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9 September 2021

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 approximately230 horses, with approximately 80additional 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 per day 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.

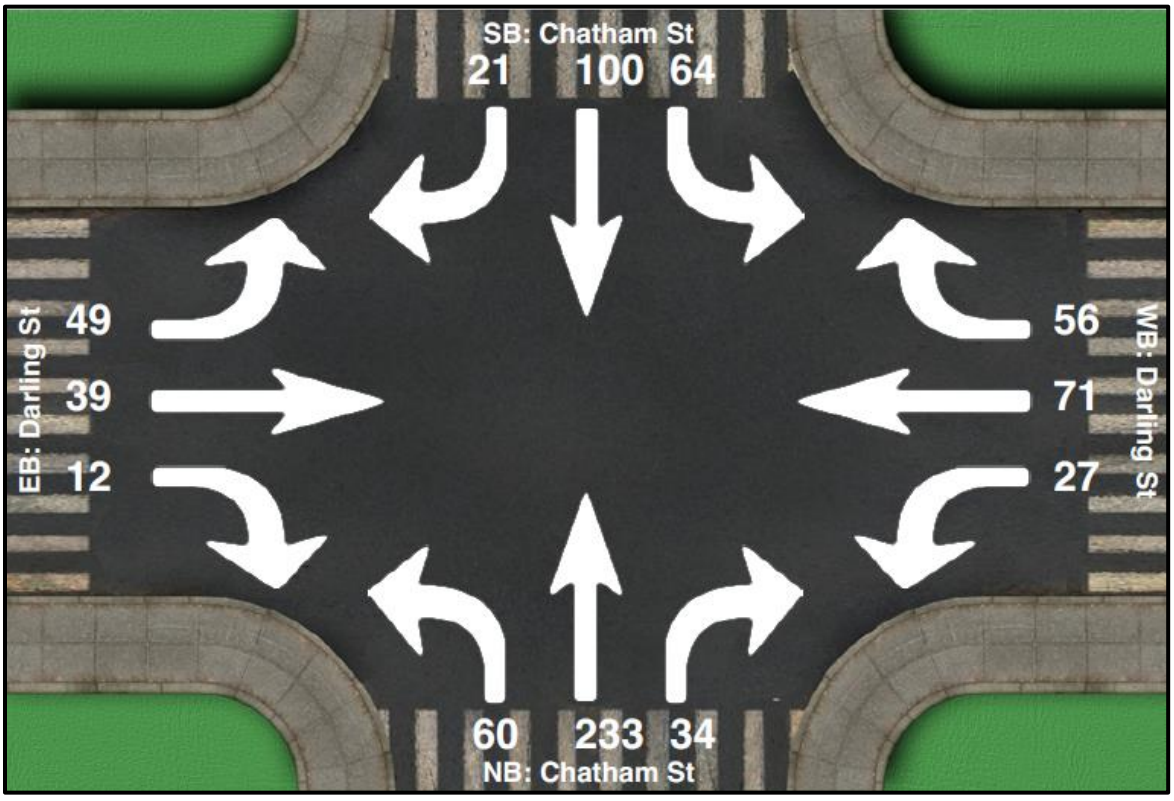
Existing Traffic Movements

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).

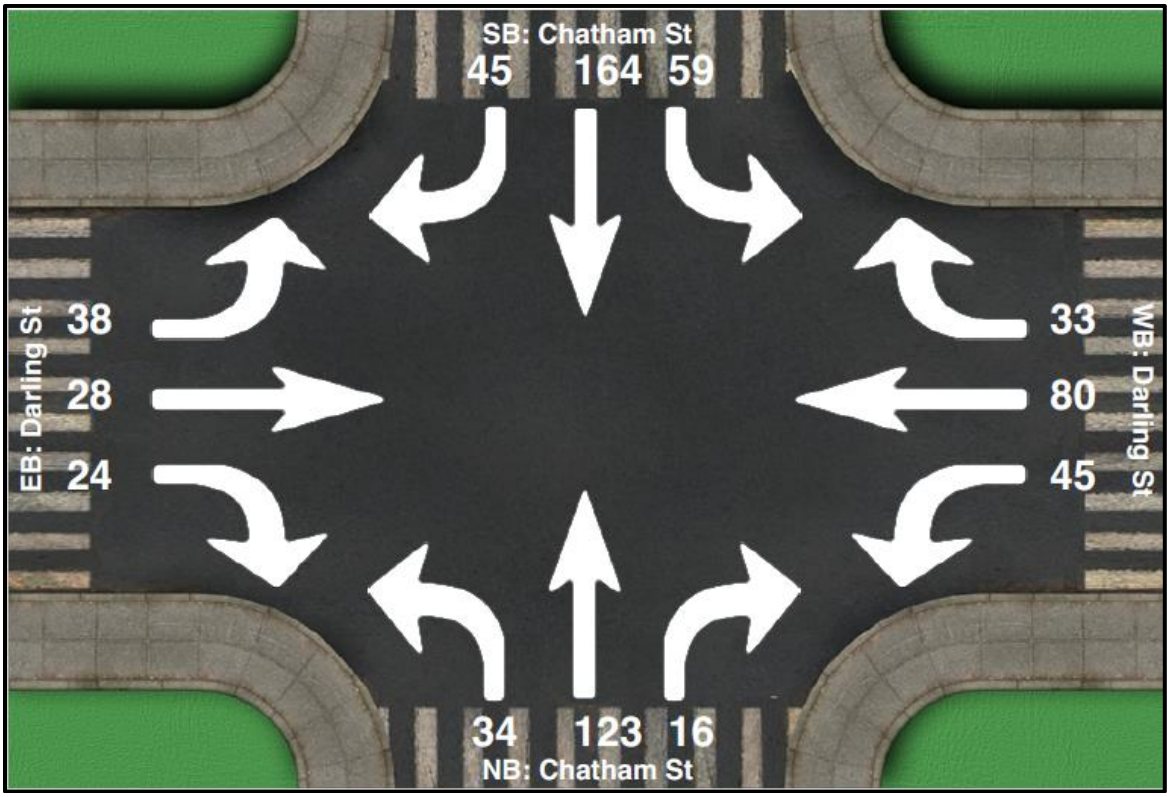
Trainers and stable hands arrive at the stables from 2:30am with the first horses at the track from 3:15am with training beginning at 3:30am. The track closes at 8:30am with staff leaving the stables between 8:30am-10am. As a general rule the bulk of training takes place between 5am-8am. The afternoon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

