PEOPLE WHO BUILD

ADCO

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

SOUTHERN SUBURBS SCHOOLS CLUSTER
NEW LIVERPOOL PRIMARY SCHOOL

SSD WORKS

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

VERSION CONTROL

Rev. No.	Purpose	Authored by	Reviewed by	Issue Date
A	VECI Issue	Matthew Wilkinson	XX	16.04.2021
B	Internal coordination revisions	Matthew Wilkinson	Kristian Anthony	20.04.2021
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APPROVAL FOR ISSUE

Matthew Wilkinson – NSW
Construction Manager

CONTENTS

VERSION CONTROL 2
APPROVAL FOR ISSUE 2
CONTENTS 3
PRINCIPAL CONTRACTOR'S DETAILS 4
PROJECT INFORMATION 4
DEFINITION / ABBREVIATIONS 5
PURPOSE OF THE PRELIMINARY CONSTRUCTION management PLAN 6
PROJECT BACKGROUND 6
THE SITE 7
DESCRIPTION OF THE WORKS ..... **Error! Bookmark not defined.**
PROJECT STAGING 8
CONSTRUCTION MANAGEMENT 8
LOGISTICS MANAGEMENT 13
SITE ESTABLISHMENT 16
DURATION OF WORKS 17
INTERFACE MANAGEMENT 17

PRINCIPAL CONTRACTOR'S DETAILS

Name	State Address		ABN
ADCO Constructions Pty Ltd	Address	Level 2, 7-9 West Street	46 001 044 391
	Suburb	North Sydney	
	State	New South Wales	
	Phone	02 8437 5000	

PROJECT INFORMATION

Project Description	New Liverpool Primary School
Project Address	18 Forbes Street Liverpool
Legal Description	Lot 1 in DP 1137425
SSD Number	SSD-10391

DEFINITION / ABBREVIATIONS

SSC – Southern Schools Cluster

LWPS – Liverpool West Public School

NLPS - New Liverpool Primary School

ADCO – ADCO Constructions Pty Ltd

SINSW – School Infrastructure NSW

DoE – NSW Department of Education

CMP – Construction Management Plan

DMP – Design Management Plan

CTMP – Construction Traffic Management Plan

SSD – State Significant Development

DA – Development Application

CDC – Complying development Certificate

REF – Review of Environmental Factors

EFSG – Education Facilities Standards and Guidelines

PRG – Project Review Group

TSG – Technical Stakeholders Group

DfMA – Design for Manufacture and Assembly

VECI – Very Early Contractor Involvement

ECI – Early Contractor Involvement

PURPOSE OF THE PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

ADCO Constructions (ADCO) has compiled the Preliminary Construction Management Plan (PCMP) for inclusion in the overall Project Management Plan.

The purpose of this Preliminary Construction Management Plan **(PCMP)** is to provide an overview of the intended construction methodology for the SSD works associated with the project.

RESPONSE TO SEARs

The Secretary's Environmental Assessment Requirements (SEARs) outline the specific requirements for the PCMP for SSD-10391. The following table identifies the SEARs and relevant reference within this report.

SEARs Requirements	Relevant section of the PCMP
3. Operation – Point 3 - Provide details of how the existing schools will continue to operate during construction activities, including proposed mitigation measures.	See section Construction Management – Site Security and section Site Establishment.
6. Staging – Provide details regarding the staging of the proposed development (if any).	See section Project Staging
7. Transport and Accessibility – Point 17 - the preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following: Point 8 – Details of any crane locations and road closures.	See section Logistics Management
22. Construction Hours - Identify proposed construction hours and provide details of the instances where it is expected that works will be required to be carried out outside the standard construction hours.	See section Construction Management – Working Hours

PROJECT BACKGROUND

The new Liverpool Primary School (NLPS) is located within the grounds of the existing Liverpool Boys and Girls High School in the Liverpool Central Business District (CBD), at 18 Forbes Street, Liverpool. The proposed new Liverpool Primary School is located in the eastern portion of the existing school grounds (refer to figure 1.)

