



4 February 2022

Mr Kendall Clydsdale
Senior Planning Officer, Regional Assessments
NSW Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Clydsdale,

RE: STATE SIGNIFICANT DEVELOPMENT APPLICATION NEWCASTLE JOCKEY CLUB - NEW STABLES COMPLEX AT 125 CHATHAM STREET, BROADMEADOW (SSD-12982045)

School Infrastructure NSW (SINSW), as part of Department of Education (DoE), welcomes the opportunity to provide comments on the State Significant Development Application (SSD-12982045) for the Newcastle Jockey Club's New Stables Complex, located at 125 Chatham Street, Broadmeadow.

SINSW has reviewed the documentation on public exhibition and notes that SSD-12982045 seeks development consent for:

- Construction of a new stables complex comprising of:
 - Seven two storey stable blocks capable of accommodating up to 520 horses.
 - New equine pool
 - Wash bays, sand roll bays and storage bays
 - Dedicated waste storage facility
 - Materials and equipment sheds
 - Administration office
 - Associated driveways, ramps, stormwater detention basins, landscaping and fencing.
- Formalisation of parking comprising 94 car parking spaces

SINSW notes that the proposed works are in proximity to Merewether High School located directly north-west of the site on Chatham Street, Broadmeadow.

SINSW has reviewed the exhibited SSDA documentation and provides this cover letter and the attached comments to inform our response and be considered by the Department of Environment and Planning (DPE), in relation to the following matters:

- Consultation with Public Authority's
- Traffic Impacts
- Air Quality and Odour Management
- Noise Management
- Operation and Waste Management



Our advice is provided to assist DPE in the assessment of state significant development applications and consider impacts relevant to both existing and future educational assets.

Should you require further information about this submission, please contact Alejandra Rojas, Manager Strategic Planning on 0428 080 050 or via email at Alejandra.Rojas1@det.nsw.edu.au

Yours Sincerely,

Paul Towers
Executive Director – Infrastructure Planning



Consultation with Public Authority's

SINSW notes that page 8 of the Secretary's Environmental Assessment Requirements (SEARs) stated that the applicant must:

"...consult with the relevant local, State or Commonwealth Government authorities, service providers, local community groups and affected landowners".

At the time of writing, SINSW have not been notified of any consultation being undertaken with either the Department or the high school. This is despite the school being identified as a sensitive receiver within several of the consultant reports.

As a result, SINSW requests additional consultation with both DPE and the applicant, regarding how the project will achieve appropriate outcomes for Merewether High School in the following key areas (during both the construction and operation phases of development):

- Transport and traffic
- Noise and vibration
- Air/Odour quality
- Construction management
- Operation and waste management
- Additional hazard and risk impacts (particularly in relation to sensitive land uses).

Traffic Impacts

SINSW has reviewed the Traffic and Parking Assessment exhibited as part of the SSD package (prepared by SECA Solution). SINSW request that this assessment be amended to include a robust assessment of the following matters:

- The Assessment requires more attention to the assessment of pedestrian access (particularly students) and safety concerns noted within Section 4 of the SEARs. To alleviate potential conflicts with vehicles entering / exiting the site from Chatham Street and pedestrians utilising the informal footpath, the Traffic Assessment should outline any proposed methods to maintain walkability on the footpath along Chatham Street.
- The Assessment does not address the interaction between the Chatham and Darling Street entrances and traffic from Merewether High School. This is of particular importance during the morning peak (5am-9am) which overlaps with the schools drop-off peak.
- Additional analysis of the proposals impact on pedestrian safety is required within the assessment - this is of particular importance given the presence of high school aged students in the vicinity of the site.
- An overview of weather conditions on the date of the traffic survey is addressed in Section 6.2.2 of the EIS rather than the Traffic Assessment. This states:

“Observations at the time of the traffic survey indicated there are no significant pedestrian demands in this area. Demands to the north associated with Merewether High School saw the majority of pupils not walking south towards Darling Street.”

The EIS states that the day the traffic surveys were undertaken was inclement weather. Therefore, pedestrian demand to the south towards Darling Street may have been impacted more from the inclement weather (with more pupils opting to be picked up or take the bus), rather than a reflection of pedestrian behaviour. SINSW recommends that these conditions be noted within the traffic assessment and that traffic surveys be undertaken on a day with dry weather, to accurately represent pedestrian demand to / from Merewether High School.

- Construction vehicle traffic generated from the development is only summarily addressed in the transport assessment. The report should identify truck haulage routes and how these will be appropriately managed to minimise impacts to the public domain and the nearby school. SINSW therefore requests that the report be amended to clearly address construction traffic procedures, including mitigation of any associated conflicts with construction vehicles, pedestrians and commuters (along Chatham Street) during the construction phase. SINSW also recommends that (if approved), Council should consider conditions of consent that ensure construction work zones are not proposed in locations that will compromise pedestrian and vehicular access to surrounding schools, as well as associated school drop-off and pick-up spaces.
- Overflow of staff during operation and whether this will put additional pressure on surrounding on-street parking should be outlined.
- The Traffic Assessment contains conflicting staffing numbers to the EIS. The report states the proposed staff numbers will be 154 per morning, however section 3.9 of the EIS states 152 staff for the morning track-work along with 42 staff for the general daytime.

