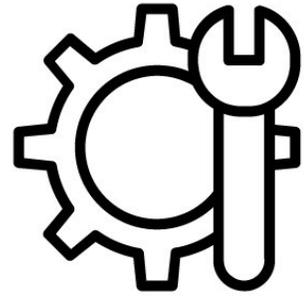


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**Govt. Project. Done.**



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**Lithgow Mountain Bike Park**  
***Operational Plan of Management***  
***including Waste Management***  
**Central Tablelands Mountain Bike Club**

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**C.T.M.B.C**

## DOCUMENT CONTROL

Revision number	Description	Prepared	Reviewed	Completed	Issue date
Rev0 DRAFT	Draft for Client Review	Paul Smith		18/08/25	
Rev1 DRAFT	All details incorporated and delivered to CTMBC for comment	Paul Smith	Craig Flynn, MJB, PCG	24/08/25	
Rev2	Final DA Version Sent to Stakeholders	Paul Smith		25/08/25	08/2025
Rev3	Final DA Version	Paul Smith		06/10/25	09/10/25

**Document title:** Lithgow Mountain Bike Park Operational Plan of Management including Waste Management

**Document number:** LMBPOPS01

**Author:** Paul Smith, RPEng (918356-1758), Cert IV WHS

**Client name:** Central Tablelands Mountain Bike Club

**Client's representative:** Craig Flynn

**Approved for use by:** Name: Paul Smith      Signature:       Date: 09 October 2025

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## TABLE OF CONTENTS

1. INTRODUCTION .....	5
2. PHASES & UPDATES TO THIS PLAN.....	5
3. Central Tablelands Mountain Bike Club .....	5
3.1. Participation: .....	6
3.2. Community and Culture:.....	6
3.3. Proponent for the Lithgow Mountain Bike Park:.....	6
4. THE PROJECT CONTROL GROUP.....	6
5. OBJECTIVES .....	7
6. SITE DESCRIPTION .....	7
7. LITHGOW MOUNTAINBIKE PARK FACILITIES.....	9
8. HOURS OF OPERATION .....	9
9. SITE ACCESS AND CAR PARKING .....	9
9.1. Operation & Maintenance Phase Car Parking .....	9
9.2. Operation & Maintenance Phase Site Access.....	9
9.3. Construction Phase Car Parking .....	10
9.4. Construction Phase Site Access .....	10
9.5. Site Access Map.....	11
10. CONSTRUCTION PHASE.....	11
10.1. Construction Phase Protocols .....	12
10.2. Bushfire Emergency Management and Evacuation Plan (BFEMEP).....	13
10.3. Environmental Compliance Through Construction .....	13
10.4. Construction Waste Management Plan .....	13
10.4.1. Waste Management – Construction of Trails .....	13
10.4.2. Waste Management – Construction of Primary Trailhead.....	14
10.4.3. Waste Management – Construction of Shuttle Bus Pick-up Points .....	14
10.5. Construction Phase Emergency Management Procedures.....	14
10.6. Construction Phase Traffic Management Procedures.....	14

10.7.	Construction Noise Management Procedures .....	14
10.8.	Construction Dust Management Procedures.....	15
10.9.	Construction Phase Community Liaison & Complaints Procedures.....	15
11.	OPERATIONAL PHASE .....	15
11.1.	Management and Supervision Protocols.....	15
11.2.	Communication of Operational Activates – Other Plans and Media .....	16
11.3.	Visitation .....	16
11.4.	Trailhead Water, Sewer and Electricity (if required).....	17
11.5.	Park Income and Revenue.....	17
11.5.1.	Sponsorships & Partnerships .....	17
11.5.2.	Donations & Grants .....	17
11.5.3.	Merchandise sales.....	17
11.5.4.	Food and beverage sales.....	17
11.6.	Operational Waste Management Plan.....	18
11.6.1.	Litter and General Waste .....	18
11.6.2.	Food/Coffee Van Activities .....	18
11.6.3.	Maintenance Activities Waste.....	18
11.6.4.	Toilet Cleaning Waste .....	18
11.6.5.	Waste from Vegetation Management Including Weeds .....	18
11.6.6.	Waste Management Signage .....	18
11.7.	Shuttle Bus Operations.....	19
11.8.	Coffee and Food Van Operations .....	19
11.9.	Toilet Cleaning.....	19
11.10.	Maintenance of Trails .....	19
11.11.	Noise Management.....	20
11.12.	Site Security .....	20
11.13.	Emergency Management.....	20
11.14.	Complaints Management Procedure .....	21
12.	REVIEW OF OPERATIONAL PLAN OF MANAGEMENT.....	21

## **1. INTRODUCTION**

This Operational Plan of Management has been prepared to support the operation and maintenance of Lithgow Mountain Bike Park.

It describes the operational requirements for operating, maintaining and managing the park through the Development Application (DA) process and construction of the facility and also puts a framework around the operation and maintenance (O&M) of the park once construction is completed, although many of these details (for O&M) are indeterminate and subject to Development Consent.

