

# **PRELIMINARY CONSTRUCTION MANAGEMENT PLAN**

**NEWCASTLE JOCKEY CLUB  
STABLES DEVELOPMENT**  
CHATHAM AND DARLING STREETS  
BROADMEADOW, NSW, 2292

## **PREPARED BY**

AVID PROJECT MANAGEMENT PTY LTD  
45 HARGRAVE STREET, CARRINGTON, NSW, 2294

**REVISION: 3**

**DATED: JULY 2022**





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## **ATTACHMENT 1 – PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

## **1.00 INTRODUCTION**

### **1.01 PURPOSE**

The purpose of this construction management plan is to outline the likely strategies to be implemented during the construction of Newcastle Jockey Club's proposed stables complex on the corner of Darling and Chatham Streets, Broadmeadow NSW.

The strategies covered by this construction management plan relate to:

- a. Staging of the development
- b. Public safety
- c. Worker safety
- d. Site Security
- e. Materials Handling, Traffic Management and Access
- f. Rubbish removal
- g. Noise and vibration management
- h. Dust management and
- i. Erosion and sediment control.

### **1.02 PROPOSED DEVELOPMENT**

The proposed development comprises the demolition of existing structures and the construction of the following main items:

- a. Seven x two storey stable blocks capable of accommodating up to 480 horses
- b. Training tie-up and marshalling area
- c. Horse walkers
- d. New equine pool
- e. Wash bays, sand roll bays and feed bays
- f. Dedicated waste handling and storage facility
- g. Materials and equipment sheds
- h. Staff office
- i. Track access
- j. Driveways and parking
- k. Associated ramps, stormwater detention basins, landscaping and fencing.



- Footings
- Ground Slabs
- Concrete frame and suspended slabs
- Precast concrete walls and partitions
- Structural steel framing
- Roofing
- Louvres, windows and shutters
- Internal fitout works
- Carparks and footpaths
- External works and landscaping

### **3.00 PUBLIC SAFETY**

Appropriate separation, generally via the use of temporary site fencing and shade cloth, shall be provided between the completed stages and the stage under construction

Gates will be used on all access points into the site, which shall be kept closed at all times and monitored.

Appropriate warning and wayfinding signage will be provided to assist with the movement of pedestrians around the stage under construction.

Pedestrians will be required to use footpaths on the opposite side of Darling Street and Chatham Street, as indicated in the Preliminary Construction Traffic Management Plans included in Attachment 1. Appropriate signage will be installed in order to ensure this requirement is clear.

In order to avoid risk of congestion and injury in the School Zone on Chatham Street, construction material deliveries must avoid the school zone during peak times (8:00am to 9:30am and 2:30pm to 4:00pm during school days. Construction materials must be hauled to the site either westbound along Darling Street, or Northbound along Chatham Street (avoiding the School Zone on Chatham Street), during these times. The Traffic Management Plan included in Attachment 1 reflects this requirement.

### **4.00 WORKER SAFETY**

The construction works shall be carried out in accordance with the Work Health and Safety Act 2012 and associated relevant Regulations.

The contractor in control of the site shall be appointed as the Principal Contractor and as such will prepare a site (and stage) specific Safety Plan. All site staff and subcontractors will be required to complete a site-specific induction (prepared and administered by the Principal Contractor) before commencing any works on the site.

The induction shall cover aspects relating to safety and amenity; including access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies and environmental management.

Specific work activity risk assessments and safe work method statements shall be prepared and will form part of the relevant contractor and subcontractor safety plans.

### **5.00 SITE SECURITY**

Construction works shall be fully enveloped by temporary site fencing and shade cloth. Gates will be used on all access points into the site, which shall be kept closed at all times, monitored and located at the completion of works each day.

Site compound lighting and security cameras may be implemented to assist with site security, should they be deemed necessary.

The Principal Contactor will be accountable for the security of the site during the contracted works period.

## 6.00 MATERIALS HANDLING, TRAFFIC MANAGEMENT AND ACCESS

Designated access paths (temporary or permanent) will be identified prior to the commencement of each stage. All material deliveries shall be by the designated access path(s), with all materials handling to be contained within the confines of the current site/stage.

The site offices and amenities shall be located such that any/all persons accessing the site can easily attend the site office prior to entering the site itself.

A Preliminary Traffic Management Plan has been prepared and is included in Attachment 1 to this Preliminary Construction Management Plan.

As noted in the Preliminary Construction Traffic Management Plan, parking for construction staff will be made available on site. It is anticipated that Construction staff will be able to park on the available open grass area. Refer to the figure below, which applies to both Stage 1 and Stage 2.

Busy race days typically occur on weekends, and where it is anticipated that construction parking will take up space that would otherwise be necessary for patron parking, no construction work will occur on those days.



