



# Richmond Valley Council



## CASINO SHOWGROUND AND RACECOURSE Master Plan - Design Report

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# localé consulting

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# Executive Summary

This Design Report has been prepared to support the preparation of a Master Plan for the Casino Showground and Racecourse. The Showground and Racecourse site has long been a part of the local area, with horse racing at the site commencing around 1881 while the annual show moved to the Racecourse around 1955 following a 14-year hiatus.

This Report provides a broad overview of the current area, along with the outcomes of the Master Plan design process. The report also builds on work undertaken by Council and the numerous clubs that are located at the site in reviewing the current situation and seeking to establish requirements for the future of the area.

At the current time, the site is used by a number of different organisations for a range of typically localised activities and events, including:

- Casino Racing Club;
- Casino Pony Club;
- Richmond Valley Riding Club;
- Casino Community Men's Shed;
- Casino Poultry Club;
- Casino Rodeo and Campdraft Association;
- Northern Rivers Horse Cutting Club; and
- Casino Show Society.

The site is located on the southern outskirts of Casino, on the Summerland Way, just over 2km from the central business district. The facility has an extensive frontage to this main road, which links Casino and Grafton, albeit a portion of this frontage is adjoined by the blank rear walls of the race horse day stalls.

The site contains a number of buildings and other improvements, including turf and sand tracks for horse racing, outdoor camp draft and dressage / show jump grass arenas, and various buildings, stables and other structures. The existing buildings and other facilities have been developed over time and are in varying stages of their useful lives.

Following consultation with site user groups, a number of opportunities have been identified for improvements that are expected to significantly increase site activities and sporting participation. These include:

- Horse racing track improvements with a particular focus on providing all-weather training and racing facilities;
- Provision of expanded and improved on-site stabling for race horses to facilitate on-site training needs;
- Provision of an undercover equestrian arena facility, including surrounding facilities, suited to a range of events and uses;
- Development of a new cross country equestrian course;



- Improvements to racing competitor parking and day stall access, to facilitate efficient and safe operation of the site during race events; and
- A range of other comparatively minor improvements that may assist a range of user groups to create greater utilisation of the site generally.

These proposed improvements result in three key master plan directions that will form the future use of the site:

- Increased day to day use and income generation through increased on-site stabling and training of race horses, with the aim of becoming a significant regional level training hub for the industry;
- Increased scope for larger scale events across a number of equestrian disciplines and other related activities, with a particular focus on larger scale / quality undercover events; and
- Continuation of effective local use of the site by a range of local community and sporting organisations, as well as facilitating an increase in local participation and the range of sporting and community-based pursuits undertaken within the complex.

The project is likely to be implemented in a staged fashion, initially focusing on the core training, track and undercover equestrian infrastructure improvements, followed by other works over time and as funding becomes available.

# 1. Introduction

## 1.1 Purpose

The purpose of the Casino Showground and Racecourse Master Plan (**“the Master Plan”**) is to prepare a blueprint for the long-term improvement of the site. This process will initially aim to ensure that short-term gains recognised through consultation with industry and user groups can be established, followed by the more gradual improvement of the site over time.

Over the long-term, the Master Plan will ultimately seek to recognise the unique sporting, social and economic opportunities that exist in leveraging the existing basic local facilities into a truly regional level offering. The Master Plan builds on the work of Richmond Valley Council (**“Council”**) in undertaking extensive consultation in the lead-up to and during the preparation of this document.

## 1.2 Need for a Master Plan

The need for the Master Plan has stemmed from the acknowledgement that whilst the existing Casino Showground and Racecourse site meets the basic needs of many of its users, the potential exists to greatly enhance the facilities for the future. The Master Plan therefore acts as a co-ordinating document which outlines future use potential in a spatial manner.

Key objectives for the delivery of the Master Plan include:

- To elevate the level of the facility to being regionally significant in terms of its infrastructure provision, activities undertaken and attraction of future events;
- To increase the attractiveness and useability of the site through higher quality facilities, presence of simple attributes such as shade trees, amenities and access arrangements, and rationalised site precincts that establish clear and safe operational practices for the various events that are held at the site;
- To enhance the identity of the site through the use of a more consistent set of building materials, vegetation and colours - and in doing so, to create a more recognisable “brand” for the facility consistent with the broader “Richmond Valley Made” branding being promoted by Council;
- To ensure that existing user needs are carefully considered alongside opportunities to establish clear pathways for development of new facilities;
- To recognise key constraints and opportunities to the development and use of the site, such as low-lying areas and locations of potential environmental sensitivity; and
- To ensure that new facilities are designed, wherever possible, with a view to ensuring their ability to return an income to the site and the regional economy more broadly.

This process of renewal and reinvention is central to the project design and philosophy, which seeks to build on Council’s higher-level strategies for community facilities, economic development and tourism.

### 1.3 Master Plan Development

The intention to develop a Master Plan for the site has been envisaged for a number of years. In the lead-up to this formal master planning process, Council has engaged with the wide range of existing site user groups to understand their current and potential future use of the site. This preliminary work has lead directly into the commencement of the Master Plan, with an outline of the process used being provided in the flow-chart below.



**Figure 1: Master Plan process flowchart**

The development of the Master Plan and this Design Report seeks to build on the existing information, preparing a basis for an ongoing implementation process.

The report is set out as follows:

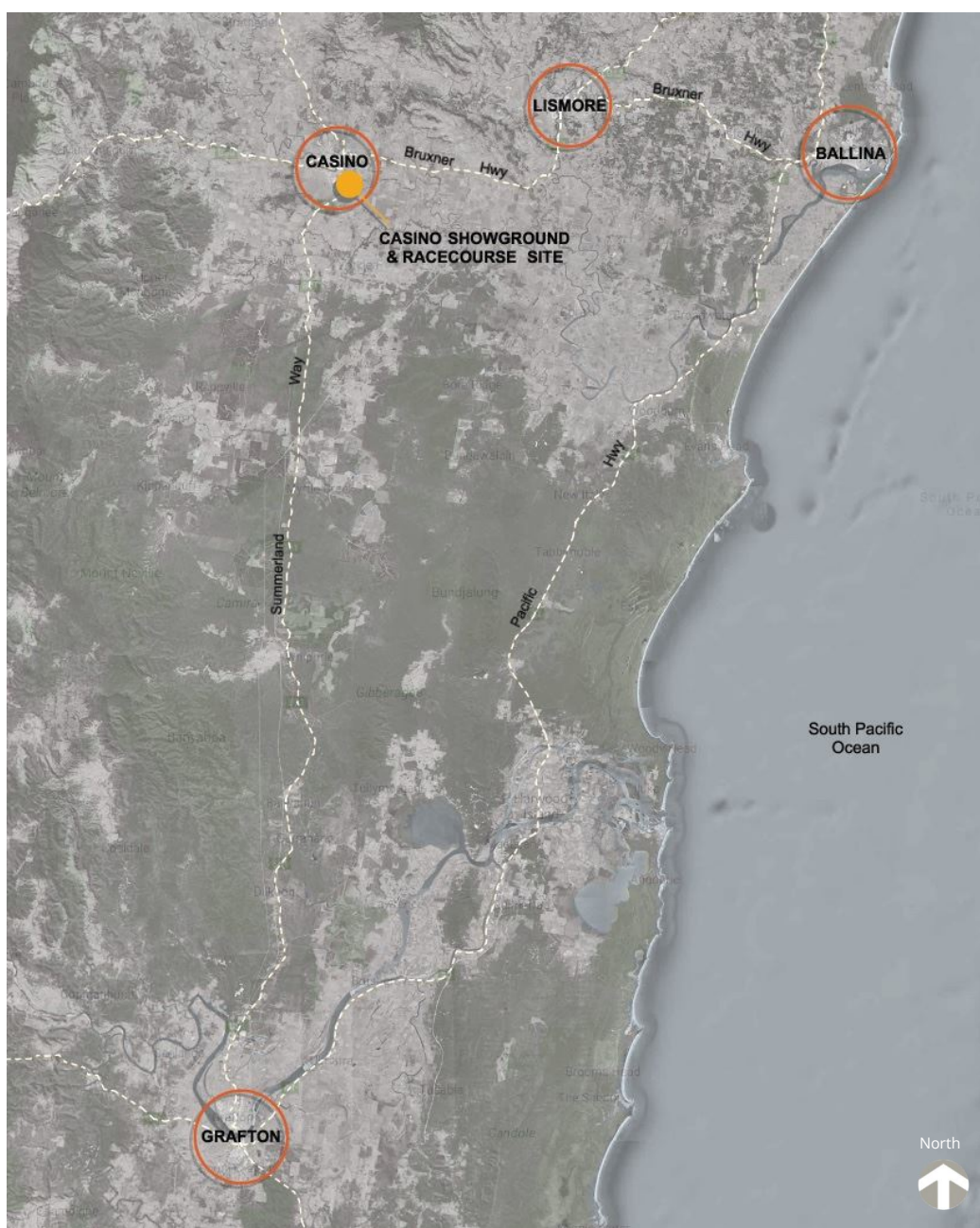
- Section 2 provides an overview of the existing situation and site context;
- Section 3 provides an overview of the project vision and Master Plan principles that have been used to drive the design work; and
- Section 4 provides a discussion of the various elements of the Master Plan and how these can be brought together for implementation.

The final section provides a short review of the Master Plan and concluding statements.

## 2. Existing Situation

### 2.1 Location and Description

The Casino Showground and Racecourse is located in the Northern Rivers region of NSW. The site is located on the southern fringe of the regional centre of Casino which is accessible to surrounding towns of Lismore (32 kilometres) and Ballina (66 kilometres) to the east, and Grafton (100 kilometres) to the south. Each of those localities contain racecourse facilities, and together with the Casino Racecourse, form the four core regional race facilities in the area. The town of Casino in this broader context, is shown in Figure 2.



**Figure 2: Project Site Location - Regional Context**



The project site itself is located on the main road between Casino and Grafton, the Summerland Way. It extends along this frontage for around 1,000m, with rural land generally surrounding the site with the exception of a small area of urban residential land to the immediate north. The project site is shown in Figure 3.



**Figure 3: Project Site Location - Local Context**

## 2.2 Current Management and Users

The Casino Showground and Racecourse is a public reserve (Crown Reserve 97756) comprising two allotments of Crown Land - being Lot 72 DP755627 and Lot 3 DP823672 and measuring almost 62 hectares in size. There are a relatively large number of user groups that are associated with the site. Many of these have existing leases and licences with Council who is the Trust Manager for the reserve. Existing leases and licences are summarised in Table 1.

**Table 1: Existing Lease and Licence Holders** (as at February 2018)

Number	Group and Facility Location
LIC2017/0032	Casino Pony Club - Pony Club Grounds
LIC2017/0033	Richmond Valley Riding Club - Pony Club Grounds
LIC2017/0051	Casino Community Men's Shed Inc. - Men's Shed

Number	Group and Facility Location
LIC2018/0013	Casino Show Society Inc. - utilise much of the north-eastern portion of the site during the annual show period, typically around mid-October each year
LIC2018/0014	Hilton E Murphy - Harness Racing trainer – Centre arena
LIC2018/0016	Casino Racing Club Ltd - Racecourse and Stables
LIC2018/0017	Northern Rivers Cutting Horse Club - Showground arena area
LIC2018/0020	Casino Rhee Taekwondo - Pavilion
LIC2018/0029	Miss Sophie's Dance School - Pavilion
LEA2014/0026	Grazing No 35. Paddock (previously used by Casino Draughthorse Club/Barry Reynolds) - grazing
LEA2016/0007	Grazing No 9 - Reginald John Bowen - Grazing

Other site user groups that are known to use facilities include:

- Casino Poultry Club - utilising the Poultry Shed that adjoins the Pavilion building; and
- Casino Rodeo and Campdraft Association - utilise part of the infield area, including the associated buildings within that precinct.

