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Construction and Environmental Management Plan (C.E.M.P)

Moriah College

1-3 Queens Park Rd & 101 York Rd Waverly NSW 2022

Project No: BN1114

Rev 2 – 21 April 2026

Record of revisions of Construction Environmental Management Plan

Edition Revision	Date	Section	Page	Revision Details
1	27.11.2025	All	All	First edition of CEMP
2	08/07/2026	All	All	Update for Substage 2 works, comments following first IEA audit, Asbestos removal and Concrete wash out management

References

This C.E.M.P has been developed to address the State Significant Development SSD-10352-Mod-1 and is in accordance with Environmental Management Plan Guideline: Guideline for Infrastructure Projects (DPIE April 2020).

Condition	Description	Location in Document
E12	Construction Environmental Management Plan to include: i. Hours of work; ii. 24-hour contact details of site manager; iii. Management of dust and odour to protect the amenity of the neighbourhood; iv. Stormwater control and discharge; v. Measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site; vi. External lighting in compliance with AS4282-2019 Control of the obtrusive effects of outdoor lighting; and vii. Community consultation and complaints handling as set out in the Community Communication Strategy required by condition E9	Section 1 & HSEMP Appendix A
(b)	Construction Traffic and Pedestrian Management Sub-Plan (see condition 14);	Section 2 and Appendix B
(c)	Construction Noise and Vibration Management Sub-Plan (see condition E15);	Section 3 and Appendix C
(d)	Construction Waste Management Sub-Plan (see condition E16);	Section 7, Appendix D and HSEMP
(e)	Construction Soil and Water Management Sub-Plan (see condition E17);	Appendix E
(f)	An unexpected finds protocol for contamination and associated communications procedure;	Section 5
(g)	An unexpected finds protocol for Aboriginal and non-Aboriginal heritage and associated communications procedure; and	Section 6
(h)	Waste classification (for materials to be removed) and validation (for materials to remain) to be undertaken to confirm the contamination status in these areas of the site.	Section 7

Contents

Preface

This is a Construction Environmental Management Plan (CEMP) created by Buildcorp Group Pty Ltd (Buildcorp) for the Moriah College Building Fund.

Buildcorp operates an Environmental Management System which complies with the requirements of ISO 14001:2015 for the provision of building construction services including design and construction management, construction management and project management.

This CEMP was prepared in accordance with the Environmental Management Plan Guideline: Guideline for Infrastructure Projects (DPIE April 2020) and the management of this project will also be guided by the requirements of ISO14001:2015.

This plan applies to:

- Buildcorp site management team
- All subcontractors
- All construction activities

This CEMP operates within the Buildcorp HSE Management System (HSEMS) and must be read in conjunction with:

- HSE Site Management Plan (HSEMP) (primary governance document)
- Whole Project Risk Assessment (WPRA)
- Environmental Sub-plans:
    - CTPMP (Traffic)
    - CNVMP (Noise)
    - CWMP (Waste)
    - CSWMP (Soil & Water)
    - CWTS (Transport)
    - CCS (Community Consultation)

Buildcorp's ISO 14001:2015 certificate and the Project Risk Register is located within the project's HSEMP and WPRA.

Objectives

The objectives of this CEMP are to:

- Prevent environmental harm
- Maintain compliance with approval conditions
- Ensure all environmental controls are:
    - Implemented
    - Verified
    - Documented

1 Project Details

1.1 Project Overview

The project involves staged redevelopment works at Moriah College STEAM project under the Approval SSD-10352, including:

- Demolition of existing structures
- Excavation and bulk earthworks
- Construction of new buildings
- Internal fit-out and external works

In line with the project's approved Staging Report, the Stage 1 project is separated into three (3) distinct substages:

- Substage 1 – Enabling Works
    - Demolition of existing structures
    - Earthworks, civil works, and new OSD tank
    - Relocation and reconfiguration of existing Gate 4
- Substage 2 – Main Works 1A/1B
    - Demolition of existing structures
    - Excavation and bulk earthworks
    - Construction of new STEAM building
- Substage 3 – Landscaping 1C/1D
    - Demolition of existing structures
    - New external works

The project's Staging Report and the Principal Certifying Authority (PCA)'s CC Checklists shall be referred to for all approval hold points for the Certifier, Council, and other relevant Agencies/Authorities.

Hours of Work:

As per SSD-10352 Condition F7, the hours of works are:

a. Between 7am – 6pm, Mondays to Fridays inclusive; and
b. Between 8am and 5pm, Saturdays
c. No work may be carried out on Sundays or public holidays.
d. 24-hour contact details of the Site Supervisor:
    i. Refer to construction site noticeboard for contact information

1.2 Site Constraints and Sensitive Receivers

Sensitive receivers include:

- Adjacent school operations (Primarily Early Learning Centre (ELC))

Environmental constraints include:

- Urban catchment drainage systems

- Existing infrastructure
- Limited site access points
- Protected Eastern Suburbs Banksia Scrub (ESBS) to the South West of the Site and associated buffer zone within Enabling Works area subject to a Vegetation Management Plan (VMP)

1.3 Construction Activities

Key high-risk environmental activities include:

- Bulk excavation and spoil removal
- Demolition works
- Material delivery and traffic movements
- Waste generation and transport
- Noise generating works

To satisfy SSD-10352 Condition E12, the project details for Moriah College include:

i. Hours of Work:

As per SSD-10352 Condition F7, the hours of works are:

a) Between 7am – 6pm, Mondays to Fridays inclusive; and
b) Between 8am and 5pm, Saturdays
c) No work may be carried out on Sundays or public holidays.

