

Appendix H

Royal Agricultural Society of NSW Position Paper





Parramatta Light Rail (PLR) Stage 2 will provide light rail services to Sydney Olympic Park (SOP) and the Greater Parramatta to Olympic Peninsula (GPOP) priority growth area. Light rail will significantly enhance the local transport network and provide a desirable alternative to private vehicle movements during day-to-day operations and special events.

SOP is an iconic precinct that provides a wide range of facilities and venues for business events, conferences, exhibitions, and sporting events, as well as public recreational amenities. SOP is also undergoing sustained growth in its business presence, activity, and residential development. It attracts upwards of 10 million visitors to its venues for more than 1500 events per year. This involves extensive major events planning, with the future PLR services providing an additional, efficient public transport option for patrons attending the SOP precinct.

PLR Stage 2 (the project) will assess the interface between the project and SOP event operational requirements in further consultation with Sydney Olympic Park Authority (SOPA). This document focuses exclusively on the interface between the Royal Agricultural Society of NSW (RAS) and the project.

Situated within SOP is the RAS Sydney Showground Precinct. RAS organises a range of small to large-scale events and competitions at the Showground, including but not limited to the nation's largest annual ticketed event, the Sydney Royal Easter Show (SRES) and Sydney Royal Wine, Dairy & Fine Food Shows.



Figure 1 Adult Carnival Rides at SRES

RAS has a long-term lease with SOPA (99 + 99 years) for the use of Sydney Showground Precinct and several other sites within SOP, whereby they organise and operate such events. RAS manages the Sydney Showground Precinct internal road network and has exclusive use of sites within SOP for Carnival Rides, livestock trucks, exhibitor, staff and contractor parking and equipment storage during the SRES.

