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6 May 2022

Newcastle Jockey Club Ltd
C/- Avid Project Management Pty Ltd
PO Box 206,
Carrington NSW 2294

Attn: David Read

Dear David,

Proposed Stables with parking – Newcastle Jockey Club, Broadmeadow, NSW

Further to your email, we have reviewed the correspondence, (including SEARs) and plans provided for the proposed relocation and expansion of the stabling complex associated with the Newcastle Jockey Club (NJC) on the western side of the racecourse grounds on the corner of Chatham Street and Darling Street, Broadmeadow. We have undertaken traffic surveys adjacent to the site during a typical weekday morning and afternoon. As part of the surveys, we have also collected data on the movement of horse transport in and out of the course. This site work was undertaken, taking into consideration training times at the course as well as the peak periods on the local road network, to reflect the key times associated with the operation of the stables. We have considered the impact of the proposal on the local road network and provide the following assessment.

The following assessment has been undertaken, taking into consideration the RMS Guide to Traffic Generating Developments, AS2890, Austroads Guidelines and Newcastle DCP. RMS has been rebranded Transport for New South Wales however publications still reference RMS and RTA. A table outlining the SEARs requirements and responses is included in **Attachment D.**

Background and Existing Situation

The existing on-site stabling facilities cater for approximately 230 horses, with 80 additional horses floated on to the site for training each day (current total training capacity approximately 310 horses). Of the 310 horses that use the facility for trackwork, only around 230 horses do trackwork on any one day due to horses resting after racing, horses being raced at other courses, being spelled etc. The existing on-site stables are used by thoroughbred trainers from around Newcastle and the Hunter Valley who base all or part of their operations on the site. The existing stables are located on the south-eastern corner of the site and are accessed via Darling and Lowe Streets.

The racecourse grounds are located on the corner of Chatham Street and Darling Street, Broadmeadow. **Chatham Street** provides a popular local north-south connection between Belford Street to the north and Glebe Road to the south. It has a width of 12.5 metres which allows for a single lane of travel in each direction and parking along both sides. It has a footpath on its western side opposite the racecourse whilst to the south it has a footpath along the residential development on the eastern side. It has kerb and guttering and lighting along its length. **Darling Street** has an east-west orientation and along its northern side it provides frontage to the racecourse. The southern side of the street had residential development and Darling Street Oval. It has kerb and guttering along its length as well as streetlights. There is a footpath along the southern side. Along the site frontage Darling Street has a number of taxi zone and bus stops which operate specifically on race days. Darling Street, due to its function as an access to the racecourse, operates as a collector road in this locality with a posted speed limit of 50 km/h.

Chatham Street and Darling Street intersect at a crossroad with Melville Road providing the western leg to Darling Street. Chatham Street has priority with stop signs on the side streets.

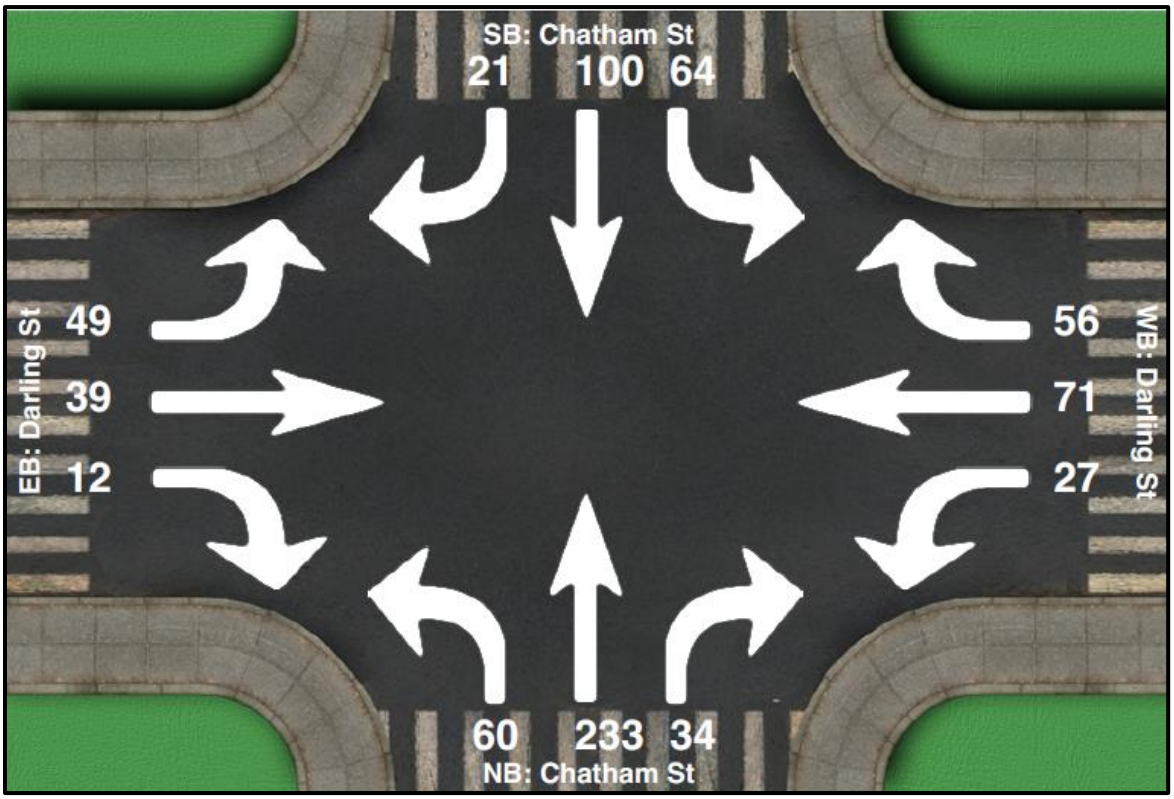
Existing Traffic Movements

Traffic counts were undertaken on Thursday 18th March 2021 at the intersection of Chatham and Darling Street between the periods 7am-10.30am and 2.00pm-5.30pm. Weather conditions on the day were wet. This day was selected as reflecting a typical training day although the wet conditions may have seen a slight drop in the number of horses training (confirmed as being 214 training on Thursday 18th March).

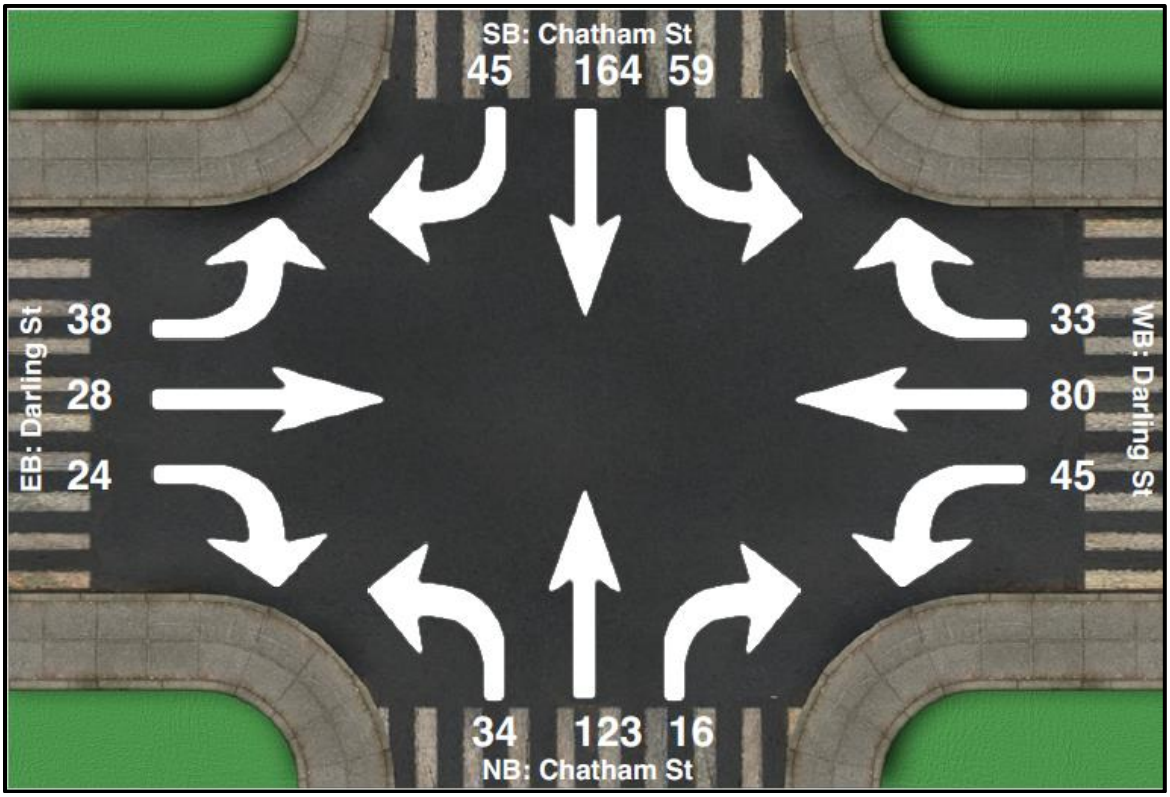
Trainers and stable hands arrive at the stables from 2:30am with the first horses at the track from 3:15am with training beginning at 3:30am. The track closes at 8:30am with staff leaving the stables between 8:30am-10am. As a general rule the bulk of training takes place between 5am-8am. The afternoon shift at the stables begins around 1pm and finishes at 5pm with times varying depending upon individual trainer's starting and finishing times. Afternoon training is much less rigorous and involves less horses and staff than the morning training.

