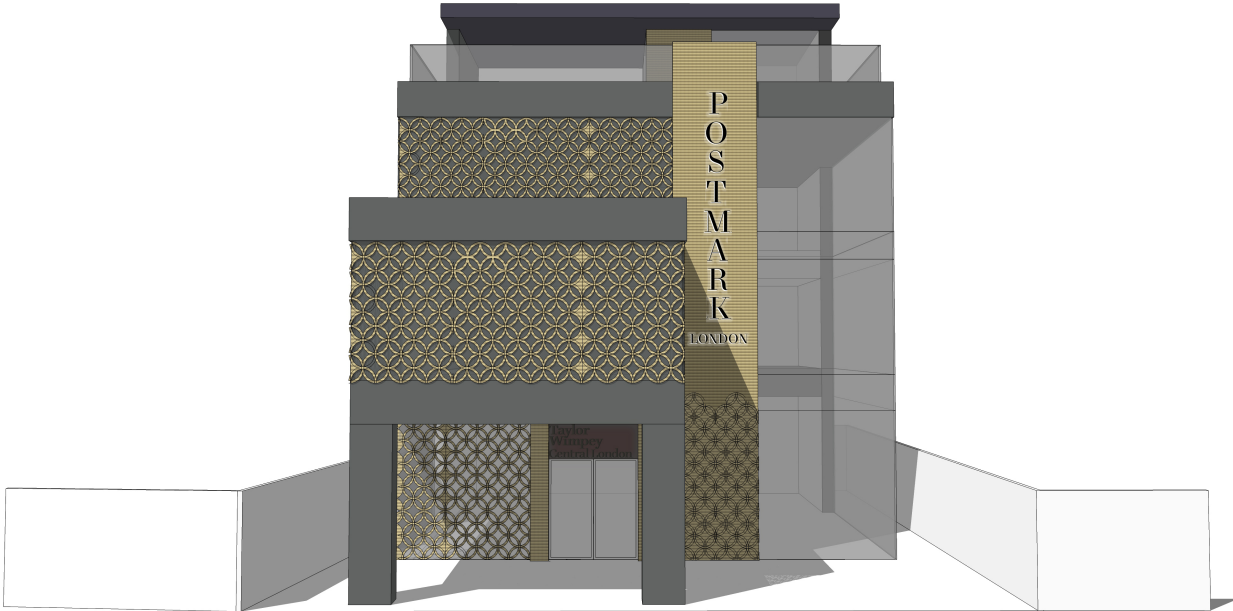


**TAYLOR WIMPEY
CENTRAL LONDON
MOUNT PLEASANT**

**MARKETING SUITE
PHOENIX PLACE**

**Construction and
Environmental Management
Plan**



Contents

1.0 Introduction.....	4
1.1 Purpose of the Phoenix Place Construction and Environmental Management Plan (PP CEMP)	4
1.2 Project Location	4
2.0 Planning Permission & Section 106 Agreements	5
2.1 Summary of Proposed Development.....	5
2.2 Planning Reference & Type of PP CEMP.....	5
2.3 Relevant Planning Conditions	5
3.0 Contacts	6
3.1 Site Address	6
3.2 Person Responsible for submitting the CEMP.....	6
3.3 Site Project Manager	6
3.4 Person Responsible for Community Liaison.....	6
3.5 Main Contractors address for receipt of Legal Documents	6
4.0 The Site.....	7
4.1 Existing & Surrounding Area	7
4.2 Brief Description of the Works	8
4.3 Potential Issues/Constraints during Construction.....	8
4.4 Nearest Receptors and Potential Impacts	9
4.5 Scaled Plan showing Local Highway Network.....	10
4.6 Phasing & Programme	11
4.7 Standard Working Hours	12
4.8 Changes to Services & Utility Connections	12
4.9 Pre-requisites before Construction.....	12

Revisions

Date	Version	Purpose	Produced By
May 2018	Rev A	1 st Draft	KK
May 2018	Rev B	2 nd Draft	KK

5.0 Transport	13
5.1 Name of Principal contractor	13
5.2 CLOCS Standard.....	13
5.3 Proposed Construction Vehicle routes	13
5.4 Construction Vehicles Sizes & Frequency.....	16
5.5 Other developments in the local area.....	18
5.6 Vehicle & Delivery Management System	18
5.7 Other measures to reduce the impact of associated traffic.....	18
5.8 Management of Vehicle Movements	18
5.9 Off-site holding areas.....	18
5.10 Swept path drawings	19
5.11 Wheel washing facilities and management	19
5.12 Parking/Loading/Unloading.....	19
5.13 Parking bay suspensions and TTO's,.....	19
5.14 Plan showing the impact on the public highway	20
5.15 Drawings of any highway works	21
5.16 Safety signage, barriers and accessibility measures such as ramps and lighting etc.	21
5.17 Details of any diversion, disruption or other anticipated use of the public highway during the construction period	21
5.18 VRU Pedestrians and cyclists	22
5.19 Temporary structures & Hoarding on/over highway	23
5.20 Traffic Management Plan.....	24
6.0 Community Liaison	26
6.1 Details of Consultation of draft CEMP	26
6.2 Neighbouring sites	26

7.0 Environment	27
7.1 Managing the Environmental Impact of Construction.....	27
7.2 Noisy Operations	27
7.3 Noise Survey	28
7.4 Predicted Noise & Vibration Levels	28
7.5 Noise & Vibration Mitigation Measures.....	28
7.6 Evidence of Training on BS 5228:2009	28
7.7 Noise, Vibration & Dust Monitoring.....	28
7.8 Dust Prevention/Control.....	28
7.9 Keeping the Highway Clean	29
7.10 Air Quality Risk Assessment.....	29
7.11 GLA Highly Recommended Measures	29
7.12 Pest & Rodent Control.....	29
7.13 Asbestos and Contaminated Land	29
7.14 Water	29
7.15 Workforce Behaviour	29
7.16 Non-Road Mobile Machinery	29
7.17 Waste Management.....	30
7.18 Protection of Trees and Ecology	35
7.19 Archaeology.....	35

1.0 Introduction

1.1 Purpose of the Phoenix Place Construction and Environmental Management Plan (PP CEMP)

This Construction and Environmental Management Plan (CEMP) has been produced for Taylor Wimpey Central London by A E Tyler Ltd t/a Octink with reference to the construction of the Marketing Suite.

This CEMP responds to the LB Camden's Minimum Requirements for Building/Construction/Demolition Sites and the LB Camden's Construction Management Plan Pro-Forma.

The baseline for our analysis is the LB Camden's Minimum Requirements for Building/Construction/Demolition Sites which we have viewed as the minimum standards to be achieved. We will ensure that the works will comply with the requirements of the LB Camden's Minimum Requirements for Building/Construction/Demolition Sites and that we will address the measures contained within this report.

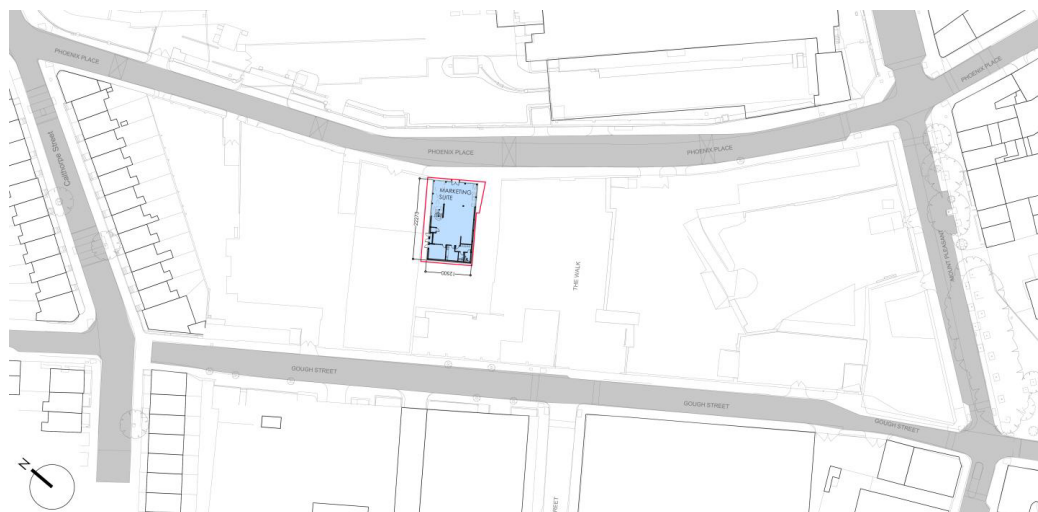
This document details:

- the specific obligations when undertaking the works;
- the specific measures to be used during the works; and
- the specific details of the control measures for each environmental issue.

