

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

MARIST CATHOLIC COLLEGE NORTH SHORE

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

1. VERSION CONTROL

Rev. No.	Purpose	Authored by	Reviewed by	Issue Date
A	Draft Plan	Matthew Wilkinson		27 Nov 2020
B	2 nd Draft Plan	Matthew Wilkinson		11 Dec 2020
C	Issued for Submission	Matthew Wilkinson		17 Dec 2020
D	Reissued for Submission	Matthew Wilkinson		19 Jan 2021
E	Updated after site meeting	Matthew Wilkinson		22 Jan 2021
F	Revised for RTS	Matthew Wilkinson		12 Aug 2021
G	Revised for RTS2	Brodie McHutchison		27 May 2022

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2. INTRODUCTION

DEFINITIONS

CMP – Construction Management Plan

CTMP – Construction Traffic Management Plan

CTPG – Carmichael Tompkins Property Group Pty Ltd

LGA – Local Government Area

MCCNS – Marist Catholic College North Shore

SCS – Sydney Catholic Schools

SSDA - State Significant Development Application

This report supports a Stage Significant Development (SSD) Development Application (DA) for the expansion and redevelopment of Marist Catholic College North Shore, which is submitted to the Department of Planning, Industry and Environment (DPIE) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (the Act). Sydney Catholic Schools is the proponent of the SSD DA.

3. BACKGROUND

A 24-month study undertaken by Sydney Catholic Schools has identified a major deficiency in the provision of affordable, non-government education within the North Sydney Local Government Area (LGA).

The study also identified that the choice for families is extremely limited, as almost all of the schools in North Sydney provide single-sex education, with co-educational schools significantly underrepresented.

Sydney Catholic Schools, as operators of St Mary's Catholic Primary School and Marist College North Shore, is responding to this challenge and has identified a strategic response that can positively support the future of North Sydney.

PURPOSE

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The purpose of this Preliminary Construction Management Plan (**CMP**) to provide an overview of the Masterplan at Marist Catholic College North Shore (**MCCNS**) and the intended Construction Methodology including the project staging.

This document is to be read in conjunction with the following supporting documentation:

- Preliminary Construction Traffic Management Plan by TTPP, dated July 2021,
- Construction & Demolition Waste Management Plan by WasteAudit, dated Dec 2020
- Erosion and Sediment Control Plan by Warren Smith and Partners, dated Dec 2020
- Detailed Site Investigation by Alliance Geotechnical, dated Dec 2020
- Remediation Action Plan by Alliance Geotechnical, dated Dec 2020
- Pre-demolition Hazardous Building Material Survey by Alliance Geotechnical, dated Oct 2020
- Noise and Vibration Impact Assessment by Stantec, dated April 2021
- Aboriginal Cultural Heritage Assessment Report by Keyandel, Dec 2020
- Architectural Design Statement

In developing this Preliminary Construction Management Plan, The Contractor confirms its commitment to ensuring a safe work site for MCCNS's employees, students, Contractors, suppliers, subcontractors, visitors, pedestrians and the travelling public.

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4. DESCRIPTION OF THE WORKS

The site is located at 270 Miller Street, North Sydney within North Sydney LGA. It is bound by Carlow Street to the north, Ridge Street to the south, Miller Street to the east, and Ridge Lane to the west. It is surrounded by a mix of civic, residential and commercial uses.

It is approximately 700m north of the North Sydney CBD and located opposite St Leonards Park and North Sydney Oval. The site is strategically located between the Crows Nest and North Sydney, which will soon be connected by the Sydney Metro. The site is approximately 250m to the north of the future Sydney Metro Station at the corner of Miller and McLaren Streets.

Existing development on the site includes St Mary's Primary School, Marist College North Shore, St Mary's Church and Parish Centre, the former Presbytery and Monastery, as well as the two acquired terraces along Miller Street and a childcare centre known as the Jacaranda Centre.

The site comprises 26 lots and has a total area of 22,420m². The locational context of the site is shown at Figure 1 and an aerial photograph of the site is shown at Figure 2.



Figure 1 Site Context
Source: Ethos Urban

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Figure 2 Site Aerial
Source: Ethos Urban

Overview of the Proposed Development

The SSD DA seeks approval for:

- / Retention of key buildings including St Mary's Church and Parish Centre, the former Presbytery and Monastery, St Mary's Primary School and some existing buildings on the western boundary.
- / Demolition of existing buildings along Miller Street and Carlow Street, including.
- / Construction of a mixed-use education precinct comprising a high school and early learning centre, including:
 - o adaptive reuse of the existing Presbytery, and alterations and additions to retained educational buildings;
 - o construction of a multistorey educational building on the corner of Miller Street and Carlow Street;
 - o construction of a multistorey mixed-use building along Miller Street, accommodating teaching facilities, an early learning centre and an auditorium.
 - o construction of a new basement car park; and
 - o provision of ancillary canteen/café uses.
- / Landscaping and public domain works, including the creation of a new plaza along Miller Street, adjoining St Mary's Church.

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5. CONSTRUCTION OVERVIEW AND STAGING

The project is described in the following stages:

Stage / Work Description
College Stages
Stage 2B – Carlow Street <ul style="list-style-type: none"> Demountable Buildings in Miller Driveway, Stormwater diversion, Demolition of cricket nets buildings Construction of Carlow St Building including: Relocate Secondary School to new Carlow St Building, Refurbishment to existing library to GLA's in building F
Stage 4 – Miller Street Development <ul style="list-style-type: none"> Demolition of existing Miller Street building(s) Construction of new Miller St Building includes: Dismantle and remove demountable buildings in Miller Driveway
Stage 5 – MCCNS Landscaping <ul style="list-style-type: none"> MCCNS “Quadrangle” Landscaping: multipurpose courts, recreation spaces and soft landscaping Landscaping between Presbytery and Miller Building.
Precinct Stages
Stage 3A – Ron Dyer Centre Swap <ul style="list-style-type: none"> Restore existing Presbytery and refurbishment to rear (stair and lift) New fitout within the existing Presbytery building for the new Parish Centre. Refurbish of the existing Ron Dyer Centre level 1 for St Mary's Primary expansion. Refurbish of the existing Ron Dyer Centre ground floor for new MCCNS reception.
Stage 3B – Precinct improvements <ul style="list-style-type: none"> Remove the on grade parking Construct the new Piazza (East) Refurbish the existing St Mary's Garden Construct new Church Doors, vestibules, landings, stairs and ramps.
Stage 3C – Piazza (West): <ul style="list-style-type: none"> Construct New Piazza (West) Construct new Precinct Pavilion and fitout for Café/Canteen.

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6. CONSTRUCTION MANAGEMENT

The Contractor will coordinate with CTPG, MCCNS, the Consultants and Trade Partners working on project as well as with designated school staff and stakeholders.

The Contractor will ensure suitable and safe access, including any applicable social distancing precautions, is maintained at all times around the site for MCCNS staff, students, and visitors by the Contractor, including but not limited to the preparation of, and consultation regarding, the maintenance of an access plan that will incorporate:

- Temporary signage around the site;
- Temporary pedestrian crossings, particularly where the works mean that pedestrians should not be moving immediately adjacent the site, even for school events / activities;
- Temporary paths and ramps;
- Hoardings and protective screens; and
- Temporary lighting.

HOURS OF WORK

Requested hours of work under this development application over the course of the project:

Monday to Friday: 7AM TO 5PM
Saturday: 7AM TO 5PM
Sundays and Public Holidays: NIL
Others: NIL

The above working hours are preliminary and subject to the working hours granted under the development approval process.

SITE SECURITY

The Contractor will secure the boundaries of the site for the duration of works. The site area will be typically fenced off using Class A plywood hoardings, 2100mm in height. All temporary structures will be robustly designed and signed off by a certified structural engineer, will be inspected daily with ongoing maintenance for the duration of the project. Branded shade cloth will be placed on the hoarding to present a clean and well managed site.

Fabricated steel gates will create openings into the site, will be separated from the worker entrance door and will be secured by a digital dead latch so as to control access. Statutory, designation and way-finding signage will be installed on each entry point into the project warning staff, visitors and the general public that an area which is hoarded off is a construction site.

