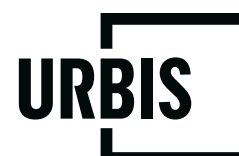




ROYAL RANDWICK RACECOURSE SSD-10285 WINX STAND

Response to Submissions

Prepared for
AUSTRALIAN TURF CLUB
9 April 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Report Number	Response to submissions report V1.0

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1. INTRODUCTION

This 'Response to Submissions' Report (**RtS**) addresses the matters raised by public agencies during public exhibition of the Environmental Impact Statement (EIS) for the Winx Stand at Royal Randwick Racecourse, Randwick (**SSD 10285**). The EIS was on public exhibition between 20 November 2019 and 17 December 2019. During this period, six (6) submissions were received. These included submissions from:

- Randwick City Council (RCC)
- Transport for NSW (TfNSW)
- Heritage NSW
- Environment, Energy and Science (EES)
- Government Architect NSW (GANSW)

During exhibition, no public submissions were received. The key matters raised in the agency submissions include:

- Pedestrian, traffic and transport management
- Noise/acoustic
- Landscaping
- Heritage and archaeology
- Architectural design
- Recommended draft conditions

This RtS incorporates amendments to the proposed design to address the issues raised and following a further detailed design process. Principally, these amendments relate to the following:

- Revised Level 1 design to improve functionality and noise mitigation measures.
- Incorporation of solar panels into the roof design to enhance the scheme's environmentally sustainable design and minimise energy consumption.
- Revised landscaping in response to comments.

These amendments are presented in updated Architectural Plans (Appendix A), Alternative Design Review (Appendix B) and Landscape Plans (Appendix C). The Heritage Archaeology Assessment (HAA) report (Appendix D) has also been amended in response to submissions.

During the preparation of this RtS, the ATC has consulted with relevant government stakeholders including TfNSW, NSW Police and RCC to ensure a holistic response to pedestrian and traffic management for Randwick Racecourse and the surrounding road network. A new Draft Pedestrian, Traffic and Transport Management Plan (Appendix E) has been prepared by Intact Solutions in consultation with all stakeholders and the draft copy has been distributed for their review in anticipation of this RtS being submitted.

The amended plans and the RtS demonstrate that the proposal balances environmental impact with community benefit and should be approved. This RtS and assessment of the amended plans confirm that there are no significant adverse impacts associated with the Project. This RtS has also reviewed the draft conditions provided by public agencies. Recommended changes are provided for consideration by the DPIE.

The specialist consultants have assessed the design and recommended mitigation measures to ensure the proposal will have no unreasonable or significant noise, traffic and environmental impacts on adjoining or surrounding properties or the public domain.

The content contained in this RtS and the original EIS, demonstrates that the application should be approved. This project is fully funded and 'shovel ready' for commencement of construction as soon as possible this year to take the opportunity for construction whilst large scale events are currently restricted in these challenging times. The project will deliver genuine economic benefits in these challenging times, particularly in creating over 150 full-time jobs during construction, and will sustain many direct and indirect jobs during its operation once the current COVID related restrictions are lifted. It has also addressed all outstanding issues and will result in a great new facility that the public will be able to enjoy. Therefore, this proposal warrants being fast-tracked for approval.

2. OVERVIEW OF AMENDMENTS TO THE PROPOSAL

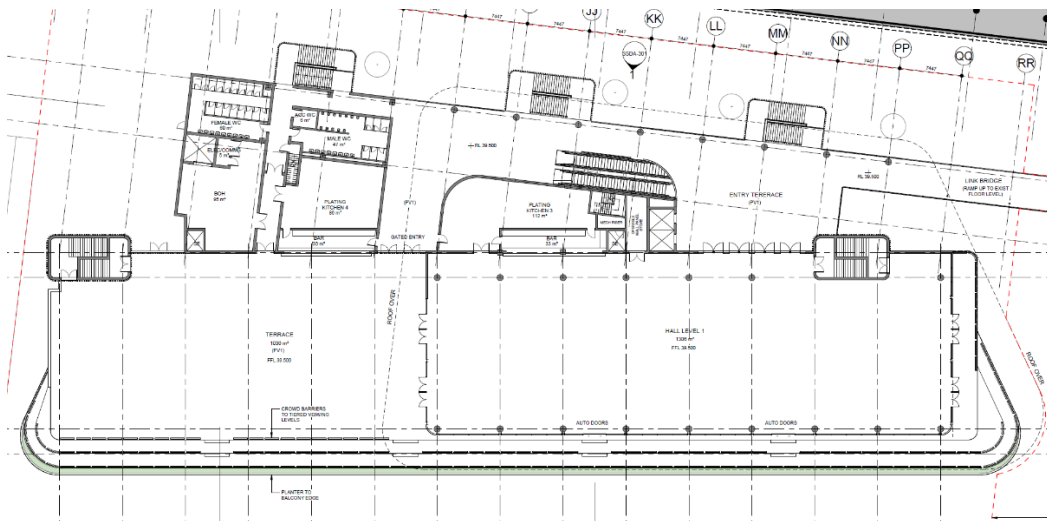
In response to agency submissions the project team has revised the proposal in the following ways.

2.1.1. Architecture Design

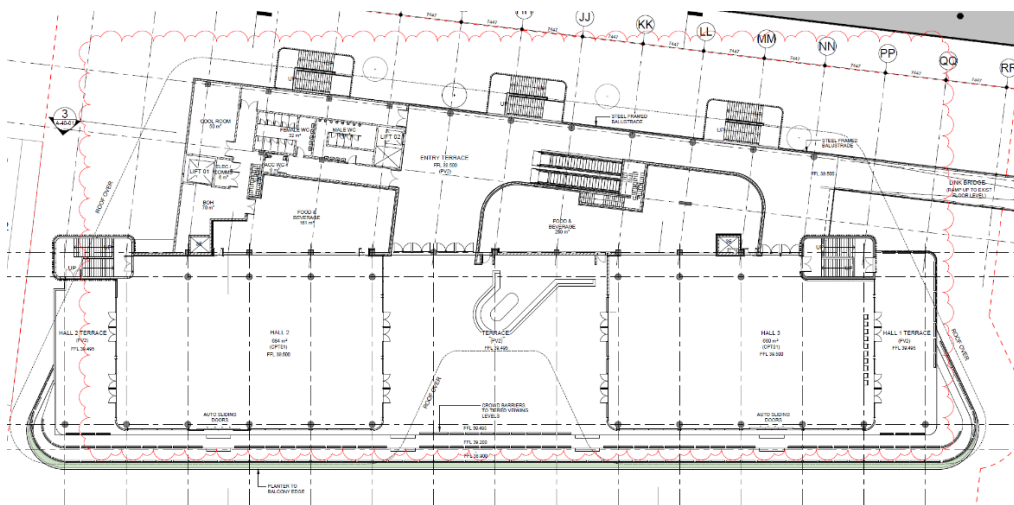
Revised Architecture Plans (Appendix A) and Alternative Design Review (Appendix B) prepared by Cox Architects have been prepared as follows:

- Revised Level 1 design to spread out the built form massing along the length of the structure to create two separate halls, being Hall 2 – 684sqm and Hall 3 – 660sqm (total of 1,384sqm). This results in a very minor increase of 78sqm to the net total GFA for the hall on Level 1 (original design of the hall on Level 1 was 1,306sqm).
- The previous Level 1 outdoor terrace has been redistributed to a central outdoor terrace between Hall 2 and Hall 3, and two smaller terraces at each end of the structure.
- Revised roof design in response to the revised built form massing.
- Incorporation of solar panels to the roof design to enhance the scheme's environmentally sustainable design and minimise energy consumption.

Figure 1 Comparison of the Level 1 design for the original and revised design



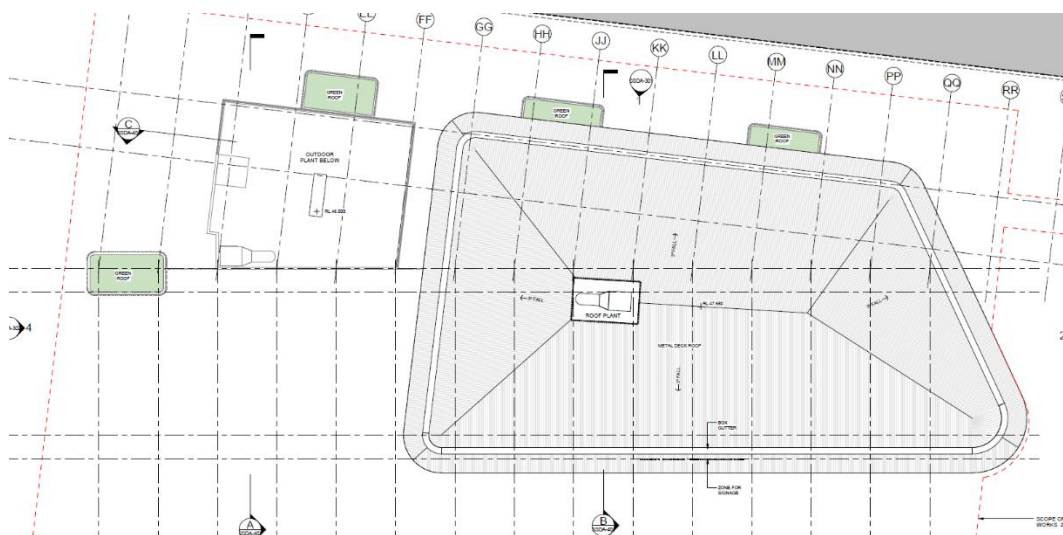
Picture 1 Original design of Level 1



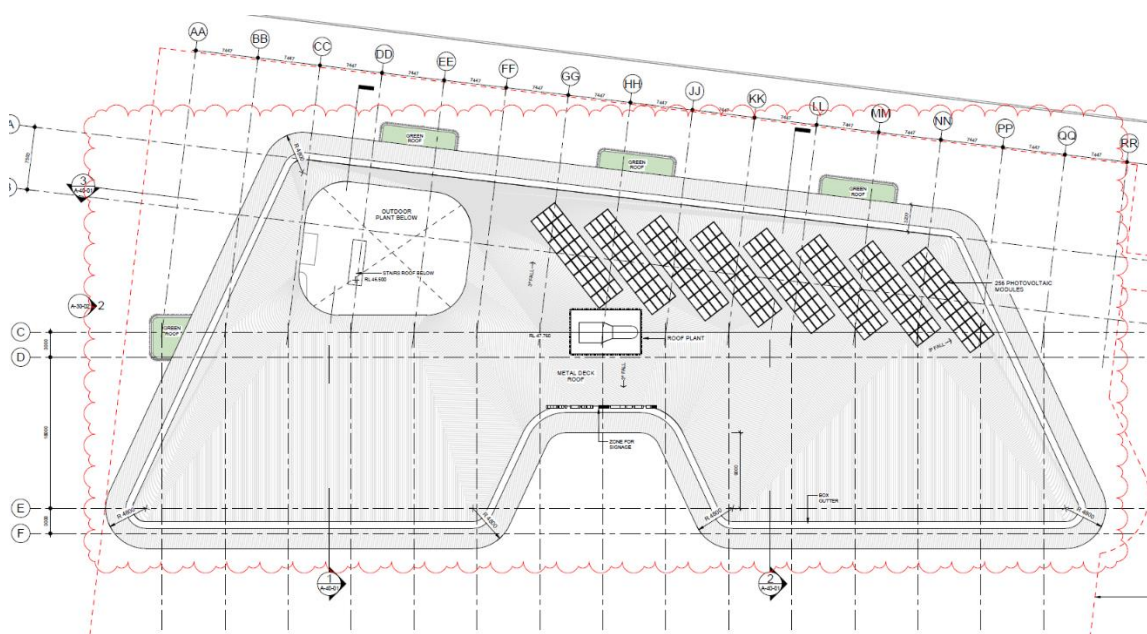
Picture 2 Revised design of Level 1

Source: Cox Architects

Figure 2 Comparison between the original and revised design of Level 1



Picture 3 Original design of Roof Plan



Picture 4 Revised design of Roof Plan

Source: Cox Architects

2.1.2. Draft Pedestrian, Traffic and Transport Management Plan

A new draft Pedestrian, Traffic and Transport Management Plan (PTTMP) (Appendix E) has been prepared in consultation with relevant State and local authorities including TfNSW, RCC, NSW Police, STA – Sydney Buses and NSW Taxi Council.

The draft PTTMP has been prepared to cover 8 different operating scenarios (referred to as postures), including

- day to day administration and business operation on site;
- or minor non-race day events, to large scale race day events or potential large scale mass gatherings of people, i.e a festival.

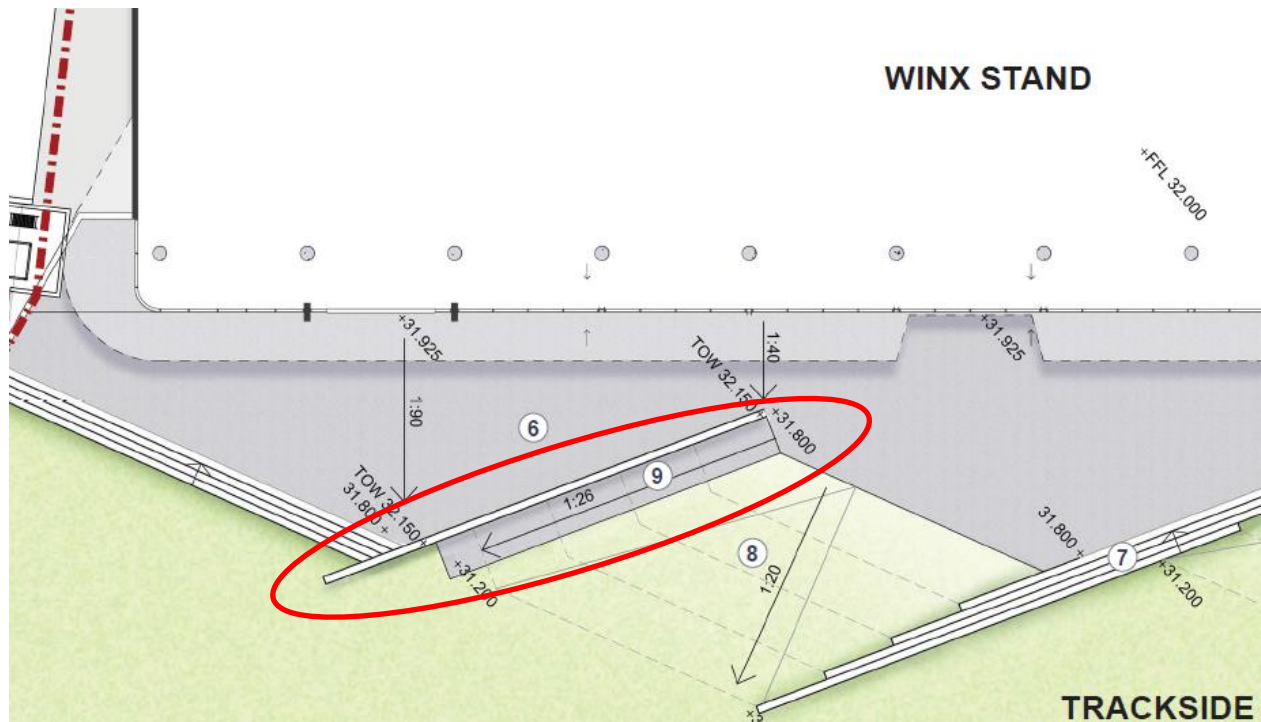
The draft PTTMP is assessed further in Section 3.2.

