URBIS

Environmental Impact Statement

ROYAL RANDWICK RACECOURSE

SSD-10285 WINX STAND

PREPARED FOR

AUSTRALIAN TURF CLUB

OCTOBER 2019

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P5937
Report Number	Environmental Impact Statement (December 2019)

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GLOSSARY

ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
AS	Australian Standard
ATC	Australian Turf Club
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
Council	Randwick City Council
CIV	Capital Investment Value
CSELR	CBD & South East Light Rail
CMP	Construction Management Plan
DA	Development Application
DP	Deposited Plan
DPE	Department of Planning and Environment
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EP	Emergency Procedure
EMP	Event Management Plan
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2000*
FAQ	Frequently Asked Questions
GSC	Greater Sydney Commission
HAA	Historical Archaeological Assessment
HIS	Heritage Impact Statement
LEP	Local Environmental Plan
LGA	Local Government Area
NSW Government	State Government for NSW
RMS	Roads and Maritime Services
RR	Royal Randwick (The Site)
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
SSS	State Significant Site
Urbis	Urbis Pty Ltd

STATEMENT OF VALIDITY

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

This Environmental Impact Statement has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

Environmental Assessment Prepared by:

Names:	**Sarah Horsfield** Bachelor of Town Planning, University of New South Wales Master of Environmental Law, University of Sydney **Richard Barry** Bachelor of Planning (Honours), University of New South Wales **Callum Sangkuhl** Bachelor of City Planning (Honours), University of New South Wales
Address	Urbis Pty Ltd Level 8, Angel Place, 123 Pitt Street Sydney NSW 2000

Applicant and Land Details

Applicant Details:	Australian Turf Club (ATC)
Applicant Address:	Royal Randwick Racecourse, Alison Rd, Randwick NSW 2031
Land to be developed:	Leger Lawn which is located next to the existing QE-II Grandstand, which is within the Spectator Precinct of the Royal Randwick Racecourse.
Lot and DP:	Lot 2009 in DP1169042
Project:	'Winx Stand' Multi-purpose facility for race day and non-race day events

Declaration:

We certify that the content of the Environmental Impact Statement, to the best of our knowledge, has been prepared as follows:

In accordance with the requirements of the *Environmental Planning and Assessment Act 1979 (EP&A Act) and Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

The information contained in this report is true in all material particulars and is not misleading.

Names:	**Sarah Horsfield, Director**	**Richard Barry, Senior Consultant**	**Callum Sangkuhl, Consultant**
Signature:			
Date:	30.10.2019	30.10.2019	30.10.2019

EXECUTIVE SUMMARY

This Environmental Impact Statement (**EIS**) has been prepared on behalf of the Australian Turf Club (**ATC**) in support of the State Significant Development (**SSD 10285**) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) for the new Winx Stand project within the Spectator Precinct at Royal Randwick Racecourse (**the site**).

The proposed development is considered State Significant Development (**SSD**) pursuant to Schedule 2, Clause 4 of the *State Environmental Planning Policy (State and Regional Development) 2011*, which identifies Royal Randwick Racecourse as a State Significant site and the proposed development has a Capital Investment Value greater than $10 million.

This EIS addresses the Secretary's Environmental Assessment Requirements (**SEARs**) issued on 26 April 2019 pursuant to Schedule 2, Clause 3 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regs**).

THE PROPOSAL

Royal Randwick Racecourse has an extensive history within Australia's racing culture for over 150 years. The ATC has a vision to reinforce the reputation of the Royal Randwick Racecourse as a world class racing venue and leverage off the success of the world's richest race, The Everest. To support this future, a new multi-purpose two-storey facility is proposed on the current Leger Lawn located at the southern end of the existing QEII Grandstand. The facility is designed to provide increased weather protection and significantly enhance amenity for general admission patrons on race days.

- Overall, the proposed Winx Stand development is summarised as:
- Construction of a two-storey multi-purpose facility comprising:
  - An approximate 3,546sqm footprint and maximum building height of 19.8m.
  - An approximate total 5,043sqm GFA (Ground level – 3,255sqm GFA, Upper level – 1,788sqm GFA).
  - Level 1 outdoor terrace and balcony space.
  - Maximum internal capacity for up to 7,500 patrons in Race Day mode (the proposed will cater for existing patronage and does not increase the overall approved maximum capacity of the racecourse).
  - Food and beverage facilities.
  - Entry foyer and Back-of-house facilities.
  - Embellishment of the existing service access road between Leger Lawn and the Multi-deck car park to create 'The Laneway'.
  - New Link bridge connecting to the QEII Grandstand.
- Demolition of the existing Temporary Day Stalls, minor earthworks and site preparation works.
- Associated landscaping and planting.
- Use of the facility on race days and minor non-race day events (consistent with conditions approved under MP10_0097_MOD 2).

The estimated Capital Investment Value (**CIV**) of the project is $**41,926,000** excluding GST.

Relevant to the proposed development is the existing approval MP10_0097_MOD 2, which applies to the entirety of the Spectator Precinct at Royal Randwick Racecourse and encompasses the location of the proposed new facility. Specifically, the existing approval provides conditions for the operation of race day and non-race day events (including maximum patronage capacity). This proposal intends to operate in accordance with those conditions, including Condition A5 of MP10_0097_MOD 2 related to non-race day events and functions. This is detailed further within **Section 1.3.1** of this EIS.

The ATC has a successful history of implementing its events management procedures to manage large gatherings of people safely and efficiently at events. The ATC is committed to continuing this by implementing similar procedures to preserve the amenity of surrounding residential areas.

Figure 1 – Render of the Winx Stand

Source: Cox

THE SITE

The site is located within the Spectator Precinct at Royal Randwick Racecourse, legally described as Lot 2009, in DP1169042. The Spectator Precinct is on the north west side of the Racecourse and is an established and well-groomed area containing civic structures for racing events, including the Queen Elizabeth (**QEII**) Grandstand, Members Grandstand, Owner's Pavilion, Swab Building, Theatre of the Horse and the Multi-deck car park.

The site is located within the Randwick Local Government Area (**LGA**). The site is located to the west of Anzac Parade, south of Centennial Park and Alison Road, and to the north of the University of New South Wales.

The site is Crown-owned and leased to the ATC under the Randwick Racecourse Trust under the *Australian Jockey and Sydney Turf Clubs Merger Act 2010*.

ASSESSMENT

An assessment of the proposal and supporting technical documentation has been completed against the relevant considerations under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant planning instruments and policies. Potential impacts of the proposed development largely relate to:

- Traffic, parking and transport impacts
- Acoustic impacts
- Heritage (Indigenous and European) and View impacts
- Landscaping
- Stakeholder and Community Engagement
- Safety and Security
- Biodiversity
- Contamination
- Utilities
- Waste

These considerations align with the SEARs. The potential environmental impacts are considered to be either positive or able to be mitigated through the adoption of appropriate management measures. A summary of environmental impact assessment recommendations and the adopted response is given in **Section 9** of this report.

Overall, the proposal does not seek to increase the total capacity of patrons beyond what is currently approved for the site. More so it will provide a positive outcome by providing greater amenity for general public patrons and enhance the status of Royal Randwick Racecourse on the state, national and international stage.

In view of the above, we submit that the proposed is justified to proceed for the following reasons:

- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning, State and local planning legislation, regulation and policies.
- The proposal fully addresses the issues identified in the SEARs.
- The proposal will result in minimal environmental impacts, all of which can be mitigated through the recommendations detailed in this report.
- The proposal is in the public interest as it will strengthen the racecourse's contribution to the economy and sporting events and is designed for the enjoyment and benefit of general admission patrons.

