ATLASSIAN BUILDING CENTRAL CONSTRUCTION MANAGEMENT PLAN

REVISION 19 – JANUARY 2025

EXECUTIVE SUMMARY

The Purpose of the Construction Management Plan (CMP) is to document the proposed construction methodology and management systems to be adopted to complete the design and construction of the proposed development. This plan refers to works proposed at 8-10 Lee St Sydney NSW, to be known as The Atlassian Building Central.

The CMP provides the following information:

- The anticipated construction methods to be utilised, providing details of the major items of plant and equipment proposed for use during construction.
- Details how the delivery of the project will interface with key stakeholders inclusive of neighbours and the public around the site
- It will serve as an active plan on how the construction works will be undertaken

This document also aims to outline the planning aspects of the works which will be further refined during the early works phase, these aspects include:

- Provision of the planned construction methodology
- Details of the site establishment planning for the project
- The project logistics planning and provides an explanation for decisions
- Outlines the sequence of the works and construction methodologies for the project
- Identifies areas of public interaction and the associated management processes to be adopted, including traffic and pedestrian interface with adjacent neighbours, Dexus Frasers, Adina Hotel, and TfNSW Central Station
- Addresses the health, safety, and environmental requirements for the duration of the development

As the design and delivery methodology of the project is further developed, this document will be monitored and updated as required. The expected revisions will occur progressively and following any key changes in the methodology.

Please note this is a live document and will be updated throughout the Project. All activities that impact stakeholders will need to be resolved through consultation, coordination, and agreed approval processes ahead of physical works occurring on site.

DOCUMENT REVIEW AND AUTHORISATION

This CMP has been reviewed and authorised for issue by the Construction Manger & Project Manager.

Future documentation and changes to previously issued documents shall also be approved by the Project Manager.

Revision Details		Approval
Revision:	Rev 19	Position: Construction Manager Name: Jahaan Rowdah Signature: 
		Position: Project Manager Name: Tim Polorotoff Signature: 
Date Issued:	10/01/2025	

	Controlled Copy Details	
Revision 01	June 2020	
Revision 02	June 2020	Amendments following an internal review
Revision 03	June 2020	The client's comments were addressed
Revision 04	June 2020	Further client comments incorporated
Revision 05	June 2020	Updated to include TfNSW comments
Revision 06	September 2020	Further development inclusive of TfNSW comments
Revision 07	November 2020	Updated to address TfNSW comments on SSDA submission
Revision 08	November 2020	Updated wording on the proposed loading zones
Revision 09	November 2020	Further client/TfNSW comments incorporated
Revision 10	November 2020	Further client comments incorporated
Revision 11	December 2020	Further TfNSW comments incorporated – See below summary
Revision 12	May 2021	Further TfNSW comments incorporated – See below summary
Revision 13	September 2021	Comments incorporated – Sydney Trains & TAHE added. Complaints added.
Revision 14	October 2021	Additional detail added to reflect developed design & refinement of methodology – See attached CMP Change Register for detailed updates.
Revision 15	November 2021	Updates to address comments from Integrating TAO (Arch Artifex)
Revision 16	February 2022	Updates to address TfNSW/GHD comments
Revision 17	May 2022	Updates to address TfNSW/GHD comments received on 05 May 2022
Revision 18	May 2023	Updates to reflect project commencement & current status
Revision 19	January 2025	Updates to reflect current project status

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Table of Abbreviations, Reference Documents and Definitions	
AFC	Approved for Construction
AGP	Assurance & Governance Plan
AMB	Asset Management Branch
ASA	Asset Standard Authority
BCA	Building Code of Australia
BOJV	Built Obayashi Joint Venture
CEMP	Construction Environment Management Plan
CLT	Cross Laminated Timber
CMP	Construction Management Plan
CPS	Central Place Sydney (Dexus/ Frasers Development)
CPTMP	Construction Pedestrian Traffic Management Plan
DST	Devonshire Street Tunnel
FEB	Fire Engineering Brief
FEBQ	Fire Engineering Brief Questionnaire
GSN	Goal Structured Notation
HSE	Health Safety & Environmental
IDR	Integrated Design Review
JSA	Job Safety Analysis
OPS	Overhead Protection System
PCG	Project Control Group
PDA	Project Development Agreement
PMP	Possession Management Plan
PSHL	Project Safety Hazard Log
RCD	Railway Colonnade Drive
RIM	Rail Infrastructure Manager

RIM Network Rules	The competency requirements for all Safeworking certifications held by employees working for TfNSW, Sydney Trains, NSW Trains or contractors performing work for or on behalf of these entities
RSMP	Rail Safety Management Plan
RVTM	Requirements Verification & Traceability Matrix
SAP	Safety Assurance Plan
SEMP	Systems Engineering Management Plan
SME	Subject Matter Expert
SSAP	Systems Safety Assurance Plan
SSDA	State Significant Development Application
SWMS	Safe Work Method Statement
TAO	Technically Assured Organisation
TfNSW	Transport for New South Wales
TMP	Technical Maintenance Plan (for ground anchors only)
VF	Vertical First (this also includes Dexus)
WES	Workplace exposure standard

1 Project Description

1.1 Overview

The project, referred to as 'Atlassian Building Central', is a development being undertaken located at 8-10 Lee Street Haymarket.

On 7th August 2018, the NSW Government announced that it is seeking to create a world-class technology hub along the corridor in and around Central Station. Following the announcement, the NSW Government entered into an agreement with Atlassian to progress discussions on Atlassian's proposal to develop the YHA Site at Central Station and to anchor the technology hub that will form the first phase of the new tech precinct. The design of the building is bespoke in all aspects with State Work integration across the link zone, heritage retention within the Parcels Shed, new YHA facility in podium floors & the high-rise office tower for Atlassian. The tower itself is comprised of eight major divisions, each of which contains its own distinct habitat, rendered in mass timber and wrapped in glass with a steel and cross-laminated timber sub-structure.

In December 2020 the SSDA was submitted for approval to the Department of Planning Industry & Environment

Dexus and Atlassian are development partners for the purpose of constructing the Atlassian Tower. The Project development is led by Dexus and for the purposes of this plan the developer will be referred to as " Dexus".

The proposed development is comprised of:

- Two basement levels (B1 & B2), which includes service spaces, loading docks, and EOT facilities which will be accessed from Lee St following the completion of works to convert the existing Upper Carriage Lane into a shared ramp from Lee Street which will service both the Adina hotel and Atlassian development.
- Delivery of Transport for NSW assets (State Works) comprising Lower Ground and Upper Ground Floor through site link which is key pedestrian infrastructure for Central Station to connect the future metro Central Walk West. Refer to the figure below highlighting the delineation between Developer and State Works:
- Retention of the existing Heritage Parcel Shed and adaptive reuse to form part of a new public realm strategy incorporating it into the new building's lobby
- Construction of a new high-rise tower of approx. 68,500m2 including:
    - New YHA accommodation (lower levels)
- Commercial office levels (upper levels)

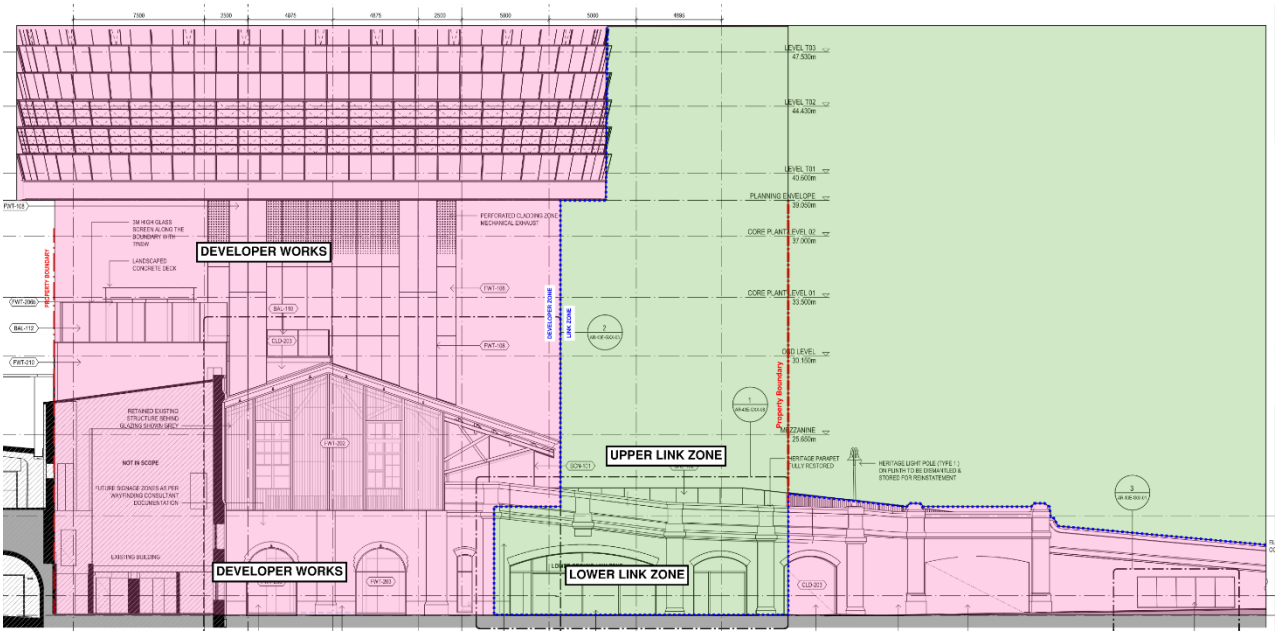

Figure 1-1a: State/Developer Works

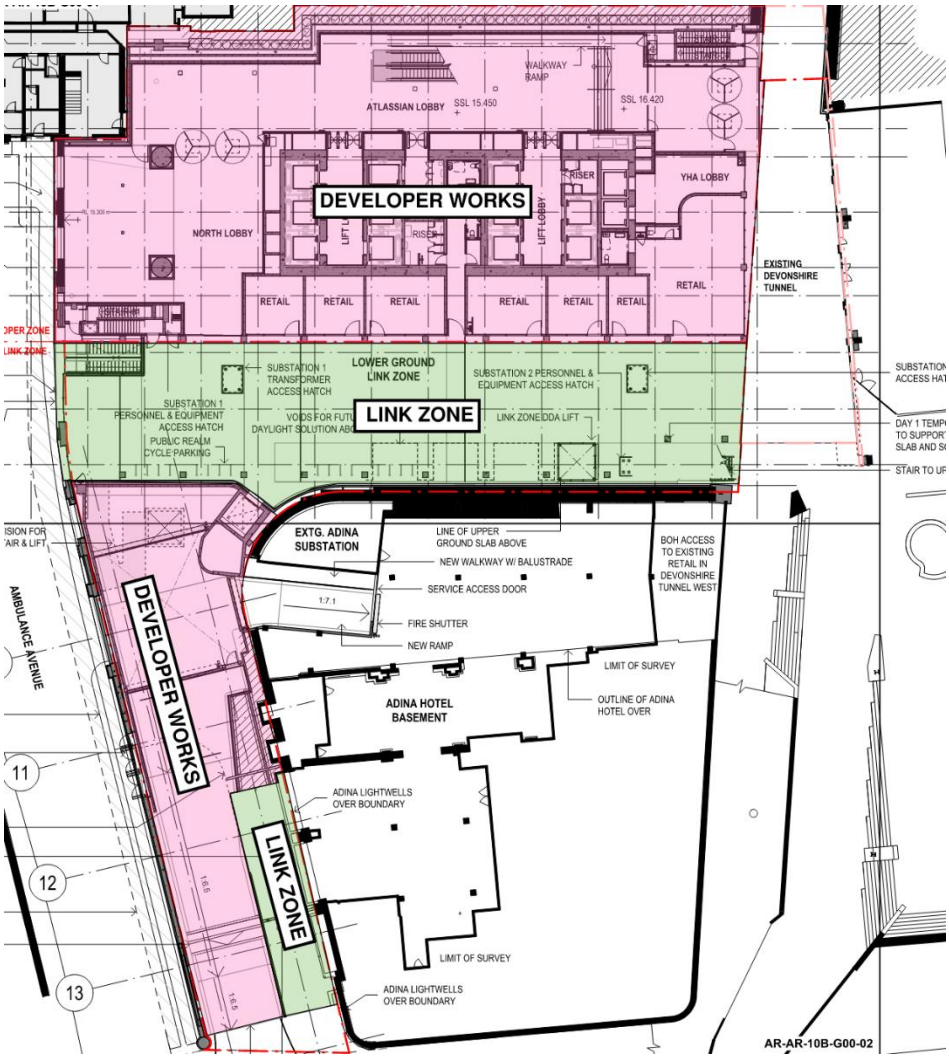

Figure 1-1b: State/Developer Works

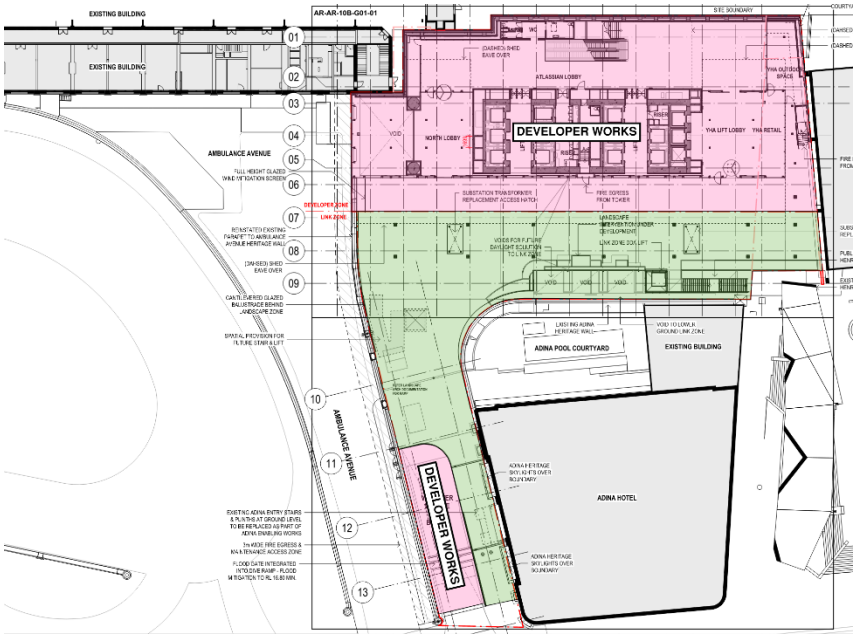

Figure 1-1c: State/Developer Works – Upper Ground Floor

1.2 The Construction Site

The Former Inward Parcels Shed is located at 8a/10 Lee Street, Haymarket NSW 2000, within the Railway Square of the Central Railway Precinct, surrounded by the following:

- Eastern boundary - Platform 1 of Central Station (TfNSW)
- Western boundary - The Adina Hotel on Lee Street (TOGA)
- Southern boundary - Henry Deane Plaza, Devonshire pedestrian tunnel, and Office building (DEXUS)
- Northern boundary - Ambulance Avenue, TFNSW Central station maintenance offices, Railway Colonnade Dr, and Western Forecourt (TfNSW)

The Former Inwards Parcels Shed site is subject to several statutory heritage listings from various government agencies. The listings are outlined below:

- The site is included in the heritage listing for the whole Sydney Terminal and Central Railway Station Group as listed on the State Heritage Register (SHR No. 01255) under the auspices of the NSW Heritage Act 1977
- The site is included in the heritage listing for the Central Railway Station and Sydney Terminal Group on TfNSW S.170 Register under the auspices of the NSW Heritage Act 1977
- The site is listed as part of the Central Railway Station listing

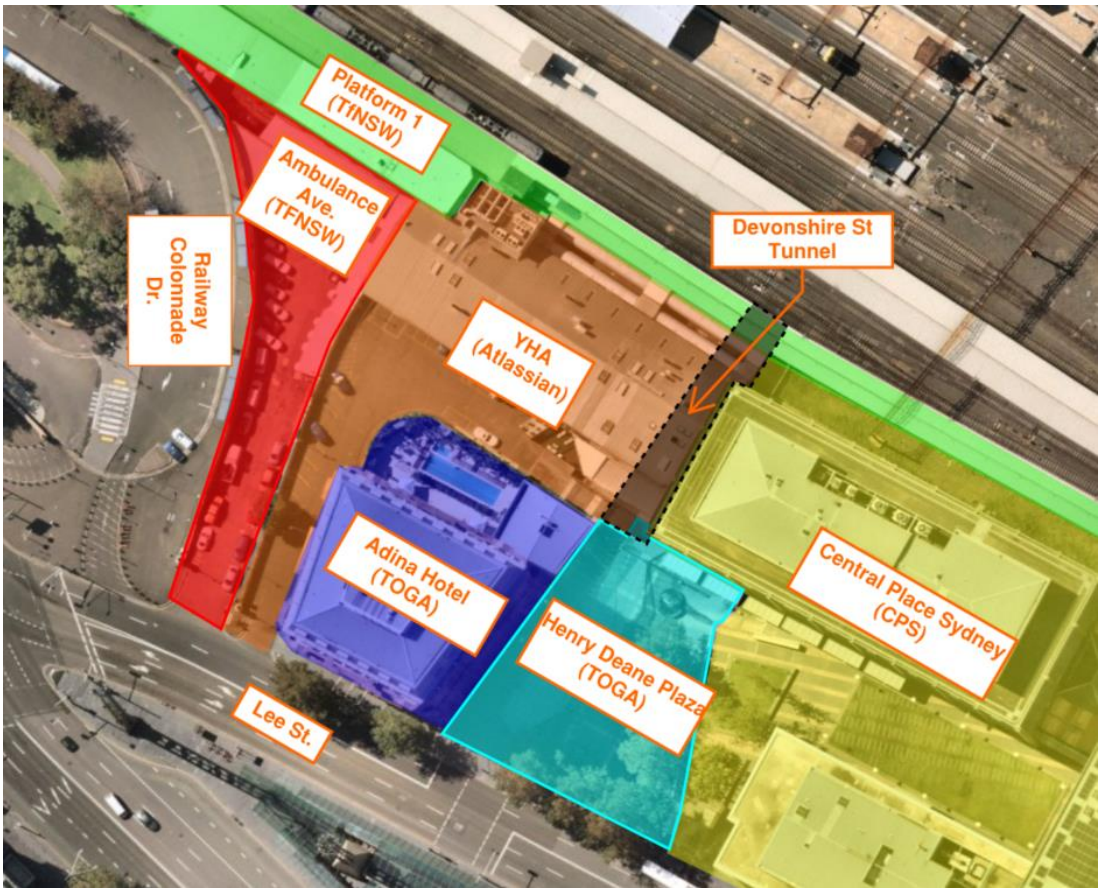

Figure 1-2: Site location plan illustrating existing properties in the precinct

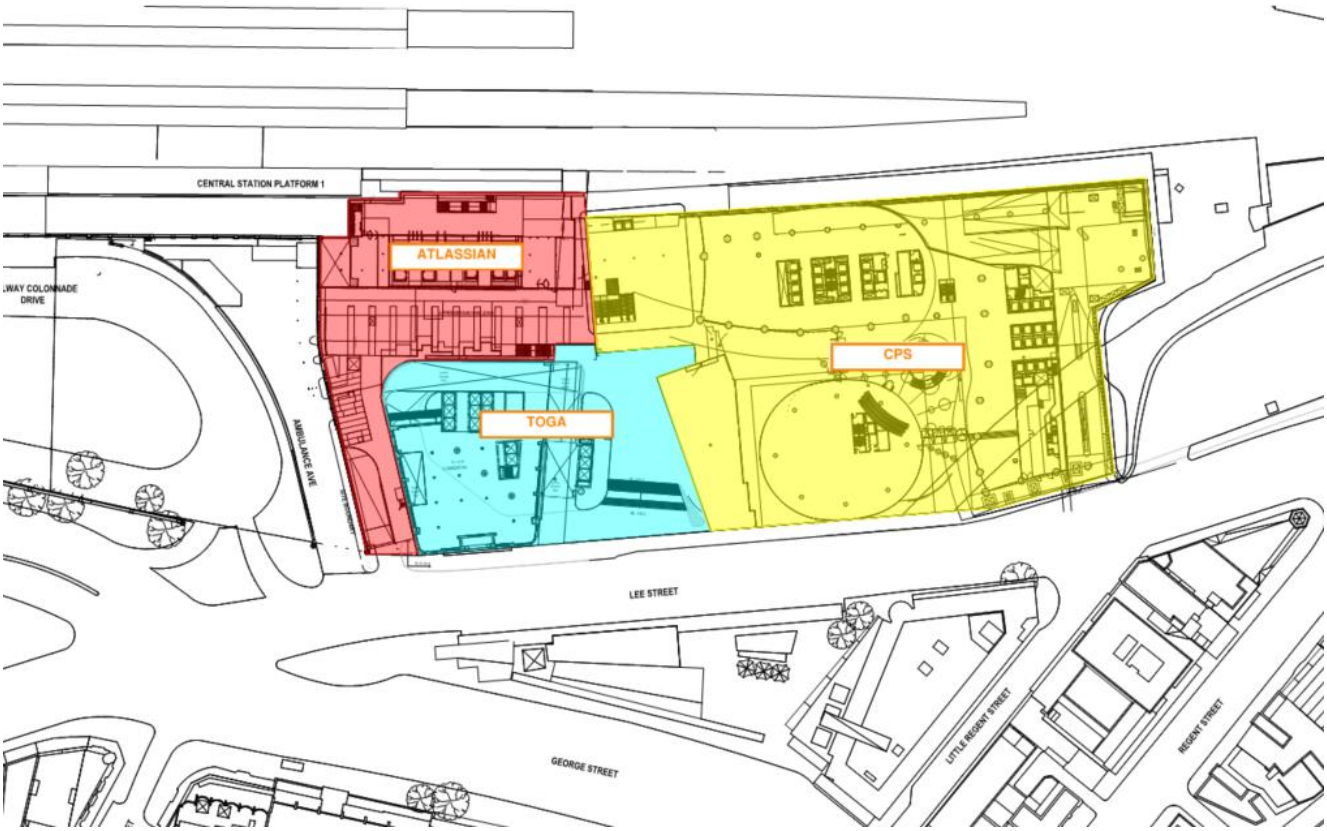

Figure 1-3: Site location plan illustrating indicative proposed future developments

2 Construction Management

2.1 Preliminary On-Site Investigations & Reports

During the ECI period and prior to construction works commencing, a key aspect of setting up the site is to validate the design documentation and site conditions. This has been done by way of physical on-site surveys and investigations to enable the commencement of works. The site investigations have been completed to enable the development of the design and methodology. The site investigations have been completed in line with the various access agreements with the landowners.

The project team has undertaken on-site investigations along with the preparation of reports listed below to provide BOJV with the following information prior to the development of the final CEMP and commencement on site.

- Detailed Site Survey & As-Built Documentation
- Above Ground Hazardous Materials & Contamination Survey
- Existing structure assessments reports
- Condition and Pre-construction Dilapidation Surveys
- Archaeological test pit investigations
- Inground & aboveground existing services survey

The findings of the investigations have been incorporated into the AFC design documents for service isolations, heritage, demolition, retention and earthworks.

Further to the above, the following plans have been generated by the Project Consultant team in consultation with BOJV.

- Structural Monitoring, Alert & Response Plan
- Site Geotechnical assessments
- Heritage and Archaeological Impact Statements
- Acoustic Noise and Vibration Assessment
- Structural Investigations Report

2.2 Management Plans

Further to the above BOJV has developed the following management plans, supplementary to this CMP, address specific activities, interfaces and requirement. These plans are to be read in conjunction with the overarching CMP.

- Construction Management Plan (this plan)
    - Railway Colonnade Drive Management Plan
    - Devonshire Street Tunnel Management Plan
    - Tower Eastern Elevation Management Plan
- Construction Noise, Vibration and Dust Management Plan
- Construction Pedestrian Traffic Management Plan
- HSE & Supplementary Plans
    - Environment Management Plan

- Heritage Management Plans
- Waste Management Plan
- Remediation Action Plan (RAP)
- Rail Safety Management Plan (RSMP)
- Urbis Engagement Atlassian Construction Communications Strategy
- Other ASA/TAO plans/reports as required – refer to Engineering Management Plan
- Additional Assurance Documents – Refer to AGP (Dexus Document), SSAPs and SEMPs

2.2.1 Construction Management Plan (Delivery)

Following award of the D&C Main Works Contract and commencement of the main works on site, this revised Construction Management Plan (CMP) was completed for the delivery of the project, inclusive of key supplementary reports and plans as appendices.

After the commencement of construction works, BOJV is responsible to manage the implementation and maintenance of the procedures outlined within this CMP. Implementation strategies include but are not limited to the following:

- Ensuring Subcontractors and Suppliers are aware of the obligations outlined within the CMP.
- Ensure Subcontractors are made aware of their safety and environmental obligations before commencing works on-site; and
- Oversee day-to-day activities required by the CMP

Several reports obtained above will be provided with the CMP enabling this plan to act as an overarching plan for the project delivery.

2.2.2 Construction Noise, Vibration and Dust Management Plan

A separate Construction Noise, Vibration and Dust Management Plan has been developed for the project utilising field data and information obtained when the noise and vibration monitoring impact assessment is completed. The generation of noise and vibration from construction activities occurring on-site and its impact on on-site operations and workers will be managed to minimise the impact on neighboring residents, businesses, and associated building structures.

Real-time monitoring will be implemented due to the sensitivity of neighboring properties and heritage structures.

The following plans have been developed:

- Rail Impact Assessment
- Transport Infrastructure Impact Assessment
- Structural Monitoring Alerts and Response Plan

When planning for construction work that includes vibration, all reasonably practical efforts to protect vibration sensitive buildings and the amenity of adjoining stakeholders are considered, and a practical and economical combination of vibration control measures to manage vibration impacts are applied, such as: substitution by an alternative process; restricting times when work is carried out; screening or enclosures; and consultation with affected residents..

Noise generated during the construction works will be primarily associated with vehicle movements, generators, heavy plant and machinery and handheld machinery and tools. The management of noise and vibration generating activities is defined in the Construction Noise, Vibration, and Dust Management Plan which has been developed and provided for information.

2.2.3 Railway Colonnade Drive Management Plan

Appendix A attached to the CMP is a supplementary management plan outlining the use of Railway Colonnade Drive (key TfNSW asset adjacent to the northern boundary of the Atlassian site). The Purpose of the Railway Colonnade Drive Management Plan demonstrates the necessity of a loading zone located in Railway Colonnade Drive for intermittent use for specific construction deliveries. The plan aims to address the concerns raised by TfNSW by illustrating how the loading zone can be managed in a way that minimises the impact on the normal operations of Railway Colonnade Drive and key stakeholder coordination of these activities.

The Railway Colonnade Drive Management Plan details the consultation and coordination of the following:

- Key stakeholder interfaces and consultation
- Requirement for a loading zone
- Management of the loading zone
- Tower crane installation and dismantle
- Structural analysis
- Swept path analysis
- Anticipated dates and durations that the loading zone will be required

2.2.4 Devonshire St Tunnel Demolition Management Plan

The Devonshire Street Tunnel (DST) located adjacent to the Atlassian site forms an important part of the precinct public domain works. Accordingly, a portion of the Devonshire Street Tunnel roof structure was demolished as part of the Atlassian works and the construction of a temporary gantry was completed in its place in February 2023. The reconstruction of the DST and the upgrading of services and finishes within the tunnel. The methodology considers the importance of this area as a pedestrian thoroughfare and details pedestrian modelling, fire life safety and structural design limitations.

Static and dynamic pedestrian modelling was completed by Arup for the DST diversions and closures. This has been detailed in the DST Management Plan and pedestrian diversion modelling provided to TfNSW and key stakeholders.

This Management Plan demonstrates how BOJV will carry out the required works and will address the following:

- Key stakeholder interfaces and consultation
- Key design considerations
- Enabling works
- Demolition stages
- Installation of gantry systems
- Installation and commissioning of essential temporary services
- Completion of Link Zone services and finishes within DST area
- Pedestrian management, diversions, & modelling
- Tunnel closures on weekends where required

2.2.5 Eastern Elevation Management Plan

The Atlassian site is located adjacent to the rail corridor and works on the eastern elevation form a critical interface for TfNSW and their stakeholders. This scope of works include temporary protection works which were installed to mitigate the risk of falls describe the detailed construction sequence and processes implemented.

This Management Sub-Plan demonstrates how BOJV is carrying out the required works to address the following:

- Key stakeholder interfaces
- Key design considerations
- Enabling works
- Platform 1 Protection Systems
- Pile Retention Walls and Ground Anchors
- Crane Operations
- Edge protection systems
- Platform 1 office building (SRA office) vacation periods
- Structure Screens & Scaffolds
- Façade Installation and Maintenance

2.2.6 Construction Pedestrian & Traffic Management Plan

One of the keys to the successful delivery of the Atlassian tower will be the management of construction operations whilst maintaining continuity of business for the surrounding areas. Planning will consider and successfully manage the maintenance of pedestrian and vehicle traffic flow to the surrounding buildings, footpaths, and roads.

Key traffic & pedestrian management strategies to minimise the impact of the project on surrounding areas are being adopted, including:

- Development and periodic review of the Traffic Management plan prepared by JMT as part of the SSDA Submission.
- Engagement of JMT (Traffic Management consultant) to compile Construction Pedestrian Traffic Management Plans (CPTMP).
- Engagement of JMT (Traffic Management consultant) to review & consider existing Traffic & Pedestrian management plans currently implemented by surrounding developments. The CPTMP addresses the cumulative construction impact assessment (i.e. arising from concurrent construction activity)
- Encourage BOJV Staff, consultants, and subcontractors to utilise the easily accessible Public Transport system to and from site.
- Coordination of construction traffic and pedestrian traffic with the wider Western Gateway Precinct

BOJV & JMT will continue to consult with the key stakeholder for updating the Construction traffic management plan (i.e, Sydney Coordination Office, TfNSW, CPS & TOGA). The plans have been submitted prior to the issue of Construction Certificates in line with the conditions of consent.

2.2.7 Health, Safety and Environment (HSE) Plan

A site-specific Health, Safety and Environment (HSE) Plan has been developed by BOJV for the delivery of the Atlassian Project. This plan demonstrates how Workplace Health & Safety (WHS) and Environmental factors (see Appendix 11) are managed on the project. The plan is required to identify the scope of work to be undertaken, the hazards associated with the work and the risk assessment processes and risk control measures to be used in the execution of the plan. This is a live document throughout the construction works which is continually updated to address Project Risks & High-Risk Construction Works SWMS'.