Allowing for the training needs of the individual trainers there are around 230 horses exercising each morning with around 100 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 stable complex will see the removal of these existing trips between the existing stables and "the crossing" to the track accessed off Chatham Street. 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.

New Tie-Ups Stalls

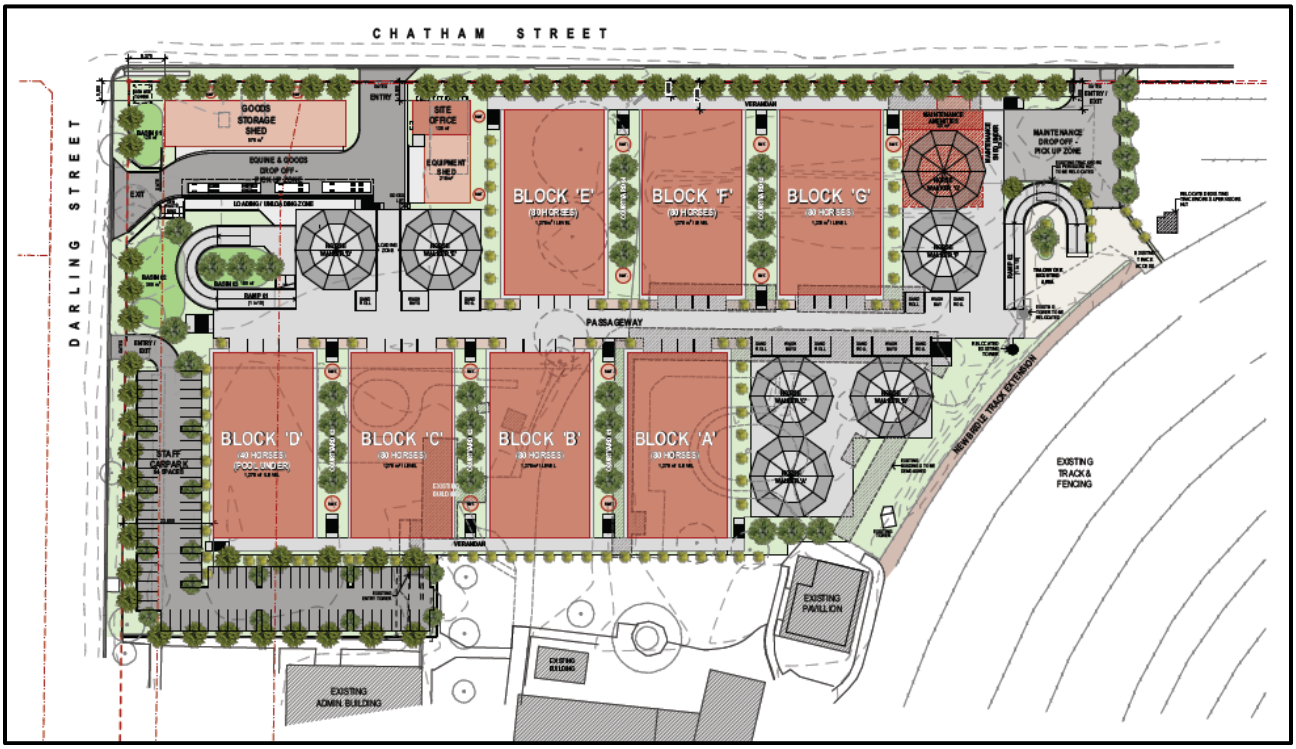
The parking area for the horse floats and other transporters has been located on the western side of the track with access off Chatham Street. New tie-up stalls have recently been constructed to the east of the public parking areas and the Rumpus Room childcare centre with access of Darling Street. The 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. Light vehicle parking is provided for ancillary vehicles driven by trainers, stewards, vets etc. This parking is not available to the general public. The operation of these stalls is primarily for race days and so do not impact the traffic associated with the proposed development.

Proposed Development

The project proposes the construction of new stables and associated structures with the objective to provide accommodation for up to 520 horses, significantly reducing day to day vehicle movements associated with the transportation of horses to and from the adjacent stables 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 520 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 94 vehicles 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 94 vehicles off the existing access on Darling Street. This area is currently used by trainers and stable hands for informal access and parking.

The parking available across the course is significant with large areas of parking developed to accommodate peak race day demands. The new carpark 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 a mix of this new carpark and the existing carparks which are unused when training is occurring.

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 typical race day parking scenario – Attachment C) indicates approximately 140 vehicles parked in the area that will form part of the subject site. The image shows other vehicles parked throughout the racecourse site with available space unused. It is proposed that in conjunction with the Stabling Complex development, 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 the parking in Table 1 below to be provided across the site (Attachment C). This demonstrates that the stabling complex will not reduce available parking within the overall NJC site.

