Prepared for
Westhaven Residential Partnership Limited
ABN: 123456789

DRAFT

DRAFT - Construction Management Plan

March-2026
188 Beaumont Street
Doc No. Document No: DCMP_000_000
Commercial-in-Confidence

DRAFT - Construction Management Plan

Client: Westhaven Residential Partnership Limited

ABN: 123456789

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DISCLAIMER:

This draft Construction Management Plan has been prepared solely for the benefit of Westhaven Residential Partnership Limited. No liability is accepted by this company, its employees, or any subconsultants for its use by any other party. This disclaimer applies even if the plan is made available to other persons for the purpose of obtaining permissions or approvals to meet legal requirements.

This plan is provided as a draft only. It will be finalised following the granting of resource consents and the appointment of the Contractor. At that stage, the Contractor will confirm and detail the construction methodology in accordance with best practice, relevant legislation, and the conditions of the fast-track consent.

The environmental performance standards and controls outlined in this draft plan, together with resource consent conditions and any other management plans required under those consents, represent minimum compliance requirements. The Contractor must ensure that all construction activities are managed in accordance with these standards and controls. Confirmation of compliance will be required as part of the Contractor's management responsibilities.

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1.0 Draft Construction Management Plan Objective

This report has been prepared for the purposes of a substantive application submitted by Westhaven Residential Limited Partnership for a referred project under the Fast-track Approvals Act 2024 (FTAA) in respect of the 188 Beaumont Street project (the 'Project'). The Project is an urban development project in Auckland's city centre involving a residential-led mixed use building comprising approximately 210 residential apartments), ground floor retail and ancillary car parking. The location for the project is 188 Beaumont Street, Auckland Central.

The objective of the Draft Construction Management Plan (DCMP) is to set out how the construction of 188 Beaumont (the Project) will be undertaken, and to define the procedures for managing potential adverse effects arising from construction activities so that they are avoided, or where avoidance is not practicable, minimised. The DCMP will include:

- the location, scale and description of the activity;
- the duration, hours, times and day/s of the week on which the construction activities will occur;
- the impacts of the construction activity, including impacts on public transport, and other activities at the location; and
- the provision made for pedestrian safety and to address any restrictions on public access

The works Contractor has not been appointed at this early stage development of the Project. The DCMP is intended to be adopted and adapted (in accordance with the conditions of consent) by the appointed works Contractor as required at the construction phase to deliver the works.

2.0 Scope

The DCMP sets out the overview delivery framework of how construction activities for the Project will be managed and monitored. The framework will address how responsibilities, processes, and locations for implementing management measures will be managed throughout the works.

In general construction management and site related services include;

a) Construction planning;

b) Construction management;

c) Construction supervision and coordination;

d) Site planning;

e) Site coordination and site based services;

f) Compliance monitoring; and

g) Safety, Health and environmental management, supervision and coordination.

The review, modification, approval, and implementation of the DCMP will be the responsibility of the yet to be appointed Contractor who will develop this document, methodologies and policy to align with the delivery phase. The DCMP will be updated after detailed design and construction methods are finalised with the main contractor and will be submitted to Auckland Council for certification in accordance with the conditions of consent.

3.0 Project Overview

3.1 General

The Project is an urban development project in Auckland's city centre involving a residential-led mixed use building comprising approximately 210 residential apartments, ground floor retail and ancillary car parking. The activities will be contained within a building featuring three distinct elements and achieves the design qualities of a marker building in this location specifically planned and envisaged in the Auckland Unitary Plan (AUP).

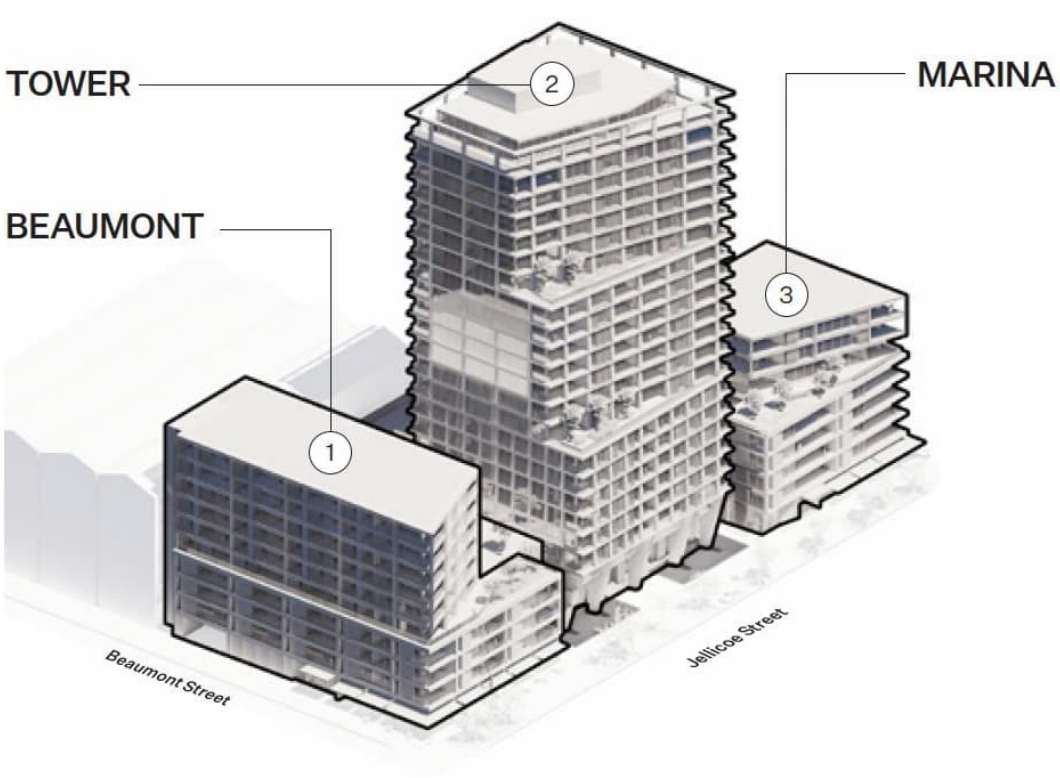


Figure 1: Development building element names

The project will comprise of the main following activities:

- Site establishment
- Site clearance – the site is currently being used as carparking
- Piled sub substructure
- Civil and utility infrastructure connections
- Concrete structural elements – frame and floors
- Building services and fire safety provisions
- Building fabric/ envelope completion
- Internal fitout
- External landscaping and finishing

4.0 Construction Overview

4.1 Site Location

The Project site is located at the corner of Beaumont Street and Jellicoe Street in Wynyard Quarter. The site address is 188 Beaumont Street.

The site is bound by the coastal marine area to the west, Jellicoe Street to the north, Beaumont Street to the east and Orams marine operations to the south. The site is currently being operated as carparking.

Jellicoe Street is operating as a dead end with access to Auckland Council operated Silo Marina, Piers J1-6 and J8-9. Access to Silo Park and specifically Silo 6 exhibition space.

