

Shivesh Singh - Online Submission from Paul Chilcott (other)

From: Paul Chilcott <paulchilcott@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 12/11/2010 4:14 PM
Subject: Online Submission from Paul Chilcott (other)
CC: <assessments@planning.nsw.gov.au>



I make the following submission for the proposed changes for the 'Stabling Precinct' at Randwick Racecourse - MP10_0098, where I consider the traffic and access arrangements have not been adequately addressed in the application:

1. The moving of the gate northerly is welcomed, however, pedestrian & cyclist and traffic conflicts still exist.

Pedestrian & cyclist conflicts - points 2, 3, 4 & 5

2. The western footpath of Wansey Rd is part of a cycleway, which due to topography, leads to high speeds by cyclists heading north to Alison Rd. For this reason, I would suggest that requirement of vehicles giving way to pedestrians and cyclists on the footpath be reinforced at this location. For that reason, when entry or exit gates (or boomgates etc) are opened, a light should flash to alert cyclists and pedestrians to vehicles crossing the footpath. In addition, a security camera should be provided at this entrance so that access can be monitored via Racecourse management and to provide a reference in the event of any accidents etc.

3. If an entry gate for vehicles is to be provided, it should be recessed sufficiently into the site to allow at least one large vehicle to enter the site fully while waiting for the entry gate to open. This entry gate should be separated from the exit gate which should be located at the site boundary - see # 4 below. The design of the racecourse entry / exit on High Street (opposite gate 2 of Uni of NSW) provides a good example of appropriate access. It is suggested in peak periods that the entry gate be left open.

4. A major issue with the current access is the ramp with a steep incline from the racecourse to Wansey Road. This means large vehicles are reluctant to stop when exiting as they lose momentum. An area level with Wansey Road should be provided to allow vehicles to wait and while the exit gate is opening to check carefully before crossing the footpath and turning onto Wansey Rd.

5. A pedestrian access into the site should be provided, separated from the vehicle access. Accesses by large vehicles should be limited to certain hours of operation, a restriction on large vehicles entering or exiting the racecourse between 9pm to 6am would seem to be a reasonable compromise between commercial requirements and residential amenity.

6. A pedestrian refuge in Wansey Road, at the intersection of Alison Road should be provided in view of the increasing intensification of usage of the site, particularly vehicle movements. The current intersection of Wansey Road is extremely large and possibly pedestrian crossing should be realigned further south onto Wansey Road, allowing better sightlines for pedestrians, particularly for vehicles turning into Alison Road and possibly space for a vehicles to wait on exiting Wansey Road and also entering Wansey Road. Alternatively, 2 pedestrian refuges, one in the centre of the road and another between traffic movements across Alison Rd (into Prince street) and left into Alison Road, might be required. Also, a restriction on right hand turns from Wansey Road into Alison Road should be considered.

Traffic conflicts - points 7, 8, 9, 10, 11 & 12

7. The major objective of the subsequent points is preserving the residential amenity of Wansey Street and points further south, particularly from large vehicles.

8. All exits from the Stabling Precinct should be left onto Wansey Rd and then left into Alison Rd. Any movements to other areas of the racecourse should be within the boundaries of the racecourse itself or, when from the Stabling

Precinct be via Alison Rd, Doncaster Avenue, Anzac Parade, High Street - not by turning right (south) on Wansey Rd. To reinforce this and to improve sightlines for vehicles exiting onto Wansey Rd, a kerb extension should be provided on the western side of Wansey Rd, south of the vehicle exit. Some consideration of a median island in Wansey Rd, opposite the exit gate to further reinforce the requirement for left only exits onto Wansey Road.

9. All entry, for large vehicles, to the Stabling Precinct should be via Alison Road into Wansey Rd and then right into the racecourse. To better account for general traffic thoroughfare south-east on Alison Rd, a turning lane in Alison Road into Wansey Avenue should be provided - the lane space exists, it's a matter of realigning the current traffic median in Alison Road.

To better regulate the flow of traffic north-west traffic on Alison Road (which represents the opposing traffic for vehicles accessing Wansey Rd from Alison Rd), some adjustment to the traffic signals at the intersection of Botany Street and Alison Road may be required at certain times, particularly for vehicles turning left from Botany Street into Alison Road.

