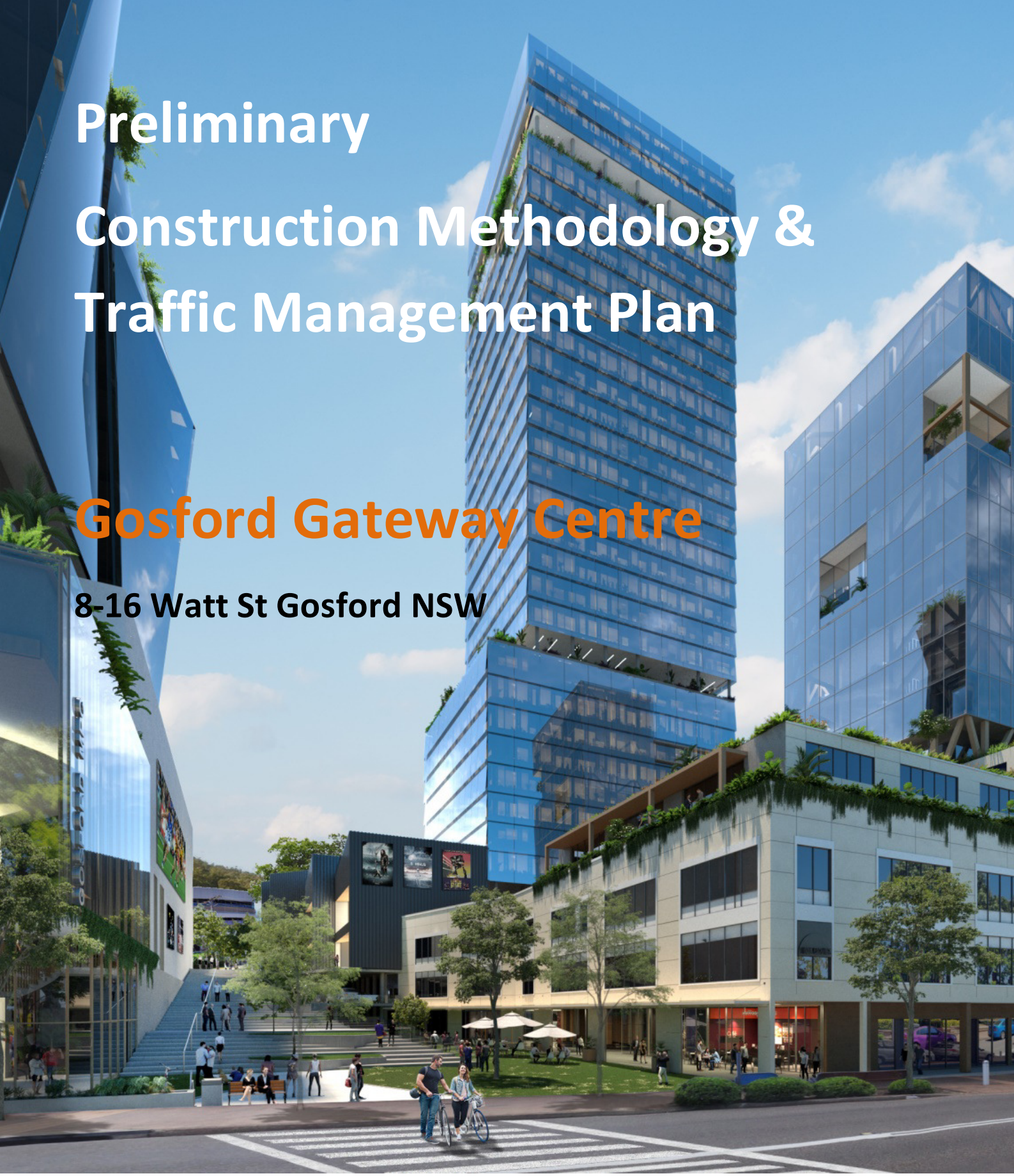


Preliminary

Construction Methodology & Traffic Management Plan

Gosford Gateway Centre

8-16 Watt St Gosford NSW

ORIGONAL ISSUE 31/03/ 20

REV 1

ADG architects

Contents

Site Location

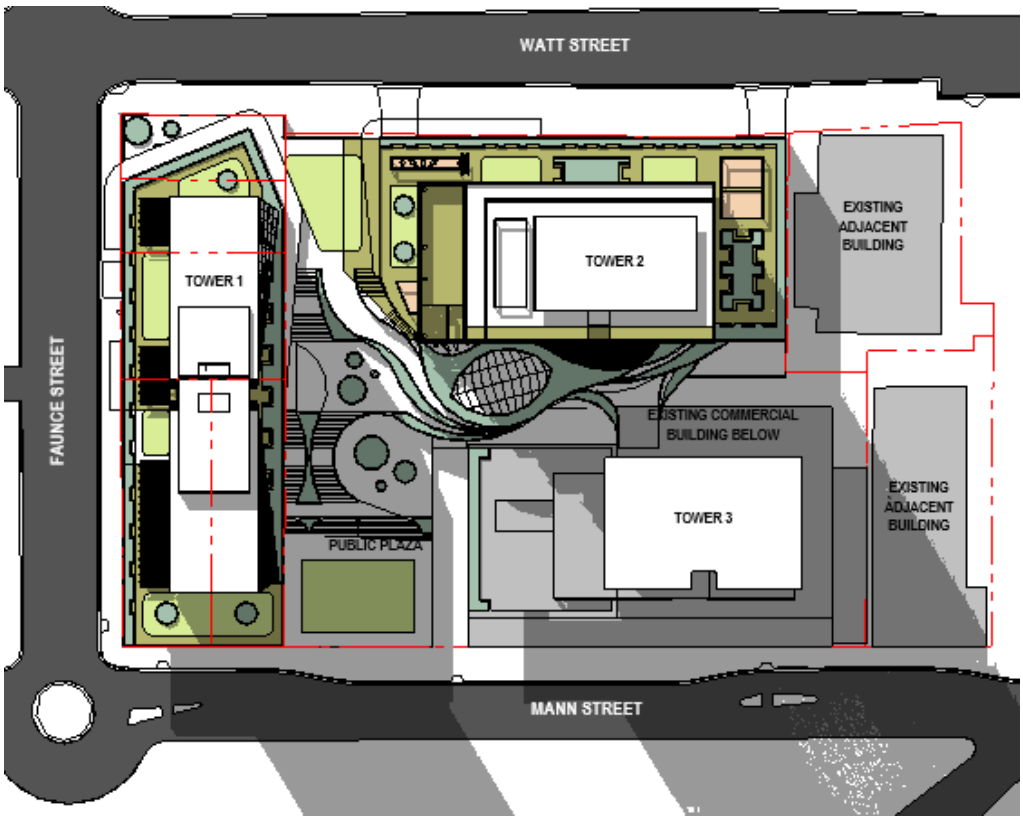
The property address for the proposed mixed use development works is 8-18 Watt St Gosford NSW. The site is located within a B4 Mixed Use zone and situated in a prominent position opposite Gosford train station. Currently there is an existing pedestrian bridge connection from the train station front entry (Burns Cres) to the existing Gateway building. This is to be removed as part of the demolition process. Construction traffic management will be crucial for successful removal of this item in stage one of the demolition plan in particular.

The total combined site area is 1.56ha. There proposed development consists of 8 separate lots inclusive of the pedestrian bridge connection. The site is of a regular shape with falls of 8.8m from Watt St down to Mann St and approximately 5.5m from Faunce St down to the south boundary of the site. The site is surrounded by roads to the North, West and East. To the