All site personnel, without exception, will be required to undergo a site-specific site induction that will encompass primarily safety, but also the general site rules and requirements.

The identification of HSE hazards and assessment of risk, leading to the selection of the most appropriate control measures to be implemented, is conducted using the following processes:

- Safety in Design

- Project Health & Safety Risk Assessment
- Purchasing of Goods, Equipment, Materials and Substances

Procurement of Subcontractors and Labor-hire in determining the level of risk, consideration is given to:

- Likelihood - an estimate of how probable it is for the hazard to occur leading to harm. Determined in terms of:
  - Very Likely
  - Possible
  - Very Unlikely
- Consequence - how seriously a person could be harmed. Determined in terms of:
  - High Severity - (Death; Permanent impairment, i.e. total or partial loss of body function or permanent damage to an individual's health); Unable to ever resume their pre-injury duties as a result of injury/illness).
  - Medium Severity - (Injury resulting in a period of lost time or returning to work on restricted duties before being able to resume their full pre-injury duties).
  - Low Severity – Medical treatment injury from which the person can resume full pre-injury duties; First Aid treatment.

All controls for 'High-Risk Construction Work' are to be signed off by the Project Manager and Site Manager by through SimpliSWMS. Elimination of risk to health and safety, so far as is reasonably practicable, is the first priority for risks.

2.2.8 Rail Safety Management

BOJV has developed a separate Rail Safety Management Plan (RSMP) to ensure the safe operation of the rail network is not compromised by the activities being undertaken by BOJV on behalf of Dexus. The plan has been developed to align the BOJV systems and processes to Office of the National Rail Safety Regulator (ONRSR) and Legislative requirements. The plan has been developed in conjunction with TfNSW given their role of Rail Infrastructure Manager (RIM). In the plan there are 30 elements for coverage and they can be viewed in the RSMP.

The RSMP provides the framework for how the job will be controlled and they can be summarised in the following subsections.

2.2.8.1 Risk Management

The hazards and risk controls for the project are focused on the interfaces where the Atlassian project/BOJV construction site meet the TfNSW assets. Hazard identification workshops will be conducted for all phases of the project and disciplines to ensure the potential scenarios impacting on TfNSW customers, employees or assets are managed SFAIRP through the project.

As part of the BOJV HSE plan a detailed Risk Register has been developed (see Appendix 5 of the HSE Plan). This addresses the potential risks and hazards, to workers, the general public, and TfNSW assets, staff and customers during the works. To mitigate the risks for all parties control measures are listed and this will be reviewed once a month by the Project Team as detailed in the HSE Plan.

Arch Artifex (TAO) has been engaged as the rail Subject Matter Expert (SME) to facilitate this process with the disciplines involved in the design and construction of the asset. Arch Artifex (Arch Services) acting as the SESA TAO have systems assurance including Safety Engineering and Assurance (AS2). In their role Arch Artifex has developed the Project Safety Hazard Log (PSHL) in consultation with the TAO designers, Dexus, BOJV, and TfNSW. As part of BOJV risk assessment process any identified hazards which have the potential to impact TfNSW, the general public, and their assets have been addressed in the PSHL.

2.2.8.2 RIM and TfNSW Requirements

TfNSW as the Rail Infrastructure Manager (RIM) for the project will be providing the project with the network rules relating to the works. BOJV will be ensuring compliance with these rules and involving TfNSW through the process of design and construction on the areas where the interfaces will be affected.

A Global Safety Interface Agreement (GSIA) exists between the Clusters within TfNSW (TfNSW - Sydney Metro - Sydney Trains - NSW Trains) there is no requirement for an interface agreement for this project at present. Furthermore, the GSIA is addressed in the RSMP.

2.2.8.3 Corridor Access

BOJV are bound by the PDA, Corridor Access Agreement, TfNSW (RIM) Network Rules and the TfNSW & TAHE Construction Licenses, and Access Agreements

In preparation for the main works BOJV prepared a Corridor Access Strategy document outlining key tasks on the project where interfaces or access to the rail corridor are required. A summary of the activities that were undertaken are indicated below and the details for this can be found in the Corridor Access Strategy

1. Enabling works – including installation of track and platform monitoring equipment and the platform building structure.
2. Hoarding installation on platform 1 (A Class) – modification of the awning structure on Platform 1.
3. Installation of the overhead protection deck on platform 1 – Stages A, B & C.
4. North-East corner – no possession required however will need offices relocated during the work.
5. Devonshire Street Tunnel enabling works, demolition phases 1 to 4, rebuild, services, and finishes.
6. Work at heights on the eastern boundary – which includes Edge protection works External façade installation, use of Building Maintenance Unit (BMU) and Tower crane lifting operation and downtime.

The Corridor Access Strategy was developed in conjunction with the TfNSW panel accredited service provider Quantum Safety (Safety) and Arch Artifex as the TAO and rail SME. All activity where the rail interface is part of the works will involve detailed planning sessions aligned to the BOJV systems and incorporating the planning requirements to comply with rail standards. Arch Artifex and Safety were part of this process to advise on potential impacts in the rail corridor as part of the planning process in addition to the TfNSW representative for the project.

2.2.8.4 Possession Planning

A separate Possession Management Plan has been developed for the project. Specifically, this management plan focuses on the works that are within the operational environment at Central Station and require access during possessions. The Possession Management Plan outlines the process and associated timeframes required to complete works during Sydney Trains Possessions.

2.2.8.5 Emergency Response

A key aspect of the works will require closing an emergency egress point and interruptions to the operational conditions on Platform 1 during the site investigations and main works. These items have been considered as part of the Hazard workshops and controls have been identified for consultation with TfNSW.

The BOJV HSE Plan outlines the emergency response conditions for the construction site and the interfaces with TfNSW. A coordinated plan and planned scenarios are conducted to ensure the emergency plans align with one another, and emergency services know the changes to the conditions in the areas affected by the work. Additionally, Appendix 6, Section 22 of the HSE Plan addresses customer safety/public interfaces during an emergency scenario.

2.2.9 Environmental Management Plan

Supplementary to the HSE plan, BOJV has developed the Environmental Management Plan (Appendix 11 to the HSE Plan). This plan addresses the environmental issues that may arise during construction and define the project scope, supporting documents, and contacts including Council, Environmental Agency, and Emergency Services.

Environmental issues and controls that will occur during construction & be addressed within this report include but are not limited to the following:

- Management of hazardous and dangerous materials.
- Noise and dust control.
- Stormwater, groundwater management, and sediment control.
- Waste disposal, reduction, and recycling.

2.2.10 Heritage Management Plans

A Heritage Conservation Management Plan was developed by Urbis and submitted as part of the SSDA submission to DPIE in December 2020. The CMP provided a careful analysis of the site in terms of heritage significance and context. It also includes policies and conservation strategies to ensure its long-term viability. This CMP should be read in conjunction with the Conservation Management Plan for Central Station, prepared for RailCorp in June 2013.
In the SSD-10405 Conditions of Consent, the following heritage management plans were developed to support the Conservation Management Plan:

- Demolition & Dismantle Heritage Fabric Methodology
- Salvage and Reuse of Distinctive Elements Plan
- Temporary Heritage Protection Plan

The heritage management plans were developed to address SSD Conditions around the management of heritage elements throughout construction. They provide the methodology for dismantle, recommendations on materials to be salvaged, and how to protect retained heritage structures. The above plans have been provided for review and approval by the Authority's (Heritage NSW and DPE).

2.2.11 Construction Waste Management Plan

A project-specific Construction Waste Management Plan was developed by BOJV, in conjunction with our waste contractor, and has been implemented to minimise the disposal of waste created by the construction works. The plan was prepared and submitted to City of Sydney Council, for review and approval prior to commencement of the main works on site. The plan outlines effective disposal of waste in accordance with all legislated requirements and to reach the re-use targets nominated in the project reports.

Bins will be placed at all works areas and will regularly be removed to the central skip bin location by the subcontractors for collection and transport from the site to the waste recycling facility.

Rubbish will be separated at an approved waste management center. Auditable records will be kept of quantities of all materials both recycled and disposed to landfill. Records will be monitored to ensure Built internal recycling targets are achieved. This information will be collected and reported in compliance with our Environmental Management Plan and its Waste Management and Recycling Sub-Plan throughout the project.

2.3 Construction Timeline

A key milestone summary of the Construction Programme is provided below, statused as of January 2025:

Activity /Milestone	Current Forecast Construction Programme
SSDA Submission	Dec-20
Preliminary Site Investigations Commencement	Aug-22
Heritage Shed Removal Complete	Nov-22
Commence Civil Works (Bulk)	Mar-23
Jump Form Establishment	Nov-23
Slab-on-Ground Concrete Poured	Nov-23
Substructure Complete to UGF	Apr-24
L1 YHA Façade Commencement	Mar-25
Structure Complete to L7	Feb-25
L7-11 CLT Installation Commencement	Apr-25
State Works Structure Complete	June-25
State Works Services & Finish Commencement	Apr-25
Structural Steel Complete (Top-Out)	Mar-26
CLT Floors Complete	Mar-26
Building Watertight (Façade Complete)	May-26
State Works Completion	Nov-26
Building Completion	Nov-26

Figure 1-4: Construction Timeline – Rev AA

2.4 Hours of Work

BOJV have reviewed the conditions of consent and the working hours have been outlined below as expected for a project of this scale and location within the CBD.

- Monday to Friday: 7am – 7pm
- Saturday: 7am – 3pm
- Sunday: No work

There will also be times when out of hours works are necessary as contemplated by Condition F6 which notes construction activities may be undertaken outside of the hours above to avoid significant disruption to TfNSW networks, certain deliveries and if required in an emergency. An assessment process for these works will be required in these situations and BOJV will work through with relevant stakeholders.

2.5 Design & Authority Approvals

The appropriate approvals required from Authorities (incl. RMS, Sydney Trains, TfNSW, TAHE, and Ausgrid) and Councils (City of Sydney or Department of Planning, Industry and Environment), prior to the commencement of construction works have been obtained. To ensure adequate planning, communication and monitoring undertaken relative to Authority approvals, the following processes have been implemented:

- Preparation, approval, and submission of Management Plans.
- Regular consultation with stakeholders and authorities.
- Obtaining approvals and permits in advance of construction works commencing.

An Assurance and Governance Plan (AGP) has been prepared on behalf of Dexus. It describes the processes that will be used to manage the configuration changes to the assets that interface with TfNSW, operational land at Central Station and the State Works packages. Also the Dexus AGP describes that Atlassian will have a Systems Safety Assurance Plan.

Design Packages will be developed in line with the construction phases of the project and presented to interested parties at the following design milestones and this process will be described in detail in the Design Management Plan.

- 50%
- 75%
- 100% (AFC)

2.6 Qualifying Design Approvals

BOJV will work closely with Dexus and their representatives to ensure all necessary construction certificates are obtained in accordance with the conditions of consent, construction certificate staging and Authority approval requirements as defined in the PDA. This is further defined in the Design Management Plan.

2.7 Stakeholders

A Construction Communications Strategy has been developed and will be managed for the duration of main works by Urbis Engagement on behalf of Dexus, to minimise impacts on the community in and around the site.

Additionally, the direct neighbouring property stakeholders include:

- TfNSW, TAHE, Sydney Trains, and NSW Trains, operators and owners of Ambulance Ave, Devonshire St tunnel and Central Station.
- TOGA, their tenants of the Adina Hotel and Henry Deane Plaza retailers; and
- CPS, their tenants of Henry Deane Plaza & Devonshire St tunnel retail areas.
- City of Sydney Council (CoSC), Lee St, George St, Pitt St
- Other Key Authorities: Sydney Water, Ausgrid, Jemena, NBN

BOJV continues to work closely with these stakeholders.

This plan takes into consideration the Development's community engagement requirements. This plan sets out the policies and processes which will guide how the project engages with the community or stakeholders (including all state and local governments, agencies, or authorities). This plan also addresses how community engagement changes throughout the different stages of construction and provides a framework for how the differing needs of each stakeholder are managed.

Community consultation and the way complaints are handled is very important to BOJV & Dexus. Urbis Engagement have established a procedure which is outlined in their Construction Communications Strategy. A

project website has been established to help keep the community informed about the project and provide a forum for consultation.

2.7.1 Western Gateway Precinct Coordination

As part of the ongoing stakeholder consultation and coordination for the works, an integrated delivery coordination group has been established comprising of representatives from the neighbouring developments within the Western Gateway Precinct (Atlassian, CPS, & Toga) and TfNSW. This group meets monthly to discuss and address the key precinct wide interfaces such as materials handling, traffic and vehicle movements, pedestrian management and customer journey planning, construction programme, infrastructure upgrades, safety assurances, etc. Attendees to this group are by invitation only.

Key considerations for precinct wide coordination include:

- Loading zones and construction vehicle swept paths
- Tower Crane slews and weathervane clearances
- Overhead protection between sites
- Ground anchors between sites
- Retention of heritage structures
- Pedestrian management
- Devonshire Street Tunnel demolition and rebuild works
- B2 link tunnel
- Temporary services
- Infrastructure upgrades
- Noise & Vibration
- Dust mitigation

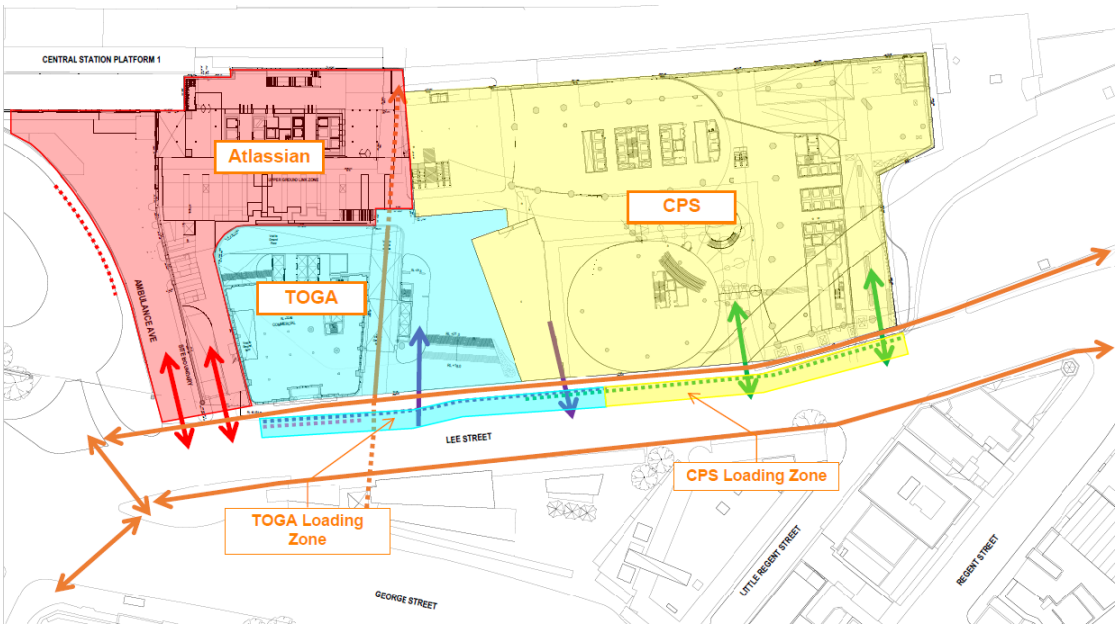

Figure 1-5: Western Gateway Precinct vehicle pathway overview

A BOJV representative will attend these coordination groups when required to present the most up to date planning and consult with the wider Western Gateway Precinct group throughout the pre-construction and construction stages of the project.

BOJV is in regular consultation with the neighbouring developments and has commenced coordination of the key considerations listed above.

BOJV prepared drawings outlining the construction licences and/or access arrangements agreed with the adjoining landowners and Atlassian. These access requirements were prepared in consultation with the adjoining landowners with access start and complete dates, terms of access, and handover conditions agreed with those parties prior to works commencing.

2.8 Complaint / Enquiry Management

Any complaints received are to be recorded and responded to by the Contact Person in line with the Urbis Engagement Construction Communications Strategy. Complaints are directed to be made via either phone call or email. Contact details provided in material distributed and meetings held.

All complaints and enquiries are to be logged in the Complaint Register. The following is to be logged within the complaint register:

a) A description of the complaint
b) Who made the complaint
c) Date, day and time of the complaint
d) Format of the complaint received and referenced if applicable
e) Works occurring on site that resulted in the complaint
f) The response to the complaint
g) Any further actions to prevent reoccurrence
h) Stakeholder follow up if necessary

All complaint emails received are to be saved on the site server for records in coordination with the complaint register. All complaints will be passed on to Urbis Engagement per the Construction Communications Strategy. General enquires in relation to the project will also be dealt with by Urbis Engagement in accordance with the Construction Communications Strategy.

NO.	DATE	TYPE OF COMPLAINT	PARTIES INVOLVED	COMMENTS	OUTCOME
1		e.g. Complaint - Dust, Complaint - Noise	e.g. Residential Neighbour, Adjoining Business . Include names where possible	Describe the nature of the complaint	Describe Built's mitigation actions and the result.
2					
3					
4					
5					
6					
7					
8					
9					
10					

Figure 1-6: Snapshot of Complaints Resolution Register

2.9 Structural Certification for Temporary Structures

BOJV has a comprehensive procedure that will be followed for all temporary works required on its projects. Major items of Temporary works include but not limited to:

- B-Class hoarding located at the entry of Devonshire Tunnel (TfNSW).
- A-Class to be erected on Platform 1 of Central Station on the Eastern Boundary (TfNSW).
- Overhead protection deck to be erected over Platform 1 of Central Station on the Eastern Boundary (TfNSW) at approx. RL 30.0m.
- North East corner of Tower L1 above SRA office.
- Temporary Ground Anchors
- Temporary works associated with piling and earthworks
- B-Class to be erected on Platforms 1 of Central Station on the Eastern Boundary (TfNSW).
- Tower Cranes and associated temporary elements (Footings, climbing pockets, crane ties, etc.)
- Man and materials hoists.
- Bracing of Existing Heritage Walls
- Edge protection (scaffold and screens)

These items will be carefully planned, fully engineered, certified and in line with the requirements set out in the BOJV HSE Plan and Built.Safe Mandatory Standards (BSMS) HSE – 122. BOJV follows a procedure for all temp works that encompasses 3 key aspects

1. Identification, risk analysis and Design Brief formulation where required

2. Documentation and Records – BOJV engineers will maintain all applicable records for temp works items including the design, drawings and design certification, registers, risk assessments, Proof Engineer design check certificates where required, designer inspection and compliance certificates.

3. Temporary works design – as the level of risk assigned to each piece of identified works increases, so too does the level of independence required of the engineer providing certification. Peer & third-party reviews are tools utilised to ensure satisfactory designs are attained where required.

Additionally BOJV has provided relevant temporary works packages to TfNSW and key stakeholders through the design package review and approval process, Integrated Design Reviews (IDR).

2.10 Dilapidation Report

A site-specific Pre-Construction Dilapidation Report has been prepared prior to construction works commencing on-site and a Post-Construction Report will be completed at the completion of works. This includes a detailed photographic report of surrounding structures, assets and pathways. These dilapidation reports have been completed in compliance with the SSDA consent conditions and executed PDA.

The existing condition of rail infrastructure shall be agreed and recorded between the Developer and TfNSW in accordance with ASA Standard T HR CI 12051 ST (Development Near Rail Tunnels).

2.11 Fire Life Safety & Pedestrian Modelling

Any construction works that will impact pedestrian flows or fire egress pathways of the surrounding properties has been addressed through the design. Holmes Fire and Arup are engaged to provide specialist advice on these impacts.

Arup has also been engaged to review existing data to understand historic demands and movements around the Devonshire Street Tunnel and surrounding the Central Station precinct. As part of this assessment pedestrian movements during the pedestrian diversion stages of demolition and construction works have been quantified.

Arup have studied various pedestrian diversion scenarios via a static assessment and demonstrate visually using dynamic pedestrian modelling. This has been used to develop the diversion paths that will have the least impact on pedestrians during the works. The below images have been extracted from the updated pedestrian model to show the expected Friun Levels during the pedestrian diversions. This is discussed further in the DST Management Plan.

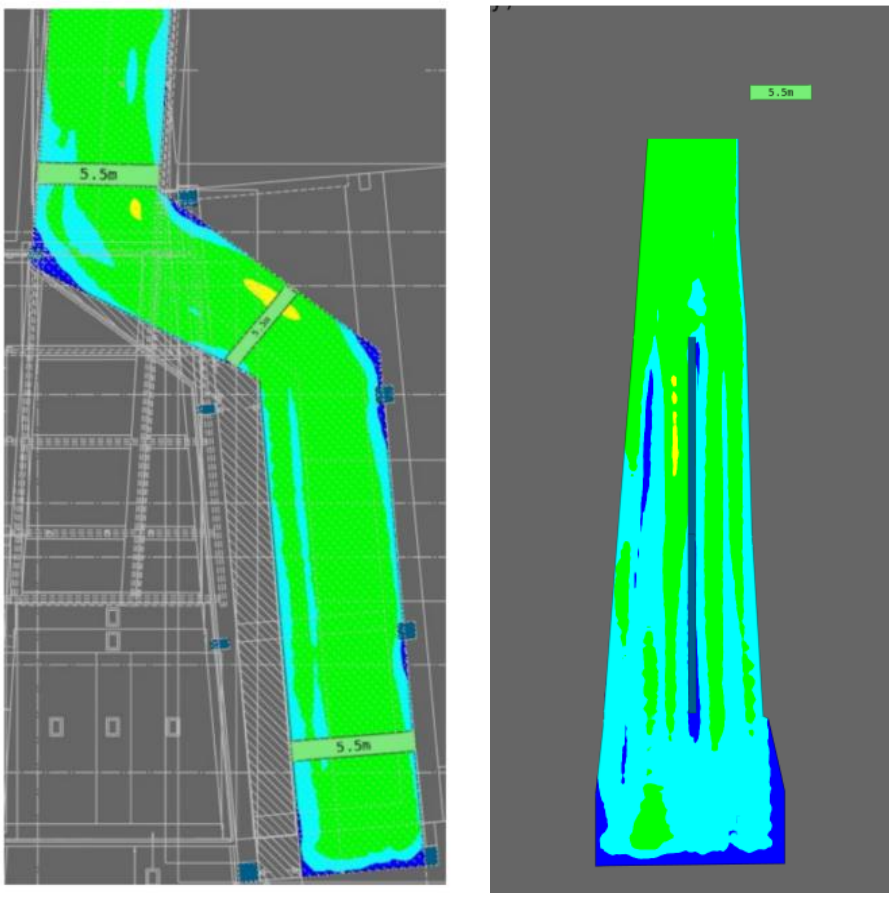

Figure 1-7a: Devonshire St Tunnel pedestrian modelling snapshot

Furthermore, Arup have completed a Static Assessment to calculate the impact of the DST closure which was required during stages 3 & 4 of the DST demolition works. This assessment is outlined in the DST Management Plan and pedestrian modelling provided to TfNSW. It is understood that the Devonshire Street Tunnel is not a designated egress path or FLS compliant in its current condition.

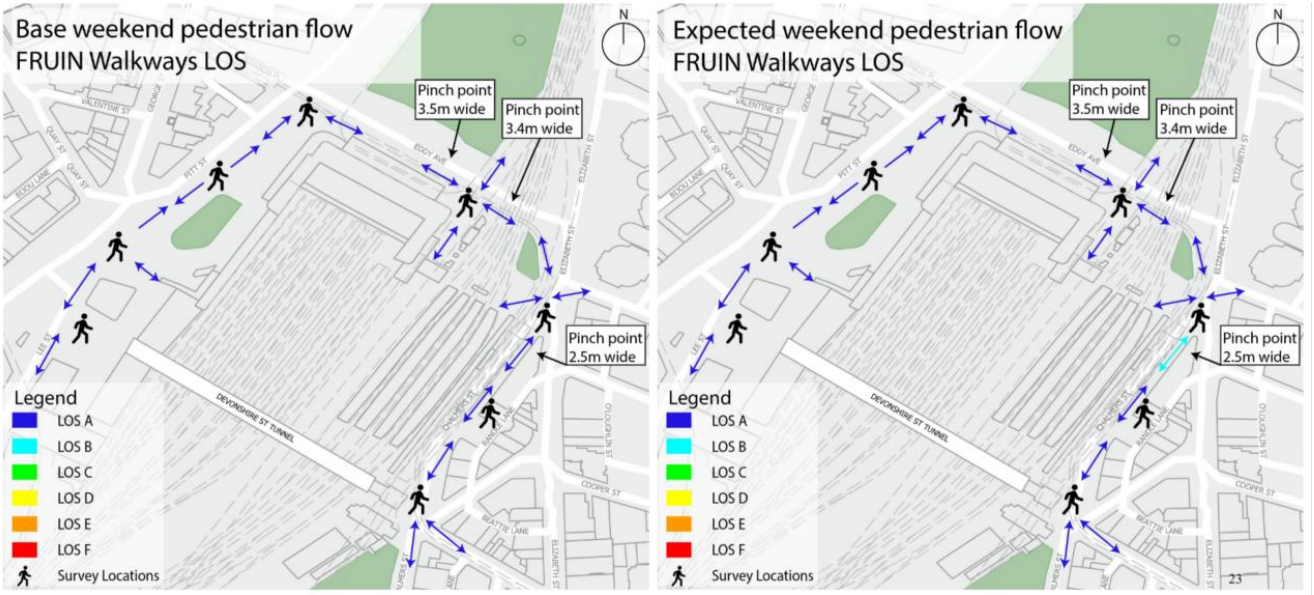

Figure 1-7b: Devonshire St Tunnel pedestrian modelling snapshot

JMT Consulting completed the analysis of pedestrian movements on Platform 1 at Central Station prior to the installation of hoardings facilitate the construction project. The analysis considers the various train services utilising Platform 1 and any reduced platform widths and crossing bays provided by the Atlassian hoarding with a view to maintain acceptable pedestrian levels of service for TfNSW.

The pedestrian analysis concluded that the proposed extent of hoardings on Platform 1 will result in acceptable impacts to pedestrian flow following the arrival of either the Indian Pacific or XPT train services.

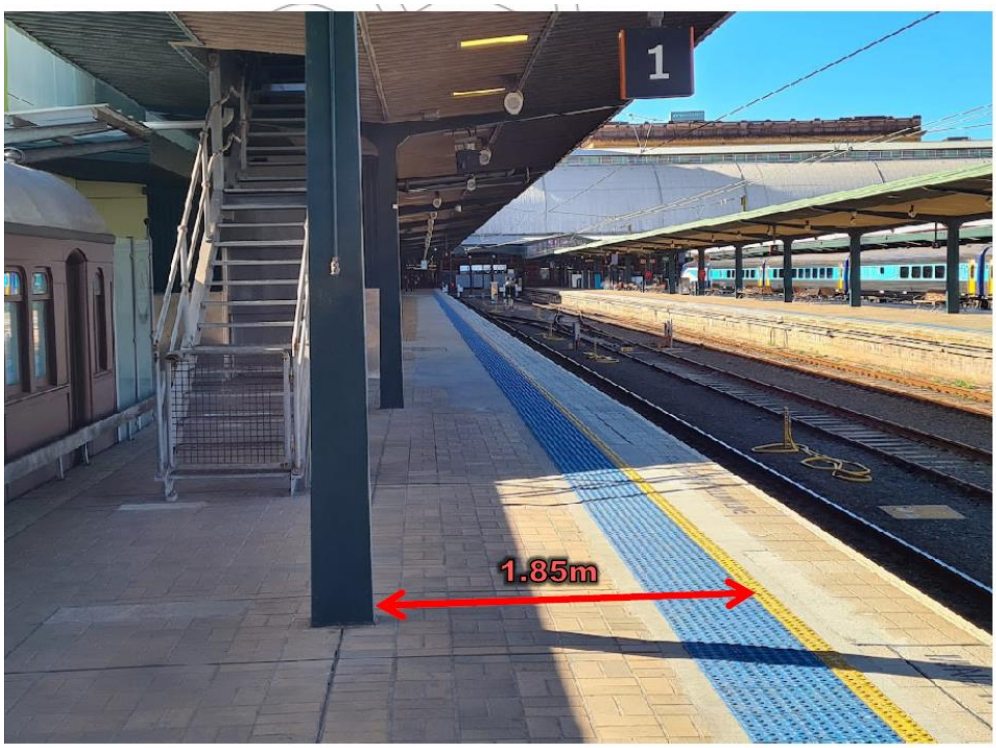

Figure 1-7c: Platform 1 Pedestrian Assessment

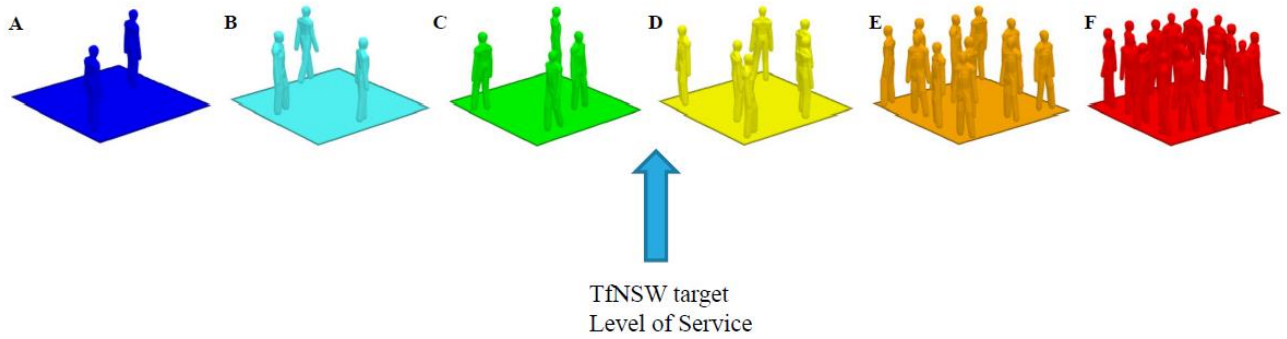

Figure 1-8: Platform 1 pedestrian assessment snapshot

In addition to the Arup and JMT analyses, Trevor Howes (TAO BCA Consultant for Central Station) was engaged to complete an assessment of the impacts to pedestrian egress routes resulting from the development. This report outlined the impacts to Central Stations existing egress paths and makes recommendations that were implemented. This report has been reviewed and approved by TfNSW.