ii. 24-hour contact details of the Site Supervisor
a) Refer to construction site noticeboard for contact information

iii. Management of dust and odour to protect the amenity of the neighbourhood.
a) Dust control and air quality is maintained during construction, by/ in accordance with:
i. Stockpiles are kept damp, (unless water restrictions apply).
ii. Unsealed areas are kept damp when vehicle movements over these areas are required (unless water restrictions apply).
iii. Roadways are kept clean.
iv. Materials transported in open trucks are covered to prevent the generation of dust.
v. Equipment powered by internal combustion engines are maintained properly and serviced regularly to prevent the discharge of excessive pollutants, including smoke and/or toxic fumes or odours.
vi. Exhausts and ductwork from equipment are located away from air intakes, windows, enclosed areas and public areas.
vii. Perimeter fencing is covered with a shade cloth, where required, to prevent dust blowing outside the construction site.
viii. Materials are only cut in designated areas, set away from boundaries and public areas, with adequate dust (and noise) suppression. Where cutting needs to occur in-situ, localised dust suppression measures must be used.
ix. Checking weather reports daily to enable action to be taken when high winds are predicted.
x. Prohibiting the burning of timber and other combustible materials.

iv. Stormwater control and discharge
a) Stormwater generated upstream of the works will be diverted, collected and pumped (via a sump) and discharged to Council's network. Water collected within the area of disturbed works is likely to be sediment laden and may need to be flocculated or treated prior to discharge.

v. Measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site (Refer to CSWMP for further details).
    a) Cattle grids will be set up at the entry/exit gate on York Road to encourage materials on wheels to fall loose before entering the road. If materials remain, wheel washing, brooming, or other approved methods will be carried out.

vi. External lighting
    a) All external lighting will be designed, constructed and certified in compliance with AS 4282-2019 - Control of the obtrusive effects of outdoor lighting;

vii. Community Consultation
    a) Please refer to Appendix A for the Community consultation and complaints handling as set out in the Community Consultation Strategy required by Condition C9 of the Conditions of Consent for Stage 1 of the Moriah College Redevelopment (SSD-10352)

Construction Traffic and Pedestrian Management Sub-Plan

Introduction to Construction Traffic and Pedestrian Management:

Buildcorp has engaged The Transport Planning Partnership (TTPP) to prepare this Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) for the Moriah College Redevelopment – Stage 1 construction works. This CTPMSP is to satisfy Condition E14 of the consolidated consent of the State Significant Development (SSD-10352-Mod-2).

Measures to Ensure Road and Pedestrian Safety During Construction:

- **Works Zone:** "Construction Zones" for two temporary access driveways will be required on York Road and Baronga Ave for the Substage 2 – Main Works 1A/1B and is located directly in front of the works which has been developed in consultation with Waverley Council.
- **Construction Vehicle Movements:** Licenced traffic controllers will manage the ingress and egress of all vehicles and advanced warning/directional signage will be placed around the construction site to direct delivery/construction vehicles to the site and inform other vehicles of upcoming works. To prevent the hold of traffic or endangerment of pedestrians/cyclists, construction vehicle drivers entering site will giving way to pedestrians, cyclists and buses before entering/exiting site. All construction vehicles will be issued with the Construction Traffic and Pedestrian Management Plan and follow the nominated routes as required.
- **Vehicles Departing Site:** all vehicles exiting the site will be loaded to their prescribed weight limits, tarpaulins (or such will be used to cover trucks before departure and will be free of mud or debris.
- **Construction Vehicles and Plant:** The loading and unloading of materials and parking of plant or equipment will occur within the construction site and also within the construction Works Zone.
- S**peed of Construction Vehicles:** On all public roads, construction vehicle drivers are required to follow the posted speed limits. Drivers are also advised to proceed at 40km/h when approaching Moriah School and/or buses. The speed of vehicles is to be adjusted to suit weather conditions and road environment in compliance with the Australian road rules and regulations.
- **Fencing, Barriers, Hoarding:** 2.4m Class A hoarding will be installed around the perimeter of the construction site to prevent unauthorised access into work areas. Signage will be displayed nominating project name and address, 24hr contact details and advising unauthorised access to the site is prohibited.
- **Traffic Controllers:** Traffic controller(s) will control construction vehicles entering and exiting the site to maintain the safety of the public, aided by the Work Zone on Baronga & sliding gates.

Measures to Ensure Student Safety During Construction:

- **Fencing, barriers, hoarding:** noting that the construction site is in the school grounds, Class 2A hoarding will be installed to prevent unauthorised access into the construction site. Signage indicating the designated site entry point will be located around the perimeter of the site to direct workers to the nominated entry gate on Baronga Ave. This will prevent workers from accessing site via the school grounds.

Heavy Vehicle Movements:

Heavy Vehicle movements to and from site onto York Road and Baronga Ave will be restricted between 8am-9:30am and 2:30pm-4pm on school days to minimise potential conflict with buses during peak hours where possible. Approval from Waverly Council will be sought for concrete pour days as these vehicle movements cannot be restricted. Notification of construction activities which will occurring with the peak school hours (8am-9:30am and 2:30pm-4pm) will be sent to affected residents prior to the commencement of activities or as soon as it is practicable afterwards. Heavy Vehicle movement routes have been nominated in the Construction Traffic and Pedestrian Management Plan and access into the construction site will be via York Rd, and two exits will be provided. The first exit is located on York Rd and the second is location at the northern most part of the site, for easy access into the site sheds. The loading and unloading of materials and parking of construction vehicles will be always kept within the site and work zone.

Refer to **Appendix B** for the full sub-plan and measures.

Construction Noise and Vibration Management Sub-Plan

Introduction to Noise and Vibration Management:
JHA Consulting Engineers has been engaged by Buildcorp to provide a Construction Noise and Vibration Management Plan (CNVMP) for the construction works to for the new Moriah College Redevelopment on Lot 3 DP 701512 (3 Queens Park Road) and Lot 22 DP 879582 (101 York Road) in Queens Park, NSW. The development has been approved under State Significant Development Application (SSD 10352), and this CNVMP addresses Consent Condition E15, E12[c], F15, F18, F19 and F20.

