

12 November 2012

Mr John O'Neill
Australian Turf Club
Royal Randwick Racecourse
Alison Road
Randwick
NSW 2031

Dear John

Royal Randwick Racecourse
Proposed Hotel, Access, Parking and Bus Access Information

This letter has been prepared to address the issues highlighted by Department of Planning (DoP) and the Roads and Maritime Authority (RMS) in relation to the proposed Hotel development within the Royal Randwick Racecourse site. The ATC and PTC presented the proposal and the following responses to DoP and RMS on 8 November as a powerpoint presentation, which provided the opportunity for all present to discuss the proposal and ideas/comments that the design team could consider.

Item 1 – Right Hand Turn

Department of Planning Response to EIS:

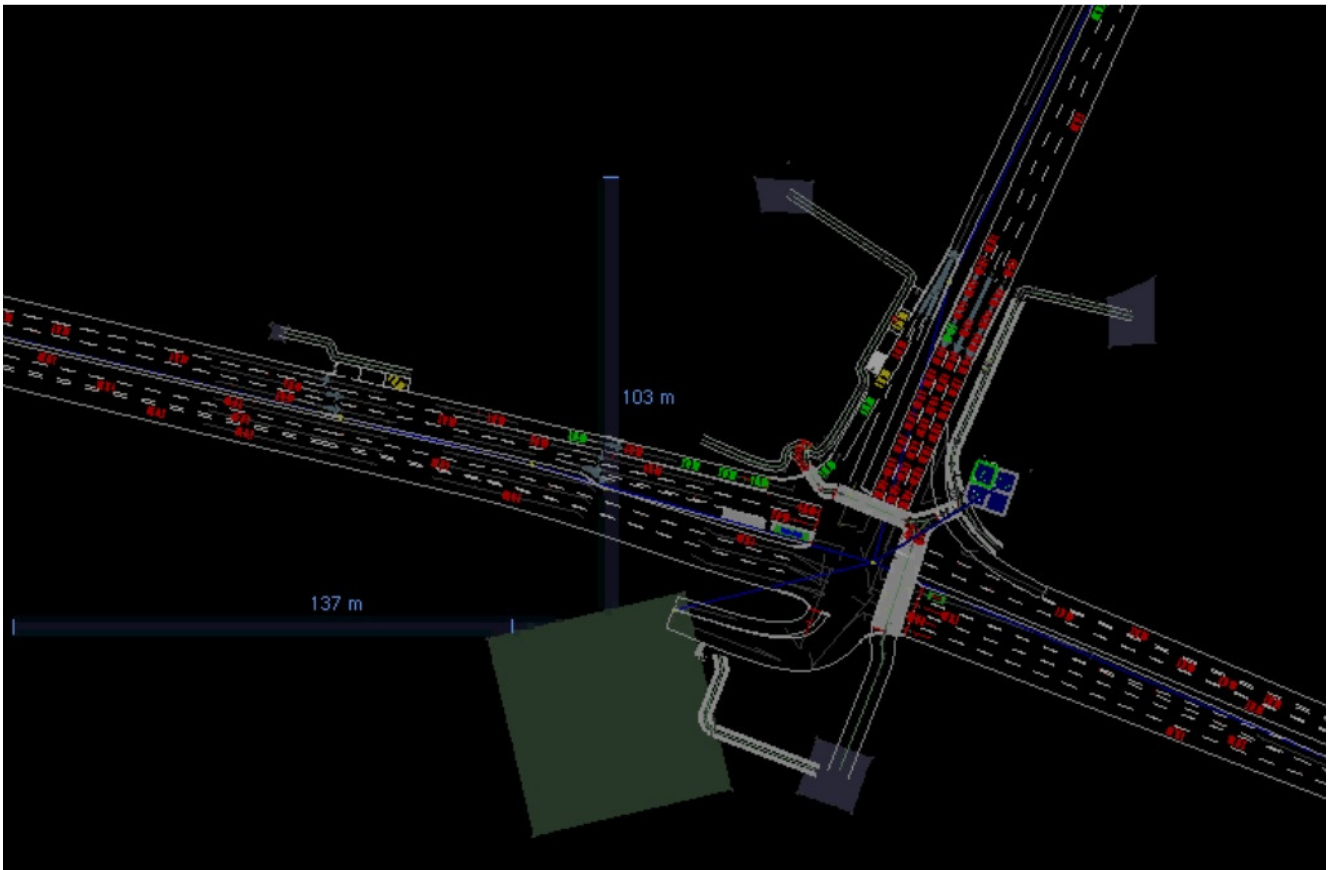
The proposed right turn into the site from Alison Road is not supported due to potential negative impacts on the surrounding road network and bus operations. An alternate arrangement should be considered to accommodate expected additional traffic without impacting on the existing road network. Any proposed alternate access arrangement should be supported by details of any SIDRA Modelling used, scaled plans illustrating adequate lane widths and vehicle turning circle into the site.

