

# Clause 6 Request & Preliminary Environmental Assessment – Royal Randwick Racecourse Spectator Precinct

Prepared on behalf of the Australian Jockey Club Limited

July 2010

**urbis**

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## Executive Summary

This report has been prepared on behalf of the Australian Jockey Club Limited (AJC). It seeks the Minister for Planning's opinion that the proposed development within the Spectator Precinct of Royal Randwick Racecourse is a Major Project under the SEPP (Major Development) and requests that Director General's Environmental Assessment Requirements be issued.

AJC's vision is to revitalise the existing racecourse and lift the standard of facility to world class standards both in terms of design and experience. The proposed revitalisation of the Spectator Precinct is an essential first step in the comprehensive upgrade of this Precinct. This initial proposal will form part of several proposals that will progressively see the Racecourse realise its development potential.

Accompanying this initial Spectator Precinct proposal will be a proposal to construct a new stabling facility. This facility will consolidate all existing stabling associated with the Racecourse into one area on the eastern side of the racetrack.

These two initial proposals (Project Applications) will be followed by a Concept Plan for the overall development of the site. This Concept Plan will set parameters for the future development of the entire racecourse site including the remainder of the Spectator Precinct and a mix of uses in the Upper and Lower High Street Precincts. The overall concept is intended to lift the standard of the existing racing related facilities (Spectator and Stabling Precinct) and redevelop the High Street related precincts (Lower and Upper) for a mix of uses that respond to the strategic direction of the locality and integrate with the surrounding uses (including the University of NSW).

The initial Spectator Precinct works will strengthen and enhance the function of the Royal Randwick Racecourse facility primarily as a thoroughbred racing venue and additionally as a tourism, leisure and events venue both locally and internationally.

The first step in the revitalisation of the Spectator Precinct will include the following works:

- Alterations and additions to the existing QE2 and Paddock Stands to improve the design and layout with the aim to increase capacity, improve spectator experience and circulation.
- Construction of a new parade ring to the rear of the QE2 and Paddock Stands with associated amphitheatre style seating to establish a "Theatre of the Horse".
- Adaptive reuse of the existing Swab Building at the entry to accommodate a racing museum and members sign-up area. Ancillary café and bar facilities will be located directly adjacent.
- Construction of a stewards, owners, trainers and jockeys facilities building adjacent to the new parade ring.
- Landscaping of the area immediately surrounding the proposed works and associated demolition of the existing pavilion building and teahouse buildings.

All elements of the proposed development are permissible in the zone and consistent with the objectives of the Local and State Government in terms of the use of the site. The proposal has a capital investment value of approximately \$153million and qualifies as a Major Development pursuant to State Environmental Planning Policy (Major Development).

Key issues relating to the proposal include local traffic and parking, heritage, landscaping, drainage and operational matters. All issues will be assessed thoroughly in the context of the environmental assessment report for the proposal to ensure that any environmental impact is mitigated.

Building upon the good existing working relationship with Randwick City, AJC is willing to work with all key stakeholders during the assessment process in order to achieve the most optimal outcome for all concerned.



# 1 Introduction

This report has been prepared on behalf of the Australian Jockey Club Limited (AJC), the lessee of the Royal Randwick Racecourse land with primary frontage to Alison Road Randwick.

AJC propose to develop the core of the Spectator Precinct incorporating the existing QE2 and Paddock Stands, the existing Swab Building at the entry and an area amounting to approximately half of the Precinct. The concept is the first step in realising a vision to lift the standard of the existing racing related facilities and redevelop the remainder of the Racecourse site to realise its potential and better relate the site with the surrounding area.

The purpose of this report is to request that:

1. The Minister for Planning form an opinion that the proposal is of a kind described in Group 6 Class 15 in Schedule 1 of State Environmental Planning Policy - Major Development (2005) (Major Development SEPP), as a Major Sporting Facility with a capital investment value of greater than \$30 million.
2. The Director General issued his Environmental Assessment Requirements to inform the preparation of an Environmental Assessment to accompany a Project Application for the proposed development.

To support the request for the Director General's Requirements, this submission includes a Preliminary Environmental Assessment (PEA). This PEA articulates the content of the proposal identifies the relevant planning policies, outlines the anticipated key issues of the proposal and the approach to address these matters as part of the Environmental Assessment Report.



