Construction Management Plan

Woolworth Wyong Distribution Centre Expansion

State Significant Development Application
16 September 2022

ROOT PARTNERSHIPS
Advisory+
Project Management

Date	Revision	Prepared	Approved
07/02/22	A – Preliminary Draft	TK	DB
16/03/22	B – Preliminary Draft	JW	
25/03/22	C – Final Submission	JW	
01/08/22	D – Final Submission	JW	
06/09/22	E – Final Submission	JW	
16/09/22	F – Final Submission	JW	

Limitations Statement

In preparing this document, Root Partnerships has relied upon and presumed accurate certain information (or the absence thereof) provided by government officials and authorities, Woolworths Group Limited, and others identified herein. Except as otherwise stated in this document, Root Partnerships has used its best endeavours to verify the accuracy or completeness of any such information. To the extent that such information has proved inconsistent with Woolworths Group Limited 's previously stated position, Woolworths Group Limited has been advised. No warranty or guarantee, whether express or implied, is made with respect to the data reported or to the findings, observations and conclusions expressed in this document.

Nothing in this document constitutes, or is meant to constitute, financial or tax advice or advice of any kind in relation to investment or marketing matters. If Woolworths Group Limited require advice in relation to any investments or marketing, financial or tax matters, Woolworths Group Limited should consult with an appropriate professional. Root Partnerships Pty Ltd will not be liable to Woolworths Group Limited for any loss, mitigation costs, settlement or other payment, or pay any defence costs or inquiry costs, in connection with any claim made against, or any inquiry involving, Woolworths Group Limited directly or indirectly arising out of, based upon, attributable to, or in consequence of the advice rendered in this document.

This document has been prepared on behalf of and for the exclusive use of Woolworths Group Limited and is subject to and issued in connection with the provisions of the contract between Root Partnerships and Woolworths Group Limited. Root Partnerships accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

Level 19, 9 Hunter Street
Sydney NSW 2000
T +61 2 8272 9300

Level 12, 500 Collins Street
Melbourne VIC 3000
T +61 3 9653 0600

E info@rootpartnerships.com.au

Root Partnerships Pty Ltd
ABN 62 065 072 193

Contents

01

1 Introduction

1.1 Purpose

This preliminary Construction Management Plan (CMP) (The Plan) has been prepared by Root Partnerships on behalf of Woolworths Group Limited to accompany a State Significant Development Application (SSDA) to the Department of Planning, Infrastructure and Environment (DPIE) relating to the main works phase of a proposed warehouse and distribution centre at 11 Warren Road, Warnervale.

The intention of this document is to communicate that this development and associated construction activity has been well considered and will be undertaken in a manner that seeks to minimise disturbance and impact on the surrounding environment. Items contained in this Plan include:

- Outline of major works.
- Public amenity, safety, and pedestrian management.
- Materials handling.
- Traffic management including public transport interfaces and cumulative impacts of other construction sites within the precinct.
- Environmental management.
- Proposals appropriate to minimising impact of the works on adjoining and surrounding properties.

Woolworths Group Limited and their Construction Contractor (once appointed) will work closely with Central Coast Council, neighbours, existing tenants, stakeholders, and transport authorities to create plans and strategies that will ensure minimal impact and disruption to the surrounding area. Consultation will continue to be a key priority throughout the construction process to ensure the community and stakeholders receive regular updates and have the opportunity to provide feedback.

The Plan has been prepared to describe how the project management team will implement and conduct its allocated site management responsibilities during the main works phase. This Plan has been formulated from a conceptual design and may require changes to meet stakeholder and contractor's requirements as the detailed design progresses.

A fundamental aim of the Plan is to ensure all construction activity is properly facilitated and managed and integrated and coordinated to deliver certainty to the objectives of the Project. It emphasises the importance of substantial pre-planning, detailed programming and the adoption of innovative construction methods to ensure the subsequent delivery of the project is not only a success for Woolworths Group Limited, but also satisfies key project stakeholders and the relevant authorities.

It is intended that a more detailed CMP and works plans for each phase of the project will be prepared with relevant approvals secured prior to the commencement of construction activities. The final version of this Plan will incorporate substantial input for the appointed Construction Contractor (Contractor) to ensure all construction is properly integrated and coordinated with their sub-contractors and suppliers.

1.2 Scope of this Plan

This Plan provides an approach that:

- Defines how the construction project management team will comply with the requirements of the contract relating to construction.
- Sets out the project objectives and targets of particular relevance to the construction phase.
- Describes constraints specific to the construction phase and the project in general.
- Describes the process for the identification and control of risks specific to the construction phase.
- Details the proposed strategy for the construction phase, with particular regard to site establishment, resourcing, site organisation and construction controls.
- Whilst preparing this Plan has identified the following key items and attributes, the final methodology is subject to engagement of a Contractor and their methodology might vary to that proposed herein.

1.3 Interface with other Plans and Procedures

The final CMP will form part of an integrated set of Project Management Plans yet to be prepared. This will be undertaken by the appointed Contractor. It should be read in conjunction with the Project Management Plan once created following Contractor appointment.

02

2 Proposed Site

2.1 Site Description

The Site is legally described as Lot 413 in DP 1058215, commonly known as 11 Warren Road, Warnervale. The Site has an area of circa 231,000 sqm and is accessed by Burnet Road and Warren Road, both of which originate/terminate at Sparks Road– refer to Figure 1 below.

Figure 1 - Site Plans (extract from SIX Maps)

The following are some key characteristics of the Site:

- Proximity to regional and national arterial roads, Sparkes Road and the Pacific Motorway respectively.
- It is the largest lot within a pocket industrial zone (IN1 – general industrial) that is surrounded by C2 – environmental conservation zoned land. This industrial zone is only accessible via Burnet Road.
- Surrounded by dense bushland which falls under Category 1 Bushfire Risk.
- It accommodates an existing regional distribution centre for Woolworths that services Northern Sydney and Southern Queensland.
- To the north there are smaller industrial operations by other operators.
- Access on two sides, via Warren Road (main access) or Woolworths Way.
- Soil and geotechnical investigations to date have not observed any untoward ground contaminants.
- Investigations and/or condition assessments of the existing facility have not flagged any hazardous building materials of concern.

2.2 Site Constraints

The Site possesses some constraints which may influence the construction strategy and methodology. These include:

- Proximity to ecologically significant environments
- Proximity to bushfire zones
- Maintaining and minimising impact to operations within the existing facility.
- Maintaining and minimising impact to external activities surrounding the facility including car and truck movements, use of material handling equipment and staff movements.

2.3 Adjoining and Neighbouring Properties

The Site is well positioned in terms of access to arterial and main roads as noted above and forms part of an isolated industrial precinct adjacent to both the Pacific Motorway and Sparks Road with a dense vegetated buffer. The Industrial precinct includes:

- Large free stranding industrial buildings.
- Public weigh bridge
- Hardstands
- Storage tanks
- Carparking
- Swales and Wetlands

The site is in close proximity to Warnervale aerodrome to the south-east and is separated by forest, unimproved land and one smaller empty lot (DP 1230740).