There is a large body of environmental and safety requirements relevant to construction projects, in the form of primary legislation (Acts of Parliament), secondary legislation (Statutory Instruments, including Regulations and Orders) and statutory guidance and Codes of Practice. We will be complying with all prevailing legislation at the time of construction including any requirements under Health and Safety legislation.

1.2 Project Location

The Marketing Suite is located near Royal Mail Sorting Office, Mount Pleasant, Farringdon, London EC1A 1BB and the entrance will be located on Phoenix Place.



2.0 Planning Permission

2.1 Summary of Proposed Building

New 4 storey steel frame supported on CFA piles and RC pile caps, ground beams and RC slab to form extension under 500m² of GIA.

2.2 Planning Reference and Type of Pp CEMP

The Planning Permission Reference is:

P2013/1423 (Calthorpe Street) and P2013/3807/P (Phoenix Place) dated 30th March

2015

2.3 Relevant Planning Conditions

N/A

3.0 Contacts

3.1 Site Address

Phoenix Place is located adjacent to the Royal Mail Sorting Office, Mount Pleasant, Farringdon, London EC1A 1BB.

3.2 Person Responsible for submitting the CEMP

The formal contact with the respective councils will be via DP9, RMG Planning Consultant.

3.3 Site Project Manager

Responsible for day to day management of the work and for dealing with complaints.

The Responsible Person is:

Tim Hatfield
Construction Manager
Octink
30 Commerce Road, Brentford TW8 8LE
Tel: 07477 971 721
tim.hatfield@octink.com

3.4 Person Responsible for Community Liaison

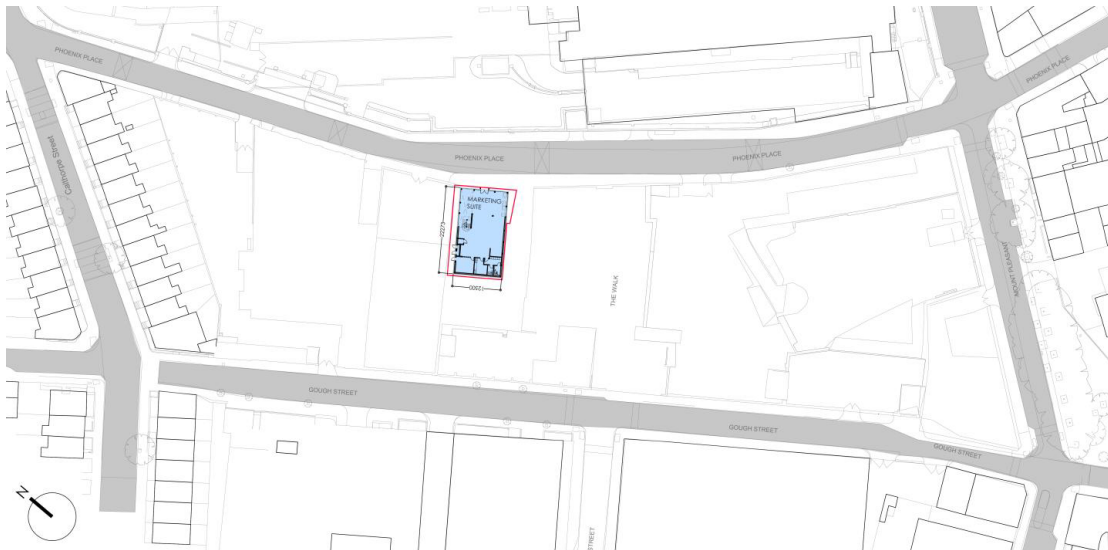
The Community Liaison Manager is:

Simon Martin
Head of Construction
Octink
30 Commerce Road, Brentford TW8 8LE
Tel: 07989 856 515
simon.martin@octink.com

3.5 Main Contractors address for receipt of Legal Documents

A E Tyler Ltd t/a Octink, 30 Commerce Road, Brentford TW8 8LE
Tel: 0208 232 6800

4.0 The Site



4.1 Existing & Surrounding Area

The site is located adjacent to the Royal Mail Sorting Office, Mount Pleasant, Farringdon, London, and the entrance is on Phoenix Place.

The site is currently a derelict carpark, surrounded by brick walls and mesh fences. There used to be accesses onto the carpark from Gough Street, Mount Pleasant and Phoenix Place. The carpark was set over various ground levels, with access ramps.

The site is also adjacent to the Thames Water Fleet sewer located underneath Phoenix Place.



Phoenix Place is a minor road that is used by local traffic and accessed by the Royal Mail vans. There are parking spaces on one side of the road (the side going towards Calthorpe Street). It is adjacent to the Royal Mail sorting office.

4.2 Brief Description of the Works

Marketing Suite for the proposed Postmark development by Taylor Wimpey Central London. New 4 storey steel frame supported on CFA piles and RC pile caps, ground beams and RC slab to form extension under 500m² of GIA.

4.3 Potential Issues/Constraints during Construction

The Phoenix Place site is constrained by the following:

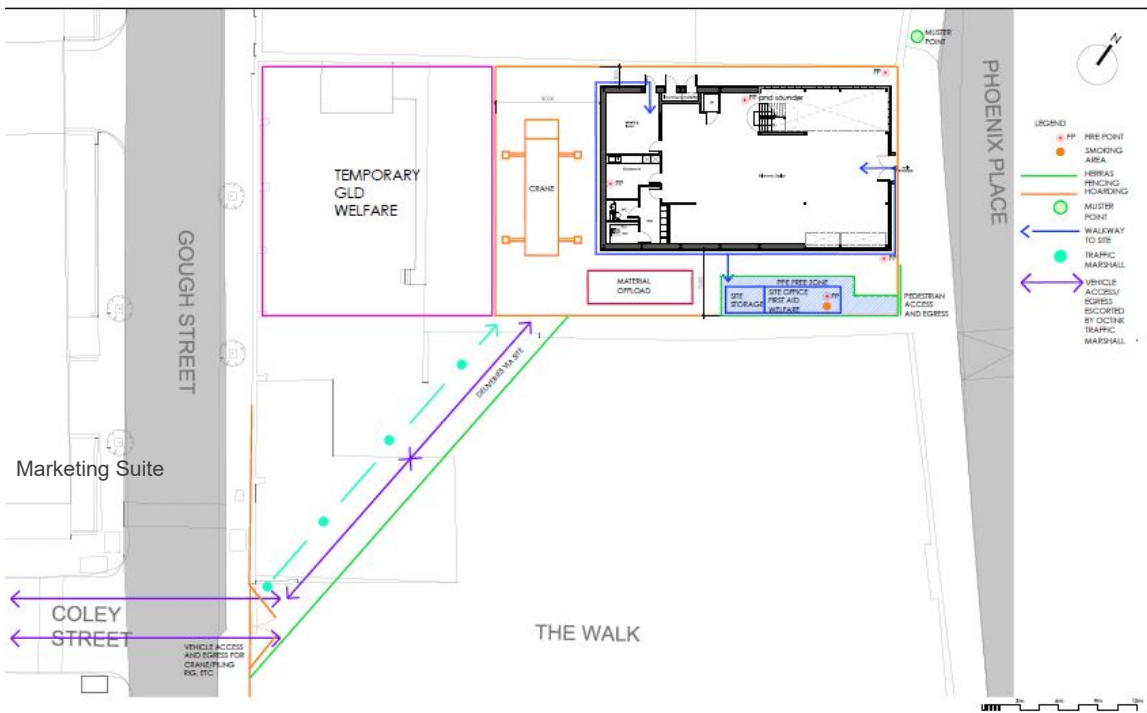
- Proximity to the RMG sorting office, yard and Postal Museum
- Existing retaining walls
- Proximity of the Thames Water Fleet sewer
- Proximity to nearby residents
- Traffic levels at peak times particularly Farringdon Road
- Noise and dust arising from the works
- Construction traffic
- Adjacent development of the Enabling Works for Phases 3 and 4