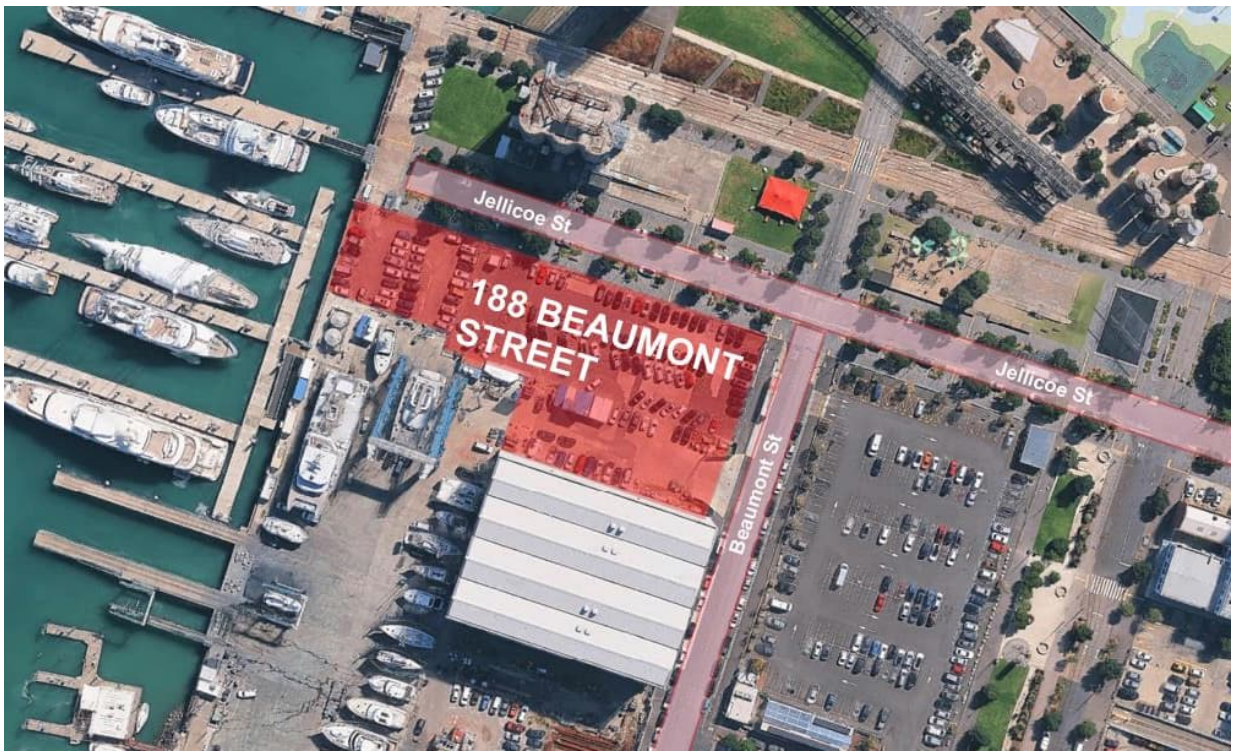


Figure 2: Site Location

4.2 Construction Activities and Programme

The primary construction stages are outlined below with the total project anticipated to be delivered over a 32-36 month Construction Programme.

- Site Establishment and Enabling Works – 2-3months
    - Site clearance, boundary establishment, site scrape, services clearance and removal, establishment of environmental and consent controls.
- Piling and Substructure – 6-8months
    - Establishment of piling plant, installation of circa 150no. bored piles
    - Installation of pile caps and ground beams
- Civil and Podium Works – 9-11months
    - Installation of ground floor services, site level establishment and ground floor construction, construction of shared podium
- Building Construction 20-24months
    - Construction of Tower element
    - Construction of Beaumont element
    - Construction of Marina element

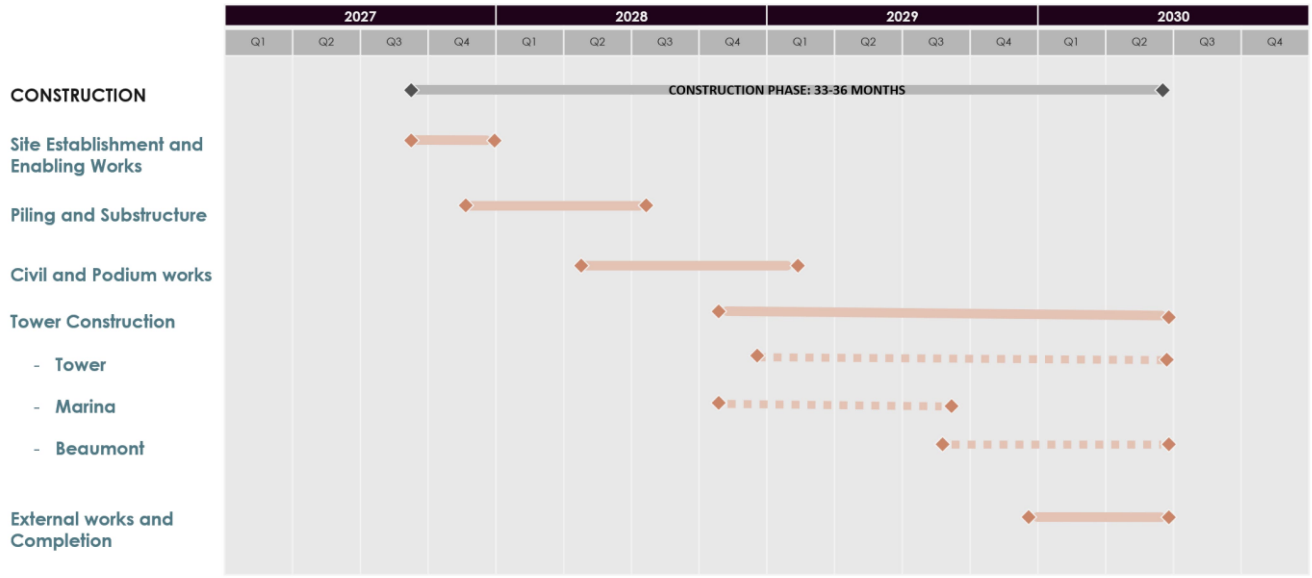


Figure 3: Indicative Construction Programme

4.3 Site Establishment

Upon commencement of the construction phase the Contractor shall be responsible for establishing the site, erecting site hoarding, establishing office facilities and operational space, implementing initial environmental controls (refer section 7.0) and commencing delivery logistics.

4.3.1 Hoarding

Timber hoarding will be constructed around the site in the establishment period. The hoarding will be a minimum 2m high and be continuous to delineate the site. On Beaumont Street, the hoarding will align with the footpath kerb, encapsulating the unloading area (subject to Auckland Transport approval). On Jellicoe Street hoarding will align with the rear of the footpath.

Category B hoarding (reference AS 4687 – hoarding that includes for overhead protection for pedestrians) will be considered where protection of pedestrians adjacent to the site is required. This may be applicable where construction activities, lifting or general material access is required close to the site boundary. Reference figure 8 for an example of a Category B hoarding configuration.

It is noted however that to achieve the lowest exposure of public to construction related risk would be to close the footpath adjacent to the higher risk activities. This option will be considered with the Contractor and coordinated with Auckland Transport (AT) through a Corridor Access Request (CAR) – (https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests).

The Contractor will conduct a condition assessment of the adjacent streetscaping prior to works commencement and develop their Construction methodology to protect existing infrastructure. This will be shared with AT if requested to show that the Construction activities are not damaging the adjacent infrastructure.

4.3.2 Site Access

The site is constrained on two sides by Jellicoe Street and Beaumont Street which restricts logistics space. However, this also provides two frontages for deliveries to service the Project. The combination of the extent of site coverage and raised ground floor level (in response to coastal inundation) means that managing construction logistics adjacent on Beaumont Street will limit crossing footpaths and interfacing vehicle movements and pedestrians.