2.1.3. Landscaping

Revised Landscape Plans (Appendix C) have been prepared by Sturt Noble as follows:

- A new DDA compliant ramp has been added to provide access between the Winx Stand and the trackside lawn area (refer to Figure 3).
- The indicative planting schedule has been amended with alternative vegetation species in response to submissions (refer to Figure 4).

Figure 3 Amended Landscape Plan with DDA ramp, Ground Floor Masterplan Drawing: DA-1918-02-E



Source: Sturt Noble

Figure 4 Amended indicative planting schedule

BOTANICAL NAME	COMMON NAME	POT SIZE	SPACING	HEIGHT & WIDTH
TREES				
STS <i>Stenocarpus sinuatus</i>	Firewheel Tree	100L	A.S.	15 x 6m
SHRUBS & GROUNDCOVERS				
<i>Ajuga reptans</i>	Blue Bugle	150mm	0.3m	0.2 x 0.4m
<i>Buxus japonica</i>	Japanese Box	5L	0.5m	1 x 0.5m
<i>Carex appressa</i>	Tall Sedge	150mm	0.5m	0.8 x 0.7m
<i>Carpobrotus glaucescens</i>	Pigface	150mm	0.3m	0.2 x 1m
<i>Dianella caerulea</i> 'Little Jess'	Blue Flax-Lily	150mm	0.6m	0.4 x 0.4m
<i>Dichondra repens</i>	Kidney Weed	Tube	0.2m	0.2 x 2m
<i>Gardenia augusta</i> 'Magnifica'	Gardenia	5L	0.6m	1 x 0.5m
<i>Hibbertia scandens</i>	Guinea flower	150mm	0.3m	4 x 1m
<i>Liriope muscari</i> 'Evergreen Giant'	Liriope Evergreen Giant	150mm	0.5m	0.6 x 0.5m
<i>Lomandra longifolia</i> 'Tanika'	Lomandra Tanika	150mm	0.5m	0.6 x 0.65m
<i>Rhaphiolepis indica</i> 'Spingtime'	Indian Hawthorn	5L	0.7m	2 x 3m
<i>Rosa noatraum</i> 'Carpet Rose'	Carpet Rose	5L	0.7m	0.9 x 0.9m
<i>Strelitzia reginae</i>	Bird of Paradise	25L	0.6m	1.5 x 1.5m
<i>Trachelospermum jasminoides</i>	Star Jasmine	5L	0.5m	0.6 x 1m
<i>Viola hederacea</i>	Native Violet	Tube	0.2m	0.13 x 1m

Source: Sturt Noble

3. ASSESSMENT OF PROPOSAL AMENDMENTS

3.1. LEVEL 1 BUILT FORM

Cox Architects has amended Level 1 and roof design of the proposal to improve the functionality of the facility when compared to the original SSDA. Figure 5 illustrates how redistributing the massing of Level 1 along the length of the structure results in a more balanced built form and creates a new central terrace space on Level 1. This enables the terrace space to serve both halls and provides further operational flexibility in comparison to the original design. The revised roof design provides partial cover over the terrace spaces to provide greater weather protection to patrons and will provide more operational flexibility for the Winx Stand during events. This includes providing a more permanent weather protection solution in lieu of requiring temporary solutions (i.e temporary marquees) implemented for large scale events.

A further significant benefit to relocating the primary terrace space to the centre of Level 1 is that Hall 2 now acts as an acoustic barrier between the main terrace and the residential area to the south. The Noise and Vibration assessment prepared by GHD has been updated to assess the revised design as per Appendix F and addressed further in Section 3.5 of this report.

The roof design has also facilitated the incorporation of rooftop solar panels to enhance the new facility's energy efficiency and sustainability. The solar panels are designed to generate the amount of energy required for the Winx Stand to be energy neutral.

Figure 5 Renders comparing the original and revised design



Picture 5 Render of original design

Source: Cox Architects

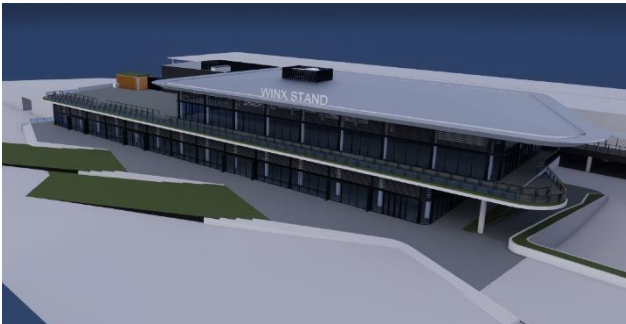


Picture 6 Render of revised design

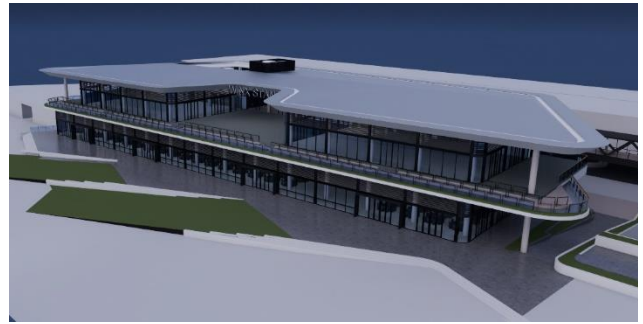
Source: Cox Architects

The following Figures 6 - 8 have been extracted from Appendix B to provide further visual comparison between the original design and the revised design.

Figure 6 Alternative design review comparing the original design and revised design 1 of 3



Picture 7 Original design (east elevation)



Picture 8 Revised design (east elevation)



Picture 9 Original design (laneway looking south)



Picture 10 Revised design (laneway looking south)



Picture 11 Original design (laneway looking north)



Picture 12 Revised design (laneway looking north)

Source: Cox Architects

Pictures 9 and 10 illustrate there will be minor design changes visible from the laneway at the rear of the structure. The structure's massing remains consistent with the multi-deck car park.

The revised roof design can be seen in Picture 12 from the laneway looking north. However, it presents a more refined architectural design and will not present any change to visual impact from within the site or from adjoining properties.

Figure 7 Alternative design review comparing the original design and revised design 2 of 3



Picture 13 Original design (southern elevation from racecourse proper)



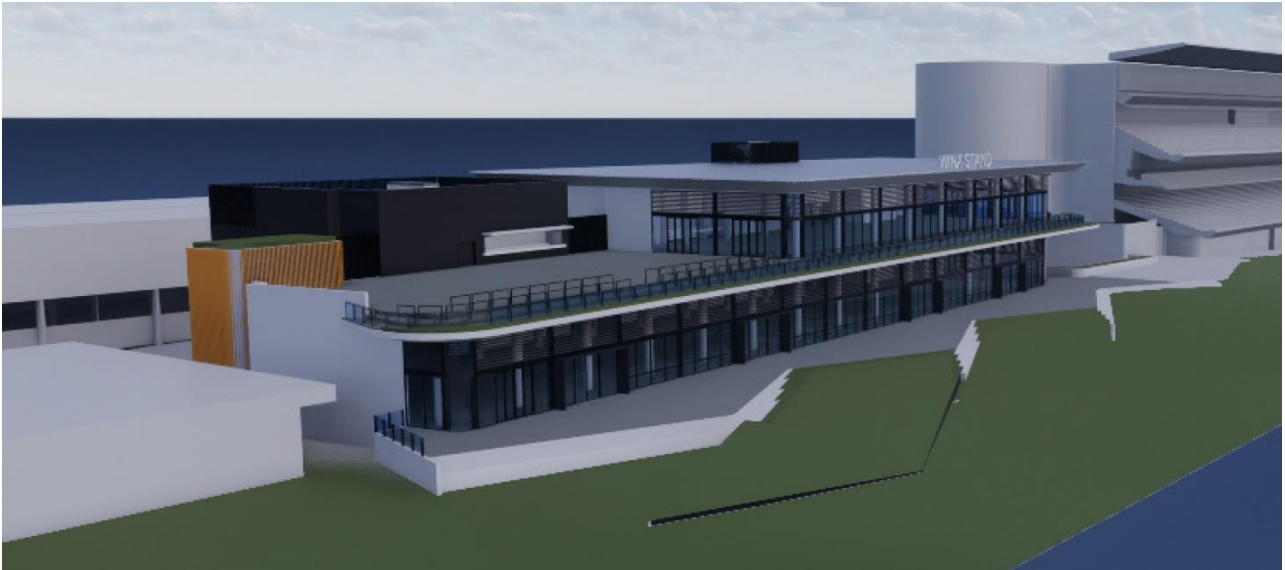
Picture 14 Revised design (southern elevation from racecourse proper)

Source: Cox Architects

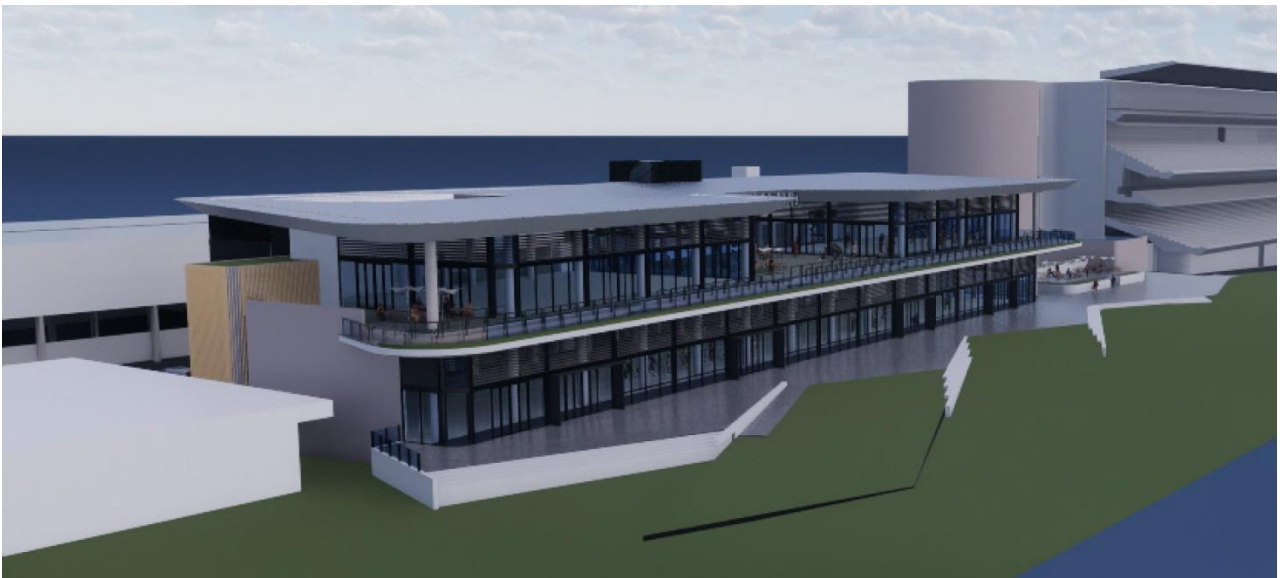
Figure 7 above and Figure 8 on the following page, illustrates that the revised design remains sympathetic to the existing QEII Grandstand to the north. The proposal will maintain the design principle of a stepped transition in height between the QEII Grandstand and the SWAB building to the south. The scale and aesthetics of the revised design for the Winx Stand also remains sympathetic to the broader range of structures on site, including the Multi-deck car park, Theatre of the Horse, and the Members Stand to the far north of the site.

Figures 5 – 8 demonstrates that the revised design provides a better aesthetic and functional outcome over the original design. The proposed is located fully within the Royal Randwick Racecourse site and its significant distance from adjoining properties means that the revised design will not have any adverse visual impact on the public domain or private property. Further, the revised design will not result in any overshadowing of adjoining land. As such, the revised design is considered acceptable for approval.

Figure 8 Alternative design review comparing the original design and revised design 3 of 3



Picture 15 Original design (southern elevation elevated above racecourse proper)



Picture 16 Original design (southern elevation elevated above racecourse proper)

Source: Cox Architects

3.2. DRAFT PEDESTRIAN, TRAFFIC AND TRANSPORT MANAGEMENT PLAN

As summarised in Section 4, submissions were received from TfNSW and RCC in relation to pedestrian, traffic and transport management for events held at Royal Randwick Racecourse. In response to these submissions, the ATC consulted with key stakeholders to provide a holistic response to the site, surrounding network and consideration of other surrounding key land uses. These key stakeholders consulted included:

- TfNSW
- NSW Police
- RCC
- STA – Sydney Buses
- NSW Taxi Council

The ATC commissioned Intact Solutions to prepare a draft Pedestrian, Traffic and Transport Management Plan (**PTTMP**). This plan has been prepared in direct consultation and collaboration with the above stakeholders and a copy of the draft Plan has been distributed with all parties to ensure they are appropriately informed prior to the submission of this RtS. The plan will remain in draft until further testing and consultation with stakeholders can take place, specifically, after the current COVID 19 environment and Government restrictions on mass gatherings are lifted on places of.

The document considers pedestrian, traffic and transport factors relating to the new Winx Stand and the Randwick Racecourse Precinct and aims to:

- Ensure the safe separation of event patrons, participants and volunteers from traffic.
- Manage the reduced capacity of the road system.
- Minimise the traffic impact on the non-event community and the emergency services.
- Minimise costs.