4.4 Nearest Receptors and Potential Impacts

Type of Receptor	Receptor	Potential Impacts from Construction Works
Museum		
	Postal Museum	10m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Offices		
	Royal Mail Sorting Office – Phoenix Place Elevation	20m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic
Restaurants, shops		
	Phoenix Place	10m from the nearest potential noise/dust source. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by construction traffic

4.5 Scaled Plan showing Local Highway Network

(Including details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations)



4.6 Phasing & Programme

Sequence of works:

- Piling and concrete foundations
- Steel deliveries, steel setting out
- Structural works and envelope

Primary steel erection

Curtain walling

External cladding

Roof panels

Ply sub floors throughout

- Internal fit out

Feature staircase

First fix M&E ceilings

MF ceiling grid throughout

Plasterboard ceilings

First fix partition walls

First fix M&E partition walls

Second fix partition walls

Tape and joint

Installation of joinery

Mist coat throughout

Floor finishes

Fit out two and three bed show apartments

WC areas including sanitaryware and tiling

Staff areas

Lift installation

Decorating and feature finishes

Second fix M&E

Testing and commissioning

Sparkle clean

Duration of works:

- 12 weeks
- Handover: 3 September 2018

4.7 Standard Working Hours

The standard working hours as described in the planning permission will be:

08:00 – 18:00 Monday to Friday

08:00 – 13:00 Saturday

There may be a requirement for work outside these hours for activities but these will be kept to a minimum.

4.8 Changes to Services & Utility Connections

A new drainage connection will be required in Phoenix Place. This is still a matter for design and details are not yet finalized.

New utilities service connections are required, including power, water, gas, BT/fibre and drainage. Details of providers will be communicated once they are known.

4.9 Pre-requisites before Construction

Pre-Start Enabling/lead-in works

Prior to commencement of works a period of pre-commencement planning and activities will be carried out to ensure works can be undertaken efficiently. Certain elements of these works will require third party approvals.

- Production of detailed, task specific Construction Method Statements in accordance with the Code of Construction Practice (CoCP).
- Mobilisation of selected plant and operators.
- Formulation of project Health and Safety Plan and risk assessments.
- Formulation of Site Waste Management Plan and Environmental plans as per the current DEFRA guidelines.
- Production of detailed works programmes and sequencing.
- CCTV surveys of existing drainage (carried out)
- Camden license applications and approvals for pavement closures.
- Baseline environmental monitoring.

Site establishment and logistics

Site establishment is the preparation of the site to carry out the works:

- Securing the site
- Vehicle and pedestrian access to the works will be via separate entrances controlled by fully trained traffic marshals.
- Installation of site welfare.
- Establishment of site security provisions to ensure that the site is protected against unauthorized or unlawful entry and potential theft from site.

5.1 Name of Principal contractor

A E Tyler Ltd t/a Octink is the principal contractor for the delivery of the Marketing Suite.

5.2 CLOCS Standard

Principal Contractor and all Trade Contractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the build. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle manoeuvring warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

Each requirement has been developed to reduce the risk of a collision between heavy goods vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The Standard sets the detailed minimum requirements to create a consistent baseline, but is written in a way that encourages road safety to be managed ever more rigorously as new best practice emerges. The CLOCS Standard is a key step to demonstrate the commitment of construction logistics industry organisations to improve road safety throughout the supply chain.

The Principal Contractor will have arranged for vehicles to be checked on entering the site and to take the appropriate action under the contract. The Principal Contractor will produce a plan and / or process for complying with the contract. CLOCS key checks will be carried out randomly onto incoming vehicles, as per the CLOCS Compliance checklist. It will also be envisaged to work with the Considerate Constructors Scheme in order to ensure compliance to the CLOCS standards.

All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

Operators must be FORS accredited. Where accredited to FORS Bronze level, written assurances must be sought that ensure that the above requirements are met.

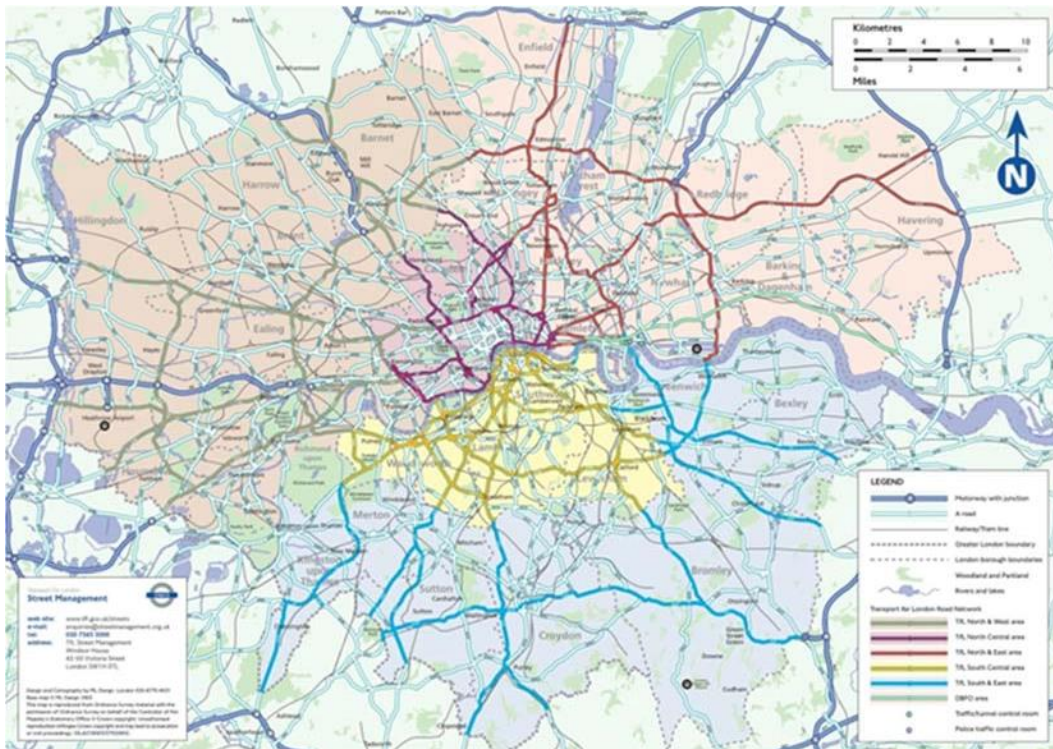
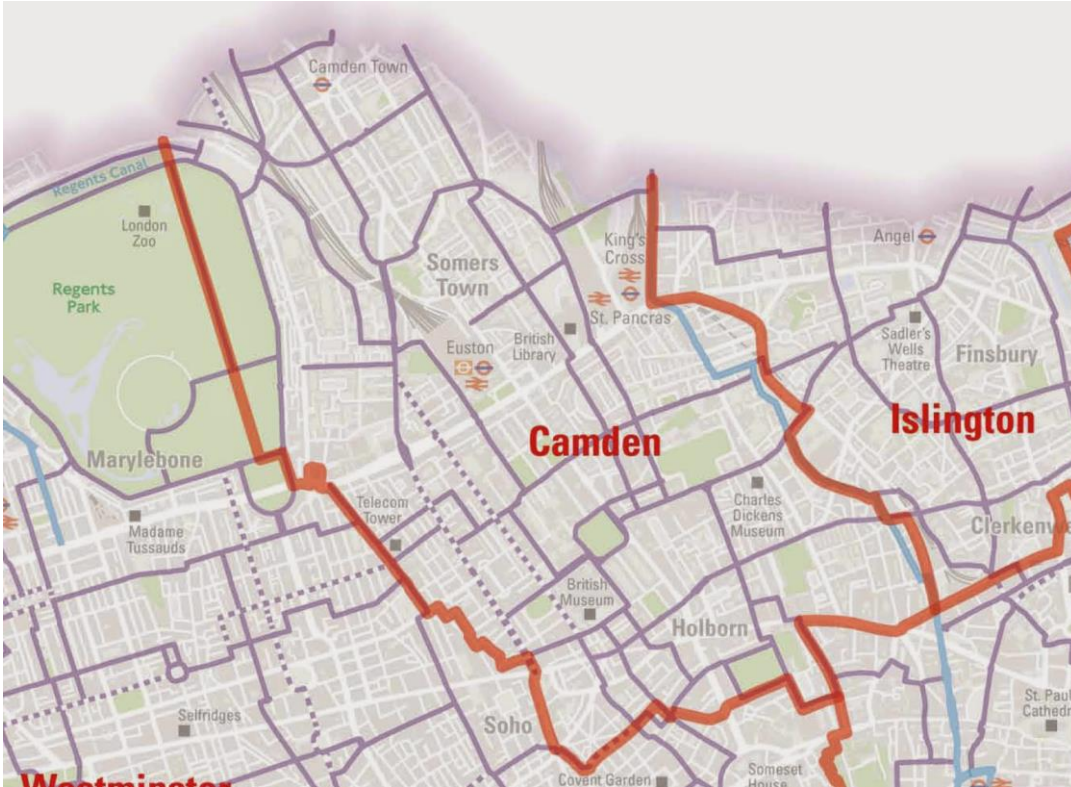
5.3 Proposed Construction Vehicle routes