Based upon the conclusions of this assessment and imposition of the mitigation measures recommended, the project is considered to warrant approval.

1. INTRODUCTION

This Environmental Impact Statement (**EIS**) has been prepared on behalf of Australian Turf Club (**ATC**) in support of a State Significant Development (SSD) (application number **SSD 10285**) for a Multi-purpose Race Day Facility development at Royal Randwick Racecourse (**the site**).

The proposed development is considered State Significant Development (**SSD**) because Royal Randwick Racecourse (the site) is identified as state significant pursuant to Schedule 2, Clause 4 of the *State Environmental Planning Policy (State and Regional Development) 2011* and has an estimated Capital Investment Value of $**41,926,000**.

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (**SEARs**) issued on 26 April 2019, and also provides an assessment of the proposal against the relevant considerations under Section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). This report includes assessment of compliance with the statutory and strategic planning framework, and all other potential environmental impacts identified through the preparation of this report.

This SSD submission consists of this EIS and appended supporting documentation.

This EIS incorporates the following sections:

1. Introduction
2. The Site
3. Proposed Development
4. Strategic Planning Framework
5. Statutory Planning Framework
6. Consultation
7. Environmental Assessment
8. Section 4.15 Assessment Summary
9. Mitigation Measures and Environmental Risk Assessment
10. Evaluation and Conclusion

1.1. PROJECT OVERVIEW AND BACKGROUND

The proposed 5,043sqm GFA Winx Stand development will be a multi-purpose, two-storey facility to be used primarily for general admission patrons on race day events held at Royal Randwick Racecourse, and for non-race day events including functions, corporate events, exhibitions and examinations.

The new multi-purpose facility will be located on the existing Leger Lawn fronting the racetrack, which currently is underutilised and contains no permanent structures, but often has temporary marquee structures installed for large scale race-day events.

The proposed location falls generally within the southern end of the existing Spectator Precinct (shown in **Figure 2**) of Royal Randwick Racecourse originally granted approval under MP10_0097 by the Planning and Assessment Commission on 7 February 2011 and modified on 3 March 2014 (further detailed in **Section 1.3.1**).

The Winx Stand is designed to sit comfortably within the existing built context of the Spectator Precinct which includes the existing Queen Elizabeth (QEII) Grandstand, the Theatre of the Horse, and the Multi-deck car park constructed more recently under a separate approval.

The construction of the Winx Stand will require demolition of the Temporary Day Stalls which are located at the southern end of the Leger Lawn. These Temporary Day Stalls are no longer required as alternative Day Stalls were incorporated into the Multi-deck car park constructed under Stage 4 works of approved SSI 6042 for the CBD and South East Light Rail project.

In addition to the facility providing significantly higher amenity to general admission race day patrons, it is also designed to be flexible and allow for alternative non-race day events and functions of up to 5,000 patrons in accordance with conditions approved under MP10_0097 MOD 2 for the Spectator Precinct. The proposed will also provide a longer-term venue solution to the UNSW exams that have already been

approved to be held each year on the racecourse, currently accommodated in the QEII Grandstand and temporary marquee structures in the racecourse infield.

The proposed Winx Stand will further promote Royal Randwick Racecourse as a world-quality racing venue in Eastern Sydney, as well as improve non-race event functionality for the local community.

Figure 2 – Precinct Map

Source: Urbis

1.2. PROJECT OBJECTIVES

The proposal seeks to provide a high quality, flexible facility to suit the needs of the ATC and enhance the race day offerings at the Royal Randwick Racecourse. The proposed development is designed to achieve the following objectives:

- Reinforce Royal Randwick Racecourse's reputation as a world class racing venue and support future race day events such as The Everest and The Championships.
- Create a high-quality enclosed facility with dedicated food and beverage facilities and toilets which will provide a significantly increased amenity for general admission patrons compared to existing arrangements.
- Make better and more effective use of an underutilised portion of the Spectator Precinct typically reliant on temporary marquee structures.
- Create a building that is flexible and supports the non-race day functionality required by the ATC to service functions, small exhibitions and UNSW exams consistent with approved uses within the Spectator Precinct.
- Design a high-quality building which contributes to and enhances the sense of spectacle at Royal Randwick Racecourse, whilst being sensitive to the environment and surrounding land uses.
- Provide a future-proofed structure which is capable of supporting vertical expansion (subject to future assessment) to meet the ATC and Racing NSW (RNSW) future requirements.

1.3. PROJECT HISTORY

Royal Randwick Racecourse has an extensive history within Australia's racing culture for over 150 years, with the first recorded horse race on the site occurring in 1833. The organisation named the Australian Jockey Club (AJC) came into existence in 1841 and the tenure of the Racecourse was confirmed through the *Australian Jockey Club Act 1873*. The organisation has evolved over time and following the merging with the Sydney Turf Club (STC) it is now operated by the Australian Turf Club (ATC).

The Racecourse is considered a significant cultural landmark of Sydney and a major thoroughbred racing venue in Australia. In recent times, the Racecourse has undertaken significant investment and up-grading works of its racing and spectator facilities in an effort to be the leading thoroughbred racing club – including the Queen Elizabeth (QEII) Grandstand and Theatre of the Horse, both approved under MP10_0097 in 2011, and completed in 2013.

The new Winx Stand measuring 100 metres long and providing two storeys of enclosed multi-purpose space, is intended to be the next phase in strengthening the ATC's commercial focus on providing the highest quality racing facilities and entertainment, through increasing the amenity for general admission patrons.

The project has gone through an extensive design process with Cox Architecture in consultation with the Government Architect's NSW and key stakeholders, resulting in a refined design that is flexible both in its immediate use, and the ability to adapt to future requirements of the ATC and Racing NSW (**RNSW**).

1.3.1. Existing Approval – MP10_0097 MOD 2 (Spectator Precinct)

Considering the proposed development is located within the Spectator Precinct, existing SSD approval MP10_0097 MOD 2 for the redevelopment of the Spectator Precinct is applicable to the future operation of the proposed Winx Stand. The approval involved substantial works to the QEII Grandstand, construction of the Theatre of the Horse and other works within the precinct. The original project approval MP10_0097 was granted approval by the Planning Assessment Commission on 7 February 2011.

The project was subsequently modified and approved as MP10_0097 MOD 2 on 4 April 2013. The modified approval extended the site boundary to include the whole Spectator Precinct (inclusive of the site), the Services Precinct, and the Racetrack Infield Precinct – and permitted the entire Spectator Precinct (including land and buildings) to be used for non-race day events as addressed below.

The approved hours of operation for race day events under this consent are from approximately 10.30am – 6.45pm. Minor events can be held between the existing liquor licence up to 2am, 6 days a week and until midnight on Sundays.

Non Race Day Events

Condition A5 of MP10_0097 MOD 2 allows for the use of the land and buildings within the Spectator Precinct for non-race day minor events, car parking associated with non-race day events and erection of temporary structures for non-day day events, as stated:

> **Condition A5**
>
> *Use of the land and buildings within the Spectator Precinct, Services Precinct and Infield Precinct for non-race day minor events for up to 5,000 patrons for a duration of no more than 10 days, except for university exams events which may have a duration of no more than 14 days.*

Minor events can be held under the existing liquor licence up to 2am, 6 days a week and until midnight on Sundays.

Condition A5 is relevant to this proposal as the ATC proposes to operate non-race day events in the Winx Stand as a new building in the Spectator Precinct under the same permitted restrictions.