It outlines the proposed management and supervision protocols to manage the use of the site, including visitation, management of complaints, noise, traffic, waste management during both the construction phase and the operational phase.

This plan is intended to ensure the park operates in a manner that is safe, efficient, and minimises environmental impact and impact on residents.

Once the park is constructed, this plan shall be updated regularly to reflect agreements and arrangements which shall be put in place through consultation with other organisations and the Management Committee. These updates shall begin once Development Consent is received and a clear path to construction and maintenance and operational activities is established.

## **2. PHASES & UPDATES TO THIS PLAN**

It is crucial to recognise the requirements to update this plan with respect to the following phases:

- a) Planning and Development Application Phase.
- b) Construction Phase.
- c) Operation and Maintenance Phase.

While all current arrangements are clearly detailed within this plan as they currently stand, it shall be necessary that prior to each of the different phases, updates to this plan shall be required to incorporate changes to the team, construction contractor contact details, new third-party arrangements (such as shuttle bus services, subject to commercial operating arrangements) and operation and maintenance arrangements into the future.

## **3. Central Tablelands Mountain Bike Club**

The Central Tablelands Mountain Bike Club (CTMBC) is a prominent and long-standing organisation in the Australian mountain biking scene, based in Lithgow, NSW.

Established in 1984, CTMBC was one of the first stand-alone mountain bike clubs in Australia and continues to flourish as a well-run, incorporated Not for Profit organisation. Its members were instrumental in the formation of the sport's first governing body, the Australian Mountain Bike Association (AMBA), and have remained influential in the sport's development ever since. The club's activities span across the Central West region – a region which offers a diverse range of mountain biking experiences.

### **3.1. Participation:**

CTMBC has a vibrant and healthy attitude characterised by a laid-back and welcoming culture reminiscent of the early days of mountain biking. The focus is on participation and enjoyment rather than intense competition.

### **3.2. Community and Culture:**

The CTMBC fosters a strong sense of community among its members. They welcome riders of all abilities and are committed to creating a supportive and inclusive environment. The club's social media presence is a key platform for communication and engagement with the wider mountain biking community.

### **3.3. Proponent for the Lithgow Mountain Bike Park:**

CTMBC is the proponent for the new Lithgow Mountain Bike Park, a major development that will further enhance the region's reputation as a premier mountain biking destination. The club and its partners will be responsible for the ongoing maintenance of the park's trails and facilities, ensuring a high-quality experience for all visitors.

In essence, CTMBC is a grassroots organisation with a rich history, a strong commitment to community, and a passion for all things mountain biking. They play a vital role in the development and promotion of the sport in the Central West region of New South Wales and are poised to take on an even greater role with the opening of the Lithgow Mountain Bike Park.

## **4. THE PROJECT CONTROL GROUP**

In order that this project, development application, construction and operation and maintenance requirements are properly considered and implemented, the project management structure has included a project control group from the start of the project. The PCG is made up from key organisations and landowners and shall operate and meet regularly throughout the planning, development and construction phases of the project.

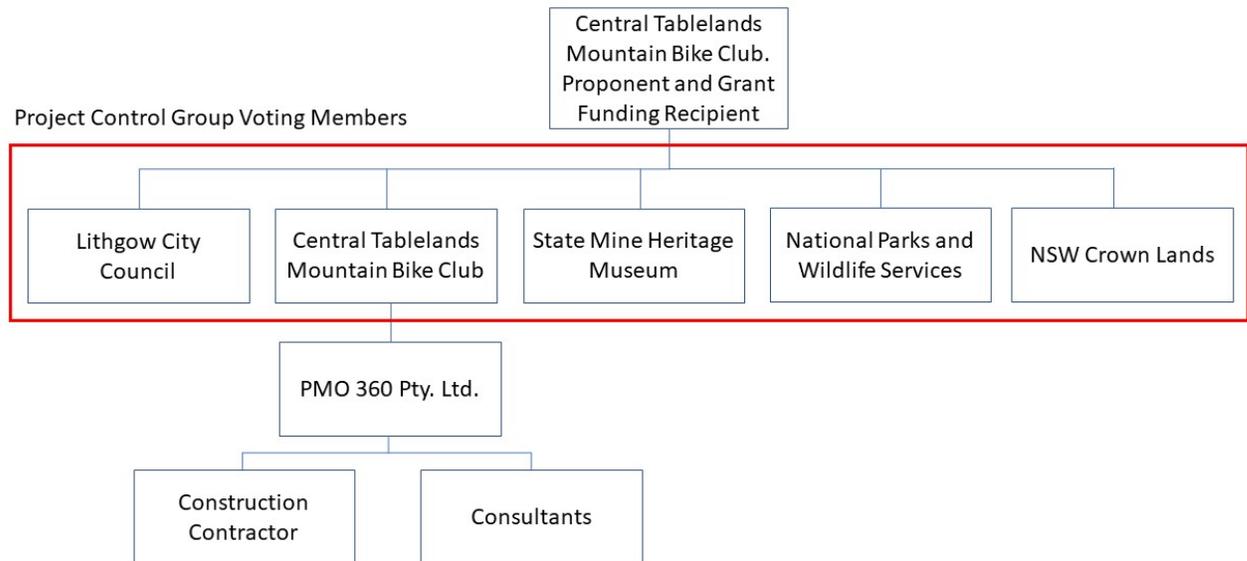
After these initial activities are completed, the project shall take on an operation and maintenance structure with key interactions as per Section 11.1 of this plan.

