



Royal Randwick Racecourse Stables Precinct Redevelopment

Environmental Assessment in relation to
Major Development Application MP 10_0098

For the Australian Jockey Club

October 2010



urbis

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Executive Summary

This Environmental Assessment Report has been prepared by Urbis on behalf of the Australian Jockey Club Limited for a Project Application submitted under Part 3A of the *Environmental Planning and Assessment Act 1979*. The Project Application is a proposal for a consolidated stable and horse training facility in the Stable Precinct at Royal Randwick Racecourse.

The proposal will deliver a state-of-the-art stable and training facility that will service the NSW thoroughbred racing industry at Royal Randwick Racecourse (RRR) which has been affiliated with horse racing, training and stabling since the 1830s.

The Stables Precinct is situated in the eastern corner of RRR with an area of approximately 9 ha, with a primary street frontage to Wansey Road and a secondary frontage to Alison Road.

The new stable facilities will replace existing stable facilities across the RRR site, and surrounding area, providing stable accommodation for 600 horses. The scope of the proposed stables redevelopment includes:

- Six two-storey stable buildings, each housing 100 horses, sand rolls, wash-bays and accommodation for 10 strappers / stable-hands.
- 12 two-storey mechanical horse walkers (24 machines in total).
- Tie-up Stalls for 50 visiting horses for Barrier Trials.
- Pony Enclosure for 20 to 25 ponies.
- Exercising facilities including a 'Bull Ring', Parade Rings, and Equine Pool.
- Parking for some 110 vehicles, comprising 80 permanent and 30 over-flow parking spaces.
- Modifications to the existing vehicle access from Wansey Road, relocating it further north of the existing Wansey Road access.

The potential impacts of the proposal are with regards to traffic and access implications, visual impacts, odour and dust management, tree preservation and Aboriginal heritage significance impacts.

Traffic implications of the consolidation of the stable facilities into the Stables Precinct have been assessed and considered appropriate. The existing Gate 8 access from Wansey Road has been relocated remove the hair-pin turn in the existing vehicle access and minimise vehicle manoeuvring on Wansey Road. On-site parking and loading is to occur within the parking hardstand which is to be a rubberised the rubberised surface will only be in the equine precinct, the general drop off and parking areas will be bitumen surface, providing parking for passenger vehicles, horse floats, and larger horse transporters. The hardstand will also provide a loading and manoeuvring area for horse related and service vehicle movements. Additional impervious parking is provided at the western end of the car park to provide overflow parking for major barrier trials.

The visual impact of the development on surrounding properties is considered acceptable through the design respecting existing perimeter landscaping and resulting in minimal damage or removal of existing perimeter trees, and integrating an intensified landscape design into the precinct to soften the visual presentation of the stable facilities from key external vantage points. A visual impact assessment has been undertaken as part of the Environmental Assessment which demonstrates the proposal appropriately responds to the existing visual presentation to surrounding streetscapes and properties, and softens the visual impact from key vantage points from within the racecourse site, particularly from the QEII Grandstand.

Odour minimisation and dust management have been integrated into the built form of the new stables, including the minimisation of unsurfaced areas on which horses are required to walk and utilising surface materials that will mitigate dust generation and incorporating management practices that minimise odour within the precinct.

These management procedures have also been committed to for the on-going operation of the Stables Precinct that has been incorporated into the draft Statement of Commitments which forms part of this Project Application. Odour management employs waste management strategies including daily waste removal and containing waste within a designated waste management area situated away from odour sensitive areas.

Impacts on existing trees within the Stables Precinct have been minimised through siting the proposed building forms outside tree canopies and critical root zones of significant existing trees. Key trees preserved as part of the proposal include the Plane Trees running along the northern boundary of the precinct between the proposed Stable Buildings and the racetrack, and the fig trees along the Wansey Road boundary. The new access road has been designed to minimise pruning required to the figs along Wansey Road, and Stable Building A and the adjacent horse-walkers have been off-set from the Plane Trees to ensure their preservation.

The proposed built form has been designed and configured to minimise intrusion to the area of 'high Aboriginal Archaeological sensitivity' to the south of the Stables Precinct. Minor encroachments into this area are required to accommodate the proposed car parking area, however the assessment undertaken indicates that an appropriate mitigation process can be put in place to protect the value of this area.

This Environmental Assessment demonstrates that the Project Application satisfactorily addresses the heads of consideration provided in the Director Generals Environmental Assessment Requirements, and the proposal will be subject to the Statement of Commitments contained within **Appendix C**. Based on the assessment undertaken in this report and the other Environmental Assessment documentation, it is envisaged that no unreasonable or significant adverse environmental impacts will result from the proposed development. The proposal will greatly improve the stable facilities provided within Royal Randwick Racecourse, satisfying a range of NSW State Plan, Sydney Metropolitan Strategy and Draft East Subregional Strategy open spaces objectives.

Given the positive contribution the proposed stable redevelopment will have on horse racing within NSW, and the proposal's suitability for the site, it is considered to be in the public interest. Accordingly, it is recommended that the Minister approve the Project Application for the Stables Precinct Redevelopment (MP 10_0098) under Section 75J of the *Environmental Planning and Assessment Act 1979*.

This report has been written by Urbis Pty Ltd, with input from a number of specialist consultants, on behalf of the Australian Jockey Club Limited. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based on information and facts that are correct at the time of writing the report.



Signature:

Name: Paul Atree-Williams

Date: 24 September 2010



Signature:

Name: Danielle Pinkerton

Date: 24 September 2010

1 Introduction

1.1 Background

This Environmental Assessment (EA) has been prepared on behalf of the Australian Jockey Club Limited (AJC), who is the lessee of Royal Randwick Racecourse with primary frontage to Alison Road Randwick.

The Director-General of the Department of Planning issued correspondence on 6 August 2010 declaring the proposal to be a Project to which Part 3A of the Major Development SEPP applies. The Director-General also authorised the submission of a Project Application under Section 75E of the Environmental Planning and Assessment Act 1979.

This EA has been prepared in accordance with the provisions of the Part 3A of the Act and the Director Generals Environmental Assessment Requirements (DGEARs) issued by the Department of Planning on 6 August 2010 in **Appendix A**.

1.2 Vision

1.2.1 Vision for Royal Randwick Racecourse

The Royal Randwick Racecourse (RRR) 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 site's proximity to key Sydney destinations and good public transport connections.
- To better integrate the site with the immediately surrounding area including connections to the University and Hospital both physically and in terms of usage.
- To 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 the racecourse but in NSW's second largest industry that includes racing, training and breeding.
- The construction of new facilities, potentially unrelated to the traditional RRR activities on parts of the racecourse land which are currently underutilised and provide opportunity for more integration with the surrounding land uses.

1.2.2 Vision for the Stables Precinct

The proposed Stables Precinct development will consolidate the existing stabling facilities situated across the RRR site and in the immediate vicinity into a single location.

- Provide state-of-the-art stabling facilities.
- Improve accessibility of shared facilities to all stables, and avoid duplication of facilities where appropriate.
- Improve safety for horse access to the RRR facilities for horses currently in off-site stables.

- Enhance the stabling facilities to the level of best practice, to return RRR to a world-class racecourse and training establishment.

The stables development will result in a like-for-like volume of stabling facilities, providing approximately 600 stables within 6 two-storey stable buildings. The key facilities that will be accommodated in the Stables Precinct are indicated on the plan prepared by Robertson + Marks Architects attached in **Appendix F** and further described in **Section 4** below.

1.3 Value of Project

Capital Investment Value (CIV) is defined in State Environmental Planning Policy (Major Development) 2005 as:

'capital investment value of development includes all costs necessary to establish and operate the development, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment (but excluding GST, as defined by A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth, and land costs)

The CIV of the proposed development has been determined at approximately \$37.6 million. A Quantity Surveyors report certifying CIV of the Project Application is attached in **Appendix B**.

1.4 Preliminary Consultation

The Australian Jockey Club Limited (AJC) has held discussions with staff of the Department of Planning (DOP), Randwick City Council and University of NSW (UNSW) about the proposed stables development to identify key concerns and understand Council's position on a range of issues.

A consultation strategy has been prepared and forms part of the Environmental Assessment proposal. While preliminary consultation has taken place with the major stakeholders, a more comprehensive consultation process is proposed to be undertaken throughout the period of public exhibition of the Project Application. Any submissions or concerns raised during this process will be reviewed and addressed in due course.

1.5 Proponent & Consultant Team

The Environmental Assessment has been prepared on behalf of the AJC, the proponent of the project. The AJC has appointed a team of specialist consultants to ensure that the Stables Precinct is consistent with the AJC's long-term objective of being an example of world's best practice horse racing and training facilities.

The specialist consultant team includes:

- | | |
|---------------------------------------|--|
| ▪ Urbis | Planning and Social Policy |
| ▪ Robertson + Marks | Architecture and Stables Precinct Master Planning |
| ▪ Robert Bird Group | Civil and Structural Engineering, and Water Management |
| ▪ Arup | ESD, Acoustic, and Environmental & Residential Amenity |
| ▪ AECOM | Landscape Architecture and Public Domain |
| ▪ Stapleton Transportation + Planning | Transport, Traffic and Car Parking |
| ▪ Earthscape Horticultural Service | Arborist Report |
| ▪ Graham Brookes and Associates | European Cultural Heritage |
| ▪ AHMS Heritage Consultants | Aboriginal Heritage |
| ▪ Douglas & Partners | Contamination and Geotechnical |
| ▪ Rygate & West | Surveyor |
| ▪ Ralph Beattie Bosworth | Quantity Surveyor |

2 Director General's Environmental Assessment Requirements

The following table provides a summary of the Director-General's Environmental Assessment Requirements (DGEARs) issued by the Department of Planning on 6 August 2010. The table also identifies where each requirement has been addressed within the Environmental Assessment report and supporting documentation.

A copy of the DGEARs is attached as **Appendix A**.

Table 1 – Response to Director General's Environmental Assessment Requirements

ENVIRONMENTAL ASSESSMENT REQUIREMENT	EA REPORT REFERENCE
1. Relevant EPIs policies and Guidelines to be addressed Planning provisions applying to the site, including permissibility and the provisions for all plans and policies are contained in Appendix A .	Section 5
2. Built Form and Urban Design Impacts The EA shall demonstrate that the design and visual impact of the development is consistent with the desired future character of Royal Randwick Racecourse and the general locality as described in the relevant planning instruments. The assessment should address the following issues: ▪ Siting, height, bulk, scale, form and character of structure and landscape elements including fencing and entry gates; ▪ Visual impacts on views to and from key buildings, structures (including the proposed elevated walkway network), spaces, and the site in general; ▪ Visual impacts upon the public domain including view from Alison Road and nearby residential development; ▪ Best practice urban design in relation to design, security, circulation and the public domain; ▪ Heritage and conservation significance of the individual heritage items on site and potential Aboriginal archaeological elements, surrounding heritage items, and the Conservation Area as whole; and ▪ Landscape and open space concepts that assist in reducing visual impact, including planting layout and species and water sensitive management/design practices.	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.2 Section 6.1.3 Section 6.1.4 Section 6.1.5
3. Transport and Access (Construction and Operational) The EA shall address the following matters: ▪ Provide a Traffic and Accessibility Impact Study prepared in accordance with the RTA's <i>Guide to Traffic Generating Developments</i>, considering cumulative traffic generation associated with the range of events and functions available at the Racecourse (including the proposal and proposed new Spectator Precinct) including trip generation, any required road/intersection upgrades, access from surrounding streets, including examination of the different options to cope with routine and increased access requirements and distributing access for the proposed stables via other access points on Wansey Road and High Street, access and egress for service and maintenance vehicles, loading dock(s), car parking arrangements, measures to promote public transport usage and pedestrian and bicycle linkages; ▪ An estimate of the travel demand generated by the proposal and an assessment of accessibility by public transport, walking and cycling and the implications of the proposed development for non-car travel modes (including public transport, walking and cycling) including identification of safe pedestrian links and access to the site. Travel demand management including proposed measures to increase use of non-car transport modes and travel behaviour change initiatives such as travel awareness campaigns and workplace travel planning shall be included;	Section 6.2 Section 6.2.1 Section 6.2.1 & Table 3

