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Rodger Roppolo
Senior Planning Officer, Key Sites Assessment
Department of Planning and Environment
Via email

Dear Rodger,

NIGHT RACING AT ROYAL RANDWICK RACECOURSE -SSD-8706: RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION, MARCH – MAY 2022

We write on behalf of the Australian Turf Club (**the Applicant**) in response to the Department of Planning and Environment's (**DPE**) request for additional information on State Significant Development Application SSD-8706, dated 5 April 2022, 29 April 2022, 9 June 2022 and 22 August 2022. In particular, the request for additional information (**RFI**) refers to issues raised by DPE on the following matters:

1. Traffic impacts
2. Flight paths
3. NSW Police comments
4. Randwick City Council comments

Please accept the following response to the requested information.

1. TRAFFIC IMPACTS

We acknowledge the comments in relation to traffic impacts provided by DPE in the letter dated 29 April 2022. Council has also provided comments in relation to traffic and parking impacts in a letter dated 21 March 2022. The comments were reviewed in tandem by PTC and a response to DPE comments was provided to the DPE on 30 May 2022 in **Attachment A**.

A response to Council comments was also provided in **Attachment B**. The ATC acknowledges Council's comment 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 Applicant reiterates that the infield car park provides sufficient capacity to accommodate the night racing parking demand, with no impact on the surrounding on-street parking.

On 9 June 2022 the DPE advised that the RFI response did not adequately address DPE's comments in relation to traffic impacts at the Doncaster Avenue / Ascot Street intersection. DPE requested that the ATC provide the measures proposed to mitigate traffic impacts at this intersection be validated

through an updated SIDRA model to understand the benefits of the measures being proposed. PTC prepared an updated SIDRA model and met with DPE on 27 July 2022 to discuss the findings of the model (**Attachment C**).

On 22 August 2022 DPE advised that the updated traffic modelling generally indicates improved intersection performance when compared to the EIS. However, the modelling still indicates significant levels of vehicle queues and delays on the western side of Ascot Street on approach to the members car park (queues of greater than 500m and nearly 10 minute delays).

DPE's traffic consultant modelled a scenario (based on the PTC's traffic model) whereby no traffic is permitted to travel straight across the intersection into the western section of Ascot Street. Instead all traffic entering or exiting the racecourse member's car park must either turn left or right in via Doncaster Avenue. DPE advised that this scenario shows all traffic can be accommodated into the site and the intersection performs at an acceptable level of service. DPE also noted that NSW Police would be present prior to night racing events commencing to manage traffic through this intersection. Police could be instructed not to permit traffic to travel across Ascot Street and instead direct vehicles left onto Doncaster Avenue. Given the car park access is for members only, ATC could also communicate with all members beforehand noting that the car park must be accessed from Doncaster Avenue and not Ascot Street.

PTC updated the traffic model to respond to DPE's email. For the model, the following assumptions are made:

- Night Racing event traffic – Thursday / Friday / Saturday / Public Holiday (5pm – 10pm)
- Operating under additional mitigation measures being:
 - Only multi-deck car park private vehicles enter and exit the racecourse using Ascot St
 - All taxis and Ubers use Gate 1, Alison Road
- Following discussions with DPE, redistribution of all vehicles previously been assumed to travel straight across Ascot Street was applied to simulate the effect of the proposed NO ACCESS TO RACECOURSE signage on Anzac Parade and event point duty police at the Ascot Street/Doncaster Avenue intersection. These vehicles would be arriving from the north and south on Doncaster Avenue. Therefore, it is assumed that 65% of the traffic from Ascot Street would turn right from Doncaster Avenue and the remaining 35% turning left from Doncaster Avenue.