Allowing for the training needs of the individual trainers there are around 230 horses exercising each morning with around 102 staff (strappers/stable hands/jockeys/trainers/course supervisors). Afternoon sees significantly less than this with horses not undertaking track work in the afternoon but rather light exercise only. This is consistent with the lack of horse floats observed entering or leaving the track in the afternoon during traffic surveys.

The traffic surveys indicate that the local road peak occurs between 8-9am in the morning and 3-4pm in the afternoon.



■ Figure 1 Intersection of Chatham and Darling Streets – 8.00-9.00am



■ Figure 2 Intersection of Chatham and Darling Streets – 3.00-4.00pm

Observations on site show that horse transport movements, both inbound and outbound occurred through the survey period being spread across the period with no distinct peak.

The majority of horse floats observed had an origin/destination between Chatham Street entry and Darling Street.

From the surveys undertaken it can be seen that the replacement training facility will see the removal of these existing trips between the existing stables and "the crossing" to the track accessed off Chatham Street as horses are rehoused in the new stabling complex. It will also provide additional stabling which it is understood would enable horses that are currently "floated in" from off-site stables to be housed on site, removing these external trips from the broader road network.

From this data two way movements on Chatham Street north of the site is 523 vehicle per hour in the AM peak with a bias northbound (338 vph) and 462 vph in the PM peak with the bias southbound (268 vph). As an urban road Chatham Street operates with a level of service B (less than 380 vph per direction). Darling Street carries lower flows with two way movements past the racecourse of 291 vph in the AM and 261vph in the PM. This represents a level of service A being less than 200 vph per direction.

New Tie-Ups Stalls

The parking area for the horse floats and other transporters has historically been located on the western side of the track with access off Chatham Street. New tie-up stalls have recently been constructed (2021) to the east of the public parking areas and the Rumpus Room childcare centre with access of Darling Street. The layout of the area has been designed to provide a loading and unloading area for horses and parking to accommodate the specific requirements of the various types of horse transport with parking spaces for large (semi-trailer) transporters as well as various rigid trucks and car / horse float combinations. These vehicles therefore no longer need to park in the area that will be the new stabling complex. Light vehicle parking is provided for ancillary vehicles driven by trainers, stewards, vets etc. This parking is not available to the general public but rather for these people associated with the operation of the site on race days.

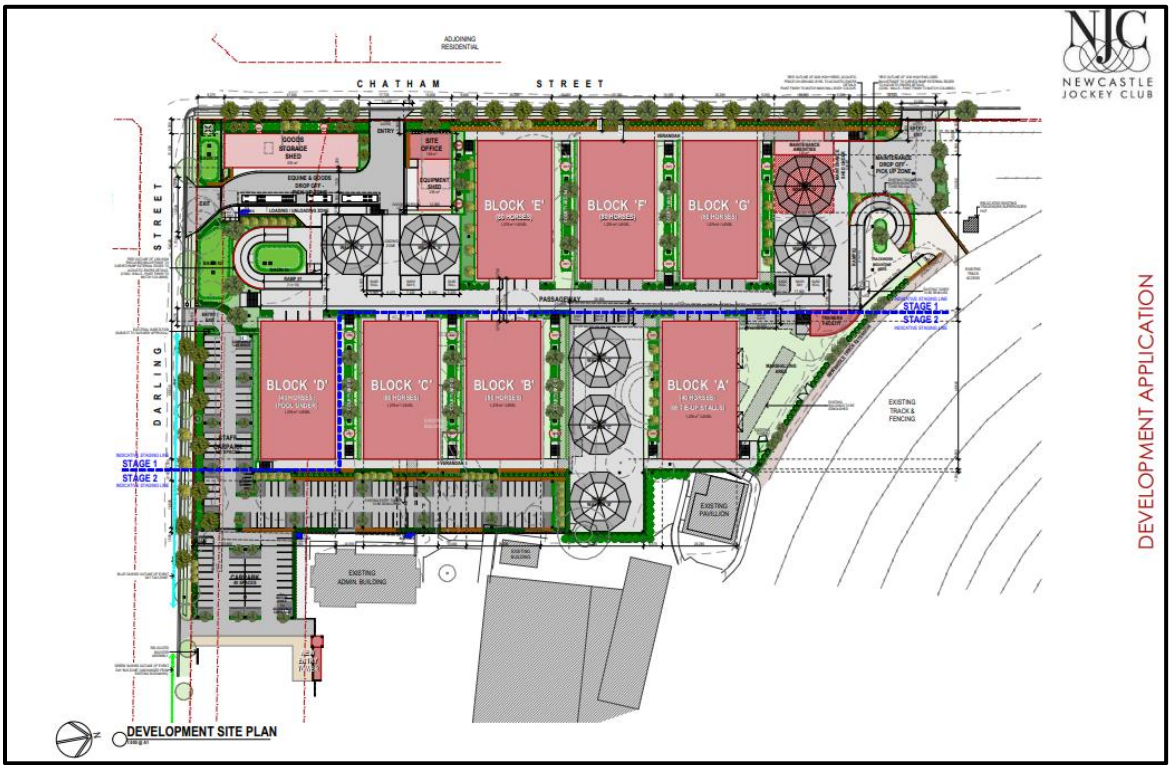
The operation of these stalls is primarily for race days and has been considered in the approved development application (DA2019/01082). The impact of this traffic does not coincide with that associated with the proposed development.

Proposed Development

The project proposes a replacement training facility through the construction of new stables and associated structures with the objective to provide accommodation for up to 480 horses. This will significantly reduce the day-to-day vehicle movements associated with the transportation of horses to and from the adjacent stables to the east of the race track off Lowe Street as well as those offsite that are floated in for training.

The proposed development will be located on the south-western corner of the site at the corner of Darling and Chatham Streets, which currently comprises open space and the former race day tie-up stalls. The new facility includes preparatory site works such as the demolition of the existing equine pool, maintenance buildings, brick tie-up stalls, warm-up ring, driveways, fencing and landscaping. Seven x two storey stable blocks (Blocks A-G) will be constructed, capable of accommodating up to 480 horses. Horse training facilities will be provided such as thirteen horse walkers capable of exercising up to 10 horses at a time and a new equine pool located on the ground level of Block D. Wash bays, sand rolls and adequate feed handling / storage facilities will be provided throughout the development. Additional structures such as storage and equipment sheds, a site office and loading areas will provide the necessary facilities for staff and trainers.

Delivery vehicles and horse floats will enter the site via Chatham Street (southern entrance) and exit the site via Darling Street. Staff/stable hand/trainer parking for approximately 121 vehicles and 6 motorbike spaces is accessed via Darling Street. Vehicles associated with maintenance will enter and leave the site via Chatham Street at a reactivated access (northern entrance). The existing access off Chatham Street shall be removed with the kerb and guttering reinstated. Internally, the track access (referred to as 'the crossing') linking the site and the racecourse will be retained. The site plan is shown in Figure 3 below and **Attachment 1.**



■ Figure 3 Proposed development showing layout of stabling complex, accesses and carparking

Figure 4 Site showing area within context of road network and approximate location of access points

Photo 1 – Existing access and hardstand area off Chatham Street

Proposed Parking

The proposal includes the formalisation of parking for 121 vehicles and 6 motorbikes off the existing access on Darling Street. This area is currently used by trainers and stable hands for informal access and parking. In addition, a formal parking area for 40 vehicles and 2 motorbikes shall be developed to the front of the administration building.

The parking available across the course is significant with large areas of parking developed to accommodate peak race day demands. The new carparks will be suitable to accommodate the daily demands associated with the operation of the proposed stabling complex with peak demands for training able to be accommodated through the use of these formal parking areas as well as the balance of the existing carparks. This will enable staff to all park on-site within the vicinity of the new stabling complex.

A review of race day on-site parking demands undertaken from an aerial image (dated 2015 being the most suitable image available which reflects a busy race day parking scenario – **Attachment C**) indicates approximately 323 vehicles parked throughout the racecourse site. The image also shows available space unused. It is proposed that in conjunction with the Stabling Complex development, which shall formalise 161 parking spaces and 8 motorbike spaces as well as provide bicycle parking throughout the site, temporary race day parking across the racecourse site shall be delineated on the existing grassed parking area using pinned markers to provide a more effective layout. This will enable a further 260 parking spaces to be provided as shown below as Stage 1. This demonstrates that the stabling complex will continue to ensure available parking within the overall NJC site and shall not increase the demand for on-street parking

■ Figure 5 Parking Plan

The current parking demand is generally mixed with minimal delineation between patrons and "staff" (including trainers, jockeys etc). Signage off Chatham Street currently directs jockeys etc to park in the western end of the course which will be accommodated in the new 121 space carpark. The general parking area, once delineated, will become more efficient and therefore provide for the balance of the parking demand on site. Wayfinding signage will also assist with directing attendees to appropriate parking.

The provision of a dedicated pedestrian pathway between Darling Street and the concourse entry will provide separation between motorists and pedestrians.

The increase in horses stabled on site will also reduce the number of horses floated in on race days and so reduce the parking demands for horse floats etc currently on site on race days.

Bicycle parking is being provided throughout the new development with each stable complex having showers and suitable end of trip facilities.

Access

The proposed redevelopment will allow for 4 driveways to provide connection to the new stabling complex with the existing main access from Chatham Street to the hardstand area, the previous tie-up stalls and "the crossing" to be closed (Figure 4). The kerb shall be reinstated allowing for additional street parking in this area.

As detailed above delivery vehicles and horse floats will enter the site via Chatham Street (southern entrance) and exit the site via Darling Street. Staff parking is accessed via Darling Street as is the balance of parking as per the existing situation.

