

# Construction / Environmental Management Plan



**Planning Permit Number:** TBD

**Preamble:** *Construction of 6 dwellings, removal of vegetation and subdivision of the land into 6 lots in accordance with the endorsed plans.*

**Address:** 1-3 Murphy Cr Traralgon

**Date Planning Permit Issued:** XXX

**Development Plans Endorsement:** XXXX

**Landscaping Plans Endorsement:** XXXX

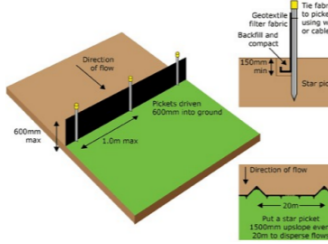



**Date:** 8 May 2023 (Version)






Construction Management	Details/Response	Any additional specific information
CONTACT	 <p>Building company and contact person are one in the same.</p>	<p>Henry Vila (site manager contact) Stone Horizon 0400 653 063</p>
TIMES	<p>1. All works on site will be between the hours 7.00am - 6.00pm Monday to Friday, 9.00am – 1.00pm Saturday, and no works on Sundays or public holidays.</p> <p>2. All deliveries will be within the construction times as specified above.</p>	
CONSTRUCTION PERIOD	<p>Anticipated completion time. Generally, 12 months.</p> 	<p>Once the building permit is issued, construction is anticipated to be completed within 12 months of this date.</p>
SITE FENCING	<p>Mesh fencing will be provided to secure the site.</p> 	<p>Site Fencing location: Along the front allotment boundary.</p>
SITE AMENITIES	 <p>Labels in image: Site shed / office, Amenities, Spill kit, Banded refuelling area, Environmental, NOB HAZARDOUS GARBAGE</p>	<p>There will be access available to a hire toilet to the side of the allotment.</p>

Construction Management	Details/Response	Any additional specific information
<p><b>TRAFFIC MANAGEMENT</b></p>		<p>1. It is believed that the site is large enough to cater for some construction vehicles to be parked inside the front allotment boundary.</p> <p>It is anticipated that there will be a requirement for a maximum of 3-4 cars parked on site at any one time.</p> <p>Please see attached plan for information about delivery and unloading points and parking facilities.</p> <p>2. Site Entry: will utilize one of the two existing crossovers where a fenced and shade clothed barrier / gate will be constructed to open and close.</p> <p>3. Site Exit: will be through the same gate/crossover.</p>
<p><b>DUST &amp; DIRT CONTROL</b></p>	<ol style="list-style-type: none"> <li>1. Before construction starts, a crushed rock driveway will be put in place.</li> <li>2. At the end of each work day the sealed driveway will be washed down as required.</li> <li>3. All cars will be hosed down as required before leaving the site.</li> <li>4. A hose will be readily available when excavation takes place.</li> <li>5. Silt pits and mesh barriers will be in appropriate locations to protect storm water pits and drains.</li> <li>6. Erection of shade meshing on front site fence (mentioned earlier), over or grassing of stock piles.</li> <li>7. Cleaning of mud and debris from leaving site: In the event of there being any mud in the driveway this will be scraped off and placed in the bin. Care will be taken to ensure that throughout construction mud leaving the site will not be an issue, however during construction of the drainage system, driveway and crossovers some mud / dirt is inevitable</li> </ol>	<p>Construction &amp; delivery vehicles will be washed down at the front in line with the existing crossovers.</p> 

	<p>and the appropriate traffic management will be used by someone with the certification to ensure clean-up is done safely and efficiently.</p>	
<p><b>WASTE MANAGEMENT</b></p>	<ol style="list-style-type: none"> <li>1. Bins will be provided for any unintended movement of waste materials including any hazardous pollutants.</li> <li>2. Recycling of any suitable waste will be placed into appropriate skips bins, i.e. metals, masonry, glass, timber.</li> <li>3. Cleaning up of the site will occur when necessary and to prevent the accumulation of unnecessary waste.</li> </ol>	<p>Waste Location: Waste / rubbish will be stored on the ground within the area of the skip/recycling bins.</p>  