1.3.2. Existing Approval – SSI-6042 (CBD and South East Light Rail project and associated works on Randwick Racecourse)

The CBD and South East Light Rail (CSELR) project was identified as a key priority transport infrastructure project in the Government's *Long Term Transport Master Plan.* It was subsequently declared critical State

Significant Infrastructure by the then Minister for Planning and Infrastructure in June 2013. The project was approved by the then Minister for Planning on 4 June 2014.

As part of the SSI project, a portion of Royal Randwick Racecourse land was acquired for the construction of the Randwick Stabling Yard. Subsequently Conditions B40 and B41 of SSI-6042 required the replacement of Australian Turf Club Buildings and Structures, including parking facilities. In accordance with these conditions, the 'Stage 4' construction works of the CSELR involving the replacement of racecourse facilities were approved by the Department of Planning and constructed, including the new Multi-deck car park located on the northern edge of the Leger Lawn.

The Multi-deck car park incorporated new race day stalls at ground level and was completed in September 2018.

1.4. ANALYSIS OF FEASIBLE ALTERNATIVES

Under the provisions of the EP&A Regs, Schedule 2, Clause 7 there is a requirement to analyse any feasible alternatives to carrying out the development, including the consequences of not carrying out the development.

Alternative options for the project were investigated before finalising the current scheme. These alternatives options were:

1. A 'do nothing' approach.

2. Alternative site location.

3. Three alternative design options at the proposed location.

A 'do nothing' approach

A 'do nothing' approach in this instance would mean the Leger Lawn would be retained in its current operation of limited amenity for general admission patrons on race days. This either consists of the Leger Lawn remaining open air with limited shade or shelter from the weather, or erecting temporary marquees when required for large race day events. Both scenarios also rely on toilets, food and beverage facilities within the QEII Grandstand or temporary facilities.

A 'do nothing' approach also means that non-race day events are restricted in terms of effective operation due to the limited flexibility of the QEII Grandstand. The ATC has a long-standing agreement with the University of New South Wales (UNSW) to hold exams on the racecourse, which are currently held in temporary marquees. It is intended that these exams would be held in the proposed Winx Stand.

Alternative Site Location

Alternative locations on the racecourse itself were limited due to the functional requirements of the Winx Stand needing to front the racetrack along the finishing straight so that spectators could see the horses turn the final corner and the finishing straight. The Leger Lawn is the only vacant area within the Spectator Precinct which can facilitate the required footprint for the new multi-purpose facility. As such, any alternative locations either on site or off site would not meet the requirements of the ATC.

Three alternative design options at the proposed location

Three alternative design options were considered for the Leger Lawn site. All three were of a similar footprint and alignment, with the variation being in building height:

- Single storey with a roof top terrace and permanent awning – considered unsuitable due to the limited flexibility of a roof top terrace which is not weather proof.
- Two-storey with upper floor fully enclosed – considered unsuitable due to project budget and timing.
- Current proposal with a third storey – considered unsuitable due to project budget and exceeding the ATC and RNSW immediate requirements.

1.5. PROJECT TEAM

The following specialist consultant inputs have assisted in the preparation of this EIS:

Table 1 – Consultant Team

Consultant	Input	Appendix
COX Architecture	Architecture Plans	Appendix A
COX Architecture	Architectural Design Report	Appendix B
Sturt Noble Associates	Landscape Plans	Appendix C
Sturt Noble Associates	Landscape Character and Visual Impact Report	Appendix D
Urbis Pty Ltd	Heritage Impact Statement	Appendix E
Urbis Pty Ltd	Aboriginal Cultural Heritage Assessment Report	Appendix F
Douglas Partners	Geotechnical Desktop Assessment	Appendix G
Douglas Partners	Detailed Site Investigation for Contamination	Appendix H
Ecological Australia	Ecological Assessment & BDAR	Appendix I
Ecological Australia	Arboricultural Impact Assessment	Appendix J
Department of Planning, Infrastructure and Environment	Biodiversity Development Assessment Report waiver	Appendix K
Cheung Access	Access Assessment	Appendix L
GHD	Noise & Vibration Assessment	Appendix M
GHD	Air Quality Assessment	Appendix N
SCP	Civil Design Report: Civil Stormwater & Plans	Appendix O
ADP	Building Services Infrastructure Report	Appendix P
GHD	Ecologically Sustainable Development Assessment	Appendix Q
Sheridan Consulting	CPTED Assessment	Appendix R
PTC.	Traffic Impact Assessment & Construction Pedestrian Traffic Management Plan	Appendix S
GHD	Waste Management Plan	Appendix T
Australian Turf Club	Plan of Management – Royal Randwick Racecourse	Appendix U
Rider Levett Bucknall	Quantity Surveyors Report	Appendix V
Urbis Pty Ltd	Community Consultation Outcomes Report	Appendix W
Urbis Pty Ltd	Historical Archaeological Assessment	Appendix Y

1.6. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The following table provides a summary of the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning and Environment on 26 April 2019. The table also identifies where each requirement has been addressed within this EIS and supporting documentation.

Table 2 – SEARS

Secretary's Environmental Assessment Requirement	Refer EIS Section
General Requirements The environmental impact statement (EIS) must be prepared in accordance with, and meet the minimum requirements of, clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 the Regulation). Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include: • adequate baseline data.	Entire EIS.
• consideration of the potential cumulative impacts due to other.	Section 7.
• measures to avoid, minimise and if necessary, offset predicted impacts.	Section 9.
• including detailed contingency plans for managing any significant risks to the environment	Section 9.
• justification of impacts.	Section 10.
The EIS must also be accompanied by a report from a qualified quantity surveyor providing: • a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV. • an estimate of jobs that will be created during the construction and operational phases of the proposed development. certification that the information provided is accurate at the date of preparation **Key Issues** The EIS must address the following specific matters: **1. Statutory and strategic context.** Address the relevant statutory provisions applying to the site contained in the relevant EPIs, including:	Section 3.1. Section 4 & 5.

Secretary's Environmental Assessment Requirement	Refer EIS Section
• *State Environmental Planning Policy (State & Regional Development) 2011*	Section 5.2.
• *State Environmental Planning Policy (Infrastructure) 2007*	Section 5.3.
• *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017*	Section 5.5.
• *Draft State Environmental Planning Policy No. 55 – Remediation of Land*	Section 5.7.
• *State Environmental Planning Policy No. 64 – Advertising and Signage*	Section 5.8.
• *Draft State Environmental Planning Policy (Environment) 2017*	Section 5.6.
• *Randwick Local Environmental Plan 2012.*	Section 5.9.
Address the relevant planning provisions, goals and strategic planning objectives in the following: • *NSW State Priorities*	Section 4.1.1.
• *A Metropolis of Three Cities*	Section 4.1.2.
• *Eastern City District Plan*	Section 4.1.3.
• *Future Transport 2056*	Section 4.1.5
• *Better Placed: An integrated design policy for built environment of NSW*	Section 4.2.1.
• *Guide to Traffic Generating Developments (Roads and Maritime Services)*	Section 4.2.2.
• *NSW Planning Guidelines for Walking and Cycling*	Section 4.2.3.
• *NSW Bicycle Guidelines*	Section 4.2.4.
• *Kensington – Centennial Park Flood Study 2013*	Section 4.2.5.
• *Kensington – Centennial Park Floodplain Risk Management Study and Plan 2019*	Section 4.2.6.
• *Greater Sydney Commission Collaboration Area – Randwick Place Strategy*	Section 4.1.4.
• *Royal Randwick Racecourse – Conservation Management Plan – Volume 1*	Section 7.7.
Randwick City Council Section 94A Development Contributions Plan 2015	Section 5.9.
Randwick Development Control Plan 2013	Section 5.8.
Randwick Council Private Stormwater Code	Section 7.16
EIS Guidelines – Road and Related Facilities (DoPI).	Entire EIS.