Fig 6.1: Anticipated Construction On-Site Staff Parking Area

Indicative peak construction traffic is anticipated to be as follows:



- **General Material Deliveries / Construction Waste Removal:**
  - It is anticipated that at peak construction productivity, 3 x deliveries / collections to & from the site will occur per hour, during the DA approved hours. It is anticipated that approximately 15% of deliveries will be via semi-trailer, and 85% will be by rigid trucks (including waste removal). This would equate to the following maximum peak construction traffic:
    - Average of 3.6 semi-trailers per day
    - Average of 20 rigid trucks per day
- **Concrete pours:**
  - Subject to detailed design, it is anticipated that concrete pours will be a maximum of 200m<sup>3</sup> in volume, meaning a maximum of 34 concrete trucks will be required per day for these larger pours, which is an average of 4.25 trucks per hour across an 8-hour working day. All concrete trucks and pumps will be parked in the construction zone, or will be positioned on site, depending on the requirements for the particular pour. General Material deliveries / construction waste removal on concrete pour days will be limited to mitigate traffic congestion.
- **Construction Staff Vehicles:**
  - Monday to Friday – a maximum of 40 light vehicles, generally arriving between 6:45am and 8:00am, and leaving site around 3:30pm
  - Saturday – a maximum of 20 light vehicles, generally arriving between 7:45am and 8:30am, and leaving site around 1:30pm.

Construction staff vehicles will be positioned as indicated in Figure 6.1 above, which is away from the main delivery / unloading zones for the project. This will ensure that there is no traffic conflict between construction staff and delivery vehicles.

## **7.00 RUBBISH REMOVAL**

Rubbish generated from the demolition and construction works will be removed from site by a licenced waste contractor and taken to a transfer facility for separation and re-use or disposal as deemed appropriate.

## **8.00 NOISE AND VIBRATION MANAGEMENT**

The normal hours of construction work will typically be in accordance with the conditions of consent issued by Council but are assumed to be 7.00am to 6.00pm, Monday to Friday, 7.00am to 1.00pm Saturdays and no work on Sundays or public holidays.

All plant shall be regularly maintained and logbooks kept to assist with ensuring that there are no excess noise emissions. Where it is practical, electric machinery will be used in lieu of mechanical devices. Noise attenuating devices will be used on all equipment where practicable.

All subcontractors will be responsible for managing noise and vibration in accordance with their project specific Environmental Management Plans.

It is not envisaged that vibration generated by the works will affect adjoining properties, however regular liaison with surrounding residences and Merewether High School will be required to ensure that noise and vibration activities are properly communicated and risk of disruption mitigated wherever possible. While it is not anticipated due to the distance between the classrooms to the work site, should any noise and vibration activity cause disruption to the teaching and learning activities at Merewether High School, the contractor should consider completing these activities

outside school hours (but within the DA-approved hours) to mitigate any disruption to teaching and learning.

## **9.00 DUST MANAGEMENT**

Dust control measures will be implemented as required and will be in accordance with NSW WHS Regulations and the NSW Protection of the Environment Operations Act 1997.

All subcontractors will be required to specifically focus on dust management within their project specific management plans, which will be closely reviewed and monitored by the Principal Contractor.

Measures that may be employed include:

- Site Perimeter – A 1.8m mesh-lined temporary fencing will be provided to the perimeter of the site for the duration of the works;
- Deliveries – all trucks bringing materials to or removing materials from site will have their loads covered before;
- Excavation – water down working surfaces as required. Stockpiled material to be protected as required. Stabilised site access roads and driveways shall be established and maintained for the duration of the works. Appropriate shaker grids at the site entrance /exit will be provided to minimise material leaving the site on the wheels of trucks;
- Construction – Maintain a high level of housekeeping to minimise likelihood of windblown dust. The use of equipment with dust extractors, such as sanding machines, concrete grinders etc shall be encouraged to be used.

## **10.00 EROSION AND SEDIMENT CONTROL**

A Soil and Water Management Plan will be prepared and submitted to the Principle Certifying Authority (PCA) for approval prior to works commencing in site. The subject plan shall be prepared in accordance with Council's manual of Engineering Standard and "Management Urban Stormwater – Soils & Construction 2004 Manual".

All erosions and sediment control measures undertaken on the site shall conform to the specifications and standards contained in the relevant Manual.

The site and its surrounding environs shall be protected from the effects of erosion (as water and wind borne particles) and off-site 'vehicle tracking', by the application of adequate control. These controls shall be detailed in the plan to be submitted to the PCA.



## **ATTACHMENT 1 – PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN**



# Preliminary Traffic Management Plan

Avid Project Management

Chatham St & Darling St - Broadmeadow

Preparation Date – 19/07/2021

Plan prepared by Luke Bannister – Prepare a Work Zone

Traffic Management Plan No: 0051736303

Please Note: This management plan is for the exclusive use of Gateshead Traffic Solutions Pty Ltd & their client ONLY.

Table of Modifications			
Revision	Date	Modifications to content	Author
1	06/05/2022	5.8: Addition of information regarding school zones	Dane Comyns
2	06/05/2022	Section 12: Additional TCPs added in	Dane Comyns
3	15/07/2022	Section 12: Additional TCPs added in	Dane Comyns

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# 1 Overview

## 1.1 Purpose of this Plan

The purpose of this Traffic Management Plan (TMP) is to address the traffic management provisions that will be implemented to execute this plan while minimising disruption to all stakeholders.

This plan can potentially affect, but is not limited to:

- Road users
- Businesses
- Residents
- Pedestrians
- Cyclists
- Emergency services
- Heavy vehicles
- Public transport

## 1.2 Legislative Requirements

- Traffic Control at Work Sites Manual – Volume 6.0 – 14 September 2020

# 2 Project Overview

The TMP is required for works that include:

- Construction of Horse Stabling for Broadmeadow Racecourse. These works will be conducted in two stages.