It is proposed that the site will be accessed from Beaumont Street and will utilise a logistics area adjacent to the site. This proposed closure of the footpath and relocation of the bus stop will be processed by the Contractor through the CAR. The logistics area will likely be hoarded to protect adjacent traffic and will have an egress gate, Site Access Point (SAP) 2, to exit onto Beaumont.

The Beaumont Street logistics lane will be used for offloading larger vehicles and lifting materials into the site as articulated vehicles will not be able to access the site, turn and exit. Non-articulating trucks will generally access the site at SAP1 (refer **Figure 4**) and either turn around in the site and exit through the same gate or utilise SAP 3 on Jellicoe Street.

SAP4 may be used for access to the Marina building construction and will be required for the western landscaping, concrete works, and smaller deliveries. Vehicles will reverse down Jellicoe Street under the attendance of a banks-person (refer to CTMP for further details).

Figure 4: General Construction Phase Site Layout

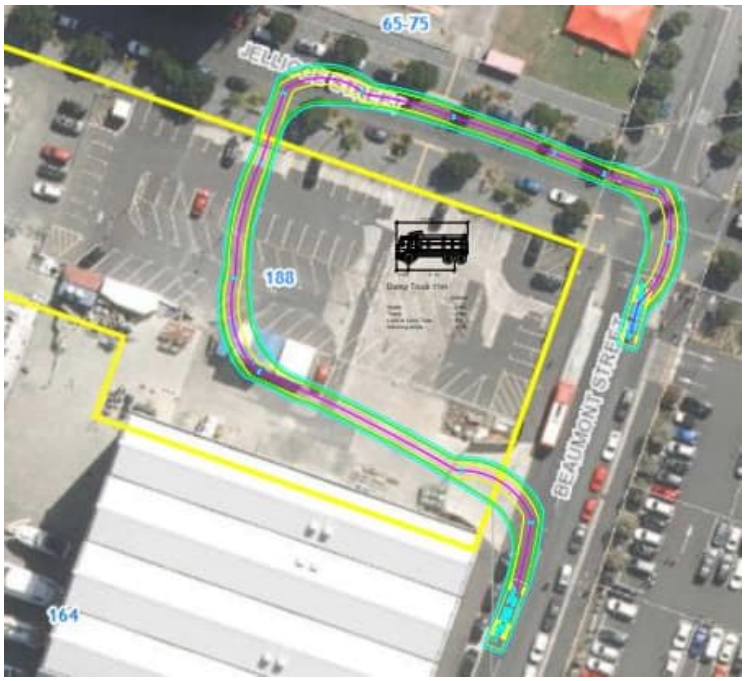


Figure 5: Single unit truck entrance SAP1, Exit SAP3

5.0 Construction Methodology

5.1 Working hours

The working hours for the site are Monday–Saturday: 7:00am–6:00pm. There is to be no work on Sundays/public holidays unless approved by Auckland Council. Heavy vehicle deliveries are to be avoided during the hours of 4:00–6:00pm.

5.2 Craneage and Hoists

The project will require the use of cranes during most of the construction stages.

During the piling and substructure stages, mobile cranes will be required to support the piling rig for the lifting of casings and reinforcing cages for the piles and a smaller support crane for loading/ unloading of materials. The construction of the substructure will likely utilise the same support cranes from piling and will lift ground structure reinforcing and concrete shutter formwork.

The tower cranes will likely be erected during the ground floor construction phase, with footings integrated into the ground beam structure. The site is narrow and initial planning suggests that two tower cranes will be required either side of the tower building.

Multiple factors have been considered for the selection and layout of the tower cranes including;

- Ability to serve the whole site
- Critical loading - generally considered to be the precast panels on the south boundary
- Pick point locations - primary being Beaumont Street, secondary being Jellicoe
- Ability to serve the three building elements
- Integration of the mast and foundation into the designed structure
- Crane interface and clash
- Erection and dismantling

Tower Crane #1 will be installed to align with the east elevation serve to the podium, Marina building and majority of tower structural construction. Tower Crane #2 will be installed to align to the east of the Tower building and will serve the podium, Tower (including façade) and Beaumont buildings.

Hoists will be used for material and transport to the towers and podium. As the northern elevation of the Tower building rakes at the higher levels, hoists will need to be aligned to the west elevation of the tower, or, as shown in **Figure 6**, provide access to the podium and then separate access from the podium to the tower.

The intent is that the hoists remain on the northern boundary of the site as the east will be primarily for vehicle movements. Access to the hoists will be from the site offices, through the building footprint, or from the ground floor logistics.

A detailed lifting plan, crane locations, specification and methodology will be developed by the Contractor, it is envisaged at this stage that the cranes will be erected under a Jellicoe Street road closure (subject to AT approval).

