traffic management plan is drawn up to address all aspects of managing vehicle movements both on site and within the campus. It will be in accordance with the relevant HSE publications and campus regulations.

HS (G) 144 The Safe Use of Vehicles on Construction Sites. HS (G) 150 Health & Safety on Construction Sites ULCCO-SP Construction Health Safety & Environmental Procedures

Operatives Parking

There will be no parking of contractor's vehicles on site. Contractors vehicles may enter the site to unload/load plant and materials but must promptly be removed and parked in agreed parking facilities. Subcontractors will be strongly encouraged to use public transport as there is limited parking in the area.

Vehicle Deliveries

Delivery route restrictions within the campus are noted and this information will be included along with a campus location map and sent to all suppliers and works contractors informing them of relevant information to enable deliveries to be planned and comply with this document. Subcontractors and suppliers will be required to make a site visit and acquaint themselves with the access route, away from the campus entrance, prior to the commencement of deliveries.

Delivery times

8.30 am to 6.00pm Monday to Friday8.00 am to 1.00pm SaturdayNo deliveries permitted Sundays or Public Holidays

All deliveries will be booked in as far in advance as possible but a minimum of 2 days in advance, a weekly schedule will be drawn up for distribution to all parties including other contractors who may be working within the campus on other projects and the University's representatives.





At the campus roadway entrance system, clear direction and information signage will be positioned as appropriate and as agreed with the University to ensure vehicles access the site correctly.

Abnormal Loads

Careful consideration and advanced planning will need to be given to what we would term abnormal loads; these would include large earth moving equipment, mechanical plant delivery vehicles, or similar.

A detailed method statement would be drawn up with particular attention being paid to access routes through the campus in terms of road width and capacity, headroom and any other activities ongoing within the University complex generally.

Delivery Volumes

During the initial stages of set-up and early works there will be movement of spoil wagons for the piling platform formation and for the spoil created from the installation of the piles. These will probably be in the region of 10-20 vehicle movements per day. In addition to this there will be concrete deliveries for the piles of 8-10 deliveries per day

Once the main frame works start there will initially be additional deliveries of formwork systems from the frame contractor as well as further concrete deliveries. The formwork deliveries will be in the region of 4 deliveries per day and the concrete deliveries would increase slightly to 10-12 per day.

Once the frame reaches the 2nd floor the follow on trades will commence. These include the external brickwork and internal finishes. Daily deliveries for mortar will be used but there is only a small quantity of brickwork on the project.

The internal trade's deliveries will increase throughout the period starting at about 6 deliveries per day and working up to probably 10-15 per day. Throughout the works there will also be the waste removal which is generally at 1 skip per day.

Pedestrian/Vehicle Segregation

Pedestrians will be segregated from site traffic, access routes will be established and clearly marked with warning signs at crossing points.

Road Sweeping

A road sweeper will be utilised as required to ensure that the surrounding roads are kept clean and that no deleterious material is deposited on the road. An onsite wheel washing system will be established to reduce the possible instances.

Speed Limit

Vehicles within the site complex will be restricted to 5 mph; this will be strictly policed by the site management and must be observed by delivery vehicles and site construction traffic.

Reversing





Construction vehicles plant and machinery will not reverse without being under the control of an attendant Banksman and must be fitted with warning equipment in the form of audible and visual alarms.

PPE

In addition to the normal PPE requirements, construction plant and vehicle operators will wear orange high visibility vests clearly marked as PLANT OPERATOR.

Refuelling

A designated refuelling point will be set up for site plant and machines, the fuelling point will be constructed to include a proper bund and emergency spill procedures will be displayed.

General

All vehicles and mobile plant will be inspected, tested and serviced at the intervals laid down by the relevant legislation and guide lines, accurate records of inspections are to be kept in the relevant site registers.

Construction vehicles and plant must not be left unattended and running. When not in use and on conclusion of work they must be parked in a designated area and left switched off with ignition keys removed.

This plan must be reviewed and updated at regular intervals not to exceed 2 weeks.