ENVIRONMENTAL ASSESSMENT REQUIREMENT	EA REPORT REFERENCE
- Identify measures to mitigate potential impacts for pedestrians and cyclists during the construction stage of the project; and - Demonstrate the provision of sufficient on-site car parking and loading for the proposal having regard to local planning controls and RTA guidelines and Australian Standards. (Note: the Department supports reduced car parking rates in areas well-served by public transport).	Section 6.2.3 Section 6.2.2
4. Impact on Existing Operations During Construction The EA is to outline how the existing race course activities will be managed as a result of construction occurring on site and provide information relating to staging of the proposal. In particular, the EA shall provide details on any proposed temporary structures such as parking or road works.	Section 6.3
5. Heritage A Heritage Impact Statement (HIS) shall be prepared identifying the potential impacts of the proposed development on any items, areas or places of natural, Aboriginal, historic, industrial or archaeological significance on the site and in the surrounding area in accordance with the requirements of the NSW Heritage Council guidelines and <i>Manual</i>.	Section 6.4
6. Environmental and Residential Amenity - The EA must address any likely solar access, acoustic privacy, visual privacy, view loss, odour issues and dust issues and identify mitigation measures necessary to achieve a high level of environmental and nearby residential amenity. - The EA shall address the siting of the development in relation to existing significant landscaping on site and provide a site tree survey and Arborist report. - The EA shall address the degree of intensification of the existing use and its impact on surrounding residential uses including any changes to hours of movement/transport of horses and increased capacity.	Section 6.5 Sections 6.5.1, 6.5.2, 6.5.3, 6.5.4, 6.5.5, and 6.5.6 Section 6.5.7 Section 6.5.8
7. Ecologically Sustainable Development (ESD) The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development.	Section 6.6
8. Flooding, Drainage and Surface Water Management The EA shall address drainage/flooding issues associated with the development/site, including stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures. The EA shall: - Provide an assessment of any flood risk on site in consideration of any relevant provisions of the NSW Floodplain Development Manual (2005); - Provide a detailed analysis of overland flowpaths within the development site and measures proposed to minimise any potential adverse impact of the development on properties/infrastructure upstream and downstream of the development site and adjacent to the development site. - Identify any proposed water management structures including any swales or detention basins and provide information regarding the size, location, capacity and purpose of any water management structures.	Section 6.7
9. Ground Water Management - Identify ground water issues and potential degradation to ground water sources and identify mitigation measures required to remediate, reduce or manage potential impacts to the existing ground water resource and any dependent ground water environment or water users. - Provide details of the presence and distribution of Groundwater Dependent Ecosystems in the vicinity of the site and identify any potential impacts as a result of the proposal, and any mitigation measures required to address identified impacts.	Section 6.8

ENVIRONMENTAL ASSESSMENT REQUIREMENT	EA REPORT REFERENCE
10. Environmental Health and Animal Welfare The EA must address any likely impacts from noise, vermin, flies, management of waste (solids and waste waster) and emergency/biosecurity issues relating to animal evacuation of disposal of animal biosecurity risk. The EA shall demonstrate the proposal is consistent with the NSW Animal Welfare Code of Practice No. 3 – Horses in Riding Centres and Boarding Stables.	Section 6.9
11. Contamination and Geotechnical Issues Contamination and geotechnical issues associated with the proposal should be identified and addressed in accordance with SEPP55 and other relevant legislation and guidance. This assessment should also identify any risks/hazards associated urban salinity and acid sulphate soils.	Section 6.10
12. Utilities and Infrastructure ▪ In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities including staging of infrastructure works. ▪ The EA shall demonstrate the relationship of the proposals with the Stage 1 infrastructure works approved under Major Project Application MP07_0092 and any variations/inconsistencies are to be fully identified.	Section 6.11
13. Contributions The EA shall address the provision of public benefit, services and infrastructure having regard to Council's Section 94A Contribution Plans, and provide details of any Planning Agreement or other legally binding instrument proposed to facilitate this development.	Section 6.12
14. Consultation The EA shall demonstrate that an appropriate level of consultation in accordance with the Department's <i>Major Project Community Consultation Guidelines October 2007</i> is to be undertaken and a comprehensive Community Consultation Strategy shall be provided.	Section 6.13
15. Statement of Commitments The EA must include a draft Statement of Commitments detailing measures for environmental management, mitigation measures and monitoring for the project.	Appendix C
APPENDIX A – RELEVANT EPIs & POLICIES TO BE ADDRESSED ▪ Objects of the EP& A Act ▪ SEPP (Major Development) 2005 ▪ NSW State Plan 2010 ▪ Sydney Metropolitan Strategy 2005 ▪ Draft East Subregional Strategy 2007 ▪ Metropolitan Transport Plan 2010 and Integrated Land Use and Transport – A Planning Policy Package 2001 and Planning Guidelines for Walking and Cycling 2004 ▪ Randwick Local Environmental Plan (LEP) 1998 ▪ Royal Randwick Racecourse DCP 2007 ▪ Parking DCP 1998 ▪ Section 94A Development Contributions Plan 2007 ▪ SEPP 55 – Remediation of Land ▪ SEPP (Infrastructure) 2007 ▪ Protection of the Environment Operations Act 1997 ▪ Environmental Protection Authority Noise Control Manual and	Section 5.2 Section 5.4.1 Section 5.3.1 Section 5.3.2 Section 5.3.3 Section 5.3.4 Section 5.4.4 Section 5.5.1 Section 5.5.2 Section 5.5.3 Section 5.4.2 Section 5.4.3 Appendix AA Appendix S

ENVIRONMENTAL ASSESSMENT REQUIREMENT	EA REPORT REFERENCE
Industrial Noise Policy ▪ NSW Department of Primary Industries Planning for Emergencies – A Guide for Animal Holding Establishments 2007 ▪ NSW Animal Welfare Code of Practice No.3 – Horses in Riding Centres and Boarding Stables ▪ NSW Government Floodplain Development Manual 2005 ▪ Nature, extent and justification of any non-compliance with EPIs, Plans and guidelines	Appendix R Appendix R Appendix K Section 6 and Appendix D
APPENDIX B – PLANS & DOCUMENTS TO ACCOMPANY THE APPLICATION ▪ Environmental Assessment ▪ Existing Site Survey Plan ▪ Site Analysis Plan ▪ Locality / Context Plan ▪ Architectural Drawings ▪ Schedule of Materials and Finishes / Sample Board ▪ Visual and View Analysis ▪ Shadow Diagrams and Solar Access Report ▪ Heritage Impact Statement ▪ Arborist Report ▪ Landscape Concept Plan ▪ Preliminary Site Contamination Assessment ▪ Stormwater Concept Plan ▪ Integrated Water Management Plan ▪ Waste Management / Garbage and Recycling Management Plan ▪ Groundwater Assessment ▪ Acoustic Report ▪ Plan of Management ▪ Odour Assessment and Odour Management Plan ▪ Evacuation and Equine-related Disease Management Plan ▪ Lighting Assessment ▪ Construction Traffic Management Plan	This Document Appendix F Appendix F Appendix F Appendix F Appendix F Appendix I Appendix F Appendix X Appendix J Appendix H Appendix Z Appendix K Appendix L Appendix AA Appendix M Appendix S Appendix Q Appendix U Appendix R Appendix T Appendix P

3 Site Context and Analysis

3.1 Site Description

The Stables Precinct comprises the eastern portion of the Royal Randwick Racecourse site, which is situated in Sydney's eastern suburbs, to the north of the University of New South Wales (UNSW) main campus, and to the south of Centennial Park.

The Stables Precinct has an area of approximately 86,925 sqm, with a principle frontage to Wansey Road to the east, from which vehicle access is obtained, and a secondary street frontage to Alison Road to the north-east.

An aerial of the Precinct indicating the extent of the site for this proposal is shown in **Figure 1** below.

Figure 1 – The Stables Precinct



SITE PLAN - STABLES PRECINCT STAGE 1 PROJECT APPLICATION

The key characteristics of the Stables Precinct include:

- An eastern boundary to Wansey Road, and a north-eastern boundary to Alison Road.
- Six timber-framed and two metal-framed Stripping Stall Buildings, and a Farrier's workshop.
- Three sand-rolls, one at the southern end of the stripping stalls, and two roofless at the northern end.
- A 'Bull Ring' with a smaller internal training track.
- The Precinct is currently used for horse training, although in disrepair.
- Contains 69 trees either within or adjacent to the precinct including:

- 10 Moreton Bay Figs.
 - 12 Hills Weeping Figs.
 - 7 English Plane Trees.
 - Range of local gum trees.
 - Several exotic species.
- Level change north-east to south-west between Wansey Road and the location of the proposed new stable buildings.

3.2 Site Context

The RRR site is one of the largest 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:

- UNSW main campus immediately to the South.
- Prince of Wales Hospital to the south-east.
- Centennial Park immediately to the north.
- Sydney Airport – 6km.
- Sydney CBD – 6km.
- Bondi Beach – 5km.
- Coogee Beach – 3km.

Locally, the RRR site has an interface with many different localities each with a distinct character.

The Stables Precinct in the eastern portion of the RRR site situated at the corner of Alison Road and Wansey Road, has vehicle access obtained from Wansey Road. The Wansey Road frontage is densely vegetated by a mix of large mature trees including Moreton Bay Fig Trees and Plane Trees providing dense foliage. The topography of the Stables Precinct slopes away from Wansey Road, creating visual and acoustic separation between the Stables Precinct and the residential development running along the eastern side of Wansey Road.

The area immediately surrounding the Stables Precinct consists of:

- To the north-west – the RRR racing track, and Spectator Precinct, and further north Centennial Park.
- To the east - residential area consisting of a mix of one and two storey single dwellings and three storey residential flat buildings.
- To the south – the 'Steeple Hill Precinct' which currently comprises older-style stable and training facilities (which are to be replaced by the proposed stable facilities), and further to the south of High Street the University of New South Wales (UNSW) and the Prince of Wales Hospital.
- To the south-west – the 'High Street Precinct' which is occupied by older-style stable and training facilities (to be replaced by the proposed new stables), and further west Anzac Parade which is a mixed use corridor for public transport and local strip-shopping.

Public transport access to the Stables Precinct would be via major bus routes running along Alison Road, Anzac Parade, and High Street. The Precinct already accommodates stabling and training facilities. Access to these existing facilities is already available off Wansey Road and Alison Road.



4 Description of Proposal

4.1 Proposal Overview

The proposed Stables Precinct development will consolidate the existing stabling facilities situated across the RRR site into a single location, and will also bring together other off-site stabling facilities.

The objective of consolidating these facilities is to:

- Provide modern state-of-the-art stabling facilities.
- To attract top thoroughbred trainers to locate within the RRR Stables.
- Promote the horse-racing culture within RRR, and generate greater public support and interest in horse racing across Sydney.
- Improve accessibility of shared facilities to all stables, and avoid duplication of facilities where appropriate.
- Improve safety for horse access to RRR facilities for horses currently in off-site stables.
- Enhance the stabling facilities to the level of best practice, to return RRR to a world-class racecourse, attracting major international thoroughbred racing events.

The stables development will result in a like-for-like volume of stabling facilities, providing approximately 600 stables within 6 two-storey stable buildings. The stables area will provide a range of equine exercise equipment, including two-storey mechanical horse walkers, equine pool, bull ring, and parade rings. The Stables Precinct proposal is detailed below and on the plan prepared by Robertson + Marks Architects attached in **Appendix F**.

4.2 New State-of-the-Art Stable Facilities

4.2.1 Stable Buildings

New State-of-the-art stable blocks are proposed within the Stables Precinct to replace the existing stable facilities scattered across the racecourse that are generally well past their useful life. Currently stables are situated in two key areas across the RRR site and immediately adjacent to:

- Lower High Street area.
- Upper High Street area.

This proposal will result in the stables being consolidated into a single location on the site that will improve the quality of facilities, enhance land use efficiency and assist in the AJC achieving its desired objective of attracting the best trainers and thoroughbred racehorses.

The Stables will be occupied by horses that reside at the racecourse during their racing program of approximately 3 months with other horses moving in as others leave to their spelling farms for agistment. Internal operations of the stables will be in accordance with Racing New South Wales guidelines for housing horses, including providing separation between horses of different trainers.

The 6 new two-storey stable buildings will provide state-of-the-art stabling facilities, each comprising of 100 stables across two levels. Each level of the stable block will typically comprise:

- 50 stables for live-in horses.
- Two Sandrolls, utilised by horses prior to washing.
- Four Wash-bays.

- Trainers' Office.
- Feed Store, Storeroom, Tack room and Laundry.
- A single Stable Hand / Caretakers Accommodation Room.

A 'mezzanine' level is proposed above part of the second floor of stables as is the practise with the existing on site stables that will provide 8 accommodation rooms for staff (Strappers and Stable-hands). The mezzanine accommodation level will be accessed via an external staircase from either of the stable levels, and will comprise:

- 8 single bedrooms.
- 4 communal bathrooms.
- Communal kitchen and eating area.

Ground floor stables will be at-grade, with access directly from the ground level, while the first floor stables will be accessed from an elevated walkway.

The Stable buildings have been designed to incorporate best practice architectural design for stable facilities, improving on the design of the new two-storey stable buildings at Rosehill Racecourse illustrated in **Figure 3** below that were also designed by Robertson + Marks Architects. It should be noted that the project Architect Robertson & Marks were also the Architect for the oldest building currently on the racecourse site having designed the Officials Grandstand in circa 1880. The buildings adopt environmentally sensitive and sustainable built form principles, maximising cross ventilation, capturing natural light, and fitting water reuse technology where appropriate, including for washing horses and cleaning stable areas.

