TRINITY POINT MIXED USE DEVELOPMENT

CONSTRUCTION MANAGEMENT PLAN

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1 BACKGROUND

1.1 INTRODUCTION

The proposal is for a concept development application pursuant to Division 4.4 of the Environmental Planning and Assessment Act (EP&A Act) 1979.Detailed proposals are to be the subject of further development application/s.

Concept approval is sought for the following:

Building envelopes for a mixed-use tourist, hospitality and residential development including six buildings incorporating sculptural rolling roofs and facades covered in greenery; Maximum GFA of 42,675m^2;

611 basement parking spaces; and Staging of the development.

The indicative development yield is:

218 hotel rooms

6 serviced suites;

180 residential apartments and associated landscaping and parking;

A 300 seat function centre

Two 300 seat restaurants,

A 300m2 wellness centre;

A 215m2 business centre; and

535m2 retail centre.

The project seeks development approval for a Concept Plan for the site, to be subject to further development applications for each building. This CMP, whilst conceptual in nature, will be refined as part of each future development application and/or construction approvals. Careful coordination of access and traffic management will be a priority in liaison with adjacent landowners and other community stakeholders.

1.2 BACKGROUND

The Planning Secretary's Environmental Assessment Requirements (SEARS) for the site was issued on 24th September 2021. The site is located in a Morisset Park . The Trinity Point tourism precinct is planned to include a luxury hotel, including restaurants and a function centre, gym, wellness centre including day spa, business centre, small convenience store and pool. 180 residential apartments are also proposed, spread across 4 residential apartment buildings.

1.3 SITE DESCRIPTION

The site is located within the Trinity Point precinct within the suburb of Morisset Park. The site is legally described as 81 Trinity Point Drive, Morisset Park (Lots 101 and 102 in DP 1256630 and Lot 32 in DP 1117408)

The site slope is between 3.6% and 5.2%, generally sloping in a north easterly direction. The site area is 36,000m2 (3.6ha) and has the following frontages and dimensions.

- Trinity Point Drive – 240.3m
- Marina Access Rd – 139.5m
- Lake Macquarie 474m

The site comprises mainly cleared grassland with some existing trees. The site also bounds Lake Macquarie foreshore reserve the eastern boundary. The surrounding road network has been constructed, which includes the recently completed Trinity Point Drive frontage

Figure 1 Proposed Site looking South

Figure 2 Proposed Site Looking Northeast

The Site improvements include a Marina office, Restaurant, Substation, Booster assembly and on-grade parking facilities