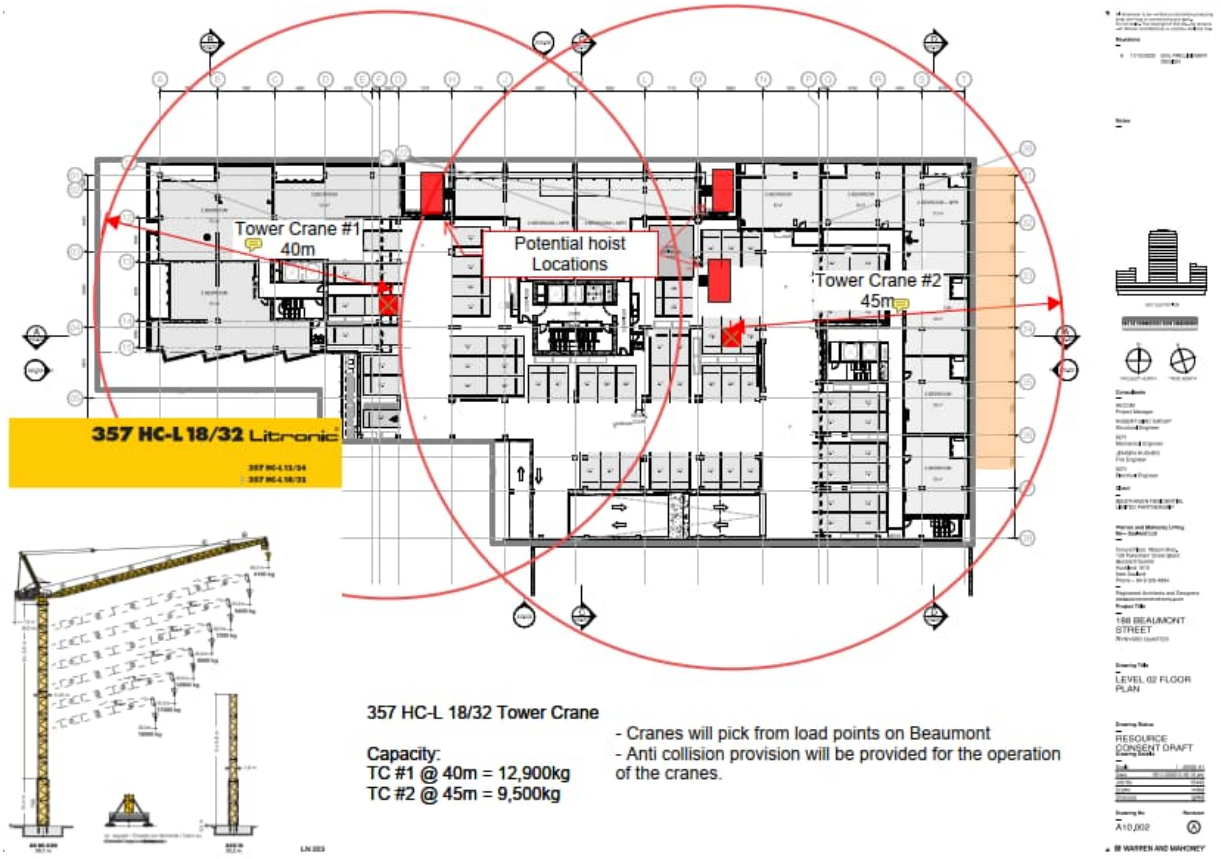


Figure 6: Tower crane and hoist locations

5.3 Site Establishment/ amenities

Site offices will be established within the building footprint on the corner of Beaumont Street and Jellicoe Street as this location is close for likely construction personnel pedestrian access, is close to the major services required to manage the site office. Although within the footprint of the site, the ground floor Construction in this area (within the retail unit) can be delivered early in the slab programme to establish the offices. Refer **Figure 7** below showing the location.

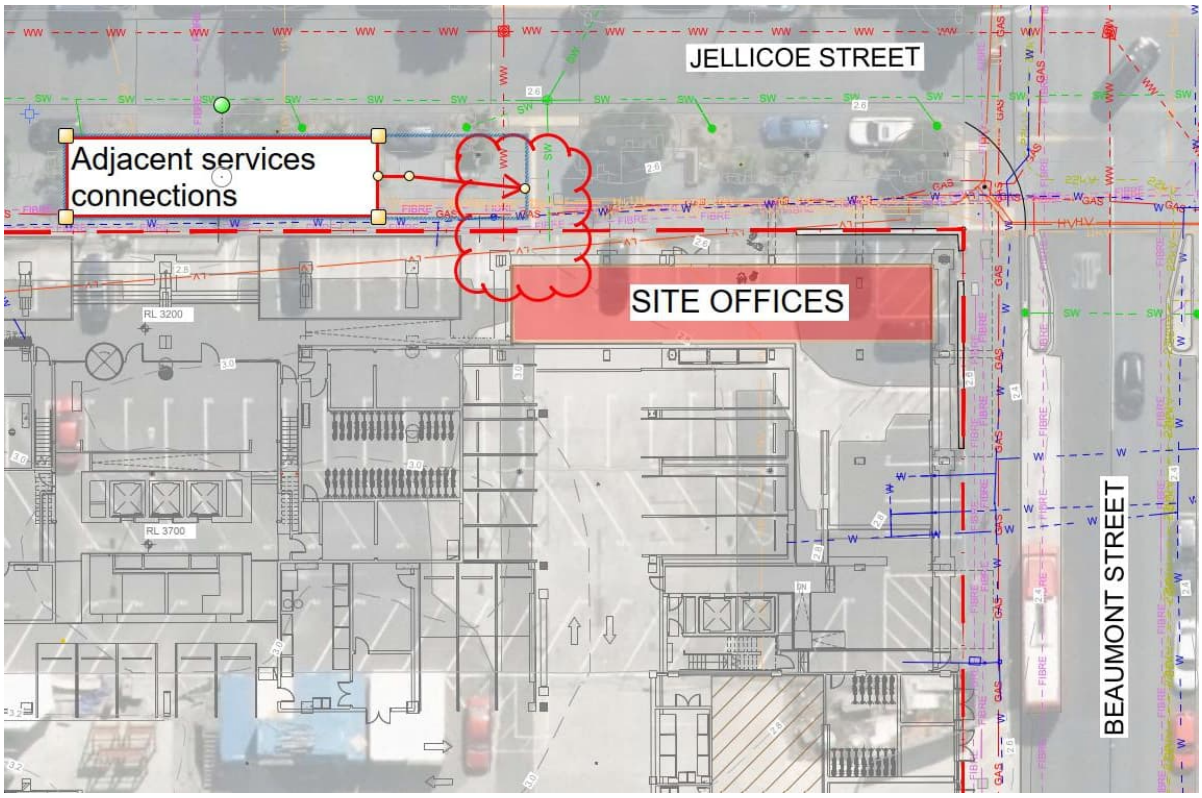


Figure 7: Site office/ amenity location.

A broader discussion with AT on site logistics will be managed by the Contractor upon engagement, noting that the intent is to provision for the footpaths on both sides of Jellicoe to remain open for public and Construction personnel access, unless under an AT approved road closure

5.4 Works

5.4.1 Site Clearance and Establishment

The site is currently used for carparking and generally consists of level hardpacked gravel, seal or asphalt surface. There is a fence around the Beaumont and Jellicoe site that has been installed on a footing / small retaining blockwork. There are limited services within site and those close to the boundary will be trenched for investigation in the later stages of the design to ensure accurate location.

Following site establishment, condition assessment and services identification, site clearance will remove the fences, base footings and other above ground features. After clearance, specific controls will be established including the identification of any key remaining infrastructure (i.e. the sea wall, existing services) site fencing and safety controls.

Key environmental controls will be established prior to piling activities, these include:

- Perimeter bunding (as required) and runoff control
- Stormwater inlet protection
- Western Drainage trench and runoff/ stormwater pumping infrastructure
- Secondary runoff treatment device

5.4.1.1 Surface Water Management

The site naturally falls to the west, with runoff draining towards the marina. As above, a drainage trench will be excavated outside, of the building footprint, on the west boundary of the site to intercept stormwater runoff for the site.

A trench, approximately 0.5m deep will be dug across the site. The trench will be lined with geotextile, have a perforated pipe at the base (falling to the north) and be backfilled with gravel. The surface water will drain to the north where a temporary catch pit will pump (float switch activated) to temporary settling tanks.

There is potential for hydrocarbons, heavy metals and other contaminates on the site and in the runoff. Discharged water will be tested prior to disposal, with potential that if can be discharged to trade waste if it meets Watercare standards. An oil/ hydrocarbon separator can be utilised in series with the settling tank to meet Watercare discharge requirements.

Figure 8: Temporary settling tank set up.

5.4.2 Piling activities

The construction requires the installation of piles to approximately 50m depth. Piles will be bored with temporary steel casings supporting the upper levels of the excavation. Bentonite will likely be used by the Contractor to support lower excavation perimeter.