■ Table 1 Modifications to Race Day Parking Layout

Precinct on DA Plans	Number of Cars - Current Typical Race Day	Number of Race Day Carparks after completion of Stables - with Race Day Parking Capacity in area shown as "Future Public Carpark & Entry - Stage 1" (residence demolished, childcare shown in "Stage 2" remains in place)
New Stables Precinct	140	94
Future Public Carpark and Entry - Stage 1	179	303
Future Public Carpark - Stage 2 (existing Child Care carpark – not used on large weekend race days)	0	35
Staff Race-Day Precinct (new tie-up stalls)	34	34
TOTALS:	**353**	**466**

The increase in horses stabled on site will reduce the parking demands for horse floats etc currently on site on race days.

Access

The proposed redevelopment will allow for 4 driveways to provide connection to the new stabling complex. 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 for approximately 94 vehicles is accessed via Darling Street.

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.

The existing main access from Chatham Street to the hardstand area and access to the previous tie-up stalls and "the crossing" will be closed. The kerb shall be reinstated allowing for additional parking in this area.

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 however the majority of these pupils do not walk south towards Darling Street.

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. 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.

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

Development traffic

Training Demands

The new stabling complex, while removing the need for horse transportation associated with training, will increase the number of training staff 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 higher 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.

There are no standard traffic generation rates provided by the RTA Guide to Traffic Generating Development.

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

Horse training primarily 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 horse trained. For the new stables development, allowing a maximum of 375 horses exercising 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. The existing pattern of vehicle arrivals and departures confirmed that the majority arrive 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.

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 16 vehicles have a destination to the north and 10 to the south or 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
- Waste removal – for the removal of general waste. Waste removal occurs Monday, Wednesday and Friday around 10am with the large garbage bins emptied on site into waste trucks. This occurs three times per week. 1 truck inbound and 1 truck outbound at around 10am.
- Bedding material delivery and stabling waste removal occurs using the same truck – These do not occur on specific days or at specified times.
  Stabling waste removal occurs 8 times per week with times dependent upon the contractor's schedule. This equates to 2 trucks per day, 6 days per week

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.

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 10am-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 can leave anywhere from 7am in the morning and return home as late as 9pm depending on where they have been. 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. Movement associated with the transportation of horses may therefore be expected on any day and across a range of times, consistent with the existing stabling arrangement.

Allowing for an average of 22 horses per day to be racing away from Newcastle, of these 10 would typically be transported in vehicle and horse float combinations with 12 being transferred in horse transporters carrying 4 horses (ie 3 transporters).

This would see 52 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 could see an additional 10 vehicle/float combinations and 3 truck movements outbound in the AM peak with the same number returning in the afternoon peak, although most likely later than the 3-4pm 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. They are also not all additional movements to the broader road network as many are currently associated with the existing stabling complex and so would use local road (eg Chatham Street) to connect with the broader road network.

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 13 movements (10 car/horse float combinations + 3 horse transporters) outbound in the AM peak with the same number returning in the afternoon peak, although most likely later than the 3-4pm peak hour.

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 as a conservative number these were transported by trainers with an average of 4 horses per vehicle, this would equate to 57 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.

These movements are summarised below in Table 2 below.

■ Table 2 Summary of peak hour and daily traffic movements

Use	Peak Hour Movements	Total Daily Movements
Training (additional)	26 outbound (AM) 10 outbound (PM)	216 movements
Operations	Out of peak period	60 light movements 8 heavy movements
Off Course race movements	10 outbound (AM) 10 inbound (PM)	40 car/ute with float 12 larger float movements
Removed training trips	Less 18 outbound in AM Less 10 outbound in PM	Less 160 movements
TOTAL	AM: 18 outbound PM: 10 inbound / 0 outbound	156 light vehicle or vehicle/float movements (78 inbound/ 78 outbound) 20 heavy vehicles (10 inbound/10 outbound)

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

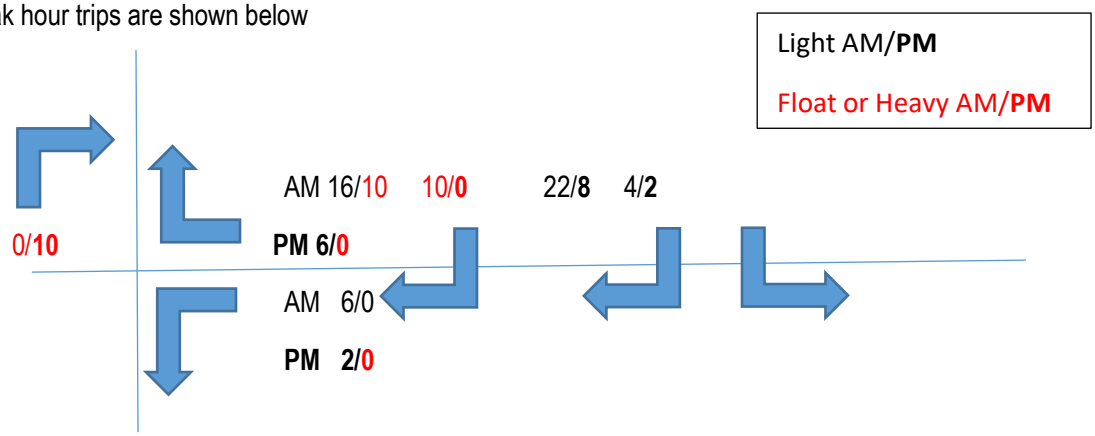
Trip Distribution

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 5 Peak hour trip distribution associated with *additional* development traffic

These additional trips provide a robust assessment as they make no concession for the existing demands for transporting horses between the existing stables to the east end of the racecourse nor for those that are "floated in" to the track each day.