Unloading of Materials

- Materials will be brought onto site and offloaded as close as possible to the point of use.
- They will be offloaded using mechanical means whenever practically possible to reduce manual handling.
- A Loadall will be available on site for the offloading, distribution and lifting of materials to points of use.
- A Hoist will be positioned on the gable end of the new frame to allow loading and unloading of materials safely on to the floor plates.
- Delivery vehicles will have facilities to prevent falls from heights.
- Concrete will be placed via direct discharge whenever practicable.

Storage of Materials

- ULCCO-SP plan for "just in time" deliveries to minimise storage on site and to avoid waiting by vehicles.
- However it is inevitable that some items will be stored on site.
- Generally these are offloaded and stored as close as possible to the point of use to avoid double handling and minimise the risk of damage
- Materials are stored off the ground and protected from the elements.
- Materials will be spread on floors to minimise point loads through the structure.





Waste Removal

- Waste Management will be controlled by directly employed operatives. The site management team will then be able to control the standards of housekeeping and the appearance of the project.
- All debris, redundant materials, etc. are to be collected on site within each working area on a daily basis and removed from the building.
- All non-hazardous materials are to be disposed of at a registered tip, approved by the Waste Regulation Authority.
- All hazardous materials and their containers are to be disposed of using sealed lockable rubbish skips, off site in a safe and competent manner, as approved by the relevant Waste Regulation Authority and in accordance with current legislation.
- No burning of waste will be permitted within the vicinity of the site.
- ULCCO-SP's Site Manager will be responsible for ensuring that all waste is disposed of in a safe and competent manner using only approved, appropriate tips, and will retain all waste transfer documentation on site for audit purposes.
- ULCCO-SP will provide labour to maintain the general cleanliness of the site.
- Individual sub-contractors will be responsible for maintaining their own working areas and operations in a clean and safe condition.

Protection

Protection will be provided for the University Buildings and students using the perimeter hoarding and scaffold fans. The tree protection measures will be installed during the initial stages of the site procession.

Before any works are carried out a full dilapidations survey will be undertaken and all details recorded with all stakeholders.

Whilst protection will be afforded to all completed works; the undertaking of the works from top down and the stripping of scaffolding in conjunction with the final painting works will minimise the risk of damage to these areas.

Internally it is intended to fit out moving towards the loading point which will avoid materials having to be taken through finished areas. During the finalisation of the landscaping works protection can be provided by the utilisation of boards placed against the facades or the use of patent masking solutions. The exact method to be adopted will be agreed with the subcontractor.

Control of Noise and Dust

The issue of noise control will be dealt with by the choice of plant used to carry out the works. There may be some instances where breakers have to be used i.e. in the removal of large foundations but where possibly these will be minimised and their use will be kept out of the early or late site hours. Noise monitoring will be carried out.

Water suppression may be used during the excavation period of the building to control the possible creation of dust clouds. This will be in the form of mist sprays so as to capture the dust molecules as they are formed adding mass, causing them to fall to ground. Use of a mist spray also reduces the amount of water needed to control the dust.





2. Project Commitments

a) Good Neighbour Policy

Introduction

ULCCO-SP has undertaken many of their projects on busy University campuses. It is our responsibility to protect the health and safety of the students, staff, visitors, public, and construction employees and minimise disruption to the University and the Local Community. Communication is often a source of frustration as it can be perceived as lack of thought and care by the community. ULCCO-SP believes in strong lines of communication where the community can feel their views are listened to and their feelings considered.

Local Community

To ensure all parties are informed of the project programme and general issues ULCCO-SP will issue information newsletters and these will be distributed giving updates on progress and future works. These newsletters will go out prior to commencement on site and then on a bi-monthly issue but in advance of the notified works taking place. ULCCO-SP is committed to its corporate social responsibility and the clearer the information is delivered the smoother the project will run.

ULCCO-SP is also committed to the ethos of the 'Considerate Constructors Scheme' and would register this project as it does for all its projects.

University Campus

We understand the requirement to minimise disruption to the life of the University. The key to this success is ensuring ongoing communication with the University and their Project Team. It is essential that we keep the University informed at all times. To achieve this, at least weekly and sometimes daily coordination meetings will be held with a nominated client representative to identify the University's requirements such as deliveries, avoiding works near examination rooms, or sensitive experiments, etc, which may be affected by our operations.

