

CENTRAL COAST QUARTER

STAGE 2 – EARLY WORKS S4.55



GOSFORD, NSW

CONSTRUCTION MANAGEMENT PLAN

UPG WATERFRONT PTY LTD

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Preliminary Construction Management Plan

Preliminary

Version Control

Table 1: Version Control

Version Number	Date	Version Description	Approved by
0	29/10/2025	Stage 2 Early Works SSDA (s4.55 modification)	Matt Choi

Distribution

Table 2: Distribution List

Copy	Recipient
0	Department of Planning, Infrastructure and Environment

Definitions & Abbreviations

Table 3: Definitions & Abbreviations

Non-defence acronyms

Acronym / Abbreviation	Definition
ACM	Asbestos Containing Material
AS	Australian Standards
AS/NZ	Australian / New Zealand Standards
BCA	Building Code of Australia
BIM	Building Information Modelling
CAD	Computer Aided Design
CHM	Commissioning and Handover Meeting
CHP	Commissioning and Handover Plan
EMP	Environmental Management Plan
ESD	Ecologically Sustainable Design
HV	High Voltage
ICT	Information Communication Technology
ID	Identification
IMS	Information Management System
ISM	Information Security Management
ISO	International Organization for Standardisation
ITC	Inspection and Test Checklist
ITP	Inspection and Test Plan
JSA	Job Safety Analysis
LTI	Lost Time Injury
LV	Low Voltage
MHF	Major Hazard Facility
NATA	National Association of Testing Authorities
NCR	Non Conformance Report
O&M	Operations and Maintenance Manuals

Preliminary Construction Management Plan

Acronym / Abbreviation	Definition
PM	Project Manager
POL	Petrol Oils or Lubricants
PPE	Personal Protective Equipment
Project	Central Coast Quarter, 26 Mann Street Gosford
Site (the Site)	Central Coast Quarter, 26 Mann Street Gosford
SMP	Site Management Plan
Urban	UPG Waterfront Pty Ltd (Developer) Urban Apartments Pty Ltd (Builder)
TMP	Traffic Management Plan
WHS	Work Health and Safety

Project Description

Project Background and Scope

Central Coast Quarter comprises the construction of 3 mixed use towers. These towers contain, carparking, residential, commercial and services areas across 3 stages

- Stage 1 – Northern tower – 25 levels currently under construction
- Stage 2 – Early works associated with Stage 3 – Basement excavation, shoring, footings, concrete structure to support Stage 1 elements currently extending into 'Through Link'
- Stage 3 – Eastern and Southern Towers

Approval has been issued by the Department under the consent SSD-76788277 for a 2-level basement car park.

The subject Section 4.55 modification application seeks to propose an additional 2 levels of basement car parking with a total of 4 levels of basement of car parking.