Piling will generally be completed from the west of the site working east. The pilling machine will be supported by:

- a crane to install the steel casings and reinforcing
- excavator to remove piled material
- site based dumper to remove spoil
- bentonite plant
- concrete wagons

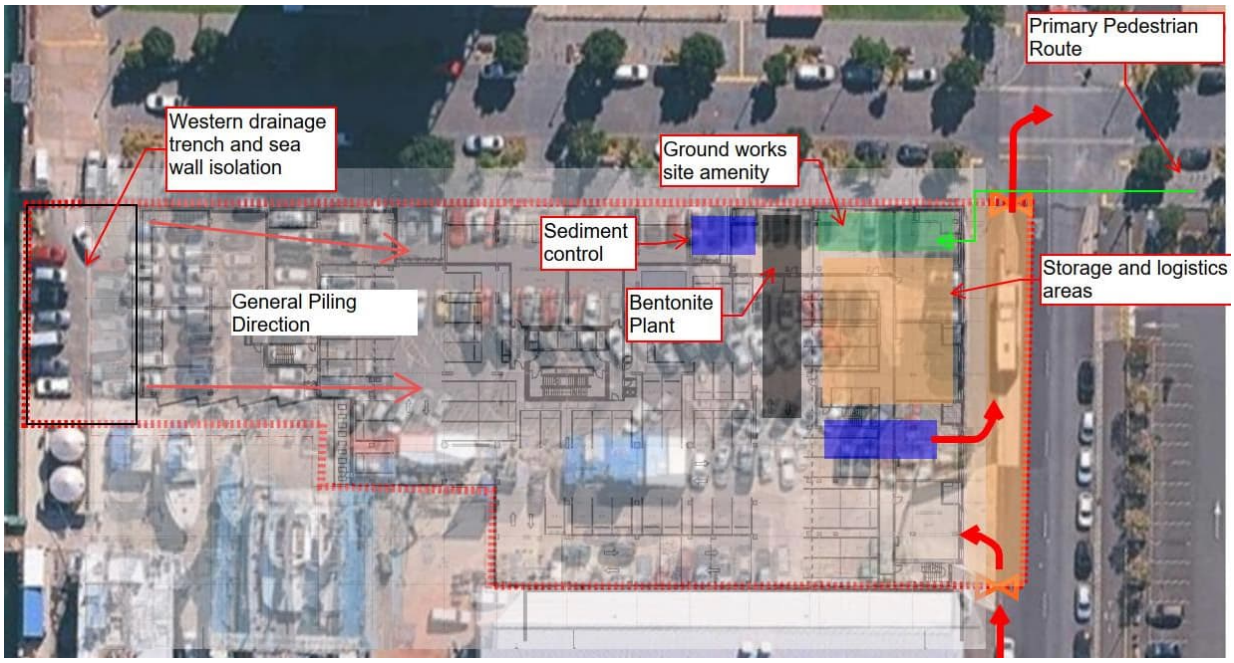


Figure 9: Indicative site setup for piling activity

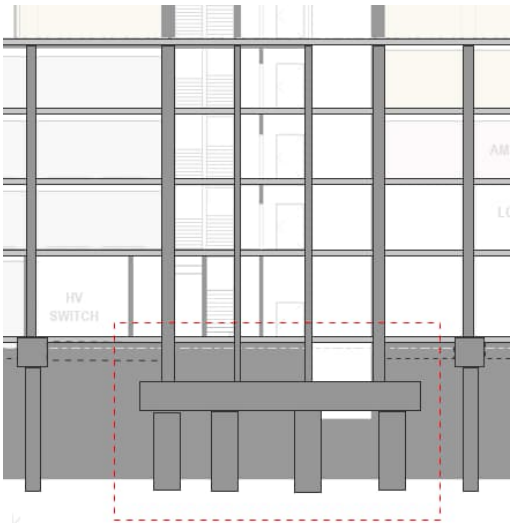
Piling activities will be completed in accordance with resource consent conditions and the Contractor approved management plans. Consideration will be made for the handling, management and disposal of contaminated material from site, ground water and runoff in accordance with conditions of consent and management plans.

5.4.3 Substructure

Substructure will include the inground services below the ground floor, vapour control / permeability management and the installation of ground beams and the ground floor slab. It will also include the installation of the building cores that are set below ground level for lift overrun.

Piling works will be completed in a general sequence from west to east and will likely allow for access past the active workface to commence substructure works on the Marina building. For all three buildings, the cores will likely commence first as these will require the deepest excavations, sheet piling and specific dewatering activities.

5.4.3.1 Building Cores



The three main building cores are constructed on piled foundations and will require larger excavations, approximately 4m below ground level. The excavations will likely be sheet piled due to proximity to other piles, dewatering conditions and excavation depth.

Groundwater inflows are expected in the 4 m deep lift core excavations and the 2.5 m stormwater drainage trench. Since the groundwater level is about 2 m below ground, the lift cores will sit roughly 2 m below the water table and the trench about 0.5 m below. Dewatering will be required for construction. The groundwater may be contaminated and will be managed separately and treated to prevent further site contamination.

The building core raft slab and walls will be constructed to ground level as part of this stage of the works.

Figure 10: core substructure section

5.4.3.2 Pile caps, ground beams and slabs

Ground beams will be constructed, connecting pile heads to the primary structure across the entire site. The beams may be up to approximately 2m deep and with varying widths. This stage of the works will prepare the site platform for the beams which may require compaction and rolling of subbase material to achieve bearing strength.

A vapour risk assessment will be prepared and issued to Council for certification. If vapour protection measures are required, the management will be by a vapour barrier installed under the ground floor slab and beams. This will be installed progressively as part of this phase.

Beams will be formed within localised excavations over the vapour system (as required) and will include for penetrations for any services.

The ground slabs will be installed to prioritise the longest programme path, likely under the Tower building element and to assist with site based logistics and movement. Ground slabs will be installed as suspended slabs over a void former or constructed on compacted hardfill. Slab installation will be sectionalised based on the finished slab level and will include for services stubs.

5.4.3.3 Construction Staging

There is an ability for the scheme to implement a 2-stage construction staging strategy that phases construction of the Beaumont tower to be timed with the completion of the Tower building. It is estimated that this phasing could be approximately 6-9months.

The main podium elements adjacent would be constructed as they house critical infrastructure, however the Tower works, from ground level, may be staged. This would prioritise the Marina and Tower builds, utilising the cranes for these works. It would mean that a reasonable floor plate would be available for internal site facilities, offices, storage and general logistics, close to Beaumont Street.

