

FORESTWAY SHOPPING CENTRE

22 Forest Way, Frenchs Forest NSW 2086



CONSTRUCTION MANAGEMENT PLAN

REVELOP

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1 BACKGROUND

1.1 INTRODUCTION

The project consists of additions and alterations to the existing Forestway Shopping Centre. The works will include the demolition, bulk excavation, new structure, and allow for a cold shell for a supermarket, retail stores, and kiosk and the associated external works including new carpark.

- Expansion of existing retail spaces.
- Basement 1 Carpark (175 Spaces)
- Basement 2 Carpark (201 Spaces)
- Ground Floor Carpark (123 Spaces)

Early works including Demolition, shoring, excavation and inground services installation will commence after the approval of the First Construction Certificate 1 (CC1). The main Contractor will implement a strategic plan to minimise the construction impact on the surrounding residents. Careful coordination of access and traffic management will be a priority in liaison with adjacent landowners and other community stakeholders.

1.2 BACKGROUND

The Development Application has already been submitted waiting for approval from the Council. The site is within the LGA of the Northern Beaches Council. The preliminary design has been enhanced to accommodate the growing needs of the Northern Beaches Council. The proposal is to expand the shopping centre to allow for a new car park, larger retail spaces and extension of the existing shopping centre.

1.3 SITE DESCRIPTION

The site is located within the Northern Beaches Council - Local Government Area within the suburb of Frenchs Forest. The site is legally described as Part of Lot 20 and DP 1209801.

The site is approximately 2.04ha and the primary street is located on Forest way and is allocated in an E1 - Local Centre - Land zone.

The shopping centre is currently an active centre and will continue to operate to provide services for the community.

The project works will be executed in two stages to minimize construction impact to the existing business. The stages works will also allow on-site car park facility for the shoppers during the construction period.

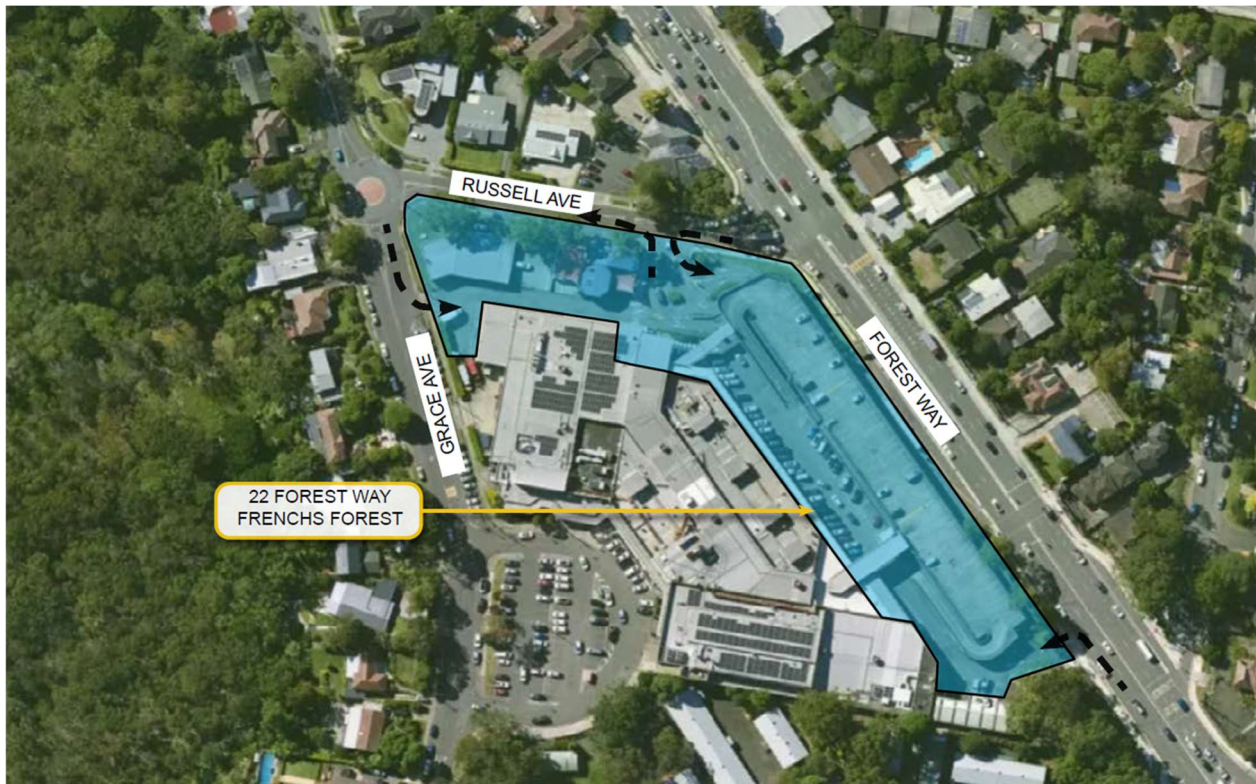


Figure 1: Site Location

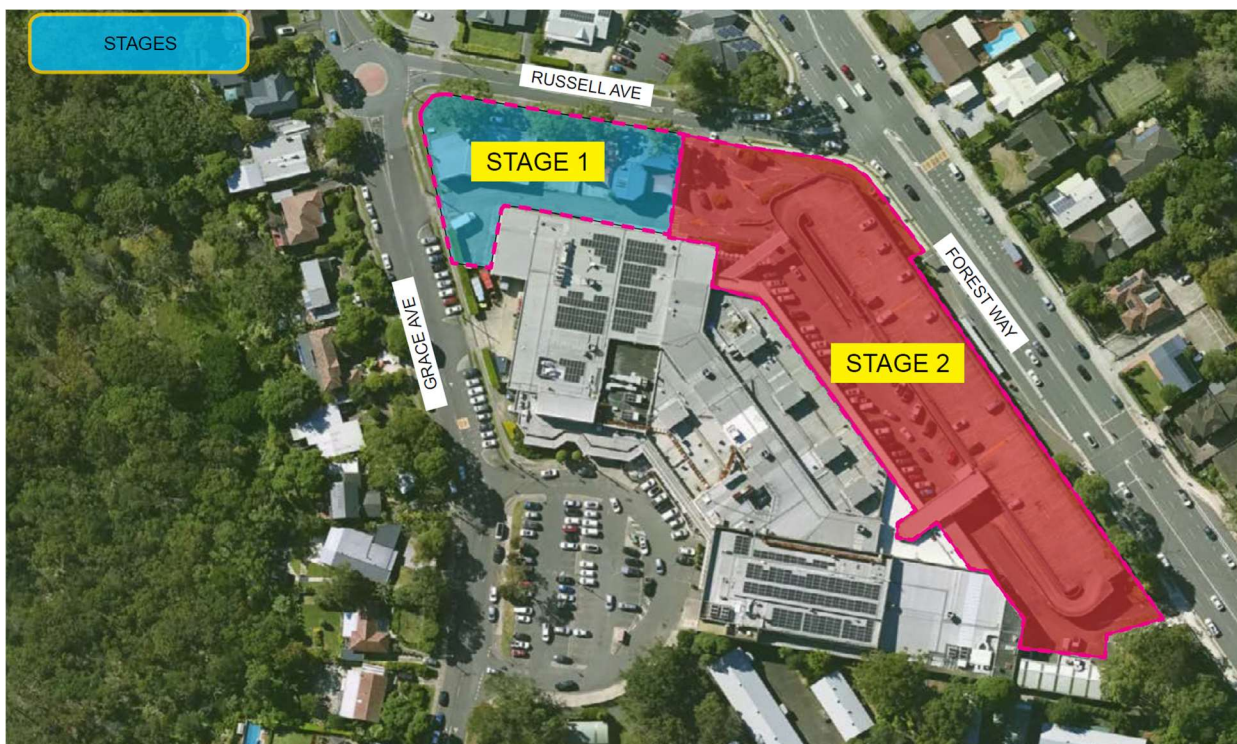


Figure 2: Construction Stage 1 and Stage 2

Construction Stages:

Stage 1: In this stage the existing car wash and associated building will be demolished followed by the construction of Basement 2, Basement 1 and Ground level slab construction. Once complete the Basement 2, Basement 1 and Ground level slab will be dedicated carpark for the shopping Centre.

During the construction of stage 1 structure, the existing multi-level carpark on the Forest Way will be fully operational.

Stage 2: In this stage the existing multi-level carpark will be demolished to construct new Basement 2, Basement 1 and Ground Level car park. Once completed the newly built stage 1 carpark and stage 2 carpark will act as a single multi-level car park.

During the construction of stage 2, the newly built stage 1 carpark will be fully operational and provide car park space for the Shopping Centre.

Once the car park floors in both stages are completed construction of the retail shop “Mini Major” will commence.

Construction of the Pedestrian Bridge over the Forest way, Forest Way Bus Stand relocation and upgrading Forest Way to create new intersections will progress concurrently with the Stage 2 works.

1.4 OVERVIEW OF PROPOSED WORKS

The proposed works include the following but not limited to:

Car Park:

