



Preliminary Construction Management Plan

June 2018

Gledswood Hills Public School Development



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Revision status

Version	Date	Amended By	Endorsed By	Amendment Notes
1.0	21.06.18	JS	JS	Construction hours match RTS Acoustic Report.

Document Control

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1. Introduction

The Department of Education (DoE) proposes engaging a Head Contractor to construct the new Gledswood Hills Public School within the Hermitage Estate at Gledswood Hills (the Works).

Upon appointment the Head Contractor will be required to prepare a comprehensive Construction Management Plan (CMP) detailing the methodology for carrying out the Works.

This Preliminary Construction Management Plan has been prepared, on behalf of DoE, for inclusion in the Plans and Documents as noted in the NSW Department of Planning and Environment (DPE) Secretary's Environmental Assessment Requirements (SEARs) for Application Number SSD 8378.

2. The Site

The site is located within the Turner Road Precinct of the South West Priority Growth Area, which presently comprises undeveloped/greenfield land in the process of urban transformation.

On 19 January 2016, Camden Council issued consent to DA 1230/2015 for the construction of a new road (The Hermitage Way), local roads, drainage, landscaping, and subdivision to create eight (8) superlots with associated site works.

The future Gledswood Hills Public School site is located within proposed Lot 3 which formed part of this consent.

The site is currently owned by the developer of The Hermitage, Sekisui House, who has entered into an agreement with DoE to dedicate the site to DoE for the purpose of developing a public school.



Figure 1: Aerial Photo of the site and surrounding development

The site has three street frontages:

- The Hermitage Way (existing) along the site's southern boundary);
- MC07 (proposed) along the site's western boundary; and
- MC06 (proposed) along the site's eastern boundary



Figure 2: Aerial Photo of Proposed Site

The Hermitage Way was dedicated to Camden Council in April 2017 and provides two-way traffic flow from Camden Valley Way.

MC06 is proposed as a secondary street providing two-way traffic. The forecast date for completion of construction is April 2018.

MC07 is also proposed as a secondary street providing two-way traffic flow. The forecast date for completion of construction is February 2018.

The site is bounded on the east and west by proposed, two-way, secondary streets connecting to Hermitage Way.

3. The Works

The proposed works (construction of a new public school to accommodate up to approximately 1,000 students) includes:

- Core Facilities, including:
 - o Library;
 - o Hall;
 - o Administration; and
 - o Carparking
- Home bases

It is proposed that the works be completed in two separate stages of construction:

- **Stage 1:** All Core Facilities (excluding 30 of the total of 75 car parking spaces) and home bases to accommodate up to approximately 600 students; and
- **Stage 2:** Home bases for up to approximately 400 students (including the remaining 30 car parking spaces)

This Preliminary Construction Management Plan includes for Stage 1 only.

4. Consultation

The planning and implementation of the works will be completed in accordance with all relevant requirements of Statutory Authorities, including:

- NSW Department of Planning and Environment;
- NSW Environmental Protection Authority;
- Sydney Water;
- Roads and Maritime Services (NSW);
- Transport for NSW;
- SafeWork NSW; and
- Camden Council

DoE is also undertaking extensive ongoing consultation with the schools and the wider community to inform them and seek their feedback.

This document has been reviewed by Transport for NSW and Roads and Maritime Services and any comments have been incorporated into this final version.

5. Prior to Commencement of Works

Prior to the commencement of the Works, the Head Contractor will be required to:

- ascertain all relevant project information, applicable Standards, Statutory requirements and Conditions, including all Authorities having jurisdiction over the Works;
- obtain all relevant insurances, permits and Approvals and pay all associated fees, including any outstanding Long Service Leave Levies; and

- ensure a copy of the DPE SSD Approval is filed on site for reference throughout the Works.

6. Site Operations

6.1 Site Establishment

The Head Contractor will provide and maintain all necessary temporary facilities required for the safe and secure performance of the Works, including, but not necessarily be limited to:

- first aid facilities;
- hoardings
- storage compounds;
- site administration facilities;
- cranes;
- site amenities;
- access equipment, including scaffolding, barriers, platforms, ladders, etc;
- construction plant;
- temporary driveways; and
- emergency vehicle access.

6.2 Hours of Operation

Construction of the Works is to be confined to the hours of 7.00am to 6.00pm from Monday to Friday and 8.00am to 4.00pm on Saturday. Works will not be permitted outside of these hours nor on public holidays unless express permission is obtained from all relevant Authorities.

Such permission may be sought where special requirements exist e.g. for oversized deliveries.

6.3 Construction Program

The current indicative program milestone dates for the construction works are:

Site Establishment	early / mid 2018
Construction	early / mid 2018 to late 2019

6.4 Public Safety, Amenity and Site Security

Hoarding/fencing will be installed as required to optimize public safety and to prevent public access to, and maintain security of, the works.