The location of the Stable buildings is in the northern portion of the Stables Precinct, which is in close proximity to the racetrack and separated from the residential development along Wansey Road by a significant level change.

4.2.2 Tie-up Stalls

A new Tie-up Stalls Building is also proposed for visiting horses, which come for Barrier Trials (approximately once per fortnight). The Tie-up Stall Building will be a single storey building, with 50 stalls and two wash-bays. The Tie-up Stalls will service visiting horses to complete in barrier trials.

Like the Stable buildings, the Tie-Up Stall Building has been designed to incorporate best practice architectural design, including maximising cross flow ventilation, capturing natural light and employing water reuse to provide an environmentally sensitive and sustainable building operation.

The location of the Tie-up Stall Building is situated centrally within the Stables Precinct, with direct accessibility from the proposed car park. This will minimise distances for visiting horses to travel from their transportation and will limit disturbance of visiting horses on standard stabling operations.

4.2.3 Pony Enclosure

A new Pony Enclosure Building is also proposed for pony's that will provide accommodation for 20 to 25 ponies. The Pony Enclosure Building is situated to the west of the Tie-up Stalls Building and within close proximity to the Bull Ring. The building has been designed with perimeter access to each of the pony stalls.

Figure 3 – Two-Storey Stable Facilities at Rosehill Racecourse



Picture 1 – External appearance of two-storey Stable Building



Picture 2 – Dual entry to Stable facility, with elevated ramp access to first floor stables.



Picture 3 – Internal layout of ground floor stables with large windows along sides to provide for natural sunlight and ventilation.



Picture 4 – Internal layout of first floor stables with large side windows and a large skylight to provide natural sunlight and ventilation.



Picture 5 – Typical stable



Picture 6 – Ramp for horse access to first floor stables, which is also wide enough to accommodate vehicles if required.

4.3 Horse Exercise and Training Facilities

The Stables Precinct will also include equine exercise and training facilities.

4.3.1 Mechanical Horse-Walkers

Mechanical Horse Walkers – these are proposed to be two-storey, accommodating 10 horses per storey concurrently. Each Stable Building will have two two-storey horse walkers that will be dedicated and exclusively used by the horses housed within the stable building. **Figure 4** below provides images of the single-storey mechanical horse-walkers at Rosehill Racecourse.

The proposed two-storey horse-walkers will be the first of their kind in Australia, and have been designed with state-of-the-art technology and innovation to improve equestrian safety and operational efficiency.

Figure 4 – Single-storey Mechanical Horse-Walkers at Rosehill Racecourse



Picture 7 – Mechanical horse-walker at Rosehill Racecourse.



Picture 8 – Mechanical horse-walker at Rosehill Racecourse.

4.3.2 Exercise Rings

A 'Bull Ring' is proposed in the western portion of the Stables Precinct that provides two horse walking tracks, for exercise and training purposes. The Bull Ring includes a smaller 'Cavaletti Ring' internally for horses to be schooled.

Two smaller 'Parade Rings' are proposed between Stable Blocks B and C, and E and F. These rings will provide facilities for exercising and showing horses.

4.3.3 Equine Pool

An equine pool is proposed between Stable Blocks C and D for equine exercise. The pool will operate for horses to enter at the northern end and swim in a single direction to the end. Images of the equine pool at Rosehill Racecourse are below in **Figure 5**.

Figure 5 – Equine Pool at Rosehill Racecourse

Picture 9 – Equine pool entry, where horses are rinsed off prior to entering the pool.



Picture 10 – The Equine pool which is used by one horse at a time, moving in a single direction.

4.4 Equine Tunnel

A key safety improvement of the Stable development is the introduction of an Equine Tunnel that will connect the Stables Precinct to the track. The Equine Tunnel will extend under the track and connect to the infield. The Equine Tunnel will improve safety for both horses and riders, as well as improve efficiencies of the operation of the track, as horses moving across the track will not interfere with track users.

The Equine Tunnel will stretch from the northern boundary of the Stables Precinct, running along the precinct boundary as it ramps down, and then will run perpendicular to the precinct boundary under the Course Proper and the series of tracks and then will ramp up once it reaches the Infield.

4.5 Access, Car Parking and Loading

The principle access to the Stables Precinct is via Wansey Road through Gate 8. The proposal includes the relocation of the existing Gate 8 access approximately 30 north of its current location. The relocation of the Wansey Road access will remove the hair-pin turn in the existing vehicle access and minimise vehicle manoeuvring on Wansey Road. The access has been designed incorporating a bridge structure to achieve appropriate grades entering the Precinct.

On-site parking has been provided for 80 passenger vehicle spaces, 10 horse float spaces and a horse float unloading bay for large and articulated horse floats within a hardstand area. An additional 30 overflow parking spaces are proposed for occasional use, to accommodate parking demand for major barrier trials. The overflow parking is proposed on an impervious surface which will be appropriate for parking and landscaping concurrently. All loading associated with the stables operations will occur on site within the Stables Precinct.

4.6 Ancillary Facilities

The proposal will include a number of other ancillary structures that provide support services to the stables, including:

- Waste collection facilities building.
- Shaving store for horse bedding materials.
- Refreshments kiosk for trainers and riders.
- Vet and Farrier's facilities.

4.7 Public Domain and Landscaping

A landscape design has been developed to complement the existing landscaping across the Stables Precinct. Key elements of the public domain and landscape design include:

- Providing a primary entrance presentation to Wansey Road.
- Provide a hierarchy of open spaces between Stables Buildings, to create a series of courtyards and spaces.
- Establishing stands of trees to demarcate separate areas within the Stables Precinct, including the utilising of:
 - Oriental Plane Tree, complementing the existing stand of Plane Trees on the northern boundary of the Stables Precinct.
 - Magnolia Trees.
 - Weeping Lilly-Pilly.
 - Luscious Tree.
 - Firewheel Tree.
 - Italian Cypress.
 - Kauri Pine.

5 EPIs and Policy Assessment

5.1 Summary of Assessment

A summary of the consistency with the strategic and statutory policies relevant to the project are summarised in **Table 2** below.

Table 2 – Policy Assessment Summary

Instrument / Strategy / Policy	Comment
Objects of EP&A Act	Consistent. Refer to Section 5.2
NSW State Plan	Consistent. Refer to Section 5.3.1
Sydney Metropolitan Strategy	Consistent. Refer to Section 5.3.2
Metropolitan Transport Plan 2010	Consistent. Refer to Section 5.3.4
Draft East Subregional Strategy	Consistent. Refer to Section 5.3.3
State Environmental Planning Policy (Major Development) 2005	Consistent. Refer to Section 5.4.1
State Environmental Planning Policy (Infrastructure) 2007	Consistent. Refer to Section 5.4.3
State Environmental Planning Policy No.55 – Remediation of Land	Consistent. Refer to Section 5.4.2
Randwick Local Environmental Plan 1998	Consistent. Refer to Section 5.4.4
Royal Randwick Racecourse Development Control Plan	Consistent. Refer to Section 5.5.1
Randwick Development Control Plan – Parking 1998	Consistent. Refer to Section 5.5.2
Randwick Section 94 Developer Contributions Plan 2007	Consistent. Refer to Section 5.5.3

5.2 Objects of the Environmental Planning & Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the Act) contains the objects of the Act. These are:

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of **promoting the social and economic welfare of the community** and a better environment,*

- (ii) *the promotion and co-ordination of the **orderly and economic use and development of land**,*
- (iii) *the protection, provision and co-ordination of communication and utility services,*
- (iv) *the provision of land for public purposes,*
- (v) *the provision and co-ordination of community services and facilities, and*
- (vi) *the protection of the environment, including the **protection and conservation of native animals and plants, including threatened species**, populations and ecological communities, and their habitats, and*
- (vii) **ecologically sustainable development**, and...
- (c) *to provide increased opportunity for **public involvement and participation** in environmental planning and assessment. (Emphasis Added).*

The proposal accords with the objects because it:

- Will enhance the capabilities of the RRR to provide key training and stabling facilities to support thoroughbred racing in Australia which is a long established social and economic industry.
- Centralise the stable facilities at RRR within a single precinct which has a long-established use for stable and training activities, which is consistent with the currently land use controls and incorporates built form that promotes efficient land use.
- Responds to the existing planting within the Stables Precinct and preserves key plant species.
- Promotes ESD through committing to a range of ESD principles including, but not limited to, adopting a built form which maximises the use of natural light and ventilation, and rainwater harvesting reuse.
- Facilitates extensive community consultation as part of the proposal.

5.3 Consistency with Strategic Planning Policy

The Stable Precinct Project Application is consistent with the strategic targets and directions for development within the state, regional, subregional and local context.

5.3.1 NSW State Plan

The NSW State Plan was revised in March 2010 and provides targets for 'increasing participation in recreational and sporting activities'. The Plan includes the following relevant directives which the Stables Precinct Project Application will contribute to achieving:

- *Promote our parks* – by improving the efficiency of land use directly adjacent to the Centennial Park parklands that is a key urban parkland.
- *Increase participation in recreational and sporting activities* – supporting the ongoing operations and development of thoroughbred sporting clubs at a state and national level.
- *Increase participation in the arts and cultural activity* – through consolidating the cultural precinct of thoroughbred training and sporting clubs activities within the RRR site which has a historic cultural significance of horse racing and training.

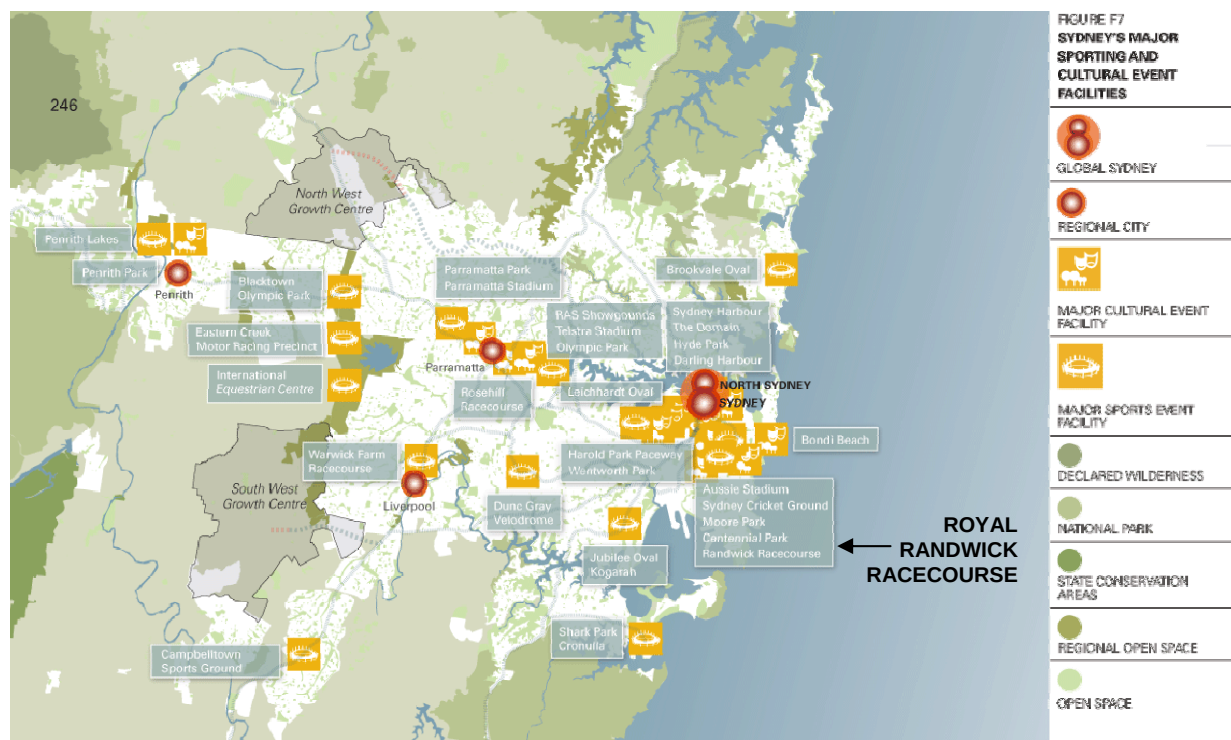
5.3.2 Sydney Metropolitan Strategy 2005

The Sydney Metropolitan Strategy 2005 (the Metro Strategy) is the State Government strategic policy for planning future development across Greater Metropolitan Sydney over the next 25 years.

The Metro Strategy identifies RRR as part of the Sydney's 'major sporting and cultural event facilities'. The proposed Stable Precinct redevelopment is consistent with and supports the achievement of the following Metro Strategy actions:

- *F3 Improve Sydney's Major Sporting and Cultural Event Facilities* – through providing a state-of-the-art stabling facility which will attract top thoroughbred breeders and trainers to RRR and enhance the calibre of horse racing events hosted at RRR.
- *F1.2 Improve the quality of regional open space* – the RRR is identified as forming part of the regional open space in Sydney's east. The Project Application improvements will delivery contribution the RRR has to the regional open space through replacing dilapidated facilities with more modern and land use efficient stable and training facilities.
- *F2 Provide a diverse mix of parks and public spaces* – by enhancing the quality of the specialised cultural open space which the RRR provides.