Response

The proposed access arrangement involves amendments to the existing intersection of Alison Road and Darley Road, which is a traffic signal controlled intersection. The amendments include the provision of the right turn movement and queuing lane for vehicles entering the hotel from the west/City, and the inclusion of an egress lane on the fourth approach to the intersection to allow egress from the Racecourse and Hotel. As stated within the Parking and Traffic assessment in the EIS Application, the above works are proposed to be accommodated within the existing road dimensions, negating the need for major construction works and delays to road users. The hotel site is surrounded by the Bus-Way access road, Alison Road and the race track, resulting in the triangular shaped site. During the design process a number of access options were assessed prior to establishing that the proposed access arrangement provides the most suitable solution.

In conjunction with the traffic assessment submitted with the Development Application, a SIDRA analysis was prepared in order to determine the operation of the intersection before and after the hotel development. The modelling confirms that the 95th percentile queue for the site access right turn was 0.7 vehicles during the morning peak and 0.5 vehicles during the evening peak, indicating the proposed right turn lane length of 25 metres (excluding taper). The length of the right turn lane is sufficient to accommodate the queuing expected during normal operation, but will accommodate two 12.5 metre long

buses when in use in relation to the bus-way. We have prepared microsimulation modelling, which demonstrates that no more than two buses arrived at one time over the period of the modelling. This was based on the peak bus volume (26 buses in 1 hour) superimposed over the peak traffic volumes associated with the Epsom Super Saturday. To provide a sensitivity test, we then doubled the number of buses, which indicates that up 58 buses per hour can arrive via the intersection with no more than 2 buses being queued. The management of bus arrivals is also an important aspect of the proposed arrangement, which is discussed in detail further below.



The proposed amendments to the intersection directly address two matters which are of high importance to the ATC:

- effective and safe access for buses utilising the busway. This includes maximising pedestrian safety in the surrounding streets, particularly Darley Road; and
- convenient and safe access for hotel guests, who are being dropped off or utilising the available basement parking spaces.

Bus Stabling Arrangements

The regular and controlled arrival of buses at the intersection and busway are important aspects of the current and proposed operation. The busway has a certain capacity, which must be managed and therefore a robust communication system is in place to manage the number of buses within the busway and stabling areas on Darley Road. The proposed arrangements described below will also require reliable communication between personnel within the busway, the stabling area and bus drivers.

Under the current arrangement, Sydney Buses advise that Darley Road is used as a bus stabling facility when buses are not required within the Busway. A review of the area indicates that Darley Road has provision for approximately 3 buses to stable at any given time along the eastern edge of the road. See figure 02 below.

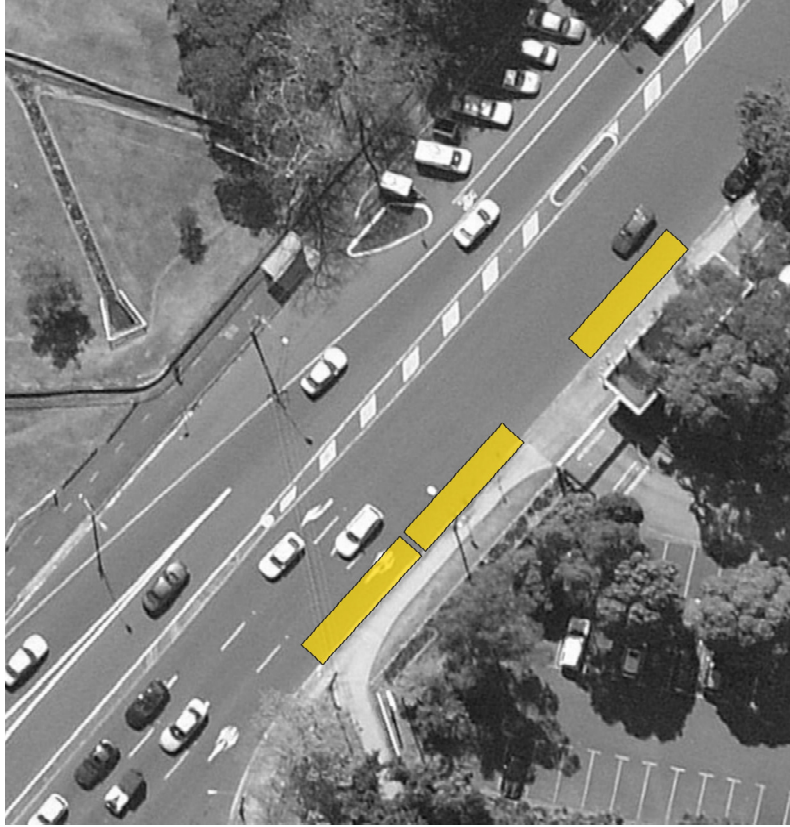


Figure 02 –Existing stabling arrangement along Darley Road

This existing stabling arrangement adds further congestion to Darley Road and the Alison Road intersection, whilst also impacting upon the safety for the high volume of pedestrians crossing Darley Road at this location.

Stabling – Proposed Solutions

Sydney Buses, in their submission to the EIS application, indicated that the use of Darley Road was required for stabling purposes, however a review of the DA approval for construction of the busway in 2009 indicates that up to 10 buses are able to stable along the northern edge of the busway, removing them from the roadway, alleviating traffic congestion and reducing the risks to pedestrians crossing Darley Road.