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All access points allowing entry to the construction site will be locked at all times with the exception of the main entry gate to the site which will be manned for security and remain open during normal working hours.

ACCESS FOR CONSTRUCTION PERSONNEL

Access by the Contractor, subcontractors, suppliers, and workers to the project site will be via the designated personal access gates specific to each phase of works which fronts either Miller or Carlow Streets (depending on the phase).

All construction personnel will be advised of the requirements of access as part of the site inductions prior to commencing work on site. General circulation from the Contractor's site establishment area and the site will be in accordance with the site establishment plan.

SITE AMENITIES

The preliminary resource analysis to achieve the programme identifies a peak construction workforce of 90 workers at any one time. The preliminary strategy for accommodating the workforce utilises a combination of single storey portable accommodation, double-stacked portable accommodation as well as some internal accommodation for some of the smaller stages of works.

Phase of Work	Max Forecast Workers
Stage 2B – Part 1 Demolition	30
Stage 2B – Part 2 Construction	90
Stage 3A – Part 1 Demolition	30
Stage 3A – Restoration & Refurbishment	40
Stage 3B - Landscaping	30
Stage 3C – Landscaping and Construction	35
Stage 4 - Construction	90
Stage 5 - Landscaping	20

ACCESS FOR MCCNS AND VISITORS

Access for MCCNS Staff and students to the operational part of the site will be maintained however alterations will be made to suit the staging and sequence of the construction activities in the Main Works. The final access arrangement will be agreed with the Contractor prior to the commencement of the main works.

The Contractor will be responsible for the implementation and management of access plans required for the main works. All plans will need to be approved by CTPG and MCCNS prior to the implementation.

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MCCNS staff will not be able to access the construction works unless prior arrangements have been made with CTPG and the Contractor. If access is granted for MCCNS, the staff members must be accompanied by a representative of CTPG and the Contractor.

It is also recommended that staff wishing to gain access to the construction site during construction, undertake the Building Industry Induction Course and obtain a white card.

Refer to the Preliminary Site Management Plans in this section for details of pedestrian circulation pathways. The Contractor shall ensure suitable and safe access is always maintained around the site for MCCNS staff, students, visitors and general public. The Contractor will consult with CTPG and MCC and develop access plans that will be incorporated within the Contractor's Site Management Plan. The plans will include:

- Temporary Signage around the site
- Temporary pedestrian crossings and access points
- Temporary paths and ramps
- Hoardings and site fencing

STAGING BETWEEN THE CONSTRUCTION AND OPERATIONAL SCHOOL

Ensuring construction activities do not impact on the ability for the school to maintain operation through the various phases of the MCCNS project is critical. The following diagrams indicate the demarcation between Construction Zones and the Operational School environment accompanied by a commentary of critical information for consideration.

To segregate the construction activities from the operational school and external environment, a combination of the fence types will be used;




Short Term Segregation	Longer Term Segregation	Overhead protection requirements
ATF style fencing with engineered bracing and counterweights and affixed with shade cloth screening.	A-Class plywood hoarding with engineered support structure.	B-Class hoarding in areas where overhead activity is present.
		

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The following segregation strategy is a preliminary assessment and will be reconfirmed prior to the commencement of each stage with the project stakeholders. The intention is to, at all times, provide safe segregation and amenity to the staff and students of the operational school.

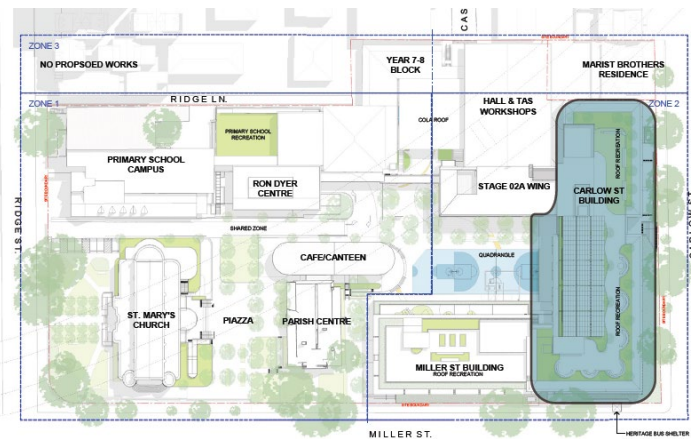
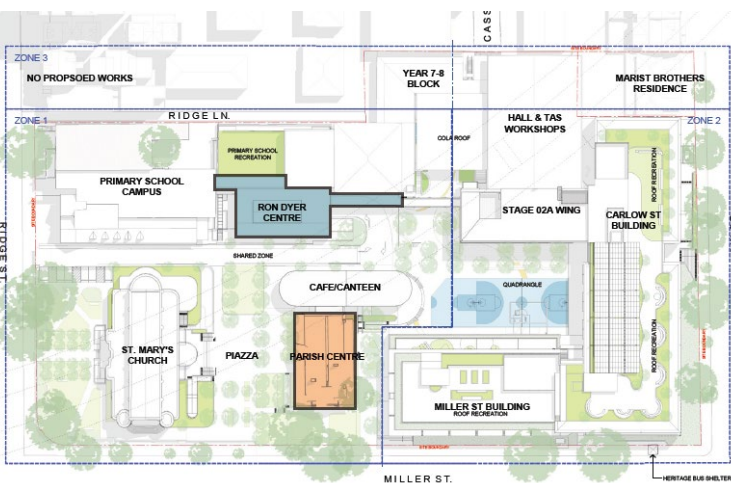
Considered approaches to pedestrian control and wayfinding will be implemented upon each phase, techniques such as the following will be implemented to ensure safe movement of people is assured;

Barriers	Shared space	Pathways
Water filled barriers and fencing attachments to create walkways and traffic paths inside the school bounds	Develop strategies to create shared space controls where required.	Use of ground protection mats to create safe pathways over rough ground
		

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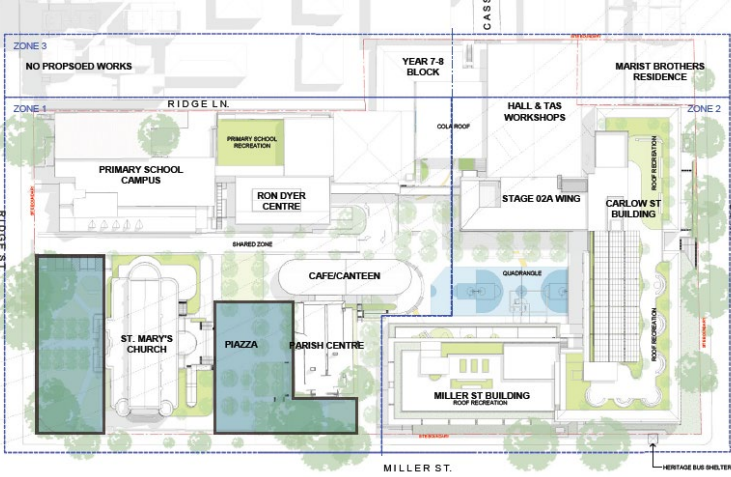
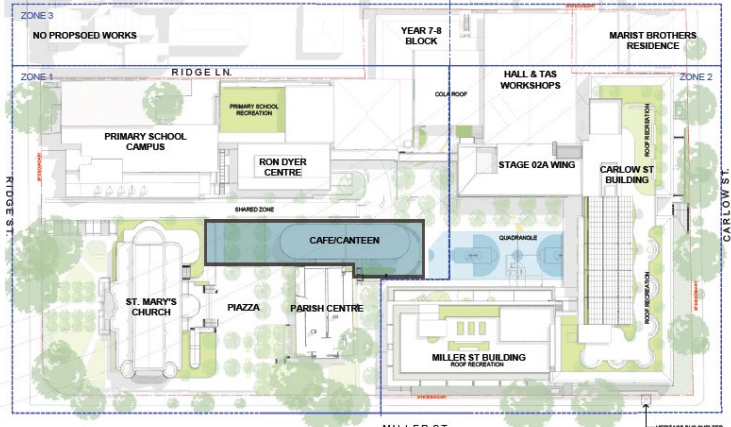
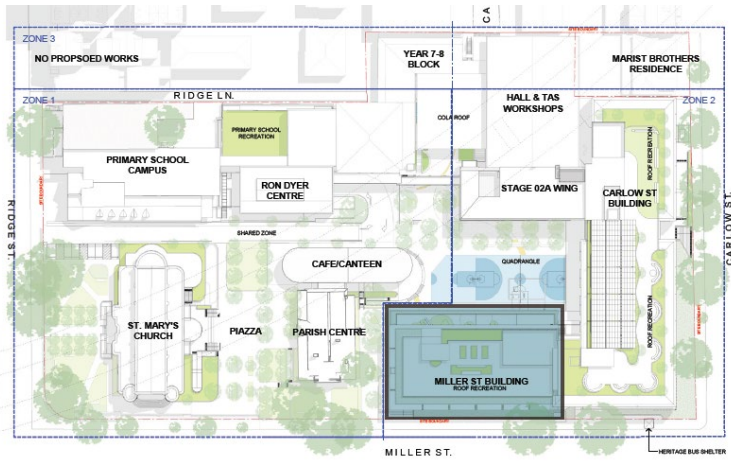
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The below table summarised the active construction zones and the operating school. The key to the colour codes in as follows:

