

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

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

PREPARED BY

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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 520 horses
- b. Horse walkers
- c. New equine pool
- d. Wash bays, sand roll bays and feed bays
- e. Dedicated waste handling and storage facility
- f. Materials and equipment sheds
- g. Staff office
- h. Track access
- i. Driveways and parking
- j. Associated ramps, stormwater detention basins, landscaping and fencing.

2.00 INDICATIVE STAGING OF THE DEVELOPMENT

2.01 INDICATIVE STAGING

The development may be staged to minimize the impact of the existing operations of Newcastle Jockey Club.

The existing equine pool and maintenance workshop need to be demolished to make way for the proposed development. To keep these items in use until the new equine pool and maintenance shed is constructed, the project may be staged in accordance with Figure 2.1 below.

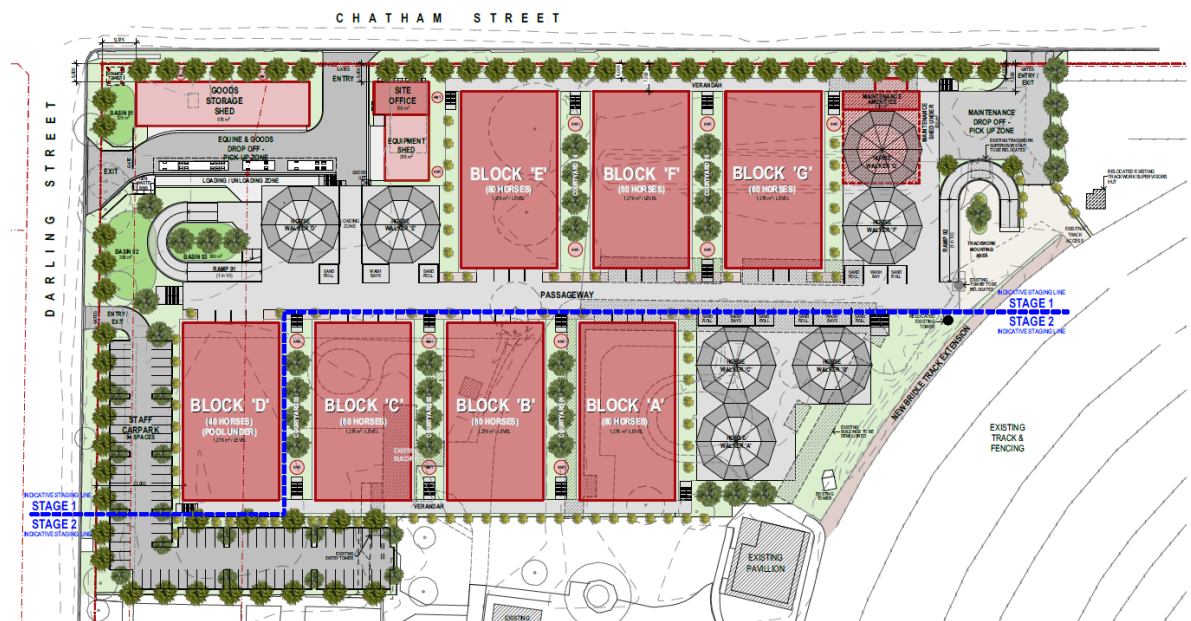


Fig 2.1: Proposed Staging

This staging is indicative only and will be subject to confirmation during the detailed design phase of the project.

2.02 GENERAL WORKS PER STAGE

In general, it is anticipated that each stage will comprise, but will not be limited to, the following works:

- Site establishment, including installation of site sheds, amenities, temporary services connections and site fencing.
- Demolition of existing structures.
- Clearing and stripping of topsoil.
- Bulk and detailed earthworks.
- In-ground services reticulation – stormwater, sewer, water, electrical, gas and communications.
- 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.

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 Contactor 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.

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.

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.

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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.

5.8 Heavy Vehicles

Heavy vehicles will be suitable for the signposted detour routes. Refer to Appendix Vehicle Route for detailed route map.

