ENVIRONMENTAL AND CONSTRUCTION MANAGEMENT PLAN FOR DEVELOPMENT AT 61 MOBBS LANE, EPPING (BUILDINGS 6, 9, 10 AND 17)

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1. INTRODUCTION

Meriton Apartments Pty Ltd has prepared this Environmental and Construction Management Plan to address construction management activities at 61 Mobbs Lane, Epping (6, 9, 10 & 17). The proposed development consists of 221 apartments plus 1 retail unit, car parking and private open space.

2. BUILDING STRUCTURE

The development at 61 Mobbs Lane, Epping Park (Buildings 6, 9, 10 & 17) will be constructed with a brick veneer. The internal walls will be plasterboard on studs and the inter- tenancy walls will be a single brick lined wall with acoustic insulation. The floors will be concrete slab. There will be timber floor construction between levels. There will be below ground parking levels pertaining to all four buildings.

3. CRANES

Crane locations will be confirmed with the construction certificate documentation.

4. FORKLIFTS

The use of forklifts will enable the expedient transfer of smaller supplies from the basement and Mobbs Lane to the materials hoists.

5. CONSTRUCTION ZONES AND MATERIAL LOADING AREAS

The main loading areas include a proposed Mobbs Lane works zone and a dedicated area within the site controlled by Meriton for loading and unloading of precast concrete, reinforcement and formwork. A work zone application will be submitted for approval.

6. NOISE AND VIBRATION MANAGEMENT

The criteria for noise from construction activities on this project are aimed at maintaining comfort levels within the surrounding residential buildings and will be controlled in accordance with the E.P.A. Industrial Noise Policy. The criteria are outlined as follows:

- Residential area – “Background + 20 dB (A)”; and
- Retail and Commercial areas – “Background + 25 dB (A)”.

All work to be carried out in accordance with AS 2436 1981 “Guide to Noise Control on Construction, Maintenance and Demolition Sites”.

The determination of appropriate noise control measures will be dependent on the particular activities and construction appliances. Where a particular activity or construction appliance is found to generate excessive noise levels, it may be possible to select an alternative approach or appliance. For example; the use of a hydraulic hammer on certain areas of the site may potentially generate high levels of noise. By

carrying this activity with pneumatic hammers, bulldozers ripping and/or milling machines lower levels of noise will result.

6.1 Barriers or Screens

Barriers or screens can be an effective means of reducing noise. Barriers can be located either at the source or receiver. The placement of barriers at the source is generally only effective for static plant (tower cranes). Equipment which is on the move or working in rough or undulating terrain cannot be effectively attenuated by placing barriers at the source.

Barriers can also be placed between the source and the receiver. The degree of noise reduction provided by barriers is dependent on the amount by which line of sight can be blocked by the barrier. If the receiver is totally shielded from the noise source reductions of up to 15 dB (A) can be effected. Where only partial obstruction of line of sight occurs, noise reductions of 5 to 8 dB (A) may be achieved. Where no line of sight is obstructed by the barrier, generally no noise reduction will occur.

As barriers are used to provide shielding and do not act as an enclosure, the material they are constructed from should have a noise reduction performance which is approximately 10 dB (A) greater than the maximum reduction provided by the barrier. In this case the use of a material such as 10 or 15mm plywood would be acceptable for the barriers.

6.2 Silencing Devices

Where construction process or appliances are noisy, the use of silencing devices may be possible. These may take the form of engine shrouding, or special industrial silencers fitted to exhausts.

We do not anticipate any significantly noisy activities as conventional methods of construction are to be used. All recommendation will be adhered to ensure minimal disruption to surrounding neighbour, specifically during the construction phase of the project.

7. CONTACT DETAILS

Contact details of site manager are to be confirmed and mobile phone details will be provided to ensure 24-hour contact.