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 additional movements associated with the expansion of the on site stabling as proposed by this development, allowing for the removal of between 80-94 horse transports per day (80-94 inbound and 80-94 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 156 additional light vehicle or vehicle/horse float combinations (78 inbound/78 outbound) and 20 extra heavy movements per day (10 inbound/10 outbound).

As a worst case scenario, the proposed development on a typical day could generate an a*dditional* 75 movements daily on Chatham Street and 50 on Darling Street. The majority of these movements occur outside of the peak periods with the main demands for training occurring in the morning prior to 5am. Off course race day movements could increase this by a further 52 float movements primarily impacting Chatham Street although not all of these are additional as many would use this route to access the broader road network from the existing stables.

This represents an increase of 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 be offset by the reduced number of horses being transported in and out for training whilst 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 16 trips would equate to 1 extra turning vehicle every 3-4 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.

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.

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 transported horses currently moved 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. Similarly, there will be an increase in operational demands with vets and farriers coming to site along with additional deliveries and waste removal. 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.

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. 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 94 spaces and marking out of the grassed parking areas proposed 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 shall enable peak race day parking to be contained within the over racecourse grounds.

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

The traffic movements associated with the proposal are 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.

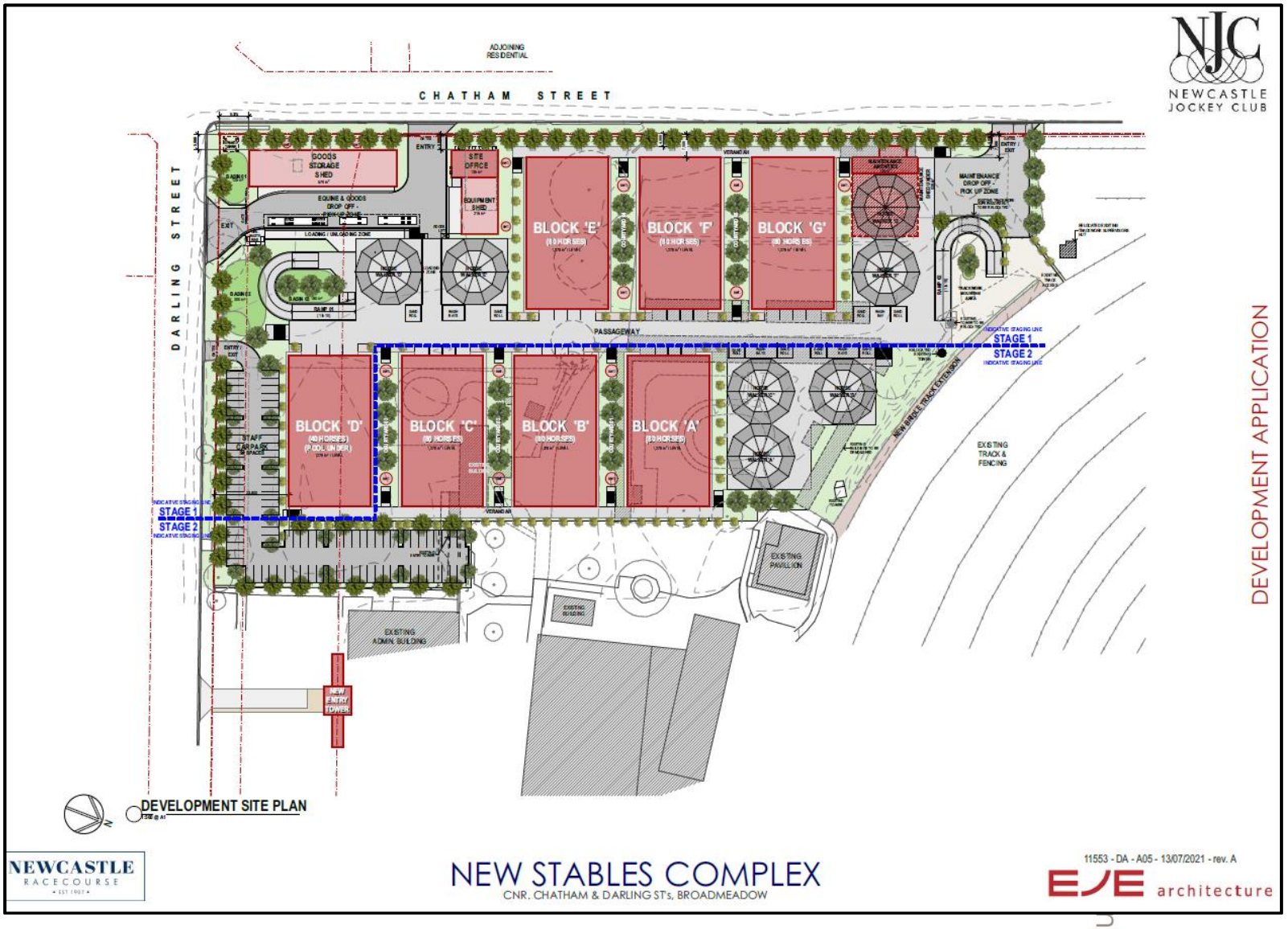
Please feel free to contact me on 4032-7979 should you have any further queries.