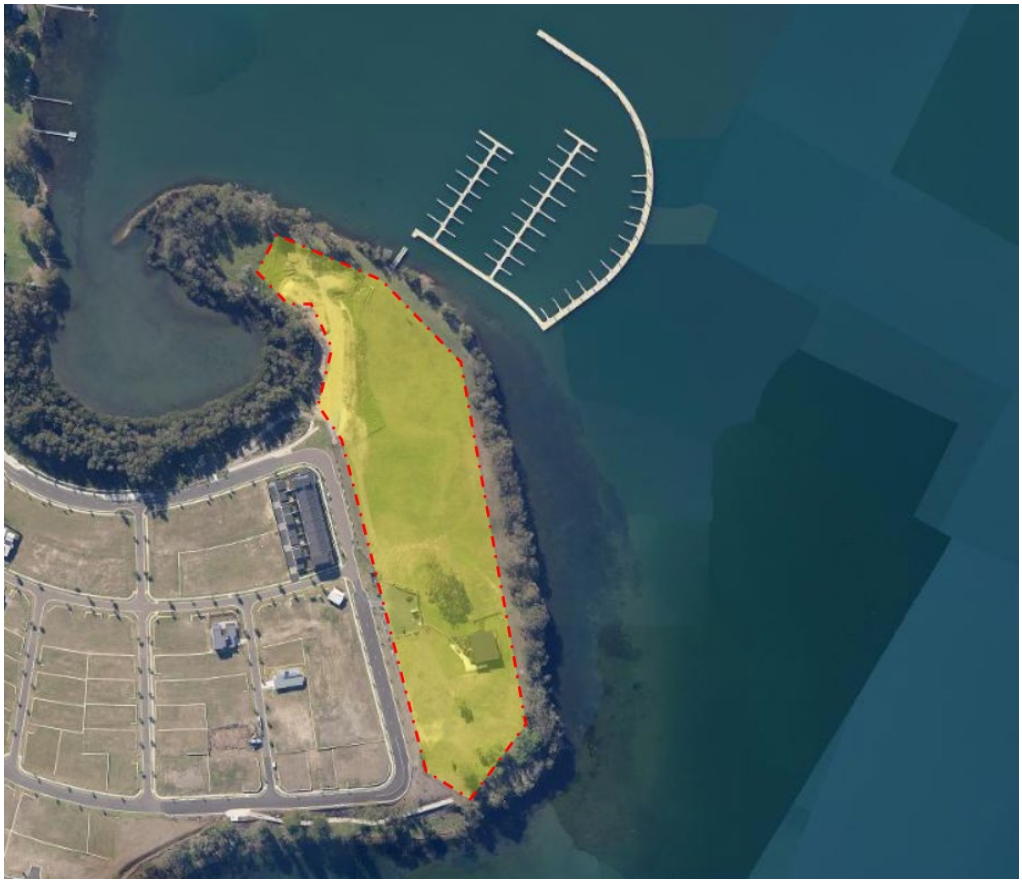

Figure 3 Site Location (six Maps)

1.4 OVERVIEW OF PROPOSED WORKS

The proposed works will be delivered over 3 stages including six buildings over a shared podium and basements The staging of the works is as per the proposed staging plan PP-0015 contained in the architectural set of plans. The following sections describe the general staging of construction activities.

Stage 1

Building C:	50 residential Apartments with a mix of 2-4 bedrooms over seven habitable levels (Ground -7)
Building D:	52 residential Apartments with a mix of 2-4 bedrooms over seven habitable levels (Ground -7)
Building E:	52 residential Apartments with a mix of 2-4 bedrooms over seven habitable levels (Ground -7)
Basement	Car spaces and associate back of house storage

Stage 2

Hotel B:	111 Rooms/ serviced Apartments, Restaurant, Function Centre over seven habitable levels (Ground -7)
Basement	Car parking spaces and associate back of house storage

Stage 3

Hotel A	113 Rooms/ serviced Apartments, Restaurant, Wellness Centre, Business Centre over seven habitable levels (Ground -7)
Building F	28 residential Apartments with a mix of 2-4 bedrooms over five habitable levels (Ground -7)
Basement	Car spaces and associate back of house storage

Figure 4 Site Plan

1.5 CONSTRUCTION MANAGEMENT PLAN

This Construction Management Plan (CMP) outlines the approach to construction management of the Trinity Point Mixed Use Development project. The CMP will be updated by the appointed Contractor, engaged for the works and before works commence.

All tasks are undertaken in relation to the project, whether they be physical construction activities, office duties or procedural tasks, are to be undertaken in accordance with the following:

1. Suppliers and contractors shall assure the quality of all goods, materials, and services to be provided; and
2. All materials and works must be undertaken to the manufacturer's specification or industry standards.

A liaison will be established with relevant authorities to coordinate the works.

The Client has engaged various consultants to assist in the SSDA process. Those relevant to the CMP may include:

- Noise and Vibration Impact Assessment:
- Construction Pedestrian & Traffic Management Plan:
- Air Quality:
- Infrastructure Servicing Strategy:
- Aboriginal Cultural Heritage Assessment Report:
- Environmentally Sustainable Design Strategy:
- Stormwater and Flooding Assessment:
- Arboricultural Impact Assessment:
- Geotechnical:
- Environmental incl Hazardous Material:

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

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

2 HOURS OF WORK

All work on the site will only occur between:

7 am to 6 pm Monday to Friday, and 8 am to 5 pm Saturday . No works proposed for public holidays

Unless otherwise approved in writing by Consent Authority due to extenuating circumstances, The extension of works outside of standard hours (i.e. 9am-1pm Sunday) is proposed to:

- Maximise productivity on Saturdays to offset losses in productivity due to the COVID-19 situation, WH&S and social distancing requirements; and
- Take advantage of reduced road traffic on weekends for truck routes and deliveries.

The proposed Staging of the works will reduce the intensity of the workforce onsite. This will reduce the impact of additional cars, workers and deliveries along Trinity point Drive. The Staging will result in extended duration of construction period. with protocols established to reduce the amount of construction workers vehicles in the surrounding streets such as courtesy bus and onsite parking.