The site is legally described as Lot 1 in DP 1137425. The application seeks consent for the construction and operation of a new Liverpool Primary School. This will include construction of a new school building for core school facilities, teaching spaces, support units, preschools as well as associated landscaping and open space improvements. A detailed description of development is provided by Ethos Urban within the EIS.

THE SITE

The site is within the Liverpool Central Business District (CBD), at 18 Forbes Street, Liverpool, within the Liverpool LGA, approximately 27km south-west of the Sydney CBD. It is within proximity of transport services and key road links including Liverpool Train Station approximately 700m to the south, Warwick Farm Train Station approximately 500m to the north, the Hume Highway to the north and the M5 South Western Motorway to the south. It is located directly north of the Liverpool Hospital campus which adjoins the site to the south. The site is immediately west of a railway corridor that connects Liverpool and Warwick Farm railway stations. The George's River runs approximately 300m to the south of the site.

The site is immediately bounded by Lachlan Street to the North and Burnside Drive to the East, with the existing Liverpool Boys and Liverpool Girls High Schools on the western portion of the same lot. The Sydney Trains rail line and switch yard is located on the far side of Burnside Drive and Burnside Drive also provides a key access route to the neighbouring hospital. The site is surrounded by a mix of civic, residential and commercial uses.

Figure 2: Aerial Photo of the new New Liverpool Primary School site

The new school will be constructed using both DfMA and insitu construction techniques.

