CONSTRUCTION MANAGEMENT PLAN

Dangerous Goods Fitout
WESTPARK Building B1

For

Goodman & DHL

October 2011

PRIME
CONSTRUCTIONS

Table of Contents

Section 1

Introduction

SECTION 1 - Introduction

As part of the Westpark industrial estate, building B was constructed under DA08/0345 provided by the Penrith City Council. Building B was the final building to be built in the estate, with buildings A and C previously constructed.

This Construction Management Plan has been developed to address the construction of the fit out for the dangerous goods section of Building B1.

The Plan outlines:

- The general constraints of the site and an overview of management issues to be addressed.
- Construction noise and vibration management plan
- Waste management plan
- Traffic management plan

Section 2

Project Plan

SECTION 2 - PROJECT PLAN

2.0 THE SITE

The site is Westpark Industrial estate building B1 which is located at 1-107 Erskine Park Road, Erskine Park. It is the final building to complete the industrial estate with building A and C already constructed.

Development Approval for the base building was granted on the 14th July 2008 by Penrith City Council and at the time of constructing this plan the base building has not been complete.

The works for base building comprise the construction of two warehouses, basement carpark, external pavements, offices, engineering services including a new substation and associated landscaping.

The fitout associated with the dangerous goods include a suspended ceiling, ventilation, electrical and fire services, fencing and concrete bunding.

2.1 SITE ACCOMMODATION & TEMPORARY SERVICES

Site Accommodation and Site Compound

We anticipate that the base building construction works will be complete prior to the commencement of the dangerous good fitout. The site amenities will no longer be on site as the client will have taken position of the building and be occupying the entire warehouse bar the dangerous goods section.

The dock office amenities will be used for the site amenities during the construction of the dangerous good fitout.

Temporary Services

Similar to the site accommodation, the temporary services will no long be on site the facility will be handed over and the client will be occupying the site.

- Power for the work area will be taken from the nearest accessible permanent switch board, which will be both the dock office and the warehouse DB on the inter tenancy wall.
- Water Service will be supplied from the dock office amenities.
- Sewer Service will also be provided from the dock office amenities.

2.2 SECURITY

The dangerous goods fitout will be within Building B1 which will be occupied by the tenant at the time of construction. The building will be at lock up stage and DHL will have their own security provisions. Prime will only operate during the day within the warehouse and leave all materials inside in the allocated work zones which will be fenced off using temporary fencing.

2.3 Environmental Conditions

Working Hours

In the absence of a DA for the fitout works, all construction works associated with this development shall be carried out in accordance with Penrith City Councils Conditions of Approval for the base building.

Monday to Friday 7.00 am to 6.00pm
Saturday 7.00 am to 1.00 pm
No construction work shall be carried out on Sundays or Public Holidays.

Should work or delivery of goods be required outside the specified hours due to safety or emergency reasons, the relevant authorities may be contacted with the reasoning for the cause and the likely duration of the activity.

Demolition

No demolition work will is required for this fitout at this stage. Should any demolition be required it shall be carried out in accordance with AS2601-2001 "Demolition of Structure"

Erosion & Sediment Control

Construction of the fitout will be conducted on the base building internal warehouse slab and no erosion and sediment control will be required.

Dust Management

As mentioned above, no dust management will be required due to the nature of the works.

Construction Waste Management

During the construction works, the generation of waste on site will be reviewed and all reasonable measures will be undertaken to minimise the causes.

Refer to section 4 of the CMP for a detailed plan with respect to Waste Management.

2.4 Traffic Management

Access to the site for construction vehicles will be via the Erskine Park Road and the estate road. The staging area of building B1 will be used to park the trucks as need so no vehicles will be parked on the estate road or on Erskine Park road.
We do not anticipate large volumes of traffic due to the nature of the work, there will be no need for traffic wardens and traffic control.

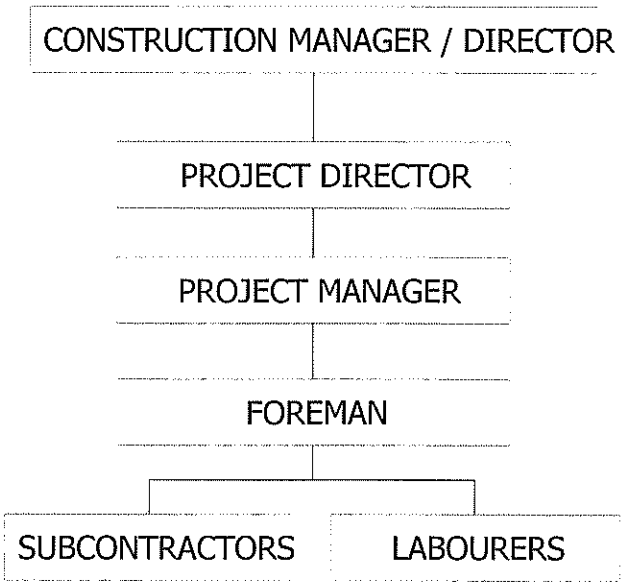
Refer to section 5 of the CMP for a detailed management plan for Traffic Management, along with appendix B.

2.5 OH&S

A detailed Site Specific OH&S and Site Safety Plan will be developed in accordance with relative statutory requirements, a copy of this will be available for review on site.

2.6 Key Personnel

Position	Persons Name	Contact Phone
Construction Manager / Director	Paul Christopher	9418 7707
Project Director	Scott Griffin	0419 699 280
Project Manager	Daniel Swinnerton	0422 227 198
Foreman	Chris Beattie	0418 244 236



Section 3

Construction Noise & Vibration Management Plan

3.0 INTRODUCTION

This plan is formulated for the dangerous goods fitout for Building B1 in the Westpark Industrial Estate, Erskine Park.

The plan fulfils the following key functions:

- Identify the potential sources of noise during the proposed works;
- Specify the noise and vibration criteria for the proposed works;
- Describe how the effectiveness of the actions would be monitored. Show how monitored, by whom, how often and how the results would be recorded;
- Describe what procedures would be followed to ensure compliance.