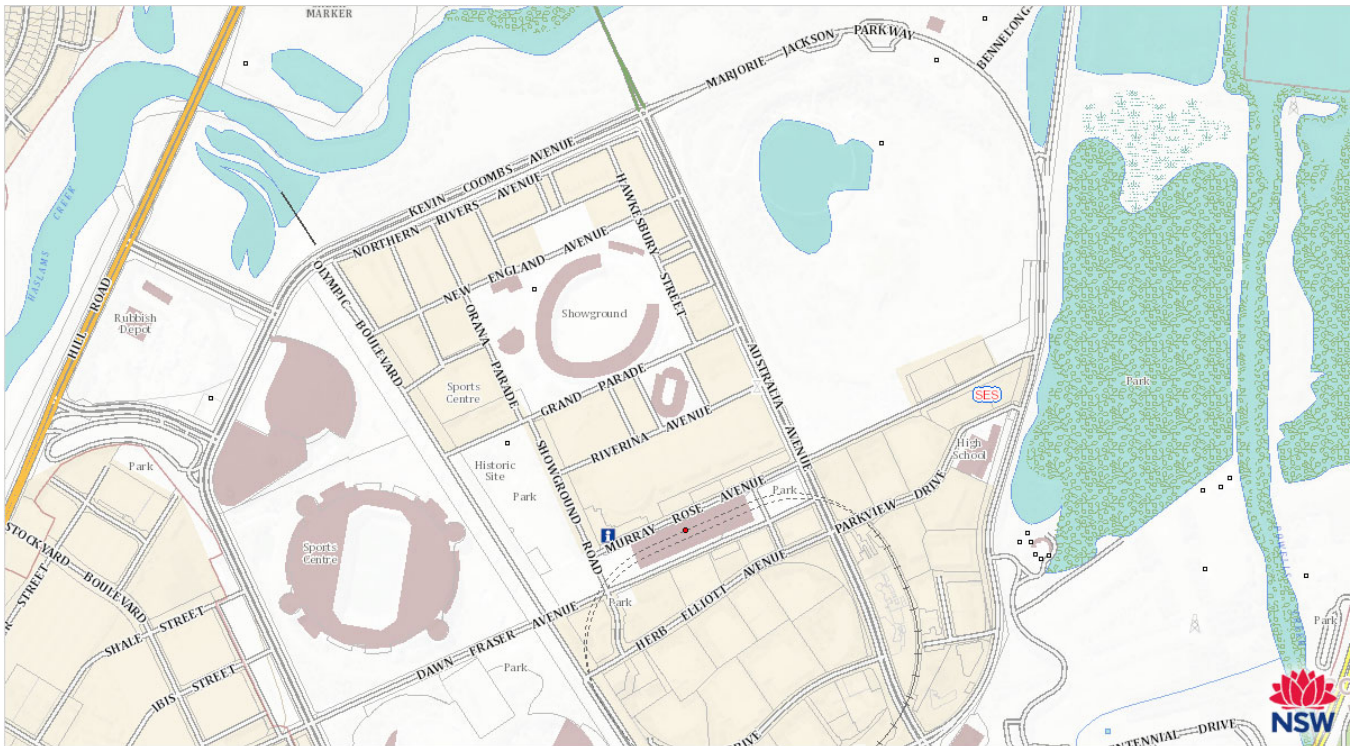


Figure 2 Sydney Olympic Park internal roads

Purpose

This document acknowledges and defines appropriate working assumptions between RAS and the project, by further clarifying the detail of interfaces between the project, RAS, and its operations. This document informs the project’s planning approval documents for the Response to Submissions Report, in which comments raised by RAS are addressed.

The project seeks to confirm that provisions and assumptions maintained within the project design and delivery plans are accurate which includes the projects assumption that the carnival rides will be relocated to enable the end-to-end service of light rail operations for 365 days of the year. In doing so, the project will seek to protect key aspects of the precinct and integrity of RAS operations.

The project is committed to collaborating with and coordinating the development and delivery work of the project with RAS as a key stakeholder in the SOP Precinct.

Sydney Olympic Park and Sydney Showground Precinct functionality

The figures in the following pages document precinct functionality and land use requirement comments from RAS within SOP and the Sydney Showground Precinct.



Figure 3 Sydney Olympic Park RAS requirements map – Sydney Olympic Park town centre

