

**report;**

Leger Lawn Development Scoping  
Report Advice

For Australian Turf Club  
15 March 2019

**parking;  
traffic;  
civil design;  
wayfinding;**  
**ptc.**

## Document Control

Leger Lawn Development Scoping Report Advice

Issue	Date	Issue Details	Author	Reviewed	For the attention of
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## 1. introduction

The project is being proposed to better accommodate the spectator population within Royal Randwick Racecourse (the racecourse) in Randwick, and an area known as the Leger Lawn has been identified as a suitable location where an increased patron area can be accommodated.

The current approval for the racecourse includes a permitted population of 55,000 patrons and the proposal is not to increase this allowance, but rather to provide an additional patron area in proximity to the existing spectator precinct and the Grandstand. The Leger Lawn is an area that is currently underutilised despite having uninterrupted views of the racetrack. Following the completion of the Multi-Deck Car Park, which involved a renovation of the day-stalls and the interface with the spectator precinct, the Leger Lawn is now more connected and integrated into the precinct. The project proposal will comprise the upgrade of the Leger Lawn to provide facilities relevant to the accommodation of patrons.

The project will be assessed under the State Significant Projects process and as is typical for this process, SEARs will be provided by DPE. This statement presents our proposed methodology and deliverables that will be prepared to accompany the application.

Andrew Morse  
Partner and Senior Traffic Engineer  
**ptc.**



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## 2. the project and proposed traffic analysis

The master plan for the project will broadly consist of the following:

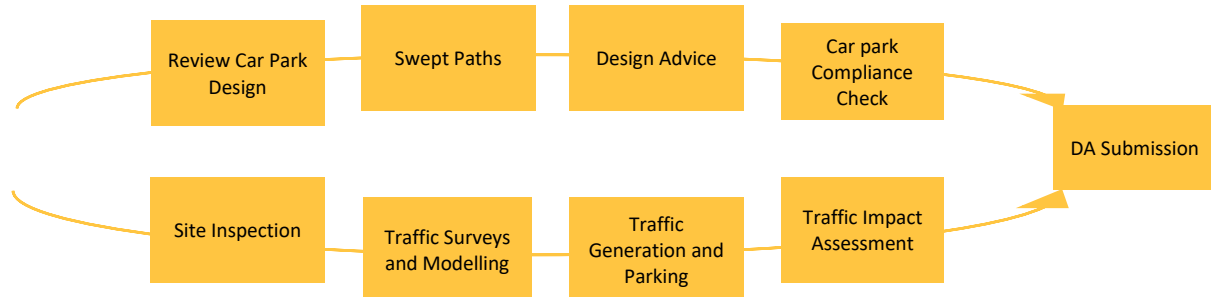
- Ground floor of approximately 4,000m<sup>2</sup> incorporating a tiered retaining structure facing the racetrack;
- Creation of an active “Eat Street” to the western side of the proposed development;
- Full height glazed façades to the east and north;
- Level 1 to cater for marquee structures of approximately 3,000m<sup>2</sup>;
- Service core, lifts, amenities and kitchens along the western spine; and
- Marquees to be provided to Level 1.

The project site is located south of the existing QEII Grandstand and to the east of the newly delivered Multi Deck Car Park. The below image gives reference to the project site in its current form.



The project will not involve an increase in the permitted patronage of the racecourse, however we would propose to prepare an analysis of current and post-development traffic conditions, applying a sensitivity test to the potential patronage of the Leger Lawn in addition to currently recorded patronage levels. This would be undertaken in the context of the Light Rail project and other changes within the racecourse new taxi arrangement, the Multi-Deck Car Park etc.

Typically, our involvement prior to the submission of an SSDA involves two parallel work streams, comprising design advice relating to the car park, access, servicing arrangements etc, and the preparation of the Traffic Impact Assessment, including traffic surveys and intersection modelling etc.



Based on our experience with other SSDA and associated typical SEARs, we will prepare a traffic and parking assessment report covering the following topics:

- Existing transport and traffic arrangements / usage (based on surveys we have completed at previous race events),
- Projected traffic and parking activity, and an assessment of mode share to determine the use of the Light Rail and other forms of transport. This will include modelling of the road network in the immediate vicinity of the racecourse to determine the current and post development road conditions.
- Traffic management associated with events, based on the current management procedures put in place by the ATC. It should be noted that the current management plans are based on the maximum potential population within the racecourse, and as this project does not propose to increase this figure, the management plans will likely remain relevant for the post-development scenario.
- Construction traffic management, which will describe the management of traffic flow to and from the construction site and how this will be timed to avoid major events and occur during normal operating conditions.
- An assessment of mode share opportunities, which will enable the current Green Travel Plan to be updated, albeit, the event transport management plan is active and this project will likely represent only a minor update.