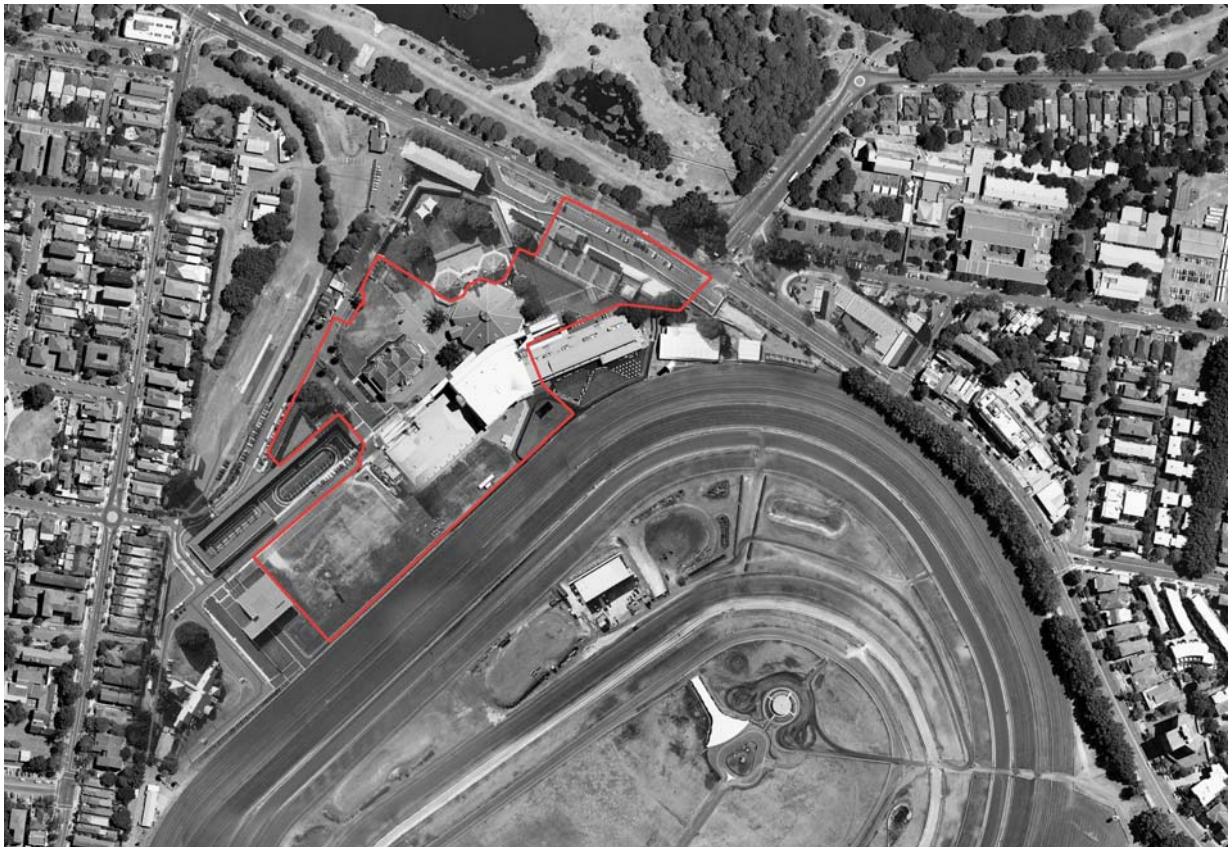


## 2 Site Details

### 2.1 Site Description

The site comprises part of the Spectator Precinct (50,900m<sup>2</sup>) within the Greater Royal Randwick Racecourse site (80ha). The Spectator Precinct has frontage to Alison Road with access gained off that road and Doncaster Avenue. An aerial of the site indicating the extent of the site for this proposal is shown in **Figure 1** below.

**Figure 1** – The Site



## 2.2 Site Context

The Racecourse site is one of the largest areas recreation areas in the highly urbanised Eastern Suburbs. Regionally, the site is strategically significant due to its relative close proximity to a number of key Inner Sydney features including:

- Coogee Beach – 3km.
- Bondi Beach – 5km.
- Sydney Airport – 6km.
- Sydney CBD – 6km.
- UNSW and Prince of Wales Hospital – immediately adjacent.

Locally, the greater Racecourse site has an interface with many different localities each with a distinct character. The Spectator Precinct site in the north-west corner has a primary frontage to Alison Road and secondary access points off Doncaster Avenue. The main entry off Alison Road has recently been subject of an upgrade – with improved entry experience including public transport drop-off.

The area surrounding the Spectator Precinct consists of:

- To the north - Centennial Park directly opposite on the other side of Alison Road.
- To the west - residential area consisting of a mix of one and two storey single dwellings and three storey residential flat buildings.
- Further to the west – Kensington village shopping strip located along Anzac Parade.
- To the east – predominantly residential area with Randwick shopping village located approx. 1.5km away. This area is elevated above the level of the Racecourse but views across the Racecourse are well screened by a row of huge figs.
- To the south – the University of NSW is located on the other side of High Street extending along the entire southern boundary of the site.
- To the south-east – the Prince of Wales Hospital is located less than 1km away.

In terms of public transport connections, the greater site is serviced by major bus routes along its northern perimeter (Alison Road) and along the southern perimeter (Anzac Parade and High Street).

## 3 Description of Proposal

### 3.1 Vision for the greater Racecourse site

The Royal Randwick Racecourse site is a substantial land holding located in the heart of the prime real estate of Sydney's Eastern Suburbs. At the same time as enhancing the racing related facilities and function of the site, redevelopment of the surplus land will enable the site's development potential to be realised and the area to be better integrated with surrounding uses.

The AJC vision for Royal Randwick Racecourse is based on a number of desired outcomes:

- To ensure the financial sustainability of the racing function of the site and improve the existing spectator and horse-related facilities to a world best standard.
- Realise the development potential of this strategically significant location and take advantage of the sites proximity to key Sydney destinations and good public transport connections.
- Better integrate the site with the immediately surrounding area including connections to the University and Hospital both physically and in terms of usage.
- Assist in improving the accessibility of the locality through improved public transport and parking arrangements.
- Creation of a large number of new full time jobs, new construction jobs and the protection of existing employment not only at Randwick but in NSW's second largest industry which includes racing training and breeding.
- The construction of a retail offering to complement the existing shopping strip of Kensington.
- The provision of a mix of residential accommodation that provides housing for essential service workers, students, professionals (lecturers and physicians), families visiting hospital patients and the broader community.

### 3.2 Overview of Spectator Precinct proposal

This PEA presents the proposed initial upgrade of the core of the Spectator Precinct facilities. All components of the proposal are financed and construction is ready to commence upon approval. This infrastructure also has an alternate use for conference and exhibition space on non-race days.

The site currently accommodates 3 grandstands, the QE2 stand which was completed in 1969, the Paddock stand completed 1995 and the Officials stand completed 1910. In addition to the grandstands, the site also encompasses a tea house which is currently used for event day staff meals and public toilets, The Pavilion used as the race day betting auditorium and non race day event space. There are also a number of surrounding walkways, lawns and significant trees. In addition, the old swab building is located on the Alison Road frontage directly adjacent to the new busway.

The facilities comprising the works currently accommodates a maximum of approximately 9,300 patrons on a race day.