3 INVESTIGATION

3.1 INFRASTRUCTURE SERVICES

- Infrastructure services were generally provided to the site's perimeter as part of the Subdivision. The site is serviced by
    - Potable Water (Trinity Point Drive)
    - NBN (Trinity Point Drive)
    - Stormwater
    - Waste Water
    - Electricity to the Site is provided by Ausgrid (substation already in place for marina)
    - Natural Gas

Any services diversion or removal will need to consider impacts on neighbouring properties.

4 SITE ESTABLISHMENT

Before commencement of works on site, the site will be formally established. This includes addressing the following areas:

- Temporary site fencing to secure areas not already secured by fencing
- Onsite storage, compounds, site office etc.
- Connection to temporary services
- Site amenities
- Sediment & erosion control measures
- Identification and marking of trees to be retained or removed
- Protection of trees that are to be retained.
- Statutory and contact signage.

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

Early site establishment will take approximately two weeks and be maintained for the duration of the works. Refer to Figure 5 below.

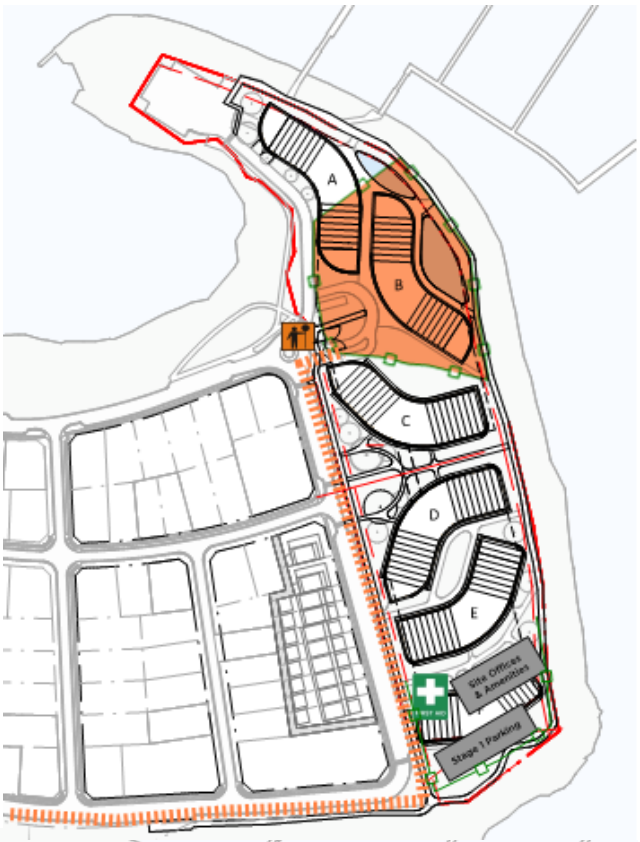

Figure 5 Indicative Stage 1 site setup

Construction personnel will be advised that there will be Limited vehicle parking on the site subject to staging; parking in the surrounding streets will be coordinated to limit congestion. Further provision of agreed parking areas with council.

Site establishment, including hoarding installation, is likely to occur in multiple phases to limit the disruption to adjoining properties. Temporary fencing and movable barricades would be utilised as required to work along the boundary.