There is an existing 1.8m high chainwire fence to the entire site boundary. It is proposed that this fence remains in place throughout construction.

7. Environment and Amenity

The Head Contractor will prepare and implement a comprehensive Environmental Management Plan (EMP) to ensure compliance with all relevant Statutory requirements and the requirements of DoE.

The following environmental management principles will be implemented:

7.1 Noise and Vibration

All practicable measures will be taken to reduce the noise and vibration arising from the works. Noise and vibration shall not exceed the limits set out by the Environmental Protection Authority.

Such measures may include:

- Identifying demolition, excavation and construction noise and vibration sources or scenarios that require engineering controls or administrative management;
- Promoting clear understanding of ways to identify and minimize noise and vibration from construction works;
- Focus on applying all feasible and reasonable work practices to minimise construction noise and vibration impacts;
- Providing flexibility in the selection of site-specific and reasonable work practices to minimise noise and vibration impacts;
- Allowing work to be carried out only within the approved standard hours and obtaining approval from all relevant Authorities for works required to be undertaken outside standard hours; and
- Using noise and vibration reduction techniques, including barriers, enclosures, silencers and the like to ensure compliance with construction and demolition noise and vibration criteria.

As part of the noise and vibration mitigation treatment for the project, the Head Contractor will be responsible for the checking of compliant maintenance regimes and Statutory supervision of all equipment.

Proposed noise and vibration mitigation treatments will be included in the Head Contractor's Construction Management Plan.

7.2 Dust Control

Appropriate dust mitigation and suppression techniques will be applied to ensure dust levels are compliant with the requirements of all relevant Authorities.

Additional precautions that will be implemented during the works include effective covering of haulage trucks and monitoring of weather conditions (including wind).

Management and contingency plans will be developed and implemented to prevent any foreseeable impacts from dust.

7.3 Odour Control

The amount of odour generated by the works will be influenced by the extent of open excavation stockpiles, weather conditions and the quality of excavated material.

Odour management will address the following key issues:

- Location and cause of odour;
- Minimisation of odour and its source;
- Odour management response procedures; and
- Implementation of an odour monitoring regime.

If air quality is considered to be unsatisfactory, the Head Contractor will conduct appropriate works to rectify the ambient air quality to an acceptable standard within the shortest time practicable.

7.4 Vegetation Protection

The Head Contractor's CMP will detail the measures that will be implemented to protect trees and vegetation being retained throughout the Works, including tree protection barriers and the like.

7.5 Sediment and Erosion Control

Any discharges from the site will be strictly controlled to ensure hazardous materials and contaminants are contained in accordance with the requirements of all relevant Authorities.

The site will be continually cleaned of rubble to minimise possible sediment flow during rainfall periods.

Stormwater kerbs and drainage lines will have sediment controls in the form of hay bales, sedimentation socks or the like.

Stormwater grate inlets surrounding the site will be covered with geotextile fabric to allow water to enter into drains whilst retaining sediments.

Should external surface run-off flow into works areas, it may need to be diverted to reduce sediment transportation. All drainage control devices will be regularly checked and maintained, particularly during heavy rainfall periods.

8. Construction Traffic Management

8.1 Construction Access and Vehicular Routes

The main access to the construction site will be from Camden Valley Way, Hermitage Way and future road no. MC06 (along the eastern boundary of the site), with secondary access from future road no. MC07 (along the western boundary of the site).

The recommended route for construction traffic to reach the site is the intersection of Camden Valley Way and The Hermitage Way. This route provides a safe and most direct vehicular access to the site and minimizes the potential conflict between construction traffic and residential traffic.

Refer to Annexure B for the Preliminary Construction Traffic Management Plan prepared by Woolacotts Consulting Engineers.

8.2 Construction Vehicles and Truck Movements

Construction vehicles types will range from small utility vehicles (utes), 12.5m heavy rigid vehicles to 19m articulated vehicles for larger material deliveries. Specialist equipment such as excavators, rollers, cranes and other heavy equipment will be delivered via truck float at a time when there is the least amount of traffic within the area to ensure minimal disruption.

Truck movements will occur throughout construction, with delivery of materials occurring on a daily basis, throughout the day. The largest number of truck movements is typically during concrete pours, when up to 40 trucks a day could be attending the site.

Due to the scale of the project, contractors' vehicles will generally arrive in the morning and leave at the end of the working day. Additional movements of these vehicles may occur at lunch, with groups of contractors leaving to purchase food and drinks. Parking for contractors' vehicles will be provided on site with entry and exit to the parking from road no. MC06 (on the eastern boundary of the site). Based on 60 to 80 contractors on site on any one day, temporary parking will be provided for approximately 50 to 70 contractors' vehicles.