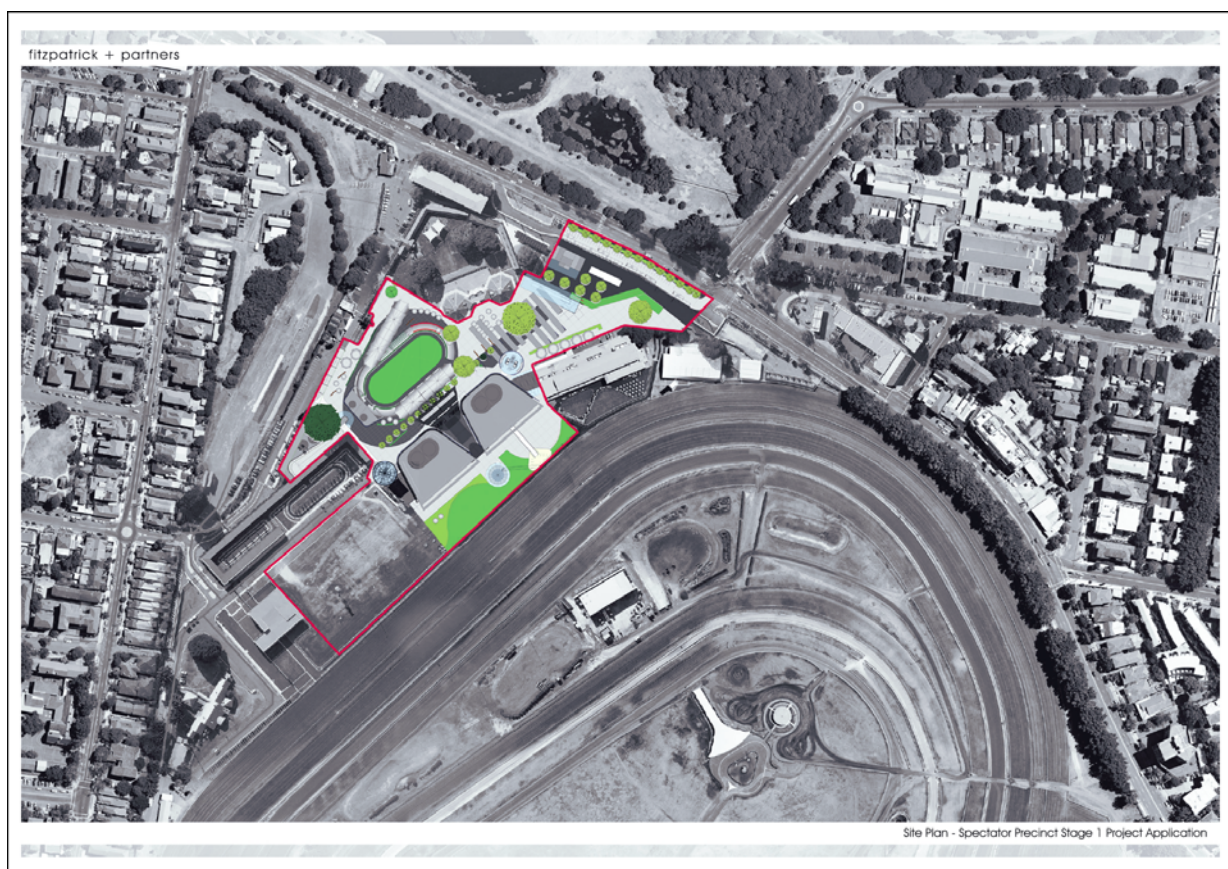
The site encompasses part of the overall Spectator Precinct and includes the curtilage around the key components of the proposal, as illustrated in the **Figure 2 Proposed Spectator Precinct Plan** below. The key components of the proposal include:

- Alterations and additions to the existing QE2 and Paddock Stands to improve the design and layout with the aim to increase capacity, improve spectator experience and circulation.
- Construction of a new parade ring to the rear of the QE2 and Paddock Stands with associated amphitheatre style seating to establish a "Theatre of the Horse".

- Adaptive reuse of the existing Swab Building at the entry to accommodate a racing museum and members sign-up area. Ancillary restaurant and bar facilities will be located directly adjacent.
- Construction of a stewards, owners, trainers and jockey's facilities building adjacent to the new parade ring.
- Demolition of the existing pavilion and teahouse buildings.
- Associated services infrastructure upgrades, civil and landscape works.

Further details of the proposal are provided below.

**Figure 2 – Proposed Spectator Precinct Plan**





### 3.3 Redevelopment need

The areas to be redeveloped have had minimal capital investment since their completion and require extensive upgrades to meet current standards. The QE2 has significant concrete cancer and has “catchers” in place to catch the concrete chunks that fall off the façade intermittently. The QE2 purlin beams that hold up the roof on track side also have concrete cancer and require a full inspection and engineering certification on a 3 monthly basis in order for the AJC to continue to utilise the stand. There is a real risk of the building being condemned in the near future.

Aside from the structural issues, the area contained within the building from outdoor to indoor seating environments no longer meet standards the sporting public expect of the premium racing facility in Sydney. The function and décor of the internal space is rundown, inefficient and does not provide satisfactory amenity for race day or non-race day events.

It is a similar issue with the Paddock stand. Although not as old as the QE2, the Paddock Stand is also in major need of renovation given the lack of refurbishment since its original completion. There is also a need to expand the facility to incorporate additional levels in order to house new public, members and corporate facilities. The combined floor plates between the QE2 and Paddock stand will allow the area of the Pavilion to be replaced within the two stands for function and exhibition space with the betting ring relocating into the ground floor of the QE2.

In addition to the above, both the stands are currently serviced by an archaic vertical transport system called movators. These structures are no longer satisfactory from an OH&S or BCA compliance perspective. In addition, servicing and maintenance costs are exorbitant and given their age spare parts are problematic to source.

Given the size and international renown of the NSW and Australian racing industry, the expectations of race going spectators (both members and public) as well as the corporate sponsor market niche that racing attracts, the Royal Randwick facilities are simply not up to the standards expected locally let alone benchmarks set by the pinnacle race clubs around the world.