Yours sincerely

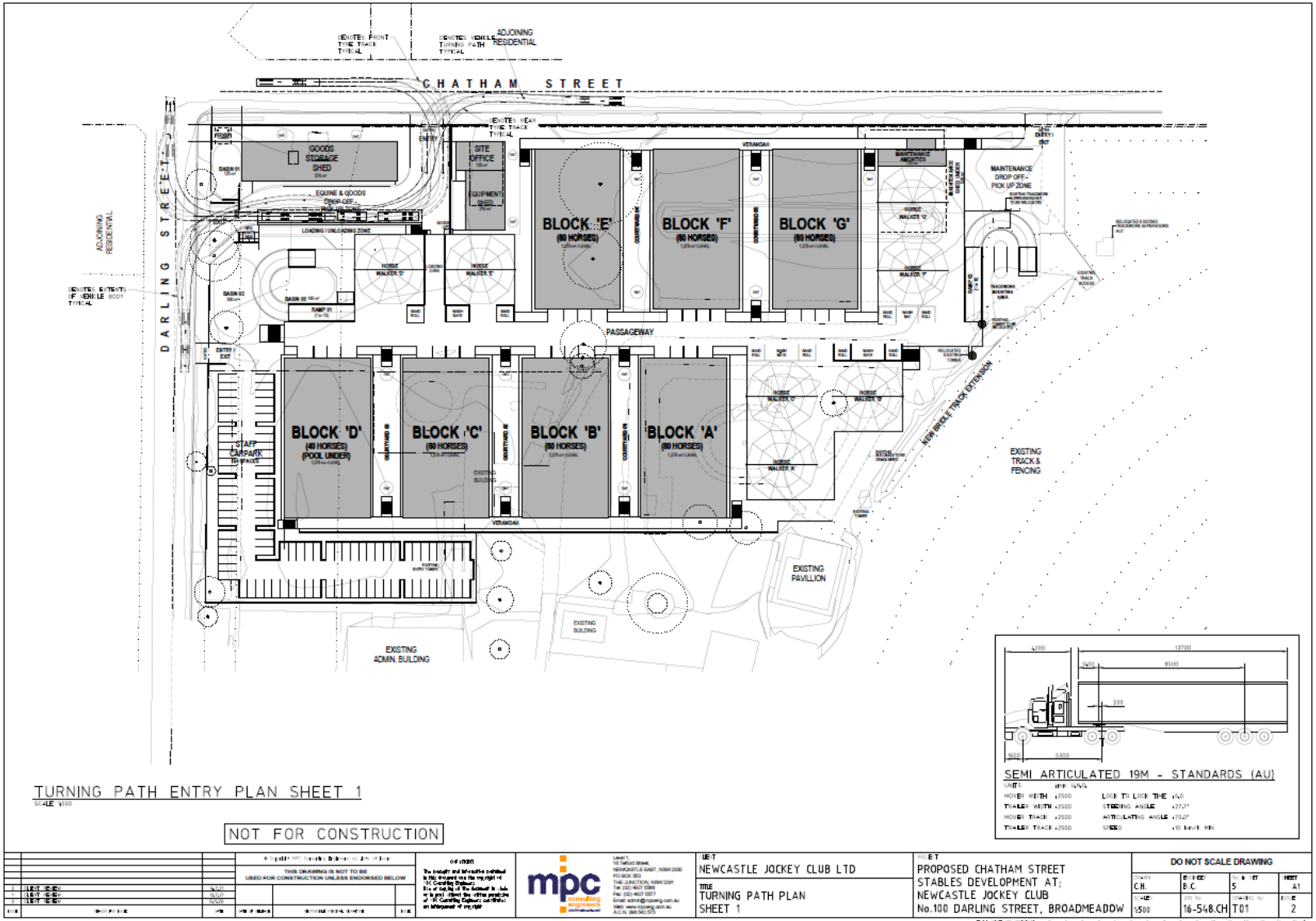
Sean Morgan

Director

Attachment A – Site Plan



Attachment B – Swept Paths



TURNING PATH ENTRY PLAN SHEET 1

SCALE 1:500

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 1