Figure 6 – Sydney's Major Sporting and Cultural Event Facilities, Sydney Metropolitan Strategy 2005



5.3.3 Draft East Subregional Strategy (2007)

The Draft East Subregional Strategy (the Strategy) has seven key directions, of which *Direction 7 – Protect and Promote Scenic Quality and Tourism* has direct relevance to the proposal.

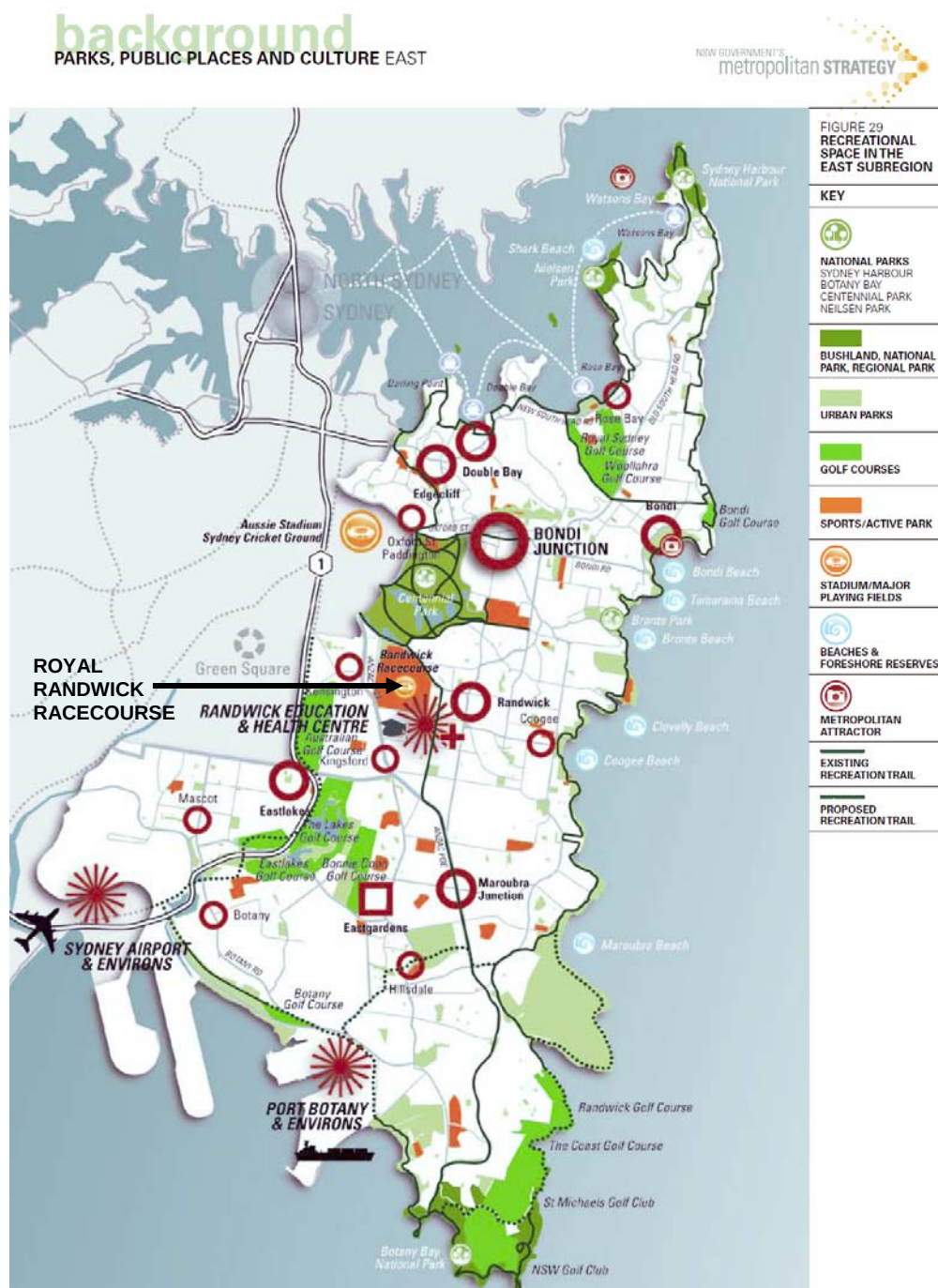
The improvement of sport and recreational facilities falls within the ambit of the '*parks, public places and culture*' strategy, and identified RRR as a 'sports / active park' with stadium facilities, as illustrated on the Parks Public Spaces and Culture Subregional Map extracted below.

The proposed Stables Precinct redevelopment can contribute to the achievement of a number of actions identified to achieve the key directions of the Strategy, including:

- A2.2 – Strengthen industry clusters through consolidating both existing RRR stabling facilities and off-site stabling facilities into a single location.
- A2.4 – Utilise local assets to encourage learning and innovation, by upgrading the stables to provide world-class, state-of-the-art equine training and accommodation facilities.

- F3.1 – Improve Sydney's major sporting and cultural event facilities, through attracting high-profile trainers, horses and jockeys to RRR.
- F4.1 – Recognise and build upon Sydney's cultural life.
- F4.3 – Continue to co-ordinate and plan for the improvement of tourism precincts in Sydney to maximise the visitor experience, by providing racecourse facilities that are world-class and capable of hosting international standard horse-racing events.
- The environmental assessment will detail how the proposed stables development will contribute to the achievement of these subregional actions.

Figure 7 – 'Parks, Public Spaces and Cultural Map' Extract, Draft East Subregional Strategy, p.105.

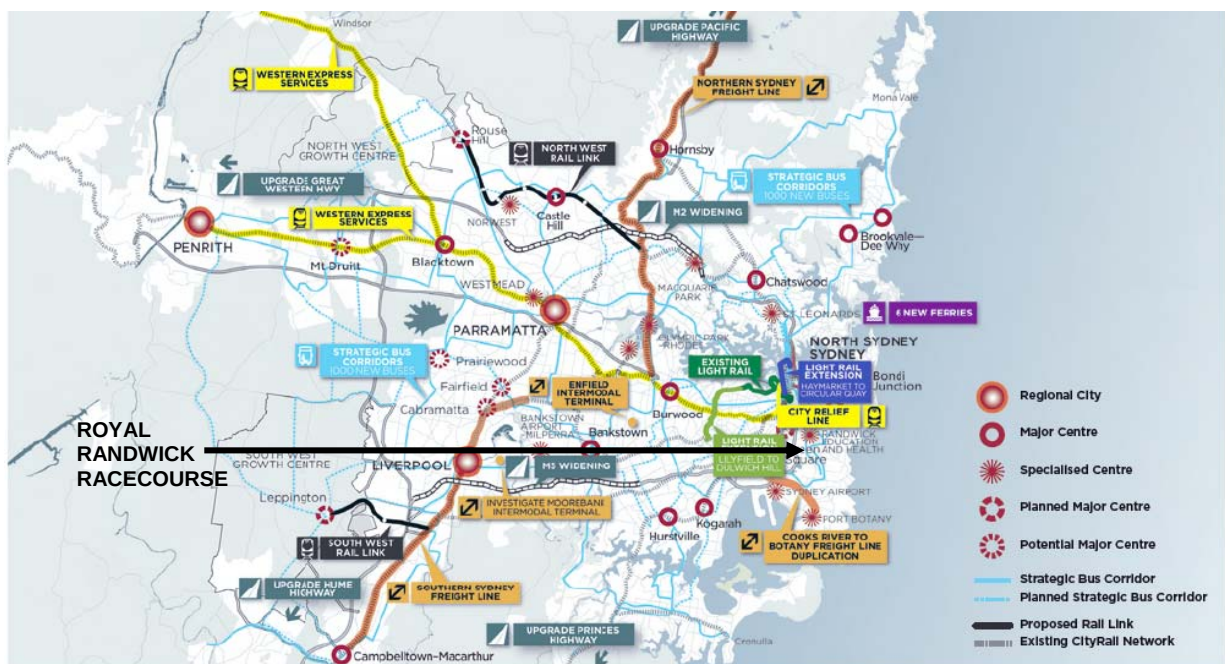


5.3.4 Metropolitan Transport Plan 2010

The Metropolitan Transport Plan (Transport Plan) was prepared in February 2010 and includes an objectives to reduce the proportion of 'trips to work' taken by car. Through the improvement of the stable facilities, improved strapper and stable-hand accommodation will be provided, which will result in a reduction in the number of 'journey to work' trips to the stables precinct, as accommodation for 60 staff will be provided within the facilities.

Additionally, RRR is situated directly adjacent to the Randwick Education and Health Precinct, which is targeted to have a 'Strategic Bus Corridor' which will provide improved public transport services to the racecourse and surrounding area.

Figure 8 – Metropolitan Transport Plan, 2010



5.4 Consistency with Statutory Planning Instruments

5.4.1 State Environmental Planning Policy (Major Development) 2005

Schedule 1 of SEPP (Major Development) lists the types and 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 recreational facilities', which identifies the development to be a development relating to:

15 Major Sporting Facilities

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

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

As the stables are a fundamental component of a racecourse, and the proposed Stable Precinct works outlined in **Section 4** of this report will have a capital investment value of approximately \$50 million, the proposal falls within the ambit of the SEPP (Major Development) and is a development to which Part 3A of the EP&A Act applies.

A declaration was made by the Minister that the project constitutes a project to which Part 3A applies, and is attached in **Appendix A**.

5.4.2 State Environmental Planning Policy No.55 – Remediation of Land

State Environmental Planning Policy No.55 (SEPP 55) states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.

The Preliminary Contamination, Salinity and Acid Sulphate Soil Assessment undertaken by Douglas Partners attached in **Appendix Z** is based on information compiled from soil sampling investigations of the Stables Precinct and identified the following contaminants are present:

The analytical results for the groundwater samples indicated that concentration of heavy metals, TPH/BTEX, PAH, OCP/PCB/OPP and phenols was generally low and within the adopted GIL. Further, the results of the assessment also showed that acid sulphate soils and saline soils are not present within the proposed development area.

The analytical results for the soil samples showed that concentration of TPH/BTEX, OCPs/PCBs/OPPs and phenols was generally low and within the adopted SAC for a commercial/industrial land use. Whilst marginal exceedances of lead, B(a)P and total PAHs were detected in some samples, the results of the calculated 95% UCL showed that the concentration of these contaminants was below the adopted SAC.

However, asbestos (chrysotile, amosite and crocidolite) was detected in one sample viz., TP110/1.5-2.0 which was collected from TP110 at a nominal depth of 1.5 - 2.0 m bgl. The fill in this test pit which was relatively distinct to the far south-western portion of the site comprised dark brown silty sand with some shale boulders and traces of construction debris such as metal scraps, concrete boulders and PVC up to a nominal depth of 2.2 m bgl suggesting the use of uncontrolled fill in the area. Therefore, based on the analytical results and the field observations, the fill profile in the vicinity of TP110 is considered to be contaminated with asbestos. As the current assessment was preliminary in nature, it is recommended that step-out sampling at TP110 should be carried out with the objective of delineating the extent of asbestos contamination.

Based on the above findings, the conclusions and recommendations of the assessment include:

On the basis of the investigation findings, the site can be rendered suitable for the proposed commercial land use subject to the remediation of the asbestos contaminated soil in the vicinity of TP110.

The results of the provisional in situ waste classification assessment showed that the filling is provisionally classified as GENERAL SOLID WASTE (NON PUTRESCIBLE) except in the vicinity of TP110 which is provisionally classified as SPECIAL WASTE (ASBESTOS WASTE). Both wastes should be disposed of to a landfill that is licensed to receive such waste.

5.4.3 State Environmental Planning Policy (Infrastructure) 2007

Clause 101 of State Environmental Planning Policy (Infrastructure) 2007 (the ISEPP) requires that for developments which have a frontage to a classified road, the consent authority must be satisfied that access is obtained from another road, not being the classified road, where practicable.

The Stables Precinct has a short frontage to Alison Road, which is a classified road. The Precinct has two proposed vehicle access points, one from Gate 8 on Wansey Road and another from Gate 10 on Alison Road. Vehicle access to the Stables Precinct has been designed to be principally from the relocated Gate 8 access on Wansey Road, however upgrades to the Gate 10 access from Alison Road form part of the proposal, to provide special event access, primarily for vehicle parking in the infield and bringing in major event equipment on vehicles during major events.

Accordingly, while the proposed Stable Precinct redevelopment includes works to an access route off a classified road, the Stables Precinct will be principally serviced from Wansey Road, and accordingly is consistent with the intent and objectives of Clause 101 of the ISEPP.