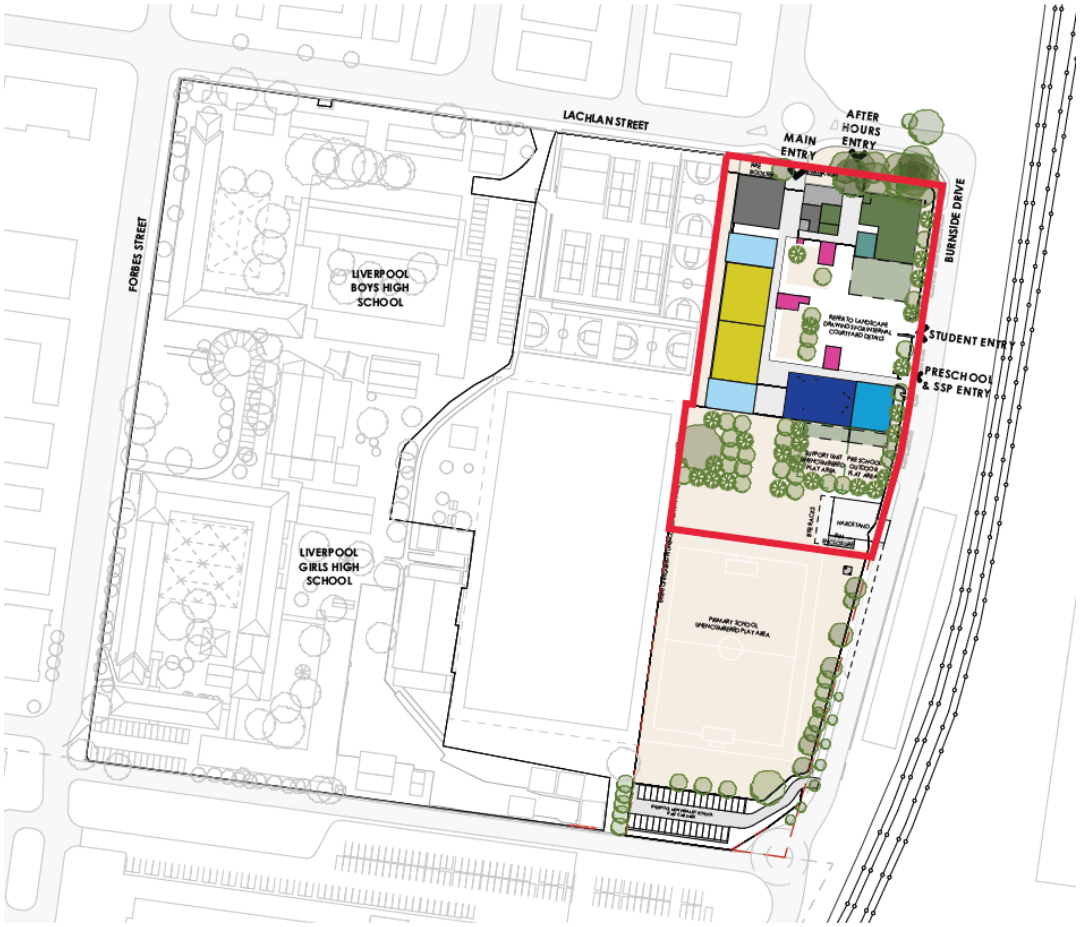


Figure 3: Overview of the New Liverpool Primary School Scope of Works

PROJECT STAGING

This works is being undertaken in a single stage.

CONSTRUCTION MANAGEMENT

The Contractor will coordinate with the Project Manager, the Consultants and Trade Partners working on project as well as with the adjacent school.

The Contractor will ensure suitable and safe access, including any applicable social distancing precautions, is maintained at all times around the site for school staff, students, and general public 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;
- Temporary paths and ramps;
- Hoardings and protective screens; and
- Temporary lighting.

HOURS OF WORK

Hours of work proposed for the project are;

Monday to Friday: 7AM TO 6PM
Saturday: 8AM TO 1PM
Sundays and Public Holidays: NIL
Others: NIL

The above working hours are preliminary and subject to the working hours granted under the approval process, however, these hours are consistent with the approval granted for the adjacent Hospital project.

In addition to regular work hours, there will be occasions where specific out-of-hours works are required. The contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from Council.

SITE SECURITY

The Contractor will secure the boundaries of the site for the duration of works. The site area will be typically fenced using a combination of; permanent fencing, temporary ATF fencing and semi-permanent post and mesh fencing. All Fencing will be a minimum of 2100mm in height. All temporary structures will be robustly designed and signed off by a certified structural engineer and 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.

Proprietary gates will create openings into the site, will be separated from the worker entrance door and will be secured by a digital dead latch/padlock 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. All access points allowing entry to the construction site will be locked at all times.

Examples of segregation techniques that will be utilised for this works;

Segregation techniques	Representative picture	Description
ATF Fencing		Modular ATF fencing used for short-term exclusion of workfronts. Fully installed with appropriate bracing and counterweights. Typically 2.1m high.
Chain mesh fencing		Driven posts with galvinised mesh and tension wires for longer-term exclusion of workfronts. Typically 2.1m high and can be affixed with shade cloth.
Gates		Purpose built steel and mesh gate secured by chain and padlock. Always opening into the work zone.
Vehicle Barriers		In situation where works occurs on road and footpath zones, concrete or waterfilled barriers will be typically utilised to delineate workzones. This will be subject to the CTMP requirements.

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.

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 50 workers at any one time. The preliminary strategy for accommodating the workforce utilises a combination of single storey portable site accommodation.

The site compound will include;

- Temporary accommodation for circa 50 people
- Temporary toilets and amenities
- Change room and washing facilities
- Onsite parking and loading facilities
- Onsite storage space

The following drawing indicates one possible location for a site compound and storage area.