### 3.4 Detailed description of proposed works

The redevelopment will involve either the partial or full demolition of the QE2 and Paddock Stand. Full demolition of the Pavilion and Tea House buildings will be required. As a minimum both grand stands will be stripped back to their basic structure with the removal of all non load bearing elements and all non useable services infrastructure.

Once demolition is complete all building services infrastructure will be upgraded both to the boundary and within the buildings. This will include new mechanical, electrical, hydraulic, information technology and ESD components.

#### 3.4.1 Grandstands

There are three main objectives for redeveloping the spectator precinct:

- To provide world class spectator facilities.
- To increase capacity to provide the ability to grow the business into the future.
- Design the new facilities to be as flexible as possible to allow for not just race day configurations but non-race day events as well.

In order to lift the capacity of the stands it is proposed that the current floor slabs be extended towards the track to provide additional floor area for improved tiered seating layouts, corporate box and dining configurations.

Both stands are to receive new façades on the eastern and western frontages. In order to make spectating a more pleasant experience year round, it is proposed the façade will be operable in certain locations to allow it to be open during good weather and closed during bad. Having glazing on both the racetrack and the frontage overlooking the new Theatre of the Horse parade ring will allow for utilization of both sides of the floor plate for pre-booked functions thereby shoring up the commercial return on race days.

The stand redevelopment is to include new world class internal fitouts that will cater for the large variety of demographic the AJC currently caters for as well as attracting new patronage through new dining and entertainment areas and experiences.

The stands will be joined via a new “link building” structure which will house fire stairs, elevators and escalators for vertical transportation. These link buildings will be located between the QE2 and Paddock stands as well as the northern and southern extremities of the stands. The southernmost link building will be designed to provide a future link to the convention and exhibition stand which is to be developed as a future stage. The link building to the north of the QE2 stand will also cater as a link to the Officials Stand to provide compliant fire egress, new vertical transport and entry lobby to both stands. This link may require the demolition of a structural bay of the Officials stand to provide the necessary area for housing the fire egress etc as well as provide architectural relief between the historic architecture of the Officials stand and the cutting edge architecture of the new QE2/Paddock stands.

In addition to the above it is proposed another three levels be added to the Paddock stand to bring it in line with the height of the QE2 and additional area required for future growth.

As a function of the redevelopment of the grandstands it is proposed the betting ring be relocated from the Pavilion structure, which will be demolished, to the base of the QE2 stand. The deletion of the Pavilion structure will assist with the flow of pedestrians into the spectator precinct and along the boulevard leading to the entry points of the stands and Theatre of the Horse parade ring. At present this is a highly congested area that constrains pedestrian movements and intuitive movement through this location. The Pavilion structure is also not in keeping with the current or proposed architecture.

In terms of designing the stands for flexibility of use, AJC's core business is thoroughbred racing and as a result the main focus of the design team is to ensure the NSW facilities meet or exceed world's best practice for our core clientele. The number of days these facilities are used for this purpose however is currently approximately 40 days a year. The AJC therefore needs to ensure that these facilities can be utilised for non race day functions and events to maximise commercial returns. In addition the design team has been directed to ensure that the design is as flexible as possible for refurbishment and reconfiguration purposes in the future to minimise the cost of these works.

### 3.4.2 Theatre of the Horse

The new Theatre of the Horse parade ring is modelled on some of the most highly renowned international racetracks such as Royal Ascot, Goodwood, and Epsom racecourses in the United Kingdom, Shatin in Hong Kong and Tokyo racecourse Japan. The purpose of relocating the parade ring is to expand the racing experience to the rear of the grandstands. There are multiple advantages for doing this and include:

- a greater opportunity for all racegoers to interact with the thoroughbreds.
- racegoers experience the excitement of the build-up to the race.
- interaction with the doyens of racing including trainers, jockeys and owners.
- both sides of the grandstands working to provide a greater commercial return.
- the new parade ring being a multi-purpose venue – designed as an amphitheatre, the area will be used for events after racing has concluded for the day and for non race day events.

The horses will enter the parade ring from the newly constructed day stalls via a ramp and tunnel. The horses will then parade around the ring and exit to the racecourse via a tunnel under the new stands and exit onto the track for the race start.

In order to provide the necessary area to ensure the success of the Theatre of the Horse design, demolition of the existing Tea House structure will be required.

### 3.4.3 New Members Office and Museum

The old Swab building located on the Alison Road frontage is to be adapted using sympathetic architecture to the historical nature of the building and utilising as much of the existing structure as possible for a new membership office and museum for displaying to the public the collection of historical items owned by the AJC. As part of this redevelopment the new entry sequence into the main spectator precinct will be formed. This new entry sequence will direct patrons directly from the main pick up and drop off points on Alison Road to the main boulevard running in a north/south direction behind the stands and adjacent the Theatre of the Horse.

The vision for this entry sequence and the new members office is to recreate the grandness of entry to Royal Randwick in a modern context whilst celebrating the history through the interaction of the public with the museum and a proposed sculptural walk.

It is proposed the entry sequence will also include the refurbishment of the Officials stand and Tote building as part of the next stage of works which do not form part of this application.

### 3.4.4 Grandstand capacity

The alterations and additions to the QE2 and Paddock stands, together with the construction of the new "Theatre of the Horse" parade ring will see an increase in formal seating capacity. The target is to increase capacity by 100% to allow for the future growth of the general public and membership attending race days. The proposed changes in the seating capacity is summarised below:

Grandstand	Current Capacity	Proposed Capacity	Percentage Change
Queen Elizabeth II	3,744	4,980	33%
Paddock	3,077	6,534	112%
Tea House	888	-	(100)%
Theatre of the Horse	-	5,000	500%
Pavilion	1,600	320	(80)%
<b>Total</b>	<b>9,309</b>	<b>16,834</b>	<b>81%</b>

In addition to the above formal seating capacity, the standing capacity existing on lawn areas will remain similar at approximately 16,000 people.

