

FORBES RESIDENCES

10 FORBES ROAD, APPLECROSS





CONSTRUCTION MANAGEMENT PLAN

Program: 95 Weeks commencing 30 August 2021, completing July 2023

Construction Management Plan (CMP)

Date Amended Plan:	26/08/2021	Revision:	Rev 6
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]

Date	Revision	Section:	Description of Amendments
29/07/2021	1	All	For Submission
11/08/2021	2	All	City of Melville Comments
23/08/2021	3	Subcontractor Parking	City of Melville Comments
26/08/2021	4	Parking and Deliveries	City of Melville Comments
26/08/2021	5	Subcontractor Parking	City of Melville Comments
26/08/2021	6	Subcontractor Parking	City of Melville Comments

Acknowledgement and Sign Off: The undersigned acknowledge that they have read and understood the assigned responsibilities in line with the requirements contained within the plan listed above.

Name	Position	Signature	Date
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]

1.1 Introduction

This Construction Management Plan (CMP) sets out the management strategies that will be employed on Forbes Residences. It describes PACT’s approach to planning and construction methodologies from site establishment through to Practical Completion.

The CMP covers PACT’s proposed logistics and construction methodology based on PACT’s previous experience on similar projects and current understanding of the existing environment. The proposed construction methodologies will be further developed throughout the planning and construction phases.

1.2 Location

The Forbes Residences Project is located on the corner of Forbes and Kishorn Road, Applecross as per Figure 1 below.

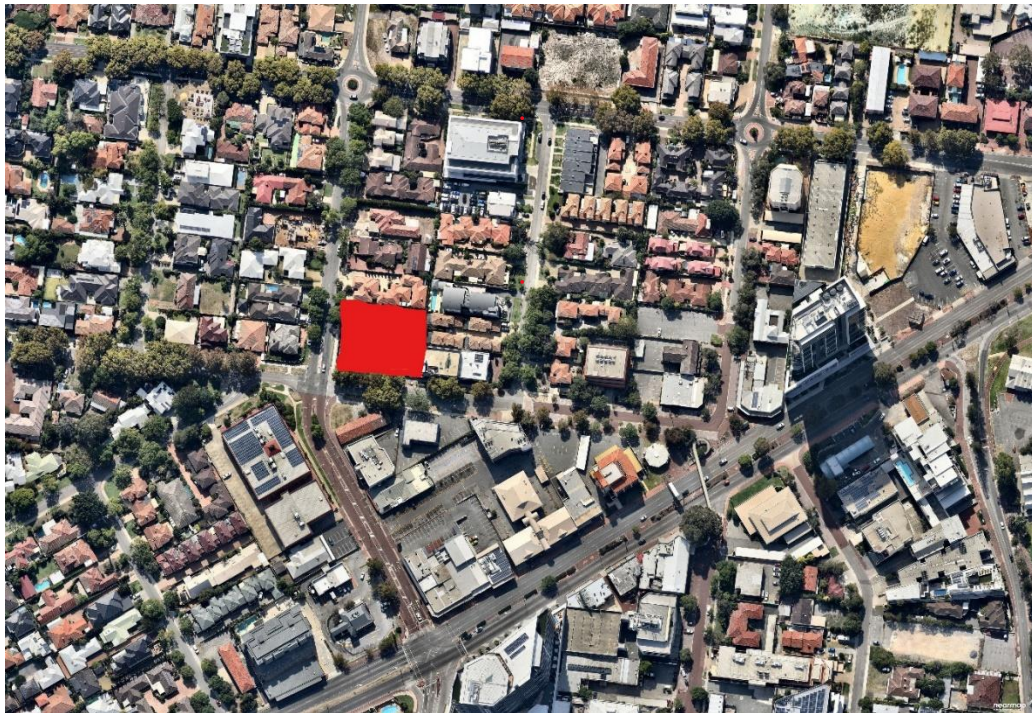


Fig 1 – Aerial Site View

1.3 Key Participants

STAKEHOLDER	NAME
Client	██████████
Client Representative	██████████
Head Contractor	██████████

Architect	██████████
Statutory Authority	██████████
Council	██████████
Structural Engineer	██████
Electrical Engineer	██████████
Hydraulic Engineer	██████████
Mechanical Engineer	██████████
Fire Services Engineer	██████████
Landscape Consultant	██████
Greenstar Consultant	██████████
Interior Designer	██████████
Roads and Transport	██████████
Gas	██████
Water	██████████
Electricity	██████████
Comms	██████████

1.4 Construction Works

The project involves the construction of 57 multiple dwellings, commercial tenancies, community centre, basement parking and associated landscaping areas and common area amenities. The project has an overall Ground Floor Area (GFA) of 19,307m² GFA.