The information provided in this Noise and Vibration control plan relates to the way(s) in which controls are to be implement and managed to reduce noise and vibration as much as reasonably and practicably possible.

Construction Noise and Vibration Mitigation Measures:
Without mitigation, noise levels from construction activities have been predicted to exceed the noise management levels nominated in the guidelines at some surrounding receivers. Therefore, noise control measures are recommended to ensure that noise is reduced where feasible.

The following project-specific mitigation measures are recommended:

- Selection of quietest construction equipment where feasible;
- **Localised treatment** such as barriers, and such around fixed plant, such as pumps, generators etc
- **Plant Noise Audit** – Noise emission levels of all critical items of mobile plant and equipment should be checked for compliance with noise limits appropriate to those items prior to the equipment going into regular service. To this end, testing should be established with the contractor.
- **Operator Instruction –** Operators should be trained to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission.
- **Equipment Selection –** All fixed plant at the work sites should be appropriately selected, and were fitted with silencers, acoustical enclosures, and other noise attenuation measures to ensure that the total noise emission from each work site complies with EPA guidelines.
- **Site Noise Planning –** Where practical, the layout and positioning of noise-producing plant and activities on each work site should be optimised to minimise noise emission levels.
- **Effects on the School –** When practical, the following measures can be adopted to reduce the effects of noise and vibration on the operational school.
    - Closing of classroom windows
    - Schedule noisy works during school holidays (where feasible)

Noise Control Plan:
To ensure that all site personnel adequately control noise creation and levels, Buildcorp will monitor the work of Trade Subcontractors by:

- Educating and making trade subcontractors aware of the importance of minimizing noise and vibration;
- Making this Noise and Vibration Management Plan readily available to all trade subcontractors during the construction works;
- Inspecting site works and paying specific attention to activities which directly result in noise and vibration;
- Ensuring noisy and vibratory works are undertaken during specified times only;
- Acting in accordance with the information previously shown
- Incorporating noise and vibration management into daily pre-start meetings and weekly toolbox talks (on a needs basis).

Noise and Vibration Monitoring:

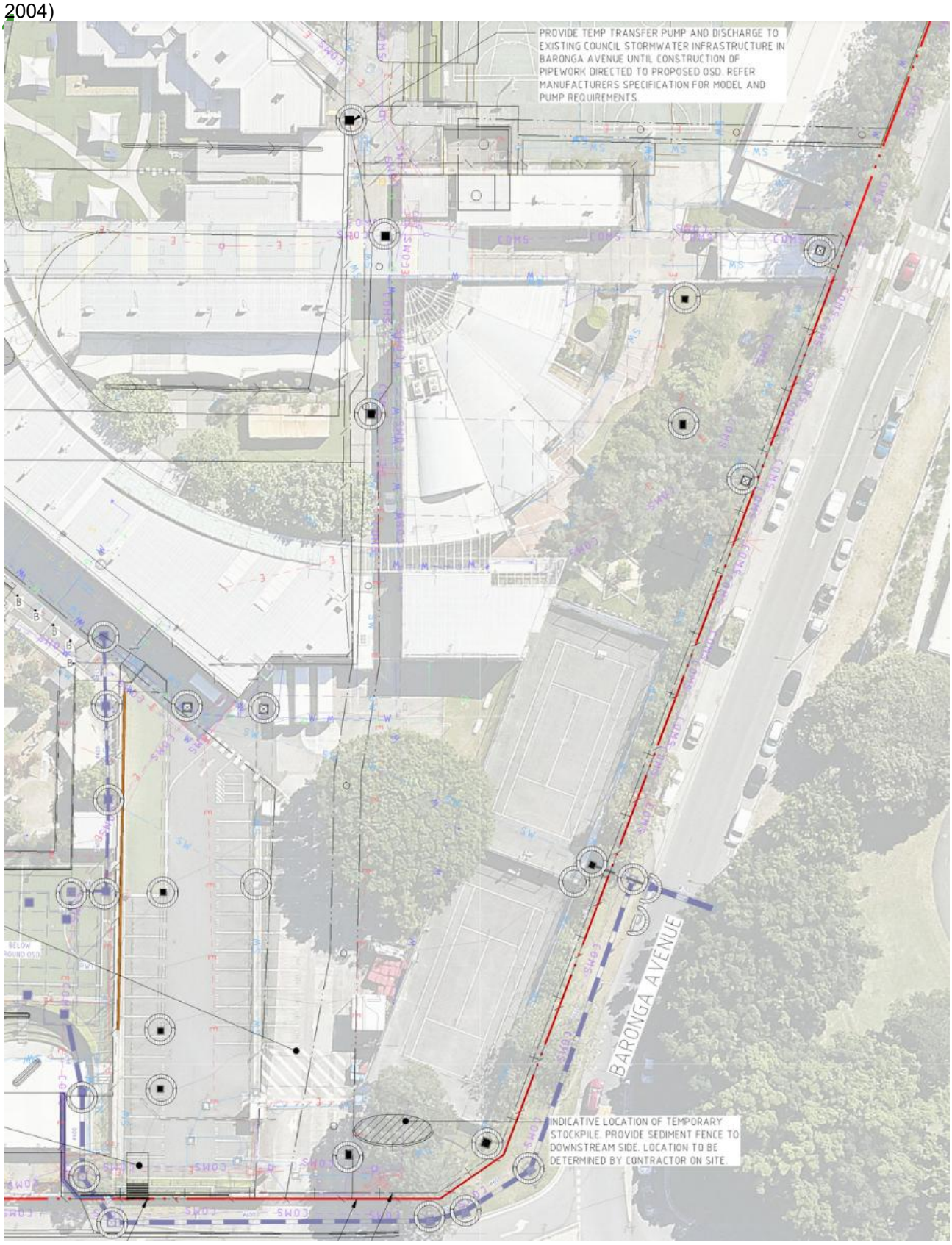
- Buildcorp is responsible for implementing this Construction Noise and Vibration Management Plan and ensuring that all reasonable measures are implemented to minimize the generation of excessive noise and vibration levels from the site to sensitive receiver locations.

