



Figure 1: Artist's impression (Collins and Turner, 2016).

Construction Management Plan

For Development Approval Only

'The Squire's Landing'

Tenancy 5, Overseas Passenger Terminal
Sydney

Ridgemill Project Management

September 2016

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DOCUMENT REVISION STATUS

Note - Any amendments or changes to text will be in "Italics and blue."

REVISION #	ISSUE DATE	SECTION	REVISION DETAILS
0	23 August 2016	ALL	Prepared for review by Ridgemill Project Management Pty Ltd
1	26 August 2016	ALL	Prepared for submission by Ridgemill Project Management Pty Ltd
2	14 September 2016	ALL	Amended as requested by PANSW.
3	21 September 2016	ALL	Updated contact details, inclusion of GPG Guidelines (Attachment 1) and Demolition Plan
4	9 November 2016	ALL	Respond to PANSW queries, update for Exempt/Complying Development.
5	11 November 2016	ALL	Updated Early Works Demolition Plans

1. INTRODUCTION & SCOPE

1.1 Project Summary

The project seeks to use Tenancy 5 as an indoor and outdoor restaurant and bar (incorporating a micro-brewery) as detailed below:

- Fitout, alterations and additions of Levels 1 & 2 for use as a restaurant and bar
- External amendments to the OPT building including:
 - replacement of existing glazing on the northern and eastern elevations, with new window and door openings
 - New ground floor terrace treatment and additional outdoor seating areas
 - New Level 1 balcony on the western elevation
 - New outdoor decks on Level 1 on the east and north elevations and within the tower drum providing additional outdoor seating
- New retractable awning/sun shading structure to proposed outdoor seating areas
- Landscaping of outdoor areas
- New micro-brewery within a pod structure located outside the OPT building.

1.2 Proposed Hours of Operation

1. The proposal seeks development consent for the following hours of operation (internal and external areas):
 - 6:00am to 12:00 midnight Sunday to Thursday inclusive
 - 6:00am Friday to 1:00am Saturday
 - 6:00am Saturday to 1:00am Sunday
 - 6.00 am to 2.00 am on January 1
2. The current and proposed hours of operation under the existing On Premises Liquor Licence (as amended to apply to the proposed licensed area of the entire tenancy) including:

Standard Trading Hours (Internal and External Areas)

- 10:00am to 12:00 midnight 7 days a week; and

Additional Trading Hours on Public Holidays (Internal and External Areas)

- Good Friday – 12 noon – 10:00pm
- Christmas Day 12:00 noon – 10:00pm
- December 31 – 6:00am to 2:00am on January 1

1.3 Proposed Entertainment

- Live music in accordance with the Plan of Management and Noise Report (limited generally to amplified music consisting of solo or duos and excluding a designated or purpose built dance floor and DJs)

1.4 Existing Site Conditions

The existing site is Tenancy 5 of the Overseas Passenger Terminal located at the north western end of Sydney's Circular Quay.

The site is owned by the Port Authority of NSW and is adjacent to land under the management of Government Property NSW Sydney Harbour Foreshore Association (SHFA) and will therefore require management in accordance with the requirements of the Port Authority and in consultation with SHFA.

1.5 Statement of Port Activities from PANSW

The OPT was originally constructed in 1959/1960 with the ground floor dedicated to cargo while the first floor contained customs and passenger facilities. A decline in passenger numbers in the 1980s as a result of the advent of cheaper air travel resulted in a decision that up to a third of the terminal area was no longer required for operational purposes. A redevelopment ensued between 1985 and 1987, by Lawrence Nield and Partners, which included the insertion of restaurants and cafes and the construction of a tower structure at the northeastern corner of the OPT. A further redevelopment of the OPT was undertaken in the lead up to the 2000 Olympics in order to provide enhanced public access, including the insertion of three new restaurants (including 'Tenancy 5'), new lifts, improved foreshore access and public viewing decks on the top two levels. The most recent redevelopment of the OPT in 2014/15 focussed on improvements to the terminal facilities and the operational capacity of the terminal. This was driven by strong growth of the cruise industry in Sydney since 2000. Cruise ship berthing at the OPT has grown from 17 ships in the 2000/01 financial year to approximately 185 ships in the 2015/16 financial year, with a coinciding increase in the size and capacity of cruise ships, requiring internal modifications to the building, an expansion of the building at the southern end, reconfiguration of roadways, vehicular access improvements, provision of new vertical transportation and an extension of the wharf to the north. The 2014/15 upgrade did not directly affect Tenancy 5.

In addition to its primary function as a cruise ship terminal, the OPT currently contains four restaurant tenancies, including Tenancy 5, provides valuable public space in areas surrounding the building and hosts functions and events of various types both inside the building and in exterior areas, making the OPT site a critical and important component of Circular Quay and of the 'Cultural Ribbon' along the harbour foreshore.