Those vehicles associated with track maintenance will enter and leave the site via Chatham Street using a reactivated entry to the north of the site (northern entrance). As per the existing situation, this will allow for two-way movements and all turn movements into and out of the site.

A new driveway is proposed south of this as well as a new driveway on the western end of the site onto Darling Street. Both of these will allow for one way movement only, inbound from Chatham Street and outbound onto Darling Street. Both driveways will allow for left and right turns and shall allow for the movement of heavy vehicles including semi-trailers associated with bedding deliveries and waste removal.

The driveway to the carpark will replace an existing driveway on Darling Street and will allow for two-way movements into the site and all turn movements.

The location of these driveways has been reviewed on site.

Demands for these driveways will primarily be as per the existing situation. Observations on site indicate that there are no significant pedestrian demands in this area. There are demands to the north associated with Merewether High School which is located on the western side of Chatham Street, however the majority of these pupils do not walk south towards Darling Street and those that do were observed to primarily make use of the footpath along the western (school) side of the street. The construction of the new Tie-up stalls to the east of the complex has also seen the removal of heavy vehicles previously entering and exiting the site off Chatham Street on race days. Based on Racing NSW figures this could equate to 27 heavy vehicle movements that no longer enter and exit the site from the Chatham Street driveway.

On race days, pedestrian demands can be higher at the start and finish of the day. Vehicle arrivals however would be consistent with the existing situation with the number of races and horse entered to race not changing. As detailed above the new tie -up stables remove some vehicle movements that have historically entered the site at Chatham Street and with more horses stabled on site there shall be lower float movements occurring at this point of entry. Parked vehicle numbers overall will be consistent with the existing situation as detailed above.

Sight Lines

The required sight distance from exit driveways for commercial vehicles are provided in AS2890.2 clause 3.4.5. For the posted speed limit of 50 km/hr and the desirable 5 second gap, the distance is 111 metres. The sight distance from the proposed driveway along Darling Street exceeds this requirement to the left with a distance of over 200 metres available for drivers exiting the site, due to the straight and flat alignment of Darling Street. To the right, sight lines are available through the intersection of Chatham Street and Darling Street being less than 40 metres to the intersection. At this intersection turning traffic off Chatham Street is travelling at very low speeds to negotiate this turn and so drivers exiting the site can determine suitable gaps in the traffic to exit the site safely. Chatham Street also provides a flat and straight alignment ensuring sight lines can be accommodated for the reactivated driveway to the north of the site as well as the new southern entry.

For the proposed driveway to the carpark, sight lines are provided in AS2890.1. For the posted speed limit of 50km/hr the desirable distance is 65 metres with a minimum of 49 metres required. The sight distance along Darling Street exceeds this requirement with a distance of over 70 metres available to the right and in excess of this to the left for drivers exiting the site.

The new accesses shall be designed in accordance with AS2890.2 with suitable width to allow for the entry of semi-trailers. Swept paths have been included in Attachment B.

These swept paths also test the manoeuvring within the site including the circulation of a B85 vehicle with a horse float. These swept paths test such a vehicle entering and exiting off Chatham Street and traversing the stabling complex. This is contrary to the operational plan for the site however at rare times can be essential for the management of horse welfare eg a horse needs to be removed from the site directly from its stall however it is important that such a movement can occur if necessary.

The passenger vehicle parking shall be designed to meet the requirements of AS2890.1.

Development traffic

There are no standard traffic generation rates provided by the RTA Guide to Traffic Generating Development for a development such as this.

The traffic generation for the site has therefore been calculated from first principles based on onsite observations, advice from the NJC and data from Racing NSW.

Training Demands

Horse training occurs across two shifts with the morning shift being 3.30am to 8.30am and the second shift being 1pm – 5pm. The majority of the training occurs of a morning, associated with trackwork, mucking out stables etc. Advice from the NJC indicates that for each staff member there is the equivalent of 3.5 horses trained. For the new stables development, allowing for rider availability, the hours which are worked by riders, and general vacancy rates due to horses off site spelling and being at race days, a maximum of 375 horses will exercise each morning. Staffing would be equivalent to 154 per morning (107 strappers/stable hands, 35 jockeys, 10 trainers and 2 NJC track supervisors), an increase of 52 over the 102 currently at the course during the morning shift. The existing pattern of vehicle arrivals and departures confirmed that the majority arrive very early in the morning and well before the road peak of 8am with departures typically spread between 7.15-9am. Of the departures 60% exited to the north along Chatham Street with the balance turning left to travel through the Darling Street intersection.

The new stabling complex will remove the need for horse transportation associated with training which currently equates to 230 horses per day. There will however be an increase in the number of training staff (52) arriving and departing the complex to train the additional horses. There will also be some additional traffic associated with the operation of the

complex (extra feed deliveries, waste removal, vets etc) and a slight increase in the number of transporters associated with horses travelling to other racing venues. These will however be partially offset by reduced numbers arriving when there are races at the NJC.

As a worst-case scenario, allowing a vehicle per additional staff member, this would equate to 52 additional outbound vehicles (26 in the AM peak hour). Based on observations of existing traffic movements, of these peak hour trips 14 vehicles have a destination to the north and 8 to the south while 4 may travel east.

Operational Traffic

Advice from the study team indicates that the proposed stabling complex will generate the following operational traffic movements:

- Feed trucks –6 trucks per week (6 inbound and 6 outbound) 1 per day Monday to Saturday between 9.30am-2pm.
- Bedding delivery and waste removal occurs in sealed Mega Bins with drop off and pick up occurring twice each day generally between 9.30am and 2pm.

- General waste collection - Anticipated to have 3 x collections per week from the General Waste Bin Area

In addition to the heavy vehicle movements above there would also be a number of vehicle movements during the typical day associated with horse welfare and management including vets, farriers, owners etc. These can occur throughout the day as part of general horse management or can occur at other times depending upon emergency demands.

- Horse welfare – vets, farriers etc. These movements vary depending upon demand and the ongoing management of the horses.
- Additional NJC staff- 1 dedicated administration staff, 5 general labourers associated with stable maintenance

Based on the above, peak movements could occur on days where inbound product (feed, bedding) and outbound product (general and stable waste) coincide as well as vets etc being on site. Heavy vehicles movements could equate to 3-4 trucks per day (4 inbound/4 outbound) whilst light vehicle movements could equate to 30 vehicles throughout a day assume 10 movements per hour (5 inbound/5 outbound). These various elements of site and horse servicing typically occurs outside of the training times ie 9.30am-2pm and so these operational elements do not typically coincide with morning training sessions and afternoon attendance by stable hands.

Off Course Race Movements

The other main movement associated with the stabling complex is the transportation of horses to races at other venues. These depend on where race meetings are and how long it takes to get there. Horses are generally required to arrive at a race meeting around 2 hours before their race time. They typically leave from 9am in the morning and return home by 7.30pm depending on where they have been racing. Newcastle horses can travel as far south as Wollongong, as far west as Dubbo and as far north as Coffs Harbour. A review of the NSW Racing Calendar shows that metropolitan races in Sydney typically occur on a Wednesday and Saturday whilst regional races occur throughout the week with at least one race occurring each day. Movement associated with the transportation of horses may therefore be expected on any day and spread across a range of times, consistent with the existing stabling and transport arrangement.

Based on Racing NSW figures there will be an average of 14 horses per day to be racing away from Newcastle, of these to be conservative, 9 could typically be transported in vehicle and horse float combinations with 8 being transferred in horse transporters carrying 4 horses (ie 2 transporters). These are not all additional movements to the broader road network however as half of these (7 starters/day) are currently associated with the existing stabling complex and so would use local road (eg Chatham Street) to connect with the broader road network. The additional demands associated with the increase in stabling capacity would therefore be an extra 4 vehicle/float combinations and 1 extra transporter per day.

This would see an additional 20 movements per day associated with "off course" races (allowing each vehicle to arrive and depart to pick up the horses and arrive and depart to return the horses). This would equate to an average of 2 trips per hour and could see 1 additional vehicle/float combination and 1 truck movement outbound in the morning peak with the same number returning in the afternoon peak. Most likely however these would occur later than the 8-9am morning peak and the 3-4pm afternoon road peak hour. Although these additional trips have been allowed for in association with transportation it may be that these movements would in part be offset by a lower level of training on race days.

In addition to "off course" racing, there will also be on average one extra horse being transported to or from the stabling complex each day in association with "spelling" which occurs when horses are rested for several months away from the track and their training routine.

These horse transporters and floats park as required within the Equine Pick Up and Drop Off Area to provide a safe and calm transfer of horses between the stables and the vehicles.

Cumulative Traffic

Overall, the proposed stabling complex could generate an additional 26 light vehicle movements outbound in the AM peak hour (with less in the PM peak hour) having arrived to the stables prior to the road peak and with departures spread across several hours.

Outside of these peaks, normal operation of the stabling complex could generate up to 8 truck movements (4 inbound and 4 outbound) per day for the delivery of inbound product (feed, bedding) and removal of waste along with further movements associated with support personnel (vets, farriers etc). Not all of these movements however are additional as a number of these would currently be generated by the existing stables both on site and adjacent to the racecourse.

Movements associated with the transportation of horses to races throughout the week would be spread throughout the day depending upon the time of races and distance to travel and may equate to an additional 3 movements (2car/horse float combinations + 1 horse transporters) outbound in the AM peak with the same number returning in the afternoon peak, although most likely occurring later than the local road peaks of 8-9am and 3-4pm.