In summary, PTC has concluded that:

- In general, the previous roundabout arrangement of Doncaster Avenue / Ascot Street is considered the better solution for traffic during Racecourse events. The impacts of a Night Racing event on the upgraded priority intersection without additional mitigation measures is significant with worse delays and queues. Applying additional mitigation measures including directing taxis/uber to enter and exit the Racecourse via Gate 1 (Scenario 2) improves the performance of the intersection significantly.
- The former control at the Doncaster Avenue / Ascot Street intersection by means of a roundabout is considered better for traffic management for both general daily use and for the proposed Night Racing events.
- The current arrangement control at the Doncaster Avenue / Ascot Street intersection by means of a priority right of way is considered worse for traffic management for both general daily use and for the proposal Night Racing events.
- For the proposal of Night Racing, ATC and ptc. encourage the support of point duty police with a four-way arrangement at the Ascot Street/Doncaster Avenue intersection, which will also restrict Night Racing event traffic from accessing the western section of Ascot Street.

2. FLIGHT PATHS

DPE requested the assessment of Clause 6.8 Airspace Operations of the Randwick Local Environmental Plan 2012, and confirm:

- *The height of the tallest lighting columns in AHD*
- *Whether lighting columns will penetrate the obstacle limitation surface (OLS) for Sydney (Kingsford Smith) Airport.*

Urbis has undertaken an analysis of the lighting columns in relation to the Sydney Airport OLS by overlaying the OLS contours over the Site Plan and extrapolating the AHD levels for the top of the lighting columns based on the ground levels and known height of the proposed lighting columns. The OLS Analysis Plan is shown in Figure 1 on the following page and provided in **Attachment D**. The OLS Analysis Plan shows that:

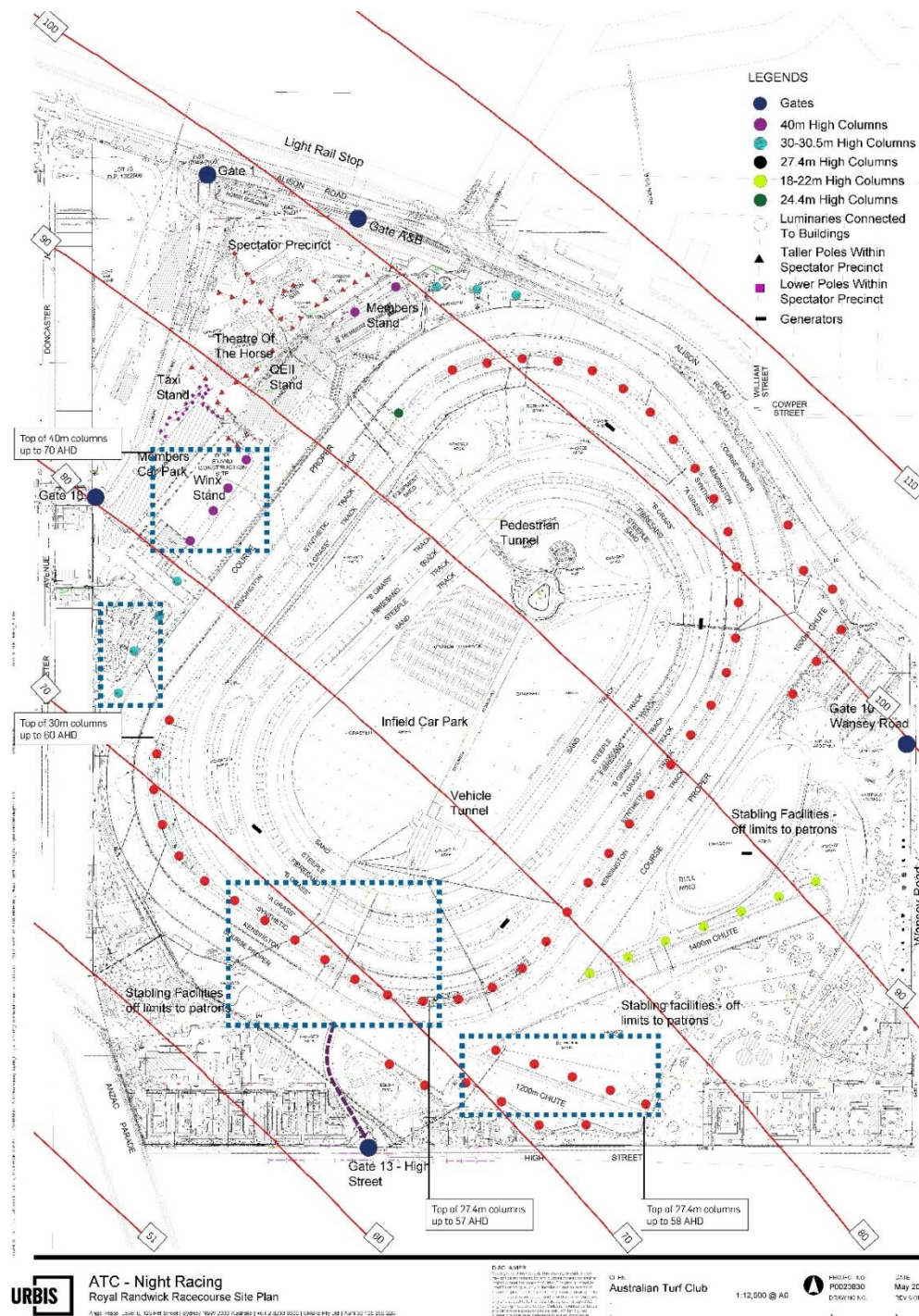
- The tallest lighting column located behind the Members Stand has a height of up to 70 AHD. These poles are located between the OLS height contours of 80 to 90 AHD and therefore are more than 10 metres below the OLS height plane.
- The height of the southern-most lighting columns proposed on site (nearest to Sydney Airport) are located just below the OLS height contours of 70 AHD. At this location, the tallest lighting columns have a height of up to 58 AHD and therefore are approximately 7 – 10 metres below the OLS height plane.