1.6 Client Details

Client:	Jimmy's on the Mall Pty Ltd
Client's Address:	187 Wellington Road, East Brisbane Queensland, 4169
Client's Phone Number:	(07) 3456 1500
ABN:	74 010 361 574
Superintendent:	Ridgemill Pty Ltd
Superintendent's Address:	Level 1, 16 Marie Street Milton, Queensland, 4064
Principal Contractor:	Not yet appointed – TBA
Principal Contractor's Address	TBA
Principal Contractor's Phone Number:	TBA
Project Name:	The Squire's Landing
Site Address:	Tenancy 5, Overseas Passenger Terminal, Sydney
Anticipated Project Start Date:	November 2016
Anticipated Project Finish Date	May 2017

1.7 Project Specific Requirements / Hazards

Potential hazards during the project include:

- Pedestrian movement
 - OPT staff/employees
 - Pedestrian flow along the terminal.
 - Travellers arriving/departing from the OPT and associated friends/family
 - Local commuters
 - Patrons for adjacent premises
- Health surveillance issues for adjoining properties:
 - Dust controls to adjoining properties and pedestrians during demolition
 - Airborne particles affecting adjoining properties during demolition
- Demolition of existing structures, including existing structures.
 - Work at heights during removal of roof structures and trees
 - Traffic interface during removal of materials from demolition
- Ground works:
 - Traffic interface due to the materials excavated during footings and ground floor works
 - Noise and vibration from machinery required to place and compact materials
 - Damage caused to existing structures and the potential vibration caused by the ground works.
- Construction material deliveries
 - Traffic interface to site for concrete pours, steel structural deliveries, and general other items
- Environmental management items
 - Erosion and sediment control (only required for pod structure footings).
 - Dust and airborne particles
 - Waste removal
 - Solvents used during works process
- Heritage/Archaeological items
 - Heritage items to be protected/maintained.
 - Archaeological items of significance to be protected and/or reinstated.
- Construction works
 - Excavations – footings, slab and service connections
 - Work at heights - installation of steel structure and other trade works
 - Crush injuries
 - Working with services
 - Working with mobile plant
- Noise restrictions
 - Operation site hours
 - Operational delivery and vehicle access time
- Waste removal
 - Storage on site to prevent nuisance to pedestrians and adjoining owners
 - Truck movement to enter and exit site
- Site security
 - Preventing access for public during the works
 - Maintaining security over the site

- Traffic management
 - Truck access
 - Truck egress
 - Site vehicle access and egress
 - Worker vehicles access and egress for tools delivery and pick up
 - Emergency Service vehicle movement through mall
 - Cruise terminal operational traffic

- Smoking
 - Worker management to ensure exclusion zones for smoking are enforced.

1.8 Current Project Contact Details

Project Management Company	Ridgemill Pty Ltd
Project Architect	Collins and Turner Pty Ltd
Development Approval Consultants	Dan Keary Urban Planning Pty Ltd Michael Woodland Consulting Pty Ltd

1.9 Associated Documents

Associated documents to be read in conjunction with this Construction Management Plan (CMP) included are:

- State Significant Development Application (SSD 7683) for Tenancy 5, Overseas Passenger Terminal, Circular Quay West
 - Environmental Impact Statement
 - Heritage/Archaeological Impact Assessment
 - Wind Report
 - Design Report
 - BCA Report

- City of Sydney Council – Construction Code of Practice
 - Works Zones
 - Hoisting Activity
 - Temporary Works
 - Construction Site Establishment
 - Work outside approved hours of consent

- Port Authority of NSW (PANSW)
 - [Green Port Guidelines \(refer to Attachment 1\)](#)
 - Cruise Schedule

1.10 Strategy

This Construction Management Plan (CMP) has been developed with a view to completing the Development Approval process and allow the future Principal Contractor to amend and deliver an ongoing commitment of providing a successful outcome for the project by ensuring legislative compliance as outlined in the state based Legal and Regulatory Compliance Register.

This CMP is based on the requirements of the Port Authority of NSW (PANSW). The associated documents are based on the accreditation within the organisation in accordance with Australian and New Zealand Standard AS/NZ 4801 – Occupational Health and Safety Management Systems, and

Environmental Management Systems, ISO14001 and other associated external sources where our internal plans require further enhancement to achieve preferred outcomes.

The CMP is to be considered a live document, and requiring commitment from the Principal Contractor to regularly update the other associated documents to ensure continued relevance. Further to this - in preparing this CMP - correspondence with PANSW has identified the necessity to actively seek their input throughout all stages of the project, both in design and construction. This is particularly important during the peak cruise season when the Overseas Passenger Terminal regularly has a ship docked, resulting in multiple areas of the OPT site being closed during these periods (refer to Collins and Turner proposed floor plans for full details of areas affected).

It is also noted that the PANSW Cruise Schedule is indicative only, hence careful and close management with PANSW is required during construction to ensure cruise operations, including traffic flow to and from site is not compromised.

1.11 Stakeholder Management

The project has identified that Stakeholder Management is a key area and will require significant attention by the entire project team. It is expected that a Stakeholder Management Plan be developed to include

- Identification of stakeholders
- Manage stakeholder engagement and information distribution
- Monitor and Control Stakeholder feedback.
- Regular External Stakeholder Management meetings.

1.11.1 Identify Stakeholders

The project team will require identifying the project stakeholders, being internal and external, to allow a management plan to be established.

Internal Stakeholders

- Project Management team
- Design team members
- Client
- Principal Contractor and subcontractors

External Stakeholders

- Adjoining property owners
- Port Authority of NSW.
- Other authorities: Department of Planning and Environment (DPE), City of Sydney Council (COSC), NSW Police Force, Liquor and Gaming NSW, Office of Heritage and Environment – Heritage Office and Aboriginal Land Council.
-
- Tenants
 - Restaurant owners affected by the works being completed
 - Restaurant owners affected by the end product
 - Tenant delivery impacts
- Terminal users
 - Pedestrians
 - Patrons of adjacent facilities
 - Users of the end product
 - General public

1.11.2 Manage Stakeholder engagement and communication

The Principal Contractor is to produce a Stakeholder Management Plan, in consultation with the Port Authority of NSW, to be distributed to surrounding landowners and occupiers involving them on the process of the construction that will take place for the demolition & fitout for Tenancy 5, Overseas Passenger Terminal.