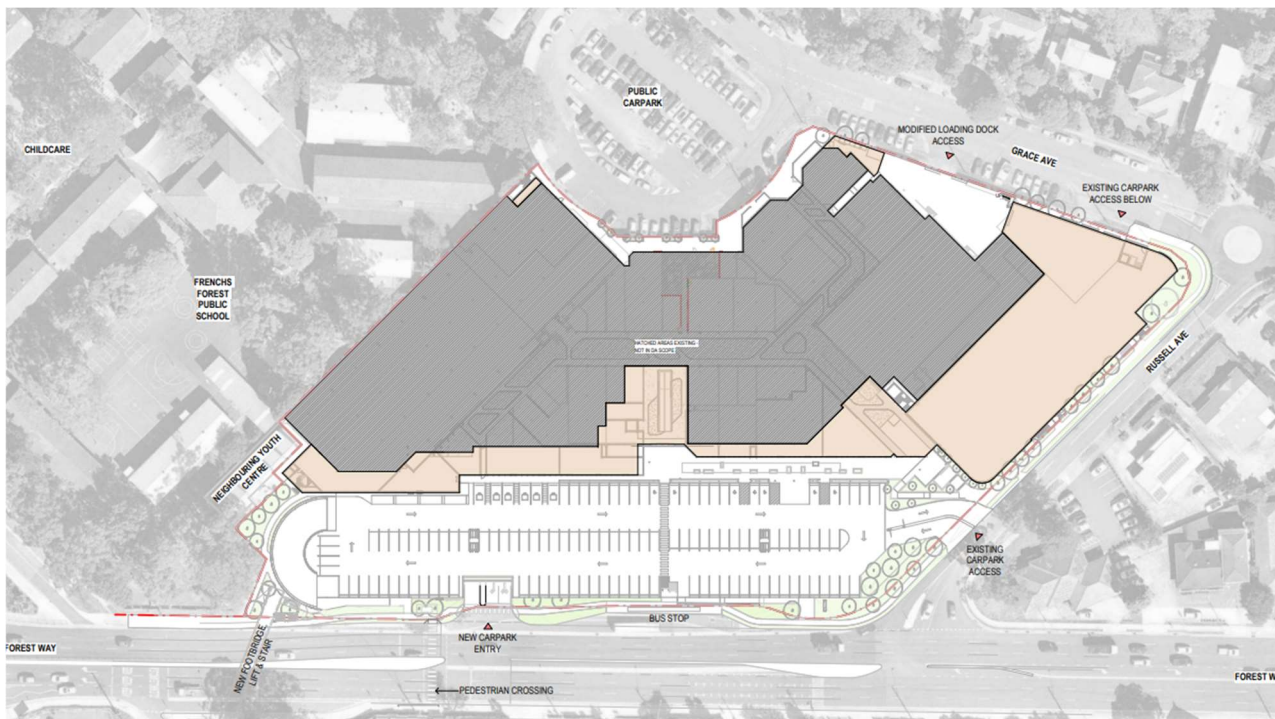
- Basement 1 Carpark (178 Spaces)
- Basement 2 Carpark (201 Spaces)
- Ground Floor Carpark (120 Spaces)
- Direct to Boot (6 Spaces)

Retail:

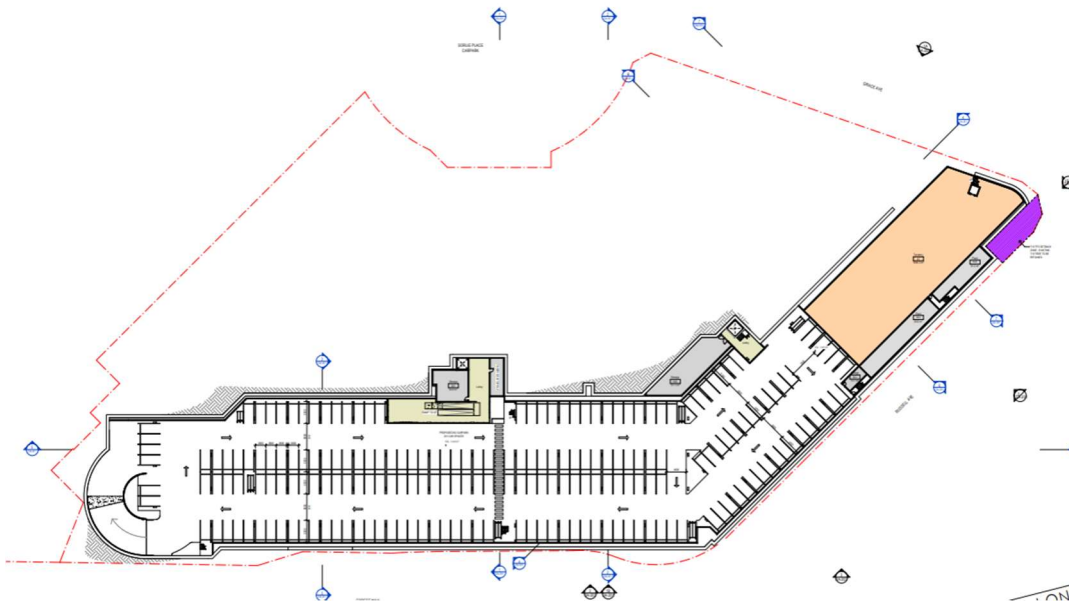
- Extension to the existing retail spaces
 - Supermarket
 - Food
 - Services/Offices
 - Retail Shops
 - Medical
 - Gym
 - Carwash

Associated works:

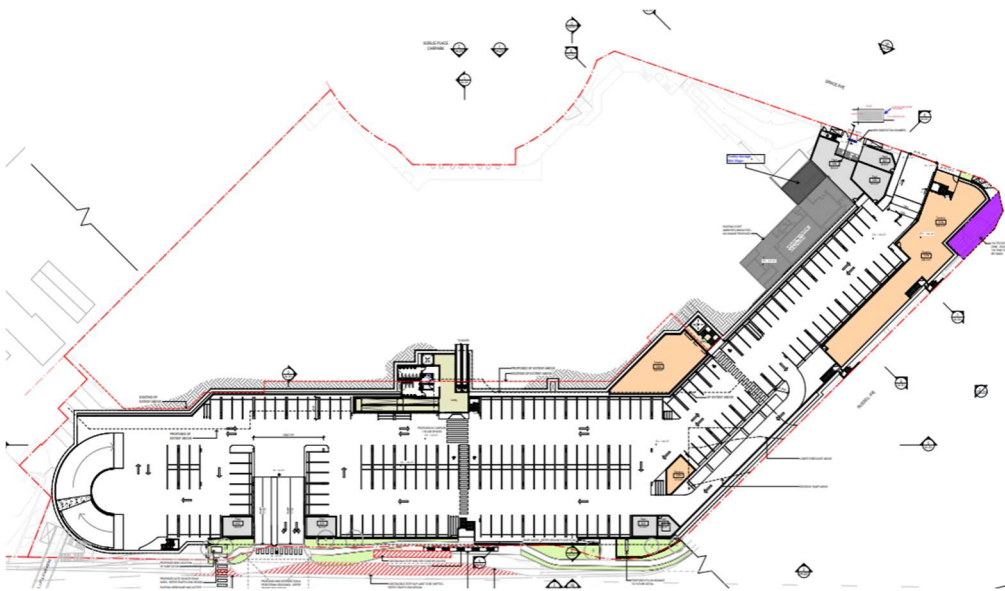
- Internal Refurbishments
- Internal Fit out works.
- Common amenities



PROPOSED SITE PLAN



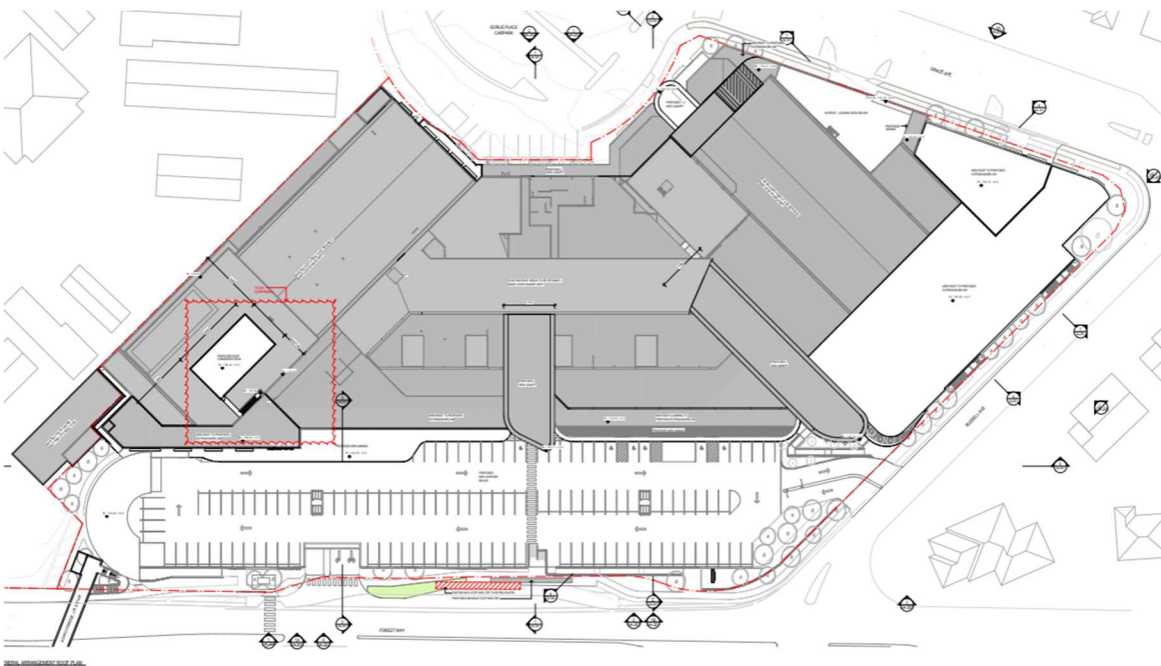
BASEMENT 2 FLOOR PLAN



BASEMENT 1 FLOOR PLAN



GROUND FLOOR



ROOF PLAN

1.5 CONSTRUCTION MANAGEMENT PLAN

This Construction Management Plan (CMP) addresses the construction related activities for the purpose of this tender. The CMP outlines the method of construction that will be implemented on the project to mitigate the risks and address environmental and community concerns identified in the preparation of our submission.

The CMP:

Nominates the working hours and construction programming and sequencing factored around this project. Provides a clear understanding of the design preparation and approval process. Provides the construction methodology that will be implemented on site to achieve an efficient construction sequence but also minimize disruption to the local community.

Provides a framework for the procedures to be adopted when monitoring the construction performance against agreed criteria, including the PPR Guidelines for construction, traffic, and pedestrian management. Implements statutory requirements in respect to environmental issues associated with the construction of the works. Provides a proposed methodology that responds directly to the development requirements. Provides a Construction Waste Management Process. Also Provides a proposed traffic management plan.

We have assigned Design Consultants and other Consultants to create the following documentation to support the proposed development:

- Noise and Vibration Impact Assessment
- Construction Pedestrian & Traffic Management Plan (CTMP)
- Stormwater and Flooding Assessment
- Geotechnical Report
- Demolition Work Plan
- Sediment and Erosion Plan (Soil Management Plan)
- Waste Management Plan

The Main Contractor will adhere to the Protection of the Environment Operations Act 1997 (POEO Act). The principles that underpin the POEO Act are:

- To protect, restore and enhance the quality of the environment in New South Wales, having regard for the need to maintain ecologically sustainable development
- To provide increased opportunities for public involvement and participation in environmental protection
- To ensure that the community has access to relevant and meaningful information about pollution;
- Pollution prevention and cleaner production; Reduction to harmless levels of the discharge of substances likely to cause harm to the environment;
- Reduction in the use of materials and the reuse or recycling of materials;
- Making progressive improvements, including the reduction of pollution;
- To rationalize, simplify and strengthen the regulatory framework for environmental protection;
- To improve the efficiency of administration of the environmental protection legislation; and
- To assist in the achievement of the objectives of the Waste Minimization and Management Act 1995.