Secretary's Environmental Assessment Requirement	Refer EIS Section
2. Design Excellence A design excellence strategy must be prepared in consultation with the NSW Government Architect, demonstrating how the proposal will achieve design excellence.	Section 6.1.2.
3. Built form and urban design The EIS shall: • outline the design process leading to the proposal with justification of the suitability of the site for the proposal	Section 1.4
• demonstrate how the layout, orientation, height, setbacks, massing, materials, activation and pedestrian connectivity of the proposal will fit within the context of the existing and future character of the area.	Section 3.
• demonstrate how the built form, design and materiality will integrate with the character of the Racecourse heritage conservation area.	Section 3.
• provide an analysis of the proposed built form compared to applicable development standards and controls.	Section 3.
• include a breakdown of gross floor area (GFA), total GFA and FSR, and site coverage.	Section 3.
4. Building Use The EIS shall include operational details for the development, including but not limited to: • specific uses.	Section 3.4.2
• hours of operation.	Section 3.6.1.
• any music to be provided on the premises.	Section 3.6.1.
• proposed lighting and illumination.	Section 3 and 3.5.
• events.	Section 3.6.
The EIS shall include a draft Operational Management Plan in accordance with the relevant Randwick City Council guidelines.	Section 7.18.
5. Amenity The EIS shall: • address how the proposal achieves a high level of amenity including consideration of solar access, acoustic impacts, natural ventilation, visual privacy.	Section 3, 7.5, 7.9, 7.10 & 7.11.

Secretary's Environmental Assessment Requirement	Refer EIS Section
• proposal on the amenity of surrounding development and public domain, including measures to minimise potential overshadowing, noise, visual privacy, wind, daylight and view impacts.	Section 7.5, 7.9, 7.10 & 7.11.
6. Noise and vibration The EIS shall include a noise and vibration assessment prepared in accordance with the relevant EPA guidelines. This assessment must detail construction and operational noise impacts on nearby noise sensitive receivers and outline proposed noise mitigation and monitoring procedures.	Section 7.11.
7. Air quality, odour and waste The EIS shall identify potential air quality, odour and waste impacts during the construction of the development and include any appropriate mitigation measures.	Section 7.13.
8. Heritage and archaeology The EIS shall: • include a Heritage Impact Statement (HIS) prepared by a suitably qualified heritage consultant in accordance with the guidelines in the NSW Heritage Manual. The HIS is to address the impacts of the proposal on any heritage significance of the site and adjacent areas and is to identify the following: – all heritage items (state and local) within the vicinity of the site. – the impacts of the proposal on heritage items including visual impacts. – attempts to avoid and/or mitigate impacts on the heritage significance or cultural heritage values of the site and the surrounding heritage items o measures to protect adjoining heritage buildings during demolition, excavation and construction, including any relevant geotechnical and structural engineer reports. – an assessment of the proposal against the Racecourse Precinct Heritage Conservation Area.	Section 7.7.
• identify any areas with historical archaeological potential within the proposed site that could be impacted by the works. If impact on potential archaeology is identified, a Historical Archaeological Assessment (HAA) should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Council Guidelines for Archaeological Assessment (1996) and Assessing Significance for Historical Archaeological Sites and 'Relics' (2009).	Section 7.8.
• include an Aboriginal Cultural Heritage Assessment Report (ACHAR) that identifies and describes Aboriginal cultural heritage values that existing across the area affected by the development, prepared in accordance with the Code of Practice for Archaeological Investigations of Aboriginal Objects in NSW, and guided by Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW.	Section 7.8.

Secretary's Environmental Assessment Requirement	Refer EIS Section
• document consultation with Aboriginal people undertaken and documented in accordance with the Aboriginal Cultural heritage consultation requirements for proponents 2010 (DECCW).	Section 7.8.
9. Biodiversity The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report where required under the Act. The BDAR must document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the Biodiversity Assessment Method. The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2017 under section 6.10 of the Biodiversity Conservation Act 2016.	Section 7.12.
10. Transport, traffic, parking and access (Construction and Operation) The EIS must include a Transport and Traffic Impact Assessment that provides, but is not limited to, the following: <u>Construction</u> • A assessment of the cumulative impacts associated with other construction activities in the vicinity of the site.	Section 7.1 & Section 7.2.
• an assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport services.	Section 7.2.
• details of construction vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements at all stages of construction and traffic control measures for all works.	Section 7.2.
• preparation of a draft Construction Pedestrian Traffic Management Plan (CPTMP). This Plan shall include vehicle routes, truck numbers, construction program, works zone location, hours of operation, access arrangements and cumulative impacts of other development. The CPTMP should be prepared in consultation with RMS, TfNSW and Council.	Section 7.2.
• existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to coordinate work activities to minimise impacts on the transport network and other road users including light rail and buses.	Section 7.2.
• an assessment of construction impacts on road safety at key intersections and locations for potential pedestrian, vehicle and bicycle conflicts.	Section 7.2.
• details of access arrangements for workers, emergency services and the provision for safe and efficient access for loading and deliveries.	Section 7.2,

Secretary's Environmental Assessment Requirement	Refer EIS Section
• details of temporary cycling and pedestrian access arrangements during construction.	Section 7.1 & 7.2.
<u>Operational</u> • current and estimated daily and peak hour traffic generation (including point to point transport), public transport, walking and cycling movements, together with cumulative impacts of existing, proposed and approved developments within the vicinity of the proposed development and any transport/ traffic upgrade.	Section 7.1.
• details of any new or upgraded infrastructure works required	Section 7.1.
• modelling and analysis of the following intersections: – Anzac Parade/Alison Road/Dacey Avenue – Anzac Parade/High Street – Alison Road/Avoca Street – Alison Road/High Street/Belmore Road	Section 7.1.
• impacts of additional traffic generated by the development on existing and future road, light rail and bus services and pedestrian and cycle networks within the vicinity of the site and identify measures to manage/ mitigate the likely future increased demand for public transport, pedestrian and cycle infrastructure, including any required upgrades.	Section 7.1.
• proposed car and bicycle parking provision and pick-up and drop-off facilities for staff and visitors including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards.	Section 7.1 & 7.2.
• loading and servicing arrangements and potential impacts to the traffic and transport network.	Section 7.1
• measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing, such as provision of adequate bicycle parking and end of trip facilities.	Section 7.2.
11. Ecologically Sustainable Development (ESD) The EIS shall: • detail how ESD principles (as defined in clause 7(4) Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design, construction and ongoing operation of the development.	Section 7.3
• include a framework for how the proposed development will reflect leading national and international best practice sustainable building principles to improve environmental performance, including energy and water efficient design and technology and use of renewable energy.	Section 7.3
• incorporate green walls, green roof and/or cool roof into the design.	Section 7.3

Secretary's Environmental Assessment Requirement	Refer EIS Section
• detail how climate change projections developed for the Sydney Metropolitan area are used to inform the building design and asset life of the project.	Section 7.3
• give preference to local native provenance tree, shrub and groundcover species.	Section 3.7
12. Contributions and public benefits The EIS shall address contributions and public benefits in relation to: • developer contributions payable pursuant to the Randwick City Council Development Contributions Plan 2015.	Section 5.9.
• any additional contributions proposed or material public benefits associated with the proposal.	Section 5.9.
• any proposed Voluntary Planning Agreement or other legally binding instrument agreed between relevant public authorities.	Section 5.9.
13. Signage The EIS shall: • provide detail on the location, size and content of any proposed signage.	Section 3.5.
• consider any signage as part of the overall built form and urban design of the development.	Section 3.5.
14. Soil, Water and Drainage The EIS shall identify: • any potential impact of the development on groundwater levels, existing flow paths and quality.	Section 7.14.
• any water licensing requirements or other approvals required under the Water Act 1912 or Water Management Act 2000.	Section 7.14.
• any geotechnical issues (including contamination and acid sulfate soils) associated with the construction of the development.	Section 7.14.
• detail drainage associated with the proposal, including stormwater and drainage infrastructure.	Section 7.14.
• detail measures to minimise operational water quality impacts on surface waters and groundwater.	Section 7.14.
• consider the relevant policies and guidelines (guidelines for development adjoining land and water managed by DECCW (OEH, 2013)).	Section 7.14.

