Demolition & Construction Management Plan (DMP)

Project Name: Residential & Commercial
Address: 88-92A Parramatta Road
HOMEBUSH NSW 2140

Job No.: HOMPAR88
Commencement Date: 12/05/2017

By
Linx Constructions Pty Ltd
ABN 17 125 903 817

Controlled ☐
Uncontrolled ☒

Authorised By: ____________________________
Project Manager
Date: 12/05/2017
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Document Revision Status

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Demolition & Construction Management Plan (DMP)

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1.00 General

1.01 Background

This Demolition & Construction Management Plan (DMP) has been prepared for the proposed demolition, remediation, early and associated work at 88-92A Parramatta Road Homebush NSW 2140 (The Site). Further as part of this process also considered excavation, construction and associated work with regard to the future stages relating to the property.

This report has been prepared to seek approval from the relevant authorities and to comply with their conditions. The Plan seeks to outline the general principles to be adopted to minimize the impact of the work on the surrounding areas.

The work involved the public protection Council / RMS asset protection hazardous material removal. The DMP covers the following areas of management:

- Legislation requirements;
- Hours of operation;
- Public and property protection;
- Noise and vibration;
- Dust management;
- Odour control;
- Storage of dangerous goods;
- Water quality / storm water runoff;
- Waste management principles;
- Hazardous materials management;
- Traffic and pedestrian management;
- Services disconnections; and
- Excavation methodology.

The work will be undertaken by suitable licensed contractors (e.g. Linx Constructions Pty Ltd demolition licence number AD212068 renewal not due till 13/11/2018).

It is envisaged that the work will be undertaken under a contract arrangement.

All statements and proposals documented in this DMP will be reviewed at the time of contract award for the work to ensure alignment will adhere to the Protection of the Environment Operations Act – 1997.

The objects that underpin this statute 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 environment 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 re-use or recycling of materials;
- Making progressively improvements including the reduction of pollution;
➢ To rationalise, simplify and strengthen the regulatory framework for environment protection;

➢ To improve the efficiency of administration of the environmental protection legislation; and

➢ To assist in the achievement of the objective of the Waste Minimization and Management Act 1995.

Various policies & safety procedures have been implemented to assist in DMP compliance. As an example, Pedestrian & Traffic Management Plan (PTMP), Soil & Water Management Plan (SWMP) and Environmental & Waste Management Plan (EMP) have been prepared and updated to assist in managing DMP compliance.

1.02 Introduction

The land, known as 88-92A Parramatta Road Homebush NSW 2140 is situated on the southern side of Parramatta Road. The site comprises of all the land contained in Lots 1, 2 & 3 DP201120 and part A DP419617 with an area of approximately 534m².

Figure 1, area to be enclosed by the proposed development – Mapping source: 6 Maps
Refer to the Pedestrian & Traffic Management Plan (PTMP).

1.03 Project Description – Scope of Works

The proposed development has been documented in the architectural and engineering drawings. It is based on the demolition of buildings being carried out as separately approved.

The development involves:
- Demolition of existing structures (e.g. commercial brick building, sheds, awnings, etc.);
- Excavation, shoring basement car park (e.g. future work considered); and
- Construction of residential & commercial apartment building (e.g. future work considered).

2.00 Hours of Operation

Work associated with demolition, excavation, remediation and shoring for the development will be carried out between the following hours:
- Monday to Friday: 7:00am to 5:00pm;
- Saturday: 7:00am to 5:00pm; and
- Sunday/Public Holidays: no work.

Any work outside these times would be subject to a separate application. The control of hours of operation avoids truck movements during the early hours of the morning, before 7:00am and in the evening, after 5:00pm.

3.00 Public & Property Protection

All Works will be undertaken in accordance with the public protection measures as required in the relevant Australian Standards.

It is proposed to erect a temporary site fence along the boundary lines to prevent access into the area of the works and to maintain to the site.

Vehicular access / egress gates will be erected at the back of the property leading to Knight Street. Vehicles will enter and exit site from Knight Street laneway adjoining 5 Knight Street and 2 Subway Lane (approval from the neighbours for access has been granted). The gates will be locked / manned by qualified traffic supervisor at the times of vehicular access and egress to the site. Refer to the Pedestrian & Traffic Management Plan (PTMP) for access points.

These public and property protection measures will be reviewed at the time of the contract award for the works to ensure alignment with proposed methodologies and sequencing developments and to ensure that the safety of the general public is maintained at all time during the works.
4.00 Environmental

4.01 General

As a minimum, the erosion and sediment controls for the Work shall be designed, installed and maintained in accordance with the requirements of Managing Urban Storm water: Soils and Construction “The Blue Book” (4th Edition) dated March 2004. Refer to the Soil & Water Management Plan (SWMP).