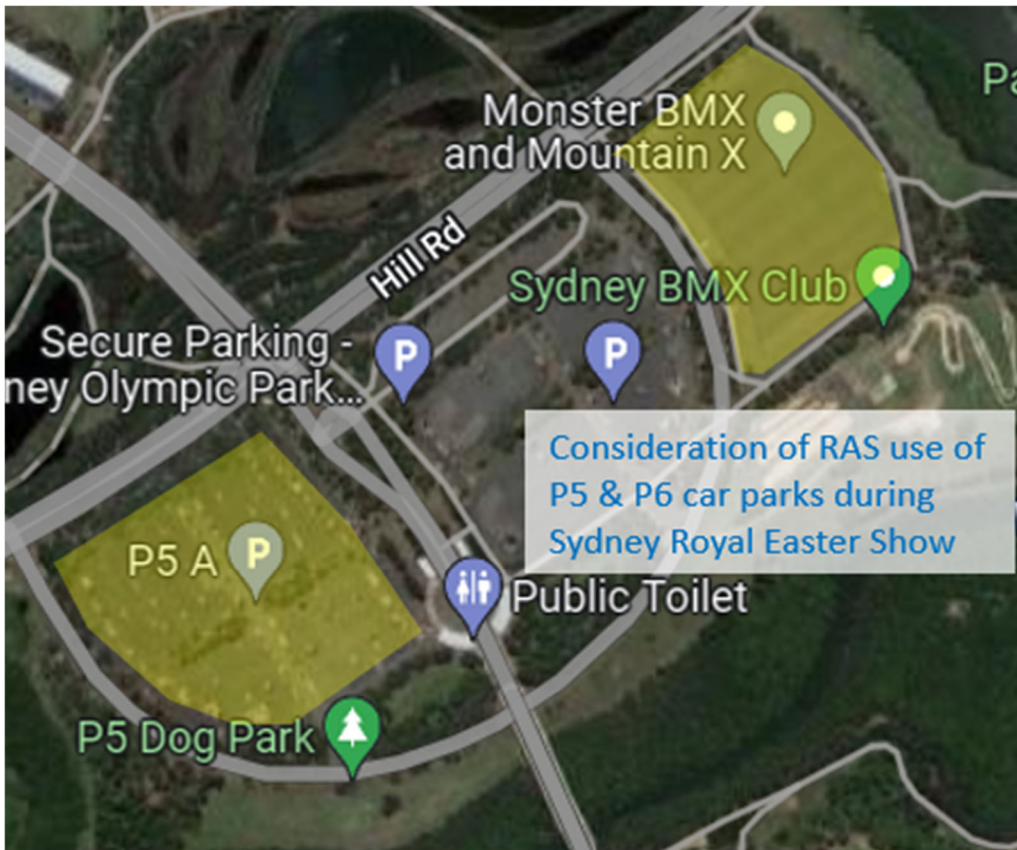


Figure 4 Sydney Olympic Park RAS requirements map 2 – Hill Rd and P5 Car Park

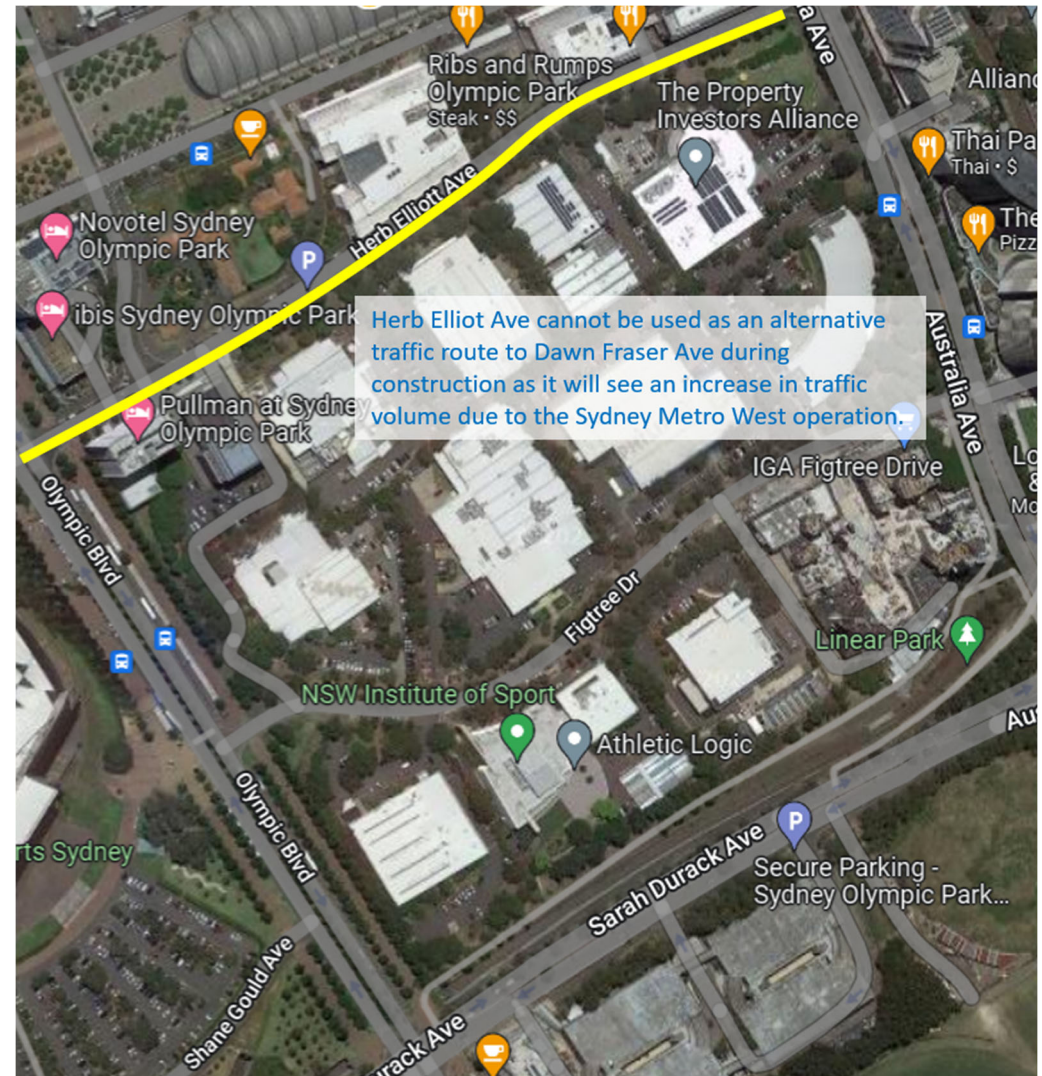


Figure 5 Sydney Olympic Park requirements map 3 – Dawn Fraser and Herb Elliot Ave

Project undertakings to RAS requirements

The project acknowledges RAS and SOP functionality and operational requirements and believes that the EIS addresses the majority of these requirements as commitments and mitigation measures for future implementation, as noted in Table 2 below. The project will provide further detail to RAS regarding the provisions made within its design and planning specifications to support RAS operational continuity as per the mitigation measures.