Adjoining owners and occupiers will be notified in person by the Principal Contractor when awarded and also have a letter sent 5 days prior to commencing on site.

Signage and visual notification will create a simple method of creating communication for non-project stakeholders who will require information and points of contact. The project will allow that a project board be created to the approval of the Port Authority of NSW and DPE to enable visual communications to occur at a potentially larger audience.

Regular external Stakeholder Management meetings will be held for tenant/restaurant owners affected by the works being completed.

1.11.3 Monitor and control Stakeholder feedback

The Stakeholder Management Plan will include the responsibility of the Principal Contractor to have weekly meetings with PANSW and the consent authority (as necessary) to go through any construction issues and forward works that involve the public and adjoining shops.

The project will require a log of any external stakeholder communication, particularly complaints. This will be completed as a register discussed within this meeting forum.

2. SITE HOURS and OPERATION

2.1 Operating Hours and Duration

The anticipated site hours will be

- Week day – Monday to Friday 7:00am to 6.00pm
- Week day Deliveries 7:00am to 6.00pm

- Weekends – Saturday 8:00am to 1:00pm
- Saturday Deliveries 8:00am to 1:00pm

- Sunday and Public Holidays Non-working hours.

Notification of all requests for proposed out of hours work - - must be provided to PANSW 5 days prior to the intended out of hours work for their review and approval

The above- listed proposed working hours do not override the noise restrictions of the Environmental Protection Act 1994.

This notification of the intention to undertake out of hours work must include but not be limited to the following:

- Full details of the activity, the plant / equipment to be used, the duration of the proposed works and an appropriate justification for working out of hours;
- List of and notification provided to premises within 100 metres (minimum) distance from the development site (if deemed to be required);
- Community consultation and notification undertaken (as required) - including affected premises and the Port Authority representative(s).
- All noise control measures including any required monitoring to be implemented.

No works to be carried out on public holidays.

The current anticipated program is for a package of early works to commence in December 2016 under Exempt and Complying Development with the external works – forming the State Significant Development Application - project completion date is targeted for early May 2017.

2.2 Site Access

Due to the nature of the OPT location, high numbers of pedestrian vehicular traffic are expected every day. Notwithstanding the foregoing, the peak travelling season will add an increased volume of traffic, and whilst a ship is docked, additional exclusion zones are enforced (see Collins and Turner Architectural drawings for full details of locations). Further to this, as the current shipping schedule program provided on PANSW's website is indicative only, these times are subject to change. Consequently, the Principal Contractor will need to work closely with PANSW to coordinate construction works and maintain the site exclusion zones when required.

Further and regular consultation with PANSW is required in order to demarcate all areas available for site boundary fencing, site access/egress (vehicles), locations for site amenities and storage/stockpiling areas.

Site access has been proposed via *two (2)* controlled gate points – refer to Appendix 1: Proposed Site Layout for details of location.

All deliveries not received within the site boundary will be coordinated with the Port Authority of NSW . Where possible, deliveries will occur on days when there is no ship docked, prior to every programmed task and/or every day as required during the allowable hours.

Traffic management or qualified traffic operators will be engaged during the process to coordinate the initial traffic permit and then be in place at the times of deliveries. All vehicles/ trucks deliveries will be escorted and managed by site personnel at all times.

The preferred site layout and potential vehicle access will be providing as site plan refer Appendix A.

2.3 Site Car parking

No car parking will be allowed on site during the project. The Principal Contractor may request some parking to be provided, however, this is at the discretion of PANSW and/or the relevant authority granting the approval.

2.4 Site Amenities

It is expected the site will have up to 25 staff and subcontractors on the site at any one time, the project team will ensure that the site will have all amenities required under the Act, including:

- Cribbing facilities,
- Ablution facilities – requiring 2 toilets and hand wash facilities, and must be located within the site.

These may be established as located and shown on Appendix A.

2.5 Site Storage

As the site is a high profile location, all materials will be fully stored within the *PANSW* boundaries and *wherever possible within the footprint of the building itself. Further discussions will be held with PANSW to allow safe and adequate site storage that does not affect any of PANSW's operations.*

2.6 Building, Hoarding and Scaffolding Permits

As the project will propose extending the original building and adding a new microbrewery, the Principal Contractor will be required to apply for to PANSW should any intended works require any part of the terminal to be blocked/ any access vitiated.

The scaffold will be maintained by the Principal Contractor and they will ensure that:

- The scaffold is designed and constructed in accord with the Scaffold Code of Practice 2009
- The scaffold and surrounding area is kept clean and tidy at all times
- Complete daily inspections to ensure the hoarding and scaffolding to ensure proper maintenance is carried out and there are no hazards
- Fully wrap the scaffold in chain mesh and shade cloth to provide a safe construction zone.

The Principal Contractor may use the scaffolding during demolition work to contain dislodged materials or to provide a safe working platform and edge protection for workers. This will minimise the site fence area to allow demolition to be completed without an exclusion zone. Containment sheeting on the internal face of the scaffold should be installed to deflect any material into the building.

2.7 Site Requirements

2.7.1 Hoarding and Screening

The site will be sized to the minimum requirements to ensure that the disruption to the terminal operations and pedestrians is kept to a minimum.