The proposed development will see the removal of a number of existing traffic movements due to the relocation of the stables and the reduction in horses being "floated in" for daily training. On the basis that 230 horses can be training on any morning, and assuming these were transported by trainers with an average of 2-3 horses per vehicle, this would equate to 76-115 less horse floats/transporters arriving and departing in the morning that instead would be stabled on site. In the afternoon there are significantly less horse movements due to the lack of trackwork however there can still be some horses being transferred as part of other training/exercise eg equine pool use.

Based on the shift times associated with the various activities at the course it is evident that there is minimal cross over of activities and so minimal cumulative impacts. These movements are summarised below in Table 2 below.

■ Table 1 Summary of Additional peak hour and daily traffic movements

Use	Peak Hour Movements	Additional Daily Movements
Training (additional)	26 outbound (AM) 10 outbound (PM)	248 movements
Operations	Out of peak period and between morning and afternoon training shifts	60 light movements 8 heavy movements
Off Course race movements	3 outbound (AM) 3 inbound (PM)	20 car/ute with float 4 transporter movements
Removed training trips	Less 18 outbound in AM Less 10 outbound in PM	Less 152-230 movements
TOTAL	AM: 11 outbound PM: 3inbound / 0 outbound	98-176 light vehicle or vehicle/float movements (49-88 inbound/ 49-88 outbound) 12 heavy vehicles (6 inbound/6 outbound)

The new stabling complex is expected to see no significant change in pedestrian or cycling demands.

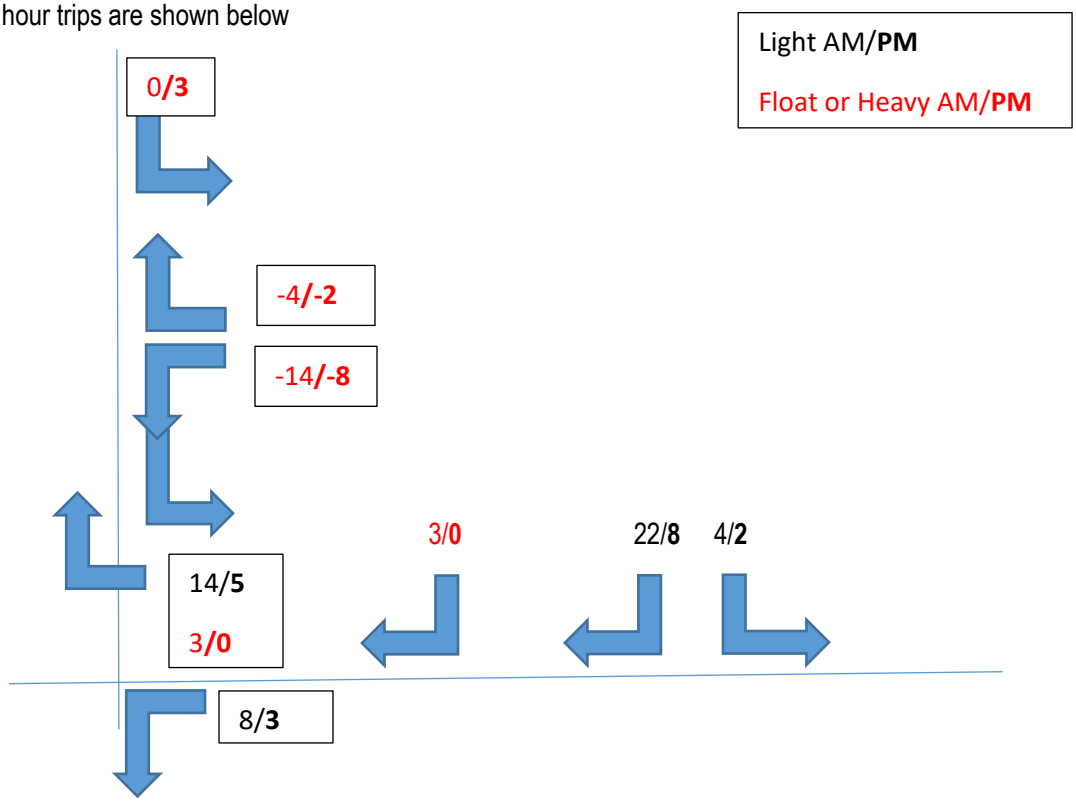
Trip Distribution

The arrival and departure of vehicles to the site would be consistent with the pattern of existing turn movements at the Chatham Street access with 60% having an origin/destination to the north and the balance to the south and east.

Arrivals associated with horses and movements associated with the operation of the site would occur from Chatham Street whilst light vehicles associated with staff movements and exit movements associated with horses would occur via Darling Street.

Horse transportation would primarily be exiting onto Darling Street to then typically turn right onto Chatham Street to connect with the broader road network. Light vehicles would have a dominant origin/destination to the right towards Chatham Street with the majority turning right at this intersection.

The additional peak hour trips are shown below



■ Figure 6 Peak hour trip distribution associated with *additional* development traffic

Impact of Traffic

Daily Traffic

The overall impact upon daily traffic flows in the locality will be low and well within the capacity of these roads. Chatham Street currently carries daily flows in the order of 5000 vehicles per day, based on peak hour flows representing 10% of daily demands.

The impact of 17 additional trips northbound in the AM peak will see northbound traffic increase to 355 vph (338 +17 vph) with no change to the LoS B. Flows south of Darling Street are less, increasing from 139 vph to 147 vph (LoS A). Similarly the impact on Darling Street will see westbound flows increase from 154vph to 179 vph with no change to the operation of this road (LoS A).

The additional movements associated with the expansion of the on site stabling as proposed by this development, allowing for the removal of between 76-115 horse transports per day (76-115 inbound and 76-115 outbound) associated with the movement of horses from the existing stables to the east of the course as well as those off-site which are "floated in" each day, could see between 98 and 176 additional light vehicle or vehicle/horse float combinations (49-88 inbound/49-88 outbound) and 12 extra heavy movements per day (6 inbound/6 outbound).

As a worst case scenario, the proposed development on a typical day could generate an a*dditional 49-89* movements across a day on Chatham Street and 50 on Darling Street east of the track. The majority of these movements occur outside of the peak periods with the main demands for training occurring in the morning prior to 5am. As detailed above the impact of this traffic in the morning peak has a minimal impact with no changes to the level of service on either Chatham Street or Darling Street. As well the removal of horse transfers between the Chatham Street access and the existing stables on

Lowe Street will see a significant reduction in traffic whilst the increase in staff movements will primarily be between Chatham Street and the carpark access on Darling Street. Off-course race day movements could increase this by a further 24 float movements primarily impacting Chatham Street with inbound vehicles using the new Chatham Street access and outbound movements primarily turning right out of the Darling Street exit to then turn right onto Chatham Street.

This represents an increase of 1-1.5% on a typical day or in the order of 2-2.5% allowing for the transportation of horses to and from other racecourses.

Intersection of Chatham Street and Darling Street

The impact in the peak hour on the intersection of Chatham Street and Darling Street will be minimal. The movement of additional horses for races will generally be outside of the peak periods and will be offset by the reduced number of horses being transported in and out for training. The operational element of the facility will occur outside of the peak hour when these roads carry much lower flows.

The main impact could be for the additional right turn demands associated with trainers. These extra 14 trips would equate to 1 extra turning vehicle every 4 minutes but again would be offset in part by the reduced number of horse transports undertaking this turn.

Overall, the impact on this intersection will be minimal and considered acceptable.

The distribution of this *additional* traffic on the broader road network will also be acceptable with the majority of these trips disbursing across various routes. For those movements associated with off-course race movements the majority of these would connect with the arterial road network by turning left onto Lambton Road and returning by turning right at this signalised intersection. The impact of 2 additional turn movements at this intersection is negligible.

Similarly, the impact of up to 8 additional trips on Chatham Street south of the site during the morning peak hour will also have minimal impact. At the intersection of Chatham Street and Glebe Road the majority of these trips would turn left. As these motorists are likely to be local, for those with a destination to the west alternate routes eg Melville Road and Brunker Road provide more efficient routes due to the constrained nature of the right turn at Glebe Road.

Overall, the impact of this replacement training facility will primarily see the reallocation of existing traffic in the vicinity of the racetrack with the net impact being an increase in light vehicle movements primarily between 3.30am and 7am and a reduction in horse transportation. The additional peak hour demands generated are minimal and well within the capacity of the surrounding roads and intersections. Whilst this area (Broadmeadow-Adamstown) has been identified by Council for future growth, the impacts of this future traffic on various routes and intersections will be the subject of future planning by Council with appropriate infrastructure upgrades to be then determined and funding mechanisms identified. It is not the responsibility of this development to undertake such upgrades given the low and acceptable impacts of this project.

Cumulative Impacts on Race Days

Race days at the Broadmeadow track are not the subject of this development application however the following is noted based on observations of traffic and pedestrian demands on site on one of the three busiest race days (Hunter Race day Saturday 13th October 2021).