2.4 Proposed Development

2.4.1 Works and Design

To match increased demand and volume of product Woolworths Group Limited is proposing alterations and additions to the existing warehouse and distribution centre on the site. The proposed additions will increase the ambient and temperature-controlled storage areas by circa 42% more than existing.

Overall, the proposed works relevant to this Plan comprise the following:

- Alterations and additions to the existing warehouse or distribution centre building including:
  - 7,012m2 extension of the existing temperature-controlled warehouse inclusive of office extension (including new exhaust fans)
  - 11,197m2 extension of the ambient warehouse including B-double drive-through
  - 5,354m2 extension of the Return Transfer Facility warehouse including B-double drive-through
  - Expansion of the confectionary storage floorspace
  - 13 new banana ripening rooms
  - Refurbishment of the existing canteen, locker rooms and amenities
- Expansion of the existing hardstand areas to accommodate a truck wash and maintenance facility and refuel station, with two new weigh bridges and total on-site parking provided as follows:

- 485 car parking spaces (existing)
- 98 pan-tech parking spaces, including 48 new spaces
- 18 existing truck parking spaces, including six new spaces

- Site services infrastructure including relocation of existing fire tank and pumphouse.
- Vehicle access will continue to be provided via Warren Road with provision for additional entry/exit movements via the existing driveway to Woolworths Way

The below figure illustrates the extent of the proposed works.

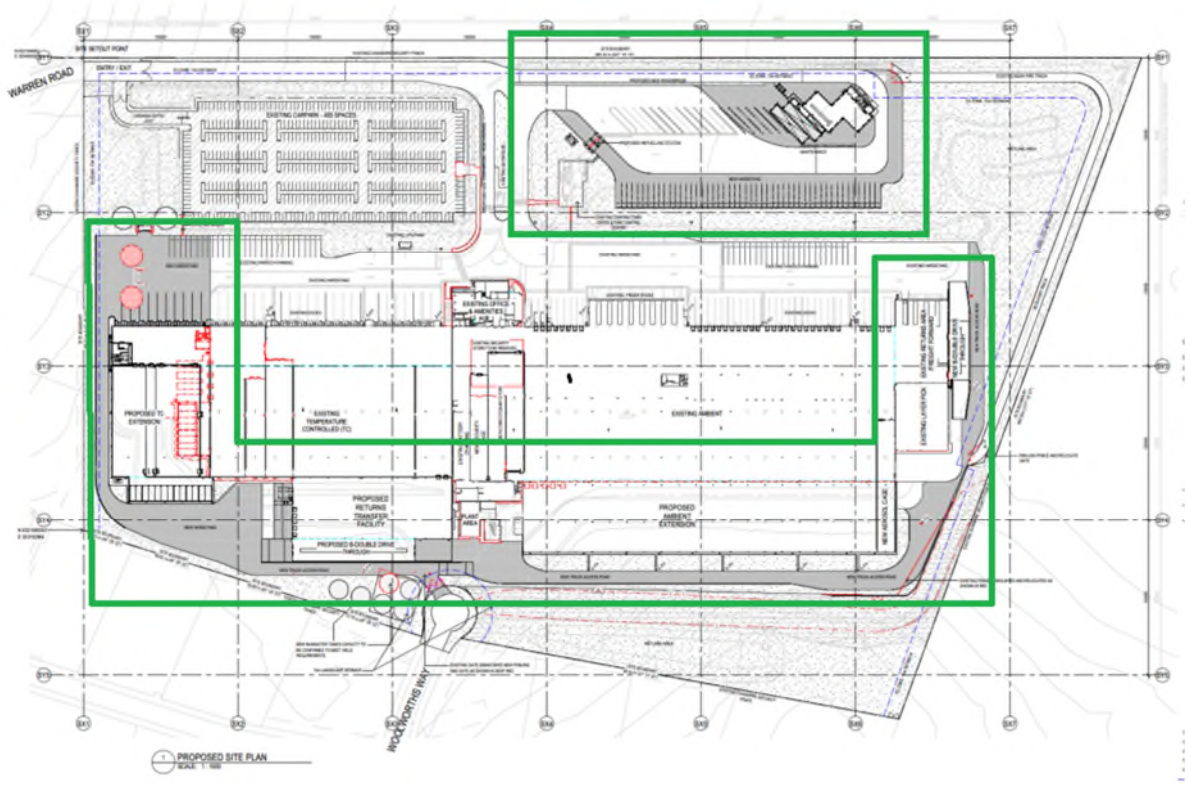

Figure 2 - Site plan where area shown circled green indicates the extent of the proposed works. Refer to architectural drawings for more details of works proposed.

2.4.2 Construction Timeline

At present, it is envisaged that construction of all proposed works will be complete approximately 12 months from commencement. Current program estimates construction to commence in January 2023 and end in early 2024.

03

3 Proposed Construction Methodology

3.1 Existing Operations

As this is the only facility that services Woolworths northern Sydney and Southern Queensland supply chain needs, any time this facility is offline is extremely disruptive to Woolworths's business and customers. The objective for the construction of the works will be to minimise impact to the existing operations. As a result, it is planned that the works be staged so separable portions can be handed over to maximise continuity of operations and stagger the go-live dates of newly built areas. The following is an indicative outline of the intended staging strategy:

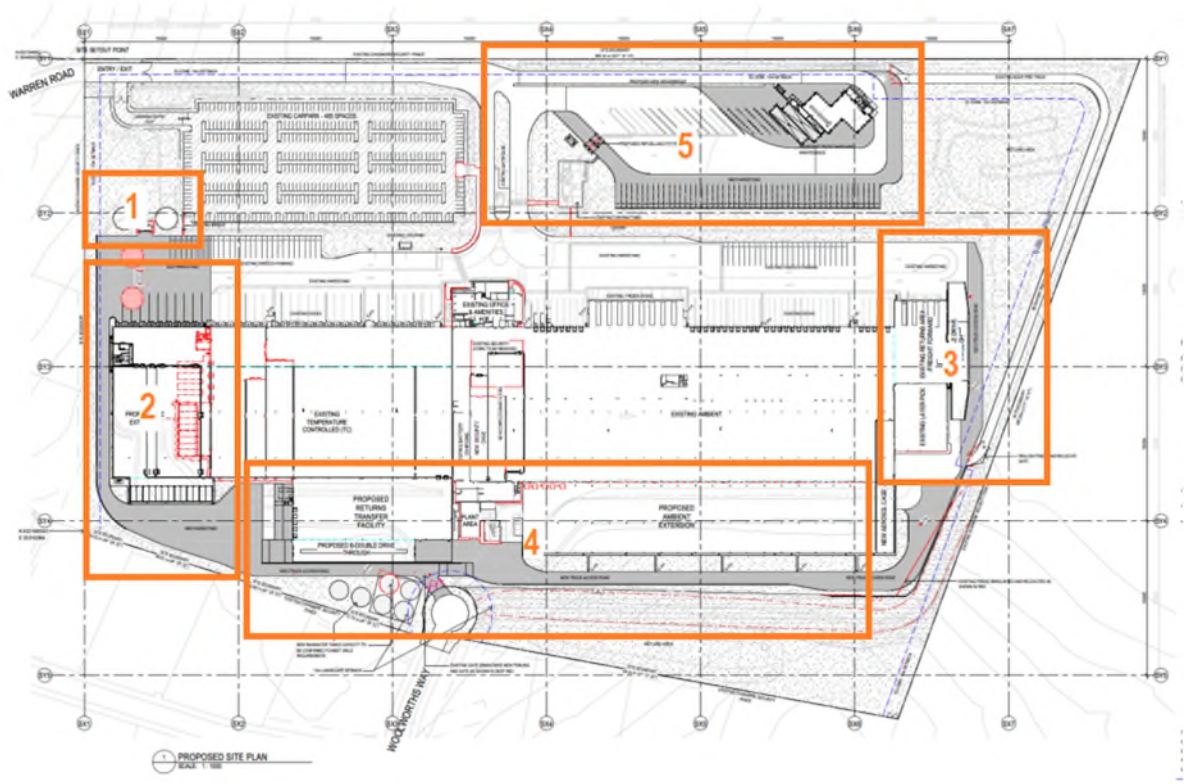

Figure 3 - Indicative staging plan, subject to change pending further design development, Woolworths internal stakeholder consultation and procurement of Contractor. It is likely that some works will occur concurrently. The purpose of this figure is to communicate the intent for a staged handover of areas and therefore go-live.

1. Construction and commissioning of new fire pump house and sprinkler tanks to maintain fire services continuity and to facilitate the immediate use of new spaces as they are built.
2. Demolition of existing fire tanks and pump. Construction and commissioning of ripening rooms which are required to accommodate bananas and avocados that are a high-volume product for the site. The new cool rooms will also be delivered and commissioned with this scope of work to allow this entire area to go-live and be used as early as possible. On advice of structural engineer, demolition of northern wall of existing facility will be deferred as much as possible to ensure the existing temperature-controlled (TC) environment is compromised for the least time possible. Construction of new temperature-controlled docks to the north, TC office may be finalised later if necessary.
3. Construction of B-double drive-through to the south and associated hardstand.
4. Demolition of western wall of existing facility and construction of Ambient extension, RTF and associated hardstand. On advice of structural engineer, demolition of western wall adjacent to TC area of existing facility will be deferred as much as possible to ensure the TC environment is compromised for the least time possible.
5. Construction of eastern hardstand, truck/van parking and all outbuildings.

3.2 Hours of Work

General demolition and construction works will be undertaken within the hours permitted under the Development Approval / Conditions of Consent.

Subject to conditions of consent, working hours are foreseen as follows:

- Between 7:00AM and 6:00PM - Monday to Friday
- Between 8:00AM and 4:00PM - Saturday
- No working Sundays or public holidays.

However, some after-hours works are envisaged to be required to undertaken to facilitate the delivery of the works for example:

- the establishment and connection of temporary electrical supply and/or infrastructure.
- the establishment and commissioning of temporary mechanical building services and plant to support the continued facility operations.
- internal works where the safety of warehouse operations staff might be compromised.
- oversized deliveries (if required).
- road opening permits (if required).

3.3 Site Mobilisation

3.3.1 Dilapidation Survey

Prior to commencing work onsite, a full Pre-Construction Dilapidation Report will be completed by a Civil/Structural Engineer for the adjoining buildings and any council owned infrastructure in the immediate vicinity. This detailed survey will encompass current structural, architectural, services and any existing conditions of the adjacent neighbouring properties and infrastructure, roads, environment, site boundaries, and utility assets.

The dilapidation report will cover all areas in close proximity to where construction works are to occur, including Council assets and local roadways adjacent to the site.

3.3.2 Geotechnical Survey and Report

A geotechnical consultant will carry out further testing and inspections as required by Australian Standards and the Civil Works Specifications. Any geotechnical laboratory carrying out testing for this project will be NATA accredited.

All Civil works will be conducted under the supervision and monitoring of a qualified Geotechnical Engineer.

3.3.3 Service Identification, Connections and Diversions

A desktop “dial-before-you-dig” survey will be undertaken and, if required, an onsite service sweep using multi-frequency electro-magnetic equipment and dual-frequency ground penetrating radar. All services will be documented on a drawing and marked on the ground for identification.

3.4 Structure

Pending advice of structural engineer, demolition of external walls to the existing facility – especially those bounding existing TC areas – will be deferred as much as possible to ensure the TC environment is compromised for the least time possible i.e., new extension structure may be built first and later scaffolding will be erected where existing walls are to be removed (northern, western and southern perimeter walls). This scaffold will be the working platform by which careful removal of the existing cladding will take place. Care will be taken not only to protect the existing structure which will be preserved to allow for the proposed extensions to tie into the existing but also to ensure minimal disruptions are caused to the internal operations. Where warranted additional fall protection will be installed e.g., if removal of any part of the existing roof is proposed for integration with the new roofs.

The development is expected to involve installation of steel portal frames with steel columns that transfer loads directly to footings and/or piles beneath. A detailed and approved engineering design will be developed prior to the issue of a Construction Certificate (CC). Steel members that make up the structure will arrive to site in prefabricated lengths via the Woolworths Way entry and unloaded via mobile crane(s). Depending on the individual size, these members will then either be assembled on site prior to erection or lifted directly into place before being bolted/welded as required. Some members for the warehouse will need to arrive to site in shorter lengths for transportation purposes before being assembled on site in its final configuration. The roof for the warehouse and outbuildings is expected to be sheet metal and install will be similar in nature. These works will be conducted by suitably qualified tradesman including licenced crane operator, rigger, dogman, steel workers and be undertaken only during safe weather conditions.

Slabs enclosed by the structure are likely to be on grade and composed of reinforced concrete where concrete is placed via concrete pump. The hardstands and carparks are expected to be rigid pavement construction and composed of reinforced concrete (also laid via concrete pumps) over compacted subgrade and densely graded base. Concrete trucks will be required to enter the site via both Woolworths Way and Warren Road depending on which pour is being undertaken and where the concrete pump is positioned. The slabs and hardstands are likely be constructed in multiple pours to improve efficiency, balance construction resources, and improve accessibility around the site. A detailed and approved engineering design for the pavement design will be

developed prior to the Construction Certificate by an appropriately qualified civil and/or structural engineer in accordance with the relevant standards and codes of practice.

3.5 Façade

For protection from movements of internal material handling equipment such as forklifts and movements by trucks externally, dado walls - where the lower portion of the wall will be made from precast concrete whilst of the wall above will be light weight steel structure clad in sheet metal - will be utilised for the warehouse. In some instances, the external walls enclose a temperature-controlled environment and will therefore need be clad in a highly insulated panelised material to improve thermal and construction efficiency, respectively. These panels will be lifted into place via crane and fixed by trades internally to the building or externally via a scissor lift or similar. Outbuildings will be merely clad in sheet metal and similarly installed.

Other than necessary doors (pedestrian or truck dock) minimal openings have been proposed on the extensions and outbuildings. These will be installed during or directly after the installation of the sheet metal cladding.