Phase	Plan	Commentary
Stage 2B		<p>The area marked in blue is the construction zone and will be hoarded off to the operational school.</p> <p>All access to this site will be direct from the street frontage with no need to interface with the school other than the footpath crossing which will be under traffic control.</p> <p>The high risk activities will occur during school holidays and weekends (where possible) so not to impact on the school operations.</p>
Stage 3A		<p>The area marked in blue and orange are the construction zone and will be hoarded off to the operational school. These works are internal and will be within the existing buildings.</p> <p>All access to this site will be direct from the street frontage with not need to interface with the school other than the footpath crossing which will be under traffic control.</p>

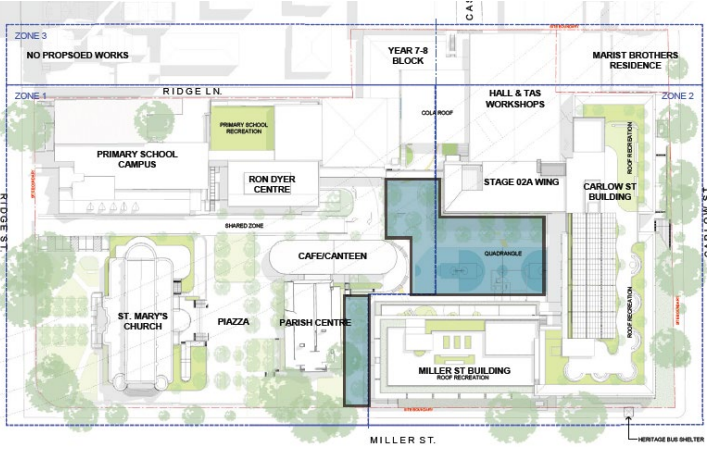
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<p>Stage 3B</p>		<p>The areas marked in blue is the construction zone and will be hoarded off to the operational school.</p> <p>Access to the construction will be via the logistics/storage area with a short, controlled crossing point across the shared internal road. This will be done via an active control mechanism such as a boom-gate system or under escort.</p>
<p>Stage 3C</p>		<p>The areas marked in blue is the construction zone and will be hoarded off to the operational school.</p>
<p>Stage 4</p>		<p>The area marked in blue is the construction zone and will be hoarded off to the operational school.</p> <p>All access to this site will be direct from the street frontage with not need to interface with the school other than the footpath crossing which will be under traffic control.</p> <p>Overhead lifting via</p>

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		tower crane will be excluded from oversailing the operational school.
Stage 5		<p>This stage will be concurrent with Stage 4.</p> <p>The area marked in blue is the construction zone and will be hoarded off to the operational school.</p> <p>All access to this site will be direct from the street frontage with not need to interface with the school other than the footpath crossing which will be under traffic control.</p> <p>Overhead lifting via tower crane will be excluded from oversailing the operational school</p>

DESIGNATED CONSTRUCTION ROUTES

Deliveries to the site will be carried out in accordance with the work hours as approved by the development consent approvals and the Preliminary Construction Traffic Management Plan (CTMP). The CTMP has been developed in consultation the development team and is intended to reduce potential impact to the surrounding road infrastructure.

All suppliers and subcontractors will be issued with the CTMP with directional maps to be issued to all delivery drivers prior to dispatch. Traffic Controllers will be on hand for major operations e.g. concrete pours and large deliveries such as structural steel.

The general principals of the traffic management strategy are:

- All vehicles will enter and leave site in a forward direction;
- All vehicles will be accepted directly into the site with no vehicles staging on the public roadways, with the exception of the proposed Construction Zone on Carlow Street for Stage 2B.

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- Major deliveries will be restricted from the school peak drop off and pick up times, ie no movements between 8:00am to 9:30am and 2:30pm to 4:00pm on school days;
- Where achievable, vehicles will be restricted to Medium Rigid. The exception is during the short major demolition stages where Heavy Rigid Vehicles will be prevalent.

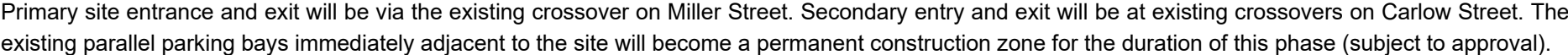
Primary vehicular access points will be via the following street frontage for each of the following stages;

Phase of Work	Access Street
Stage 2B – Part 1 Demolition	Carlow Street
Stage 2B – Part 2 Construction	Miller & Carlow Street
Stage 3A – Restoration & Refurbishment	Miller Street
Stage 3B – Landscaping	Miller Street
Stage 3C – Landscaping & Construction	Miller Street
Stage 4 – Construction	Miller Street
Stage 5 – Precinct Work	Miller Street

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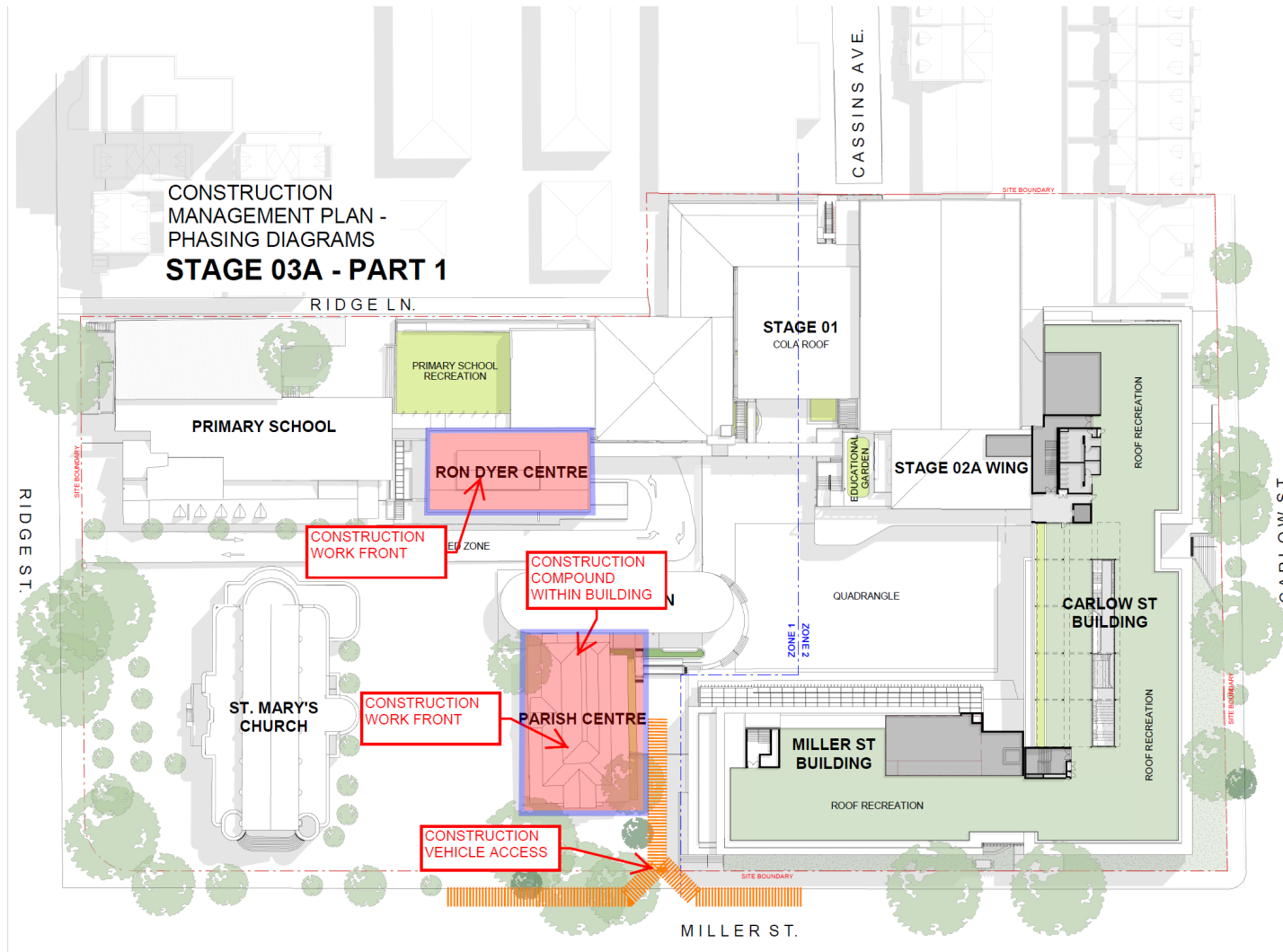
Stage 2B – Part 2 Construction