To achieve the above, the draft PTTMP will:

- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels.
- Encourage the use of public transport to the precinct and major events.
- Deliver a better customer experience.
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated.

3.2.1. Operating Scenarios

The draft PTTMP takes into consideration the various operating scenarios (also referred to as 'postures') for the racecourse and the associated risks involved for each one as summarised below in Table 1.

Table 1 Operating Scenarios

Scenario/ Posture	Venue Operating Scenario/ Posture
1	Administration (BAU) The operating posture consists of day to day operations of the business consisting of approximately 100 Australian Turf Club staff and approximately 50 staff operating within the privately leased horse stables onsite.
2	Event (non-race day) The operating posture refer to an event being held at the precinct outside of a race day. i.e. school formal and/or exhibition.
3	Race day – Midweek The operating posture refers to a race meeting during a weekday. These race meetings attract less congregation of persons compared to a Saturday race day.
4	Race day - Budgeted < 7,000 patron attendance The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of less than 7,000 persons.
5	Race day – Budgeted 7,000 to 15,000 patron attendance The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of 7,000 to 15,000 persons.
6	Race day – Budgeted 15,000 to 30,000 patron attendance The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of 15,000 to 30,000 persons.
7	Race day – Budgeted 30,000 > patron attendance The operating postures refers to a race meeting held on a Saturday or public holiday which has a budgeted crowd of more than 30,000 persons.
8	Other large mass gathering of persons The operating posture refers to a mass gathering of persons which is not attributed to thoroughbred racing such as a concert or festival.

3.2.2. Assessment and Specific Mitigation Measures

The draft PTTMP has undertaken a risk assessment for the various scenarios and identified mitigation measures. Section 6.6 of the draft PTTMP summarises as extracted below in Table 2.

Table 2 Assessment and specific mitigation measures

#	Hazard	Risk	Control/ Mitigation Measure
1	Vehicle / pedestrian interaction	Injury to person Collison	1. Car park shared zone speed limits. 2. Adequate personnel are rostered in order to protect vulnerable areas where persons on foot may interact with vehicles. 3. Pedestrian passage entry / exit points in use.
2	Traffic controller / vehicle interaction	Injury to person Collison	1. Traffic Manager to ensure all traffic controllers wear appropriate traffic safety vests (Australian Standard - AS day/night use rated). 2. Traffic Manager to ensure all traffic controllers wear rigid, non-slip footwear. 3. The use of the traffic patrol vehicle as cover while applying/removing traffic control equipment.
3	Vehicle / vehicle interaction	Injury to person Collison	1. Contact emergency services on 000 or notify onsite user pay Police as required.
4	Traffic jam in surrounding area	Driver aggression due to delays Pedestrian / vehicle interaction Vehicle breakdown	1. Regular checks of surrounding roadways on event day by Traffic Manager. 2. Adequate signs, devices and staff are available to implement contingency actions (if required). 3. Live performances scheduled on large carnival days to reduce rapid egress of patrons.
5	Overcrowding near Royal Randwick Light Rail stop crossing causes congestion and safety management concern for patrons.	Injury to passengers Customer dissatisfaction	1. Transdev and Transport for NSW incident response plan actions. 2. Consistent patron messaging with the Australian Turf Club. 3. Australian Turf Club messaging within Randwick Racecourse precinct. 4. Live performances scheduled on large carnival days to reduce rapid egress of patrons.
6	Light Rail unplanned services disruption	Network operations/infrastructure incident Overcrowding of platform	1. Transdev and Transport for NSW incident response plan actions. 2. Consistent patron messaging with the Australian Turf Club. 3. Australian Turf Club messaging within Randwick Racecourse precinct.

#	Hazard	Risk	Control/ Mitigation Measure
7	Medical emergency	Impact on health of patrons	1. Onsite first aid personnel to attend incident location as required. 2. Contact emergency services on 000 for life critical matters.
8	Uneven surfaces - Slips, trips, falls	Injury to person Delay to crowd movements	1. Management precinct inspection prior to patron arrival. 2. Onsite first aid personnel to attend incident location as required.

The draft PTTMP also identifies the following restrictions as part of its mitigation measures:

Vehicle route restrictions

Table 3 Vehicle route restrictions

Location	Restrictions
High St	The High St vehicle tunnel between 03:00 to approximately 08:30hrs is restricted to horses and riders only. 08:30 to approximately 20:30hrs the tunnel is restricted to vehicular traffic only.
Ascot St	The Ascot St taxi rank is restricted to taxi vehicles only after 15:00hrs on race days.
Alison Road	Alison Road gate one is restricted to hire car vehicles only after 15:00hrs on race days.

Pedestrian route restrictions

Table 4 Pedestrian route restrictions

Location	Restrictions
Main Drive – Gate D	Gate D leading onto the main drive is secured closed on all race days. All patrons are directed by marshals to exit the precinct via gate B towards the bus terminus / light rail or in the direction of gate F leading towards the taxi rank. Minimising the pedestrian/hire car vehicle interaction risk within the main drive.
Busway Terminus Exit	Crowd control barriers are placed adjacent the busway exit (next to the administration building walkway) to direct patrons away from exiting towards Alison Rd. Patrons routes from this location are to walk towards Gate 1 on Alison Rd or towards the crossing intersection of Alison Rd / Darley Rd.
High St Entry Point	Persons not within a vehicle are restricted from entering / exiting the infield tunnel on race days due to patron / vehicle interaction risks

The draft PTTMP states the ATC would like to work with TfNSW on a strategy which encourages patrons to use the Kensington light rail stop as it is within walking distance of the Randwick Racecourse precinct. Further use of the Kensington light rail stop would reduce the patron usage of the Royal Randwick stop during peak egress periods. Potential impacts on pedestrian movement exiting towards the Kensington light rail stop will be considered during this further consultation.

Parking

Royal Randwick Racecourse has two primary parking allocations on site. These are addressed below.

Table 5 Pedestrian route restrictions

Parking	Entry Location	Restrictions
Infield Car Park (Approximately 3,000 spaces)	High St	Allocated hard surface parking spaces for Members, Industry and Mobility Parking Scheme Holders. The parking area also has unmarked lawn parking spots for other patrons at no cost.
Multi Deck Car Park (Approximately 568 spaces)	Ascot St	Allocated multi story car park with marked spaces for Members, Industry and Mobility Parking Scheme Holders. The parking allocation also has the capacity for paying patrons to enter the car park on certain days. Fees range from \$10 to \$40.

Light Rail

The draft PTTMP identifies:

- The CBD & South East Light Rail network, comprising of; L2 Randwick Line running in both directions between Circular Quay and Randwick via Central Station; and L3 Kingsford Line operating in both directions between Circular Quay and Juniors Kingsford via Central Station.
- On event days where event patronage exceeds 5,000 but is below 30,000 additional light rail services (above the regular services) from Chalmers Street, Haymarket will be available to patrons for events. The additional services will run as an 'express shuttle', meaning that the light rail vehicle will not stop along the route between Chalmers Street, Haymarket and Royal Randwick stop at Randwick. At ingress the 'express shuttle' will begin running 45 minutes prior to the event start time and finish running 15 minutes after the event start time. On egress the 'express shuttle' will begin running 15 minutes prior to the event finish time, running for a total of 60 minutes.
- On event days where event patronage exceeds 30,000 additional light rail services (above the regular services) from Chalmers Street, Haymarket will be available to patrons for 75 minutes on ingress and 90 minutes on egress. At ingress the 'express shuttle' will begin running 60 minutes prior to the event start time and finish running 15 minutes after the event start time. On egress the 'express shuttle' will begin running 30 minutes prior to the event finish time, running for a total of 90 minutes.
- Resourcing and management responsibility of the light rail stop is facilitated and managed by Transport for NSW through a partnership with Trans Dev.

The draft PTTMP states the ATC would like to work with TfNSW on a strategy which encourages patrons to use the Kensington light rail stop as it is within walking distance of the Randwick Racecourse precinct. Further use of the Kensington light rail stop would reduce the patron usage of the Royal Randwick stop during peak egress periods.

Bus Services

The draft PTTMP identifies:

- The Randwick Racecourse precinct is well served by Eastern Suburb bus services, with the nearest stop at Alison Road, Randwick. This stop is located directly in front of the main gates of the Randwick Racecourse. Services include 338, 339, 372, 373, 374, 376, 377 and M50. Other important routes that service the Randwick precinct include regular bus routes on Anzac Parade that provide connections between La Perouse/Maroubra/Kensington and the city.
- Special event buses are managed by Transport for NSW for during budgeted crowds of 30,000 + patrons to/from an event and the nearest public transport hub, Central Station. Carnival race days the Australian Turf Club offer integrated ticketing, with the public transport fare included in the event ticket price.

Integrated ticketing for special events encourages greater patronage to events by public transport, reducing the reliance on car travel and improve operational efficiency.

The draft PTTMP makes additional assessment and recommends mitigation measures for the following:

- **Private coaches and mini buses** can set down passengers within the busway terminus on Alison Road. Mini-buses under 3.4m high are to use the infield car park for all patron pick-ups and parking.
- **Point to point services** such as Taxis and rideshare services (e.g Uber and Ola).
 - There is a dedicated taxi rank on site. The taxi rank is accessed via Ascot Street.
 - During major events, Rideshare services will be blocked using a 'geo-fence' to create an exclusion zone within the vicinity of the racecourse to prevent users hailing services. Users will be directed by the relevant Rideshare app to first walk out of the exclusion zone before hailing a service. The extents of the 'geo-fence' exclusion zone covers Alison Road, Darley Road and High Street. Rideshare services are currently directed to pick-up locations in Doncaster Avenue and King Street, depending on their destination. This process will ensure ridesharing services will not adversely impact traffic or pedestrian movements in the vicinity of the racecourse are la
- **Helicopters.** Patrons using helicopters will need to book landings and departures.
- **Active Transport.**
 - As a major event precinct, regularly catering to large crowds, walking access to the Randwick Racecourse precinct would be focused on patrons who may live in close proximity to the racecourse. Event patrons may also walk from background bus and light rail services such as from Kingsford, ES Marks Light Rail stop, where patrons will walk from Anzac Parade.

NSW Police

The draft PTTMP identifies:

- NSW Police officers under a user pay scheme are deployed for all race days with the budgeted attendance of 7,000 + patrons. Deployment positions covered by NSW Police relating to pedestrian, traffic and transport management are:
 - Alison Rd / Darley Road Intersection
 - Alison Road / Gate 1 Intersection
 - Ascot St Roundabout
 - High St (large carnival days)

Overall, the assessment undertaken in the draft PTTMP is appropriate and subject to the mitigation measures being agreed to by all stakeholders and implemented, will mitigate arising pedestrian, traffic and transport related impacts. These recommendations should satisfy the submissions received from TfNSW and RCC.

3.3. LANDSCAPING

The revised Landscape Plans (Appendix C) prepared by Sturt Noble have been prepared in response to submissions received from RCC, EES and are detailed further in Section 4.3 of this report.

3.4. HERITAGE

A revised Heritage Archaeology Assessment (HAA) report (Appendix D) has been prepared by Urbis in response to submissions received from Heritage NSW and are detailed further in Section 4.3 of this report.

3.5. ACOUSTIC

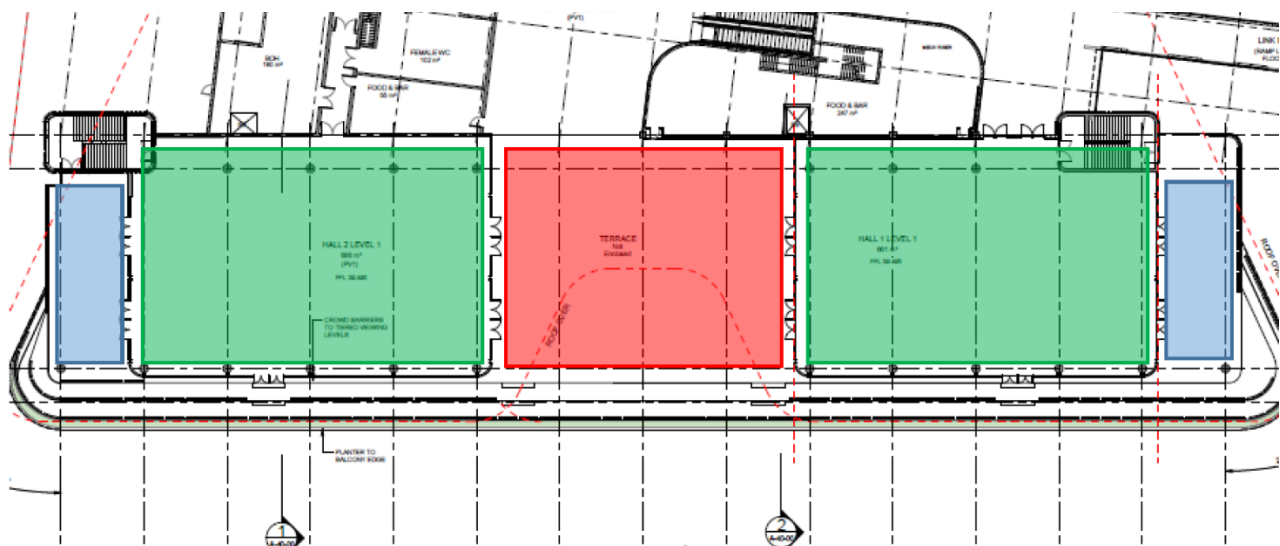
A revised Noise and vibration report (Appendix F) has been prepared by GHD in response to the revised design, specifically, the relocated terrace on Level 1.