8.3 Pedestrian and Traffic Safety

Due to the current lack of residential development in the immediate vicinity of the site, there is not a large amount of pedestrian activity. However, the Head Contractor will need to be aware of local traffic conditions as a result of private residential and other development in the area.

Fencing and/or hoarding in accordance with the relevant Standards will be provided around the site to provide protection and prevent unauthorised access. Where works are required in the public domain, safe routes will be provided around the worksite, which will require a site specific management plan.

All vehicles leaving the site and crossing a pathway will be required to do so in a forward direction.

9. Construction Waste Management

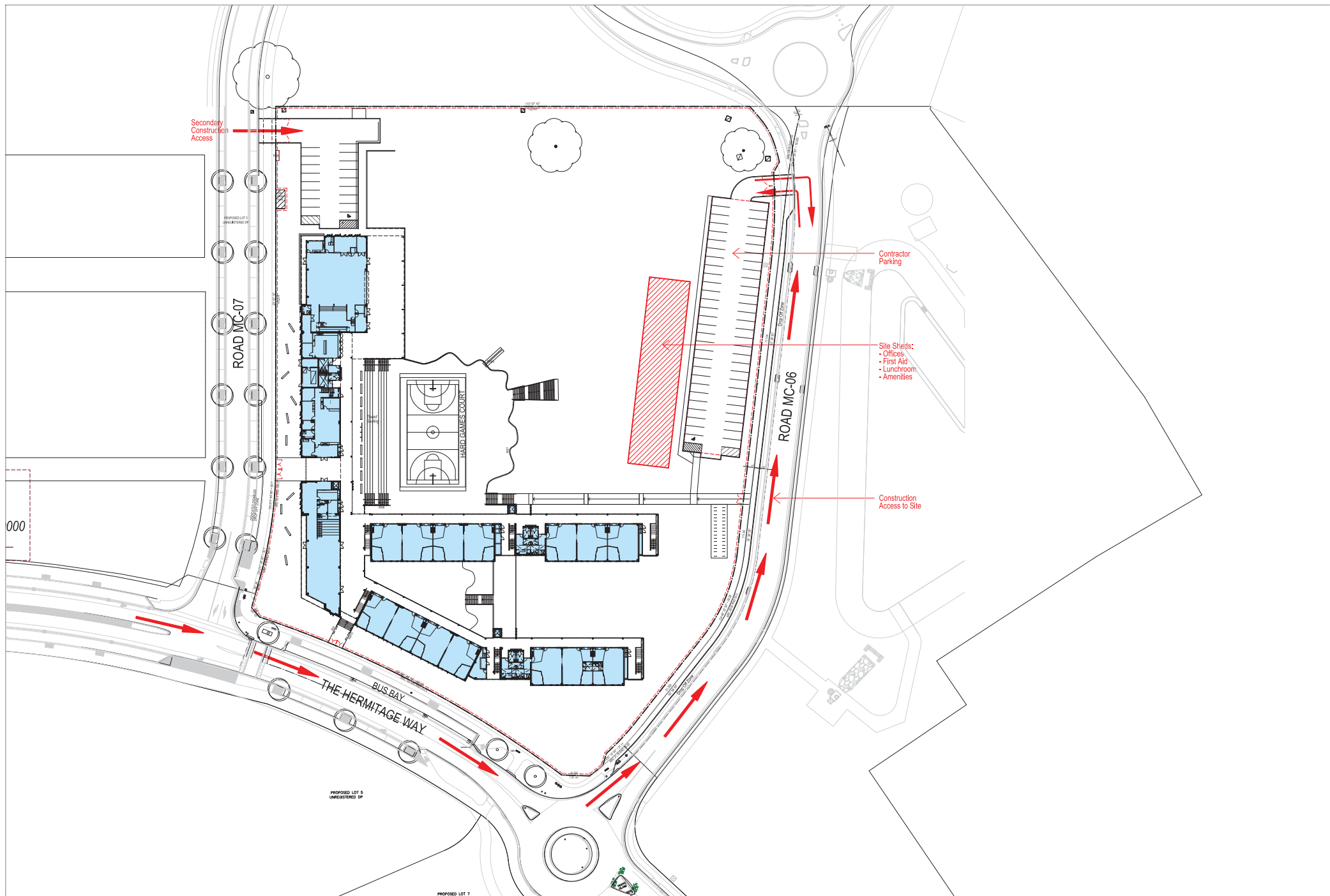
Refer to Preliminary Waste Management Plan Section 2 Construction.