2 CONSTRUCTION CONSTRAINTS

The Construction Constraints to this development are as follows:

- Development Consent Conditions
- Locate Existing underground services
- Completion of Civil, Hydraulic and shoring design (Earth Retaining Structure). This design needs to be submitted to the RMS for approval before the excavation works near RMS Roads and Roads Reserve
- Local Council and RMS approval of Crossover
- Local Council Working Zone Approval
- Building Plan Approval / Sydney Water Tap in Approval
- Ausgrid Approval for Network Design and Substation.
- Jemena / Gas Approval
- Preparation and approval of FEBQ / FER
- Fire Egress from the Existing Facilities
- Air Ride for the Tower Crane Operation
- Excavation / Remediation Action Plan
- Stormwater Management
- Construction Traffic and pedestrian Management plan approval from the local council
- Secure Construction Certificates

3 KEY RISKS AND MITIGATION STRATEGY

During the design period, our design team will review the current design and have key areas of risk and strategies to mitigate the potential risk on the project. Most of these will be specific to the project, including the following:

Risk	Mitigation Approach	Risk rating
DA Approval and DA Conditions	<p>DA conditions are required to understand the authority approval requirements and requirement for the construction certificate prior to the commencement of any works on the site.</p> <ul style="list-style-type: none"> • We will closely liaise with the Local Council for their requirement for the Development Application approval process. • We will allow provisional time for Development Approval and modifications in our programme to calculate the project duration. 	High
Sydney Water Building Plan Approval	<ul style="list-style-type: none"> • Locate Sydney Water assets and zone of influence. Shoring design to consider Sydney water asset protection. • Engagement of the Water Services Coordinator (WSC) during the design and documentation preparation phase. 	High

Ausgrid approval & substation	<ul style="list-style-type: none"> Engage accredited service provider, coordination with the Main Contractor and assist in Ausgrid approval. Commence procurement of substation / MSB once Ausgrid approval is available. <p>Coordination and provide notice to the Ausgrid for permanent power connection.</p>	Medium
Fire Egress	<p>It is understood that the fire egress from the existing shopping centre will be impacted in both stage 1 and stage 2 construction.</p> <ul style="list-style-type: none"> We will engage Fire Engineer. The Fire Engineer will prepare FEBQ to address the fire egress issues from the existing shopping centre. 	High
Bulk Excavation	<ul style="list-style-type: none"> Excavation close to the RMS road and Council road/asset will be protected by earth retaining structure. Stormwater Management plan and dewatering plan to manage surface runoff from the basement excavation. 	High
Shoring / Anchors permit	<ul style="list-style-type: none"> Locate Inground Services. Coordinate with Dial Before You Dig (DBYD). Secure anchoring permits from the local council to install ground anchors under the council road. 	Medium
Crane Operation	<ul style="list-style-type: none"> Manage live work environment by CTMP. Secure air ride from the neighbouring property if required. 	Medium
Dewatering	<ul style="list-style-type: none"> Install dewatering wells/sump pits and pumps for the dewatering operations. 	Medium
Fire Egress: FEBQ	<ul style="list-style-type: none"> We will prepare FEBQ to assess and manage fire egress from the existing shopping centre. FEBQ will also assess fire requirements to the new development. We will prepare and submit FEBQ proactively to secure Fire Brigade approval. FEBQ will also be required to secure services work Construction Certificates from the PCA. 	High
Road Closure	<ul style="list-style-type: none"> Temporary road closure may be required for the mobile crane operations or tower crane installation. CTMP will be prepared to address the issue. Prior approval from the council will be secured as required. 	High

Forest Way lane Closure and traffic diversion (new intersection, Pedestrian Bridge Construction and relocate bus stop)	<p>A new intersection will be created on the Forest Way. Traffic diversion is required.</p> <ul style="list-style-type: none"> We will engage traffic consultant to manage traffic during Forest Way intersection works. Secure RMS approval. Divert traffic on the other side of the road while working on the Forest Way Lanes near the shopping centre and vice versa. 	High
Existing inground Services	<ul style="list-style-type: none"> Locate and mark inground services before excavation. Protect and relocate inground services as required. DBYD 	High
Noise and Vibration	<p>Due to the nature of construction in a live environment, the management of construction noise is required.</p> <ul style="list-style-type: none"> We will prepare and implement a construction noise and vibration management plan for this development. Noise level will be minimize by using appropriate excavation equipment. Noise and vibration monitor will be installed at the site. 	Medium
Access to the Shopping Centre	<ul style="list-style-type: none"> Access to the shopping centre during the construction works will be managed by the CTMP. During the stage 1 construction we will create a pedestrian access path from Russell Avenue to the shopping centre. The Grace Avenue to the shopping centre will not be impacted by the construction activities. Shoppers will be encouraged to use available access to the shopping centre. We will drop in the new access path layout to the neighbouring letter box. During the stage 2 construction the pedestrian access to the shopping centre will be from the newly built stage 1 car park. A lift and stairs will be dedicated for the shopper to use from the Stage 1 car park to the shopping centre. Temporary Access to the stage 1 car park from the Russell Avenue will be created. The stage 1 car park can also be accessed from the Grace Avenue ramp. 	High

Edge Protection	<ul style="list-style-type: none"> Scaffolding will be installed for the construction above ground level. Jersey Kerb, handrail and hoarding will be installed around the basement excavation, The jersey kerb barrier and handrail will act as fall protection. 	Medium
Work Zone	<ul style="list-style-type: none"> We will create a work zone on Grace Avenue. Material handling and concrete pumping will be from the Grace Avenue Work Zone. 	Low
Material Handling	<ul style="list-style-type: none"> We will utilise mobile crane, tower crane, material hoist, forklift for material handling. Most of the Material handling will be from the Grace Avenue Work Zone. We will also create on site material storage and material handling zone. 	Low
Inclement Weather	<ul style="list-style-type: none"> Dewatering of excavated basement will be done after the rain. We will allow inclement weather allowance in our programme of work to calculate project duration. 	Low

Materials Handling Strategy	<p>Materials handling will be a carefully considered aspect of the project from receipt and inspection of materials, through to storage, assembly and use, the material handling system should be well-coordinated and organised so that everyone on site is aware of how it works.</p> <p>Planning and consideration will be undertaken to ensure onsite safety is maintained and the efficient flow of materials in and out of the building is upheld. This will include locations of work zone, crane, hoist, platforms etc. We have assessed having a drive-in area inside the project from the existing driveway on the Russel Avenue.</p> <p>When handling materials, safety should be the primary consideration. Pre-start inspections are critical, load limits should not be exceeded, method statements should be followed.</p> <p>We will make sure the following items are considered in our planning process for this project :</p> <ul style="list-style-type: none"> • The proposed system of material handling is defined in terms of needs, objectives, and functional specification. • Methods and processes are standardised to avoid confusion. • Unnecessary handling or movement will be reduced or eliminated. • Working conditions and methods will have worker safety as the primary objective. • Unit loads will be optimised, to reduce work and risk. • Storage areas will be kept organised and clean, maximising density as much as possible and eliminating damage to materials. • Sites will be kept safe, clean and easy to move around. • Deliveries will be received and handled promptly. <p>Site waste management plans will be created and maintained.</p>	Low
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Traffic Management	<p>Developing a traffic management plan that ensures pedestrians and vehicles are physically separated, minimising the risk of incidents.</p> <p>This can be done by focusing on the following key areas:</p> <ul style="list-style-type: none"> • Clear and easy vehicle access to premises and work sites • Segregation of construction and commuter vehicles • Managed behaviour of vehicles on site • Safe crossings for all pedestrians • Eye contact between pedestrians and drivers • Exclusion zones dedicated to loading and unloading • Separation of pedestrians and forklifts • Forklift safety when loading and unloading • Safe areas for drivers <p>By identifying, assessing and executing a traffic management plan, we will ensure our workplace is safe for public, staff, contractors and visitors.</p>	Medium
Site Parking	<ul style="list-style-type: none"> • Use available parking on the nearby street. • Use public transport. Bus station is close to the site. • Issuing warning notices to offending owners of vehicles; • Parking availability for the project is communicated in the weekly construction planning meetings; • Workforce and reinforced as part through various project communications including but not limited to: <ul style="list-style-type: none"> - Project toolbox and prestart meetings; • Project Alerts; Etc. 	Low

4 OPPORTUNITIES

The opportunities will be created from this development are as follows:

- Creates basement-level and ground-level car parks for the Shopping Centre user.
- Creates new additional retail storage for the shopping centre.
- Use the Existing crossovers on Russell Avenue and Grace Avenue for entry and exit.
- Safety in Design / Creates Accessible access to the Shopping center.
- Creates additional accessible car park.
- Shopping Centre access from Grace Avenue, Russell Avenue, and the Forest Way.
- New Pedestrian bridge to connect people on the other side of the Forest Way.
- New intersection on the Forest Way.
- The shopping Centre is already serviced by permanent utility services. The new services to the development likely upgrade and extension of existing services.
- Workers can buy food from the food court in the shopping Centre.
- The bus stand is close to the site, this will encourage construction workers to use public transport. There will be fewer car park requirements for the workers.

- Construction site entry from the existing crossover on Russell Avenue and Grace Avenue. No crossover needs to be constructed for the construction site entry.
- The car park construction is mainly inground works and structural works. That is very less fit out works. The nature of this type of construction is less risky.
- The retail store (Mini Major) is a single-story building on the ground floor. Construction of this type of building is less risky than the construction of a multi-level shopping Centre.

5 DESIGN DEVELOPMENT

The Design Manager will chair and manage the design development phase of the project, which is important to develop design in terms of compliance to Australian Standards, BCA and quality issues, this process will also flush out any value engineering opportunities from both a buildability and cost efficiency outcome. These opportunities can include:

- Improved teamwork between Main Contractor, Consultants, and Client
- Improved understanding of what the client wants and needs.
- Innovation in design from structure to finishes, simplifying the design form both a cost and buildability outcome.
- Improved product information and materials selection, which can reduce cost of the project.
- Reduced risk of construction from a safety in design objective
- The whole of life cost reviews to determine the best outcomes for the future of the building and end-user.

To ensure success in our design development approach we will hold weekly workshop meetings with the design consultants and Main Contractor.