Project Stakeholders

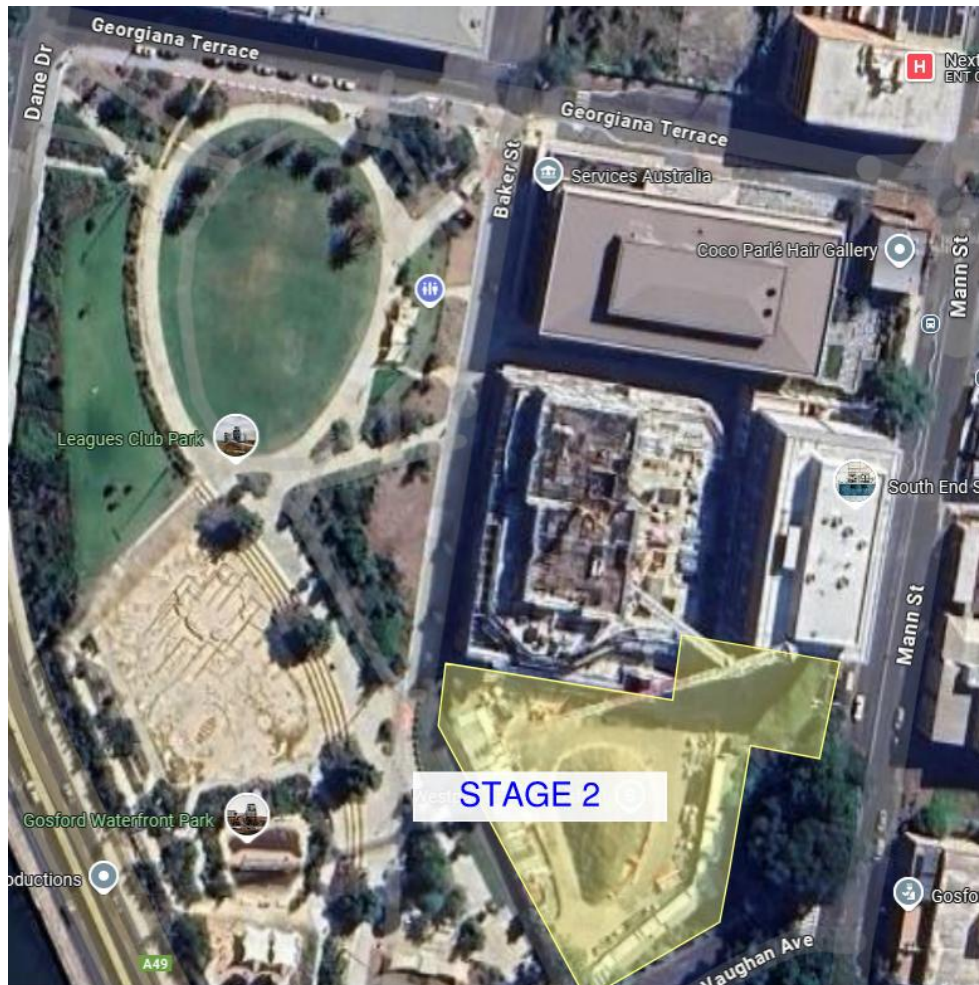
Urban recognises the following Stakeholders to the Project:

- Central Coast Council
- Department of Planning
- HCCDC,
- Authorities
- Residents
- Local community

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Project Site

This is located on 26-32 Mann Street in Gosford



Milestone dates

Stage 2 Early Works is anticipated to commence in the third quarter of 2025. Works will run concurrently with stage 1 which is on track to be completed in the fourth quarter of 2025.

Table 4: Central Coast Quarter, 26 Mann Street

Project Milestones	Date
Stage 1 Commence	2020
Stage 1 Finish	2025
Stage 2 Early Works Commence	2025
Stage 2 Early Works Finish	2026

Key issues on site

Table 5: Key Issues

Potential Risks	Mitigation Controls
Site Access	<p>Stage 2 early works is located within the material handling area of site currently being utilised for stage 1.</p> <p>Vehicle access will be through the existing driveway on Vaughan Avenue.</p> <p>No works outside the confines of the current site will be required for this stage.</p> <p>Access to the site is shown in Figure 1 to Figure 3.</p>
Safety of the public	<p>Ensuring the safety of the public is paramount. An existing full perimeter hoarding will remain in place for this stage.</p> <p>Prior to the completion of stage 1, a new hoarding will be constructed segregating stage 1 from stage 2.</p> <p>Vehicle movements will be managed using ticketed traffic controllers. This will ensure the public are stopped when required to allow the safe movement of construction vehicles.</p> <p>Facial recognition gates will be installed at worker access locations to prohibit unauthorised access onto site.</p>
Sediment and erosion controls	<p>The principles for erosion control are to divert clean water around disturbed project areas, minimise the velocity of such water and cover bare soils as quickly as possible. Controls may also include design and installation of the following:</p> <ul style="list-style-type: none"> • Sediment traps • Drainage systems with discharge and holding ponds with required discharge rates • Maintain a clear hardstand area to prevent and or remove spoil from project vehicles as required. • Installation of interceptor drains and sedimentation basins on down gradients • Ongoing management and regular removal of surficial metal fragments. • Refer to Northrop Civil plans for detail design on sediment controls.
Dust control	<p>Mitigation of Air Quality Impacts</p> <ul style="list-style-type: none"> • Burning of any materials onsite will be prohibited.