The site size can vary but during demolition the site is determined by the exclusion zone required to prevent falling objects outside the site zone. Therefore, the site will require hoarding - a self-supporting structure, fully sheeted with timber, plywood, metal or sturdy synthetic sheets or fully covered by chain wire or sturdy mesh, not single shade cloth covering mesh temporary fencing as

hoarding. *Wherever possible, screening will be used in lieu of hoarding to minimise the amount of hoarding erected around the site.*

The Principal Contractor must provide an independent Dilapidation Report to PANSW. The report must be undertaken pre and post construction to identify any items/assets which need rectification / reinstatement for the area contained within the construction hoarding.

2.7.2 Site Easements and Essential Services

There are a large number of service access points and easements which need to have clear access at all times. These areas include:

- 1. The door to the sprinkler pump room; in the event of an emergency this requires access by the Fire Brigade and PANSW Contractors.*
- 2. The fire hydrant located at the edge of the roundabout.*
- 3. Western elevation FIP (Fire Indicator Panel) and Lift 6. It has been proposed that a lift schedule be prepared by the Principal Contractor to clarify hours when it may/may not be used for construction.*

Further to items 1-3, the trade waste requires regular servicing and access pits must be accessible when requested by PANSW (5 days' notice or a schedule for servicing will be requested from PANSW for convenience of the Principal Contractor, and to ensure all necessary preparations can be made). The Principal Contractor will also be responsible for ensuring heavy vehicles and materials are not trafficked over the trade waste pits.

2.7.3 Preferred Services Contractors

It has been requested by PANSW that for services works in the area, that their preferred services Contractors be used. It will be recommended to the Principal Contractor to utilise these Contractors wherever possible.

2.7.4 Maximum Load Areas

There are a number of zones on the site that heavy vehicles and deliveries cannot be trafficked over. The plan which demarcates what the maximum allowable mass has been requested from PANSW. The Principal Contractor will be responsible for ensuring the maximum allowable mass is not exceeded.

2.7.5 Site Committee

Once construction commences, a committee will be established by PANSW including all stakeholders. This committee will meet weekly – or as required – to address any issues in the most timely manner possible.

3. PUBLIC SAFETY, AMENITY & SITE SECURITY

The project team is committed to the safe interface and protection of the public and accordingly, security, safety and protection of the public is of vital importance to the project team.

3.1 Site Security

The site will be fully fenced – *as required* – prior to commencement with an 1800mm high solid panel temporary fence. The fence will encapsulate any plant and material on-site, so as to prevent any public access and any nuisance damage that may occur after hours. *As much of the site is already fenced, due to heightened security concomitant with immigration and customs areas, fencing will be reduced – wherever possible – to minimise the visual impact on the area.*

This fence will be a proprietary system and erected by the supply company, the fence will have gates as shown on the attached Site Plan, refer Appendix A.

Gates will be controlled by a lock so terminal patrons cannot enter the site.

3.2 Site Signage

Site signage will be as required by the Principal Contractor, but at a minimum will be:

- Entry access control and contact phone numbers
- Project team contact numbers including after-hours contact details
- Builder's licence number
- No Access Signage
- Sign advising all visitors to report to the site office
- Personal protective equipment requirements for site access
- Additional "Pedestrian Management" signage as and where necessary.

The Principal Contractor will be responsible for periodic checks of the signage and fencing as required.

3.3 Public Interface

The areas of interface with the public will be:

- Terminal – day to day activities, inclusive of when a ship is docked (maritime security zone in place) and when no ship is at berth (wharf area open to public) and customer access to the OPTs other tenancies.
- Staff and subcontractor access to and from site, including deliveries.
- Staff and subcontractor access to and from site to access smoker's area.
- Afterhours access for deliveries, and work hours (subject to approval, as required).

The terminal is a significant thoroughfare for diners, employees, general public and commuters. The pedestrian and vehicular traffic on Circular Quay West Road (where Tenancy 5 is located) is significant.

It will be recommended to the Principal Contractor –requiring subsequent approval from PANSW, that:

- A solid plywood hoarding *and/or screening will be installed as required* to provide protection to pedestrians and adequately screen the construction site *during all phases of construction.*
- Signage will be required to advise pedestrians of the anticipated duration.
- A solid hoarding be created around the high-risk areas as part of the hoarding.
- Site access provided through hoarding for personnel access and egress.

4. TRAFFIC MANAGEMENT

4.1 Site location and Road Carriages

The site location is the corner of Argyle and George Street, Circular Quay West. The Principal Contractor will be required to prepare a Construction Traffic Management Plan (CTMP) and submit for review and approval to PANSW in accordance with the PANSW's requirements.

4.3 Vehicle Mass/Dimension Limits

In accordance with the Roads and Maritime Service Approved Routes and Travel Restrictions, Table 1 identifies there is a strict dimension limit in the Sydney CBD zone (refer to website for full details and locations).

Location/Road	Dimension Limit (metres)		
	Width	Height	Length
Sydney CBD Zone	2.5	4.3	19

Table 1: Limited Access Locations: Sydney CBD and Inner Suburbs.

Adapted from "Class 1 Special Purpose Vehicles Notice 2014, Appendix 2". Retrieved 22 August, 2016, from <http://www.rms.nsw.gov.au/documents/business-industry/heavy-vehicles/permit-notice-class-1-special-purpose-vehicle-appendix-2.pdf>

Further to the foregoing, as stated in section 2.7.4, the Principal Contractor will be responsible for complying with the maximum load areas on and surrounding the site.

All vehicles must also comply with the Road Transport (Mass, Loading and Access) Regulation 2005.

