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Planning and Assessment
Department of Planning and Environment,
Locked Bag 5022
Parramatta NSW 2124

(Submitted electronically via NSW Planning Portal)

To whom it may concern,

ATC - SUBMISSION SUMMARY ON SYDNEY METRO WEST STAGE 3 (SSI-22765520)

This submission has been prepared by Urbis on behalf of the Australian Turf Club (**ATC**). The ATC thanks the Department of Planning and Environment (**DPE**) for the opportunity to comment on the Sydney Metro West Stage 3 project (SSI-22765520).

Due to the significant landholding size, unique environmental characteristics and sensitive equine receptors at Rosehill Gardens Racecourse, and the close proximity to the proposed Clyde stabling and maintenance facility, the ATC considers itself to be a critical stakeholder in the planning process for the Sydney metro West project. As DPE will be aware, the ATC has been in discussions with Sydney Metro and DPE for several years regarding the impact of the Sydney Metro West project on Rosehill Gardens Racecourse (**RGR**). The consultation to date has been undertaken with a great spirit of cooperation and transparency. The ATC appreciates and looks forward to ongoing meaningful discussions in this regard.

The ATC is a not-for-profit organisation with all income reinvested for the benefit of its members and the thoroughbred racing industry. The ATC owns and operates a number of racecourses, thoroughbred racing events, training and stabling facilities across NSW. As you would be aware, the ATC are the owners and operators of RGR (also known as Rosehill Racecourse) with an extensive history within Australia's racing culture for over 130 years.

Theatrical entrepreneur John Bennett bought a large slice of Rosehill for a racecourse and recreation ground in 1882. The course opened in April 1885 and Bennett even built a private railway track connecting it to the main line at Clyde. In 1903, the Racecourse Railway station was built to service the racecourse, which increased patronage of the track. In fact the George Ryder Stakes was originally known as the Railway Stakes, begun in 1903.

In other words, the racecourse and the railway line are intricately linked and this access must be maintained to preserve this history and maintain a safe and easy access to the site at all times.

RGR is considered one of Western Sydney's premier entertainment spots and a major thoroughbred racing venue in Australia. RGR also offers 34 unique venues for non-race day events. ATC supports 2000 jobs, contributes \$250m in NSW taxes and Rosehill Gardens has an economic contribution of \$562.5m to the NSW economy with racing, events and conferences

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The RGR site is made up of the racetrack proper; training tracks within the infield; the Rosehill Gardens Grandstand; and admin and operational buildings. RGR also provides stabling facilities in the south western corner of the site fronting Unwin Street. In addition to the land containing the racetrack and supporting assets, the ATC owns a corridor of land fronting James Ruse Drive, which is currently used for at-grade car parking during events. This at-grade car parking is separated from the racetrack by the recently decommissioned at-grade T6 Carlingford rail corridor and Rosehill Train Station.

The ATC also owns lands in proximity to the Racecourse, including the Rosehill Bowling Club on the corner of James Ruse Drive and Hassall Street, and land to the north of the Racecourse between Grand Avenue Drive. The ATC therefore has significant interest in the Sydney Metro West project and are very keen to ensure that the delivery of the project will have minimal impacts on the ongoing operations of RGR and the potential impacts on the welfare of thoroughbred racehorses stabled at RGR and staff working on site.

Through this submission we wish to provide a summary of ATC's key concerns regarding the impact of Stage 3 of the Sydney Metro West project (SSI-22765520) for the Department's consideration. As agreed with DPE, a more in-depth submission will be provided to the Department within 4 weeks of exhibition closing.

While the ATC continues to support the NSW Government's significant infrastructure investment in Western Sydney, the following operational and environmental impacts to the RGR have been identified in relation to the Sydney Metro West Stage 3 project:

- Of particular concern to the ATC is the importance of maintaining the access to RGR's primary entrance into the spectator precinct facing James Ruse Drive, adjacent to the recently decommissioned Rosehill railway station. The ATC are currently in discussions with Sydney Metro regarding temporary access requirements, however ATC would like to have a better understanding of the end state of this access. The end state is critically important to ATC day to day operations, most notably from a customer experience and safety aspect, as well as from a future redevelopment perspective.
- It is noted that the ATC has already lost a convenient public transport connection to their 'front door' on James Ruse Drive via the decommissioning of Rosehill heavy rail station and the T6 Carlingford rail corridor. Maintaining a safe and satisfactory access to the RGR via James Ruse Drive at all times is critical to ensure further impact to the ATC business is minimised.
- The ATC also has concerns with:
 - general access impacts resulting from construction works proposed under Stage 3 of the Sydney Metro West project.
 - noise and vibration impacts during construction of Stage 3 of the Sydney Metro West project, particularly in relation to the tunnelling works and the construction of the Clyde stabling and maintenance facility to the south of RGR. These impacts relate specifically to potential health impacts on thoroughbred racehorses located at the site.
 - potential air quality impacts associated with Stage 3, particularly in regard to potential health impacts on thoroughbred racehorses.
 - the day to day operational impacts as a result of the abovementioned access, noise, vibration and air quality impacts, including potential impacts on stabling of horses, raceday and non-raceday events.
 - potential financial impacts on the ATC as a result of the above.



The ATC appreciates the ongoing consultation with Sydney Metro, Transport for NSW and DPE, and as discussed above will be providing a more detailed and considered submission in the coming weeks.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Sarah Horsfield". The signature is fluid and cursive, written on a light-colored background.

Sarah Horsfield
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