- Morning training is finished before the start of race days and so there is no cumulative traffic impacts associated with the stabling complex and race day traffic.
- The increase in the number of horses stabled on site will reduce the number of horses that are running needing to be floated to and from the site on race days.
- External movements associated with horses racing at other tracks typically occur early in the day prior to the arrival of horses racing at Broadmeadow. These movements will exit the new stabling complex via the most westerly driveway with horses running at Broadmeadow using the new tie-up stalls at the eastern end of the track. Returning vehicles will enter via Chatham Street, allowing for the separation of these movements to the majority of other racing traffic
- The construction of the new tie-up stalls at the eastern end of the track in 2021 provides parking for horse transporters etc which prior to this parked on the site which shall become the relocated training facility
- The delivery and pick up of waste and feed deliveries are managed on race days to occur outside peak times
- Such Event Day traffic demands therefore do not coincide with the day to day operations of the relocated training facility
- The busiest race days (generally 3 events per year) see high numbers of patrons being driven to and from the course by either family or taxis/uber etc which while reducing parking demands do increase traffic movements and add to the overall congestion, particularly at the end of the race program
- The provision of new footpaths in conjunction with this development will benefit pedestrians on race days. These include a new footpath between Darling Street and the main entry to the course.
- Current traffic control on busy race days provide for the management of pedestrians and motorists within the main entry point onto Darling Street
- On-street Race Day parking controls restrict parking with the majority of patrons observed to park on site
- Taxi pickup and Race Day bus stops along the Darling Street frontage will continue to operate with minimal change.
- The formalising of parking for staff including trainers, jockeys etc in association with the stabling complex will enable wayfinding signage to direct patrons to the appropriate parking allowing for a more efficient movement of vehicles through the site.
- The majority of race days occur of a weekend (3 out of 4 each month during the average racing calendar) when background traffic demands are lower than mid-week. Similarly local schools are closed on these days. Mid-week race days by comparison typically have much lower attendance in turn less overall impact
- The management of race day traffic, including at the intersection of Chatham Road and Darling Street, and the need for Event Management Plans on the busier race days is a matter for Council to raise with the NJC and is separate to this proposal.

- The NJC has suggested that as part of an Event Management Plan for busier race days such as The Hunter Newcastle Cup and Boxing Day, added on course parking could be provided within the track area (or infield) similar to the situation at Royal Randwick with a shuttle bus to transfer attendees to the entry concourse. This would minimise the requirement for on-street parking during busier race days and also allow for improved crowd control within the site.

Construction Traffic

Given the size of the site, construction parking demands will be able to be contained within the site. Additional vehicle movements associated with the development will be within the capacity of local streets and intersections with the daily movements anticipated to be less than those associated with the completed project. Where works are undertaken on the local roads these will be subject to relevant traffic controls to be provided by the contractor for approval by the road authority.

A Construction Traffic Management Plan shall be prepared in accordance with the Transport for NSW Traffic Control at Work Sites by the contractor as part of the construction certificate for the project. This shall detail suitable pedestrian controls and take into consideration the interaction of construction traffic and traffic associated with surrounding sites including the peak school pick up and drop off times for Merewether High School.

Conclusion

The proposed stabling complex and associated parking provides upgraded facilities relocated within the overall Broadmeadow racecourse and as such allows for a reduction in the 230 horsed currently transported daily by road for training or “floated in” from outside the course. The increased number of horses stabled on site will however see an increase in light vehicle traffic associated with primarily morning training although the majority of this occurs well outside normal road peaks with training commencing at 3.30am and finishing by 8.30am. Similarly, there will be an increase in operational demands with vets and farriers coming to site along with additional deliveries and waste removal although a number of these would already occur within the surrounding road network due to the existing stables off Lowe Street. These shall not be significant and occur outside of the training time, typically 10am – 2pm, being spread throughout this period.

Traffic associated with the movement of horses to various courses on race days is spread out across the day with vehicles departing primarily throughout the morning and returning throughout the afternoon when race commitments have finished. These times vary however, depending up on the race time and the distance to the relevant track. Based on Racing NSW data these may increase by 7 extra horses being transported each day being typically 1 extra transporter and 4 horse floats.

Two new driveways shall allow for the one-way movement of horse transporters and floats ensuring all heavy vehicles enter and exit the site in a forward direction. One existing driveway on Chatham Street shall be reactivated to provide a northern driveway for the maintenance area whilst the other existing driveway shall be removed with the kerb and guttering reinstated. The existing two-way driveway on Darling Street shall provide access to the formalised carpark which shall be extended to connect with the existing parking area and access near the Administration building. These can be provided in accordance with Council and AS2890 requirements.

A review of the parking on site has been undertaken with a new carpark providing a total of 161 parking spaces along with the marking out of the grassed parking areas to enable more efficient use of the existing spaces on race days. This shall ensure that the proposed stabling complex shall not reduce the availability of parking on site and together with the ability to enable patrons on busier race days to park in the course infield (such as the scenario at Royal Randwick), this shall enable peak race day parking to be substantially contained within the overall racecourse grounds.

The additional traffic movements associated with the proposal will continue to arrive to the site in the early morning (prior to 3.30am) with some (22 outbound west towards Chatham Street) leaving the site during the AM peak (8-9am). These trips are distributed to generally to the north (14) and south (8) with the impact of these additional trips able to be accommodated on the local roads in a similar manner to the existing situation with minimal impact to the operation of the Chatham Street/Darling Street intersection and less impact on other intersections in the surrounding area. The removal of horse movements currently being floated into the track each day for trackwork will see a reduction in float and transporter traffic through this intersection The negligible increase in peak traffic generated by the proposed development does not warrant the introduction of a roundabout on the corner of Chatham and Darling Streets. The long-term traffic demands associated with the future development of the broader Broadmeadow/Adamstown area is a matter for Council to address as part of its future planning for this precinct

From our site work and observations, it is recommended that the proposal be approved on access and parking grounds.

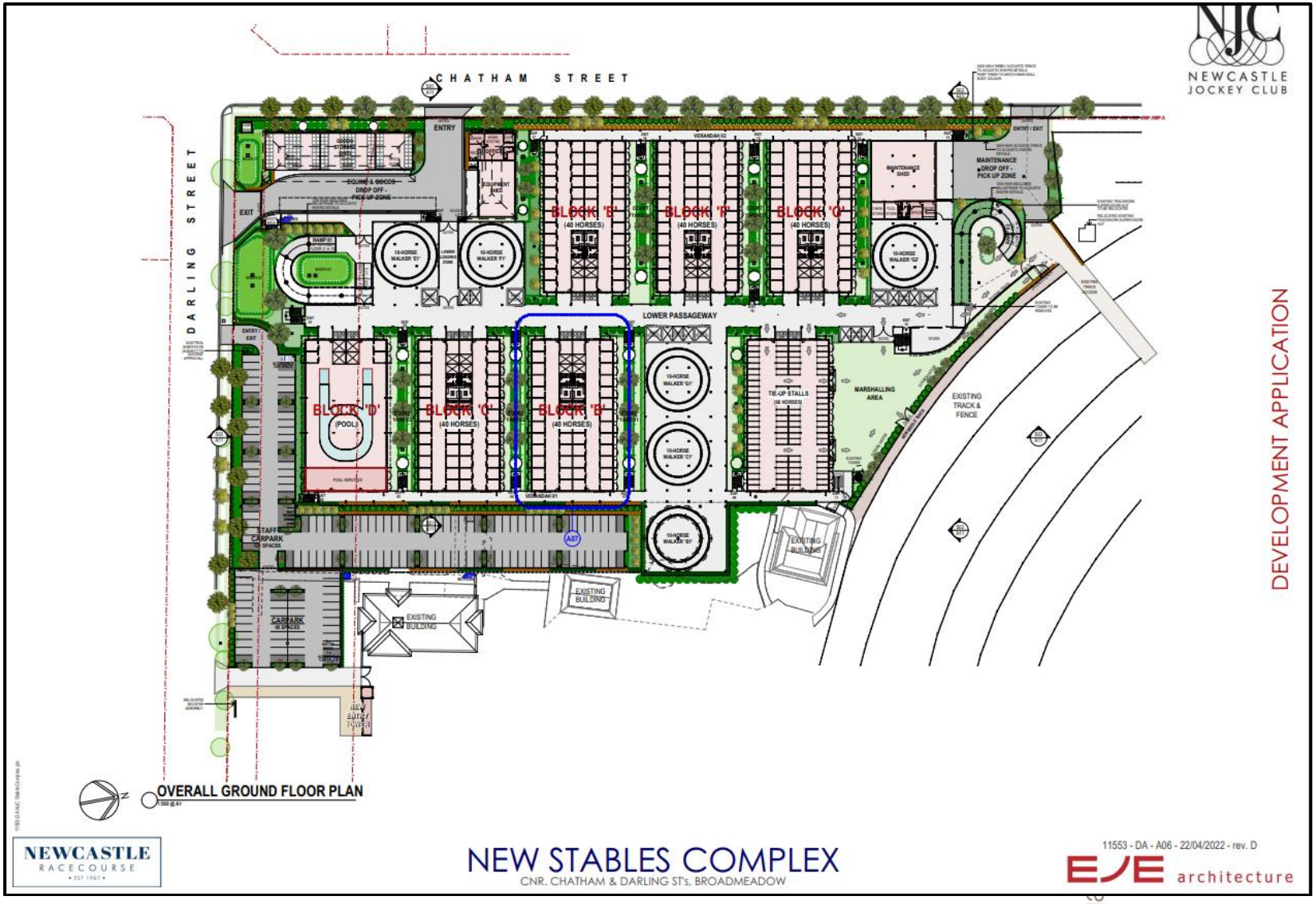
Please feel free to contact me on 4032-7979 should you have any further queries.