ULCCO-SP's Site Manager, Stephen Harding, will act as the senior representative for Liaison with the University and hold informal meetings to discuss planned works and receive feedback on progress. Any issues will be taken back to the site team and alterations to procedure made if required. He will be responsible for the smooth running of the site and interface with the surrounding community.

The meetings will be used to discuss the short-term programme and to inform of any specific tasks that may impact upon the University, for example concrete pours and any work involving a crane. We will post regular bulletins on a notice board to keep persons up to date with progress and work activities.

All personnel to visit or be employed on site will undergo a specific site induction to ensure awareness of the restrictions and responsibilities placed upon them. With any work in a live environment particular attention will be paid to maintaining Fire Emergency Routes. However, in order to achieve this there must be a mutual understanding of fire safety plans therefore before work commences on site copies of the fire plan will be obtained.





b) Health & Safety

ULCCO-SP have a commitment to our employees, customers, subcontractors, public and the student body to keep all construction areas as safe as possible. To do this we apply the following to all of our sites:

Expertise

We have recruited qualified and experienced safety managers to develop our safety management system and ensure its implementation across the company. The safety managers provide advice and training to our staff and ensure that they are aware of current legislation and its impact on our activities. Our project teams are responsible for the delivery of safety at site level with the assistance of the safety managers.

In addition to in-house resources we also have access to a wide range of safety advice and information including membership of regional safety organizations such as the Construction Safety Group and national groups such as RoSPA and IoSH. All staff and visitors to site are fully inducted on their first day on site to ensure that they are aware of any potential dangers posed on site and to familiarise them with ULCCO-SP and the procedures.

Training

The training needs of staff have been identified in relation to their role to ensure that they are competent to perform their health and safety responsibilities, staff are trained wherever possible to the CITB standard or that of other recognised national bodies. Further training is given on ULCCO-SP's procedures for managing health and safety and the standards expected of our staff and subcontractors.

Communication

We will proactively work with all stakeholders, including clients, designers, students, staff and subcontractors, to ensure that all projects are designed and built in the safest manner possible. Issues will be raised and resolved during design team meetings to reduce the potential risk for site operations.

Management of Health and Safety at Work Regulations

This requires employers to identify hazards involved in their work, carry out an assessment of risks and implement suitable and sufficient control measures – a Risk Assessment. This is crucial to all planning of Health and Safety. Prior to works starting, the Trade Contractors appointed shall carry out Risk Assessments for their scope of works. These shall be job specific to the project and site conditions. The Construction Managers will check to ensure that each Trade Contractor has communicated the relevant Method Statement and Risk Assessment to their operatives. Evidence of this shall be recorded and kept within each Trade Contractors Health and Safety File.





As Principal Contractor, we will also provide information for the 'Health and Safety File', which is compiled throughout the duration of the project as subcontractors are procured. This will also be kept on file on site and maintained by the Site Management team and document controller as a record of information to inform future decisions of the management of health and safety

Key Health and Safety Factors on the Project

- Fire Develop a fire strategy in line with the guidance issued by the HSE and coordinated with the University Fire Plans. Particular attention must be paid to the occupants of the buildings during the works and how evacuation is to be communicated.
- University Campus Interface Ensure suitable and sufficient separation between the construction work's vehicles and pedestrians; to include full time Banksman on the public footpath crossing close to the entrance to the site. Ensure that all delivery vehicles know the access route and maintain the imposed speed limit of 5 mph.
- Work at Height Ensure that all Work at Height operations are managed under the Work at Height Regulations and that all work is planned and controlled
- Noise/Dust/Fumes Will be managed not only from a construction perspective, using appropriate methods, these issues will also be controlled through the site environmental plan, site environmental impact assessment and will meet the needs for the site. Noise monitoring will be carried out before and during the works to ensure construction noise does not become a nuisance.

Consultation with the workforce

In accordance with the Safety Representatives and Safety Committee Regulations and the Codes of Practice and Guidance Notes relating to these Regulations, every facility will be afforded to officially appointed Safety Representatives and Committees.

Procedures on Site or at workplaces regarding the function of Safety Representatives and Committees shall be in accordance with the National Working Rule 24 of the National Joint Council for the Building Industry Working Rule Agreements or Working Rule XVIIA contained within the Civil Engineering Construction Conciliation Board Working Rules where applicable.