The current use patterns of the site are shown in the Appendix A, including the annual Show period layout, racing day layout, and the typical use areas for other user groups.

## 2.3 Existing Site Conditions

### 2.3.1 General Features

The physical improvements / buildings within the site are generally aligned to the western portion of the area, being on the Summerland Way frontage. Areas to the east have been, and in some areas continued to be, grazed by beef cattle. These areas are typically lower lying areas subject to occasional inundation. In the south-east, around 17 hectares of native trees and associated vegetation are present, albeit with relatively limited understory as a consequence of historical grazing activities.

A number of facilities have been developed on the site over an extended period, with many of the facilities being older, yet remaining fit for purpose. Key buildings that are located on the site, further details of which are provided in Section 2.3.3, include:

- Racing club tracks and buildings;
- Stabling buildings;
- Pony Club building and yards;
- Show Pavilion and poultry shed;
- Infield facilities, including camp draft buildings, canteen and toilets;
- Men's Shed building; and
- Various other structures and covered yards in varying degrees of repair.

### 2.3.2 Slope, Elevation and Views

The project area gently slopes down from a high point / ridge that extends from the north-west to the south-east. Elevations of up to around 29m AHD are apparent, dropping to lows of around 23m AHD in the north-east, coinciding with the presence of mapped wetlands that exist to the north of the site.

The site is relatively open and low scale in nature, albeit with some two storey buildings associated with the Racing Club, Pavilion and Men's Shed being located along the Summerland Way frontage. Views from the site to external areas are relatively limited due to only small changes in elevation. Tree cover around the southern and eastern boundaries enclose the otherwise open site lines in these directions. Views to residential areas in the north and open fields to the west are also apparent.

The analysis plans in Appendix A provides further information on the contours of the site.



Internal site view towards Pavilion building



View across southern portion of race track

**Figure 4: Views within Site**

### 2.3.3 Existing Buildings and Other Features

As identified earlier, the site has a number of existing buildings, structures and other improvements that are primarily associated with the core equestrian, horse racing and community uses present on the site. Key assets used by the various groups are summarised as follows:

- Casino Racing Club - Utilise training facilities including stabling and sand track on a daily basis. The turf track is utilised more infrequently for training, as well as for race days. Race Club buildings / areas utilised for race meetings and other functions and include meeting rooms, grandstand, betting ring, bar, jockey's and steward's rooms, entry area (including toilets) and separate amenities block;
- Casino Pony Club - Generally utilise the north-eastern portion of the site including club building, storage shed, day yards and basic outdoor dressage arena area;
- Richmond Valley Riding Club - Also generally utilise the north-eastern portion of the site, similar to the Pony Club;
- Casino Community Men's Shed - Utilise the recently completed Men's Shed building and associated spaces located to the immediate north of the main entry;



- Casino Poultry Club - Utilise the Poultry Shed;
- Casino Rodeo and Campdraft Association - Utilise the arena within the racecourse, including the associated buildings within that precinct;
- Northern Rivers Horse Cutting Club - Utilise the cutting yards at the northern end of the racecourse in-field; and
- Casino Show Society - Utilise much of the north-eastern portion of the site during the annual show period, typically around mid-October each year.

Photos are provided of many of the site built assets in Figure 5. A site plan indicating their respective location is also provided in Appendix A, whilst Appendix B provides a more comprehensive list of the existing assets.



Pavilion with RV dump point and toilets at front



Men's Shed (background) and Pony Club area (left)



Race Club grandstand / bar under



View from inside Race Club entry area



Show cattle undercover yard



Race day stalls facing to Race Club building

**Figure 5: Existing buildings within the Showground & Racecourse Site**



### 2.3.4 Existing Services, Access and Circulation

The site is serviced with electricity, water and sewer. There is understood to be capacity concerns with the electrical circuits, necessitating a new transformer to be installed prior to any further development at the site.

Whilst a number of vehicle access points existing along Summerland Way, the prevailing speed of the road (100km/hr) means that access and egress is generally restricted to the single main entry. Council, in conjunction of the NSW Government (Roads and Maritime Services (RMS)), manually adjust speed signs to lower speeds along the frontage between the adjoining 60km/hr zone to the north and the site entrance when events are occurring.

It is desired by many site users and Council for the speed limit on the adjoining road to be permanently reduced between the existing 60km/hr point in the north to beyond the intersection with Ellangowan Road at the southern boundary of the site. This would change the adjoining speed limit for a total of around 1.3km.

However, within this area is a "Safe-T-Cam" monitoring gantry which is understood to require relocation and recalibration should the speeds limits in this area change. According to RMS, the Safe-T-Cam system is *"an automated monitoring system that uses digital camera technology to read heavy vehicles' number plates to enable Roads and Maritime Services to monitor heavy vehicle movements"*.

Within the site, and particularly during events there are a number of circulation requirements. At times these can result in conflicts between pedestrians and public vehicles, competitor floats and larger trucks that transport competition horses.

Formalised pedestrian / cycle access to and within the site is limited. A pedestrian pathway is provided from the Casino town centre to Ecles Street in the southern part of Casino. However, the remaining 750m between Ecles Street and the site entry has no such infrastructure. Again, the threshold between the urban 60km/hr zone and the 100km/hr zone also impacts on this area from a safety perspective.

Circulation and access arrangements are highlighted in the site analysis plans at Appendix A.

## 2.4 Stakeholder Engagement

Council has undertaken a number of consultation activities associated with the site over the last 3-4 years. These consultations have been necessitated by the expansion in use of the site by the Casino Men's Shed, deteriorating assets and desire to increase the use of the facilities.

Key issues of note from previous consultations have included:

- Need for replacement / upgrade of electrical supply for the site in general;
- Consideration of new undercover arena area to enable attraction of larger events;
- Consideration of a new cross country equestrian course;
- Need for replacement / upgrade of Pony Club round yard and dressage arena to address failed timber fencing, improve floor base material (all weather / sand) and to increase arena size;
- Need for additional storage within the Pony Club area;

- Need for replacement / upgrade of infield canteen / bar (noting that funding for this element has recently been received by Council and this project is expected to be completed in 2018);
- Provision of new and improved camping sites, including power heads and water;
- Need to address jockey / stewards' rooms and toilet facilities at Race Club;
- Need for a new racing competitor parking area and access at southern end of site to address conflict between competitor and public access;
- Need for sand track and some turf track improvements to improve / address need for all weather training / emergency meeting availability; and
- Consideration of new stabling facilities to enable attraction of new on-site trainers.

The current Master Plan builds on these previous consultation efforts, with a renewed focus on a more co-ordinated approach to the opportunity of making the site a more substantial home of equestrian and racing activities within the region.

*A draft version of the Master Plan is to be exhibited and following this exhibition, further details will be provided in regard to any submissions made and any subsequent changes to the proposed Master Plan.*

## 2.5 Potential Future Site Users

As identified through stakeholder engagement and ongoing discussion with various peak body organisations, there are a number of opportunities to expand the number of existing site users, as well as introducing new users to the project area. Potential future use and users generally fit into four main areas:

- Those that currently use the facilities at the local level, whose membership and use of the site would be expected to increase over time with improved infrastructure and greater exposure of the respective sports as a consequence of larger and more frequent events;
- New use within the context of existing activities - particularly in regard to increased race horse training facilities including new stables and improved track conditions;
- New sporting uses associated with external users groups, typically associated with occasional events such as regional, state or national level championships (including for example cross-country equestrian and Tetrathlon events); and
- New non-sporting event opportunities, including a potentially diverse series of activities such as music concerts, cattle sales and various other larger scale undercover events that could be catered for in a new undercover arena.

The intent of the project would therefore be based on seeking to ensure a broad-based approach to any substantial new facilities. This would include ensuring ongoing daily use of the site and facilities through activities such as horse training activities, through to encouraging diverse and regular use of other facilities that have a positive cultural and economic impact for the region.

## 2.6 Other Strategic Directions

In addition to the localised directions established through consultation, there are also a number of broader strategic directions that have been established by Council and others which are also important to the Master Plan. These primarily include:

- Richmond Valley Community Strategic Plan: which is Council's key guiding document over the next 10+ years and which highlights improvements to the Showground and Racecourse site as a key project for the area. The Plan also targets increased community satisfaction with events and with the availability of recreation and sporting facilities;
- A Guide to Economic Development in the Richmond Valley: Council's new economic development strategy document which highlights key existing and future industry opportunities for the area, including tourism and links through to the significant agricultural production businesses that are located in the LGA. The document also seeks to establish and reinforce the "Richmond Valley Made" brand; and
- Richmond Valley Tourism Development Plan: Council's new tourism strategy document which highlights the need for tourism and event activities to be created and enlarged - particularly within the Casino area. The Plan highlights the easy accessibility of the area, and the positive links between tourism and the strong agricultural sector, but that there is a lack of existing infrastructure and drive for new sporting tourism and related events. These are key drivers for aspects of the project.

These strategic directions have informed the development of the Master Plan, seeking to integrate the broader range of opportunities to specific needs of the project area.

## 3. Master Plan Vision & Principles

Within the context of the existing situation as outlined in the previous Chapter, the following project vision and principles have been developed to inform the design process and to ensure that the project continues to address core community needs as it progresses through detailed design and implementation.

### 3.1 Project Vision

*To establish a diverse and high-use set of integrated opportunities that acknowledge and grow the existing uses of the Showground and Racecourse, whilst improving infrastructure and operations to enable more frequent, larger and new events and daily uses to occur, all within the context of the existing natural and built environments.*

### 3.2 Master Plan Principles

The following principles have been developed to guide the development of the Master Plan and its subsequent implementation:

- To elevate the level of the facility to being regionally significant in terms of its infrastructure provision, activities undertaken and attraction of future events;
- To increase the attractiveness and useability of the site through higher quality facilities, presence of simple attributes such as shade trees, amenities and access arrangements, and rationalised site precincts that establish clear and safe operational practices for the various events that are held at the site;
- To enhance the identity of the site through the use of a more consistent set of building materials, vegetation and colours - and in doing so, to create a more recognisable “brand” for the facility consistent with the broader “Richmond Valley Made” branding being promoted by Council;
- To ensure that existing user needs are carefully considered alongside opportunities to establish clear pathways for development of new facilities;
- To recognise key constraints and opportunities to the development and use of the site, such as low-lying areas and locations of potential environmental sensitivity; and
- To ensure that new facilities are designed, wherever possible, with a view to ensuring their ability to return an income to the site and the regional economy more broadly.

This overarching vision and the Master Plan principles seek to respond to the community and strategic drivers identified through the previous chapter, by providing a bridge between the desires of those involved and the design process.

## 4. Master Plan Elements

This section provides an overview of the proposed Master Plan (see plans at Appendix C). The first part of this section identifies the various elements of the design, with the second part identifying implementation requirements, including staging, costs and processes. It is noted that the images provided within this section are character images only and not necessarily the “finished product” being suggested for this project.