The environmental performance of the contractor will be monitored through the works.

The following specific environmental management principle will be implemented on site.

4.02 Noise

Noise from the Site shall not exceed the limits set out in the EPA and SafeWork NSW construction noise guidelines.

In order to minimise the noise impacts, the most feasible and reasonable measures shall be applied in the work practice.

No machine work will occur outside the normal working hours set unless approval has been given by consent authority. The normal hours of work are detailed herein (e.g. refer item 3.00 Hours of Work herein).

As part of the noise mitigation treatment for the project all trucks and machinery involved in the works will be checked for defective exhaust systems and general servicing.

4.03 Vibration

During excavation works appropriate measure shall be taken to limit the vibration levels along the site boundaries within 15mm/sec.

During the works recommendation and conditions identified in the acoustic and vibration assessment will be complied with.

There will be no need for any rock hammering during the works and therefore there will be no need for vibration monitoring. However, if any hammering is required vibration monitoring will be implemented.

4.04 Dust

To control dust generating and where necessary, water will be sprayed at the source of origin, over excavation materials during the works and loading activities to prevent airborne dust particles migrating into the surrounding environment.

Shade cloth will also be installed on the fence to prevent dust from migrating into the environment.
Ground covering including existing sealed areas of bitumen and concrete will remain. This will act as a manageable hardstand for vehicular traffic and will also provide a seal to the underlying material to assist in minimizing erosion and sediment run off.

Additional precaution that will be implemented during the works include the covering of all haulage trucks with tarpaulins and the use of mobile water points during the hammering, processing and loading of concrete.

4.05 Odour Control

In terms of excavation activities for the Site, odour problems will be minimal. All plant and machinery involved in the works will be regularly serviced and checked for exhaust emissions.

Stormwater gully pits will preferably be hand cleaned with shovels and collected debris bagged to minimize odour and disposed of prior to pipes being cleaned.

4.06 Storage of Dangerous Goods

It is likely that the works will involve the use of flammable fuels such as petrol, diesel, oxy-acetylene, oils, etc.

Storage of such items will be in a lockable compound with sufficient ventilation in accordance with relevant codes of practices and Standards.

Materials Safety Data Sheet (MSDS) on all flammable and potentially harmful liquids will be provided by the contractor undertaking the works.

4.07 Stormwater Runoff

The drainage system on the site will be cleaned out to remove sediments, prior to commencing the work on site.

Drainage of surface run-off will be allowed for along the existing contours (down slope) with the existing drainage system on site of kerbs, gully pits, pipes and storm water runoff passing through installed filtration systems prior to being discharge off site.

The site will be continually cleaned of rubble to minimise possible sediment flow during rainfall periods. Storm water kerbs and drainage lines will have sediment controls in the form of sediment socks.

Storm water grate inlets surrounding the excavation areas will be covered with geotextile fabric to allow water to enter into drains whilst retaining sediments.

Should external surface run-off flow into excavation work, it may need to be diverted (using sediment socks) to reduce sediment transportation.

All drainage control devices will be regularly checked particularly during heavy rainfall periods.

If required, storm water and waste collected on site will be flocculated with a lime based flocculent, with clean water resulting to be pumped into storm water in accordance with all EPA requirements including a separate approval to do so.
4.08 Toilet Facilities

Toilet facilities will be provided at the work site before works begin and will be maintained until the works are completed at a ratio of one toilet plus one additional toilet for every 20 persons employed at the site.

5.00 Waste Management / Recycling Principles

The contractor will be committed to achieving compliance with the EPA guidelines. All hazardous materials will be removed and disposed of at licensed waste facilities.

As part of the contractual requirements for the works, the contractor will be required to provide all trucking and disposal documentation for all waste materials.

The key to maximising recycling and minimising waste going to landfills is to effectively separate the individual materials during excavation phase, not after.

All virgin excavation material Virgin Excavated Natural Material (VENM) will be taken to other job sites, filling projects.

All non-virgin excavation material but recyclable will be taken to recycling yards (e.g. General Solid Waste GSW & Excavated Natural Material ENM). The non-recyclable excavation material will be taken to appropriate landfills.

Refer to the Environmental & Waste Management Plan (EMP).

6.00 Traffic Management

6.01 General

It is anticipated that the works will involve up to a maximum of 2–5 trucks / semi vehicle movements a day (subject to confirmation of the contractor program and sequencing activities being undertaken on site).