PROJECT: PROPOSED CHATHAM STREET STABLES DEVELOPMENT AT; NEWCASTLE JOCKEY CLUB No.100 DARLING STREET, BROADMEADOW

DO NOT SCALE DRAWING

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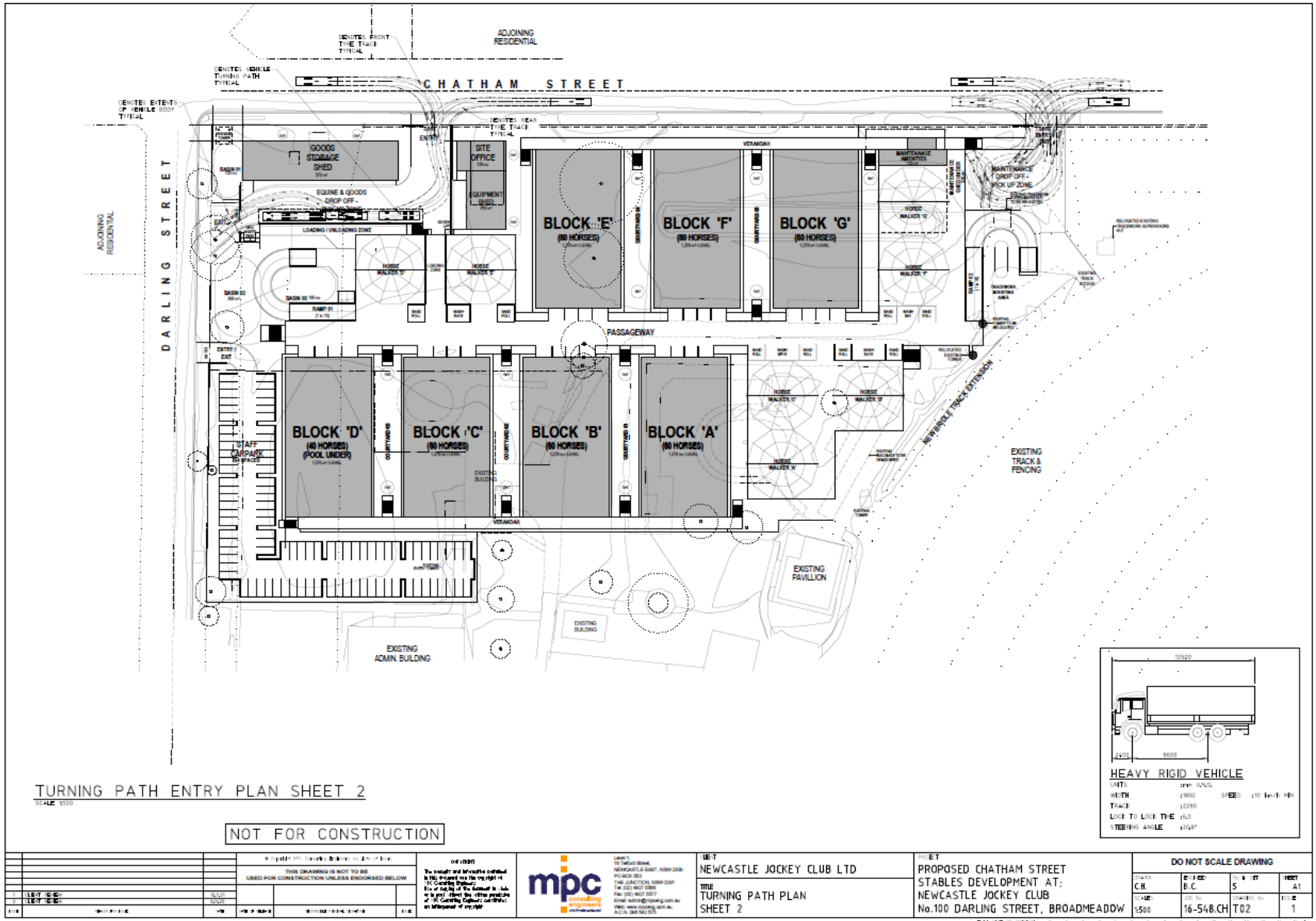
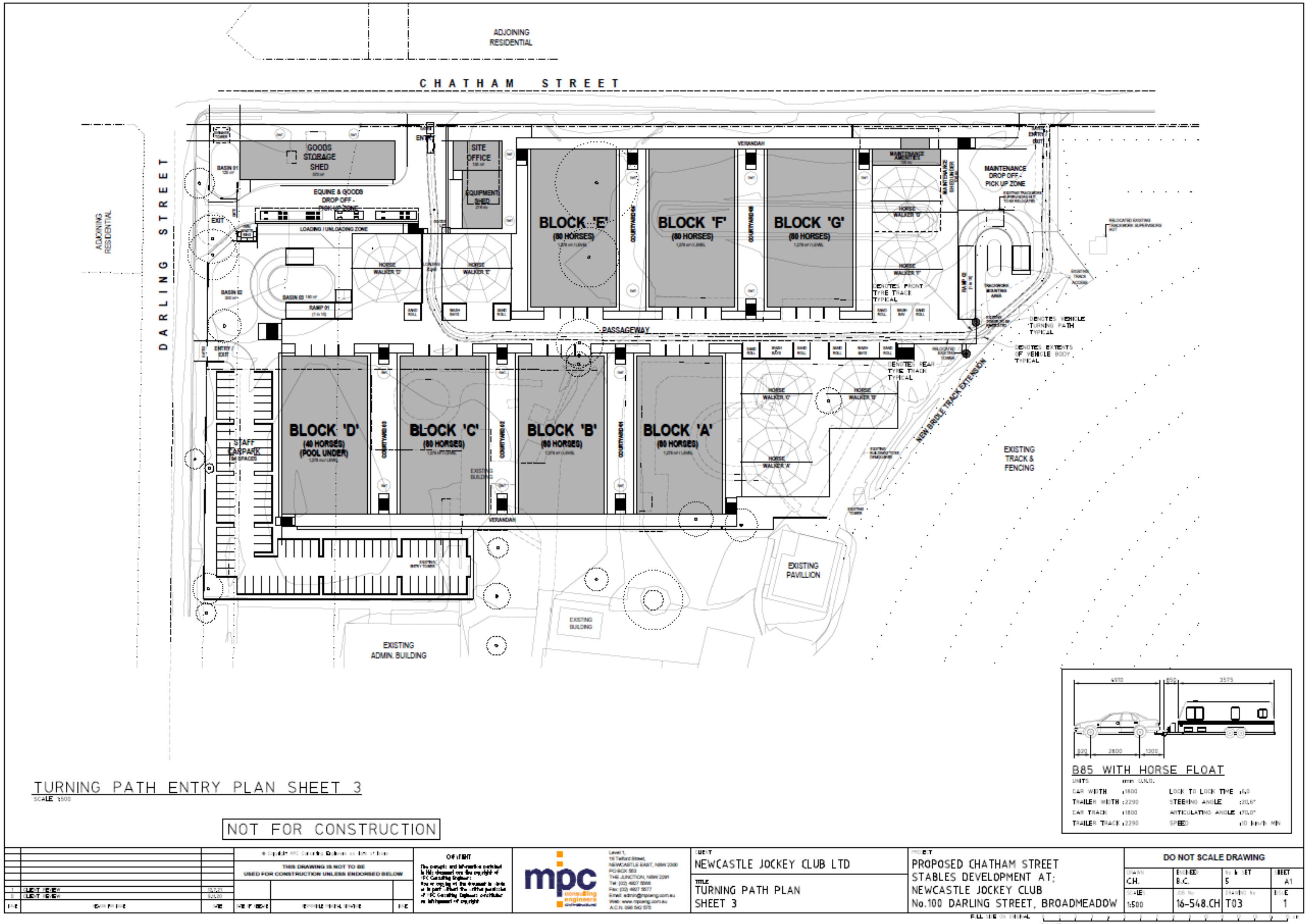
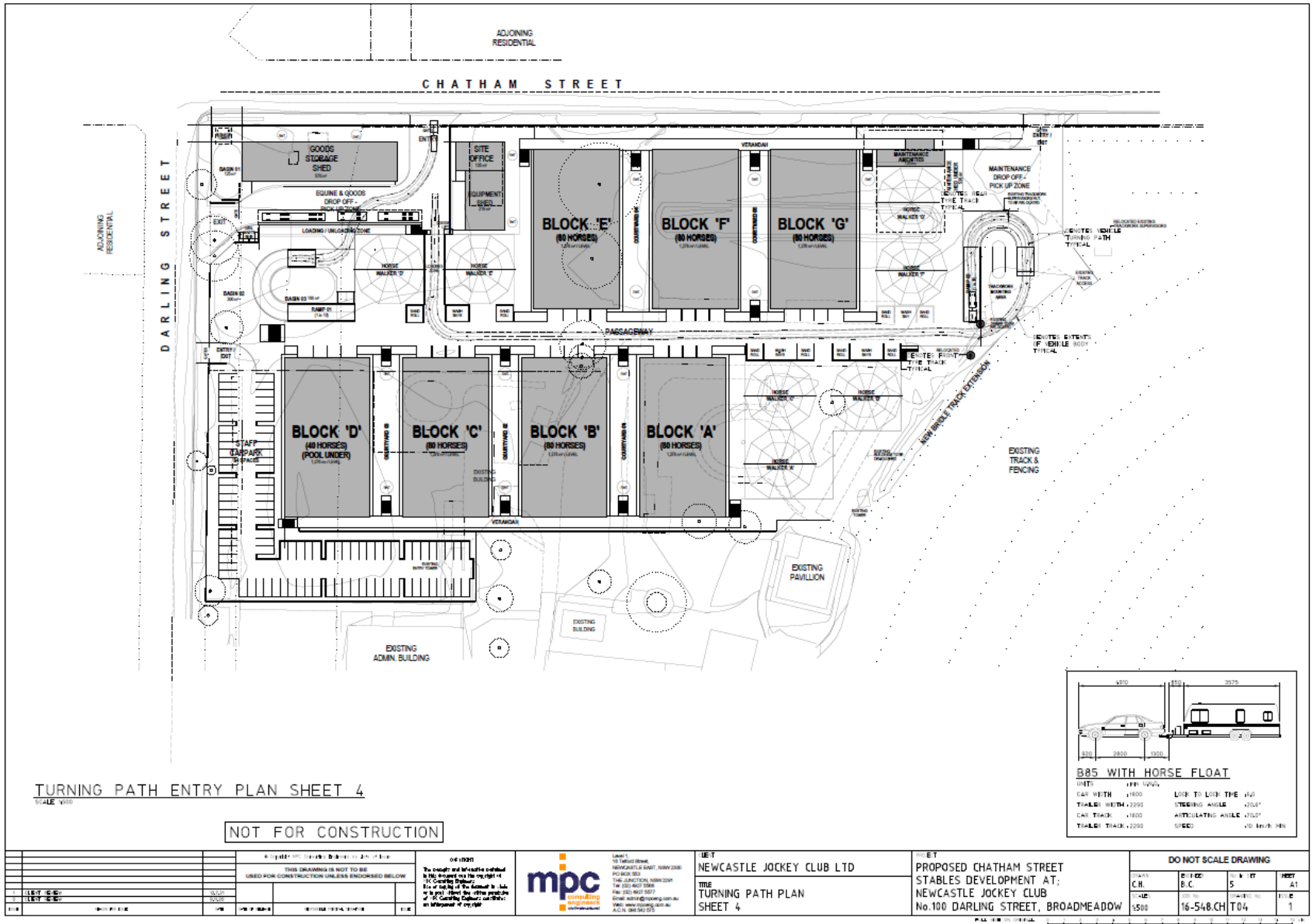