3.6 Services

One of the first components to be built as part of the proposed works will be fire sprinkler tanks and pump room – both likely to be built from concrete. Building services that will need to be built include but are not limited to fire sprinklers, plumbing for potable water and sewage, ducting for air conditioning/ventilation systems, refrigeration plant, lighting and electrical power to service various equipment e.g., dock doors, dock levellers etc. Rough in services works will commence after the structure has been erected and the roof sheeting laid. High-level services like pipes and ducting will be mounted to the underside of roof structure via cherry pickers, scissor lifts or temporary internal structures. Remaining consistent with the existing facility, rooftop plant is not expected and will likely be located in a dedicated area on ground level. In slab electrical and plumbing services may be applicable and cast into the slab.

As implied via the indicative staging plan in figure 3, a staged delivery is expected to maximise the continuity of existing operations. Similarly, new spaces like the ripening rooms will be connected and commissioned as soon as practicable to allow utilisation of said space and integrated into operations.

3.7 Fit Out

Fit out works to the warehouse facility will predominately be comprised of the delivery and installation of racking and other fixtures, fittings and equipment and will be positioned by smaller cranes and by hand in conjunction with platform lifts, boom lifts etc.

04

4 Site Setup and Materials Handling

4.1 Site Office

It is anticipated that site accommodation, amenities and the site office will be set up along the north or western boundary of the site in a highly visible and easily accessible location from site entries (for larger vehicles and deliveries).

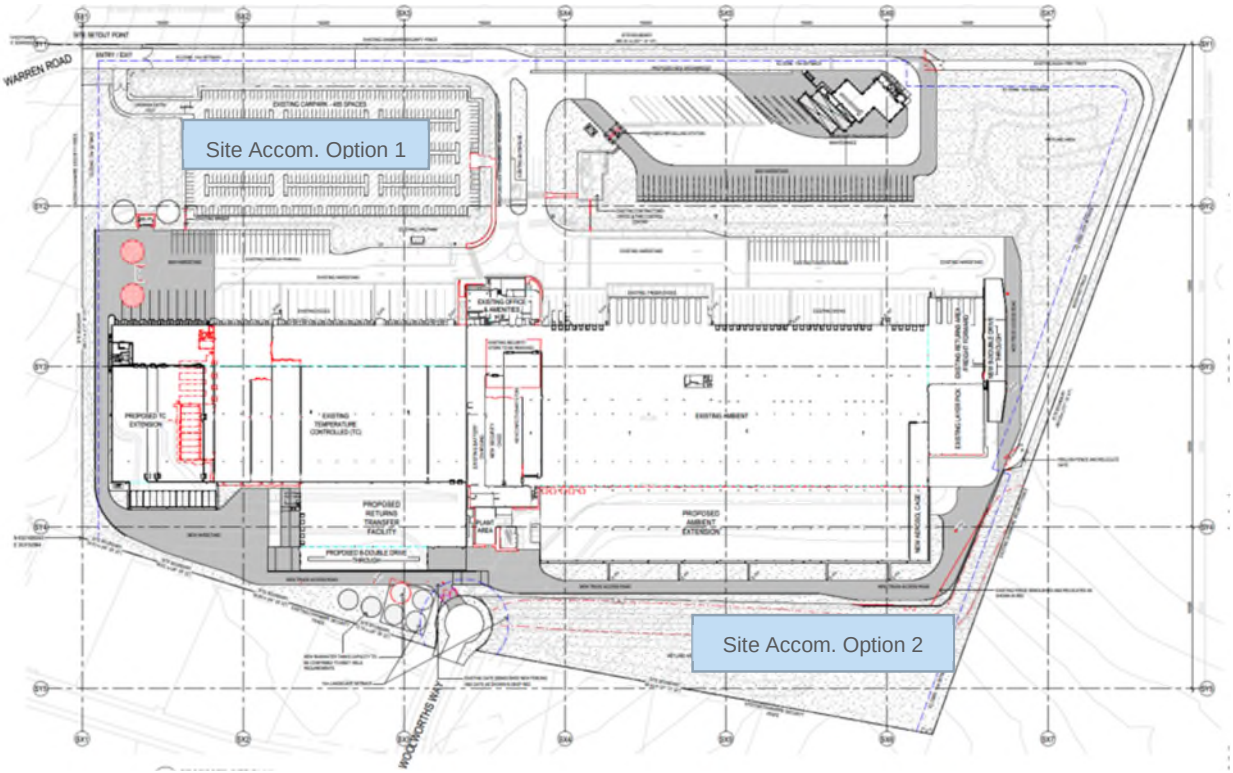

Figure 4 – Proposed location of site office and sheds marked in blue on demolition plan.

4.2 Hoardings and Gantries

Various hoarding types may be used to separate the live construction site from the public and the class type of hoarding is to be confirmed at a later date, prior to the early works and attainment of Construction Certificate. The selected hoarding type will be built to current Australian codes and standards to provide protection to adjoining buildings and/or pedestrians access thoroughfares.

4.3 Traffic Management

Woolworths Group Limited has commissioned a Traffic and Access Report prepared by Colston Budd Rogers & Kafes (CBRK) dated January 2022 to support the SSDA in accordance with the secretary's environmental assessment requirements (SEARs).

The overall principles for traffic management during construction of the development are:

- Provide a convenient and appropriate environment for pedestrians.
- Minimise effects on pedestrian movements and amenity.
- Manage and control vehicular movements to and from the site.
- Maintain traffic capacity at intersections and mid-block around the site.
- Maintain access to other properties adjacent to the site.
- Restrict vehicle activity to designated truck routes through the area.
- Maintain safety for workers.
- Provide appropriate access to the site for construction traffic; and
- Manage and control vehicle activity in the vicinity of the site.

Most construction vehicles will access the site from Woolworth Way entry to the south-east. Necessary suitable measures will be put into place to minimise the disruption to Woolworth Way such as:

- Arranging for vehicles to arrive outside peak hour traffic times.

- Where possible, allow the inbound vehicle to enter the site boundary thereby maintaining a clear lane of traffic.
- It is not anticipated that any on-street works zones will be required. However, if works zones are required, separate applications will be made to Central Coast Council.

The construction Contractor will prepare a further detailed Construction Traffic Management Plan (CTMP) in consultation with a suitably qualified Traffic Engineering consultant, and it will be ratified through the issue of a Construction Certificate. The intent of the CTMP will be to minimise the impact to the local area that the construction site and associated traffic e.g., movement of vehicles involved in delivery of materials, movement of vehicles involved in handling and installation of materials, movement and parking of site personnel vehicles etc. will have. Possible cumulative impact of construction in the area will be taken into consideration and, where possible, the vast area of the site will be fully taken advantage of to reduce stress to public roadways.

If required, the CTMP will be updated as necessary to reflect anticipated changes to the site configuration should the Contractor vary their construction methodology and staging.