Table 1 below outlines the project's understanding of, provisions for, and intentions to support RAS and its operations. The project intends to develop further the below information with RAS to align the outcomes of the interfaces between RAS' operational requirements of the Sydney Showground Precinct with the construction and operation of the project's light rail infrastructure.

Table 1 PLR Stage 2 Commitments to RAS Constraints

RAS Constraint	PLR Stage 2 Response
<p>RAS has a 99 + 99-year lease to the Sydney Showground Precinct within Sydney Olympic Park.</p>	<p>The project acknowledges this lease, access, and control agreements within SOP, and considers RAS a key stakeholder of the project.</p> <p>Key mitigation measures and commitments within the EIS document apply to RAS.</p> <p>The project will work in collaboration with RAS and SOPA to ensure that the project does not cause significant impact or detriment to the RAS lease and operational requirements and allow the ongoing provision of events.</p>
<p>The Sydney Royal Easter Show (SRES) closes Australia Avenue and P6A for up to 40 days.</p>	<p>The project acknowledges that through consultation with SOPA/RAS, the relocation of the carnival rides will be required for the continuous end-to-end light rail operation during future SRES events.</p> <p>If the carnival rides have not been relocated by the time the project's contractor commences construction in Australia Avenue & P6A, the contractor will be subjected to a construction grace period for the SRES at this location (and other locations as required for the SRES).</p> <p>If the carnival rides have not been relocated by the time the project is in operation, the project will need to further assess the special event light rail operations to terminate services on or before Australia Avenue.</p> <p>The project cannot provide additional commitment on the relocation of the SRES as a part of the Scope</p>

RAS Constraint	PLR Stage 2 Response
	of Works for the delivery of the project. Any further matters relating to the relocation or potential compensation is a matter for the NSW Government.
During the SRES, the P5a, P5c and P6 car parks, as well as Australia Avenue, are used for livestock trucks, exhibitor, staff, contractor parking, carnival rides and equipment storage.	The project acknowledges the requirements for RAS's use of P5a, P5c, P6 and Australia Avenue for storage and carnival rides on during the SRES. The project commits to work with RAS and SOPA to determine the duration, shape, size, and location of construction compounds possible during the SRES and / or to identify a suitable alternative location if required.
SOP is first and foremost an events precinct. The project's design and construction programs need to be considerate of the current and future proposed environment and operations of the Sydney Showground Precinct and SOP venues because the SRES and events in SOP, including the showground, generate significant levels of economic and social benefit and bring in significantly large numbers of patrons to the SOP precinct over the year, heavily supporting the NSW Visitor Economy.	The project will continue to assess all stakeholder requirements, including those of RAS, SOP and relevant divisions within TfNSW, to facilitate RAS and SOPA's ongoing ability to host special events within Sydney Olympic Park and the Sydney Showground Precinct during the future construction of the project. The updated mitigation measures in the project's Planning Approval will form a part of any future procurement process and contract for PLR Stage 2 main works. The project will also assess future tenderers on how they respond to managing special events as an integral component of their construction program. The project will emphasise these requirements with future PLR Stage 2 contractors from the onset to ensure a fundamental and binding understanding of stakeholder and Planning Approval requirements.
Orana Parade cannot be used for traffic detours. There is a boom gate located near the intersection of Orana Parade and Grand Avenue. This is used by SOPA / RAS for animal and traffic movements throughout the year for the Showground and to maintain site safety and integrity. New England Ave is an internal venue access road within the Showground and cannot be used for pedestrian or vehicle access. Grand Parade between Australia Avenue and Showground Road is closed regularly for events and is not an appropriate traffic detour route	The internal traffic circulation detour plans are indicative and are subject to further updates in consultation with RAS/SOPA as per the mitigation measures noted within the EIS. It is agreed that the traffic movements through Orana Parade, New England Avenue and Grand Parade to Australia Ave are not feasible as proposed and will need to be revised to achieve acceptable traffic management outcomes through construction planning and management. Traffic diversion alternatives will be developed using primary roads such as Australia Avenue, Kevin Coombs Avenue, Dawn Fraser Avenue and Olympic Boulevard to divert traffic around RAS. If required, access through Grand Parade will need to be coordinated by the project and agreed to by RAS and SOPA.