Preliminary site set up and hazardous materials removal and strip out works will obviously involve less vehicle movements.

The activities of bulk load out and rubble removal involve a higher level of vehicular movement.

It is anticipated that bogie tippers, semi-tippers and truck and trailer type 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) prior to exiting the site.

The existing hardstand area and driveway will remain in place until the end of the project to ensure all trucks do not take spoil out onto the road.
Refer to the Pedestrian & Traffic Management Plan (PTMP).

6.02 Pedestrian Protection

It is proposed that heavy vehicles entering and exiting the area will use existing major regional and local roads avoiding residential and areas where possible.

All trucks will enter and exit site from Knight Street laneway adjoining 5 Knight Street and 2 Subway Lane (approval from the neighbours for access has been granted). Refer to the Pedestrian & Traffic Management Plan (PTMP).

6.03 Heavy Vehicle Movements

It is proposed that heavy vehicles entering and exiting the area will use existing major regional and local roads avoiding residential and areas where possible.

All trucks will enter and exit site through Knight Street. Refer to the Pedestrian & Traffic Management Plan (PTMP).

7.00 Services Disconnection and Decommissioning

Prior to any excavation works, all existing services shall be disconnected and decommissioned.

In general terms the following principles will be adopted when disconnecting services:

- Dial Before You Dig DBYD enquiry will be undertaken;
- All service authorities will be consulted prior to the work commencing to ascertain lead times and correct termination locations;
- All termination works will be undertaken in accordance with design engineers’ specification and instructions;
- All termination works will be undertaken by suitable licensed contractors;
- Any termination works that impact on adjoining owners will be notified and will be undertaken out of hours if required to minimise impact; and
- Decommissioning of exiting building services shall be performed by specialist in accordance with the currently relevant regulations.

After disconnecting the existing services temporary site power shall be provided to have lighting or running electrical tools during the works and water shall be provided for dust suppression.

8.00 Excavation & Demolition Conditions & Methodology

8.01 General
There are no ‘partiwall’ / ‘common-wall’ to be demolished but walls within 0.9m from the boundary so any exposed ‘partiwall’ / ‘common-wall’ will be weatherproofed at the completion.

All excavation works are to be undertaken in accordance with the methodology and recommendations detailed in the geotechnical report and project structural engineer’s instructions.

Prior to the work commencing on site, a detailed safe work method statement for the proposed works is to be submitted for review and comment. Site safe working supervision shall be provided for certain aspects of the works.

The proposed excavation sequence would be as described in the structure by the project structural engineer.

It is not envisaged vibration monitoring will be required but if vibration monitoring becomes necessary then it may be implemented, controlled and supervised to prevent any damages to adjacent structures during the works. A suitable vibration specialist / engineer may be engaged during the excavation process.

8.02 Procedure

The excavation works shall be performed accordingly to the following procedure:

- after having retaining walls in place, complete excavation; and
- where there are no retaining walls, the excavation face will be battered in accordance with the engineer plans.

The above procedure will be repeated until all works are complete.

8.03 Methodology

All soils and lower strength rock will be easily excavated by conventional earthmoving equipment. It is extremely unlikely that any hammering will be required in the excavation process as all material is soft and can be dug by bucket. Medium and high strength rock will be encountered during excavation.

It is strongly recommended that an experienced geotechnical engineer observes that excavation as it progresses.

The vibration will be controlled and measured by appropriate monitors and warning lights installed in different locations.

A temporary ramp will be constructed as the excavation progresses to let the trucks into the site for loading from the site entry gate at from Knight Street. The excavation will be finalised starting from the north heading south.

9.00 Responsibility & Authorities
The contractor will make available a safety officer during the excavation who will supervise the work. The safety officer has been trained for first aid, traffic control, demolition / excavation works, asbestos removal and civil engineering.

10.00 References

The Works will be undertaken in accordance with the following legislation requirements:

- Protection of the Environment Operations Act 1997 and Regulations;
- Environmentally Hazardous Chemicals Act 1985;
- Protection of the Environmental Administration Act and Regulations;
- Work Health and Safety Act 2011 and relevant codes of practice and Standards;
- Australian Standards 2601-2001: Demolition of Structures;
- Resource and Recovery Act 2001;
- Environmental Planning and Assessment Act 1979;
- Heritage Act 1997;
- Local Government Act 1993;
- Work Health and Safety Regulation 2011;
- Soil Conservation Act 1983; and
- As this document is being prepared for a DA Consent then DA conditions requirements.

11.00 Legend

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Appendix 1 Demolition Plan