Harness Racing NSW

Proposed Tamworth Harness Racing Facility

Traffic Impact Assessment

January 2014

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1. Introduction

1.1 Introduction

Harness Racing NSW has embarked on a redevelopment program for a number of existing harness racing tracks in NSW. This redevelopment program will see a number of new tracks being developed in country areas of NSW. Three towns were selected for redevelopment, given existing horse and trainer populations. In addition, these three towns represent strong areas of public participation at race meetings. Strategically, the three towns are centres of strong population growth.

The three towns are Bathurst, Wagga Wagga and Tamworth. Each track would be similar in size (1000m) and would enable country horses to 'graduate' to metropolitan tracks, particularly Menangle Park. All three tracks would be on new selected sites and not redevelopment of existing facilities. The vision for developing new track facilities at these centres is now reaching reality.

The Tamworth site is the last of the three tracks to be developed. However, to develop the new site at the corner of Burgmanns Lane and New England Highway, the land must be rezoned to permit the development.

GHD Pty Ltd has been engaged by Michael Brown Planning Strategies Pty Ltd to undertake a range of investigations to support the Planning Proposal for the rezoning of the Tamworth site.

This report has been prepared to investigate the traffic impacts of the development.

1.2 Background

The Tamworth site is a substantial land holding located on the outskirts of town, but close to the existing Australian Equine Centre (AEC). There are opportunities to leverage off the AEC and the site's location on the New England Highway. The site has a substantial frontage to this road of 570 metres, which allows for value adding to the site for future uses, other than harness racing.

Tamworth is a very strong equine region and therefore the provision of a new facility for harness racing strengthens the equine industry. Harness racing is extremely relevant to local strategies and objectives in meeting equine needs of the region.

Harness Racing NSW made a commitment to industry participants (trainers and drivers) to develop the site with a new track, grandstand, stable complex and ancillary facilities following purchase of the land. At the same time the development of the land would integrate with surrounding existing development and the future expansion of residential land at Tamworth South. The new track would also meet industry standards to provide improved safety and competitiveness for horses and drivers.

The vision was based on a number of desired outcomes for the Racing Precinct:

- To improve track facilities to new best practice standards
- Realise the development potential of this strategically significant location and take advantage of the site's proximity to future growth in Tamworth and the Region
- To retain the Participants within the New England Region
- Provide new grandstand and stabling facilities for the public and participants
- Improve safety for drivers and horses at Tamworth
- Realise the potential for some trainers to relocate their existing stables to on-site

1.3 Scope and limitations

This report: has been prepared by GHD for Harness Racing NSW and may only be used and relied on by Harness Racing NSW for the purpose agreed between GHD and the Harness Racing NSW as set out in section 1 of this report. GHD otherwise disclaims responsibility to any person other than Harness Racing NSW arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible. The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared. The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

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2. Project description

2.1 Site details

The subject site is referred to as Lot 5 DP 1048585, Burgmanns Lane, South Tamworth. The site has a total area of 41.32 hectares. The site is located on the south eastern corner of the Burgmanns Lane and Goonoo Goonoo Road (New England Highway) intersection. The site generally slopes to the east from about 419 metres Australian Height Datum (AHD), adjacent to Goonoo Gonoo Road, towards the eastern boundary at 398m AHD. The site has been predominantly cleared with only limited vegetation, in the form of isolated trees, remaining.

The site has previously been used for agricultural purposes in the past and contains infrastructure related to agricultural use including fencing, tracks and accessways, dam, sheds and shelters. A dwelling has also been constructed on the site but has been abandoned for some time.

2.2 Proposal

Harness Racing NSW propose to construct a 1,000 metre harness racing track and associated facilities on the site. The proposed development is detailed below:

Site facilities

The proposed development would include the construction of:

- 1,000 metre harness racing track, located in the eastern portion of the site
- Clubhouse
- Marquee
- Stables
- Parade ring

A site plan illustrating the layout of the proposed development is contained in Appendix A.

Access and car parking

The proposed development will be accessed from Burgmanns Lane via a roadway through the site. The intersection between the proposed access point and Burgmanns Lane would be located over 200 metres east of the Burgmanns Lane and Goonoo Goonoo Road (New England Highway) intersection.

The proposed development would provide 238 standard car parking spaces together with 42 truck and trailer parking spaces, located in the central portion of the site. All parking spaces would be located adjacent to the proposed clubhouse, stables and parade ring.

Landscaping

The proposed development would involve landscaping in and around the trotting track, the parking areas and in and around the clubhouse and parade ring.