Secretary's Environmental Assessment Requirement	Refer EIS Section
15. Flooding The EIS shall: • assess the flood risk on site (detailing the most recent floor studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005), including the potential effects of climate change, sea level rise and an increase in rainfall intensity.	Section 7.14.
• address stormwater drainage in a detailed flood assessment. The proposed development must not impact on any existing overland stormwater flow paths through the proposed development site and flood levels external to the actual development site must not be increased as a result of the development. The critical 1% AEP flood level for the development site must be established and flood planning levels for the proposed development must provide suitable freeboard to the critical 1% AEP flood level.	Section 7.14.
• consider Randwick City Council's Private Stormwater Code.	Section 7.14.
16. Utilities The EIS shall: • address the existing capacity of the site to service the development proposed and any augmentation requirements for utilities, including arrangements for electrical network requirements, drinking water, waste water and recycled water.	Section 7.17.
• identify the existing infrastructure on-site and any possible impacts of the construction and operation of the proposal on this infrastructure. The existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure and additional licence/approval requirements in consultation with relevant agencies.	Section 7.17.
17. Contamination The EIS shall comply with the requirements of State Environmental Planning Policy No. 55 – remediation of land.	Section 7.15.
18. Servicing and waste The EIS shall identify, quantify and classify the likely waste streams to be generated during operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones and mechanical plant) for the site.	Section 7.17.
19. Building Code of Australia and the Disability Discrimination Act A BCA and access report demonstrating compliance with the Building Code of Australia and the Disability Discrimination Act 1992.	Section 7.4.

Secretary's Environmental Assessment Requirement	Refer EIS Section
20. Infrastructure • identify the existing infrastructure on-site and any possible impacts of the construction and operation of the proposal on this infrastructure.	Section 7.17.
• the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure and additional licence/approval requirements in consultation with relevant agencies.	Section 7.17.
21. Consultation During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers and community groups. In particular you must consult with:	Section 6.
• Randwick City Council.	Section 6
• Roads and Maritime Services.	Section 6
• Transport for NSW.	Section 6.
• Office of Environment and Heritage.	Section 6.
• Sydney Coordination Office within Transport for NSW.	Section 6.
• NSW Police.	Section 6.
• surrounding residents, businesses and local community groups.	Section 6.
The EIS must include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.	Section 6 and Appendix W.
Plans and Documents The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedules 1 and 2 of the Environmental Planning and Assessment Regulation 2000. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following: • architectural drawings (to a useable scale at A3) o showing key dimensions, RLs, scale bar and north point o plans, sections and elevations of the proposal o illustrated materials schedule including physical or digital samples board.	Appendix A.
• site title diagrams and survey plan, showing existing levels, location and heights of existing and adjacent structures/ building.	Appendix A.
• site analysis plan.	Appendix A.

Secretary's Environmental Assessment Requirement	Refer EIS Section
• schedule of proposed gross floor area.	Appendix A.
• building envelope showing the relationship with proposed and existing buildings in the locality.	Appendix A.
• architectural and urban design statement.	Appendix B.
• design guidelines and design excellence strategy.	Appendix B.
• view analysis, photomontages and architectural renders, including those from public vantage points.	Appendix A & B.
• infrastructure impact assessment.	Appendix P.
• heritage impact assessment.	Appendix E.
• transport, traffic and parking assessment.	Appendix S.
• solar access analysis report and diagrams.	Appendix A & B.
• storm water management plan.	Appendix O.
• preliminary landscaping drawings.	Appendix C.
• arborist report.	Appendix J.
• sediment and erosion control plan.	Appendix O.
• soil and contamination report.	Appendix G & H.
• ESD statement (incorporating a sustainability framework).	Appendix Q.
• access / DDA impact statement.	Appendix L.
• waste management strategy	Appendix T.
• biodiversity development assessment report (or waiver).	Appendix I & K.
• services and utilities impact assessment.	Appendix M.
• signage details (if proposed).	Appendix P.
• construction noise and vibration report.	Appendix M.
• construction pedestrian traffic management plan.	Appendix S.
• CPTED assessment.	Appendix R.

Secretary's Environmental Assessment Requirement	Refer EIS Section
• pre-submission consultation report.	Appendix W.
• stormwater drainage and flood assessment.	Appendix O.
• flood risk assessment.	Appendix L.
• noise and vibration assessment – including residential amenity impacts.	Appendix M.
• air quality impact statement.	Appendix N.
• operational plan of management.	Appendix R\U.
Further consultation after 2 years If you do not lodge a Development Application and EIS for the development within 2 years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.	
References The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified.	

2. THE SITE

The site (being the Leger Lawn) is located within the Spectator Precinct of the Royal Randwick Racecourse. Royal Randwick Racecourse is located in the Randwick Local Government Area (**LGA**).

The site is legally described as Lot 2009 in Deposited Plan 1169042 and is Crown Land, leased to ATC who own and operate the racecourse. The racecourse is located between two key sub-regional road corridors, being Anzac Parade and Alison Road, which are both undergoing significant change due to the light rail construction.