The plan is formulated in line with the requirements of DA approval 08/0345. All construction work associated with the development is to be carried out between 7am and 6pm Monday to Friday, and 7am-1pm on Saturdays.

3.1 Condition of Consent (Noise & Vibration Criteria)

The noise criteria has been determined through the use of AS2436-1981 (Guide to Noise Control on Construction, Maintenance & Demolition Sites) and Workcover Codes of Practice for the preparation of this report. Council guidelines have also been investigated.

It is noted that there is no residential dwelling within close proximity to the site, it is not expected that noise from Construction activities will be an issue for this site.

3.2 Noise & Vibration Sources

Noise Sources

Noise during the proposed construction works will vary due to the transient nature and range of plant and equipment. Sources of Noise during the siteworks and construction periods include the following:

- Ceiling structure – Manitou, Scissor lifts (3-4 weeks)
- Ceiling cladding and services – Scissor lifts, saws (2-3 weeks)
- Fencing and Concreting – Jack hammers, concrete trucks, scissor lifts, saws, vibrators (3 weeks)

Vibration Sources

The vibration sources during the works will come from four main activities / items of plant::

- Jackhammers – Utilised for small pockets of scabbling to the existing warehouse slab.

3.3 Noise & Vibration Management

Key Management Issues and Actions Required

Construction hours as nominated in the development consent are to be strictly maintained. All construction work associated with the development is to be carried out between 7am and 6pm Monday to Friday, and 7am-1pm on Saturdays.

No construction works shall commence unless the subcontractor has submitted a Work Method Statement which details the schedule of work equipment / excavation equipment and describes the equipment types to be used, noise levels these will generate, expected time and duration of use, and any measures required to ensure the noise levels are acceptable (such as screen mufflers etc). We do not anticipate any activities creating noise levels that are unacceptable.

3.4 Environment Noise & Vibration (Monitoring and Reporting)

This Noise and Vibration Management Plan consists of audible observations, a complaints received program and site specific employee and contractor education into acoustic best practice.

Routine inspections of plant and equipment should include reference to acoustic performance, based on audible tests during operation. Subcontractors are to ensure that plant and machinery utilised are operating within the required acoustic range.

If noise generated from the construction activities is considered to be above the recommended levels, noise monitoring may be implemented.

Section 4

Waste Management Plan

4.0 Management Overview

Prime Constructions aim is to whenever possible, reduce the generation of construction waste or to recycle as much waste material as possible. The base building waste management plan is attached in appendix C.

The waste management plan will follow the preferred hierarchy of avoidance/reduce, re-use, recycle, treat and dispose. Best Practice should be adopted wherever possible, to achieve waste minimisation and reduction.

In addition the project will:

- liaise with Subcontractors to identify areas where they can reduce waste and reuse materials in their respective trades;
- meet local, state and federal waste minimisation legislation and environmental standards;
- prevent pollution and damage to the environment;
- protect the safety and health or our employees and the public;

Key Management Issues

Construction waste minimisation requires early planning and establishment of "Waste Minimisation Culture" by all participants in the Design, Construction and End User process. Waste minimisation is a key element in life cycle analysis, material selection and specification.

Materials selected must be fit for use. The use of building materials that are fully recycled and/or include recycled material in their production will be maximised where practicable.

Planning

The contractor shall encourage all suppliers of building materials to nominate packaging minimisation and reuse initiatives, which have been implemented, as part of product supply to the project. We will not have any major waste items from the works on site.

Bulk handling and reusable/returnable transport containers will be encouraged.

Bin System

Due to the nature and quantity of the work in regards to the Dangerous Goods fitout, it will not be feasible for Prime to have a waste management system in place for the use of separate bins.

Prime will engage a waste management company for the disposal of the rubbish and they will have a waste management plan where the rubbish is sorted at the tipping yard.

The Subcontractors will be responsible for the daily cleaning of their respective work areas and placing of their waste in the bins.

4.1 HAZARDOUS MATERIALS

Due to the nature of the works inside the base building there will be no hazardous / prescribed wastes encountered during on site activities

Prescribed wastes include asbestos (all chemical forms), low level contaminated soil, contaminated soil and water, oils, containers and bags containing hazardous compounds, detergents, paint sludges and residues, pesticides etc

Section 5

Traffic Management Plan

SECTION 5 – TRAFFIC MANAGEMENT PLAN

5.0 Introduction

The purpose of the plan is to provide details of the traffic management during the construction of the dangerous goods fitout.

5.1 Traffic Management Plan

The traffic management plan for the base building is attached in appendix B. The fitout works traffic management plan will be an addendum to the initial plan.

5.2 Overall Principles for Traffic Management.

The overall principles for traffic management during the construction phases are;

- To maintain safe access and circulation within the site;
- Provide a safe and convenient environment for existing tenants and pedestrians;
- Minimise effects on pedestrian movements and amenity;
- Manage and control vehicular movements to and from the site,
- Maintain maximum practical capacity at intersections and in the vicinity of the site;
- Maintain access for commercial and industrial developments in the vicinity of the site;
- Construction traffic activity, including marshalling of trucks to be provided for on-site;
- Minimise impact on on-street parking in the vicinity of the site during construction;
- Maintain safety for workers;
- Manage and control construction vehicle activity in the vicinity of the site.

5.3 Construction Activity

Access will be maintained for existing tenants to carry out their normal operations. Prime will be in control of all Construction vehicles access to and from the site at all times. The site accommodation areas and the site compound will be enclosed by a construction safety fence to ensure there is no ingress into the construction site areas by unauthorised personnel.