2.3 Development control plan

The project will be assessed under the *Tamworth Regional Development Control Plan 2010* (TRDCP) which outlines traffic access and parking requirements.

2.4 Master plan

The Southern Tamworth Rural Lands Master Plan was prepared by Tamworth Regional Council in December 2012, as one of the key strategic documents to guide development in the area. It provides for a range of future commercial, tourist, equine related and residential development.

The subject site is located within the Master Plan area, and nominated as a Future Tourist Precinct, for development in 5-10 years. Current zoning is RU4 – Primary Production Small Lots. The proposed use is currently not permitted in this zone. The Master Plan proposes this land be rezoned to SP3 – Tourist.

The Master Plan notes a number of potential features / developments that are relevant to this traffic impact assessment:

- Direct access from any future development onto Burgmanns Lane will be prohibited. An internal access road servicing future development will be required.
- Potential installation of a roundabout at Goonoo Goonoo Road and Duri Road/Werris Creek Road. This land – SP3 Tourist.
- Large lot residential is proposed at the eastern end of Burgmanns Lane, on the northern side of the road. This is at the rear of a proposed commercial precinct, which will have access from Goonoo Goonoo Road, but access to Burgmanns Lane may also be provided.
- Provision of an upgrade to the road treatment at the intersection of Goonoo Goonoo Road and Burgmanns Lane will be necessary to accommodate the increase in traffic that will be generated by future development within this location. Further investigation and modelling is required with regard to this intersection.

3. Existing conditions

3.1 Road network

3.1.1 Goonoo Goonoo Road (New England Highway)

Goonoo Goonoo Road forms part of the New England Highway (State Highway No. 9) connecting Sydney and Brisbane via the Upper Hunter Valley and inland towns including Tamworth and Armidale. It is part of signed route A15.

Past the development site it runs in a north-south direction, with a single lane of traffic in each direction on a single carriageway. The posted speed limit is 80km/hr, transitioning between the 100km/hr zone to the south of the site, and the 60km/hr zone through the southern outskirts of Tamworth. A 40km/hr school zone also applies north of Burgmanns Lane.

Tamworth Regional Council has provided historic traffic volume data for Goonoo Goonoo Road south of Burgmanns Lane, as shown in Table 3-1. In 2011 the Annual Average Daily Traffic (AADT) volume was 7185 vehicles. The trend between 2003 and 2011 suggests a 2013 volume of 7350 vehicles, and a linear growth rate of 3.6% (2013 base year). On this basis, the volume in 2023 will be approaching 10,000 vehicles per day.

Table 3-1 Goonoo Goonoo Road Traffic Volumes

Year	2003	2007	2009	2010	2011
AADT	5380	4146	6884	6564	7185

The New England Highway is approved for use by 25/26 m B-Doubles and 4.6 m high vehicles.

3.1.2 Burgmanns Lane

Burgmanns Lane runs east-west direction past the subject site, meeting Goonoo Goonoo Road at a give-way controlled intersection. It provides access to rural properties, as well as a caravan park near Goonoo Goonoo Road. Past the site it has a sealed width of 7.1 m. The road is unsealed from approximately 360m east of Goonoo Goonoo Road.

Tamworth Regional Council data indicates a 2011 AADT volume of 720 vehicles east of Goonoo Goonoo Road. West of Goonoo Goonoo Road the volume is slightly higher, with 830 counted in 2012.

Between Goonoo Goonoo Road and Duri Road (i.e. not past subject site) Burgmanns Lane is approved for use by B-doubles and 4.6 m high vehicles. However it is anticipated that in the future the eastern part of Burgmanns Lane may also become a heavy vehicle route.

3.2 Pedestrians and cyclists

There are no existing facilities for pedestrian and cyclists on Goonoo Goonoo Road, or Burgmanns Lane. However the road reserve of Goonoo Goonoo Road is very wide, and pedestrians are able to walk clear of the traffic lanes and road shoulders. Wide shoulders are provided on Goonoo Goonoo Road and could be used by cyclists.

3.3 Public transport

There are no regular bus services that use Goonoo Goonoo Road or Burgmanns Lane and stop nearby to the subject site.

3.4 Road safety performance

Crash data from the RMS database was provided by Council for the roads surrounding the proposed facility. Between 1996 and 2012 (inclusive) a total of 9 crashes were recorded at or on the approaches to the Goonoo Goonoo Road / Burgmanns Lane intersection. The most recent crash was in 2002.

Seven of the nine crashes resulted in an injury, and two were property damage crashes only. There were no fatalities. Two crashes occurred directly at the intersection. There were no crashes on Burgmanns Lane east of Goonoo Goonoo Road, and 1 single crash west of Goonoo Goonoo Road.