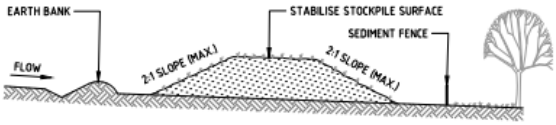
Refer to **Appendix C** for the full sub-plan and measures.

Construction Soil & Water Management Sub-Plan

Introduction to Soil and Water Management:

A construction soil and water management plan has been developed by Northrop Civil and is to be incorporated into this project for Substage 2, as per the below excerpt from Northrop Civil, ''Sediment and Soil Erosion Control Plan and Details'' Drawing No. C12.01 and C12.11. All works will be carried out in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004)

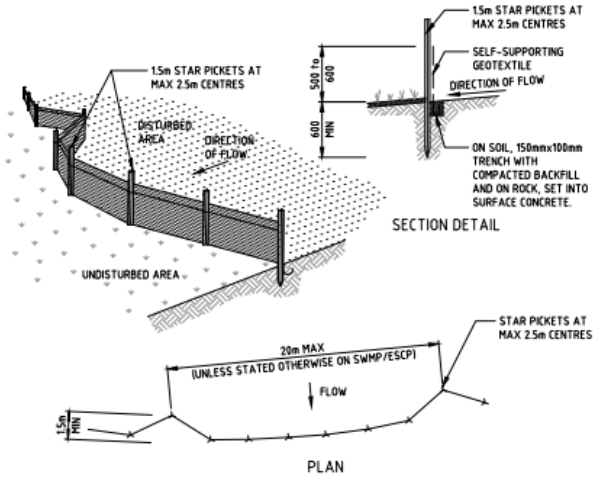




CONSTRUCTION NOTES

1. PLACE STOCKPILES MORE THAN 2m (PREFERABLY 5m) FROM EXISTING VEGETATION, CONCENTRATED WATER FLOW, ROADS AND HAZARD AREAS.
2. CONSTRUCT ON THE CONTOUR AS LOW, FLAT, ELONGATED MOUNDS.
3. WHERE THERE IS SUFFICIENT AREA, TOPSOIL STOCKPILES SHALL BE LESS THAN 2m IN HEIGHT.
4. WHERE THEY ARE TO BE IN PLACE FOR MORE THAN 10 DAYS, STABILISE FOLLOWING THE APPROVED ESCP OR SWMP TO REDUCE THE C-FACTOR TO LESS THAN 0.10.
5. CONSTRUCT EARTH BANKS (STANDARD DRAWING 5-5) ON THE UPSLOPE SIDE TO DIVERT WATER AROUND STOCKPILES AND SEDIMENT FENCES (STANDARD DRAWING 6-8) 1 TO 2m DOWNSLOPE.

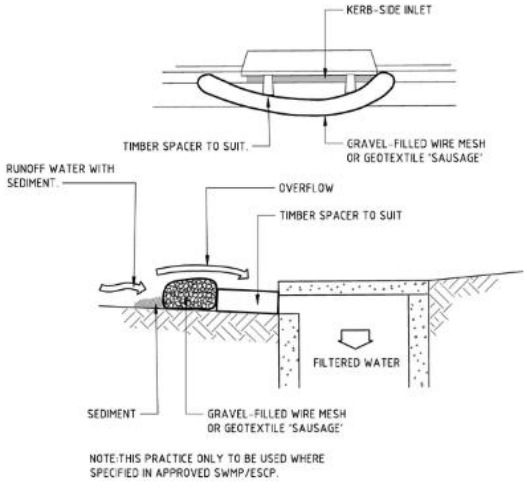
STOCKPILES



CONSTRUCTION NOTES

1. CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 LITRES PER SECOND IN THE DESIGN STORM EVENT, USUALLY THE 10-YEAR EVENT.
2. CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
3. DRIVE 1.5 METRE LONG STAR PICKETS INTO GROUND AT 2.5 METRE INTERVALS (MAX) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
4. FIX SELF-SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
5. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
6. BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

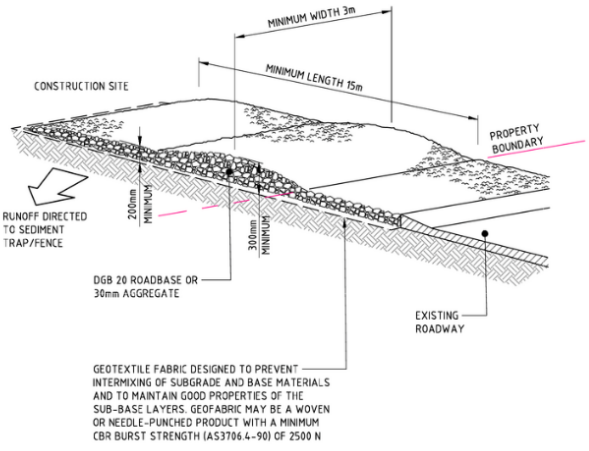
SEDIMENT FENCE



CONSTRUCTION NOTES

1. INSTALL FILTERS TO KERB INLETS ONLY AT SAG POINTS.
2. FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT AND FILL IT WITH 25mm TO 50mm GRAVEL.
3. FORM AN ELLIPTICAL CROSS-SECTION ABOUT 150mm HIGH x 400mm WIDE.
4. PLACE THE FILTER AT THE OPENING LEAVING AT LEAST A 100mm SPACE BETWEEN IT AND THE KERB INLET. MAINTAIN THE OPENING WITH SPACER BLOCKS.
5. FORM A SEAL WITH THE KERB TO PREVENT SEDIMENT BYPASSING THE FILTER.
6. SANDBAGS FILLED WITH GRAVEL CAN SUBSTITUTE FOR THE MESH OR GEOTEXTILE PROVIDING THEY ARE PLACED SO THAT THEY FIRMLY ABUT EACH OTHER AND SEDIMENT-LADEN WATERS CANNOT PASS BETWEEN.