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<p><b>SEDIMENT AND EROSION MANAGEMENT</b></p>	<ol style="list-style-type: none"> <li>1. Reduce the extent of ground and vegetation disturbance. (i.e. vegetation retention).</li> <li>2. Stage/schedule high-risk works for a drier time of year or drier time slot in the construction phase.</li> <li>3. Vegetation retention (the best defence against erosion caused by wind and water) including installation of a barrier between the vegetation and the works area. Barriers will include temporary plastic or mesh fencing. Barriers will be installed around the drip line of trees as damage to trees can occur from disturbance on their root zone.</li> <li>4. No vehicle or machinery movements or material storage should occur within the drip line of a retained tree.</li> <li>5. Use of a professional-grade inlet filter and erection of other sediment control solutions and measures such as the Dandy Bag, Dandy Pop and Dandy Sack which protect storm grates and storm drains from heavy, sediment-laden storm water.</li> <li>6. Silt protection measure locations: The construction zone will be confined to the rear of the property and there are no live stormwater points that are going to be at risk of exposure to run off dirt etc. the only place would be during construction of drainage system at front of property in the road reserve and these pipes are going to be bored underground. Any excess dirt to be removed will be likely loaded directly into truck to be taken away the same day.</li> </ol>	  <p>Silt mesh around the front of the property to avoid dust and sediments on site. See Appendices 1 &amp; 2.</p> 
<p><b>VEHICLE WASHING</b></p>	<p>1.A hose will be attached to an existing tap on the current site. Vehicles will be washed down as required before leaving the site.</p> 	<p>Vehicle Wash down and inspection: There will be a hose located in the front yard of the site that can be used if needed.</p>

Construction Management	Details/Response	Any additional specific information
<b>DELIVERIES/ STOCKPILING</b>	<ol style="list-style-type: none"> <li>1. All deliveries are on site. There will be approximately 5 deliveries a week.</li> <li>2. Deliveries will be within the Construction Times as above.</li> <li>3. Location of the deliveries within the site and identify how the delivery trucks will appropriately enter and exit the site, with regard to appropriate traffic management and relevant approvals if required: <b>see Appendix 2. Location of deliveries plan. In terms of access, trucks will use the driveway to enter and exit based on the size of the project at any given stage.</b></li> <li>4. All loading and unloading is to be completed within the site boundary. Loading and unloading of materials onto or from the nature strip must not occur without all relevant approvals.</li> <li>5. Stockpiling not to be located on nature strips/footpath except with permission of the Responsible Authority.</li> </ol>	<p>Laydown and stockpile areas: The laydown and stockpile area for material will be within the front setback of the front dwelling. The owner will move any material further into jobsite if ever required.</p> 
<b>TRAFFIC MOVEMENT/ MANAGEMENT</b>	<ol style="list-style-type: none"> <li>1. All construction vehicles will be moving on site. There will be safety signs around the area to instruct or warn pedestrians of vehicles entering or exiting the site.</li> <li>2. Traffic management approval must be sort from all relevant authorities prior to the commencement of any other works on or occupation of the road or road reserve apart from the legal parking of a vehicle.</li> <li>3. Construction of new vehicle crossovers: These will take place at the same time as we will be constructing the civil drainage system and will have the appropriate traffic management plan and permit during this couple of days. This won't be taking place until towards the end of the construction process.</li> </ol>	
<b>PARKING FACILITIES</b>	<ol style="list-style-type: none"> <li>1. Parking for all vehicles will be on the site if possible. Trucks and cars will be parked within the frontage which are accessed from the existing driveways and existing crossovers.</li> <li>2. Appropriate additional parking locations for cars that cannot be accommodated on site. It will be available down HullRoad and Kurrajong Avenue, however this situation will likely only arise during construction of driveway, crossover and drainage systems.</li> </ol>	
<b>DISRUPTION TO LOCAL SERVICES</b>	<ol style="list-style-type: none"> <li>1. None of the surrounding footpaths, roads or services will be effected by the construction of the dwellings.</li> <li>2. There will be skips on site for all rubbish and debris that is left over from the build.</li> </ol>	