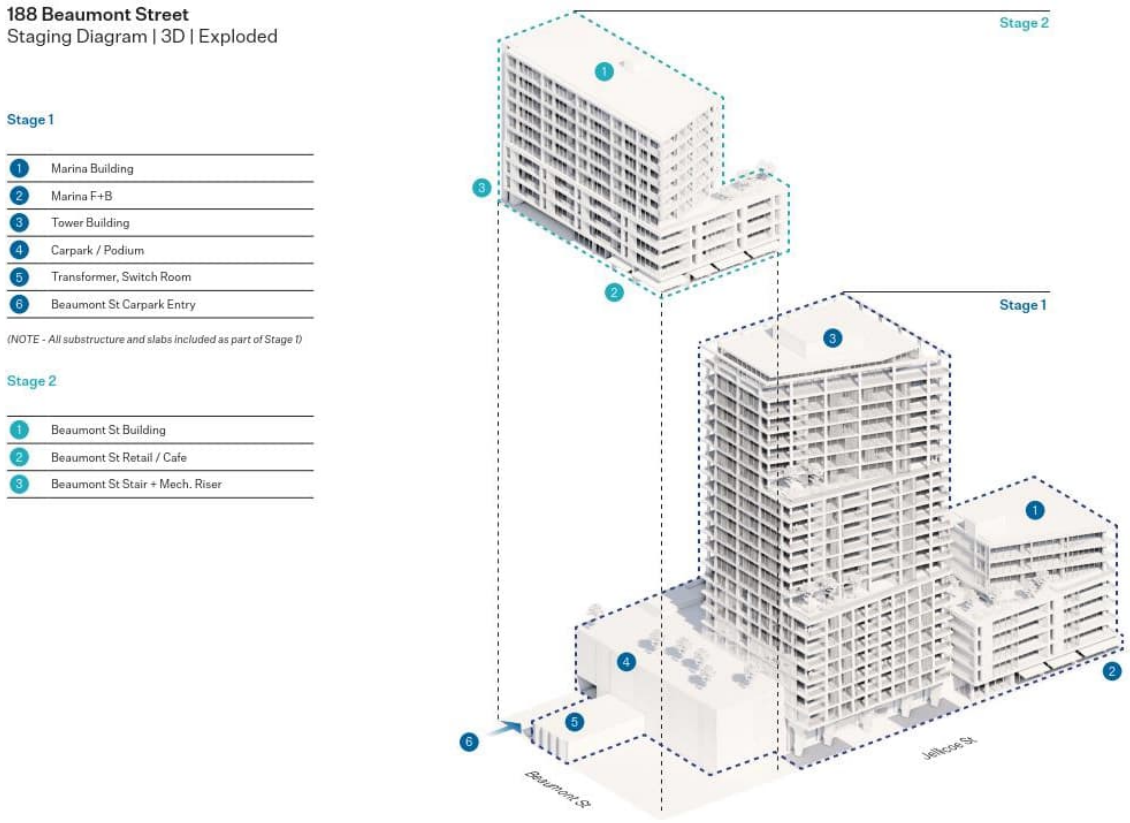


Figure 11: Potential construction staging 3D

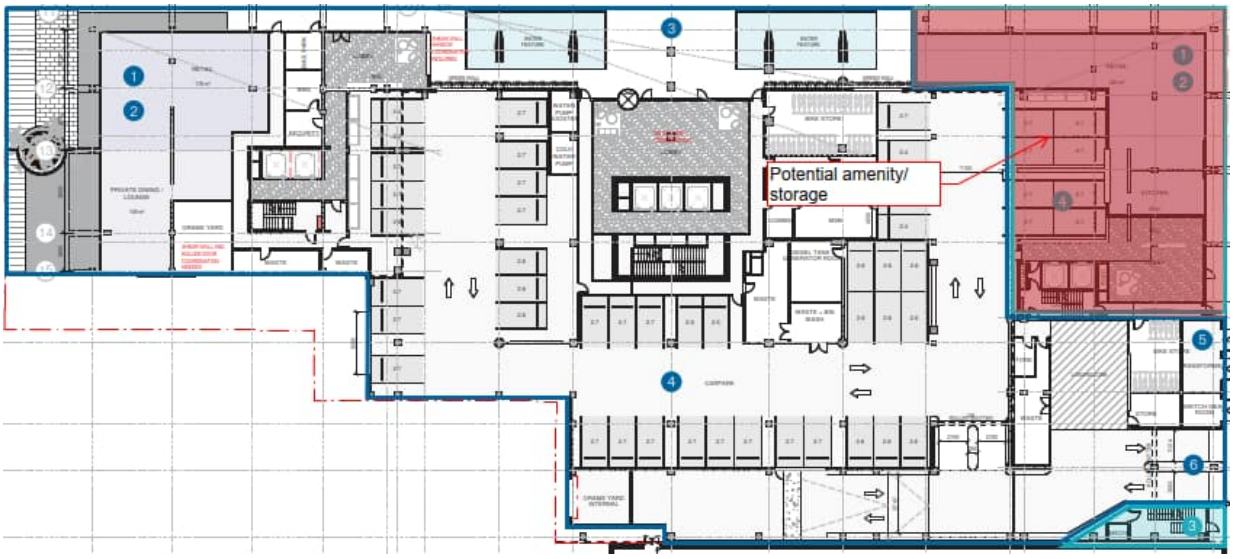


Figure 12: Potential construction staging plan.

5.4.4 Podium

The podium element comprises of the four floor slabs (to Level 4) and primary structure that make up the central development carparking and joint facility areas outside of the accommodation areas, shown in **Figure 13** below.

Priority will be placed on the main tower core to get to ~level 2-3 and establish the core construction form, likely jump form. The initial height allows for the form and trailing element to be installed, while also providing connectivity for the main element of the podium slabs, increasing lateral stability and limiting temporary works.

Once the core is sufficiently progressed, insitu column elements will be completed followed by the post tension slab construction. Slab construction is generally consistent across all building elements and is assumed at this stage to be a traditional table type form.

Penetrations for ramp and service risers will be formed and protected during the slab construction for infill / access in later stages.

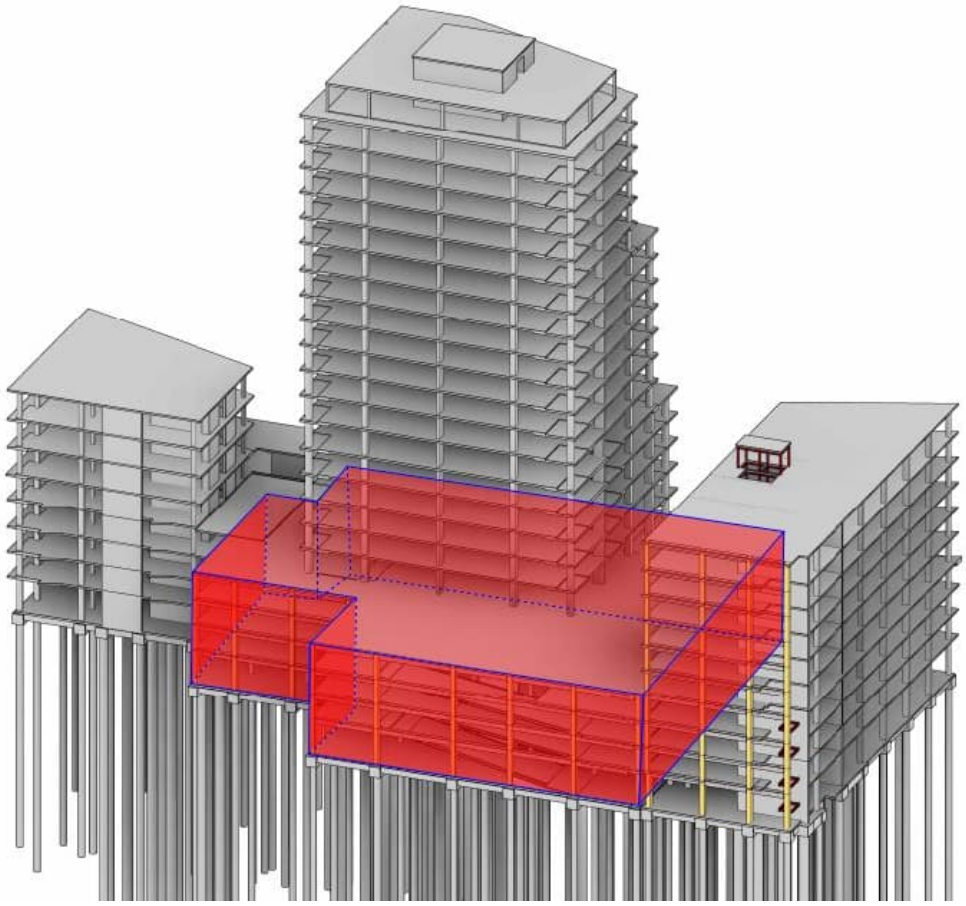


Figure 13: Approximate podium extent

5.4.5 Towers

The tower element construction will progress following the completion of the podium as this will enable internal ground floor logistics, storage/ staging, and programme priority to the Tower. It is proposed at this stage that the construction of the Marina building commences in parallel with the main Tower construction, prior to Beaumont, as this allows access to this end of the site.

All slab elements will be traditional table form post tension slabs. The main L4 podium will likely be used for material storage and site logistics, with the towers likely requiring load out platforms for material movement.