Based on the assessment, all proposed lighting columns are significantly below the OLS height plane and pose no risk to the operation of Sydney Airport. The following provides an assessment of the project in relation to Clause 6.8 Airspace operations under Randwick LEP 2012.

Table 1 Assessment of Airspace Operations (Clause 6.8 of RLEP 2012)

Clause	Assessment	Complies
(1)	The proposed development does not propose structures that encroach above the Limitation or Operations Surface for Sydney (Kingsford Smith) Airport. Therefore, the proposed development does not compromise the safe and ongoing operation of the airport.	YES
(2)	The proposed development does not propose structures that encroach above the Limitation or Operations Surface for Sydney (Kingsford Smith) Airport. Therefore, there is no requirement for consultation with Sydney Airport Corporation or the Civil Aviation Safety Authority (CASA) and DPE has authority to grant development consent.	YES
(3)	The proposed development does not propose structures that encroach above the Limitation or Operations Surface for Sydney (Kingsford Smith) Airport. Therefore, there is no requirement for consultation with Sydney Airport Corporation or the Civil Aviation Safety Authority (CASA) and DPE has authority to grant development consent.	YES
(4)	The proposed development does not propose structures that encroach above the Limitation or Operations Surface for Sydney (Kingsford Smith) Airport. Therefore, there is no merit to refuse the development application on the basis of Clause 6.8 of the Randwick LEP 2012.	YES

Figure 1 OLS Analysis Plan



Source: Urbis

3. NSW POLICE COMMENTS

We acknowledge the submission received from NSW Police dated 7 March 2022. The submission requested some clarification on the operational management of night racing and measures to mitigate impacts on community amenity associated with night racing events. The submission also requested additional consultation with NSW Police to enable discussion on the development of the Plan of Management for night racing events.