### 3.4.5 Access and parking

The existing access and parking arrangements will adequately cater for the proposed alterations and will remain unchanged. The recently upgraded entry experience, including public transport drop-off, has ensured that ample capacity of safe vehicle drop off and pedestrian assembly area is available. The existing taxi facility, with access off Doncaster Avenue and Alison Road also has ample capacity and will remain unchanged.

In terms of car parking, the existing car parking facilities are expected to cater for any potential increase in parking demand. The small car parking area in the north-west corner of the site, typically reserved for members on race day, will remain available. The balance of parking demand, particularly on race day, will be accommodated in the inner race track precinct. This area has excess capacity and will more than adequately cater for the parking demand for any peak event.

### 3.4.6 Demolition and adaptive reuse

The proposal includes essential improvements to the functionality of the Spectator Precinct. Presently, the Precinct includes buildings and areas that are not fit for purpose and located poorly such that pedestrian flow is obstructed. These features include:

- The escalator structures to the rear of the grandstands.
- The Pavilion building to the rear of the QE2 stand.
- The Tea House building.

The following features will be adaptively reused are part of this proposal:

- The Swab Building.

The proposed upgrade of the Swab Building is part of a larger heritage improvement plan which will include the upgrade of the Officials Stand and the Tote Building as a new food and beverage outlet.



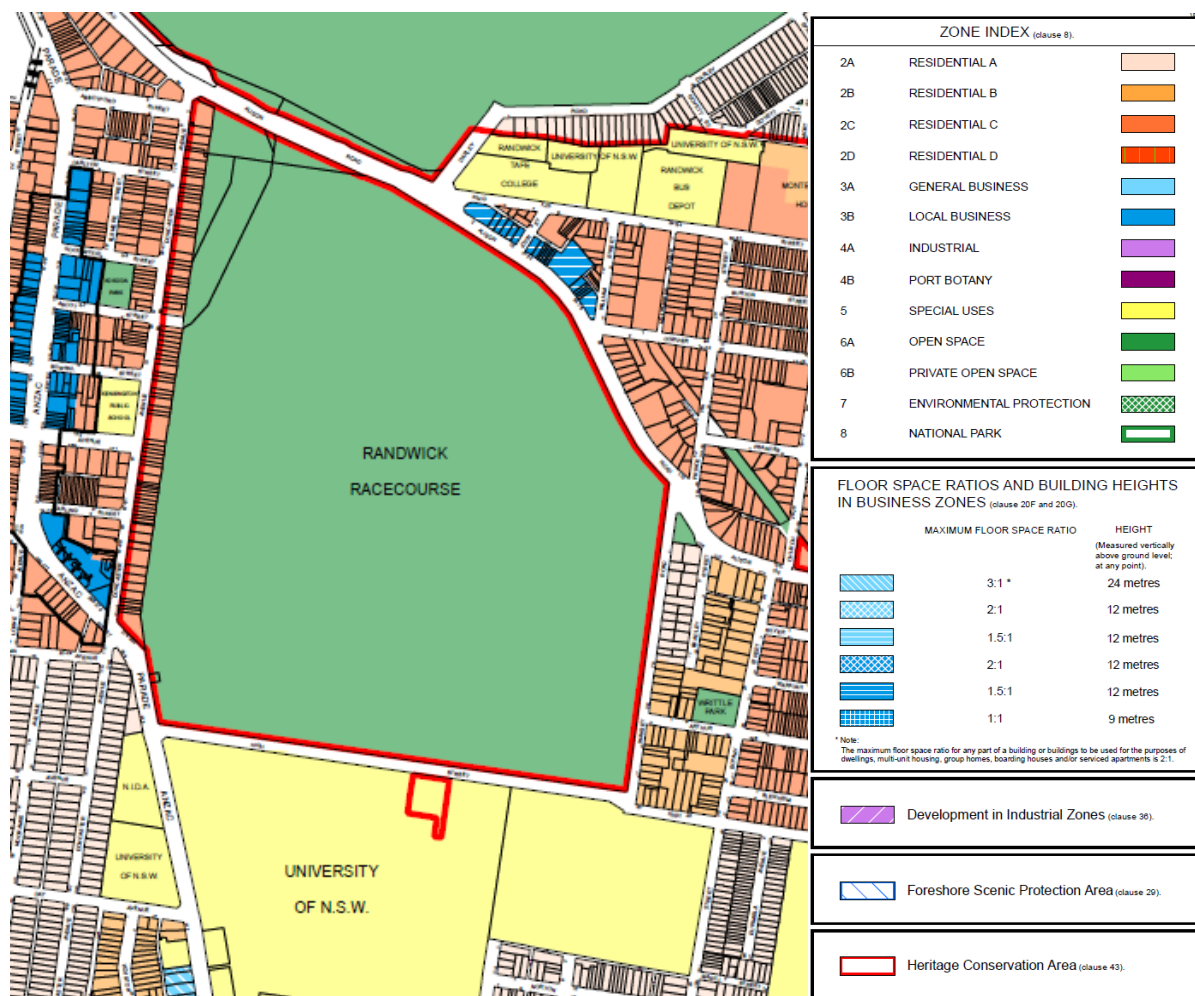
## 4 Local Planning Context

### 4.1 Current Local Controls/Policies

#### 4.1.1 Randwick Local Environmental Plan 1998

The primary local environmental planning instrument that currently applies to the site is Randwick Local Environmental Plan 1998 (RLEP 1998). The site is zoned 6a Open Space. An extract of the zoning map is provided below in **Figure 2**.

**Figure 3 – Randwick LEP 1998 Zoning Map** (source: Randwick Council)



Having regard to RLEP 1998, the proposal is considered entirely permissible in the zone. The proposed works are considered to fall into the definition of recreation facility which is listed as permissible with consent in the 6a Open Space zone.