# 3 Location of Works

The proposed works are on:

Chatham St	between Darling St & Dumaresq St
Darling St	between Chatham St & Hassell St

## 3.3 Road Occupancy Approval

- City of Newcastle - Yes
- Transport for NSW ROL - Yes

# 4 Existing Conditions

There are not any existing works or events in the area that will affect plans detailed in this TMP. The following works and restrictions have been identified in the area.

## 5 Project Impacts to Traffic & Transport

### 5.1 Work Hours

Date and Times of Works	Traffic Plan # (refer to Appendices for detailed plans)
Monday to Friday – 0700 - 1700	All
Saturday (Dependant on Racing) – 0700 - 1300	All

### 5.2 Impact on Traffic Flow

The proposed closure is not expected to cause any traffic delays.

The closure will not impact on local access. There will not be a signposted detour.

### 5.3 Impacts on Public Transport

There will not be any impact on Public Transport.

### 5.4 Parking

Parking for construction vehicles will be available on site.

Proposed street parking changes are:

### 5.5 Emergency Services

Emergency service will not be impacted by the works. Emergency vehicles will be allowed to continue through the site at all times during the occupation.

Access to the site will be via Chatham St – Stage 1 and Darling St – Stage 2 and egress via Darling St for Stages 1 and 2.

### 5.6 Pedestrians

Pedestrians will be managed through or around the worksite. A signposted pedestrian detour route will be in place guiding pedestrians on the preferred route. Refer to Pedestrian Plan for detailed plans.

## 5.7 Cyclists

Cyclists will not be affected by the works. Cyclists will need to follow the diversion route detailed in

## 5.8 Heavy Vehicles

Heavy vehicles will be suitable for the signposted detour routes. Refer to Appendix Vehicle Route for detailed route map. To minimise impacts to Merewether High School, construction material deliveries must avoid the school zone during peak times (8:00am – 9:30am & 2:30pm – 4:00pm). Construction materials need to be hauled to the site either West-bound along Darling St or North-bound along Chatham St avoiding the school zone on Chatham St during these times.

## 5.9 Resident/Business Impacts

Residents and Business' will not be impacted by the Project.

## 5.10 Construction Site Entry/Exit

Entry to site will be via:

- |          |               |
|----------|---------------|
| Stage 1: | at Chatham St |
| Stage 2: | at Darling St |

Exit from site will be via:

- |          |               |
|----------|---------------|
| Stage 1: | at Darling St |
| Stage 2: | at Chatham St |

# 6 Traffic Control Devices

### ○ Signage and Infrastructure

Temporary roadwork signposting will be implemented as per the detailed traffic plans. Refer to Appendix Site Plan for the detailed plans.

## 6.1 Line Marking

There will not be a change to line marking as a result of the works. Any line marking removed during the works will not be replaced.

## 6.2 Speed Zoning

There will not be a change to the speed limits as a result of the works.

## 6.3 Intelligent Transport System (ITS) Devices

### 6.4.1 Traffic Signal Modifications

There will not be modifications to the operation of traffic signals.



#### **6.4.2 Temporary Traffic Signals**

There will not be temporary traffic signals used on this project.

#### **6.4.3 Variable Message Signs (VMS)**

Variable Message Signs will not be implemented for the works.

#### **6.4.4 Radar Activated Speed Signs**

Radar activated speed signs will not be implemented for the works.

#### **6.4.5 Live Tracking Resources**

There will not be live tracking of resources through or around the site.

### **○ Incident Response / Management**

There will be incident response provided for the Project. The response will include:

- See our WHS Package and SWMS

## **7 Risk Assessment**

Risk Assessment completed as part of our on site safety documentation.

## **8 Communications Strategy**

### **8.1 Worksite Communications**

There will be two-way radio communications throughout the worksite to assist with traffic management of vehicles travelling into, through and/or around the worksite.

### **8.2 Stakeholder Works Notifications**

Notifications will be provided to all impacted stakeholders.

### **8.3 Emergency Services Notification**

Emergency Services will be informed in a timely manner of relevant activities proposed within this TMP. Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations.

## **9 Contact Details**

### **9.1 Key Contacts**

Name	Position	Contact #
------	----------	-----------

TBC	TBC	TBC

## 9.2 Onsite Contacts

Name	Position	Contact #
TBC	TBC	TBC

## 10 References

This TMP has been prepared with reference to the following documents:

- Traffic Control at Work Sites Manual – Volume 6.0 – 14 September 2020

## 11 Appendices

### Appendix 1 – Traffic Plans

## Traffic Plan Index

### - Stage 1 – Site Plan

Gateshead Traffic Solutions Pty Ltd  
PO Box 277  
Wickham  
NSW 2201

Client - Auld PM

Site - Chatham St & Darling St - Broadmeadow - Stage 1

Plan prepared by Luke Bannister

Prepare a Work Zone Traffic Management Plan No 0051736303

Ref : RMS Traffic Control at Worksites ver TCP

Please Note :- This TCP is not drawn to scale

- Plan is only a representation of the site and work area is subject to change.
- All Gateshead Traffic Solutions plans comply with WHS Standards, Road Rule Legislation and Australian Traffic Control Standards