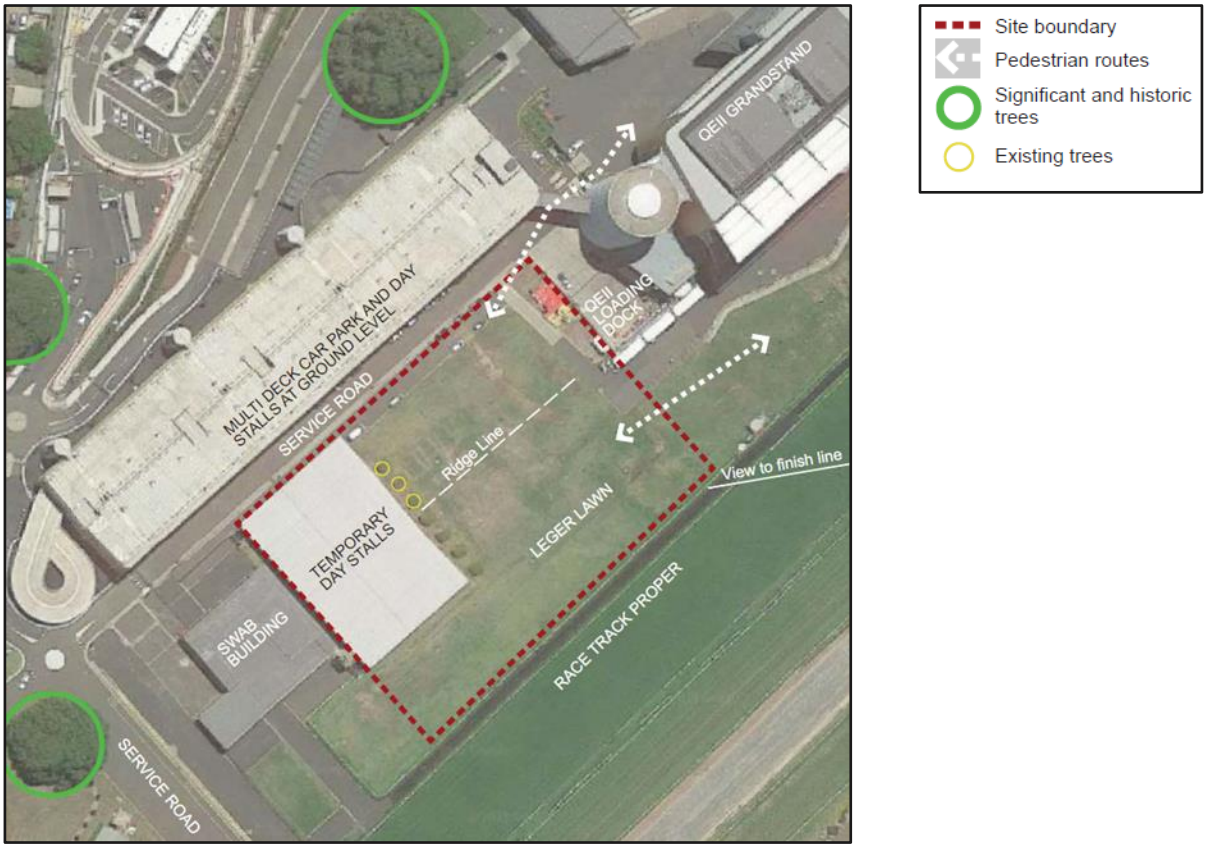
2.1. EXISTING DEVELOPMENT

The site currently known as Leger Lawn is an open rectangular grass lawn located adjacent to the QEII Grandstand and its loading bay to the north east.

The new Multi-deck car park and integrated Race Day stalls are located to the north west of the lawn on the opposite side of an existing service road. The Swab building is to the south west and the racetrack proper is located immediately to the south east. The existing QEII Grandstand loading docks are located immediately to the north east of the site.

The Leger Lawn also contains the Temporary day stalls building in the western corner of the Leger Lawn site. Some small magnolia trees are planted along the north eastern façade of the Temporary day stalls.

Figure 3 - Existing Site



Source: Sturt Noble

During race events the Leger Lawn is used for the setup of temporary facilities including marquees for visitors, mobile betting facilities, amenities, bars and outdoor seating.

Figure 4 – Pictures of existing Leger Lawn and location of proposal

Picture 1 – Leger Lawn looking west

Source: COX

Picture 2 – Temporary day stalls and open lawn area

Source: Sturt Noble

Picture 3 – Transplanted Magnolias

Source: Sturt Noble

Picture 4 – Multi-deck car park and service road

Source: Mostyn Copper

2.2. TOPOGRAPHY

The majority of Royal Randwick Racecourse is very flat, particularly across the central racetrack and the Spectator Precinct.

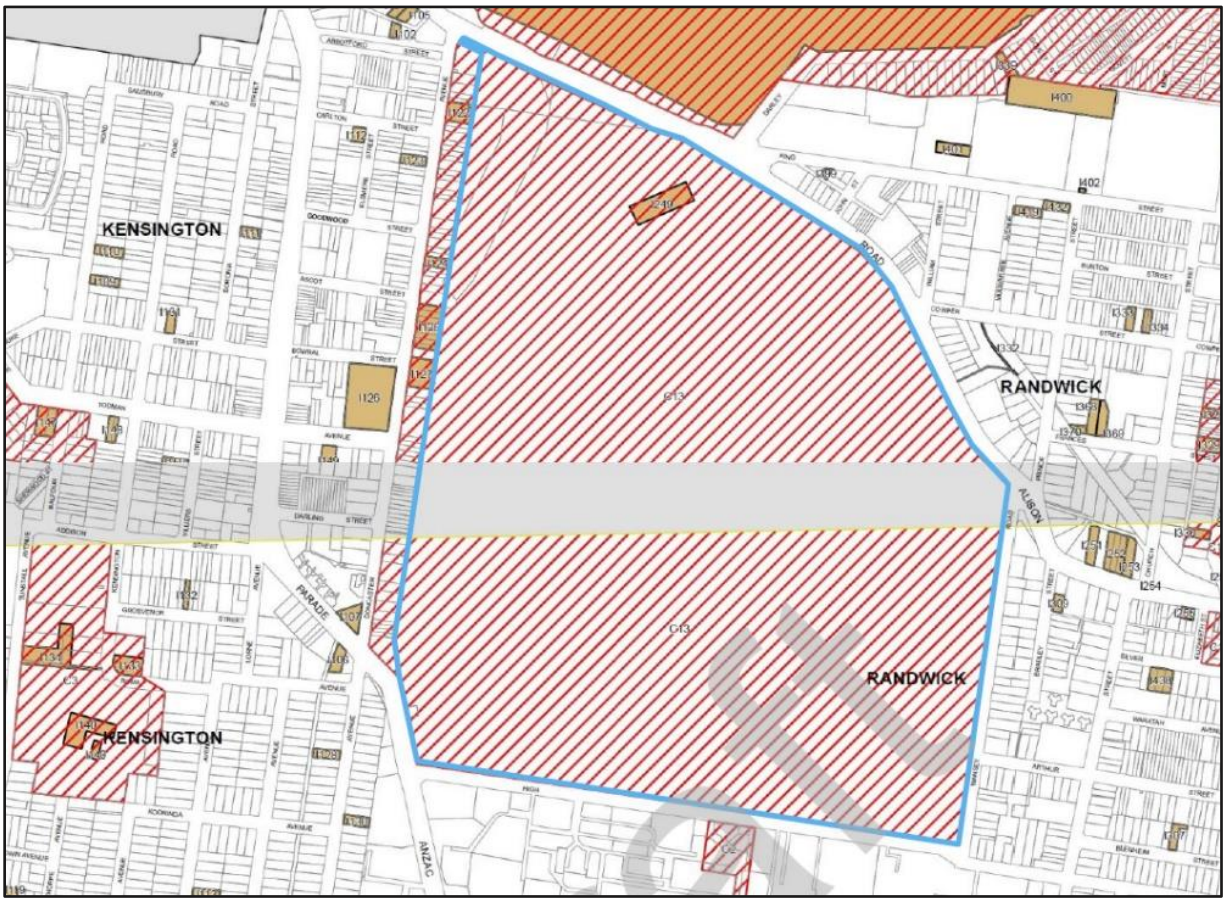
The Leger Lawn (the site) grades up 1.5 metres from the service road to a high point that then slopes back down, approximately 2 metres to the edge of the track.

2.3. HERITAGE

The whole of Royal Randwick Racecourse is located within and forms the majority of the C13 Racecourse Heritage Conservation Area under Schedule 5 of the *Randwick Local Environmental Plan 2012* (RLEP 2012).

Within Royal Randwick Racecourse, the Member's Stand is individually listed as a local heritage item under Schedule 5 of the RLEP 2012, as Item 249 *'Member's Stand/Official Stand, Royal Randwick'*. This is the only heritage item listed within the Royal Randwick precinct, and is located over 160 metres away to the north east of the Leger Lawn (on the opposite side of the QEII Grandstand).