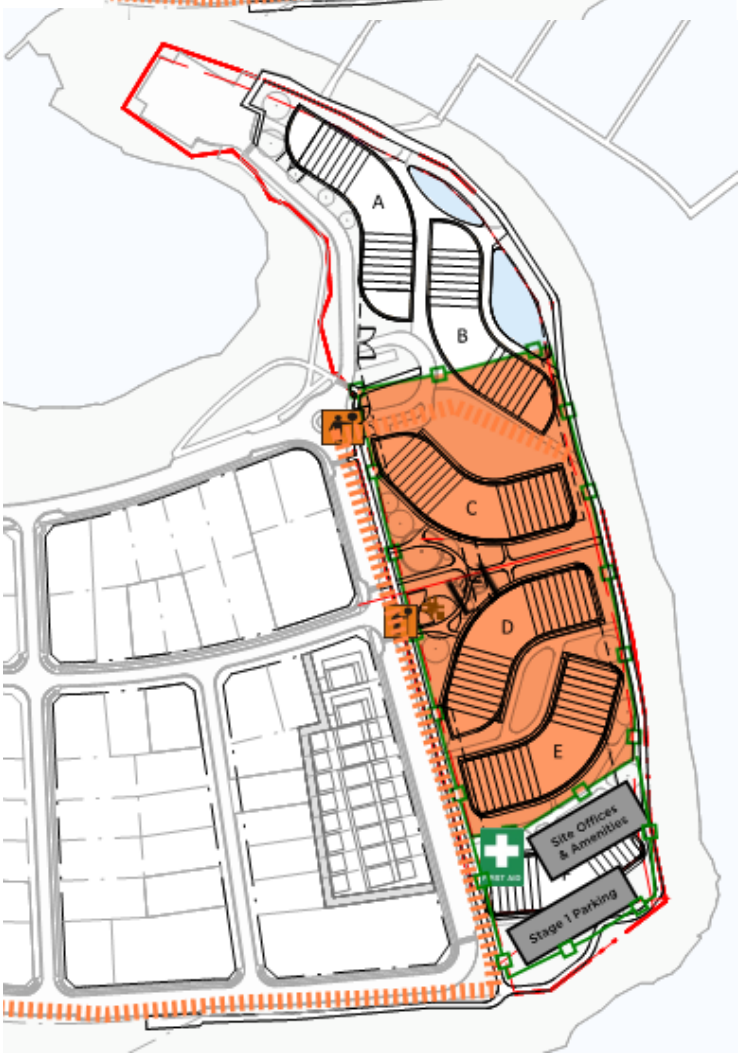

Figure 6 Stage 2 Site Setup

Stage 2 will utilise the same office and amenity area as stage 1 public access will be always maintained to the marina.

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Figure 7 Stage 3 Establishment

Stage 3 will require a smaller site establishment footprint the amenities and offices which will be install in basement areas once available. If required parking will be completed offsite in a designated parking area (agreed by all parties and Council) and if required a courtesy bus will be provided for staff to access site. This service can run from Morrissett Train Station reducing the quantity of vehicles in the vicinity further.

Access to the marina boat ramp will be via shared access

5 PUBLIC&PROPERTY PROTECTION

Before the commencement of works, a dilapidation survey is to be undertaken involving all public and private roadways, adjoining and adjacent paving, structures, buildings and residences. Temporary hoarding and fencing will be installed to delineate the site boundary and protect the general public from activities occurring on the site/s. The building site/s will be kept neat and tidy to maintain public safety and local amenity.

Adequate protective perimeter signage will be installed as required. This signage will be required to identify construction contact points and ensure no unauthorised entry to the site.

5.1 HOARDINGS, FENCES AND BARRIERS

Areas of the Site where works will be undertaken should be securely fenced off using best practice methodology to protect the public. The following indicative issues will be considered concerning site hoarding, fencing and barriers:

- Where possible, maintain the existing perimeter fencing and attach shade cloth, or erect hoardings, to control views and manage dust;

- The site hoardings, perimeter fencing or other site barrier systems will be kept tidy throughout the programme of works;
- Before and during building work, all excavations below 1m in height will have safety barriers delineating potential fall areas;
- Hoardings, barriers, and other perimeter fencing will be suitably lined to limit public viewing to designated viewing areas. This will ensure pedestrian flow is not impeded;
- The hoarding/fences may be adjusted to suit the phases of the development

The fencing for the construction works for each stage of construction will be defined in a Fencing and Security Plan prepared by the Contractor. The Fencing Plan will identify all access points into the site/s clearly.

Vehicular access/egress gates are proposed through Trinity Point Drive. Qualified traffic supervisors will operate these gates at the times of major vehicular access and egress to the site.

Shared access will be coordinated to the Marina access road to enter the site.

These public and property protection measures will be reviewed at the time of commencing works to ensure alignment with proposed preferred methodologies and sequencing developments and ensure that the general public's safety is maintained at all times.

Roads, paths and kerbs likely to be damaged by construction or worker traffic are to be protected by temporary overlays and ramps.