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Stage 3A – Part 1 - Parish Centre - Restoration & Refurbishment

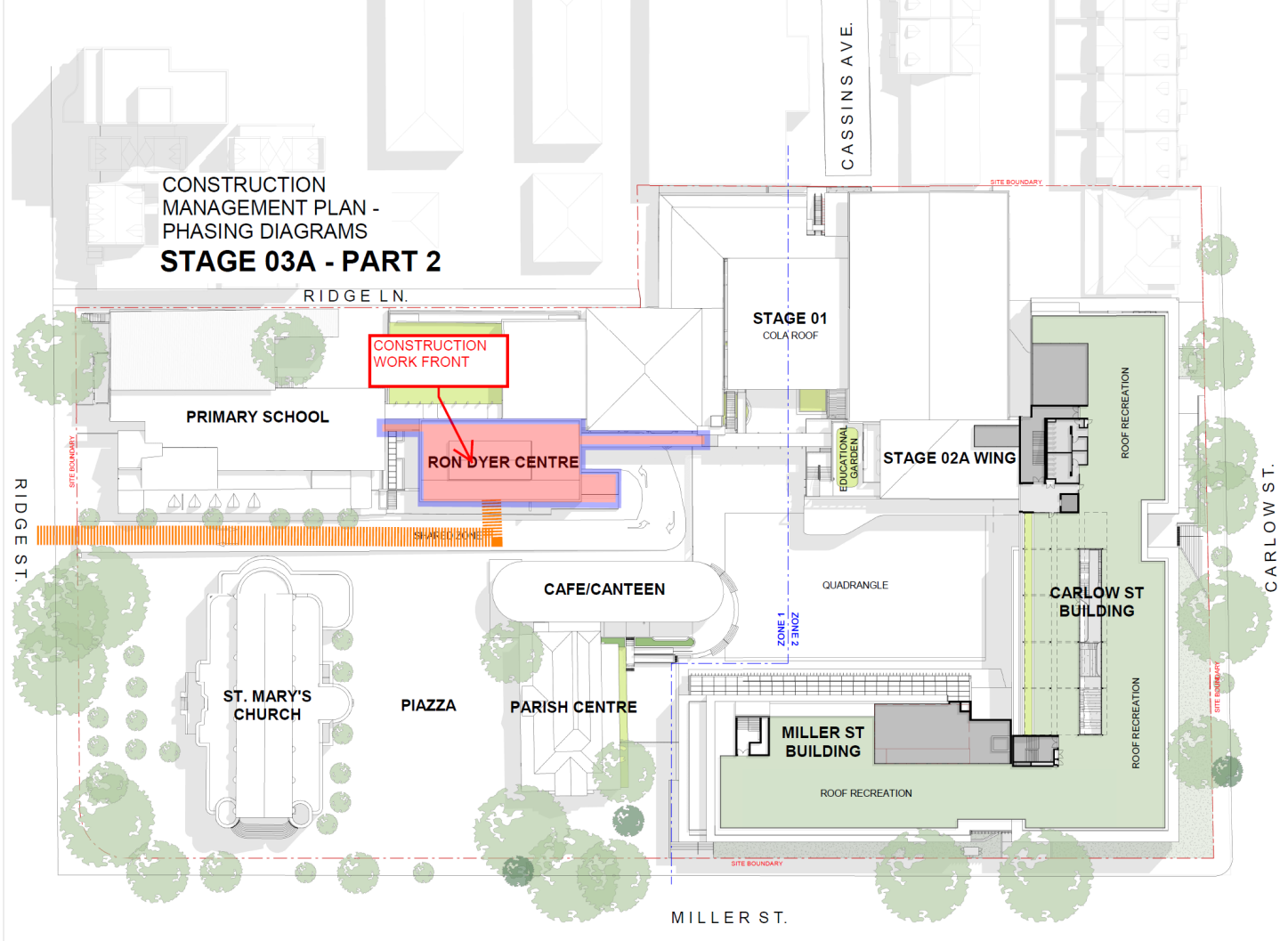


Site entrance and exit will be via the existing crossover on Miller Street.

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Stage 3A Part 2 - Refurbishment