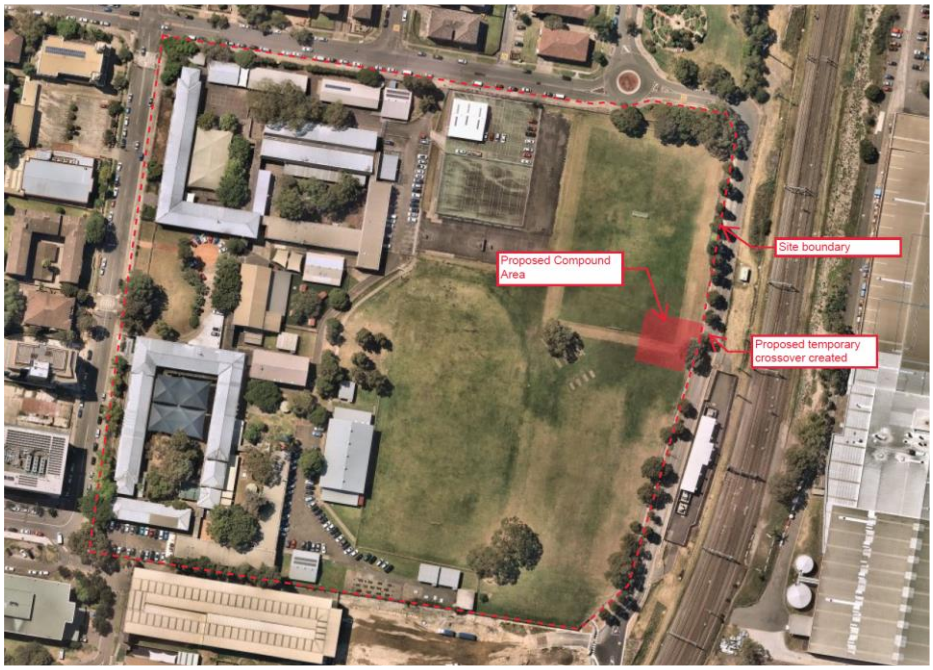


Figure 3: Construction site compound location

The Contractor shall ensure suitable and safe access is always maintained around the site for students, visitors and general public. The Contractor will consult with neighbours 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

WASTE MANAGEMENT

General construction waste will be collected "area by area" and placed in bins able to be loaded into a large hook bin located in the materials handling zone. We will maintain on site a 9m3 hook bin for masonry waste re-cycling and 17m3 bins for general waste. The 17m3 bin will be transported to a sorting facility to be segregated into a recyclable waste stream. Site Cleaning will occur daily as part of the overall site housekeeping.

No materials will be stored or left outside hoardings and/or work zone areas. We will ensure that all waste materials are disposed in bins provided on site. It is the intent of the project team to obtain a high standard in terms of our environmental and sustainability targets.
The project will achieve a recycling target of 85% by weight of all construction waste, except for hazardous spoil.

WORKER PARKING

There will be sufficient parking available within the onsite compound, however, the any overflow requirements for workers will be provided at an offsite parking facility currently leased by the contractor. This parking is located within a 5 minute walk from the site (refer to image below)

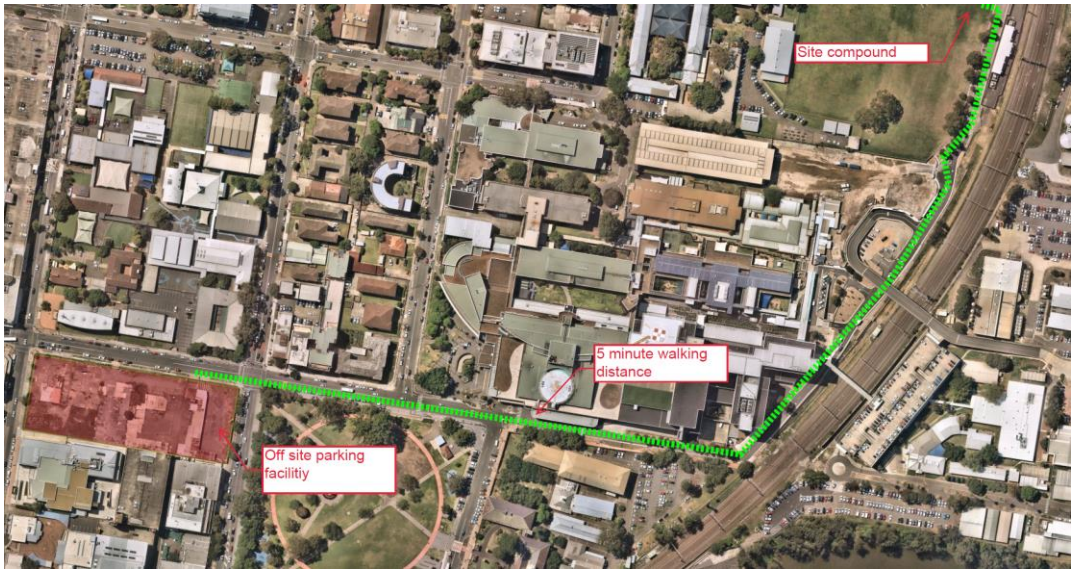


Figure 4: Off site parking facility

LOGISTICS MANAGEMENT

DESIGNATED CONSTRUCTION ROUTES

Deliveries to the site will be carried out in accordance with the work hours and the Preliminary Construction Traffic Management Plan (CMTP).