Headed up by CTMBC, the PCG includes the following key stakeholders:

- CTMBC.
- State Mine Heritage Museum.
- Lithgow City Council.
- NSW National Parks and Wildlife Services (NPWS).
- NSW Crown Lands.

CTMBC is using project management consultants PMO 360 Pty. Ltd. to coordinate preparation of planning documentation and the DA and also consultation and construction activities prior to the construction phase.

The organisational structure of planning, development and construction activities can be represented by the following organisational chart **Figure 1**:



**Figure 1 - Organisational Structure of Planning, Development and Construction Phases**

## 5. OBJECTIVES

The objectives of this Operational Plan of Management are:

- To ensure the park operates in a manner that does not result in unreasonable impacts on the environment and surrounding residents.
- To ensure the operational obligations set out in this plan are practical and can be implemented reasonably.
- To ensure that the changing nature of park operations is regularly audited and updated within this plan.
- To ensure any breaches in the implementation of this plan are identified and rectified promptly.
- To ensure the facility operates in accordance with the conditions of Development Consent.

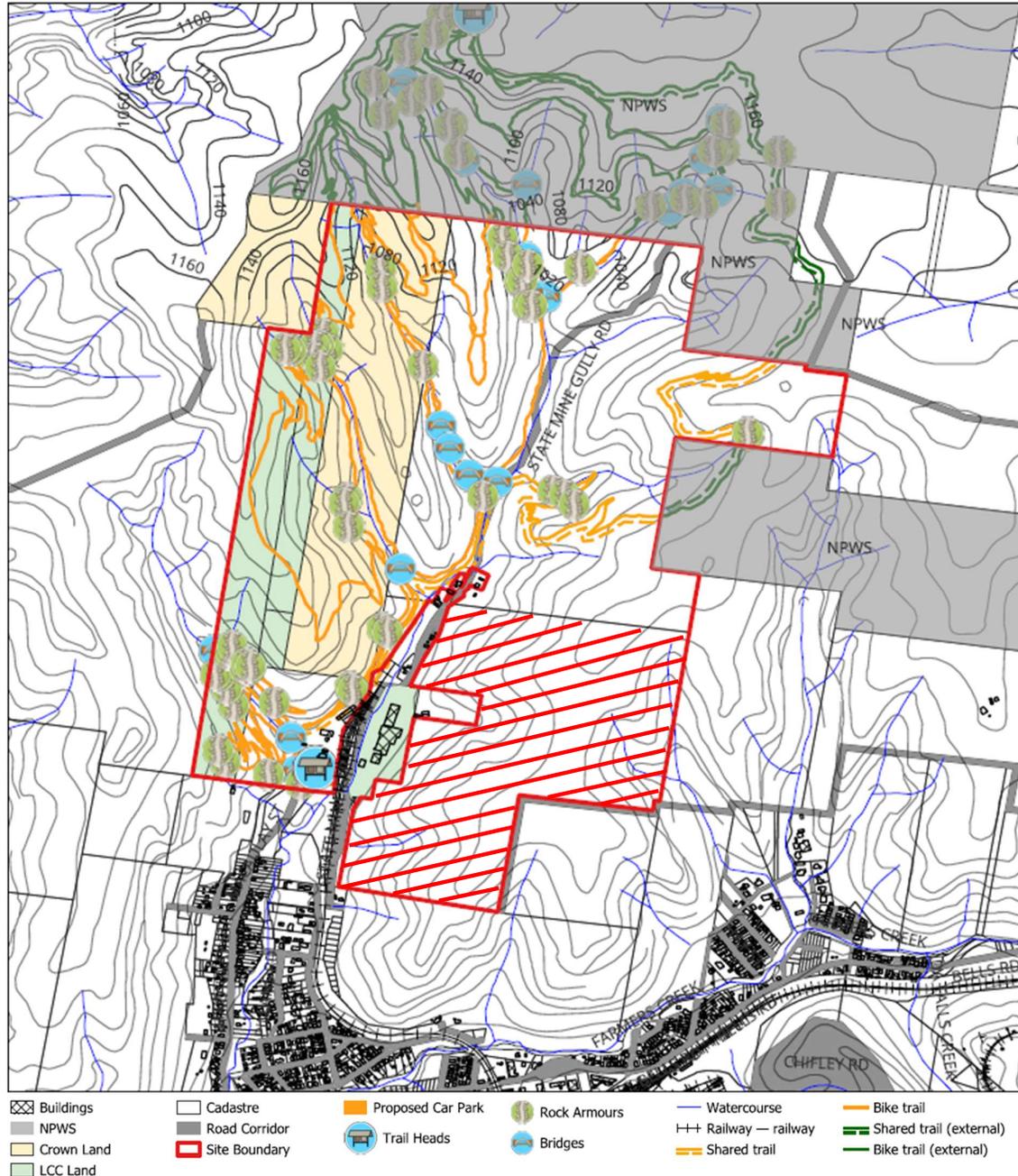
## 6. SITE DESCRIPTION

The Lithgow Mountain Bike Park is located off State Mine Gully Road, State Mine Gully. The site is comprised of seven parcels of land and is largely steep, heavily timbered land, with the eastern part of Lot 11 being flatter and containing the Lithgow State Mine Heritage Park. The park design features a network of mountain bike trails totalling 24.54km in length. These trails have been considered with an intent to compliment the proposed 35km of new cycle trail developments within the Gardens of Stone State Conservation Area (SCA), which is subject to a separate NPWS approvals process.

The primary trailhead is planned for State Mine Heritage Museum and shall be incorporated into a new entryway for the Museum.

The park, as part of the CTMBC development shall have up to 3 shuttlebus pickup points including one at the museum and 2 along state mine gully road.

The Site is illustrated in **Figure 2**.



**Figure 2 – Site Boundary Showing Planned Trails**

## **7. LITHGOW MOUNTAINBIKE PARK FACILITIES**

The Lithgow Mountain Bike Park, once constructed, shall include the following facilities:

- A Primary trailhead at Lithgow Mining Museum.
- A 111-space carpark at the primary trail head.
- A 2-stall toilet located within the car park.
- 24.54km of mountain bike trails and associated bridges subject to Detailed Design.
- 2 shuttle bus pick up points along State Mine Gully Road as shown on the development drawings. Note, these pick-up points are not within the Gardens of Stone SCA.

## **8. HOURS OF OPERATION**

During the operation and maintenance phase, the park will be open to the public 24hrs per day and it is expected that the riding shall be undertaken during daylight hours, from sunrise to sunset.

