PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

Stage 1 Residential Detailed Development Application Submission

171 Wattle Road, Shellharbour

Revision	Date	Prepared by	Reviewed by
A	01/11/2024	John Phillpott - Uniting	Gyde Consulting Pty Ltd
B	05/11/2024	John Phillpott - Uniting	Gyde Consulting Pty Ltd
C	21/05/2025	John Phillpott - Uniting	Gyde Consulting Pty Ltd

1. Introduction

1.1 Purpose of this Plan

This preliminary Construction Management Plan (CMP) has been prepared to outline a range of safety, health, traffic and environmental considerations for the purposes of lodging a development application for the site at 171 Wattle Road, Shellharbour.

This preliminary CMP aims to:

- Outline key environmental matters associated with the construction of the proposed development.
- Guide compliance with potential consent conditions and relevant regulatory requirements.
- Suggest management procedures to achieve the above; and
- Recommend monitoring, auditing and reporting processes to guide the ultimate head contractor appointed to deliver the works.

1.2 Limitations

This preliminary Construction Management Plan has been prepared to provide a general understanding of generic construction activities for delivering buildings and infrastructure, based on the initial concepts and preliminary site assessments. Following individual Development Approval and availability of the Development Approval conditions, the CMP will be reviewed, and a Site-Specific CMP will be prepared to incorporate the detailed design, including appropriate arrangements for detailed Construction, Environmental and Construction Management Plans by the relevant head contractors.

The Principal Contractor will be responsible for the overall management of the site and will be required to produce a Site-Specific Construction Management Plan (Site -Specific CMP) prior to commencing works. This Site-Specific CMP will be the master plan for the works and may include the following:

- Project Overview
- Project Scope and Works Activities
- Site Management Plan, including project timeline, milestones, operating hours and key personnel contact information
- Dilapidation Report
- Work health and Safety Management Plan
- Communications Strategy
- Quality Assurance Management
- Monitoring and Reporting
- Risk Management Strategies
- Environmental Management Plan
- Traffic and Parking Management Plan
- Industrial Relations Strategy
- Hazardous Materials and Asbestos Management Plan
- Emergency Management Plan
- Stormwater and Sediment Control Plan
- Air and Dust Management Plan
- Waste Management Plan

- Noise and Vibration Management Plan

A copy of the Site-Specific CMP will be kept on site and accessible throughout the entire construction phase.

1.3 Structure of the CMP

The Structure of the CMP comprises three key elements namely:

- Description of the site, locality and construction activities
- General management of the site
- Recommended environmental controls to be considered during construction

1.4 CMP Implementation

This preliminary CMP will guide the project managers, contract superintendents and contractors responsible for demolition and construction of the proposed development. It is expected that following receipt of the development approval conditions, this CMP will provide details sufficient to understand, avoid, mitigate and remedy the potential environmental impacts of the project during construction.

2. Project Information

2.1 Site Description and Locality

171 Wattle Road, Shellharbour is a large piece of land on the western side of Wattle Road, located between Bensen Avenue and Lake Entrance Road, with an area of 4.2 hectares. It is legally described as Lot 2 in DP 1043053. Please refer to the aerial photo below.

Figure 1 – aerial view showing extent and location of the site.

It has residential development to its east and south, the Stockland Shopping Centre to its west, and vacant land to the north.

This Stage 1 application relates only to the area at the southern end of the site and the new private road that will provide access to the development. Refer to Figure 2 below.