Quality Traffic Advice



ADJOINING RESIDENTIAL
CHATHAM STREET
DARLING STREET
GOODS STORAGE SHED
SITE OFFICE
EQUIPMENT SHED
EQUINE & GOODS DROP OFF - PICK UP ZONE
LOADING / UNLOADING ZONE
VERANDAH
BLOCK 'E' (80 HORSES)
BLOCK 'F' (80 HORSES)
BLOCK 'G' (80 HORSES)
MAINTENANCE DROP OFF - PICK UP ZONE
PASSAGEWAY
BLOCK 'D' (40 HORSES) (POOL UNDER)
BLOCK 'C' (80 HORSES)
BLOCK 'B' (80 HORSES)
BLOCK 'A' (80 HORSES)
STAFF CARPARK
HORSE WALKER 'A'
HORSE WALKER 'B'
HORSE WALKER 'C'
HORSE WALKER 'D'
HORSE WALKER 'E'
HORSE WALKER 'F'
HORSE WALKER 'G'
DENOTES FRONT TYRE TRACK TYPICAL
DENOTES VEHICLE TURNING PATH TYPICAL
DENOTES EXTENTS OF VEHICLE BODY TYPICAL
DENOTES REAR TYRE TRACK TYPICAL
NEW BRIDLE TRACK EXTENSION
EXISTING TRACK & FENCING
EXISTING PAVILLION
EXISTING BUILDING
EXISTING ADMIN. BUILDING
TURNING PATH ENTRY PLAN SHEET 3
NOT FOR CONSTRUCTION
B85 WITH HORSE FLOAT
CAR WIDTH :1800
TRAILER WIDTH :2290
CAR TRACK :1800
TRAILER TRACK :2290
LOCK TO LOCK TIME :6.0
STEERING ANGLE :20.6°
ARTICULATING ANGLE :70.0°
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 3
PROJECT PROPOSED CHATHAM STREET STABLES DEVELOPMENT AT; NEWCASTLE JOCKEY CLUB No.100 DARLING STREET, BROADMEADOW
DO NOT SCALE DRAWING
DRAWN C.H.
ENGINEER B.C.
SHEET A1
SCALE 1:500
JOB No 16-548.CH
DRAWING No T03
ISSUE 1