While night riding is not a focus of the park, it may be undertaken by some users. Due to the relatively silent nature of mountain bikes, any night riding is not expected to impact on local residents and due to the remoteness of the site, noise levels are expected to be minimally impactful.

During the construction phase, the hours of onsite construction work for the contractor shall be 7am to 6pm.

## **9. SITE ACCESS AND CAR PARKING**

### **9.1. Operation & Maintenance Phase Car Parking**

Access to the site will be via State Mine Gully Road. A new car park with 111 spaces will be constructed to the south of the existing museum to accommodate visitors. The car park layout and access roads are detailed in the civil engineering preliminary plans that accompany the DA.

### **9.2. Operation & Maintenance Phase Site Access**

Public site access to the CTMBC site shall be at the primary trailhead which shall have access to a dual use climbing/walking trail.

The primary trailhead shall also have access to a 2-stall toilet facility as shown on the civil and landscape drawings.

Site access will also be available at the 2-shuttle bus pick-up points on State Mine Gully Road where users will be able to enter and exit the trails.

With regard to maintenance activities, the same access points shall be used to access the trails for maintenance and eliminate any disturbance/damage to bushland in surrounding areas. The method of access to maintain the trails shall be along the trails themselves.

### **9.3. Construction Phase Car Parking**

The grassed area, which shall become the future car park at the primary trailhead, shall be used as construction parking and laydown areas. The contractor shall be required to produce a Traffic Control Plan (TCP) as part of their construction contract activities which must be prepared by a suitably qualified traffic control contractor.

It is envisaged that minimal parking will be required on State Mine Gully Road during construction and any such parking shall be at the proposed shuttle bus locations.

### **9.4. Construction Phase Site Access**

The construction works on the trails shall be accessed along the trail itself, reducing the possibility of bushland disturbance/damage other than for the trail construction in the agreed disturbance footprint. This footprint is detailed in the Biodiversity Assessment Report (BDAR) and shall be clearly communicated to contractors through tender documentation.

Access to the car park and toilet construction shall use the car park area itself in stages.

### 9.5. Site Access Map

The access points for both operational and construction phases can be seen in Figure 3.

**Figure 3: Shuttle bus locations and public and construction access points.**



## 10. CONSTRUCTION PHASE

CTMBC, shall be responsible, with the assistance of PMO 360 Pty. Ltd. for selecting a qualified contractor with demonstrated experience in similar trail construction projects.

The construction contractor shall enter into a contract with CTMBC to ensure that their obligations are fully understood. This shall establish avenues for defect rectification and other contractor management issues using best practice processes.