These meetings will establish key relationships between all stakeholders. The meetings will cover:

- Priority design tasks on critical path
- Identify and review value engineering options
- Review current material selections
- Review initial upfront cost with a whole of life cost of the building in mind
- Programme issues to be reviewed and identified
- Review the scope and budgets associated with the value management phase
- Review design and the cost associated with the current design

5.1 Design Methodology & Delivery

Our strategy and approach to the development is to maintain the integrity of design and be sympathetic to the vision, whilst recognising and developing innovative solutions to value management, in liaison with the project team.

As soon as the DA is approved, we will develop a project-specific Design Management Plan for approval, that will be agreed upon by all parties. This will be driven Design Consultants who will work closely with the project team to ensure the PPR requirements and contract documentation are met.

For the successful delivery of any Design and Construct project, the design coordination must commence in line with the value management decisions. This is critical in the design of the structure, façade and building services, where value engineering strategies result in significant cost savings to the overall project.

5.2 Design Review

There will be specific procedures within our management systems to control the Design Management process, ensuring it is systematically and effectively implemented on each project. Through each stage of the design development, there will be a design review and presentation to ensure all design changes are properly reviewed and approved. The key objectives for the design review are to meet the following:

- Client Budget
- Client brief requirement
- Buildability and operational requirements
- Design compliance.

Further to this, there will be sample sign offs for any alternative materials proposed during the Value Management process by the Main Contractor. This sign off process along with key design meetings and Design Milestones will be detailed in the Design programme. This process is critical to ensure that the Main Contractor and consultants are fully aware of any changes. We also understand that there has been a lot of work that has gone into the selection of materials already and may not be open to change.

5.3 Safety in Design Review

Design decisions and changes in most cases influence the construction process and the health and safety of the on-site personnel during construction. Likewise, design decisions made at the early stages of the project influence the health and safety of the persons maintaining the building, following the completion of construction. All design changes will be followed up on a detailed review in the workshop meetings for the health and safety aspects. This will capture how this change may affect the onsite personnel and the end-user.

6 HOURS OF WORK

All work on-site will be as per DA Consent. Unless otherwise approved in writing by Consent Authority, the extension of works outside of standard hours (i.e. 1 pm - 5pm Saturday) is proposed to:

- Take advantage of reduced road traffic on Saturdays for truck routes and deliveries.

A site notice(s) signage shall be prominently displayed at the boundaries of the site to inform the public of project details including, but not limited to:

- Details of the Builder for all stages of the project.
- The approved hours of work.
- The name of the site/project manager, the responsible managing company, its address and 24-hour contact phone number for any inquiries, including construction/noise complaints will be displayed on the site notice.
- To state that unauthorized entry to the site is not permitted.
- Personal protective equipment (PPE) signage, identify the requirements for entering/visiting the construction site.

7 EXISTING SERVICES INVESTIGATION

7.1 INFRASTRUCTURE SERVICES

Infrastructure services are provided to the perimeter of the site as part of the Subdivision. It is understood that the site is serviced by

- Potable Water
- Recycled Water
- Natural Gas
- Stormwater

- Waste Water

We will secure authority approval if any modification or services diversion is required.

8 SITE ESTABLISHMENT

We will install A class hoarding around the working areas to isolate the working area from the rest of the shopping Centre. The proposed development will be constructed in 2 stages. During the stage 1 demolition work temporary site sheds will be installed on the ground. During the bulk excavation, the site office will be installed on B Class hoarding on Russell Avenue footpath and the Grace Avenue footpath as per the site establishment plan. The site entry will be from the existing crossover on the Grace Avenue. The existing trees on the Russell Avenue will be protected.

Similar to the stage 1, the stage 2 working area will be isolated from the shopping centre operational activities. Jersey kerb and A class hoarding will be installed around the working area. The entry to the site will be from the Russell Avenue. During the demolition temporary site office will be installed on the ground. Site office on the B class hoarding on the Russell Avenue will also be utilized at this stage. Once the bulk excavation is complete, we will set up the site office on Basement 2. Material storage zone and the concrete pump will also set up on the Basement 2 as per the site establishment plan.

The following amenities will be installed on the top of Structural B-class Hoarding as per the Site Establishment Plan:

- Site offices
- Toilets
- Change rooms
- Lunchrooms
- First Aid /Induction room
- Meeting rooms
- Tree Protection on the Russell Avenue

The contractor will ensure the security of all active work areas, including the car park, to ensure the public's safety and protection of the works.

Early site establishment will take approximately two weeks and will be maintained for the duration of the works. Refer to below.