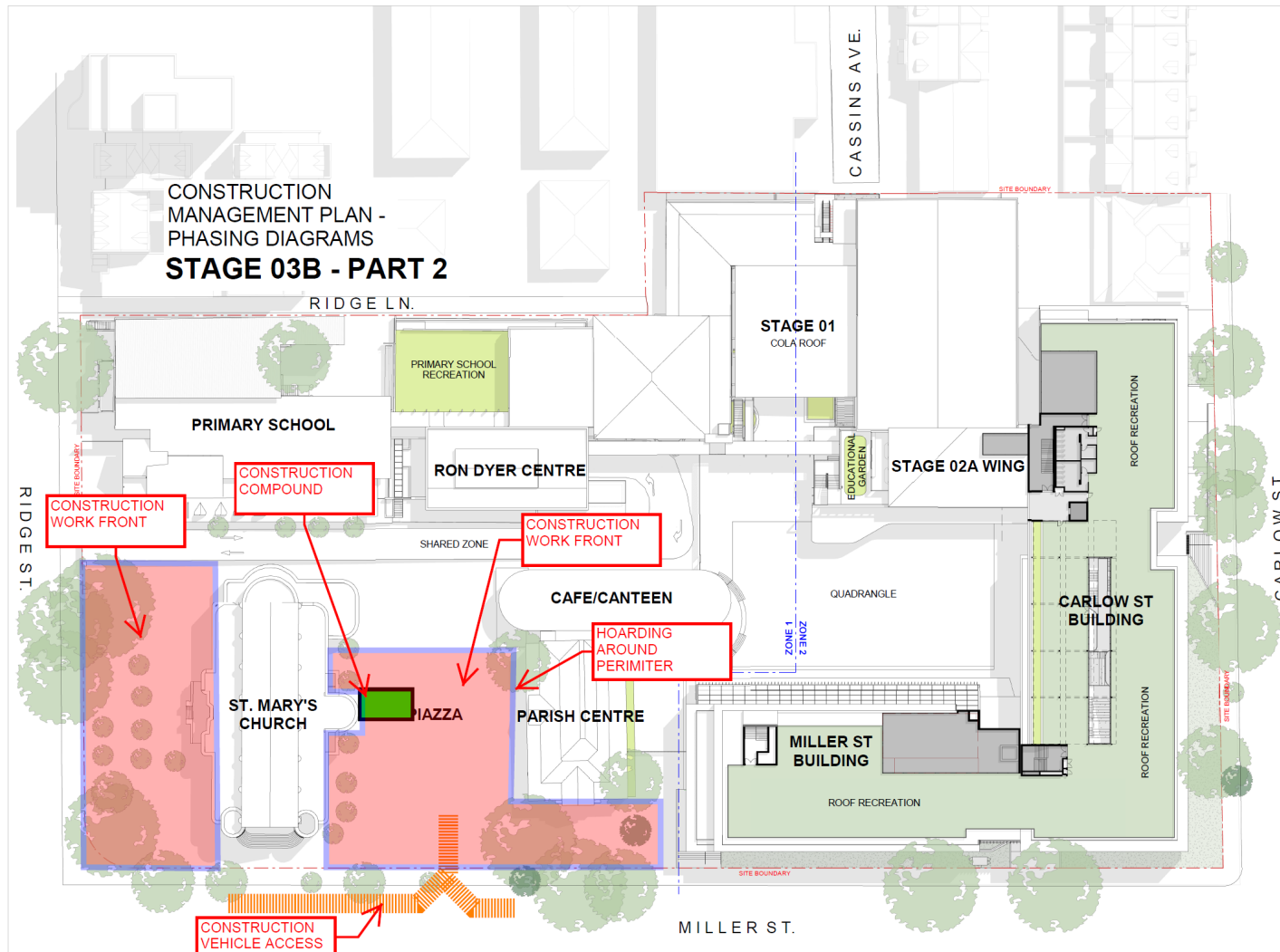


Site entrance and exit will be via the temporary crossover on Miller Street.

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Stage 3B Part 2 - Precinct Works