### 4.1 Master Plan Elements

There are five key parts of the masterplan as follows:

- Equestrian areas and facilities;
- Racecourse areas and facilities;
- Stables and race horse training facilities;
- Infield facilities; and
- Streetscape presentation and entry area.

Each of these parts of the plan are further discussed in the following sub-sections.

#### 4.1.1 Equestrian Areas and Facilities

The existing equestrian areas and associated facilities are primarily consolidated within the north-western portion of the site. The proposed undercover equestrian arena in this locality will have a significant footprint and change the function of this space into the future. Key areas within this precinct will include:

- Undercover arena area including:
  - 90 x 50m sand-based arena floor
  - Surrounding areas suitable for portable grandstand seating
  - Associated lighting, sprinkler systems and other needs
- Adjoining turf event spaces which could be used in conjunction with the arena (e.g. camp draft / cutting competitions that are partially indoor and outdoor), or as additional warm-up, display or corporate areas for major events;
- Adjoining amenities / changes facilities / canteen building (also to be utilised by the Pony and Riding Clubs as local club facilities);
- Improved outdoor arena / warm-up areas including:
  - One 60 x 30m grassed area (two dressage or one show jumping space)
  - Small embankment areas for elevated seating
  - New sand-based warm-up / dressage area
  - New fencing and shade trees
- Riding trails connecting to facilities and the proposed cross-country course;
- Ancillary areas including day yards (up to 40 initially), round yard and wash bay; and
- Parking areas for both spectators / visitors (~100), as well as competitor parking allowing for a range of floats / trucks within the precinct.

The proposed undercover arena will be highly visible from Summerland Way, providing an opportunity for signage and branding to be incorporated into the design. The arena would be of an international size for dressage and range of other event types, with the adjoining outdoor areas providing flexible spaces to be used for multiple dressage or show jump events, break-out space for camp draft / horse cutting, or as warm-up areas for major events being held in the undercover area. These adjoining areas would also be suited to corporate spaces for major sporting events / functions and the like.

To the north of the arena would be competitor parking and cattle yards / holding pens, possibly permanent or simply more open spaces in which to erect temporary day stalls or other event facilities. This provides some additional buffer between the facility and residential housing further to the north. To the south of the arena would be a dedicated parking area, again being separated from the arena by a flexible grass open space area. Overflow parking would also be provided in the multi-purposes areas in the vicinity of the Pavilion and Racing Club areas.

The existing Pony / Riding Club facilities would be removed and these clubs would be accommodated in the new facilities that are appropriately integrated with the new arena. Day stalls and a smaller sand arena (30 x 35m) would be constructed to the immediate west of the redeveloped training facilities (see 4.1.3 for further information on those). This would improve the regular use of the area, as well as providing warm-up facilities for larger events being undertaken in the undercover arena.

The adjoining Men's Shed would be retained, which is already largely self-contained with its own entry and parking areas. Change in this area will include more formalised access arrangements via a new / extended entrance road with additional parking rather than the existing "U-turn" access manoeuvre that is taken upon immediately entering the site at the front gate.



Undercover Arena with concrete apron and adjoining open grass area for flexible use options

**Figure 6: Typical undercover arena facility example**

#### **4.1.2 Racecourse Areas and Facilities**

Much of the existing racecourse area footprint would be retained, with improvements being focused on useability and ensuring all-weather use of the sand and turf race courses.

The turf racing track would be reviewed and drainage upgraded, particularly around the southern turn where poor drainage and inappropriate camber of the track result in some wet weather concerns. In-turn this limits the opportunities for the track to host events that are washed out from Lismore, Ballina or Grafton (i.e. assisting with provision of emergency race meetings rather than meetings being abandoned in the region).

The sand track would be upgraded to an appropriate standard with a view to being the primary training track facility in the region. This would be supplemented with the turf track throughout much of the year, albeit being more limited in the lead-up to the holding of race events at the site.

Proposed changes would also be made in and around the existing Racecourse buildings. These would include:

- New jockey and steward's rooms, catering for both male and female participants;
- New / improved public toilets;
- Improvements to the betting ring; and
- Associated improvements of bar and spectator areas.

At the southern end of this precinct, the existing entry would be upgraded to facilitate access by competitors, including larger horse floats and trucks. Parking areas and holding pens would be provided in an area that is primarily unused at the current time, albeit with some existing mature trees that may need to be planned around or removed. This would enable a "competitor entry" to be established and thus avoid potential conflicts between the movement of visiting patrons to events and those competing. Horses could be unloaded from this new parking area and then walked to the existing day stalls adjoining the main racecourse building.

In turn, this change would enable the potential for a spectator drop-off system at or near the front entry. Vehicles could access the site at the existing main entry, before utilising a one-way loop to the front entry for drop-off and exit at the existing access gate to the immediate west. Visitor parking would remain around the Pavilion, with overflow to the equestrian area when required.

#### **4.1.3 Stables and Race Horse Training Facilities**

Within the area currently occupied by older stables that are in relatively poor condition, a series of new stables would be established, designed to be constructed in a staged manner to best suit demand.

Each stable would be approximately 4 x 4m in size, with the stable building comprising sets of 20 stables each. The stables would lead to a central area where associated facilities would be provided (wash bays, round yard etc.). The entire stable enclosure would be separate from other "public use" areas, with the opportunity to isolate that component of the site via fencing and landscape treatments. Landscape screening around these and the adjoining day stalls to



the immediate west would also improve the overall presentation of the site entry area where wayfinding and information signage can be used to easily distribute vehicles throughout the site.

The stable area would also include a number of agistment yards which could be delivered in a range of sizes or flexible arrangements. These would be located to the north or south of the main sets of stable buildings, along with other day stalls and outdoor yards running along the northern edge of the area. These would be on the lower parts of the site, meaning that they may be subject to occasional wet conditions, but would rarely be “flood” affected.

Adjoining the southern side of the stables would be a dedicated parking area for temporary parking of vehicles including floats and trucks as required. This provides space outside the training or Pony Club area facilities, but which is easily accessible for the transportation of horses as required. The existing turf and sand track crossing area to the south would be retained and connected into this arrangement.

Space would also exist within the stabling complex for a future caretaker’s residence / administration space and other facilities as required over time.



Internal stable layouts to be confirmed in detailed design

**Figure 7: Typical internal stable facilities**



Layout and materials of possible covered day stalls to be confirmed in detailed design

**Figure 8: Typical covered day stall arrangement**



#### **4.1.4 Infield Facilities**

The infield area, which is currently used by a range of stakeholders including the Show Society, Rodeo and Campdraft and Horse Cutting, would be largely retained under the proposed Master Plan. Recent improvements have been made to the area with the construction of a new amenities and club room space, whilst funding has been secured for the construction of a new canteen / bar facility in this area to replace the existing sub-standard facility.

Other changes in the in-field area will include the provision of facilities for on-site camping, including provision of water and electrical power heads. These would be used during events and create an income for future facility maintenance and asset replacement. Whilst not within the infield area, it is also worth noting that with an existing RV dump point at the site, there is also potential to create a low cost short-stay RV camping area adjoining the Pavilion building. This would again present a revenue stream for Council to assist in the upkeep of facilities.

Over the longer-term, there is also scope for additional equestrian facilities within the infield area. For example, facilities could be developed in the south-eastern portion in association with the proposed cross-country course, whilst additional multi-purpose fields / arenas could also be developed near the south of the rodeo and camp draft arena. Facilities such as additional camping areas and amenities buildings could be considered on an as need basis if these facilities become more regularly used.

#### **4.1.5 Streetscape Presentation and Entry Area**

The Summerland Way frontage to the site provides an opportunity to both improve the visual appearance of the facility, whilst promoting its presence. The frontage currently comprises chain link / barbed wire security fencing, or the blank rear wall of the racing day stalls. In particular, the day stalls provide a “blank canvas” to the road frontage upon which a mural could be installed or painted.

With the implementation of new infrastructure, there is also the opportunity to establish new branding for the facility, which could in turn be utilised by Council to promote its presence and to attract new events and activities. The covered arena provides a particular opportunity in this respect, being a substantial building, which fronts Summerland Way as well as being easily seen by passing train passengers.

The design of the main entry area is also modified under the proposed arrangements. The road alignment would only be adjusted in a minor way, but now leading to a T intersection at which direction signage and information could be displayed for each of the user groups - highlighting upcoming events and activities that may be occurring. This intersection could also be used during major events to distribute traffic between various parts of the site as part of event traffic plans.

Through signage, landscaping (e.g. street trees) and new / upgraded buildings, the streetscape presentation and significance of the entry to the facility could be a powerful element of its reinvention.

## **4.2 Master Plan Implementation**

Implementation of the Master Plan would preferably be undertaken as a single project - bringing with it economic of scale in construction and the ability for each component of the works to immediately complement others. However, this implementation strategy will also be highly dependent on project funding becoming available in the short term. The Project is otherwise expected to be undertaken through a staged process over a 3-5 year timeframe. This section provides an indication of the possible staging of the project should the project not be delivered as a single project.

### **4.2.1 Potential Staging Scenario**

Should comprehensive funding not be available to undertake implementation of the whole project in the short-term, the would be expected to be divided into stages or components of work as follows:

- Stage 1: Undercover arena, training / stabling facilities and racecourse improvements;
- Stage 2: Racecourse building and surrounding area improvements; and
- Stage 3: Other minor improvements and longer-term facility provision.

Whilst these stages are numbered, elements of each stage may be progressed in advance of others as and when specific funding opportunities arise. The most immediate stage would include involve those elements with the most transformational impact - that is those that elevate the project from a local level facility to a regional offering. With these elements in place, more modest improvement over time could then be explored through various funding options.

### **4.2.2 Estimated Project Costs**

Details of project costs have been developed and broken down in the following table according to the major elements of the design (all figures rounded). A further detailed opinion of probable costs has been developed for the project and is shown in Appendix D. A level of contingency commensurate with the current level of planning has been provided - being 10%.

**Table 2: Master Plan Cost Summary (2018)**

<b>Project Component / Element</b>	<b>Costs</b>
SERVICES UPGRADES	\$340,000
DEMOLITION	\$115,500
CAR PARKING & ROAD ACCESS	\$905,000
UNDERCOVER ARENA	\$1,601,400
ARENA SURROUNDS OPEN AIR EVENT SPACES	\$114,000
ARENA KIOSK / TOILET / PONY CLUBHOUSE	\$302,500
DEPOT MAINTENANCE AREA	\$22,500
PONY CLUB OUTDOOR ARENA AND SAND WARM UP AREA	\$120,000
COVERED DAY STALLS	\$150,000
TRAINING STABLES & AGISTMENT AREAS	\$750,000
CUTTING YARD & RODEO ARENA UPGRADE	\$110,000
RACE CLUB AREA	\$600,000
RACE AND TRAINING TRACKS	\$1,230,000
CROSS COUNTRY CIRCUIT	\$50,000
UPGRADED CATTLE PAVILLION	\$25,000
NEW ENTRY GATES AND THRESHOLDS	\$50,000
SOUTHERN TRUCK & FLOAT ACCESS & PARKING AREA	\$165,000
WAYFINDING, SIGNAGE & MURALS	\$75,000
LANDSCAPING	\$150,000
<i>Sub-total</i>	<i>\$6,875,900</i>
CONSTRUCTION PRELIMIARIES	\$40,000
DESIGN AND PROJECT MANAGEMENT FEES	\$510,000
CONTINGENCIES (10%)	\$742,590
<b>TOTAL</b>	<b>\$8,168,490</b>

In terms of project staging as outlined above, these costs could be approximately apportioned as follows:

- Stage 1: \$6.4 million
- Stage 2: \$1.1 million
- Stage 3: \$0.6 million

It is noted that a number of longer-term facilities have not been included in the above cost summary. These facilities include provision of:

- Care-taker and administration accommodation / business facilities (at the horse training area and/or near the site entry);

- Amenities and related facilities at the cross-country / additional equestrian facilities located at the southern end of the in-field area; and
- Refurbishment or improvement to the bar and betting ring area within the Racing Club facility.