Clause 104 of the ISEPP relates to 'traffic generating development' that is development listed in Schedule 3. The stables redevelopment does not constitute traffic generating development in Column 2 or 3 of Schedule 3, and therefore, no assessment under Clause 104 is required.

5.4.4 Randwick Local Environmental Plan 1998

The principle local environmental planning instrument is the Randwick Local Environmental Plan 1998 (Consolidated) (the LEP). Section 75J(3) of the Act prescribes that:

*In deciding whether or not to approve the carrying out of a project, the Minister **may (but is not required to)** take into account the provisions of any environmental planning instrument that would not (because of section 75R) apply to the project if approved. (emphasis added)*

Therefore, as the LEP is called by in the DGEARs, the following assessment is made.

The LEP zones the whole RRR site is Zone 6A – Open Space and identified as a ‘heritage conservation area’. An extract of the zoning map that indicates both the site’s zone and heritage conservation status is provided below in **Figure 9**.

Clause 18 of the LEP lists the following objectives of the Zone 6A Open Space:

- (a) to identify publicly owned land used or capable of being used for public recreational purposes, and*
- (b) to allow development that promotes, or is related to, the use and enjoyment of open space, and*
- (c) to identify and protect land intended to be acquired for public open space, and*
- (d) to identify and protect natural features that contribute to the character of the land, and*
- (e) to enable the sustainable management of the land.*

The Project Application proposal satisfies the Zone 6A Open Space objectives in the following manner:

- Improve the internal operations of the RRR specialised open space for horse racing, training and housing.
- Enhance the enjoyment of operations within the Stables Precinct by providing state-of-the-art facilities that will promote horse racing as a recreational activity within the wider public.
- Embed the historic use and preservation of the racecourse site as key racecourse land, through consolidating these key equine related facilities within a single precinct, and conserving the racecourse to continue to operate as a horse racing and training precinct.
- Siting the new Stable facilities within the RRR in a manner that minimises earthworks and responds to the natural topography of the Stables Precinct to provide appropriate mitigation of amenity impacts to surrounding land uses.

Clause 18 provides the Zone 6A objectives and permissible uses, which includes with development consent ‘recreation facility’, which is defined in Clause 49 as:

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. (our emphasis added)

As the stables are a key racecourse facility providing housing and training facilities for horses, the proposal is permissible on the RRR site with development consent.

Consideration and assessment of the other provisions of the LEP has been undertaken and included in the Compliance Table in **Appendix D**.

In summary, the assessment of the Stables Precinct redevelopment concludes that the proposal:

- Achieves the objectives of the zone, and is consistent and compatible with the land use zone under the LEP.
- Is designed appropriately to respond to the built form controls of the LEP.
- Is responsive to environmental considerations.

Accordingly, the proposal is consistent with the objectives and provisions of the LEP.

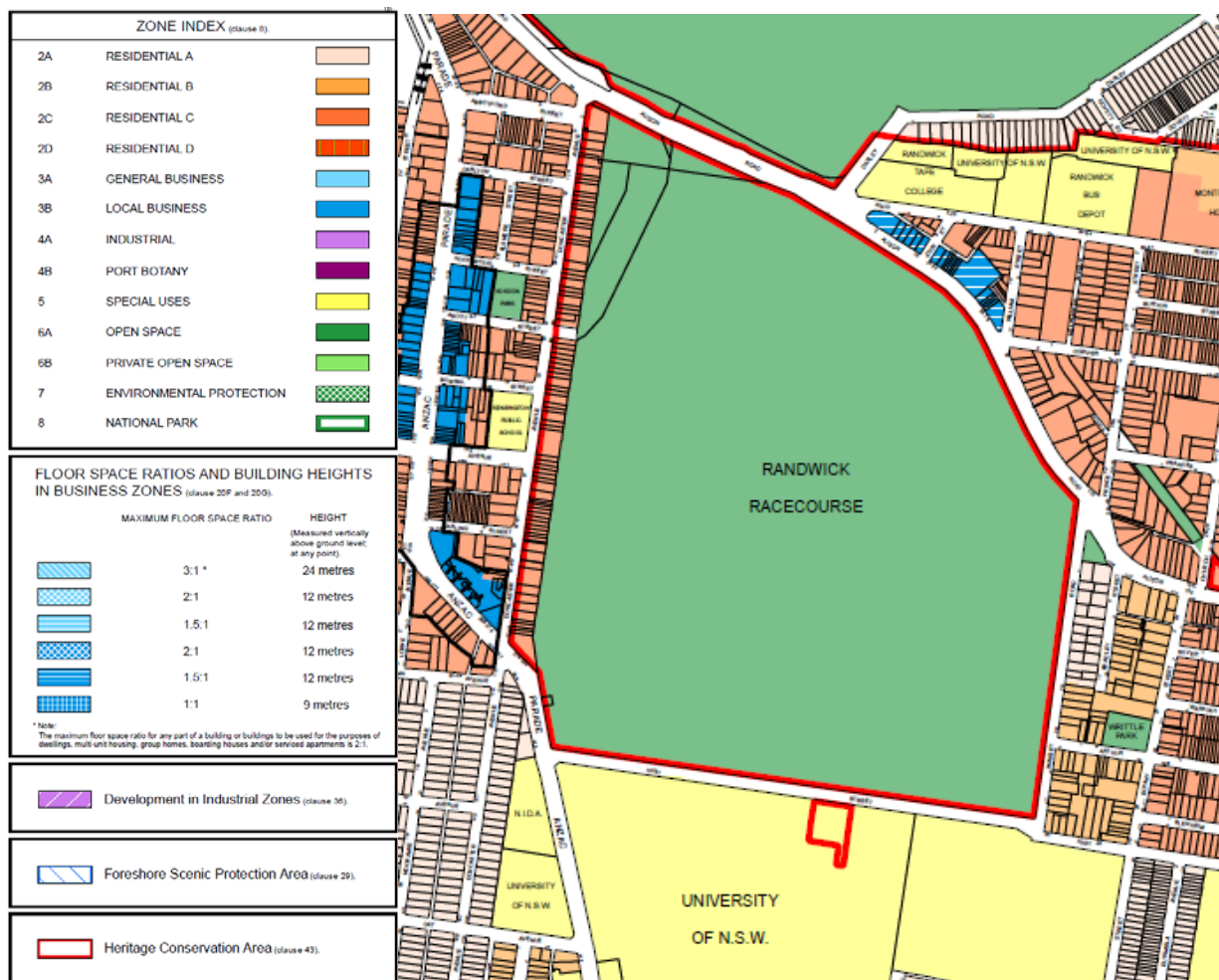


Figure 9 – Randwick LEP 1998 Zoning Map Extract, Randwick Council website, last amended 15 January 2010.

5.5 Consistency with Non-Statutory Policies and Guidelines

5.5.1 Royal Randwick Racecourse Development Control Plan 2007

The Royal Randwick Racecourse Development Control Plan 2007 (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.

Under the DCP, the Stables Precinct is identified as the “Bull Ring Precinct” which is to be occupied by ‘stable and training’ land uses.

A detailed compliance table addressing the relevant provisions of the RRR DCP is attached in **Appendix D** which demonstrates that the Stables Precinct Project Application is generally consistent with the key objectives of the RRR DCP controls.

The following key aspects of the DCP objectives and performance criteria are addressed in the following way:

- While the removal of some buildings which are noted in the RRR DCP as having heritage significance, they are not included on any state or local heritage list. The Heritage Impact Statement includes the key conclusion that the proposal will retain the historic use of the Stables Precinct for stable and training facilities for thoroughbred racing horses. Therefore it is considered the proposed removal of these dilapidated buildings is appropriate and reasonable to continue this historic use within the Stables Precinct.
- The stable buildings are the tallest building forms proposed on within the Stables Precinct, with an overall height of 12.63 metres. These building forms are two-storey and include a small mezzanine level for strapper / stable-hand accommodation, which is contained wholly within the stable building envelope, and therefore does not constitute an additional building storey.
- The landscape design for the proposed redevelopment incorporates a mix of native and introduced species. However these species proposed have been selected to complement the existing vegetation within the Stables Precinct.
- Will enhance the capabilities of RRR to provide key training and stabling facilities to support thoroughbred racing in Australia.
- Provide state-of-the-art stable and training facilities to attract international standard thoroughbred racing to RRR.
- Sites new building forms having regard to European and Aboriginal Heritage, minimising the impact on heritage value where possible.
- Mitigates impacts to the residential land uses along Wansey Road through:
 - Reconfiguring the access from Wansey Road, to minimise acoustic and traffic amenity issues along the street.
 - Employs appropriate building form and landscaping compatible with the racecourse operations and interface with the residential land uses.

5.5.2 Randwick Development Control Plan – Parking 1998

The Randwick Development Control Plan for Parking 1998 (the Parking DCP) prescribes the parking rates for a range of land uses within Randwick LGA. The parking requirement objectives of the parking DCP are:

- *To ensure that an acceptable level of off-street vehicle parking is provided in the City of Randwick through specific standards to meet parking demand.*
- *To recognise the need for flexibility and site specific parking solutions.*

There is no specific parking rate outlined in the DCP that is appropriate or applicable to the proposed stable facilities. The Project Application has determined the level of off-street parking within the Stables Precinct based on monitoring parking demand of existing stables across the RRR site. This method satisfies the objectives of the parking requirements in its flexible application to a specialised land use.

5.5.3 Randwick Section 94 Developer Contributions Plan 2007

The Randwick Section 94 Developer Contributions Plan 2007 (the Contributions Plan) requires that all developments with a cost of works over \$200,000 are required to pay a contribution of 1% of the total cost of carrying out the development.

The proponent has included a commitment to pay contributions in accordance with the provisions of the Contribution Plan. This commitment has been incorporated into the Draft Statement of Commitments attached in **Appendix C**.

6 Environmental Assessment

An environmental assessment of the proposed Stables redevelopment has been undertaken, that addressed the key environmental considerations of the proposal.

Overall, the Project Application provides an innovative built form for the Stables Precinct providing state-of-the-art housing and training facilities for horses that will be un-paralleled in New South Wales. RRR has been used as a racecourse since 1833, from which time there have been a scattering of stables across the site, and on nearby properties. The redevelopment of the stables to replace the dilapidated stables will provide a consolidated stable and training precinct for horses currently housed on the racecourse and on nearby properties. The currently operating stables outside the Stables Precinct will be defunct. Demolition is not part of the Stables Precinct Project Application and will be dealt with in the context of the future development proposals for the future use of those precincts.

The environmental assessment undertaken below demonstrates that the Stables Precinct development will provide an overall improvement to the stable facilities available within RRR and NSW, and will not result in any adverse environmental impacts to the historic, current and future value of the locality.

6.1 Built Form and Urban Design Impacts

6.1.1 Siting, Height, Bulk, Scale, Form and Character

The principle built form elements proposed as part of the Stable Precinct redevelopment Project Application are:

- 6 two-storey Stable Buildings.
- 12 two-storey Mechanical Horse-Walkers.
- A single-storey Tie-Up Stall Building.

The tallest built form is the Stables buildings, which will have a ridge height of 12.63 metres from ground floor level. The use of an arch-roof form will soften their visual presence when viewed from across the race-track and from outside the RRR site.

The visual impacts of the Stables Precinct buildings are largely mitigated through the change in topography between the level that the buildings are proposed, and the carriageway level of adjacent streets, Wansey Road and Alison Road. Existing and proposed landscaping around the perimeter of the Stables Precinct will further defuse the visual presentation of the Stable Buildings, and the two-storey mechanical horse-walkers, through providing foliage that will further soften the visual appearance of the precinct.

Inclusion of a mezzanine level containing housing for strappers and stable hands within the Stable Buildings has been proposed to limit the building footprint within the Stables Precinct, as well as to mitigate the likely noise generated from staff accommodation through having accommodation within close quarters of the horses that are highly sensitive to abrupt/sudden noise.

The built form proposed across the Stables Precinct is appropriate for the stables precinct setting and will provide a built form that is appropriate for a racecourse use.

A more detailed description of the architectural character of the Stables Precinct redevelopment is provided in the architectural design statement attached in **Appendix G**.