Vehicles making deliveries to the Site will travel via designated routes which will be agreed with LB Camden, TfL and the police as required.

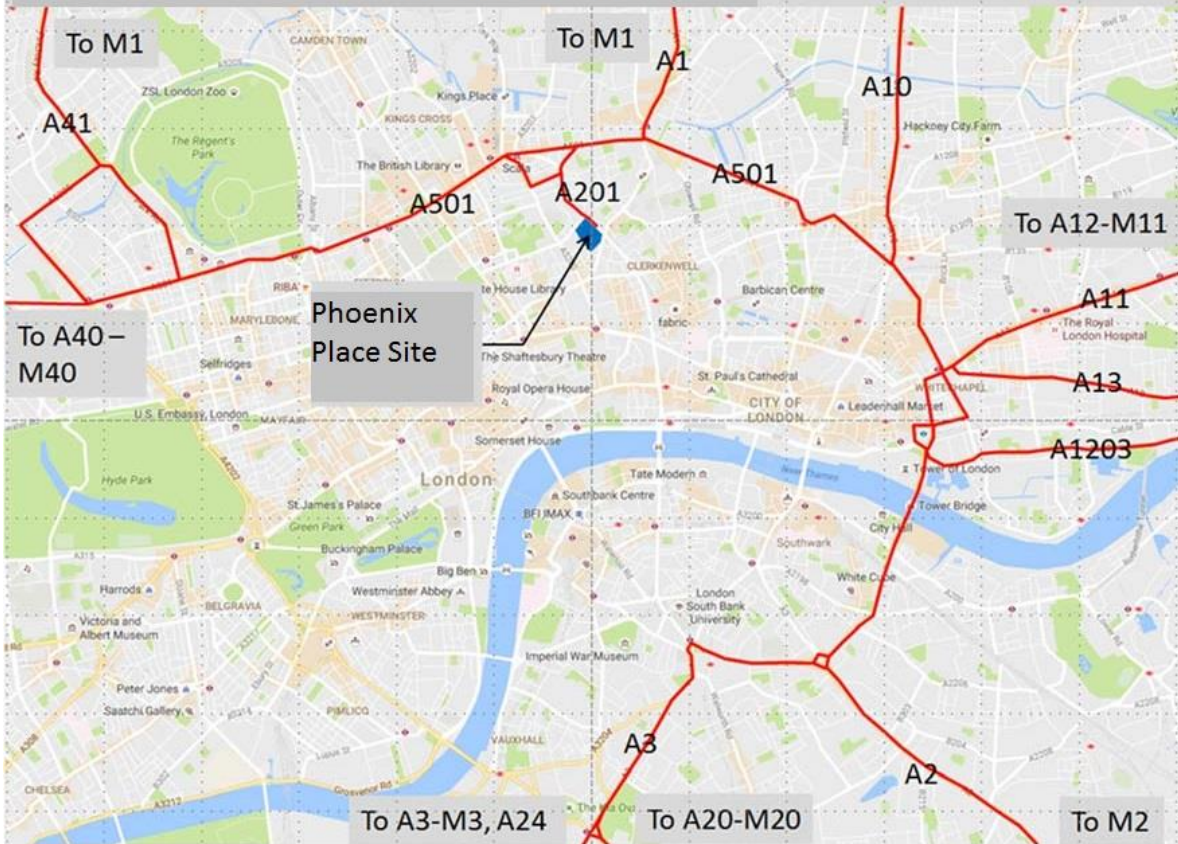
The following diagrams illustrate the proposed routes construction vehicles will take to the site.

Large vehicles will make use of the TRLN from the Motorway Network into Central London with the principle route being the A501 then A201 to the site. This will avoid cross London N- S journeys. Smaller vehicles such as vans will make use of the Borough Principle Road Network.

Vehicle routes will be discussed and agreed with suppliers and contractors in advance at the pre-start meeting, and the agreed traffic routing included in all sub-contracts and supply orders. Any changes to the plan will be communicated through further meetings to ensure that the use of residential and minor roads is prevented.



Phoenix Place P1 - Main TRLN Routes



5.4 Construction Vehicles Sizes & Frequency

Frequency of Vehicle Movements

7 vehicle movements per day at peak were assessed We do not anticipate to experience peak vehicle movements over the whole working day (10 hours).

During concrete frame stage, vehicle movements are expected to occur mostly between 10am and 6pm.

During envelope and fit-out stage, vehicle movements are expected to occur mostly between 8am and 3pm.

Construction Vehicle Type	Frequency	Comment
Van	2 to 7 daily	Delivery of small materials, plant, etc.
Low Loader	Occasional	Visits for delivery and collection of larger items of plant
Mobile Crane	Occasional	Visits for erection and dismantle of tower cranes. Will be site based for a period for some items of work
Articulated Lorry	Infrequent. 1 to 5 per week	Will be used for delivery of some materials
Flat Bed Lorry	Frequent 1 to 3 per day	Will be used for delivery of plant and materials

Grab Lorry	Occasional	Collection of arisings from excavations
Concrete Pump	Infrequent 1 to 5 per week	Will be used for concrete placement where static pumps are not practicable
Concrete Truck	5 to 10 per day but not every day	During concrete works
Skip Lorry	Infrequent up to 2 per week	Waste removal

5.5 Other developments in the local area

During the Marketing Suite build at Phoenix Place, it is anticipated that the Enabling Works of Calthorpe Site will be live. This development is expected to begin in spring 2018 and will coincide with the works on Phoenix Place. Taylor Wimpey Central London will maintain close cooperation with Royal Mail and their contractors. This process will enable the coordination of deliveries impacting the use of the adjoining roads, special loads, road closures etc.