The crash history, with an average rate of 1 crash every two years, is not indicative of any particular road safety issues that might be affected by the proposal.

4. Traffic impacts

4.1 Traffic generation

4.1.1 Existing facility

Traffic activity at a race meeting at the existing Tamworth Harness Racing Club facility was observed on Thursday 12 December 2013. This meeting included 8 races between 1pm and 6pm, and is broadly representative of the regular smaller race meetings that occur throughout the year. Features of this event included:

- 100-150 spectators
- Spot count of vehicles parked on site at 4:30pm (approximate peak):
  - 19 horse floats
  - 8 horse transport trucks
  - 20 officials and competitor vehicles
  - 73 spectator vehicles
- Held at the Tamworth Showgrounds in West Tamworth

It is understood that at larger race meetings during January, up to 300 spectators may be attracted, with the main race meeting for the year (Tamworth Cup) attracting up to 500 spectators. This meeting coincides with the Country Music Festival.

4.1.2 New facility

It is expected that traffic activity at the proposed new facility will be generally similar to the existing situation. That is, there will be a similar number of competitors and officials, and most race meetings will attract a crowd of around 300 people.

There may be a slight increase in spectator vehicles due to the increased distance from the main residential areas of Tamworth. However this is likely to be a small increase only. There may also be a general increase in the number of spectators due to the higher profile of the new facility.

Traffic generation associated with regular small meetings at the proposed new facility will therefore be likely to comprise some 90 spectator vehicles, and 50 officials and competitor vehicles. For larger events, some 170-200 spectator vehicles could be expected.

Traffic activity associated with stabling and other on-site ancillary facilities is expected to be light, and mostly occurring away from peak periods on the surrounding road network. As such, this traffic has not been considered in detail.

4.1.3 Additional development

The Southern Tamworth Rural Lands Master Plan identifies an area of large-lot residential development, north of Burgmanns Lane and the proposed site. For the purpose of this assessment, 100 lots have been assumed.

The 2002 RTA Guide to Traffic Generating Developments nominates a daily traffic generation rate of 9 trips per dwelling, with 0.85 trips per dwelling in the peak hour.

There is also potential for additional long-term development on the proposed site, oriented towards Goonoo Goonoo Road (but with access via Burgmanns Lane). Based on the proposed land use provisions of the Southern Tamworth Rural Lands Master Plan, this is likely to be consistent with the "future tourist precinct" designation. An assumed traffic generation of 100 trips in the afternoon peak hour has been adopted, in the absence of more detailed understanding.

4.2 Traffic distribution

For traffic leaving the site via Burgmanns Lane, a distribution of 40% to the north, 20% straight (to Burgmanns Lane west) and 40% south has been assumed. This reflects the situation of the major population centre being to the north, but also the large rural catchment to the west and south. A similar distribution has been assumed for arriving traffic.

For the adjacent residential developments, it has been assumed that 80% of traffic movements in the PM peak will be inbound. For the potential tourist developments, a 50% in / 50% out distribution has been assumed for the PM peak.

Scenarios considered for this assessment are:

- PM Peak Base Case
- Departure from Race meeting (assumed to be after PM peak)
- PM Peak with arrivals for twilight race and residential and tourist development

The AM Peak has not been considered due to the low level of traffic activity associated with the proposed development at that time.

4.3 Access routes

Goonoo Goonoo Road is the main north-south road corridor, and passes directly to the west of the subject site. Burgmanns Lane provides an east-west connection between Duri Road / Werris Creek Road and the site. East of the site, Burgmanns Lane primarily serves a local access function.

It is envisaged that most vehicular access to the site will be via Goonoo Goonoo Road (north or south) and Burgmanns Lane (west). These roads are designated heavy vehicle routes, approved for use by B-doubles and 4.6 m high vehicles.

4.4 Site access

Access to the site will be from Burgmanns Lane only. No access is proposed off Goonoo Goonoo Road. The proposed access is approximately 240 m east of Goonoo Goonoo Road.

4.4.1 Sight distance assessment

Australian Standards AS2890.1, *Parking facilities – Part 1: Off-street car parking,* 2004, provides the sight distance requirements at property accesses based on the frontage road speed as shown in Table 4-1.

Table 4-1 Sight distance requirements

Frontage Road Speed	Desirable 5 s gap	Minimum SSD
50 km/h	69 m	45 m
60 km/h	83 m	65 m
70 km/h	97 m	85 m
80 km/h	111 m	105 m
90 km/h	125 m	130 m
100 km/h	139 m	160 m
110 km/h	153 m	190 m

From the site access, there is approximately 150m sight distance to the west. There is no restriction on sight distance to the east. Based on the requirements above, this is sufficient for speeds up to 90 km/hr. Given the proximity to Goonoo Goonoo Road, and the characteristics of Burgmanns Lane, it is unlikely that vehicles will be travelling at or above this speed past the site access.