6.1.2 Visual Impact of the Built Form

A Visual Impact Assessment of the impacts of the stables redevelopment has been undertaken by AECOM and is contained within **Appendix I**. Key views have been extracted below, from the corner of Wansey Road and Alison Road (**Figure 10**), first floor of 3 Wansey Road (**Figure 11**) and the QEII Grandstand (**Figure 12**) that illustrate that the proposed development will not have a significant impact on existing views, principally due to:

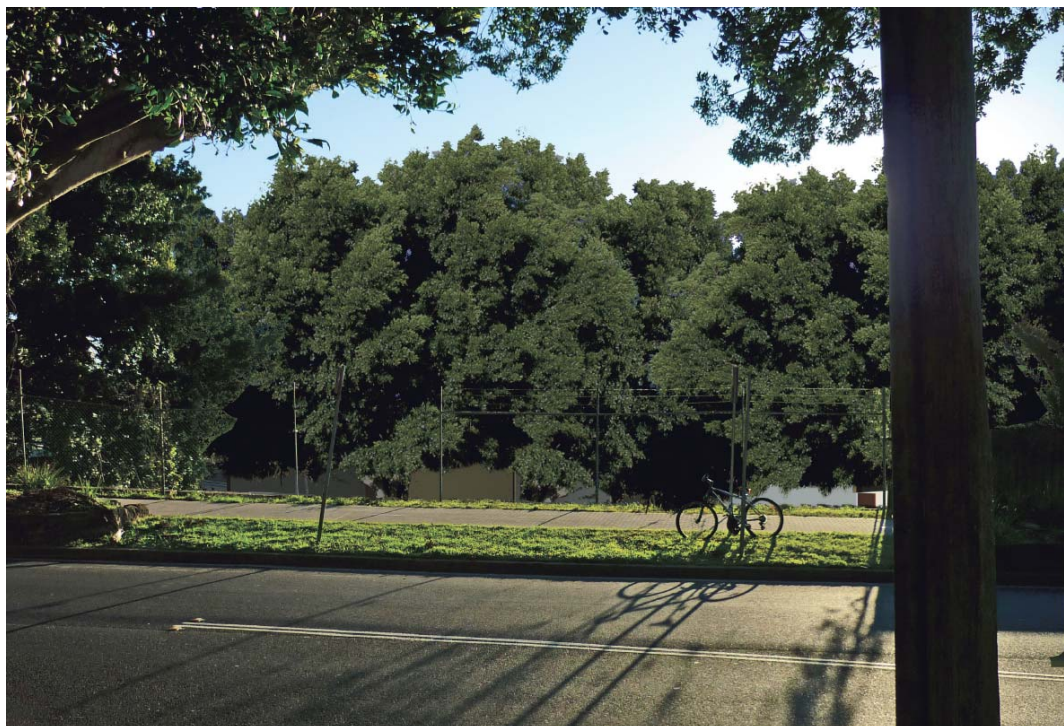
- Modest heights proposed for the built form.
- Surrounding topography providing a natural level change between the development and Wansey Road.
- Preservation of existing established trees along the precinct boundaries.
- Intensification of landscaping within the precinct, focusing on existing gaps within the perimeter.

The assessment indicates that the built form will be sympathetic to the existing views enjoyed by surrounding residential properties, as well as from key viewing locations within the RRR site.

Figure 10 – View Montage of the Stables Precinct from Wansey Road near the corner of Alison Road, with and without proposed landscaping



Picture 11 – Montage View from Wansey Road without proposed landscaping



Picture 12 – Montage View from Wansey Road with proposed landscaping

Figure 11 – View Montage of Stables Precinct from adjacent Wansey Road residence.



Picture 13 – View Montage of Stables Precinct from adjacent Wansey Road residence with proposed landscaping.



Picture 14 – View Montage of Stables Precinct from adjacent Wansey Road residence with proposed landscaping.

Figure 12 – View Montage of Stables Precinct from the QEII Grandstand.



Picture 15 – View Montage of Stables Precinct from the QEII Grandstand without proposed landscaping.



Picture 16 – View Montage of Stables Precinct from the QEII Grandstand with proposed landscaping.

6.1.3 Best Practice Urban Design

The Stable Facilities have been designed based on best practice stable designs nationally and globally. The use of two-storey stable buildings has been incorporated into the recently constructed Rosehill Racecourse Stables, however the proposed Stable Buildings have significantly improved on the previous design, providing an integrated approach to equine exercise and training facilities, including the first two-storey horse walkers in NSW, and incorporating sand rolls and wash-bays internal of each level. The introduction of these facilities will improve the training and exercise activities of horses stabled on each level of the Stable Buildings, as each level of the stables will be self-contained for general horse maintenance and exercise facilities.

The design of the stables facilities incorporates a range of ESD principles including natural light and ventilation, and reuse of captured rainwater. More details of the ESD principles employed within the stable precinct redevelopment design are contained within **Section 6.6** below and the ESD report prepared by Arup attached at **Appendix V**.

6.1.4 Heritage and Conservation Significance

The built form has been designed to respond to the European heritage significance of the Stables Precinct, providing a built form that will sustain the long-term use of the precinct for horse stables and training that it has been used for since 1833.

The siting of the built form within the Stables Precinct has also responded to the Aboriginal archaeological significance within the Stables Precinct, with only a minor encroachment into the area identified as being of 'high Aboriginal archaeological sensitivity'.

Further assessment of the impacts of the proposed stables redevelopment is provided in **Section 6.4** below.

6.1.5 Landscape and Open Space Concepts

The landscaping design for the Stables Precinct has been designed to complement the existing landscaping within the Stables Precinct. The built form has been sited to minimise disturbance to existing vegetation within the precinct, particularly perimeter trees and trees that are identified as having a high level of significance within EPIs and policies.

As demonstrated in the montages in **Figures 10, 11 and 12** above, the landscape strategy will soften the visual impact of the stable facilities from Wansey Road and the Spectator Precinct, including from vantages of higher levels of the grandstands.

A more detailed assessment of the landscaping design is provided in **Section 6.5.7** below.

An Arborist Report has been prepared by Earthscape Horticultural Services attached in **Appendix J**. The report assesses the impacts of the proposed development on the existing trees in the Stables Precinct. The findings and recommendations of the report are discussed in more detail in **Section 6.5.7** below.

6.2 Transport and Accessibility

A Transportation Report has been prepared by Stapleton Transportation and is attached in **Appendix O**. The report considers access and traffic implications, and on-site parking requirements and loading operations associated with the new stable facilities.

6.2.1 Access and Traffic Generation

The redevelopment of the Stables Precinct includes the existing Gate 8 access from Wansey Road being relocated to the north. Access will still be obtained from Wansey Road, however the alignment of the access will allow for the removal of the hair-pin turn into the Precinct and minimise vehicle manoeuvring on Wansey Road. The new location of the Wansey Road access as been designed to minimally impact on existing vegetation along the Wansey Road streetscape, particularly on vegetation noted as being of 'high' or 'exceptional' significance, through incorporating an access bridge between Wansey Road and the on-site parking hardstand using a minimal footing design based around the location of existing tree branches and roots.

The Transportation Report included carrying out traffic counts of the current stable operations across RRR, and based on these counts the changes to traffic movements on surrounding roads summarised in **Table 3** were extrapolated:

Table 3 – Difference in Traffic on Local Streets, extracted from Stapleton Transportation and Planning Transportation Report, September 2010

Table 3.2		Future				Existing	
						Total all Stables	
Origin of traffic	% Arrival	Wansey Rd	High St	Alison Rd West	East	Wansey Rd	High St
Anzac Pde (City and West)	65			65		13	9
Alison Rd (East)	15				15	13	8
Botany Rd (East)	5	5				0	3
Anzac Parade (South)	15	15	15			0	5
% Demand		20.0	15.0	65.0	15.0	25.5	24.5
Time	Two Way Demand	Future				Existing	
		Wansey Rd	High St	Alison Rd West	East	Wansey Rd	High St
4.30 - 5.30	54	10.8	8.1	35.1	8.1	13.8	13.2
8.30 - 9.30	78	15.6	11.7	50.7	11.7	19.9	19.1

Due to the provision of strapper / stable-hand accommodation being provided on-site within the Stables Buildings, the traffic generation from the proposed redevelopment is considered negligible, and the report concludes that there is likely to be an overall reduction in traffic generated to the stable facilities when considered on a site-wide basis. Accordingly, the stables redevelopment is considered to be suitable for the Stables Precinct in terms of access and traffic generation.

6.2.2 On-site Parking and Loading

The Transportation Report includes an assessment of anticipated demand for on-site parking and loading. The report identifies there are different on-site parking demands for the stable facilities:

- Daily Cycle – normal days, starting at 4.30am
- Barrier Trials – every 2 to 3 weeks (19 per annum), starting at 8.30am, including:
 - Typical Barrier Trials – 10 times per year

- Major Barrier Trials – 5 to 6 times per year
- Smaller Barrier Trials – 3 to 4 times per year

Each of these operates demand different parking requirements, and to service these operations having regard to their frequency, the report recommends:

- 15 parking spaces be provided within the Equine Precinct.
- 63 permanent parking spaces be included in the Stables Precinct.
- 26 'occasional use' parking spaces be included in the Stables Precinct on permeable material.
- 10 – 15 transporters and 10 – 15 small horse floats be able to be accommodated within the Stables Precinct hardstand.

The proposed parking hardstand is consistent with these recommendations, and accordingly the proposal will provide sufficient on-site parking to service the generally anticipated stable precinct operations.

6.2.3 Construction Management Plan

A Construction Management Plan has been prepared by the Proponent and proposes the principle construction vehicle access will be via the existing Gate 8 access from Wansey Road. However, access for large construction vehicles will be via the existing access from Alison Road.

For further details regarding construction traffic management and other construction management measures, refer to the Construction Management Plan attached in **Appendix P**.

6.3 Impacts on Existing Operations during Construction

During the construction of the new stable and training facilities, existing stable facilities across the racecourse site will remain operational and will not be disturbed by the construction works. Construction impacts on the surrounding road network will be mitigated through the implementation of the Construction Management Plan, that proposes construction access to the Stables Precinct via the existing access points from both Wansey Road (for cars and utes) and Alison Road (for larger construction vehicles).

6.4 Heritage

6.4.1 Environmental and European Heritage

Graham Brooks and Associates have undertaken an assessment of the European heritage impacts of the proposed stables redevelopment. The use of the RRR site for a racecourse commenced in 1833 and has been on-going ever since. The use of the Stables Precinct for stable and training activities has occurred since the 1860s and the buildings within the precinct have been altered and reconfigured since this time. There are six Stripping Stalls and two roofless sand-rolls which date back to 1919

While no part of the RRR is listed as being of State heritage Significance, the RRR is contained within a heritage conservation area under the LEP. The Godden Mackay Logan's Draft Royal Randwick Racecourse Conservation Management Plan (2006) (the CMP) identifies several buildings within the Stables Precinct as being of 'high significance' and Farrier's Workshop is of 'moderate significance'.

The Heritage Impact Statement prepared by Graham Brooks and Associates in **Appendix X** makes the following key conclusions and recommendations:

- *The primary heritage significance of Royal Randwick Racecourse is its continued use as a racecourse since the first regular meetings were held in 1863.*

- *The primary heritage significance of this part of the site is its continued function as a stabling and training area. This is recognised in the site specific Royal Randwick Racecourse DCP which requires that future stabling and training facilities be concentrated in this area.*
- *The proposed new facilities will reinforce this significance, and are consistent with the overriding aim of the Royal Randwick Racecourse Development Control Plan which is to optimise the Royal Randwick Racecourse as a thoroughbred, racing, training and spectator facility of highest quality.*
- *The heritage impact of the loss of earlier built fabric can be mitigated by the preparation of an archival photographic record of the building and its setting.*
- *There will be no adverse impact on the established heritage significance of the Members Stand (Official Stand) or 114 Alison Road as a result of the proposed development.*
- *An archival photographic recording of the Stables Precinct should be made prior to the commencement of any works. The archival recording should include details of the exteriors, interiors and the built structures assessed as being of High or Moderate significance, as well as the site layout and visual character of the built and landscape elements of the precinct.*
- *Graham Brooks and Associates recommend this proposal for approval.*

6.4.2 Aboriginal Heritage

AHMS were commissioned to undertake an Aboriginal Heritage Impact Assessment of the proposed Stables redevelopment. A background assessment undertaken by Dominic Steele in 2006 identifies a small section of the Stables Precinct as an area of 'high Aboriginal archaeological sensitivity'. During the site visit, no Aboriginal objects or evidence of past Aboriginal occupation were observed, however it was concluded that there is potential for subsurface archaeological matter.

The proposed stables works are generally within the low archaeological potential area, proposed vehicle parking and manoeuvring areas and landscaping works are proposed within the area of 'high Aboriginal archaeological sensitivity'. The assessment makes the following recommendations for managing the impacts of the proposed works on the archaeological and cultural heritage value of the Stables Precinct:

1. *Consultation with the Aboriginal community should continue and they should be given the opportunity for continued involvement in the project;*
2. *No further archaeological assessment or action is required in the portion of the Stable Precinct study area designated low archaeological sensitivity in **Figures 8 and 9**;*
3. *Prior to any direct or indirect disturbance in the area of high Aboriginal archaeological sensitivity (**Figure 9**), archaeological testing should take place to determine the nature and extent of the archaeological resource within the area. The subsequent approvals and requirements to undertake testing and/or salvage of the archaeological resource will be dependent upon the approval process proposed for the project. These are discussed in **Section 7**. However, in all cases, testing/salvage of the archaeological resource should ensure that a suitably qualified archaeologist is engaged to prepare a methodology, research design and undertake the archaeological excavations, in consultation with the Aboriginal communities, DoP and/or DECCW;*
4. *Depending on the findings of (3) and the identification of archaeological materials within areas of high Aboriginal archaeological sensitivity. Areas not subject to impact by the proposed development should be preserved. If these areas prove not to retain Aboriginal objects/sites, this recommendation should be reviewed and/or removed; and*
5. *In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction regardless of location, all works in the vicinity of the find should cease and AJC/Urbis should determine the subsequent course of action in consultation with a heritage professional, relevant registered Aboriginal stakeholders and/or the relevant State government agency as appropriate;*
6. *Should suspected Aboriginal skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological, consultation with a heritage professional, relevant registered Aboriginal stakeholders and/or the relevant State government agency should be undertaken; and*

7. Consideration should be given to developing interpretive and educational material relating to the Aboriginal associations with the area for public display. This should be developed in conjunction with the Aboriginal community.