The Principal Contractor will be required to manage the works during the construction process and delivery vehicles, including:

- Demolition removals
- Concrete deliveries, and concrete sundries
- Structural Steel deliveries and erection
- Trade requirements
- Waste collection

5. ENVIRONMENTAL MANAGEMENT

5.1 Environmental Management Manual

The Principal Contractor has an obligation to preserve and protect the environment. It will be expected that the Principal Contractor will develop a separate and detailed Environmental Management Plan (EMP) and Site Environmental Management Procedures.

The Green Ports Guidelines will also form part of this Construction Management Plans. It will be recommended to the Principal Contractor that, wherever possible, the Green Port Guidelines be implemented into all aspects of the demolition and construction works.

It will be the responsibility of the Principal Contractor to ensure that the following effects on the environment are adequately managed at all times:

- Dust emissions to be confined to the site and to be minimised as far as practicable.
- Noisy activities to be minimised as far as practicable and must comply with legislative standards.
- All essential recommendations/conclusions identified in the SEAR and DA are complied with in accordance with the relevant report's guidelines/recommendations.
- No (contaminated) discharges to water, storm water and sewers.
- Sufficient bins/skips to be provided for rubbish, recycling, waste storage and disposal.
- Clean up procedures in the event of fire, fuel spill and chemical spills.

5.2 Waste Management

The waste management will be covered within the Principal Contractor's EMP, and therefore will be managed by their site team in accordance with their plan. The site will manage bin sizes and placement locations to ensure that the waste vehicle will always enter and exit the site in a forward direction, and meet the mass limits. *The Principal Contractor will be responsible for ensuring tenancy bins are not used for disposal of construction waste. Further to this, the Principal Contractor will be made aware that bins are under 24/7 CCTV surveillance.*

The responsibility of reviewing the management plan will be with Principal Contractor.

Techniques to minimise the amount of landfill and maximise the use of recycled materials will be advantageous to Tenderers when receiving tender submissions for the role of Principal Contractor.

5.3 Noise Management

The site is located in a commercial zone and therefore ambient noise levels are already significant. Consequently, noise levels will be considered and reviewed during the general work hours and during deliveries or work outside these hours. An acoustic report elucidating the current ambient noise levels has also been prepared for inclusion in the SEAR report – this can be used (if required) to assess any complaints regarding exceeding noise levels during construction.

The project team is committed to eliminating or minimising noise exposure to employees, contractors, visitors, neighbouring facilities, commuters and the environment.

The Principal Contractor must ensure that employees are not exposed to noise levels that exceed the exposure standard. If there is a risk that the standard could be exceeded, then a noise assessment must be carried out and appropriate control measures must be put in place. This procedure applies to all project worksites/ locations. Overall responsibility for noise management lies with the individual Project Manager and Site Manager for the Principal Contractor.

Noisy Works Definition

Noisy works is defined as works undertaken which involves noise at 100dB or above, being concrete sawing and, or jack hammering at 1.0 metres away.

5.4 Weather Conditions

The Principal Contractor is responsible for conducting day-to-day risk assessments of weather conditions on site.

The risk to the environment must be assessed by the Principal Contractor in conjunction with the environmental impacts that may be affected by environmental factors such as high force wind, rain, storms etc.. Further to this, a Wind Assessment Report has been provided on the site expounding the wind effects/paths on site, and providing details of where and when wind conditions are worst.

Such hazards may include:

- Dust and debris polluting air and storm waters where wind can be of a higher force
- Pollution to storm water in the event of heavy rain / flooding

The Principal Contractor will be required to identify appropriate control measures and ensure their implementation as required under their EMP.

5.5 Dust Control

Dust control will need to be monitored as the environmental conditions change. A water point will be onsite full-time during the demolition and excavation works to allow mist to be used to control the dust particles.

Should the Principal Contractor address the need for further dust control then additional resources and options will be provided including options of but not limited to:

- Minimise the amount of dust produced during the demolition and earthwork phases.
- Additional dust screening.
- Materials to be removed on a daily basis.
- Water down any stockpiles created during the day's work.

5.6 Vibration management

Vibration will be managed to minimise the impact on the adjacent buildings. All efforts will be made to keep vibration impacts to businesses at a minimum. If the vibration caused by the works creates a significant concern the Principal Contractor will be required to manage and record in accord with DIN 4150 pt. 3. If requested, noise monitoring equipment may be installed to measure any excessive vibration affecting neighbouring premises.

It will be recommended to the Principal Contractor that Dilapidation Reports and photographic evidence is taken of the adjoining properties to assist in the understanding of any impacts that may occur due to the works.