Traffic will generally be managed in the following way:

- Designated transport routes will be communicated to all personal and enforced.
- Designated peak hour and non-peak hour delivery vehicle waiting areas will be established.
- Strict scheduling of vehicle movement will occur to minimise off site waiting times.
- On-site parking will be made available to site workers to minimise occupancy of publicly available street parking in the surrounding site. Further, where possible, the use of public transport and car sharing will be encouraged.
- Vehicle movements will be compliant with any relevant Conditions of Consent and broader road-use regulations, particularly with regard to hours of work, materials loading and unloading, and over size deliveries and installation.
- Stakeholder feedback mechanisms will be established.

Either Warren Road or Woolworths Way will accommodate the nominated vehicular entry and will be manned and controlled by a certified traffic controller.

Due to the scale of the site, it is expected that trucks will be able to move in forward directions both when entering and exiting the site reducing risk of accidents and increasing efficiency of deliveries.

4.4 Street Closures

It is not anticipated at this stage that any street closures will be required due to the nature of the site. However, if required and for works to be completed safely, some temporary street closures may be required. Should this eventuate, these closures will be communicated in advance by the construction contractor, with approvals sought from all relevant Authorities. Wherever possible these closures will be scheduled for non-peak times. A specific management plan will be established to ensure the best possible outcome.

4.5 Pedestrian Safety and Site Access

The site frontages on both Warren Road and Woolworths Way both have relatively low pedestrian activity zones. However, pedestrian access will be maintained along these roads at all times and will be managed by Traffic Control and overhead protection if warranted. Pedestrian movement will be controlled at the site entry through the use of gates – these gates will be closed whilst vehicles are entering/exiting the site and controlled by Traffic Control.

Pedestrian direction signs will be installed on both primary and secondary frontages to advise road users of changed traffic conditions. Additionally, no unauthorized personnel will be permitted within the site unless accompanied by the site supervisor.

In accordance with OH&S requirements all visitors accessing the site will be required to wear the appropriate Personal Protective Equipment (PPE) to ensure that they are visible to moving traffic.

4.6 Emergency Vehicle Access and Police Vehicles

During all stages of the construction, care will be taken to ensure there is no disruption to the path of emergency vehicles on the public roadways bounding the site.

4.7 Construction Zones and Material Handling

4.7.1 Construction Zone

In accordance with the CTMP prepared by CBRK, should a work zone will be required on either Warren Road or Woolworths Way a separate application will be made to Central Coast Council. All construction activity will occur on site or within the nominated and approved street work zone.

4.7.2 Material Handling

Movement of materials is expected to be predominantly entering the site and material will be unloaded from trucks that are inside the site boundary minimising disruption to local traffic.

Management of the environmental considerations associated with the removal of materials and construction debris such as site discharge, truck washing, silt protection and dust control is addressed in section 6 of this Plan.

Coordination meetings will be held as required to review material handling requirements for the upcoming days to ensure minimal disruption to local traffic.

4.8 Waste Management

Woolworths Group Limited has commissioned a Waste Management Plan (WMP) by LG Consult dated 07/02/22 document the anticipated procedures that will be undertaken to manage the wastes generated as part of the construction. It outlines details of estimated quantities, classification, storage, handling and disposal of waste associated with the life of this development.

A requirement will be set for the selected contractor to further develop these plans and initiatives as part of their WHS plan. The WHS plan will be relevant to the final construction methodology and will acknowledge that a tidy site is a safe site, and this principle will be maintained throughout the construction duration.

Rubbish bins / skips will be provided at strategic positions throughout the site (refer to construction waste bin plan, figures 3-6 of WMP by LG Consult), with all subcontractors required to clear their rubbish as it accumulates. These bins will be removed from the immediate building site and loaded by forklift into larger skips for removal from site. Change overs will occur as necessary and be undertaken within designated work zones.

As part of the WMP a Demolition and Construction Waste Reduction Plan is proposed to be employed involving multiple procedures from wastage minimisation initiatives to recycling, refer to the WMP for further details. The contractor will further develop a site-specific Construction Waste Reduction Plan / Waste Minimisation Plan that is included as a sub plan of the Environmental Management Plan in accordance with the contractor's Environmental Management System to ensure optimum waste management initiatives are implemented. The aim of this plan is to minimise the amount of waste produced during the development and manage that waste in order to reduce the amount going to landfill.

The Construction Waste Reduction Plan / Waste Minimisation Plan will exceed regulatory requirements and meet compliance with Green Star benchmarks set for the Project. In line with Woolworths' ecologically sustainable ambitions, these plans and benchmark targets will be imposed onto the nominated contractor and progress and performance monitored.

In setting such high standards and to achieve waste re-use and recycling onsite, the site-specific Waste Minimisation Plan will be implemented. The contractor's project team will be trained in the WMP, and the subcontractors informed on variations to the required changes from the industry 'business-as-usual' approach.

The contractor's subcontract trade packages will be prepared and tendered to ensure optimum recycling through Waste Management.

Per the WMP, the contractor will provide specifically labelled recycling bins for materials.

Further to the above, to ensure implementation of the above initiatives and plans, Woolworths Group Limited will require the contractor to conduct regular internal and external audits of the above and circulate results of such audits.

4.9 Temporary Infrastructure

Woolworths Group Limited has commissioned a Services and Infrastructure Assessment prepared by Land Partners (LP) dated February 2022 to support the SSDA in accordance with the secretary's environmental assessment requirements (SEARs). Site investigations and LP's assessment confirms sufficient water and power will be available to service the requirements of the site during construction.

4.9.1 Electrical Power

Existing power supply to the portion of buildings to be demolished will be made safe. The electrical feed at the main switchboard/s will then be used for providing temporary construction power supplies until such time as the new permanent incoming supply to the proposed portion of building has been tested and commissioned.

Temporary electrical services including power, lighting, and data will be provided where required for:

- Hoarding and security lighting.
- Temporary power boards on site.
- Power for site amenities.
- Nurses call and evacuation system.

4.9.2 Temporary Hydraulics

Temporary hydraulics including cold water, hot water, sewer, and drainage will be provided where required to:

- Site toilets, hot water boiler and showers.
- First aid and lunch amenities.
- Site office amenities and kitchens.
- Bubblers fitted on the site.
- Wash-out drums with settlement tanks as noted in the Environmental Management Plan.

4.9.3 Fire Control Measures

Temporary fire control measures consist of:

- Fire extinguisher stored with each piece of plant.
- Fire extinguishers/blankets available at the construction site office and accommodation.
- Fire extinguishers adjacent to hot works.
- Hot work permits will be required onsite.
- Site sheds to be constructed from fire rated material.
- Good housekeeping to ensure fire risks are reduced.
- Fire drills included as part of emergency procedures.

05

5 Adjoining and Neighbouring Owners Management

5.1 Communication

Prior to commencement of works, the Contractor will undertake a communication meeting with the Stakeholders and surrounding commercial and industrial tenants. This briefing will involve an outline of the construction sequence, together with an overview of the staging and timing of the works. This initial meeting will provide an opportunity for input from the Stakeholders and tenants before finalising methodology.

To ensure ease of communication between all parties, a protocol will be established to:

- Define lines of communication and appoint a single point of contact for neighbours.
- Times for site inspections within the leased premises.
- Specific dates for regular communication meetings.
- Clarify the escalation process.
- Implement the Disruption Shutdown Application (DSA).