3 Pre-Mobilisation Activities

3.1 Overview

Prior to BOJV mobilisation on site in in August 2022, various construction activities were undertaken to enable site establishment. The following activities which were identified as required to be conducted in the Pre-Mobilisation phase have all been completed and closed out.

- Site Investigations
- Ambulance Avenue demolition and heritage
- Services investigations, isolations and removal
- Authority services disconnections and isolations
- Archaeological and heritage investigations

3.2 Site Investigations

Following the initial concept design phase, BOJV and the consultants on the Atlassian project identified various site investigations that were required to clarify design assumptions and verify existing as-built information issued by the client. The site investigations were classified into non-invasive and invasive works. The investigation activities within these classifications are the following:

- Existing services surveys (non-invasive)
- Hazmat condition surveys (non-invasive)
- Structural assessments (invasive)

Each investigation completed has been developed into various reports outlining their findings by consultants which undertook the works.

3.3 Ambulance Avenue Demolition and Heritage

In order to enable BOJV's site mobilisation, such as the installation of site sheds and vehicle turntable, the following structures have been demolished and/or dismantled:

- Garbage sheds
- Chain-wire storage compound
- Gate Gourmet external awnings

BOJV consulted with Urbis regarding the lodgement of Heritage NSW and DA applications prior to these works commencing.

3.4 Services Investigations, Isolations and Removal

During the ECI period, extensive invasive and non-invasive investigations were undertaken to identify and locate all existing services within the area of the proposed development. BOJV engaged GeoSurv to identify existing utility services that are in proximity of the site and connecting to existing infrastructure. Upon completion of the investigations, necessary design and authority consultation are currently being undertaken to relocate and/or disconnect services. Two key service elements considered are listed below:

- TfNSW services (Gate Gourmet and South-West Baggage Tunnels)
- TOGA and Adina Hotel fire hydrant/boosters

Consultation commenced with TfNSW in relation to their existing services that operate through the LGF and South-West Baggage Tunnels of the existing Building. Coordination with Sydney Trains and services contractors was required to outline further investigations to identify isolation points and services reticulation/feeds for isolations and removal/relocation.

3.5 Authority Disconnections and Isolations

Throughout the ECI phase, BOJV undertook consultation and coordination with utility services identified as relating to the Atlassian project, to ensure they are isolated and disconnected/relocated prior to demolition works occurring. The following Authority utility services were identified as being connected to or in proximity of the development:

- Sydney Water
- Jemena
- TPG
- NBN
- Telstra
- Sydney Trains services

BOJV engaged PRO Utilities to assist in the consultation and coordination process with the identified Authority utility services to ensure all applications and requirements were approved and satisfied prior to undertaking the works.

3.6 Archaeological and Heritage Investigations

In the Aboriginal Cultural Heritage Assessment (ACHA), a desktop study revealed the likelihood of uncovering historical and aboriginal archaeological artefacts/deposits during the excavation works. The 1888 Benevolent Asylum and pre-existing paleochannel were identified as part of the historical study. In response to this, the ACHA outlines additional site investigations to be carried out to verify the current assumptions within the report. To mitigate the chance of an unexpected finds during excavation, Urbis developed a Test Excavation Program and completed test pits in Gate Gourmet (LGF investigations) and the YHA eastern boundary fill zone (UGF). In addition to these test locations, Urbis advised further archaeological test locations were required based on the results of the initial inspections. These test pit locations included Upper Carriage Lane. The results and further recommendations of these test pits can be found in Aboriginal Cultural Heritage Assessment (ACHA). This test pit program has been completed by Urbis on behalf of Dexus during the early stages of excavation of the site with confirmation of clearance provided. See below snapshot from the test excavation program:

Figure 1-9: Test Excavation Program snapshot

4 Mobilisation and Site Establishment

4.1 Overview

Site mobilisation on the Atlassian project was completed in August 2022 with the establishment of perimeter hoardings. In addition, heritage retention, protection & monitoring systems have been installed to ensure the condition of any adjoining structures is maintained.

The Ambulance Avenue area is fully secured by BOJV to form part of the construction site. This includes site access gates at the entrance to Ambulance Avenue from Lee St and hoardings along any access and egress points to SRA House/Central Station.

Stormwater upgrades to Ambulance Avenue are underway, with the final connection to the existing Lee Street stormwater due to be completed in 2025. Once complete, surface water from the Ambulance Avenue design catchment area will drain to the existing Lee Street stormwater system via inlet pits & 900mm diameter reinforced concrete pipe. In addition, stormwater captured by the development will be collected in an in-ground detention tank before being pumped to a filtration unit and then into the upgraded stormwater system. Ground and rainwater during construction will be treated on-site and pumped in line with the Lee Street Dewatering Management Plan.

Shown below in Figure 1-10 is an overall plan of the construction site following site mobilisation:

Figure 1-10: Site Establishment Plan

Figure 1-11 provides a summary of the extent of stormwater upgrades to Ambulance Avenue. Stage 1 (blue) stormwater upgrades are underway with the Stage 2 (green) upgrade works due to be completed in 2026.

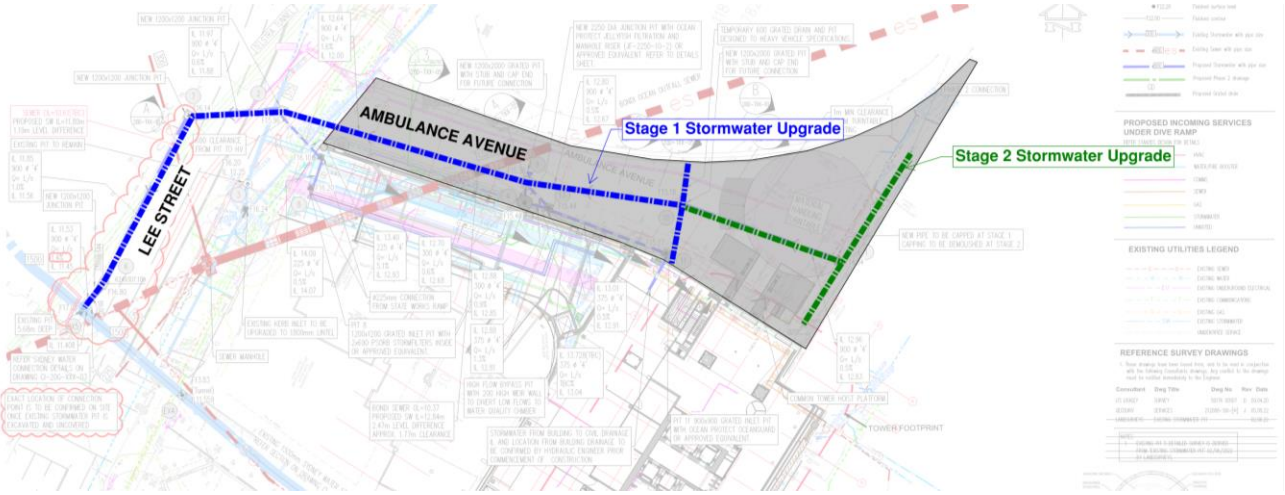

Figure 1-11: Ambulance Avenue Stormwater Upgrades

4.2 Hoardings, Fencing & Loading zones

4.2.1 Hoardings & Fencing

The hoardings & fencing consist of both A-Class and B-Class hoardings, with gates on Lee Street for vehicle and worker access. The aim is to delineate the work front from public areas to reduce the risk of unauthorized site access. Modifications to these hoardings may be undertaken throughout the project to ensure the project is delivered in the safest manner.

Following consultation and coordination with council, it was determined that no external lighting is required to Lee St frontage. All temporary lighting during construction has been designed to minimise impact on adjoining owners and sensitive receivers, Lighting to hoardings has been restricted to public thoroughfares where obtrusive impacts of lighting are controlled.

Figure 1-12: Overall Hoarding Layout Plan

All installed B Class hoardings are rated for 10kPa overhead protection. Hoardings are painted & signed as per City of Sydney / TfNSW requirements. Where relevant, authority approvals were obtained prior to erecting temporary structures via City of Sydney hoarding permits and the TfNSW Design Package review process. The below photo of the Central Station Platform 1 B-Class hoarding is an example of how the B Class and A-Class hoarding combine to provide overhead protection as well as securing the area.

Figure 1-13: Platform 1 B-Class Hoarding

4.2.2 Adina Swimming Pool Protection Systems

A custom B-Class hoarding with a 10kPa rating is planned to be erected to provide overhead protection to the Adina pool area for Toga development works during overhead operations such as tower cranes and lifting activities for the Atlassian superstructure. This planned protection deck is subject to Toga Development approval and commencement on site. BOJV is in consultation with all involved parties regarding the proposal for this element of works and as such the extent of overhead protection to the Adina pool area is under review with Toga and is subject to change.

In addition, BOJV has considered an access hatch within this hoarding to accommodate the need for Ausgrid to maintain the substation within the basement footprint.

Any site stormwater on the hoarding will be discharged in line with the Lee Street Dewatering Management Plan.

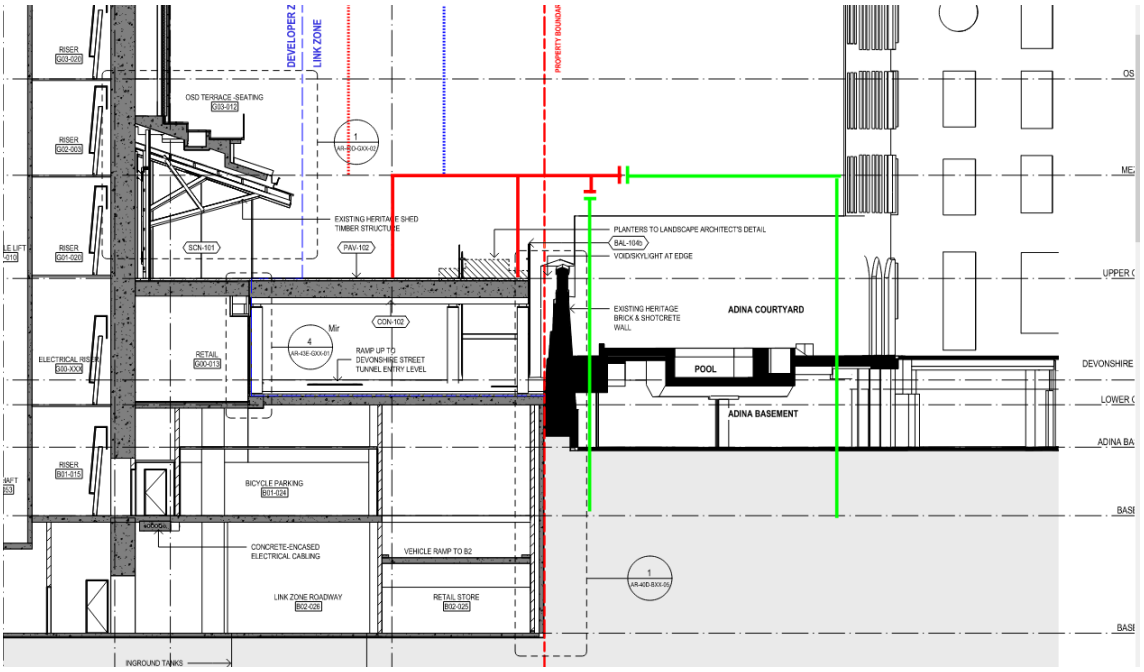

Figure 1-14: Indicative B-Class Hoarding Layout Plan – Adina Hotel Swimming Pool

Further to overhead protection, there is a heritage wall between the Adina Hotel and Atlassian site. This wall is currently intended to remain in situ during the Atlassian works and as such as wall retention system has been proposed on the Adina side of the wall. This retention system includes steel framing (soldiers, walers, and braces) and ties through the heritage wall. A temporary works design has been implemented to retain the Adina Heritage wall.

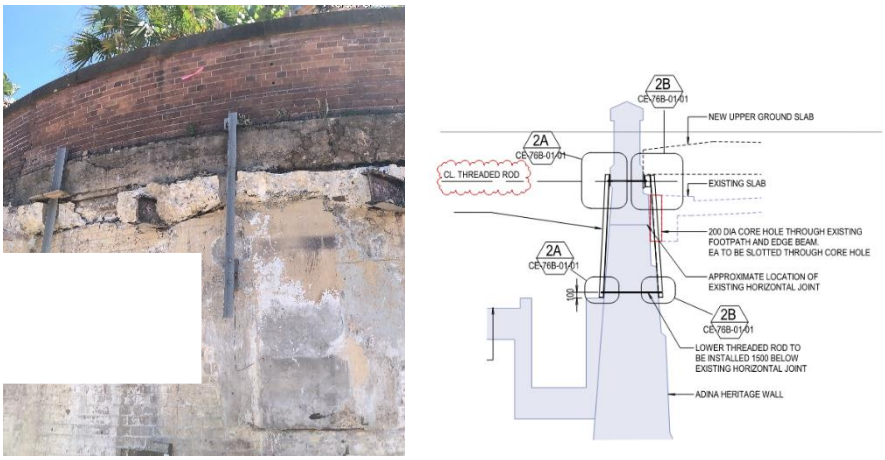

Figure 1-15: Adina Heritage Wall Retention Detail

In the event that the Adina Hotel is developed by Toga, BOJV will liaise with Toga to coordinate conditions between the projects.

4.2.3 Henry Deane Plaza & Devonshire St Tunnel Hoarding

An ongoingstakeholder meeting group has been established to discuss the design & impacts the project works have on this area. Stakeholder meetings will continue in parallel with design development to ensure that the optimum outcome is achieved for all stakeholders.

Due to the Henry Deane Plaza being a heavily utilised pedestrian thoroughfare, public access to these areas will require overhead protection from the works above. A 10kPa B-Class hoarding supported off the pavement level has been provided in this area (illustrated in Figure 1-16).

Figure 1-16: Indicative B-Class Hoarding – Henry Deane Plaza

Based on the current upgraded structural design, the Devonshire St Tunnel requires both A-Class and B-Class hoardings to ensure public safety whilst entering & exiting Central Station. Fire Life Safety & pedestrian modelling studies were completed to investigate traffic flows against the current hoarding and access design, in particular, the B-Class overhead protection which required structural supports (columns) as per figure1-17b. Please refer to the DST Demolition Management Plan which details the construction methodology for demolition within the Devonshire Street Tunnel and outlines proposed pedestrian diversions throughout the various project phases.

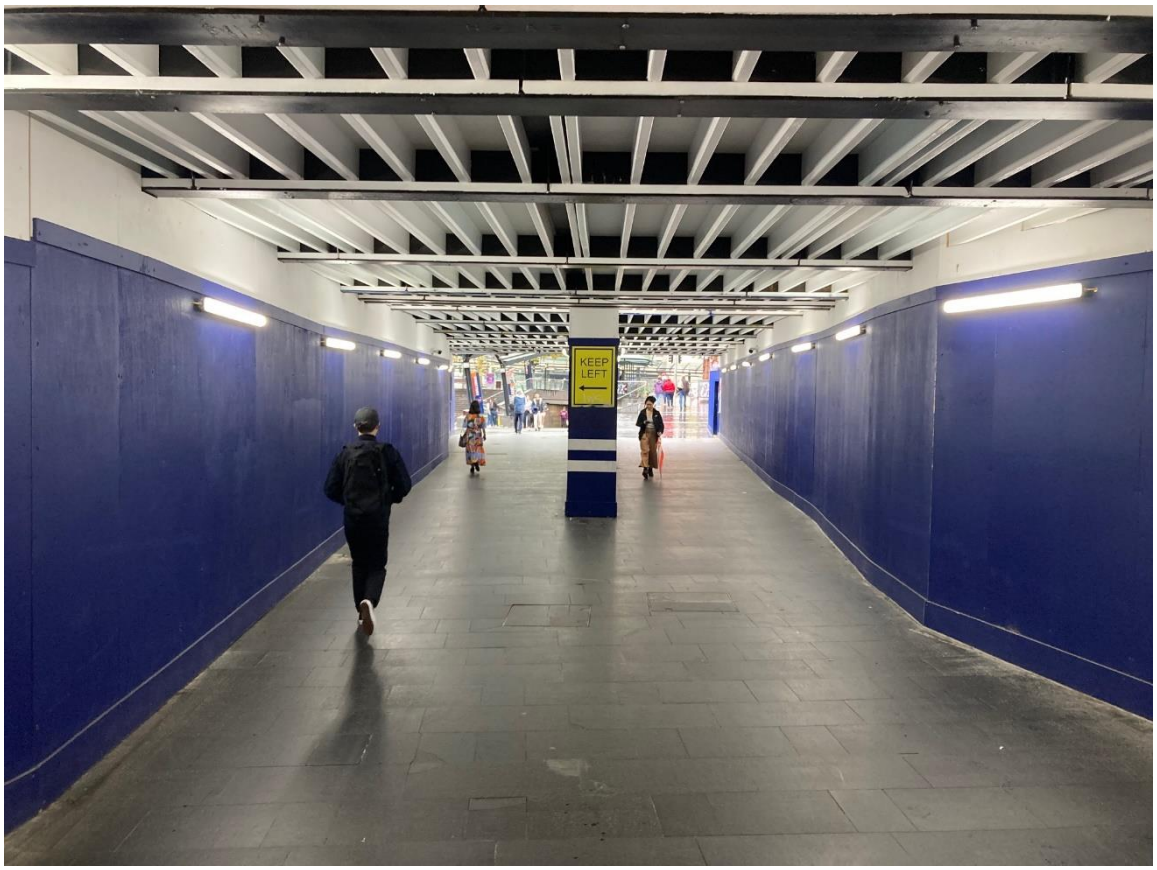

Figure 1-17a: B-Class Hoarding – Devonshire St Tunnel

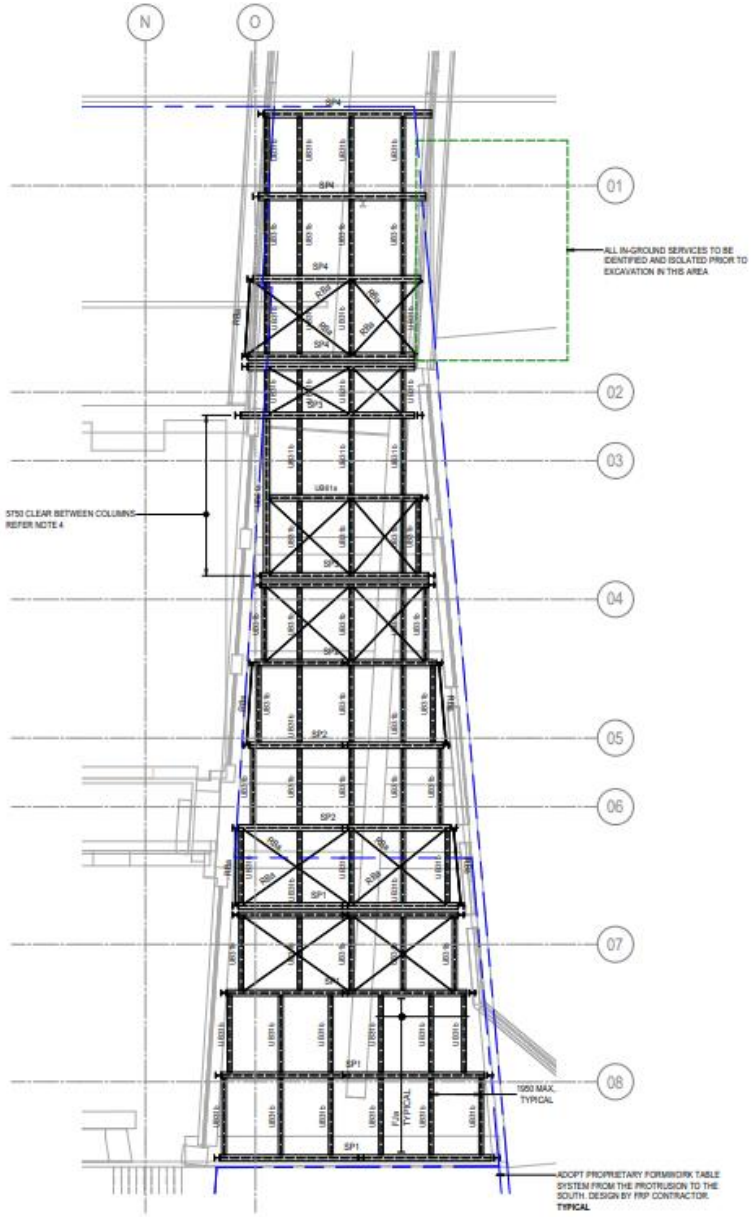

Figure 1-17b: B-Class Hoarding Temporary Engineering Plan – Devonshire St Tunnel

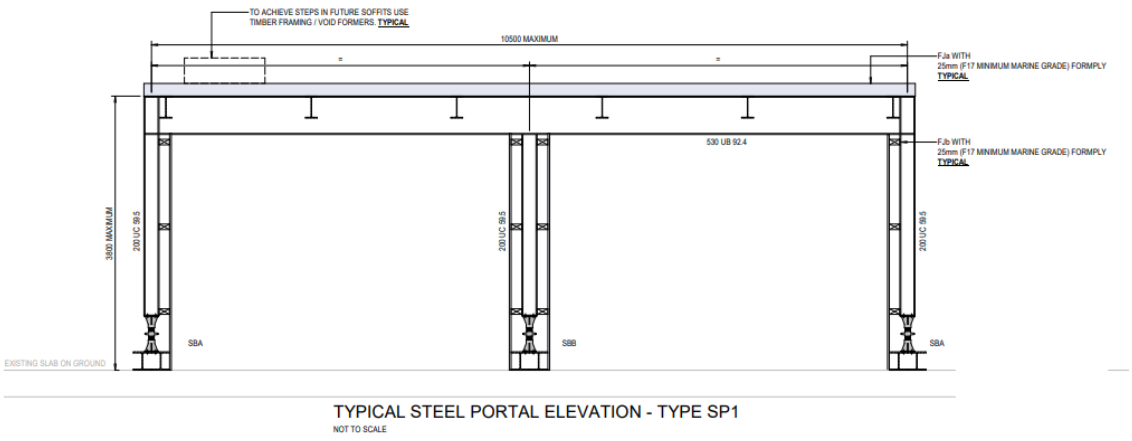

Figure 1-17c: Indicative B-Class Hoarding – Devonshire St Tunnel

4.2.4 Central Station Platform 1 Hoardings

4.2.4.1 Platform 1 – A-Class Hoarding

A secure hoarding is necessary to mitigate the risk of the public entering through the Rail Corridor on the Eastern boundary along with non-authorised access from the site back to Platform 1. The Central Station (Eastern) hoarding consists of an A-Class separating commuters on Platform 1 from site.

In order to install the A-Class Hoarding a construction licence has been sought from TfNSW and TAHE to enable the works to be completed safely with temporary fencing established during the works. During the install, Protection Officers were in attendance until the hoarding had been established.

The A-Class hoarding has been designed to maintain the maximum possible clearance on the platform for commuters and clear access to the goods lift. The clearance for pedestrians has been assessed by a specialist consultant.

The hoarding has been installed across the existing pathway to the SRA office egress stair as this forms part of the Atlassian site and has been excavated during the earthworks phase of the project and as such is segregated from the public.

As part of the installation of the A-Class hoarding, modifications to the awning structure on Platform 1 have been completed to address the portion of the awning structure encroaching beyond the Atlassian site boundary and roof sheets removed to enable the extension of the hoarding to approx. 1.8m above the canopy. This provides protection to commuters and transport assets during the demolition, piling, and inground phase of the works and provide safe working room to complete the derailment wall and external finishes.

Additional overhead protection measures for Platform 1 have been identified and these will be discussed further in Section 4.8.2

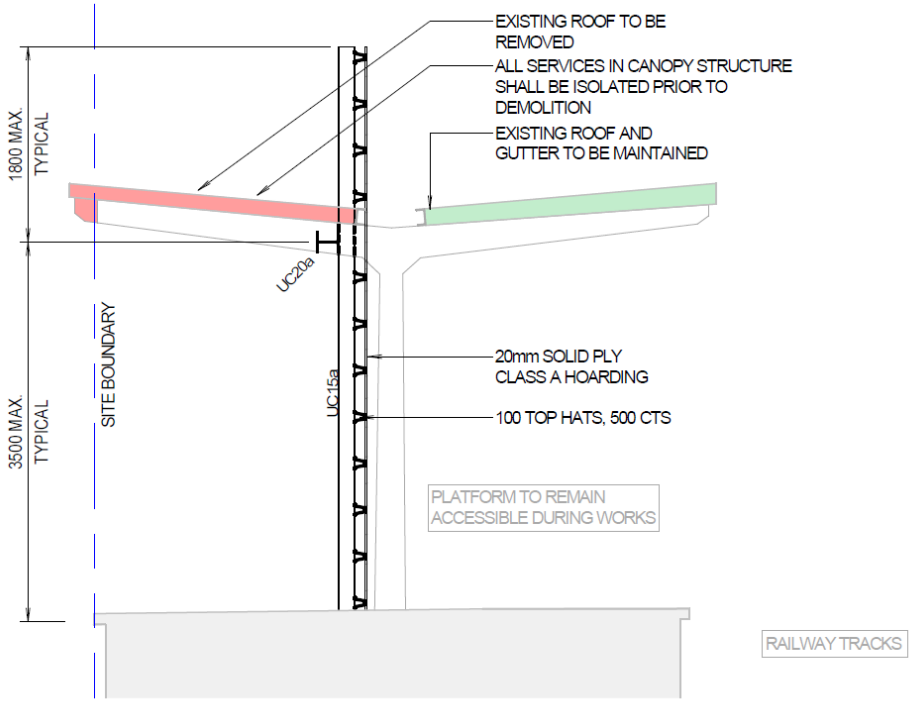

Figure 1-17d: A-Class Hoarding Sections – Platform 1 Central Station

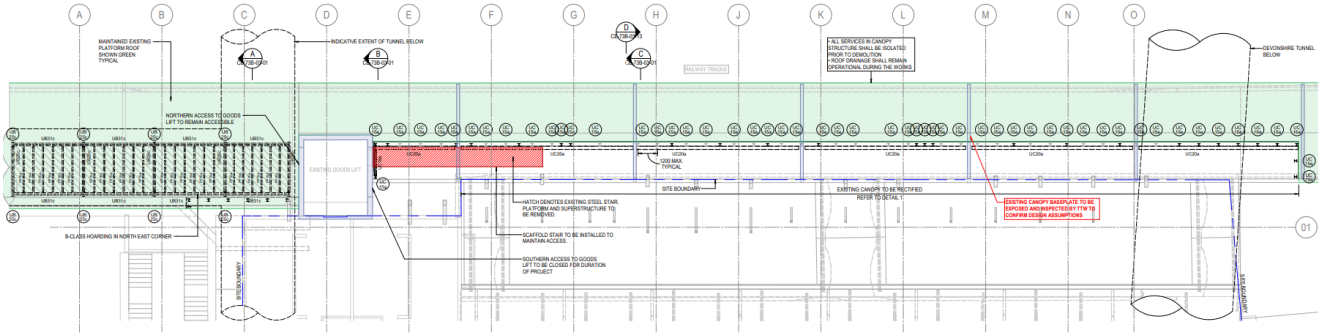

Figure 1-18: A-Class Hoarding Plan – Platform 1 Central Station

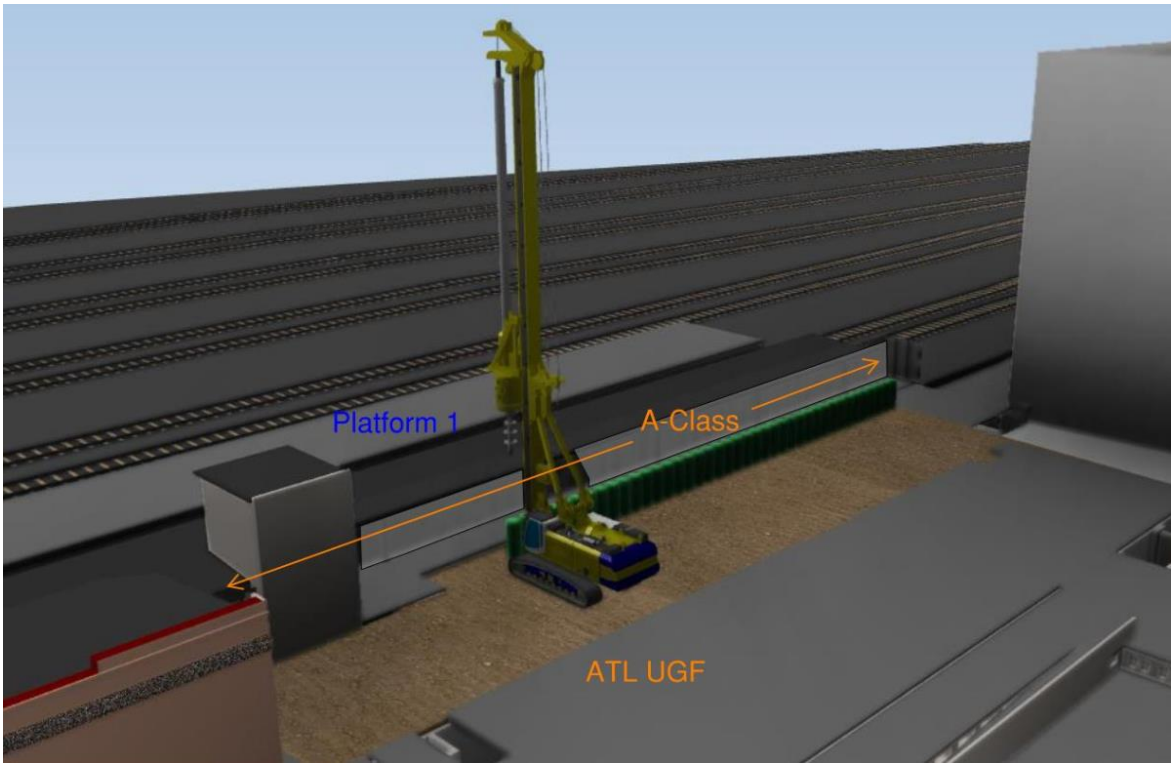

Figure 1-19: Example of A-Class hoarding in relation to piling works

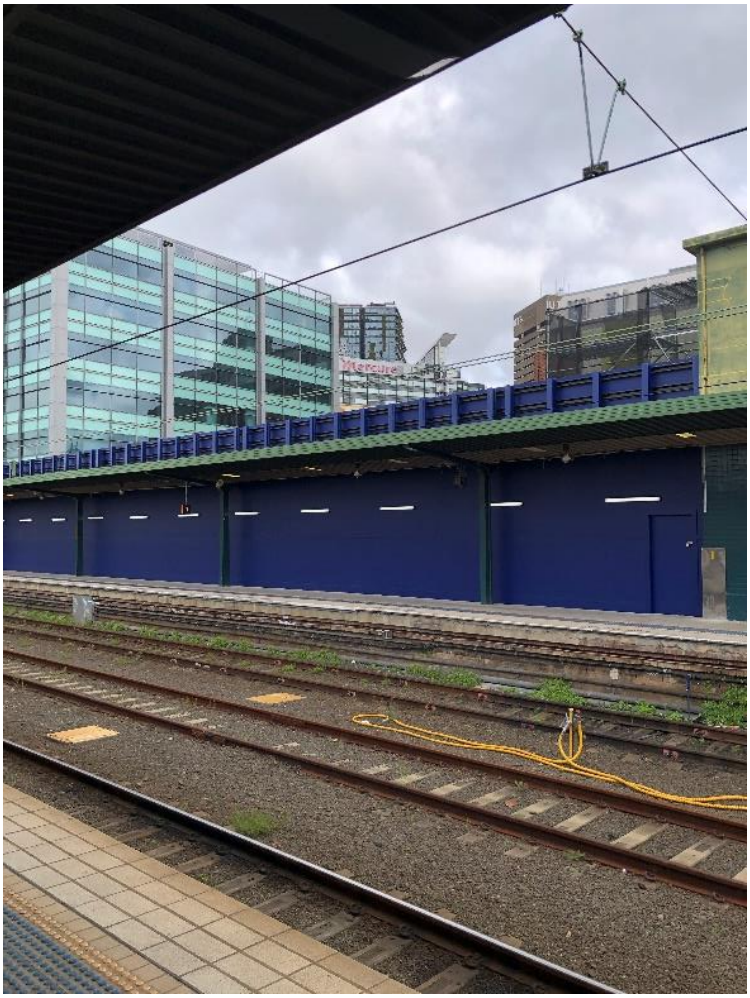

Figure 1-20: Platform 1 A-Class Hoarding

4.2.4.2 Baggage Tunnels

A permanent blockwall has been installed to close off the site from the retained Central Station South-West baggage tunnels. This was to enable basement piling and excavation works to be safely completed without disruption to rail operations and use of the current baggage tunnel goods lift. Services isolations required in this area were coordinated with TfNSW & Sydney Trains and completed with Sydney Trains approved contractors.