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Potential Risks	Mitigation Controls
	<ul style="list-style-type: none"> • Allowances will be made for wind direction and high wind warnings during working hours. • Any unreasonable release (as defined in EnviroLaw) of odours, dust and smoke to the atmosphere will not be allowed. • Management strategies for controlling dust that will be employed include: <ul style="list-style-type: none"> – The use of water for dust suppression and soil binders – Signage to vehicle drivers and plant/equipment – Installation of dust barriers (hoardings / shade cloth). – Watering of work areas will be supplemented with wet brooming and the retrieval of deposited dirt from sealed access points and affected roads with street sweepers etc. – All dust-generating activities will be inspected daily.
Tree protection	<p>The large fig tree located close to the southeast boundary will be protected using temporary fencing to prohibit machinery entering the area and damaging the tree.</p> <p>The protection of this tree will be communicated to all workers prior to commencing via the site specific induction.</p>
Traffic management	<p>Condition C13 of the development consent (SSD-767882277) requires the preparation of a Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) to ensure the proposal will maintain the safety and efficiency of the road network. The CTPMSP is required to be prepared suitably qualified and experienced persons, must be prepared in consultation with Council and TfNSW, detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists, pedestrians and bus services and heavy vehicle routes, access and car parking.</p> <p>The condition will be addressed as part of any S4.55 modification consent.</p>
Waste management	<p>Urban will provide waste receptacles commensurate with the works being undertaken. All general waste will be disposed of in water tight refuse bins. Subcontractors are required to clean rubbish from works areas daily.</p> <p>Rubbish will be separated at the waste contractors yard and separated into recycling and general waste.</p> <p>Condition C15 of the development consent (SSD-767882277) requires the preparation of a Construction Waste Management Sub Plan (SWMSP) which is required to address the procedures for the management of waste including the recording of quantities, classification (for materials to be removed) and validation (for materials to remain) of each waste type of waste generated during construction and proposed use, information regarding recycling and disposal locations.</p> <p>This condition will be addressed as part of any modified consent.</p>

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<p>Spoil Removal</p>	<p>Prior to excavation, soil sampling will be undertaken to assess and classify the inground material. Based on this classification, the excavated spoil will be removed off site using excavators and trucks and taken to the appropriate disposal venue.</p> <p>Where spoil material is classified as GSW, GSW-Asbestos or Hazardous, this will be taken to a licenced disposal facility with truck records and waste receipts recorded as verification.</p> <p>Spoil will be loaded onto trucks using excavators within the confines of the site.</p> <p>See the report prepared by JK Geotechnics reference: 37790PRPT relating to Acid Sulfate Soils for this development.</p>
<p>Materials handling</p>	<p>Deliveries and material handling will be accommodated, managed and controlled within the designated construction site confines.</p> <p>As far as is practicable, materials will be delivered to the site in a 'just-in-time' manner and will be directed as close as possible to the designated delivery and drop off zones to ensure safe handling for loading and off-loading.</p> <p>Whenever possible, bulk materials delivered to site will be placed and stored directly at the workface for immediate incorporation into the permanent works in order to minimise on-site storage.</p> <p>Trucks removing spoil will be controlled by a traffic controller on Vaughan Avenue using an UHF radio. Trucks will only enter Vaughan Avenue when site is ready for them to drive into site. No trucks are to wait in Vaughan Avenue or adjacent streets.</p> <p>Trucks will drive in and drive out of site minimising traffic disruptions in the area.</p> <p>All deliveries and material handling will be addressed as part of Condition C13 as part of the preparation of a Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) to ensure the proposal will maintain the safety and efficiency of the road network.</p> <p>This condition will be addressed as part of any S4.55 modification consent.</p>
<p>Noise management</p>	<p>Noise impact on the building operations will be avoided wherever possible. Heavy machinery noise and works will be limited where possible. If possible, work activities will be spread over different times of the day so that impacts will not occur at the same time every day. A break in activities will be allowed for wherever possible.</p> <p>To reduce noise from plant, vehicles and equipment, Urban project team will:</p> <ul style="list-style-type: none"> • Investigate whether the noise can be eliminated by using a different method or equipment / machine, e.g. smaller machine; • Keep equipment well maintained; • Monitor equipment sound power levels; • Limit the revving of engines on mobile or stationary machines and shut down any equipment not in use; • Limit the use of horns, bells, hooters or other audible signals on mobile equipment to the maximum practical extent; • Consider 'white noise' reverse alarms; <p>Urban team will liaise closely with project stakeholders as a means of preventing issues.</p>