5.2 WORKS IN THE PUBLIC DOMAIN

Works associated with the development/s may occur outside of the main site footprint, such as road works and site services. The Contractor will consider the following indicative issues with regards to local authority assets:

- Local authority assets such as roads, kerbing and channels etc., stormwater drains and street furniture will be protected and made good if damaged as a direct result of the building work;
- Priority repair will be given to those areas relied upon by pedestrians, cyclists and motorists' safety; and
- Any services installation such as electrical or drainage extending over footpaths will be temporarily covered over, and pedestrian and disability access facilitated by a ramp until full reinstatement is complete.
- Access to the Foreshore will be maintained to bluff point using existing pedestrian access.
- Access to the high tide point along the point will be maintained with site fence install along the property boundary.
- Public access through completed areas of the development will be coordinated with the building management and security protocols

5.3 SIGNAGE

The following indicative issues will be considered with regards to signage:

- Signs will be displayed in several areas around the site advising of the 24hr contact details for the site (the phone number may be for a security company or a communications agency);
- All works related signage (including particularly safety-related signage) will comply with the relevant WorkCover NSW Codes of Practice;

6 ENVIRONMENTAL

The Contractor shall install environmental and safety controls prior to any onsite works.

These will include but not be limited to:

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

6.1 NOISE DUST AND VIBRATION PRINCIPAL MEASURES

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

6.2 HAZARDOUS MATERIALS

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

- Type of substance
- Location of the substance
- Additional work and resources are required to deal with the substance so that the neighbours, members of the public and construction workers may move safely in adjacent areas and without risk to health

6.3 DUST AND AIR CONTROL MEASURES

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

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

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

6.4 STORAGE OF DANGEROUS GOODS

The Contractor will minimise the use of hazardous materials stored on site. If liquid and gas fuels are needed, they will be instructed to be stored in a segregated, well ventilated, secure enclosure with a surrounding fully closed watertight bund to ensure that contamination of the surrounding ground does not occur. Spill kits and appropriate hazmat signage are located at the materials stores and project office in the event of spillage. The most commonly required items are:

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

6.5 EROSION AND SEDIMENT CONTROL

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

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

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

6.6 POTENTIAL ACID SULFATE SOILS

All excavations within the low lying portions of the site covering the Marina, Marina Village and Blocks A, B, C and D have the potential to disturb acid sulphate soils. Excavations in these areas should be undertaken with specific reference to an Acid Sulphate Soil Management Plan. Treatment typically includes neutralising the soil by mixing with lime.

Dewatering of excavations, if required, also has the potential to oxidise acid sulphate soils, and will also need to be undertaken with reference to an Acid Sulphate Management Plan.

7 TRAFFIC MANAGEMENT

7.1 CONSTRUCTION VEHICLE ACCESS/EGRESS MANAGEMENT

A formal Traffic Management will be completed before the commencement of works on site. RCC's recommendation for traffic management is an approach route to the site that utilises Morisset Park Road that provides a Right turn entry to the site via Trinity Point Drive, then a Left Turn exit from site departure via Trinity point Drive back to Henry Road and then right turn to Charles Ave on to Morisset Park Road, as shown in Figure 8. subject to Council approval.

Figure 8 Proposed Vehicle route to the site

7.2 CONSTRUCTION VEHICLE TRANSPORT ROUTES

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

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

8 CIVIL & INFRASTRUCTURE WORKS

8.1 INFRASTRUCTURE SCOPE OF WORKS

Civil Infrastructure will include connections to the existing road networks and connections to the Stormwater System.

8.2 BULK EXCAVATION

Bulk excavation will be as per the civil design documentation, including site preparation for building footprint, foundations and piling. The following scope of works would likely take place:

- Scrapping, stockpiling and removal of site topsoil (subject to landscaping design)
- Bulk earthworks cut and fill, including excavation, to 'box' out to building footprint.
- Removal and replacement of any soft spot material
- Compaction of material (subject to further Geotechnical testing)

- Preparation of Piling mats
- Benching and grading of site levels to approx. Heights prior to detailed site grading.

The site is situated within the Moon Island Beach subgroup of the Newcastle coal measures. The formation is known to comprise conglomerate, sandstone, siltstone tuff and coal rock types.

8.2.1 DETAIL EXCAVATION AND SHORING

Detail excavation and shoring/ retaining walls will be required for the Basement. Basement design is subject to further design.

8.2.2 DETAIL SITE GRADING

Once the majority of bulk earthworks and excavation works are completed, detailed site grading would take place in preparation for laying the building foundations and footprint. This will include the use of smaller plant equipment utilising finely tuned survey equipment to adjust the final subgrade levels in anticipation of foundation preparation.