Additionally, the changes to the egress paths through the baggage tunnel have been reviewed by TfNSW & Trevor Howes (BCA Consultant for Central Station). This report and it's outcomes have been reviewed by TfNSW and their stakeholders and a No Objection letter provided.

Figure 1-21: A-Class Hoarding – South-Western Baggage Tunnel

4.2.5 Loading & Hoisting Zones

The primary loading/hoisting zone has been identified for the delivery of the Atlassian Central Building. This area is:

- Ambulance Avenue (Refer Figure 1-22a) – from site mobilisation to project completion

Following project commencement, Ambulance Avenue is utilised as the primary loading zone. Vehicle access to these areas is under the guidance of traffic control which is identified within the CPTMP.

Note, in addition to the above loading zones, Railway Colonnade Drive will be required to be used intermittently for mobilisations, dismantle, and modification of key temporary works such as tower cranes and jumpforms.

Only essential deliveries have been planned for RCD loading zone. This has been outlined and detailed in the RCD Management Plan provided as a Subplan to the CMP and is under coordination with TfNSW and relevant stakeholders. Deliveries for the Atlassian project and an other impacts on Railway Colonnade Drive are coordination through ongoing fortnightly stakeholder meetings.

Figure 1-22a: Loading Zone Layout Plan – Ambulance Avenue

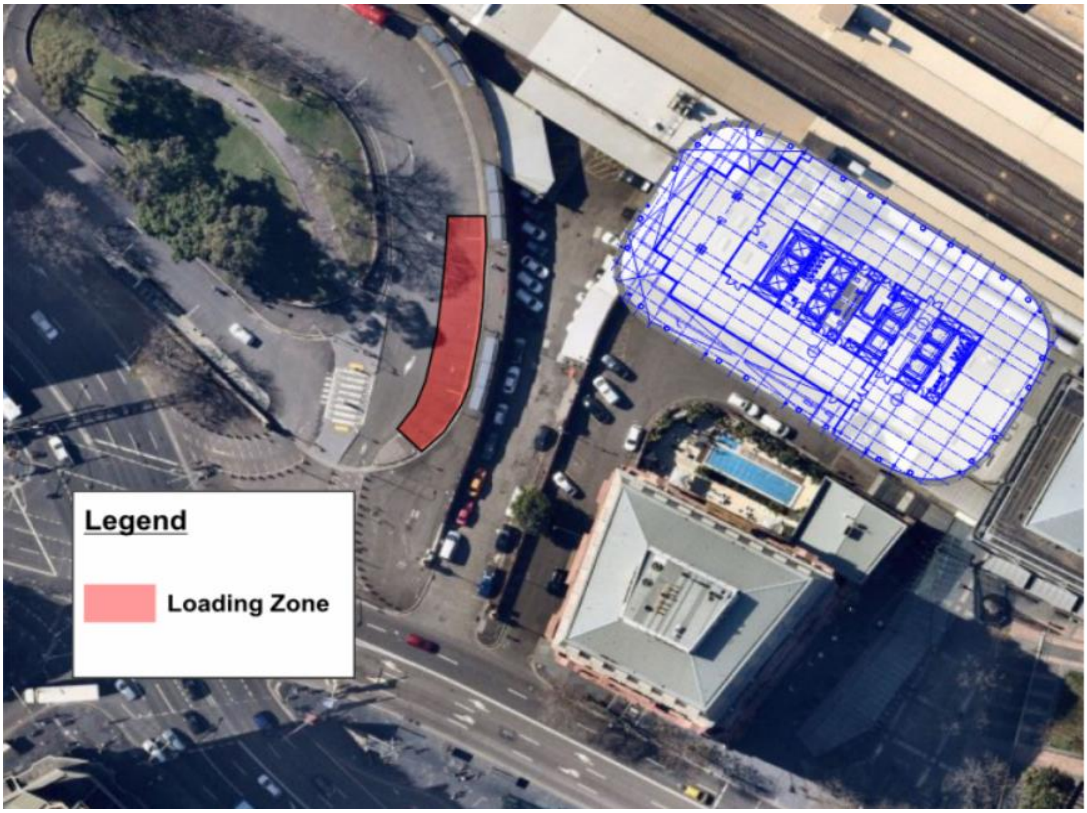

Figure 1-22b: Indicative Loading Zone Layout Plan – Railway Colonnade Drive

Figure 1-23: Loading Zones – Ambulance Avenue (Model Depiction)

4.3 Deliveries & Vehicle Paths

As stated above, prior to construction works commencing a detailed CPTMP has been developed by JMT Consulting. Consultation and coordination with TfNSW, Customer Journey Planning (CJP) and City of Sydney (CoS) has been completed in the development of this document.

4.3.1 Types of construction vehicles, expected to attend site during project include:

Light contractor vehicles, Medium Rigid, Heavy Rigid, Heavy Combo, Semi-Trailers & special vehicles to attend the site.

4.3.2 Approach & Departure Route:

Construction vehicles approaching Ambulance Avenue & the newly constructed Upper Carriage Lane via Lee St will enter & exit the site under authorised traffic control. All vehicles attending site will do so in line with the planned BOJV delivery schedule. Vehicles will seek permission with the assigned traffic controller before entering the CBD at which for larger vehicles & deliveries UHF contact can be made with site personnel to ensure the timing of deliveries reduces the impact on the current site conditions.

The departure route for all vehicles attending the Atlassian site will be in a Southbound direction on Lee St.

For oversized deliveries that are unable to travel southbound along Pitt St, entry to site will be via Lee St in a northbound direction which is reflect in the latest CPTMP.

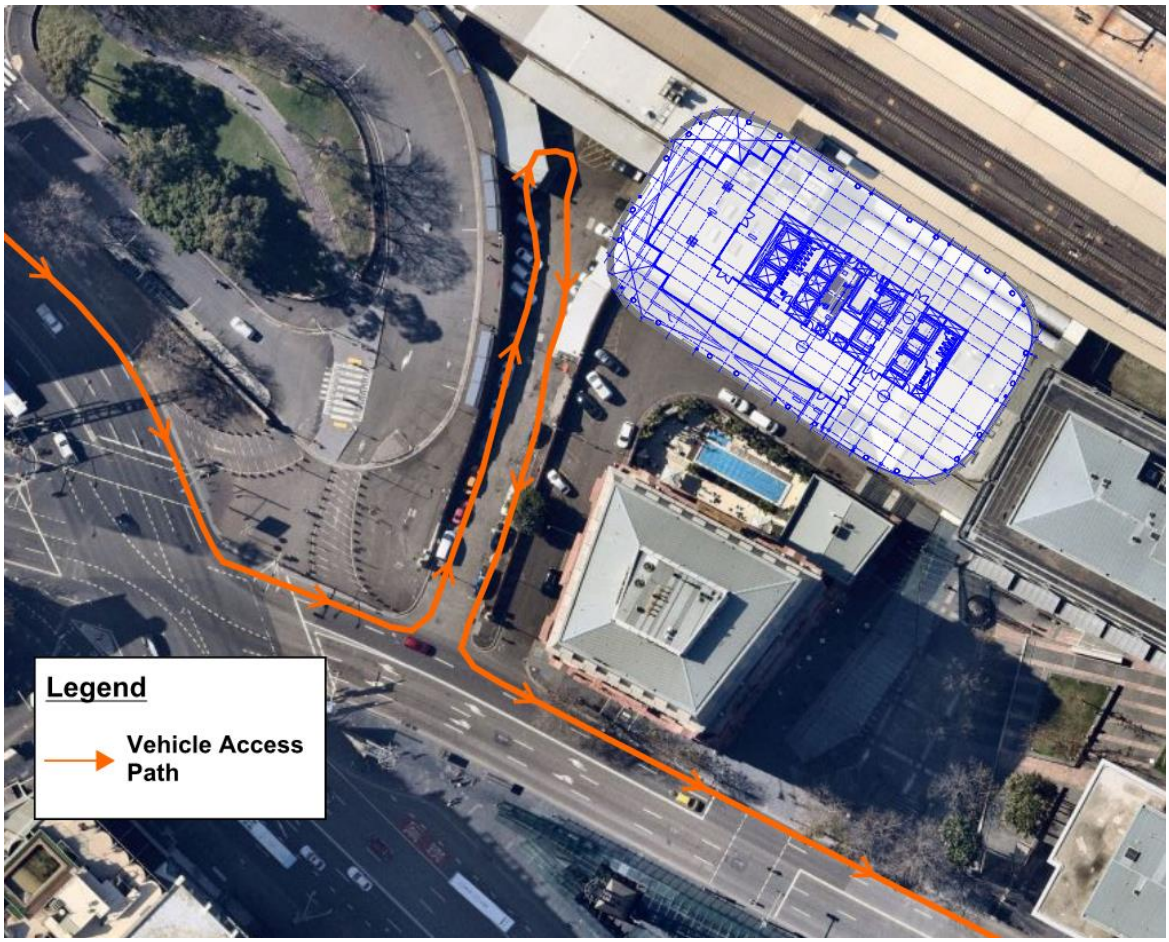

Figure 1-24: Delivery Vehicle Path to Ambulance Avenue

Figure 1-25: Delivery Vehicle Path to Ambulance Avenue

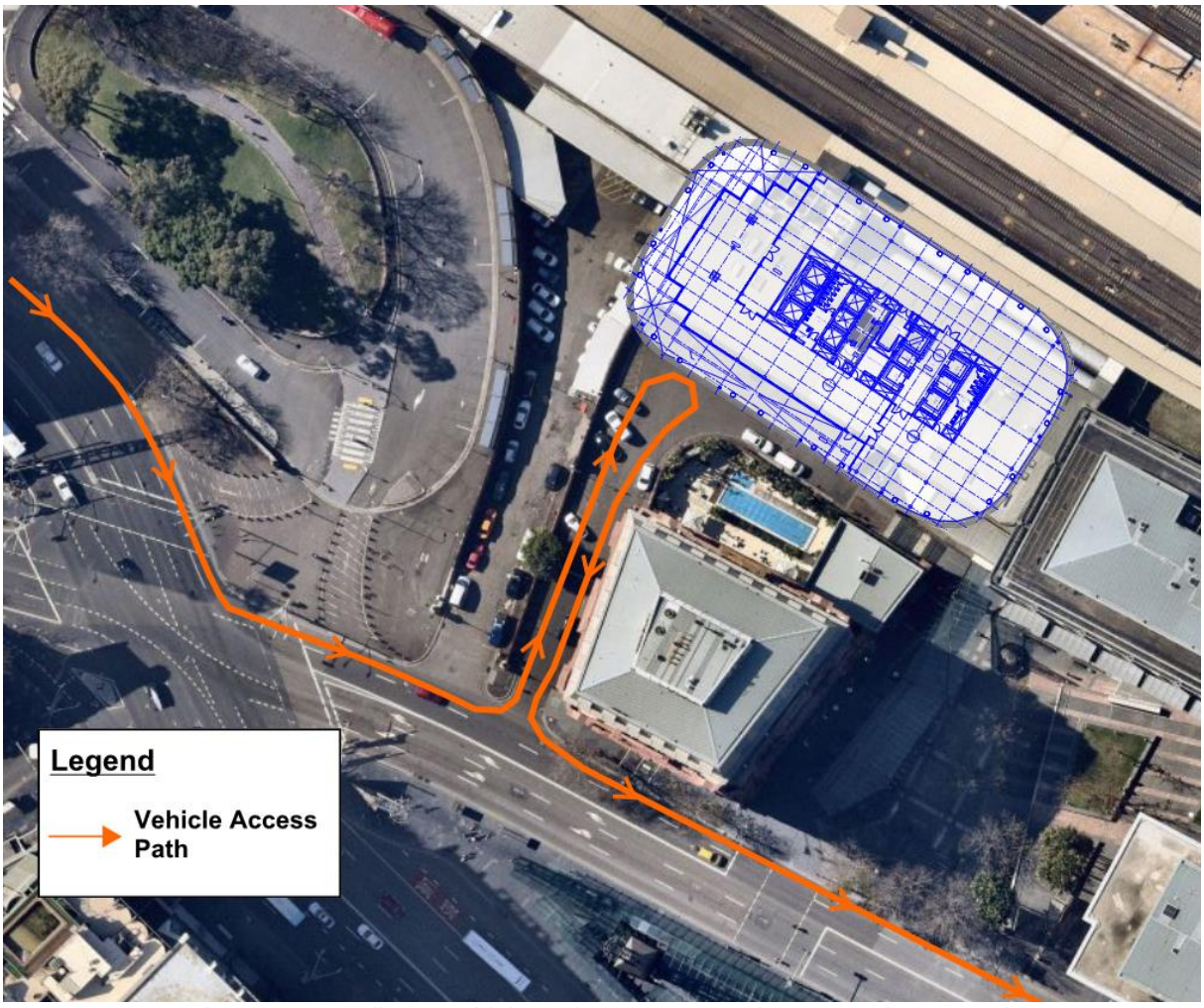

Figure 1-26: Delivery Vehicle Path to Upper Carriage Lane (New UGF)

Figure 1-27: Delivery Vehicle Path to Upper Carriage Lane (New UGF)

4.3.3 Site Parking

Due to site constraints, there will be no on-site parking available for BOJV, employees of Subcontractors, and visitors.

4.3.4 Transport and Traffic Impact Assessment

Further details of the CPTMP include and reference a Transport and Traffic Impact Assessment which aims to provide the following:

- Current daily and peak hour vehicle, public transport, point to point transport services, pedestrian and bicycle movements on the sites adjacent and surrounding road network.
- Forecast daily and peak hour trips likely to be generated by the proposed development together with cumulative impacts of existing and proposed and approved developments in the areas.
- An assessment of the impacts of the development on the operation of existing and future transport networks.
- A detailed assessment of the existing and future performance of key intersections providing access to the site.
- Measures to mitigate impacts of the proposed development on the operation of existing and future traffic.

4.3.5 Swept Paths

See below Swept Path for Heavy Rigid Vehicles (HRV) accessing Upper Carriageway Lane. All other swept paths can be found in the RCD Management plan and CPTMP.

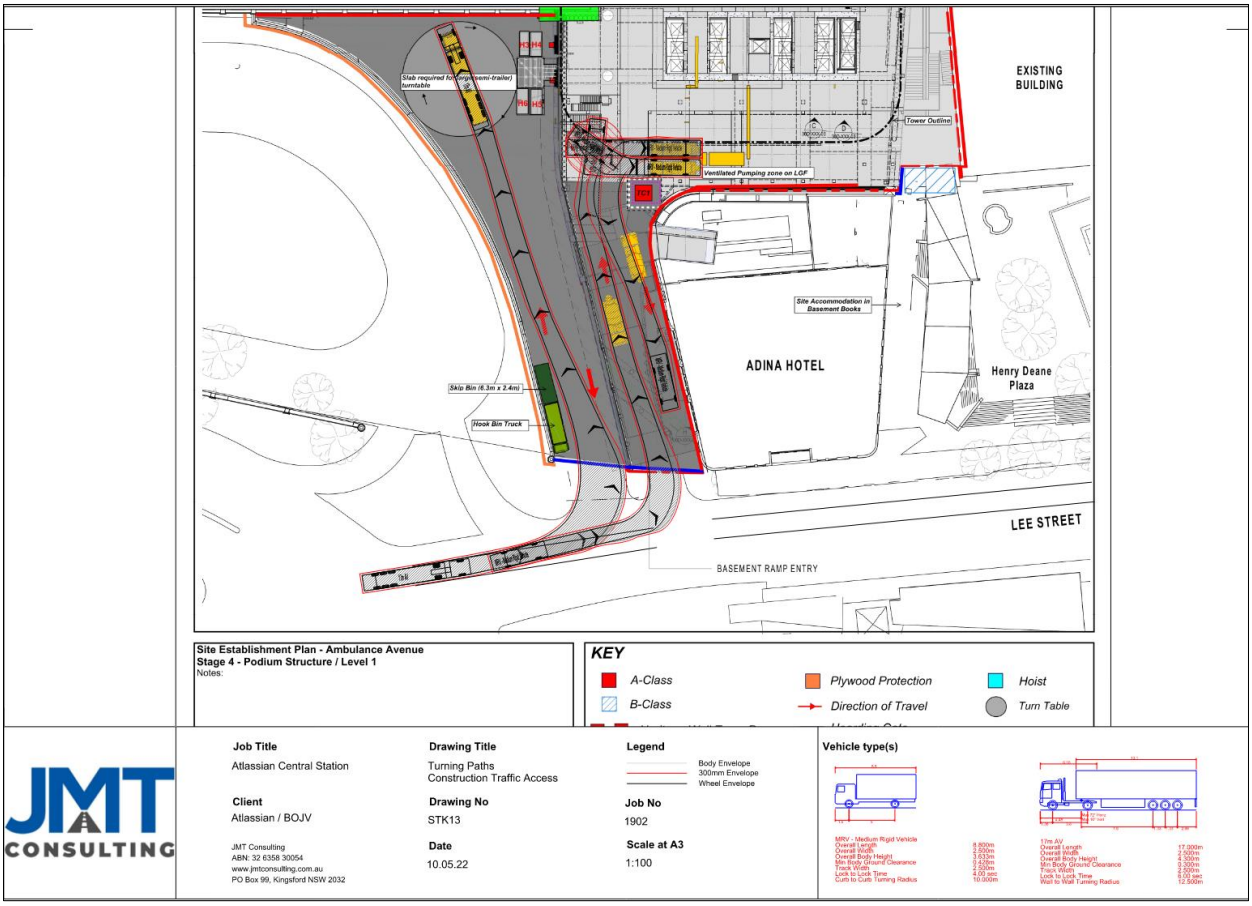

Figure 1-28a: LGF Semi-Trailer and Concrete Agitator Swept Paths

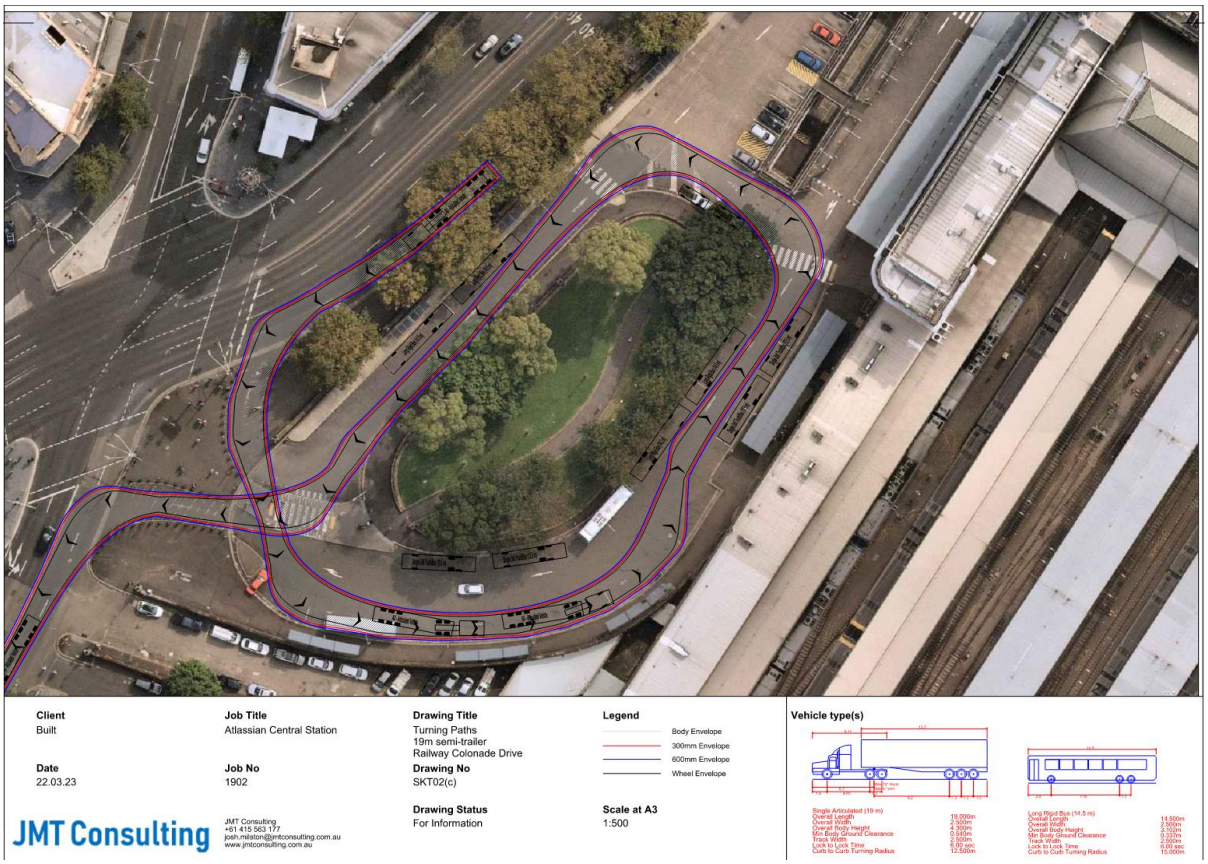

Figure 1-28b: Railway Colonnade Dr. Semi-Trailer and Concrete Agitator Swept Paths

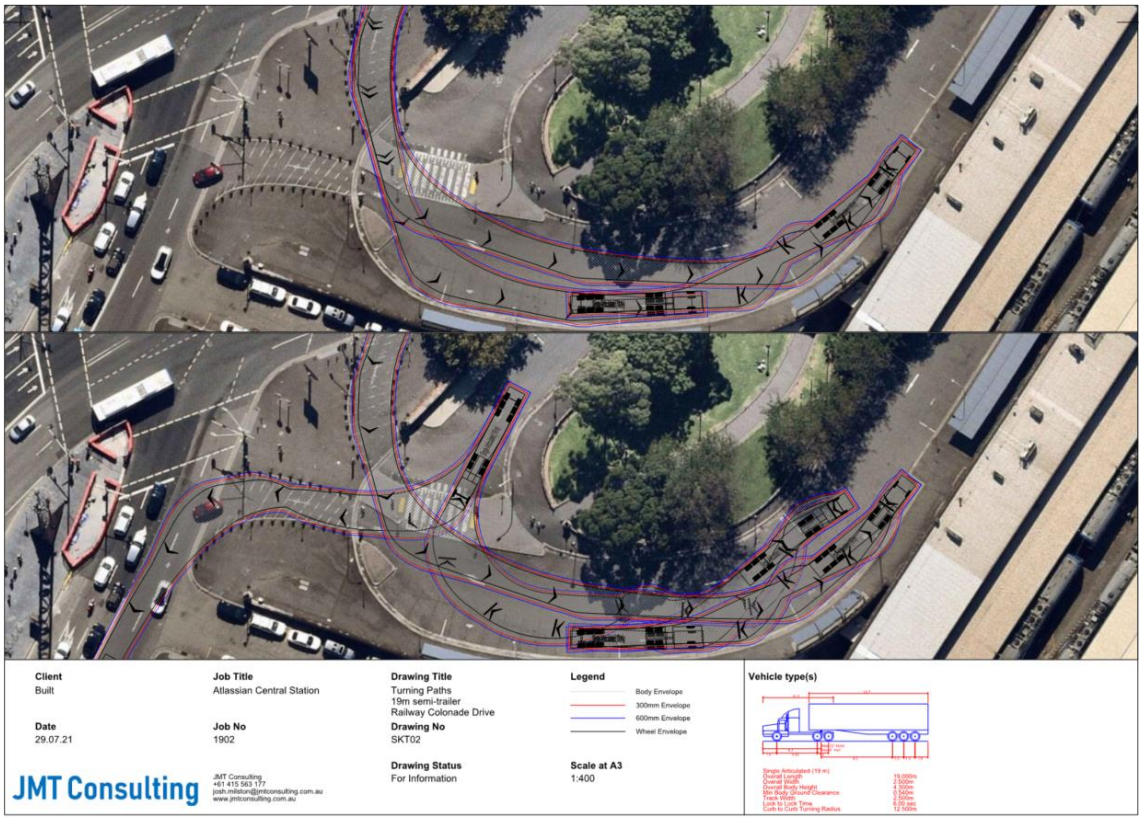

Figure 1-28c: Railway Colonnade Dr. Semi-Trailer and Concrete Agitator Swept Paths

4.4 Project Office and Site Accommodation / Amenities

4.4.1 Project Administration Office

BOJV established a project administration office in a commercial space off site within the vicinity of the project. The office space includes a workstation style office space with a fully serviceable kitchen, meeting rooms, reception areas, and team building spaces**.** There are first aid and induction facilities provided within the site accommodation outlined below and Subcontractors are required to provide their own offsite office space for their durations on site.

4.4.2 Adina Hotel & Basement Books Accommodation

The primary site accommodation/amenities from site establishment will be in Basement Books, located within the Adina Hotel (TOGA) retail space adjacent to Henry Deane Plaza. The Basement Books amenities facility will be capable of housing an estimated 200 site personnel (both male and female). Dedicated access and egress paths will be required through the retail back of house (BOH) facilities as shown on the drawings provided. Site entry will be via Lee St where workers will follow the weather protected paths access to the work fronts. Additional amenities are provided within the Ground Floor of the Adina Hotel, with capacity for an additional 100 site personnel.

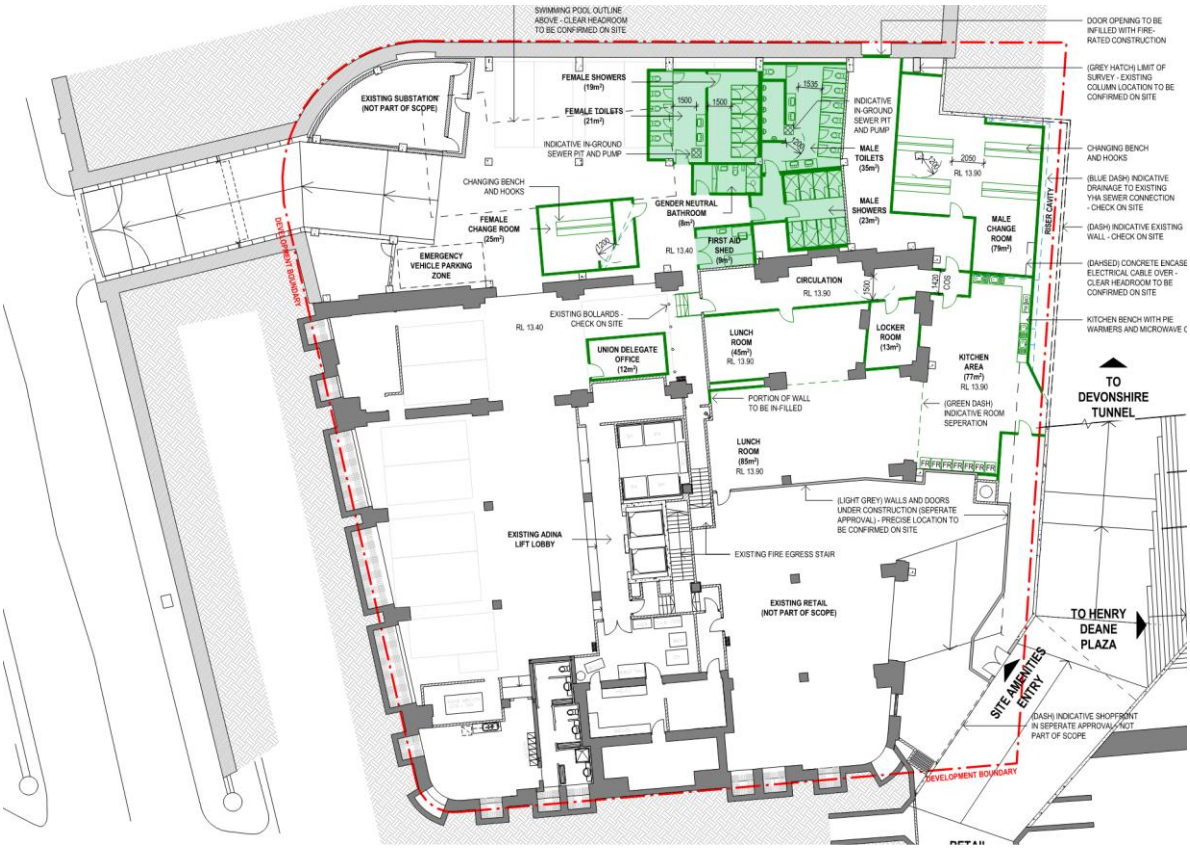

Figure 1-29: Site Accommodation – Basement Books

4.4.3 LGF Retail and B1 Bike Store Accommodation

Upon completion of the YHA structure and commencement of façade, services and CLT activities, site accommodation and amenities will be added to the Lower Ground Floor (LGF) retail spaces and the bike storage area on B1. This will facilitate an additional 200 works (both male and female).

