

As a resident of Kensington, I am objecting to the proposal by the Australia Turf Club to host 16 nights of races here at Royal Randwick racecourse. There are several reasons not adequately or fairly addressed by the ATC as part of the proposal submittals. It is irrefutable that the ATC's proposal for night races would further erode the liveability of this mostly residential area and jeopardise the well-being of many highly productive people who work in the nearby health and education precincts.

First and foremost, I believe it is vital to comprehend that this racecourse sits within what has become a densely populated residential area in Sydney – which has a diverse and productive work population – that primarily serves the health and education precincts of Randwick/Kensington. Royal Randwick Racecourse has five sides (or frontages, whichever term is the more appropriate here). Three of which are directly adjacent to medium density residential neighbourhoods (Doncaster Ave, Alison Road and Wansey Road) with minimal setbacks, another side faces the education and health precincts (High Street – which COVID-19 aside, would normally hosts up to 2,800 students living in student accommodation predominately facing the racecourse along High Street) and the final frontage being the smallest and least consequential of the five (5) frontages, Centennial Park. To keep things simple, I have broken my objection in the following 7 key points.

1. In several reports submitted by the ATC for their night racing proposal, the ATC has continued to use Canterbury and Toowoomba racecourse as a 'supportive precedence' for night racing without detailing and specifying the urban conditions that those two other racecourses are in compared with that of Royal Randwick Racecourse. The conditions are very different. Both those racecourses sit in areas that have a significantly lower population densities with the bulk of the dwellings being detached houses with private driveways and furthermore they are not within 'arm's-length' of State significant health and education precincts as is the case for Royal Randwick Racecourse. There are very minimal setback distances between the racecourse at Randwick and the residential neighbourhoods that surround it. Similarly, the MCG (another precedent used by the ATC) does NOT sit within a predominately residential neighbourhood. It is surrounded by 35 hectares of green space on one side (Yarra Park) and then the Melbourne Olympic Precinct on the other side. Significantly fewer people are affected by events held at the MCG and the handful of dwellings that are built and/or sold are done so with the prior knowledge by the buyers/occupiers that they are near the MCG. Lastly, the MCG, Canterbury and Toowoomba racecourses do not sit adjacent to State significant health and education precincts like Royal Randwick racecourse, nor are they bounded by two main arterial roads that feed an entire LGA.
2. In August 2020, the State government gazetted significant amendments to Randwick LEP 2012 concerning Kensington & Kingsford. The amendments are substantial with dozens of new block controls allowing for high-rise development (up to 18 storey) at several key nodes and mid-rise developments on many other blocks (up to 9 storey). There are currently several DAs for 18 storey residential developments that have gone to the NSW Lands and Environment court for approval. With this knowledge, it is too soon to determine what consequences will arise as a result of the recent LEP amendments. However, these amendments aim to further increase the residential population density which will inevitably put increased pressures on an already frustrated road network, public amenity and an increase in pollution levels leading to a decrease in liveability. The LEP amendments for

Kensington and Kingsford will not only affect the areas directly adjacent to Royal Randwick Racecourse, but the whole catchment area as Alison Road and Anzac Parade are the two main arterial roads feeding the entire LGA of Randwick City Council. Thus, some of the assessment reports supplied by the ATC (such as the one regarding traffic) will be incorrect and out-of-date once the amended LEP for Kensington Kingsford starts to physically manifest in built form.