Yours sincerely

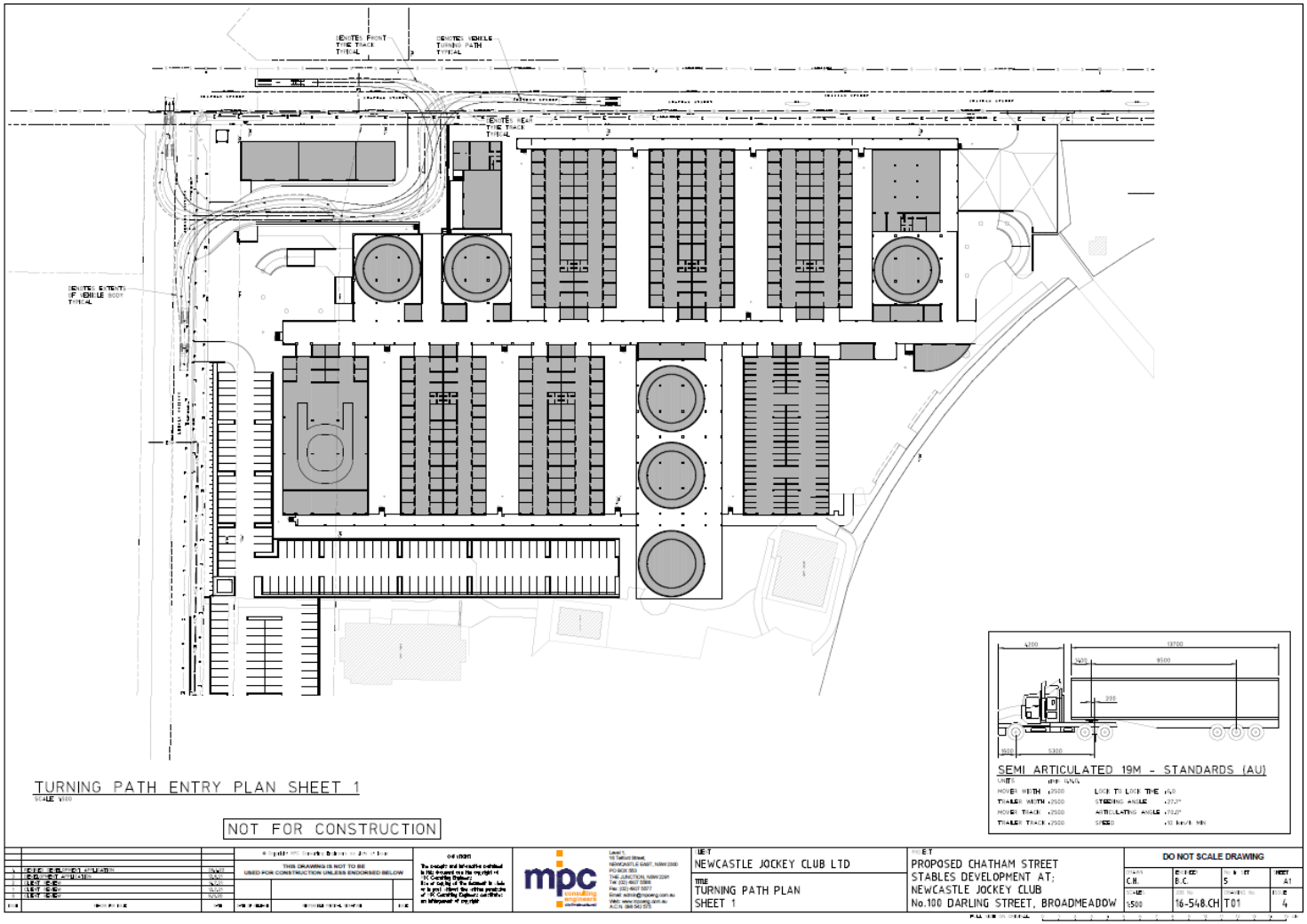
Sean Morgan

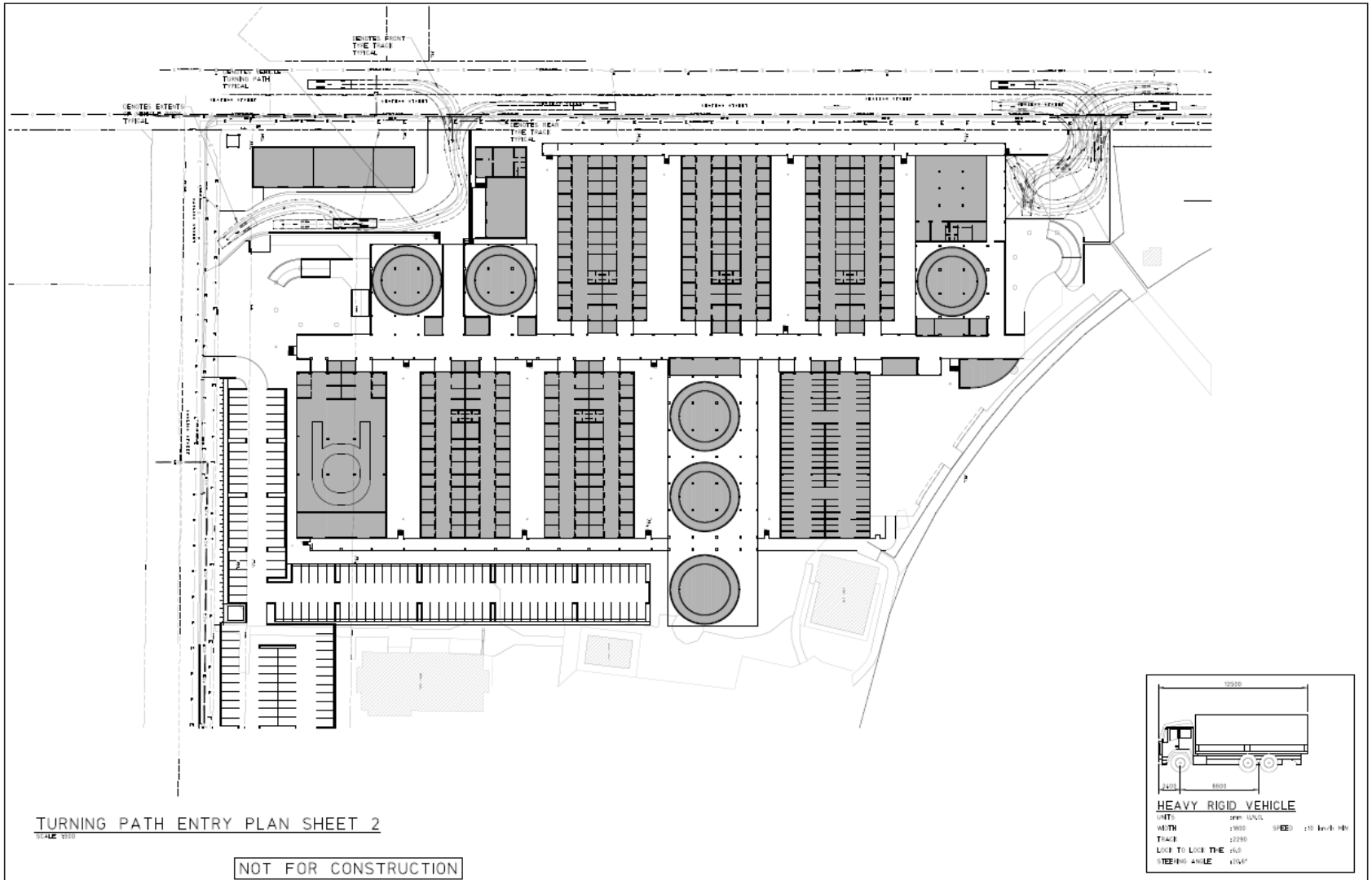
Director

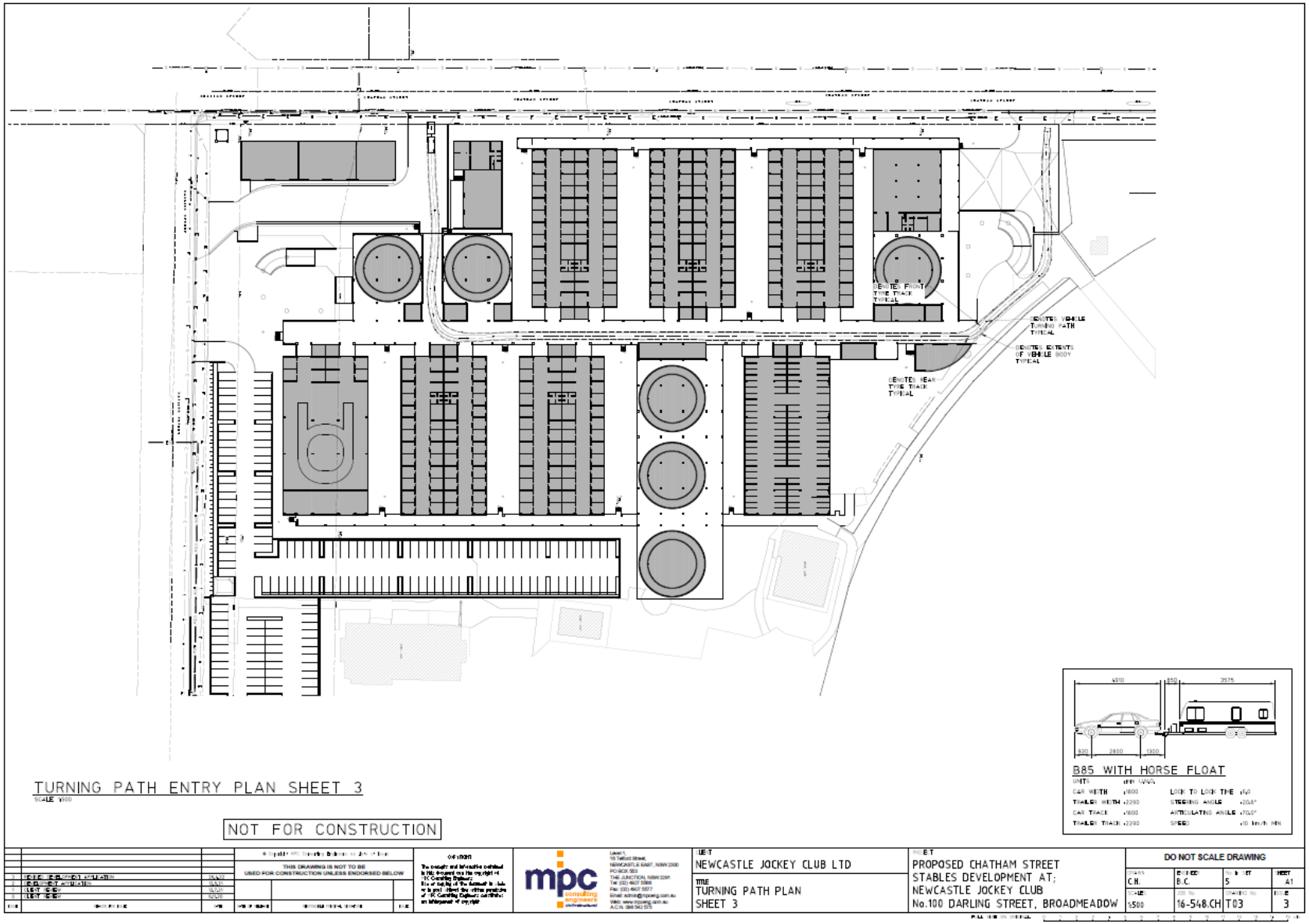
Attachment A – Site Plan



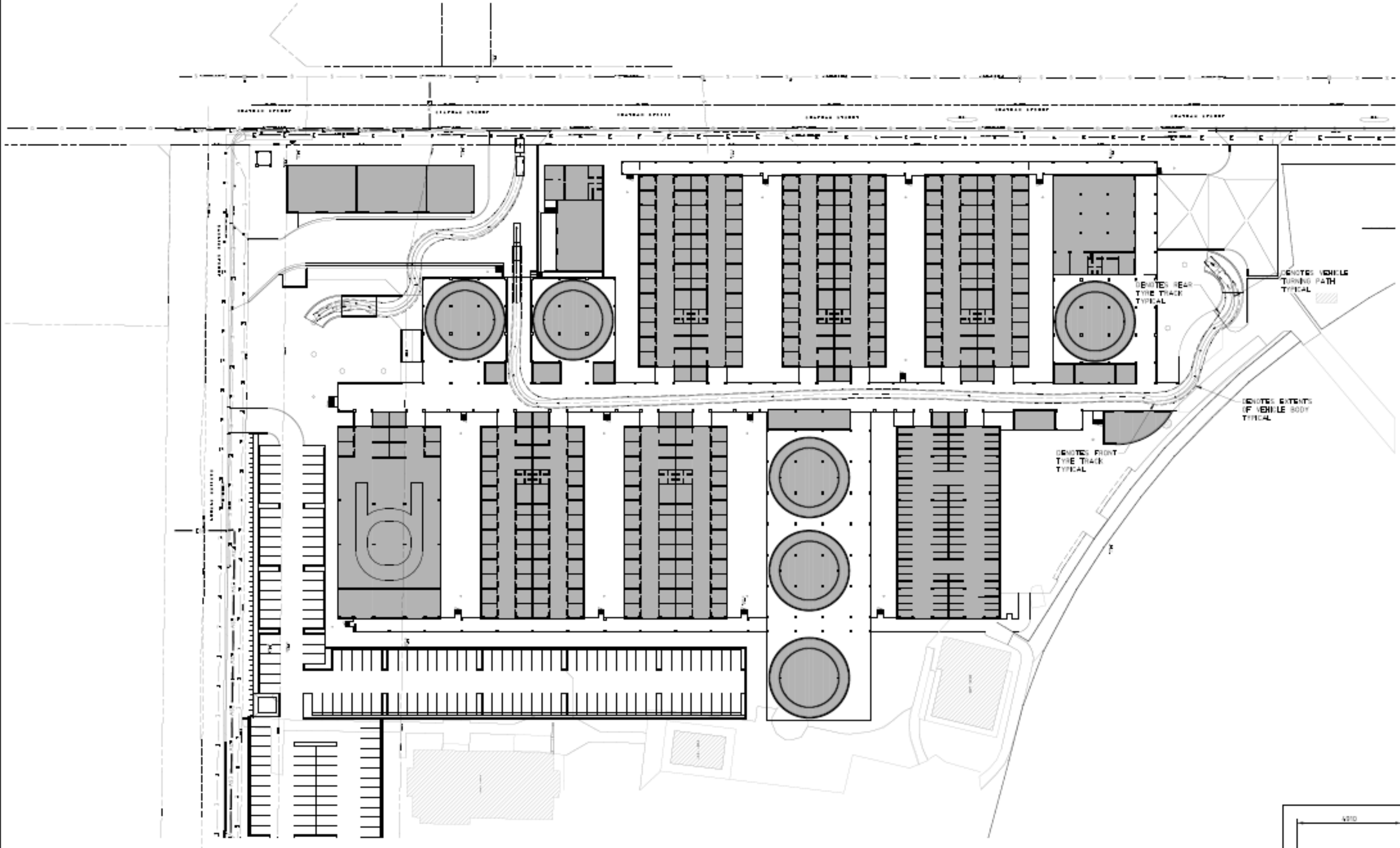
Attachment B – Swept Paths




CENTRE FRONT TIME TRACE TYPICAL
CENTRE REAR TIME TRACE TYPICAL
CENTRE EXTENT TYPICAL
HEAVY RIGID VEHICLE
WIDTH
TRACK
LOCK TO LOCK TIME
STEERING ANGLE
TURNING PATH ENTRY PLAN SHEET 2
NOT FOR CONSTRUCTION
THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS ENDORSED BELOW
mpc consulting engineers
CLIENT
NEWCASTLE JOCKEY CLUB LTD
TITLE
TURNING PATH PLAN
SHEET 2
PROJECT
PROPOSED CHATHAM STREET STABLES DEVELOPMENT AT;
NEWCASTLE JOCKEY CLUB
No.100 DARLING STREET, BROADMEADOW