Construction will be carried out in accordance with the associated specification, drawings and contract documentation including the supply of all labour, material, equipment, plant, transportation and accommodation in order to safely complete the proposed works.

1.5 Contact Details of Essential Site Personnel

The PACT Construction site sign will be installed to the site fencing in a prominent location. The sign will contain the PACT Site Manager mobile number. PACT have a full time Site Manager who will be responsible for the supervision of the site.



1.6 Site Mobilisation and Set Up

Site mobilization is planned for late August 2021.

Site establishment will commence by erecting a fence around the construction area and will consist of 2100mm hoarding to the full extent of the Forbes and Kishorn boundary, providing public safety and site security.

Initially, a temporary toilet, lunch room and first aid area will be set up along the Forbes Rd section of the site. A temporary crib room will then be established within the building once the structure reaches Level 3. PACT have also leased a commercial tenancy at 41 Kishorn Rd. This will be utilised as the project site office for the duration of the project. It will include the main project administration office area, site manager offices, meeting room, and an induction room along with parking and amenities for PACT staff.

1.7 Temporary Services

PACT Construction will apply for the connection of temporary services from both Western Power and the Water Corporation as required. These services will then be run within the site to the areas where required. Service capacity requirements will be discussed with the service provider once a possession date has been agreed.

1.8 Site and Public Safety and Security

Access to the site will be monitored and controlled to prevent persons unrelated to the project from entering without the appropriate permission. PACT Construction will ensure that no persons unrelated to the project shall enter the site without the permission of PACT. All visitors will be directed to the site office to sign attendance register. All contractors will be fully site inducted prior to work commencement. Signage will be erected, warning of dangerous construction issues around the site. Site safety will be managed in accordance with controls outlined within our Safety Management Plan.

The road entry will be kept clean at all times and all truck movements will be monitored in and out of site to prevent interruption to local traffic as much as possible.

All deliveries and traffic movement will then be monitored strictly and in line with the traffic management plan.

1.9 Lay Down Area and Cranage

A lay down and delivery area will be proposed along the Forbes Road and Kishorn Road verges. Deliveries will be organized during working hours. A separate verge permit will be applied for. This area will house loose material required during the construction process and also the site skip bins. All materials will be kept safe and secure to prevent windblown egress from site.

A tower crane will be erected for the transportation of materials both horizontally and vertically within the site. This crane type, along with the proposed verge and parking permit will assist in reducing disruption to the Forbes Road and Kishorn Road traffic flow as well as minimizing disruption to the adjacent neighboring properties.

1.10 Working Hours

Work hours will be 7:00am to 7:00pm Monday to Saturday as per the City of Melville Guidelines. This will be monitored and enforced by PACT personnel.

1.11 Site Access

Access into site for construction works (including truck routes), will be from Forbes Road.

Traffic Management will be implemented as and when required when working outside of the site or within the road reserve.

The area around the entry/exit to site will be kept clean and tidy at all times for the duration of the contract.

Deliveries will be conducted within working hours 7:00am and 7:00pm Monday to Saturday only, and will be coordinated to avoid peak hour traffic periods wherever possible. Whilst making deliveries, construction traffic will be located within the road reserve loading bay area to allow pedestrian traffic to travel in both directions along Forbes Road. Where this is not possible, eg during concrete pours, crane erection etc, appropriate traffic signage and traffic management personnel will be onsite to direct pedestrian traffic safely as required.