Access paths for site personnel will be provided from the South-West site entrance via Henry Deane Plaza, through site access stairs to the accommodation on B1 and LGF.

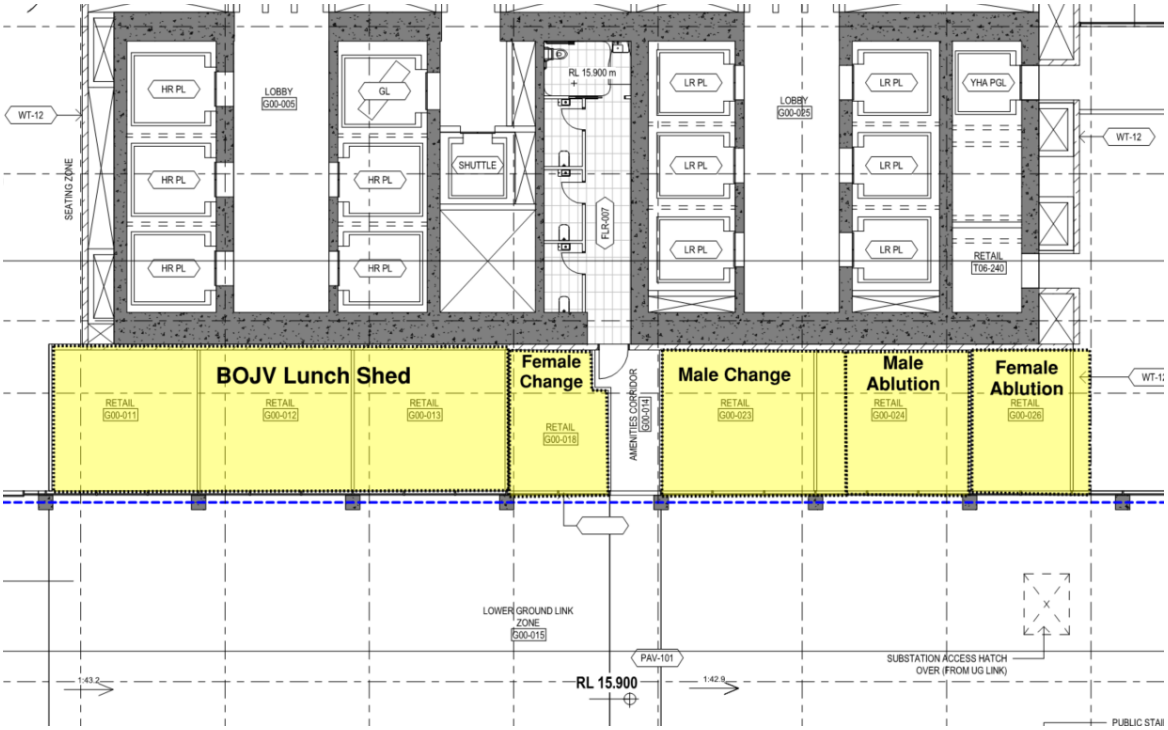

Figure 1-30: Indicative Site Accommodation – Lower Ground Floor Link Zone

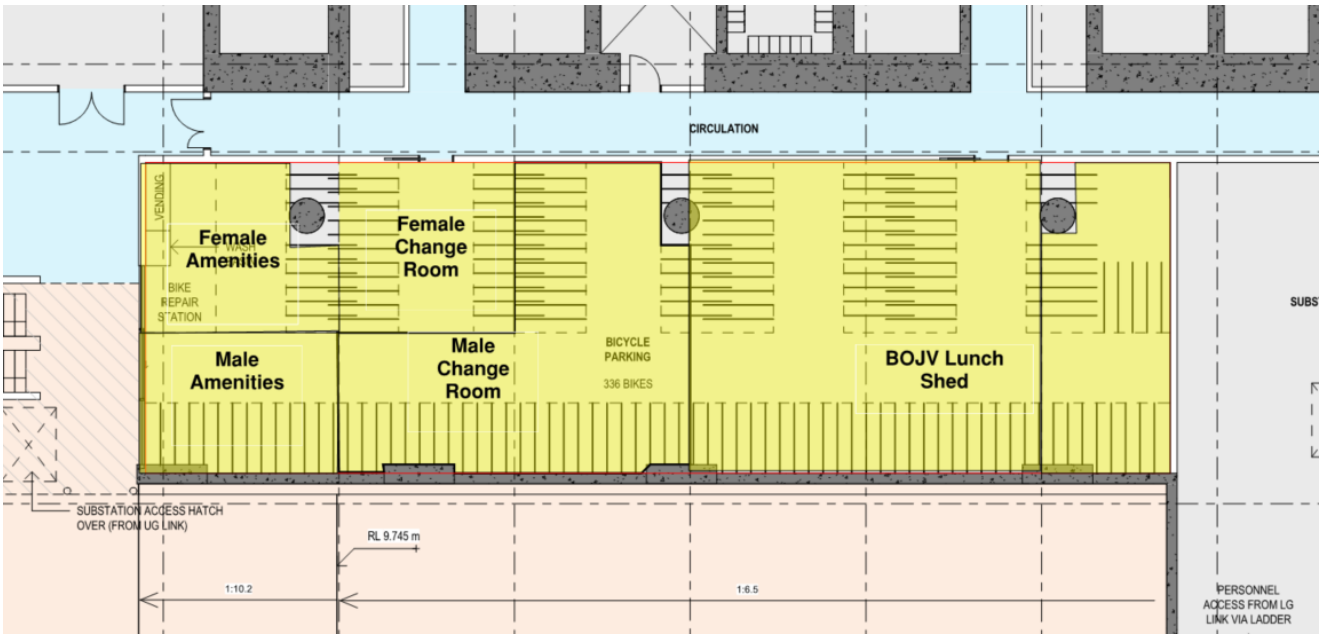

Figure 1-31: Indicative Site Accommodation – Basement 2 Bicycle Parking

4.4.4 Level 1 YHA Accommodation

Finally, as the base build fit-out, internal façade and finishes trades commence the overall site labour requirements will peak at approximately 500 persons per day.

To accommodate the additional labour requirements additional facilities will be provided on Level 1 of the newly constructed YHA. Workers will access this accommodation via hoists and builder's lifts.

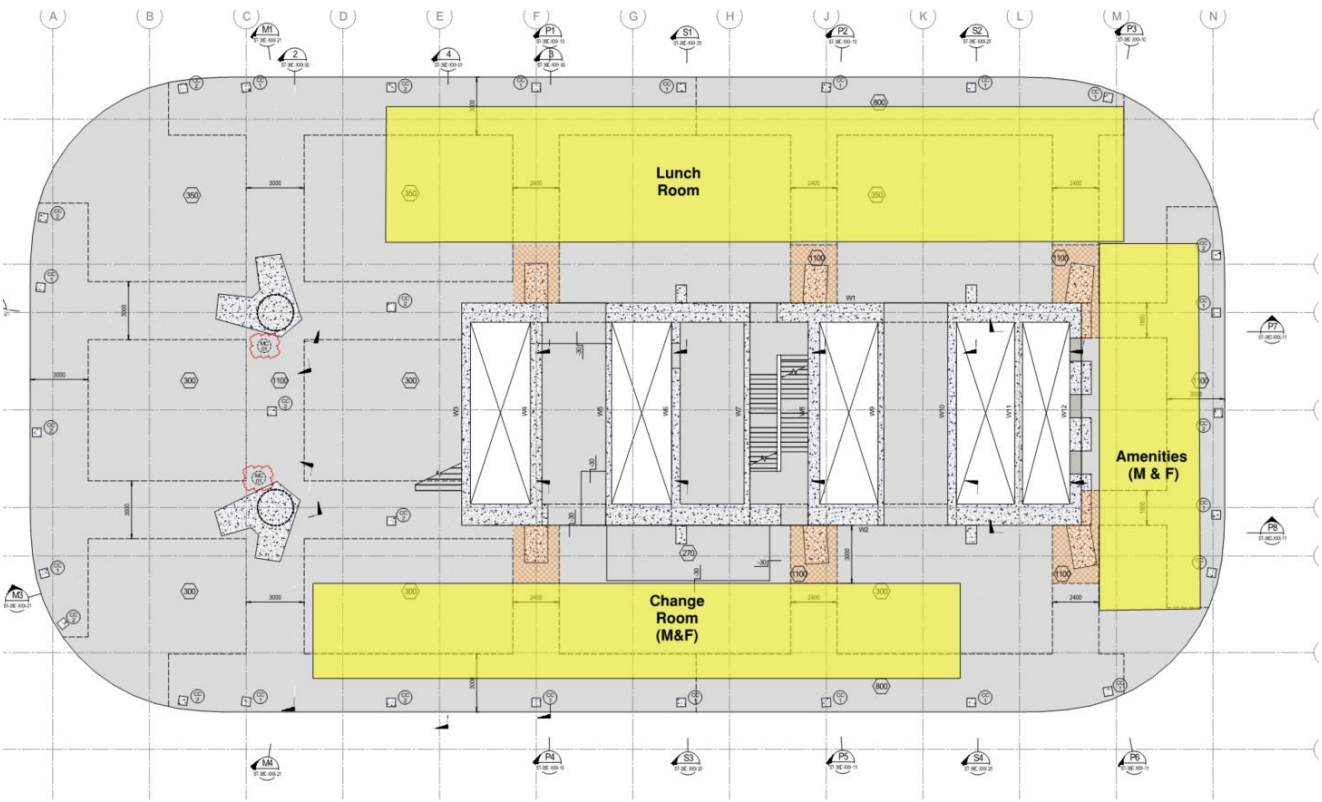

Figure 1-32: Indicative Site Accommodation – Level 1 YHA

4.5 Site Security

Providing a safe & secure workplace for BOJVs staff & contractors is a key consideration when establishing our hoarding plans. Acknowledging the site setting, BOJV have implemented the following added security controls.

- Site access control system: This is a web-based access control system that manages and controls access to the site. This system provides BOJV with live reporting on site numbers & assistance with Evacuation Management. At site entry & exit points, turnstiles are utilised where workers will scan on & off with custom photo ID passes.

Out of hours security patrols will be utilised strategically during the project where hoarding adjustments are required to be made which may impact site security.

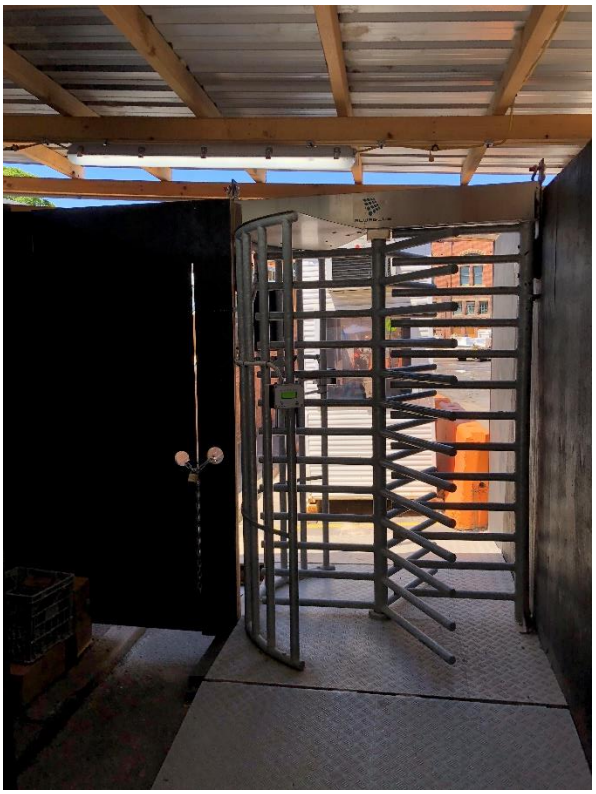

Figure 1-33: Site Secure access point

The Principal's Representative personnel, TfNSW Contractors personnel, and any other person nominated by the Principal's Representative may be provided access after completing the necessary form of induction. Due to the changing nature of the works on the construction site and a level of unfamiliarity with the progress of the works, the induction provided in these cases will require that the identified personnel are always escorted whilst on-site by BOJV representatives.

The following areas require security measures to be in place for the project:

- Platform 1, Central Station (Eastern Elevation)
- Henry Deane Plaza (Southern Elevation)
- Railway Colonnade Dr, Central Station (Northern Elevation)
- Upper Carriageway Lane and Ambulance Avenue (Western Elevation)
- Central Station Platform 1
- Railway Colonnade Drive

For the duration of the project, there will be no access for both pedestrians and workers to the Atlassian site from Platform 1 on Central Station. An A-class hoarding has been established during site establishment that provide no provision for access by workers or public to ensure no possibility of unauthorised entry.

In the Devonshire St Tunnel, an overhead protection system and A-Class hoarding have been installed. This allowed for the safe completion of earthworks followed by the construction of the basement & podium structure. These protective structures permit safe access for pedestrians and commuters through the Devonshire Street Tunnel while construction activities are ongoing within the project boundary.

Upper Carriageway Lane and Ambulance are the main entry point from Lee St to the construction site for BOJV's logistics strategy. To ensure vehicles can enter the site freely during the day and site security can be maintained during site closing hours, a lockable site gate has been implemented. Due to the height differentiation between Railway Colonnade Dr. and Ambulance Avenue, the need for an A-Class hoarding is not required.

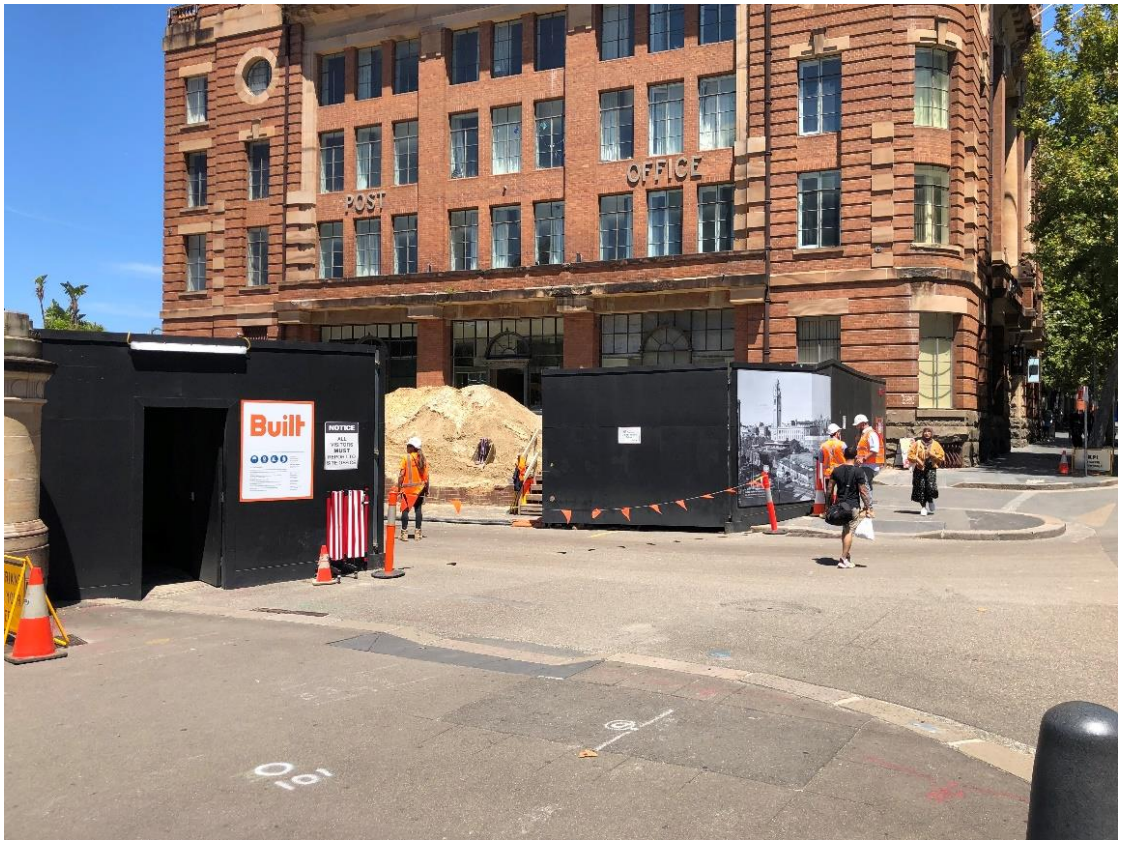

Figure 1-34: Ambulance Avenue/Lee St Security Gates

4.6 Site Emergency Evacuation Procedure

The Emergency Evacuation Procedure is outlined within the Site Health Safety & Environmental (HSE) Management Plan, contains an appendix addressing our Project Emergency Response Plan. This appendix will further detail the response plans to emergencies on-site, such as the following:

- Hostage Threat
- Medical Emergency
- Explosion
- Fire

For the project duration, the proposed muster points (subject to change) will be located in Henry Deane Plaza. BOJV are committed to coordinating with all relevant parties to develop a shared mustering point to ensure a precinct-wide solution is accommodated for the emergency assembly point of workers. See Figure 1-58 for illustration of the proposed emergency assembly point for the workers on site.

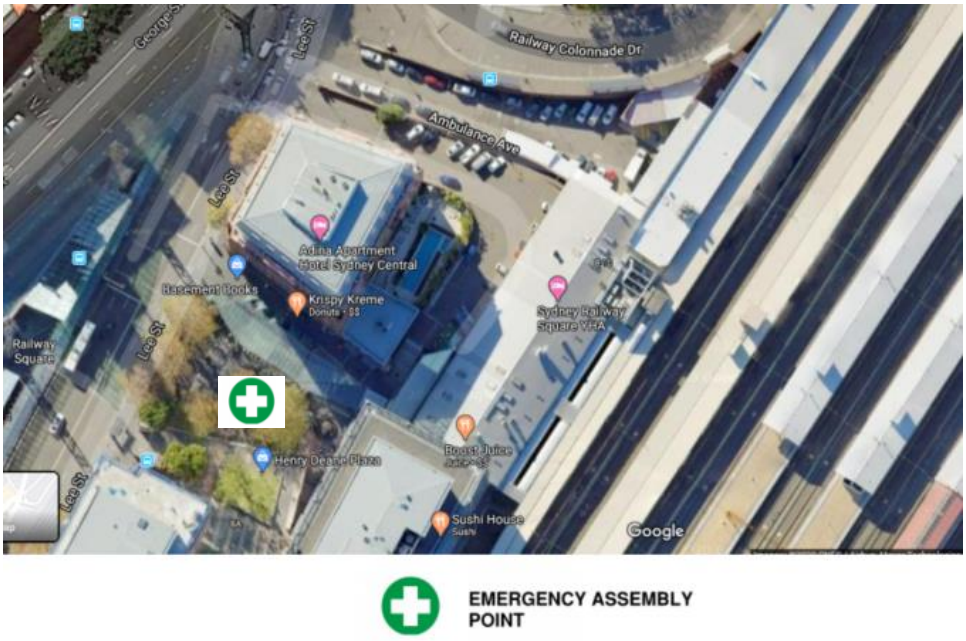

Figure 1-35: Henry Deane Plaza emergency assembly point

Emergency egress to the construction site will differ depending on the construction stage of the project. During the site establishment, demolition, and retention phase, emergency egress will be from the covered walkway in Ambulance Avenue and Upper Carriageway Lane. Following the installation of the second turntable and when excavation works commences, the Upper Carriageway egress is removed, and a second form of egress is established via a scaffold stair in Ambulance Avenue. When the UGF is constructed and the site amenities are relocated, the egress is then re-established to the Southern elevation of the site, shown in Figure 1-36c. The proposed egress pathways are subject to change as the methodology is refined and assumptions on design are realised. See below current egress pathways during construction stages of the project:

Figure 1-36a: Phase 1 – demolition & retention egress pathway

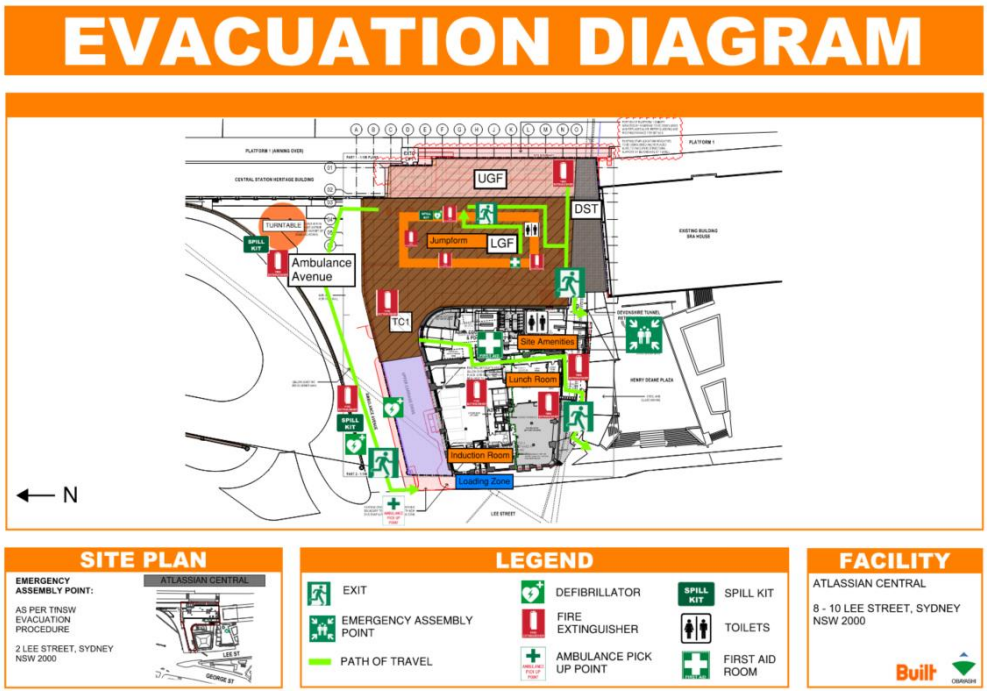

Figure 1-36b: Phase 2 – excavation and basement construction egress pathway

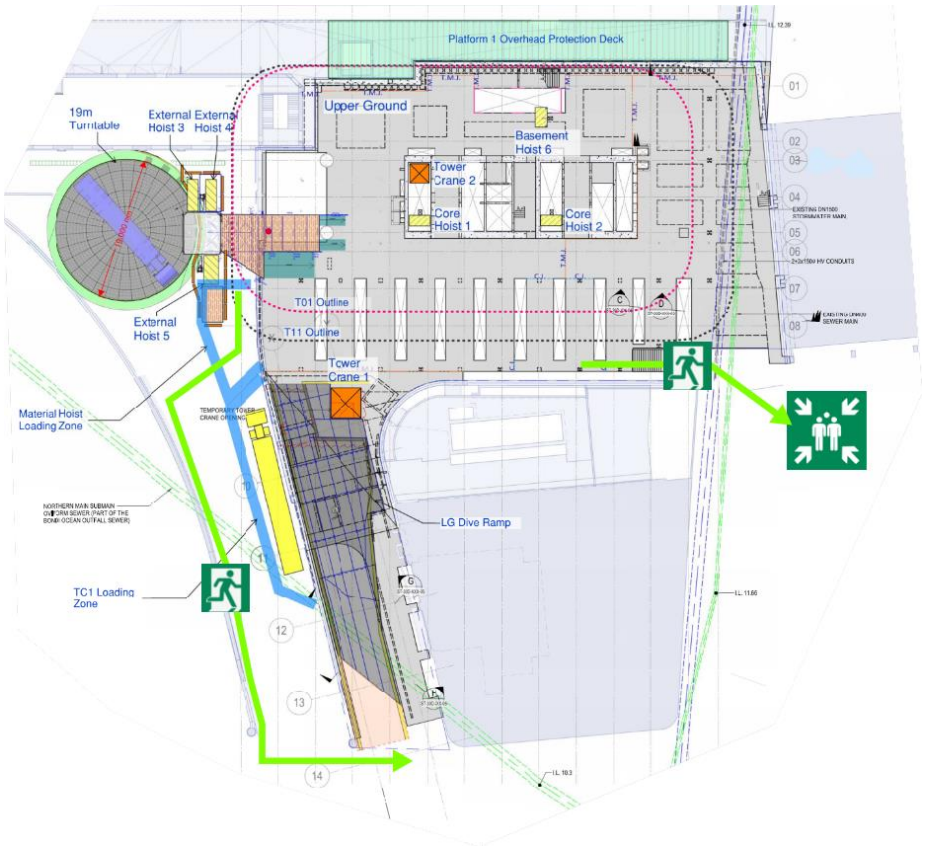

Figure 1.36c: Phase 3 – tower construction egress pathway

4.7 Anchors Under the Rail Corridor

Rock anchors are required to be installed under the rail corridor during the retention and earthworks phase of the works. TfNSW has provided approval of the rock anchor concessions to allow the installation of these anchors with the following controls applied during the works:

- The design life of temporary anchors will be in accordance with the TfNSW Notice of Concession.
- Temporary anchors will be destressed immediately after they are no longer required.
- Anchor heads will be removed, and protruding tendons or bars cut flush.
- Evidence of de-stressing will be provided to TfNSW.
- As-built drawings with anchor locations and details will be provided to TfNSW.
- A Technical Maintenance Plan (TMP) in accordance with TfNSW standards will be prepared for the examination of the temporary anchors during service.
- A monitoring regime shall be prepared, and results provided to TfNSW.

The Technical Maintenance Plan (TMP) has been developed with input from specialist subcontractors and TAO consultants. The TMP has been provided to TfNSW in line with the anchor concessions with no comments received.

4.8 Materials Handling & Vertical Transportation

4.8.1 Tower Cranes

All tower cranes erected on a BOJVV project are to be designed by the Tower Crane contractors structural engineer, peer-reviewed by the BOJVV Temporary Works Engineer, and vetted by the project's consultant Structural Engineer with specific analysis of the loads imposed on the building under construction.

BOJV has carefully analysed the craneage requirements for the project based on the current design. We have worked closely with our internal materials handling specialists and engaged a specialist crane contractor to optimise the hoisting strategy for the project.

Two tower cranes are currently installed on the project. The details of these cranes are listed below:

Crane No	Model	Operating Radius (m)	Install Date	Last lift	Duration	Max Height of Tower (m)
TC1	Favco M860DX	63	21/07/23	02/07/26	154 Weeks	274m
TC2	Favco M860DX	54	26/09/23	17/06/26	142 Weeks	270m

See below elevation (Fig 1.37) showing both cranes at their maximum height.

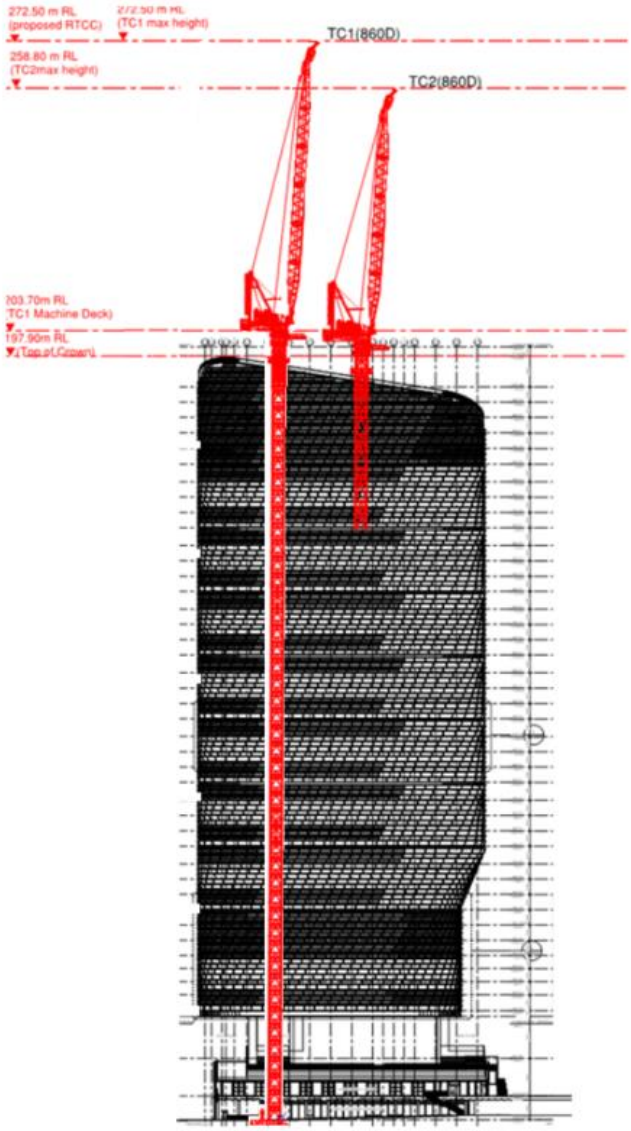

Figure 1-37: Elevation of TC positioning at maximum heights.

The project requires the aid of heavy-lift luffing cranes to service its 2000m2+ floor plate, these cranes will be servicing Ambulance Avenue and Upper Carriageway Lane loading zones. This has been determined by the sizing of several large custom fabricated steel elements.

Prior to the erection of tower cranes, a risk assessment and supporting documentation was formalised to ensure appropriate stakeholder consultation was undertaken.

Built Safe Mandatory Standards (BSMS) on tower crane erection includes the following major hold points:

- Crane Safe – evidence of currency under the Crane Safe program administered by CICA (e.g. Crane Safe sticker).
- Third-party engineer checks – inspection and sign-off on crane base from a third-party structural engineer.

Upon completion of L15 structure TC3 will be founded on a grillage on the mega-floor to service the structural timber deliveries through lifting penetrations in UGF and tower mega-structure slabs. Detailed design of this crane is currently underway with installation expected in June 2025.