5.6 Vehicle & Delivery Management System

We will manage our deliveries and keep to a minimum to avoid any safety risk to the public in addition to the risk caused to the construction team.

We will co-ordinate all deliveries with GLD if there is any interface with their works/site.

5.7 Other measures to reduce the impact of associated traffic

Access and egress routes to and from the site will be selected to avoid residential streets and to keep to main arterial routes.

5.8 Management of Vehicle Movements

Delivery vehicle movements to and around the site is the most significant public interface risk that the project presents. Maintaining the safety of the public is of paramount importance and with a series of robust controls and proactive measures the risk of this key interface can be mitigated. It is essential that care is taken over keeping pedestrians and vehicles apart.

The following measures will be adopted around the perimeter of the project for security and protection purposes:

- All site access will be well lit, clean, robust level hard-standings, well signed and controlled by experienced gatemen. Doors and gates will always be closed when not providing access.
- Vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to safely manage the interface with pedestrians.
- Barrier systems across the footpaths will be used while vehicles are delivering to or leaving the site, providing a definitive demarcation between site traffic and the public.
- The traffic management team will always be readily identifiable, clean and well presented.
- A logistics plan will be provided.
- Site radios will be used to keep all banksmen, traffic marshals and gatemen in constant communication
- Traffic marshals will assist all vehicles entering or leaving site by stopping traffic and ensuring a safe and smooth activity

5.9 Off-site holding areas

N/A

5.100 Swept path drawings

Swept path drawings have been produced for vehicle entry and exit points to ensure that the turns can be made by normal vehicles without the need for multiple manoeuvres. Additionally, 3D modelling of the vehicles tracking has been undertaken to prove the tracking. This ensures that vehicles may cleanly enter and exit the site without the potential to block footpath crossings and carriageways whilst manoeuvring. As a rule, vehicles will not be permitted to reverse out of or into the site except in exceptional circumstances.

5.11 Wheel washing facilities and management

As the site is not covered by hard paving a wheel wash will be necessary. Vehicles will need to stand or travel on exposed ground. A jet wash will be used if any local wheel cleaning is required.

5.122 Parking/Loading/Unloading

Delivery loading and unloading will mainly be entirely within the site and the local roads will not be used unless necessary.

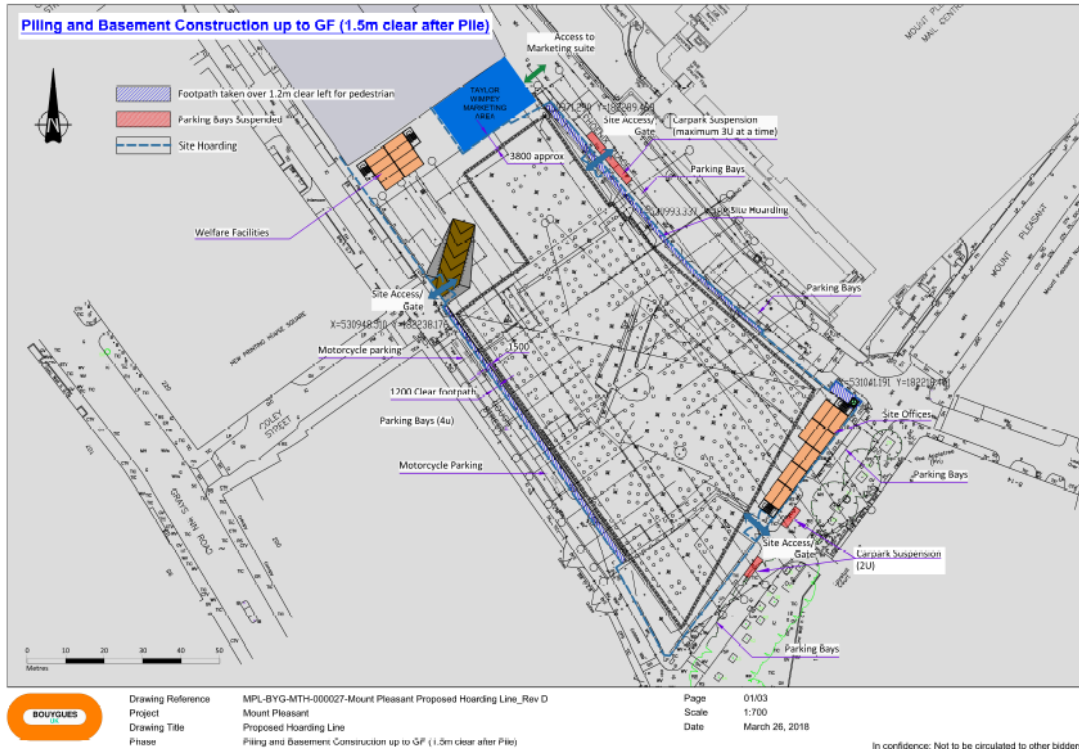
Except for drop off and delivery there will be no parking for contractors' vehicles on the site. The area of the site has excellent public transport services and the workforce will be encouraged to utilise this for their journey to and from site.

5.13 Parking bay suspensions and TTO's,

At this stage, it is envisioned that parking bay closures will be required for the duration of the Works. These will be discussed with LB Camden and applied for by the contractor in due course.

5.14 Plan showing the impact on the public highway

(That includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements) Prepared by Bouygues UK



5.15 Drawings of any highway works

N/A

5.16 Safety signage, barriers and accessibility measures such as ramps and lighting etc.

Warning signage will be used in accordance with the Traffic Signs Manual Chapter 8 for all works impacting the highway.

Appropriate warning and safety signage will be placed to advise pedestrians and road users to be aware of construction traffic and construction vehicles turning into and out of the site. These arrangements will be developed by the contractor.

At all entrances and exits to be used by construction vehicles there will be traffic marshals and gatemen to manage the vehicle movements and interface with pedestrians and road users.

Contractors will be required to adhere to the CLOCS Standard throughout the duration of the contract. With a system for checking and auditing vehicles to ensure compliance.

5.17 Details of any diversion, disruption or other anticipated use of the public highway during the construction period

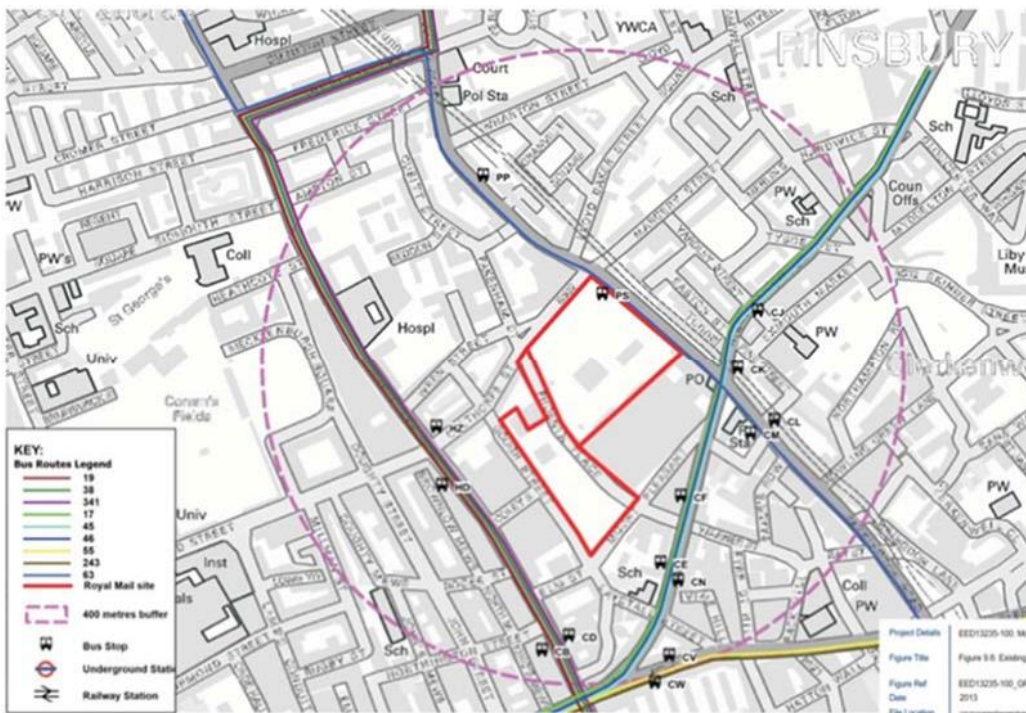
Long term closures and diversions of the highway are not anticipated.