On a monthly basis or when the need arises, there will be a Site Safety Meeting involving representatives of all Contractors on Site, Management and the QSHE Manager.

All employees are encouraged to submit suggestions and ideas for improving the general standards of Health and Safety and Welfare on Sites and offices.

Health and Safety is paramount to our service provision and our construction procedures are covered in detail within our Management System resulting in all of our projects being delivered on time and within budget.

We have one of the best safety records in the industry, from an already high standard we have improved year on year and have been in receipt of RoSPA Gold Awards for Safety for the past four years. Our construction sites are all registered with Considerate





Constructors and all of their inspections have found our sites to be in the top 12% of the sites registered with their organisation.

All the operational management staff employed on the project will be responsible for the Health and Safety aspects of the project, final responsibility being the Project Managers.

To give support to the site team ULCCO-SP has a Safety Manager who visits site on a weekly basis to carry out audits and reviews.

Ian Muir MIIRSM, GradloSH, AIEMA (our QSHE Manager) will be advising on all Health and Safety aspects of this project.

c) Environmental/Sustainability

Commitment

ULCCO-SP is a company committed to managing its impacts on the Environment, both in the short term and the long term. We are very aware of the current global, national and local environmental issues and as a company we are committed to reduce our environmental impact whenever it is reasonably practicable to do so.

We are accredited to ISO 14001:2004 Certificate of registration number EMS 600357 through the BSI (British Standards Institute).

All of ULCCO-SP projects operate an Environmental Management system that complies with the requirements of the international standard and also the requirements of specific and relevant legislation. We are continually trying to improve our Environmental performance through innovation and initiatives with our clients, Key stakeholders and first and second tier sub contractors.

We have recently been award a gold "green apple" award for our work at the Crown Place Residence.

We have as a business introduced an Environmental Purchasing statement through which we are committed to improving the sustainability of our supply chain and where possible work with Designers, Architects and our supply chain who have a design or procurement influence to ensure that there is a responsible approach to the procurement of construction materials, also ensuring that where possible reused, recycled and low embodied carbon impact materials are procured.

ULCCO-SP has recently introduced a Sustainable Timber Procurement Statement which sets out our commitment to ensure that all Timber based materials and products are sourced from an FSC (Forestry Stewardship Council) or PEFC (Programme for the endorsement of forest certification schemes) schemes.

As a business we are looking at our overall carbon footprint and ways in which we can influence the reduction of our footprint. We are looking at several ways in which this can be achieved such as the use of PIR lighting systems in our site offices, waterless urinals in our site welfare facilities reminders to all ULCCO-SP staff to turn off lights and all other non-essential electrical equipment when not in use.





Management Proposals

ULCCO-SP ensures that environmental risks for each single contract and office are identified as early as possible in order to establish appropriate mitigation measures to contain such risks throughout the project duration. Environmental Emergencies, avoidance and contingency planning are addressed in Company procedures. Compliance, working methods and materials are covered in the specific Site Environmental Plan.

A process of evaluation and then planning occurs for all projects and follows the following principles:

Responsibilities

Project Leaders are to ensure environmental plans are developed and maintained for all sites and properties under their control and report to the Project Review / Company Monthly Management Review on the level of compliance, reasons for any non-conformance and difficulties in complying with company requirements.

Project Managers will develop and maintain individual environmental plans and review and report compliance on a monthly basis.

Site Managers will, in conjunction with the Project Managers, co-ordinate the developments of the environmental plan during its implementation phase, and then review plans on a regular basis and report status to next level of management.

Procedure

An active environmental plan is to be maintained for all "live" sites, including ULCCO-SP fixed office premises, and will address the aspects, impacts and applicable legislation associated with that site and its operations.

The ULCCO-SP Environmental Management System is applied to the lifetime of construction projects as follows:

- a) The environmental issues specific to each site will be considered as early in the project life cycle as possible in order to facilitate good planning and avoid unnecessary risks.
- b) Project environmental plans are to be formally reviewed at least monthly to ensure that they remain both effective and up to date with current operational status.