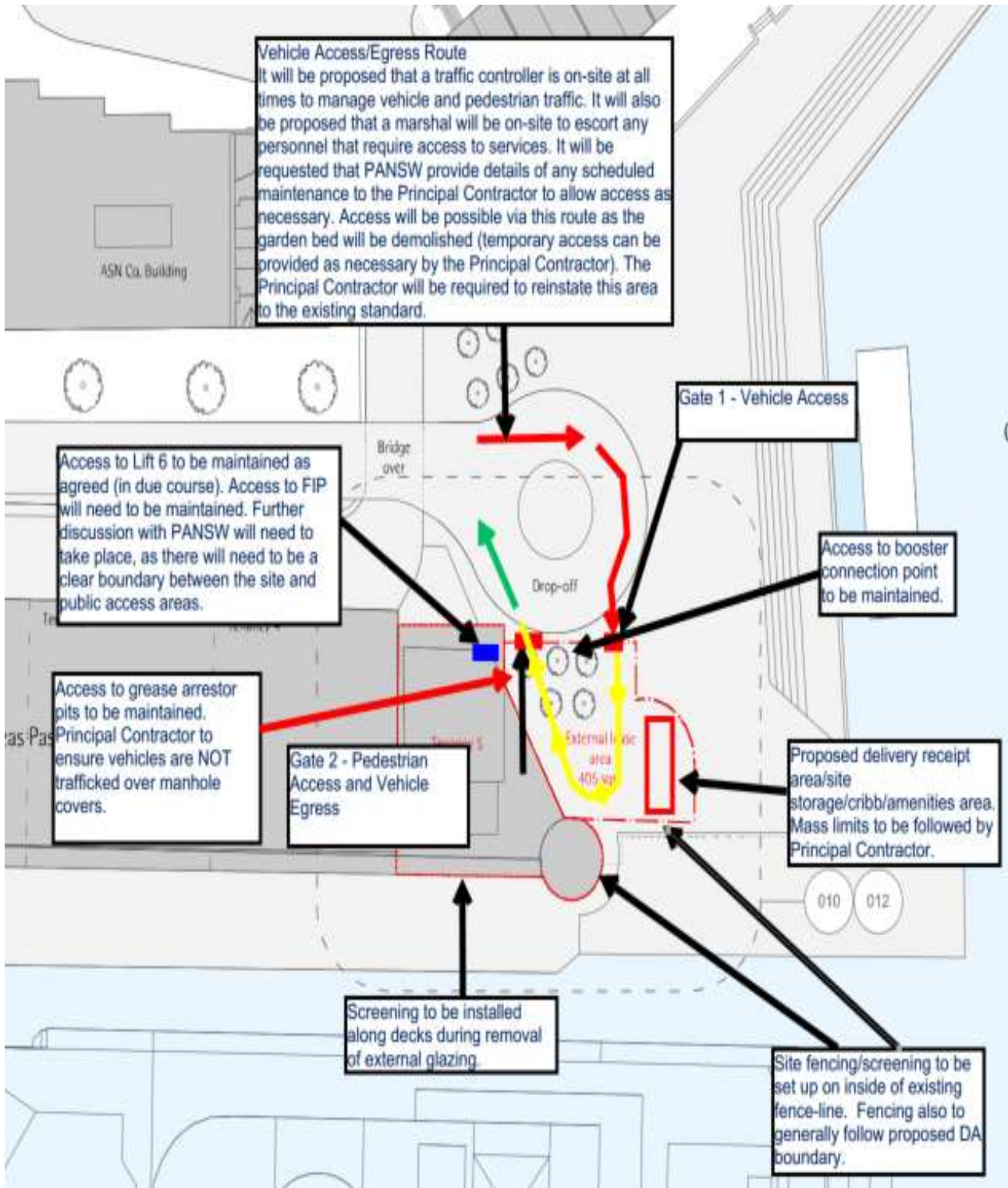
5.7 Stormwater Management

The Principal Contractor will be required to manage rainfall runoff and sediment control for prevention of impact on local drains and waterways, the implementation of which will be required to be established in accord with their Stormwater Management Plan within the EMP. This will include the requirements as considered by a Certified Hydraulic/Civil Engineer and include allowance for the stormwater management during excavation.