A further alternative stabling proposal is provided by the Proponent within the existing bus lane infrastructure along Anzac Parade (see figure 03 below).

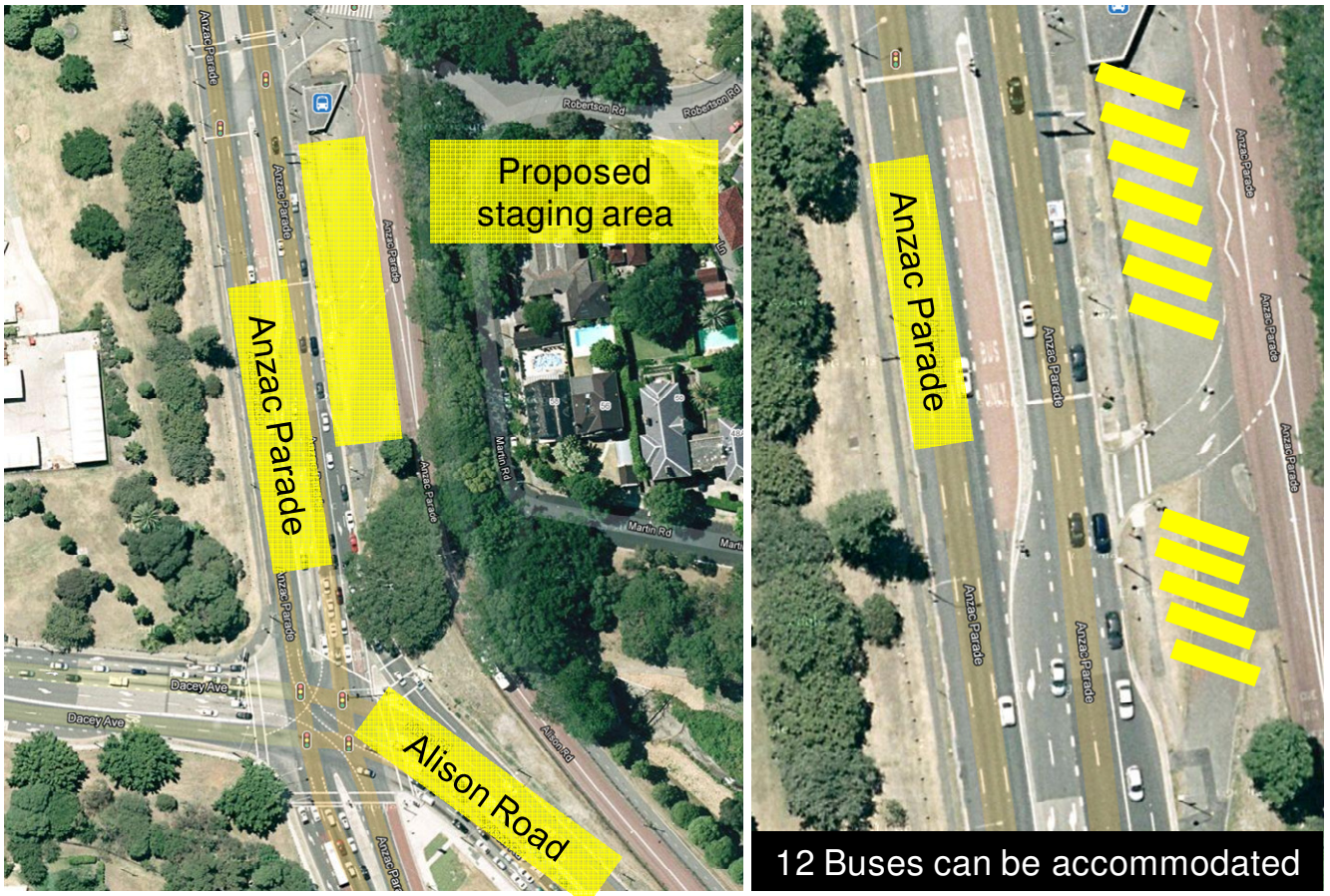
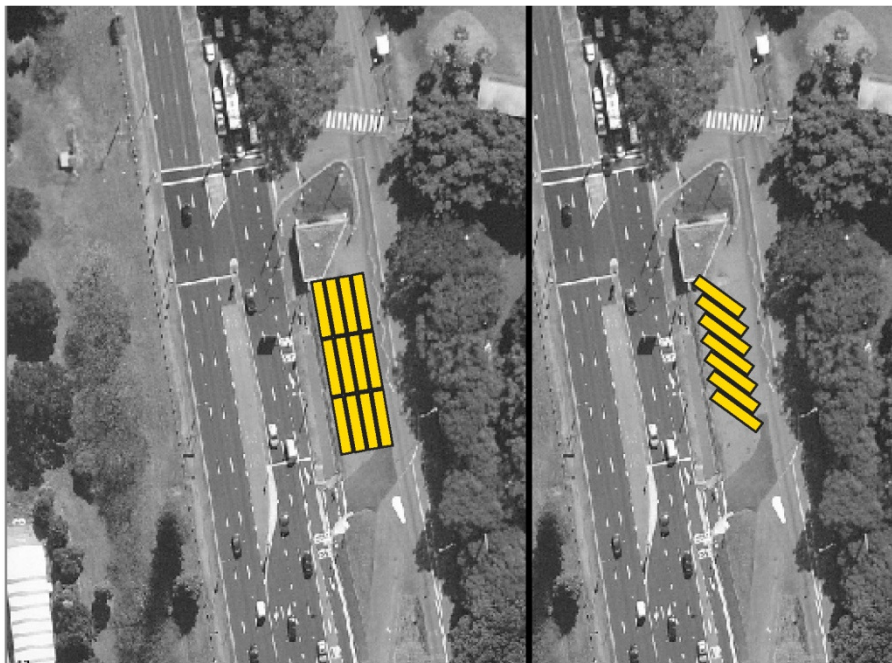