All suppliers and subcontractors will be issued with the CTMP with directional maps to be issued to all delivery drivers prior to dispatch. In some instances Traffic Controllers will be utilised to coordinate large deliveries or short term traffic situations.

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;
- 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.

A complete CTMP will be done during the development of the design, with detailed analysis of the specific vehicle access and manoeuvring requirements to be utilised during construction works.

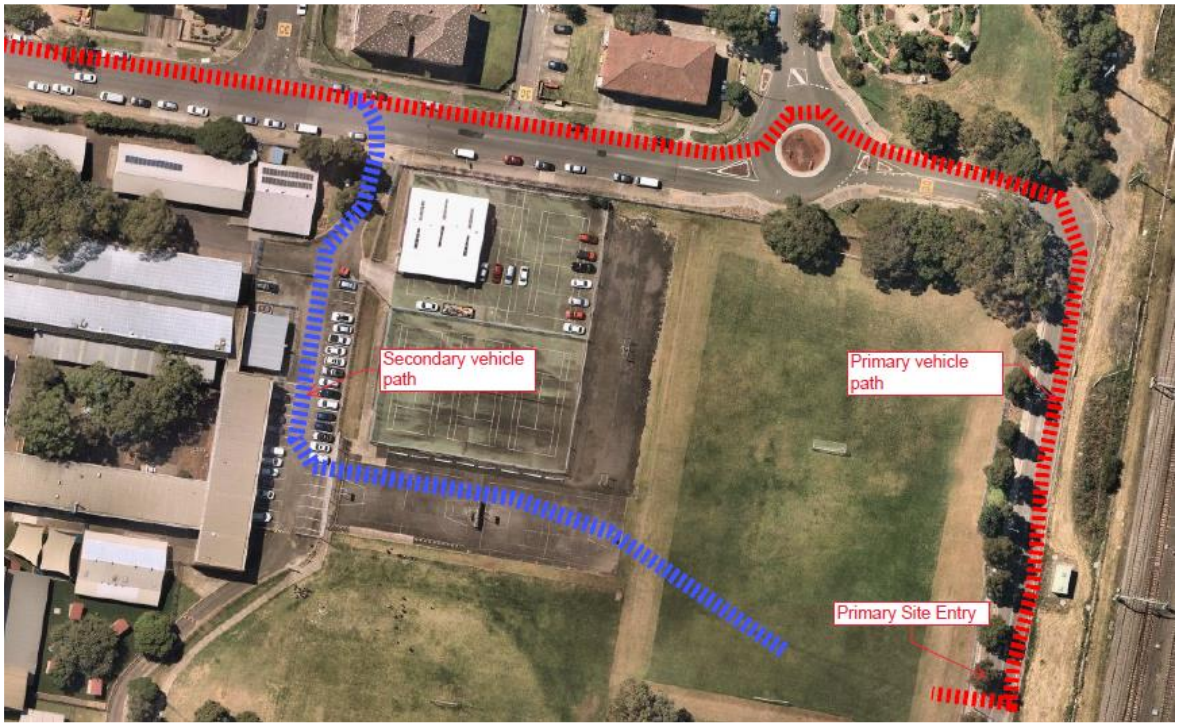


Figure 5: Site entry

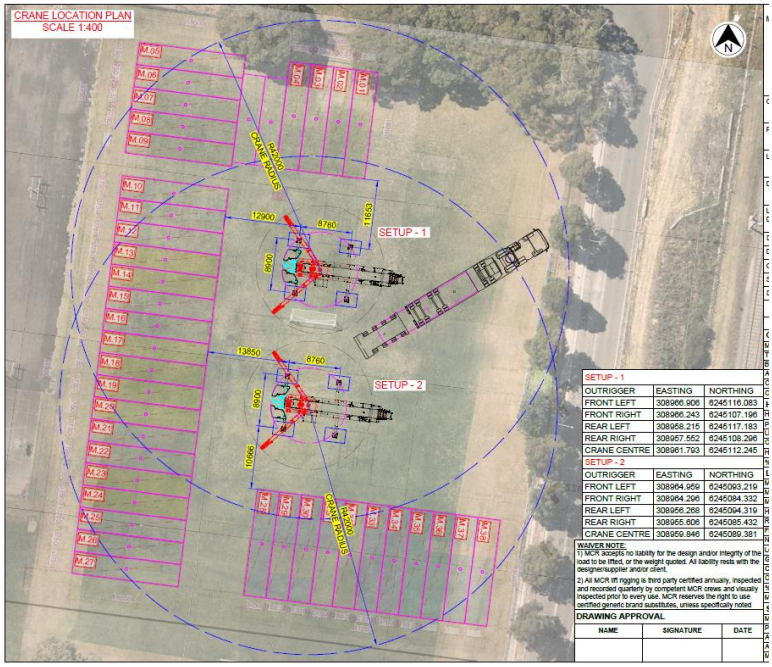
MATERIALS HANDLING

Several materials handling solutions have been considered to service the project including the following;

Logistics equipment	Representative picture	Description
Telehandler		All-terrain telescopic forklift style machine which can be used for loading and unloading of materials from trucks, picking and carrying materials to workfronts and lifting materials for installation.