All construction Activity associated with the construction works will be carried out between the following hours of work:

- Monday to Friday 7.00am – 6.00pm
- Saturdays 7.00am – 1.00pm
- Sundays/Public Holidays – No work permitted

The overall construction process will be controlled by the following means;

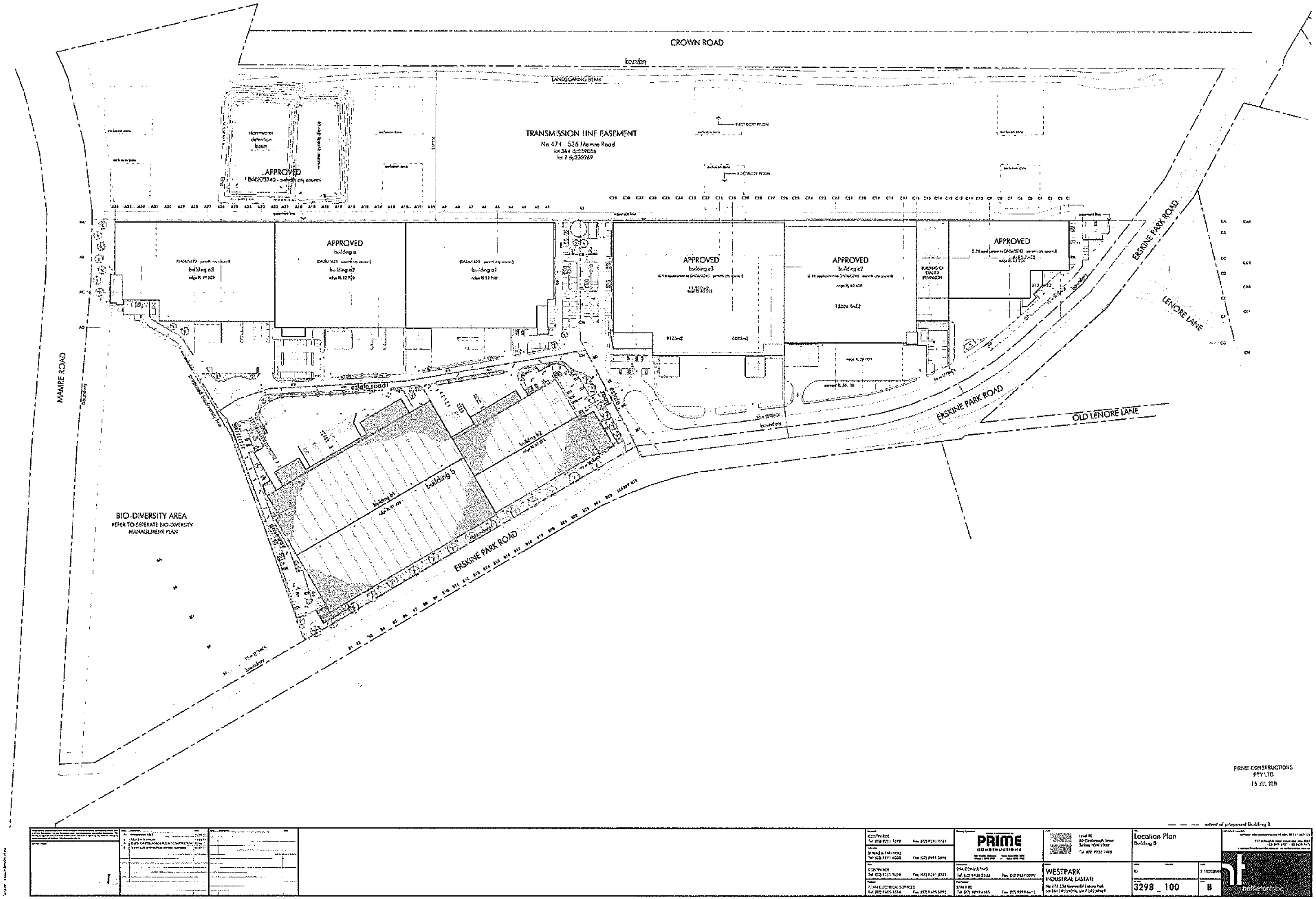
- Control of the hours of operation
- Ensure trucks travel to and from the site along designated truck routes
- Control and manage the on-site truck marshalling and movement of construction traffic from within the site;
- Careful management of access points by site personnel.

The control of the hours of operation avoids truck movements during the early hours of the morning, before 7.00am and in the evening after 6.00pm.

Construction vehicle access to the site will be from the estate road. Direction and egress from the site will be from the estate road and then to Erskine Park Road.

Appendix A

Site Location Plan


CROWN ROAD
boundary
LANDSCAPING BERM
TRANSMISSION LINE EASEMENT
No 474 - 536 Mamre Road
lot 384 dp559086
lot 7 dp238969
stormwater detention basin
APPROVED
APPROVED
building a
building a2
building a3
building a1
APPROVED
building c3
9125m2
8085m2
APPROVED
building c2
12206.1m2
APPROVED
estate road
ERSKINE PARK ROAD
OLD LENORE LANE
LENORE LANE
MAMRE ROAD
building b
building b1
building b2
driveway
proposed bio-diversity line
BIO-DIVERSITY AREA
REFER TO SEPERATE BIO-DIVERSITY MANAGEMENT PLAN
PRIME CONSTRUCTIONS PTY LTD
15 JUL 2011
extent of proposed Building B
PRIME
WESTPARK
INDUSTRIAL EASTATE
Location Plan
Building B
3298 _ 100
B
nettletontribe

Appendix B

Traffic Management Plan

DANGEROUS GOODS FIT OUT

TRAFFIC MANAGEMENT PLAN

PRIME CONSTRUCTIONS

PRIME
CONSTRUCTIONS

Pedestrian and Construction Traffic Management Plan

for

Building B - Westpark
Erskine Park Rd, Erskine Park

1.0 Introduction

The purpose of the plan is to provide details of the pedestrian and construction traffic management during specifically the excavation phase and more generally the construction. This plan is developed in accordance with DA Approval 08/0345.