Further details of the Aboriginal Archaeological Assessment are contained within the AHMS report contained within **Appendix Y**.

6.5 Environmental and Residential Amenity

An assessment of the impacts of the proposed Stables redevelopment on the surrounding residential amenity has been undertaken and measures to mitigate off-site impacts have been identified, and will be adopted as part of the Project Application proposal.

6.5.1 Solar Access

Solar access plans have been prepared by Robertson + Marks Architects and are included in the Plan set attached in **Appendix F**. The solar access assessment demonstrates that the proposal is sufficiently setback from all boundaries, so that the shadows cast by the proposed stable facilities will be wholly contained within the Stables Precinct.

On this basis, the proposed stable redevelopment will not adversely impact on current solar access enjoyed by surrounding properties or land uses.

6.5.2 Acoustic Amenity

An assessment of the anticipated acoustic impacts of the Stables redevelopment proposal has been undertaken by Arup and is attached in **Appendix S**. The assessment identifies the potential noise sensitive elements of the proposed stable operations, as well as the noise generating operations.

Key noise generating activities associated with the Stable Precinct operations are:

- Plant and services equipment associated with the new facilities (i.e. extract fans serving staff accommodation toilets and laundries and mechanical plant related to the equine pool)
- Operational noise including horse training activities, deliveries, horse float loading and unloading, and waste removal.
- Traffic noise from vehicles entering and exiting the precinct.
- Construction noise and vibrations from construction equipment and traffic, however these will only be short-term.

Based on the acoustic logger reports of the current ambient noise level for surrounding development, including residential properties along Wansey Road, the proposal is of a nature that will not have any unreasonable acoustic impacts. The report provides the following overall conclusion of the acoustic impacts of the proposal:

Generally there will be increased horse movement as activities have been consolidated into one precinct and capacity has been increased. The proposed relocation of the access road away from residences on Wansey Road will be beneficial, however, and the need to transport horse floats from existing remotely located stables on-site will be eliminated. Therefore the overall noise impact compared to existing conditions will be reduced.

Accordingly, no additional acoustic mitigation is necessary for the proposal as it will result in reasonable acoustic impacts to surrounding properties.

6.5.3 Visual Privacy

Preservation of visual privacy of surrounding residential properties has been a key consideration in the siting of the built form and training facilities within the Stable Precinct.

The design of the facilities has been leveraged off the following existing characteristics of the Stables Precinct to enhance the preservation of visual privacy of the surrounding properties:

- The change in level between Wansey Road and the land closes to the Precinct Boundary with the Racecourse tracks.
- Retaining existing vegetation where possible, particularly along precinct boundaries.
- Enhancing perimeter landscaping through incorporating additional perimeter trees which provide year-round dense foliage.

Through taking advantage of the existing conditions across the Stables Precinct, the proposed redevelopment is considered to provide a design response that complements the existing visual privacy enjoyed by surrounding properties.

6.5.4 Light Spill

An assessment of the potential for light spill beyond the boundaries of the Stables Precinct has been undertaken by Arup and is attached in **Appendix T**. The assessment of light spill has identified the following locational benefits of the proposed stables precinct location on the RRR site, and accordingly elements of the precinct that will minimise the off-site light spill impacts:

- The Stables Precinct is situated at the base of a slope away from Wansey Road that will naturally block light from spilling onto the residential properties and carriageway along Wansey Road.
- Stable buildings and horse training facilities have been setback from RRR perimeter boundaries.
- Existing trees along the perimeter of the site will generally be retained and will obstruct light from spilling beyond the precinct boundaries.

The Light Spill assessment proposes the following assessment summary extracted in **Figure 13**, of the lighting parameters for the Stables Precinct:

Technical Parameter	Maximum Permissible Value	Calculated value	Compliant
Light Trespass	10 lux	0.54 lux	√
Luminous Intensity	1000 cd	0 cd	√
Threshold Increment	Luminaires have minimum viewing angles from Wansey Road		√

Figure 13 – Lighting Parameters for the Stables Precinct, extracted from Arup *Environmental and Residential Amenity, Light Spill Report*, Sept 2010.

Based on the adoption of these lighting parameters for the Stables Precinct, the proposal can incorporate lighting that will not unreasonably impact surrounding properties. Accordingly, the Proponent has committed to adopting these lighting parameters that have been included in the Draft Statement of Commitments in **Appendix C**.

6.5.5 View Loss

A Visual Assessment has been prepared by AECOM attached in **Appendix I**. The assessment considers the impact of the proposed built form on the desired future character of RRR and surrounding properties. The assessment included a series of photomontages from key vantage points within and around the precinct.

The principle findings of the visual assessment are:

- *The visual impacts are experienced primarily within the Randwick racecourse property.*
- *The visual impacts experienced beyond the Randwick racecourse property are limited to 2 to 3 houses along the south east Wansey Road frontage.*
- *This visual impact is confined to a relatively narrow visual splay, and this visual splay will be eliminated over time by the future growth of proposed screen tree planting.*
- *The overall visual impact of the proposal will therefore be low to moderate once complete.*
- *The proposal creates opportunities for improved public amenity, particularly at the interface with Wansey Road.*

Based on the Visual Assessment and the subsequent conclusions extracted above, the proposed stables redevelopment is considered reasonable and appropriate for the Stables Precinct with regards to visual impact both within and around the racecourse.

6.5.6 Air Quality (Odour and Dust)

Assessment of the odour and dust anticipated to be generated from the Stable facilities has been undertaken by Arup attached in **Appendix U**. The assessment considers the odour and dust generated from the existing stabling facilities spread across the RRR site, and the potential for the consolidated Stables Precinct development to mitigate these impacts.

The assessment identifies the following odour and dust generating sources:

- Potential Odour Sources:
 - Stabling facilities for 600 horses.
 - Collection of manure and horse bedding (required to be stored close to stable buildings).
 - Transportation of horse manure and horse bedding from site.
 - Treatment of horse manure and horse bedding on site.
- Potential Dust Generating Activities:
 - Cleaning of Stable Facilities
 - Training and movement of horses over unsealed areas such as training tracks.
 - Wind and vehicles moving across unsealed surfaces although all surfaces within the stabling precinct will be sealed or appropriately landscaped.

The Project Application adopts the following air quality management measures:

- Establishing an odour complaints line.
- Maintaining and enhancing existing vegetation buffers along precinct boundaries.
- A dedicated enclosed waste area is proposed for manure and stable bedding waste prior to removal.
- Waste is to be removed in accordance with the Waste Management Plan (see further details below in **Section 6.9.1** and **Appendix AA**).
- Seal or vegetate surfaces wherever possible.
- Hose down unsealed areas during windy and dry conditions.
- Keep dust suppressing equipment on site at all times.

- Clean tracks that have dust transfer as soon as possible.

The Odour and Dust Management Assessment concludes that based on the implementation of the air quality management measures, the proposed Stables redevelopment will not result in adverse or unreasonable odour or dust impacts on surrounding residential properties. These recommendations have been adopted by the Proponent and incorporated into the Draft Statement of Commitments in **Appendix C**.

6.5.7 Landscape Design and Tree Preservation

A Landscape Design Report and design has been prepared by AECOM attached in **Appendix H**. The report and landscape design consider the existing landscape and built form structure of the Stables Precinct. The principle objectives of the landscape design:

- *Provide Strong feature entry and arrival gestures by maintain existing landscape.*
- *Provide a landscape setting that is easily accessible and traversable to all users through gentle and smooth level transitions.*
- *Provide protection to the existing significant mature trees.*
- *Use a mix of plantings that are indigenous native and exotic ensuring colour and vibrancy is achieved while also being tolerant to drought conditions.*
- *Use feature water elements and feature tree plantings to highlight key areas of interest and arrival nodes.*
- *Use high quality paving materials fit for purpose that highlights key.*

The landscape strategy for the Stables Precinct includes mass row planting of large trees which complement the existing on-site vegetation, and a range of ground covers and shrubs which will minimise dust generated within the precinct.

The proposal seeks to retain and minimise damage to existing trees on the site where possible. The built form has been setback from trees which are identified as being of 'high' or 'exceptional' significance in the RRR DCP, namely the London Plane Trees along the northern precinct boundary with the racing track, and the Moreton Bay Figs along the Wansey Road frontage.

An Arborist Report has been prepared by Earthscape Horticultural Services attached in **Appendix J** which recommends:

1. *The following Tree Management Plan (Appendix 2) should be implemented to ensure the long term survival of all trees within the site to be retained as part of the development*
2. *In order to minimise adverse impact on Trees 7, 8, 9, 10, 11, 12 & 13, consideration should be given to placement of the road pavement and kerb above grade to avoid excavations within the TPZ (refer Figure 1). Consideration should also be given to a permeable type pavement surface to maximise water infiltration to the underlying root zone. Drainage works, including pits and pipelines, should be placed outside the recommended Minimum Setback Distance (refer Appendix 5) where possible*
3. *Demolition of the existing asphalt pavement and stables buildings within the TPZ's of T20, T21, T22, T23 & T24 (all Hill's Figs) should be carried out in accordance with Section 14.18*
4. *Any required pruning of T11, T12 or T13 to accommodate the proposed new building should be undertaken in accordance with Section 14.17.*

The Proponent has committed to implementing these recommendations to mitigate the impacts of the development on the existing trees within the Stables Precinct, as well as providing a grand landscape design which complements the existing trees to be retained. A commitment to this effect has been concluded in the Statement of Commitments attached in **Appendix C**.

6.5.8 Intensification of Existing Use

The Stables redevelopment will result in the consolidation of the stabling and training facilities scattered across the racecourse site into a single precinct. While the proposal will result in the intensification of the stabling and training facilities within the Stables Precinct, the overall stable and training operations within the racecourse will remain substantially the same. A minor increase in facilities will be available to accommodate the integration of existing off-site stable facilities within surrounding properties onto RRR, however this will be negligible in terms of the overall activities.

The impacts of the intensified use on the residents of Wansey Road have been considered in the residential amenity reports prepared by Arup attached in **Appendix S, T, and U**, the Transportation Report prepared by Stapleton Transportation attached in **Appendix O**, and the Visual Impact Assessment prepared by AECOM attached in **Appendix I** which conclude that the proposed intensification of the Stables Precinct operations will not result in unreasonable impacts on the acoustic, visual, light spill and traffic amenity of Wansey Road residents.

6.6 Sustainable Development (ESD)

A range of Ecologically Sustainable Development principles have been investigated to minimise the use and waste of water, energy and materials during the construction and on-going operations of the Stables Precinct.

As outlined in the ESD report prepared by Arup attached in **Appendix V**, the key operational ESD principles are:

1. *Rainwater harvesting from the stable roofs will be captured in six 30,000L tanks to be used on-site for WC flushing, horse wash, wash down and pool top up.*
2. *On site detention will be provided to offset discharge to municipal stormwater during peak rain periods.*
3. *Infiltration and aquifer recharge from the stabling precinct will be adopted.*
4. *Manure is collected and re-used as a combination of offsite and some onsite practices.*
5. *The naturally ventilated stables and accommodation will reduce overall power consumption.*
6. *The sensor lighting of the stables and accommodation will reduce power consumption.*
7. *Resilient surfaces will limit dust and noise from horse movement.*
8. *Contractors will implement a robust commissioning process for lighting and water systems to ensure design intent is met through operation.*
9. *A tenant guide is proposed to aid the building users to maintain and upgrade the buildings in line with the design intent.*
10. *Odour minimisation strategies will be adopted to minimise the effect on adjoining residents' amenity.*
11. *Operational waste, including but not limited to, horse-associated organic waste, paper, plastics, glass and other organics will be separated individually on-site for re-use or recycling either on-site or by external parties.*
12. *It is anticipated that a proportion of the site's energy will come from less carbon intensive sources than coal-fired electricity. In this event, the stables would be proportionately supplied by these alternatives that may include solar photovoltaics.*
13. *The site is easily accessible to public transportation systems with bus stops within 400m of either direction north along Alison Road or South towards High Street. Refer to the map on the next page.*
14. *The site is directly connected with bicycle systems, pedestrian paths, and walking routes, all of which will further reduce reliance on private vehicle use to access the site. Refer to the map on the next page and the map provided by the RTA also on the next page.*

The proponent has committed to constructing and operating the stable facilities in accordance with these principles, that have been incorporated in the Draft Statement of Commitments attached in **Appendix C**.