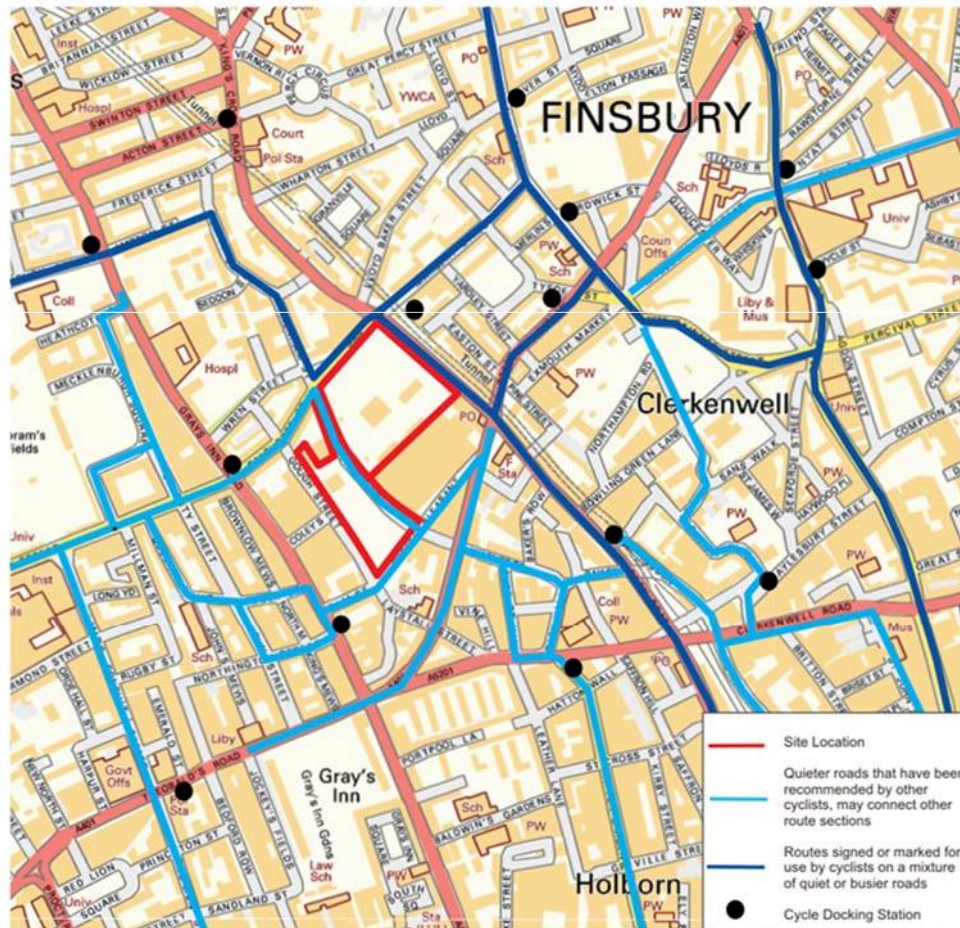
5.18 VRU Pedestrians and cyclists

All vehicles over 3.5t serving the site are to be FORS registered to Bronze standard as a minimum and actively promote the TfL cyclist awareness Fleet Operators Recognition Scheme (FORS). Any vehicles attempting to deliver to site without the correct registration or vehicles without cyclist protection measures fitted will be turned away from site. A risk assessment will be carried out relating to the safe movement of plant, site vehicles and pedestrians.

Vehicles making deliveries to the site will travel via designated routes which will be agreed with LB Camden, TfL and the police as required.

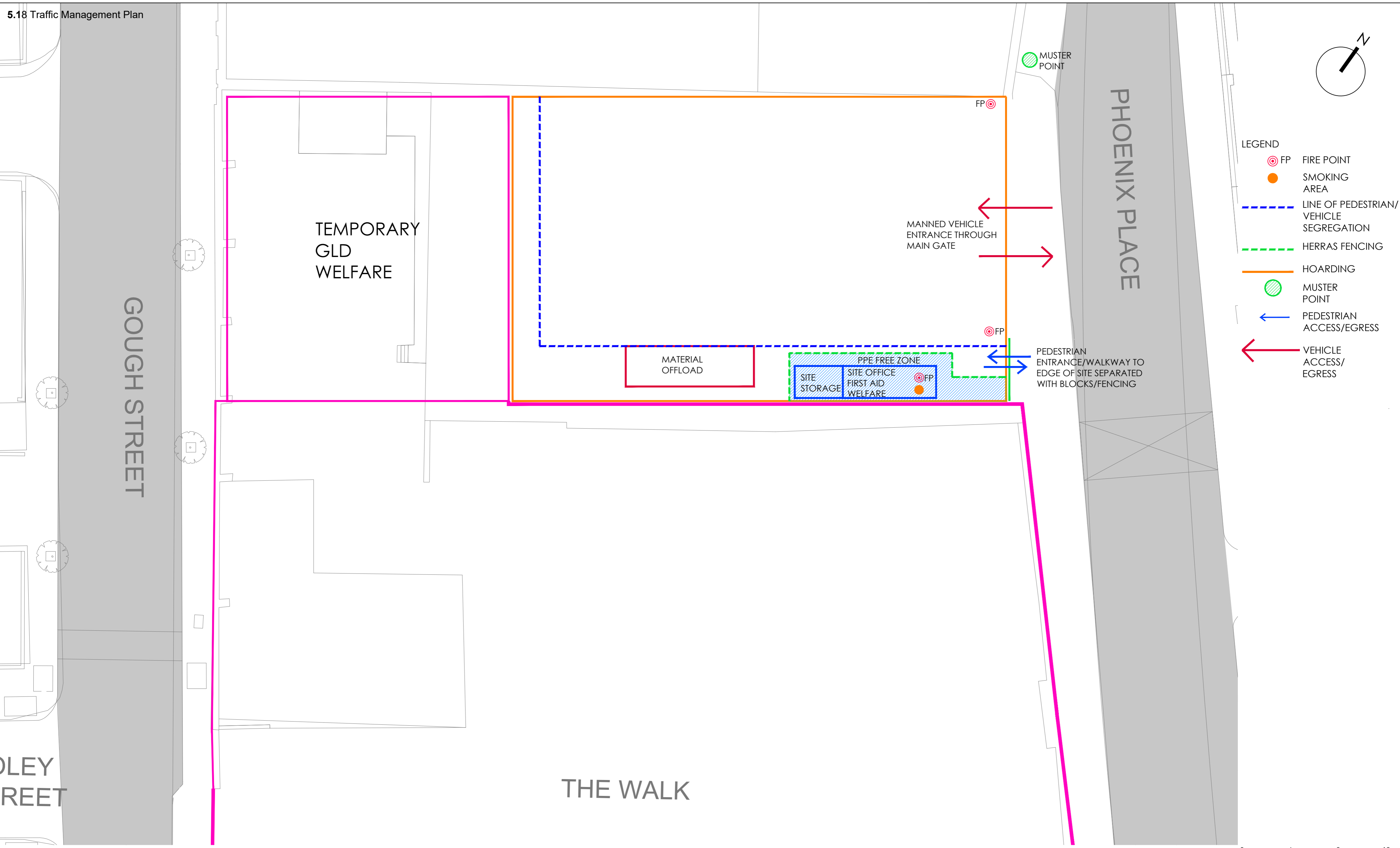
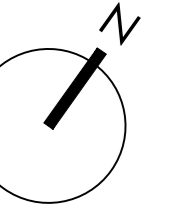
Generally, footpaths will be kept open except where footpaths are taken within site boundaries as along Phoenix Place. Pedestrians will be diverted to footpaths across the road where they will safely be able to continue their journey.