- Stage 1 – Gate Access





- Stage 1 – Stop Slow

Gatehead Traffic Solutions Pty Ltd  
PO Box 277  
Wickham  
NSW 2201

Client - April PM

Site - Chatham St & Darling St - Broadmeadow - Stage 1

Plan prepared by Luke Berrister:  
Prepare a Work Zone Traffic Management Plan No 0061796303

Ref : RMS Traffic Control at Workstations via TCP

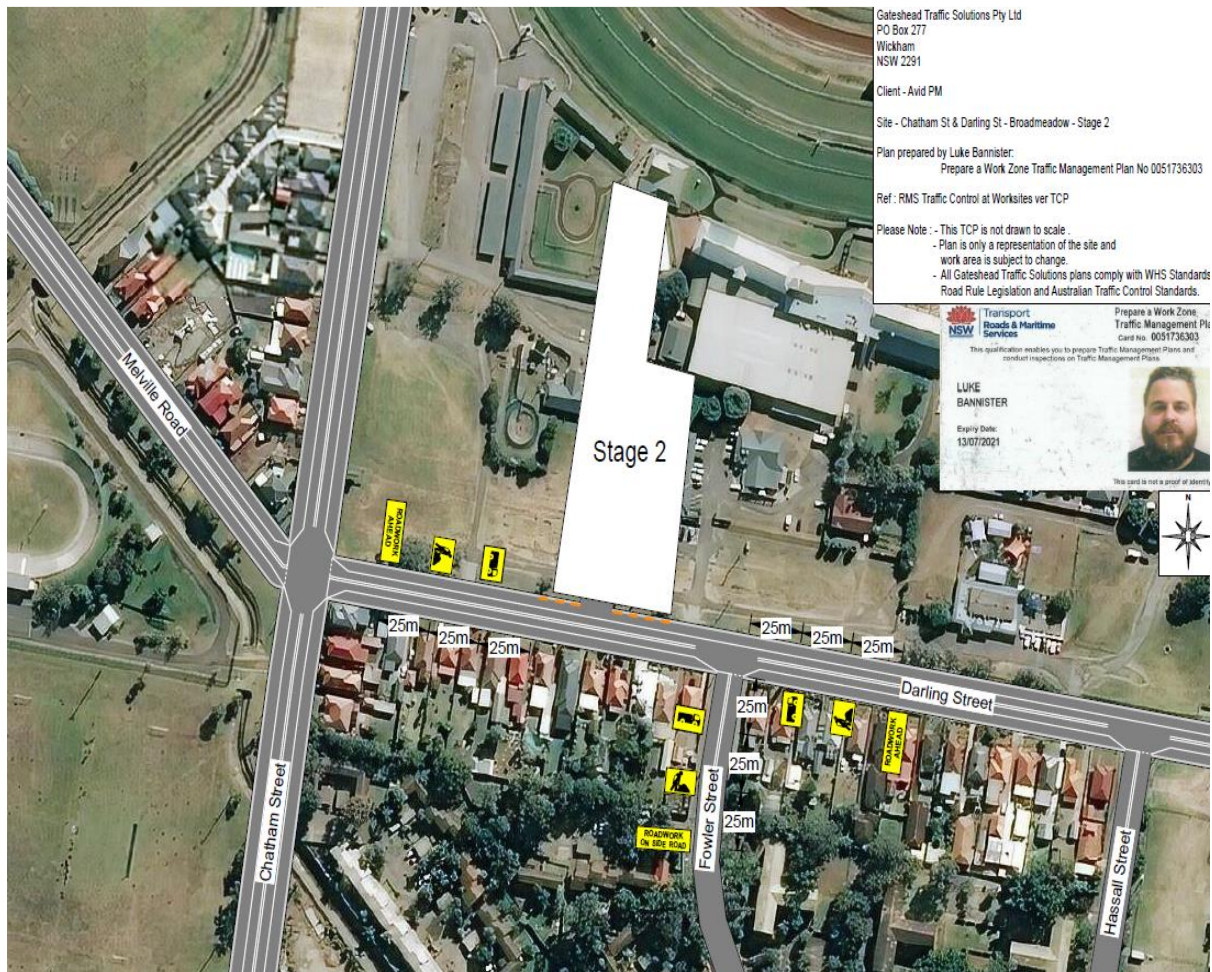
Please Note - This TCR is not drawn to scale.