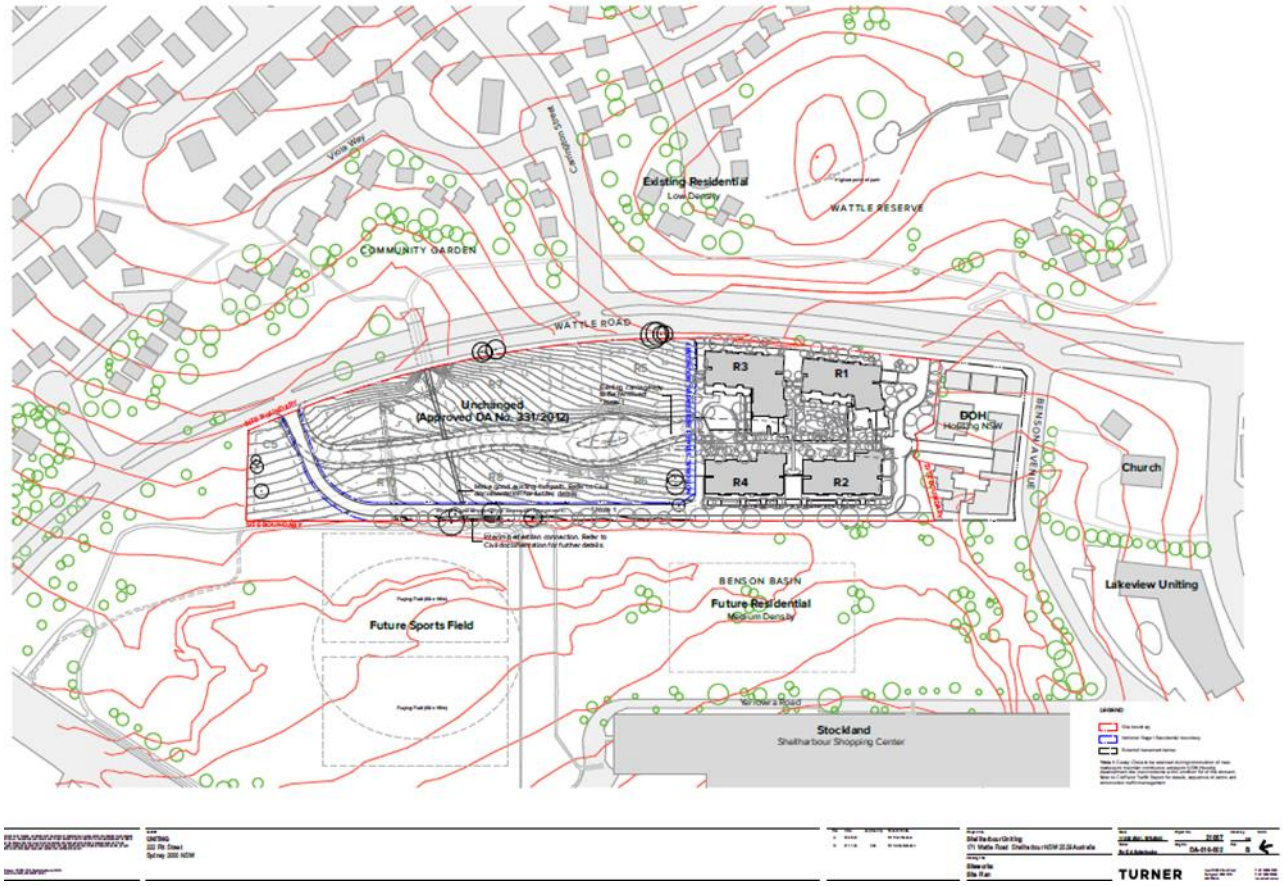


Figure 2- Site plan showing location and extent of Stage 1. Note – north is towards the left-hand side of the plan.

2.2 Proposed Development

The proposed development comprises:

- construction of 4 free standing buildings (R1 – R4) containing a total of 152 independent living units (ILUs), being a mix of 1, 2, and 3 bed apartments,
- 2 large central landscaped courtyards,
- 2 levels of basement parking containing 149 spaces (Refer to the basement plans below),
- a clubroom and related amenities, and
- 3 offices for Village administration.

The buildings will range in height from 4 to 6 storeys. There will be 2 buildings facing Wattle Road (Buildings R1 and R3) and another 2 facing the proposed new road (Buildings R2 and R4).

This is the first stage of the redevelopment of this whole site, as per the Concept Plan approval granted in 2014.