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	<p>Condition C14 of the development consent (SSD-76788277) requires the preparation of a Construction Noise Vibration Management Sub Plan (CNVMSP) by a suitably qualified and experienced noise expert, describe the procedures for achieving the noise management levels in the interim construction noise guideline (DECC July 2009), the measures to be implemented to manage high noise and vibration, include strategies that have been developed with the community for managing high noise and vibration generating works.</p> <p>This condition will be addressed as part of any S4.55 modification consent.</p>
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Potential Risks	Mitigation Controls
In-Ground Water Management	<p>Excavation will extend below the water table and will likely be subjected to tidal variances.</p> <p>To manage this, a detailed water management plan will be created incorporating:</p> <ul style="list-style-type: none"> - Deep wells with submersible pumps to locally lower the water table. Well locations will be designed to work with future structure and will remain in place until permanent drainage systems and basement structures are constructed. - Water treatment and monitoring of water within the site boundaries prior to discharge into stormwater as per authority requirements.
Site Infrastructure Services	<p>Early completion of site infrastructure services design documentation (Power/Comms/Security/Water/Fire/Sewer/Gas)</p> <p>This will enable the works to be scheduled with long lead times & forward planning for these works to be carried out.</p>
Building Structure	<p>Temporary and permanent shoring will be engineered and installed to allow the safe excavation of the basements. This will include temporary ground anchors, structural steel bracing, piling, sheet piling until the permanent building structure can be installed, permanently restraining the perimeter basement walls.</p> <p>Structural design documentation to be finalised for footings, ground slabs, suspended slabs, concrete walls, structural steel. This will enable staged building approval, trade procurement, lettings & site possession for progressing of the early works packages.</p>
Existing Site Services	<p>Investigate existing site services prior to works commencement utilising the following actions.</p> <p>Dial before Your Dig (DBYD) services search</p> <p>Existing site services located, identified, marked-out, protected, redundant services isolated, terminated, capped-off, removed.</p>

Construction Methodology

Site Establishment

The site is currently being used by Urban as a material handling area for Stage 1 construction. Perimeter fencing and hoardings are already in place to the west, south and east boundaries. A new hoarding will be installed along the north boundary to separate the area from stage 1 construction. This north hoarding will remain in place after Stage 1 is complete and will be removed following the completion of remaining stages.

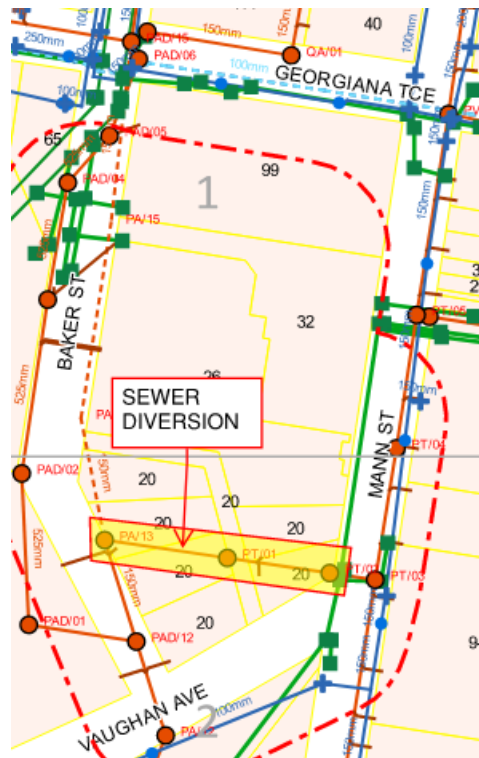
Vehicle access will be via the existing driveway on Vaughan Avenue. Traffic controller will be permanently stationed at this driveway controlling vehicle access on and off the site.

It is anticipated Stage 2 early works will be completed concurrently with Stage 1. Worker amenities within Stage 1 will be utilised for Stage 2 construction workers.

Sediment controls will be installed in accordance with Northrop Civil drawings including sediment fencing, geofabric and bunds around stormwater drains and tyre shakers at truck exit locations. Where mud is being tracked on tyres, truck tyres will be cleaned using a high-pressure hose prior to exiting the site. Surrounding roads will be cleaned using a street sweeper if dirt is found to be tracked off site.