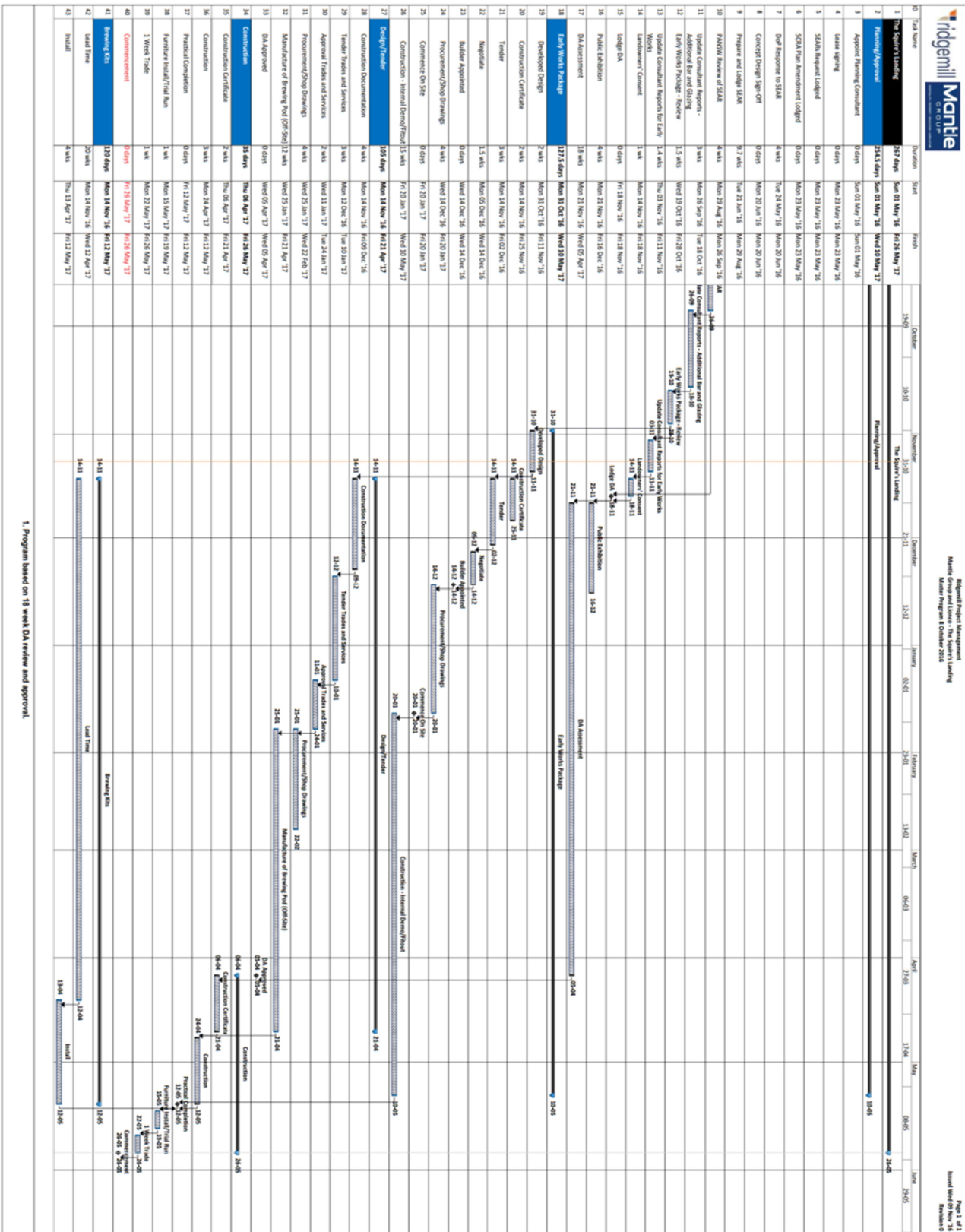
6.0 References

Roads and Maritime Services. 2014. 'Class 1 Special Purpose Vehicles Notice 2014, Appendix 2'. Retrieved 22 August, 2016, from <http://www.rms.nsw.gov.au/documents/business-industry/heavy-vehicles/permit-notice-class-1-special-purpose-vehicle-appendix-2.pdf>

Appendix A – Proposed Site Layout, Revision 1



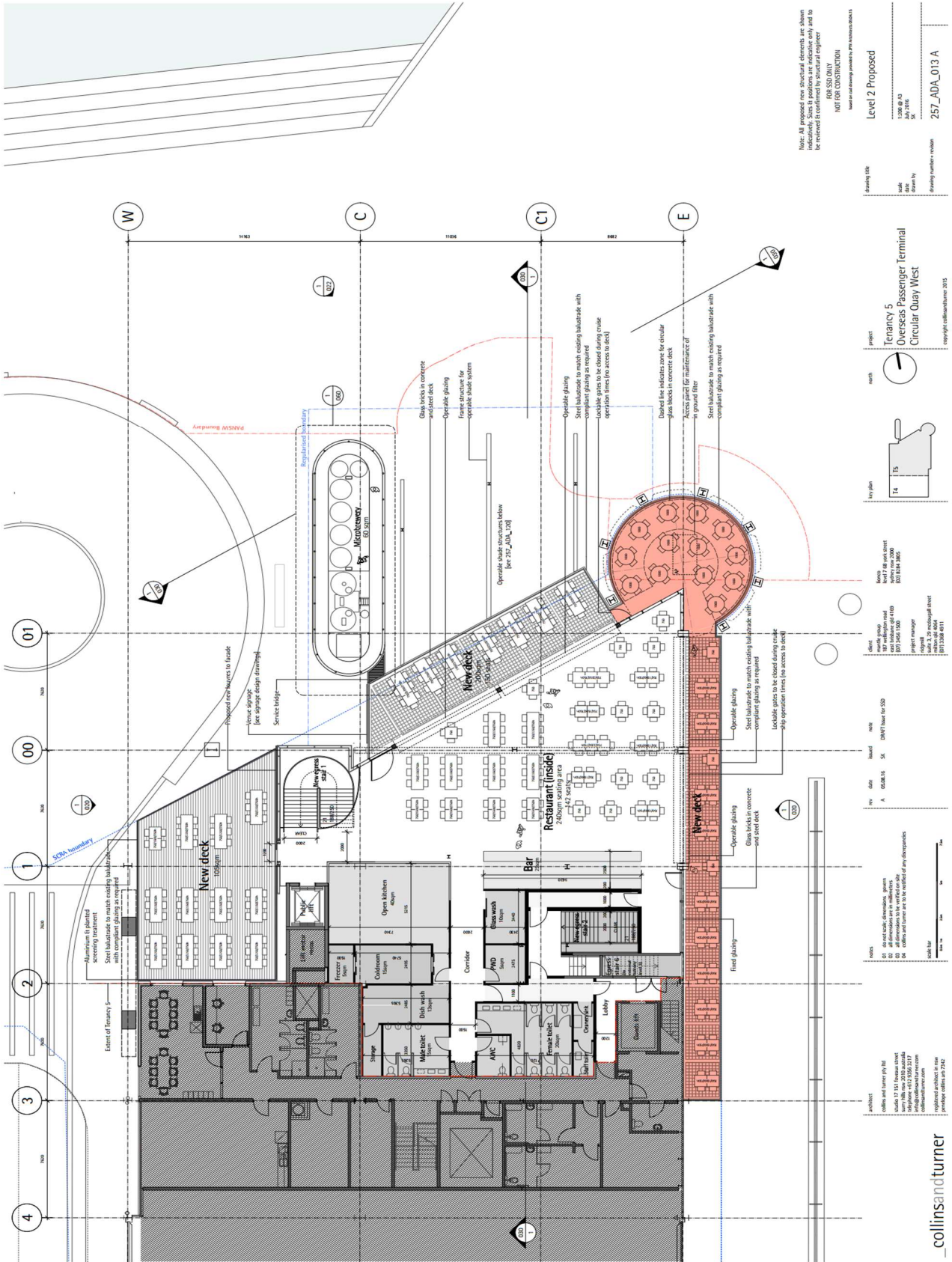
Appendix B – Master Program, Revision 2



1. Program based on 18 week DA review and approval.



Appendix D – PANSW Exclusion Zones, Level 2



Note: All proposed new structural elements are shown inductively. Sizes & positions are indicative only and to be reviewed & confirmed by structural engineer.

