

Project Profile

CMI Toyota Vehicle Storage Building Construction



Client	CMI Toyota
Location	Adelaide, South Australia
Duration	March 2019 to November 2019
Contract	Lump Sum Construct Only
Cost	\$3.7 million

Project Overview

McMahon Services were engaged to undertake the construction of a two-storey vehicle storage building with 139 car parking spaces and a building footprint of 3,300m², located at the back of the current CMI Toyota showroom on 152 West Terrace, Adelaide.

Early scope of works included demolition of existing roof structure, existing concrete floors and propping of existing walls to allow new construction works. Civil works included contaminated spoil material removed off site, new concrete footings, concrete columns, new suspended concrete post tensioned slab, construction of new wash bay and associated waste water treatment, concrete access ramp, and precast concrete walls to ramp.

Building structural and fit out works included construction of a new toilet area including tiling, new roller doors, slider doors, access doors and hardware, metal wall and roof cladding, roof access safety system, masonry restoration works including the removal of individual and sections of brick walls with cancer infill and repair works, electrical services, mechanical services and Building Management System (BMS) interfacing, hydraulic services, wet and dry fire services, access control and security services, painting and passive fire treatments such as intumescent paint applications.

McMahon Services

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Works were completed in an operational car yard environment within Adelaide's central business district in a tightly constrained operational site. Interfacing works to neighbouring Kindergarten were undertaken out of hours and on weekends to avoid operational impacts to the daily running of the Kindergarten.

Over 10,000 work hours were completed.

Innovative Concrete Slab Works

During the early construction works, it was identified that the existing ground floor concrete had failed and required full replacement to meet the structural requirements of the new building. The project team incorporated a new concrete design into the program of works that had minimal impacts on the overall program, delaying works by only two additional weeks.

During the new concrete slab engineering design phase, the project team identified that a screw piles in lieu of the original strip footing to tie in prop bracing design would be 30% more cost effective and save eight-day in the project compared to the original solution.



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