Should Burgmanns Lane be upgraded in the future to facilitate a new southern bypass of Tamworth (connecting between Goonoo Goonoo Road and the New England Highway / Oxley Highway at Nemingha) it is assumed that works will need to be undertaken to improve vertical geometry, which will improve the available sight distance such that higher vehicle speeds can be accommodated.

4.5 Surrounding road network impacts

4.5.1 Traffic capacity

Goonoo Goonoo Road currently provides for a single lane for through traffic in each direction, with auxiliary turn lanes at intersections as required.

Council has commissioned traffic modelling of the implications of the Southern Tamworth Rural Lands Master Plan, based on assumptions of land development and traffic generation. The modelling (of the AM peak hour only) suggests the following in relation to Goonoo Goonoo Road and Burgmanns Lane (west of Goonoo Goonoo Road):

- These roads are currently operating within their theoretical capacity
- By 2020, northbound traffic on Goonoo Goonoo Road will experience congestion and an increase in delays could be expected
- Beyond 2020, traffic growth associated with the development will result in each of these roads exceeding their current theoretical capacity in the AM peak

On this basis, some long-term upgrade to these roads is expected to be required.

4.5.2 Goonoo Goonoo Road / Burgmanns Lane Intersection

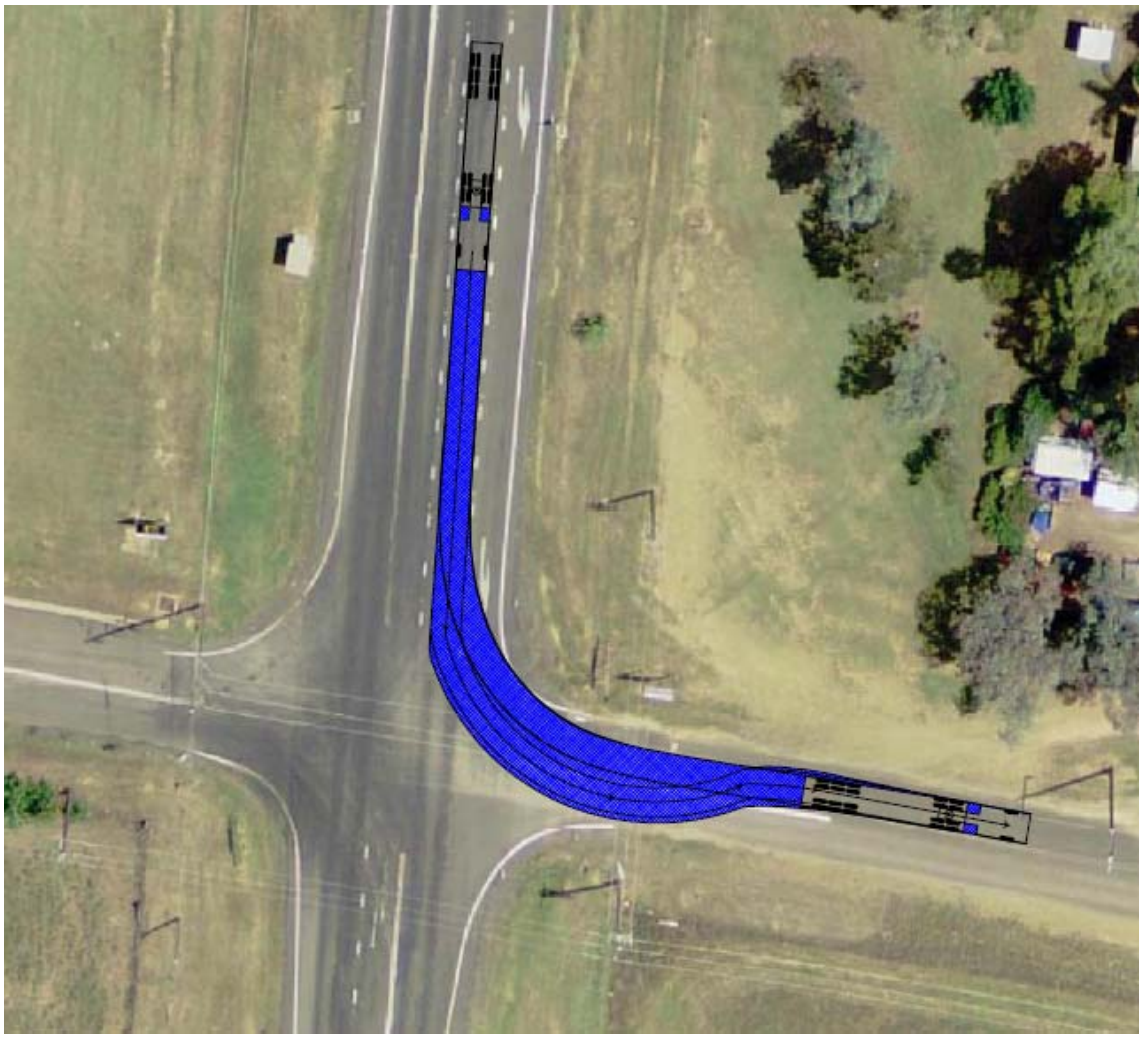
Almost all traffic accessing the site will use the Goonoo Goonoo Road / Burgmanns Lane intersection. This intersection is give-way controlled, with Goonoo Goonoo Road traffic having priority. Channelised right turn bays are provided in both directions on Goonoo Goonoo Road. There is also a left turn auxiliary lane for southbound traffic on Goonoo Goonoo Road turning into Burgmanns Lane (towards the proposed site access).