Figure 03 – Proposed alternative stabling location in addition to utilising the Randwick Racecourse Busway

The area identified for use as a stabling area is of sufficient size to allow other potential arrangements as illustrated in the following image.



A review of this location and dimensions indicate up to 12 buses are able to stable at this location prior to accessing the busway, reducing traffic congestion on the surrounding public road network. Management of bus movements will be able to be managed utilising the same protocols as are currently implemented by ATC and STA staff, with buses marshalled into the busway via radio communication as required.

Current Busway Operation - Access

The existing movement for buses to enter the site is considered very inefficient and causes additional friction on Darley Road and the Centennial Park roundabout, both of which are already heavily congested on racedays with vehicles and pedestrians accessing the racecourse and passing through the area. On major event and racedays Darley Road is used as a 'kiss and ride' area for pedestrian drop off, a bus stabling area as well as a major road servicing the racecourse, Centennial Park, Queens Park and the local area. Consequently the precinct is subject to heavy traffic conditions during these times.

Under the current traffic arrangements, on race and event days to access the site Sydney Buses, which arrive along Alison Road from the west, are required to leave Alison Road onto Darley Road, perform a 180-degree turn at the Centennial Park roundabout and then cross Alison Road and the intersection before entering the busway. The majority of buses entering the Busway are arriving during peak AM and PM Saturday traffic periods, creating further congestion along Alison Road, Darley Road and into Centennial Park. The current bus movement can be seen at figure 01 overleaf.

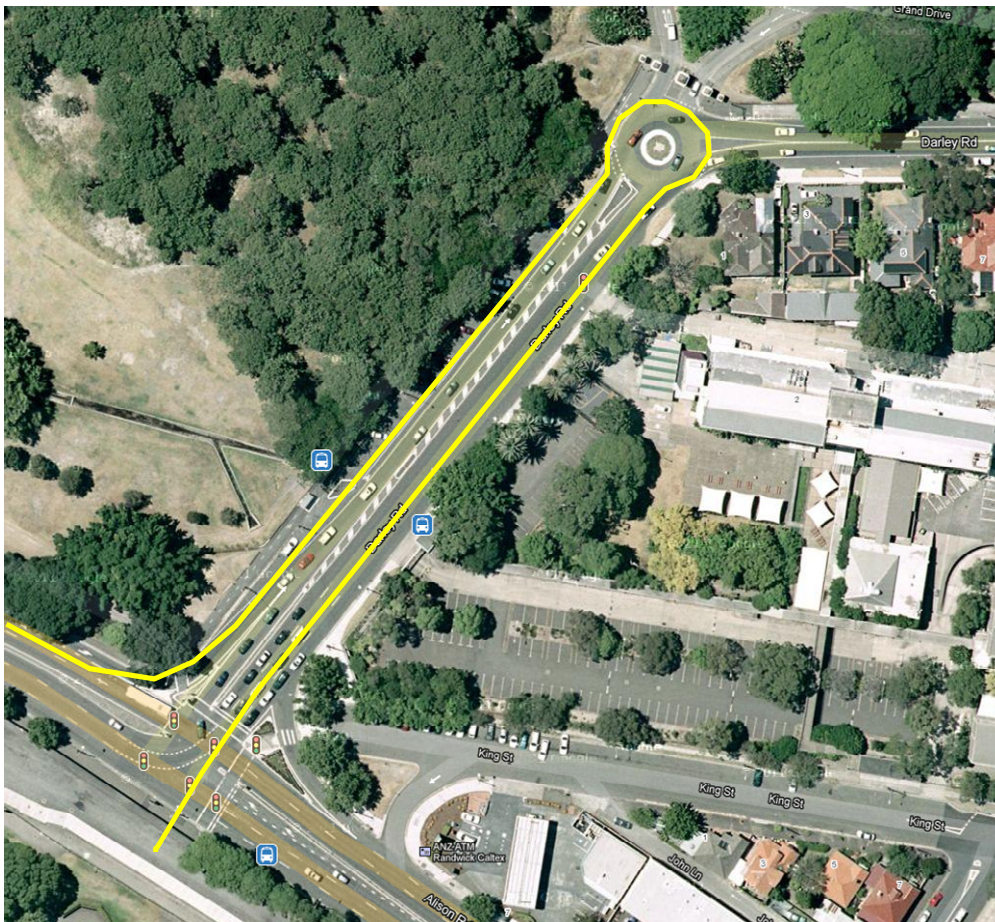


Figure 01 – The current bus route to access the Randwick Racecourse Busway

Busway Access/Egress

The existing Busway entry from the intersection will also be widened and converted to two-way traffic flow enabling vehicles to exit the site via this intersection.