WIRE MESH AND GRAVEL SEDIMENT FILTER



CONSTRUCTION NOTES

1. STRIP THE TOPSOIL, LEVEL THE SITE AND COMPACT THE SUBGRADE.
2. COVER THE AREA WITH NEEDLE-PUNCHED GEOTEXTILE.
3. CONSTRUCT A 200mm THICK PAD OVER THE GEOTEXTILE USING ROAD BASE OR 30mm AGGREGATE.
4. ENSURE THE STRUCTURE IS AT LEAST 15 METRES LONG OR TO BUILDING ALIGNMENT AND AT LEAST 3 METRES WIDE.
5. WHERE A SEDIMENT FENCE JOINS ONTO THE STABILISED ACCESS, CONSTRUCT A HUMP IN THE STABILISED ACCESS TO DIVERT WATER TO THE SEDIMENT FENCE.

STABILISED SITE ACCESS

Measures to Manage Stormwater and Flood Flows:

The following measures will be implemented to manage stormwater and flood flows for small and large sized events:

- Controlling erosion and managing stormwater during construction works is achieved by/ carried out in accordance with:
- Assessing all drains, gutters and areas upon which water may collect and implementing control measures using a Sediment Control Plan.

- Identifying where the natural falls of the site are and ensuring that sediment filters such as straw bales filters, gravel surface barriers, sandbags, pit baskets or geo-textile mesh screens are installed at runoff points, remain effective and are maintained during construction (to Council requirements).
- Sediment controls and practices are maintained during the project. Sediment controls are adhered to as per council and water catchment requirements.
- Cleaning rumble grids as required. Filtering water run-off from cleaning the grid must be filtered before exiting the site.
- Retaining natural vegetation to absorb water flows and to minimise dust. Ensure that revegetation occurs as soon as possible after the completion of works.
- Ensuring that waste materials such as paint, concrete slurries and chemicals are not discharged into stormwater drain. Facilities are provided to enable paint brushes, rollers and spray equipment are cleaned without discharge of by-product into the stormwater system.
- Wastewater is collected and treated from concrete or tile cutting, by connecting to a wash-down system.

Refer to **Appendix E** for the full sub-plan and measures.

Unexpected Finds Protocol for Contamination

All site personnel are to be inducted into and made aware of their responsibilities under the UFP, which should be included or references in the Contractors Environmental Management Plan.

Residual hazards that may exist at the site would generally be expected to be detectable through visual or olfactory means. All site personnel are required to report unexpected signs of environmental concern to the Site Manager if observed during their works e.g., asbestos contamination, presence of potential unexploded ordinance, unnatural staining, potential contamination sources (such as buried drums or tanks) or chemical spills.

In the event of an unexpected asbestos find, all work in the immediate vicinity should cease and the client should be contacted immediately;

i. Temporary barricades should be erected to isolate the area from access to the public and workers;
ii. A qualified occupational hygienist and/or asbestos consultant should be contacted (preferably the validation consultant will have an in-house hygienist or asbestos assessor);
iii. The client should engage an environmental consultant to attend the site and assess the extent of remediation that may be required and/or adequately characterise the contamination to allow for cap and containment of the material;
iv. If remediation is required, the procedures outlined within this report should be adopted where appropriate, alternatively a RAP should be prepared;
v. An additional sampling and analytical rationale should be established by the consultant and should be implemented with reference to the relevant guideline documents; and
vi. Appropriate validation

In the event of potential unexploded or chemical find, all work in the immediate vicinity should cease and the client should be contacted immediately;

vii. Stop work in the affected area and ensure the area is barricaded to prevent unauthorised access;
viii. Notify authorities needed to obtain emergency response for any health or environmental concerns (e.g., fire brigade);
ix. Notify the Principal's Representative of the occurrence;
x. Notify any of the authorities that the Contractor is legally / contractually required to notify (e.g., EPA, Council); and
xi. Notify the Environmental Consultant.

The Principal's Representative is to notify any of the authorities which the principal is legally / contractually required to notify (e.g. EPA, Council). Where appropriate the Principal's Representative will also implement appropriate community consultation in accordance with a Communications Plan.

The Environmental Consultant will assess the extent and significance of the find and develop an investigation, remediation or management approach using (where possible) the principles and procedures already outlined in the RAP. Where a Site Auditor is involved, the proposed approach will be discussed and agreed with the Site Auditor prior to implementation.

As per Asbestos clearance certificate received from Douglas Partners on 20 March 2026 and 15 April 2026, all asbestos has been remediated in the Futsal court area where the current OSD sits and the VMP section along the western boundary adjacent to the ELC in Substage 1 – Enabling Works.

Unexpected Finds Protocol for Aboriginal and non-Aboriginal Heritage

Based on the findings of the Aboriginal Cultural Heritage Assessment (ACHA), the following is recommended:

Works may proceed with caution:

General measures will need to be undertaken to ensure unexpected finds of Aboriginal sites or objects are not harmed. These general measures include:

- Aboriginal objects are protected under the National Parks and Wildlife (NPW) Act regardless of if they are registered on Aboriginal Heritage Information Management Sydney (AHIMS) or not.
- If suspected Aboriginal objects, such as stone artefacts are located during future works, works must cease in the affected area and an archaeologist called in to assess the finds.
- If the finds are found to be Aboriginal objects, the Office of Environment and Heritage (OEH) must be notified under section 89A of the NPW Act. Appropriate management and avoidance or approval under a section 90
- AHIP should then be sought if Aboriginal objects are to be moved or harmed.
- In the extremely unlikely event that human remains are found, works should immediately cease and NSW
- Police should be contacted. If the remains are suspected to be Aboriginal, the OEH may also be contacted at this time to assist in determining appropriate management.