DO NOT SCALE DRAWING
DRAWN C.H.
DESIGN B.C.
SHEET 5
SIZE A1
SCALE 1:500
JOB NO. 16-548.CH
DRAWING NO. T02
ISSUE 3



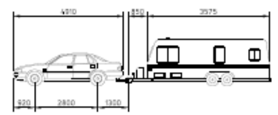
Quality Traffic Advice



TURNING PATH ENTRY PLAN SHEET 4

SCALE 1:500

NOT FOR CONSTRUCTION



B85 WITH HORSE FLOAT

UNITS	: MM U.N.O.		
CAR WIDTH	: 1800	LOCK TO LOCK TIME	: 6.0
TRAILER WIDTH	: 2290	STEERING ANGLE	: 20.6°
CAR TRACK	: 1800	ARTICULATING ANGLE	: 70.0°
TRAILER TRACK	: 2290	SPEED	: 10 km/h MIN

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS ENDORSED BELOW

mpc consulting engineers

CLIENT	NEWCASTLE JOCKEY CLUB LTD
TITLE	TURNING PATH PLAN SHEET 4
PROJECT	PROPOSED CHATHAM STREET STABLES DEVELOPMENT AT; NEWCASTLE JOCKEY CLUB No.100 DARLING STREET, BROADMEADOW