The contractor shall also be required to act as the Principal Contractor, take possession of the site and have adequate amounts of public liability and works insurance as defined in the contract to fulfill their WHS obligations for the works.

The chosen contractor must submit a Construction Environmental Management Plan (CEMP) for review and approval before any work onsite begins. This plan will serve as a binding document to ensure the construction activities adhere to all Development Consent, environmental and safety requirements. The CEMP must detail how the contractor will manage the following key areas:

- Consent Conditions.
- Environmental Compliance.
- Waste Management.
- Emergency Procedures.
- Traffic Management.

The construction phase is incorporated into the overall program of works as follows in the following table. While these timeframes may change depending on the length of time for assessment of the DA, it is an accurate representation of the construction program at the time of drafting this report:

Task Name	Start	Finish	Duration	% Complete
<b>Lithgow Mountain Bike Transformation Project</b>	<b>Wed 20/03/24</b>	<b>Fri 6/11/26</b>	<b>688 days</b>	<b>63%</b>
<b>Planning and DA</b>	<b>Wed 20/03/24</b>	<b>Tue 27/10/26</b>	<b>680 days</b>	<b>83%</b>
Project Management	Wed 20/03/24	Tue 27/10/26	680 days	60%
<b>Expert Reports</b>	<b>Wed 20/03/24</b>	<b>Fri 29/08/25</b>	<b>378 days</b>	<b>100%</b>
DA Preparation	Mon 1/09/25	Fri 10/10/25	6 wks	100%
DA Submission	Fri 10/10/25	Fri 10/10/25	0 wks	100%
DA Assessment West. Regional Planning Panel	Mon 13/10/25	Fri 27/02/26	20 wks	0%
Expected DA Approval	Fri 27/02/26	Fri 27/02/26	0 days	0%
<b>RTAF Grant Fund Construction Activities</b>	<b>Mon 2/03/26</b>	<b>Fri 19/06/26</b>	<b>80 days</b>	<b>0%</b>
Construction of MTB Trail Network	Mon 2/03/26	Fri 19/06/26	16 wks	0%
Installation of minor bridges	Mon 2/03/26	Fri 19/06/26	16 wks	0%
<b>Growing Regions Program Activities</b>	<b>Mon 2/03/26</b>	<b>Fri 9/10/26</b>	<b>160 days</b>	<b>0%</b>
Construction of the trailhead	Mon 2/03/26	Fri 17/07/26	20 wks	0%
Bridges Construction	Mon 2/03/26	Fri 14/08/26	24 wks	0%
Track Reinforcement	Mon 22/06/26	Fri 9/10/26	16 wks	0%
Signage Installation	Mon 22/06/26	Fri 9/10/26	16 wks	0%
Bus Stops	Mon 20/07/26	Fri 28/08/26	6 wks	0%
Track Protection & reinforcement	Mon 22/06/26	Fri 11/09/26	12 wks	0%
<b>Finalisation Activities</b>	<b>Mon 12/10/26</b>	<b>Fri 6/11/26</b>	<b>20 days</b>	<b>0%</b>
Commissioning / Engineering certification	Mon 12/10/26	Fri 6/11/26	4 wks	0%
Formal opening of completed LMBP	Fri 6/11/26	Fri 6/11/26	0 days	0%

**Table 1: Construction Timeframes including Planning and Development Phase**

### 10.1. Construction Phase Protocols

To ensure public and personnel safety, the Lithgow Mountain Bike Park will not be operational during the construction phase, which is planned to begin in early March 2026.

CTMBC will be responsible for overseeing the contractor with the assistance on PMO360 Pty. Ltd. to ensure all work is completed according to the approved plans and Development Consent conditions.

This oversight is crucial to preventing unplanned environmental impacts and ensuring the project is completed efficiently and safely.

### **10.2. Bushfire Emergency Management and Evacuation Plan (BFEMEP).**

As an outcome of the Bushfire Assessment Report submitted with the DA, a BFEMEP may need to be prepared for the development if required by the Consent Authority. Any BFEMEP would be prepared in consultation with key stakeholders including NPWS.

### **10.3. Environmental Compliance Through Construction**

The contractor must demonstrate how they will comply with all waste management and environmental constraints. This includes the requirements set out in the Biodiversity Assessment Report (BDAR) and other relevant Development Application (DA) reports.

Environmental compliance during construction shall be governed by the construction contractor's CEMP.

### **10.4. Construction Waste Management Plan**

The contractor will be responsible for all construction waste and ensuring that the site is left in a pristine condition after construction activities.

Waste generated during construction is expected to be minimal and mainly concentrated at the museum site and primary trailhead. It is expected that a skip bin at the museum site shall be required for construction. This shall be placed within the grassed area identified for the new car park and moved around as works are progressed within this area.

#### **10.4.1. Waste Management – Construction of Trails**

Note: The construction contractors Construction Environmental Management Plan (CEMP) will detail construction and waste management practices in more detail.

