

25 May 2022

Hayden Kegg
Mostyn Copper
Suite 1 Level 8
9 Hunter Street
Sydney NSW 2000

Dear Hayden,

I have reviewed the RFI letter from Randwick City Council (dated 21 March 2022) regarding the Night Racing application and the traffic matters raised. We provide the following responses:

- *SIDRA Modelling Concerns and use of 2017 volumes*

As outlined in the Response to Submissions report, the proponent met with Department of Planning and TfNSW on 6 October 2021, where an agreement on the suitability of the existing traffic modelling to assess the impacts of the proposal was reached.

It was also accepted at this meeting that mitigation measures and traffic management is critical for the project. As such, a Traffic Management Plan is required to be formalised with TfNSW prior to the issue of a construction certificate. The traffic and pedestrian mitigation measures proposed within the exhibited SSDA included the requirement for the Ascot Street/Doncaster Avenue entrance to be closed to pedestrians and taxis after 8pm during night racing events. The RTS clarified that this mitigation measure remains to manage traffic impacts and other amenity impacts on Doncaster Avenue. Additional variable message signs were proposed as part of the RTS to notify the public of upcoming night racing events and other traffic management operations/ wayfinding, as requested by TfNSW and Randwick City Council.

TfNSW reviewed the RTS and discussion of the traffic modelling and did not raise any further issues with the modelling within the correspondence letter dated 10 March 2022.

We are not in receipt of the JMT modelling, however based on the table of results provided we are not certain of the validation methods used considering that queues of 1.5 – 2.5 kilometres are reported, however this is not experienced in the vicinity of the racecourse even on large event days such as the Everest / summer carnival, which occur on weekends with similar network traffic volumes than modelled for night racing events.

It should be noted that the traffic volumes associated with the Doncaster Avenue is limited by the capacity of the multistorey car park. The former roundabout was able to accommodate the associated volumes, albeit we noted some operational issues with Taxi/Uber pick-up activity, which is to be relocated to the Alison Road gate. The revised intersection does not provide the same level of capacity and in this regard, the applicant is willing to accept the right turn movement restriction suggested by DPIE.

The infield car park provides sufficient capacity to accommodate the night racing parking demand, with no impact on the surrounding on-street parking. We acknowledge that the Resident Parking scheme ends at 6:00pm each day, however, many of the night racing patrons will arrive prior to the

first race at 6:00pm and the in-field provides abundant parking for these events. The letter references patrons choosing not to use the in-field car park, however the car park is well used during current racing events and there are no fees/charges for using the in-field car park.

The letter requires the following to be undertaken:

- *Further details of the implementation of proposed integrated ticketing with public transport (to be included in the proposed Transport Management Plan).*

The ATC has arranged integrated ticketing in the past with mixed response

- *Infield parking should be provided only to patrons who prebook to minimise parking in residential streets.*

The in-field parking is available to all patrons and a pre-booking require would place a barrier to open usage if a patron hasn't booked.

- *Before and after parking surveys should be undertaken for the surrounding local street network (appropriate streets to be identified by Council officers). The Applicant should be liable for the cost involved to Council to amend the residential parking scheme, including (but not limited to) the extension of the scheme from 6pm to 9pm or a user pay system.*

The combination of the multi-storey car park and the in-field provides more than sufficient capacity to accommodate the parking for the night racing events. The parking is freely available to attendees and the parking arrangements are consistent with those in operation for many years meaning that the majority of patrons are familiar with the car park and transport arrangements associated with the racecourse. Other reasonable mitigation measures have been provided to encourage patrons to either arrive via public transport or incentives for parking on site.

There is no evidence that the racecourse does not satisfy its obligation with regard to parking and in the rare instances that event parking exceeds the provision, overflow parking is successfully implemented at Moore Park. Therefore, we see no correlation between the application and a liability for the cost of amending the residential parking scheme.

Yours faithfully



Andrew Morse

Managing Director