It is essential that the Stakeholders are aware of current and future activities, both within the site externally and how these could impact on tenants and customers.

Points of contact between the Contractor's project team and Stakeholders will be agreed for various scenarios, with Stakeholders provided with 24-hour contact numbers.

Inspections of areas will be conducted as required so potential issues can be identified and addressed.

Key personnel from the Contractor's project team will be available to attend stakeholder internal briefings if required to communicate details of the proposed works to their respective team members.

5.2 Services Interruptions and Impairment

The Contractor will be responsible for establishing a Disruption Shutdown Application (DSA) procedure. Prior to any services being impaired or work being carried out which are likely to impact upon adjoining Stakeholders, a DSA will be made.

This process will be implemented on the project to provide advance agreement for specific work activities to be carried out. DSA's will typically be made several weeks in advance of proposed work and in line with the agreed project notification durations. Depending on the risk profile of the proposed work, the agreed notification durations may be required with additional advanced notice.

The complaints response process for the Project will be outlined in the Communication Plan when it is developed by the contractor. This Plan will describe the contractor's approach and procedures for communication with internal and external Stakeholders, necessary authorities, and the general public.

5.3 Emergency Contact Details

The initial point of contact for the Project for complaints or emergencies will be the Contractor's Project Manager and the Site Manager.

- Project Manager: TBC
- Site Manager: TBC

The responsible person and contact details will be displayed on the site notice board per legislation. The responsible person will be available at any time of day or night.

As other key personnel commence onsite, further names and contact numbers will be issued and displayed prominently on-site sign boards.

06

6 Environmental, Heritage & Archaeological Management

On commencement of site mobilisation, all subcontractors will be inducted into the Environmental Management Plan and all subcontractors will have had their plans audited and approved by the contractor.

6.1 Occupational Health and Safety

The contractor will be the nominated "Principal Contractor" as required under the OH&S Act. This role will require the careful and controlled management of worker and public safety. Detailed methodologies are yet to be developed, however typical approaches include job training, toolbox talks, and implementation of emergency management plans, safe work method statements, regular OH&S meetings and audits to confirm to compliance.

The contractor will be required to report on OH&S statistics on a regular basis and at a minimum with the lodgement of each monthly Progress Claim.

6.2 Hazardous Materials

A Hazardous Building Materials Assessment is not required of the site as Woolworths Group Limited were the developer of the original build and are the current landowners and tenants for the site. During the original construction of the warehouse, office and hardstand a hazardous materials report was completed with no findings. In addition, LG Consult's Waste Management Report 14th March 2022 notes in Table 1 under section 1.1 that no hazardous materials survey would be required for any demolition or alterations works as the site was constructed in 2005 and no hazardous materials are identified in the building.

Nevertheless, in the event that previously unidentified hazardous materials are uncovered once site works have commenced, the following procedures and principles will be followed:

- Notification to client and project Stakeholders.
- The contractor to develop a remediation management plan.
- Advise the client of the most cost and time efficient solutions to remediate the impacted areas whilst adhering to industry best practice standards.
- Agree strategy and commence implementation.

General procedures for hazardous materials removal (including asbestos) will usually be carried out according to required Standards and legislation, but often specific details and procedures will be developed upon material identification. Detailed work method statements will be produced identifying processors, this may include processes such as:

- The area to be decontaminated to be isolated at a minimum 10 metre radius.
- Asbestos warning signage to be erected to inform people of the nature of the work being carried out.
- No unauthorised access' signage to be erected.
- Water points to be established for dampening down dust.
- Personal Protective Equipment (PPE) including but not limited to Hard Hat, Safety Boots, Disposable Coveralls to the required Standard, Gloves, Respirators/Face Masks to the required Standard and Glasses to be worn at all times when in the Hazmat removal zone.
- All personnel involved in the removal of asbestos to have attended and completed the approved Workcover courses and to be the holders of valid Work Cover approved asbestos removal licenses.
- Tools and equipment appropriate to the type of asbestos containing material to be used for its removal in order to minimise the disturbance of the material thus preventing the release of fibres.
- Where appropriate, water to be used to keep the material slightly damp thus minimising the chances of dust and fibres being released.
- All asbestos waste to be wrapped in 200pm plastic and tightly secured with Asbestos warning labels attached.
- All asbestos waste to be removed from site and disposed at a licensed EPA asbestos disposal facility.
- Asbestos waste to be removed at the end of each shift. Stockpiling of asbestos will not be permitted.
- Clearance certificates to be provided on completion of Hazmat removal, including any air quality monitoring clearance certificates if asbestos has been removed in confined spaces.

6.3 Council Assets and Infrastructure

The protection of all council infrastructure including trees, overhead and inground cables, and existing services will be managed to ensure that all infrastructure is maintained, and in the same condition at the completion of the project.

The following protection procedure will be adopted by the contractor:

- Ensure all existing services are identified and terminated or diverted as appropriate.
- Ensure movement or placement of construction plant does not damage infrastructure.

- At the beginning of construction, advise adjoining and nearby properties of commencement date, possible disruptions, and approximate construction time.
- Protection provided as appropriate to individual services

6.4 Site Discharge

Any discharges from the site will be strictly controlled to ensure hazardous materials and contaminants are contained to authority requirements and do not pollute the council storm water system. The contractor will have within its standard procedures, the requirement of spill kits for hazardous materials also including environmental audits that review the usage and storage of hazardous materials onsite.

6.5 Dewatering

The Developer and contractor are committed to the management of water discharge from the site throughout the duration of the project. To ensure effective management, a 'Soil and Water Management Plan' (Appendix C of Costin Roe's Water Cycle Management Strategy) as a sub-plan to the Environmental Management Plan will be implemented.

Key management strategies include:

- Objective – Avoid the release of contaminants to waterways / drainage systems and reduce/avoid erosion
- Target – All water discharged complies with the Healthy Waters State Planning Policy
- Measure – Water Quality records confirming compliance with pre-discharge limits. These and other water quality aspects at the site will be controlled by:
  - Weekly environmental inspections.
  - Water quality recording.
  - Training for responsible staff.
  - Toolbox talks for trade staff.
  - Subcontractor Environmental Work Method Statements.

6.6 Truck Wash Facilities

A truck wash down area will be in place on site near the access/egress point on Redfern Street. Construction zones will be kept clean at all times to ensure tyres of trucks and vehicles exit in the same condition that they have entered with the use of a rumble grid.

6.7 Silt Protection Maintenance of Roads

A stormwater and sediment control plan will be developed by the contractor to ensure that stormwater from the project does not enter adjoining properties or access roads and that no water entering the council stormwater system contains silt or other contaminants.

The stormwater and sediment control plan includes, but is not limited to, providing further detail to the below key control measures:

- Extent/location of silt protection to be installed.
- Extent/location of sediment basin to be installed.
- Regular weekly checks of silt fences, banks and the like.
- Specific checks after any significant storm event to ensure integrity and performance of silt protection.
- Sediment fences to be repaired as required and excessive sediment deposits should be removed.
- Water quality samples must be taken and analysed prior to the release of any water from the sediment pond/catchment.
- All water quality data including dates of rainfall, testing and water releases must be maintained in an onsite register.
- Maintenance and cleaning of adjoining and surrounding access roads.