The construction of trails shall be completed by small excavator or by hand depending on the base material and slope.

For this reason, all contractor work teams must carry hydraulic oil spill kits with them, should a machine have an oil spill while out on site.

Likewise, portable bunds shall accompany the work teams to their work areas to ensure that, while refuelling, no hydrocarbon liquids are spilled into the environment throughout the works.

Generally, the trails shall be constructed with the materials available onsite including any available onsite rock materials within the 'disturbance corridor' as defined by the BDAR.

Should materials need to be bought in to construct the trails, they shall be from a reputable source with documentation to prove they are suitable for their intended use and also able to be used as clean fill.

Vegetation removal over the trails construction impact area shall be limited to ground cover and minor trees with a diameter of less than 100mm. Removal of larger trees is excluded from this works as there is not the budget available and the project wishes to leave large

trees in place, to protect the environment and keep the aesthetics of the site. As such, waste from vegetation removal shall be minimal and reincorporated into the environment directly adjacent to the trails or removed along the trail if required due to volume.

#### **10.4.2. Waste Management – Construction of Primary Trailhead**

The construction of the primary trailhead is primarily a carpark construction on top of the existing capped, redundant chitter coal deposit.

Due to the engineered cap on top of this area, grass removal only is permitted and material shall be bought in to build the carpark site up to the required level to get drainage to the stormwater management device on the south west corner of the car park.

The grass removed from construction activities shall be reclaimed on the museum site in consultation with the museum.

There is expected to be little to no waste generated from construction of the car park and the contractor shall be responsible for removing any left-over stockpiles or other waste materials. It is expected that construction of the toilet and forming up any concrete shall create some minor waste that can be managed by the contractor using a skip bin. As the toilet shall be a package system, it is not expected to produce much waste through its construction.

#### **10.4.3. Waste Management – Construction of Shuttle Bus Pick-up Points**

It is not expected that the shuttle bus pick-up points will generate any waste through construction as they are currently planned to simply be a sign on the side of the road with some roadway line marking. This shall be confirmed during detailed design and in consultation with the asset owner should the development application be successful.

### **10.5. Construction Phase Emergency Management Procedures**

The contractor will be under contract to produce a WHS management plan including an emergency management plan for their site and construction work.

### **10.6. Construction Phase Traffic Management Procedures**

The contractor will be under contract to implement a Traffic Control Plan to manage vehicle movements and ensure safe site access through the construction works including interaction with State Mine Gully Road.

### **10.7. Construction Noise Management Procedures**

The contractor will be under contract to produce a Construction Environmental Management Plan (CEMP). The contractor shall outline in the CEMP methods and procedures for noise management through the construction works. These procedures include a time constraint of no onsite construction work before 7am and after 6pm. Furthermore, construction work on the weekend shall be restricted in

the contractor's scope unless specifically requested by the contractor and approved by CTMBC in consultation with stakeholders.

#### **10.8. Construction Dust Management Procedures**

Dust during construction is not expected to be an issue and certainly not during the construction of the trails. Should dust become an issue during construction of the primary trailhead, then wetting down procedures shall be added to the contractor's CEMP.

#### **10.9. Construction Phase Community Liaison & Complaints Procedures**

CTMBC, through their project management team, shall remain responsible for community liaison and complaints management through the construction works.

The Development Application (DA) shall be the main method of communicating the plan to the Lithgow community. As this shall be put on exhibition, CTMBC shall rely on these processes in the first instance to identify and manage community liaison.

Secondarily, CTMBC will be contactable through its Facebook page for any informal community liaison and/or complaints resolution.

Complaints made directly to the contractor during construction work shall be escalated to the CTMBC project manager, who will subsequently inform CTMBC for management & resolution of the issue in consultation with stakeholders.

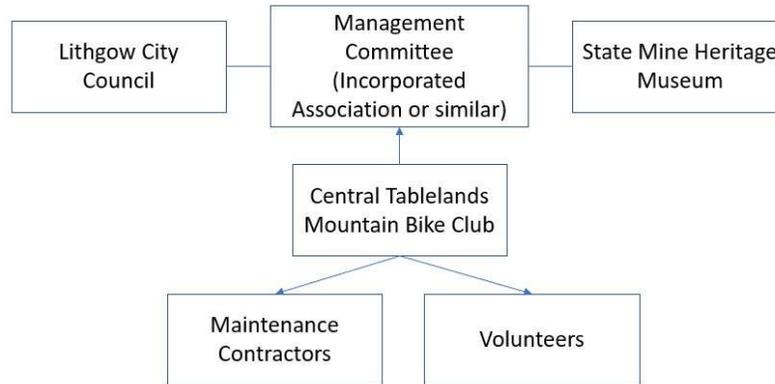
### **11. OPERATIONAL PHASE**

The operational phase is expected to commence in late 2026 as per the construction program presented in Table 1. The following sections outline the management protocols for the ongoing operation of Lithgow Mountain Bike Park.