2.0 Pedestrian and construction Traffic Management Plan

In accordance with consent condition 4, the pedestrian and traffic management plan for the excavation and construction of the approved development is set down through the following sections;

- Site location and road network
- Approved development
- Overall principles for traffic management
- Construction activity
- Truck routes
- Traffic and parking effects
- Pedestrians

2.1 Site Location and road network

The site lies within Westpark industrial estate, east of Mamre Road and north or Erskine Park Road. The site is approximately 3.5 kilometres south of the M4 motorway.

2.2 Approved Development

The approved development included the construction of two warehouses, with offices, basement carpark, external carparks and hardstand areas. The work will commence with clearing of the site and excavation to construct the suspended slabs, the excavation to the warehouse area.

2.3 Overall Principles for Traffic Management

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

- To maintain safe access and circulation within the site;

- Provide a safe and convenient environment for existing tenants and pedestrians;
- Minimise effects on pedestrian movements and amenity;
- Manage and control vehicular movements to and from the site,
- Maintain maximum practical capacity at intersections and in the vicinity of the site;
- Maintain access for commercial and industrial developments in the vicinity of the site;
- Construction traffic activity, including marshalling of trucks to be provided for on-site;
- Minimise impact on on-street parking in the vicinity of the site during construction;
- Maintain safety for workers;
- Manage and control construction vehicle activity in the vicinity of the site.

2.4 Construction Activity

Access will be maintained for neighbouring tenants to carry out their normal operations. Prime will be in control of all Construction vehicles access to and from the site at all times.

The site accommodation areas and the site compound will be enclosed by a construction safety fence, to ensure there is no ingress into the construction site by unauthorised personnel.

All construction Activity associated with the construction works will be carried out between the following hours of work:

- Monday to Friday: 7.00am – 6.00pm
- Saturdays: 7.00am – 1.00pm
- Sundays/Public Holidays – No work permitted

The overall construction process will be controlled by the following means;

- Control of the hours of operation
- Ensure trucks travel to and from the site along designated truck routes
- Control and manage the on-site truck marshalling and movement of construction traffic from within the site;
- Careful management of access points by site personnel.

The control of the hours of operation avoids truck movements during the early hours of the morning, before 7.00am and in the evening after

6.00pm. To facilitate an efficient construction program, the removal of excavated materials and the delivery of concrete during major concrete pours will be programmed not to occur concurrently.

2.5 Truck Routes

It is proposed that in order to prevent construction traffic from circulating through adjacent residential areas, construction traffic will utilise the following identified truck routes, as shown in Appendix E, throughout the area:-

- Entry – M4 / Roper Road or Mamre Road / Erskine Park Road / Estate Road
- Exit – Estate Road / Erskine Park Road / Roper Road or Mamre Road / M4

All trucks leaving the site will be loaded to prescribed weight limits and loose material will be covered during transport from the site.

2.6 Traffic & Parking Effects

The major traffic generating activities during the excavation and construction periods are anticipated to be as follows;

- Stage 1: Excavation (May 2011 – June 2011)
- Stage 2: Construction (June 2011 – December 2011)

The excavation on this project is design to be a net cut/fill process, thus the only material to be taken from site will be the initial existing vegetation that is stripped and the top soil. We aim to stock pile the top soil for later use to limit the waste generated from the project. There is a potential for a total of 10 trucks taking material from site each day. These trucks will be covered and washed down prior to leaving the site.

During the construction stage of the development, the peak activity would occur during concrete pours. During large pours we anticipate approximately 50 trucks per day, with smaller pours around 20 trucks and 10 for general construction deliveries.

All truck delivering material to site will be unloading within the site compound and thus will not effect the traffic in the vicinity of the site. In the event concrete trucks are backed up, the waiting space will also be within the site compound.

It is anticipated that during the excavation stage there will be approximately 10 to 15 construction employees on the site. Employee

numbers will vary over the construction period but on average would be in the order of 40 to 50 per day. Onsite parking compound will be provided to all workers to limit the impact on the parking in the Westpark industrial precinct.

2.7 Pedestrians

There is only minor pedestrian movements with the Westpark Industrial estate, most of this movement occurs around Buildings A and C. There is no construction to be undertaking outside the site compound and the exiting footpaths will be maintained.

Pedestrian movements within the site will be barricaded off where possible, however daily risk assessments will be carried out to see if further pedestrian zones are required as the works progress.