6.8 Ecological Sustainable Design (ESD)

Woolworths Group Limited has commissioned an ESD Report prepared by Northrop (NR) dated 23/02/2022 to support the SSDA in accordance with the secretary's environmental assessment requirements (SEARs).

While due to the scope of the development, the project is not eligible to target for a Green Star Buildings Rating under Green Building Council of Australia, project specific sustainability initiatives have been established based on the Global Sustainability Megatrends developed by the World Green Building Council and some of the proposed initiatives for the building include, but are not limited to:

- Implementation of a large-scale rainwater capture and reuse system
- Efficient building services design
- Large scale on-site renewable energy generation
- Installation of electric vehicles charging infrastructure
- Effective internal noise level control
- Procurement of sustainable materials
- Waste minimisation strategies.

6.9 Air Quality and Dust Control

Woolworths Group Limited has commissioned an Air Quality Impact Assessment prepared by North Star Air Quality (NSAQ) dated 24/02/2022 to support the SSDA in accordance with the secretary's environmental assessment requirements (SEARs).

Construction impact on air quality is predominantly concerned with the generation of uncontrolled emissions of dust. NSAQ's assessment of the construction phase impacts to air quality, utilising a risk-based assessment procedure, has been outlined below.

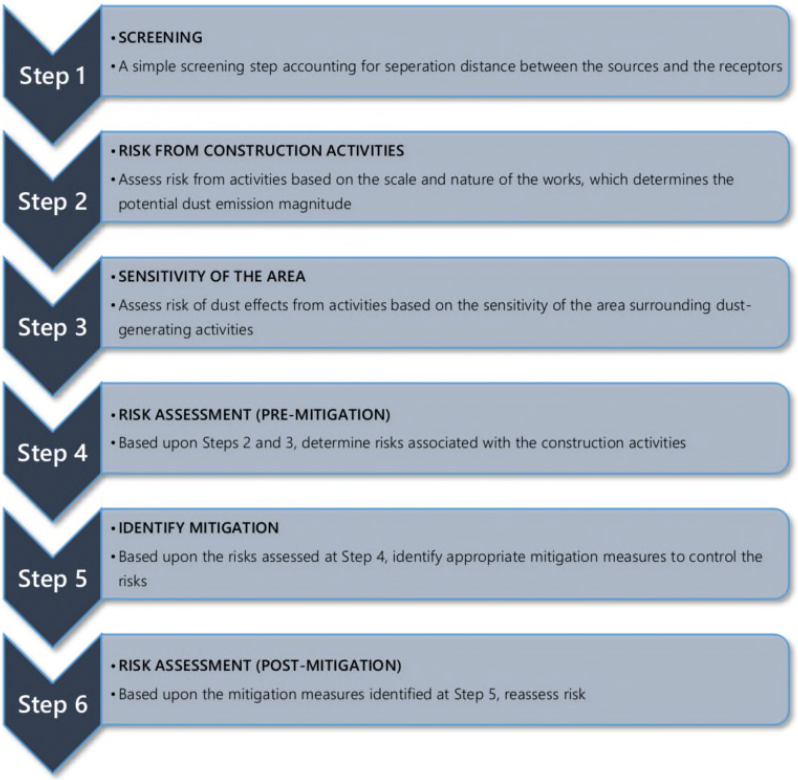

Figure 5 - Construction phase impact risk assessment methodology. Extract from NSAQ.

Mitigation measures proposed during construction include avoidance of scabbling of concrete surfaces, ensuring sand and aggregate are stored in bunded areas, ensure cement and any other fine powdered materials are delivered in enclosed tanks and stored in closed containers etc. Refer to NorthStar's report for further detail.

Dust control will be implemented in areas of all active demolition and construction. Dust control will also be implemented within the construction zone as determined by the contractor, and as required for the health and safety of employees.

All works will be undertaken in accordance with a 'Construction Air Quality' sub-plan as part of the Environmental Management Plan. Dust control measures will be implemented as required, and in accordance with Protection of the New South Wales Environment Operations Act.

Dust management will be most critical during the demolition and excavation phases of the project. All subcontractors involved with these works will be required to provide Environmental Work Method Statements that specifically address dust management.

Methods of reducing dust that will be implemented are:

- Encapsulating work zones through the construction of engineer designed full height dust proof structures/hoardings.
- Utilising concrete saw cutting techniques to reduce dust generation.
- Continuous cleaning throughout dust generating work activities.
- Ensuring demolition debris skips are covered at all times.
- Site perimeter – appropriate hoarding will be provided where necessary on the boundary during the overall construction phase and perimeter scaffolds clad in shade cloth will be provided during demolition to minimise the escape of dust.
- Demolition and excavation – Working surfaces will be watered down as required with stock piling of material minimised.
- During construction activities, a high level of housekeeping will be performed by the contractor to minimise the likelihood of windblown dust including the banning any dry grinding.

6.10 Noise and Vibration Management

Particular care will need to be taken during the construction of each phase of the project to control noise and vibration. A forecast of the potential impacts of noise and vibration along with an evaluation of works/activities during the demolition, excavation and construction of the project has been commissioned by Woolworths Group Limited. This has been documented in the Noise & Vibration Impact Assessment dated 22/02/22 by Renzo Tonin & Associates (RT&A). The plan outlines the feasibility for noise and vibration impacts to be controlled and minimised through certain measures.

Methodologies and plant selection for demolition and excavation will be reviewed to determine the most practical and programme-effective solutions for these works. This active approach will mitigate the potential for human discomfort and noise and vibration disruptions to surrounding key Stakeholders.

Work practices that minimise noise and vibration will be used wherever possible. These include but are not limited to the following:

- Flexible working hours avoiding noisy work during peak business operation times.
- Reviewing tool and plant selection in an attempt to select plant with superior acoustic performance.
- Plant and equipment fitted with silencers where possible.
- Acoustic testing of proposed methodologies prior to commencing work.
- Erection of temporary screens to encapsulate dust and noise.
- Diligent housekeeping to minimise the generation of dust.
- Methodology development aimed at finding alternatives capable of reducing noise and vibration where possible.
- Location of major plant such as cranes away from noise and vibration sensitive areas where possible.

The following items outline some of the contractors key control measures which can be applied during the demolition and construction phase to assist with noise reduction:

- Plant known to emit noise strongly in one direction would, where possible, be orientated so that noise is directed away from noise sensitive areas.
- Machines fitted with engine covers would be kept closed when not operating.
- The height materials are placed either into or out of trucks would be limited where possible.
- Stationary and mobile equipment including offsite vehicles would be maintained regularly.
- Operation would be limited to occur within the approved hours.
- Continuous training through inductions and ongoing meetings would be provided for operators, labourers, subcontractors and supervisors, to keep minimal noise impacts on local residents and businesses top of mind.
- Notifications of particularly noisy works would be undertaken prior to any planned works commencing. This would include either personal or community meetings with adjoining properties owners and/or tenants, this process will be undertaken in particular prior to Demolition and Excavation phase of the project.
- Regular servicing of equipment, or when an individual plant item is identified as being particularly noisy, would be conducted.
- A construction noise monitoring plan for the construction period prior to commencing works would be designed and implemented.
- All complaints in relation to noise would be monitored and recorded.
- An onsite person would be identified as the contact point in the event of noise complaints with contact details provided within the Construction Management Plan.