Subsequently, the Applicant met with Superintendent Tim Beattie from the NSW Police Eastern Beaches Police Area Command on 5 May 2022. During the meeting, the Applicant briefed Tim Beattie on the details of the proposed night racing events, including:

- There will be no 'super events', whereby a daytime racing event rolls into a night racing event.
- The proposed night racing will not result in an increase in the number of race meetings at Royal Randwick Racecourse per annum (currently on average 45 race meetings per annum).
- The Applicant has submitted a draft Operational Plan of Management for Night Racing events with SSD 8706. The Applicant proposes that the Operational Plan of Management for Night Racing events will operate as a controlled item and be continually updated as a 'working document' in consultation with NSW Police (and all other relevant stakeholders) following approval of SSD 8706.
- The Applicant proposes a range of mitigation measures to minimise impacts. This includes use of user charges Police.
- Acknowledge the requirement for controlling the sale, supply and consumption of liquor across all of its venues.

The above points for clarification were sent to Tim Beattie via letter (**Attachment E**) for review. Subsequently the NSW Police confirmed via letter correspondence dated 13 May 2022 (**Attachment F**) that the clarification provided satisfies concerns raised in the submission dated 7 March 2022, and that the NSW Police supports and seeks to work collaboratively with the Applicant on this project.

Based on the consultation with NSW Police and advice that the project is supported with opportunity to consult further post consent and prior to night racing events occurring, the matters raised by NSW Police are now satisfied.

4. RANDWICK CITY COUNCIL COMMENTS

Further to comments from Council in a letter dated 21 March 2022 (addressed in Section 1 of this letter), we acknowledge that Council also provided comment on visual impacts and recommended conditions of consent. Our response is provided as follows.

4.1. VISUAL IMPACT ON HERITAGE ITEMS AND CONSERVATION AREA

The following table outlines Council's comments along with our responses.

Table 2 Response to Council – Visual impact

Built heritage submission	Response
The number, distribution and bulk of the proposed lighting columns will have a high degree of visibility from surrounding streets, from heritage items internal and external to the site and from the adjacent Randwick Racecourse heritage conservation area. Additional information was requested by Council to assess the impact.	A response to Council's comments provided on 17 August 2021 were provided in a letter dated 19 November 2021. To quote the response: <i>We note that the proposed lighting columns will be visible from the surrounding locations in view lines towards the racecourse, and in views from the only heritage item within the site being the Member's Stand. However, the lighting poles are a common occurrence at large established sporting venues, and are readily apparent as later insertions. They will not detract from the significance of the place as a historic racing venue (in fact will support this ongoing use), and will not detract from the ability to understand the existing configuration and landscaped setting of the place. Views from vicinity heritage items into the racecourse will not be adversely impacts, as these views have always looked into a large sporting facility which regularly needs to upgrade or develop their facilities to support its ongoing racing use. No significant views towards any vicinity heritage items will be adversely impacted.</i> Based on the heritage assessment response, it is considered that the proposal is consistent with the objectives for the site in terms of reinforcing the ongoing racing operations on site and will not detract from the heritage interpretation or significance of the site.
The Site Plan does not indicate significant trees on the site, including a	The Site Plan includes all trees identified in the latest Site Survey completed in October 2021. An