Sewer Diversion

An existing sewer main traversed the site in an east to west direction. Approval from Central Coast Council will be sought to divert this around the perimeter of the site. Once this pipe is diverted and approval from Council received, excavation will continue in this area. Refer to figure Site Layout Drawing Figure 1 showing sewer to be relocated.



Inground Water Management

Excavation will extend below the water table and will likely be subjected to tidal variances.

To manage this, a detailed water management plan will be created incorporating:

Deep wells with submersible pumps to locally lower the water table. Well locations will be designed to work with future structure and will remain in place until permanent drainage systems and basement structures are constructed.

Water treatment and monitoring of water within the site boundaries will be completed prior to discharge into stormwater as per authority requirements.

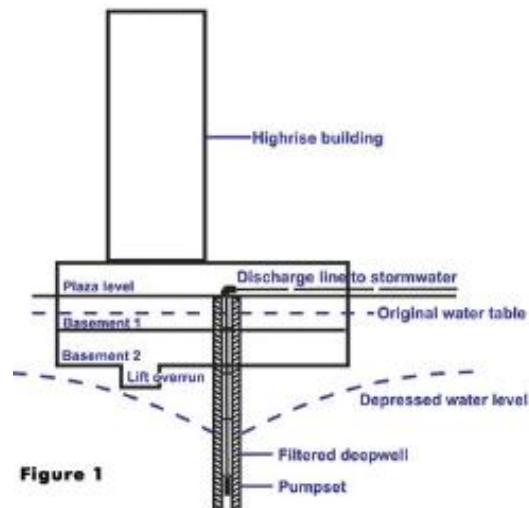


Figure 1

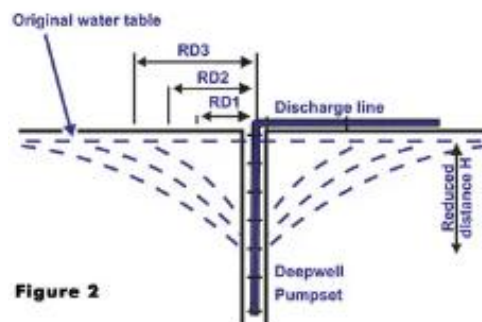


Figure 2

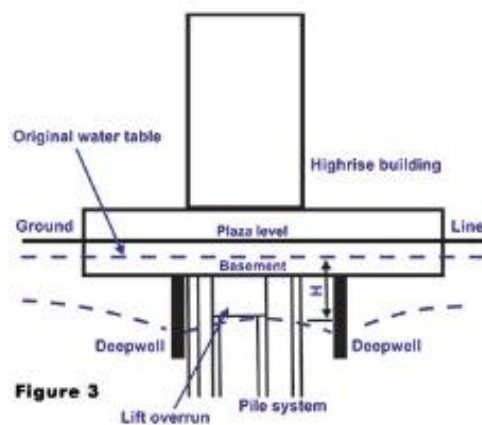


Figure 3

Figure 3.3: Example of Deepwell Dewatering Method

Perimeter Shoring

Perimeter shoring will be installed using a piling rig allowing the perimeter boundary of the site be retained during excavation work. A secant piling design is proposed as the shoring method, with piles drilled full depth around the perimeter. Drainage and a reinforced concrete wall incorporated into the design creates a watertight structure.

Piling will be required to be completed prior to excavation extending below where the perimeter soil is no longer self-supporting.

As the basement is excavated, temporary ground anchors will be installed retaining the piles until the permanent basement structure is constructed.