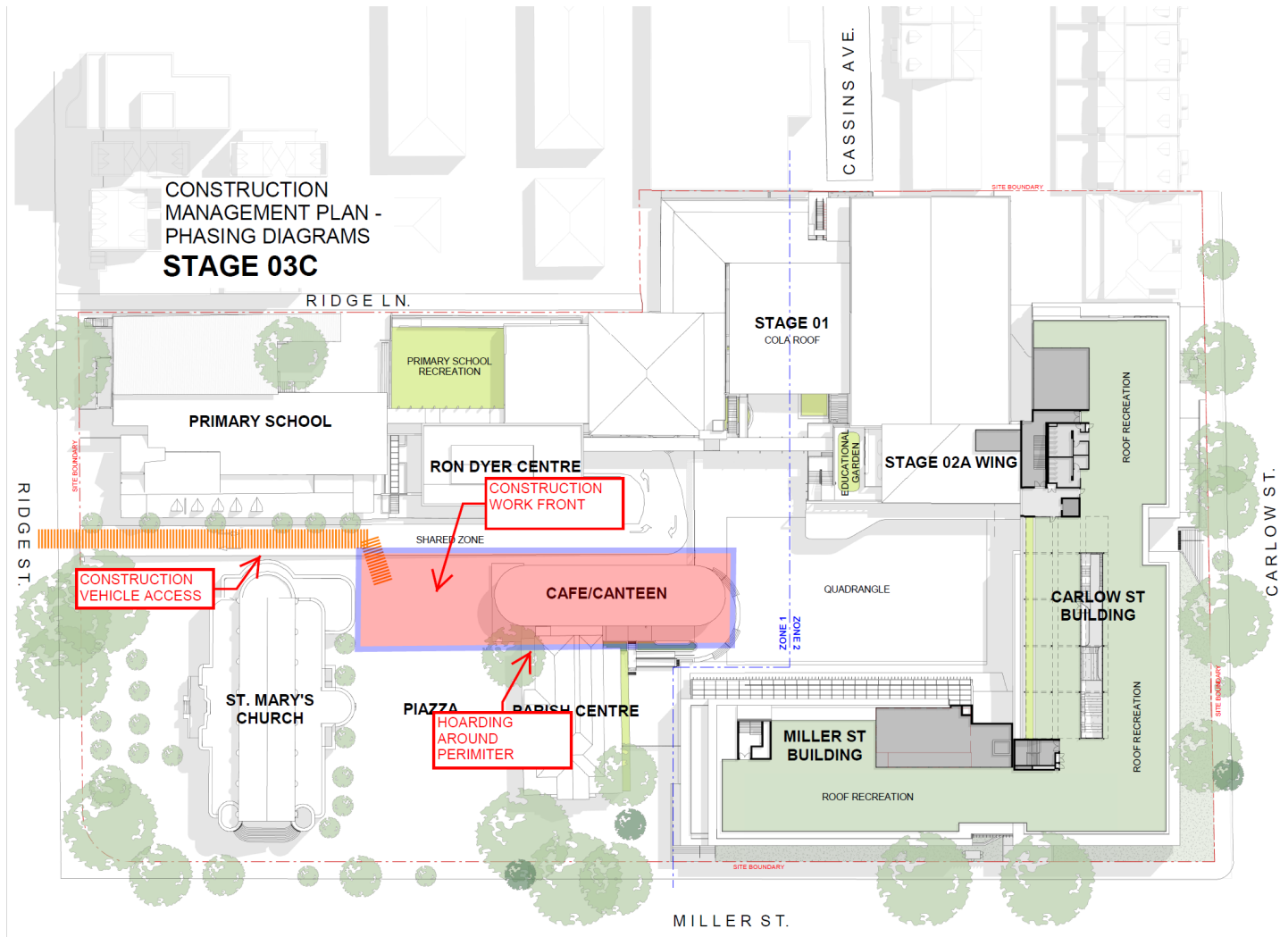


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Stage 3C - Precinct Works

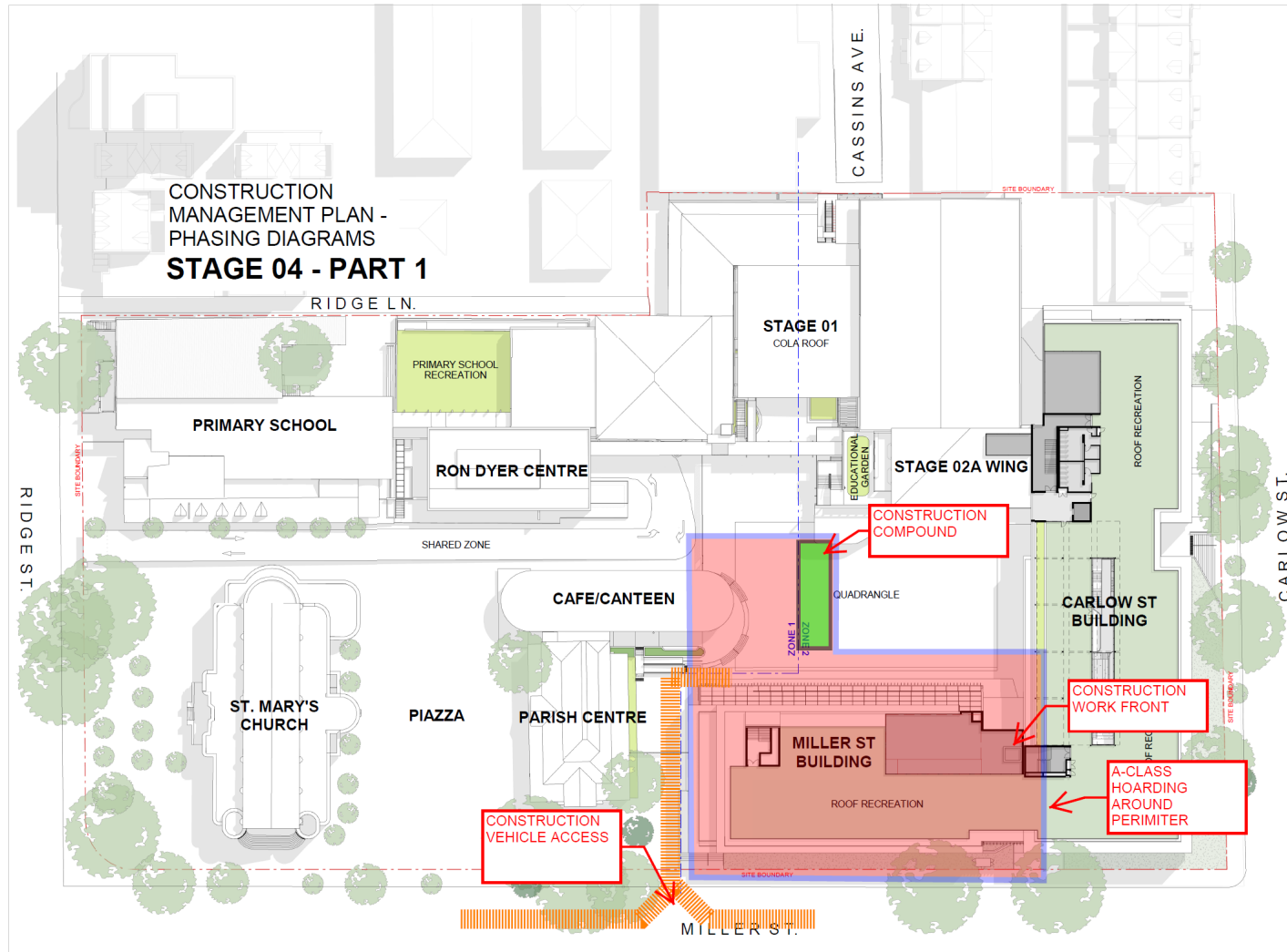


Site entrance and exit will be via the temporary crossover on Miller Street.

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Stage 4 – Part 1 Demolition

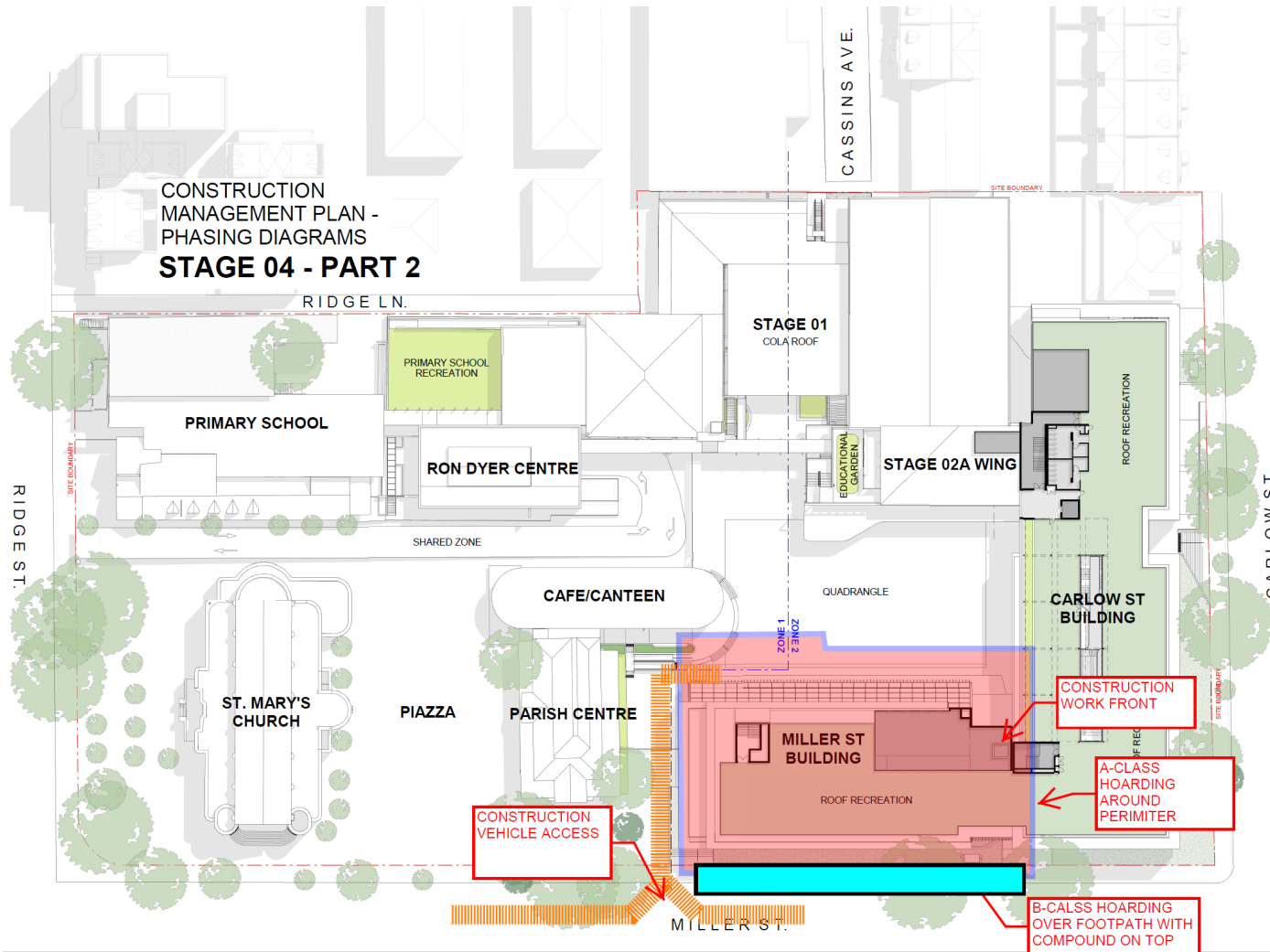


Site entrance and exit will be via the existing crossover on Miller Street.

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Stage 4 – Part 2 Construction