south is a brick two storey building (Valencia Theatre Building) and a 4 storey rendered commercial building with basement car park. These buildings are not residential and it is anticipated that they will not be adversely impacted by construction activities to be undertaken on this site, furthermore the portion of the existing building to be retained, is positioned next to these buildings and should act as a buffer when construction activities are undertaken.

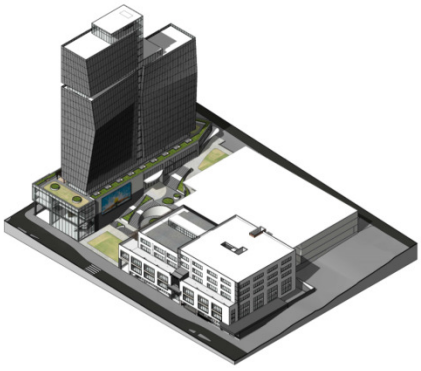
LOCATION PLAN (INDICATING SITE & START OF HAULAGE ROUTE)

Proposed Development

The proposed development will involve the construction of 3 towers. Tower 1 has 25 levels and is a mix of commercial, hotel accommodation, student living and education, a multi-purpose auditorium and 6 levels of basement parking. Tower 2 has 34 levels and is a mix of independent living units, commercial, retail and 7 levels of basement parking. Tower 3 has 17 levels; the base 6 levels are within the existing portion of the existing building to remain. The base of the development will be open to the public and has a substantial amount of interactive retail, commercial and landscape areas.