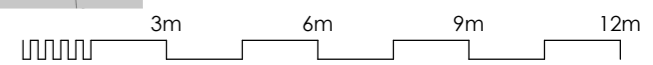
5.19 Temporary structures & Hoarding on/over highway

N/A



LEGEND

- FP FIRE POINT
- SMOKING AREA
- LINE OF PEDESTRIAN/VEHICLE SEGREGATION
- HERRAS FENCING
- HOARDING
- MUSTER POINT
- PEDESTRIAN ACCESS/EGRESS
- VEHICLE ACCESS/EGRESS



DLEY STREET

GOUGH STREET

TEMPORARY GLD WELFARE

THE WALK

PHOENIX PLACE

MANNED VEHICLE ENTRANCE THROUGH MAIN GATE

MATERIAL OFFLOAD

PPE FREE ZONE
SITE STORAGE
SITE OFFICE
FIRST AID
WELFARE

PEDESTRIAN ENTRANCE/WALKWAY TO EDGE OF SITE SEPARATED WITH BLOCKS/FENCING

FP

FP

FP

MUSTER POINT

TO BE READ IN CONJUNCTION WITH ALL ARCHITECTURAL DRAWINGS & SPECIFICATIONS AND STRUCTURAL ENGINEERS DRAWINGS & CALCULATIONS

no.	description	date	initial	check
1	INITIAL ISSUE	27.04.18	NLC	NLC
2	AMENDED IN LINE WITH CLIENT COMMENT	29.05.18	NLC	NLC
3	AMENDED IN LINE WITH CLIENT COMMENT	14.05.18	NLC	NLC

client	OCTINK/ TAYLOR WIMPEY
project	PHOENIX PLACE, MOUNT PLEASANT MARKETING SUITE
drawing	SITE LOGISTICS PLAN
scale	1:150 @ A2
date drawn	27.04.18
drawn by	NLC
1 check date	27.04.18
checked by	NLC
2 check date	27.04.18
checked by	NLC
drawing no.	MP_SK_103
revision	P03



NTC designs Ltd.
3 Hastings Close
Stevenage
SG1 2JG
p: 07748610189
e: ntcdesigns@gmail.com

6.0 Community Liaison

This section sets out the processes involved in liaising with local authorities and the public.

6.1 Details of Community Liaison Proposals

A member of the project staff will be appointed as a point of contact for the construction Working Group that has been created for the wider Mount Pleasant construction scheme. They will be responsible for responding to any queries and logging complaints and ensuring appropriate action is taken.

6.2 Neighbouring Sites Phoenix Place Enabling Works

During the construction period it is anticipated that enabling works of this site will have concurrent activities. Octink will maintain close cooperation with Taylor Wimpey Central London and their contractors.

7.0 Environment

7.1 Managing the Environmental Impact of Construction

This section sets out the requirements for managing the environmental impacts of constructing the Marketing suite.

All construction works are within the permitted construction hours (0800-1800 hrs weekdays and 0800-1300 hrs on Saturdays).

There may be a requirement for some work outside of these hours for activities such as crane erection/dismantle, plant delivery and services shut downs.

The specific measures to minimise the impact will include:

- Production of a task specific method statements in accordance with this overall document
- Advising the local authority within 24 hours of any incidents of non-compliance with the CoCP and health and safety issues and responding to any reports referred by Camden Council, Police or other agencies within 24 hours, or as soon as reasonably practicable.
- Facilitating Camden Council’s Environmental Inspectors to undertake regular planned inspections of the site to check compliance with the CoCP and associated records.

7.2 Noisy Operations

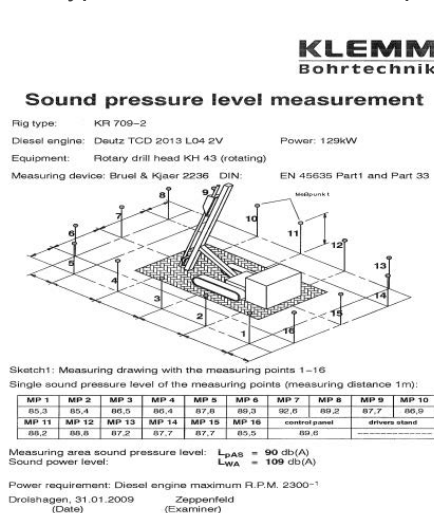
All construction works are within the permitted construction hours (0800-1800 hrs weekdays and 0800-1300 hrs on Saturdays).

There may be a requirement for some work outside of these hours for activities such as crane erection/dismantle, plant delivery and services shut downs.

Noisy Operations will be:

- Concrete placing during piling works – This will be undertaken by concrete lorries discharging to either static or mobile pumps with the concrete spread and compacted in place using hand tools and pneumatic vibrators. The work will be undertaken during normal site hours.

Please see typical db values below of piling rig to be use:



7.3 Noise Survey

A background noise survey for the main development was undertaken for the planning application between the 6th and the 10th of October 2017.

The only noisy work anticipated for the Marketing Suite project are the piling works (please refer to 7.2 above)

7.4 Predicted Noise & Vibration Levels

Please refer to point 7.2 Noisy works.

7.5 Noise & Vibration Mitigation Measures

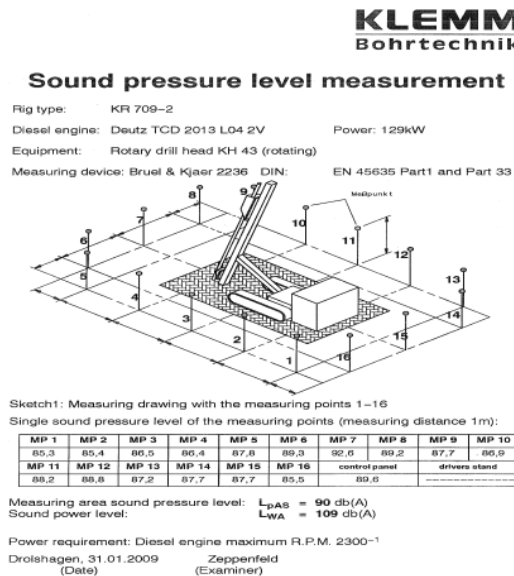
Please refer to point 7.2 Noisy works.

7.6 Evidence of Training on BS 5228:2009

Octink will be responsible to train all the relevant employees. All training records will be kept in in form of site inductions, training certs etc.

7.7 Noise, Vibration & Dust Monitoring

Please refer to max db of noise below in relation to piling works.



7.8 Dust Prevention/Control

Dust prevention will be task specific to RAMS. Control measures such as wet cutting, dust bags on hand tools etc to all be implemented to tasks relating to dust. Housekeeping essential on site.

7.9 Keeping the Highway Clean

Octink to ensure all vehicles wheels are jet washed before leaving site.