Other future un-costed upgrades may also include further improvement of access roads to better link the three central/northern access points along Summerland Way. This could include discussion with RMS regarding the relocation of the “Safe-T-Cam” monitoring gantry to provide improved access safety along this area.

The need for these and other facilities can be determined over time and as, for example, the site becomes more frequently used for larger events.

### 4.2.3 Next Steps

The following broad phases of implementation would be recommended:

- Phase 1: Obtain necessary approvals, including planning consent and/or undertaking planning assessments, potentially involving:
  - Approvals for major works including stables and indoor arena, including required studies - for example a noise and traffic assessments; and
  - Assessments (via Review of Environmental Factors) for minor works, for example those that can be undertaken by Council as Reserve Trust Manager under the Infrastructure SEPP.

In the first instance, a “Master Plan” development consent may be progressed to give assurances to possible funding bodies that the project layout is possible and agreed. It is noted that the site is within the RE1 Public Recreation zone, with the proposed uses being consistent with the zone objectives and activities to be undertaken being permissible within the land use table. From this perspective, it would be expected that the planning process would relate to detailed operational aspects of the proposal rather than land use permissibility.

- Phase 2: Undertake any necessary detailed studies that have not otherwise been completed in the first phase to enable detailed design to commence (e.g. geotechnical studies and site / ground survey).
- Phase 3: Undertake detailed design / engineering and develop construction level plans ready for implementation.
- Phase 4: Construct stages or individual elements of the project as funding becomes available.

It is noted and accepted that the above implementation strategy may need to be progressed in a more ad-hoc way to meet the needs of funding opportunities as they arise.

## 5. Conclusion

This unique opportunity provides a multi-faceted approach to the future development and use of the Casino Showground and Racecourse site. The facilities have the potential to be of regional significance to both the racing industry and equestrian sports within the Richmond Valley and broader Northern Rivers region.

The Master Plan delivers the opportunity to not only improve and increase the ongoing use of the precinct, but to place it in the context of regional sporting and recreational needs, addressing the desires identified by both local and broader stakeholders. It builds on the core features and opportunities of the existing site - primarily based around equine activity, both in professional thoroughbred racing and recreational sporting terms.

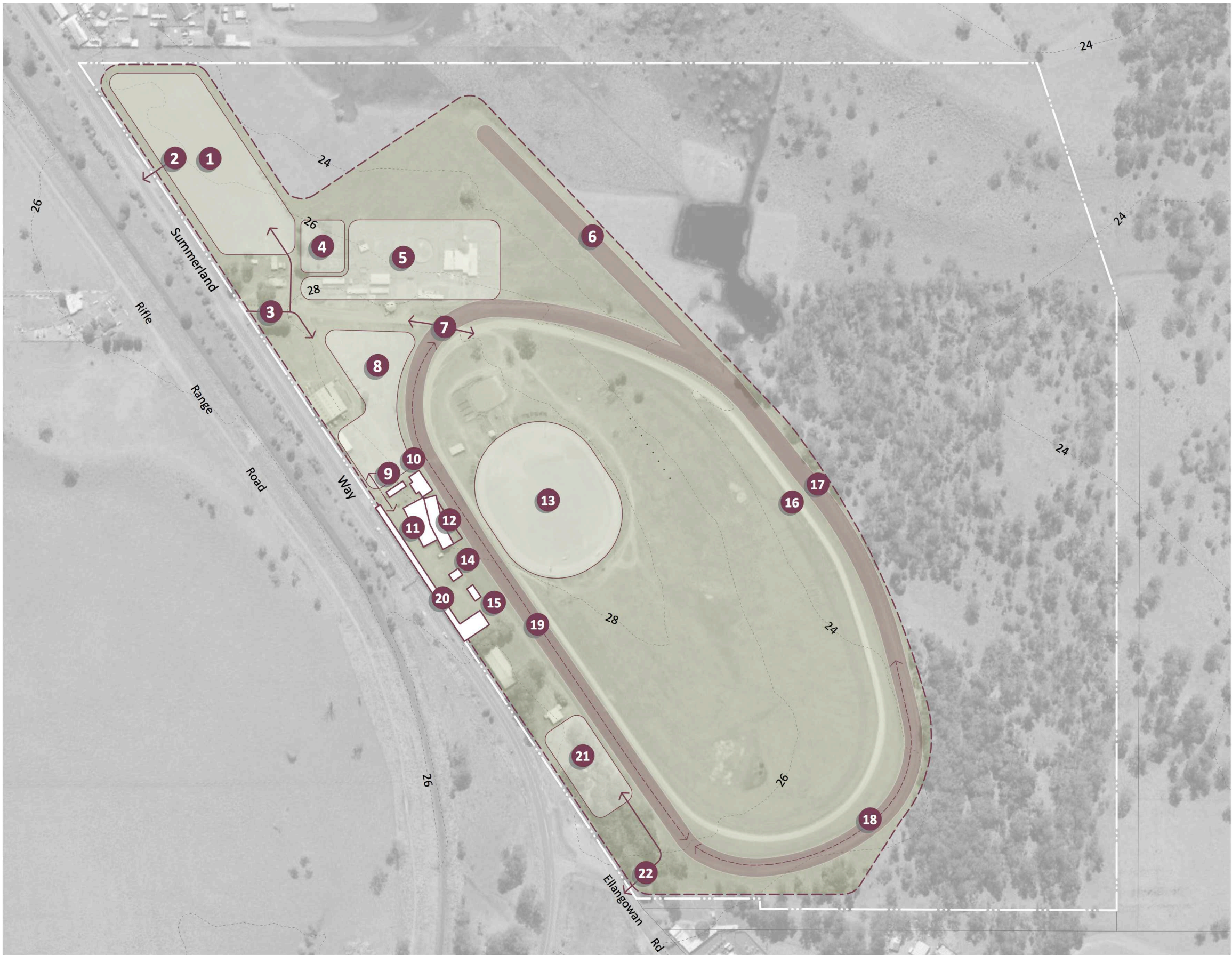
In doing so, many functional improvements and expansion of existing opportunities is achieved. The project consolidates use of the site, creating daily activity in the form of training, whilst enabling the use of the site for larger, more diverse and more frequent events. This creates two distinct opportunities:

- Increased horse racing activity that attracts new trainers to the area along with the employment that comes with that aspect of the industry; and
- Increased events, with regional and wider visitation driving sporting and recreational tourism outcomes.

These opportunities increase both local sporting participation and opportunities, as well as encouraging visitation to the area from around the region and beyond.

## Appendix A – Analysis and Existing Use Plans





NOTES

Existing Items

- 1 Public Parking
- 2 Car Park Exit
- 3 Main Public Entrance
- 4 Pony Club Day Stables
- 5 Long Term Stables
- 6 Starting Gate and Straight
- 7 Sand Crossing
- 8 Public Zone & Parking
- 9 Public Toilets
- 10 Racing Admin Building
- 11 Betting Ring
- 12 Racing Grandstand (including Clubhouse, Viewing Tower, Public Bar, Steward Room, and Jockey Rooms)
- 13 Trotting Training (Rodeo & Camp Draft Arena)
- 14 Public Toilets
- 15 Canteen (Show Society)
- 16 Trotting / Sand Track
- 17 Back Straight
- 18 Southern End (prone to flooding)
- 19 Finishing Straight (priority for future upgrading)
- 20 Day Stalls
- 21 Float Parking (future)
- 22 Float Entry / Exit (future)

Plan  
1:4000 @ A3

CASINO SHOWGROUND & RACECOURSE PRECINCT MASTER PLAN

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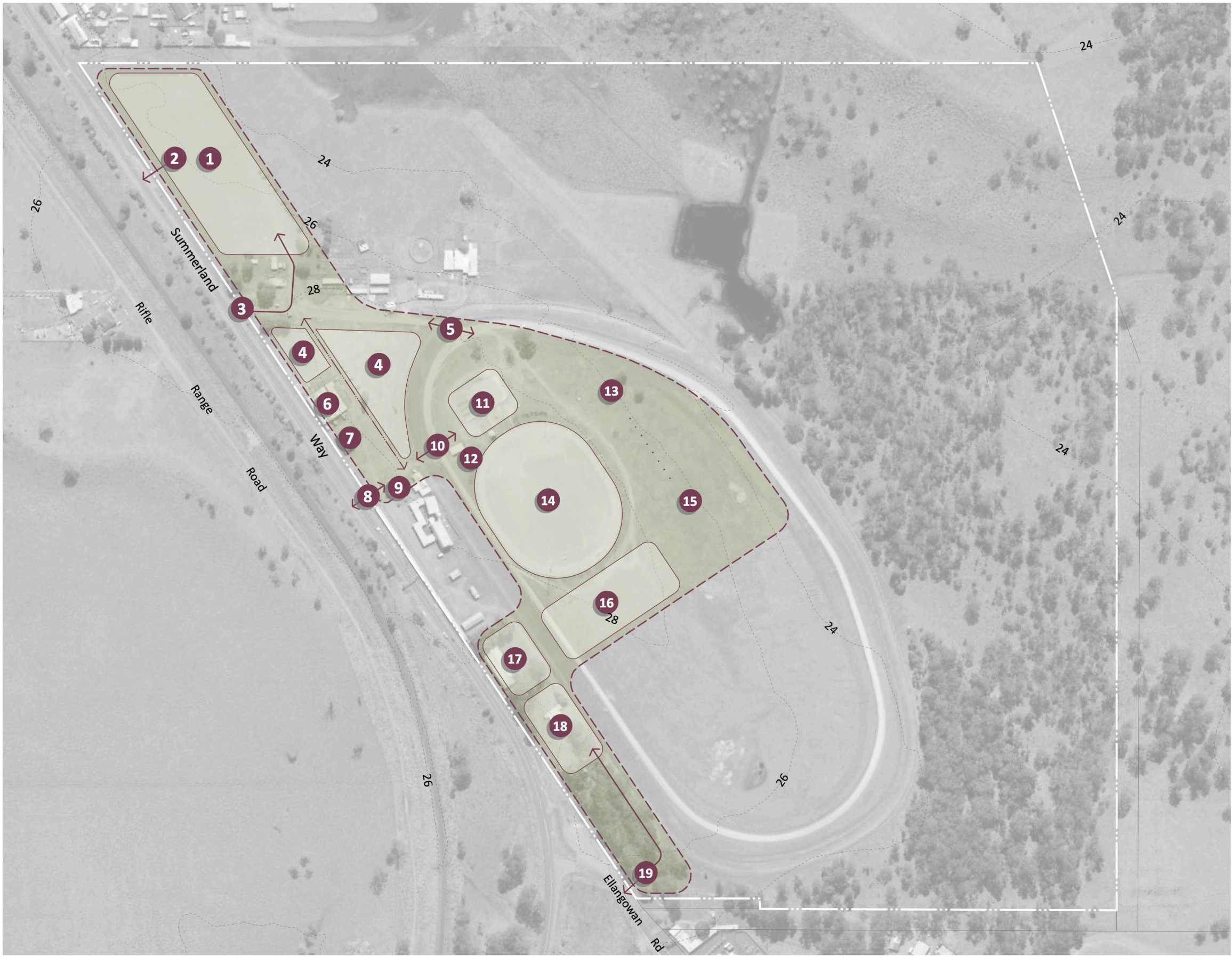