**recreation facility** means a building or a work used for a sporting, exercise or leisure activity, and includes golf courses, racecourses, showgrounds, bowling greens, tennis courts and the like, including any ancillary club building, but (in Part 2) does not include a building or work elsewhere defined in this clause.

Other relevant controls in RLEP 1998 include:

- Clause 22 Services – Council must be satisfied that the site is adequately serviced by sewerage/drainage and water.
- Clause 28 Tree Preservation Order – Council must make an assessment of the importance of trees prior to their removal.
- Clause 38 Development in Open Space zones – Council must consider certain heads of consideration relating to the need of the use, whether the use relates to the use and enjoyment of open space, the impact upon existing likely future character of the land and the need to retain the land for a future use.
- Clause 40 Earthworks – Council must consider impact upon drainage pattern and earth stability.
- Clause 40A Site Specific Development Control Plan – for sites larger than 10,000m<sup>2</sup>, a DCP must be prepared. Council must consider the DCP made pursuant to this clause.
- Clause 42B Contaminated Land – Council must consider whether land is contaminated and remediated appropriately.
- Clause 43 Heritage Conservation – consent is required for works to or demolition of a heritage item and assessed against the relevant heads of consideration. It is noted that the site is adjacent to a nominated local heritage item being the Officials Grandstand and that the Greater Racecourse site is listed as a Heritage Conservation Area.

#### 4.1.2 Royal Randwick Racecourse Development Control Plan

The Royal Randwick Racecourse Development Control Plan (RRR DCP) was adopted by Randwick Council on 8 May 2007, and provides site specific development controls to fulfil the requirements of Clause 40A of the LEP. The provisions of this Development Control Plan will be considered in the environmental assessment report.

## 5 Strategic Planning Considerations

### 5.1 Draft East Subregional Strategy (2007)

The Draft East Subregional Strategy includes seven key strategy areas. The improvement of sport and recreational facilities falls within the ambit of the *'parks, public places and culture'* strategy. The RRR is identified as a 'sports / active park' with stadium facilities, as illustrated on the Parks Public Spaces and Culture Subregional Map extracted below. The proposed uses to continue the existing function is entirely consistent with the intent of the Strategy.

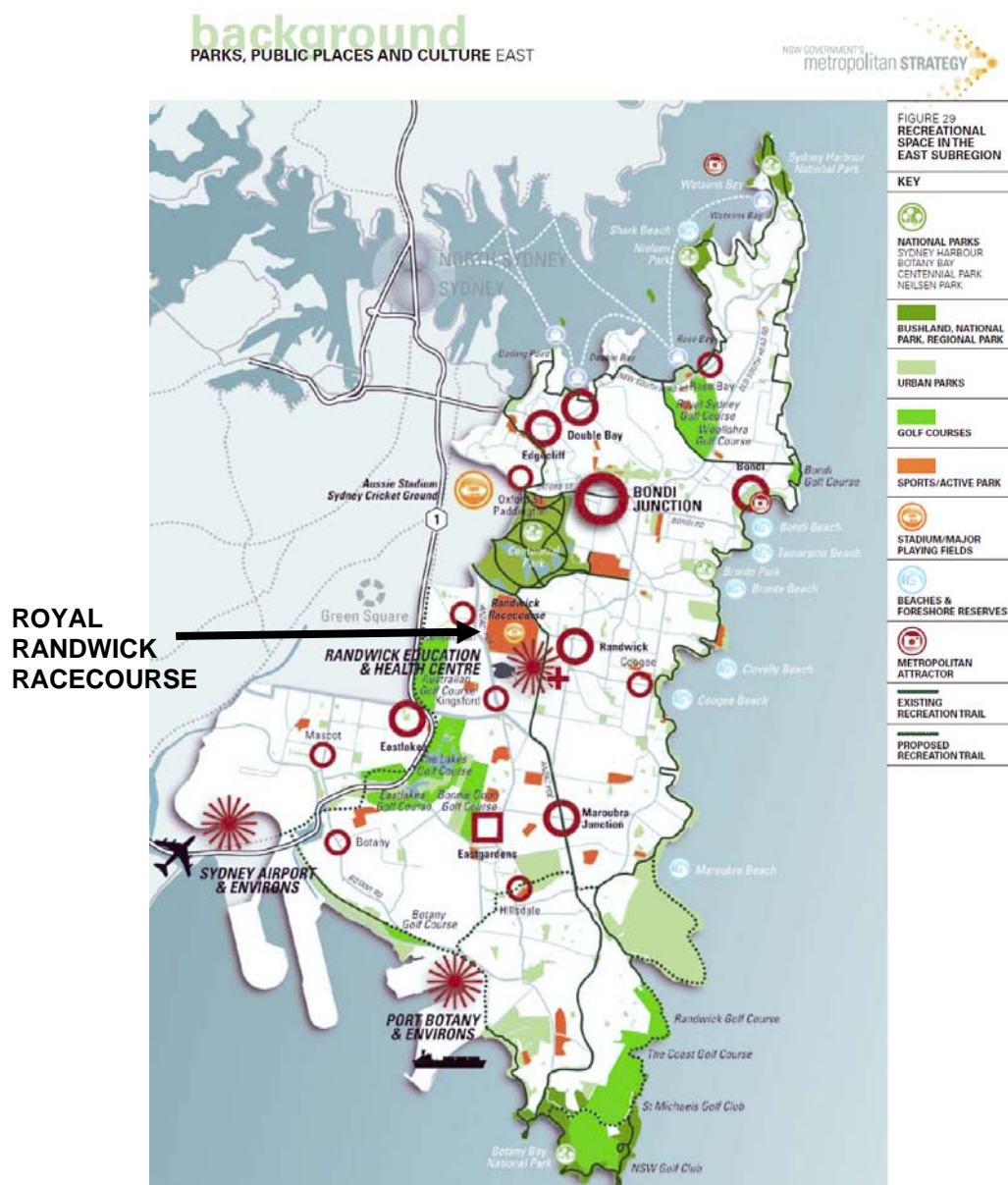


Figure 4 – 'Parks, Public Spaces and Cultural Map' Extract

Source – Draft East Subregional Strategy, p.105

## 5.2 Draft Randwick Comprehensive Local Environmental Plan

Randwick City Council is currently undertaking a number of reviews of various components of the existing LEP. The review for Open Space and Environment is underway and will form part of the new comprehensive LEP. Details of the future provisions relating to the site have not been publicly released and therefore cannot be commented upon.