Emergency Procedure – HERITAGE FIND

Project Name:	*Moriah*		
Emergency number:	000		
Site Manager:	*TBC*	Mobile	*TBC*
Project Engineer:	*Letesha Goble*	Mobile	*0409 348 484*
Project Manager	*Nick Zambounis*	Mobile	*0422 094 161*
Site Location:	*Address 1-3 Queens Park Rd & 101 York Rd Waverly NSW 2022*		

Immediate Response

The preferred method of calling for help is via Radio or Mobile Phone

In an emergency call ***Letesha Goble 0409 348 484*** or any other person on this list above

Personnel at scene or discovering the incident

- Raise the alarm via radio or mobile phone, contact the Site Manager/Project Supervisor
- Stop all excavation or disturbance to the area
- Carry out all instructions given by Buildcorp personnel

Site Manager/ Project Supervisor

- Barricade off the area to ensure it remains undisturbed
- Notify the Project Manager and HS&E Department
- Ensure that the incident is handled in accordance with Buildcorp policy and legal requirements

Project Manager

- Ensure that the area remains undisturbed
- Notify Buildcorp management
- Notify Heritage Council of NSW (for historic non Aboriginal relics) or the National Parks and Wildlife Service (for any Aboriginal Relics)
- Ensure that the incident is handled in accordance with Buildcorp policy and legal requirements

Construction Waste Management Sub-Plan (CWMSP)

The purpose of this Construction Waste Management Sub-Plan (CWMSP), in accordance with the SSD Condition of Consent E16, is to document any additional procedures for this site that are not already captured within Buildcorp's HSEMP for the management of all waste streams for the duration of this Substage of works, including the demolition, excavation, and construction phases.

Refer to Appendix D for trade specific Waste Management Plans which supplements this Sub-Plan The demolition and excavation (bulk spoil) waste streams will be managed by the demolition and excavation subcontractor, Chalouhi, while the general construction waste streams will be managed by the waste subcontractor, Aussie Skips.

All types of waste generated during construction must be recorded and include:

- Quantities
- Classification (for materials to be removed)
- Validation (for materials to remain on site)

These waste records shall be collated into registers and saved in the relevant folder on Intrabuild, and shall also record information regarding the recycling and disposal locations.

Condition E23 requires notification to the TfNSW (RMS) Transport Management Centre (TMC) of the construction vehicle route(s) to be used by trucks removing construction and demolition waste from the site prior to the commencement of waste haulage activities. Buildcorp has addressed this requirement through consultation with TfNSW as part of the Construction Traffic and Pedestrian Management Plan (CTPMP) process, including provision of the proposed construction vehicle routes. Further enquiries made via phone by the project team to the TMC regarding this condition confirmed that the TMC does not maintain a dedicated notification email address and advised that waste transport regulatory matters are generally administered by the NSW EPA. The TfNSW correspondence associated with the CTPMP, which includes the nominated construction vehicle routes, has been retained as the record of consultation and evidence of compliance with this condition.

Waste Management - Demolition

Where possible, demolition of the remaining components of the existing buildings are carried out in a manner to maximise reuse or recycling.

Prior to demolition works commencing, a hazardous materials survey of the site has been undertaken. Refer to *Hazardous Materials Refurbishment & Demolition Survey, Buildings A, B, C, D, E And J, Moriah War Memorial College, Queens Park* prepared by *Banksia EOHS Pty Limited* dated 9th August 2019. According to this report, no asbestos containing materials were detected in these buildings. A specialist demolition subcontractor has been engaged to undertake these demolition works and to remove the waste.

The identified hazardous materials (primarily synthetic mineral fibres) are to be disposed of in accordance with Authority requirements. Any materials to be demolished which are not identified as hazardous will be separated by the demolition subcontractor into waste piles on site for removal offsite to the specific waste handling facilities identified for that type of waste for recording, further separation if necessary, and disposal or recycling as relevant.

Some examples of facilities are as follows:

Cleanaway St Marys	EPL No. 13274
Sell & Parker	EPL No. 11555
Bingo Recycling Centre Eastern Creek	EPL No. 20121
CR Plus Camellia	EPL No. 21863

Waste Management – Excavation Fill Material

Any fill materials identified requiring excavation within the site footprint should be reused, where suitable, on the site as part of the site engineering or landscaping work. Excess or contaminated excavation fill is to be removed off site in accordance with the Douglas Partners most current Remediation Action Plan (RAP) and classified in accordance with relevant authorities.

Following demolition of buildings and pavements, the excavation waste spoil shall be classified prior to bulk excavation by the project's environmental engineer. Following this classification, spoil is to be separated into stockpiles of similar material to ensure there is no mixing of different waste spoil types.
Based on previous environmental testing undertaken during the Detailed Site Investigations and Data Gap Analysis by Douglas Partners, the excavation fill material in the Substage 2 development area comprises a mix of contaminated and non-contaminated soils.

To ensure the fill is being taken to the correct landfill the subcontractor transporting the waste should provide details of the landfill site, the EPA licence details and confirmation that landfill is authorised to receive that waste. Trucking docket records are to be kept on site to check that fill is going to the nominated landfills/facilities.
Some examples of facilities are as follows:

Cleanaway St Marys	EPL No. 13274
Sell & Parker	EPL No. 11555
Bingo Recycling Centre Eastern Creek	EPL No. 20121
CR Plus Camellia	EPL No. 21863

Waste Management – Concrete wash out management and disposal
Hopper to pump is washed out into a metal reusable tray. This waste is left to solidify in the tray and emptied into Buildcorp's bin the following day
Static Line is cleaned by pushing a sponge with compressed air all the way through the line. The concrete in the line is pushed into a specialised bin that captures all the waste concrete. This bin is then emptied into Buildcorp's main bin the following day once the concrete has solidified for collection and disposal/recycling by the skip bin subcontractor.