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NOTES

Existing Items

- 1 Public Car Park
- 2 Public Car Exit
- 3 Public Car Entry
- 4 Carnival Rides & Sideshow Alley
- 5 Sand Vehicle Crossing
- 6 Show Display Pavillion
- 7 Poultry Pavillion
- 8 Delivery Vehicle Access
- 9 Public Toilets
- 10 Pedestrian Bridge
- 11 Cattle Yards
- 12 Food Stall
- 13 Toilets
- 14 Event Arena
- 15 Additional Parking & Yards
- 16 Working Dog Event Area
- 17 Cattle Display Area
- 18 Cattle Truck Parking
- 19 Cattle Turck Entry/Exit

Plan  
1:4000 @ A3

CASINO SHOWGROUND & RACECOURSE PRECINCT MASTER PLAN

Document Set ID: 1301314  
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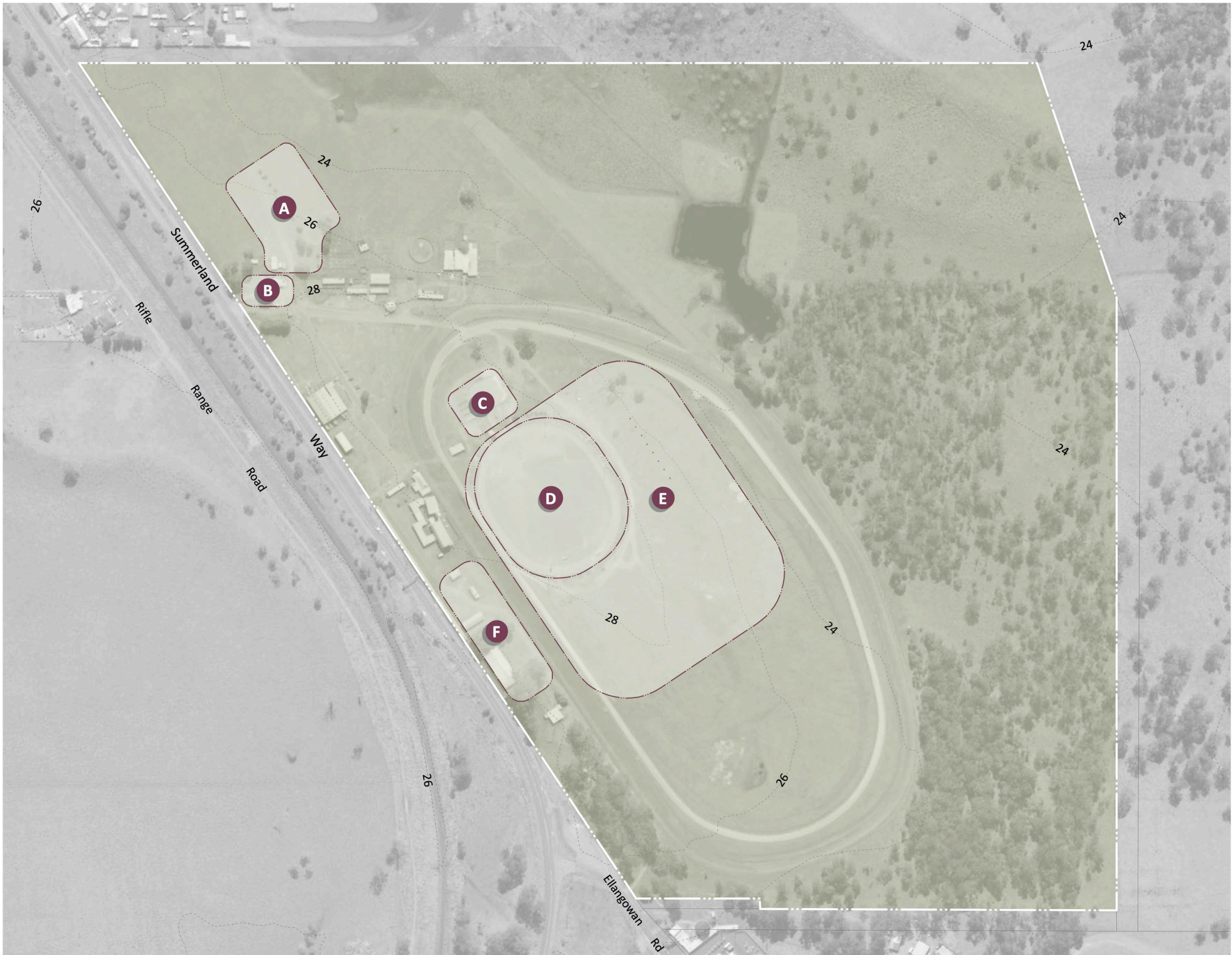


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**NOTES**

**Existing Items**

- A** PONY & RIDING CLUB  
Riding area, Clubhouse, Day Stalls and parking.  
Used twice per month.
- B** MEN'S SHED
- C** CUTTING CLUB  
Cutting yards used twice per month.
- D** RODEO  
Arena used twice a year (Beef Week + Show).
- E** CAMP DRAFT  
Arena, toilets, and camping area used 2-3 times per year.
- F** BOS INDICUS  
Children's agricultural education use twice per year.

**Plan**  
1:4000 @ A3

# **CASINO SHOWGROUND & RACECOURSE PRECINCT MASTER PLAN**

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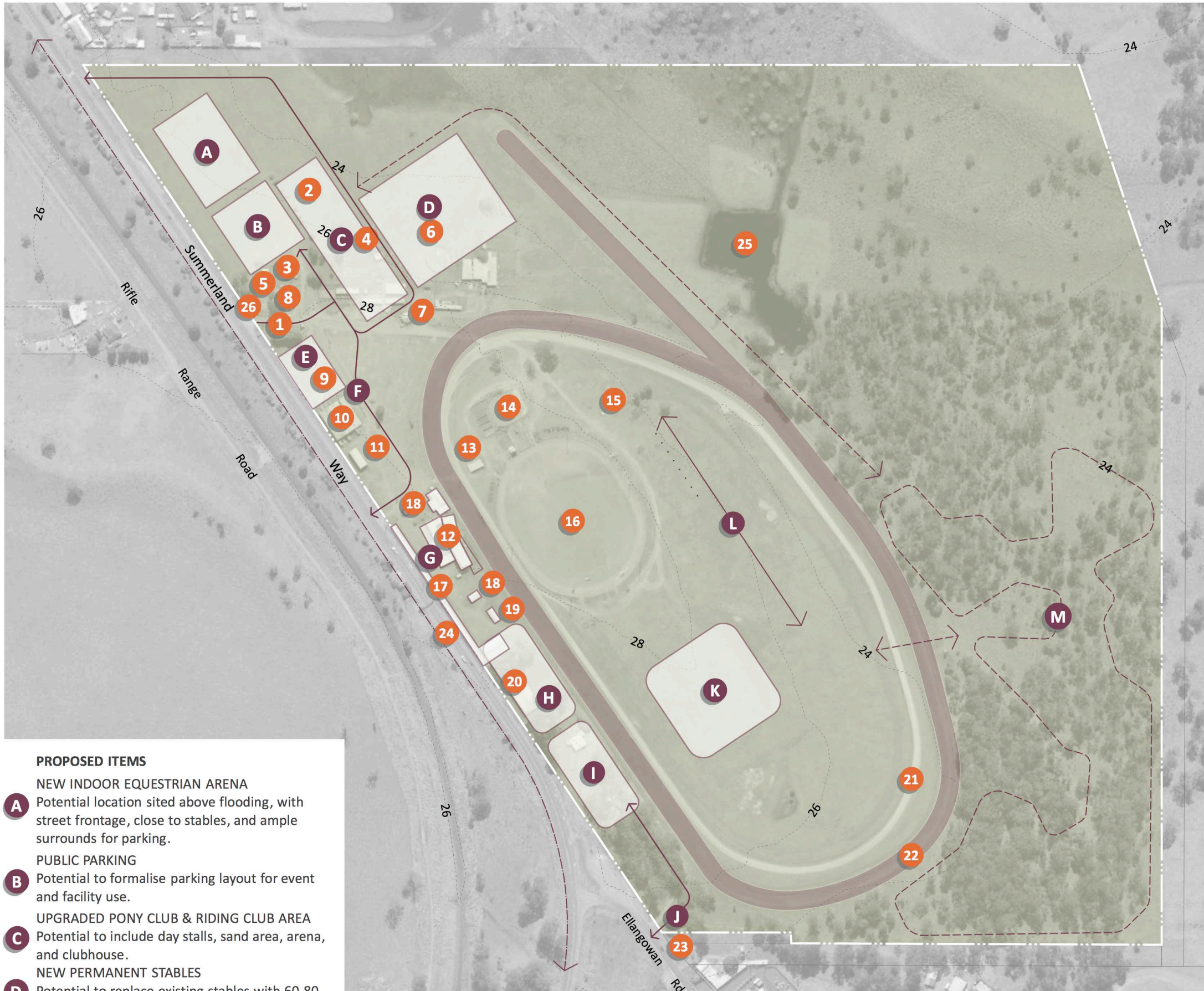
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**Existing Use - Others**





EXISTING ITEMS

- 1

MAIN GATED ENTRY  
Good condition. Potential for future event signage.
- 2

PONY CLUB ARENA  
Requires upgrade or future relocation as part of overall site rationalisation.
- 3

PONY CLUB BUILDING  
General maintenance required. Potential to for future relocation as part of overall site rationalisation.
- 4

PONY CLUB DAY STALLS  
Upgrade timber sections. Potential for future relocation.
- 5

MEN'S SHED  
Good condition, well used, and managed.
- 6

ROUND YARD  
Poor condition. Potential to replace as part of stable upgrade.
- 7

PERMANENT STABLES  
Poor condition. Potential to replace with new high quality stables and best practice training facilities.
- 8

TRACTOR SHED  
Future maintenance required.
- 9

RV DUMP POINT  
Potential to upgrade as RV short stay area.
- 10

SHOW PAVILION  
Future maintenance required.
- 11

POULTRY SHED  
Future maintenance required.
- 12

RACE CLUB PRECINCT  
Various public and private areas requiring future upgrade and/or replacement. Areas include: Club members room / function; Public grandstand area; Jockey and stewards rooms; Betting ring; Bar; Administration building; Toilet Block; & Entry. Refer Detailed Plan.
- 13

CANTEEN  
Poor condition and location. To be removed and replaced with recently confirmed funding.
- 14

CUTTING YARDS  
Retain for continued event and training use.
- 15

CAMP DRAFT CLUB ROOMS  
Retain for continued event and training use.
- 16

ARENA  
Retain for show activities, rodeos and camp draft. Potential to replace permanent grandstands with portable grandstand seating.
- 17

MEETING DAY STALLS  
Requires improvements. Potential to improve presentation to Summerland Way with mural on western facade.
- 18

TOILET BUILDINGS  
Poor condition and inadequate size. Investigate upgrade or replacement.
- 19

CANTEEN BUILDING  
Poor condition. Investigate replacement or upgrade.
- 20

UNDERCOVER YARD  
Maintain & add new holding pens.
- 21

SAND TRACK  
Maintain and improve for ongoing training.
- 22

RACE TRACK  
Upgrade to best practice conditions with priorities at southern end (flooding) and finishing straight.
- 23

SOUTH ENTRANCE  
Potential to improve as formal entry for trucks and floats.
- 24

SUMMERLAND WAY  
Investigate reducing 100km/hr speed limit for safer entry/exit and traffic management at large events. Includes possible relocation of existing average speed cameras.
- 25

DAM (12 mega litres)  
Retain and use for irrigation.
- 26

ELECTRICAL TRANSFORMER  
Requires upgrade as at capacity with recent Men's Shed use.