Intersection geometry

The swept path of a 19m semi-trailer has been tested for left turns into and out of Burgmanns Lane (east), being the most constrained movement type. These are shown in Figure 4-1 and Figure 4-2 respectively. Movements of 19m semi-trailers associated with the proposed development are expected to be occasional events only, and most vehicles will be rigid trucks or light vehicles (some with horse floats attached). The 19m semi-trailer therefore represents a worst case.

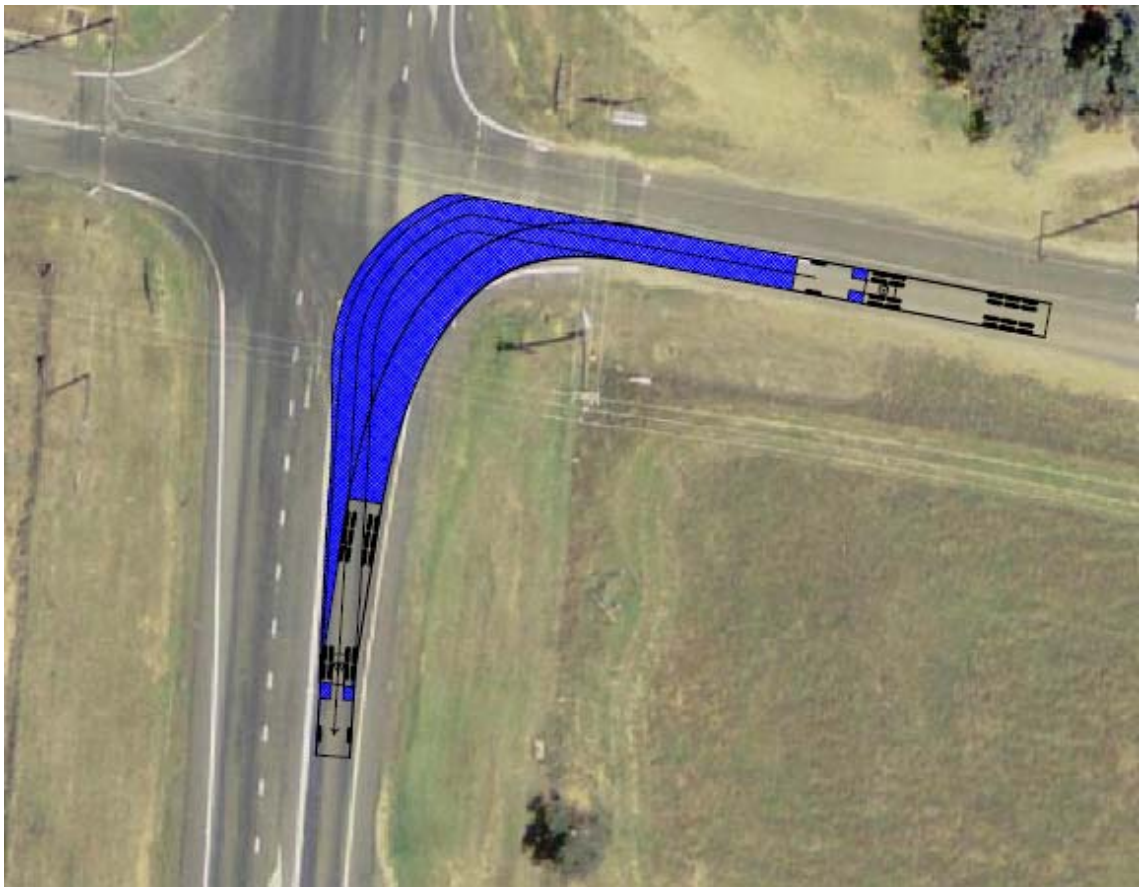
The assessment shows that the 19m semi-trailer can negotiate this intersection as it is currently formed. The southbound left turn must be undertaken from the through lane, and crosses the centre line of Burgmanns Lane. Given the current low volume of traffic activity in Burgmanns Lane (and the infrequent nature of semi-trailer access to the site), this is considered an acceptable arrangement. As additional development occurs in Burgmanns Lane, it would be appropriate for Burgmanns Lane to be upgraded to accommodate the additional traffic. It is also noted that the Southern Tamworth Rural Lands Master Plan identifies that this intersection will require upgrade in the future, to accommodate the additional traffic associated with the Master Plan proposals. This upgrade, when it occurs, should provide improved geometry for heavy vehicle movements, particularly as Burgmanns Lane west is a nominated heavy vehicle route.