Private vehicle egress will be strictly managed on race and event days by on site staff, and limited to cars already parked within the hotel basement. A Traffic Management Plan will be completed to detail management protocol, in line with current traffic management standards. As the intersection is already staffed by ATC staff or NSW Police on major race and event days to prevent private vehicles accessing the site, management of vehicles leaving the site will be able to be easily incorporated into current management practices.

The internal road access arrangement will involve an upgrade to the existing roadway leading to the rear of the Grandstand. The hotel porte cochere and basement car park accesses will intersect with this roadway.

The proposed access arrangement is illustrated in figure 05 below and has been revised slightly since a brief discussion with RMS officers. The S-bend of the access road has been softened and a separate access to the bus-way is now included to provide improved separation between bus and private vehicle movements, and a better defined queuing lane on the approach to the intersection.



ST MARGARETS,
SURRY HILLS



OLYMPIC BOULEVARD,
HOMEBUSH



THE SHOWGROUNDS,
ADELAIDE

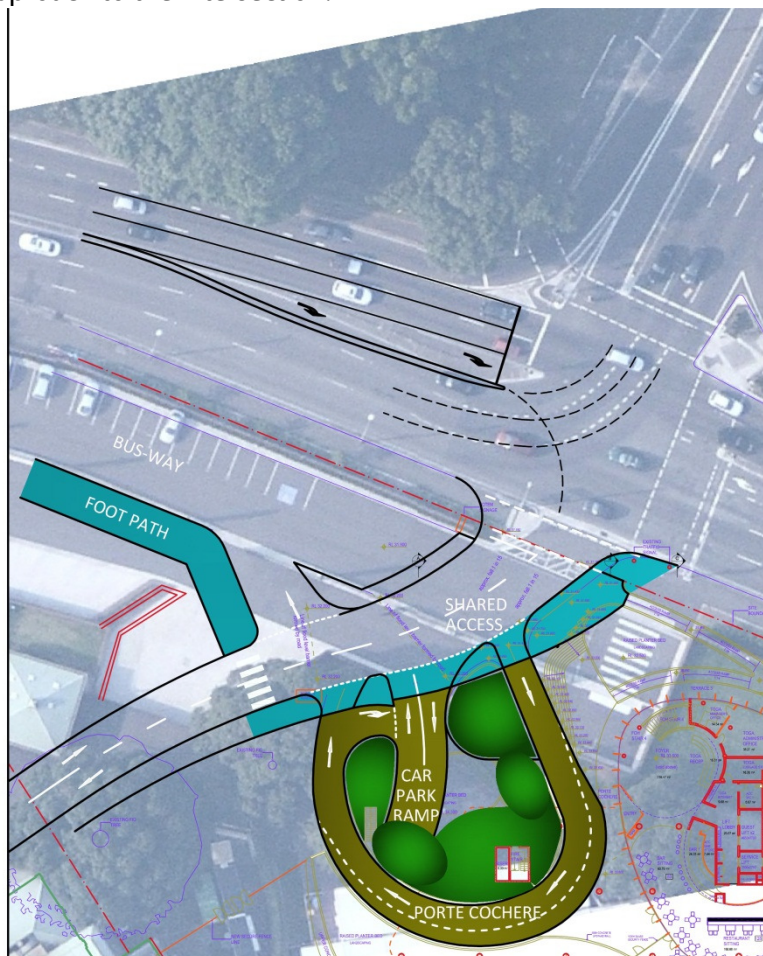


Figure 05 – Proposed Right Hand Turn/Access Arrangement

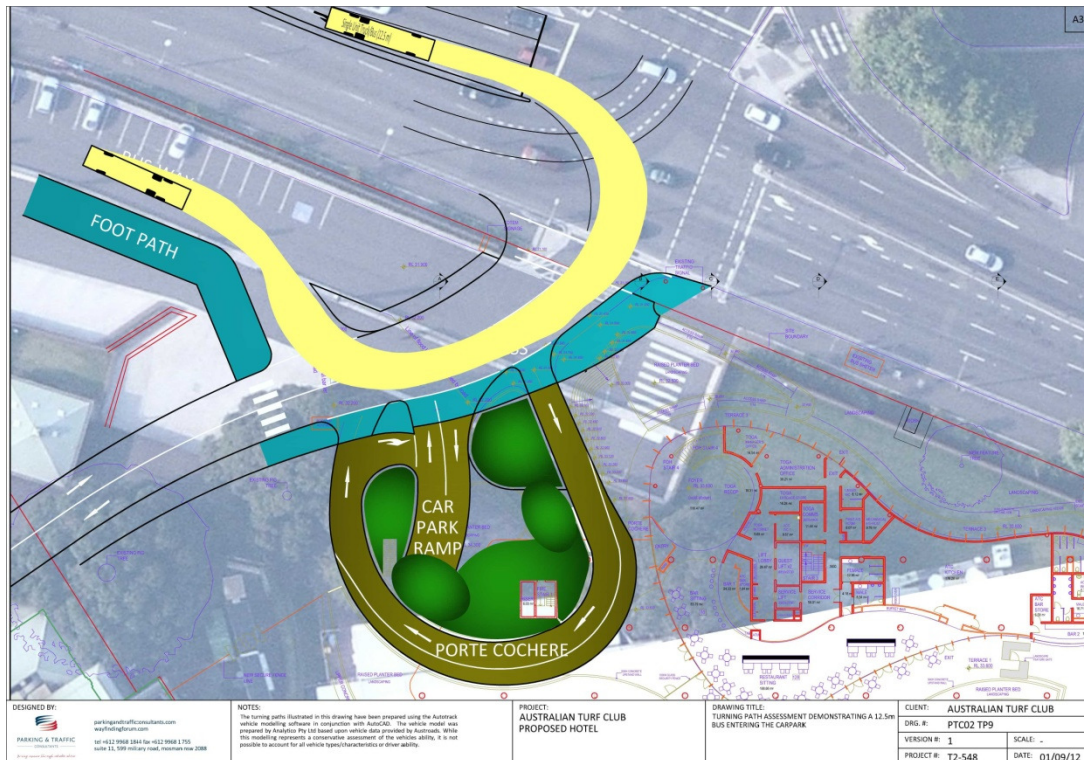


Figure 06 – Swept path of a 12.5m bus entering the busway from the proposed right turn lane

SIDRA Analysis

In conjunction with the traffic assessment submitted with the Development Application, a SIDRA analysis was prepared in order to determine the operation of the intersection before and after the hotel development. The modelling confirms that the 95th percentile queue for the site access right hand turn was 0.7 vehicles during the morning peak and 0.5 vehicles during the evening peak, indicating the proposed right turn lane length of 25 metres (excluding taper) is sufficient for the proposed use on both race/event days and non-race/event days (refer to **Attachment B**).

Swept Path Analysis

Swept paths are shown as **Attachment A**, demonstrating that all movements can be undertaken by the appropriate vehicles, including the right turn from Darley Road by a bus in the outside lane, along with two cars in the inside lanes.

Alternative Access Points

Access locations to the hotel site were investigated in detail during the design process, including to the east of the hotel. This location was dismissed as an option for 3 reasons:

- The proximity to the intersection of Alison and Darley Road is not considered suitable particularly for vehicles leaving the hotel and turning right to Darley Road. It would create danger and confusion for motorists.