- PROPOSED ITEMS**
- A

NEW INDOOR EQUESTRIAN ARENA  
Potential location sited above flooding, with street frontage, close to stables, and ample surrounds for parking.
- B

PUBLIC PARKING  
Potential to formalise parking layout for event and facility use.
- C

UPGRADED PONY CLUB & RIDING CLUB AREA  
Potential to include day stalls, sand area, arena, and clubhouse.
- D

NEW PERMANENT STABLES  
Potential to replace existing stables with 60-80 best practice training stables and facilities.
- E

RV SHORT STAY  
Investigate RV overnight stay area associated with existing RV dump Point.
- F

ONE WAY VEHICLE LOOP  
Public & service vehicle drop off loop for events.

- G

RACE CLUB PRECINCT UPGRADE  
Potential for new and improved facilities. These include toilet blocks, jockey and stewards rooms, betting ring, meeting day stalls, and bar.
- H

YARDS & STALLS  
Upgraded facilities with direct access from truck and float parking area.
- I

TRUCK AND FLOAT PARKING  
Potential for independent parking for cattle truck and horse floats with direct access to stalls and race track.
- J

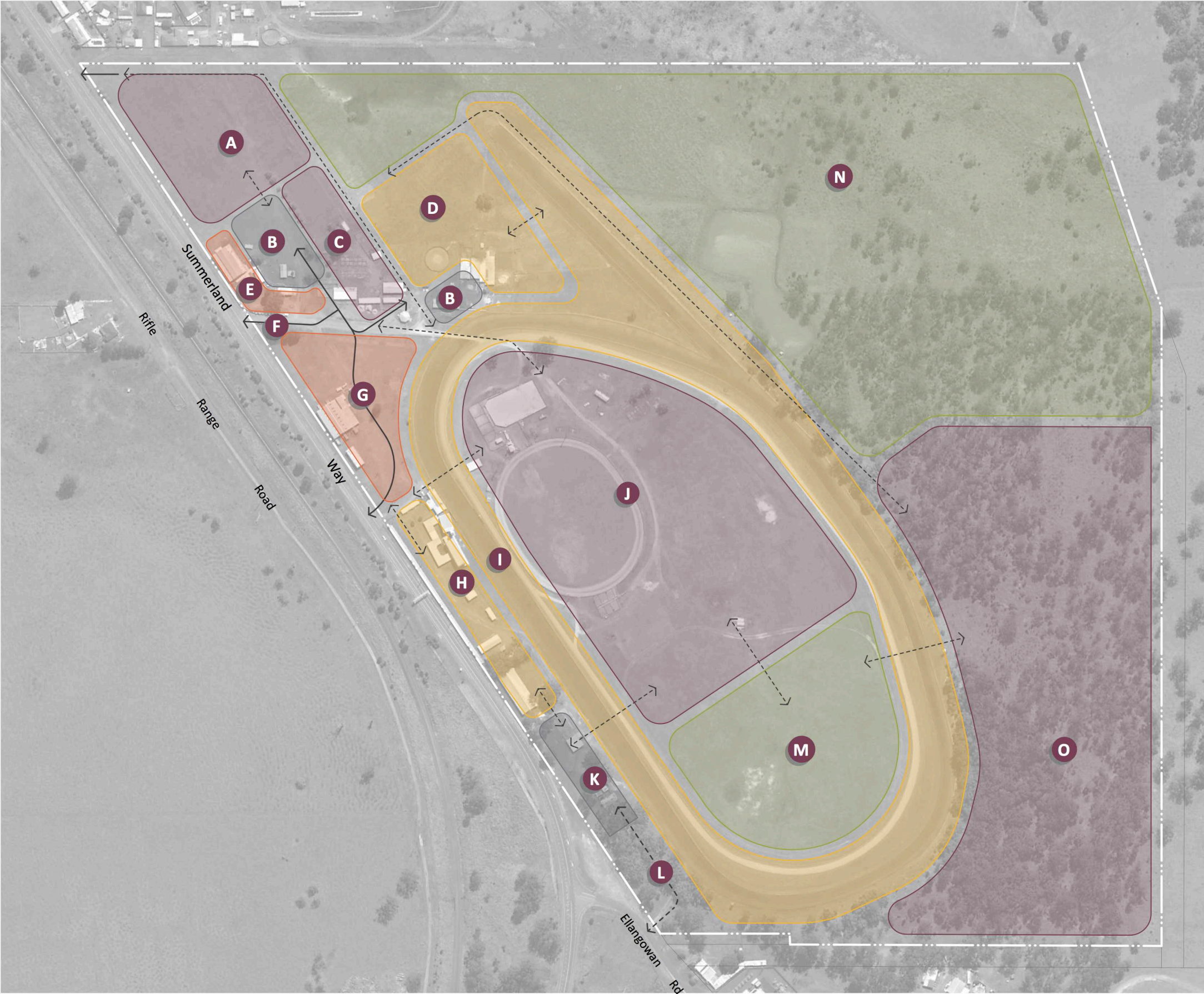
TRUCK AND FLOAT ENTRY /EXIT  
Access during events from Ellangowan Rd corner.
- K

MULTI-USE OVERFLOW  
Additional space for other uses as demand grows.
- L

CAMPING AREA  
Water and power heads provided for event camping within race track.
- M

CROSS COUNTRY CIRCUIT  
Opportunity to hold regular events such as Equestrian Cross Country and Tetrathlons. 2.2km circuit is located within the eastern bushland.





**Plan**  
1:4000 @ A3

- PRECINCTS**
- EQUESTRIAN
  - RACING & TRAINING
  - COMMUNITY CLUBS & EVENTS
  - PARKING
  - ENVIRONMENTAL & FUTURE USE
  - PUBLIC VEHICLE CIRCULATION
  - PEDESTRIAN & CONTROLLED VEHICLE CIRCULATION

- NOTES**
- A** NEW INDOOR ARENA
  - B** PUBLIC CAR PARK
  - C** PONY CLUB & RIDING CLUB
  - D** NEW PERMANENT RACING STABLES, FACILITIES, & AGISTMENT
  - E** MEN'S SHED
  - F** MAIN ENTRANCE GATE
  - G** RV SHORT STAY, SHOW PAVILIONS, & SHOW RIDES
  - H** RACE CLUB, GRANDSTAND, TOILET BLOCKS, JOCKEY AND STEWARDS ROOMS, BETTING RING, MEETING DAY STALLS, AND BAR.
  - I** RACING AND TRAINING TRACKS
  - J** CAMP DRAFT, RODEO, CUTTING YARDS, CAMPING
  - K** FLOAT & TRUCK PARKING
  - L** FLOAT & TRUCK PARKING ENTRY/EXIT
  - M** MULTIPURPOSE FUTURE USE
  - N** WETLAND & FLOODPLAIN
  - O** CROSS COUNTRY & TETRATHLON CIRCUIT

# CASINO SHOWGROUND & RACECOURSE PRECINCT MASTER PLAN

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Scale as shown



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## Precinct Plan



## Appendix B – List of Existing Assets

## Casino Showground and Racecourse - Existing Assets List

Assets in the following table are identified in the subsequent plan by asset number (#).

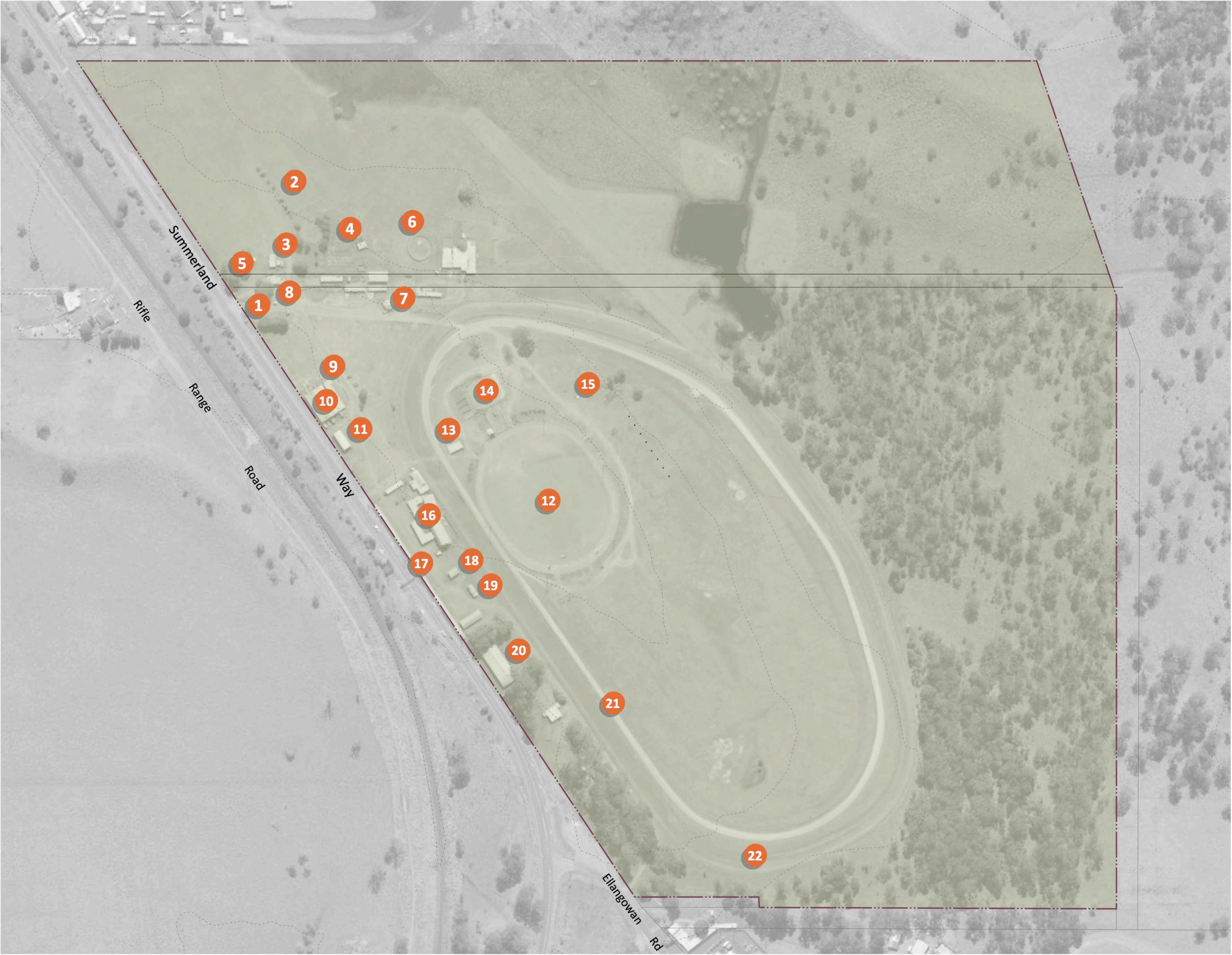
#	Description	Condition <sup>1</sup>	Comments
1	Main entrance	2	Walls and entry boom gate generally in good condition
2	Pony Club arena	3	Basic grassed surface with some landscape surrounds. Perimeter fencing in relatively poor condition.
3	Pony Club building	3	Metal framed and clad building in fair condition with outdoor undercover area.
4	Pony Club day stalls	3	Metal and timber fenced areas. Metal fencing in good condition, however timber fenced areas are in comparatively poor condition.
5	Men's shed	1	Near new metal clad building in good condition.
6	Round yard	4	Approx. 24m diameter timber construction in relatively poor condition.
7	Permanent stables	4 - 5	Typically metal clad and roofed stables in relatively poor condition. Some more substantial block work buildings with metal roof.
8	Tractor shed	3	Block work building with metal roof.
9	RV dump point	3	Dump point for recreational vehicle water and sewer.
10	Pavilion	3	Brick building with metal roof.
11	Poultry shed	3	Metal roof and clad building.
12	Arena	3	Earth arena area for show time activities, rodeos and camp draft. Metal perimeter fencing surround with some permanent metal / timber grandstands.
13	Canteen	4	Block work building with metal roof.
14	Cutting yards	2	Steel fenced holding yards and larger cutting yard space approx. 30 x 35m.
15	Camp draft club rooms	1	Near new metal framed and clad building in good condition with outdoor undercover area.
16	Race Club building	3	<p>Various buildings comprising public and private club areas. Predominantly brick / block with metal roof. Areas include:</p> <ul style="list-style-type: none"> <li>o Club members room / function - upstairs overlooking track;</li> <li>o Public grandstand area near finish line;</li> <li>o Jockey and stewards rooms - poor condition with regular water damage - inadequate female jockey space;</li> <li>o Betting ring - bitumen seal floor surface with partial metal roof - floor area uneven and requires repair;</li> <li>o Bar - Under upstairs function space with frontage to both track and betting ring;</li> <li>o Office space / administration building (weatherboard cottage with extensions); and</li> <li>o Entry areas including toilets.</li> </ul>