Figure 4-1 Swept path left turn into Burgmanns Lane



Base Image Source: SIX Maps, NSW Government

Figure 4-2 Swept path left turn out of Burgmanns Lane



Base Image Source: SIX Maps, NSW Government

Sight distance assessment

From Burgmanns Lane, a crest limits the available sight distance to the south, to approximately 200m. This potentially creates a hazard for traffic turning right from Burgmanns Lane onto Goonoo Goonoo Road (towards Tamworth), or crossing Goonoo Goonoo Road.

Safe Intersection Sight Distance requirements are shown in Table 4-2.

Table 4-2 Safe intersection sight distance

Design Speed (km/hr)	Reaction Time 1.5sec	Reaction Time 2.0sec
40	67	73
50	90	97
60	114	123
70	141	151
80	170	181
90	201	214
100	n.a	248

Source: Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (RMS Supplement)

Assuming a 2.0 second reaction time, the required Safe Intersection Sight Distance for a 100km/hr design speed is 248m. For 90km/hr, the required SISD is 214m. As discussed above, most northbound vehicles will be transitioning from 100km/hr to 80km/hr, and so a 90km/hr assumed speed is appropriate. The available sight distance is marginally less than the required distance, but this can be mitigated by increasing awareness of the presence of the intersection, thereby reducing driver reaction times. Reaction times will be naturally enhanced as traffic reaches the southern outskirts of Tamworth, and there is also existing crossroad warning signage provided for northbound traffic approaching Burgmanns Lane, and it would be expected that with the proposed Harness Racing development and other development around Burgmanns Lane (on both sides of Goonoo Goonoo Road) that would result in increased signage and other visual cues at the intersection.

The required SISD for 90km/hr with a 1.5sec reaction time is 201m.

Intersection operation and capacity

The operation of this intersection was assessed using SIDRA intersection modelling software. Base traffic volumes were estimated based on data provided by Tamworth Regional Council for Goonoo Goonoo Road and Burgmanns Lane. Additional traffic was added to the intersection as described in Section 4.2.

Table 4-3 shows the results of the intersection assessment for existing volume levels (not allowing for any additional growth on Goonoo Goonoo Road associated with the Southern Tamworth Rural Lands Master Plan or general traffic growth).

Table 4-3 Intersection operation – existing volumes

Scenario	Worst Movement LOS	Worst Movement Average Delay (sec)	Burgmanns Lane LOS	Burgmanns Lane Average Delay (sec)
PM Peak Base Case	LOS B	20.4	LOS B	20.2
Arrival for Race Meeting	LOS B	25.7	LOS B	25.7
PM Peak with departure from Race Meeting and additional development	LOS B	23.7	LOS B	23.7

Intersection operation in all scenarios is good.

With traffic volumes forecast out to 2024 (based on a uniform 3.6% p.a. traffic growth rate), Level of Service remains good, although delays for turns out of Burgmanns Lane east are increased slightly. Model results are displayed in Table 4-4.

Table 4-4 Intersection operation – 2024 volumes

Scenario	Worst Movement LOS	Worst Movement Average Delay (sec)	Burgmanns Lane LOS	Burgmanns Lane Average Delay (sec)
PM Peak Base Case	LOS B	26.2	LOS B	25.2
Arrival for Race Meeting	LOS C	41.4	LOS C	41.4
PM Peak with departure from Race Meeting and additional development	LOS C	38.2	LOS C	38.2

Auxiliary lane lengths

The existing right turn bays are both approximately 90m long (to the start of diverge taper). Based on the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, this length is appropriate for a design speed of 90km/hr, accepting the maximum average rate of deceleration and assuming turning vehicles are required to come to a complete stop. Although the intersection is in an 80km/hr speed limit zone, northbound vehicles will be transitioning from the 100km/hr zone which terminates approximately 200m south. There will also be some southbound vehicles which are accelerating towards the 100km/hr zone.