6.7 Flooding, Drainage and Surface Water Management

A Water Management Plan has been prepared by Robert Bird Group that considers flooding, site stormwater management including water discharge, capture, and reuse, and water quality management, included in **Appendix K**.

The key elements of the Water Management proposal are summarised below:

Flood levels have been obtained from a report prepared by WMAwater (Ref 2). The flood report demonstrates that the proposed development area is not located within the current 100 year flood envelope and as a result there will be no increase in flood levels caused by the proposed development. All building floor levels will have more than 500mm freeboard above the estimated 100-year flood levels and above overland flow paths.

A drainage diversion will be provided as part of the development to redirect the current overland flow for the upstream catchments and convey it underground to the existing site detention ponds. For flows in excess of the pipe capacity overland flow paths will be provided to ensure safe and adequate overland flow through the development.

Underground piped stormwater systems will be provided to cater with all stormwater runoff from roofed and paved areas, with overland flow paths defined to cater for safe disposal of runoff in excess of the pipe system capacity.

Peak stormwater discharge from the site will be reduced by both the on-site retention of roofwater for re-use on site and a new detention pond positioned at the down stream corner of the development area. The on site detention will attenuate the post development peak discharge flows back to the pre development peak discharge flows. The existing detention ponds on site will provide further attenuation resulting in the total site discharge from the racecourse meeting with Council requirements.

Roofwater will be retained on site in above ground tanks each stable will have two tanks, each tank with a capacity of 30,000 litres. The water in these tanks will be used for washing the horses, the stable buildings and providing water for toilet flushing in the stable apartments.

Stormwater quality will be improved by the use of combined gross pollutant trap / oil and silt arrestor to provide filtration and sedimentation in accordance with Randwick City Council policies.

In summary, the report concludes that the proposed stable redevelopment can be appropriately serviced through the implementation of the waste water management recommendations of the report, including the upgrade and construction of onsite waste management infrastructure. The proponent commits to accord with the recommendations of the Robert Bird Group report and has included the recommended works in the Statement of Commitments at **Appendix C**.

6.8 Groundwater Management

A Groundwater Management and Groundwater Dependant Ecosystems (GDE) Report has been prepared by Arup attached in **Appendix M**. The report addresses groundwater management and use across the Stables Precinct and concludes:

Principle receptors comprise the pristine groundwater in the Botany Bay Sandstone aquifer. A GDE has been identified, however this is 2km away and therefore the aquifer itself is the nearest and most vulnerable receptor.

The abstraction of groundwater during construction, and the recharge of stormwater post development are considered to have minimal impact to groundwater.

Several mitigation measures have been proposed to manage the risk of contaminant migration into the aquifer during construction, and following completion of the works. Implementation of these measures will ensure that the impact of the development on the Botany Bay Sands aquifer is controlled.

The Proponent has committed to implement the measures recommended by the report to mitigate the risk of groundwater contamination, and these have been incorporated in the Statement of Commitments at **Appendix C**. Based on the conclusions of the report and the implementation of the groundwater contamination mitigation measures, the proposed stables redevelopment is considered to provide appropriate groundwater management.

6.9 Environmental Health and Animal Welfare

6.9.1 Waste Management

A Waste Management Plan has been prepared by Arup and is attached in **Appendix AA**. The plan looks at anticipated waste generation from the Stables redevelopment based on current stable operations across the RRR. The following waste is anticipated to be generated by the Stables Precinct which will be collected by private contractor.

- Stables
 - 35 Tonnes of manure and bedding waste per day.
 - 250 x 240L bins to be collected daily
- Staff Accommodation
 - 9 x 240L General Waste per week
 - 4 x 240L Recyclable waste per week
- Common areas and ancillary facilities
 - Both 240L General Waste Bins and Recyclable Waste Bins will be placed across the Precinct and collected weekly.

6.9.2 Animal Welfare

The Proponent has prepared an Animal Welfare Statement attached in **Appendix R**. The statement outlines procedures that will be implemented within the Stables Precinct to manage animal evacuation and bio-security risks. Measures proposed include:

- Adopting the Racing NSW guidelines for security.
- A comprehensive CCTV system enabling 24/7 monitoring of activity across the site.
- Designing the stable complex to be compartmentalised to facilitate the isolation or quarantine of a horse that might exhibit signs of contagious diseases.
- Utilising materials that will facilitate effective decontamination of the precinct during and after any disease incursion.

Through the adoption of these animal welfare mitigation measures, the Stable Precinct redevelopment proposal is considered to provide appropriate animal welfare measures to manage horse evacuation and bio-security risk. The Proponent has committed to implementing these measures in the Statement of Commitments at **Appendix C**.

6.10 Contamination and Geotechnical Issues

6.10.1 Contamination Management

A Preliminary Contamination, Salinity and Acid Sulphate Soils Assessment has been prepared by Douglas Partners and attached in **Appendix Z**. The report provides details on the study methodology and results of investigations of surface and subsurface testing for contamination, salinity and acid sulphate soils.

The conclusions and recommendations of the assessment include:

On the basis of the investigation findings, the site can be rendered suitable for the proposed commercial land use subject to the remediation of the asbestos contaminated soil in the vicinity of TP110.

The results of the provisional in situ waste classification assessment showed that the filling is provisionally classified as GENERAL SOLID WASTE (NON PUTRESCIBLE) except in the vicinity of TP110 which is provisionally classified as SPECIAL WASTE (ASBESTOS WASTE). Both wastes should be disposed of to a landfill that is licensed to receive such waste.

The Proponent has included a commitment in the Draft Statement of Commitments attached in **Appendix C**, that earthworks and soil removal will be carried out in accordance with the recommendations of the Douglas Partners report.

6.10.2 Geotechnical Assessment

A Preliminary Geotechnical Investigation has been undertaken by Douglas Partners and attached in **Appendix N**. The report considers the geotechnical conditions of the Stables Precinct with regards to bulk earthworks, building foundations, equine tunnel and the water detention basin and provides guidance for construction methods to ensure geotechnical integrity of the stables redevelopment. The report concludes that:

The broad geotechnical issues concerning the design and construction of the Stables Precinct have been addressed in this report. None of these issues are considered to be outside the normal range of issues routinely encountered on any comparable project.

There are a range of construction management measures which can be employed to manage geotechnical integrity the stables redevelopment. On the basis of the geotechnical investigation outlined in the Preliminary Geotechnical Report and its conclusions, the Stables Precinct provides suitable geotechnical conditions for the propose stable and training facilities.

6.11 Utilities and Infrastructure

A Utilities and Infrastructure Assessment of the currently available and anticipated service demands has been undertaken by Arup. The assessment looks at:

- Potable water supply;
- Water saving initiatives;
- Sewer servicing; and
- Electricity supply and servicing.

The assessment concludes that:

The report's findings indicate that there is a minimal amount of infrastructure services that are affected or required to be upgraded to suit the new development.

Further details of the utilities and infrastructure servicing for the proposed Stables redevelopment are contained within the Utilities Infrastructure Report in **Appendix W**.

6.12 Contributions

Contributions for the proposed Stables Precinct redevelopment will be paid in accordance with the Randwick Section 94 Developer Contribution Plan 2007 (the Contribution Plan). The plan requires contributions to be paid to the value of:

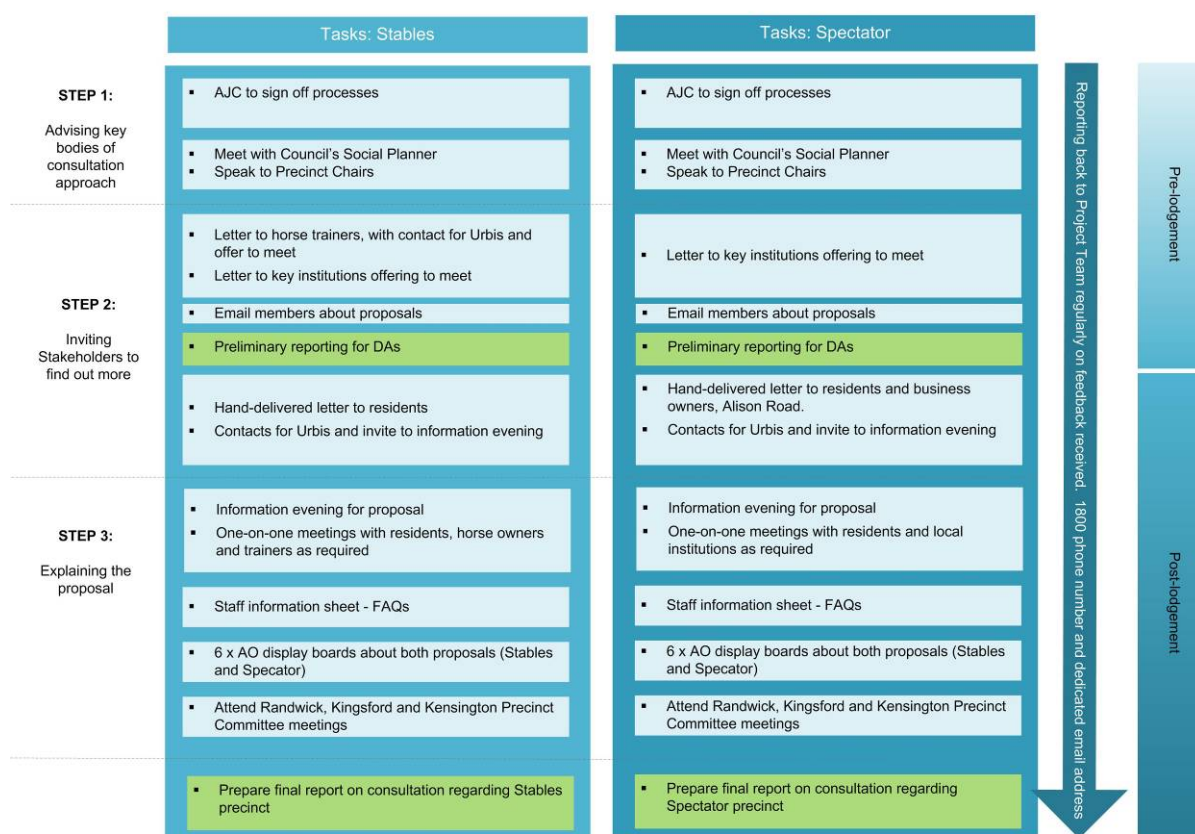
1% x Total cost of carrying out development

The Proponent has made a commitment to pay contributions in accordance with the Contribution Plan, and have included a commitment to this effect in the Statement of Commitments at **Appendix C**.

6.13 Consultation

A Draft Consultation Strategy for the Stables Precinct Project Application proposal and the Spectator Precinct Project Application has been established, and incorporated into the Environmental Assessment documentation at **Appendix E**. The Consultation Strategy is summarised in **Figure 11** below:

Figure 14 – Consultation Strategy



Step 1 of the above Consultation Strategy has been undertaken.

Steps 2 and 3 of the Consultation Strategy are currently being undertaken. Once completed, a final consultation report will be prepared and submitted after the Project Application exhibition period.

7 Conclusions

The Project Application for the Stables Precinct redevelopment will deliver state-of-the-art stable and training facilities to RRR to replace the existing dilapidated stable facilities spread across the RRR site and surrounding properties.

The assessment of the Project Application contained within this Environmental Assessment Report and supporting specialist documentation demonstrates the proposal responds to the Stables Precinct's location and historic use to accommodate stable and horse training activities within the RRR site. The Project Application has identified and considered the key environmental issues of the proposal, being:

- Access, traffic and parking have been responded to through:
 - Relocating the existing Gate 8 access from Wansey Road to the north to ensure appropriate ramp grades and turning paths.
 - Traffic volumes have been found to be moderately changed.
 - Providing on-site parking for 110 vehicles, including passenger vehicles and horse floats.
- Visual impacts has been managed through:
 - Preserving existing significant trees along the precinct boundaries.
 - Enhancing landscaping within the precinct, particularly along precinct boundaries.
 - The natural level change and separation between the Stables Precinct and Wansey Road residents to the east.
- Odour and dust management through committing to management strategies and incorporating built form and materials that minimise the spread of dust and odour.
- Tree preservation by appropriately siting buildings within the precinct to avoid impact upon tree canopy and critical root zones of significant trees.
- Aboriginal heritage significance through committing to impact mitigation measures.

A number of commitments are recommended to ensure all potential impacts are appropriately mitigated. The Project Application for the Stable Precinct redevelopment is considered suitable for the site, and therefore it is recommended that the Minister approve the Project Application (MP 10_0098) under Section 75J of the *Environmental Planning and Assessment Act 1979*.

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