5.4.6 Façade

The lower building facades consist of a mix of precast elements, brick finishes and glazing. The higher floors are a mix of window and curtain wall construction.

Upper façade elements will likely be delivered in cassette form ready for installation, with specific sill, flashing and other feature elements to be installed piece-small following the main glazing elements.

Higher façade elements could be lifted to the podium (L4) for storage where smaller slab located spider cranes can lift the panels into position.

Façade elements that are close to Beaumont Street and Jellicoe Street will be planned and managed with protection measures, that may include protection gantry or temporary footpath diversion, for pedestrian safety.

5.4.7 Building Services

Critical central plant areas including primary mechanical, hydraulic and fire plan are located within the central podium area. Key plant will be the fire tank and pump rooms, generator/ transformer rooms and lift installation.

Mechanical plant for the accommodation towers are located as follows:

- **Marina**: Outdoor unit (ODU / heat exchange units with refrigerant lines to apartment units). ODU's centralised on south elevation in the southeast corner of the Marina building).
- **Tower**: Lower tower ODU's are located on the south elevation of the podium, with the upper tower ODU's at roof level.
- **Beaumont**: ODU's generally located on apartment balconies.

5.4.8 Civil and Landscape

Civil and landscape components for the development are located at ground floor level and the podium. These will be the final scope elements to be completed and will be accessed directly off Jellicoe Street (SAP 3 and 4) and confined to the specific site area being constructed.

This component of the works will include the commissioning of services, removal of site based controls, including hoarding, and general integration of the building with adjacent infrastructure.

6.0 Construction Traffic Management

A draft Construction Traffic Management Plan (CTMP) has been prepared for the project and outlines procedures for safely and efficiently managing construction-related traffic for the development. It provides for safety for workers, pedestrians, cyclists, and motorists while minimising disruption to the transport network in the Wynyard Quarter.

6.1 Vehicle Unloading

- **Beaumont Street Loading Zone (Primary)**

This loading zone will be used for concrete trucks, steel, framing, and large components, and will be managed by a gate controller. There may be a requirement for temporary lane narrowing at times. Refer **Figure 4: General Construction Phase Site Layout** for the general site plan.

- **Jellicoe Street Loading Zone (Secondary)**

The development has been planned to minimise any direct loading from Jellicoe Street. There may need to be a very limited number of loads delivered to the Jellicoe Street frontage including general freight, pallets, and fit-out materials. Access would require trucks to reverse down Jellicoe Street. This will be managed as needed using traffic control personnel.

- **Truck Reversing Controls – Jellicoe Street**

Reversing will be permitted only during off-peak periods (10am–3pm, 6pm–7pm). A trained spotter must escort all reversing vehicles.

Temporary signage will be needed to show "Trucks Reversing" and "Prepare to Stop". For safety, pedestrian movements may be briefly held up during reversing procedures. Cyclists will be diverted around the reversing area using temporary treatments.

6.2 Traffic Management Controls

The Contractor will establish a CTMP as a sub-plan to the CMP at the construction phase. This will outline specific controls for the management of traffic related risks and disturbance. Refer to the draft CTMP for traffic risk management which has been prepared and submitted with the application.

7.0 Environmental

The DCMP outlines site information, construction methodology, supporting infrastructure and management of environmental risks and issues. This section outlines the identified environmental risks, controls and management plans as part of the environmental effects from the construction phase.

The project environmental management plans listed within the below Table 1 are the full plan title and documentation reference that forms part of the Substantive Fast Track Consent submission. The

subsequent sub-sections will follow the same naming convention, addressing environmental impacts from the development and their controls.

Note that a detailed construction and site management documentation suite will be prepared by the Contractor who is engaged for the works and the below methodology is subject to change, however remains guided by the consent conditions.

#	Title	Document Number
1.	Erosion and Sediment Control Plan (ESCMP)	
2.	Site Management Plan (Ground Contamination)	
3.	Construction Noise and Vibration Management Plan	
4.	Construction Traffic Management Plan	

Table 1: Project environmental governance plans

7.1 Erosion and Sediment Control Management Plan - ESCMP

7.1.1 Construction Effects

A draft ESCMP has been prepared and submitted with the application. The draft ESCMP identifies key construction activities that have potential to generate erosion and the effects of sediment generation and proposes mitigation to manage effects. The contractor will manage earthworks and sediment generation in accordance with the ESCMP which is certified by Auckland Council in accordance with the conditions of consent.

Refer to the draft ESCMP for the works associated with the management and control of specific erosion and sediment risks.

7.2 Site Management Plan (Ground Contamination)

7.2.1 Construction Effects

Refer to the Site Management Plan (SMP) for the detailed description of the site conditions.

Construction on the former petrochemical storage site has the potential to generate several environmental effects due to the presence of legacy contamination, including hydrocarbons, solvents, cyanide, and PFAS. The key environmental effects associated with the proposed works are:

- Disturbance of contaminated soils thought excavation and piling activities
- Off-site movement of contaminated material
- Contaminated water discharges, but surface and groundwater flow.
- Accidental or unexpected contamination encounters
    - Unanticipated pockets of contamination (e.g., unknown tanks, high-concentration hotspots) could cause localised releases, creating new pathways for contaminant migration if not contained promptly.
- Health and safety effects with environmental implications including worker exposure and adjacent receptors.

Refer to the draft SMP for the works associated with the management and control of specific soil management, health and safety and unexpected contamination risks. .

7.3 Noise and vibration

7.3.1 Construction Effects

A draft Construction Noise and Vibration Management Plan (CNVMP) has been developed and notes that construction activities including earthworks, compaction, piling and structure are likely to generate periods of elevated noise and vibration levels. There may be some temporary noise and vibration effects on the following adjacent properties:

- Orams Marine Boat Yard: 164 Beaumont Street, Auckland.

The construction mitigation measures to mitigate the risks identified are outlined within the CNVMP. Refer to the CNVMP for the full description and controls associated with this activity.

Refer to the draft CNVMP for the works associated with the management and control of specific noise and vibration risks.

7.4 Air quality

7.4.1 Construction Effects

The main discharge to air from construction earthworks will be dust. Dust has the potential to cause nuisance or soil property if deposited in sufficient quantities in the environment. Fine particles included in dust emissions have the potential to harm respiratory health while suspended in air.

The main sources of nuisance dust emission from the project are:

- Cutting, breaking, and removing existing concrete pavements.
- Handling of spoil, aggregate and other solid materials.
- Wind erosion of spoil and other stockpiled material.

Refer to the draft ESCP for the works associated with the management and control of air quality risks.

8.0 Roles and Responsibilities

8.1 Management Team

All parties delivering the project have a role to play in the management of hazard mitigation and implementation of this Construction management plan.

Although the main works contractor will be appointed and deliver a construction phase CMP that aligns with this Draft CMP, it is noted that all parties will play a role in the management of environmental effects and safe delivery.

8.2 Key Roles

This section describes the key management roles responsible for developing and implementing the controls outlined within this DCMP. While responsibilities are described for each role, it should be noted that a particular individual may be assigned to one or more roles. The project team structure may also evolve throughout different stages of construction to respond to the varying activities, risks, and management requirements as the works progress.