4.5.3 Road safety

The additional traffic generated by the proposed facility is not expected to result in an increase in crash frequency or severity, given the crash history discussed in Section 3.4.

With adequate sight distance available at the Goonoo Goonoo Road / Burgmanns Lane intersection, and the site access onto Burgmanns Lane, the generated traffic will be able to negotiate the road network around the site safely. The good level of service available to traffic using the intersection will also minimise any adverse safety impacts of the proposal.

4.5.4 Pedestrians and cyclists

There may be a small increase in pedestrian activity along Goonoo Goonoo Road and Burgmanns Lane associated with the proposed development, particularly before and after race meetings and other events. However the number of pedestrian movements will remain small, and no specific infrastructure upgrades are warranted. The road reserve of Goonoo Goonoo Road is very wide, and pedestrians are able to walk clear of the traffic lanes and road shoulders.

4.5.5 Public transport provision

The proposed development is not expected to impact on the operation of existing public transport services in the area.

4.6 Car parking assessment

4.6.1 Parking demand

Based on the demand assumptions outlined in Section 4.1, the racecourse is likely to create regular demand for up to 200 spectator vehicles and around 50 officials and competitor vehicles.

The preliminary site layout indicates provision of parking for some 238 cars, and 42 trucks and/or cars with trailers. Based on the assumed parking demand, this is likely an oversupply of car parking, but an undersupply of truck and trailer parking. It is noted that there is a large amount of under-utilised land surrounding the proposed parking areas that could be used for additional car parking if required.

4.6.2 Car park layout

The preliminary car park layout includes a number of parallel parking aisles, with a central circulating aisle. This layout is appropriate for the efficient circulation of vehicles into and out of the car park.

At the Development Application stage, the layout of the car park should be assessed for compliance with AS2890.1. Given the available space, compliance with this standard is expected to be achievable.

The area set aside for trucks and/or cars with trailers comprises a number of parallel marked bays. Large manoeuvring areas are provided, although these have not been assessed using swept path software. Again, this will be required at the Development Application stage once the proposed layout is more refined.

5. Conclusions

This report has assessed the traffic implications of the proposed rezoning of land on the south-eastern corner of the intersection of Goonoo Goonoo Road and Burgmanns Lane in South Tamworth, to allow the development of a new harness racing facility.