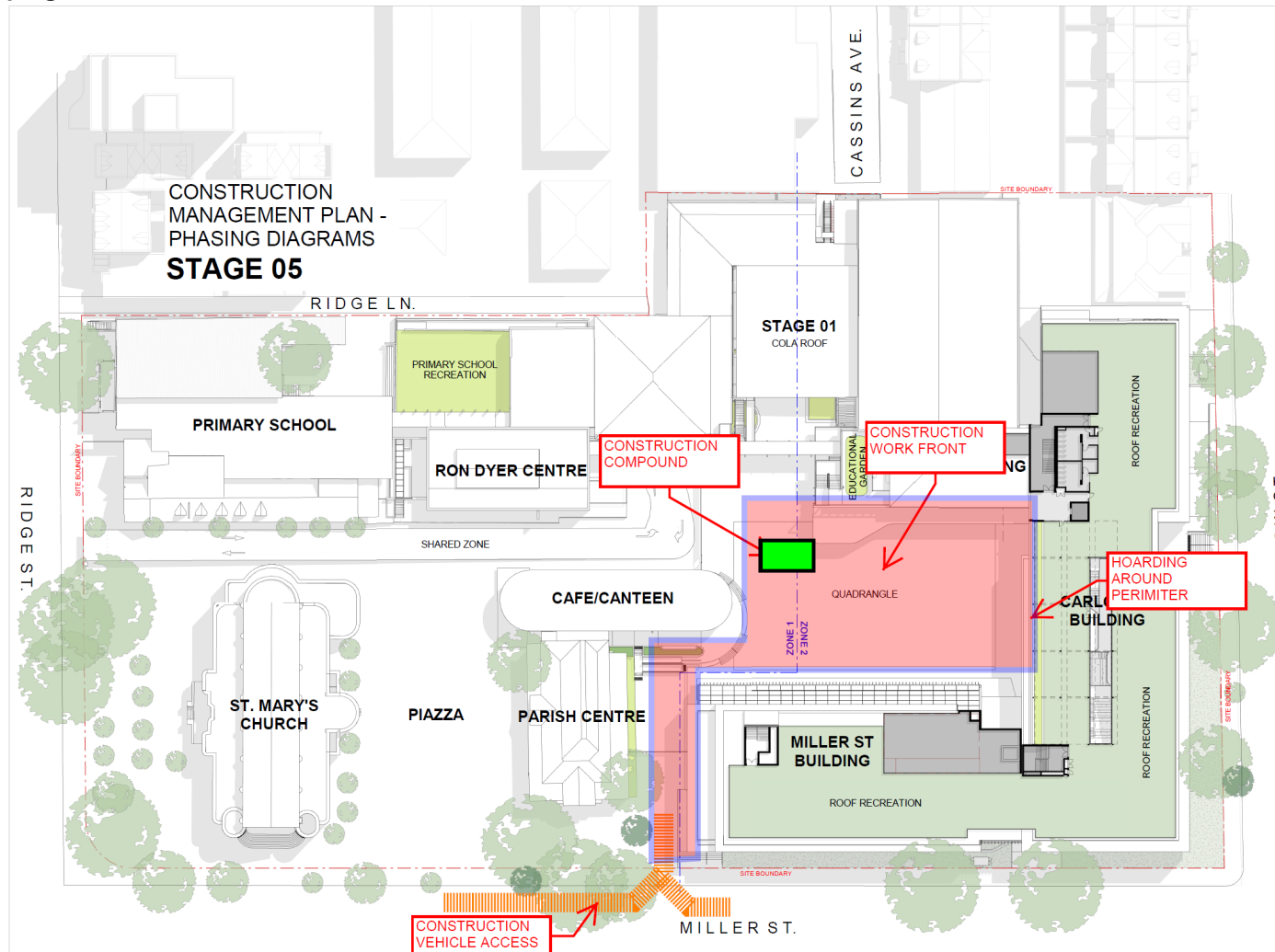


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Stage 5 – Landscaping Precinct Work



Site entrance and exit will be via the existing crossover on Miller Street.

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General

In all cases, Left Hand Turn for entry and exit to the construction site gates will be enforced. If anything other than this is required, this will be done under traffic control.

All construction vehicle access points will be secured by a sliding gate with adequate signage and visual aids so as to ensure safe cross over of the footpath zones.

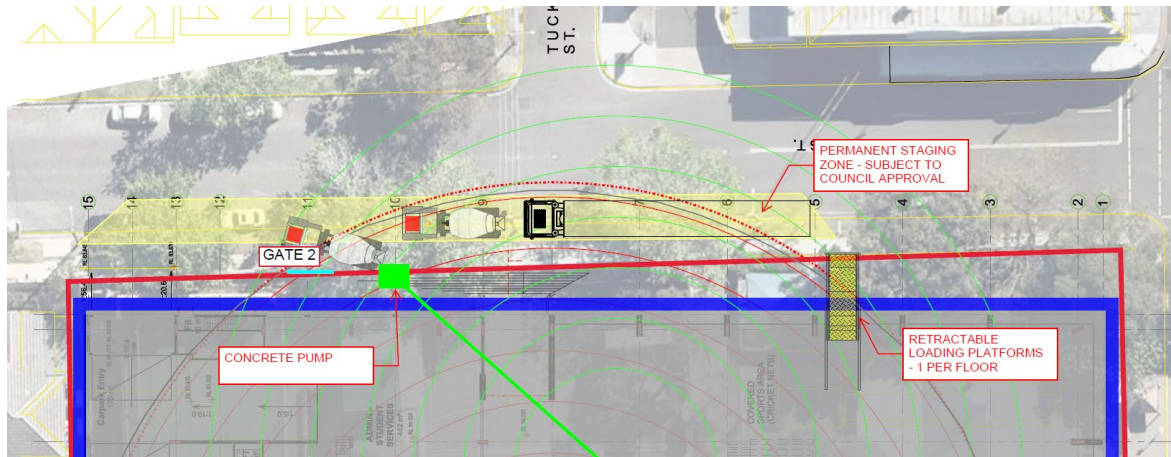
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OUTBOARD CONSTRUCTION ZONES

Carlow Street:

Primarily for Stage 2B, a Construction Zone is proposed to run circa 50 meters in front of the site. This zone is currently occupied by 7 public car park spaces and would need a North Sydney Council permit to take possession for the Construction Zone purpose.



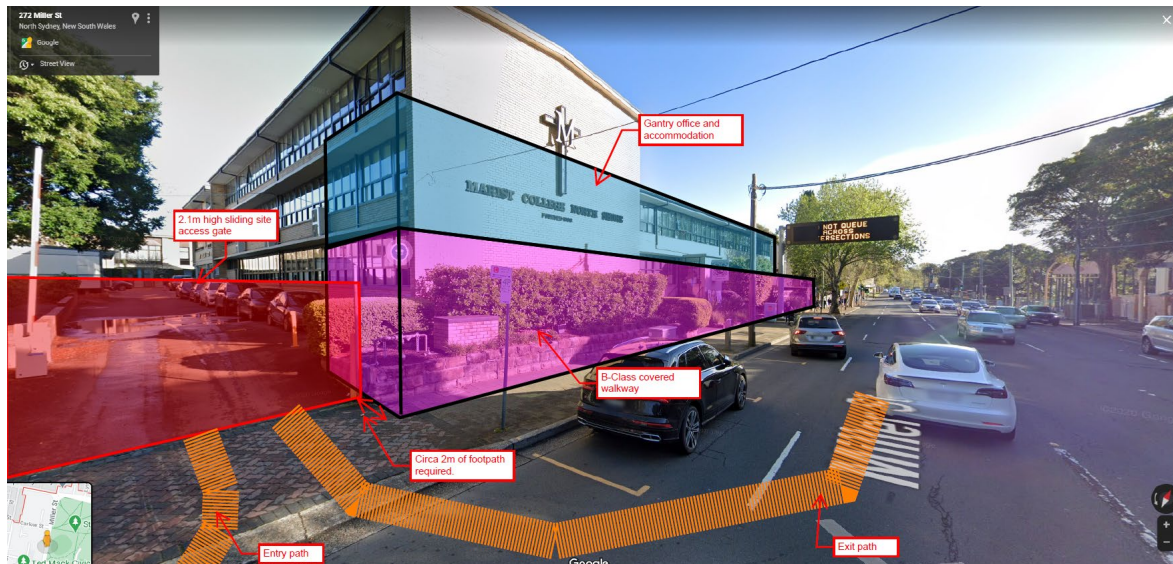
Miller Street Footpath:

To facilitate Stage 4 construction, there is a need for part of the Miller Street frontage footpath to be temporarily impacted. So not to impact on pedestrian capacity, a B-Class covered hoarding is proposed (Royal Wolf or equivalent).

To provide accommodation for the construction team, it is proposed that temporary site accommodation be placed on top of the B-Class hoarding.

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ACCESS FOR EMERGENCY VEHICLES AND PERSONNEL

Construction will not affect the access for emergency vehicles and personnel during the course of the project, however in the event of a particular construction activity the works do affect the access path the Contractor will ensure suitable access is always maintained for emergency vehicles and the general public on and off the site.

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MATERIALS HANDLING

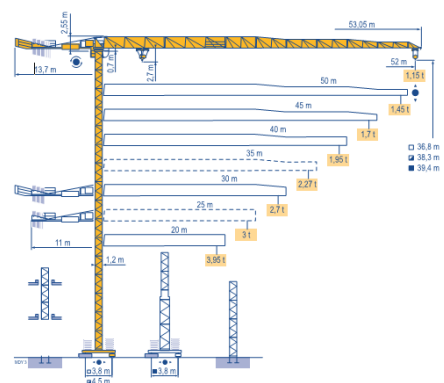
Several crane solutions have been considered to service the project including various tower crane configurations and mobile crane arrangements. The most efficient being a tower crane.