#	Description	Condition <sup>1</sup>	Comments
17	Race meeting day stalls	3	Brick stalls with metal roof - approx. 160m in length along road frontage.
18	Toilets	4	Block work building with metal roof.
19	Canteen building	4	Block work building with metal roof. Limited use.
20	Undercover yard	3	Timber framed, metal roof and metal pens under. Used for show cattle.
21	Sand track	3	Sand based training track. Approx. 1,400m total distance. Approx. 5-6m wide.
22	Turf track	3	Turf track with start shoot. Various race lengths, up to 1,400m from start shoot to finish line. South-east corner become water-logged during heavy rain periods.

#### Footnote 1

Condition rating is based on 1 - 5 scale. 1 representing assets in near new condition and 5 representing those that have failed or are on the verge of failure. These ratings are representative only and for comparative purposes. It is noted that no structural and detailed examinations of any infrastructure have been completed and assessment is visual only.





- NOTES**
- 1 Main Entrance
  - 2 Pony Club Arena
  - 3 Pony Club
  - 4 Old Yards
  - 5 Mens Shed
  - 6 Round Yard
  - 7 Stables
  - 8 Tractor Shed
  - 9 RV Dump Point
  - 10 Pavillion
  - 11 Poultry Shed
  - 12 Arena
  - 13 Canteen
  - 14 Cutting Yards
  - 15 Camp Draft Club Rooms
  - 16 Race Club
  - 17 Meeting Day Stalls
  - 18 Toilets
  - 19 Old Canteen
  - 20 Undercover Yard
  - 21 Sand Track
  - 22 Turf Track

**Plan**  
1:4000 @ A3

**CASINO SHOWGROUND & RACECOURSE PRECINCT MASTER PLAN**

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**Site Plan - Existing**

## Appendix C – Master Plan Drawings





**LEGEND**

- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- ROAD TYPE 1 (MAIN ACCESS)
- ROAD TYPE 2 (SECONDARY ACCESS)
- EXISTING TREES
- PROPOSED TREES
- LANDSCAPE PLANTING

**Plan**  
1:4000 @ A3

- NOTES**
- A** AUXILIARY FACILITIES ASSOCIATED WITH NEW INDOOR ARENA  
Truck access, parking, storage, & bulk material bins.
  - B** NEW INDOOR ARENA  
110 x 70m structure with 90 x 50m arena.
  - C** PONY & RIDING CLUB AREA
  - D** ARENA KIOSK, TOILETS, PONY CLUBHOUSE, & TURF EVENTS SPACES
  - E** COMMUNITY AREA  
Men's Shed and associated parking.
  - F** EVENT CAR PARK  
Approx. 100 spaces.
  - G** DAY STALLS  
Approx. 56 for Arena events and Pony Club use
  - H** TRAINING STABLES  
Approx 80 permanent stalls with wash bays, outdoor yards, sand area, round yards and direct access to all site training facilities.
  - I** AGISTMENT AREAS
  - J** GRASS AREA FOR EVENT AND STABLE PARKING  
Approx 90 spaces.
  - K** RV SHORT STAY, CARETAKERS COTTAGE, SHOW PAVILIONS, & SHOW RIDE AREA
  - L** ONE WAY LOOP ROAD TO RACE CLUB  
Includes Summerland Way exit.
  - M** CUTTING YARD
  - N** RACE CLUB AREA  
Includes building extension accommodating new toilets, cafe, jockey rooms and stewards rooms. Also includes upgraded betting ring and bar.
  - O** RODEO & CAMP DRAFT ARENA  
New portable spectator seating, and power for event camping.
  - P** UPGRADED CATTLE PAVILION & HORSE DAY STALL
  - Q** DOG ARENA & LONG TERM MULTI-USE AREAS  
Includes spaces for large scale events and possible future amenities.
  - R** EQUESTRIAN CROSS COUNTRY & TETRATHLON CIRCUIT  
Course 2.2km in length, with in-field access including basic parking areas.
  - S** TRUCK & FLOAT PARKING  
Approx 40 spaces.
  - T** UPGRADED TRAINING TRACK (SAND)
  - U** UPGRADED RACE TRACK (TURF)  
To best practice conditions prioritising flooding at southern end.
  - V** TRUCK & FLOAT ENTRY / EXIT

# CASINO SHOWGROUND & RACECOURSE PRECINCT MASTER PLAN

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## Master Plan



- NOTES
- 1

TRUCK EXIT WITH SIGNAGE

2

TRUCK & FLOAT PARKING (20 Spaces)

3

STORAGE SHED, BULK STORAGE BINS & TRUCK PARKING (8 Spaces)

4

INDOOR ARENA (90 x 50m arena)

5

NEW KIOSK, CHANGE ROOMS, TOILETS, & PONY CLUBHOUSE

6

TURF EVENT SPACES (4000m2 & 1500m2)

7

MULTI-PURPOSE AREA FOR PONY & RIDING CLUBS, & ARENA WARM-UP

8

DAY STALLS (56 shown)

9

SAND WARM-UP AREA (30 x 35m)

10

EXISTING PONY CLUBHOUSE TO BE REMOVED

11

EVENT CAR PARK (Approx 100 spaces)

12

MEN'S SHED & ASSOCIATED PARKING

13

NEW ENTRY ROAD WITH LANDSCAPING & SIGNAGE

14

TRAINING STABLES ENTRY AREA

15

STABLE ADMIN BUILDING

16

TRAINING STABLES (Approx 80)

17

TRAINING ROUND YARDS

18

TRAINING YARDS & SAND AREA

19

AGISTMENT AREAS

20

HORSE & SERVICE VEHICLE ACCESS

21

STARTING STRAIGHT

22

CROSS COUNTRY CIRCUIT ACCESS

23

GRASS PARKING AREA

24

EXISTING TRACK CROSSING

25

SIDE SHOW AREA

26

RV SHORT STAY AREA

27

ONE WAY LOOP ROAD DURING RACE DAYS

28

NEW CANTEEN & TOILET

29

CUTTING YARD

30

PORTABLE SPECTATOR SEATING

31

RODEO & CAMP DRAFT ARENA

32

CAMPING AREA WITH POWER

33

DOG ARENA & FUTURE MULTI-PURPOSE AREA

34

VEHICLE EXIT WITH SIGNAGE

35

RACE DAY PEDESTRIAN ENTRY

36

UPGRADED BETTING RING

37

UPGRADED BAR

38

NEW TOILETS, JOCKEY ROOMS, & STEWARD ROOMS

39

MURAL / SIGNAGE ON BRICK FACADE

40

UPGRADED TRAINING TRACK (SAND)

41

UPGRADED RACE TRACK (TURF)