## 6 Requirements of SEPP Major Development

### 6.1 Class of Development

Schedule 1 of the Major Projects SEPP lists the types or classes of development that may be considered as Part 3A projects.

The relevant type or class for this project is listed in “Group 6 – Tourism and Recreation, Class 15 - Major Sporting Facilities” and as provided below:

“(2) *Development for the purpose of major sporting facilities that:*

(a) *has a capital investment value of more than \$30 million”*

The proposal as described in Section 3 of this report is clearly of a kind that satisfies the definition of a ‘major sporting facility’.

### 6.2 Capital Investment Value

In accordance with Schedule 1, Clause 15 of the Major Development SEPP, development for the purpose of a major sporting facility must have a minimum capital investment value of \$30million.

The Capital Investment Value (CIV), as defined in the SEPP, has been determined by Ralph Beattie Bosworth and their assessment the CIV for the project is **\$153 million**.

A copy of the advice from Ralph Beattie Bosworth is included at **Appendix A**.



## 7 Preliminary Environmental Assessment

### 7.1 Introduction

The Spectator Precinct has been functioning as the heart of race day and event activity for over 100 years. The proposed upgrades are intended to improve the race day viewing experience and reinforce the intended use of the area and site as a racecourse and event venue. While including an increase in the seating capacity of the area, the general capacity of the area will be in the order to that existing. The impetus for the changes relate to improving the function and circulation of the buildings and spaces together with a general upgrade in aesthetics.

This section of the report seeks to identify the likely key issues to be addressed as part of the further development of the design and the preparation of the detailed environmental assessment report.

### 7.2 Traffic, access and parking

While including an increase in the seating capacity of the Precinct, the overall capacity of the Precinct (including lawn area) will be similar to that existing. A full assessment of potential traffic impact relative to the proposed use will be undertaken as part of the environmental assessment.

The existing access and parking arrangements associated with the Precinct will remain unchanged. The existing arrangements cater adequately for all forms of access and parking necessary to cater for the capacity of events held at the site. Each component of parking/access is discussed as follows:

- Public transport – the recent improvement in the entry area has ensured adequate capacity for safe set down of public transport arrivals.
- Taxi – the designated taxi set down area in the north-west of the Precinct remains with access from and to Doncaster Avenue.
- Member parking – the existing members parking area in the north-west corner remains with access through the main vehicle entry gates off Alison Road. This parking area is also available for parking on non-race days.
- General spectator parking – the inner zone of the racetrack is available for all other parking needs. This area is enormous and has capacity to absorb demand beyond that required for any event held on site.

A detailed analysis of access and parking capacity relative to the proposed use will be undertaken as part of the environmental assessment report.

### 7.3 Heritage and Archaeological Impacts

Immediately adjacent to the site is the only locally listed heritage item – the Officials Stand (aka. Members Stand). The proposal includes the demolition of an unoriginal section that links the Stand with the QE2 Stand immediately to the south. The proposed works are intended to improve the relationship with this local heritage item.

The entire site is also listed as a Heritage Conservation Area. In designing the Spectator Precinct consideration has been given to the heritage value and function of buildings and the racecourse use itself. The proposal includes a combination of adaptive reuse and demolition of buildings to ensure the on-going functionality of the site as an operational racecourse is improved and to ensure its sustainability.

A heritage impact statement will be undertaken as part of the environmental assessment report.

## 7.4 Landscaping and Trees

The curtilage of the site surrounding the buildings will be comprehensively landscaped. The area to the rear of the existing row of grandstands is congested with obstructions including the Pavilion Building in particular. The demolition and landscaping of this area immediately behind the existing Officials and QE2 grandstands will allow for smooth circulation of spectators between the entry off Alison Road and the grandstands. It is proposed to retain all significant trees and integrate these as features in the overall landscape theme of the Precinct.

A comprehensive landscape plan will be included with the environmental assessment report.

## 7.5 Stormwater drainage

There will be alterations to the existing roof and hardstand area layout. A new stormwater concept will be prepared as part of the proposal and included with the environmental assessment report.

## 7.6 Visual Impact

Improving the aesthetics of the Precinct is one of the primary objectives of the proposal. Most buildings on site require upgrading for the purpose of safety and improvement in their physical appearance. The proposal will implement a fresh architectural design and new finishes and hence the presentation of the buildings within the precinct will be greatly improved.

In terms of visual impact, the proposed alterations are considered to be positive. In terms of impact from additional building bulk, relative to the scale of the existing QE2 stand, the new Paddock stand sits comfortably at the same scale. These structures although considerable in scale, are relatively isolated with generous separation to any adjoining neighbour. The scale of all other structures is relatively small and without significant impact.

In general, the scale and character of the proposed structures sit comfortably within the racecourse context. The generous separation to surrounding properties and general improvement in the quality of the design and presentation of these structures will ensure visual impact is positive. An assessment of visual impact will be included in the environmental assessment report.

## 7.7 Amenity Impacts

### 7.7.1 Acoustic Impact

The proposed works will not change the underlying function of the Precinct. Acoustic levels as a result will be generally consistent with that of the existing use.

### 7.7.2 Air Quality

No issue of air quality impact due to odour and dust is expected to arise where the proposed use is generally consistent with that existing.

In relation to potential impact throughout the period of construction, a construction management plan will be prepared to manage and mitigate any potential air quality impact. Appropriate commitments will be incorporated into the environmental assessment report.