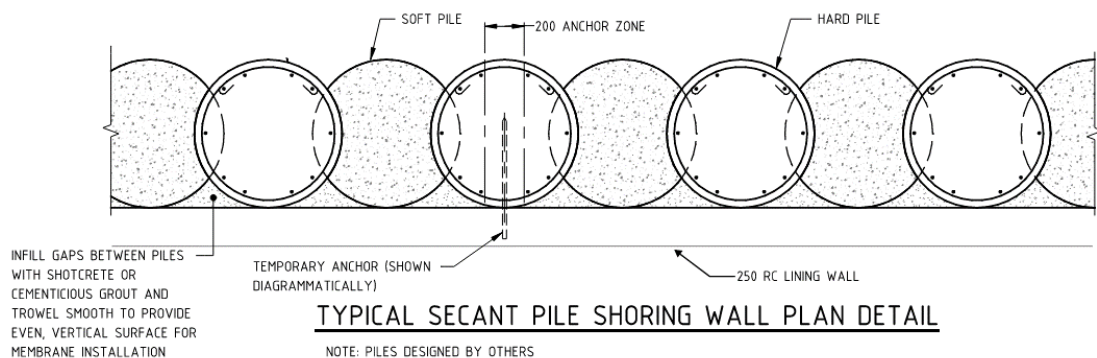


Figure 3.4: Example of Secant Pile Wall

Excavation

Prior to excavation, soil sampling will be undertaken to assess and classify the inground material. Based on this classification, the excavated spoil will be removed off site and taken to the appropriate disposal venue.

Where spoil material is classified as GSW, GSW-Asbestos or Hazardous, this will be taken to a licenced disposal facility with truck records and waste receipts recorded as verification.

Excavation of the basement area will be completed by a specialist excavation company using excavators, loaders and dozers.

Excavation will continue down in layers, ensuring required perimeter shoring is completed as required prior to progressing. Excavation will progress in a general north to south direction ensuring a vehicle ramp is maintained at the Vaughan Street driveway to allow trucks and vehicles to enter and exit site.

Trucks will drive onto the site, be loaded with spoil within the confines of the site then drive off site. A traffic controller will be permanently positioned at the Vaughan Street gate controlling truck movements. Trucks will be contacted via UHF radio when there is room for them to access site. Trucks will not park up in Vaughan Avenue and will only enter this area when the site is ready for them to access site.

Site Layout Plans

The following plans, Figure 1 to Figure 3 show how the project is anticipated to be constructed.