7.10 Air Quality Risk Assessment

N/A

7.11 GLA Highly Recommended Measures

N/A

7.12 Pest & Rodent Control

Housekeeping essential. Toolbox talks and inductions to cover all aspects of housekeeping. Octink will ensure food waste etc is kept to the highest standard.

On site welfare and canteen to be cleaned every day and bins located throughout to prevent attraction of rodents etc.

7.13 Asbestos and Contaminated Land

Please refer to TWCL PCI containing certificates for ground removal.

7.14 Water

Site waste water and run off produced from site activities will be disposed of in accordance with the requirements of the Environment Agency and Thames Water.

Sewage from site facilities will be disposed of via septic tank.

Ground water from excavations – N/A

Contaminated water – N/A

Octink to connect new water feed for site facilities.

7.15 Workforce Behaviour

Smoking will not be permitted on the work site. There is a designated smoking area as indicated on the Octink site plan. The smoking area will be within the safe area of site.

The site induction will cover items such bad language, shouting etc. and these will not be tolerated on site. For such behaviour, a penalty system will be in operation Verbal Warning, Yellow card and Red Card which will result in removal of the offender from site permanently.

7.16 Non-Road Mobile Machinery

N/A

Octink Site Waste Management Plan (SWMP)



Project Details: Postmark Marketing Suite

Project Name: Postmark Marketing Suite

Site Address: Phoenix Place London EC1A 1BB

Project Type: New Construction Renovation

Other (Specify):

Project Size (m²): 500

Project Start: 21/05/18 Project Finish: 31/08/18

Contact Details

Contact Name: TBC

Company Name: Octink

Phone:

Email:

The Purpose of Our Waste Management Plan

- ✓ To encourage sustainable use of materials
- ✓ To reduce waste and disposal costs
- ✓ To be more efficient and cost-effective with materials
- ✓ Improved workplace and public safety
- ✓ Reduced legal and financial liability
- ✓ Improved community trust and relations

Our Waste Management Hierarchy

Our waste management practices are prioritised in the following order:

- ✓ Reduction
- ✓ Re-use
- ✓ Recycling
- ✓ Recovery (use as fuel source)
- ✓ Residual Disposal (Cleanfill/Landfill/Hazardous Waste)

Our SWMP Targets:

Waste Measure	Target	Actual
Project waste <u>by weight (kg)</u> less than:	TBC(kg)	(kg)
Project waste <u>by volume (m³)</u> less than:	TBC(m ³)	(m ³)
Project waste <u>per sqm of floor area</u> less than:	TBC (kg)	(kg)
	(m ³)	(m ³)
Project Recycling Rate by Volume (%):		
Other:		

Estimated Types and Amounts of Waste Generated (enter approximations as applicable)

Type of Waste Material	Estimated Volume (m ³)	% Volume	Estimated Weight (kg)	% Weight
Plasterboard				
Timber – Treated or Engineered				
Timber - Untreated				
Packaging				
Insulation				
Metals				
Concrete & Masonry				
Hazardous				
Other				
TOTAL				

Notes:

Waste Types and Minimisation Actions

Waste Source	Actions to Minimise Waste	Tick as applicable
Design	Designers and customers encouraged to use standard product dimensions (e.g. 600 or 1200mm increments, standard door and window sizes and prefabricated products)	
	Prefabricated products used as much as possible to reduce onsite handling, reworking and offcuts.	
	Untreated timber specified in all applications where this is allowed to encourage future recycling and lower environmental impact	
	Detailed plans and instructions provided to estimators, workers and contractors to improve accuracy of material takeoffs and avoid reworking.	
Material Selection	Materials are selected based on affordability, durability, low maintenance and low environmental impact (including being recyclable or including recycled content)	
Material Estimates	Waste allowances for material quantities reviewed and minimised	
	Credits requested from suppliers for unused products in good condition.	
Delivery & Storage	Deliveries scheduled on a 'just in time' basis where practical to avoid onsite storage and damage	
	Products susceptible to onsite damage to be stored securely and covered where necessary	
Unauthorised Dumping	Mixed waste Skips on site	
	Waste bins kept away from public view and access whenever possible	
	Lockable skip bins used on site where applicable	
General Waste	Incentives in place for workers and subcontractors to achieve SWMP targets	
	Excess materials stored for re-use on future projects	
	Valuable or useful excess materials such as paint, floor coverings, fixtures and fittings neatly stored for the homeowner's future use.	
	Excess re-usable product can be sold on Trademe or the Waste Exchange (
	A dedicated rubbish bin or bag is provided for workers lunch wrappers, food scraps etc to avoid skip contamination and a domestic recycling bin for bottles, cans, newspapers, magazines etc.	
	Waste is compacted, flat stacked as much as possible to reduce volume in waste skips.	
	Waste materials sorted onsite for possible re-use and recycling using a fenced off designated waste storage area. This avoids a skip on site until absolutely necessary. Suggested re-use and recycling piles in the order they normally occur are: concrete & masonry, steel, timber products, plastics, insulation, plasterboard, paint tins and cardboard.	
Waste Management Knowledge	Site waste management plan distributed to all workers and subcontractors as part of tender document, contracts and site induction prior to commencing work onsite.	
	Progress towards SWMP targets communicated to relevant site visitors, workers and subcontractors.	
Waste Disposal Services	Only preferred waste collection and recycling operators to be used for project waste disposal services (See preferred waste operators attached)	
Plasterboard	Plasterboard waste must be sorted, covered or stored in a sheltered place such as the garage until collection.	

Timber - Untreated	Sorted onsite and re-used where possible	
Timber – Treated or Engineered	Sorted onsite and re-used where possible	
Concrete & Masonry	Small quantities of inert concrete & masonry waste to be used on site for landscaping, backfill, under walkways or driveways.	
Packaging	Suppliers asked to limit packaging.	
	Suppliers to unpack materials and take back as much packaging as possible for recycling.	
	Where domestic recycling operates in the area, cardboard is stacked on the kerbside ready for collection or dropped off at local recycling depots.	
Metals	If quantities sufficient, metal waste is to be sorted on site and sold to a local scrap metal operation.	
	Skip company to collect mixed waste skip and sort any metal offsite for recycling.	
Insulation	Excess insulation to be carefully placed in the ceiling space, especially at perimeters or any vacant wall cavities or gaps.	
	Larger polystyrene sheets to be used under concrete floors and driveways or as a protective lining behind retaining walls or underground walls.	
	Installers are to remove all surplus insulation for re-use and/or recycling.	
Hazardous	Paints, stains, solvents, adhesives, sealants, treatments etc are to be collected for re-use on further projects	
	Excess paint and stain can be recycled.	
	Water runoff from sediment, unset concrete etc should be diverted from waterways and stormwater drains and allowed to settle onsite (if necessary, use channels or collection ponds, hay bales, filter fabrics etc to help filter and settle any runoff).	
	Hazardous substances such as liquid paints, stains, timber treatments, and solvents contained carefully onsite and disposed of correctly.	
	Paint contractors to provide proof of proper waste disposal.	
	Benign paints, stains, caulks and solvents used where possible to minimise hazardous wastes.	
	Hazardous waste disposal operators listed on this SWMP.	

Waste Source	Actions to Minimise Waste	Tick as applicable
Other (Add as required):		

Preferred Waste Disposal and Recycling Operations

Name	Address	Phone	Contact Name
Waste Collection (Skip Bin) Companies			
CBB			
Material Recovery Facilities (MRF's)			
N/A			
Local Recycling Depots/Transfer Stations			
Landfill & Cleanfill Operations			
Hazardous Waste Disposal			

7.18 Protection of Trees and Ecology

There has been no significant ecology identified on Octink's site.
TPO N/A.

7.19 Archaeology

N/A