- Plan is only a representation of the site and work area is subject to change.
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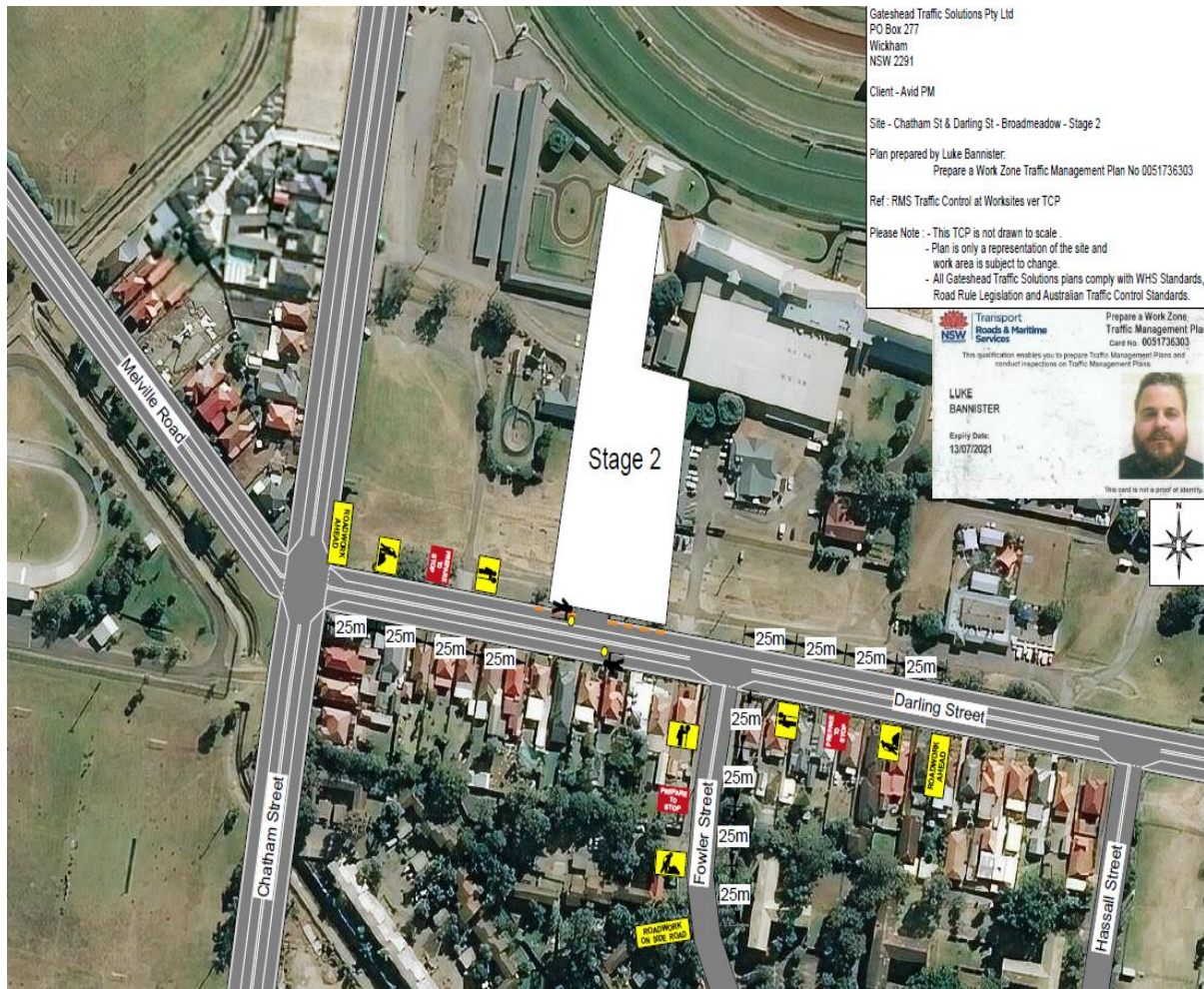