Figure 5 – Extract of heritage maps (site outlined in blue)



Source: Randwick Council Local Environmental Plan 2012, Heritage Map HER_001 & HER_002

A Heritage Impact Statement has been prepared by Urbis and is attached at **Appendix E.** Built Heritage is addressed in **Section 5.7.3** of this report. The site has also been assessed for archaeological matters and split into Aboriginal Cultural Heritage Assessment (addressed in **Section 7.8** of this report and **Appendix F**) and Built Archaeology (addressed in **Section 7.7** of this report and **Appendix E**).

2.4. SITE CONTEXT AND SURROUNDING DEVELOPMENT

Royal Randwick Racecourse is one of the largest recreation areas in the highly urbanised Eastern Suburbs of Sydney. It is located within a major open space and entertainment precinct that includes a range of passive and active recreation areas and sporting facilities, comprising Moore Park Golf Course, the Moore

Park Sport Precinct (including Sydney Cricket Ground and Allianz Stadium), the Entertainment Quarter and Centennial Park.

The site is strategically significant due to its proximity to a number of key Sydney features including:

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

The racecourse has an interface with several different localities each with a distinct character, including:

- North – Centennial Park directly opposite the site, on the opposite side of Alison Road.
- East – predominantly residential area, with frontage to Wansey Road. This area is elevated above the level of the racecourse but views across the racecourse are well screened by a row of mature fig trees.
- Further east – Randwick shopping village is approximately 1.5km away.
- South – the University of NSW is located along the entire southern boundary of the site fronting High Street.
- South east – the Prince of Wales Hospital is located less than 1km away.
- West – residential area consisting of a mix of one and two storey single dwellings and three storey residential flat buildings.
- Further west – Kensington village shopping strip located along Anzac Parade.

Figure 6 – Local Context Map

Source: Urbis

2.5. TRANSPORT

2.5.1. Access and Parking

The Leger Lawn (the site) relies on the approved access and parking arrangements for the overall Spectator Precinct at Royal Randwick Racecourse, which is typically accessed by car and on foot via the main entrance off Alison Road and internal service roads. Alternative vehicular access is available from Ascot Street, which provides direct access to the new Multi-deck car park.

Notwithstanding, the Racecourse is only publicly accessible for organised events. On race days, the General Admission access into and out of the site is via Gate B and Gate D via the main entrance off Alison Road.

2.5.2. External Road Network

The key road corridors within the south-eastern subregion include Anzac Parade to the west of the racecourse, and Alison Road running along the north-eastern side of the racecourse. Each of these roads provide key corridors linking the Eastern Suburbs to the Sydney CBD.

The site is also bounded by a local road network comprising Wansey Road to the east, High Street on the southern boundary of the Racetrack, and Doncaster Avenue/Ascot Street to the west.

2.5.3. Active Travel

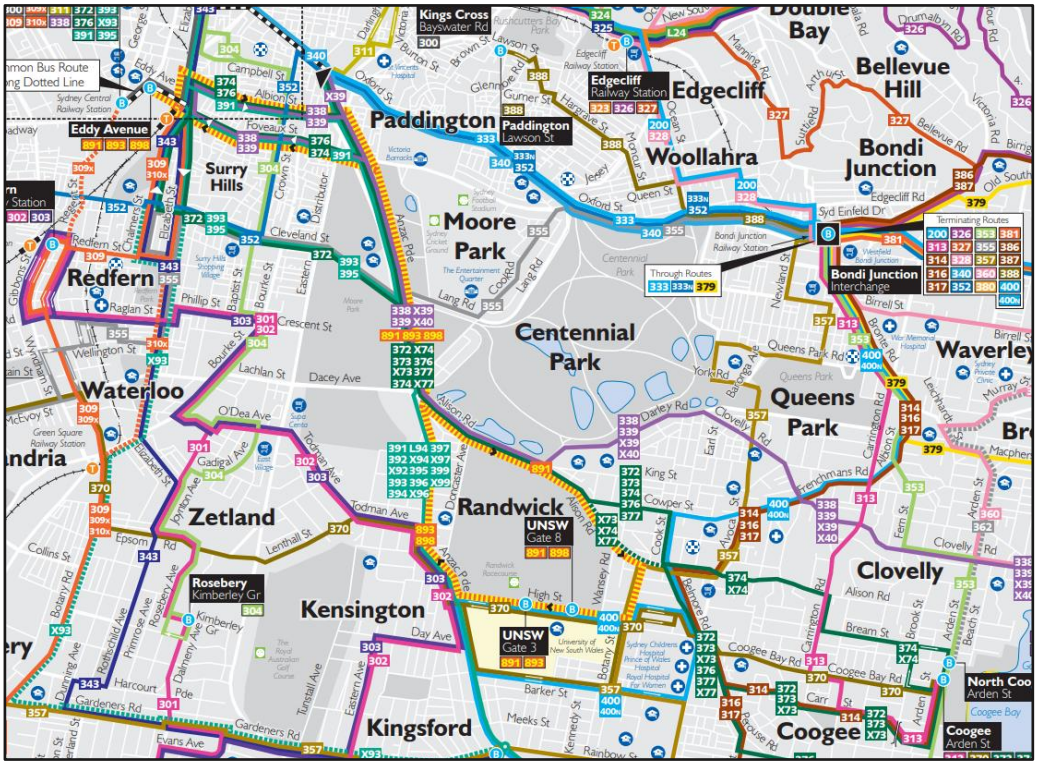
In terms of public infrastructure for walking or cycling, the local road network provides a high level of amenity and safety for pedestrians, providing footpaths on either side of most roadways, signalised crossings, signage and lighting.

Randwick City Council also has an established and well-connected cycling network which offers an alternative mode of transport for visitors and employees of Royal Randwick Racecourse and to the surrounding area.

2.5.4. Existing Public Transport Network

The site is approximately 500 metres from the closest bus stops on Anzac Parade and Alison Road, which are well serviced by bus routes along Anzac Parade and Alison Road. Anzac Parade has a high frequency of services, which service surrounding suburbs and the University of NSW and connect to the CBD.

Figure 7 – Current Bus Services



Source: TfNSW

2.5.5. CBD and South East Light Rail (CSELR)

The CBD and South East Light Rail (CSELR) is currently under construction by Transport for NSW and is expected to reach completion in 2019. The light rail project will provide a high frequency service connecting key locations within the Sydney CBD, and landmarks including Moore Park, Royal Randwick Racecourse, University of New South Wales, Kingsford, and Randwick. The site will be serviced by two new light rail stations, one on Alison Road opposite the Alison Road entry to the Spectator Precinct, and one on Wansey Road. Two stops located on Anzac Parade are also in comfortable walking distance to the racecourse.

Figure 8 – Extract of the CSELR Route

Source: TfNSW

3. PROPOSED DEVELOPMENT

3.1. OVERVIEW OF THE PROPOSED DEVELOPMENT

This SSD 10285 application seeks approval for the construction of a new multi-purpose two-storey facility on the current Leger Lawn located at the southern end of the existing QEII Grandstand. The facility is designed to provide increased weather protection and significantly enhanced amenity for general admission patrons on race days and flexibility for non-race day events (which are approved under MP10_0097 MOD 2).