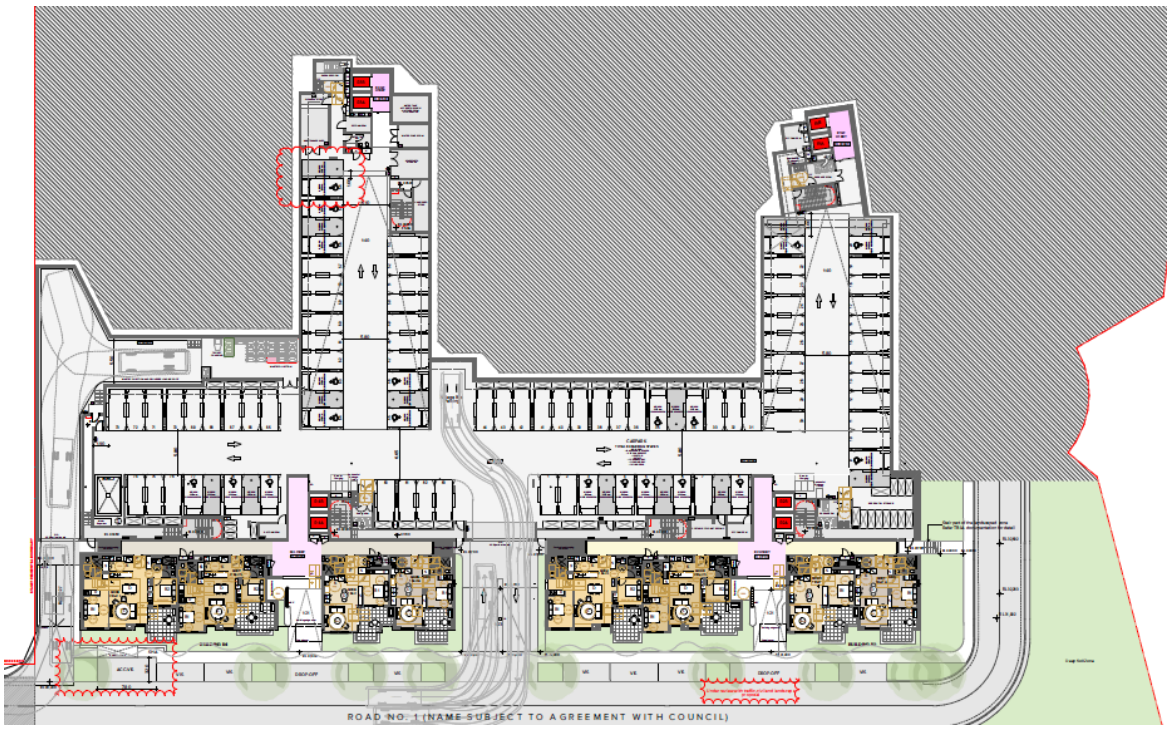


Figure 3- lower-level basement layout showing vehicular access, parking and waste management arrangements

Access to the smaller, upper-level basement containing 43 spaces, will also be accessed off the proposed new road and close to where the southern end of this road connects with Wattle Road. See Figure 4 below.

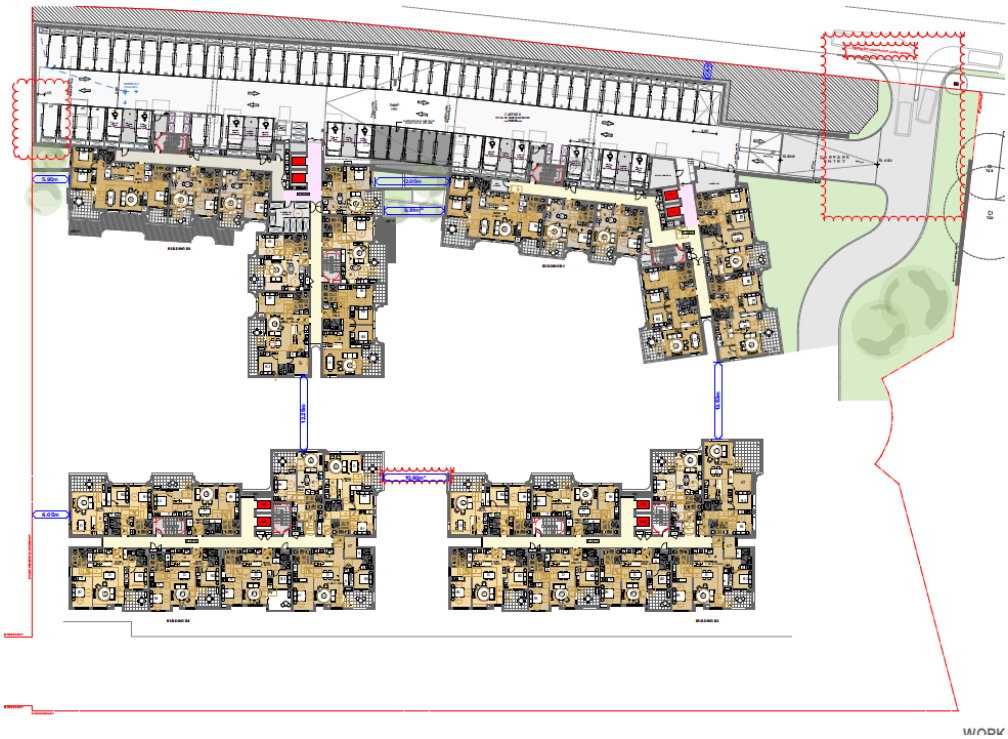


Figure 4- Upper-Level basement layout

3. Construction Management

A Principle Contractor will be appointed and will provide detailed construction management plans for construction. These will be provided prior to issuance of a Construction Certificate.

