GRANDTON APPLECROSS 20-22 KINTAIL ROAD, WA 6153





CONSTRUCTION MANAGEMENT PLAN

Program: 91 Weeks commencing April 2022, completing Jan2024

Construction Management Plan (CMP)

Date Amended Plan:	21/02/2023	Revision:	Rev 2
Revised By:		Role:	Project Manager
Authorised By:		Role:	Construction Manager

Date	Revision	Section:	Description of Amendments
15/09/2021	01	1.12 Subcontractor Parking	Rideshare from car park (Heathcote) Moreau Mews parking – map Street parking – map
<mark>21/02/2023</mark>	0 <mark>2</mark>	<mark>General</mark>	Updating for CoM

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
	Construction Manager		
	Project Manager		
	Site Manager		
	Contracts Administrator		

1.1 Introduction

This Construction Management Plan (CMP) sets out the management strategies that will be employed on Grandton Applecross. 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.

DA Approval Reference DAP / 19/01612 dated 4^{th} September 2019, Clause 17 requires the following to be addressed.

- Public safety and security (Refer Section 1.8)
- Hours of operation (Refer Section 1.10)
- Noise and Vibrational Controls, (Refer 1.16 and 1.18)
- Air and Dust Management (Refer Section 1.15)
- Stormwater, Groundwater and sediment control, (Refer Section 1.22)
- Waste and material disposal, (Refer Section 1.21)
- Traffic Management Plans prepared by an accredited personnel for various pahases of the construction Including any proposed road closures, (Refer Section 1.19)
- The parking arrangents for contractors and the subcontractors, (Refer Section 1.12)
- Onsite deleivery times and access arrangements, (Refer Section 1.10)
- The storage of materials and equipment on site
- Any other matters likely to impact upon the surrounding properties

1.2 Location

The Grandton Applecross Project is located at 20-22 Kintail Road, Applecross as per Figure 1 below.



Figure 1 – Aerial Site View

1.3 Key Participants

STAKEHOLDER	NAME
Client	
Client Representative	
Head Contractor	
Architect	
Statutory Authority	
Council	
Structural Engineer	
Civil Engineer	
Electrical Engineer	
Hydraulic Engineer	
Mechanical Engineer	
Fire Services Engineer	
BCA Consultant	
Greenstar Consultant	
Roads and Transport	
Gas	
Water	
Electricity	
Comms	

1.4 **Construction Works**

Construction of a 15 storey aged care development comprising the following:

- 80 Apartments in total with a mix of 1, 2 and 3 bedrooms, designed to Class 9C standard
- Restaurant and Offices to ground and first floor •
- **Communal Facilities for Residents**
- 10 bed high care facility •
- Overall Gross Floor Area (GFA) of 20,442m2 •

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.

Forward Works will be carried out initially which includes piling, sewer diversions, excavations, inground stormwater works, Lift Pits, and Basement slabs.

Following these initial works the main works will follow which will include the Main Structure and Finishes Works.

The Main Structure consists of Post Tensioned slabs, Concrete Column & Wall supports.

Internal Walls are steel stud, and gyprock ceilings throughout.

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 mobilisation is planned for late October 2021.

Site establishment will commence by erecting a fence around the

construction area and will consist of 2100mm hoarding to the full extent of Kintail Road boundary, providing public safety and site security.

Site office and amenities (including toilet, lunchroom and first aid) will be installed within the site boundary. Temporary amenities may then be established within the building after lower levels structure completed. PACT intend to lease a nearby property to be utilised as the project main site office for the duration of the project, including office workspaces, meeting room, induction room, parking and amenities for PACT staff.

Attachment 1 Provides details of the site layout including the Tower Crane location



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.

Also refer Section 1.19 which outlines proposed Traffic Guidance Schemes.

1.9 Lay Down Area and Cranage

A lay down and delivery area will be proposed along the Kintail Road verge. Deliveries will be organized during working hours. 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 permit will assist in reducing disruption to the Kintail 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 Kintail 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 Kintail 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

All subcontractors will be encouraged to utilise carpooling, rideshare (e.g. park and rideshare from Heathcote) 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.

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 125 persons will be working onsite. PACT nominates the following locations as preferred parking locations for workers, with local roadside parking to supplement:



Roadside parking options in relation to site area:



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/parkingareas-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: 125 persons

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.

The Survey will be carried out by an independent specialised company.

With vibration works being minimal and boundary retention being bored piles to the single level basement, there are expected to be no issues with surrounding properties.

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 Air & 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 cantilever contiguous piling. This will be in place prior to excavating the basement carpark. The top of pile levels have been reviewed with the project design team to ensure no adjacent buildings will be undermined.