3.5.1. Assessment

GHD assesses **Scenario 1** as representing maximum capacity from 7:00am to 10:00pm. The facility is at full capacity with live/amplified music played inside the function facility. The assumptions for the scenario are as follows:

- 2870 patrons in total across the facility, including:
 - 1850 patrons within the ground floor internal area
 - 1020 patrons across the first floor area, with the following allocations:
- 30 % of patrons (306) within the south-western indoor function space (shown in green below)
- 30 % of patrons (306) within the north-eastern indoor function space (shown in green below)
- 30 % of patrons (306) on the central terrace between the two indoor function spaces (shown in red below)
- 5 % of (51) patrons on the outdoor area at the south-western end of the building (shown in blue below)
- 5 % of (51) patrons on the outdoor area at the north-eastern end of the building (shown in blue below)

Figure 9 Extract of Scenario 1 from Noise and vibration report



Source: GHD

- The following sound power levels for patrons have been assumed:
 - It is assumed that 50% of patrons are talking at any given time with the following vocal efforts:
 - 70% talking with normal voices – Sound pressure level (SPL) @ 1 m – 62 dB(A) each
 - 20% talking with raised voices – SPL @ 1 m – 69 dB(A) each
 - 10% talking with loud voices – SPL @ 1 m – 76 dB(A) each
 - Ground floor glazing open to lawn area. All other glazing closed. Glazing assumed to be 6 mm standards glazing with sound transmission loss of Rw 26.
 - South western doors providing access between indoor and outdoor areas open 50 % of time to allow for ingress/egress:
- Amplified music/live band playing inside indoor function space – SPL @ 10 m – 79 dB(A)
- Outdoor speakers (8 evenly distributed around perimeter at 2 metres high) – sound pressure level (SPL) 74 dB(A) at 1 metre

GHD assesses **Scenario 2** as representing reduced noise emission. The doors to between indoor and outdoor areas are closed with no patrons utilising the outside terrace areas at the south-west and north-east ends of Level 1. The central terrace can still be used. The assumptions for the scenario are as follows:

- 2870 patrons in total across the facility, including:
 - 1850 patrons within the ground floor internal area
 - 1020 patrons within the first floor indoor areas, including:
 - 714 (70 %) using the indoors areas
 - 306 (30%) using the central terrace
- The following sound power levels for patrons have been assumed:
 - It is assumed that 50% of patrons are talking at any given time:
 - 70% talking with normal voices – Sound pressure level (SPL) @ 1 m – 62 dB(A) each
 - 20% talking with raised voices – SPL @ 1 m – 69 dB(A) each
 - 10% talking with loud voices – SPL @ 1 m – 76 dB(A) each
 - All other glazing closed. Glazing assumed to be 6 mm standards glazing with Rw 26.
 - South western doors closed at all times. Ingress and egress using door separating internal areas and circulation areas at rear of facility
- Amplified music/live band playing inside indoor function space – SPL @ 10 m – 79 dB(A)

3.5.2. Operational Mitigation Measures

Based upon the revised design and assessment of Scenario 1 and 2, GHD has revised the operational acoustic mitigation measures as detailed in Table 6.

Table 6 Operational Acoustic Mitigation Measures

Representative scenario	Time of day	Operations
Scenario 1	7 am to 10 pm	<ul style="list-style-type: none"> Maximum 800 patrons using first floor outdoor area Partitioning doors separating outside ground floor function area and the lawn can be open <p>LEVEL 1 OUTDOOR AREA</p> <ul style="list-style-type: none"> Between 7 am and 6 pm: <ul style="list-style-type: none"> Should amplified music/live band be playing on the first floor outdoor area, the sound pressure level measured on the south-eastern end must not exceed LAeq, 15 min 70 dBA Between 6 pm and 10 pm: <ul style="list-style-type: none"> Should amplified music/live band be playing on the first floor outdoor area, the sound pressure level measured on the south-eastern end must not exceed LAeq, 15 min 65 dBA Speakers may be set up on outdoor area for background music with LAeq, 15 min 74 dBA at 1 m Between 7 am and 6 pm, the south-east doors on level 1 can remain open <p>LEVEL 1 INDOOR AREA</p> <ul style="list-style-type: none"> Between 6 pm and 10 pm: <ul style="list-style-type: none"> Should amplified music/live band be playing inside the first floor function space (with an internal reverberant sound pressure level of LAeq, 15 min 95 dBA or greater), the south-east doors are required to remain closed except for ingress/egress. The installation of an RMS noise level indicator may be required to inform staff when this level is exceeded and doors are required to be closed. Should the internal reverberant sound pressure level be less than LAeq, 15 min 95 dBA, the south-east doors can remain open.
Scenario 2	10 pm to 2 am	<ul style="list-style-type: none"> No patrons using first floor outdoor areas on the south-western and north-eastern ends of level 1. Patrons are permitted in the central terrace area Amplified DJ/live band music played inside the function spaces only No music outdoors All first floor south-east glazing to remain closed Ingress and egress through doors facing the central courtyard and between function rooms and rear circulation areas

The following additional mitigation measures are provided in order to ensure that compliance with the relevant acoustic criteria is maintained and the acoustic amenity of the nearby receivers is adequately protected:

- Glazing on the indoor function space is to be minimum 6 mm thick glass.
- The erection of clear signage at the entry/exit of the venue advising patrons that they must not generate excessive noise and leave the premises in a quiet and sensible manner to minimise any potential impacts on the surrounding amenity.
- Emptying glass bottles in bins is to be conducted during the day time hours only (7 am to 6 pm Monday to Saturday and 8 am to 6 pm on Sundays and Public Holidays). Glass bottles should be crushed prior to disposal, if possible.

Overall, the assessment is appropriate and additional mitigation measures which have been provided will mitigate any arising acoustic impacts.

4. OVERVIEW OF SUBMISSIONS RECEIVED

The EIS was placed on public exhibition between 20 November 2019 and 17 December 2019. During this period, government agencies, RCC, key infrastructure stakeholders and the community were invited to make written submissions on the project to NSW Department of Planning, Infrastructure and Environment (DPIE).

A total of six (6) submissions were received during the EIS exhibition period as shown below.

4.1. AGENCY SUBMISSIONS

Agency submissions were received from:

- Randwick City Council (RCC).
- Transport for NSW (TfNSW).
- Heritage NSW
- Environment, Energy and Science (EES)
- Government Architect NSW (GA).

A response to issues raised by DPIE and all other government agencies is provided in Section 4.3.

4.2. PUBLIC SUBMISSIONS

No public submissions were received.

4.3. SUMMARY OF SUBMISSIONS

Table 6 provides a summary of all submissions received and provides a respective response.

Table 7 Summary of submissions

Issue	Referral comment	Response to submission	Refer to
Randwick City Council			
1. Disability Discrimination Act 1992	<p>Section 1.6 of the EIS contains the Secretary's Environmental Assessment Requirements (SEARS) and where these are addressed in the EIS. Council notes that in relation to the SEARs for disabled access under the Disability Discrimination Act 1992, it is stated that these are addressed in Section 7.4 of the EIS. However, Section 7.4 of the EIS deals with "Materials and Facade" with no reference to disability and access.</p> <p>More specifically, the use of grassed ramps between the terraced landscape area and the forecourt of the Winx Stand will require gradients and fixtures/fittings that are compliant with the Disability Discrimination Act 1992. The overall design and construction of the proposed development must be made compliant with all aspects of the Disability Discrimination Act.</p>	The Landscape Plans have been revised to incorporate a DDA ramp between the Winx Stand and the trackside lawn.	Refer to Appendix C.
2. Back-of-house facilities	The proposal will provide extensive areas of back-of-house facilities at the rear of the Winx Stand which appear to be physically and visually accessible to the public. The EIS does not provide adequate information on how these back-of-house facilities are to be visually treated and screened to ensure that the activities do not spill out onto public domain/thoroughfare areas and do not become eyesores when viewed from public domain and thoroughfare areas. The proposal should be appropriately mitigated to address this issue.	<p>The back of house facilities are fully incorporated into the facility and are separated from general admission areas.</p> <p>The Winx Stand is fully located within the Spectator Precinct of Royal Randwick Racecourse and are not visible from the public domain.</p>	Refer to revised Appendix A.
3. Safety/Active transport	<p>Making pedestrian access easier and safer in the area surrounding the Racecourse is paramount to Council. Council officers raise concern about pedestrian safety at the Ascot Street entrance. Council requests that the intersection at Doncaster Street and Ascot Street is signalised to ensure the safety of patrons entering and exiting the Racecourse.</p> <p>The signalisation of the intersection at Doncaster and Ascot Streets will be consistent with Council's planned cycleway along Doncaster Avenue. This will in turn provide greater active transport connections to the site and improve pedestrian safety in the area.</p>	The proposed development will not increase the patronage for events. As such, there is no nexus between the development and any requirement for the signalisation of the intersection at Doncaster Avenue and Ascot Street. The ATC has further consulted with RCC regarding the signalisation of the intersection at Doncaster Avenue and Ascot Street. No further consideration	Refer to Appendix E.

Issue	Referral comment	Response to submission	Refer to
4. Acoustic		<p>is required on this matter as part of this SSDA.</p> <p>To address broader issues related to pedestrian, traffic and transport management, the ATC has consulted with key stakeholders including RCC, TfNSW and NSW Police. A draft Pedestrian, Traffic and Transport Management Plan has been prepared and has been distributed to the respective stakeholders for review.</p>	
	<p>Council notes that the existing approval MP10_0097:_MOD 2 applies to the entire Spectator Precinct which encompasses the Leger Lawn development site. This existing approval provides conditions for the operation of race-day and non-race day events (including maximum patronage capacity). The proposal will operate in accordance with the conditions of the existing approval including Condition A5 which is in relation to non-race day events and functions.</p> <p>Council understands that the site is currently not working to the full extent of its approval, and the number of events hosted at the Racecourse (particularly non-race day events) will increase as a result of the improved amenity at Leger Lawn as a result of this development. In light of this, Council requests that patrons use the entrance at Alison Road rather than Ascot Street as an entrance/exit in the evenings (particularly after non-race day events) to minimise the potential noise impacts on the surrounding residential area. It is Council's view that this is a better outcome as Alison Road is closer to public transport and the potential noise impacts on residential properties in the surrounding area is minimised.</p> <p>Further, in relation to service vehicles accessing the site, Council notes two options are provided in the Architectural Design Statement (pp. 27-28). Council requests that Option 1 is chosen as the services route to minimise noise impacts on the surrounding residential properties. Council also requests that the SSD is conditioned to ensure that service vehicles accessing the site do not do so at sensitive hours such as the early morning or late at night to further reduce potential noise impacts.</p>	<p>To address broader issues related to pedestrian, traffic and transport management, the ATC has consulted with key stakeholders including RCC, TfNSW and NSW Police. A draft Pedestrian, traffic and transport management plan (PTTMP) has been prepared and has been distributed to the respective stakeholders for review.</p> <p>Through the finalisation of the draft PTTMP, the ATC are seeking to further consult with TfNSW and other key stakeholders on the best solution for pedestrian access via Ascot Street to utilise the now operational light rail stop located on Anzac Parade.</p>	Refer to Appendix E.

Issue	Referral comment	Response to submission	Refer to
5. Aboriginal and Historical Archaeology	The assessments which have been submitted appear sufficient to meet statutory requirements, and their recommendations should be included as conditions in any consent.	Noted. No further assessment of aboriginal heritage is required in response to this submission. Further comments have been provided regarding historical archaeology in response to a submission from Heritage NSW.	N/A
6. Heritage (Royal Randwick CMP)	<p>A Conservation and Management Plan (CMP) for the site was prepared by Godden Mackay Logan in December 2006. In terms of built elements on the site, the CMP identifies the significance of buildings and structures within the Spectator Precinct. The Official/Members Stand and the Tramway Turnstile Building Complex are identified as being of exceptional significance. The Totaliser Building is identified as being of moderate significance.</p> <p>The CMP includes conservation policies for site components and the site overall and provides a table which sets out the appropriate treatment for the site's individual components in relation to their level of significance. A conservation policy for Site Management requires coordinated planning for the whole site (Policy 10).</p> <p>It is unclear whether the proposal is consistent with the Royal Randwick Racecourse section of Randwick DCP 2013.</p> <p>A conservation policy for Site Interpretation requires interpretation as a part of new development (Policy 22).</p> <p>A conservation policy for Conservation of Significant Landscape Components highlights the need for a Landscape Masterplan (Policy 52). It is unclear whether a Landscape Masterplan has been prepared which would guide landscape design relation to the proposal. Conservation Policy 59 requires conservation of significant historic views including views from the grandstands and the St Leger Reserve Area to the south over the racing and training tracks to the wooded slopes to the east and south east. Conservation Policy 73 provides design principles for new uses and development, including requiring that the significant physical, functional and visual relationships between groups or complexes of heritage landscapes and buildings be maintained.</p> <p>The HIS includes tables addressing consistency with Randwick DCP 2013 and the CMP for the site.</p>	<p>The Heritage Impact Statement (HIS) prepared by Urbis to support the SSDA assessed the proposal against section 'E3 - Royal Randwick Racecourse' of the Randwick DCP and found that it is consistent with the intention of this section of the DCP.</p> <p>Heritage interpretation is not considered necessary for this development. However, a heritage interpretation plan can be prepared and implemented if required by condition of consent.</p> <p>The HIS concluded the proposal will have no significant impact on landscape components. No further assessment of built heritage is required in response to this submission.</p>	N/A

Issue	Referral comment	Response to submission	Refer to
7. Ecologically Sustainable Development (ESD)	Council officers have reviewed the Ecologically Sustainable Development Assessment prepared by GHD at Appendix Q. It is noted that a number of sustainable design considerations have been included within the proposal under each of the key themes within the ESD Framework. There are also a number of strategies that are recommended for future incorporation or investigation as part of the detailed design stages of the project. Council are supportive of these strategies and respectfully requests that ATC consider incorporating as many of the recommended ESD considerations from the report into the project during the detailed design stages. This will ensure the project will reflect leading national and international best practice sustainable building practices to improve environmental performance.	Noted. The proposal incorporates a range of sustainable design considerations. Further detailed design has enabled the addition of solar panels.	N/A
8. Landscaping	<p>Council officers have reviewed the landscape plans prepared by Mostyn Copper Group at Appendix C and raise that any garden beds/planting that are not open to natural rainfall (due to roof cover etc.) will need to be irrigated, as will the green walls. The proposal should detail a strategy' for how rainwater would be harvested for this specific purpose.</p> <p>In relation to the Queensland Fire Wheel Trees that are proposed as feature trees in the development, while Council officers note that they are decorative, they are slow growing and less suitable than a tree that is native to Sydney and the surrounding area. Suggestions for alternative trees from Council's Street Tree Masterplan that will achieve similar dimensions and have similar form and characteristics are listed for consideration:</p> <ul style="list-style-type: none"> ▪ <i>Backhousia citriodora</i> (Lemon Scented Myrtle); ▪ <i>Brachychiton acerifolius/ discolour/ populneus</i> (Illawarra Flame Tree/Lacebark/Kurrajong); ▪ <i>Flindersia australis</i> (Australian Teak); ▪ <i>Harpulia pendula</i> (Tulipwood); ▪ <i>Syzygium /euhmannii/paniculatum</i> (Small Leafed Lilly Pilly/Brush Cherry); ▪ <i>Waterhousia floribunda</i> (Weeping Lilly Pilly). <p>Further, Council requests that the plans are amended to include the following information:</p> <p>A. A landscaping plan and plant schedule that includes proposed species, botanic and common names, pot size at time of planting, quantity, location, dimensions at maturity and any other details required to fully describe the works.</p> <p>B. A schedule showing the number (as a percentage of total) the endemic, native and exotic species that will be used in all new planning.</p>	<p>The landscape plans have been revised in response to submissions received from Randwick City Council and DPIE Environment, Energy and Science (EES). In summary:</p> <ul style="list-style-type: none"> ▪ The Queensland Firewheel Trees (<i>Stenocarpus sinuatus</i>) were proposed for their form, interest and suitability for the shady location. The tree species was also selected as it is listed in the Randwick Street Tree Master Plan as suitable for the precinct around the Racecourse. ▪ It is proposed the Queensland Firewheel Trees are changed to <i>Banksia integrifolia floribunda</i> 'Sweeper'. <p>In response to Council's further requests, Sturt Noble Architects (SNA) advises:</p> <p>A. The DA plans provide proposed species, botanic and common names and pot size at time of planting. Plant locations and quantities will be provided as part of the CC documentation.</p>	Refer to revised Appendix C.

