



# **Draft Construction Management Plan**

**Nepean Green  
164 Station St, PENRITH NSW**

**Prepared by Parkview Constructions Pty Ltd**

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## Construction Management Plan Issue Register

ISSUE	DATE	PURPOSE OF ISSUE
A	6 July 2012	DA Submission
B	4 September 2012	Revised for DA Submission

## 1.0 Introduction

This Construction Management Plan (CMP) has been developed specifically to address the proposed Development Consent conditions typically required by the development consent authority in conjunction with other statutory authorities in relation to construction of a proposed development. In addition, the CMP outlines the actions and staging of construction deemed necessary to alleviate the concerns of neighbouring occupants whilst maintaining a safe and productive construction site.

Implementation of a CMP is central to the successful completion of a project. The production of the CMP is a positive commitment by Parkview Penrith Pty Ltd to ensure that all potential DA obligations are fulfilled and that the project is delivered to the highest quality, safety and environmental standards.

The responsibility for the management of this document and the actions contained therein lies with the Project Manager for the Project. The Plan will be monitored throughout the project construction phase via the PCG until such time as all actions on the CMP Action List are complete.

## 2.0 Scope of Construction Work

The proposed project is a redevelopment of an existing light industrial block of land located on 164 Station Street Penrith. The site is bounded by Woodriff Street to the South, Jamison Road to the East and Station Street to the North. The East boundary is an independent light commercial facility. The redevelopment will consist of 6 major stages (refer to appendix 1).

**Stage 1:** New Retail Development (Masters).

**Stage 2:** Multi storey residential development – approximately 89 apartments.

**Stage 3:** Multi storey residential development – approximately 78 apartments, neighbourhood retail and tavern.

**Stage 4:** Multi storey residential development – approximately 198 apartments.

**Stage 5:** Multi storey residential development – approximately 168 apartments.

**Stage 6:** Multi storey residential development – approximately 40 apartments.

### 3.0 Site Location Map



## 4.0 The 'CMP Action List'

### 4.1 Hours of Work

Proposed hours of construction for consideration, including the delivery of materials to and from the Site, are as follows:

1. Between 7:00 am and 7:00 pm, Mondays to Fridays inclusive.
2. Between 7:00 am and 5:00 pm, Saturdays.

### 4.2 Site Contact Details

Appropriate Signage will be erected at the site entrances displaying the Site Contact name and contact number.

## 5.0 Traffic Management Plan

### 5.1 Ingress & Egress of Vehicles to site

Construction traffic will enter and exit the site as follows (Subject to Penrith City Council Approval):

Station Street, Jamison Road and Woodruff Street will be utilised to access the site throughout the various stages of construction. Various site entrances will be established pending staging requirements for the development. These entrances will be relocated as the development progresses.

Relevant statutory signage shall be erected defining the vehicle entry and exit points at all stages of construction.

Signage will be supplemented by traffic controllers for major deliveries and where required during demolition.

### 5.2 Loading & Unloading of Materials

Deliveries and construction activity will generally occur within the confines of the site. The site will generally be bound by type "A" Hoarding placed to all public site boundaries.

All loading and unloading operations are to comply with statutory requirements.

No materials will be stored on public footpaths or roads.

All entry and exiting of vehicles to the development shall be supervised by a Traffic Controller when required. Flow to all lanes of Traffic shall remain open as often as possible. Any major closure of lane ways shall be in accordance with council requirements.

### 5.3 Truck and Vehicle Routes:

The routes for all trucks and vehicles proceeding to and exiting the project will be identified in the traffic management plan.

All deliveries will enter and exit the development via main arterial roads where possible.

### 5.4 Disruption to Traffic Flows

The majority of construction traffic will utilise the designated vehicle routes where they will enter the development site. This will help the reduce construction traffic impeding traffic flow heading along surrounding roads.

Non-critical deliveries will be scheduled outside peak traffic periods where possible.

### 5.5 Pedestrian & Traffic Management

Signage will be established at the site entry and exit points to alert pedestrians and other drivers to the movement of construction traffic. When required traffic control personnel will be utilised to control the movement of large vehicles to and from the site.

Visitors to the site will be provided with a defined entry path from the point of entry to the site office.

A Type "A" Hoarding, will be utilised to protect public and traffic passing the site boundaries.

## 6.0 Vibration & Noise Management Plan

### 6.1 Project Objective

The principal objectives of the vibration and noise management plans:

- Identification of the noise and vibration standards which will be applicable to this project.
- Formulation of a strategy for construction to comply with the standards identified in the above point.
- Development of a monitoring programme to measure and regulate noise and vibration at potentially affected locations.
- Liaise with neighbouring building owners where appropriate.

### 6.2 Noise Criteria

The criteria for noise from construction activities on this project are aimed at maintaining reasonable levels within the site and surrounding buildings. The noise criteria will be further outlined in the vibration and noise management plan to be prepared prior to the issue of a Construction Certificate.

### 6.3 Vibration Criteria

The criteria for vibration from construction activities on this project are aimed at maintaining reasonable levels within the site and surrounding buildings. The vibration criteria will be further outlined in the Vibration and Noise Management Plan to be prepared prior to the issue of a Construction Certificate.

### 6.4 Control of Construction Noise

As a part of the noise management plan a review will be undertaken of each of the proposed activities which will occur as a part of the demolition and construction works on this project. The execution of this work will facilitate the formulation of noise control strategies for this project. In addition the Site Working Hours will be strictly enforced and all works carried out in accordance with regulatory codes, practices and legislation.

### 6.5 Noise Control Methods

The determination of appropriate noise control measures will be dependent on the particular activities and construction sequence. This section provides an outline of available methods.