- Stage 2 – Site Plan



- Stage 2 – Gate Access









## Appendix 2 – Heavy Vehicle Detour Map

### - Stage 1 – Truck Route

Gateshead Traffic Solutions Pty Ltd  
PO Box 277  
Wickham  
NSW 2291

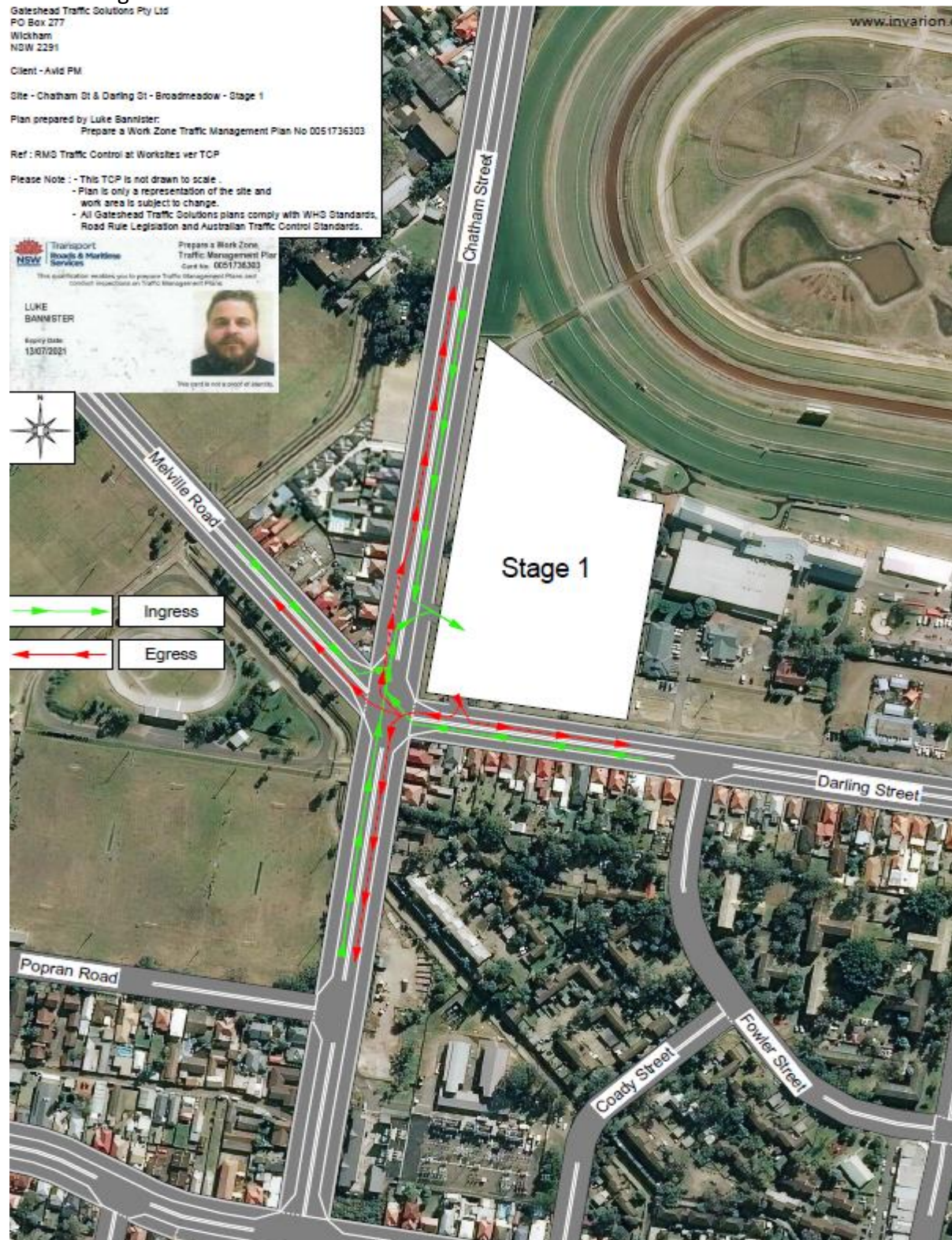
Client - Avid PM

Site - Chatham St & Darling St - Broadmeadow - Stage 1

Plan prepared by Luke Bannister:  
Prepare a Work Zone Traffic Management Plan No 0051736303

Ref : RMO Traffic Control at Worksites ver TCP

Please Note : - This TCP is not drawn to scale.  
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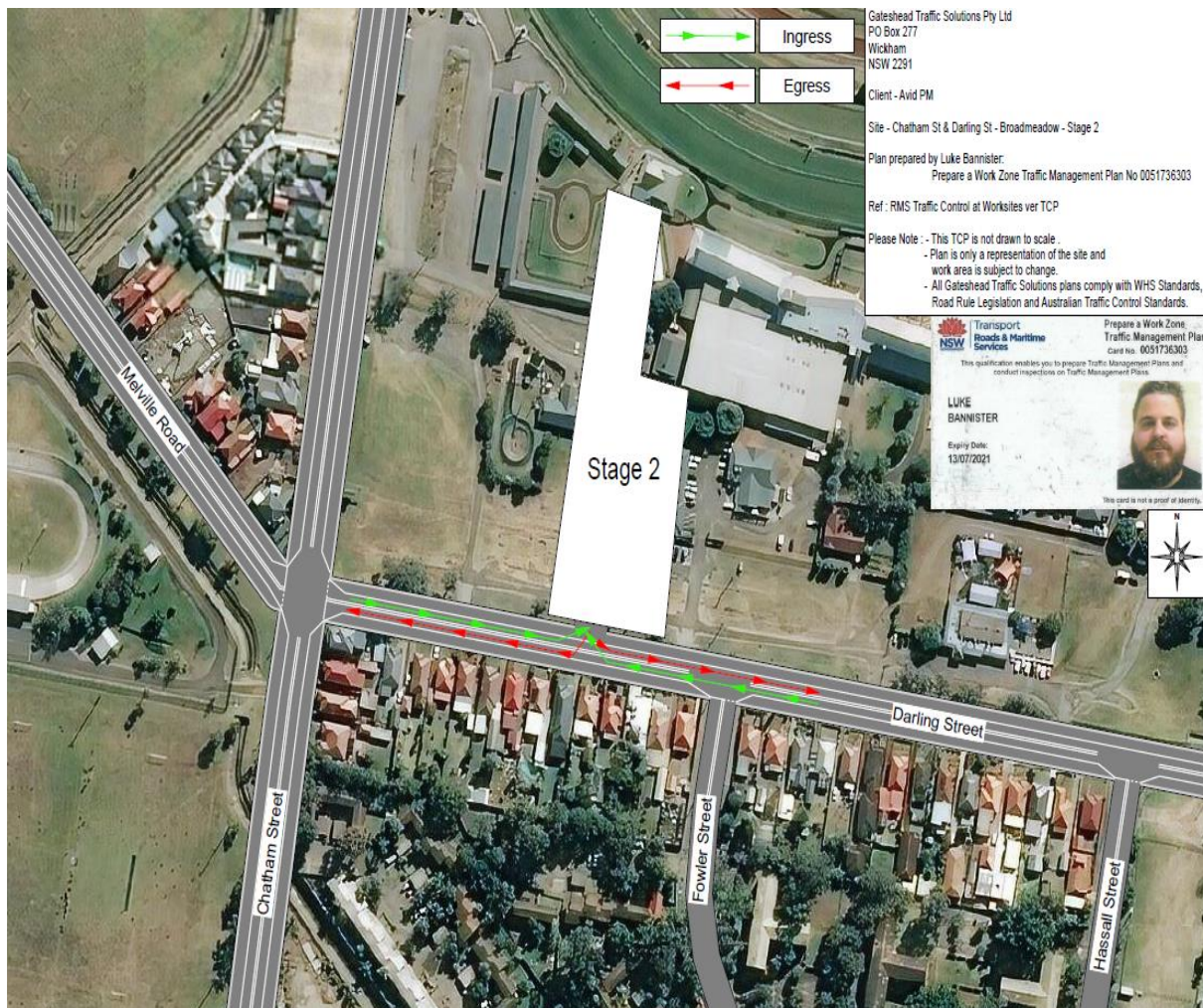