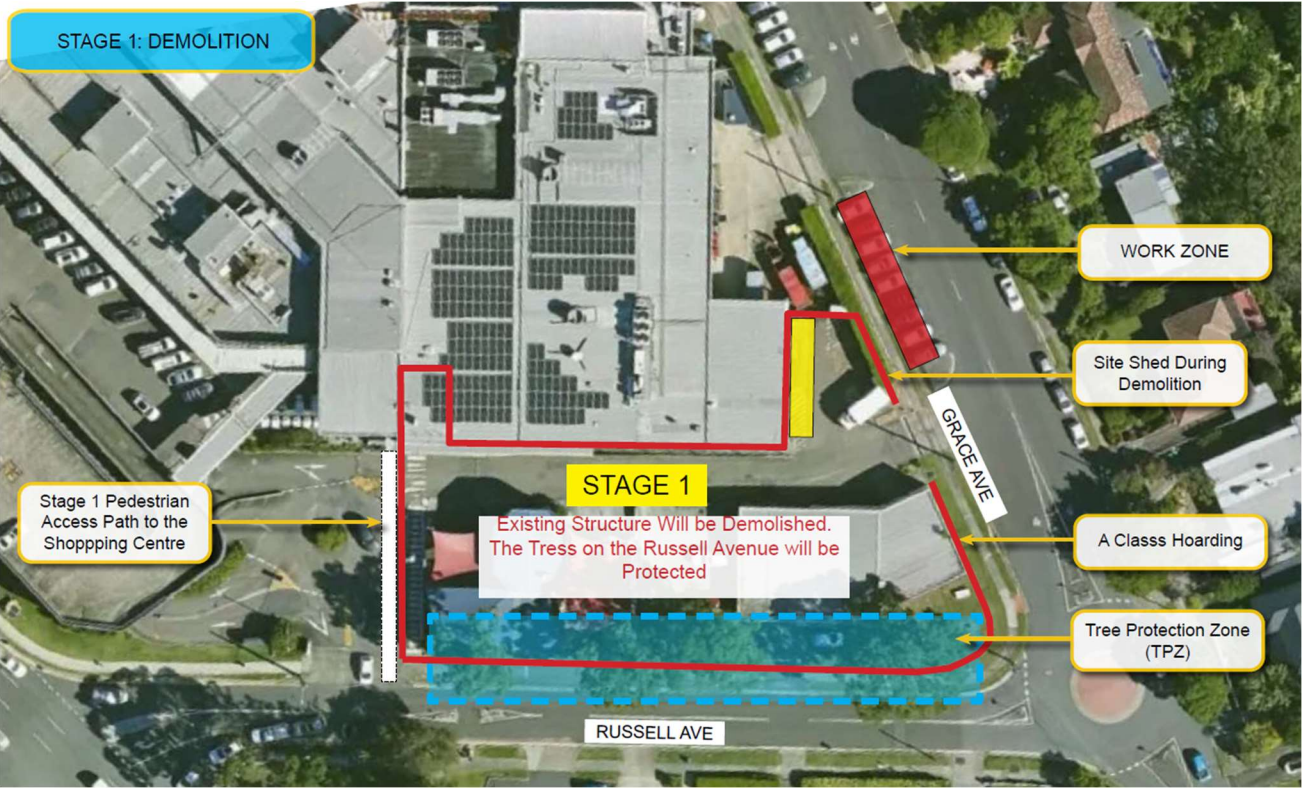


Figure 3: Stage 1 Site Establishment Plan

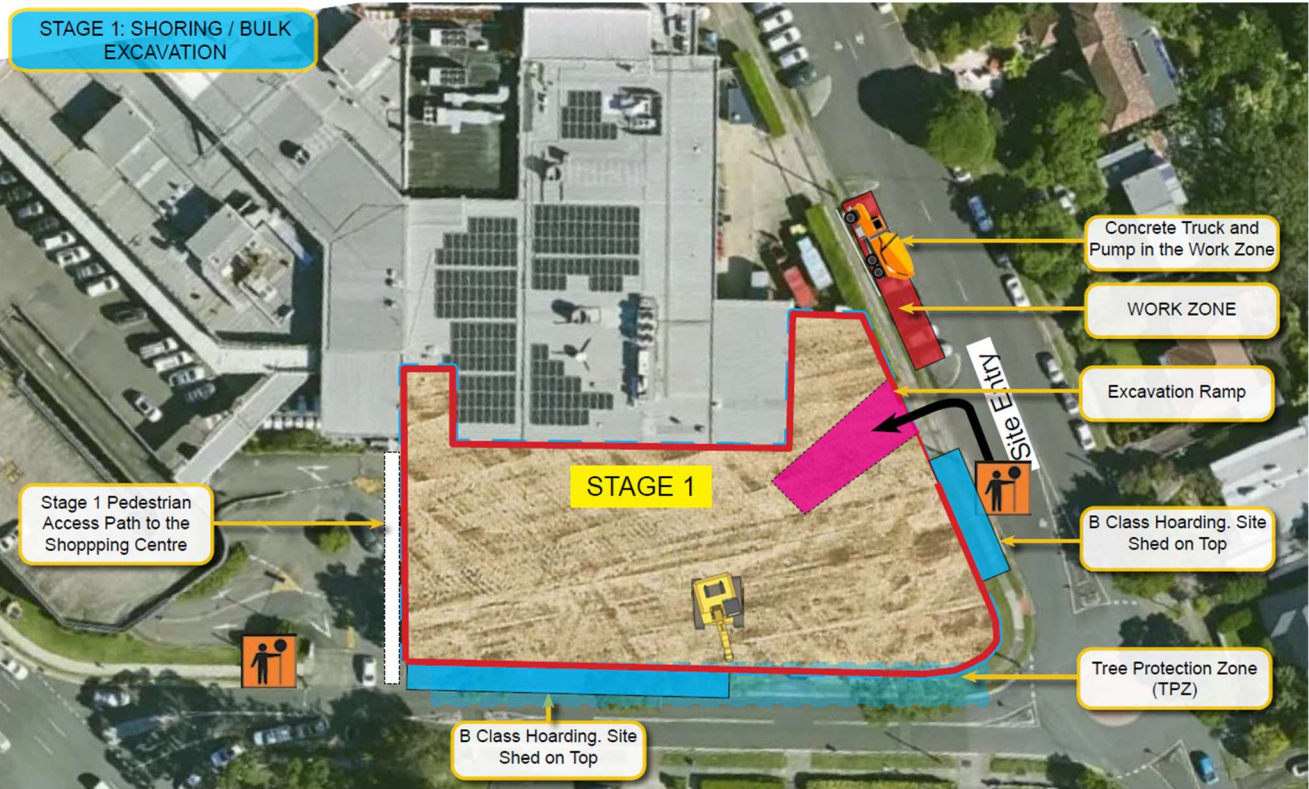


Figure 4: Stage 1 Site Establishment Plan

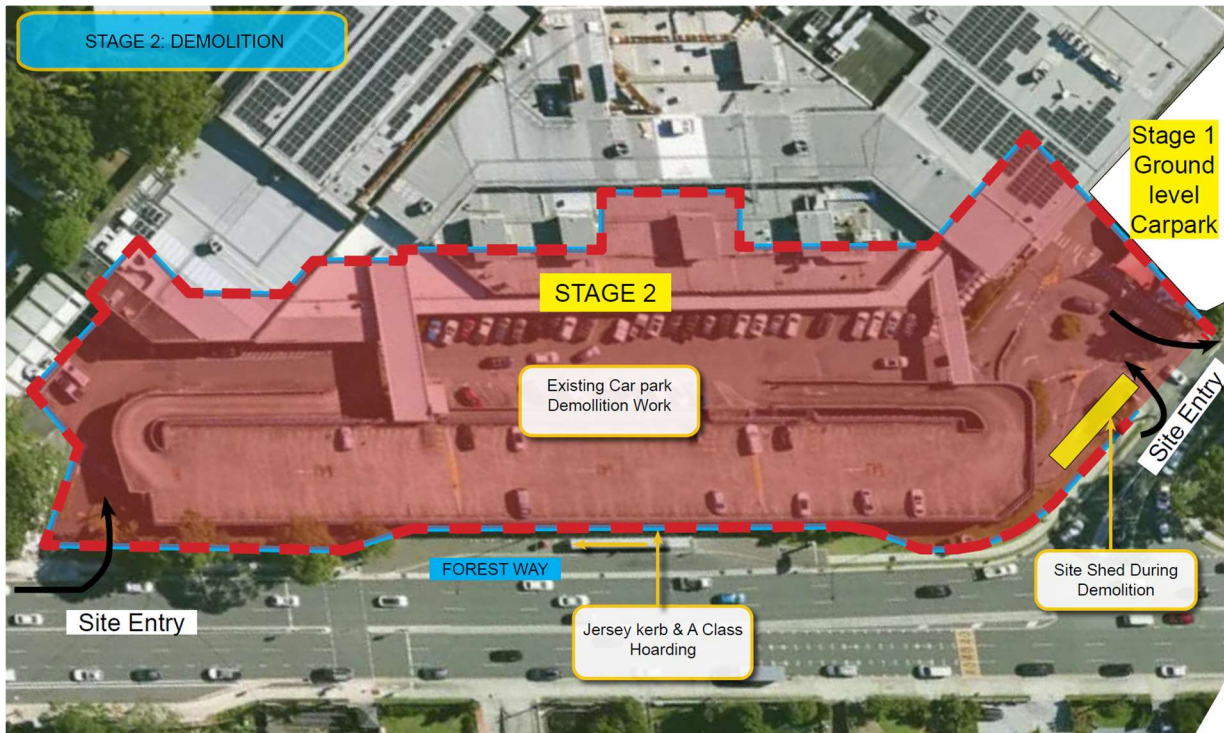


Figure 5: Stage 2 Site Establishment Plan

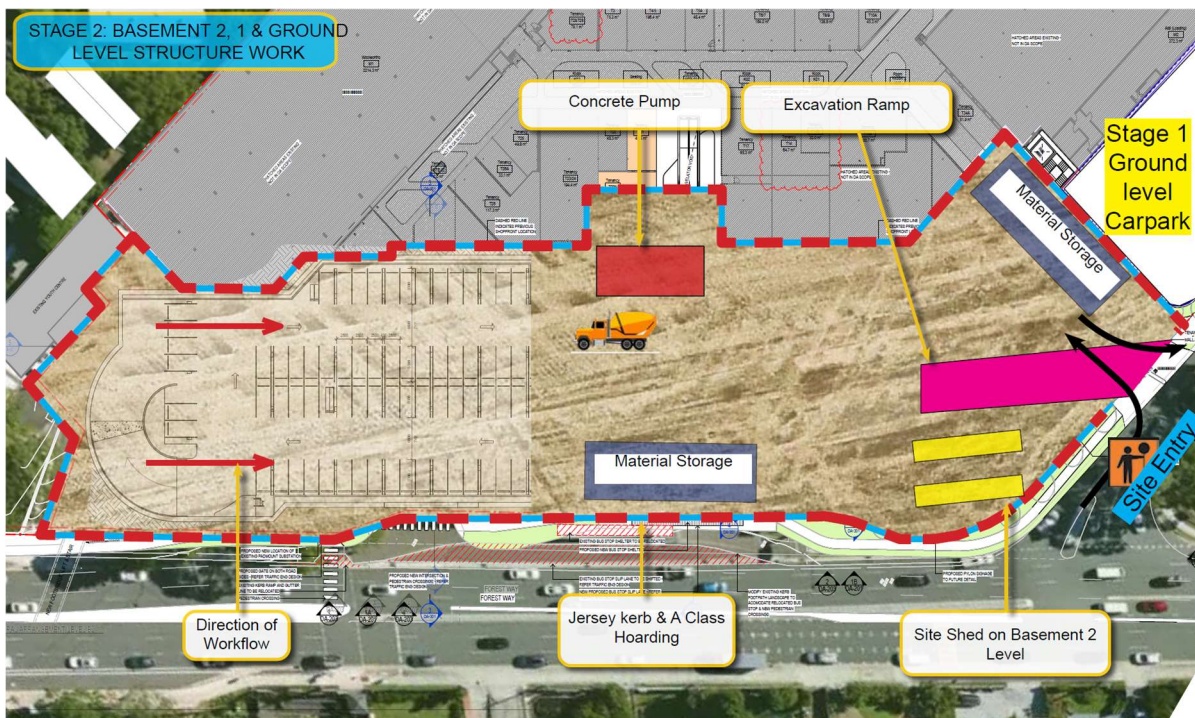


Figure 6: Stage 2 Site Establishment Plan

Workers Car Park:

Construction workers will be advised that there will be limited parking on site. We will encourage workers to use public transport. Bus stand is close to the site. Car park on the nearby street can be used by the workers.

Shoppers / Visitors Car Park:

STAGE 1

During the stage 1 Construction the shopping center visitors will park their car in the existing multi-level car park on the Forest Way and on grade carpark on the Grace Avenue.

The existing car park on Forest Way to service the shopping centre of 348 car park spaces as well as 80 Car spaces at Sorlie Pl (Total **428 Car Spaces**).

STAGE 2

During the stage 2 construction, the existing multi-level car park on the Forest Way will be demolished. The newly constructed stage 1 car park on Russell Avenue will be available for the shopper's car park.

Car park available during stage 2 construction are as follows:

Stage 1 Carpark (Basement 1): this level will serve **forty-three (43)** temporary car park spaces.

Stage 1 Carpark (Ground Floor): this level will serve **eighty-five (85)** temporary car park spaces.

Shorlie Place: this area will serve eighty (80) car spaces.

The total car park available during stage 2 construction is **208 car spaces**.

Access to the Shopping Centre:

During the Stage 1 construction works we will create a pedestrian access path from the Russell Avenue to the Shopping Centre.

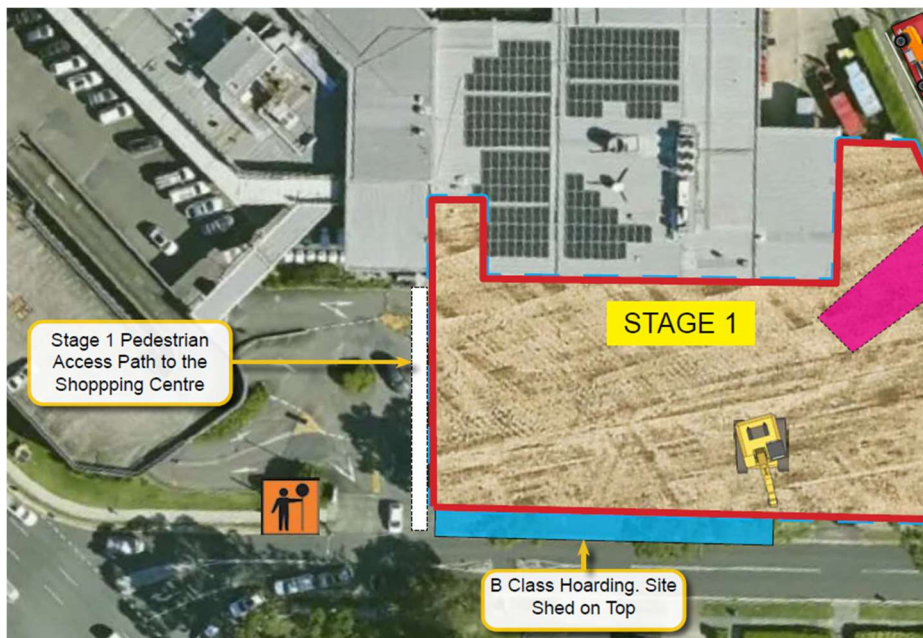


Figure 7: Pedestrian Access Path from Russell Ave to the Shopping Centre During Stage 1 works

During the stage 2 construction, the Russell Avenue pedestrian access path will be excavated. Pedestrian access to the shopping Centre will be provided through the newly built stage 1 car park. It is anticipated that the stage1 carpark ground level slab RL will be approximately same level as Russell Avenue footpath RL. Pedestrians will be walking from Russell Avenue to the car park ground level slab to access Shopping Centre. Newly built stairs and lift will also be accessed by the shoppers.