**NOISE**

1. There will be no construction noise that will impact amenity unless it's between the hours of 7am and 7pm. No jackhammers or masonry saws will be used outside daylight hours. Construction noise will be kept to a minimum at all times to ensure that neighbouring properties and the such are not affected.
2. Mufflers maybe used to reduce noise of excavator machinery.



Construction Management	Details/Response	Any additional specific information
<b>STORM WATER PROTECTION</b>	<p>1. All construction vehicles will be cleaned before exit of the site.</p> <p>2. A large bin or skip will be placed on the road or any land owned or managed by the council. The building waste and rubbish will be placed in the allocated skips to make sure the site is keep tidy at all times. A permit is required when a skip bin is placed on public land. A permit is required when a skip bin is placed on public land.</p> <p>3. All these measures need to be taken into account so no solid waste etc... will enter the storm water drainage system.</p> <p><i>See more information under sediment and erosion heading and Appendice 1.</i></p>	
<b>TREE &amp; EXISTING BUILDINGS PROTECTION MEASURES</b>	<p>1. All trees on site will be have their tree protection zones protected by tree protective fencing to minimise any damage while construction occurs.</p> <p>2. Existing vegetation will also be protected and looked after while the works are being carried out.</p>	<p>TPZ: Display from landscape plans</p>
<b>ASSET PROTECTION</b>	<p>1. An asset protection permit must be obtained from Maroondah City Council prior to the commencement of any works on site.</p> <p>2. It is the owner, Builder and Contractor's responsibility to ensure that any damaged service authority asset is made safe as soon as possible, and subsequently rectified the satisfaction of the responsible authority.</p>	
<b>QUANTITY OF MATERIALS</b>	<p>1. Materials will be ordered to meet the construction requirements. This will heavily reduce the amount of building waste of timber and other various materials.</p> <p>2. Any construction waste will be used elsewhere or else materials can be returned to the manufacture for recycling into other products. This will ensure that everything can be used and not wasted in the construction process.</p>	
<b>ENVIRONMENTAL AWARENESS TRAINING</b>	<p>Environmental awareness training for all contractors and sub-contractors on the land will be shown and required to agree with the requirements of the CMP.</p>	

Henry Vila

Managing Director  
Stone Horizon Pty Ltd



## **Appendices**

1. Methods to contain sediment

**APPENDIX 1**

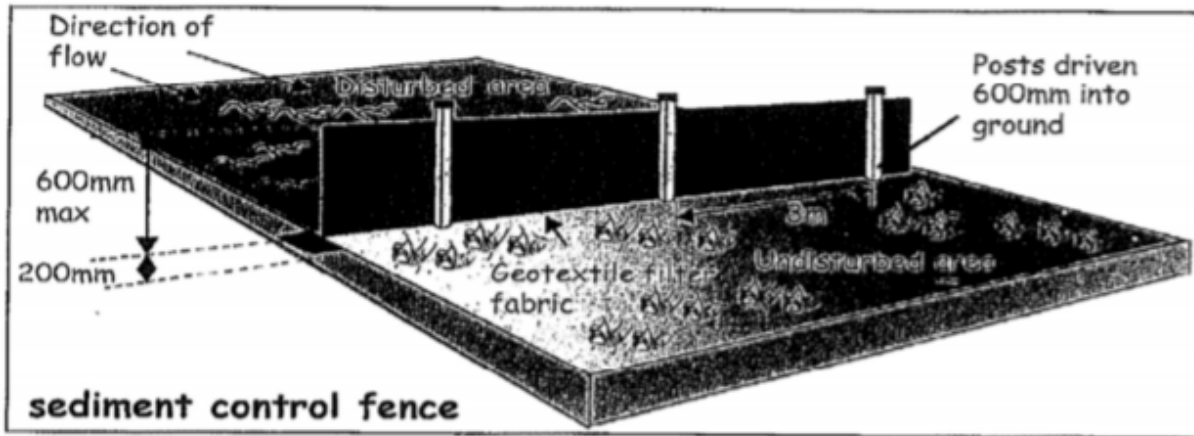
Stockpiles should be stored on site, not on footpaths or roads. Tell suppliers this when placing your order or be on site for deliveries to make sure they are put in the right place.