RAS Constraint	PLR Stage 2 Response
<p>The Australia Avenue / Grand Parade intersection facilitates necessary access to the Sydney Showground Precinct and cannot be closed for extended periods of time.</p>	<p>During project construction, access will be maintained at this intersection. However, it may experience minor interruptions under controlled traffic conditions where access is shared with the project's work site.</p>
<p>There is a need to maintain access at Australia Avenue utilising both right and left turns in and out of Gates 10, 11 and 13 for the exhibition halls and events during the construction and operation of the project.</p>	<p>The project will maintain access requirements for Gates 10, 11 and 13 during construction.</p> <p>In times of significant vehicle movements during construction, there may be administrative and/or local controls required to ensure safe access in and out of the Gates.</p> <p>Whilst the project is committed to maintaining access to Gates 10, 11 and 13 during operations, during further design development, the project will endeavour to maintain current (left and right, in and out) access arrangements during light rail operations and event modes. The project will engage with RAS during further design development and during operational readiness planning to confirm the final access and control requirements for Gates 10, 11 and 13.</p> <p>Where there would be any changes that are not equivalent to the current access, these would be agreed with RAS.</p>
<p>RAS requires access for horses to cross Australia Avenue from New England Avenue at Gate 10. This is at various points throughout the year, including but not limited to the SRES.</p>	<p>This is understood by the project which has made design provisions to maintain this functionality in the design. The project will explore flange gap infills or other means to ensure this activity is managed safely.</p> <p>During construction, there may be some minor modifications to this crossing's exact location and finish.</p>

RAS Constraint	PLR Stage 2 Response
<p>It is recommended that the extension of Murray Rose Avenue from Showground Road to Olympic Boulevard be included as part of the project.</p>	<p>The project is seeking approval for the extension of Murray Rose Avenue from Showground Road to Olympic Boulevard as shown in Chapter 6 (Project description – infrastructure and operation) Figure 6.6.</p> <p>Further modelling of the traffic impacts in this area are being undertaken by the project. Consideration will also include the potential options for relocating the carnival rides site and bus terminals and their impacts on traffic circulation.</p> <p>Following analysis, consideration of the SOPA Master Plan 2050, future changes to the precinct and any impacts on RAS operations, the project will determine, in consultation with RAS and SOPA, the scope and timing requirements for the extension.</p>
<p>The relocation of buses and special event buses as per the proposed EIS routes needs to be reconsidered.</p>	<p>The project acknowledges that the location of the buses and special event buses would be evaluated in construction and operation phases.</p> <p>Details of such changes would consider the timing and impacts of other significant infrastructure and development projects within SOP.</p> <p>The project will investigate the continuation of bus services in conjunction with RAS, SOPA and other Transport for NSW stakeholders, considerate of its construction and operational phases.</p>

Conclusion

Collaboration and joint investigations of workable alternatives are essential in reaching a clear understanding of how both parties can successfully complete works and operate within the RAS/SOP Precinct.

The project looks forward to the ongoing collaboration with RAS and across government as the project works toward further defining and implementing effective measures to ensure optimal outcomes for both parties. These measures will seek to reduce and mitigate the impedance on RAS's events and operations during the construction and operation the project.

Relevant EIS Sections

Further to the commitments noted above, the project would also like to draw attention to Table 2 below, which highlights the key sections of the EIS that make commitments or provide mitigations for the benefit of RAS.