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



- Stage 1 – Gate Access



- Stage 1 – Stop Slow



- Stage 2 – Site Plan



- Stage 2 – Gate Access

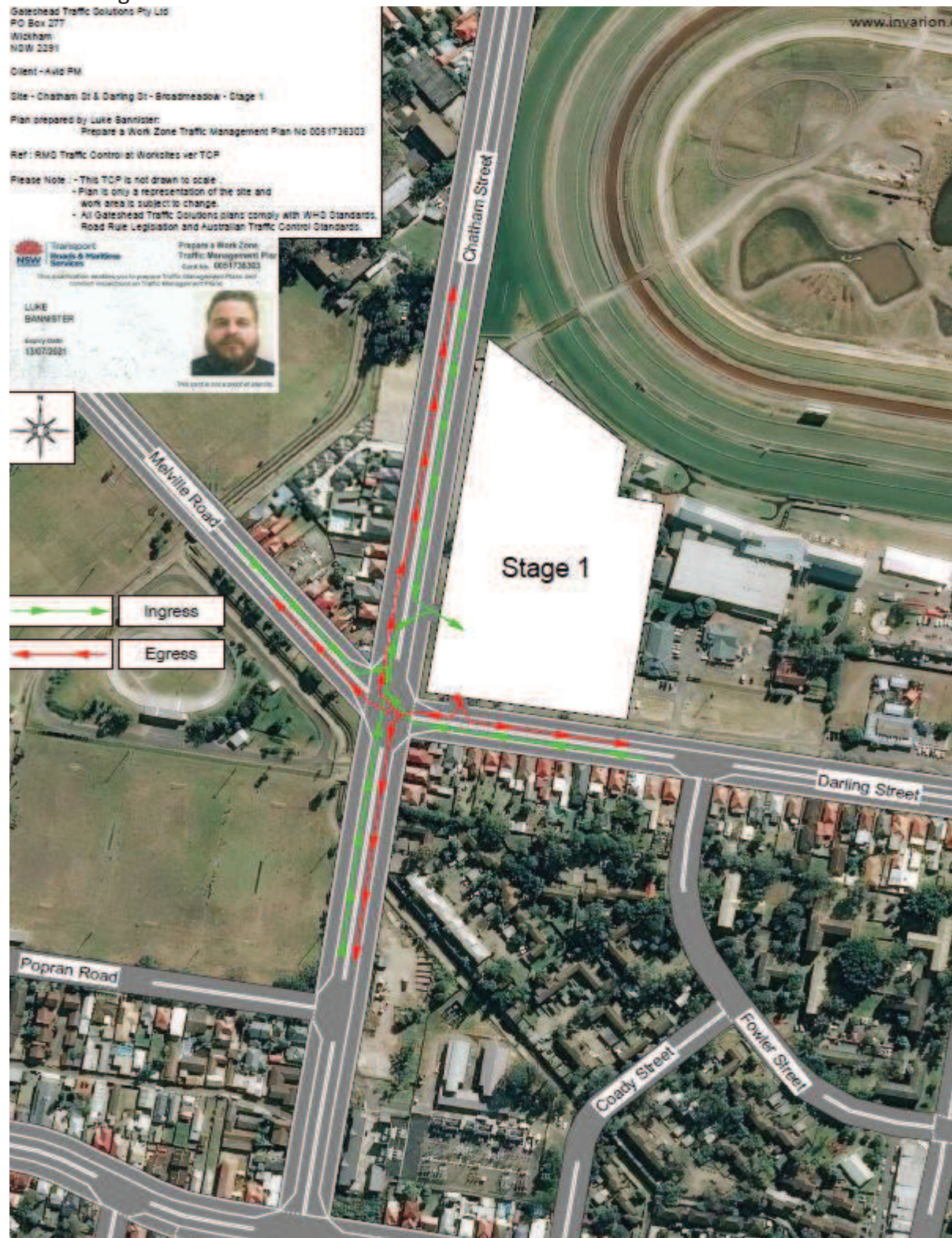


- Stage 2 – Stop Slow