Crane No	**Proposed Model**	**Approx. Radius (m)**	**Start date**	**Last lift**	**Duration**	**Max Height of Tower (m)**
TC3	Favco M310D	40	TBC	TBC	Approx 60 Weeks	265m

Fig 1-38 below indicates Tower Crane 1 & Tower Crane 2 (orange) positions. BOJV has illustrated the maximum slewing radius of each crane overlaid on a satellite plan (red ring). The image also identifies non slewing (black) vs slewing zones which will be implemented on the project. The tower cranes will be fitted with slew restrictors to ensure no tower cranes will slew in the zones highlighted in black in Figure 1-38. When in operation, cranes and other construction equipment such as, concrete pumps and access equipment shall not intrude into the rail corridor, except in time periods that are approved.

Weathervane' mode allows the jib arm of the crane to rotate in the direction of the wind like a weathervane, reducing pressure on the crane structure and associated footing system. As a safety priority, the cranes must be allowed to weathervane 360 degrees around the crane towers. Cranes located in the proximity of the other's weathervane will be designed at different heights to mitigate any risk. The yellow zone within the orange ring illustrates the weathervane of each crane in its proposed position.

Lifting operations on eastern boundary will include tower cranes, façade install cranes, self-climbing screens, and BMU's. To enable these works to be completed safely BOJV has propose the installation of an overhead protection deck over platform 1 which is explained further in section 4.8.2. In addition, cranes will be fitted with slew restrictors to prevent lifting over the rail corridor and cranes have been positioned such that the weathervane radius does not cross over the rail corridor. A Bow-Tie Risk Assessment has been developed in consultation with TfNSW and ST EDU and a statement of 'No Objection' provided. This has also been addressed as part of the Construction Licenses, Schedule 5 of the PDA and have been presented to all stakeholders in Construction Licence workshops.

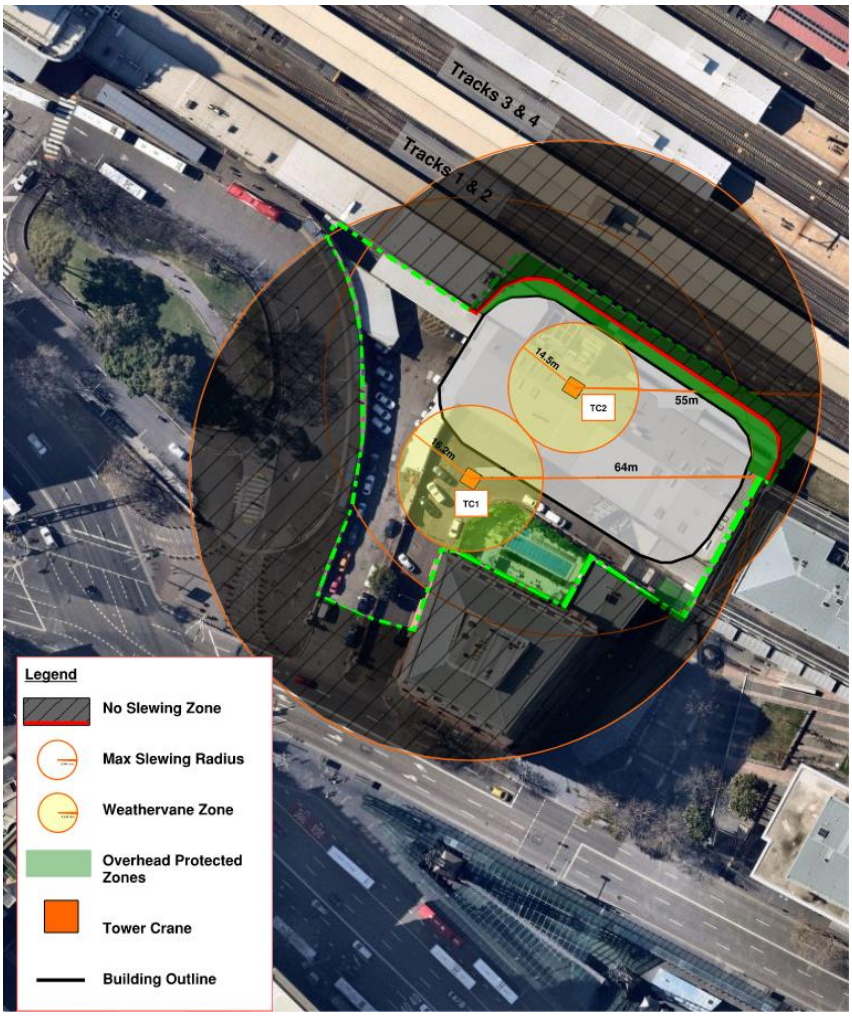

Figure 1-38: Tower Crane Locations, Slewing & Non-Slewing Zones

In compliance with T HR CI 12090 ST Airspace and External Developments, BOJV have obtained Construction Licenses which are agreed in PDA Schedule 5. In relation to air rights, License no.118.06 has been approved to permit the operation of the Atlassian tower cranes above the Platform 1 Overhead Protection Deck. The tower cranes will not be permitted to operate within the Safe Approach Distance (SAD) over the tracks or the Over-Head Wire (OHW) of Platform 1. The operation of the tower cranes will be monitored by slew restriction systems which electronically restrict the operation of the tower cranes to a predetermined zone. Further detail on these critical safety systems can be found in *Section 2.5.3 – Tower Crane Operations* of the Tower Eastern Elevation Management Plan.

Figure 1-39 below provides a section through the Eastern Elevation facing South. It indicates the approved Construction License area obtained by BOJV. Further information on clearances from OHW's and other TfNSW infrastructure can be found in *Section 2.1 – Awning Modifications & Installation of Platform 1 Hoardings* of the Tower Eastern Elevation Management Plan.

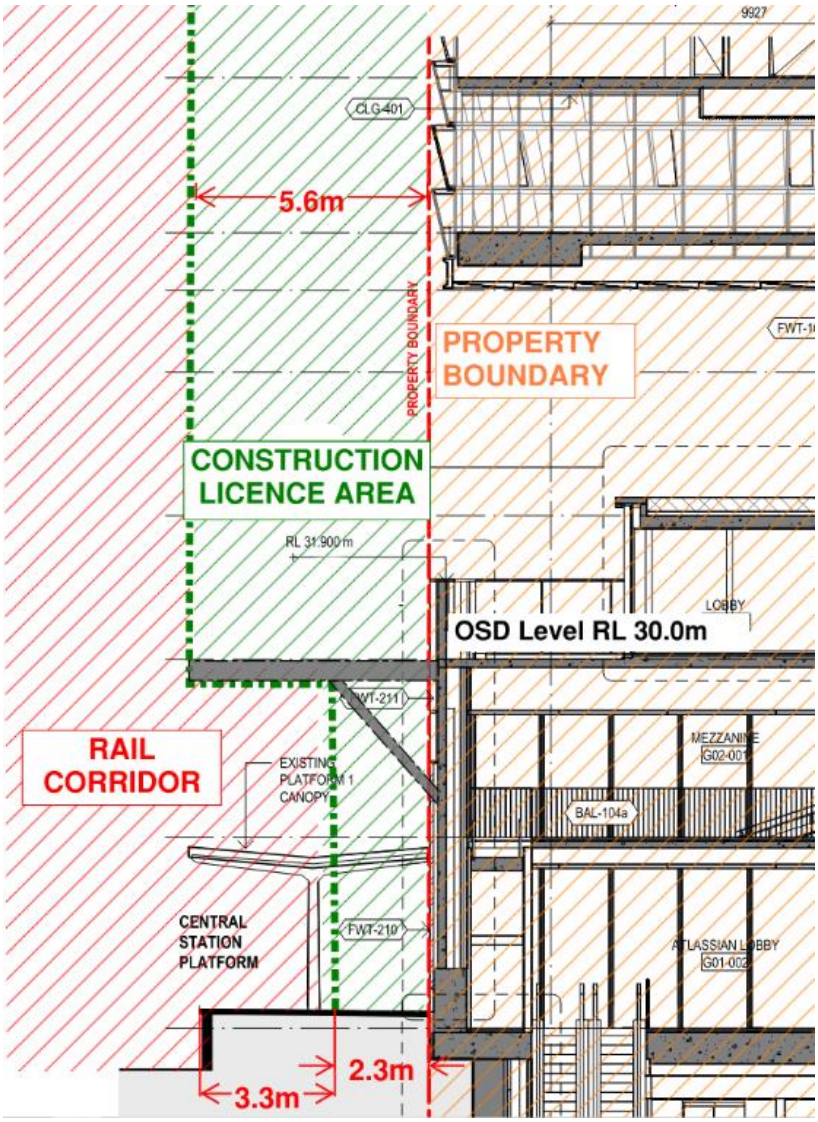

Figure 1-39: Section through Eastern Elevation showing Construction License Area

4.8.2 Crane Bases

The tower cranes servicing the main tower works consist of the following:

- Tower Crane 1 (TC1) – installed on a pad footing within the basement
- Tower Crane 2 (TC2) – installed in the tower core structure
- Tower Crane 3 (TC3) – installed on Level 15 mega floor structure

An overview of the tower cranes is provided in Figure 1-40 below:

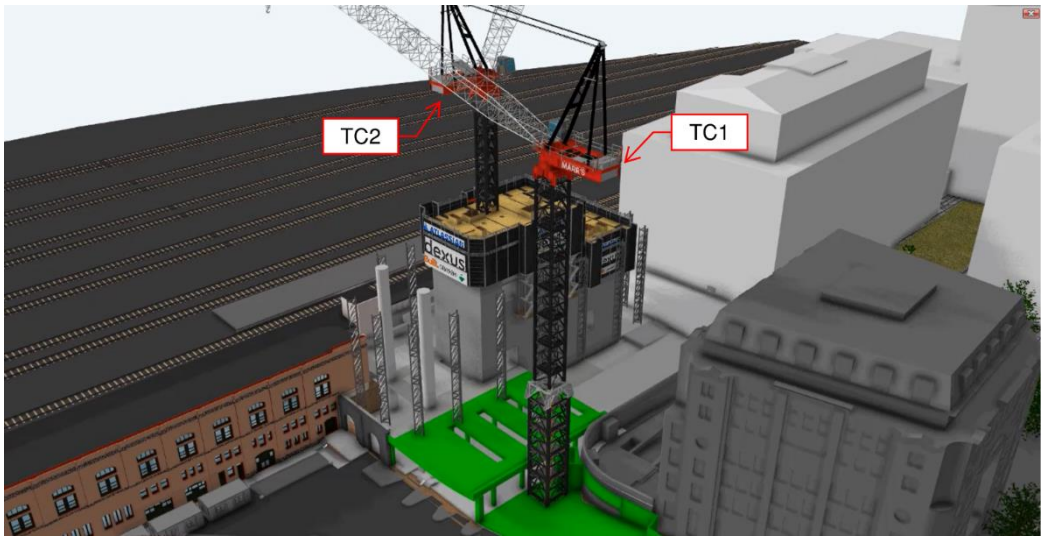

Figure 1-40: Indicative Atlassian Tower Crane Overview

A section through the Tower Crane 1 crane base is provided in Figure 1-41 below. The base consists of a 1.2m deep conventionally reinforced concrete footing with 16 rock anchors (4 per tower leg). The anchors are drilled to a depth of 20m vertically into the sandstone below. It is noted that the rock anchors do not extend past the project boundary, and a verification of existing in-ground services information confirmed there is no infrastructure below the crane base that may impact drilling.

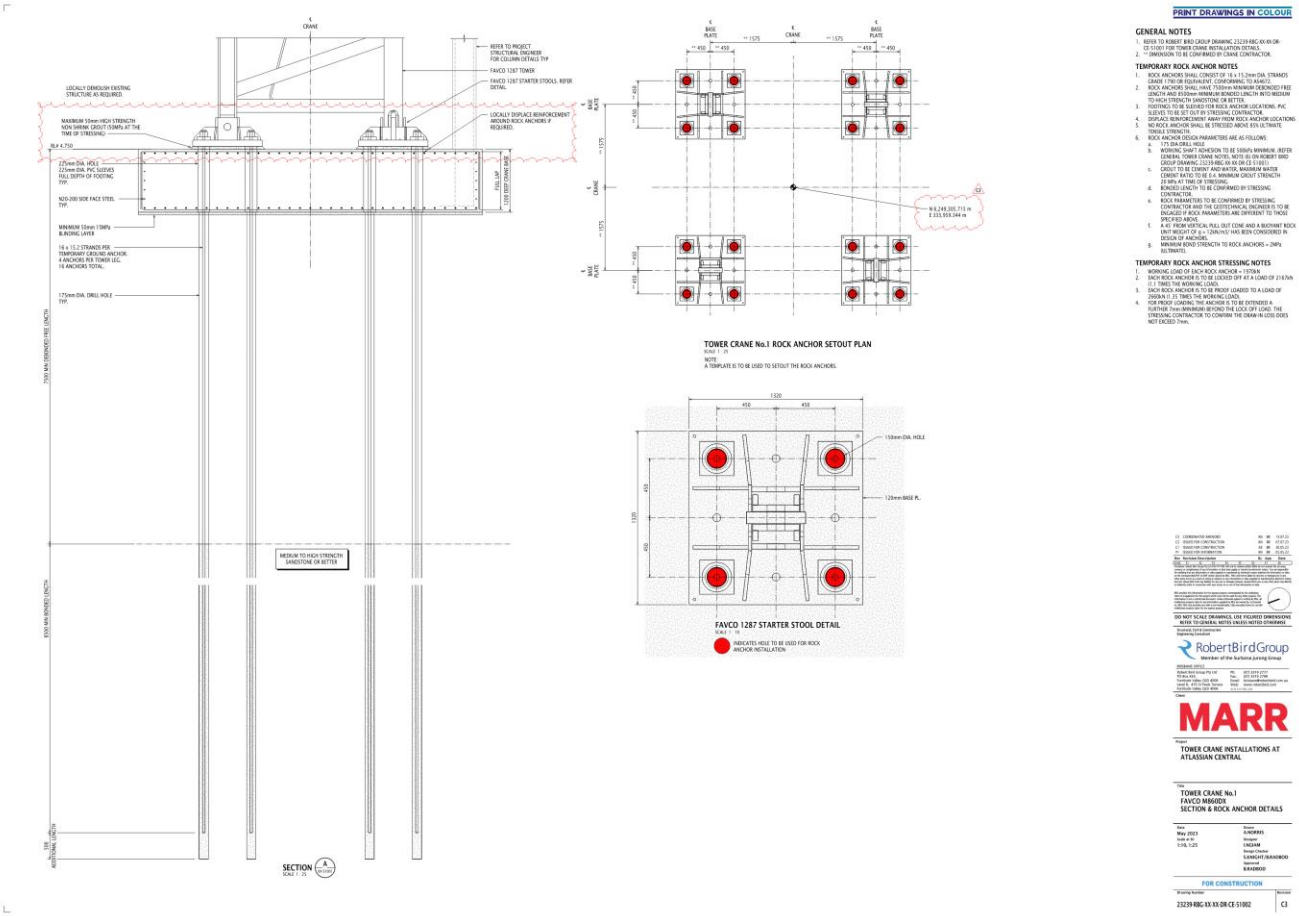

Figure 1-41: Tower Crane 1 Base

Tower Crane 2 is to be established within the core structure. Instead of using a dedicated footing, TC2 will utilise the permanent structure in the initial establishment phase. The crane will be installed onto a stool which is cast-in to the core raft slab. Once sufficient core structure is complete, the tower crane will climb within the core box using skid beams and hydraulic jacks. As the footprint of the core raft slab is considerably larger than a conventional crane base, the use of rock anchors is not required for TC2.

A photo of the TC2 base stool used on the Atlassian Central project shown in Figure 1-42 below.

Figure 1-42: Tower Crane 2 Base

Refer to Figure 1-43 below for the following:

- Stage 1 – initial establishment phase, crane free-standing on core raft slab
- Stage 2 – example of a typical climbing sequence once sufficient core structure is complete

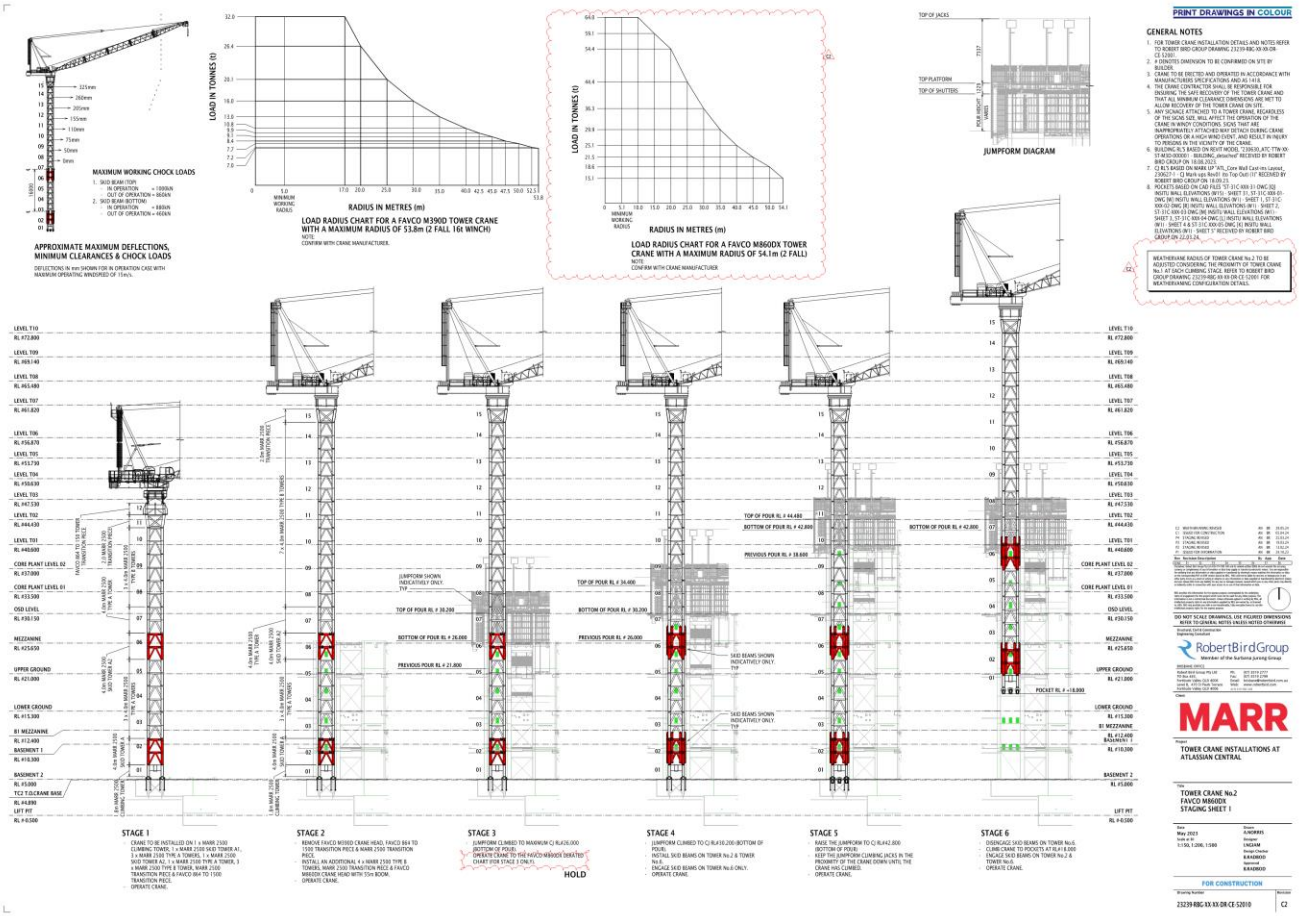

Figure 1-43: TC2 Climbing Sequence

The crane bases on the Atlassian project will have no impact on neighbours including TfNSW, CPS and TOGA. All supporting structures for the cranes inclusive of rock anchors are wholly contained within the project boundary and do not impose any loads on adjoining structures.

4.8.3 Mobile Cranes

Mobile cranes will be required generally prior to the tower cranes being available and after they have been removed. They may also be required to supplement the tower crane's work at peak periods.

Prior to the mobilisation of a mobile crane, the relevant surface preparation and capacity checks will be undertaken by the site team.

Mobile cranes will be utilised but not limited for the following activities:

- Demolition
- Basement & Retention Construction
- Tower Crane Establishments & demobilisation
- Steel Erection & materials handling

TfNSW Level 5 approvals will be obtained where the operation of the mobile crane has the potential to encroach the Safe Approach Distance (SAD) of the 1500v Overhead Wire (OHW) adjacent to Platform 1.

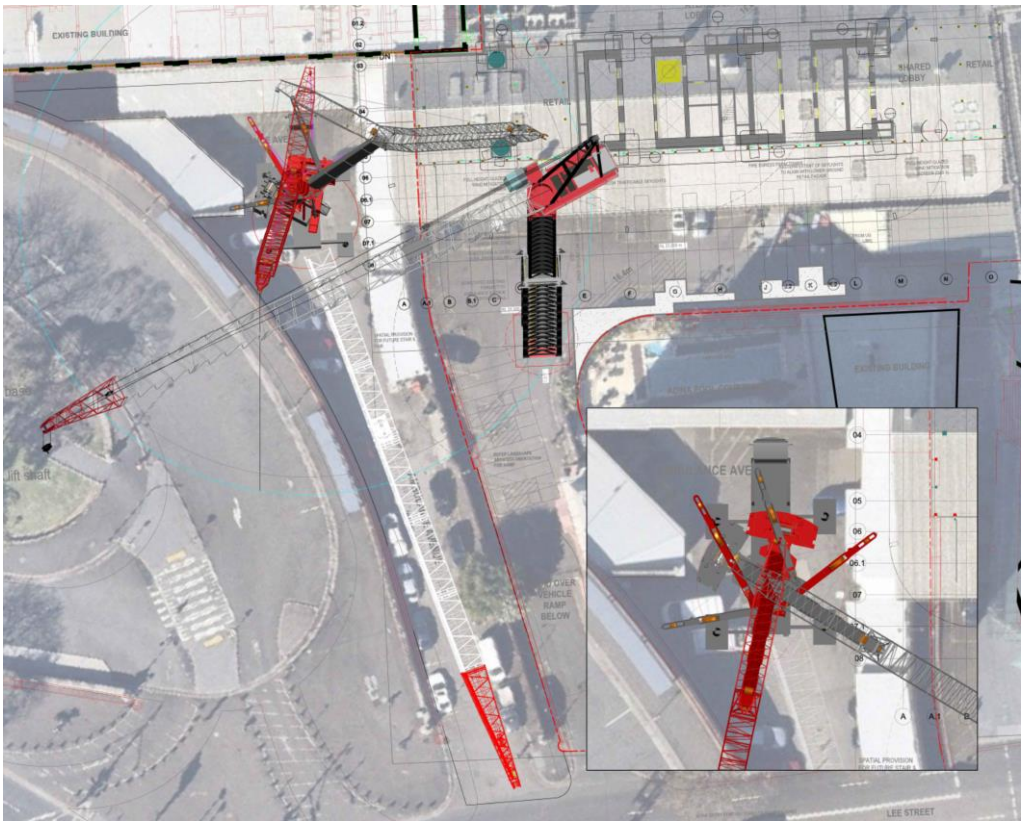

Figure 1-44: Indicative Mobile crane location mark-up

4.8.3.1 Crane Lifts and the Rail Corridor

Key lifts within the Rail Corridor have been identified with control measures to be implemented. These include the following:

1) Platform 1 Overhead Protection Deck
2) Tower Crane Operations Bow-Tie Risk Assessment
3) Slew restrictors preventing materials being lifted within the Safe Approach Distance of the Track 1 overhead wires.

The Platform 1 Overhead Protection Deck (OHPD) has successfully been installed utilising Possession works throughout 2023 & 2024. The temporary structure provides protection to commuters on Platform 1 while construction works continue overhead. Figure 1-45 below provided an overview of the OHPD, facing West from Platform 2, Central Station.

Figure 1-45: View of the Platform 1 Overhead Protection Deck facing West

Once structure and façade works overhead are sufficiently complete, the OHPD will be removed utilising Rail Possessions in line with the Corridor Access Plan. Hi-Rail equipment on the tracks will be required to access structural connections when removing the deck. All hoisting will be provided by the tower cranes within the Atlassian Central site boundary. Removal of the Platform 1 OHPD is forecast for 2026.

All tower crane operations on the Atlassian Central project operate under a Bow-Tie Risk Assessment in which the key risks and controls for tower crane operation adjacent to the Rail Corridor are assessed. The Bow-Tie Risk Assessment was developed in consultation with TfNSW and Sydney Trains to ensure all relevant risks and mitigation measures were captured.

4) North-East Oversail of Tower Level 1

During the installation of the North-East corner of tower Level 1, a prefabricated steel structure was installed over the SRA office building. BOJV with the assistance of Dexus & TfNSW arranged for the stakeholders to vacate the office building during these critical lifts. The installation of the North-East Oversail was successfully completed during a 4-week vacation period of Gate Gourmer (regional train catering service). It is anticipated the removal of the protection deck will occur over a 3 week period. BOJV will consult with TfNSW and all other relevant stakeholders prior to removal works commencing.

Following the installation of the above mentioned protection systems, all other crane lifts will be completed from within the Atlassian Site boundary and Construction Licence areas. These lifts are further described in the Eastern Elevation Management Plan. For all critical lifts there a high-risk workshop will be completed with specialist subcontractors and where relevant detailed methodologies and lift plans will be developed.

4.8.4 Personnel and Material Hoists

All Man and Materials hoists erected on Built projects are to be designed by the Hoist contractors structural engineer, peer-reviewed by a third party Temporary Works Engineer, and vetted by the project's consultant Structural Engineer with specific analysis of the loads imposed on the building under construction.

A summary of the hoist locations on the project is provided in Figure 1-46 below.

Due to unique design of the tower exoskeleton and façade system, internal hoists provide a good solution to the project. Scarring of the façade (Elements of the final façade that remain uninstalled to accommodate temporary works) are significant and have driven the internal hoist location proposal. Where external hoists are provided, they are installed on an external structure with one entry point into the building. This common tower structure minimises the impact of the hoist access on façade install and the overall materials handling strategy.

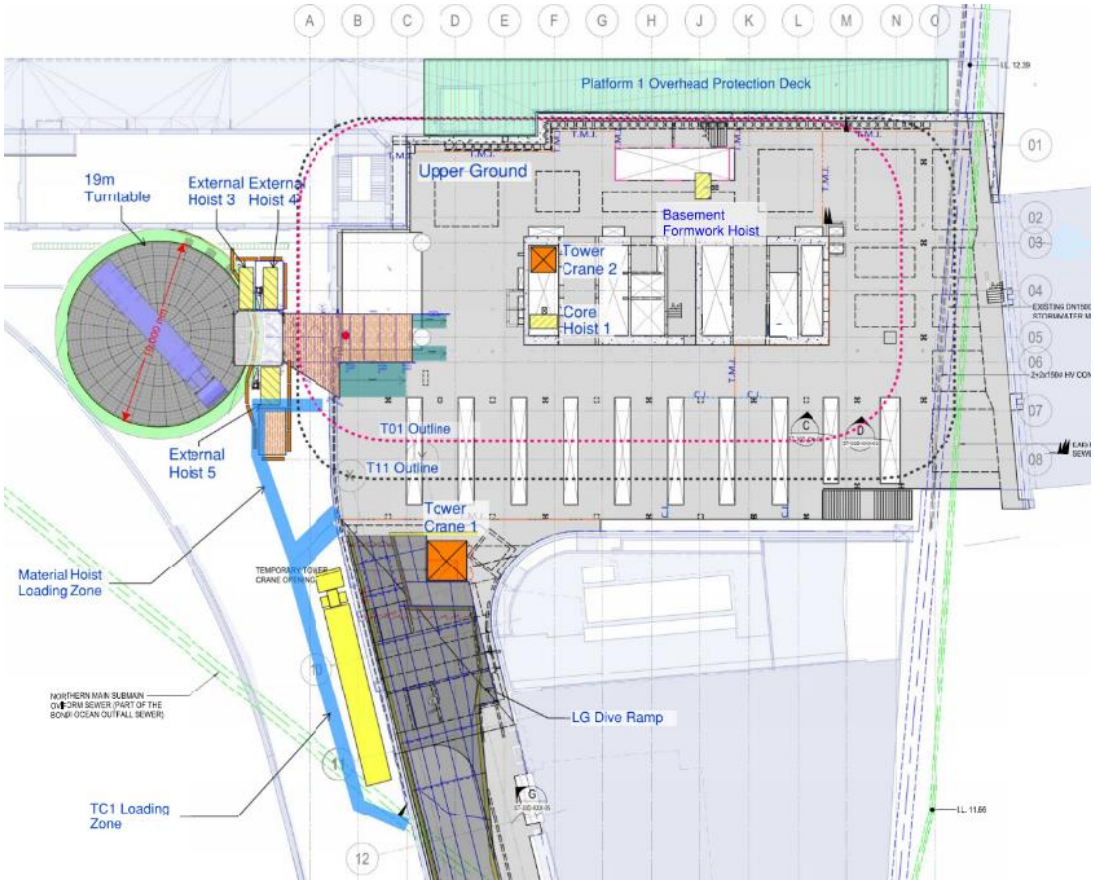

Figure 1-46a: Indicative Hoist Locations

Figure 1-46b: Hoist Example

4.8.5 Builders Lifts

Upon the completion of the core (or part thereof for hi-rise), the lift contractor will commence inside the shaft installing the permanent lifts. Builders' lifts commissioning will be critical to ensure that the internal penetration left by the hoist can be closed as quickly as possible.

4.8.6 Material Loading

Penetrations within the megafloors will be utilised for loading CLT and Glulam materials. Tower Crane 3 will complete the majority of hoisting into these penetrations. Once each habitat of timber structure is complete, the mega floor penetration will be infilled in order to complete fitout.