DATE: 17/05/2016
 NO. OF CONSTRUCTION: 257_ADA_013_A

Drawing title: Level 2 Proposed
 Scale: 1:500
 Date: 17/05/2016
 Drawing number: 257_ADA_013_A

Project: Tenancy 5 Overseas Passenger Terminal Circular Quay West
 Copyright: Collins and Turner 2015

Key plan: Shows location of Level 2 Proposed within the overall site plan.

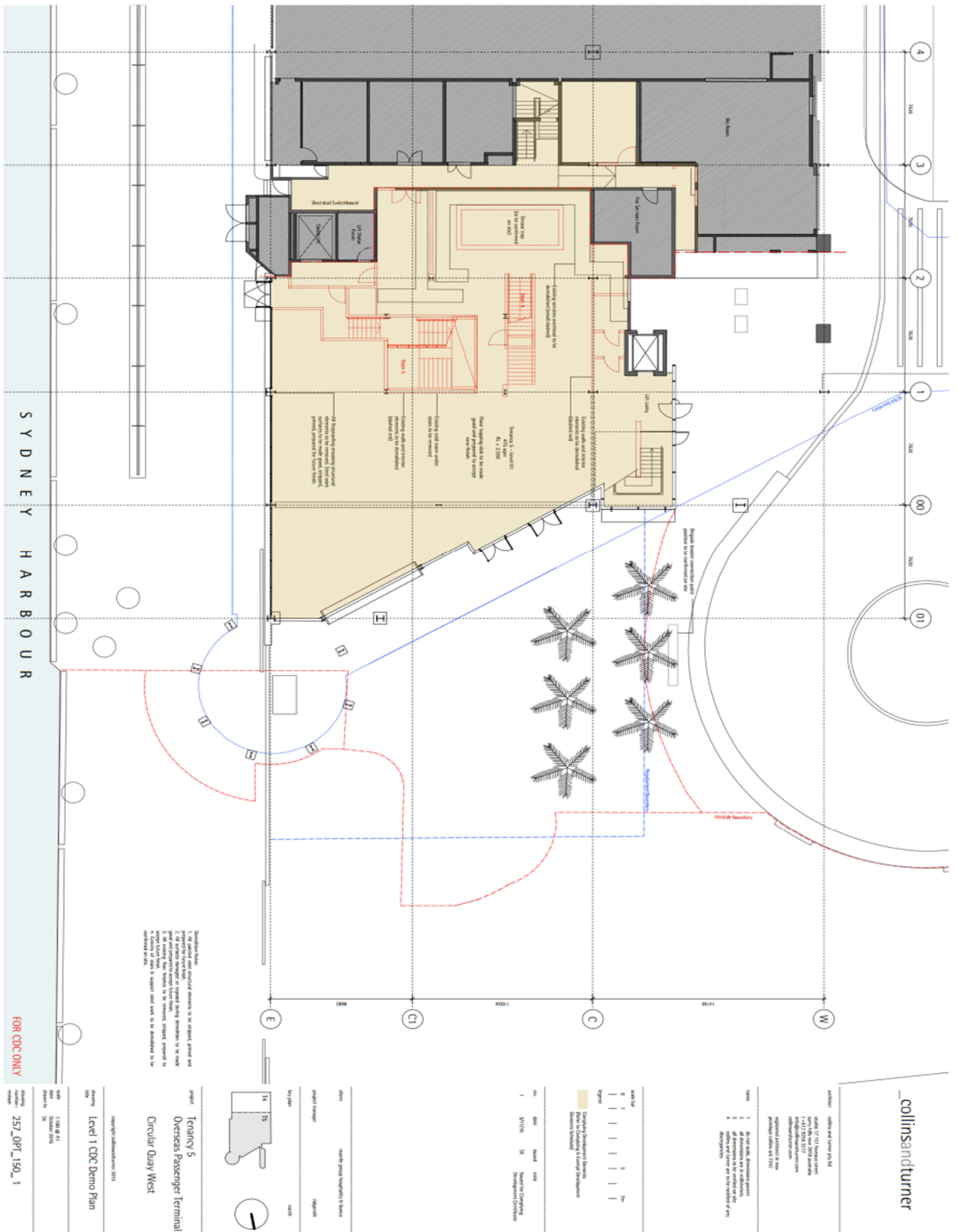
Client: DPWS
 Project manager: [Name]
 Date: 17/05/2016

Rev: A
 Date: 05/06/16
 Description: DMSI base for USD

Notes:
 01 All not scale dimensions, given
 02 All dimensions are in millimeters
 03 All dimensions are to be verified by any discrepancies
 04 Callouts and notes are to be verified by any discrepancies

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Appendix E – Early Works Demolition Plan: Level 1



Appendix G – Early Works Fitout Plan: Level 1