Appendix 2 – Heavy Vehicle Detour Map

- Stage 1 – Truck Route

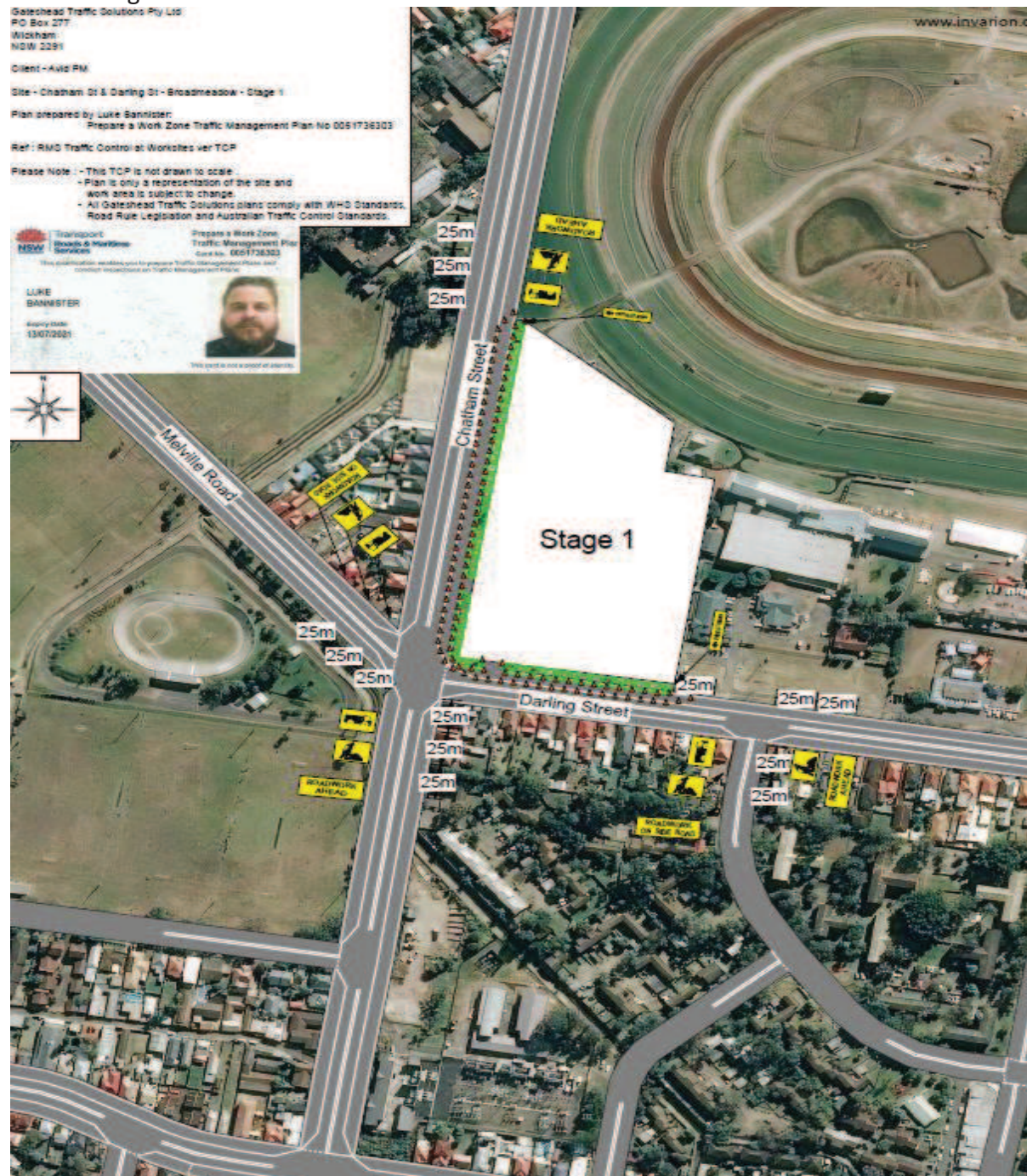


- Stage 2 – Truck Route



Appendix 3 – Pedestrian Detour Map

- Stage 1 – Pedestrian Plan



- Stage 2 – Pedestrian Plan