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 Prime Traffic Solutions once we have an anticipated mobilisation 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.

After Care signage will be provided for traffic approaching in both directions. **Attachment 2** refers.

Pedestrian Management will divert pedestrians away from the site, and across the road.

Attachment 3 refers.

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 lower than the single level 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 in place throughout construction works and will be created using mesh fence panels around the existing mature trees along Kintail Road in accordance with the DA conditions. PACT will regularly monitor these locations in conjunction with a qualified Arborist throughout delivery of the project.

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.





LOCATION PLAN

PROPOSED SITE ON AMALGAMATED LOT 100 (DEPOSITED PLAN: 417146)



- CONTRACTOR TO CONFIRM ALL EXISTING SITE CONDITIONS PRIOR TO COMMENCEMENT OF ANY DEMOLITION WORKS
 REFER ALSO STRUCTURAL, CIVIL, HYDRAULIC, AND
- RELEVANT MECHANICAL SERVICES FOR RESPECTIVE DEMOLITION WORK. TERMINATE/ DECOMISSION SERVICES AS NECESSARY READY FOR NEW WORKS. LIAISE WITH RESPECTIVE ENGINEERS
- **3.** CONTRACTOR TO CONFIRM SITE BOUNDARIES WITH ENGAGEMENT OF A LICENCED SURVEYOR PRIOR TO COMMENCING WORKS
- **4.** PORTION OF LAND TO BE CEDED TO CITY OF MELVILLE TO BE CONFIRMED ON SITE BY LICENCED SURVEYOR
- 5. CONTRACTOR TO ALLOW FOR ALL TEMPORARY SITE FENCING, POWER FOR CRANE OPERATION, AND WATER FOR GENERAL USE
- 6. CONTRACTOR TO ALLOW FOR REMOVAL OF EXISTING CROSSOVERS
- 7. CONTRACTOR TO MAKE GOOD TO ALL DAMAGED ROAD KERBS TO COUNCIL SATISFACTION
- 8. CONTRACTOR TO REFER TO ARCHITECTURAL SPECIFICATION & PRELIMINARIES FOR FULL EXTENT OF FORWARD WORKS SCOPE
- 9. CONTRACTOR SHALL EXAMINE ALL BUILDING TRADES SPECIFICATIONS AND DRAWINGS SO AS TO BE FULLY INFORMED OF ALL DESIGN INTENT. REFER TO ARCHITECT FOR CLARIFICATIONS FOR ANY IDENTIFIED DISCREPANCIES



C Y (see Note (see Note		Frontage roa	Edge of frontage r
No permanent sight obstruction (see Note 3)	Access driveway Distar	—Driver's po nce (Y) along	frontage road
Frontage road speed (Note 4) km/b	Access driveways other than domestic (Note 5)		Domestic property
KIII/II		-	
	Desirable 5 s gap	Minimum SSD	access (Note 6)
40	Desirable 5 s gap 55	Minimum SSD 35	access (Note 6)
40	Desirable 5 s gap 55 69	Minimum SSD 35 45	access (Note 6) 30 40
40 50 60	Desirable 5 s gap 55 69 83	Minimum SSD 35 45 65	access (Note 6) 30 40 55
40 50 60 70	Desirable 5 s gap 55 69 83 97	Minimum SSD 35 45 65 85	access (Note 6) 30 40 55 70
40 50 60 70 80	Desirable 5 s gap 55 69 83 97 111	Minimum SSD 35 45 65 85 105	access (Note 6) 30 40 55 70 95
40 50 60 70 80 90	Desirable 5 s gap 55 69 83 97 111 125	Minimum SSD 35 45 65 85 105 130	access (Note 6) 30 40 55 70 95
40 50 60 70 80 90 100	Desirable 5 s gap 55 69 83 97 111 125 139	Minimum SSD 35 45 65 85 105 130 160	access (Note 6) 30 40 55 70 95 Use values from 2 ⁿ and 3 rd columns









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SITE LAYOUT



GATE 2 DELIVERIES OUT GATE 1 DELIVERIES IN EXISTING KERB

PEDESTRIAN CROSS OVER WITH PRAM RAMP (RED)

VERGE PERMIT (ORANGE) TREE PROTECTION ZONE

MAN MATERIALS HOIST

PROPOSED CRANE LOCATION

PROPOSED TOWER PUMP LOCATION

LUNCH ROOM AND TOILETS IN BASEMNT WITH FIRST AID

TEMPORARY SITE FENCE (BLUE -SOLID LINE HOARDING / DASHED LINE FENCE)

PACT SITE OFFICE WITH ON SITE PARKING SITE ACCESS GATE 3