6.11 Monitoring of Noise and Vibration

Given that the predicted noise levels presented in Section 5.5.1 of RT&A's report do not show exceedances of the standard hour's construction NML at residences, verification noise monitoring is not considered necessary during the Proposal construction stages. However, should complaints be received then monitoring may be necessary as part of the investigation into the complaints.

6.12 Heritage and Archaeology

As stated in the Aboriginal Cultural Heritage Assessment Report (ACHAR) by Artefact dated February 2022, the site has been assessed to have nil-to-low Aboriginal archaeological potential and therefore there is minimal probability that archaeological investigation could be required. The consultant has noted that no Aboriginal heritage constraints have been identified for the proposed works and works may proceed with caution.

Notwithstanding, per the recommendation in Artefact's assessment, should any archaeological investigation be required, then the Contractor will be responsible for employing suitably qualified and experienced archaeological consultants to perform site investigations and recovery of items of heritage or archaeological significance whilst also notifying Heritage NSW and Darkinjung Local Aboriginal Land Council (LALC).

6.13 Arboricultural Impact Assessment

Woolworths Group Limited has commissioned an Arboricultural Development Impact Assessment Report (ADIAR) by Birds Tree Consulting (BTC) dated 22/02/2022. The report outlines the health, condition and stability of the sites trees as well as their viability for retention within the proposed development.

Section 8.0 of the ADIAR provides the necessary pre-construction measures that are required for all tree protection before an excavation, grading and site works commence. Tree protection works shall be inspected and approved by a Consulting Arborist meeting AQF Level 5 prior to construction works commencing.

The contractor will be required to review the Tree Protection Zone's (TPZ) noted in BTC's report prior to commencing works. A plan and subsequent signage and/or hoarding should be erected in line with the TPZ's of exclusion zones for the below harmful activities:

- Storage of materials
- Mixing of materials
- Vehicle parking
- Disposal of liquids
- Machinery repairs and refuelling
- Site office and sheds,
- Lighting of fires, and
- Stockpiling of soil, rubble, or any debris.

6.14 Biodiversity Report

Woolworths Group Limited has commissioned a Biodiversity Development Assessment Report (BDAR) by Eco Logical Australia (ELA) date 25/03/2022. This BDAR was prepared to meet the requirements of the Biodiversity Assessment Method (BAM) 2020 as part of a State Significant Development (SSD) for the redevelopment of the existing Wyong Regional Distribution Centre (RDC)

The proposed development has avoided and minimised direct and prescribed impacts on biodiversity by upgrading an existing RDC with a history of large-scale clearing, rather than proposing to develop a new site with remnant vegetation.

Table 29 of the BDAR proposes actions required to mitigate and manage direct and indirect impacts at the development site which will be necessary for the contractor to address before, during and after construction. These include but are not limited to:

- Carry out pre-clearance survey to ensure fauna are not present prior to clearing.
- Pre-clearance survey of trees to be removed and identification/location of active nests by a suitably qualified ecologist.
- Boundaries of the impact area to be clearly delineated with fencing, retained areas marked with "No Go" signage.
- Install sediment barriers and erosion control during and post construction to prevent runoff into adjacent streams/dams. Maintain controls throughout construction and undertake weekly inspections. Detailed

stormwater controls should be designed and implemented during which manages quality and quantity of stormwater into the adjacent vegetation and aquatic habitats.
- Daily timing of construction activities is recommended in accordance with Table 1 of Interim Noise Guidelines (2009).
- Conduct construction works during daylight hours.
- Dust management controls should be implemented during construction. Dust is unlikely to be a long-term and significant issue during the operational phase.
- Vehicles, machinery and building refuse should remain only within the development site and disposed of at an appropriate waste management facility.
- Weed management to be undertaken where required. Vehicles should be washed down before entering and exiting the site to prevent the spread of weeds to or from the site boundary. In particular, machinery work on or nearby dams are required to be washed down in order to prevent the potential spread of chytrid fungus into the development site.
- All staff working on the development will undertake an environmental induction as part of their site familiarisation. Site briefings should be updated based on phase of the work.
- Ongoing maintenance should be undertaken to ensure retained vegetation is not degraded over time as a result of edge effects and weed incursion. Planted vegetation should include local native species.

The measure proposed to mitigate and manage prescribed biodiversity impacts resulting from dam removal during construction are outlined in Table 30 of the BDAR.

- During operation, retained native vegetation should be maintained and improved through restoration and rehabilitation.

6.15 Aviation Impact Assessment Report

The Aviation Impact assessment report commissioned by Woolworths Group Limited from AviPro (dates 07/03/22) notes the key considerations for construction within the OLS:

The following key deductions can be made:

- The Woolworths Wyong RDC buildings will not protrude into the Central Coast Airport OLS once constructed.
- The Woolworths Wyong RDC buildings, once constructed, will not impact the Wyong Hospital HLS approach and departure paths.
- Tower cranes will not be erected for the Woolworths Wyong RDC development thus they will not protrude into the Central Coast Airport OLS.
- Operators of mobile cranes will need to be cognisant that they must not exceed 52.62 AHD without approval.

It is recommended that clarification prior to construction be clarified with the Central Coast Council by the head contractor.

07

7 Conclusion

7.1 Conclusion

This preliminary Construction Management Plan demonstrates the construction activities involved for this development have been well considered and the environmental impact associated can be managed and minimised. This Plan in conjunction with reference to other plans, assessments and reports commissioned by Woolworths Group Limited (e.g. Traffic and Access Report/Construction Traffic Management Plan, Construction Waste Management Plan, Preliminary Construction Noise and Vibration Management Plan, Air Quality Impact Assessment etc.), has demonstrated the ability for this development to handle both expected barriers and unexpected circumstances/events during construction and ultimately result in a considered response.

Furthermore, this preliminary plan validates the intent to ensure all construction is properly facilitated, integrated, and coordinated to deliver certainty to the objectives of the project but also satisfies key surrounding Stakeholders and authorities. It forms the basis of the expected objectives of the development in its construction phase and the expectations of the future contractor and construction management team.

It is imperative to note that the final details of the Construction Management Plan to be employed on the development is subject to adjustment pending Contractor award, nominated construction methodology and contractor/subcontractor work method statements. However, the overarching principles outlined for construction methodology, site establishment/set up, public safety, materials handling, stakeholder management, environmental management, heritage, and archaeological management will be preserved.

Level 19, 9 Hunter Street
Sydney NSW 2000
T +61 2 8272 9300

Level 12, 500 Collins Street
Melbourne VIC 3000
T +61 3 9653 0600

E info@rootpartnerships.com.au

Root Partnerships Pty Ltd
ABN 62 065 072 193

rootpartnerships.com.au