Issue	Referral comment	Response to submission	Refer to
	<p>C. A schedule showing the number of new canopy trees to be planted compared to the number of trees to be removed.</p> <p>D. A lighting strategy for paths and gardens surrounding the development to assist with wayfinding and safety.</p> <p>E. Specifications of soil depths for any planting on podium.</p>	<p>B. A detailed and accurate schedule showing the percentage of endemic, native and exotic species will be provided as part of the CC documentation once planting plans have been prepared. This approach is considered entirely appropriate as this project is fully funded and “shovel ready”. It will deliver genuine economic benefits in these challenging times, particularly in creating / sustaining jobs during construction and ongoing.</p> <p>C. No trees are proposed to be removed. Three (3) Magnolia Little Gems are to be relocated and five (5) new canopy trees are proposed to be planted.</p> <p>D. SNA can provide design input to assist the Lighting designers in preparing the requested lighting strategy. This approach is considered entirely appropriate as this project is fully funded and “shovel ready”. It will deliver genuine economic benefits in these challenging times, particularly in creating / sustaining jobs during construction and ongoing.</p> <p>E. Specifications of soil depths will be provided in CC documentation. This approach is considered entirely appropriate as this project is fully funded and “shovel ready”. It will deliver genuine economic benefits in these challenging times, particularly in creating / sustaining jobs during construction and ongoing. Planting areas on podium are located on top of fire stairs, and as removable pots along the edge of level 1. The permanent planters on podium containing low shrubs and</p>	

Issue	Referral comment	Response to submission	Refer to
9. Acoustics		groundcovers are proposed to be a minimum of 500mm depth.	
	GHD has prepared a Noise and Vibration Impact Assessment (NVIA) for the proposed development. The objective of this acoustic assessment is to assess construction and operational noise emission from the redevelopment, and if required, recommend acoustic measures to ensure acceptable residential amenity. Results of the noise assessment are detailed in Section 5 (construction) and Section 6 (operation). Mitigation measures for both construction and operational activities are detailed in Section t1 and should be implemented to achieve relevant noise emission criteria. Based on the noise modelling assumptions and assessment of the operation of the proposed Leger Lawn Redevelopment, the development is predicted to comply with the relevant noise emission criteria presented in Section 3. With the mitigation measures presented in Section 7 implemented, the proposal should not adversely affect the acoustic amenity of the surrounding residential area.	Noted. A revised Noise and Vibration Impact Assessment has been prepared to assess the revised design and provide updated operational mitigation measures.	Refer to Appendix F
10. Liquor licence (OLGR)	Cumulative impact of the proposal operating in conjunction with the rest of the site must be considered. Criteria from OLGR should apply to the proposal in relation to Liquor Licence compliance or otherwise dictated by OLGR requirements or the Department of Planning, Industry and Environment. It is not recommended any approval for events past midnight on any day is given.	Noted. The proposed development does not seek to extend the approved hours of operation for the site. No further action is required.	N/A
Roads and Maritime Services (RMS)			
11. Pedestrian Management Plan	<p>Roads and Maritime has reviewed the submitted application and, whilst raising no objections, provides the following advisory comments for the Departments' consideration in the determination of the application:</p> <ol style="list-style-type: none"> 1. A Pedestrian Management Plan (PMP) for the operational phase shall be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and Randwick City Council, prior to the issue of a Construction Certificate. The PMP needs to take into consideration the operation of the light rail and include, but not be limited to, the a contingency plan should attendance the Ledger Lawn exceed capacity. 	The ATC has consulted with key stakeholders including RCC, TfNSW and NSW Police. A draft Pedestrian, traffic and transport management plan (PTTMP) has been prepared and has been distributed to the respective stakeholders for review.	Refer to Appendix E.
Transport for NSW (TfNSW)			

Issue	Referral comment	Response to submission	Refer to
12. Construction Pedestrian and Traffic Management	<p>Construction Pedestrian and Traffic Management</p> <p>Several construction projects, including the Sydney Light Rail (SLR) Project are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations within the Randwick Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.</p> <p>It is noted that a Preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been attached to the Traffic Impact Assessment prepared to support the development application.</p> <p><u>Recommendation</u></p> <p>It is requested that the applicant be conditioned to update the CPTMP in consultation with the Sydney Light Rail Operator and Sydney Coordination Office within TfNSW, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.</p>	<p>The ATC has consulted with key stakeholders including RCC, TfNSW and NSW Police. A draft Pedestrian, traffic and transport management plan (PTTMP) has been prepared and has been distributed to the respective stakeholders for review.</p> <p>Further consultation will be required to update the CPTMP.</p>	N/A
13. Event Traffic and Transport Management	<p>Section 3.6 1 of the Environmental Impact Statement states the following about the use and operation of the proposed Winx Stand:</p> <p><i>“Use of the land and the proposed Winx Stand for the purpose of race day events (including food and beverage kiosks, food trucks, etc).</i></p> <p><i>Use of the land and the proposed Winx Stand for non-race day minor events for up to 5,000 patrons for a duration of no more than 10 days (plus set up and dismantle); except for university exams events which may have a duration of no more than 14 days.</i></p> <p><i>Non-race day minor event may include consumer events, corporate events, entertainment/music events, markets, trade shows lasting up to 5 days, and private functions including weddings and parties.”</i></p> <p>It is advised that an Event Traffic and Transport Management Plan (ETTMP) for the proposed operation of the Winx Stand needs to be prepared to ensure that traffic and transport during</p>	<p>The ATC has consulted with key stakeholders including RCC, TfNSW and NSW Police. A draft Pedestrian, traffic and transport management plan (PTTMP) has been prepared and has been distributed to the respective stakeholders for review.</p> <p>The draft PTTMP specifically relates to event management and transport management. Further consultation will be required to update the PTTMP.</p>	Refer to Appendix E.

Issue	Referral comment	Response to submission	Refer to
14. Travel Plan	<p>Race-day and Non-race day events at the Royal Randwick Racecourse is safely and efficiently operated.</p> <p><u>Recommendation</u></p> <p>It is requested that the applicant be conditioned to prepare an Event Traffic and Transport Management Plan (ETTTP) in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, NSW Police, Randwick City Council and Centennial Park and Moore Park Trust, prior to the issue of the first Occupation Certificate.</p>		
	<p>To encourage the increase use of public and active transport by staff and patrons of the Winx Stand, it is advised that a travel plan should be prepared in conjunction with stakeholders and landowners in the Randwick, Moore Park and Centennial Parklands Precinct.</p> <p>A travel plan is a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel. Typically, travel plans support walking, cycling, public transport and car sharing, which are encouraged via a range of actions, promotional campaigns and incentives.</p> <p><u>Recommendation</u></p> <p>It is requested that the applicant be conditioned to prepare a Travel Plan in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, NSW Police, Randwick City Council and Centennial Park and Moore Park Trust prior to the issue of the first Occupation Certificate.</p>	<p>The ATC has consulted with key stakeholders including RCC, TfNSW and NSW Police. A draft Pedestrian, traffic and transport management plan (PTTMP) has been prepared and has been distributed to the respective stakeholders for review.</p> <p>The draft PTTMP specifically relates to event management and transport management. Further consultation will be required to update the PTTMP.</p>	Refer to Appendix E.
Heritage NSW			
15. Heritage	<p>In regard to the built heritage and setting of the Racecourse precinct, key findings from the HIS and EIS are that:</p> <ul style="list-style-type: none"> ▪ The location where the proposal is to be located is presently cleared land with temporary structures. ▪ No significant landscape or built elements will be affected by the proposed development. 	<p>Noted. The proposed development will have no adverse impact on the heritage significance of the site and surrounds. It is entirely suitable for approval subject to appropriate conditions of consent.</p>	N/A

Issue	Referral comment	Response to submission	Refer to
16. Historical Archaeology	<ul style="list-style-type: none"> The proposal will result in no visual or physical impacts on the heritage listed members stand to the north. The proposal will overall enhance the significance of the racecourse conservation area. The proposal has been sited and designed to ensure that it will not detract from the racecourse setting and does not dominate significant views within the entire site. The proposal does not adversely impact existing heritage buildings or the character of the Racecourse Precinct Heritage Conservation Area. <p>The landscape assessment found that there would be a moderate to low impact of the proposal on the Formal Spectator precinct, noting that the area has already undergone significant change and the site for the new building is at the most southern end of the character zone and does not contribute to the character of the formal Spectator Precinct.</p>		
	<p>It is noted that the SEARs required that: 'The Historical Archaeological Assessment (HAA) should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Council Guidelines for Archaeological Assessment (1996) and Assessing Significance for Historical Archaeological Sites and 'Relics' (2009).'</p> <p>The submitted Assessment report does not conform with this requirement, as it has not addressed the issue of significance for any of the 'potential historical archaeology' it has identified at the Racecourse. It has relied on general statements from an older CMP by GML Heritage in 2006. Specific changes occurred to the Heritage Act in 2009 regarding archaeological 'relics', namely that if an object or deposit is not of any significance then it is not a 'relic'. It appears that the authors of the HAA are not familiar with current requirements for historical archaeology, nor with the relevant guidance material, nor the current statutory regime that applies.</p> <p>The HAA makes the following recommendations for suggested mitigation measures, most of which are incorrect:</p>	<p>The HAA prepared by Urbis Heritage has been updated in line with the comments and recommendations of Heritage NSW. The archaeological potential (Section 6 on page 19-21) and significance assessment (Section 7 on page 22) have been updated and modified in line with the comments from Heritage NSW.</p>	Refer to Appendix D
	<p><i>Consultation should be carried out with the NSW Heritage Division, now known as the Community Engagement, Department of Premier and Cabinet (Heritage NSW) to clarify the required permit classification and methodology to compliment the Aboriginal archaeological staged salvage excavation of the proposed pylon locations.</i></p>	<p>The recommendation to consult with Heritage NSW has been excluded in line with the comments from Heritage NSW.</p>	Refer to Appendix D

Issue	Referral comment	Response to submission	Refer to
	<p>Comment: Heritage NSW does not provide this kind of advisory service. Any recommended archaeological investigations and methodology should have been outlined in the HAA document. They should reflect the assessed significance of the archaeology and usual professional practice.</p>		
	<p><i>Should an archaeological test excavation be warranted, a detailed Archaeological Research Design should be prepared to support a section 140 permit applications under the Heritage Act 1977.</i></p> <p>Comment: This recommendation in the HAA is not in accordance with the legislation or the planning regime for the site. The SSD provisions of the EPA Act suspend the Heritage Act requirements for permits. This advice is incorrect.</p>	The recommendation has been excluded from the HAA in line with the comments of Heritage NSW.	Refer to Appendix D
	<p><i>If a s.140 permit is warranted, the archaeological excavation should be carried out in line with the ARD to investigate the nature, extent, potential and significance of the archaeological resources.</i></p> <p>Comment: as above. The SSD provisions of the EPA Act suspend the Heritage Act requirements for permits. The HAA refers to an 'ARD' (Archaeological Research Design) as if one already exists. This may be a carry-over from some prior HAA document for a different site. Other parts of the document for example commentary in Section 6 about how archaeology may be found in building cavities within existing buildings also seem to derive from other documents or be standard report text, as this situation does not exist at this particular site.</p>	The recommendation has been excluded from the HAA in line with the comments of Heritage NSW.	Refer to Appendix D
	<p><i>Should no archaeological test excavation be warranted, a section 139 exemption permit applications should be submitted to Heritage NSW under the Heritage Act 1977.</i></p> <p>Comment: as above. The SSD provisions of the EPA Act suspend the Heritage Act requirements for permits or Exceptions (not S139 'Exemptions'). Even if permits or exceptions applied, whether they would be needed would depend upon the assessed significance of any historical 'relics'.</p>	The recommendation has been excluded from the HAA in line with the comments of Heritage NSW.	Refer to Appendix D
	<p>The HAA report notes that this area of the Randwick Racecourse was developed with a series of spectator stands and rebuilds of those stands and other facilities. These included St Leger Stands (1867; replaced 1882; replaced again 1911); The Queen's Stand (1910) and the</p>	Archaeological Potential under Section 6 on page 19-21 has been updated in line with the comments from Heritage NSW. The Significance Assessment	Refer to Appendix D

Issue	Referral comment	Response to submission	Refer to
	<p>Scratching Tower (c.1910). These buildings stood until the 1980s, were demolished, and then covered with fill to form the St Leger Lawn. Because of these prior structures the HAA found that 'the subject area is determined to have moderate to high archaeological potential for subsurface archaeological materials relating to the previous structures.'</p> <p>As noted, an appropriate assessment of significance is not present and the report has not distinguished between archaeological potential and significance. The result is that the HAA report has not explained how any of the archaeological evidence from these demolished structures would provide information unavailable through other sources. It has not been demonstrated that an historical archaeological program here would yield meaningful information to address substantive research questions. Most importantly, the HAA has not demonstrated that the site would contain any 'relics' within the meaning of the NSW Heritage Act, 1977. If there are no historical archaeological 'relics' then there is no need for the evidence of prior structures to be investigated or managed if the new proposal goes ahead.</p> <p>Heritage NSW concurs with the overall findings of the EIS and considers that the proposal should not be opposed on any heritage grounds as it is unlikely to have any detrimental heritage impacts on the Randwick Racecourse. The proposal would continue the significant use of the place for racing and entertainment.</p> <p>It is noted that no specific heritage mitigation is proposed because the new building would not be adjacent to any heritage listed structure and would have no impact on the heritage quality of the racecourse.</p> <p>As there is no historical archaeology of significance at the Leger Lawn, it is recommended that an Unexpected Finds condition would be appropriate if the proposal is approved, but no actual historical archaeological investigations are required. It is also recommended that DPIE should consider whether interpretation of the former history of the site and the succession of prior historic spectator stands should be incorporated within the new "Winx Stand" and if so, to impose Interpretation Conditions on any issued consent.</p>	<p>under Section 7 on page 22 has been also updated and the significance assessment adjusted in line of the comments from Heritage NSW.</p> <p>Conclusions have been updated in line with the comments from Heritage NSW. The project can proceed with no impact is proposed for historical archaeology. A Chance Find Procedure has been formulated and incorporated into the recommendations under Section 8 on page 23 as below:</p> <ul style="list-style-type: none"> ■ In the event of uncovering any archaeological resources including relics, the following Chance Find Procedure must be implemented: <ul style="list-style-type: none"> – Stop work and demarcate affected area. – Contact a suitably qualified archaeologist or heritage consultant to provide advice and assess the finds. – Notify the Heritage Council of NSW under Section 146 of the <i>NSW Heritage Act 1977</i> if the finds are assessed as relics under the <i>NSW Heritage Act 1977</i>. – Provide an appropriate archaeological management plan to manage the identified relics. – Resume work only when the proposed management plan has been applied and written clearance is provided. 	