1.12 Subcontractor Parking

Due to the site location and lack of unconstructed site area, parking will be within the local area throughout working hours, strictly in accordance with council requirements. At the peak of construction, it is estimated that 150 persons will be working onsite. PACT nominates the following locations as preferred parking locations for workers, with local roadside parking to supplement:



Subcontractors will be issued with a permit to display on their dashboard to allow City of Melville Rangers to identify them. All Subcontractors will be subject to the relevant parking fees and requirements of the City of Melville as found on the City's website:

<https://www.melvillecity.com.au/our-city/about-our-city/parking-and-getting-around/parking-areas-and-fees>

This information will be relayed to all Subcontractors and Permits issues as part of the onboarding and prestart process.

Estimated numbers of trades on site are:

- Forward & Basement Works: 25 persons
- Above Ground Structure: 60 persons
- Internal Fit Out: 150 persons

All subcontractors will also be encouraged to utilise carpooling and public transport to reduce the parking demands wherever possible. Storage areas for tools and equipment will be provided onsite to assist trades in this.

1.13 Dilapidation

A dilapidation survey will be conducted and will be forwarded to the City for record. The dilapidation survey will include adjacent properties and PACT will also document nearby roads, paving, kerbs and any tree's and vegetation.

1.14 Proposed Construction Equipment

A piling rig will be the first major piece of equipment arriving on site followed by excavation equipment which will include loaders for bulk excavation and excavators of varying sizes to accommodate the size and depth of trenches being excavated. Both hydraulic and electrical contractors will also have excavators during the deeper services installation period. Smaller excavators will also be used by the concrete contractor to excavate both pad and strip footings.

As mentioned above, the tower crane will be used throughout the structural delivery phase of the project. The crane will be responsible for reinforcement movement into pad and strip footings, formwork erection for all suspended slabs, post tensioning cables, reinforcement for suspended slabs, structural steel, roof sheeting, mechanical plant and many other areas around the site. Mobile cranes will be used prior to the mobilization and after the demobilization of the tower crane for all other incidental lifts and movements.

This project is within a heavily populated area and as such dust, noise and vibration suppression and management will be paramount during construction of the project.

1.15 Dust Management

All forms of dust migration prevention will be considered and the most effective for this site will be implemented, this includes but not limited to, shade cloth on fencing, watering and ground stabilization.

Dust suppression will be managed with the use of water carts during ground works with mesh lined perimeter fencing also assisting in controlling dust migration outside of the site boundary. Ground stabilisation will also be an option to consider in areas that are not being worked on.

Dust Management will be continually assessed throughout the project duration.

1.16 Vibration Management

All piling and major bulk excavation works will be carried out using the most up to date methods so there should be little vibration limited to the Services and Structure compaction works.

Vibration control and management will be achieved with the use of low frequency machinery.

1.17 Excavation Management

All existing boundaries are to be retained via contiguous piling with either ground anchors or temporary shoring. This will be in place prior to excavating the basement carpark. The top of pile levels have been reviewed with the design team and have been raised where possible to ensure no adjacent buildings will be undermined.

Minor grout injection works will be utilized in areas along the Northern and Eastern boundaries and a separate BA 20 form has been received for these works.

There will be no external risk to the surrounding neighbors due to excavation works.

1.18 Noise Management

Noise will be managed by working strictly within the City of Melville's stated working hours and ensuring plant and equipment sound attenuation used where required and in order to meet the requirements of the Building Licence.

Activities likely to generate significant noise and or vibration will, wherever practical, will be scheduled between the hours of 7:00am and 7:00pm Monday – Saturday. All machinery and equipment will be checked prior to commencement to ensure compliancy with the relevant standards.

Noise and vibration management will be continually assessed throughout the project duration.

1.19 Traffic and Pedestrian Management

Traffic and pedestrian management will be undertaken in accordance with our HSEQ Management Plan as well as task specific Traffic Management Plans completed by Kwik Logistics once we have an anticipated mobilization date. This plan will be forwarded to the Town for approval prior to undertaking works.

PACT Construction will have fully qualified traffic management labour on site to safely direct traffic and pedestrians during any time when traffic and pedestrian management is required.