## Stage 1 – Truck Route – School Peak Time



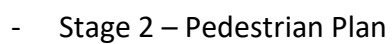


- Stage 2 – Truck Route

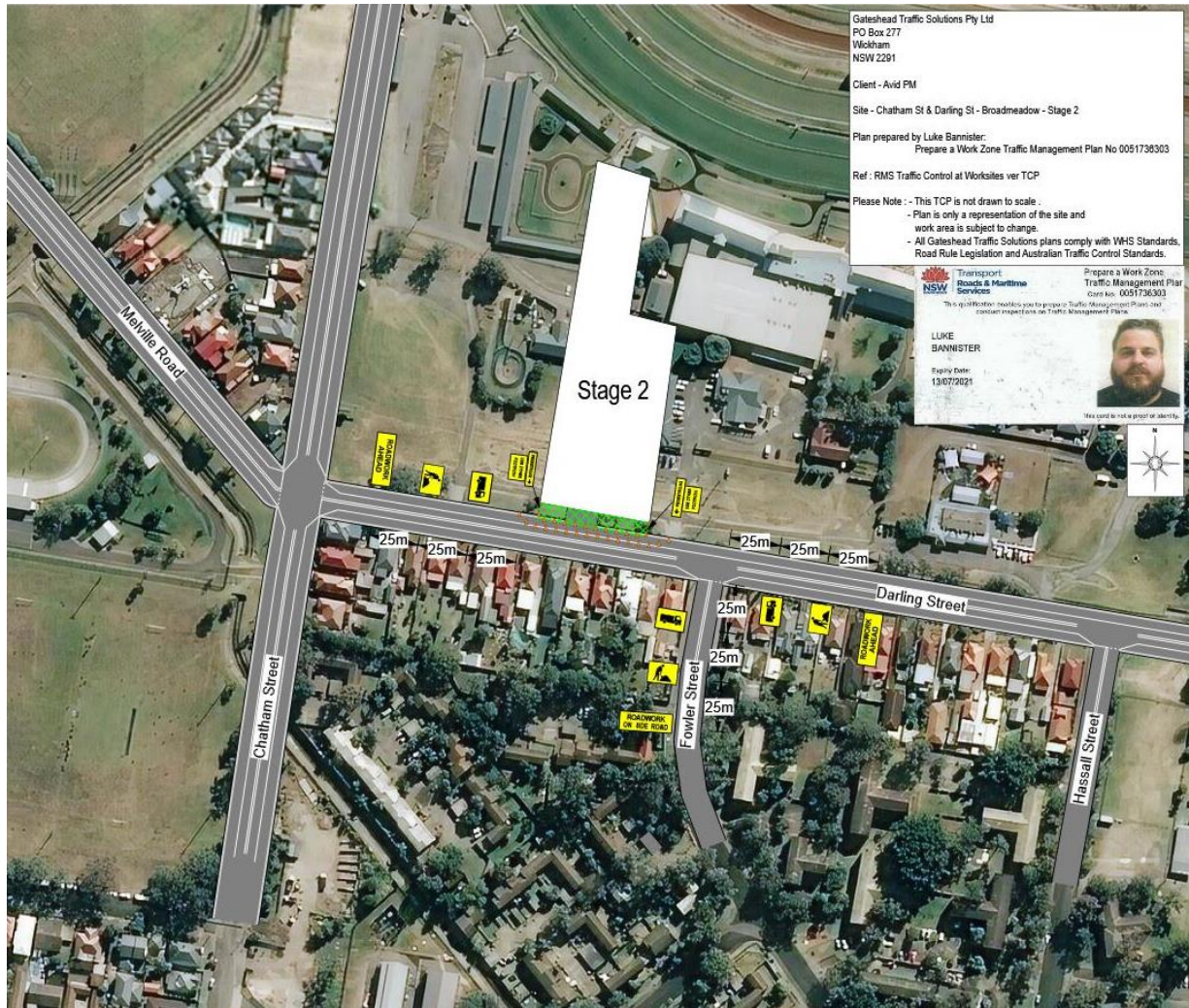




- Stage 1 – Pedestrian Plan







## Haulage Plans







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Wickham  
NSW 2291

Client - Avid PM



Site - Chatham St & Darling St - Broadmeadow

TGS prepared by Dane Comyns:  
PWZTMP No - 0052404152

TGS assessed by David Thomas:  
PWZTMP No - TCT0019852

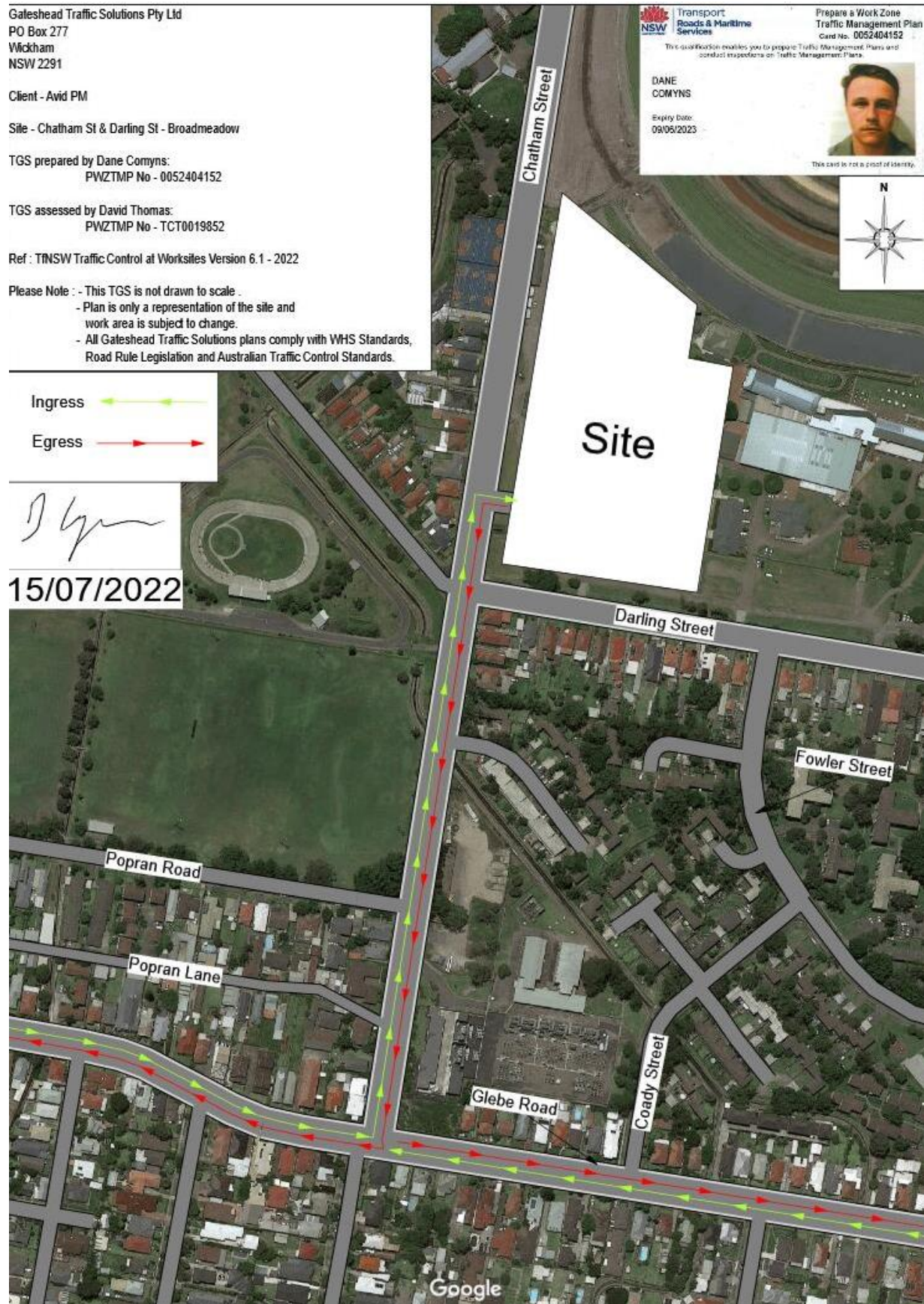
Ref : TNSW Traffic Control at Worksites Version 6.1 - 2022

Please Note : - This TGS is not drawn to scale .  
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work area is subject to change.  
- All Gateshead Traffic Solutions plans comply with WHS Standards,  
Road Rule Legislation and Australian Traffic Control Standards.

Ingress   
Egress 



15/07/2022





Gateshead Traffic Solutions Pty Ltd  
 PO Box 277  
 Wickham  
 NSW 2291

Client - Avid PM


Site - Chatham St & Darling St - Broadmeadow

TGS prepared by Dane Comyns:  
 PWZTMP No - 0052404152

TGS assessed by David Thomas:  
 PWZTMP No - TCT0019852

Ref : TfNSW Traffic Control at Worksites Version 6.1 - 2022

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 - All Gateshead Traffic Solutions plans comply with WHS Standards, Road Rule Legislation and Australian Traffic Control Standards.




Transport  
Roads & Maritime  
Services

Prepare a Work Zone  
Traffic Management Plan  
Card No. 0052404152

The qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.

DANE  
COMYNS

Expiry Date:  
09/06/2023



This card is not a proof of identity.