3. The ATC has proposed the use of Diesel engines to power their lighting requirements. It is misleading and deceptive for the ATC to claim in one of their reports (in Appendix E) that their diesel engines conform to 'Environmentally Sustainable Design' (ESD) initiatives. There is nothing sustainable about diesel engines. There is conclusive evidence in many leading scientific reports that diesel engines are more harmful to the long-term health of humans than most other sources of non-renewable energy. Yes, diesel engines produce less CO<sub>2</sub> than other non-renewable energy sources, HOWEVER, they produce significantly higher levels of by-products that are even more harmful to humans' health such as Nitrogen Oxide, Nitrous Oxide and Nitrogen Dioxide and high concentrations of PM 2.5 (the pollution that gets into people's lungs and increases the likelihood of premature death by cancers). Thus, it is irrefutable that this needs further investigation as it is completely unfair and unreasonable to subject residents, students, patrons and workers of the nearby education and health precincts to extra pollution for the sake of a few people at the ATC increasing their profit margins to the detriment of others' long-term health.
4. Have NSW EPA been informed of the proposal for night racing at Royal Randwick Racecourse with the explicit knowledge that the ATC propose using diesel engines across the site to fulfil their lighting requirement for night racing? Were NSW EPA requested to submit a report by the State government? No, they have not. Therefore, the NSW government has a responsibility and a duty of care to all those who live and work in the catchment area of Royal Randwick racecourse to request NSW EPA do a report regarding this matter, particularly the use of diesel engines.
5. There is already significant congestion and frustration on the roads that surround Royal Randwick Racecourse (particularly Doncaster Ave) and this is independent of existing race meets. There is only one point of entry to the designated taxi drop-off and pick-up zone and the members car park for Royal Randwick racecourse which is on Doncaster Ave. This is a single-carriage way that is already highly congested during daily peak-hours (again, even outside of race meets) that by adding night races to the equation would further exacerbate an already frustrated condition. Additionally, since the light-rail infrastructure now prohibits right-turns onto Doncaster Ave from Anzac Parade, the intersection of Todman Ave and Doncaster Ave (which filters traffic from Anzac Parade to Alison Road) has drastically worsened over the past 12-months – during peak-hour traffic, it will often take several traffic light changes to pass through this node. This is already an issue without all the new developments that are expected to take form in the near future.
6. The bulk of the dwellings that surround Royal Randwick racecourse are NOT detached houses with private driveways like you would find surrounding Canterbury or Toowoomba racecourses. The dwellings surrounding Royal Randwick racecourse are mostly apartments and depend largely on the limited street parking. Additionally, these apartments offer minimal architectural devices against noise and light pollution. Therefore, some of the

purported 'mitigation measures' proposed by the ATC are nothing more than lip service. Residents would inevitably be affected by noise and light pollution. It is also worth mentioning once again that there are significant amounts of health care workers and students who add genuine value to our country; it is unfair to have these people's lives inconvenienced and their liveability decreased for the sake of the increased profit margins by a few at the ATC.

7. When people choose to live and/or purchase a residential property in this part of Kensington and Randwick, they were aware that there was a racecourse that had day-time meets (races) BUT never did they choose to buy dwellings and live there with the knowledge of and the acceptance that they would be subjected to the inconveniences of night time races (i.e. the added noise, lighting, traffic, air pollution, diesel engines, etc). Therefore, it is fair and reasonable to ask whether the ATC would be offering compensation to people on the potential capital loss to all owners who bought a property in the nearby vicinity given that their purchase was made without the knowledge of and expectation that night races would become an occurrence.

In conclusion, as a resident of Kensington and someone who is genuinely concerned for the greater good for the many in our community and not for the sole benefit of a few, I object to this proposal for night races at Royal Randwick Racecourse and would hereby request that this matter be escalated to an NSW Upper House Inquiry for further scrutiny and transparency in facts given the significant implication and precedence this would have for Sydney and NSW.

It is not in the interest of the public to have the ATC opportunistically financially gain at the expense of the greater good and liveability of residents, students and health care patrons and professionals in the nearby Health and Education precincts. Furthermore, it is irrefutable to say that horse racing is not a public necessity that adds positive value to the community at large. In the simplest terms, it is nothing more than gambling and money extraction off the back of animal exploitation. It is drunk young men urinating on people's fences. It is drunk woman taking their high heels off just to try get into a taxi. Randwick & Kensington in Sydney is not Meydan, Dubai. Nor should our government be aspiring for our city to become anything remotely like Meydan, Dubai. I would like to think our politicians also believe we are much better than that.