Built heritage submission	Response
number within the Spectator Precinct in close proximity to light columns.	Arboricultural Impact Assessment was undertaken by Bradshaw Consulting Arborists in February 2022 which assessed the potential impacts of proposed light poles within proximity to existing significant trees. Recommendations included the minor relocation of proposed lighting columns to be outside of Tree Protection Zones (TPZ) to avoid adverse impacts on tree health. The assessment also provided recommendations for pruning of some tree canopies (including Tree 1 and Tree 5) to fit the lighting columns. The proposed pruning will have no adverse impact on the trees.
The Site Plan key also indicates taller poles within the Spectator Precinct (mostly behind the Members Stand and the Theatre of the Horse) and lower poles within the Spectator Precinct (adjacent to the Members carpark and the taxi stand). It is unclear whether these taller and lower poles are new or existing. Similarly, no information is provided on the height of these poles. The Light Pole Elevations drawing does indicate some poles which are 18.75m high and some which are 21.43m high. It is assumed that the taller and lower poles within the Spectator Precinct are either 18m or 21m high. It is noted however that the previous submission noted pole mounted LED lighting up to 10m in height within the Spectator Precinct.	The Site Plan provides an overview of the proposed lighting columns. Detailed civil plans have been provided (Appendix F1 of the EIS) which illustrate and annotate the lighting upgrades within the Spectator Precinct. Lighting upgrades in the Spectator Precinct (i.e in and around the Theatre of the Horse) are either installing new lamps on existing poles, or installing new poles that replicate existing. These lighting upgrades are shown as red triangles or purple squares within the Site Plan. It is unclear how Council has concluded that lighting poles within the Spectator Precinct are either 18m or 21m. As shown in the Site Plan, there are 40m tall lighting columns (A6, A7, A8 and A11) located behind the Members Grandstand or around the Winx Stand (illustrated in purple) and 30-30.5m tall lighting columns (A3, A4, A5, A12, A13, and A15) located in the Spectator Precinct close to the track (illustrated in cyan).

4.2. RECOMMENDED CONDITIONS OF CONSENT

Council has recommended a number of conditions of consent. The following table provides our response.

Table 3 Review of recommended conditions of consent

Councils recommended condition	Comment	Status
Operational Management		
Infield parking should be provided only to patrons who prebook to minimise parking in residential streets.	This condition does not make sense and is unnecessary. Infield parking is included in the price of tickets and is a key mitigation measure for minimising parking in residential streets. Imposing a condition for a prebooking requirement in the infield would place a barrier to open usage if a patron has not booked, and therefore could potentially have a negative impact by discouraging parking within the infield.	Not accepted
Suitable conditions should be imposed to give effect to the response to submissions summary contained at Tables 7 and 10, of the Royal Randwick Racecourse Night Racing - Response to Submissions prepared by Urbis, dated 18 February 2022 and the Australian Turf Club Event Operational Management Plan – Royal Randwick Racecourse – Night Racing, Revised Draft v2 SSD-8706, dated 30 November 2021. NOTE: the Event Operation Management should be updated to reflect condition 1 above prior to the issue of a construction certificate for the development.	The Applicant accepts that the Event Operational Management Plan – Royal Randwick Racecourse – Night Racing, Revised Draft v2 SSD-8706, dated 30 November 2021 should be updated prior to the issue of a construction certificate for the development. The Applicant accepts that further consultation with Transport for NSW and NSW Police will be required to refine all details as addressed in previous Response to Submissions, prior to issue of a construction certificate.	Accepted
Council recommends that an on-going stakeholder forum is established that is capable of	This condition is unnecessary. The Applicant already participates in on-going stakeholder forums that include State and	Not accepted

Councils recommended condition	Comment	Status
reviewing and, if required, implementing any necessary changes to, or the provision of additional measures to mitigate issues that may arise as the night program is delivered. At a minimum this forum should include the relevant event management representatives from the ATC, their security provider and their acoustical and transport consultants, relevant Council staff, NSW Police, Transport for NSW and representatives and representatives from the community. Suitable conditions should be included with regard to the establishment and operation of the stakeholder forum.	Local MPs, Randwick City Council, NSW Police, Transport for NSW, NSW Tourism the Moore Park Event Operations Group (MEOG), and the University of NSW. However, it is unreasonable and unnecessary for the Applicant to call upon technical consultants to frequently attend forums. The Applicant can call upon inputs from various technical inputs on notice if issues are raised in forum discussions with the aforementioned key stakeholders. As demonstrated in the Communication and Engagement Report, the Applicant has established connections with local community and provides telephone and email contact details for the community to report issues.	
Council recommends the imposition of appropriate conditions to prompt for better communication with the surrounding neighbours at least 1 week prior to each event (i.e. letter drop with relevant event details including complaint hotline).	The Applicant is open to methods to strengthen its interaction with the local community and manage any impacts on amenity. This measure can be incorporated into the Event Operational Management Plan, prior to issue of a construction certificate for the development.	Accepted
Parking		
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	This condition is unreasonable. The Applicant has demonstrated that there is ample capacity for patrons to park on site and this is included in the price of admission. Other reasonable mitigation measures have been provided to encourage patrons to either arrive via public transport or incentives for parking on site.	Not accepted

