

22 July 2022

P1573 AvidPM NJC Stabling Complex RFI July

Newcastle Jockey Club Ltd
C/- Avid Project Management Pty Ltd
PO Box 206,
Carrington NSW 2294**Attn: David Read**

Dear David,

Response to Department of Planning Comments, Newcastle Jockey Club Stabling Complex, Broadmeadow, NSW

The following letter has been provided in response to items raised by Department of Planning regarding the proposed Stabling Complex for the Newcastle Jockey Club. The relevant items and response are as follows.

Department Comment: 5. Traffic Impact Assessment

The traffic impact assessment has left some ambiguity as to the projected traffic numbers and movements once the Stables are operational.

The Department is seeking the following information or points of clarification:

Issue	Response
a) Are horses to be floated in each day from off the site for trackwork each morning? If they are, how many are expected, where will they be dropped off and where will the float vehicles park for the duration of trackwork? Following trackwork, where are the horses collected to be transported off site? The Department requests a breakdown of the total vehicle movements associated with horses floated in for track work each day.	Once fully occupied there is no capacity anticipated for additional training over the number of horses housed on site.
b) Do the drivers of the horses that are floated in contribute to the 154 staff on site each day?	No horses floated to the site for training once fully occupied.
c) A projected level of vehicular use for each access point is required. This should include the projected number of vehicles to enter and exit each access point, their purpose for accessing the site (staff for trackwork, deliveries, track maintenance etc.), as well as the anticipated split between heavy and light vehicles.	Refer image below. This shows daily traffic movements, the vast majority occur outside the local road peak. Maximum accumulation of light vehicles occurs in the morning (3.30am-8.30am) with up to 154 people on site (trainers, stable hands, jockeys and trackwork managers). 8.30am-2.30pm – 21 staff on site (10-15 ground staff, 5 forklift/ hoist, 1 manager) plus up to 30 farriers, vets etc coming and going 2.30-5.30pm – 21 staff plus 30 stable hands

<p>d) Does trackwork occur as normal on a race day? Are there changes in traffic associated with track work on race days?</p>	<p>Morning trackwork occurs as normal on race days however with reduced numbers. As trackwork is completed by 8.30am and race day traffic typically starts around 10.30am the two elements function separately with no cumulative impacts.</p>
<p>e) Table 1 within the TIA identifies the additional peak traffic, as well as the overall additional traffic. The department seeks clarification if this should represent the total traffic (rather than additional) projected to be generated as part of the development. The Department requests that the current and projected traffic movements be quantified, including reference to point a) above.</p>	<p>The project represents an expansion of existing arrangements with existing stables to be relocated within the site to the south western corner of the racetrack. The existing demands associated with the current trackwork, and stabling arrangements have been captured in the traffic flows associated with the surveys. Consistent with normal traffic impact assessment requirements it is only the <i>additional</i> traffic generated by a project that requires assessment which is as shown in Table 1 of the TIA. As noted above the project will see no demands for additional horses to be floated to site as part of the training once fully commissioned. Total daily traffic associated with the operation of the project is shown in Figure 1 below.</p>
<p>f) The architectural plans should indicate the proposed area to be utilised for infield parking.</p>	<p>As shown in the updated plan</p>
<p>g) Will the total 161 car spaces be available for staff carparking each morning, or on mornings outside of a race day?</p>	<p>This parking is available each morning. The majority of staff are associated with morning trackwork and as detailed above this has finished with staff leaving by 8.30am, well before race day parking demands commence.</p>

Figure 1 - Daily traffic movements at each access (light/heavy) for operation of proposed stabling

We trust that the above satisfies the Department's request for further information.

Please feel free to contact our office on 4032 7979 should there be any further queries.

Yours sincerely



Sean Morgan
Director