Considering the set-up zones and the building sizes we would utilise the following cranes:

1. Franna and All-Terrain Mobile Cranes – for initial site set up and plant unloading.

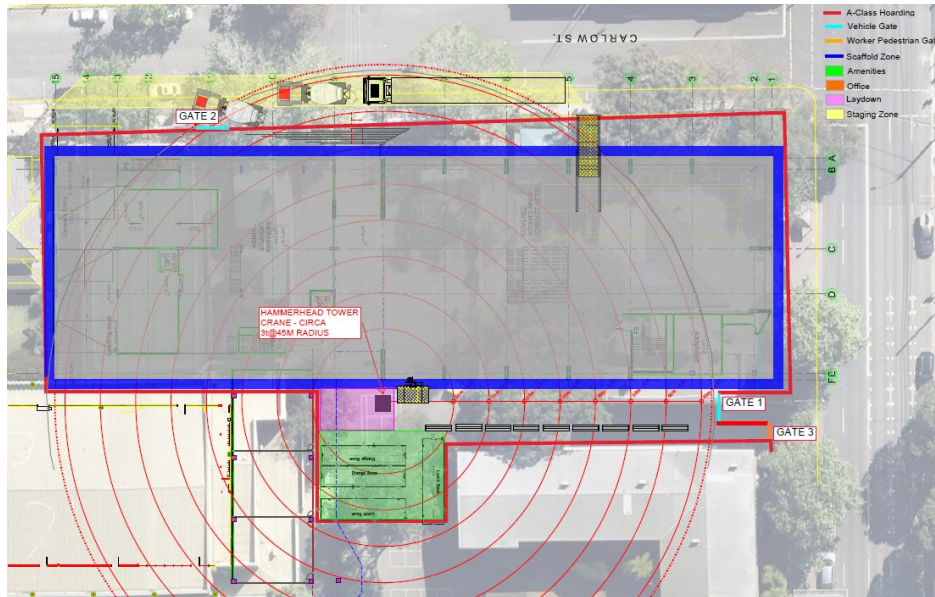
Pick & Carry Franna Crane	35t All Terrain Mobile Crane	55t All Terrain Mobile Crane
		

2. Tower Crane – For Stage 2B and Stage 4 a tower crane will be required. This crane will be used for formwork, falsework, reinforcement deliveries, plant, and facade deliveries. Initial assessment is that a flat-top hammerhead electric crane with circa 45m radius be utilised.



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The Contractor will, in consultation with the Geotechnical Engineer, ensure set up location ground conditions are suitable or appropriately engineered and prepared. As the tower crane can slew over adjoining school buildings, appropriate consultation and permissions will be required. It is not anticipated that the tower crane will over sail any adjoining property airspace.

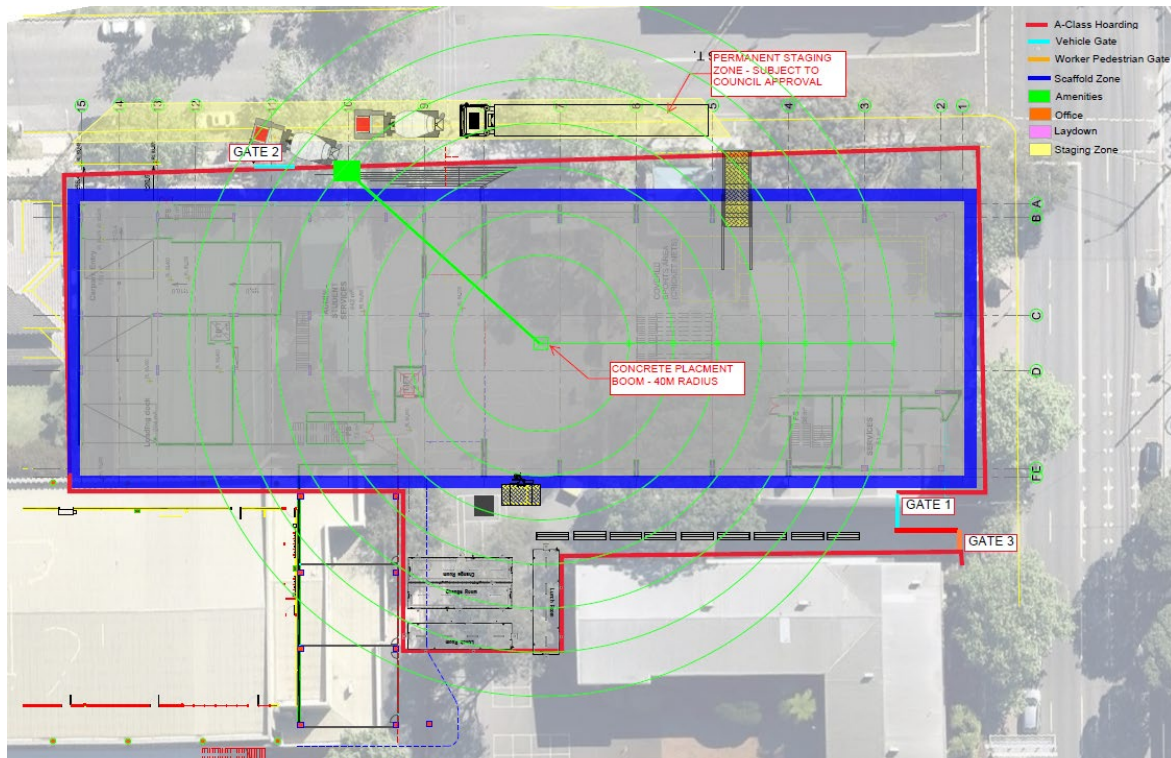
3. Telehandler - Materials handling throughout the construction zone will be benefited by using an all-terrain telehandler to assist unloading trucks and shuttling material around site. Fitted with rotating forks, they will predominantly move palletised goods around site; to the loading platforms, and empty small rubbish bins into the larger waste bins for removal of site.



4. Concrete Placing Boom – For Stage 2B and Stage 4 a concrete placing boom will likely be utilised for the installation of the main structural concrete elements of the building frames. This piece of equipment alleviates the need for mobile pump trucks and facilitates a more efficient and safe method of installation. A 40m placement boom with pump line to pumping zone as depicted in the image below.

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5. Personnel and Material Hoist - For Stage 2B and Stage 4 a personnel and material hoist will be required to primarily provide vertical transport for the site workers but also provide a support for vertical transportation of materials. Preliminary thoughts are that a twin carriage hoist will be utilised with capacity of 2000kgs.



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HOT WORKS

The Contractor will comply with the provisions of the Safework NSW Guidelines for Controlling Hot Work on Construction Site. Contractors will carry out hot works in accordance with applicable building industry standards and codes of practice.

TREES

Existing trees will be tagged and identified in coordinated with the Arborist Report. Those classified to remain will have tree protection zones established using temporary fencing panels and signage.

NO SMOKING POLICY

MCCNS' Policy prevents smoking on school premises, including school buildings, gardens, sports fields and car parks. This includes students, employees, visitors and other people who use school premises, including community groups. Contractors will comply with this Policy and ensure there is no smoking on site including site offices and subcontractor facilities.

ADJOINING PROPERTIES

The Contractor shall undertake a dilapidation inspection and prepare reports on adjoining properties, including roads and surrounding landscaping that may be affected by the works. A copy of the report is to be issued to The Client

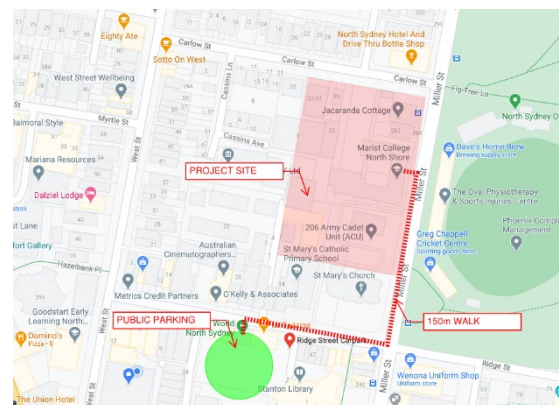
The Contractor shall inform all construction personnel that the adjoining spaces to the redevelopment will remain operational during the course of the project, and that all construction personnel must behave in an acceptable manner that does not disrupt the daily operations of MCC.

SOIL EROSION AND SEDIMENTATION

The Contractor will be required to submit an erosion and sedimentation control plan prior to commencement of works. The control plan will address the risk of sediment and pollutants from the site entering the stormwater drainage system in the local government area.

PARKING

Contractors and Trade Partner personnel will not be permitted to park vehicles in the school carpark or any other area of the school grounds. All Trade Partners will keep the neighbouring streets clear to allow the school and other road users unobstructed access in and out of the area. The Contractor will ensure all persons inducted on the project are advised of the traffic and parking policy for the project.



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