HIAB truck		Delivery truck with a crane mount with the capability of lifting circa 5 tonne will be used for loading and unloading of materials as well as local delivery to workfronts from the laydown area.

Small Mobile Crane		Mobile crane for lifting of medium size materials for installation such as concrete pipes, plant and equipment.
Large All Terrain Mobile Crane		Large (circa 400 tonne) all terrain mobile crane for the installation of DfMA buildings

Figure 5: Site entry



DOCUMENT TITLE	PRELIMINARY CONSTRUCTION MANAGEMENT PLAN	DOCUMENT CREATED	12 APRIL 2021
PROJECT	NEW LIVERPOOL PRIMARY SCHOOL	DATE OF THIS REVISION	26 APRIL 2021
REVISION	B	PAGE	15 of 18

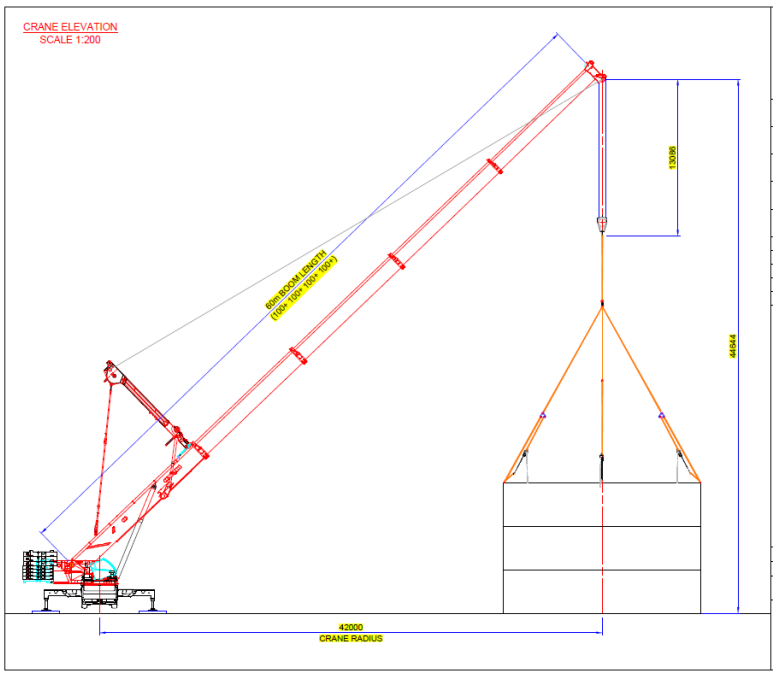


Figure 6: DfMA building lifting plan (preliminary)

SITE ESTABLISHMENT

Ensuring Construction activities minimise the impact to the surrounding school, hospital and community is critical. The following diagrams indicate the demarcation between Construction Zones and the public environment accompanied by a commentary of critical information for consideration.