Appendix A

PRIME
CONSTRUCTIONS

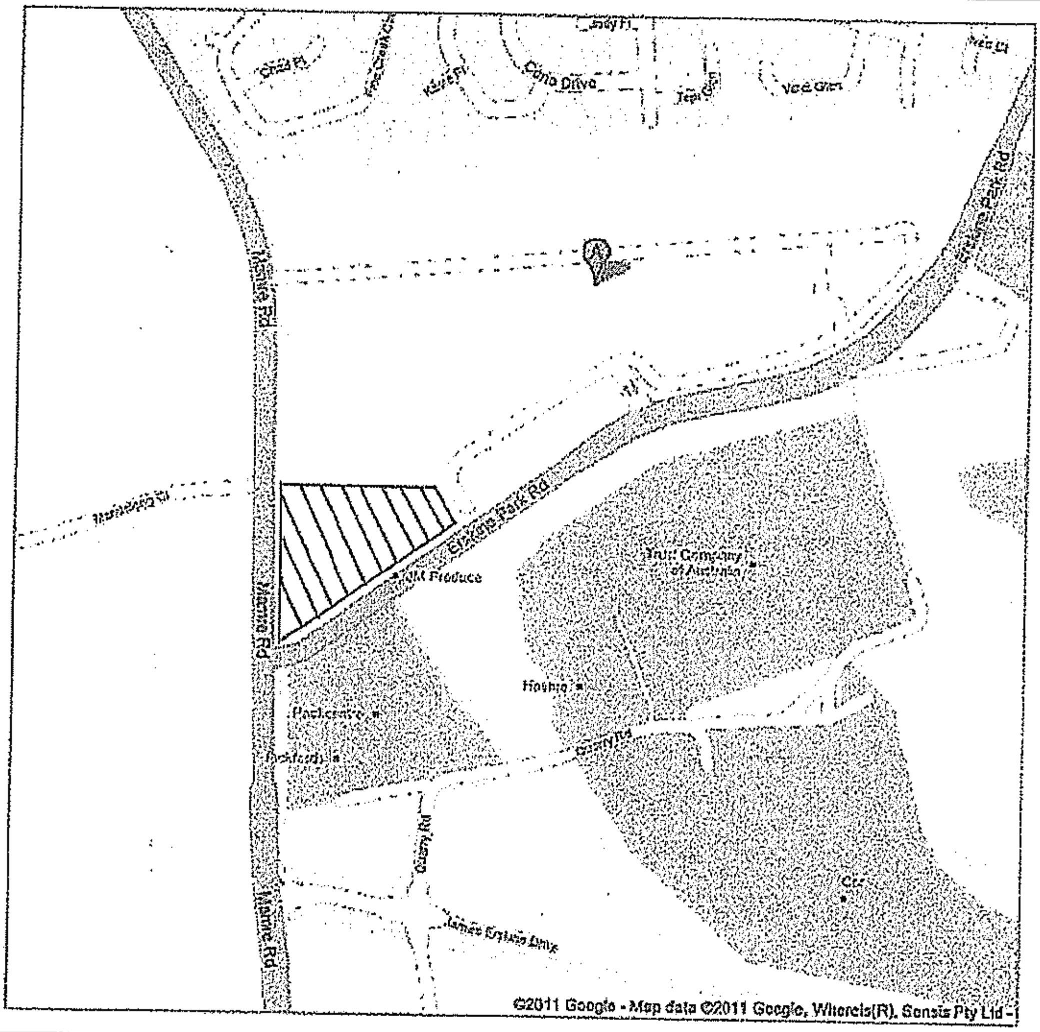


Figure 1

PRIME