3.1 Responsibilities

Management responsibilities referred to in this CMP are applicable to the design and construction of the seniors' housing development. Handover of responsibilities to Uniting's operational managers will occur at Practical Completion (PC). Under the contract there is a 12-month Defects Liability Period (DLP) commencing when PC commences. While Uniting will take possession of the site from the date of PC, the head contractor remains responsible for rectifying defects during the DLP, in accordance with the defect management protocols outlined in the contract.

Contractor responsibilities generally apply as follows:

- Construction program issues
- Carrying out risk assessments, and for setting up and ensuring the implementation of the management system on every aspect of the project as appropriate
- Construction Site Management
- Appointing, monitoring and administering the progress of the specialist subcontractor; and,
- Complying with the relevant Development Approval conditions.
- Constructing the development consistent with the relevant Construction Certificate(s)

3.2 Management System

It is intended that where possible the head contractors will have a certified quality system of operation. The system will comprise but not be limited to:

- Planning
- Process control
- Document control
- Monitoring and measurement
- Control of Non conformances
- Corrective and Preventative Actions
- Record
- Internal Audits

3.3 Consultation

The planning and implementation of the proposed construction works will be completed to meet the requirements of the following relevant authorities where applicable:

- Shellharbour Council
- TfNSW
- Homes NSW
- Relevant Utilities authorities

3.4 Community Notification

In addition to the public exhibition process as part of the Development Approval process, and any additional consultation undertaken by the applicant if required, it is expected that the head contractor will notify the neighboring residents of commencement of site works. Further communication proposed may include:

- A contact number or email address, to allow questions and complaints to be answered and managed early and efficiently as well as providing an address for issue identification.
- Notification Letters providing information to nearby residents of any upcoming works.

3.5 Complaints Management

All complaints will be managed and resolved as quickly as possible. A set of complaint management protocols and procedures may be set out in the documentation provided in the notification letters prior to the commencement of work.

3.6 Construction Timeline and Site Working Hours

Construction activities are expected to be undertaken over a period of 30-26 months.

Working hours will be as per Council's conditions of consent, but typically will be 7.00am – 5.00pm Monday to Friday, 7.00am – 1.00pm Saturdays.

No work will generally be carried out on Sundays or Public Holidays.

3.7 Health and Safety

3.7.1 General

The construction works will be undertaken in accordance with the WHS Act and relevant regulations. Prior to construction the head contractor will prepare a safety plan to cover the works on site. Appropriate separation will be provided between the construction works and areas available for public access around the Stage 1 site.

3.7.2 Site Office and Amenities

Site office and amenities are to be located within a designated area of the construction site.

3.7.3 Materials Storage and Unloading

All materials are to be stored within the site boundary. This includes:

- Excavation equipment and stockpiles
- Concrete pumping machinery, building material and waste storage containers
- All loading and unloading operations are to comply with WorkCover and any other statutory body requirements
- Care is to be taken when loading materials; it will be necessary to review storage areas as the work progress
- No materials are to be stored on public footpaths and / or roads
- All spoil removal and other heavy vehicle site traffic, will be kept separate from the access to neighboring properties where possible

3.7.4 Security

The site will be fenced with an appropriate hoarding, with secured access gates manned with trained traffic controllers. All visitors to the site will be required to report to the site office and will be appropriately inducted and registered. Builder identification signage will be displayed indicating the builder's or contact person's name and contact phone number. A contact number will be provided on the sign which will be available 24 hours a day and 7 days per week.

The main contractor will be required to ensure that adequate signage and hoardings are installed and maintained to prevent unauthorised public access to the site throughout the duration of construction.

3.7.5 Training

All staff and head contractors working on site will be required to have a Work Cover "White Card" accredited construction training card. Prior to staff and subhead contractors entering site they will be inducted into site to likely include the following:

- Entry and exit locations
- Locations of amenities
- First aid office
- Emergency exit location
- Site plan & important items
- Personnel Protective Equipment
- Site specific risks and requirements
- Other WHS matters

3.7.6 Emergency and Incident Response

Prior to commencing works on site, the Head contractor will prepare emergency and incident response procedures to ensure that all incidents will be managed and resolved as quickly as possible and with the minimum impact to the human health and the environment.

3.8 Through Site Access

There are currently two pedestrian through site links: a footpath running east-west and the Davey Close roadway.

A concrete footpath links the underpass beneath Wattle Road to the footpath leading to the Stockland Shopping Centre (refer to Fig 6 below).