- Due to the limited space between Alison Road and the Racecourse itself, the ability to construct a slip-lane for vehicles to slow down prior to entry into the site 24 is restricted.

- The distance between the racecourse and the road was insufficient to construct a suitable basement ramp and porte cochere arrangement.

Further, the site is located in a flood prone area, so all basement ramps were required to be raised to a suitable level prior to sloping downwards, creating additional difficulties when determining the location, length and design of basement ramps and the porte cochere. See Appendix U of the EIS Application for full details of the extent of flooding on the site.

The proposed solution provides the most efficient and safest entry and egress to and from the site for buses, motorists and pedestrians via the existing traffic signals and road infrastructure.

Item 2 – Combining of Sydney Buses and Private Vehicles

Department of Planning Response to EIS:

The proposed use of the Racecourse access way by taxis and private vehicles, exiting the hotel, conflicts with the intention of the racecourse access way to provide clear and unobstructed access for buses.

Response

At anytime when the Bus-Way is in use by STA buses, entry by private vehicles and taxis from Alison Road will be prohibited, in line with current management protocol on major race and event days. ATC and/or NSW Police will be present on site to manage pedestrian movements as well as prevent private vehicles entering the site.

On race-days it is proposed that an electronic 'No Right Turn – Buses Excepted' sign be illuminated to notify motorists of the changed traffic conditions. As such only buses will utilise the right hand turn off Alison Road into the site. To minimise confusion additional early warning signs will be located further down Alison Road for motorists not familiar with the area.

Egress from the hotel on event days will be limited to the cars already parked in the car park. Hotel guests staying over periods when this arrangement is operational will be advised upon booking of the traffic restriction to minimise confusion upon their arrival. There will be no re-entering the basement during events. Swept path analysis has been completed to analyse any impact of passenger vehicles exiting the site on bus entry and no conflict was found.

Peak hotel occupancy is anticipated to coincide with major events and it is anticipated that the majority of hotel guests will check-in to the hotel prior to the event commencing, with minimal check-outs until the following morning.

Finally, the proposed hotel site has always been considered by both the ATC and Randwick City Council as a future development site, earmarked to provide member and corporate facilities as detailed within the Royal Randwick Racecourse DCP 2007 – see Figure 07 overleaf.