Issue	Referral comment	Response to submission	Refer to
Environment, Energy and Science			
17. Landscaping	<p>The EIS notes the landscape areas are to incorporate native species as per the Landscape Plan (page 104). The Indicative Planting Schedule also incorporates an invasive exotic species (Indian Hawthorn - <i>Rhaphiolepis indica</i>) and exotic species, such as:</p> <ul style="list-style-type: none"> ▪ Red Hot Poker - <i>Kniphofia uvaria</i> 'Flamenco' ▪ Japanese Box - <i>Buxus japonica</i> ▪ 'Magnifica' Gardenia - <i>Gardenia augusta</i>. <p>In relation to Indian Hawthorn (<i>Rhaphiolepis indica</i>), it is suggested the Department considers information that is available relating to this species prior to approving the Landscape Plans for the site, for example the NSW Department of Primary Industries website (DPI NSW Weedwise) indicates:</p> <ul style="list-style-type: none"> ▪ <i>Rhaphiolepis indica</i> is regarded as an environmental weed in NSW and it is mainly a problem in remnant bushland in the Sydney region. The fruit of this plant is highly desirable to birds and can be easily dispersed into the environment and can also be spread by water - see DPI Weedwise link: https://weeds.dpi.nsw.gov.au/Weeds/IndianHawthorn. <p>The Greater Sydney Regional Strategic Weed Management Plan 2017 - 2022 published by Greater Sydney Local Land Services and developed in partnership with the Greater Sydney Regional Weed Committee lists <i>Rhaphiolepis Indica</i> under Appendix 2 (other weeds of regional concern). It notes for this species one of the assets/values that is at risk is the environment.</p> <p>The proponent needs to clarify if Red Hot Poker (<i>Kniphofia uvaria</i> 'Flamenco') behaves like <i>Kniphofia uvaria</i>. The seed of <i>Kniphofia uvaria</i> disperse by wind; it clumps vigorously and spreads rapidly and regrows from its rhizomes. Its dense clumping roots exclude the roots of other plants and prevents the germination of their seeds. It also favours sensitive and fragile bushland such as swamps, moist forest and creek lines (www.weedsbluemountains.org.au).</p> <p>If <i>Kniphofia uvaria</i> 'Flamenco' behaves like <i>Kniphofia uvaria</i>, it is recommended it is not used in the site landscaping, nor should the invasive <i>Rhaphiolepis indica</i> be used as the site is near</p>	Refer to comments in Item 8 of this table.	Refer to revised Appendix C.

Issue	Referral comment	Response to submission	Refer to
18. Urban Tree Canopy	<p>Centennial Park which contains Eastern Suburbs Banksia Scrub which is a critically endangered ecological community under the Biodiversity Conservation Act 2016.</p> <p>The Indicative Planting Schedule also proposes to use native species which are not locally occurring such as the Firewheel tree (<i>Stenocarpus sinuatus</i>) which is an Australian rainforest tree. Its natural distribution is from the Nambucca River in New South Wales to the Atherton Tableland in tropical Queensland.</p>		
	<p>EES recommends:</p> <ul style="list-style-type: none"> the landscaping at the site uses a diversity of native trees, shrubs and groundcover species from the relevant local native vegetation communities (local provenance material) that once occurred in this locality to improve biodiversity (rather than use exotic species and non-locally occurring native species). the landscape plans are amended, and a condition of consent is included which requires this SSD to use local native provenance species from the relevant local native vegetation communities which once occurred in this locality. 	Refer to comments in Item 8 of this table.	Refer to revised Appendix C.
	<p>The EIS notes three exotic trees are to be removed. To mitigate the urban heat island effect and improve the urban tree canopy and local habitat, EES recommends that the development:</p> <ul style="list-style-type: none"> replaces any removed trees at a ratio greater than 1:1 replaces the trees with local provenance native plant species from the native vegetation community which once occurred in this locality uses advanced and established local native trees preferably with a minimum plant container pot size of 75-100 litres, or greater for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed provides enough area/space to allow the trees to grow to maturity. 	Refer to comments in Item 8 of this table.	Refer to revised Appendix C.
GANSW			

Issue	Referral comment	Response to submission	Refer to
19. Design review	<p>Please refer to the design review advice below for items that require further resolution:</p> <ul style="list-style-type: none"> Recommendation is made to incorporate a green roof and/or solar panels into the scheme. Provide details of acoustic mitigation measures for neighbouring residents on race days and during special events, particularly outside daylight hours (particular attention should be given to properties on Doncaster Avenue between Ascot and Darling streets). 	<p>Further detailed design has enabled the incorporation of photovoltaic solar panels into the scheme. This has resulted in minor changes to the hipped roof design but remains consistent with the original concept design. The Architecture Plans have been amended accordingly.</p> <p>GHD has prepared a Noise and Vibration Impact Assessment (NVIA) for the proposed development. The objective of this acoustic assessment is to assess construction and operational noise emission from the redevelopment. The NVIA has recommended appropriate acoustic mitigation measures to ensure acceptable residential amenity during race day and non-race day events.</p>	Refer to revised Appendix A.

4.4. RESPONSE TO RECOMMENDED DRAFT CONDITIONS

The following provides a response to recommended draft conditions and recommendations for amendment.

Table 8 Draft condition

Draft Condition	Response
Randwick City Council	
Heritage interpretation	
Should Aboriginal or historical archaeological material be discovered during site investigations or subsequent construction work, a comprehensive Interpretation Strategy and Plan for the remains is to be prepared and implemented in conjunction with the proposed development.	Draft condition accepted.
Aboriginal archaeology	

Draft Condition	Response
The Proponent should continue to consult with the local Aboriginal community in regard to the project.	Draft condition accepted.
A geomorphological assessment should be carried out prior to construction to investigate the underlying sand body to provide further information of the accumulation processes and inform the detailed Archaeological Research Design and Methodology.	Draft condition accepted.
Additional geophysical investigation needs to be carried out after the removal of the temporary stables from the western section of the subject area to supplement exiting information.	Draft condition accepted.
<p>Prior to construction subsurface archaeological investigation must be carried out by an informed Archaeological Research Design and Methodology that will drive the sub-surface investigation of the identified landscape features and their potential for retaining Aboriginal objects and archaeological resources including:</p> <ul style="list-style-type: none"> ▪ Archaeological monitoring of the removal of the imported fill around the selected pylon locations for the staged salvage excavation. ▪ Archaeological staged salvage excavation to confirm the presence or absence of Aboriginal objects and archaeological resources at the selected pylon locations within the subject area. ▪ Should Aboriginal objects and/or archaeological resources identified at the selected locations, additional pylon locations are to be excavated to identify the spatial distribution of the archaeological resource. ▪ Protocol for the handling of any Aboriginal objects and archaeological resources that might be uncovered during the monitoring. and the archaeological test excavation. 	Draft condition accepted.
Historical archaeology	
Consultation should be carried out with Community Engagement, Department of Premier and Cabinet (Heritage NSW) to clarify the required permit classification and methodology to complement the Aboriginal archaeological staged salvage excavation of the proposed pylon locations.	<p>Heritage NSW has advised the SSD provisions of the EPA Act suspend the Heritage Act requirements for permits. As such, this condition is unnecessary.</p> <p>Request draft condition is deleted.</p>
Should an archaeological test excavation be warranted, a detailed Archaeological Research Design should be prepared to support a section 140 permit applications under the Heritage Act 1977.	<p>Heritage NSW has advised the SSD provisions of the EPA Act suspend the Heritage Act requirements for permits. As such, this condition is unnecessary.</p> <p>Request draft condition is deleted.</p>

Draft Condition	Response
If a s.140 permit is warranted, the archaeological excavation should be carried out in line with the ARD to investigate the nature, extent, potential and significance of the archaeological resources.	Heritage NSW has advised the SSD provisions of the EPA Act suspend the Heritage Act requirements for permits. As such, this condition is unnecessary. Request draft condition is deleted.
Should no archaeological test excavation be warranted, a section 139 exemption permit applications should be submitted to Heritage NSW under the Heritage Act 1977.	Heritage NSW has advised the SSD provisions of the EPA Act suspend the Heritage Act requirements for permits. As such, this condition is unnecessary. Request draft condition is deleted.
Environmental health conditions	
Requirements before a construction certificate can be issued	
<p>The following conditions of consent must be complied with before a 'Construction Certificate' is issued by either an Accredited Certifier or Randwick City Council. All necessary information to demonstrate compliance with the following conditions of consent must be included in the documentation for the construction certificate.</p> <p>These conditions have been applied to satisfy the relevant requirements of the <i>Environmental Planning & Assessment Act 1979</i>, <i>Environmental Planning & Assessment Regulation 2000</i>, Council's development consent conditions and to achieve reasonable levels of environmental amenity.</p>	Draft condition accepted.
Land contamination & remediation	
1. The following conditions must be satisfied prior to issuing a construction certificate for the development or commencement of any new use of the land (whichever the sooner):	Draft condition accepted.
<p>a) A site contamination investigation must be undertaken by an independent and appropriately qualified environmental consultant and a report must be submitted to and approved by Department of Planning.</p> <p>The report must provide details on the extent, nature and degree of any contamination upon the land and ground water, having regard to past and current activities and uses that may have occurred on the site.</p> <p>The report must include details of any required remediation works, having regard to the development and works encompassed in this consent.</p>	<p>Detailed Site Investigation has been completed and reported in "Detailed Site Investigation for Contamination, Proposed Winx Stand, Royal Randwick Racecourse (Reference: 86781.01, Rev 2, dated 29 October 2019).</p> <p>DSI concluded that "Based on the findings of this DSI which included an assessment of soil and groundwater, it is considered that the site is suitable for the proposed</p>

Draft Condition	Response
<p>The report is to be prepared in accordance with the following requirements and guidelines (as applicable):</p> <ul style="list-style-type: none"> ▪ Council's Contaminated Land Policy 1999 ▪ Relevant Guidelines made or approved by the Environment Protection Authority, including the Guidelines for Consultants Reporting on Contaminated Sites ▪ National Environment Protection (Assessment of Site Contamination) Measure (NEPM). ▪ NSW Planning Guidelines to SEPP 55 - Remediation of Land <p>The report must demonstrate that the land is suitable (or will be suitable after specified remediation works have been carried out) for its intended use and the works encompassed in this consent. Relevant reports and other documentary evidence must be provided to Council's satisfaction.</p>	<p>development from a contamination perspective pursuant to the recommendation outlined in Section 13."</p> <p>Section 13 notes that a RAP may not be required as a remediation strategy is already in place at the site. However, it does recommend preparation of an unexpected finds protocol and waste classification of soils to be disposed offsite.</p> <p>Request draft condition is deleted.</p>
<p>b) Should the report referred to above in sub-clause 1)a) identify that the land is contaminated and the land requires remedial works to ensure that the land will be suitable for its intended use and meet the relevant criteria in the National Environment Protection (Assessment of site Contamination) Measure (NEPM) 1999, the following matters must be satisfied (as applicable):</p> <ol style="list-style-type: none"> 1. A Remediation Action Plan (RAP) is required to be submitted to Council prior to commencing any site or remediation works. The RAP is to be prepared in accordance with the relevant Guidelines made or approved by NSW Office of Environment and Heritage/Environment Protection Authority, including the Guidelines for Consultants Reporting on Contaminated Sites. 2. A written statement is to be provided to the Council from the Environmental Consultant, which confirms that the Remediation Action Plan satisfies the relevant legislative requirements and guidelines and that the land is able to be remediated to the required level and the land will be suitable for the intended development and use. 3. Remediation works are required to be carried out in accordance with the relevant requirements of the <i>Contaminated Land Management Act 1997</i>, Guidelines made by the Environment Protection Authority and Department of Infrastructure, Planning & Natural Resources, Randwick City Council's Contaminated Land Policy 1999, the <i>Protection of the Environment Operations Act 1997</i> and conditions of development consent. 4. The requirements contained within any applicable Site Contamination Report, Remediation Action Plan, Site Management Plan or other strategy associated with the site contamination report and/or remediation strategy <u>approved by Council</u>, form part of this consent and must be complied with. 5. Upon completion of remediation works, a Validation Report must be prepared by a suitably qualified Environmental Consultant and be <u>submitted to the satisfaction of Council prior to commencing</u> any 	<p>Detailed Site Investigation has been completed and reported in "Detailed Site Investigation for Contamination, Proposed Winx Stand, Royal Randwick Racecourse (Reference: 86781.01, Rev 2, dated 29 October 2019).</p> <p>DSI concluded that "Based on the findings of this DSI which included an assessment of soil and groundwater, it is considered that the site is suitable for the proposed development from a contamination perspective pursuant to the recommendation outlined in Section 13."</p> <p>Section 13 notes that a RAP may not be required as a remediation strategy is already in place at the site. However, it does recommend preparation of an unexpected finds protocol and waste classification of soils to be disposed offsite.</p> <p>Request draft condition is deleted.</p>