8. HOURS OF WORK

The hours of construction, including delivery of materials to and from the site, must be restricted as follows:

a) Between 7:00 am and 6:00 pm, Mondays to Fridays inclusive
b) Between 7:00 am and 5:00 pm, Saturdays (or as modified ,STCA)
c) No work on Sundays and public holidays

Schedule for rock breaking, rock hammering, sheet piling, pile driving and similar activity only between the following hours unless approved otherwise:

a) 9.00 am to 12.00pm, Monday to Friday
b) 1.00 pm to 5.00pm, Monday to Friday
c) 9.00 am to 12.00pm, Saturdays

9. SAFETY

A safety committee will be set up on site and comprises the main trades including an electrician, plumber, steel fixer and form worker.

Weekly walks will be carried out by the Safety Committee and any safety issues are promptly addressed within a 24 hour period.

A noticeboard onsite will displays important safety notices. A detailed OH&S plan is available on site for review.

Meriton will also have full time safety manager who attends all Meriton's sites and arranges for all the necessary safety and first aid courses.

10. SITE OFFICE

The Site Office is already established on site, and is located on the far eastern corner of the site. Access is off Mobbs Lane and there is parking provided on site. Loading vehicles will continue to enter and exit the site from Mobbs Lane and locate in a manner that is suitable for construction. Refer to ***Figure 1*** over leaf.

Figure 1 : Existing site office and parking, 61 Mobbs Lane, Epping

11. AIR QUALITY IMPACTS ON NEIGHBOURS

Whenever possible, wet processes will be used during cutting, drilling and grinding to limit dust emissions.

In addition a temporary garbage chute will be used in construction. At the base of chutes bulk bin will collect the waste. The chutes will be fitted with devices that hose down the garbage as it is dropped in to the chutes in order to minimise dust.

12. WATER, WASTE AND CHEMICAL MANAGEMENT

Meriton is to engage a licensed contractor for the removal of trade waste during the construction of the site.

All stormwater and chemicals will be directed to the lowest point at the Stage 2 phase of the site. At this point a pump out pit will be located. The pit will be surrounded by a mound of blue metal and filter fabric. All stormwater will pass through the filter fabric and blue metal prior to entering the pump-out pit. All pollution control devices will be regularly maintained. Any liquid wastes such as paints or similar chemicals will be retained for recycling and other liquids will be disposed in accordance with the requirements of Sydney Water Siltation barriers will be installed where necessary to prevent the generation of erosion and sediment during the construction period.

13. TRAFFIC MANAGEMENT PLAN

The following traffic plan has been prepared for the delivery of construction materials from Mobbs Lane. The portion of Mobbs Lane adjacent to the construction site has a relatively low traffic volume and very low pedestrian traffic volume.

Pedestrians

Jersey kerbs will be provided in works zone for pedestrian access in the event of public domain works. Signs and safety devices will be in place for those works.

Cyclists

The movement of cyclists will be managed as part of the traffic management relating to the project. During certain loading and unloading events, personnel will direct and halt traffic as required to ensure that these activities do no conflict with each other and that a safe environment is maintained. Detailed information relating to traffic management will be provided with the final Construction Management Plan to be submitted with the documentation for a Construction Certificate.

Truck movements

The average number of truck loads moving or delivering material from/to the site is estimated to 15-20 trucks a day.

The above estimated movement of the trucks will increase on the days when the large concrete slabs are proposed to be poured in one continuous operation. The number of the extra trucks will also depend on the size of the structural elements poured at the time.

It is proposed that vehicles will ingress and egress the site via a temporary driveway constructed at the site where major deliveries of construction materials will take place. If needed qualified traffic controllers will be used during these operations.

1. Trucks will enter the site via the driveway on Mobbs Lane.
2. Trucks will then be unloaded / loaded at the site.
3. Trucks will que within the works zone area on Mobbs Lane (when necessary).
4. There will be signage placed at either end of Mobbs Lane.
5. The signage will notify traffic of operations.
6. When using traffic control the stop / go operators will have the correct qualifications at all times.
7. Between construction site and the edge of road there will be either water filled or concrete protection barrier along construction zone.