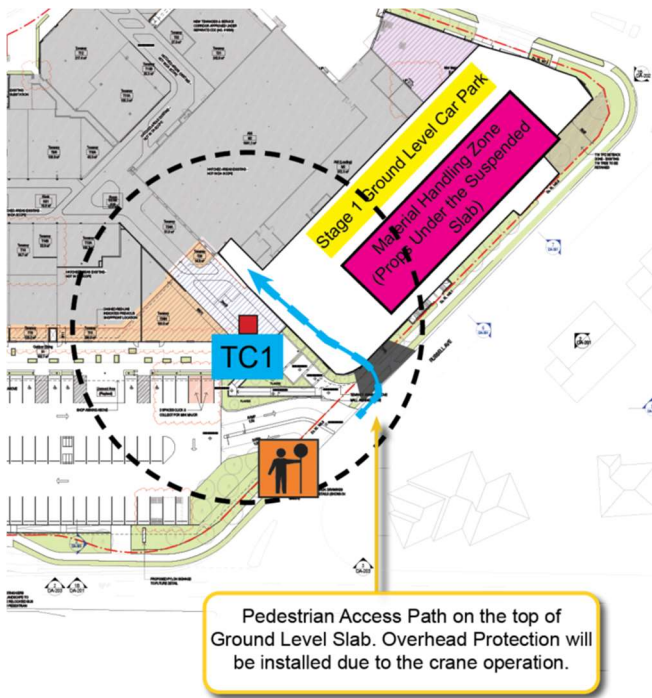


Figure 8: Pedestrian Access Path from Russell Ave to the Shopping Centre During Stage 2 Works

9 PUBLIC & PROPERTY PROTECTION

Before the commencement of works we will prepare a dilapidation report of council property, shopping center and neighboring properties. We will also prepare a post-construction dilapidation report to measure any variation between preconstruction and post construction conditions of the property.

9.1 HOARDINGS, FENCES AND BARRIERS

We will install A Class Hoarding around the construction area to isolate the area from the general public. B-class hoarding/gantry will be installed on the footpath for pedestrian overhead protection. Site sheds will be installed on top of B-class hoarding. Jersey kerb, fencing, traffic cones, and traffic signage will also be installed to protect pedestrians and construction workers.

9.2 WORKS IN THE PUBLIC DOMAIN

Works associated with this development require works in the public domain for example the Forest Way intersection works, road opening for services installation, and footpath restoration. We will ensure that the Main Contractor will make good Council properties as required.

10 ENVIRONMENTAL CONTROL

The Main Contractor shall install environmental and safety controls before the commencement of onsite works. These will include but not be limited to:

- Security measures (fencing and gate access)
- Work health and safety measures (personal protective equipment, first aid supplies, signage and barriers where required; and
- Environmental management measures (spill kits, booms, stormwater control, dust control, siltcontrol)

10.1 NOISE DUST AND VIBRATION PRINCIPAL MEASURES

The impact on adjoining facilities can be extensive, especially during demolition and excavation. It can be a brief intrusion or long-term background noise. A systematic approach working closely with the acoustic consultant will establish and monitor noise levels to comply with strict parameters. The use of dust monitors, water suppression and water carts as required will manage dust and maintain a clean site.

10.2 HAZARDOUS MATERIALS

Should site investigation reveal there to be hazardous materials in the existing building or infillground, formal procedures for specific substances will identify:

- Type of substance
- Location of the substance
- Hazardous Materials Report
- Prepare Remediation Action Plan (RAP)
- Additional work and resources required to deal with the substance so that the neighbours, members of the public and construction workers may move safely in adjacent areas and without risk to health

10.3 DUST AND AIR CONTROL MEASURES

Dust control measures for site preparation which will remain in place for the duration of the Works, will include:

- Erection of site fencing to provide appropriate barriers at the site boundary
- Erection of effective screens and barriers around dusty activities. Cleaning of the screens and barriers should be completed as necessary.
- Communication with neighboring properties before undertaking works in proximity to their premises.
- Establishment of a complaints management system to record details of any reason for airquality-based complaints.
- Avoidance of dry sweeping in large areas
- Use of effective water suppression where necessary
- Covering of stockpiles
- Trucks to have payload covered
- Wheel washing system for trucks if necessary
- Limiting plant and equipment idling
- Implement speed limits on site.
- Implementation of a Dust Management Plan by the Contractor

Should these measures be undertaken, it is expected that dust impacts can be kept at acceptable levels throughout the Works.

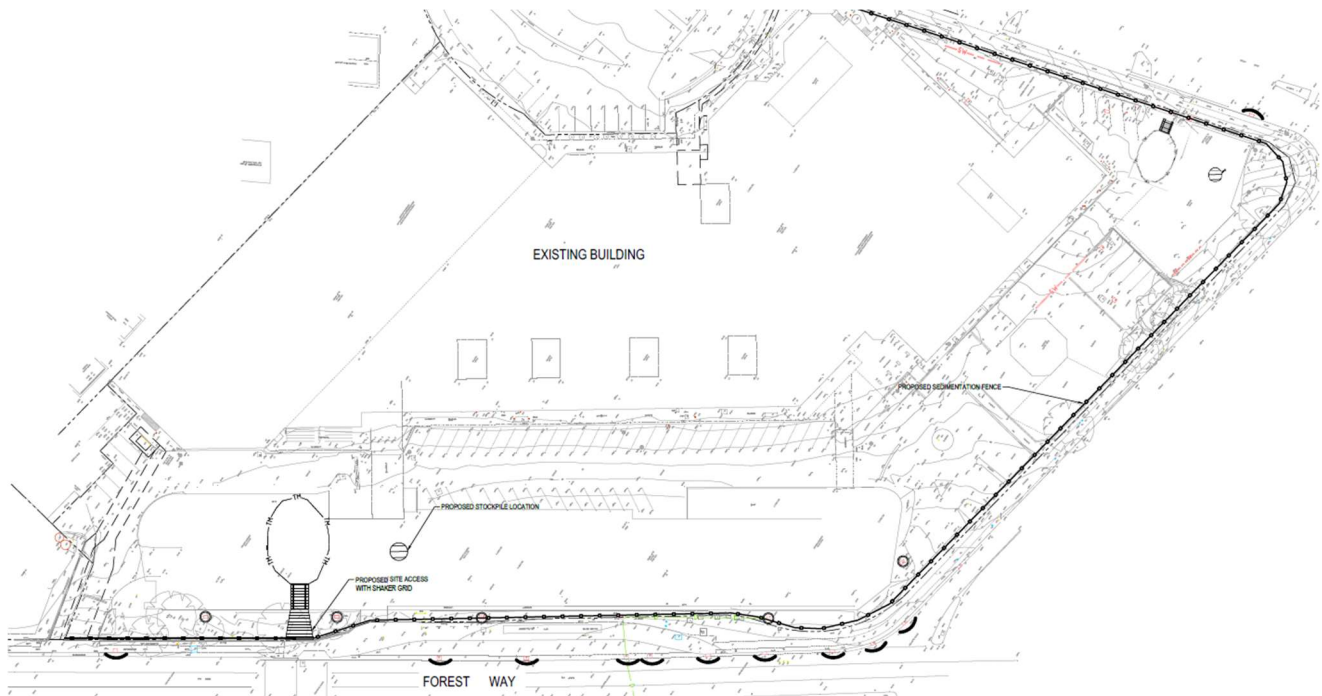
10.4 STORAGE OF DANGEROUS GOODS

The contractor will minimize the use of hazardous materials stored on site. In the event liquid and gasfuels are needed, they will be instructed to be stored in a segregated, well-ventilated, secure

enclosure with a surrounding fully closed watertight bund to ensure that contamination of the surrounding ground does not occur. Spill kits and appropriate hazmat signage is to be located at the materials stores and project office in the event of spillage. The most commonly required items are:

- Diesel: Limited quantities for onsite portable power generators and portable fuel-powered plant, e.g., handheld concrete saws, compactors and compressors
- Oxy/Acetylene: Limited cylinders for plumbing works and steel cutting, stored in purpose-built racks
- Propane/Butane: Limited quantities for pipe and cable soldering, welding, and gas-charged fastening devices
- Mobile mini-tanker facilities carry out major plant refuelling within an isolated dedicated area to avoid stockpiling and cartage of bulk fuels on site.

10.5 EROSION AND SEDIMENT CONTROL / SOIL AND WATER MANAGEMENT PLAN



Appropriate erosion and sediment (ERSED) controls shall be in place before starting Works and maintained throughout construction activities until the site is landscaped or suitably revegetated.

The site would be managed under the protection of the Environment Operations Act 1997 (PoEO Act) by implementing appropriate measures to prevent sediment run-off, erosion and excessive dust emanating from the site during construction.

Erosion and sediment control measures will be implemented and maintained throughout the construction period, following the details of the erosion and sediment control details and to the satisfaction of the principal certifying authority. All necessary erosion and sediment control devices will remain in place until the site has been stabilised.

Regular inspections will take place to ensure that measures are in place and not affected by inclement weather, and any build-up of sediments are to be maintained and cleaned.

11 TRAFFIC MANAGEMENT

11.1 CONSTRUCTION VEHICLE ACCESS/EGRESS MANAGEMENT

The nominated Traffic consultant will complete a formal Traffic Management plan (CTMP) before the commencement of works on the site. Revelop's recommendation for traffic management is an approach route to the site that utilises Russel Avenue, Grace Avenue, and Forest Way subject to PCA or Council approval and the principal contractor will coordinate with the council or PCA.

11.2 CONSTRUCTION VEHICLE TRANSPORT ROUTES

It is anticipated that bogie tippers, semi-tippers and truck and trailer type heavy vehicles would be used in undertaking the Works. All trucks will be loaded to their prescribed weight limits within the site boundary and be covered with a tarp (rubbish loads only) before exiting the Site/s.

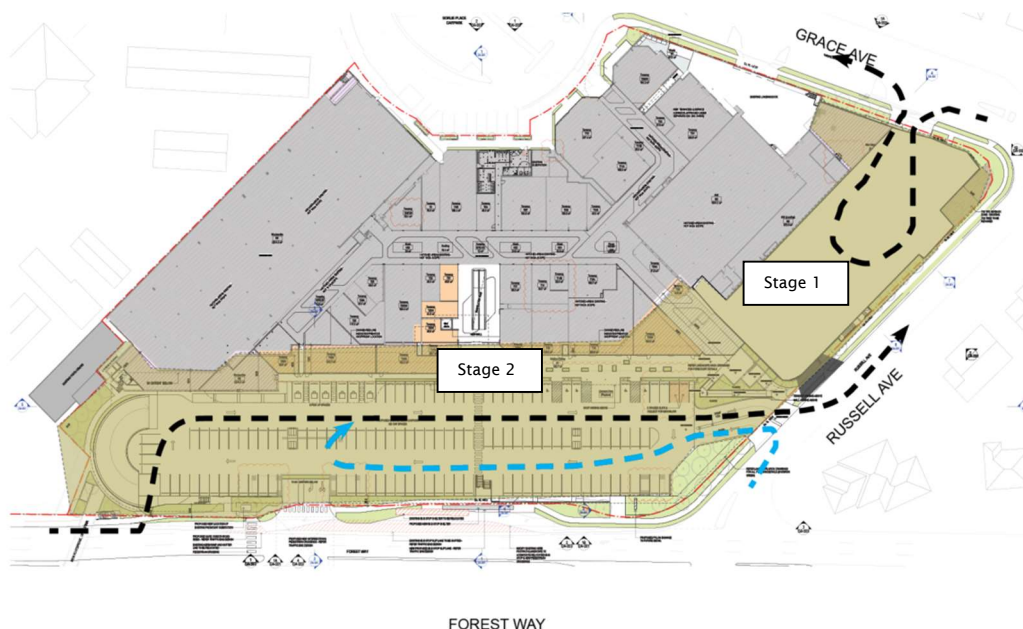


Figure 9: Vehicle transport routes

Vehicles entering and exiting the construction zones will do so in a controlled and planned manner with minimal disruption to local vehicular and pedestrian traffic. The contractor will manage construction, pedestrian and vehicular interactions on all public roads with traffic and pedestrian control to sustain this focus. At all times, the contractor will be mindful of any work being undertaken by local authorities adjacent to and surrounding the site.