42

CATTLE AND HORSE STALL

43

TRUCK & FLOAT PARKING

44

UPGRADED SITE LIGHTING & POWER TRANSFORMER

45

SHOW PAVILION

46

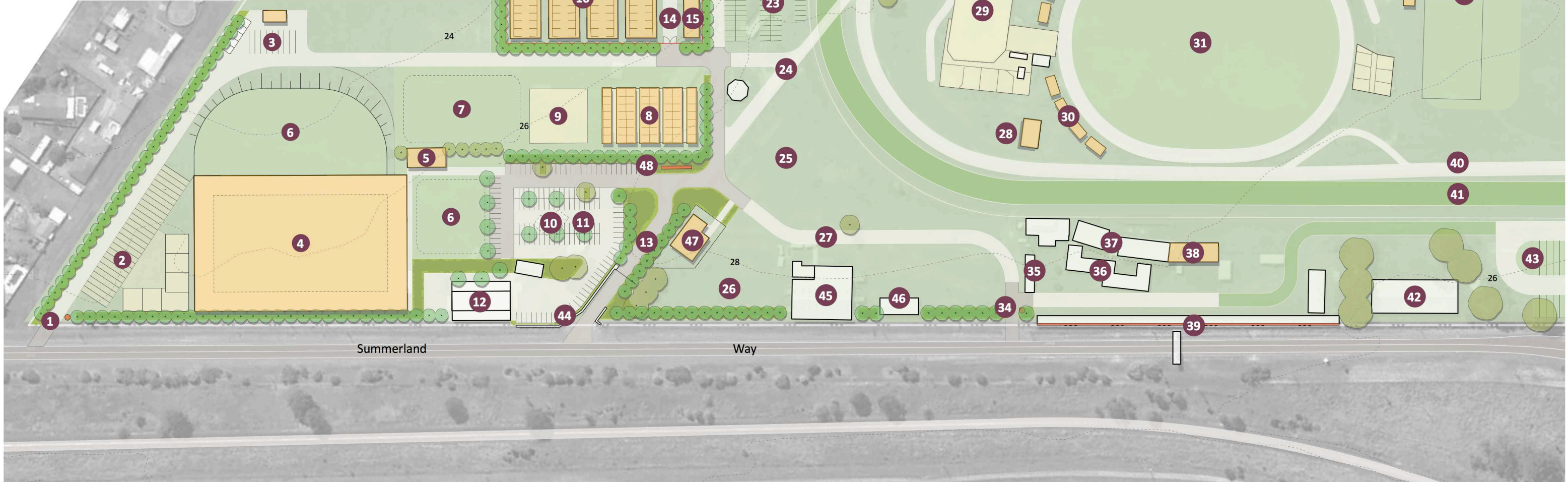
POULTRY PAVILION

47

FUTURE CARETAKER'S COTTAGE

48

DIRECTIONAL & EVENT INFORMATION SIGN





INDOOR ARENA



TRAINING STABLES



WASH BAYS, ROUND YARD, & SAND AREA



EQUESTRIAN CROSS COUNTRY & TETRATHLON CIRCUIT



PONY & RIDING CLUB FACILITIES & COVERED DAY STALLS



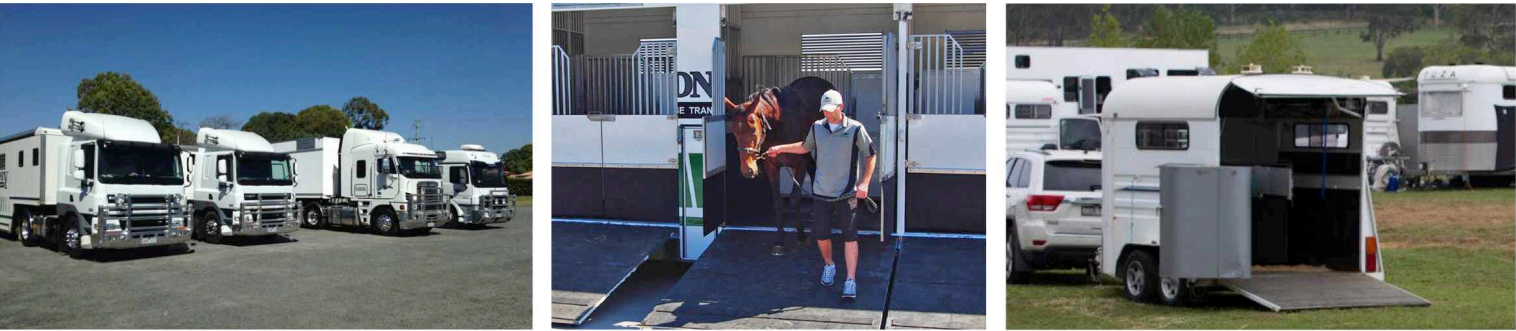
CUTTING YARD, CAMP DRAFTING & RODEO



RACE CLUB AREA & TRACK UPGRADE



TRUCK & FLOAT PARKING





## Appendix D – Opinion of Probable Project Costs

Costs provided in the opinion of probable costs have been developed by the project consultants utilising a range of comparable projects, preliminary quotations for major elements, discussions with industry suppliers and in consultation with the local experiences of Richmond Valley Council project management and asset staff.

OPINION OF PROBABLE COSTS

PRELIMINARY  
Casino Showground & Racecourse Master Plan  
Date: May 25 2018  
Issue: D

Item	Description	Unit	Qty	Rate		Amount
1.0	DESIGN AND PROJECT MANAGEMENT FEES					
1.10	PROFESSIONAL DESIGN & INVESTIGATION FEES	allow	5%	\$ 6,000,000.00	\$	300,000.00
1.20	PROJECT MANAGEMENT FEES	allow	3.5%	\$ 6,000,000.00	\$	210,000.00
				Sub-total	\$	510,000.00
2.0	CONSTRUCTION PRELIMINARIES					
2.10	SITE ESTABLISHMENT	allow	1	\$ 20,000.00	\$	20,000.00
2.20	ENVIRONMENTAL CONTROLS	allow	1	\$ 20,000.00	\$	20,000.00
				Sub-total	\$	40,000.00
3.0	SERVICES UPGRADES					
3.10	UPGRADE ELECTRICAL TRANSFORMER	allow	1	\$ 110,000.00	\$	110,000.00
3.20	UPGRADE SITE LIGHTING	allow	1	\$ 80,000.00	\$	80,000.00
3.30	UPGRADE SERVICES (water, sewer, electricity)	allow	1	\$ 150,000.00	\$	150,000.00
				Sub-total	\$	340,000.00
4.0	DEMOLITION					
4.10	DEMOLITION & DISPOSAL OF EXISTING PONY CLUB	m2	140	\$ 75.00	\$	10,500.00
4.20	DEMOLITION & DISPOSAL OF EXISTING STABLES	m2	1000	\$ 75.00	\$	75,000.00
4.30	DEMOLITION & DISPOSAL OF RACING PRECINCT BUILDINGS (EG: TOILET, KIOSK, JOCKEY ROOMS)	m2	200	\$ 100.00	\$	20,000.00
4.40	REMOVAL OF DAY STALLS, FENCING, & ROUND YARDS	allow	1	\$ 5,000.00	\$	5,000.00
4.50	REMOVAL OF TREES AND VEGETATION	allow	1	\$ 5,000.00	\$	5,000.00
				Sub-total	\$	115,500.00
5.0	CAR PARKING & ROAD ACCESS					
5.10	EARTHWORKS: Trim and grade to 250mm depth	m2	12000	\$ 10.00	\$	120,000.00
5.20	GRAVEL PAVEMENT	m2	9000	\$ 50.00	\$	450,000.00
5.30	BITUMEN PAVEMENT	m2	3300	\$ 100.00	\$	330,000.00
5.40	LINE MARKING & WHEELSTOPS	allow	1	\$ 5,000.00	\$	5,000.00
				Sub-total	\$	905,000.00
6.0	UNDERCOVER ARENA					
6.10	SUPPLY & ERECT INDOOR ARENA BUILDING (110 X 70m)	m2	7700	\$ 150.00	\$	1,155,000.00
6.20	BUILDING GROUNDWORKS & BASE (130 X 90m)	m2	11700	\$ 22.00	\$	257,400.00
6.30	DRAINAGE & 125mm COURSE SAND ARENA SURFACE (70x30m)	m2	2100	\$ 90.00	\$	189,000.00
				Sub-total	\$	1,601,400.00
7.0	ARENA KIOSK / TOILET / PONY CLUBHOUSE					
7.10	EARTHWORKS: Trim and grade to 250mm depth	m2	250	\$ 10.00	\$	2,500.00
7.20	BUILDING ESTIMATE	m2	250	\$ 1,200.00	\$	300,000.00
				Sub-total	\$	302,500.00
8.0	DEPOT MAINTENANCE AREA					
8.10	CONCRETE BULK STORAGE BINS	item	5	\$ 500.00	\$	2,500.00
8.20	STORAGE SHED	m2	50	\$ 400.00	\$	20,000.00
				Sub-total	\$	22,500.00
9.0	TURF EQUESTRIAN EVENT AREA					
9.10	AREA 1 - EARTHWORKS: Trim and grade to 250mm depth	m2	2000	\$ 10.00	\$	20,000.00
9.20	AREA 1 - NEW SEEDED TURFING	m2	2000	\$ 5.00	\$	10,000.00
9.30	AREA 2 - BULK EARTHWORKS: Approx 0.5m depth	m3	2000	\$ 32.00	\$	64,000.00
9.40	AREA 2 - NEW SEEDED TURFING	m2	4000	\$ 5.00	\$	20,000.00
				Sub-total	\$	114,000.00
10.0	PONY CLUB ARENA AND SAND WARM UP AREA					
10.10	EARTHWORKS: Trim and grade to 150mm depth	m2	4000	\$ 10.00	\$	40,000.00
10.20	NEW SEEDED TURFING	m2	4000	\$ 5.00	\$	20,000.00
10.30	SAND (150mm depth)	m2	1000	\$ 60.00	\$	60,000.00
				Sub-total	\$	120,000.00
11.0	DAY STALLS					
11.10	EARTHWORKS: Trim and grade to 250mm depth	m2	1000	\$ 10.00	\$	10,000.00
11.20	COVERED DAY STALL (4 x 4m)	item	40	\$ 3,500.00	\$	140,000.00
				Sub-total	\$	150,000.00
12.0	TRAINING STABLES & AGISTMENT AREAS					
12.10	EARTHWORKS: Trim and grade to 250mm depth	m2	12000	\$ 10.00	\$	120,000.00
12.20	PERMANENT STABLE WITH 20 STALLS & BREEZEWAY	item	4	\$ 140,000.00	\$	560,000.00
12.30	SAND (250mm depth)	m2	1000	\$ 30.00	\$	30,000.00
12.40	ROUND YARDS	item	2	\$ 10,000.00	\$	20,000.00
12.50	RURAL FENCING TIMBER POST AND RAIL	m	1000	\$ 20.00	\$	20,000.00
				Sub-total	\$	750,000.00
13.0	CUTTING YARD & RODEO ARENA UPGRADE					
13.10	GENERAL MAINTENANCE	allow	1	\$ 10,000.00	\$	10,000.00
13.20	PORTABLE GRANDSTANDS	allow	1	\$ 50,000.00	\$	50,000.00
13.30	CAMPING POWER AND WATER	allow	1	\$ 50,000.00	\$	50,000.00
				Sub-total	\$	110,000.00
14.0	RACE CLUB AREA					
14.10	JOCKEY/STEWARDS ROOM EXTENSION	allow	1	\$ 300,000.00	\$	300,000.00
14.20	NEW TOILET	allow	1	\$ 300,000.00	\$	300,000.00
				Sub-total	\$	600,000.00
15.0	RACE AND TRAINING TRACKS					
15.10	GENERAL MAINTENANCE	allow	1	\$ 20,000.00	\$	20,000.00
15.20	SAND TRACK UPGRADE	allow	1	\$ 350,000.00	\$	350,000.00
15.30	GRASS TRACK UPGRADE	allow	1	\$ 750,000.00	\$	750,000.00
15.40	SUBSURFACE DRAINAGE RECTIFICATION	allow	1	\$ 110,000.00	\$	110,000.00
				Sub-total	\$	1,230,000.00
16.0	CROSS COUNTRY CIRCUIT					
16.10	GRADING AND CLEARING 2.2km CIRCUIT	allow	1	\$ 50,000.00	\$	50,000.00
				Sub-total	\$	50,000.00
17.0	UPGRADED CATTLE PAVILLION					
17.10	UPGRADE CATTLE PAVILLION / HORSE STALLS	allow	1	\$ 25,000.00	\$	25,000.00
				Sub-total	\$	25,000.00
18.0	NEW ENTRY GATES AND THRESHOLDS					
18.10	BITUMEN PAVEMENT & GATES	allow	2	\$ 25,000.00	\$	50,000.00
				Sub-total	\$	50,000.00
19.0	SOUTHERN TRUCK & FLOAT ACCESS & PARKING AREA					
19.10	GRAVEL PAVEMENT	m2	3300	\$ 50.00	\$	165,000.00
				Sub-total	\$	165,000.00
20.0	WAYFINDING, SIGNAGE & MURALS					
20.10	SITE WAYFINDING AND ADVERTISING SIGNAGE	allow	1	\$ 50,000.00	\$	50,000.00
20.20	MURAL TO RACE STALL FAÇADE	allow	1	\$ 25,000.00	\$	25,000.00
				Sub-total	\$	75,000.00
21.0	LANDSCAPING					
21.10	NEW PLANT BEDS (native understorey, soil & mulch)	m2	5000	\$ 25.00	\$	125,000.00
21.20	NEW 45L TREES	allow	1	\$ 25,000.00	\$	25,000.00
				Sub-total	\$	150,000.00
TOTAL UPGRADE WORKS					\$	7,425,900.00
CONTINGENCY			allow	10%		\$ 742,590.00
TOTAL ESTIMATED PROJECT COSTS					\$	8,168,490.00



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