CONSTRUCTIONS

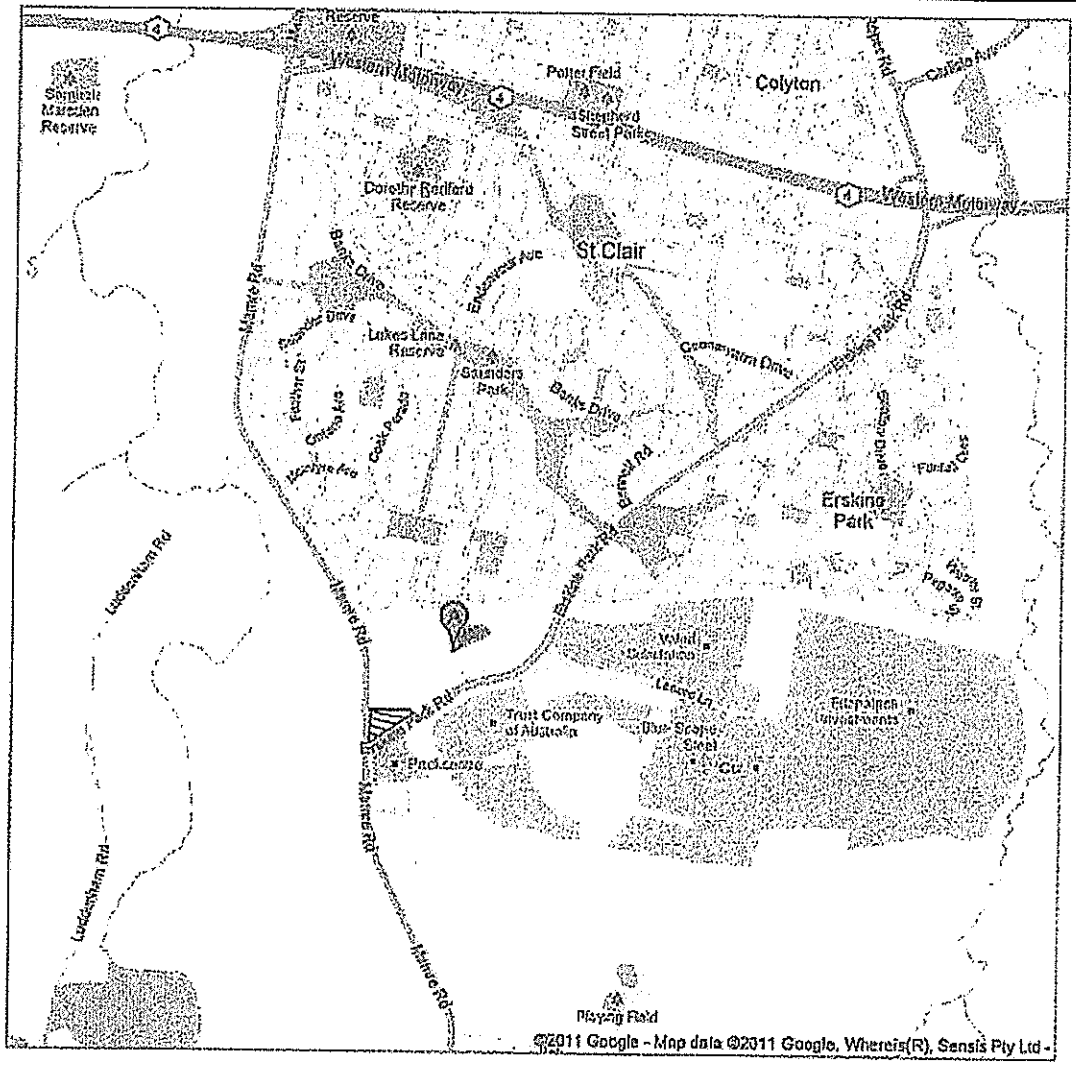
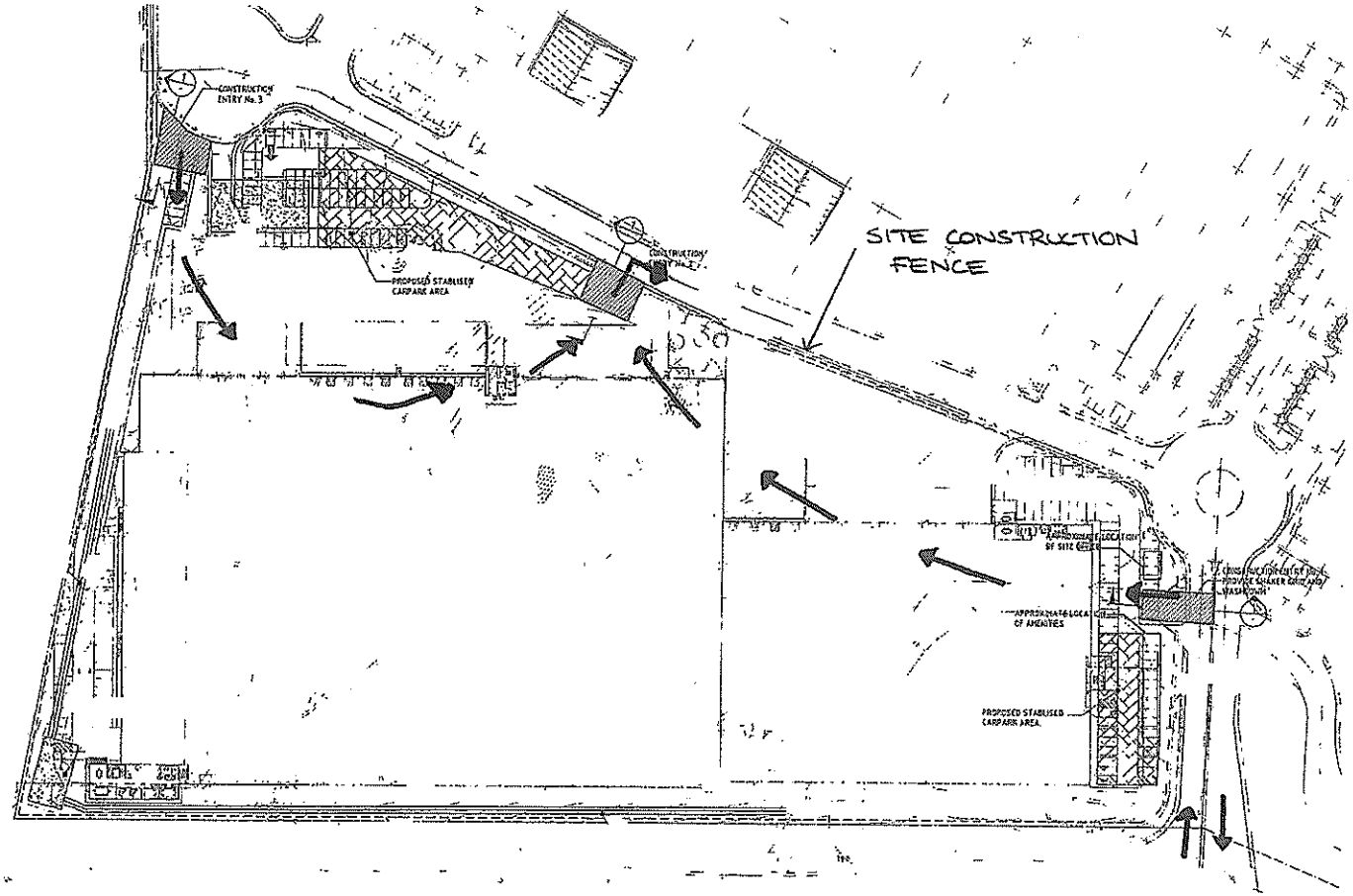