DO NOT SCALE DRAWING

DRAWN	ENGINEER	No. IN SET	SHEET
C.H.	B.C.	5	A1
SCALES	**JOB No**	**DRAWING No**	**ISSUE**
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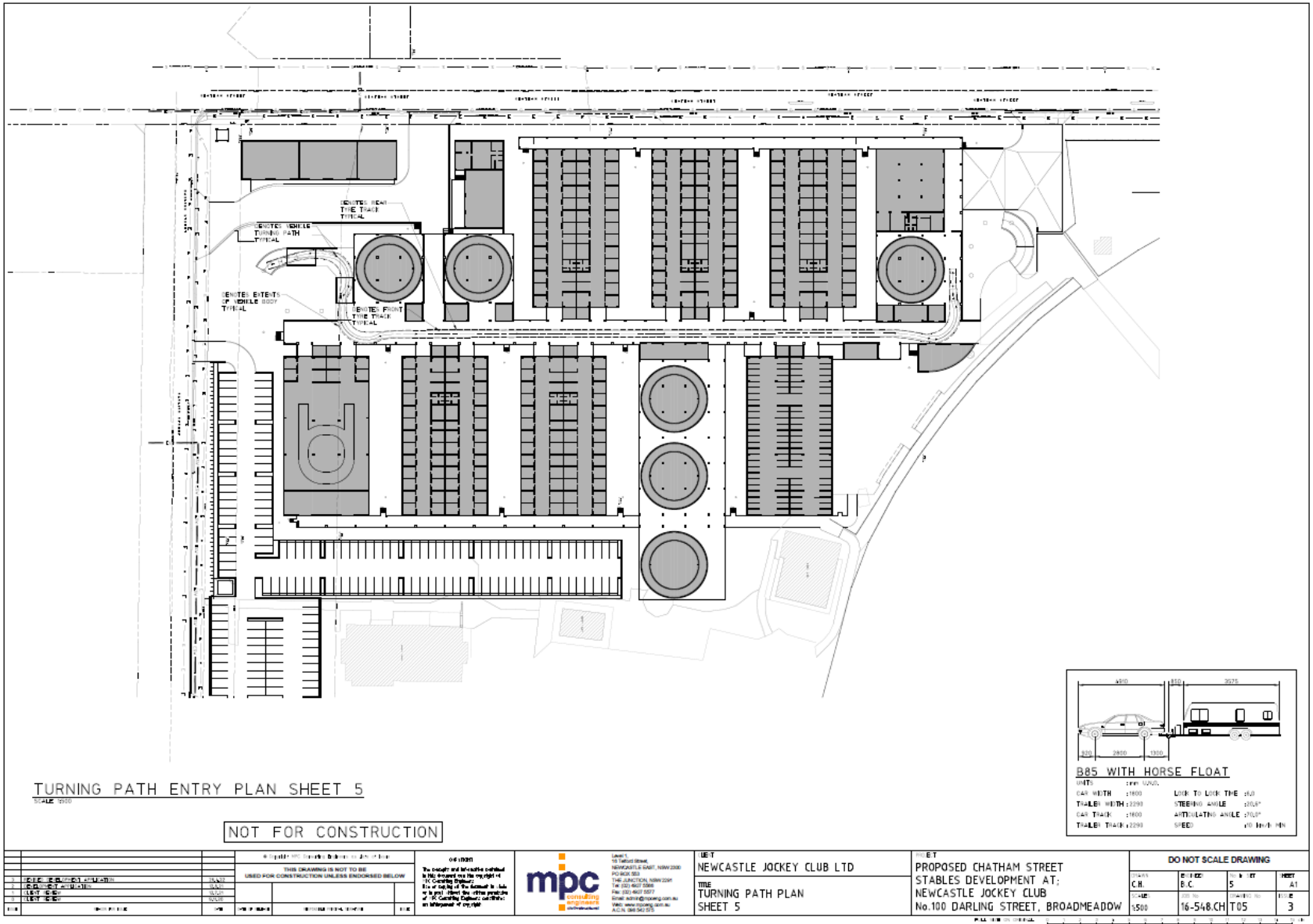
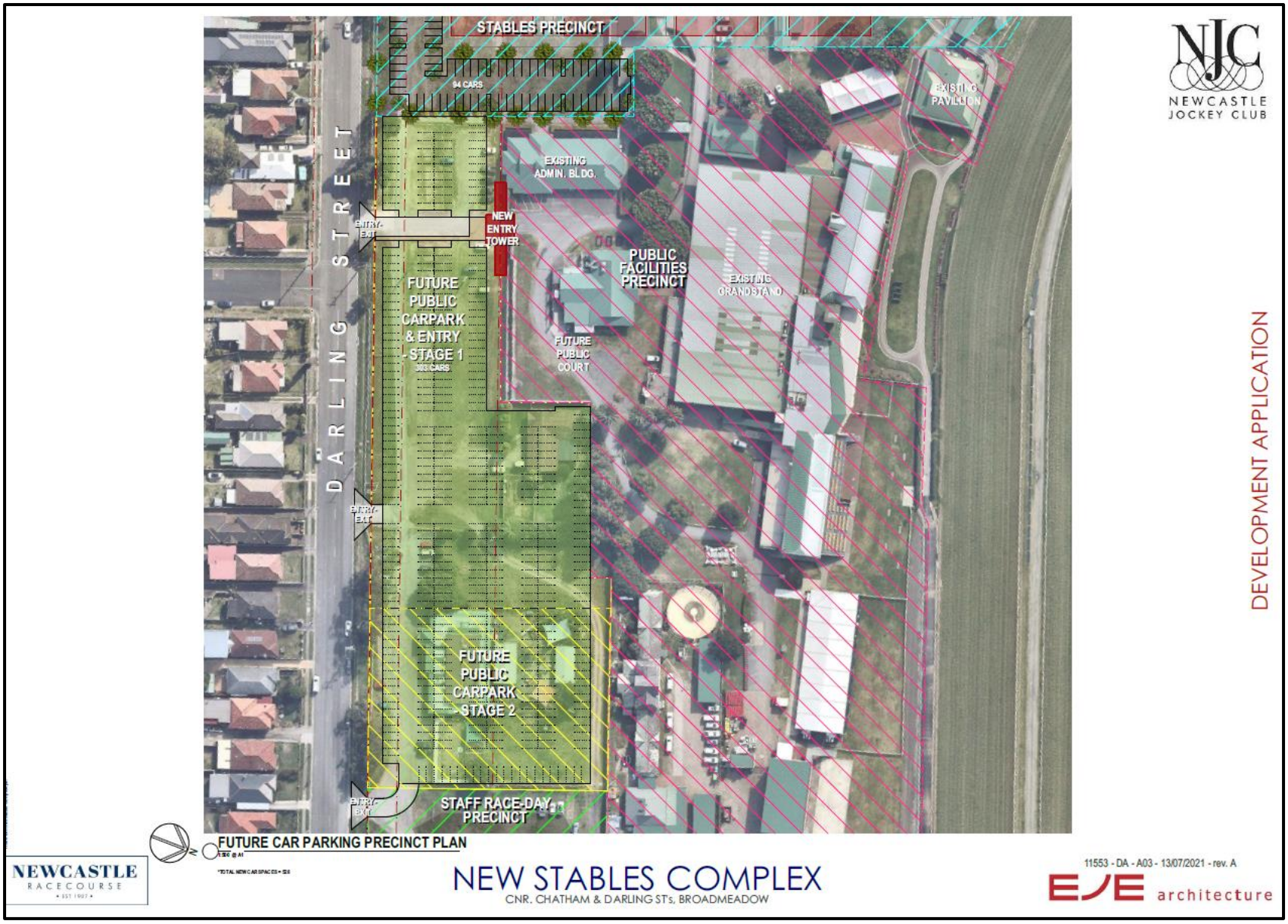

TURNING PATH ENTRY PLAN SHEET 5
NOT FOR CONSTRUCTION
B85 WITH HORSE FLOAT
DO NOT SCALE DRAWING
NEWCASTLE JOCKEY CLUB LTD
PROPOSED CHATHAM STREET
STABLES DEVELOPMENT AT;
NEWCASTLE JOCKEY CLUB
No.100 DARLING STREET, BROADMEADOW
TURNING PATH PLAN
SHEET 5
16-548.CH
T05
3

Attachment C - Parking Demand and Supply


STABLES PRECINCT
94 CARS
EXISTING PAVILION
EXISTING ADMIN. BLDG.
NEW ENTRY TOWER
ENTRY/ EXIT
DARLING STREET
PUBLIC FACILITIES PRECINCT
EXISTING GRANDSTAND
FUTURE PUBLIC CARPARK & ENTRY - STAGE 1
FUTURE PUBLIC COURT
FUTURE PUBLIC CARPARK - STAGE 2
STAFF RACE-DAY PRECINCT
NJC
NEWCASTLE JOCKEY CLUB
DEVELOPMENT APPLICATION
FUTURE CAR PARKING PRECINCT PLAN
NEWCASTLE RACECOURSE
NEW STABLES COMPLEX
CNR. CHATHAM & DARLING ST's, BROADMEADOW
11553 - DA - A03 - 13/07/2021 - rev. A
EJE architecture

Attachment D – SEARs Requirements

Application Number SSD-12982045 Issued 8/2/2021

SEARs Requirement	Response
Assess the traffic impacts of the development on the surrounding local and classified road network using SIDRA or similar traffic model and specify any road upgrade works (local and classified) required to maintain acceptable levels of service.	Pages 9-10 Impact of Traffic Minimal additional peak hour demands due to offset of existing horse movements
The anticipated additional vehicular traffic generated from both the construction and operational stages of the project.	Pages 7- 10 Development Traffic
The assessment is to include traffic and parking generated by existing and approved developments, as well as that by the proposal.	Pages 2-3 Existing Situation and Tie-Up Stalls Pages 7- 10 Development Traffic
Determine the number of parking spaces required for the operation of the racecourse and assess the on-street parking impacts on the surrounding local streets and intersections.	Page 6 Proposed Parking
Address the impact of trips generated by the proposed development on nearby intersections having regard to the cumulative impacts from other existing surrounding developments in the vicinity.	Pages 9-10 Impact of Traffic
Assess road and pedestrian safety in the immediate vicinity of the proposed development and the details of road safety measures.	Page 6 Access
Estimate the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips.	Pages 7- 10 Development Traffic
Demonstrate the proposed road layout, access points, and car parking can comply with the relevant Australian Standards and the requirements of the City of Newcastle.	Page 6 Parking and Access
Detail the measures to mitigate any associated traffic, public transport, pedestrian and bicycle network impacts.	Page 9 Impact of Traffic
Identify any necessary road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network for the development. Have regard to the roundabout proposed for the intersection of Darling and Chatham Streets by City of Newcastle Council under the 'Broadmeadow Traffic Scheme'.	Page 9 Impact of Traffic No road upgrades required. A phone request and confirming email was made to the City of Newcastle Peter Steele (Infrastructure and Property) on 26/4/21 regarding this document. He was arranging a colleague to forward this to us for review. This was followed up by a further call and email on 24/5/21. Despite these requests for details of the Broadmeadow Traffic Scheme and more specifically any proposed changes to the intersection of Darling and Chatham streets, no information has been provided for our consideration and assessment. Further discussions with Council has confirmed that there is no concept plan nor assessment for this road upgrade.
Any other impacts on the regional and state road network including consideration of pedestrian, cyclist and public transport facilities and provision for service vehicles.	Pages 7- 10 Development Traffic