Table 2 Relevant EIS Extracts

SOPA / RAS Requirements and Concerns	Has this been addressed in the EIS?	Document	Section	Text	Response – Noted by SOP, considered by the project
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Access Requirements</p> <ul style="list-style-type: none"> • Grand Parade access between Showground Road and Australia Ave, including the Australia Ave / Grand Parade intersection facilitates high volumes of traffic into the RAS compound. For as long as reasonably possible, access at this intersection and portion of Grand Parade needs to remain available. Any access through Grand Parade needs coordination with RAS. • Orana Parade and New England Ave cannot be used as a traffic detour route as this is continually used by SOPA / RAS for animal & traffic movements for the showground. Alternate routes will need to be assessed. • Access to Gates 10, 11 and 13 for the exhibition halls and events needs to be maintained during construction and operation. This will require the ability for vehicles to make a right in / right out of Gates 10, 11 and 13 from and onto Australia Ave. • Murray Rose Avenue is closed at many different points of the year, not just for major events. • Expectation that there will be translation of the stakeholder requirements with respect to special events and closures which need to be accommodated into the construction program for the contractor. • General traffic circulation plans need to be revised to propose more appropriate solutions 	Yes	Chapter 9	9.3.2	Road and lane closures would be undertaken in consultation with relevant stakeholders.	Prior to the commencement of construction, the project will develop a Traffic and Access Management Plan (TAMP) in consultation with SOPA and other key stakeholders in accordance with their requirements which will need to be defined within SOPA’s Third Party Agreement. The Third-Party Agreement will need to ensure that the TAMP defines suitable solutions to enable traffic and staging of construction works to minimise the impact on access and operation of the RAS site and allows ongoing delivery of events at SOP both during construction and operation of the light rail.
		Chapter 9	9.3.7	Section notes that consultation would be carried out with the property owner / occupant (RAS) to ensure that satisfactory alternative arrangements are provided and / or the impact is minimised.	The project acknowledges that RAS is of the view that Orana Parade and New England Avenue cannot be used as a traffic detour route. Prior to the commencement of construction, the project will develop a TAMP in consultation with SOPA and other key stakeholders. The TAMP will provide suitable options for redirection of traffic and staging of construction works that minimise impact on access and operation of the RAS site and allows ongoing delivery of events at SOP both during construction of the light rail.
		Chapter 9 & TP2	9.4.7 & 6.2.7.4	A signalised intersection allowing right turns would be provided for access at Grand Parade, and traffic signals would also be provided at Gate 13 (Murray Rose Avenue) from Australia Avenue to Showground Road.	A signalised intersection would be provided at the Murray Rose Avenue and Australia Avenue intersection. The project will seek to maintain access requirements for Gates 10, 11 and 13 during construction and operations so long as reasonably practical with the light rail interface. The project will engage with RAS during detailed design to confirm the final access requirements for Gates 10, 11 and 13.
		Chapter 9	9.6.1	Access to properties would be maintained during construction. While access arrangements would be outlined in the traffic and access management plan, the effectiveness of those arrangements, and the need for any alternative and/or temporary access arrangements, would be agreed with affected property managers/owners.	Access to properties, including clear protocols for amending access arrangements if required will be included in a TAMP to be developed prior to commencement of construction in the precinct.
		Chapter 9	9.6.2	(TT8) A traffic and access management plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to minimise traffic and access delays and disruptions and identify and respond to changes to road access and on-street parking arrangements. The plan will include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation (in accordance with mitigation measure TT12)	Prior to the commencement of construction, the project will develop a Traffic and Access Management Plan (TAMP) in consultation with SOPA and other key stakeholders in accordance with their requirements which will need to be defined within SOPA’s Third Party Agreement. The Third-Party Agreement will need to ensure that the TAMP defines suitable solutions to enable traffic and staging of construction works to minimise the impact on access and operation of the RAS site and allows ongoing delivery of events at SOP both during construction and operation of the light rail.
		Chapter 9	9.6.2	(TT9) The traffic and access management plan will include measures to manage staging of construction works to ensure that satisfactory capacity and minimum levels of service are maintained for all users.	The project recognises the unique character and role of SOP as an events precinct. The project will develop a TAMP that addresses both construction and subsequently operations of the light rail in close consultation with SOPA, RAS and other relevant stakeholders prior to commencement of construction in the precinct.
		Chapter 9	9.6.2	(TT12) Consultation with relevant stakeholders will be undertaken regularly to facilitate the efficient delivery of the project and to minimise impacts on road, river and transport infrastructure customers and users. Stakeholders will include ... Sydney Olympic Park Authority. Additional measures identified as an outcome of consultation will be implemented during construction, where reasonable and feasible. This will include modifying work areas, activities and construction access arrangements to address traffic flow and access issues identified by key stakeholders, where practicable.	The project will work in collaboration with RAS and SOPA to ensure that, to the extent practical, the project does not cause a significant impact or detriment to the operational requirements of SOP. In addition, the mitigation measure TT12 has been updated to include the commitment to consult with RAS.
		Chapter 9	9.6.2	(TT18) The potential for cumulative construction transport and traffic impacts will be reviewed and coordinated with other projects, in consultation with relevant stakeholders, including ... Sydney Olympic Park Authority. The review will include: • other projects with the potential to affect access and capacity • reviews of programs for traffic staging, lane, footpath, cycleway and road closures for all projects • coordinating works and identifying efficient re-routing options as appropriate.	The cumulative construction transport and traffic impacts will be compiled prior to the development of the CEMP to inform the CEMP traffic subplan. In addition, the mitigation measure TT12 has been updated to include the commitment to consult with the RAS.
		Technical Paper 2	5.2.7.2	(Australia Ave) Indicative road closures and detour routes are provided in Figure 5.11 and would be subject to ongoing consultation and access agreements with impacted land owners, businesses and authorities.	The project acknowledges that some indicative road closures and detours proposed in the EIS are not considered feasible to SOPA and RAS as they would result in significant impacts. Alternative options will be developed in consultation with key stakeholders in the TAMP.
Technical Paper 2	5.4	Access to properties would be maintained at all times wherever practicable, or alternative access arrangements provided to facilitate construction works. Note: Australia Ave, SOP is explicitly stated in this section	Nil		