Figure 2



TMP: STAGE 1 EXCAVATION

PRIME CONSTRUCTIONS PTY LTD
11 APR 2023

FOR CONSTRUCTION CERTIFICATE

5m 0 10 20 30 40 50m

SCALE 1:500 AT A0 SIZE SHEET

PRIME CONSTRUCTION

BUILDING B WAREHOUSE
WESTPARK INDUSTRIAL ESTATE
ERSKINE PARK NSW

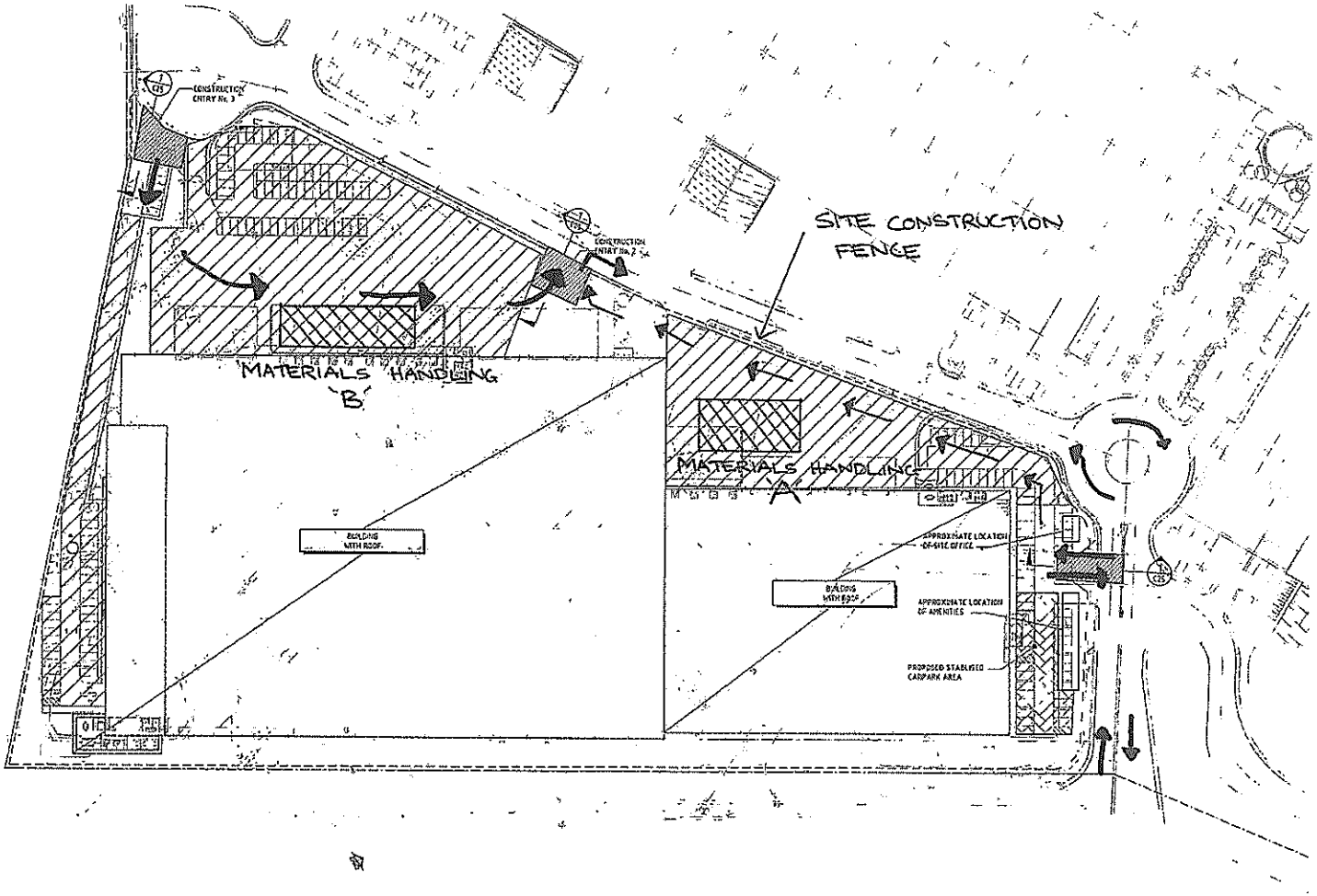
Costin Roe Consulting Pty Ltd.
Consulting Engineers

Costin Roe Consulting

EXCAVATION STAGE 1

C011243.00-C

A



TMP: STAGE 2 CONSTRUCTION

PRIME CONSTRUCTIONS PTY LTD
11 APR 2018

FOR CONSTRUCTION CERTIFICATE

5m 0 10 20 30 40 50m
SCALE 1:500 AT A0 SIZE SHEET

PRIME CONSTRUCTIONS
BUILDING & WAREHOUSE
WESTPARK INDUSTRIAL ESTATE
ERSKINE PARK NSW

Costin Roe Consulting Pty Ltd
Consulting Engineers

Costin Roe Consulting

CONSTRUCTION STAGE 3

C011243.00-C

A

Appendix C

Base Building - Waste Management Plan

PRIME
CONSTRUCTIONS

Waste Management Plan

For

Building B – Westpark

1-107 Erskine Park Road, Erskine Park

1.0 Management Overview

Prime Constructions aim is to whenever possible, reduce the generation of construction waste or to recycle as much waste material as possible.

The waste management plan will follow the preferred hierarchy of avoidance/reduce, re-use, recycle, treat and dispose. Best Practice should be adopted wherever possible, to achieve waste minimisation and reduction.

In addition the project will:

- liaise with Subcontractors to identify areas where they can reduce waste and reuse materials in their respective trades;
- meet local, state and federal waste minimisation legislation and environmental standards;
- prevent pollution and damage to the environment;
- protect the safety and health or our employees and the public;

Key Management Issues

Construction waste minimisation requires early planning and establishment of "Waste Minimisation Culture" by all participants in the Design, Construction and End User process. Waste minimisation is a key element in life cycle analysis, material selection and specification.

Materials selected must be fit for use. The use of building materials that are fully recycled and/or include recycled material in their production will be maximised where practicable.

Planning

The contractor is to arrange for all the major subcontractors where appropriate to submit prior to commencement on site, waste minimisation details including as a minimum the following:

- two practical measures associated with their works to prevent waste entering on site;
- two waste streams resulting from their works which can be recycled and will be actively managed as part of their waste reduction plan;
- alternative products containing recycled material that could be utilised in their works, in place of more traditional materials, which conform and meet with the design specification;

The contractor shall encourage all suppliers of building materials to nominate packaging minimisation and reuse initiatives, which have been implemented, as part of product supply to the project.

Bulk handling and reusable/returnable transport containers will be encouraged.

The contractor shall address Waste Management at any or all of the design coordination or subcontractor meetings.

Bin System

The contractor shall implement a waste management system through the use of the separation bins for recyclable materials, and non-recyclable waste materials as practicable.

Additional bins will be provided where possible to further separate waste. Examples include for plasterboard or timber only.

Additional separation bins will be provided where practicable for construction amenities waste. Materials collected for separation/recycling should include:

- Food waste
- Glass
- Aluminium Cans
- Steel Cans
- PET (recyclable plastic)
- Paper/Cardboard

The contractor shall take measures to enforce as reasonably practicable that all subcontractors working on site to place all their waste in the correct bins on site.

The Subcontractors will be responsible for the daily cleaning of their respective work areas and placing of their waste in the correct bins.

Signs will need to be located on each bin, indicating type of bin and what waste may be placed in that bin.

1.1 Hazardous Materials

It is unlikely that hazardous / prescribed wastes shall be encountered during on site activities.