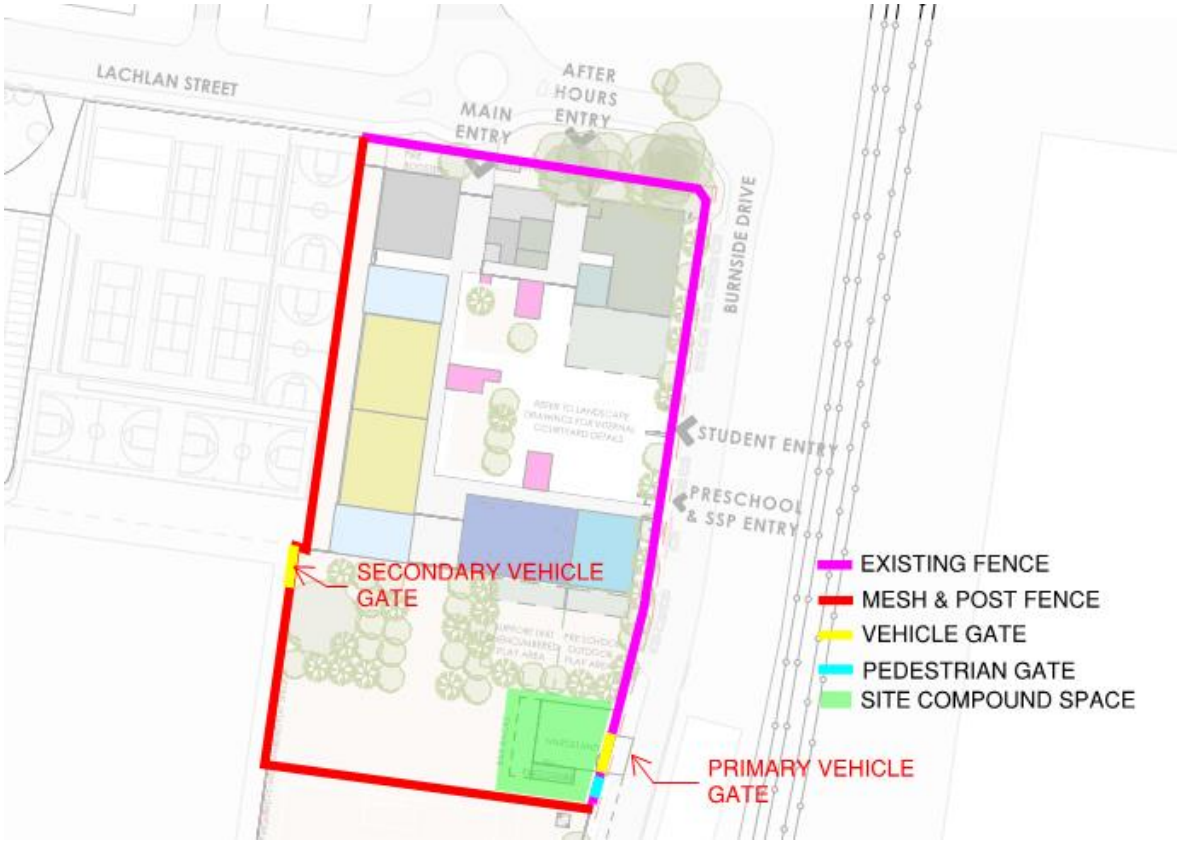


Figure 7 – Site fencing and gate locations

DURATION OF WORKS

The following is the indicative programme for the works identified in this PCMP;

Stage	Description	Start	Duration
SSD	Construction of the NLPS School	11 Feb 2022	10 months

INTERFACE MANAGEMENT

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 and kept on record for review upon completion of the works. The proposed extent of the Dilapidation Report is indicated by the red line in the below diagram.