In some cases it may be impossible to store stockpiles on site. In this case, a different set of control methods will be used.

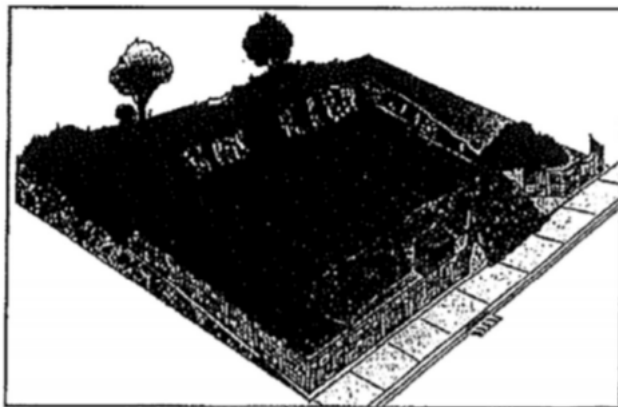
# METHODS TO CONTAIN SEDIMENT ON SITE

## Method 1: Sediment control fences

Sediment control fences stop sediment from being washed off site.



### TO BUILD A SEDIMENT CONTROL FENCE:



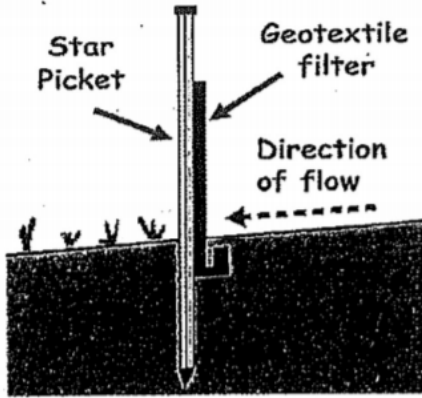
### Useful Contacts

#### Sediment Control Fencing:

Geofabrics Australasia  
 (03) 8586 9111  
[www.geofabrics.com.au](http://www.geofabrics.com.au)  
 Southern Geosynthetic  
 Supplies 0419 478 238  
 [See also Geosynthetic  
 Products, in the Yellow Pages]

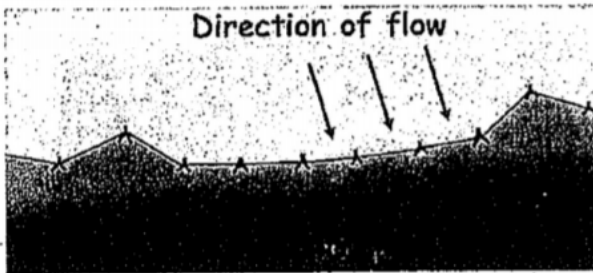
#### a) Identify the low point of site.

This is the point where the land will allow water to carry sediment off the building site.



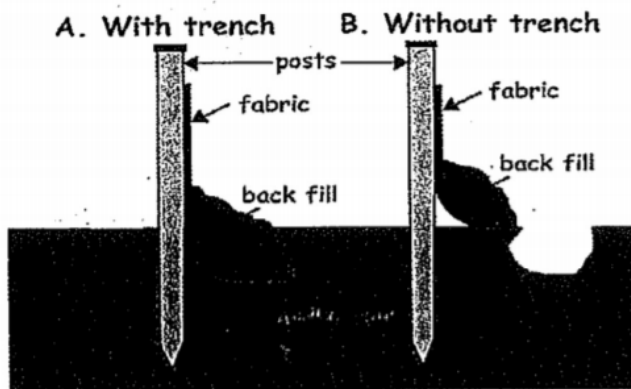
**b) Put in star pickets.**

Put 1500 mm star pickets at least 3000 mm apart and 600 mm deep.