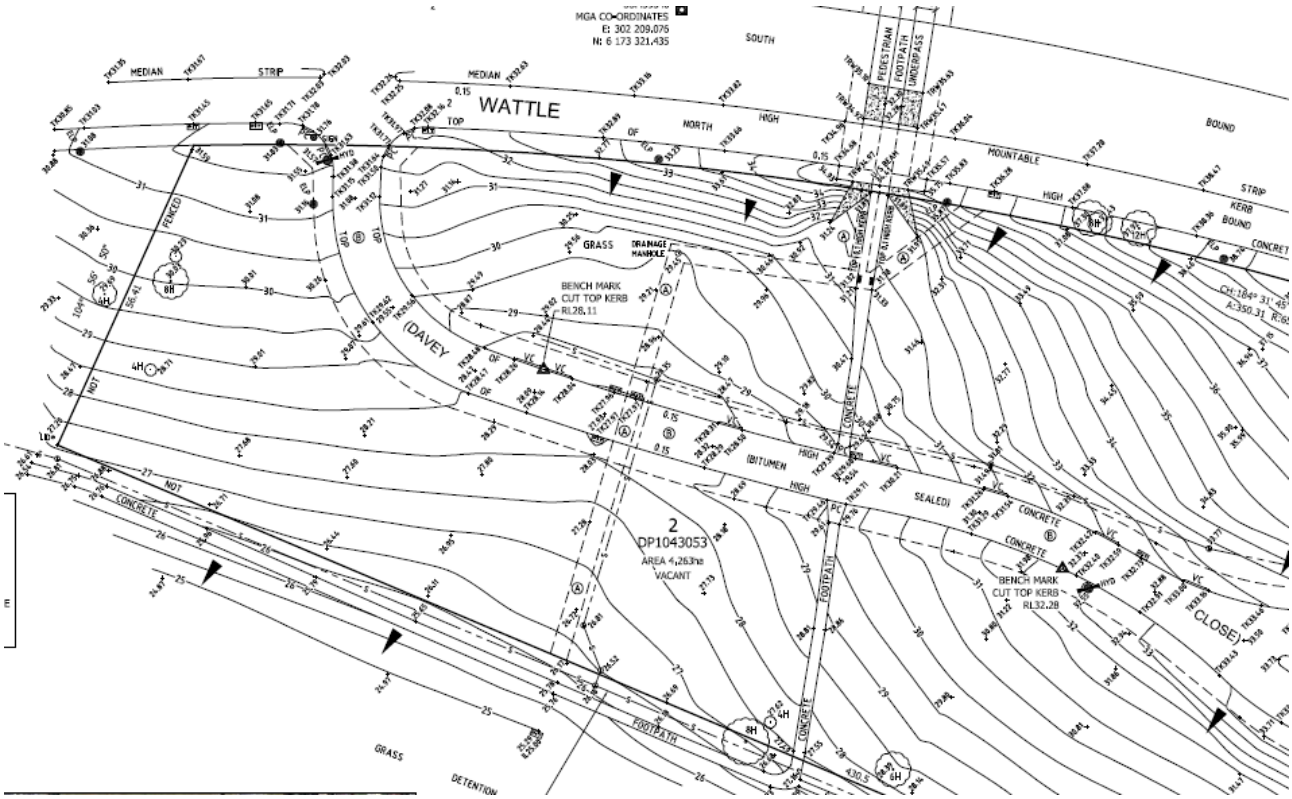


Figure 6 – extract from site survey showing location of the concrete footpath

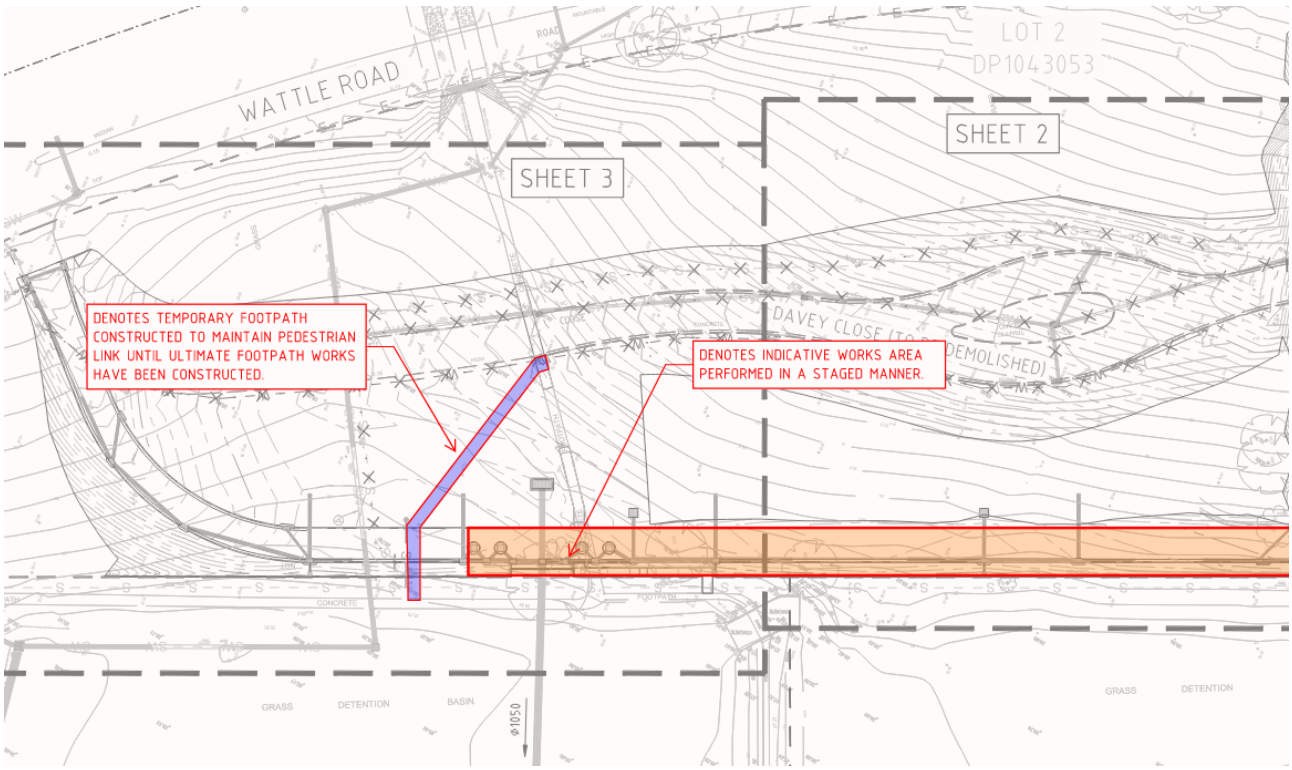
This concrete footpath is towards the northern end of the site. The only element of this footpath relating to the proposed Stage 1 is where it meets the new section of road. In this instance, the levels of the footpath and the road are such that the through site access will be maintained.

The other through site link is Davey Close. It affords both vehicular and pedestrian access through the site. While Davey Close is proposed to be demolished, the principles of vehicular and pedestrian access through site will be maintained during and after construction.

Interim measures for pedestrians and cyclists travelling from Wattle Road underpass to the Benson Basin footpath will be provided.

The existing roadway of Davey Close will be retained in its existing condition during the commencement of construction activities, which will prioritise the construction of the eastern boundary retaining wall, earthworks and initial base pavement layers for the new circulation road. The existing road will provide vehicle access to the adjacent properties until the new road has been formed.

The existing pedestrian footpath will be retained for as long as practical, and once required due to the staging of works, a temporary footpath connection will be constructed to tie into the eastern footpath link until the final arrangement has been finalised. See below markup as an example site condition with this intent in mind. All pedestrian and vehicular accessways will be sealed and safe and available to neighbouring properties.



The new roadway will be constructed and sealed prior to the demolition and removal of the existing roadway to ensure continuity of sealed and safe access for neighbouring properties. Short-term unsealed temporary access will be provided where the new access road intersects the existing road when the existing road is to be removed. This will be managed by the Principal Contractor and adequate notification and communication of the works will be provided to the neighboring properties.

Traffic Management

The site fronts Wattle Road, a 4-lane divided road connecting Shellharbour to Lake Entrance Road. Vehicular access to and from the site from Wattle Road is currently only available via a Right of Carriageway called Davey Close. This runs through the centre of the site in a north-south direction and provides the only vehicular access to Wattle Road for the residents of the DoH medium density housing development immediately south of the subject site (referred to as DoH Homes NSW in Fig 2 on page 2 of this report).

There's a right turn bay in the central median island enabling southbound vehicles on Wattle Road to access the site, while northbound vehicles on Wattle Road have a simple left hand turn to make and do not require a turning lane.