12 CRANES

It is understood that mobile cranes will be used for most of the material handling. We will also investigate if Potain type tower crane can be a cheaper and safer option for this development.

As per our Construction Methodology, we will be required a tower crane to be utilized to construct the last section of the car park building where stage 2 works and stage 1 works are connected near the site access from Russell Avenue. On the Russell Avenue work zone cannot be created due to the nature of the road. We will use the tower crane to lift materials from the stage 1 car park material handling zone as per our site establishment plan.

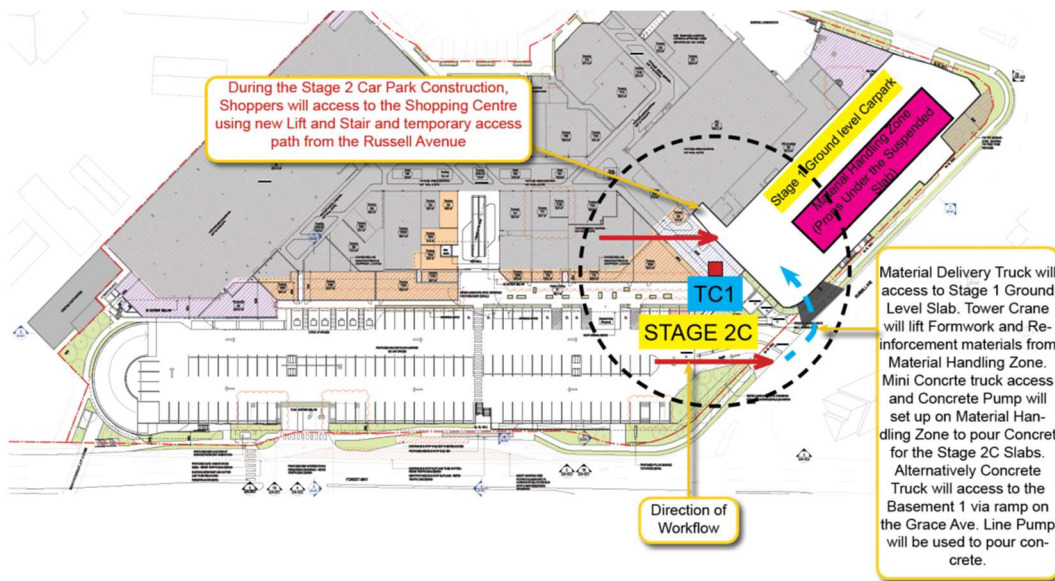


Figure 10: Tower Crane Location Plan

13 CIVIL & INFRASTRUCTURE WORKS

Civil Infrastructure will include the following:

- Construct the footbridge (Pedestrian Bridge) from Forest Way to Rabbet Street
- New driveway to Forest Way and associated traffic works
- New intersection on the Forest Way
- Bus Stand Relocation

RMS approval is required to commence any works on the RMS road and road reserve.

14 ALTERATIONS AND ADDITION WORKS

The Scope includes the construction of the alterations and additions to the existing shopping centre.

The scope is inclusive of the following:

- Supermarket
- Food
- Services/Offices
- Retail Shops
- Medical
- Gym
- Carwash

15 CONSTRUCTION METHODOLOGY

15.1 DEMOLITION

The stage 1 demolition consists of demolition of exiting Car Wash, other buildings and associated landscape. Hoarding will be install to isolate the working area. Demolition scaffolding will be installed prior to the demotion work.

Like the stage 1, during the demolition of stage 2 existing car park demolition scaffolding will be installed, the scaffolding will provide fall protection an dust protection.

15.2 SHORING AND BULK EXCAVATION

The development requires basement excavation near council road and RMS major road. Earth retaining structure (shoring wall) will be installed before the bulk exaction.

During the bulk excavation, we will create an excavation ramp to access basement 2 levels.

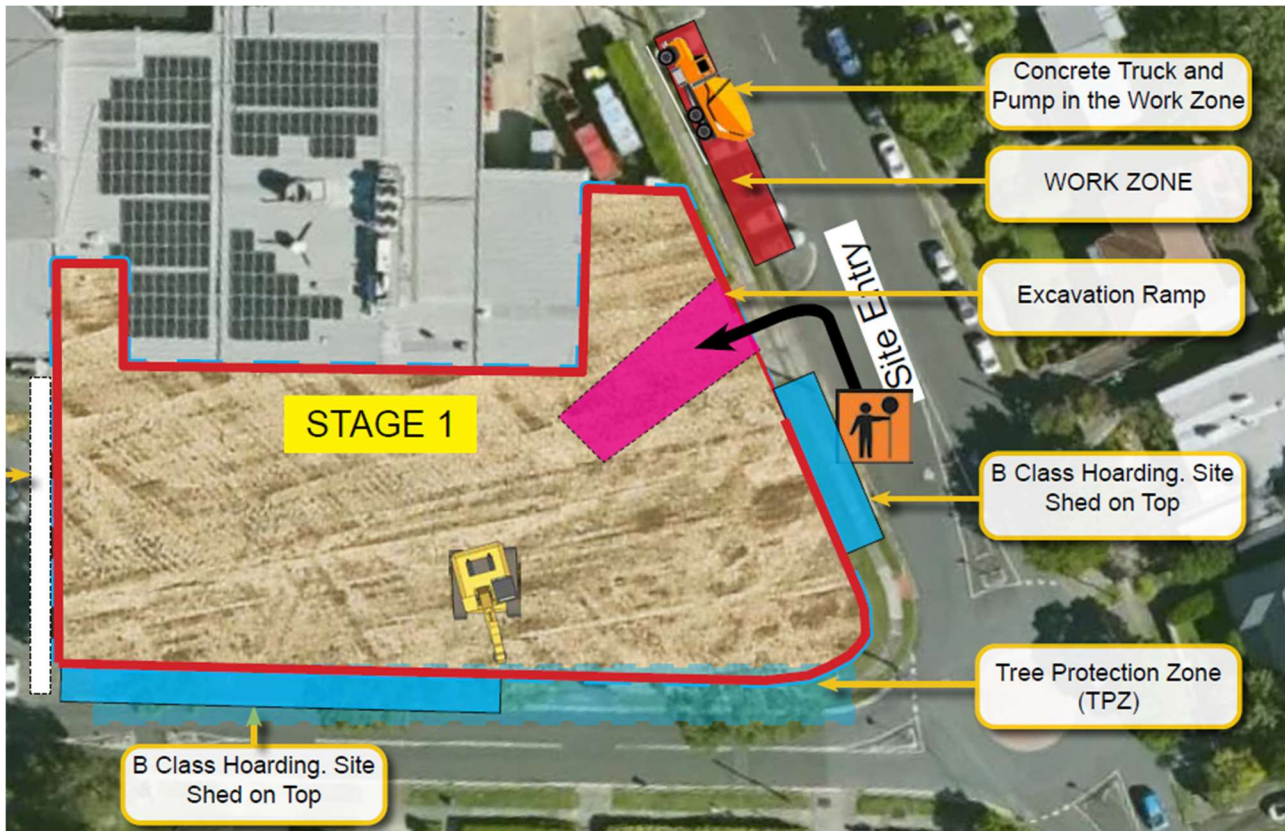


Figure 11: Shoring and Bulk Excavation Plan

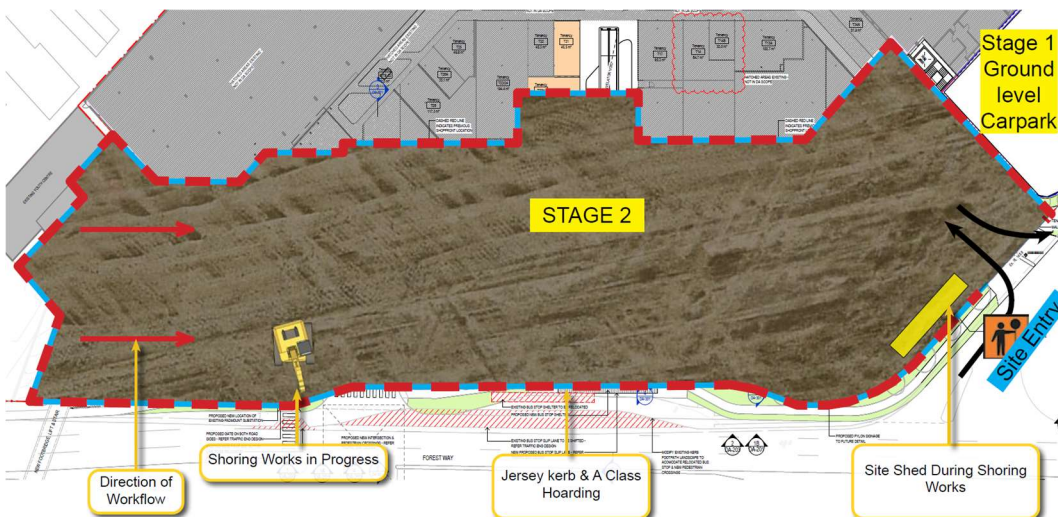


Figure 12: Shoring and Bulk Excavation Plan

15.3 CONCRETE POUR

We will create work zone on the Grace Avenue. Concrete pump will be placed on the grace avenue to pump concrete to construct stage 1 slabs. We will also create a temporary work zone inside the project to pour concrete to construct the stage 1 slab. Both Static and mobile concrete pumps will be used for concrete pumping operations where appropriate.