Proposed Development showing towers 1, 2, and 3



Stage 1

Stage 2

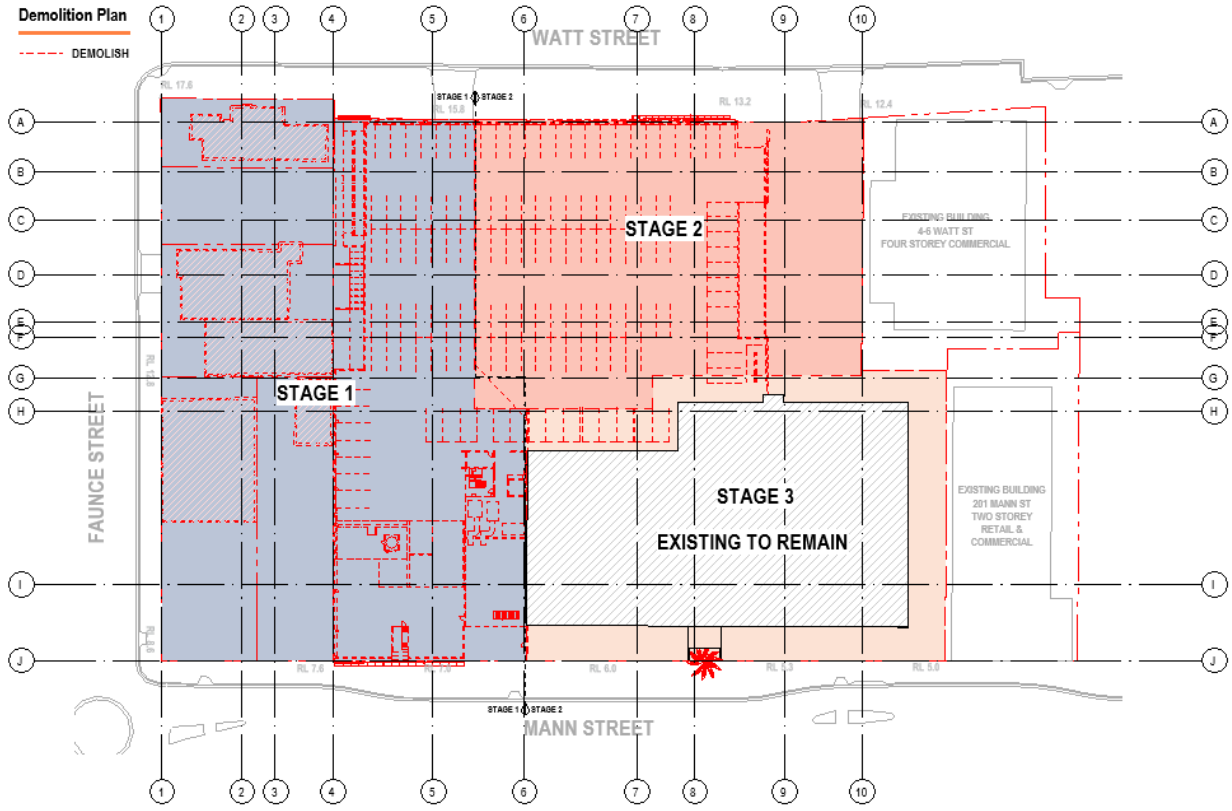
Stage 3

Traffic Management

The management of entry and exit construction traffic will be from Faunce St. It is not desirable for construction traffic to enter and exit from Mann St due to the anticipated disruption of traffic on Gosford's main road. A more detailed traffic management plan will need to be completed by qualified traffic engineer and may indicate a different haulage route to that above.

Demolition

It is anticipated that there will be a large amount of excavation and demolition to accommodate the removal existing buildings, car parking and sub-floor structures in stage 1 and 2 demolition processes. The excavation will accommodate 6 levels of basement car parking and proposed subfloor structures subject to geotechnical engineer's recommendations and structural engineering requirements.