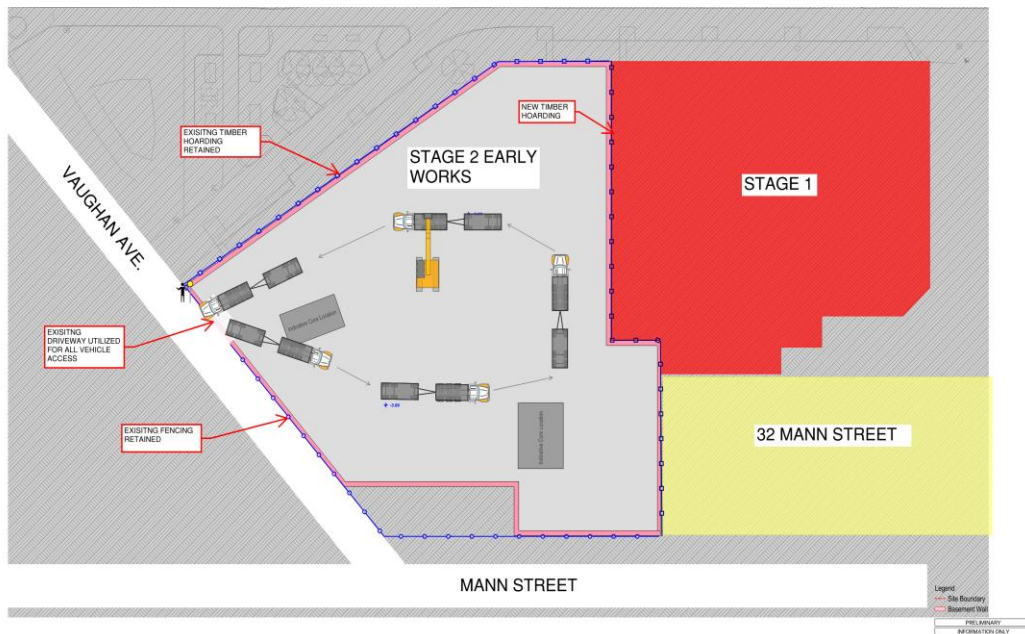


Figure 4.1: Site Establishment & Excavation

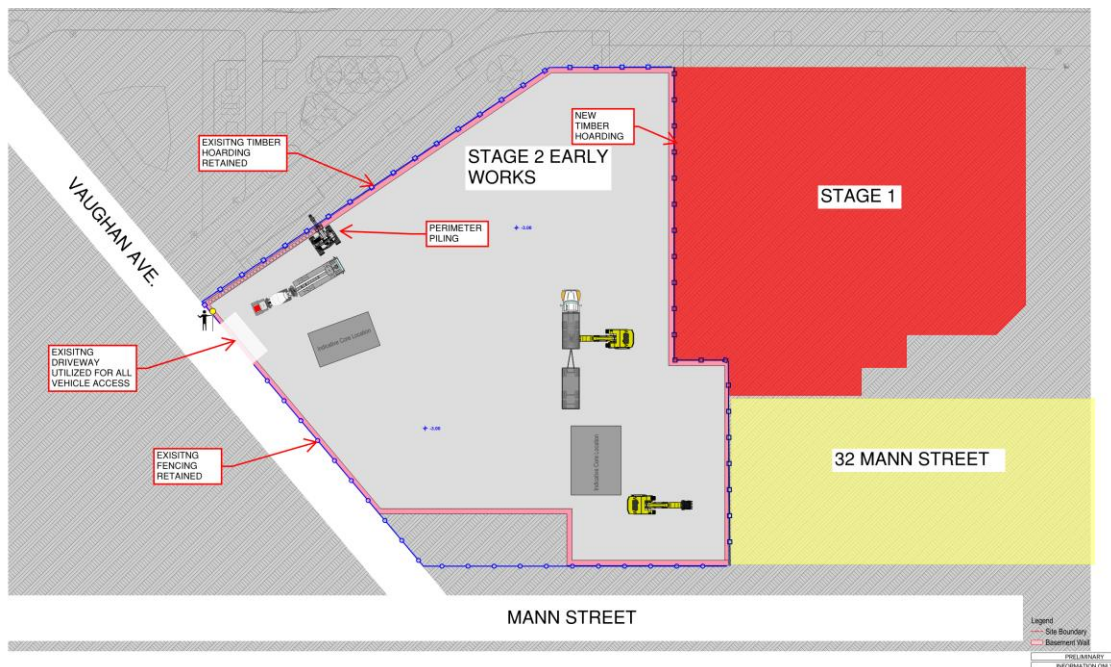


Figure 4.2: Perimeter Piling and Excavation

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CCQ – Stage 2 Early Works

Typical Secant Wall with RC Lining Wall Northern Boundary to Stage 1

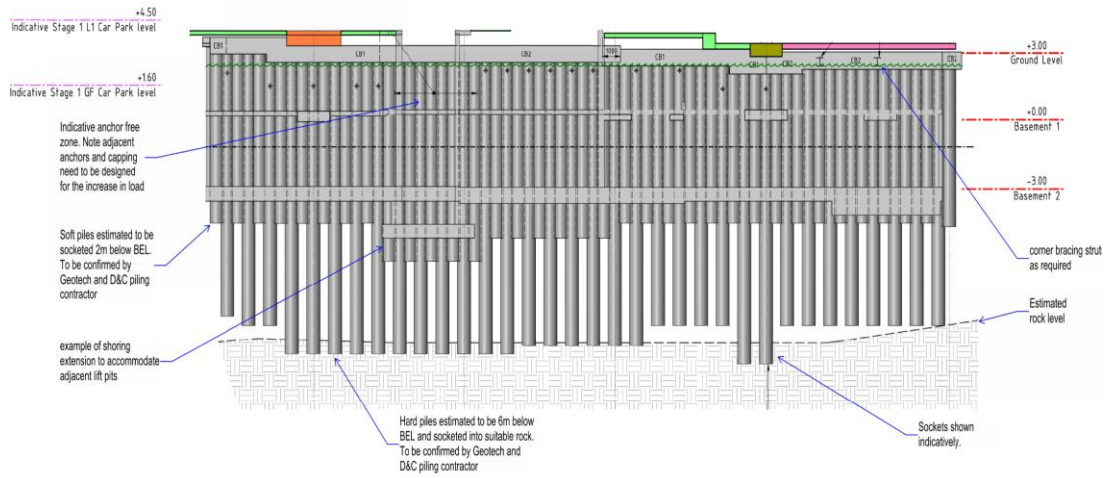


Figure 4.3: Perimeter Basement Wall Design