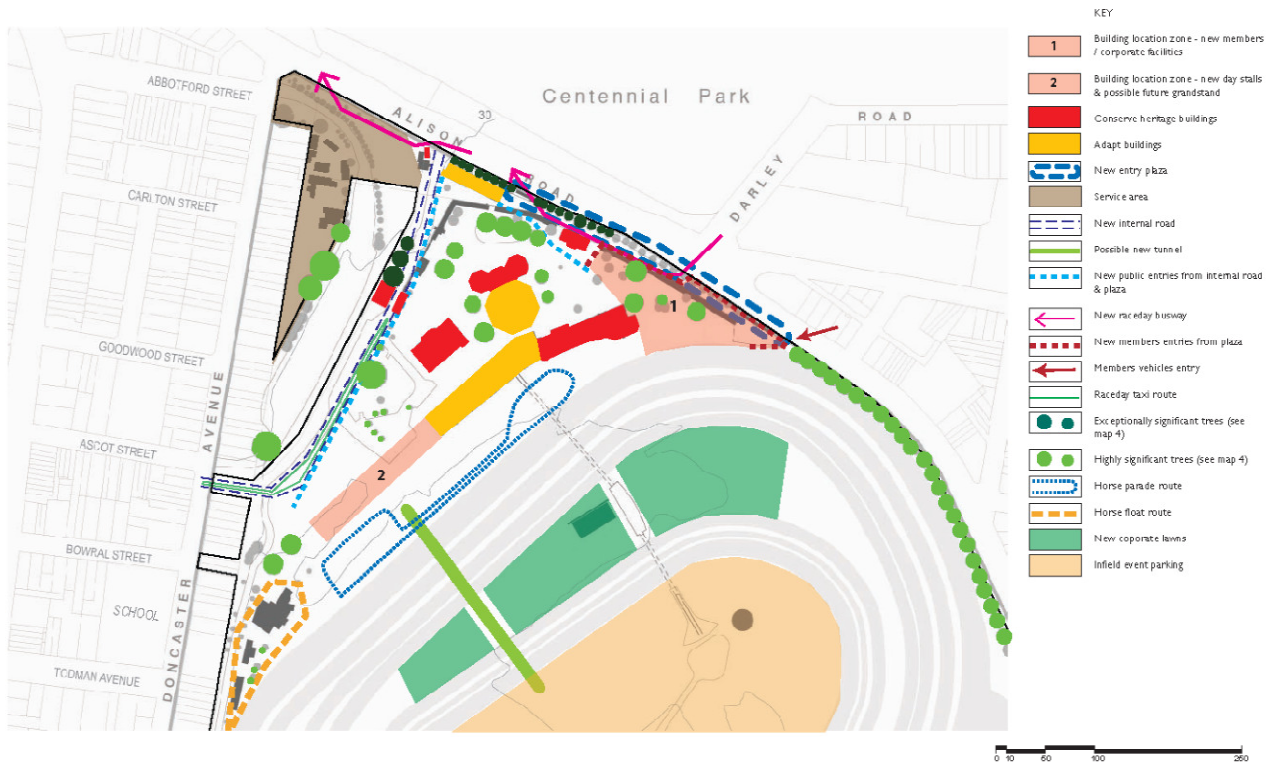


Figure 07 – Excerpt from Randwick Council's 'Royal Randwick Racecourse DCP 2007'

Any development on the site would be required to provide parking for the users of the building in line with the relevant controls and/or commercial demands for the buildings use. As a result it is proposed that co-mingling of vehicles at the proposed hotel has already been contemplated and approved by Randwick City Council.

Based on the above restrictions and management strategies, co-mingling between Sydney Buses and private vehicles will be kept to an absolute minimum and will not impact upon bus movements and access to the site.

Item 3 – Location of Driveways, Porte Cochere and Proximity to Alison Road

Department of Planning Response to EIS:

The proposed location of the driveways, Porte Cochere and their proximity to the Alison Road intersection should be reviewed to establish whether a more efficient arrangement could be provided, which would reduce the likelihood of accidents and/or vehicle queuing which could impact upon the surrounding road network.

Response

The hotel site is surrounded by the Bus-Way access road, Alison Road and the race track, resulting in the triangular shape. During the design process a number of access options were assessed prior to establishing that the proposed access arrangement provides the most suitable solution. The porte cochere is accommodated within a small area, while providing a suitable number of set-down spaces. Additionally, a provision is made to include a continuous bypass lane, the car park access ramps and loading area. In this

regard, it is not possible to locate the porte cochere access further from the intersection. See the response to Item 1 above for further information.

Item 4 – On Site Parking Arrangements

Department of Planning Response to EIS:

Concern is raised in relation to the proposed on-site parking arrangement and the variance between the proposed number of basement car parking spaces and the number of spaces required by the Randwick Parking DCP. Furthermore, the RTA Guide, on which the proposed parking rates have been based, is identified as being prepared in line with City of Sydney conditions. Opportunities for shared parking is supported however, further clarification is required in terms of how hotel overflow parking will be achieved on the Racecourse site when these areas are likely to also be at capacity.