**c) Spread volume of water.**

Put a star picket 1500 mm upslope of the others every 20 metres (if the fence is longer than 20 m). This spreads the volume of water that flows through each section of fence.

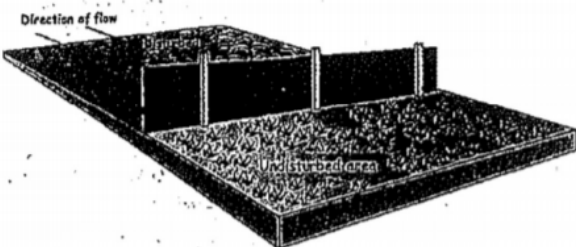


**d) Dig a trench along the fence line.**

The trench will be used to bury the base of the sediment control fabric.

The trench should be 150 mm deep.

Alternatively, use backfill or aggregate to make sure the fabric is tight on the ground. Then check that water cannot go underneath the fabric.



**e) Fix geotextile to posts**

[Note: Geotextile material allows water to pass through but traps sediments.]

Use wire ties to attach the geotextile to the upslope side of the fence posts.

Only join fabric at the star pickets with a 150 mm overlap



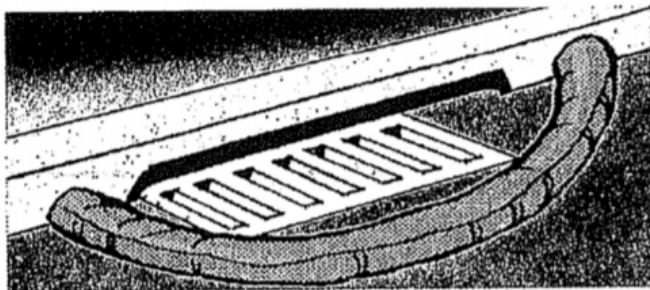
**c) Clean up collected slurry and gravel**

Clean the gravel regularly. Do this by clearing it away and cleaning it where the slurry can't re-enter the stormwater system or go onto the building site.

Remove the slurry at the end of the job using a shovel and broom. **DO NOT HOSE THE SLURRY INTO THE DRAIN**

**Method 2: Gravel sausage**

A gravel sausage is a temporary collection device that can be used when stockpiles are stored or cutting is done off site.

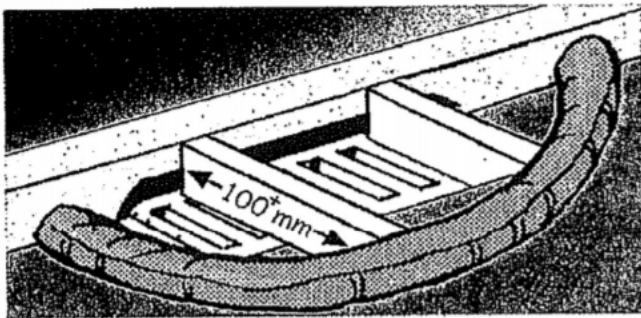


**TO BUILD A GRAVEL SAUSAGE:**

**a) Make the sausage sleeve**

A gravel sausage is made from a geotextile sleeve filled with 25 - 50 mm gravel.

The gravel sausage should be 150 mm high.



**b) Put the gravel sausage across the opening of the inlet pit**

Make sure that the sausage is tight with the kerbing on both sides of the inlet pit.

There should be a 100 mm gap between the front of the pit and sausage and extend beyond the grate. Use wooden blocks to keep the 100 mm gap.



**c) Clean out gravel sausage regularly**

When soil and sand builds up around the gravel sausage, this should be deposited on site.

**DO NOT HOSE IT DOWN THE CUTTER**