10. Services Disconnection and Shutdowns

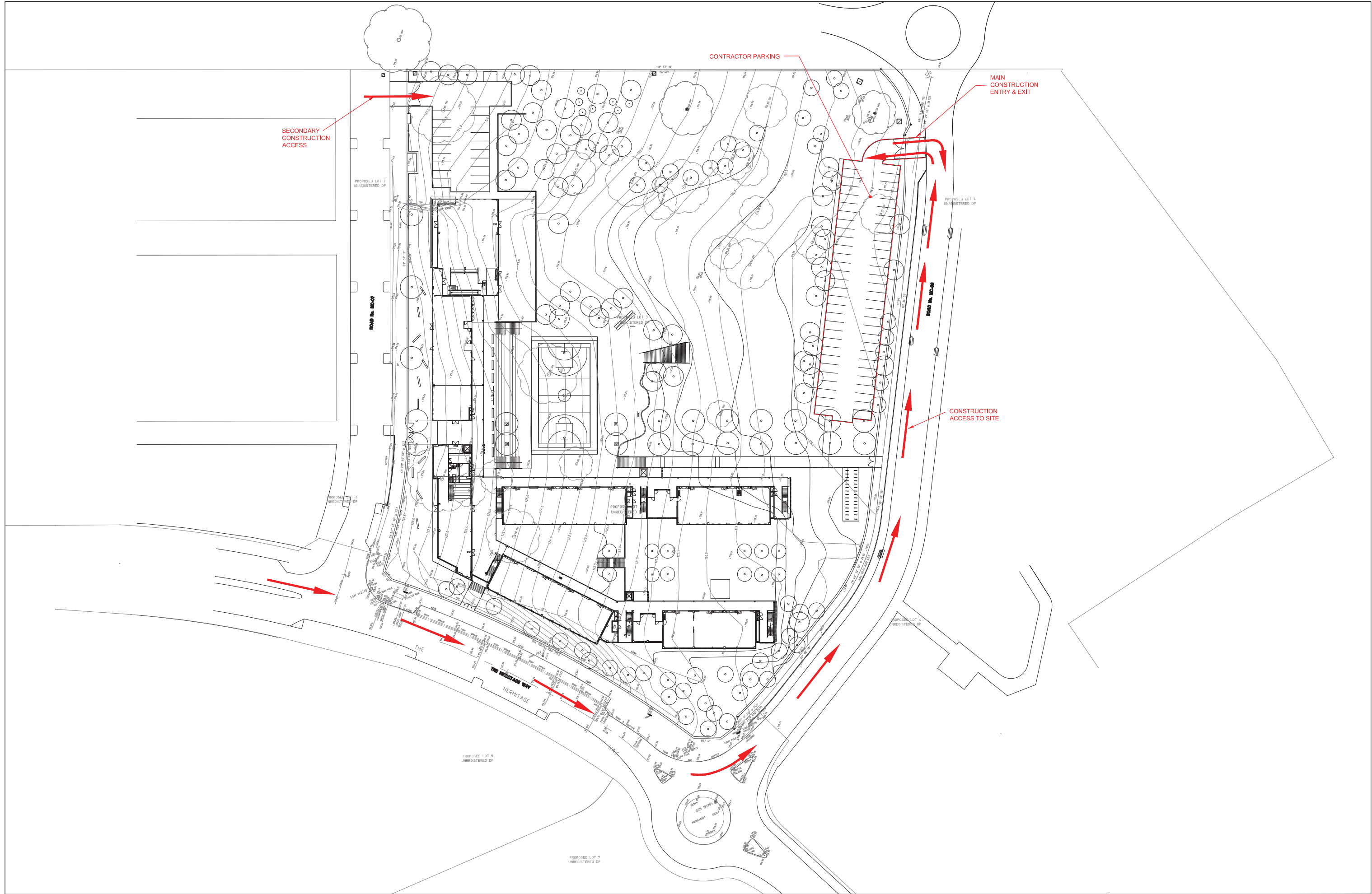
In general, the following principles will be adopted for services shutdowns or when disconnecting services:

- All relevant Statutory Authorities will be consulted prior to the works commencing to ascertain lead times and correct termination locations;
- All terminations will be undertaken in accordance with DoE and Statutory Authority requirements;
- All termination will be undertaken by suitably licensed contractors;
- A minimum of two weeks notice is to be provided to any third party that will be impacted by any service disruption and disruption is to be minimized; and
- For locating and dealing with existing services, the Head Contractor is to comply with the requirements of GC21 Edition 2 Preliminaries (Existing Services).

Annexure A Preliminary Site Establishment Plan



Annexure B Preliminary Construction Traffic Management Plan



No.	Date	Description	Ver.	Appr.



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GLEDSDWOOD HILLS
PUBLIC SCHOOL

CONSTRUCTION TRAFFIC
PLAN

Date	JUNE 2017	Approved	Verified	Prepared
Scale @ A1	1:500		C.M.W 09.08.17	J.K 09.08.17
Job number	16-238	Drawing number	CTP1	Amendment
				B