DEMOLITION PLAN SHOWING EXTENT OF DEMOLITION AREA AND CONSTRUCTION STAGING

Dilapidation Survey

A dilapidation survey of the existing infrastructure in the immediate area will need to be carried out prior to any works being undertaken on site. This dilapidation survey is also usually required as part of the Council consent conditions. The survey will include all Council assets in the adjoining streets & particularly the proposed haulage route along Faunce St and Mann St. The existing condition of all neighbouring property features likely to be impacted by the excavation including buildings, pavements, fences & pools are to be described & labelled with a photographic record.

Key issues on site

Site Access	The location of the project and its proximity and connection to Gosford train station will put logistical constraints on material delivery, handling, storage, plant & equipment and site access management. A high level of coordination and communication will be required, mixed with notification to stakeholders and owners as to planned activities to minimise safety risks and disruption to surrounding buildings
Safety of the Public	This will be managed by perimeter fencing and gantries where needed to protect pedestrian paths. Site access will be maintained and monitored to ensure that the entering and exiting of vehicles, particularly large trucks done safely.
Visual amenity impacts of staged construction	Screening will be needed due to the staging of the project where exposed structures and parking are exposed. This will minimise the visual impacts of demolition stages and construction stages.
Details of any temporary activation of the land during staged construction	This is subject to a detailed construction management plan and demolition plan. However construction and staging shall be clearly marked on site appropriately. Access to the site is not desirable from Mann St.
How the staged construction will not adversely impact public use of the existing public spaces to remain	There are a number of existing businesses in stage 3 of the project. Whilst stage 1 and 2 are being constructed access to these construction zones will need to be reviewed. Stage 3 of construction involves the preservation of part of the existing building
Sediment and Erosion controls	All owners, managers and operators should ensure that they know about environmental laws and their responsibilities. Clean Waters Act 1970, Pollution Control Act 1970, Environmental Offences and Penalties Act 1989, Regulatory sections of Waste Minimisation and Management Act 1995. This may include the following: Sediment traps, Drainage Systems, maintenance of vehicles to remove spoil as required, interceptor drains and sediment basins due to the slope of the site.
Dust Control	Clean Air Act 1961. The burning of any materials is prohibited on site. Any unreasonable release of dust or smoke into the atmosphere will not be permitted.
Tree protection	There are no significant trees that need to be protected on site.
Traffic management	An assumption of traffic entry and exit points has been provided above; this is subject to a report done by a qualified professional traffic consultant.

Waste management	Waste will be managed by receptacles appropriate for the stage(s) in construction. General waste shall be disposed of in water tight refuse bins. Subcontractors will be required to leave the site clean of rubbish after each day. The building contractor shall be responsible for undertaking the clean up where subcontractors are not able to clean satisfactorily
Material Handling	The planning of onsite logistics will be critical and done by a professional operations manager or equivalent. Ultimately the handling of materials will be minimised, and the consideration of efficient on time delivery will play an important part.
Noise Management	Management of noise will be minimised where possible. Heavy vehicle exit and entry to the site will be limited to certain times on day. Construction noise in inevitable for a project of this size.
Earthworks and Storm water	The geotechnical report mixed with the civil and structural engineering will reveal the extent of the earthworks and storm water design. It is known that there in substantial substructure beneath the existing carpark which will need to be removed within the staging processes.
Site Infrastructure Services	Existing infrastructure will be utilised where possible, however it is expected there will be unforeseen items which will be addressed at a later stage in the project.
Under Slab Building Services	The documentation and completion of Power, Comms, Security, Water, Fire, Sewer and gas will need a high amount of logistical onsite coordination and professional advice due to the size and nature of the project, particularly the proposed basement levels.
Building Structure	Design and documentation of building structures will be closely examined. The finalised design will be a staged approval congruent with the construction staging of the project. This will enable the works to be scheduled as long lead times are expected and forward planning is critical.
Passenger Lift	The swift completion of lift design and documentation shall allow for the procurement, letting, manufacturing and import delivery due to long lead times.

Substation Transformer	There are 2 existing substations on site that being: Substation No. 12733 and Substation No. 18248. Shall any additional substations be required this will be determined by a qualified electrical engineer at a later stage.
External Cladding	Early completion of façade cladding and finished design documentation is required to determine this accurately.
Existing Site Services	These will be determined by Dial Before You Dig services search. Existing services shall be marked out and protected. Redundant services shall be isolated, terminated, capped-off or removed.