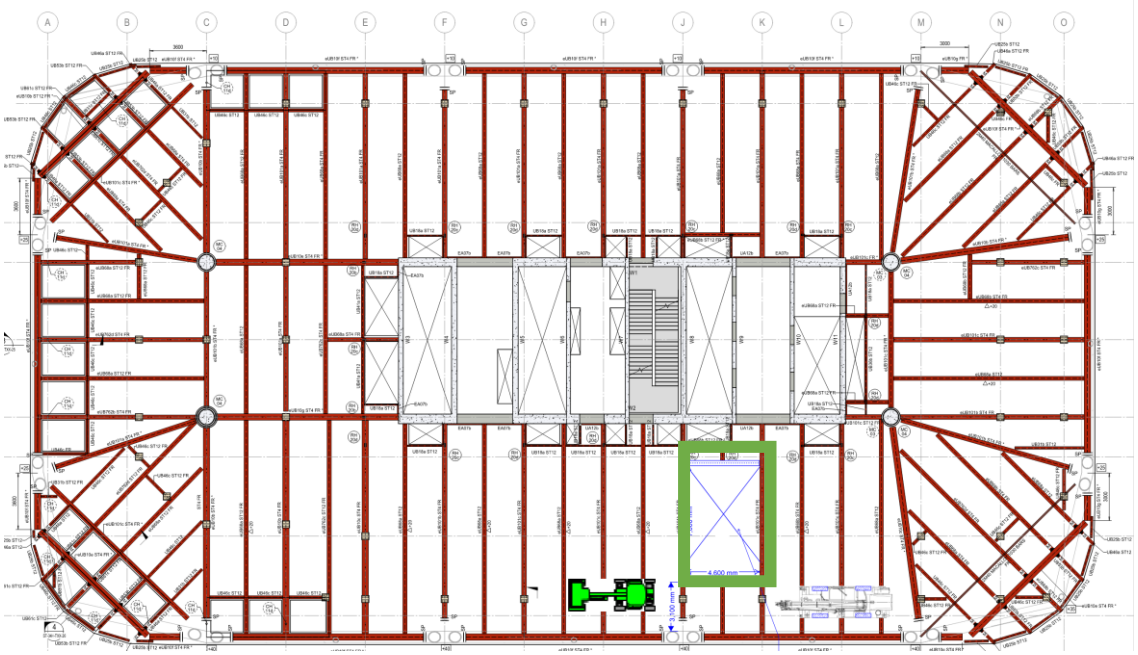

Figure 1-47: Indicative Typical Megafloor CLT Penetration

4.9 Overhead and Edge Protection

4.9.1 YHA & Podium Scaffolding

The below figure illustrates the Level 1 edge protection strategy which was utlised to construct the YHA structure (Levels 1-6).

On the Northern & Eastern elevations, custom edge protection screens have been installed to protect the elevations of the building which extend vertically up to the crown. On the South & West elevation, perimeter scaffold is adopted to provide perimeter edge protection. Perimeter screens are established to these elevations at Level 11 due to the large cantilever of the building.

Figure 1-48: YHA Edge Protection (Model Depiction)

Once the tower propping has been removed, additional scaffolds for the podium works will be installed. The below figure illustrates these podium scaffolds required to complete the parcel shed recreation, lobby facades, and external finishes:

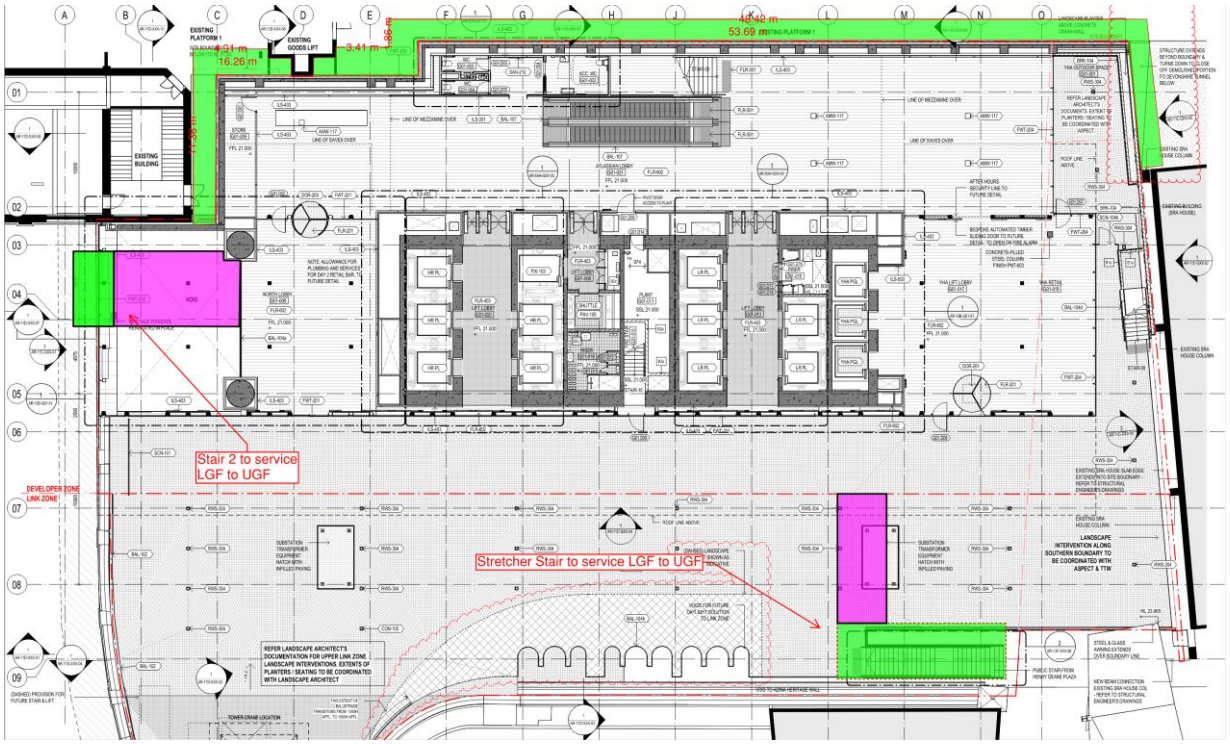

Figure 1-49: Indicative Scaffold Staging Plan – Podium Scaffolds

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4.9.2 Eastern Boundary Overhead Protection Measures

The Atlassian Central tower (steel exoskeleton, CLT, and facade) can be constructed largely by employing the standard high-rise construction building practices employed in the Sydney CBD. These include the use of structure encapsulation screens, scaffolds, Workright fencing, tethering, hoardings & exclusion zone, crane lock out zones, and high-risk work method procedures.

Furthermore, BOJV has engaged specialist contractors to develop the curtain wall façade design, delivery, and installation procedures.

In addition to the above, BOJV has also considered the proximity of the site to the Central Station rail platforms on the Eastern Boundary and the unique risk profile associated with this location. BOJV has developed an overhead protection system integrating with these high-rise edge protection measures and building practices and the hoardings on Platform 1. Refer Fig 1-55 below.

Further information can be found in the Eastern Elevation Management Plan provided as a subplan to the CMP that details the installation methodology for the overhead protection measures. Specifically refer to section 2.7 Platform 1 Overhead Protection System which details the proposed extent and installation procedure for the OPS. Additionally, refer to the Platform 1 - Construction License ASA Structural Assurance memo has been submitted to TfNSW on 12.11.2021

4.9.2.1 Platform 1 – Overhead Protection Deck

Ahead of tower works commencing an overhead protection system has been installed over Platform 1 as an additional protection measure for commuters and transport assets. The Overhead Protection Deck design has been completed by TTW who are TAO accredited and developed in line with the ASA standards. This protection deck is rated for 10kPa overhead protection, which is consistent with standard high-rise building practices for works in the Sydney CBD to provide adequate protection for vertical lifting over public areas below. Specialist contractors have been engaged to further develop the design and engineering (in conjunction with TfNSW guidelines) prior to the commencement of construction works to ensure ASA compliance.

The overhead protection has been designed to limit foundation requirements on the platform structure and baggage tunnels below. To achieve this the design makes use of the permanent pile retention wall and capping beam which enables a significant portion of the protection deck to be installed from within the Atlassian site progressively throughout the earthworks and basement structure phases of the project. This strategy reduces interfaces with the Rail Corridor and reliance on limited possessions windows ahead of the tower works.

BOJV has engaged the services of Arch Artifex as the integrating TAO to develop possession and non-possession works plans to determine the appropriate level of protection to be implemented during the installation and removal of the protection deck.

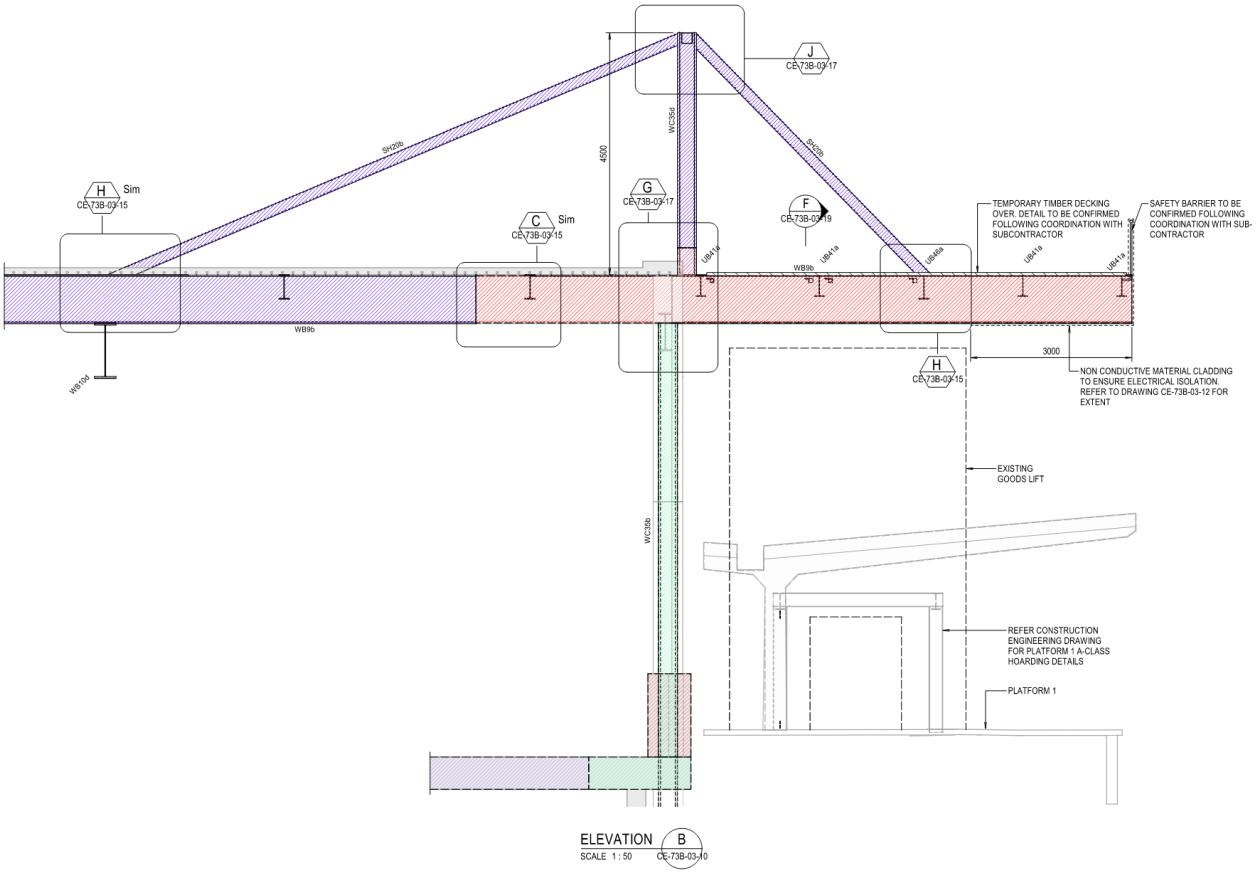


Figure 1-50: Overhead Protection Sections – Platform 1 Central Station

4.9.2.2 North-East Oversail & SRA Office

The North-East corner of the Atlassian Central tower sails over the existing SRA office which forms part of Central Station. To complete these works safely BOJV and the TAO structural engineers (TTW) have developed a design for a temporary support structure which will be supported off the Atlassian Level 1 composite steel structure. This design will reduce the impact of these works on the SRA office however there will still be a requirement to vacate the office building for certain periods of time to ensure the system can be installed and removed safely.

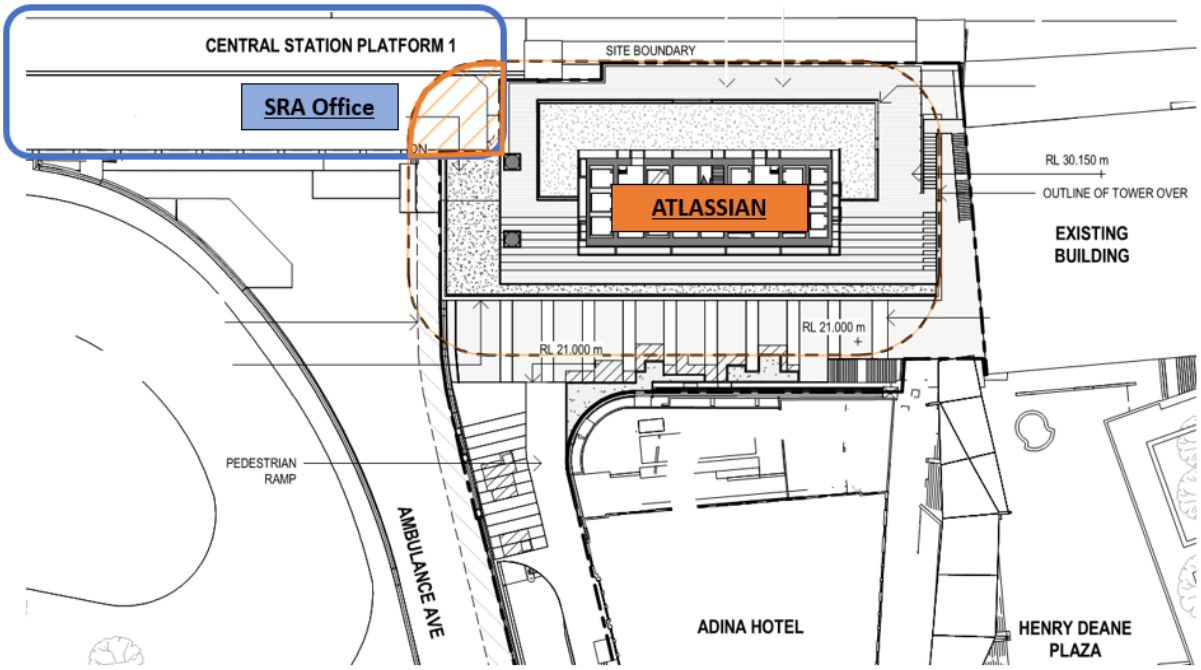


Figure 1-51a: North-East Oversail Plan (SRA Office Below, Atlassian Level T1 Above)

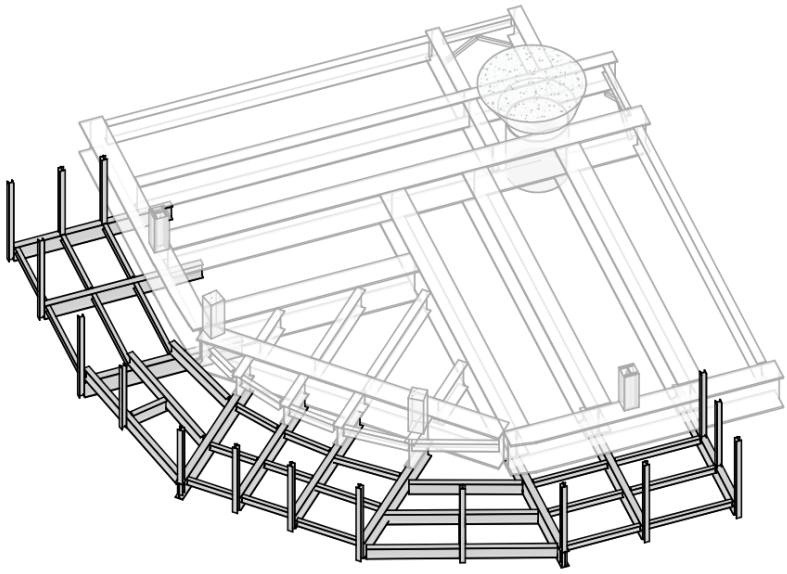


Figure 1-51b: North-East Oversail Temporary Design

4.9.3 Tower Scaffolding and Perimeter Screen

The edge protection strategy for the tower structure has been developed to account for the unique design. An image of the structure between Levels 1-11 is provided below.

A combination of custom perimeter screens, proprietary edge protection systems and loading platforms will be used to safely construct the structure, install façade and deliver fitout materials to the floor.

Figure 1-52: - Atlassian Tower Protection Measures

The structure screens proposed for the main tower works will provide full encapsulation around the structure works over two habitats (approximately 33m high) as shown in the images below. The screens will pre-assembled where possible and lifted in to place with the tower cranes and mechanically fixed to the permanent structure via steel needles.

The screens will also have folding flaps the capture any small debris during the works and cleaned prior to climbing of the screens.

The screens are self-climbing by use of hydraulic jacks and will be removed once the crown structure has been completed with the use of the tower cranes.

Figure 1-53a: Photo example of screens

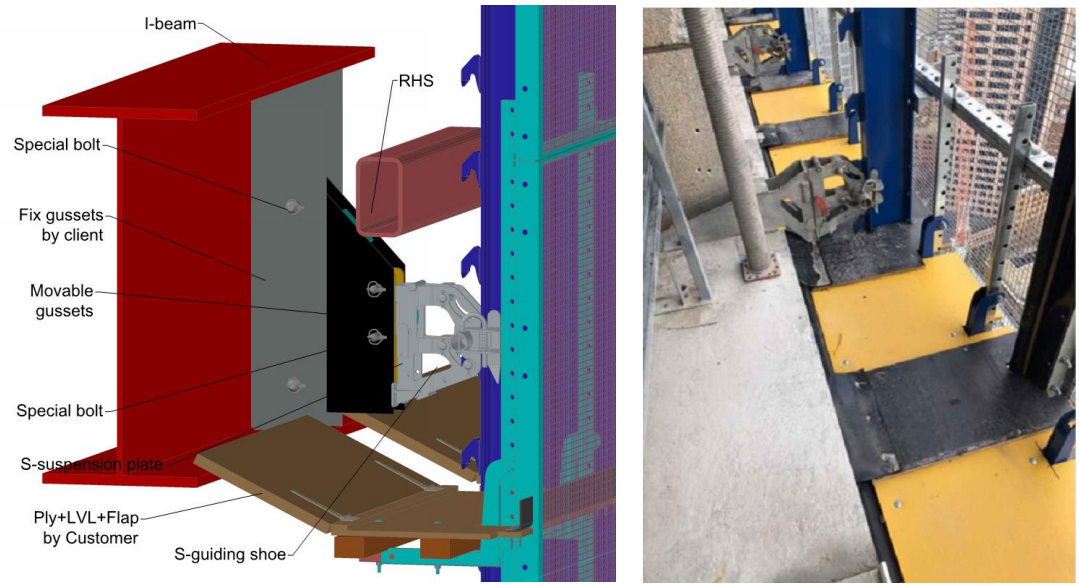


Figure 1-53b: Screen Methodology and Photographic Example

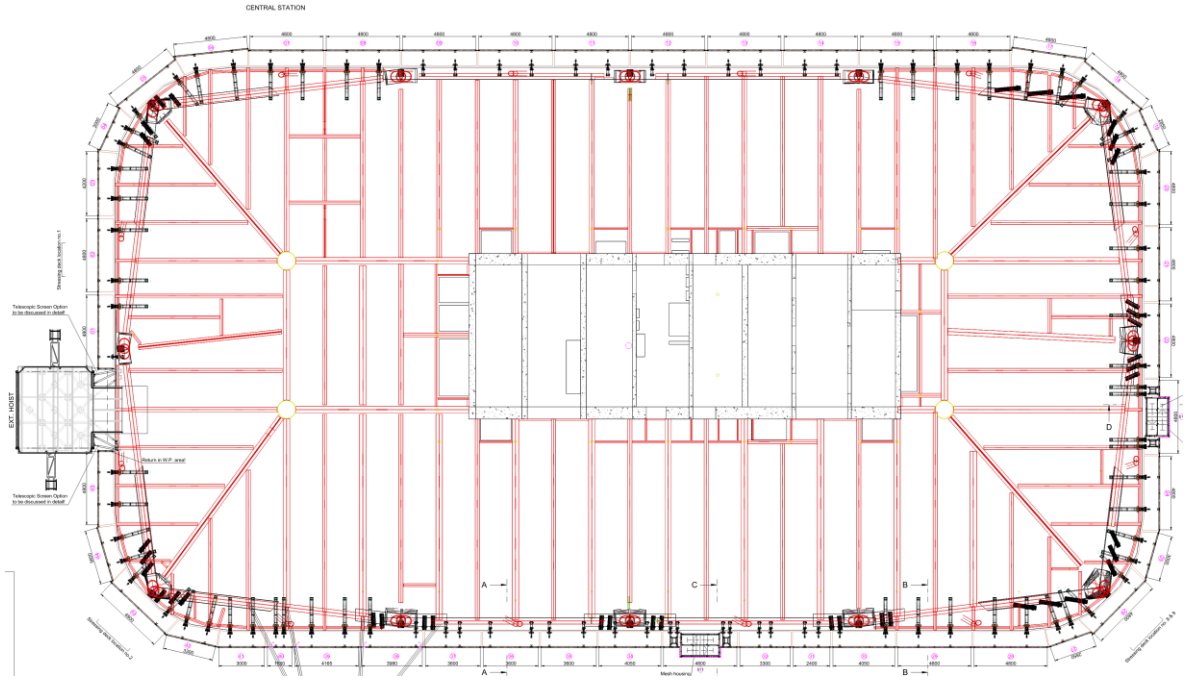


Figure 1-53c: Preliminary concept screens design

4.9.4 Additional Edge Protection Systems

Below are examples of additional edge protection systems to be implemented where required on live edges, typically used across the industry when undertaking high-rise construction works. This includes handrails, netting extensions and kick boards. These various edge protection systems will be applied based on task and area specific risk assessments.

Figure 1-54: Photographic Example of WorkRight Edge Protection System inc. Netting

5 Construction Methodology

5.1 Project Overview

The delivery of the Atlassian Tower is a single-stage project. The table below has divided the project into five stages, with the first stage relating to works associated to enable the construction of the building.

Stage	Timeline
ECI Period	Q2 2020 – Q2 2022
Site Establishment	Q3 2022
Shed Dismantle & Demolition	Q3 2022 – Q4 2022
Piling, Excavation & Retention	Q4 2022 – Q3 2023
Core & Structure	Q4 2023 – Q2 2026
Façade, CLT & Fitout	Q1 2025 – Q4 2026

5.2 State Works Summary

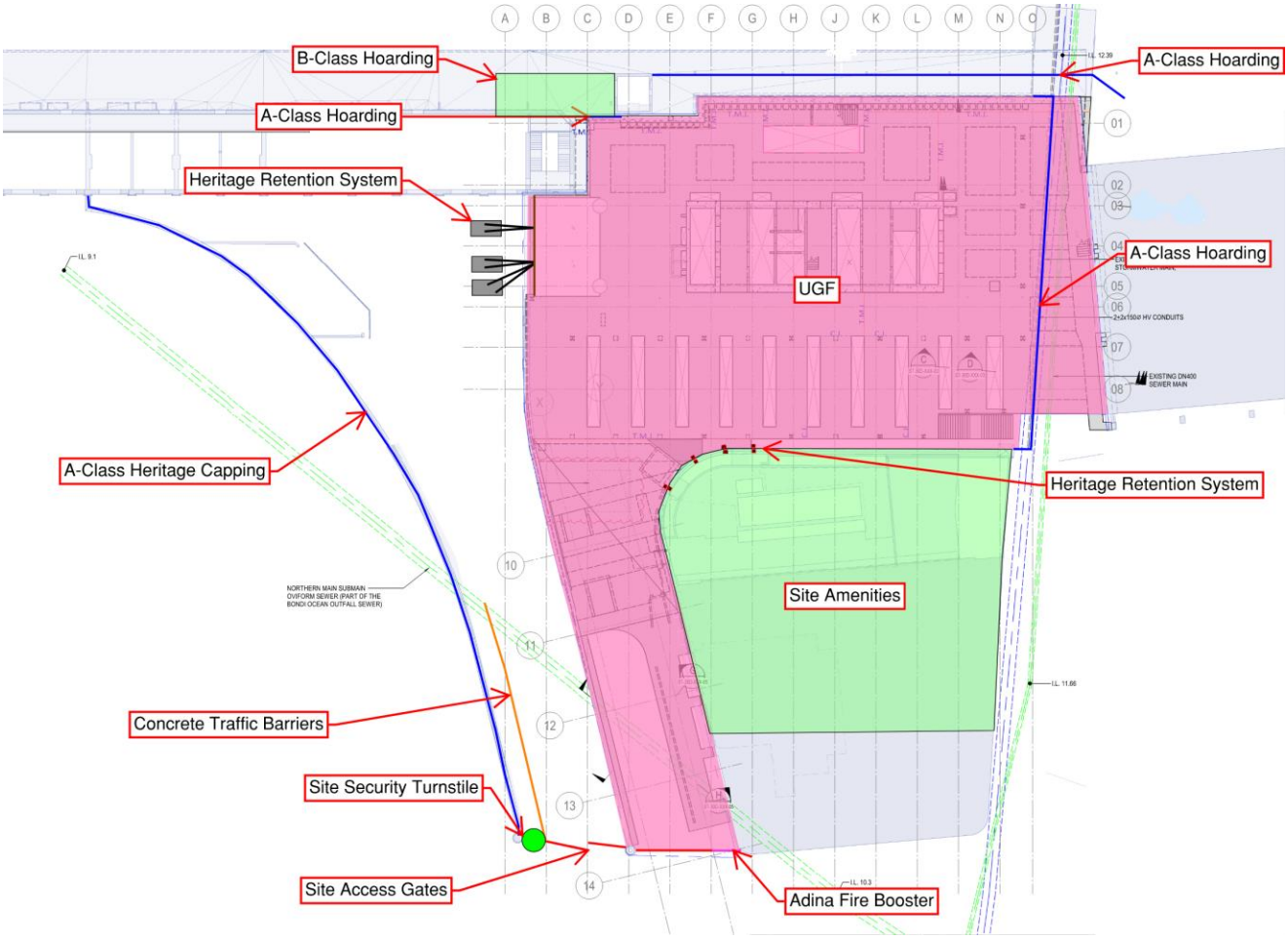
As part of the State Works package there are 2 milestones identified, listed in the table below:

Stage	Timeline
Services & Fitout Commencement	Q1 2025
State Works Complete	Q4 2026

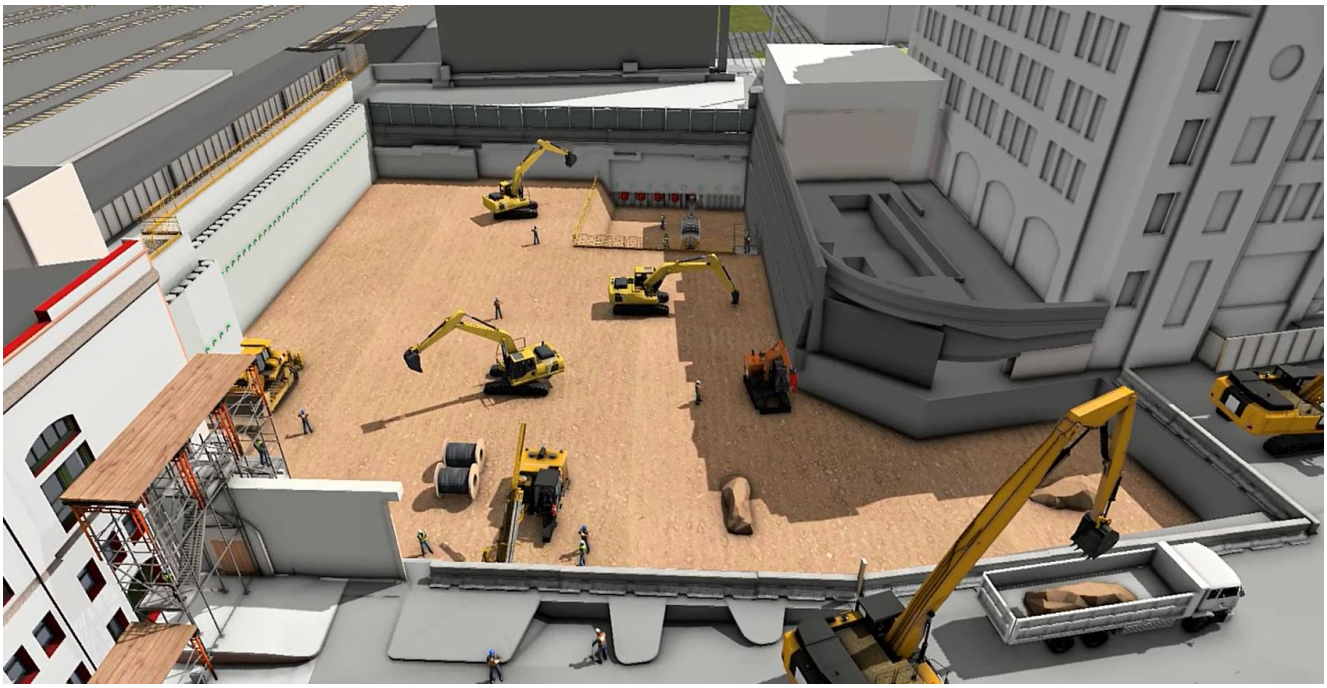
5.3 Staging Plans

The following staging plans have been developed to illustrate site conditions during the above-mentioned phases. These documents are subject to ongoing development upon receipt of further detailed design documents.