TURNING PATH ENTRY PLAN SHEET 4

SCALE 1:500

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 4

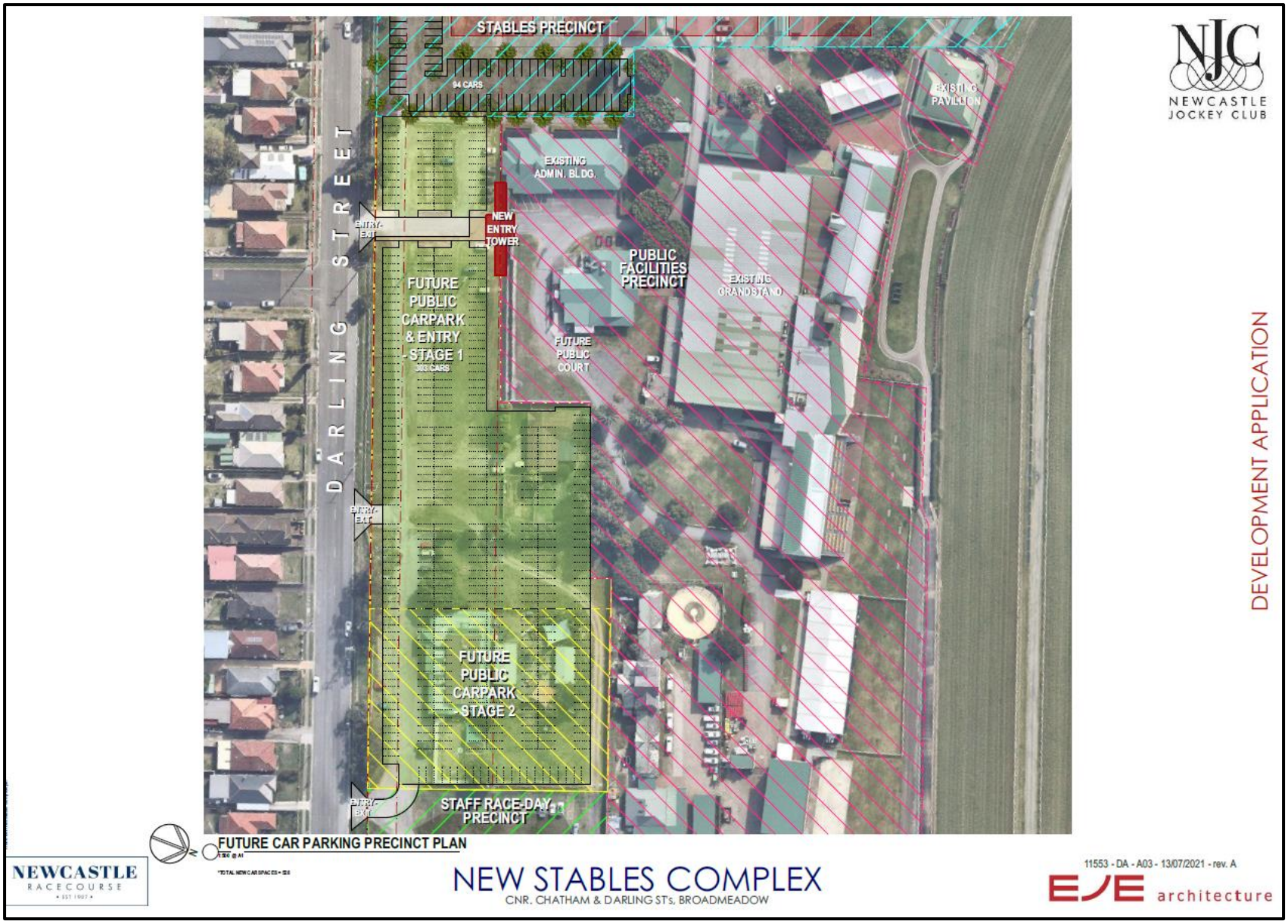
PROJECT: PROPOSED CHATHAM STREET STABLES DEVELOPMENT AT; NEWCASTLE JOCKEY CLUB No.100 DARLING STREET, BROADMEADOW

DO NOT SCALE DRAWING

DRAWN	DESIGNED	SHEET SIZE	SHEET
C.H.	B.C.	5	A1
SCALE: 1:500	JOB No. 16-548.CH	DRAWING No. T04	ISSUE 1

Quality Traffic Advice

Attachment C - Parking Demand and Supply


STABLES PRECINCT
94 CARS
DARLING STREET
EXISTING ADMIN. BLDG.
NEW ENTRY TOWER
ENTRY/ EXIT
FUTURE PUBLIC CARPARK & ENTRY - STAGE 1
PUBLIC FACILITIES PRECINCT
EXISTING GRANDSTAND
EXISTING PAVILION
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.
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