Draft Condition	Response
building works upon the site. The validation report is required to confirm and provide details to demonstrate that the site is suitable for the proposed development and use.	
<p>c) Should the report referred to above in sub-clause 1.(a) identify that the land is not contaminated or, the land is contaminated but no remediation works are proposed to be carried out (having regard to the extent and nature of the proposed development), the following requirements must be satisfied:</p> <ol style="list-style-type: none"> 1. Prior to issuing a construction certificate for the development, <u>details must be submitted to the satisfaction of Council's Director of City Planning in writing</u>, to demonstrate that the land is (or will be) suitable for the intended development and use. 2. The report and details must be provided by a suitably qualified Environmental Consultant and any requirements, procedures, plans or strategies specified in the report and <u>approved by Council form part of this consent</u> and are required to be complied with. 3. Copies of relevant reports, documentary evidence, certification and validation <u>must be provided to Council's satisfaction</u>. 4. It is recommended that further classification assessment be undertaken at the time of excavation of soil at the site, testing should include acid sulfate soil assessment and classification. All required measures for acid sulphate soil identified at the site shall be adopted if required in Construction Certificate approved by the certifying Authority. 	<p>Detailed Site Investigation has been completed and reported in "Detailed Site Investigation for Contamination, Proposed Winx Stand, Royal Randwick Racecourse (Reference: 86781.01, Rev 2, dated 29 October 2019).</p> <p>DSI concluded that "Based on the findings of this DSI which included an assessment of soil and groundwater, it is considered that the site is suitable for the proposed development from a contamination perspective pursuant to the recommendation outlined in Section 13."</p> <p>Section 13 notes that a RAP may not be required as a remediation strategy is already in place at the site. However, it does recommend preparation of an unexpected finds protocol and waste classification of soils to be disposed offsite.</p> <p>Request draft condition is deleted.</p>
Requirements during construction & site work	
<p>The following conditions of consent must be complied with during the demolition, excavation and construction of the development.</p> <p>These conditions have been applied to satisfy the relevant requirements of the <i>Environmental Planning & Assessment Act 1979</i>, <i>Environmental Planning & Assessment Regulation 2000</i> and to provide reasonable levels of public health, safety and environmental amenity during construction.</p>	Draft condition accepted.
Land contamination & remediation	
Fill material that is imported to the site must satisfy the requirements of the NSW <i>Protection of the Environment Operations (Waste) Regulation 2005</i> and the NSW Environment Protection Authority (EPA) Waste Classification	Draft condition accepted.

Draft Condition	Response
Guidelines (2008). Fill material must meet the relevant requirements for Virgin Excavated Natural Material (VENM) or be the subject of a (general or specific) Resource Recovery Exemption from the EPA.	
Details of the importation of fill and compliance with these requirements must be provided to the satisfaction of a suitably qualified Environmental Consultant or Site Auditor.	Draft condition accepted.
The works must not cause any environmental pollution, public nuisance or, result in an offence under the <i>Protection of the Environment Operations Act 1997</i> or <i>Work Health & Safety Act 2011</i> and associated Regulations.	Draft condition accepted.
Any hazardous and/or intractable wastes arising from the works are to be managed and disposed of in accordance with the requirements of WorkCover NSW and the Office of Environment and Heritage/Environment Protection Authority, including the provisions of: <ul style="list-style-type: none"> ▪ Work Health and Safety Act 2011 ▪ Protection of the Environment Operations Act 1997 (NSW) ▪ Protection of the Environment Operations (Waste) Regulation 2005 ▪ NSW DECC/EPA Waste Classification Guidelines 2008 ▪ Randwick City Council's Asbestos Policy 	Draft condition accepted.
Requirements prior to the issue of an occupation certificate	
The following conditions of consent must be complied with prior to the ' <i>Principal Certifying Authority</i> ' issuing an ' <i>Occupation Certificate</i> '. <i>Note: For the purpose of this consent, any reference to 'occupation certificate' shall also be taken to mean 'interim occupation certificate' unless otherwise stated.</i> These conditions have been applied to satisfy the relevant requirements of the <i>Environmental Planning & Assessment Act 1979</i> , <i>Environmental Planning & Assessment Regulation 2000</i> , Council's development consent and to maintain reasonable levels of public health, safety and amenity.	Draft condition accepted.
Prior to any occupation certificate being issued for the site or commencing the use of the land as provided in this consent, a Validation Report prepared by a suitably qualified Environmental Consultant must be <u>submitted to the</u>	Duplicate condition. Request draft condition is deleted.

Draft Condition	Response
<p>satisfaction of Council. The report must demonstrate that the relevant land contamination conditions in this consent have been satisfied and that the site is suitable for the proposed development.</p>	
<p>Requirement before a construction certificate can be issued</p>	
<p>The following conditions of consent must be complied with before a '<i>Construction Certificate</i>' is issued by either an Accredited Certifier or Randwick City Council; All necessary information to demonstrate compliance with the following conditions of consent must be included in the documentation for the construction certificate.</p> <p>These conditions have been applied to satisfy the relevant requirements of the <i>Environmental Planning & Assessment Act 1979</i>, <i>Environmental Planning & Assessment Regulation 2000</i>, Council's development consent conditions and to achieve reasonable levels of environmental amenity.</p>	<p>Draft condition accepted.</p>
<p>The design, construction and operation of any food premises including but not limited catering kitchens, cafe, bars food storage rooms and any coffee bar/s must comply with the following general requirements (as applicable):</p> <ul style="list-style-type: none"> a) Floors of kitchens, food preparation areas and the like are to be constructed of materials which are impervious, non-slip and non-abrasive. The floor is to be finished to a smooth even surface, graded and drained to a floor waste connected to the sewer. The intersection of walls with floor and plinths is to be coved, to facilitate cleaning. b) Walls of the kitchens and food preparation areas and the like are to be of suitable construction finished in a light colour with glazed tiles, stainless steel, laminated plastics or similar approved material adhered directly to the wall adjacent to cooking and food preparation facilities or areas, to provide a smooth even surface. c) The glazed tiling or other approved material is to extend up to the underside of any mechanical exhaust ventilation hoods and a minimum of 450mm above bench tops, sinks, wash hand basins and equipment. d) Walls where not tiled are to be cement rendered or be of rigid smooth faced non-absorbent material (i.e. fibrous cement sheeting, plasterboard or other approved material) and finished to a smooth even surface, painted with a washable paint of a light colour or other approved materials. 	<p>Draft condition accepted.</p>

Draft Condition	Response
<ul style="list-style-type: none"> e) The ceilings of kitchens, food preparation areas, storerooms and the like are to be of rigid smooth-faced, non-absorbent material i.e. fibrous plaster, plasterboard, fibre cement sheet, cement render or other approved material. 'Drop-down' ceiling panels are not to be provided to food preparation and cooking areas. f) All stoves, refrigerators, bain-maries, stock pots, washing machines, hot water heaters, large scales, food mixers, food warmers, cupboards, counters, bars etc must be supported on wheels, concrete plinths a minimum 75mm in height, metal legs minimum 150mm in height, brackets or approved metal framework of the like. g) Cupboards, cabinets, benches and shelving may be glass, metal, plastic, timber sheeting or other approved material. The use of particleboard or similar material is not permitted unless laminated on all surfaces. h) Adequate fly screens and doors with self-closing devices, are to be provided to all external door and window openings. An electronic insect control device must also be provided within the food premises. i) A mechanical ventilation exhaust system is to be installed where cooking or heating processes are carried out in the kitchen or in food preparation areas, in accordance with the relevant requirements of Clause F4.12 of the BCA and Australian Standard AS 1668 Parts 1 & 2. j) Emission control equipment shall be provided in mechanical exhaust systems serving the cooking appliances, to effectively minimise the emission of odours, vapours and oils. k) Wash hand basins must be provided in convenient positions located in the food preparation areas, with hot and cold water, together with a sufficient supply of soap and clean towels. The hot and cold water must be supplied to the wash hand basins through a suitable mixing device. l) Cool rooms or freezers must have a smooth epoxy coated concrete floor, which is to be sloped to the door. A floor waste connected to the sewer is to be located outside the cool room/freezer. The floor waste should be provided with a removable basket within a fixed basket arrestor and must comply with Sydney Water requirements. m) Cool rooms and freezers must be able to be opened from the inside without a key and fitted with an alarm (bell) that can only be operated from within the cool room/freezer. 	

Draft Condition	Response
n) Any space or gaps between the top of any cool room or freezer and the ceiling must be fully enclosed and kept insect and pest proof (e.g. plasterboard partition with gaps sealed).	
Prior to a construction certificate being issued for the 'fit-out' of the food business, a certificate or statement must be obtained from a suitably qualified and experienced Food Safety Consultant or Council's Environmental Health Officer, which confirms that the proposed design and construction of the food storage room and coffee bar satisfies the relevant requirements of the Food Act 2003, Food Standards Code and AS 467 4 (2004) - Design, construction and fit-out of food premises.	Draft condition accepted.
Prior to the issuing of an occupation certificate, the premises must be inspected by The NSW Food Authority to ascertain compliance with relevant Food Safety Standards and the written approval of NSW Food Authority (being the relevant Food Authority for this food business) must be obtained prior to the operation of the food business.	Draft condition accepted.
Prior to commencement of any food business operations, the food premises must be registered with the NSW Food Authority in accordance with the Food Safety Standards.	Draft condition accepted.
Operational conditions	
<p>The following operational conditions must be complied with at all times, throughout the use and operation of the development.</p> <p>These conditions have been applied to satisfy the relevant requirements of the <i>Environmental Planning & Assessment Act 1979</i>, <i>Environmental Planning & Assessment Regulation 2000</i> Council's development consent. and to maintain reasonable levels of public health and environmental amenity.</p>	Draft condition accepted.
The use and operation of the site must not cause any environmental pollution, public nuisance or, result in an offence under the <i>Protection of the Environment Operations Act 1997</i> , associated Regulations, Guidelines and Policies.	Recommend consistency with existing conditions.
Any requirements contained within an Environmental Management Plan (EMP) which forms part of the Site Audit Statement and Site Audit Report, form part of this consent and must be implemented accordingly.	<p>Inconsistent condition.</p> <p>Request draft condition refer to Plan of Management.</p>
The operation of all plant and equipment shall not give rise to an 'offensive noise' as defined in the <i>Protection of the Environment Operations Act 1997</i> and Regulations.	Draft condition accepted.

Draft Condition	Response
In this regard, the operation of the premises and plant and equipment shall not give rise to a sound pressure level at any affected premises that exceeds the background (L _{A90}), 15 min noise level, measured in the absence of the noise source/s under consideration by more than 5dB(A). The source noise level shall be assessed as an L _{Aeq} , 15 min and adjusted in accordance with the NSW Environmental Protection Authority's Industrial Noise Policy 2000 and Environmental Noise Control Manual (sleep disturbance).	Inconsistent condition. Request draft condition refer to Noise and vibration assessment.
The L ₁₀ noise level emitted from the licensed premises shall not exceed the background noise level (L ₉₀) in any Octave Band Centre Frequency (31.5Hz - 8kHz inclusive) by more than 5dB between 7.00am and 12.00 midnight at the boundary of any affected residence. The background noise level shall be measured in the absence of noise emitted from the licensed premises.	Inconsistent condition. Request draft condition refer to Noise and vibration assessment.
The L _{A10} noise level emitted from the licensed premises shall not exceed the background noise level (L _{A90}) in any Octave Band Centre Frequency (31.5Hz - 8kHz inclusive) between 12.00 midnight and 7.00am at the boundary of any affected residence. The background noise level shall be measured in the absence of noise emitted from the licensed premises.	Inconsistent condition. Request draft condition refer to Noise and vibration assessment.
Notwithstanding compliance with the above, the noise from the licensed premises shall not be audible within any habitable room in any residential premises between the hours of 12.00 midnight and 7.00am.	Inconsistent condition. Request draft condition refer to Noise and vibration assessment.
The use of the premises and the operation of plant and equipment shall not give rise to the transmission of a vibration nuisance or damage to other premises.	Inconsistent condition. Request draft condition refer to Noise and vibration assessment.
There are to be no emissions or discharges from the premises which will give rise to a public nuisance, vibration, or result in an offence under the <i>Protection of the Environment Operations Act 1997</i> and Regulations.	Duplicate condition. Request draft condition is deleted.
Within three (3) months of an occupational certificate being issued for the development, a written report must be obtained from a suitably qualified and experienced consultant in acoustics, which demonstrates and certifies that noise and vibration from the development complies with the relevant provisions of the Protection of the Environment	Unnecessary condition requiring council approval. Request draft condition is deleted.

Draft Condition	Response
Operations Act 1997, NSW EPA/DECC Noise Control Manual & Industrial Noise Policy and conditions of Council's consent. The report is to be submitted and approved by Council prior to the issuing any occupational certificate.	
The report should include (but not limited to) the use of all plant and equipment, at all times of the day including the night-time period as defined by NSW EPA Industrial Noise Policy. The report should also include but not be limited to the noise generated from all vehicle movements including deliveries, mechanical ventilation, refrigeration compressors, the pool pump and the lift shaft.	Inconsistent condition. Request draft condition refer to Noise and vibration assessment.
Deliveries (including the loading and unloading of goods) are restricted to: Monday to Friday: 7:00am - 5:00pm	Inconsistent condition. Request condition is revised to be consistent with existing approval for the Spectator Precinct (MP10_0097 MOD 2) and refer to Noise and vibration assessment.
A numerically scaled indicating thermometer or recording thermometer, accurate to the nearest degree Celsius being provided to refrigerators, cool rooms, other cooling appliances and bain-maries or other heated food storage/display appliances. The thermometer is to be located so as to be read easily from the outside of the appliance. A digital probe type thermometer must also be readily available at all times to check the temperature of food items.	Draft condition accepted.
All food that is to be kept hot should be heated within one (1) hour from the time when it was prepared or was last kept cold, to a temperature of not less than 60 degrees C and keep this food hot at or above the temperature. Food that is to be kept cold should be cooled, within four (4) hours from the time when it was prepared or was last kept hot, to a temperature of not more than 5 degrees C and keep this food cold at or below that temperature.	Draft condition accepted.
Food safety practices and the operation of the food premises must be in accordance with the <i>Food Act 2003</i> , <i>Food Regulation 2004</i> , <i>Food Standards Code</i> and <i>Food Safety Standards</i> at all times, including the requirements and provisions relating to: <ul style="list-style-type: none"> ▪ Food handling - skills, knowledge and controls. ▪ Health and hygiene requirements. ▪ Requirements for food handlers and businesses. ▪ Cleaning, sanitising and maintenance. 	Draft condition accepted.