**Control** – All noise-creating activities are to be limited to the hours of 7 am – 7pm Monday to Friday and 7am – 5 pm Saturdays. No work is to be carried out on Sundays or Public Holidays. All plant and equipment is to be muffled in accordance with manufacturers' requirements.

**Monitoring** – Regular inspections will be performed by the Project Manager to determine the extent of noise/vibration at the nearest affected residence. The complaints register will be checked daily and any corrective action necessary taken immediately.

**Contingency** – In the event of excessive noise/vibration being created by the construction process, work will stop immediately. Construction methods will be modified in consultation with the subcontractor to ensure that noise emissions during construction work is minimised. The Superintendent's Representative will be notified of any noise complaints immediately.

## 7.0 Construction Waste Management Plan

A proposed Waste Management Plan (WMP) is to be lodged for all building construction and demolition works

The purpose of the WMP is to ensure that waste management is considered through both demolition and construction works. The WMP plan should incorporate the following:

- Identify all sources of waste that will result from the development of the site. Waste types likely to be generated on the site include the following:
  - General Waste
  - Putrescible waste (lunch room waste from site personnel)
  - Cardboard & White Paper, amended plans & drawings
  - Bottles, Cans & Plastics
  - Concrete / Bricks / Tiles / Timber & Plasterboard
  - Pending tender the successful waste contractor (based on the WMP) will supply builder's waste bins for the on-site collection and storage of general waste material. It is estimated that the waste facility will recycle approximately 70% of the material brought to their recycling depot.
- Nominate ways in which reuse and recycling of the material may be achieved.

Upon arrival at the facility the waste is sorted into various categories. Once the product has been sorted into its various categories, the facility then processes the individual recyclable waste streams into reusable products. Please see examples below.

- Concrete is crushed, pulverized and sold as recycled aggregate
- Bricks are also crushed, pulverized and sold as recycled road base
- Timber is chipped and sold as mulch for garden beds and ground cover
- Steel is sent for recycling
- Plasterboard is broken down to a gypsum product and sold to farmers as a soil additive
- Cardboard & White Paper Recycling to Amcor for recycling
- Bottles, Cans & Plastics Recycling to Visy for recycling
- Continual review of this Waste Management Plan will be undertaken to ensure continual compliance with environmental regulations and standards.



## 8.0 Sediment Control

A Sediment Control Plan will be implemented during the construction of the project. The main objectives of the Sediment Control Plan are:

- Minimise environmental damage to surrounding properties and infrastructure.

The following measure will be considered in the Sediment Control Plan

- An approved sediment fence is to be installed as close as possible to the proposed work activity.
- A recognised stabilised access control is to be installed on all entrance and exit points to the site.
- Any existing drainage pits on the site or directly adjacent to the site is to be covered or protected with approved sediment control devices.
- All vegetation to be retained is to be protected by fencing or similar.
- Any stockpiles are to be set up with approved sediment control devices on the lower slope.
- All control devices or measures are to be maintained in good working order at all times for the duration of the project.

## 9.0 Site Management Plan

### 9.1 Construction Phases

The works can be broadly divided into six (6) major phases:

**Stage 1:** New Retail Development (Masters).

**Stage 2:** Multi storey residential development – approximately 89 apartments.

**Stage 3:** Multi storey residential development – approximately 78 apartments.

**Stage 4:** Multi storey residential development – approximately 198 apartments.

**Stage 5:** Multi storey residential development – approximately 168 apartments.

**Stage 6:** Multi storey residential development – approximately 40 apartments.

### 9.2 Construction Methodology

As indicated in the Geotechnical report prepared by Douglas Partners excavation works will mainly consist of cut to fill for Stage 1. The remaining stages will be excavated with batters to reduce the need for retention systems and anchors in accordance with the Geotechnical report. Hydraulic excavators will be the main plant used to complete these works. Foundation piles may be required for footing construction. This methodology is commonly adopted in the construction industry and will have no adverse effects on neighbouring properties. It is prudent to note that there is no rail infrastructure surrounding the proposed site thus no requirement for any track / tunnel monitoring as outlined in the DGR's.

Construction of the building for Stage 1 will be a combination of steel frame and concrete infill panels. This methodology is similar and consistent to warehouse construction throughout the industry. The remaining Stages will likely be concrete framed construction with lightweight / masonry infill.

### 9.3 Program of Works

Stage 1 is programmed to commence February 2013 with an estimated duration of 10 months. The remaining stages will be progressively constructed following the completion of stage 1. It is anticipated each stage will take approximately 12 – 20 months to complete.

### 9.4 Interaction with Surrounding Community

The following measure will be incorporated in the project that will assist with public safety, amenity and security.

- Type "A" Hoarding, to all elevations to protect these areas from works above.
- Monitor compliance of the Traffic Management Plan and Noise Management Plan.
- Clearly display contact details for community information and contact in case of emergency.
- Make arrangements for the notification to surrounding properties of activities which may affect their amenity, including the provision of a 24-hour contact point.

### 9.5 Dispute Resolution

Parkview Penrith Pty Ltd acknowledges the potential for disruption as a result of the development, and proposes that the following measures be established:

- Complaint procedure / complaint register to be developed. Should a complaint or infringement occur, the following procedures are to be adopted:
  - Complaint or infringement is to be logged onto the Nepean Green Complaint & Infringement Register.
  - The register and any related complaint or infringement documentation is to be filed within the site office.
  - All complaints and infringements are to be brought to the attention of Parkview Penrith.
  - Site Manager shall ensure appropriate action is taken to address the complaint or infringement.
  - The contact details of the Site Manager will be permanently shown on the site notice to be displayed in a prominent location.
  - At the site entry an emergency 24 hour contact will be provided.

## Appendix 1