During times of heavy traffic onto the site and off the site, traffic and pedestrian management will be used in conjunction with our traffic management plan prior to commencement of major deliveries. The site entry will be kept clear and tidy at all times to minimise pedestrian and local traffic impact.

1.20 Safety and Security Signage

All signage on the site, including warning, information and directional signage, will comply with legislative requirements. The Site Manager will ensure that warning signs will be displayed within the site in an area where a hazard exists. Safety signage will be displayed at the entry to site for all to see prior to entering the work zone, this sign will include the Site Managers contact details. Security signage will also be displayed at the entry and around the site warning that the site is covered by a monitoring system.

1.21 Waste Management

All waste bins will be kept on site within the confines of the site boundary. PACT Construction is accredited to ISO 14001. We take our environmental accreditation very seriously and will always endeavor to use sustainable materials and work practices. PACT have a preferred supply agreement with WA's leading waste management company who take every waste bin to their recycle plant and recycle every possible item. Reporting of this practice can be viewed if requested.

Waste management will be well executed during delivery of the project where we will proactively control how waste is generated on site, is sorted, stored and ultimately disposed of without affecting neighbouring properties and being ever mindful of working to minimise landfill. We have a preferred supply agreement in place with Instant Waste Management which guarantees that as a minimum, 90% of all waste captured on our projects is recycled.

1.22 Stormwater, Groundwater and Sediment Control

To assist with the control of stormwater, the basement level stormwater tank system will be one of the first activities completed on site, following piling and basement excavation. This will ensure that stormwater drainage is contained within the building property.

The basement slabs will also be constructed very early in on the project which will assist with sediment control.

As noted within the geotechnical report, the groundwater level is estimated to be substantially lower than the basement slab and services level; hence we do not believe that groundwater will pose an issue on this project.

1.23 Protection of Existing Services and Trees

Tree protection zones (TPZ), will be created using mesh fence panels around the existing mature trees along Forbes Road and Kishorn Road as per the DA conditions. These TPZ's will remain in place until project completion. PACT will regularly monitor these locations in conjunction with an arborist throughout delivery of the project. These trees should not be impacted by the new building.

1.24 Work Force Behaviour Standards

PACT Construction recognizes its moral and legal responsibilities to provide an equal opportunity workplace. Discrimination, bullying, harassment and other unacceptable behaviors have no place in a modern workplace. All workers have a right to fair treatment.

PACT Construction is committed to providing its workers with a workplace free from discrimination, bullying and harassment and will not tolerate behavior that conflicts with this commitment.

Each and every worker has a responsibility to treat other workers, client and the general public with dignity and respect. Any worker found to be breaching our behavior standards will be progressed by corrective disciplinary and counselling and may result in removal from site depending on the seriousness of the matter and the workers response to disciplinary action.

1.25 Industrial Relations Management

PACT Construction has developed an Industrial and Employee Relations Management Plan (IERMP) which identifies those elements that are required to support the maintenance of a harmonious working environment for direct employees, the Client, sub-contractors, and other service providers during all stages of the contract including execution of the Works through to demobilization. This includes compliance with the legal and contractual requirements and, if applicable, alignment to the client's operations.

PACT Construction has established procedures to ensure recruitment and induction, and staff development and training is conducted to the highest possible standard. This is achieved via the implementation of the PACT Integrated Management System which also encompasses quality, safety, and environmental management. In addition to this, the ABN Group has its own dedicated Human Resource Manager who is supported by human resource specialists, as well as maintaining strong relationships with other entities such as Master Builders Association, Workplace Relations specialists, Fair Work Australia, and the Office of the Fair Work Building and Construction Commissioner.

Through the implementation of the PACT Integrated Management System, in conjunction with effective communication processes, PACT Construction is able to substantially mitigate the risks associated with any unforeseen employee relations issues.

1.26 Consultation, Communication and Complaint Management

All complaints will be reported in the first instance to the Site Manager (or elevated to the Project Manager where required) and will be documented using the Complaint Record form. Following complaints, the cause will be identified, and work practices modified or re-scheduled to reduce or eliminate the risk of future events. All complaints shall be recorded in the PACT Corrective Actions Register.

Contact Details for the designated Site Manager will be clearly stated on the main site signage.