			Technical Paper 2	8.1	Careful and detailed planning would be required during further design stages and prior to construction to ensure the capacity and access to the arterial road network is maintained. This would require close co-ordination with a range of stakeholders, including ... Sydney Olympic Park particularly	Nil
			Technical Paper 2	8.1	A Traffic and Access Management Plan would be prepared and implemented as a key part of the Construction Environmental Management Plan (CEMP) and approach to avoiding identified impacts.	Nil
			Technical Paper 2	8.3	Traffic and Access Management Plan • A Traffic and Access Management Plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to minimise traffic and access delays and disruptions and identify and respond to changes to road access and on-street parking arrangements. Refer to section 8.3.1 and section 8.3.2 for key considerations in the Traffic and Access Management Plan and a summary of the approvals required.	The project will develop the TAMP in consultation with SOPA, RAS and other key stakeholders.
			Technical Paper 2	8.3	Potential for transport, traffic and access impacts during construction: • Site-specific and detailed construction traffic management plan(s) will be prepared prior to construction and implemented as part of the overarching Traffic and Access Management Plan and the CEMP. The plans will detail all legislative requirements, processes and responsibilities to minimise traffic and access delays and disruptions and identify and respond to changes to road safety during construction.	The project will develop the TAMP in consultation with SOPA, RAS and other key stakeholders.
			Technical Paper 2	8.3	Construction traffic • Transport for NSW will undertake consultation with ... Sydney Olympic Park Authority ... to minimise transport and traffic impacts.	The project will develop the Construction Traffic Management Procedures as part of the CEMP in consultation with SOPA and RAS
			Technical Paper 2	8.3.1.5	The appropriate stakeholder liaison groups should be established to ensure effective communication and ongoing interaction for the project duration. This will facilitate the management of stakeholder and community expectation during the construction phase and address the requirements of key stakeholders in the preparation of site specific TMPs and approvals processes. The groups to consider in the interagency engagement process include: – Sydney Olympic Park Authority	The project acknowledges RAS as a key stakeholder to consider in the engagement process.
			Chapter 14	14.6.2	Please see SE1, SE9 & SE10 for detail regarding community and business management consultation plans.	Nil