Role	Responsibilities
Precinct Project Director	▪ Accountable for project delivery ▪ Monitor, report internally and control scope, cost, and time aspects of the project. ▪ Monitor and control project risks.
Client Project Manager	▪ Responsible for day-to-day project delivery ▪ Primary point of contact for the wider construction delivery team

Role	Responsibilities
	▪ Monitor the Project to ensure interfaces are adequately managed across the project. ▪ Be the point of escalation to Precinct for Construction related issues. ▪ Ensure that all construction activities are coordinated, planned, and executed safely and in accordance with the contract and Consent conditions. ▪ Lead the management of change control for the project. ▪ Report the Project status, information, and issues
IC / Engineer	▪ As defined by 3910 (2013 / 2023)
Client Technical / Engineering Team	▪ Provide technical support for the project though appropriate communication channels. ▪ Monitor works for compliance with design, relevant standard and codes, and general industry good practice. ▪ Review and advise on technical design, consent and other conditions that are to be discharged for the project
Contractor – Project Director	▪ Overall accountability for the delivery of the construction phase ▪ Accountability and assurance of implementation of all project management plans ▪ Accountability of safe and compliant project delivery
Contractor – Project Manager	▪ Responsible for the delivery of the construction phase of the project ▪ Responsible for the drafting and implementation of the management plans ▪ Responsible for the safe and compliant delivery of the project.
Contractor – Site Managers	▪ Site based delivery of the works. ▪ Implementation of compliance (safety and environmental) controls at a site level ▪ Monitoring and escalation of environmental and safety issues.
Contractor – Environmental Manager	▪ Responsible for the environmental compliance of the project ▪ Input into the CMP ▪ Monitoring and reporting compliance metrics

Table 2: Summary project roles and responsibility

9.0 CMP Compliance

The CMP should outline the process to ensure compliance with regulatory requirements, ensuring the project complies with all relevant consents, environmental and regulatory requirements. Managing environmental compliance is a consent and legal requirements, with failure to comply potentially leading to environmental harm, legal penalties, reputational damage, delays to project delivery, and operational disruption.

9.1 Construction Compliance – Controls

The Contractors construction phase CMP will provide a framework for compliance with all project plans and governance. This will outline the requirements of each plan, methodology for assurance, frequency of inspections, reporting and audit.

Environmental assurance will be subject to site based checks at frequencies that reflect the management of the specific risk. In some cases, this will be regular reviews, i.e. daily integrity of active control systems when in use. Less frequent inspections may be for lower risk, or controls that aren't less subject to change, i.e. storage of chemicals.

Construction phase proactive controls will be completed primarily by the project and site managers. As part of the daily pre-start activities on site, the Site Manager will be expected to review:

- Specific activities planned for the day/ week and their safety and environmental controls
- Short and medium term weather forecast for any unexpected weather or heavy rain – this should trigger more robust reviews of the water management controls
- Trade method statements where interfacing with environmental controls or specifically identified hazards

- Daily site walks/ inspections

Project Manager will implement a review and compliance check at a less frequent rate (minimum monthly) for management controls, including:

- Management plan audits
- Key construction activity methodology that may have higher environmental or safety risk, i.e. piling
- Formal safety and environmental walkovers / site inspections

9.2 Compliance Assessments, Audit and Non-Conformance

The Project will conduct periodic environmental compliance assessments at offices and project sites, that will be governed by the construction phase CMP, however at minimum annually. The frequency may increase depending on programme, scope complexity, or risk.

These assessments may be performed standalone or as part of broader business system audits covering quality, health & safety, and environmental components. Results are reported to management to highlight performance, deficiencies, and improvement opportunities.

When assessments or project activities identify non-compliance or environmental incidents, the severity must be evaluated and reported using the CMP's Incident Reporting procedure, including reporting to regulatory authorities.

Investigations must:

- Determine the root cause
- Identify corrective actions
- Assign responsibility and due dates
- Update procedures where necessary

All actions must be tracked to completion and checked for effectiveness. Lessons learned from incidents and near-misses must be recorded and communicated to relevant staff.

10.0 Safe Work Method Statements (SWMS/JSERA)

All personnel working on the construction site are required to submit and comply with safe methods of work, managed through Job Safety and Environment Risk Assessments (JSERA) along with supporting Safe Work Method Statements (SWMS) for approval by the Project Manager and the Construction Manager prior to commencement of work for all activities. The assessments will address;

- Safety aspects (work at heights, confined space, permits required, etc.)
- Permit requirements
- PPE requirements
- Plant and equipment to be utilised
- Cranage and lift studies
- Hazardous material used
- Step by step sequence of activities
- Subcontractors
- Critical drawings, specifications, tolerances to be included
- Compliance with consent conditions

The Safe Work Method Statement is the written instruction to the work crew for the execution of the works and the basis for the crew to generate meaningful discussion and JSERA's for the works.

11.0 Emergency Response

The Contractor Project Manager will develop an Emergency Response Plan for the project that outlines response to medical, environmental, safety or unplanned occurrence emergency response. The Emergency response plan will form part of the Contractors construction phase CMP and be briefed to all parties working on site. The emergency response plan will adhere to the environmental controls and those of all relevant New Zealand Laws.

11.1 Environmental Response Plan

The Contractor's emergency response plan/ procedure will be developed for emergencies with adverse impact to the environment and should take into consideration the following points:

1. Environmental sensitivities of the area/ site – the proximity to ground water, coastal zones, residential areas, water supplies and surface water.
2. Site/ Facility layout – identify significant site areas e.g. location of:
    a. storage tanks;
    b. emergency equipment;
    c. chemical storage area.
3. Alerting and notification procedure – internal and external communication for the alert and who to notify e.g.:
    a. employee responsible for managing the alert;
    b. legal and regulatory authorities;
    c. fire station;
    d. emergency phone numbers.
4. Actions required to prevent or minimize environmental damage.
5. Location and operation of emergency devices/ equipment.

Emergency response plan/ procedure will be communicated to responsible personnel and appropriate training will be provided, where necessary.

The plan will also outline an incident response process. The initial incident response is about preserving life and minimising the impact of the incident. Typically, this would include actions such as:

1. Assessing for danger.
2. Making the area safe.
3. Evacuating an area/ building.
4. Contacting emergency services (where required).
5. Applying first aid.
6. Preserving the scene (where required).
7. When safe ensuring any required notifications occur.

11.2 Environmental Incident Reporting

All environmental incidents will be notified to the Precinct Project Manager and the Construction Project Manager as soon as practicable following the incident. The Precinct and Construction Project Manager will agree on follow on steps including regulatory notifications for safety/ environmental.

All environmental incident reports will review applicable plans and procedures, review failure points and suggesting improvements – refer section 10.3.

Monthly reports will include for environmental performance against pre agreed metrics and triggers.

11.3 Review

Emergency response plans/ procedures will be tested or reviewed (reviews should be conducted where physical tests are not practical) at least once a year.

After occurrence of an environmental emergency, the emergency response plan/ procedure shall be reviewed to examine effectiveness and to identify areas for improvement and revise relevant documents, where necessary.

12.0 Site Inductions and Training

All personnel on site will comply with the specific site induction requirements. In addition, construction site or Trade Contractor inductions may be required to familiarise personnel prior to commencing any work on site. These will be arranged by the Construction Manager project team.

The Trade Contractors will undertake their own specific induction for all workers which outlines the scope of work for each Trade Contractor and the contract specific health, safety and environmental requirements to be followed by each worker on site.

All workers on site will have the appropriate qualifications applicable to their work tasks and will have their task competency verifications undertaken by a suitable qualified trainer and assessor. All verification of competencies will be recorded by the Trade Contractors in a register to be available on site for review.