The proposed development involves the demolition of the existing Davey Close and the construction of a new private road running along the western boundary of the site (refer to Fig 2 on page 2 of this report). This new road will maintain the existing connection with Wattle Road at the northern end of the site but will add another connection point at the southern end of the site. This new connection will be left turn in off Wattle Road and left turn out on to Wattle Road only (refer to Fig 2 on page 2).

The new road will be constructed as one of the first components of the proposed Stage 1 (the subject of this application). It will be trafficable but only partly completed until the final stages of construction; at

which time it will be formally completed. It will afford access to the site for all construction related traffic, as well as maintaining vehicular access for the residents of the existing DoH residential development to the south.

The only structures on site are those associated with the existing road and services so demolition and the associated traffic will be very minimal. Excavation for the basement car parks will be the first significant traffic generator

Truck loading and unloading is expected to occur wholly within the Stage 1 site. All deliveries are to be made within the work hours approved by Council. During days when the intensity of vehicle movements is expected to be high, communication between the site and vehicles will be maintained to stagger arrivals to minimise the impact on traffic using Wattle Road.

The site benefits from good access to local roads including Lake Entrance Road and Wattle Road. This level of access should minimise the number of construction vehicles using suburban/residential roads, thereby minimising the impact on residents in the area. The number of vehicle movements on these local roads is already high and so the additional traffic resulting from the construction of this senior's housing development is negligible and unlikely to adversely impact the local network.

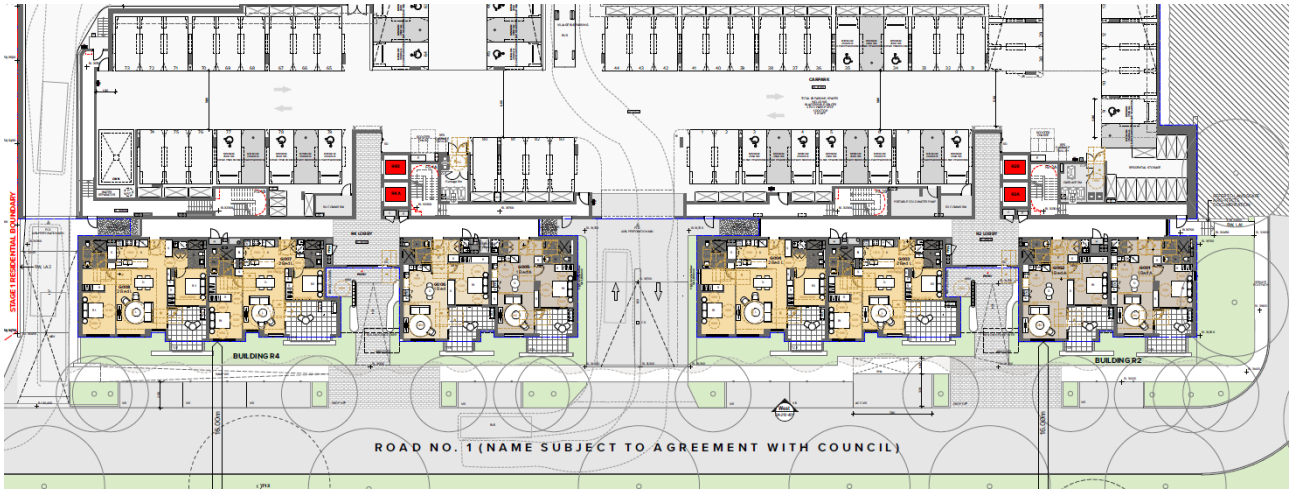


Figure 5 – Location of On-street parking spaces on new road

That section of the new road immediately in front of Stage 1 will be wider than the rest of the road to accommodate a line of on-street parking spaces (refer to Fig 5 above). During construction, this wider part of the road will be available for construction vehicles to park, which will allow the new road to accommodate two-way traffic during the construction period. No construction parking is proposed along Wattle Road.

A detailed Construction Traffic Management Plan will be developed by the main contractor and submitted to the appropriate approving authority as part of the Construction Certificate documentation, and prior to works commencing on site.

4. Environmental Matters

5.1 Demolition, Excavation and Construction Waste Management

The only structures on site are the pavement of Davey Close, services running beneath and alongside it, including electric light poles, stormwater drainage infrastructure and water and sewer services.

Geotechnical investigations have been done of the site and no significant areas of fill were identified, with rock being present approximately 1m below the surface. As the site has never been developed, there is very little likelihood of there being subsurface structures such footing of old buildings or storage tanks or the like.

During the demolition phase all materials capable of being recycled will be treated that way. Those that are not suitable for recycling will be disposed of to landfill.