## 7.8 Contamination

A preliminary contamination report will be submitted with the environmental assessment report to ensure that any contamination is appropriately remediated.

## 7.9 Services

### 7.9.1 Sewer

The proposed works will dispose sewage into the existing sewer system and the internal network will be upgraded as necessary. Consultation will be undertaken with the relevant service agency to ensure that infrastructure and capacity is appropriately addressed.

### 7.9.2 Water

Consultation will be undertaken with the relevant service agency to ensure that the existing system will be appropriately amplified to serve the proposed works.

## 7.10 ESD

The proposed upgrade works will include construction of environmentally sensitive features to ensure that water and energy use is minimised. The environmental assessment report will detail the measures intended to improve the environmental sustainability of the Precinct. Measures including the following are being considered:

- Stormwater reuse
- Solar water heating
- Water sensitive stormwater design
- Adaptive reuse of existing buildings
- Recycling of building materials
- Waste minimisation.

## 7.11 Consultation

A broad spectrum of stakeholders will be consulted throughout the process. Nearly all of the following stakeholders have already been consulted:

- |                                  |  |
|----------------------------------|--|
| ▪ Commonwealth Government        | ▪ Department of Transport              |
| ▪ State Government               | ▪ Roads and Traffic Authority          |
| ▪ Department of Planning         | ▪ State Transit Authority              |
| ▪ Infrastructure Australia       | ▪ University of New South Wales        |
| ▪ State and Regional Development | ▪ Prince of Wales Hospital             |
| ▪ Randwick City Council          | ▪ Centennial Park and Moore Park Trust |
| ▪ The local community            | ▪ Events New South Wales               |
| ▪ Industry partners              | ▪ Tourism New South Wales              |
| ▪ Racing New South Wales         | ▪ Green Building Council of Australia  |

Initial consultation with the Department of Planning has resulted in a core Reference Group being set up. The Reference Group consists of representatives of the Department of Planning, Randwick City Council, the University of New South Wales and the Australian Jockey Club.

Consultation will continue and will be documented in the environmental assessment report.

## 7.12 Social and Economic Impacts

The Royal Randwick Racecourse use is an established part of Sydney's social landscape. There is no doubt that a large proportion of Sydney's society has participated in a race day or event function held at the site. Its continuation as a functioning racecourse facility is considered important to the culture of Sydney.

Economically, the proposed works are part of a larger plan to ensure the economic sustainability of the Racecourse facility. There is an urgent need to inject funding into the facility to ensure necessary building upgrades for the sake of safety and to improve the attractiveness of the site as a recreational destination. The proposed investment in the site will create a large number of new full time jobs, new construction jobs and protect existing employment not only at Randwick but in NSW's second largest industry which includes racing training and breeding.

## 7.13 Waste Management

A comprehensive waste management plan will be prepared as part of the environmental assessment report. This plan will aim to minimise waste and will detail measures to address waste disposal through the demolition, construction and on-going operation of the facility.

## 8 Summary and Conclusion

The proposed investment into the Spectator Precinct of the Royal Randwick Racecourse is timely and will assist in financially securing the on-going use of the site. The proposal forms part of a comprehensive vision for the site and is an essential first step in the process of ensuring the Racecourse becomes a world class facility.

This report has been prepared to provide the Department of Planning with an understanding of the project and including an initial assessment of matters to be assessed. The proposed plan has drawn upon examples of excellent racecourse design from around the world and is envisaged to lift the standard of the Royal Randwick facility to meet the expectations that it be similarly world class.

The proposal will work within the existing capacity of the site in terms of traffic, access and parking with an aim to improve the appearance and function of the existing facility.

AJC is willing to work with all key stakeholders during the assessment process in order to achieve the most optimal outcome for all concerned.

In accordance with Clause 6 of State Environmental Planning Policy (SEPP) – Major Development, and under the provisions of the Part 3A provisions of the Act, we formally seek the Minister's confirmation that the proposal is to be declared a Major Project.

We also request the Director-General issue Environmental Assessment Requirements for the proposal to assist in the preparation of the Environmental Assessment documentation for the Project Application.

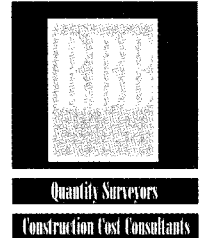


# Appendix A      Quantity Surveyors Report



13 July 2010

Royal Randwick Racecourse  
Alison Road  
**RANDWICK NSW 2031**



**EMAIL: mflanagan@royalrandwick.com**

**ATTENTION : MR MARK FLANAGAN**

Dear Mark

**RE : ROYAL RANDWICK COST ESTIMATES**

Thank you for your request to provide cost estimates in regards to Stage 1 Works to be carried out in the Spectator Precinct of Royal Randwick. For the purpose of providing the Department of Planning with a cost estimate we have reviewed the information provided including Fitzpatrick & Partners architectural drawings (SK 001-012 dated 11<sup>th</sup> July 2010) for the projects outlined below:

- Upgrade of the QE2 Grand Stand
- Upgrade of the Paddock Grand Stand
- New Theatre of the Horse Parade Ring
- Associated services infrastructure costs
- Boulderstone Hornibrook cost estimate for the upgrade to the Old Swab building

RBB believe that the cost estimates (inclusive of Construction Costs and Consultant Fees) of \$53m for the QE2 redevelopment, \$62m for the Paddock Stand redevelopment, \$16.4m for the new Theatre of the Horse Parade Ring, \$20m for infrastructure upgrades and \$2m for the adaptive reuse of the Old Swab building and totaling \$153.4m are reasonable given the level of design work carried out to date.

Should you require further information or wish to discuss, please do not hesitate to contact Mr. Trevor Atkins.

Yours sincerely

*Ralph Beattie Bosworth*

**Directors**  
Trevor Atkins  
Andy Condliffe

**Associates**  
Dick Beutler  
Keith Masters  
Nicholas Scarcella

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