Draft Condition	Response
<ul style="list-style-type: none"> Design and construction of food premises, fixtures, fitting and equipment. 	
<p>The proprietor of the food business and all staff carrying out food handling and food storage activities must have appropriate skills and knowledge in food safety and food hygiene matters, as required by the Food Safety Standards.</p> <p>Failure to comply with the relevant food safety requirements is an offence and may result in legal proceedings, service of notices and/or the issuing of on-the-spot penalty infringement notices.</p>	Draft condition accepted.
<p>The food premises must be kept in a clean and sanitary condition at all times, including all walls, floors, ceilings, fixtures, fittings, appliances, equipment, fridges, freezers, cool rooms, shelving, cupboards, furniture, crockery, utensils, storage containers, waste bins, light fittings, mechanical ventilation & exhaust systems & ducting, storage areas, toilet facilities, basins and sinks.</p>	Draft condition accepted.
<p>Adequate provisions are to be made within the premises for the storage, collection and disposal of waste and recyclable materials, including for the collection of the sharps container by a licensed waste transporter, to the satisfaction of Council.</p>	Draft condition accepted.
<p>Any regulated premises (i.e. Food business, beauty salon, skin penetration premises etc) not part of this application is required to submit a separate development application to Council for approval.</p>	<p>Unnecessary and irrelevant condition.</p> <p>Request draft condition is deleted.</p>
<p>All regulated systems such as cooling towers, warm water system shall be designed and constructed in accordance with NSW statutory requirements details of which shall be provided to the certifying authority for approval. The systems shall be registered with Council and be operated and maintained in accordance with the <i>NSW Public Health Act 2010</i> including amendments that are current and regulation and guidelines at all times.</p>	Draft condition accepted.
<p>The requirements of the <i>Food Act 2003</i> and <i>Food Safety Standards</i> must be complied with at all times.</p>	<p>Duplicate condition.</p> <p>Request draft condition is deleted.</p>
<p>The <u>two weeks prior</u> to any event involving temporary food the applicant is required to ensure that all temporary food stalls, vendors and mobile food vendors have registered their details with Council's Environmental Health Unit, at least. No temporary food operator is permitted to operate without approval. The required Registration Fee must be forwarded to Council with the registration details. Further details can be obtained by telephoning 9093 6973.</p>	Draft condition accepted.

Draft Condition	Response
All waste handling shall be handled in accordance with the approved Waste Management Plan.	Draft condition generally accepted. However, the condition should reference the approved document.
The operation of events and functions shall be carried out in accordance with approved management plans. These plans should be reviewed and amended if annually. All amendments should be approved by the appropriate Regulatory Authority.	Draft condition accepted.
Roads and Maritime Services (RMS)	
A Pedestrian Management Plan (PMP) for the operational phase shall be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and Randwick City Council, prior to the issue of a Construction Certificate. The PMP needs to take into consideration the operation of the light rail and include, but not be limited to, the a contingency plan should attendance the Ledger Lawn exceed capacity.	Draft condition accepted.
Transport for NSW	
Construction Pedestrian and Traffic Management	
<p>Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall update the Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Light Rail Operator and Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not limited to, the following:</p> <ul style="list-style-type: none"> ▪ A description of the development; ▪ Location of any proposed work zone(s); ▪ Details of crane arrangements including location of any crane(s) and crane movement plan; ▪ Haulage routes; ▪ A detailed plan identifying all construction vehicle access arrangements; ▪ Estimated number of construction vehicle movements, including measures to reduce the number of movements during the AM and PM peak periods; ▪ Details of measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site worker parking location/s away from the precinct; 	Draft condition accepted.

Draft Condition	Response
<ul style="list-style-type: none"> ▪ Construction program; ▪ Proposed construction hours; ▪ Management of potential construction vehicle breakdowns or collisions along the light rail corridor; ▪ Consultation strategy for liaison with surrounding stakeholders, including other developments; ▪ Any potential impacts to general traffic, cyclists, pedestrians and bus and light rail services within the vicinity of the site from the construction of the development; ▪ Cumulative construction impacts of the development, Sydney Light Rail Project, and other developments. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and ▪ Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP. <p>Construction works shall not be undertaken for at least two hours prior to an event, during an event and two hours post an event, within the Randwick and Centennial Parklands Precinct, to minimise the risk of pedestrian and construction vehicle conflicts, without prior approval of the Sydney Coordination Office and Transport Management Centre within TfNSW.</p> <p>The applicant shall provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.</p>	
Event Traffic and Transport Management	
<p>Prior to the issue of the first Occupation Certificate, the applicant shall prepare an Event Traffic and Transport Management Plan (ETTMP) for the proposed operation of the Winx Stand to ensure that traffic and transport during Race-day and Non-race day events at the Royal Randwick Racecourse is safely and efficiently operated. The ETTMP shall be prepared in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, NSW Police, Randwick City Council and Centennial Park and Moore Park Trust. The ETTMP needs to specify, but not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Various event types and scenarios including (but not limited to) music concerts; ▪ Cumulative impacts of simultaneous events within the Randwick, Moore Park and Centennial Parklands Precinct; 	Draft condition accepted.

Draft Condition	Response
<ul style="list-style-type: none"> ▪ Details of events, including the forecasted number and type of events and activities per year, including projected patron numbers; ▪ Evidence to demonstrate alignment with the publicly available details of the broader Moore Park and Randwick Traffic and Transport Management Plan prepared by TfNSW; ▪ Measures to manage pick-up / drop-off facilities for patrons using taxi, coaches, kiss and ride and rideshare services including any consideration for Geofence for all ride-share companies while ensuring safe access for emergency vehicles and local residents in local streets; ▪ Details of the forecast demand for public transport use, including light rail, heavy rail/metro and bus; ▪ Traffic management measures on the surrounding road during event bump-in and bump-out; ▪ Details of the strategies to mitigate risks at points of crowd swell (i.e. pedestrian crossing / refuge points, circulation around the Royal Randwick Racecourse and the Randwick and Centennial Parklands Precinct and approach and departure points); ▪ Details of wayfinding and signage measures within the confines of the site boundaries, including messaging and announcements, which provide clear directions for patrons to all modes of travel, including walking, light rail, heavy rail/metro, bus, taxi, coach, kiss and ride and rideshare services and include illumination for appropriate use at night. The measures must consider event bump-in and bump-out; ▪ Evidence of consideration of integrated ticketing and details of implementation across event types; ▪ Details of emergency services vehicles access and egress; ▪ Details of a plan for the review and update annually in consultation with the aforementioned stakeholders and is to include an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes; ▪ Details of real time mitigation measures to mitigate or prevent impacts associated with the operation of the development; and ▪ Details of performance levels and targets that can measure the success of implementation of the ETTMP. <p>The plan shall be approved by the Coordinator General, Transport Coordination, within Transport for NSW, at least six (6) months prior to the commencement of operation of the Winx Stand.</p> <p>The plan shall be reviewed and updated annually in consultation with the aforementioned stakeholders and provide an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes.</p> <p>The plan (as reviewed and updated annually) shall be implemented by the applicant for the life of the development.</p>	
Travel Plan	

Draft Condition	Response
<p>Prior to the issue of the first Occupation Certificate, the applicant shall prepare a Travel Plan for staff and patrons of the Winx Stand in consultation with other stakeholders and landowners in the Randwick, Moore Park and Centennial Parklands Precinct. The plan shall be prepared in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, NSW Police, Randwick City Council and Centennial Park and Moore Park Trust.</p> <p>The plan is to:</p> <ul style="list-style-type: none"> Align with the broader Moore Park and Randwick Traffic and Transport Management Plan prepared by TfNSW; Consider the implementation of integrated ticketing by the venue operator and/or event organiser across event types; and Include a mechanism to monitor the effectiveness of the measures of the plan. <p>The plan shall be approved by the Coordinator General, Transport Coordination, within Transport for NSW, at least 6 months prior to the commencement of operation of the Winx Stand.</p> <p>The plan shall be reviewed and updated annually in consultation with the aforementioned stakeholders and provide an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes.</p> <p>The plan (as reviewed and updated annually) shall be implemented by the applicant for the life of the development.</p>	<p>Draft condition accepted.</p>
Environment, Energy and Science (EES)	
<p>1. Invasive exotic species are removed from the Landscape Plan and replaced by a diversity of local native provenance trees, shrubs and groundcover species (rather than exotic species or non-local native species) from the relevant native vegetation community which once occurred in this locality.</p>	<p>The Landscape plans prepared by SNA have been amended to remove invasive exotic species from the plant list.</p> <p><i>Buxus sp.</i> has been retained on level 1 of the Winx Stand as this species is ideal for its use as a formal hedge, is not invasive and is used throughout the Racecourse.</p> <p>The use of native vegetation that once occurred on the site (Eastern suburbs Banksia Scrub) would be out of place on this highly trafficked and maintained site.</p>

Draft Condition	Response
	Request draft condition is deleted.
2. Trees removed, shall be replaced at a ratio greater than 1: 1.	<p>This condition is unnecessary. The landscape plans indicate three (3) trees are to be relocated (not removed) and five (5) new trees will be planted.</p> <p>Request draft condition is deleted.</p>
3. Enough area/space is provided on site to allow the trees to grow to maturity.	<p>Duplicate condition as per item 5(e) below.</p> <p>Request draft condition is deleted.</p>
4. Tree planting at the site shall use advanced and established trees with a minimum plant container pot size of 75-100 litres, or greater for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed.	<p>This condition is unnecessary. The landscape plans indicate all trees are proposed to be 100L container size. Recommend this is incorporated into a standard condition requiring landscaping to be completed in accordance with the approved landscape plans.</p> <p>Request draft condition is deleted.</p>
<p>5. The Landscape Plan shall include details on:</p> <ul style="list-style-type: none"> a. the native vegetation community that occur or once occurred in this locality b. a list of local provenance tree, shrub and groundcovers to be used in the landscaping c. the quantity and location of plantings d. the pot size of the local native trees to be planted e. the area/space required to allow the planted trees to grow to maturity f. Plant maintenance regime. The planted vegetation should be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species. 	<p>Refer to the following:</p> <ul style="list-style-type: none"> a. Proposed species relate to the surrounding Royal Randwick Racecourse site, not species based on the native vegetation community in the area. Delete condition. b. Native vegetation species are not proposed. As such, provenance stock is not required. Delete condition. c. All details will be provided in detailed CC documentation package. Draft condition accepted.

Draft Condition	Response
	<p>d. All details will be provided in detailed CC documentation package.</p> <p>Draft condition accepted.</p> <p>e. All details will be provided in detailed CC documentation package.</p> <p>Draft condition accepted.</p>

5. CONCLUSION

This RtS has considered the submissions received from State agencies and local government during the exhibition of SSD 10285 for the new Winx Stand at Royal Randwick Racecourse. The proposal has been revised through a further detailed design review process to provide an enhanced built form with increased amenity for patrons, and greater flexibility for events. The EIS and RtS confirm that there are no significant adverse environmental impacts and the proposal should be approved.

The proposal is considered suitable for the site and worthy of support by the Minister for the following reasons:

- It will assist in delivering a new and much needed all-weather facility that will significantly enhance the amenity of general admission patrons on race day events and for visitors to non-race day events. The proposed patronage will remain consistent with the capacity approved under MP10_0097 MOD 2.
- The new facility will further elevate Royal Randwick Racecourse as NSW's primary racing venue and its capacity to contribute to the local and state economy.
- The land is zoned 'RE1 – Public Recreation'. The proposed development is permissible with consent and consistent with the land use objectives of RE1 zoning.
- It is consistent with the objectives of all relevant planning controls and achieves a high level of planning policy compliance.
- Subject to the various mitigation measures recommended by the specialist consultants, the proposal does not have any unacceptable impacts on adjoining properties, the public domain or end users in terms of traffic, heritage, social and environmental impacts.
- The applicant has taken into consideration the submissions received from State agencies and council, particularly regarding pedestrian and traffic management; landscaping; and built form. Detailed analysis of these issues has been undertaken, with design modifications proposed to mitigate impacts, where practical and possible.
- The site is well serviced by public transport and various walking and cycling routes. The proposal is not expected to exacerbate the existing traffic flow conditions and a draft PTTMP has been prepared in consultation with key stakeholders, including TfNSW, NSW Police and RCC.
- This project is fully funded and 'shovel ready' for commencement of construction as soon as possible this year to take the opportunity for construction whilst large scale events are currently restricted in these challenging times. It will deliver genuine economic benefits in these challenging times, particularly in creating over 150 full-time jobs during construction, and will sustain many direct and indirect jobs during its operation once the current COVID related restrictions are lifted.

In summary, this RtS has addressed all outstanding matters raised in submissions and will result in a great new facility that the public will be able to enjoy in the future. Therefore, this proposal warrants being fast-tracked for approval, subject to conditions.

DISCLAIMER

This report is dated 9 April 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of AUSTRALIAN TURF CLUB (**Instructing Party**) for the purpose of Response to submissions (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

REVISED ARCHITECTURE PLANS

APPENDIX B

ALTERNATIVE DESIGN COMPARISON REVIEW

APPENDIX C

REVISED LANDSCAPE PLANS

APPENDIX D

REVISED HERITAGE ARCHAEOLOGY ASSESSMENT

APPENDIX E

DRAFT PEDESTRIAN, TRAFFIC AND TRANSPORT MANAGEMENT PLAN

APPENDIX F

REVISED NOISE AND VIBRATION ASSESSMENT