#### **11.1. Management and Supervision Protocols**

A Management Committee will be responsible for the overall management of the park. This committee will include representatives from Lithgow City Council, Central Tablelands Mountain Bike Club, State Mine Heritage Museum, and other key stakeholders. CTMBC shall be responsible for organising volunteers and maintenance contractors who will support the ongoing operations of the park with the support of the Management Committee.

The following figure is the intended initial Management Committee with its structure and members to be confirmed once the DA is approved.



**Figure 1 – Management Committee Preliminary Structure**

### **11.2. Communication of Operational Activates – Other Plans and Media**

Prior to opening the park to the public, a number of other key plans and communication media will be developed and regularly updated to ensure best practice compliance of the park. These plans and other media include but are not necessarily limited to:

- A website for the park with CTMBC contacts and park information including safety.
- A public facing map of the park including rules, safety and code of conduct. This plan shall be available for download, and present onsite, for use by visitors to the park.
- Updates to the park specific social media page for real time updates to park status and other key issues.
- CTMBC, may be required to compose and implement a Bush Fire Emergency Management and Evacuation Plan.
- A maintenance management plan including details of inspections, access for maintenance, suppliers and planned and reactive maintenance procedures.
- A park safe management plan and associated procedures which shall govern management of incidents, safety, risks, signage and individual trail closure processes.
- A risk register for the park shall be developed and updated when relevant, including after significant weather or bushfire incident inspections.

### **11.3. Visitation**

The park is expected to attract a significant number of visitors. On an average day, it is estimated that there will be approximately 22 day-trippers, with this number potentially tripling per day on weekends. Traffic and car parking requirements have been determined according to the *Proposed Lithgow Mountain Bike Park, Lithgow, NSW: Traffic impact and parking assessment study* (Traffic Engineering Centre, 2025).

#### **11.4. Trailhead Water, Sewer and Electricity (if required)**

The preliminary civil design has taken into account the location of the museums water, sewer and electrical supply should they be required after detailed design. Should Development Consent be awarded, CTMBC shall enter into an agreement with the museum for connection and use of these services which shall be designed to be beneficial to both parties.

#### **11.5. Park Income and Revenue**

As guided by the Management Committee, income and revenue shall be sourced for the purposes of ensuring funds are available for the operations and maintenance of the new facility.

While solid plans are in place, these avenues to source revenue for operations and maintenance of the park are subject to the award of Development Consent and therefore shall be followed up and confirmed once Development Consent is received.

Basic maintenance activities are expected to cost in the order of \$20,000 (Inc GST) annually which is within reach for the potential income streams listed below. These maintenance costs are expected to start in year 2, after completion of the contract defects and liability period. The expected costs are detailed in the project cost estimate which accompanies the development application.

Income and revenue for the maintenance of the park include but are not necessarily to the following revenue streams (once Development Consent is awarded):

##### **11.5.1. Sponsorships & Partnerships**

CTMBC will approach local and other businesses including interested government agencies to discuss sponsorship and support arrangements for the park.

Partnerships will be developed to be mutually beneficial to all parties.

##### **11.5.2. Donations & Grants**

Similar to most other mountain bike parks in NSW, a system of donations from the public shall be established by CTMBC once Development Consent is achieved. Similarly, donations shall be sought from business in Lithgow and surrounds who benefit from the project. Grants for maintenance shall also be sought from government organisations.

##### **11.5.3. Merchandise sales**

CTMBC may investigate merchandise sales for promotion of the park including opportunities to put the proceeds to assist in the maintenance of the park.

##### **11.5.4. Food and beverage sales**

The development includes provision for a hardstand for a food or coffee van. A portion of the revenue received from the hire of this space may be directed towards maintenance of the park after consultation and agreement with the museum.

## **11.6. Operational Waste Management Plan**

This operational waste management plan shall be implemented to ensure waste management of the park is properly controlled while in operation phase.

### **11.6.1. Litter and General Waste**

No waste bins will be provided at the Lithgow Mountain Bike Park primary trailhead. The facility will operate under a 'carry in, carry out' policy and signage shall guide visitors as such. All visitors will be responsible for taking their own waste and recyclables with them when they leave the park. CTMBC will be responsible for periodic litter patrols to ensure the policy is being followed and the site remains clean.

To assist CTMBC, volunteers shall be regularly participating in 'working bees' to assist with litter and general waste collection and removal from the trails.

### **11.6.2. Food/Coffee Van Activities**

Operators of any food or coffee vans shall be subject to 'self-contained' operational rules while operating their facilities onsite. The operators shall provide bins for customers and remove these bins at the end of each trading session.

### **11.6.3. Maintenance Activities Waste**

After maintenance activities, the maintainer (contractor or CTMBC volunteer) shall leave the maintained site in a clean and tidy state.

### **11.6.4. Toilet Cleaning Waste**

No chemicals shall be kept on site at the toilet. As such is not expected that the toilet will generate waste.