Air Quality and Odour Management

The Air Quality Assessment (prepared by Northstar) assesses both the construction (dust) and operational (odour) air quality impacts associated with the proposal. The report identifies 130 Chatham Street (the school) as sensitive receiver 3 ('R3'). The report has assigned the school a sensitivity rating of 'High' given its proximity to the site and its use.

Dust Risk + Magnitude for School

The report identifies risk based upon the magnitude of impacts from construction phase activities (construction, demolition, earthworks) on receptor sensitivity. The findings in Table 11 and 12 of the report determined that the dust emission magnitudes were considered 'large' at the site for activities including; construction (such as earthworks and enabling works) and construction traffic.

Proposed mitigation measures are discussed in section 7.1.2 and detailed within Table 16 of the report. These consist of (amongst other things) measures



concerning operation of vehicles, preparing and maintaining the site and demolition and construction (refer Table 16 for detailed measures). The report concludes that as a result of the mitigations measures, the projected impacts throughout the construction phase of the site will be negligible. SINSW recommends that these measures be conditioned as part of any future consent on the site.

Odour Risk for School

The above report also identifies the impacts associated with particulate matter and odour during the operation phase of the development, with the significant sources of odour comprising solid and liquid stable waste, horse foodstuff storage and animal sweat odour. Due to the frequency and intensity of the horse stabling, the odour emissions stemming from the site are assessed as being 'major' if left unmitigated.

SINSW notes that the proposed stable Blocks E, F and G are all positioned closer to the western boundary of the site than the existing stables and will experience a significant increase in intensity. These stables are proposed to be two storeys in height, accommodating up to 240 horses and will be naturally ventilated. In light of this fact, SINSW have identified some inconsistencies regarding the distance of the proposed development from surrounding sensitive uses. The report identifies Receiver 3 as being approximately 146m north-west of the development. Conversely, SINSW notes that habitable school administration buildings (i.e. Building A) are located closer to the site, being approximately 100m from the proposed stable Block 'G'.

Whilst Appendix A of the report notes that the prevailing wind direction is north-westerly, (blowing odours away from the school), the difference in measurement may materially affect the results of any odour assessment on this sensitive receiver. SINSW therefore requests that the proponent reassesses the odour impacts to Receiver 3 in order to more accurately assess these impacts to the nearest habitable school building and outdoor play spaces, including the sports courts and fields used by students and teachers.

A number of use-specific mitigation measures are provided in Section 7.2.2 of the report. SINSW recommends that these be strictly conditioned as part of any future development approval for the site (particularly those regarding the management of solid and liquid waste). Arrangements should also be made to support ongoing air quality monitoring at sensitive receivers surrounding the site.

If air quality issues persist at the school, SINSW recommend that the mitigation measures be reviewed and a more tailored approach should be prepared for the affected schools. This may involve the Air Quality monitoring stations being located at affected schools with regular monitoring carried out by an independent consultant.



Noise Management

The Noise Impact Assessment prepared by Reverb Acoustics identifies the Merewether High School site as sensitive 'Receiver 1' (R1) and assigns this a project specific noise level of 35 dB(A).

The report concludes that without mitigation, the cumulative operational noise impact on the closest residential receivers (R3) will exceed the relevant noise criteria by up to 7 dB(A) during the day. Conversely, the proposal will comply with the noise criteria for road traffic noise and horse traffic on public roads.

The report does not provide specific assessment data for the high school against all on-site noise generating activities, however the cumulative operational noise impact of the project (including mitigation measures) is outlined in Table 11. This states that noise levels at the school will not exceed the 35 dB(A) criteria noted above, provided that the recommended acoustic treatments are implemented.

As a result, SINSW recommends that the mitigation measures identified in section 4 be conditioned as part of any future consent for the site.

In regards to construction noise and vibration, SINSW notes that the report only addresses potential impacts on residential receivers within 30-40m of the project site, which are projected to exceed the relevant noise criteria for certain activities, such as pile boring and jack hammering. Vibrations from construction equipment may also be felt at these locations.

To mitigate the above, SINSW requests clarification regarding any proposed noise and/or vibration impacts to the school site during the construction period. In addition, the management strategies outlined in Section 5.5 of the report should be extended to the school site, particularly those regarding the programming of noisy activities. Where possible, these activities should occur outside school operating hours.

Operation and Waste Management

The Operation and Waste Management Plan outlines the operation and waste management measures associated with the proposal. The Plan details management of activities including horse movements, logistics, staffing and waste.

Operational Management

The Operational Plan of Management is brief and has been prepared without mention of, or consultation with, SINSW. This is despite the school sitting directly north-west of the site. As a result, SINSW requests that the Plan be updated to include the following information:

- Pedestrian, traffic and Access Management during operation
- Consultation and complaints handling
- Noise management measures
- Race day security and safety management procedures.



SINSW also request that a condition of consent be imposed requiring the applicant to consult with SINSW prior to the finalisation of the Plan.

Waste Management

The proposed operational waste management procedures are outlined in Section 7 of the plan. This section requires further details on the following:

- The timing of waste collection and how this will be managed with surrounding uses, including the school.
- The quantum and removal of construction waste to determine associated truck movements.

Similar to the above, SNSW recommends that the specific waste management measures outlined within the plan be conditioned as part of any future approval for the site.