Special Event Requirements	<ul style="list-style-type: none"> • Sydney Royal Easter Show closes Australia Ave for a period of up to 40 days. • P5 and P6 carparks are used for the Sydney Royal Easter Show for the period of up to 40 days. • Special event bus locations need to be reviewed. • Murray Rose Avenue is closed at many different points of the year, not just for major events. • Expectation that there will be translation of the stakeholder requirements with respect to special events and closures which need to be accommodated into the construction program for the contractor. 	Yes	Chapter 9	9.3.5	The partial closure of the bridge (Holker Busway Bridge) would allow two-way traffic in a single lane under traffic control so there would be no requirements for re-routing of special event bus services.	Nil
			Chapter 9	9.3.5	Traffic control arrangements for footpaths and roads would be detailed in the traffic and access management plan	The project will develop the TAMP in consultation with SOPA, RAS and other key stakeholders.
			Chapter 9	9.5.1	The traffic and access management plan (see section 9.6) would include measures to ensure access for special event buses is maintained.	Nil
			Chapter 9	9.6.1	Access to properties would be maintained during construction. While access arrangements would be outlined in the traffic and access management plan, the effectiveness of those arrangements, and the need for any alternative and/or temporary access arrangements, would be agreed with affected property managers/owners.	The project will develop any alternative access arrangements in consultation with SOPA and RAS and in consideration of commercial, operational, or planning issues with changing property access. Work permits may be required to implement changes on SOPA land outside the area of the consent.
			Chapter 9	9.6.2	(TT8) A traffic and access management plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to minimise traffic and access delays and disruptions and identify and respond to changes to road access and on-street parking arrangements. The plan will include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation (in accordance with mitigation measure TT12)	The project will work in collaboration with RAS and SOPA to ensure that, to the extent practical the project does not cause significant impact or detriment to the operational requirements of RAS and SOPA and allow the ongoing provision of events.
			Chapter 9	9.6.2	(TT9) The traffic and access management plan will include measures to manage staging of construction works to ensure that satisfactory capacity and minimum levels of service are maintained for all users.	Nil
			Chapter 9	9.6.2	(TT16) Modifications to existing bus stops ... implementation of new stops and services, and alterations to service patterns, will be undertaken in consultation with relevant key stakeholders, including ... and Sydney Olympic Park Authority.	Nil
			Chapter 9	9.6.2	(TT17) Traffic management for special events in ... Sydney Olympic Park (including Sydney Showground) will be considered during construction. Where special events require specific traffic and pedestrian management, measures will be developed and implemented in consultation with relevant stakeholders, including event organisers ... and Sydney Olympic Park Authority.	The project will include traffic management requirements for events as part of the TAMP to be developed prior to commencement of construction within the precinct in consultation with SOPA and RAS. In addition, the mitigation measure TT17 has been updated to include the commitment to consult with the Royal Agricultural Society of NSW.

			Chapter 9	9.6.2	(TT18) The potential for cumulative construction transport and traffic impacts will be reviewed and coordinated with other projects, in consultation with relevant stakeholders, including ... Sydney Olympic Park Authority. The review will include: <ul style="list-style-type: none"> • other projects with the potential to affect access and capacity • reviews of programs for traffic staging, lane, footpath, cycleway and road closures for all projects • coordinating works and identifying efficient re-routing options as appropriate. 	The mitigation measure TT18 has been updated to include the commitment to consult with the Royal Agricultural Society of NSW.
			Technical Paper 2	5.5.3	Traffic control arrangements for the Holker Busway, along with any other temporary disruption or changes to special event bus services, would be detailed in the Traffic and Access Management Plan prepared as part of construction planning for the project. This would occur in consultation with relevant stakeholders including ... Sydney Olympic Park Authority	Nil
			Technical Paper 2	6.1.7	Special event traffic management arrangements would be in place at Sydney Olympic Park when major events are occurring. ... Traffic management arrangements would be developed in consultation with key stakeholders.	Nil
			Technical Paper 2	8.1	Careful and detailed planning would be required during further design stages and prior to construction to ensure the capacity and access to the arterial road network is maintained. This would require close co-ordination with a range of stakeholders, including ... Sydney Olympic Park particularly	Nil
			Technical Paper 2	8.1	A Traffic and Access Management Plan would be prepared and implemented as a key part of the Construction Environmental Management Plan (CEMP) and approach to avoiding identified impacts.	Nil
			Technical Paper 2	8.3.1.4	The construction contractor(s) will be responsible for considering known special events in the construction program and making appropriate arrangements to manage the impacts of construction (including traffic management and contingency arrangements) during these events. The traffic management requirements of special events may require adjustments to times of construction and routes used by heavy vehicles, as well as varying approved road occupancy license conditions for construction.	The project will require its contractors to undertake work in accordance with the TAMP and the project CEMP. The project will consult with SOPA and RAS as required on any variations to the TAMP and the CEMP within the SOP precinct.
			Technical Paper 2	8.3.2.4	The contractor will be required to incorporate all known special events into the construction program and detail measures required in the site specific TMPs in consultation with key stakeholders.	The project will develop the site specific TMP in consultation with SOPA and RAS.
			Chapter 14	14.6.2	Please see SE1, SE9 & SE10 for detail regarding community and business management consultation plans.	Nil
Special	• Horses require access for crossing Australia Ave from New England Avenue at Gate 10	No	-	-	This will be explored by the project to find an appropriate solution.	Nil