8.2.3 PILING FOUNDATIONS

Subject to further Geotechnical investigation, foundation design, in particular proposed piling type and methodology, would be finalised by the Contractor

9 CONSTRUCTION WORKS/ MANAGEMENT

9.1 SCOPE OF WORKS

The Scope will involve the Construction of multi storey residential (Class 2) and Hotel (Class3)accommodation and hard and soft landscaping.

9.2 SITE ACCOMMODATION & AMENITIES

Site establishment will include establishing site contractor's offices, tea rooms and toilet facilities, vehicle access, vehicle loading and unloading, lay down areas, establishment and maintenance of onsite work areas.

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

9.3 CRANES

A combination of Tower and Mobile cranes will be utilised intermittently throughout construction, with material hoists being utilised for specific trades

9.4 MATERIALS HANDLING AND DELIVERIES

Materials will predominantly be delivered via the dedicated site entrances, which would be managed by the Contractor and their traffic control systems.

A detailed CTPMP by the Contractor will be prepared prior to construction. Traffic will generally be managed in the following way:

- Designated transport routes will be communicated to all personnel and enforced.
- Designated non-peak hour deliveries.

- Strict scheduling of vehicle movement will occur to minimise off-site waiting times. Minimal onsite parking would be envisaged, with site workers encouraged to utilise existing public transport and car-sharing wherever possible.
- Vehicle movements will be compliant with Conditions of Consent and broader road-use regulations, particularly with regard to hours of work, materials loading and unloading.
- Stakeholder feedback, especially with adjoining neighbours and relevant Authorities.

The predominant means of materials deliveries to the project will be via Trinity Point Drive, which would be supervised by Traffic controllers holding appropriate RTA accreditations, OH&S White Card and Traffic Controllers Blue Card.

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

9.5 CONCRETE PUMPING

Mobile concrete boom pumps and associated concrete delivery trucks will frequent the project as required in accordance with the construction program.

Locations for concrete pumps will be determined based on the construction programme however will be positioned within the building site at all times in order to service individual buildings as required suitably.

9.6 WASTE MINIMISATION AND MANAGEMENT PLAN

All waste collected from the site during construction will be removed and processed by an accredited contractor charged with the responsibility to improve waste separation and recycling efficiencies. Waste reports will be produced monthly, and reuse and recycle volumes will be tracked

9.7 STRUCTURE/S

The Structures Will likely included

- Reinforced concrete piles and Capping foundations
- Precast /Insitu Concrete Walls
- Concrete roofs
- Glazed and Precast panel Facades

Given the overall footprint of the development, there would be concurrent activities undertaken across the different construction Zones

9.8 SCAFFOLDING

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

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

9.9 SERVICES

9.9.1 WATER

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

9.9.2 WASTEWATER

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

9.9.3 POWER

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

9.9.4 GAS

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

9.9.5 TELECOMMUNICATIONS

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

9.9.6 COMPLETION

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

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

10 OTHER SPECIFIC MANAGEMENT PLAN PRINCIPLES

10.1 WORK OCCUPATIONAL HEALTH & SAFETY MANAGEMENT PRINCIPLES

Work Health & Safety Management will be implemented through a Work Health & Safety Management Plan (WHSMP) that sets out how to implement and manage the safety management process for the project, establishing the risks associated with the works and the necessary procedures and controls that will be implemented to meet all statutory WHS requirements.

The WHSMP will address the following:

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

- Management of project hazards

A project-specific WHS Management Plan will be developed for the project prior to commencing site works.

10.2 ENVIRONMENTAL MANAGEMENT PRINCIPLES

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

The importance of implementing environmental management procedures is recognised, which will preserve the immediate and surrounding environment during construction, especially the environment for local residents.

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

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

10.3 QUALITY MANAGEMENT PRINCIPLES

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

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

11 CONCLUSION

This Construction Management Plan has been produced for Johnson Property Group to support the Development Application and outline the general approach to construction management of the Trinity Point Development. The proposed Staging of the works will reduce the intensity of the workforce onsite. This will reduce the impact of additional cars, workers and deliveries along Trinity point Drive impacting traffic and Pedestrians. The Staging will result in extended duration of construction period. with protocols established to reduce the amount of construction workers vehicles in the surrounding streets such as courtesy bus and onsite parking.

A detailed and comprehensive Project Management Plan will be produced for the relevant stage of the project covering the entire Management of the project, including:

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