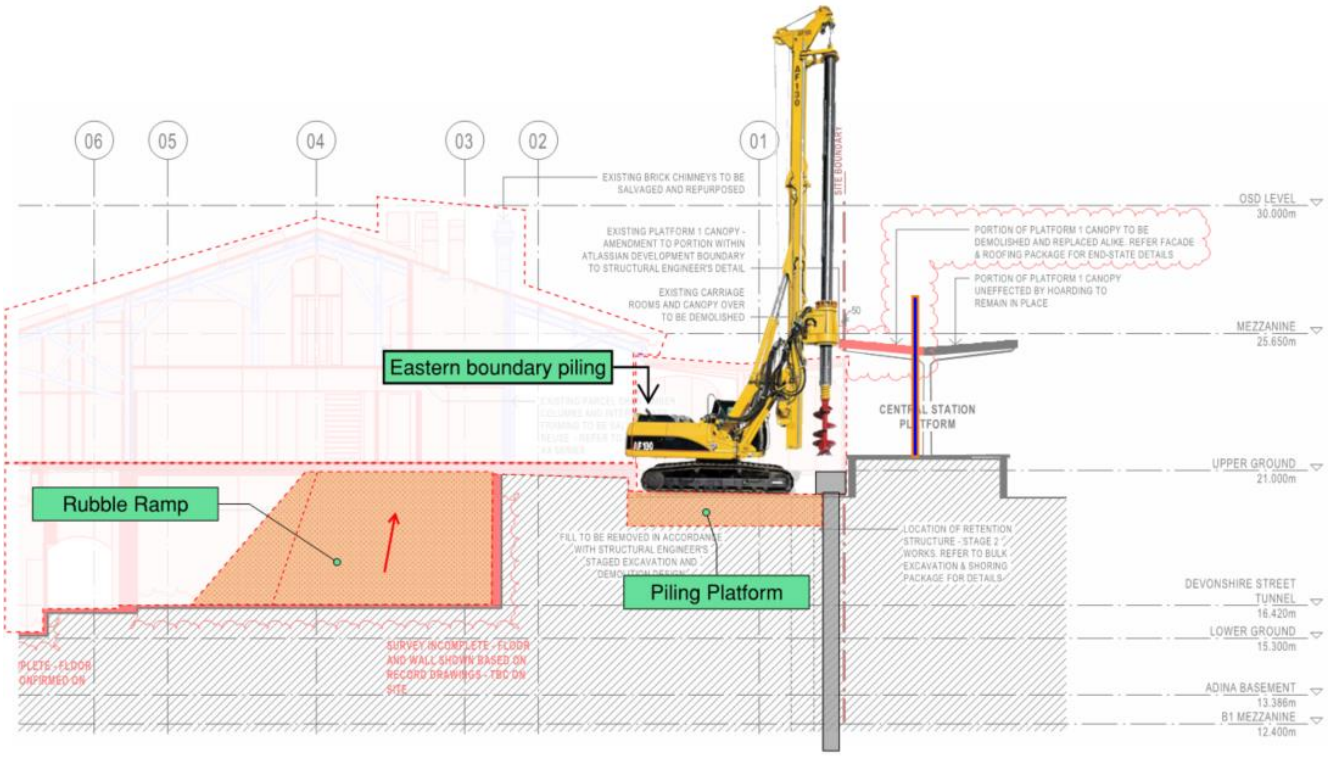
Initial Site Establishment

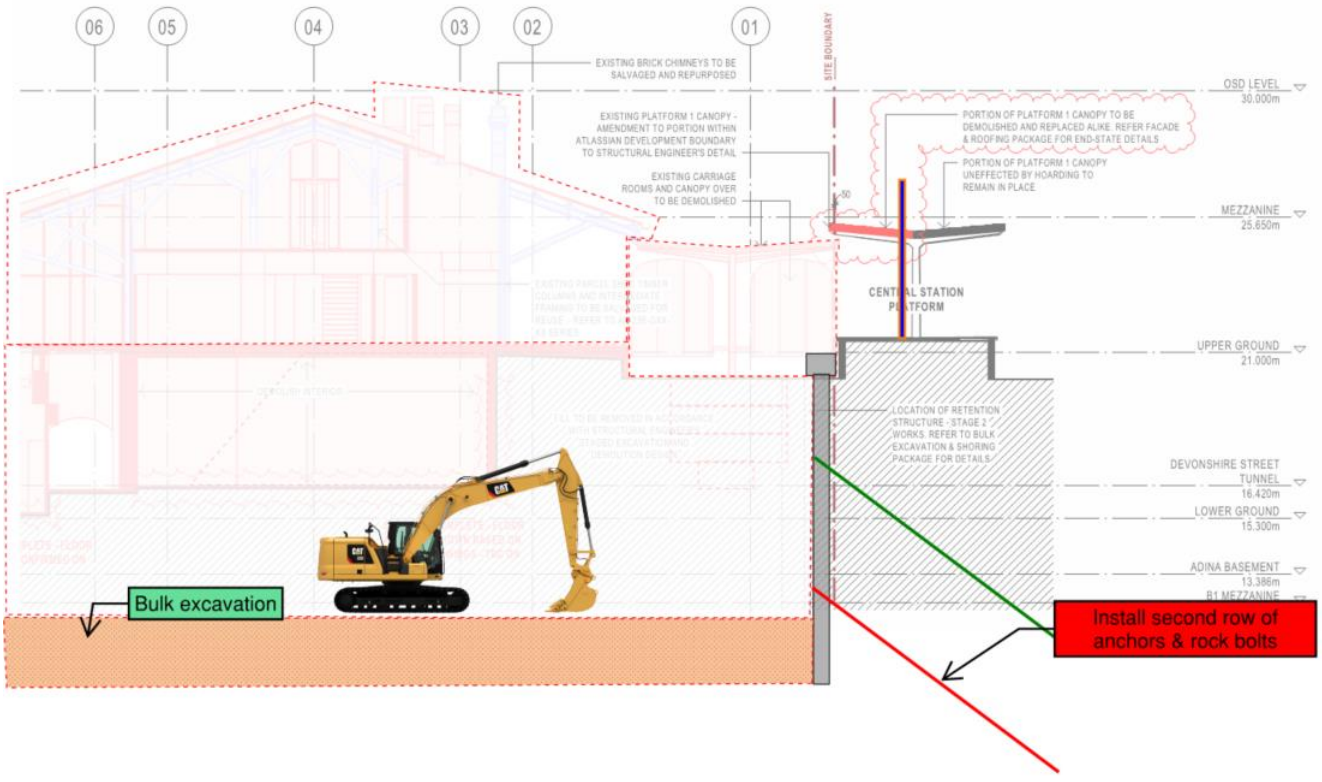


Piling & Excavation



Piling & Excavation

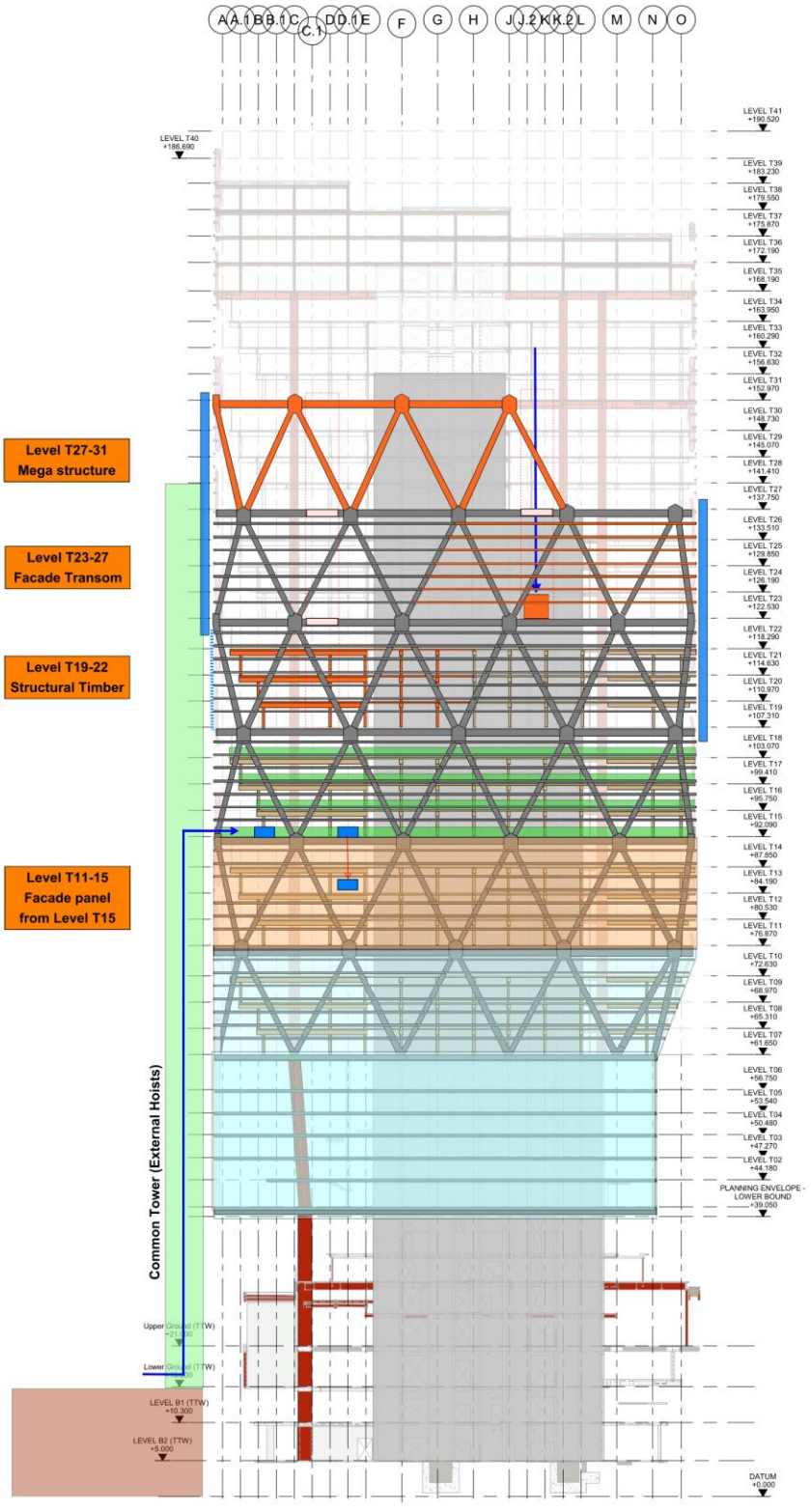




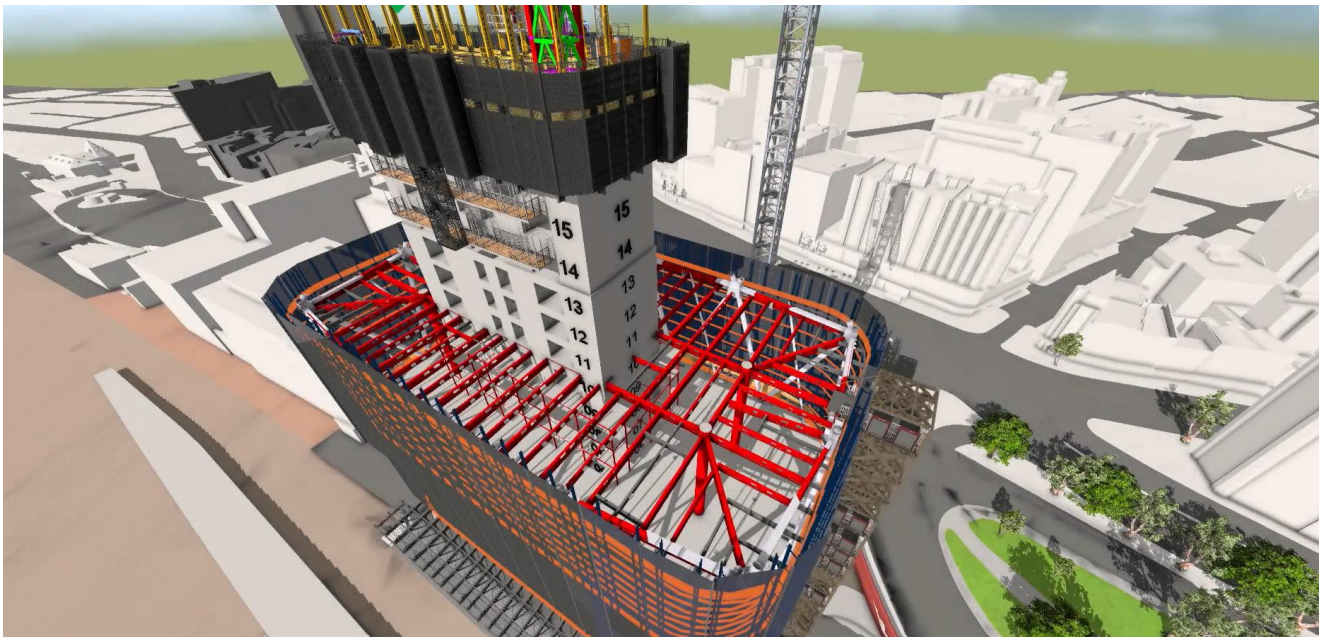
Basement Structure

Level 1 Structure

Tower Superstructure

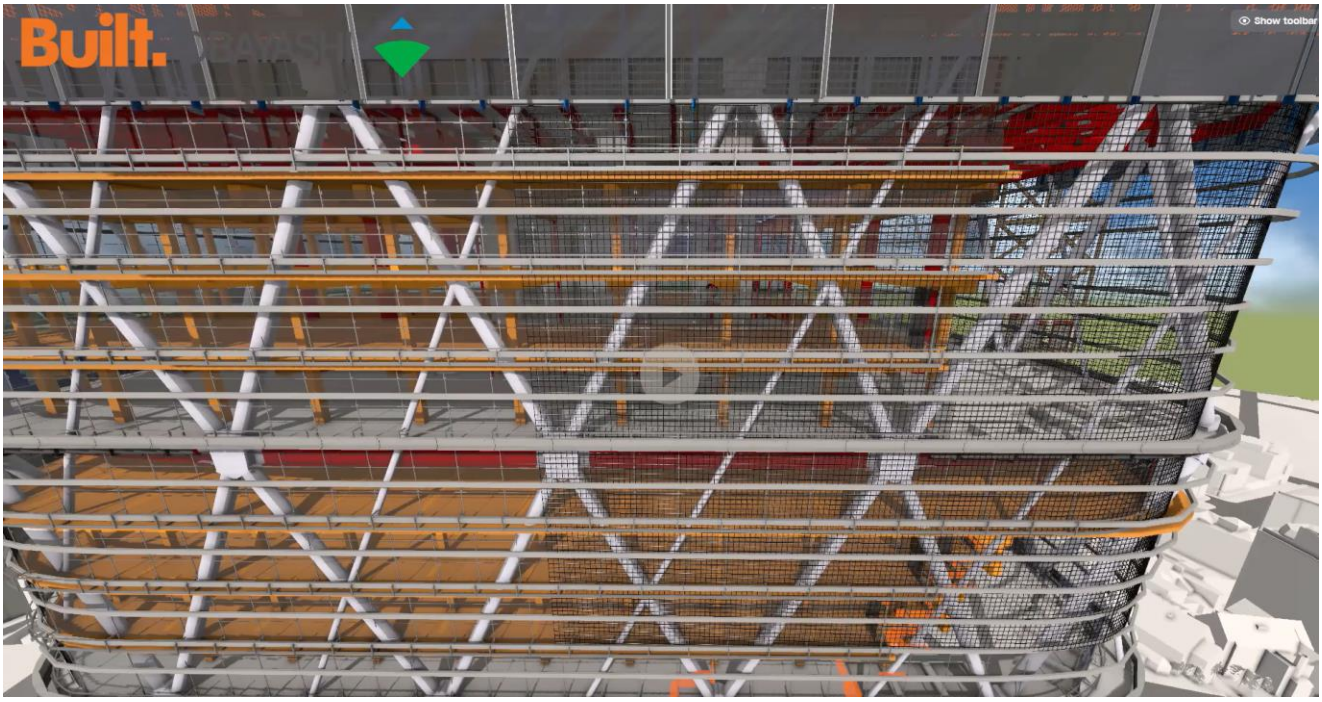


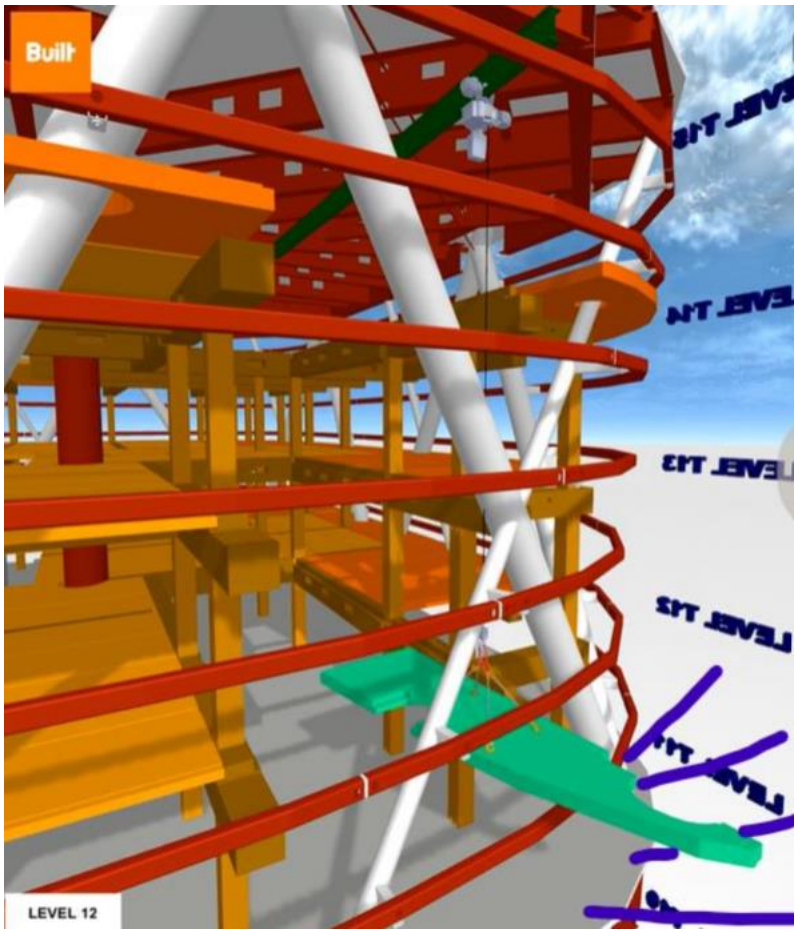
Tower Superstructure

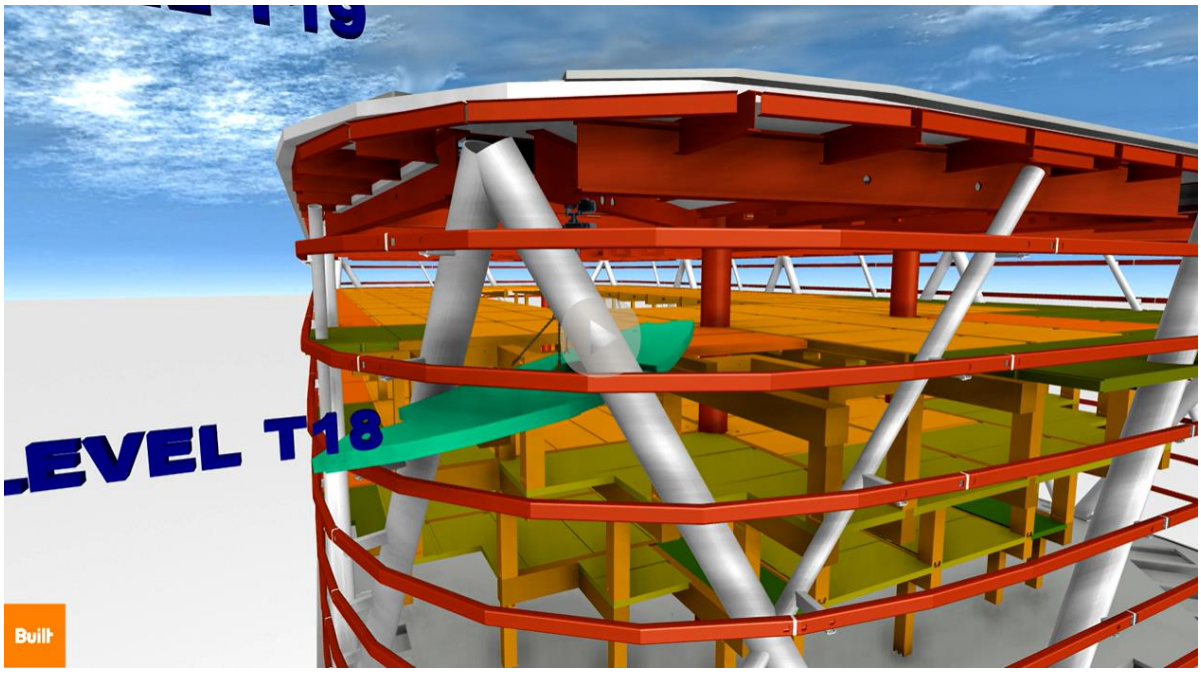


Crown Structure

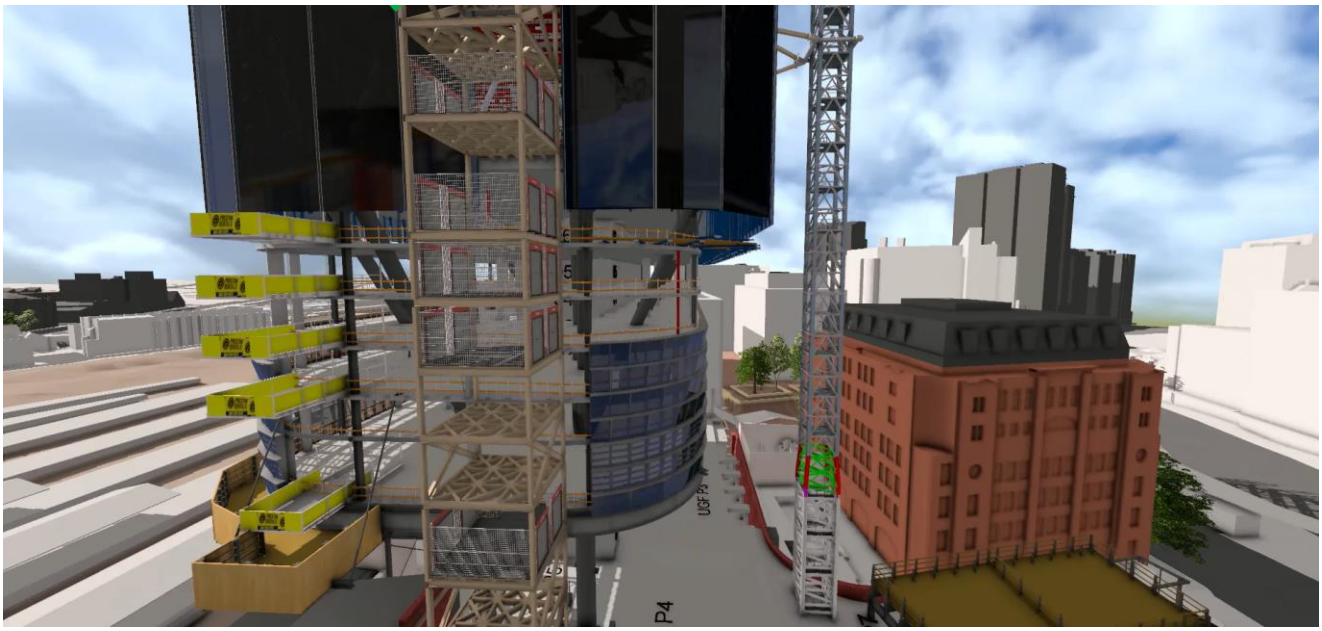
Timber Installation

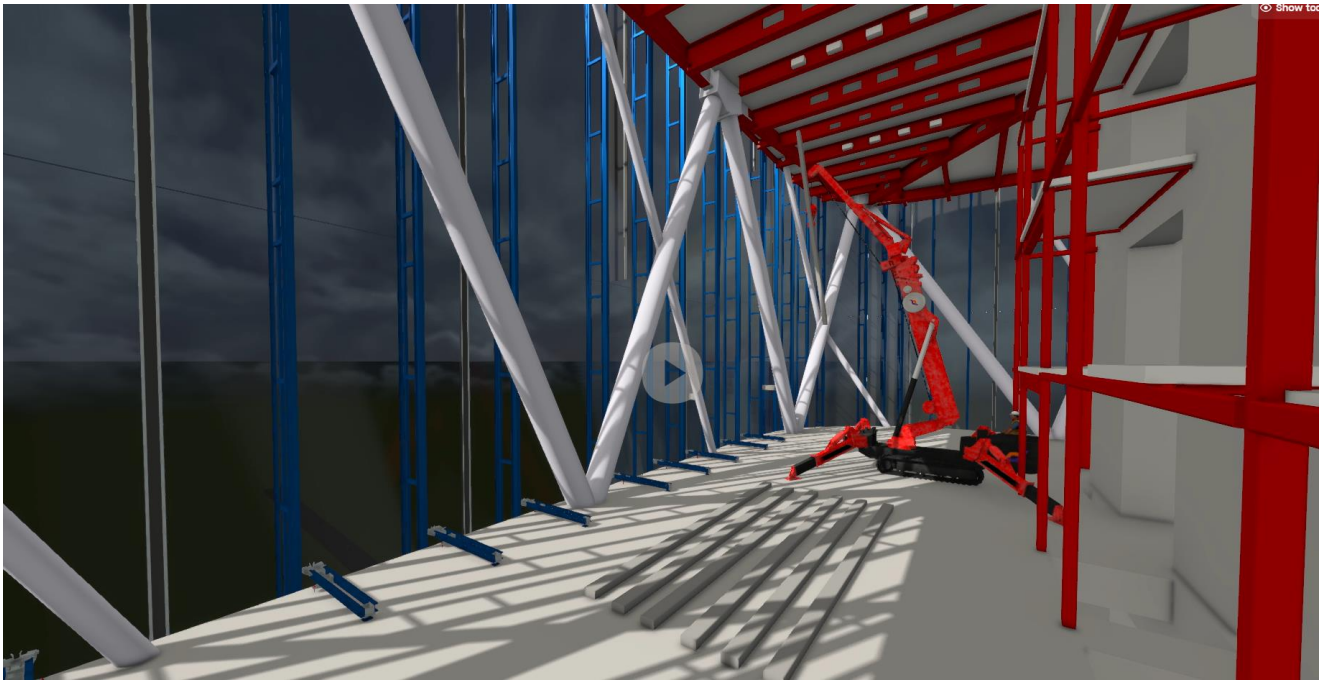



Built
LEVEL 12


LEVEL T18
Built

Façade Installation



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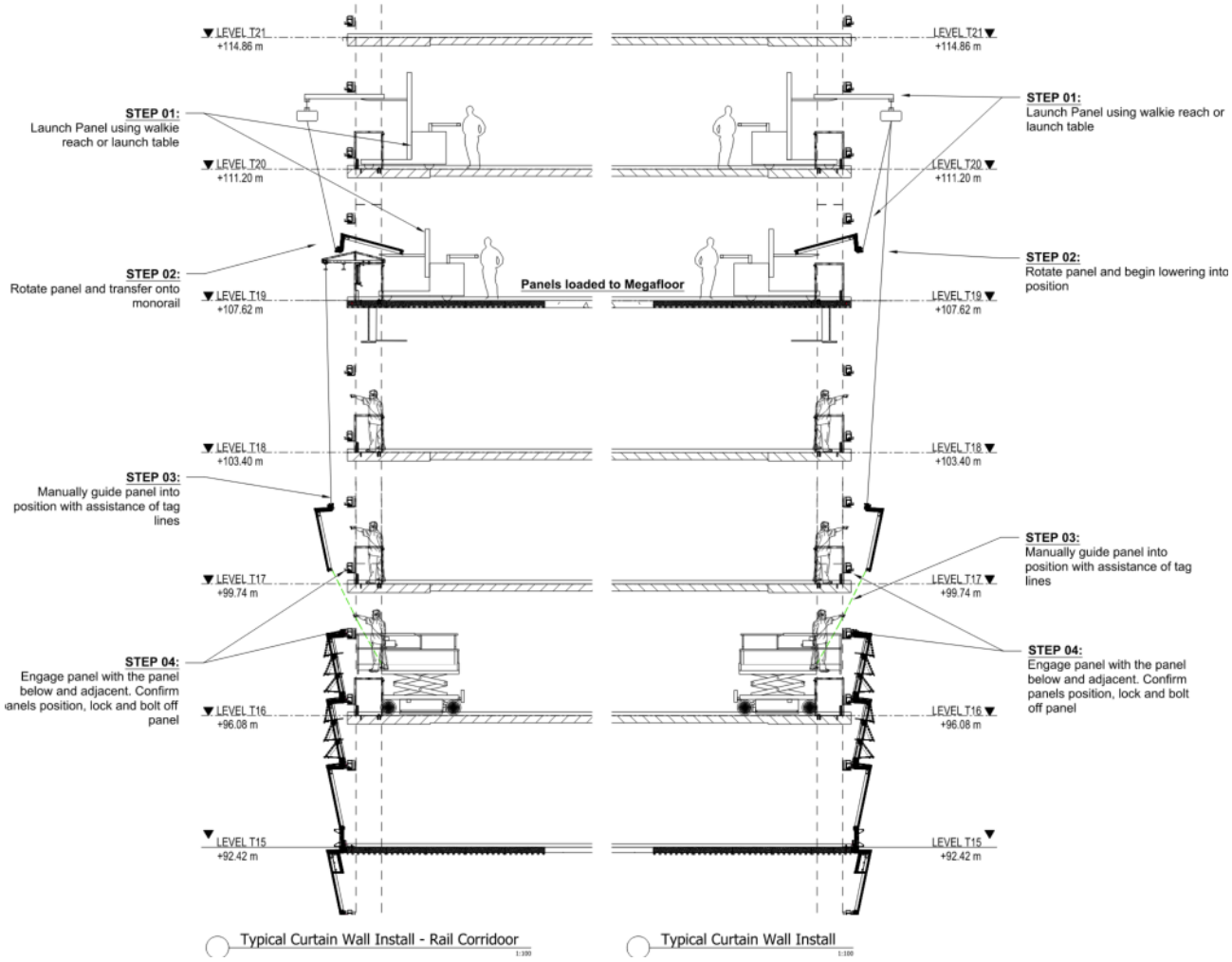
LEVEL T21
+114.86 m
LEVEL T20
+111.20 m
LEVEL T19
+107.62 m
LEVEL T18
+103.40 m
LEVEL T17
+99.74 m
LEVEL T16
+96.08 m
LEVEL T15
+92.42 m
STEP 01:
Launch Panel using walkie reach or launch table
STEP 02:
Rotate panel and transfer onto monorail
STEP 03:
Manually guide panel into position with assistance of tag lines
STEP 04:
Engage panel with the panel below and adjacent. Confirm panels position, lock and bolt off panel
Panels loaded to Megafloor
STEP 01:
Launch Panel using walkie reach or launch table
STEP 02:
Rotate panel and begin lowering into position
STEP 03:
Manually guide panel into position with assistance of tag lines
STEP 04:
Engage panel with the panel below and adjacent. Confirm panels position, lock and bolt off panel
Typical Curtain Wall Install - Rail Corridoor
Typical Curtain Wall Install

6 Appendix A – Eastern Elevation Management Plan

7 Appendix B – Devonshire Street Tunnel Management Plan

8 Appendix C – Railway Colonnade Drive Management Plan