Waste Management and Recycling:

Bingo Industries offers a complete, comprehensive solution to the management and recycling of wastes to assure compliance with clients' waste management policy.

Bingo Recycling Centre's combine bin storage, waste collection, waste recycling and waste transfer to service the building and construction industry and domestic waste management needs in New South Wales. Wastes collected by Bingo Bins are taken directly to one of these facilities where approximately 90% of wastes are converted to recovered resources.

Bingo Recycling Centre Alexandria	EPL No. 4679
Bingo Recycling Centre Artarmon	EPL No. 20763
Bingo Recycling Centre Auburn	EPL No. 10935
Bingo Recycling Centre Eastern Creek (Genesis)	EPL No. 20121
Bingo Recycling Centre Greenacre	EPL No. 20847
Bingo Recycling Centre Kembla Grange	EPL No. 20601

Bingo Recycling Centre Mortdale	EPL No. 20622
Bingo Recycling Centre Revesby	EPL No. 20607
Bingo Recycling Centre Tomago	EPL No. 20585

As can be expected waste materials inwards vary considerably and are delivered to the Recycling Centres in tipping and non-tipping vehicles or in skip bins. Of the wastes inwards approximately 90% is recovered and recycled as materials outwards and the balance 10% to landfill. Waste materials inwards are processed to achieve the maximum recovery of resources and the minimum of un-recoverable material for offsite disposal.

Typical Composition of Bingo's Wastes Inwards

Wastes Inwards	**Percentage (approx.)**
Heavy Recyclable Materials	45%
Light Recyclable Materials	35%
Metals	10%
Non-Recyclable Materials	10%
Total	100%

Heavy Recyclable Materials:
Soil
Dirt
Sand
Rubble
Brick
Concrete
Tiles
Stone
Asphalt

Light Recyclable Materials:
Timber
Green Waste
Cardboard / Paper
Plastic
Plasterboard

Metals:
Ferrous (steel, black iron)
Non-Ferrous (copper, wire, aluminium, stainless)

At the Resource Recovery Facility a simple and effective waste processing procedure is applied. See Materials Flow Diagram (below). Wastes inwards unloaded onto the sorting area where the waste is raked with a hydraulic excavator to expose the contents and where recyclable materials are hand and machine sorted. The raking process separates the waste into four streams for further processing.

Stream #1 Non-recyclable materials. This waste is passed to a holding area for off-site disposal.

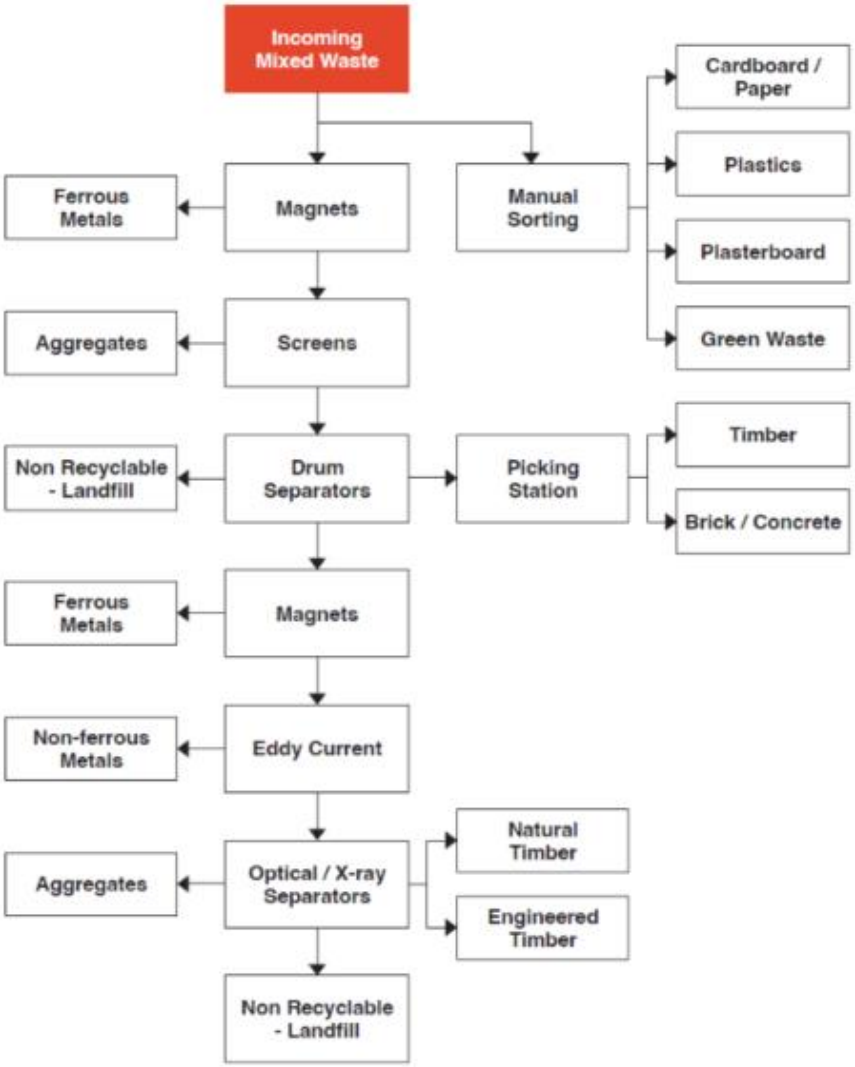
Stream #2 Metals and light recyclable materials are removed and stored for off-site recycling.

Stream #3 Large sized heavy weight brick, concrete and rubble pieces. This waste is passed to the crushers where they are crushed and re-enforcing fabric removed. The output from the crushers passes to the screener where products of different size are separated and stored in stockpiles. Re-enforcing fabric is collected and stored in the general steel bin for off-site recycling.