Response

Parking for the hotel premises can be split into two separate user groups – hotel guests and non-hotel guests. Hotel guest parking (ie overnight guests) is located within a secure basement level, providing parking for 50 cars, with access via a ramp off the Access Way. Non-hotel guests (eg conference, restaurant patrons not staying with the hotel) have several parking options available to them nearby, including use of approximately 126 parking spaces on and adjacent to the busway (see figure 08 below), as well as use of the racecourse infield, where approximately 3,500 cars are able to be parked. It is anticipated that parking on non-race days will predominantly occur within the busway due to its proximity to the hotel. On race and event days however, patrons to the facility will be required to park either on the infield or in the streets surrounding the racecourse, in line with all other racegoers on these major days.



Figure 08 – Proposed overflow parking locations near the hotel.

The provision of a Parking Management Plan (PMP) would be best dealt with through a condition of consent requiring the PMP to be approved prior to the Occupation Certificate. This would enable a PMP to be prepared during the documentation period, rather than prior to the DA approval.

Item 5 – Loading Dock Location

Department of Planning Response to EIS:

Consideration should be given to an alternate loading/unloading arrangement to minimise conflicts with other vehicles.

Response

The proposed loading dock location is considered suitable given the site constraints previously mentioned in this report. Further, it was part of the brief provided by the ATC that the loading dock be moved underground so as to not locate it adjacent to the racecourse or Alison Road. This was further supported by comments from the Department of Planning's Urban Design division, which suggested there were already excessive back of house elements facing Alison Road. It is the opinion of PTC and the ATC that locating the loading dock elsewhere would result in a detrimental architectural and urban design outcome.

Signage, lighting and mirrors shall be implemented to provide adequate visibility and information for both passenger and delivery vehicles to safely utilise the basement ramp and loading dock.

Item 6 – Path Width

Department of Planning Response to EIS:

Consideration should be given to the provision of a widened path behind bus shelters on Alison Road (south side) to accommodate likely additional bus patrons.

Response

The current hotel ground floor arrangement could allow for the widening the footpath subject to further review of the proposed landscaping layout.

Item 8 – Parking & Traffic Management Plan

Department of Planning Response to EIS:

A detailed parking strategy / management plan is required providing information on how car parking related to the development will be managed on race-days and during other events at the hotel and across the site. The plan shall address parking demand in accordance with Randwick Council's Parking DCP and include details of any proposed signage, what events / occurrences will trigger the allocation of the hotel resources to implement the plan.

Response

Operational traffic management plans are currently developed for each major racing event and submitted to the NSW Police, Fire and Ambulance service and ATC Management. These plans are working satisfactorily. The following provides an overview of the proposed traffic management procedures on major event days.

The recommendations of this document provide a preliminary review of the additional management principles and strategies to be incorporated as part of the hotel development. However, the provision of a Parking Management Plan (PMP) would be best dealt with through a condition of consent requiring the PMP to be approved prior to the Occupation Certificate. This would enable a PMP to be prepared during the documentation period, rather than prior to the DA approval.

During recent discussions with RMS the potential to install permanent Variable Message Signs (VMS) in strategic locations was raised as this has the potential to provide a long term and cost effective alternative to the current use of mobile VMSs for each event. The permanent signs have the added benefit of continual use by RMS for safety messaging and incident warnings on the broader road network. Suitable locations for such signs will need to be determined through consultation with RMS, although this could occur in response to a Condition of Consent if adopted as a viable proposal.

Item 9 – Use of Racecourse Road

Department of Planning Response to EIS:

Details of the numbers of vehicles which will be using the new 'racecourse road', which continues south-west, past the hotel into racecourse land. This additional number of vehicles should be included in any traffic study.

Response

The Shared Access road which moves south of the hotel site is an upgrade of the existing bitumen area located behind the officials stand.

This accessway is already used for vehicle movements into the site on non-race and event days for deliveries to the racecourse site. It is proposed that this accessway be upgraded to improve access past the hotel and create a more defined path for vehicles to travel behind the grandstands. Further, parts of the grandstand are proposed to be operational on non-racedays - restaurants etc . The shared access road will facilitate access for users of the grandstands. Parking for these uses will be provided to the rear of the grandstand.

During recent discussions with RMS, the potential to install removable bollards was raised in order to prevent pedestrians walking through the shared access area during non-event days, i.e. primary access will be for the hotel only. This provision would reduce the number of conflicting movement in and around the car park access area.

Item 10 – Alternative Truck Access

Department of Planning Response to EIS:

Clarification is sought that alternative truck access across the site, required for major events on the Racecourse will remain secured.

Response

An application is currently being prepared in relation to the establishment of a new access to the in-field area via the intersection of Alison Rd and Cowper St. Other alternative access points are also available via Gate 8 (Alison Road).

Item 11 – Randwick Racecourse Traffic Management Plan

Department of Planning Response to EIS:

The existing Randwick Racecourse Traffic Management Plan should be updated to include the proposed hotel development. This should be submitted and is likely to be to agreement by RMS and Council.

Response

Noted. As suggested in Item 8, a detailed Traffic and Parking Management Plan will be produced prior to requesting a Construction Certificate. The Management Plan will be submitted to RMS and Randwick City Council for approval.

I trust that this information will assist in progressing the application, and please do not hesitate to contact me should and further clarification be required.

Yours faithfully

Regards



Andrew Morse
Senior Traffic Engineer