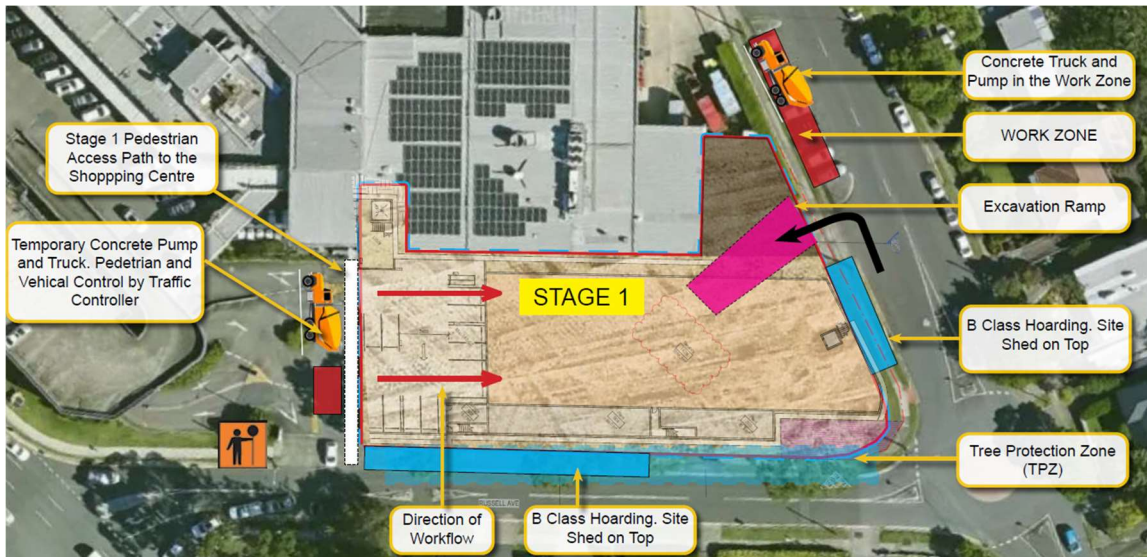


Figure 13: Work zone and Concrete Pumping arrangement (Stage 1)

During the stage 2 construction we will set up a material handling zone inside basement 2, concrete pump and truck will be at basement 2 to pour concrete.

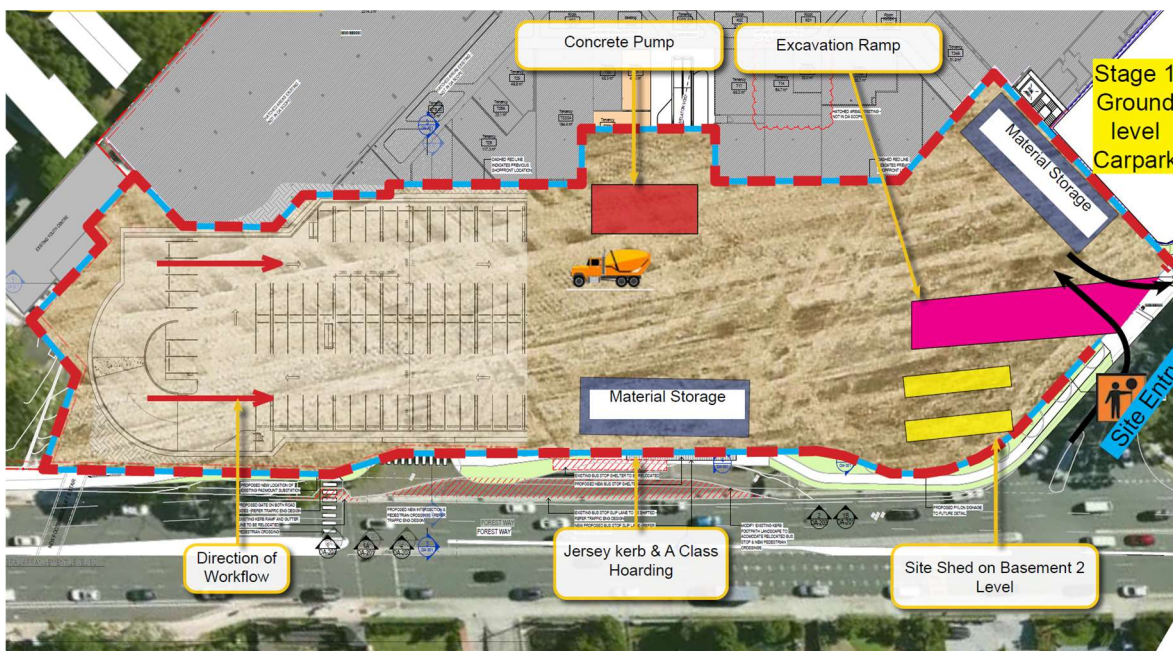


Figure 14: Work zone and Concrete Pumping arrangement (Stage 2)

15.4 MINI MAJOR RETAIL CONSTRUCTION

Once the car park construction is complete (stage 1 and 2), the construction of Mini Major retail will commence. We will utilize tower crane on the Russel Avenue and Mobile crane on the grace avenue for the material handling.

15.5 MATERIALS HANDLING AND DELIVERIES

It is anticipated that the Main Contractor will use mobile crane, tower Crane, hoist, forklift, etc for the construction material handling process. We will create a work zone on Grace Avenue, material delivery truck will parked on the work zone and material handling equipment will be used to lift materials from the delivery truck to the site.

We will also create material handling zone within the site. The delivery truck will be using dedicated site entrances, managed by the contractor and their traffic control systems.

15.6 CONSTRUCTION TRAFFICE AND PEDESTRIAN MANAGEMENT PLAN

The Main Contractor will create detail CTMP before commencing on-site. Traffic will generally be managed in the following way:

- Designated transport routes will be communicated to all personal and enforced.
- Designated non-peak hour deliveries.
- Strict scheduling of vehicle movement will occur to minimize off-site waiting times. Minimal on-site parking would be envisaged with site workers encouraged to utilize existing public transport and car-sharing wherever possible.
- Vehicle movements will be compliant with Conditions of Consent and broader road-use regulations, particularly concerning hours of work, materials loading and unloading.
- Stakeholder feedback, especially with adjoining neighbors (Schools) and relevant Authorities.

The predominant means of materials deliveries to the project will be via Russell Avenue and Grace Avenue, supervised by Traffic controllers holding appropriate accreditations, WH&S White Card, and Traffic Controllers Blue Card.

A manitau or all-terrain forklift will be available to off-load materials delivered to the site, resulting in a cut down on the number of visits from mobile cranes and other heavy vehicles entering the site.

15.7 WASTE MINIMISATION AND MANAGEMENT PLAN

All waste collected from the site during construction will be removed and processed by an accredited contractor responsible for improving waste separation and recycling efficiencies. Waste reports will be produced monthly, and reuse and recycle volumes will be tracked.

A construction waste storage area is separated from the light waste storage area utilised by active tenants and enclosed to prevent the material from escaping the enclosures.

All waste is to be regularly serviced to reduce and prevent any odour and fire hazards occurring. All waste are to be stored in a manner that prevents the escape of pollutants to the environment.

15.8 STRUCTURE/S

The Structures will likely include (Subject to structural design)

- Reinforced Concrete piles subject to geotechnical consultant.
- Reinforced Concrete Slab and Column
- Driveway and Crossovers.
- Footbridge to Rabbett Lane.

15.9 SCAFFOLDING

Scaffolding is likely to be erected to the perimeter of the extended portion of the building for the staged erection of the typical floor structures and façade elements. The extent and time at which it is erected will be at the discretion of the Construction Manager.

Scaffolding will provide access, fall protection and working platforms for the erection and completion of walls, facades, roofing and fit off.

15.10 SERVICES

9.9.1 WATER

A formal application to the appropriate authority will need to be submitted to assess the detailed servicing requirements for the site.

9.9.2 WASTEWATER

A formal application to appropriate authority will need to be submitted to assess the detailed servicing requirements for the site.

9.9.3 POWER

Design and construction details will be prepared and formal applications made to Endeavour Energy following receipt of CC consent.

9.9.4 GAS

Design and construction details will be prepared and formal applications made to Jemena following receipt of CC consent.

9.9.5 TELECOMMUNICATIONS

Design and construction details will be prepared, and formal applications made to the appropriate carrier/s following receipt of CC consent.

9.9.6 COMPLETION

Completion of the works will include but not be limited to:

- Removal of all Plant, Machinery, Equipment, Storage, Amenities etc
- Removal of temporary Stormwater Management Controls
- Removal of temporary Fencing, shade-cloth and signage
- Make-good of any damaged Public or Private Infrastructure as a result of the works
- Obtain Occupation Certificate

16 PROJECT SPECIFIC MANAGEMENT PLANS

16.1 WORK HEALTH & SAFETY MANAGEMENT (WH&S)

A project-specific WHS Management Plan will be developed for the project before commencing site works. The WHSMP will address the following:

- Safety in Design
- Management of WHS including the roles and responsibilities of all workers, training requirements, incident reporting and corrective actions
- Management of site safety, including the risk assessment process,
- induction requirements
- Safe work method statements and compliance processes
- Management of project hazards

16.2 ENVIRONMENTAL MANAGEMENT PLAN

The Environmental Management Plan (EMP) will establish procedures, guidelines and controls for all activities on the project. The EMP will encompass activities that may impact the immediate and surrounding environment. These may include air, water, land, natural resources, flora, fauna, and humans and interrelation.

The importance of implementing environmental management procedures is recognized to preserve the immediate and surrounding environment during construction, especially the environment for residents, staff and students at the nearby schools.

These procedures shall include all controls, inductions and training, incident response, monitoring and reporting processes.

A project-specific EMP will be developed for the project before commencing site works.

16.3 QUALITY MANAGEMENT PLAN

The Quality Management Plan (QMP) will set out how to manage the quality of work by the various trades and to ensure that the end product meets the requirements of:

- Statutory Regulations
- The Building Code of Australia
- Australian Standards

17 CONCLUSION

This Construction Management Plan has been produced for Revelop Pty Ltd to support the Development Application and outline the general approach to construction management. A detailed and comprehensive Project Management Plan will be produced for the relevant stage of the project covering the entire Management of the project, including:

- Site Inductions
- Safety Work Method Statements where construction methodology and its potential effect on the surrounding properties will be detailed and addressed
- Traffic Management during construction
- Risk Management with a view of the impact on neighbours
- Change Management again addressing possible interaction with neighbours