Prescribed wastes include asbestos (all chemical forms), low level contaminated soil, contaminated soil and water, oils, containers and bags containing hazardous compounds, detergents, paint sludges and residues, pesticides etc

If not managed properly, these wastes may pose a threat to the life or health of living organisms due to their toxic properties. Other wastes in this category may pose a threat to the safety of humans or equipment due to explosive, reactive or corrosive properties

In the event that hazardous / prescribed wastes are encountered, the following steps will be undertaken.

1. The superintendent (Goodman) will be notified immediately of the situation and instruction will be sought for the classification and removal of the materials
2. The materials shall be classified by appropriately qualified personnel.

3. The materials will be removed by a experienced and qualified contractor in accordance with the relevant EPA and workcover guidelines

---

Standard Disposal Steps

1. Contact the relevant EPA licensed facility to ensure they can receive the waste. This will generally require the waste producer forwarding analytical results. Alternatively the disposal facility may analyse the waste. For soil, leachability tests may be required in addition to standard screens for contaminants.

2. The receiving facility will be provided the following details
   - Anticipated volume of waste
   - company transporting the waste (may be the company receiving the waste)
   - when the waste is being transported to their facility
   - a contact name and number in the event that there are any problems.

3. Prescribed waste will be transported in licensed vehicles using EPA transport certificates.

   (a) When disposing of liquid waste the company receiving the waste will send out licensed tankers or trucks (if waste is in containers/drums) to pick up the waste. These vehicles generally carry their own prescribed waste transport certificates and some companies will complete the certificates on behalf of Prime. We will be either provided with:
      - a letter stating that we have elected to have the certificates completed on our behalf; or
      - the waste producer's copy of the transport certificate (green carbon copy). (the pink carbon copy to be forwarded to the EPA).

   When disposing of solid waste (ie. soil) the trucks are to hold EPA licences. The trucks will also be covered with plastic as this is a legal requirement. Each truck will have completed waste transport certificates on board. Again, the green copy is to be kept by the waste producer and the pink copy forwarded to the EPA.

1.2 Waste Classification - Major Waste Items

Being a vacant site with demolition works complete and a balanced cut to fill excavation activity the amount of waste to be generated from the site should be greatly reduced. The main waste areas would be as follows:

- Excavation – The works are a balanced cut to fill exercise with all excavated materials to be reused onsite.
- Other elements of waste will be from construction. All of these will be removed in accordance with this waste management plan. Please see attached Table 1 for details of expected Construction Waste.

1.3 Concrete & Brickwork - Recycled Materials

Suppliers will be encouraged to nominate products that include a recycled component and ability/opportunity for recycling of unused components. Product selection will include a selection factor associated with recyclability and percent of recycled product.

Any of the concrete pavements / kerbing from the project will be looked to be re-used as recycled concrete aggregate where suitable.

1.4 Waste Management

Education

The contractor shall introduce waste minimisation concepts into the Site Environmental Awareness Program issues will be incorporated into the site induction program.

Performance Measures

- The waste system (bins / signage / staff education) is in place prior to any major waste generation works.
- The system meets the projects target waste reduction objectives.
- A process for the verification of disposal of potentially hazardous waste will be developed and maintained to ensure appropriate disposal of the waste material. Copies of all tipping/disposal documentation to be supplied and filed with site records.

Monitoring and Reporting

The Waste Management Contractor will be responsible for providing dockets to the General Foreman for the removal and appropriate disposal of scheduled waste from the project.

Correctives Actions

Where a Subcontractor has caused the bin contamination the General Foreman will be advised, by way of the non-conformance report procedure, the corrective action and preventative action shall be taken to correct the non-conformance

Control	Timing	Methodology	Responsibility	Monitoring and Reporting	Performance Measure
Project waste types to be identified	prior to construction commencement	in accordance with the Waste Management Plan.	Builder & subcontractors	By each bin	identify waste generation and Management Plan developed.
all off-site waste disposal to be disposed of to an appropriate disposal point.	Ongoing	Waste contractor to address and follow legislative requirements.	Builder & subcontractors	to be monitored through waste docket records	no waste disposed to unlicensed facilities
all waste land-filled off site to be evaluated	Prior to disposal	According to Solid Waste Assessment Guidelines	Builder & subcontractors	to be monitored through waste docket records Plan	all waste transported to appropriate waste facilities

BLDG B - Westpark - CONSTRUCTION PHASE
Waste Management Plan - Table 1

MATERIALS ON-SITE			DESTINATION		
			REUSE & RECYCLING		DISPOSAL
Type of Materials	Estimated		ON-SITE	OFF-SITE	
	Vol (m3)	Wt (t)	Specify proposed reuse or onsite recycling methods	Specify contractor and recycling outlet	Specify contractor and landfill site
Excavation Material	4000	_	Topsoil to be retained on site for use in landscaping wherever possible.	N/A	Megex Contractors to dispose of at approved landfill site
Bricks	4	_	N/A	Cut bricks to be sent to recycling facility (Concrete Recyclers)	N/A
Tiles	1	_	N/A	N/A	Damaged tiles / offcuts to be removed by Reefway Waste
Concrete	10	_	Crossover and entry to be maintained for site use during construction	Following use, to be recycled and crushed. (Concrete Recyclers).	N/A
Formwork	1700 m2	_	To be re-utilised on project	Upon completion of project, formwork contractor (A Class Formwork) to remove from site and re-use on following projects	Any damaged formwork to be removed by waste contractor (Reefway Waste)
Timber - Pine, Particle Boar	20	_	N/A	Temporary construction timber to be re-utilised by builder on other projects	Damaged timber to be removed by Reefway Waste
Plasterboard	6	_	N/A	N/A	Off cuts to be disposed of by Reefway Waste
Plumbing and metal fittings	1	-	N/A	Copper & Aluminium to be recycled through separate metal recyclers where possible	Minor off-cuts expected, removed by Reefway Waste
Other	36	-	N/A	N/A	Generally waste to be removed by Reefway Waste

NOTE:

Waste Management Plan compiled in accordance with Penrith City Council DCP 2010 - Part C5