Excavation is likely to yield natural materials. Should structures be found, they will be assessed for recycling or disposed to landfill. Excavated material will, where possible, be reused as clean fill off site, and that which can't be reused as clean fill will be sent to landfill.

Waste generated during construction will generally be as follows: paper/cardboard, timber offcuts, plasterboard offcuts, excess concrete, metal offcuts (wiring, roof sheeting etc) and waste more generally. Where possible these will be reused or recycled off site or otherwise sent to landfill.

The Demolition and Construction Waste Management Plan accompanying this application provides further detail on waste management including estimated quantities of materials and destinations for this waste.

5.2 Noise and Vibration Management

The only nearby neighbours to the site are the DoH residents of the medium density housing complex immediately to the south of this site. Land to the east, west and north of the site is vacant.

Noise from the excavation phase will emanate from excavation equipment operating on site and the vehicles removing excavated material from site. Excavation is likely to take 3-4 months and will involve rock breakers and the like. Construction traffic will come from equipment being used on site i.e. drills, cranes, concrete pumps etc, as well as from vehicles serving the site i.e. vehicles delivering materials, collecting waste etc.

Excavation and construction vehicles will most likely travel north along the new road to access Wattle Road because the gradient is less than the section of the new road immediately to the south of Stage 1, and the sight lines at the northern intersection are better. This will minimise the impact of traffic noise from excavation vehicles entering and leaving the site

on the residents immediately to the south.

Similarly, excavation and construction activities will generate some vibration, however, this is anticipated to be relatively minor.

Noise and vibration monitors will be installed by the contractor during the demolition, excavation and construction phases of this project to monitor the levels of noise and vibration. Site activities will be amended should noise or vibration levels exceed acceptable standards.

A formal assessment of potential construction noise and vibration impacts will be provided in a separate Construction Noise and Vibration Management Plan (CNVMP) prepared by the contractor and included in the Construction Certificate documentation. The Noise Impact Assessment report accompanying this application outlines the purpose of this CNVMP.

5.3 Stormwater Management

An erosion and sediment control plan will be implemented on site. This will include establishing stormwater drainage systems to divert clean stormwater around cleared areas and the construction of temporary berms to prevent excess stormwater runoff to adjacent properties.

Erosion and sediment control plan(s) are to be provided by the main contractor as part of their CMP prior to the commencement of works. These plan(s) are to be in accordance with required standards and codes.

5.4 Dust Management

Those activities most likely to generate dust during construction include demolition, earthworks, transport of spoil and construction materials, stockpiling of excavated materials, and movement on site of plant and vehicles.

Dust generating activities from construction sites should be reasonably and practically managed to minimise/negate potential environmental impacts and risk to human health. Control strategies may involve prevention, suppression or containment measures to limit the potential for dust particles to become airborne.

The table below outlines various sources of dust on construction sites and typical control measures.

Source	Control Measure
General Site	• Monitor weather conditions • Cover exposed areas • Implement wet or vacuum type sweeping • Retain existing vegetation • Stage works to minimise disturbance • Erect wind breaks such as fences etc
Earthworks and excavation	• Minimise area of soil disturbance • Suppression using water sprays or surfactants • Minimise drop heights of materials • Install temporary covers • Stabilise disturbed areas
Demolition	• Consider timing of demolition with regards to wind direction • Use water sprays or surfactants • Securely cover skip bins and minimise drop heights of materials
Stockpiling	• Minimise stockpile heights • Locate stockpiles away from sensitive areas • Install physical barriers

	• Use wet suppression
Mechanical Activities	• Minimise these activities by using prefabricated materials where possible • Use appropriate exhaust extraction • Give preference to wet cutting and drilling
On-Site Vehicle Traffic	• Minimise movement of vehicles around the site • Avoid unpaved haul roads and apply gravel or bitumen to unsealed trafficable areas • Limit idling time of vehicles on site
Transport of Materials and Wastes	• Cover all loads entering and leaving the site • Enclose conveyors and chutes where possible • Washdown vehicles leaving the site

Table 1 – Summary of Dust Control measures to be considered by the contractor.

5. Conclusion

This plan addresses the main aspects of Construction Management for the development of this site. It highlights the main issues, identifies methods of how they can be managed and by whom.

It provides a framework for the head contractor to utilise for the preparation of a Final Construction Management Plan, including consultation with Authorities and neighbours, how Health and Safety on site will be managed, traffic management during construction, and measures available to mitigate various aspects of the environmental impact of the construction. This document would then form part of the Construction Certificate, ensuring that it is following during the construction stage.