Stream #4 Small sized heavy weight soil, sand, brick, concrete and rubble. These wastes pass to the screener where the soil is separated form the brick, concrete and rubble. The brick, concrete and rubble then pass through Stream #3.

Once Stream #3 and Stream #4 waste is processed on site by crushing and screening to form saleable products such as soil, sand, and aggregates. These products are retained on site until sold.

BINGO Recycling Centre
Materials Flow Diagram



In summary, Bingo Bins take all their mixed waste skip bins directly to EPA Licensed Recycling Centres. From there the waste is sorted and separated into the following material classes for processing and recycling.

Type of Material	**Where Processed/ Recycled**	**How Processed/ Recycled**
Heavy Recyclable Materials (soil, dirt, sand, rubble, concrete, brick, tiles, asphalt, stone)	Bingo Recycling Centres	Re-processed into recycled products (such as recycled soil, fill sand, aggregates, roadbase) by crushing and screening.
Timber/ Green Waste	Clean & Green Organics/ Genesis	Re-processed into woodchip and mulch by shredding.
Metal/ Steel	Sell & Parker/ CMI/ SIMS/ Sydney Copper Scraps	Re-processed into new metal and steel products by shearing, baling and re-smeltering.
Brick/ Concrete	Boral/ Genesis	Re-processed into recycled products (such as fill sand, aggregates, roadbase) by crushing and screening.
Cardboard/ Paper/ Plastic	Polytrade Recycling/ J.J. Richards/ Orora	Re-processed into new cardboard, paper and plastic products by breaking down the material into a form for re-use.
Plasterboard	ReGyp	Re-processed into gypsum products by shredding and screening.
General Waste	SUEZ Landfill/ Horsley Park Landfill/ Genesis Landfill	n/a

Bingo Recycling Centres
76-82 Burrows Road, Alexandria NSW 2015
10 Mclachlan Ave, Artarmon NSW 2064
3-5 Duck Street, Auburn NSW 2144
Honeycomb Drive, Eastern Creek NSW 2766
35 Wentworth St, Greenacre NSW 2190
50 Wyllie Road, Kembla Grange NSW 2526
20 Hearne Street, Mortdale NSW 2223
37-51 Violet Street, Revesby NSW 2212
29 Laverick Avenue, Tomago NSW 2322

Clean & Green Organics
769 The Northern Rd, Bringelly NSW 2566

Sell & Parker
45 Tattersall Road, Blacktown NSW 2148

CMI
38 York Road, Ingleburn NSW 2565

SIMS
43 Ashford Ave, Milperra NSW 2214
76 Christie St, St Marys NSW 2760
Sydney Copper Scraps

130 Adderley St, Auburn NSW 2760
Boral
6-10 Burrows Road South, St Peters NSW 2044

Polytrade Recycling
32 South St, Rydalmere NSW 2116
40 Madeline St, South Strathfield NSW 2136

J.J. Richards
12 Heald Rd, Ingleburn NSW 1890
8 Kommer Pl, St Marys NSW 2760

Orora
1891 Botany Rd, Matraville NSW 2036

ReGyp
330 Captain Cook Drive, Kurnell NSW 2231

SUEZ Landfill
Elizabeth Drive, Kemps Creek NSW 2178

Horsley Park Landfill
Wallgrove Road, Horsley Park NSW 2164

Genesis Landfill
Honeycomb Drive, Eastern Creek NSW 2766

Construction Worker Transportation Strategy

This Strategy has been developed to minimise the demand for parking in nearby public and residential streets or public parking facilities and the following has been observed:

Contractor Parking:

8 There will be no parking provided on-site. No on-street parking will be allowed for construction workers. Where possible, workers will be encouraged to utilise public transport in lieu of driving to the site to minimise parking demand and the impact of construction activities on the surrounding streets. The construction site is located approximately 1200m from Bondi Junction Station with access to the train and bus network.

If Contractors have no alternate options other than the use of private vehicles to travel to and from site, then they will be encouraged to carpool. As detailed in the construction traffic management plan, studies have identified that sufficient car parking spaces are available to meet the demand of the maximum workforce.

Workers will also have the option to cycle or walk to site and access to showers and changeroom facilities will be provided on site.

The above will be included in the site induction when on-boarding new workers to ensure everyone is aware of the transportation strategy.

Appendix A – Community Communication Strategy

Please refer to Appendix A for the Community Communication Strategy that has been developed by R&S Muller Enterprise Pty Ltd (Muller Enterprise in accordance with SSD-10352 to specifically address Condition E9.

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Appendix B – Construction Traffic and Pedestrian Management Plan

Please refer to Appendix B for the Construction Traffic and Pedestrian Management Plan that has been developed by The Transport Planning Partnership (TTPP) in accordance with SSD-310352 to specifically address Condition E14 & E18.

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Appendix C – Construction Noise and Vibration Management Plan

The Construction Noise and Vibration Management Plan has been developed by JHA Consulting Engineers in accordance with SSD-10352 Consent Condition E15, E12[c], F15, F18, F19 and F20.

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Appendix D –Construction Waste Management Subplan Appendices

Please refer to Appendix D for the Construction Waste Management Subplans that has been developed by Chalouhi and Aussie Skips in accordance with SSD-10352 to additionally address Condition E16

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Appendix E – Construction Soil and Water Management[LB1]

Please refer to Appendix E for the Construction Soil and Water Management Plan that has been developed by Northrop in accordance with SSD-10352 to specifically address Condition E17, E19

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Appendix F – Construction Worker Transport Strategy (CWTS)

Please refer to Appendix F for the Construction Worker Transport Strategy that has been developed by The Transport Planning Partnership (TTPP) in accordance with SSD-10352 to specifically address Condition E20
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