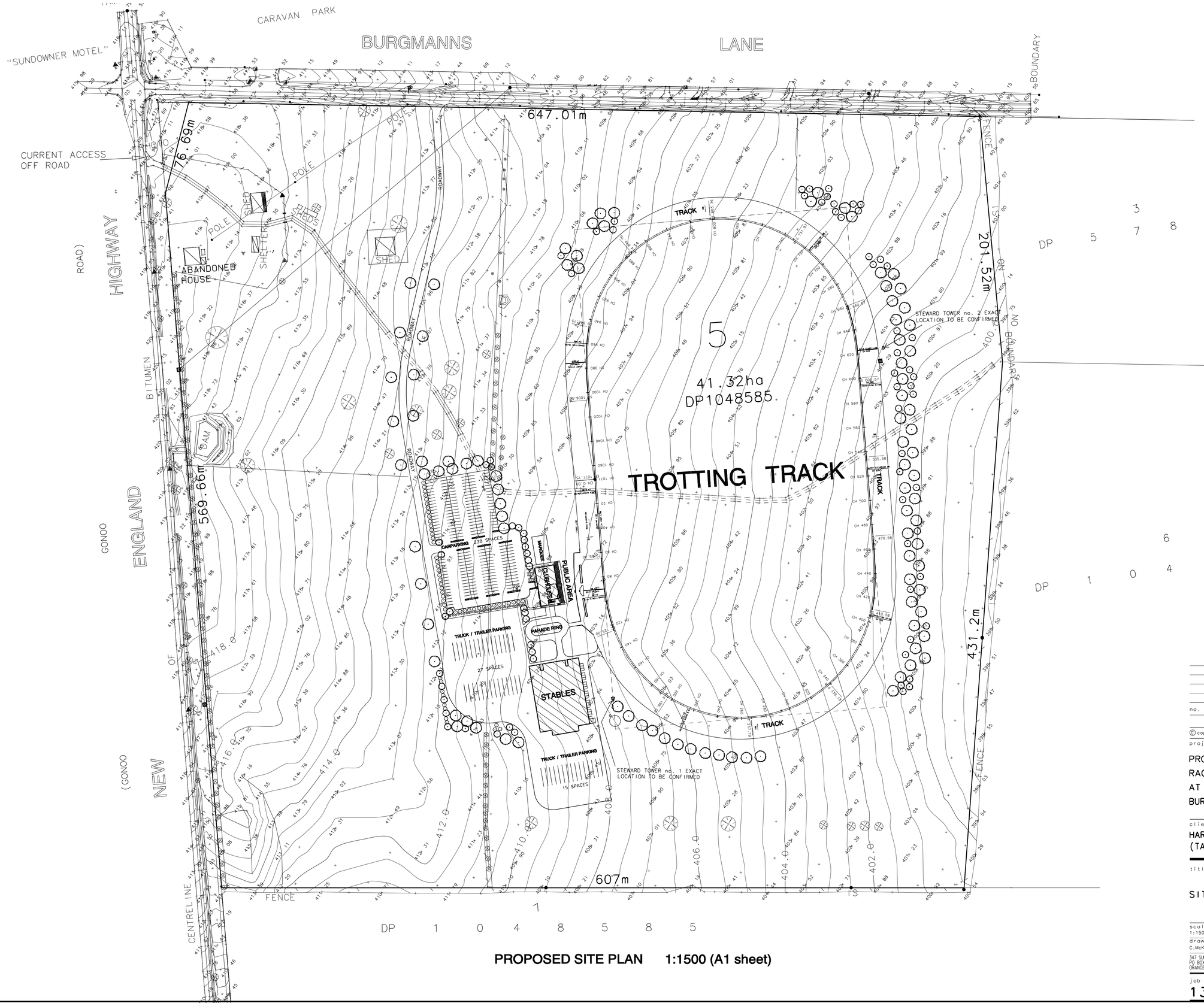
The main findings of the assessment are as follows:

- Access to the proposed facility would be via Burgmanns Lane.
- A future upgrade to the Goonoo Goonoo Road / Burgmanns Lane intersection has been flagged by the Southern Tamworth Rural Lands Master Plan, to accommodate the increase in traffic associated with various developments in the vicinity.
- The proposed new race track is expected to attract some 90 spectator vehicles for regular (small) race meetings, and up to 200 vehicles for large meetings in January. At most meetings there would be some 50 vehicles for officials and competitors. Traffic activity associated with stabling and other on-site ancillary facilities is expected to be light, and mostly occurring away from peak periods on the surrounding road network. As such, this traffic has not been considered in detail.
- Operation of the Goonoo Goonoo Road / Burgmanns Lane intersection has been assessed with the proposed development in operation. No upgrade is required to accommodate the proposed facility.
- The intersection of Goonoo Goonoo Road and Burgmanns Lane has been assessed as suitable for access by semi-trailers, which would occasionally access the site. However future development in Burgmanns Lane which will increase traffic activity should be accompanied by an upgrade to the intersection to allow heavy vehicles to turn left off Goonoo Goonoo Road without obstructing traffic flow. The requirement to upgrade this intersection has been identified in the Southern Tamworth Rural Lands Master Plan.
- Although sight distance along Goonoo Goonoo Road is restricted by a crest to the south, there are sufficient sight lines for the speeds that most vehicles will be travelling at.
- The crash history on roads around the proposed development does not suggest any existing safety issues that would be exacerbated by the proposal.
- The proposed site access on Burgmanns Lane has sufficient sight distance in both directions.
- The preliminary site layout provides sufficient space for car parking to satisfy site demand in compliance with AS2890.1.

On the basis of this assessment, the proposed rezoning is supported on traffic grounds.

Appendices

Appendix A – Proposed Tamworth Harness Racing Facility Concept Plan



PROPOSED SITE PLAN 1:1500 (A1 sheet)

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no.	description	date
	amendments	

project:

PROPOSED TAMWORTH HARNESS RACING CLUB FACILITY
AT LOT 54 (DP 10485585)
BURGMANNS ROAD, TAMWORTH NSW

client:

HARNESS RACING NSW
(TAMWORTH HARNESS RACING CLUB)

title:

SITE PLAN.

scale: 1:1500 @ A1

drawn: C.McK./A.S. date: 14.12.13

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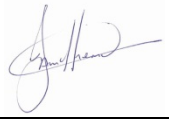
1	T. Bickerstaff	M. Petrusma		J McPherson		28/01/14

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