Councils recommended condition	Comment	Status
6pm to 9pm or a user pay system. A written undertaking from the Applicant agreeing to the above should be provided prior to the issue of a construction certificate.	There is no clear or compelling evidence to justify the need for the Applicant to pay for any amendment to the residential parking scheme. Therefore, the Applicant declines any requirement to be involved in any amendments to the residential parking scheme or associated costs.	
Lighting		
Conditions should be imposed that mandate the following light spill and glare mitigation measures as provided for in the Randwick Racecourse Night Lighting - Lighting Responses To SSDA Submission, prepared by IGS, dated 25 November 2021, including baffles, visors & shields fitted to luminaires, dimming between races, event notification and light level sensor/monitoring system. Conditions should ensure that analysis and testing be undertaken by a suitably qualified lighting consultant post installation of the poles verifying that light glare will not create adverse impacts on nearby residential properties.	Agreed	Accepted

Councils recommended condition	Comment	Status
All lighting generators are to be located within the infield and documentation with the dimensions and details of the generators and associated acoustic screening that demonstrate compliance with the relevant noise criteria are to be submitted to and approved by Council prior to issue of a construction certificate. A suitable condition should be included in this this regard.	All lighting generators will be located in accordance with the documentation provided. Details on acoustic screening to achieve relevant noise criteria will be prepared prior to issue of a construction certificate, in accordance with the acoustic report that will be a relevant document referred to in the condition of consent. As such, the Applicant will be obligated to achieve this requirement and there is no role for Council to play in this process.	Modified
Noise		
Suitable conditions of consent should be imposed that give effect to the recommendation contained in the Royal Randwick Racecourse - Night Racing – Peer Review of Noise Assessment, prepared by RWDI Australia, dated 29 June 2021.	The Applicant has not been privy to the content of the Royal Randwick Racecourse - Night Racing – Peer Review of Noise Assessment, prepared by RWDI Australia, dated 29 June 2021 and therefore cannot comment. DPE should apply appropriate conditions of consent to facilitate the preparation of a final Acoustic Management Plan, prior to the issue of a construction certificate for the development.	Modified
Ecology		
Council supports the proposed Grey-headed Flying-fox Ecological Monitoring Plan to monitor any potential adverse impacts on the Grey-headed Flying-fox colony from the lighting associated with the night-time racing events and to inform the Adaptive Management Strategy. Conditions of consent should be	DPE should apply appropriate conditions of consent to achieve the proposed mitigation measures and outcomes as proposed in the Grey-headed Flying-fox Ecological Monitoring Plan.	Accepted

Councils recommended condition	Comment	Status
included that require the monitoring plan be prepared and implemented by a qualified Ecologist and that monitoring be in place to establish baseline monitoring of the Flying-fox camp fly-out prior to any Night Racing events taking place.		
Heritage and archaeology		
Recommended conditions of consent are included in Attachment A with regard to built heritage, Aboriginal archaeology and European archaeology.	DPE should apply appropriate conditions of consent to achieve the proposed mitigation measures and outcomes as proposed by the Applicant in relation the heritage and archaeology.	Accepted

We trust this additional information provided is sufficient to facilitate the timely determination of SSD-8706.

Please do not hesitate to contact the undersigned on 0438 041 844 / shorsfield@urbis.com.au or Richard Barry on rbarry@urbis.com.au should you require any further information.

Kind regards,



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