It is also mentioned that a further median strip in Wansey Road, south of the entry gate may sufficiently narrow the turning capacity of large vehicles to turn left into the entry gate, to reinforce the need all large vehicle access from Alison Road. In conjunction with the comments made in point #8, a median strip in Wansey Road, both sides of the entry / exit gate with just a sufficient gap for vehicle entry from the southern side of Wansey Road, right into the Stabling Precinct should be considered.

10. To facilitate the movement of vehicles from Wansey Rd, particularly in the event of delay in entering the Stabling Precinct and being mindful of through south-bound traffic on Wansey Road, parking should not be permitted on the eastern side of Wansey Road, from Alison Road, up to the entry gate during the period that large vehicles may enter the site - following the comments made at point #5 above, between 6am to 9pm.

11. To account for problems, such as congestion in the Stabling Precinct, where further access would be inadvisable, a small illuminated sign should be provided facing onto Alison Road, visible to vehicles turning both left and right from Alison Rd into Wansey Road, that the entry is closed and to proceed to another entry point of the racecourse (eg High Street) for access.

12. To facilitate the movement of large vehicles from Alison Road left into Wansey Road (most likely through movement along High Street and Botany Street), a kerb extension should be provided in Alison Road, east of Wansey Road, as often cars are not parked in the kerbside lane at this part of Alison Road. The objective is to prevent smaller vehicles overtaking on the left as large trucks and the like turn from the centre lane of Alison Road into Wansey Road. Such a kerb extension would also improve sightlines for vehicles turning from Wansey Road into Alison Road.

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Submission for Job: #4092 MP10_0098 - Project Application for construction of new stable facilities
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4092

Site: #2288 Royal Randwick Racecourse

https://majorprojects.onhiive.com/index.pl?action=view_site&id=2288

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Shivesh Singh - Online Submission from Paul Chilcott of Randwick Precinct (object)

From: Paul Chilcott <randwickprecinct@gmail.com>
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Date: 12/11/2010 4:10 PM
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Motion ? Racecourse ? stabling proposal, cnr Alison and Wansey Roads - MO10_0098

Randwick Precinct objects to the Stabling Precinct proposal for Randwick Racecourse as it will intensify usage with negative impacts on the adjoining residential area.

We suggest that new stables be located on the corner of Anzac Parade and High Street, or alternatively, the facilities be divided between this location and the site on the corner of Alison and Wansey Roads.

For the proposal at the corner of Alison Road and Wansey Street, we object on the basis of height of the proposed structures and the impacts on views into and across the Racecourse for adjoining properties. Any buildings at this location should be at ground level only and extend in a southwest direction across the Racecourse.

We consider the access from Wansey Road to be inappropriate and suggest that a sealed road be provided from the existing main entrance on High Street (currently subject to traffic signals with a large and level entry) to any facilities located at Alison and Wansey Roads.

Regarding the existing plan for access from Wansey Road, we note the plans indicate a 'right in' and 'left out' movement for all vehicles on Wansey Road, including large vehicles. However the proposal does not provide details on how this will be implemented.

If the Wansey Road entrance is to remain, we suggest the following consent conditions:

- traffic measures in Wansey Road and Alison Road which ensure that large vehicles must use a 'right in' and left out' movement pattern
- no heavy vehicles to enter or exit the site between 10pm and 6am,
- a pedestrian refuge on Wansey Street at the intersection with Alison Road,
- measures to improve pedestrian and cyclist safety on the western footpath of Wansey Road, including an adequate space for vehicles to enter the site while waiting for any site gates to open, so that vehicles do not queue across this footpath/bike path.

These measures would greatly improve the safety of vehicle movements on the site whilst also limiting the number of heavy vehicle movements along Wansey Road, and further to improve the amenity of neighbours:

- sealed roads should be provided in the new Stabling Precinct to minimise dust impacts and
- all removal of horse waste be undertaken by sealed trucks.

Moved Lisa Mobbs, Seconded Les Reiss, 21 in favour, 2 abstain, none against.

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