### **11.6.5. Waste from Vegetation Management Including Weeds**

From time-to-time vegetation management on the trails may need to be undertaken. The waste generated from these activities is likely to be very low volume as most of the trimming of undergrowth shall be carried out by passing mountain bikes. Dangerous trees that become arrive after storms shall be maintained by CTMBC to ensure the safety of users. The trees shall be cut and left in place or just to the side of the trail.

Weed management shall also be undertaken from time to time and shall be outlined in the Operation and Maintenance Plan for the trails should Development Consent be awarded.

### **11.6.6. Waste Management Signage**

As part of detailed design, signage with clear instructions to users of the park shall be designed to be provided at the trail head to ensure waste management procedures are adhered to as much as possible.

### **11.7. Shuttle Bus Operations**

CTMBC shall not be directly responsible for shuttle bus operations, however a third-party operator will be selected compliantly by the Management Committee. Selected operators shall be able to use the designated pick up and drop off points as shown on the development drawings and use their own systems of management. Any shuttle bus or commercial operators intending to operate within the NPWS estate (including Gardens of Stone SCA) will also be required to obtain the relevant NPWS commercial operator approvals to undertake their activities.

### **11.8. Coffee and Food Van Operations**

Coffee and food van activities shall be limited to the specific hard stand area adjacent to the carpark at the primary trailhead.

These activities shall be under the control of State Mine Heritage Museum. It is envisaged that food van operators shall enter into arrangements with the Museum as required.

Vendors will be required to abide by the instructions provided by the Museum.

### **11.9. Toilet Cleaning**

The Lithgow Mountain Bike Park will be cleaned and maintained to the required standard for safe use and healthy use of the park.

A packaged toilet system with a maintenance corridor shall be chosen during detailed design to ensure a hose and brushes can be kept onsite to aid cleaning activities. No chemicals shall be kept on site.

While solid plans are in place, details of maintenance and operation of the toilets shall be determined once Development Consent is received.

### **11.10. Maintenance of Trails**

CTMBC shall be responsible for the ongoing maintenance of the trails and park facilities which shall include the following activities:

- Safety Audits, annual planned audit and adhoc audits after storm and other serious events such as bushfire.
- Regular inspections.
- Trail closures using signage if required.
- Trail vegetation & weed management/maintenance.
- Trail surface maintenance.
- Table drain, culvert and other stormwater asset maintenance.
- Trail bridge maintenance.

Maintenance activities and maintenance of the trails shall be paid for using funding generated by the park, the sources of which shall be located once Development Consent is awarded.

The maintainer (either contractors or volunteers) must use the trail for access to perform maintenance activities so as not to disturb the surrounding bushland. No new features (jumps etc) or routes shall be allowed other than maintenance of the trails as they are detailed in the Development Consent.

#### **11.11. Noise Management**

Due to the isolated location of the site and the quiet nature of mountain bikes, noise impacts on surrounding areas and residents are expected to be limited.

Gatherings of people at the trailhead or other areas for activities other than mountain biking, may generate noise and shall be managed by law enforcement authorities as per their procedures.

#### **11.12. Site Security**

The park is open to the public, and riders are responsible for their own security and the security of their belongings while using the park.

#### **11.13. Emergency Management**

A detailed Emergency Management Plan shall be developed once Development Consent is awarded. Mountain bike riding is classified as an extreme sport in NSW and users shall be encouraged via signage to have their own insurance which is available for the sport from multiple providers. Users of the park should be prepared to contact emergency services should they or one of their party become injured during riding activities.

The site has mobile phone coverage and emergency services shall be notified as required by users of the park. The park signage, as an outcome of Detailed Design shall have directional and location markings so that the position of a person within the park can be easily ascertained if they cannot make their way back down to the primary trail head.

In the event of a bushfire, the site shall be accessible at the Asset Protection Zone at the primary trailhead which may or may not be used by NSW Rural Fire Service (RFS) during an event.

In the event of a flood or severe storm, riders shall be encouraged to assess conditions before riding. Closure of the park shall be initiated by closure of a simple barrier or appropriate signage at the entry to the car park.

Closure of the park shall be managed by CTMBC as guided by the Management Committee.

Museum staff and other, yet to be determined contractors shall be able to place the barrier or signage at the trailhead after being contacted by CTMBC.

The closure process protocol will apply in the event of bushfire or bad weather that poses a safety risk to visitors.

A detailed park closure plan will be developed in conjunction with stakeholders once Development Consent is awarded.

**11.14. Complaints Management Procedure**

A detailed complaints management plan and procedure will be developed in conjunction with stakeholders once Development Consent is awarded.

**12. REVIEW OF OPERATIONAL PLAN OF MANAGEMENT**

This Operational Plan of Management will be reviewed at major changes of project phases and annually into the future to ensure its effectiveness and to address any emergent issues. Any modifications to this plan must remain consistent with the Development Consent.