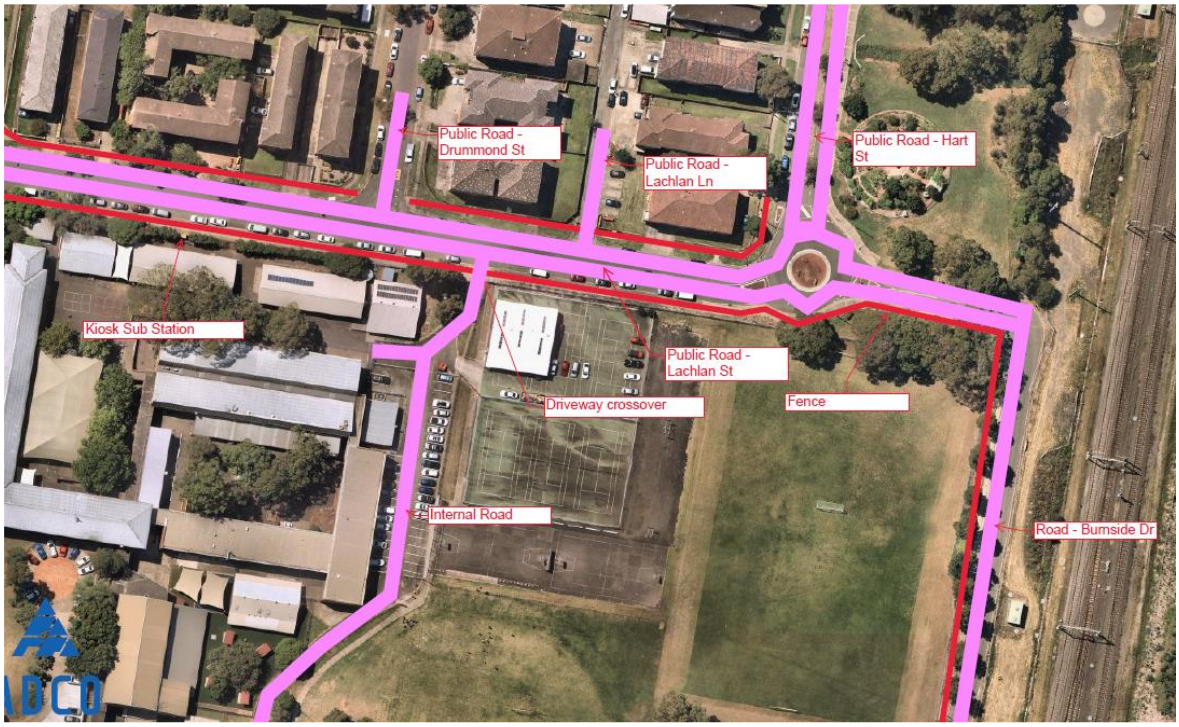


Figure 8: Surrounding land use and proposed extent of Dilapidation Report

TREES

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

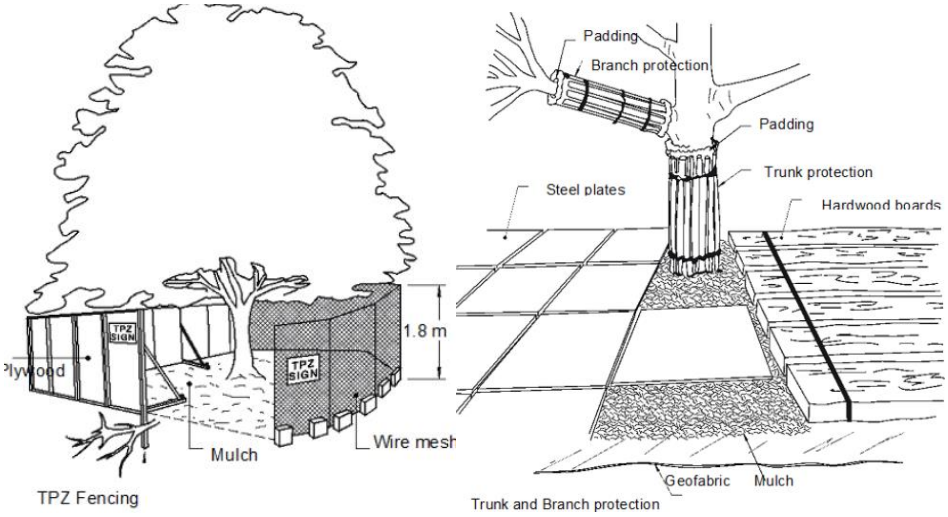


Figure 9: Methods of tree protection to be implement on project