- Overall, the proposed Winx Stand development is summarised as:
- Construction of a two-storey multi-purpose facility comprising:
  - An approximate 3,546sqm footprint and maximum building height of 19.8m.
  - An approximate total 5,043sqm GFA (Ground level – 3,255sqm GFA, Upper level – 1,788sqm GFA).
  - Level 1 outdoor terrace and balcony space.
  - Maximum internal capacity for up to 7,500 patrons (in Race day mode).
  - Food and beverage facilities.
  - Entry foyer and Back-of-house facilities.
  - Embellishment of the existing service access road between Leger Lawn and the Multi-deck car park to create 'The Laneway'.
  - New Link bridge connecting to the QEII Grandstand.
- Demolition of the existing Temporary Day Stalls, minor earthworks and site preparation works.
- Associated landscaping and planting.
- Use of the facility on race days and minor non-race day events (consistent with conditions approved under MP10_0097_MOD 2 and does not increase the overall approved maximum capacity of the racecourse).

The proposal does not seek to increase approved patronage numbers at Royal Randwick, and the proposed use of the Winx Stand will be generally consistent with the approved uses within the Spectator Precinct as per MP10_0097 MOD 2. This is addressed in **Section 3.6** of this report.

The estimated Capital Investment Value (**CIV**) of the project is calculated at $**41,926,000** excluding GST. The CIV includes all design and construction costs together with relevant civil and infrastructure works, site services, all anticipated labour costs, consultant fees and authority fees. The proposal will generate a total of approximately 60 FTE construction jobs and during operation will generate approximately 5 FTE and 50 casual jobs.

3.2. NUMERICAL OVERVIEW

Table 3 provides a summary of the numerical information in relation to this proposal.

Table 3 – Numerical Overview of Proposal

Component	Proposal
Land Use	Multi-purpose two-storey recreation facility primarily for large-scale race day events.
Site Area	Leger Lawn – approximately 4,000sqm
GFA	Approximately 5,043sqmGFA
Maximum Height	19.8 metres (RL 48.80 metres)

3.3. DEMOLITION AND TREE REMOVAL

Specifically, this application seeks development consent for the demolition of the existing Temporary Day Stalls located within the south-western extent of the site to make way for the proposed new structure. The existing Temporary Day stalls are no longer required as new Day stalls are integrated into the existing Multi-deck car park adjacent to the Leger Lawn.

Three small Magnolia trees located along the north eastern frontage of the Temporary Day stalls will also be removed.

3.4. WINX STAND

The proposal seeks consent for the construction of the new Winx Stand – a two level multi-purpose facility to be used primarily for race day events, with flexibility to be used for minor events on non-race days as addressed in **Section 3.4.2**. A more detailed summary of the proposed Winx Stand is provided as follows.

3.4.1. Design Intent

The Winx Stand is 100m long two-storey structure sited at the southern end of the existing QEII building. The function of the building and its architecture can be divided into two elements, being the front of house multi-purpose hall spaces on Ground and Upper levels; and the Back of House services area (four levels of single height).

Figure 9 – Elevation of southern (trackside) facade

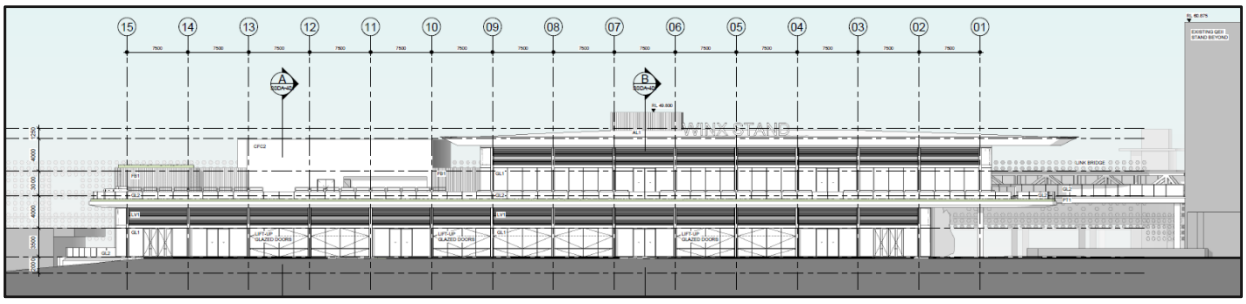


Figure 10 – Render of southern (trackside) facade

Source: Cox

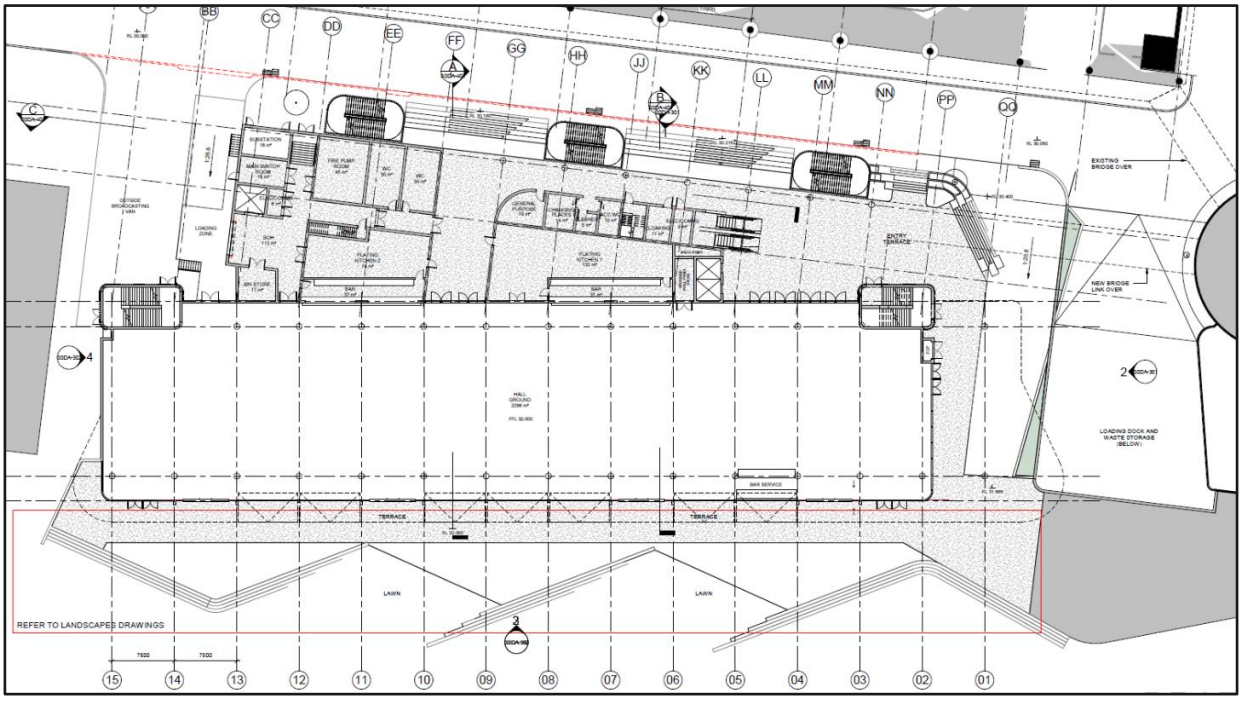
Of these elements the following functions are defined and illustrated:

Ground Level (RL 32.00)

The front of house multi-purpose hall space is 100 metres long, with a back of house zone which houses all services required on ground floor, two (2) plating kitchens, multiple bars, amenities, horizontal circulation and vertical circulation.

The primary entry to the building will be from the north-eastern corner of the building into the entry circulation space, which is double height to provide an airy and exciting arrival for racegoers and visitors. The ground floor multi-purpose hall space is 2,296sqm and is double height (6 metre floor to underside of beam) to provide flexibility and also allow for improved internal acoustics. The southern elevation of the multi-purpose hall space will open onto the track side terrace with operable doors and windows to create a permeable experience between indoors and the edge of the racetrack.

Figure 11 – Ground Level

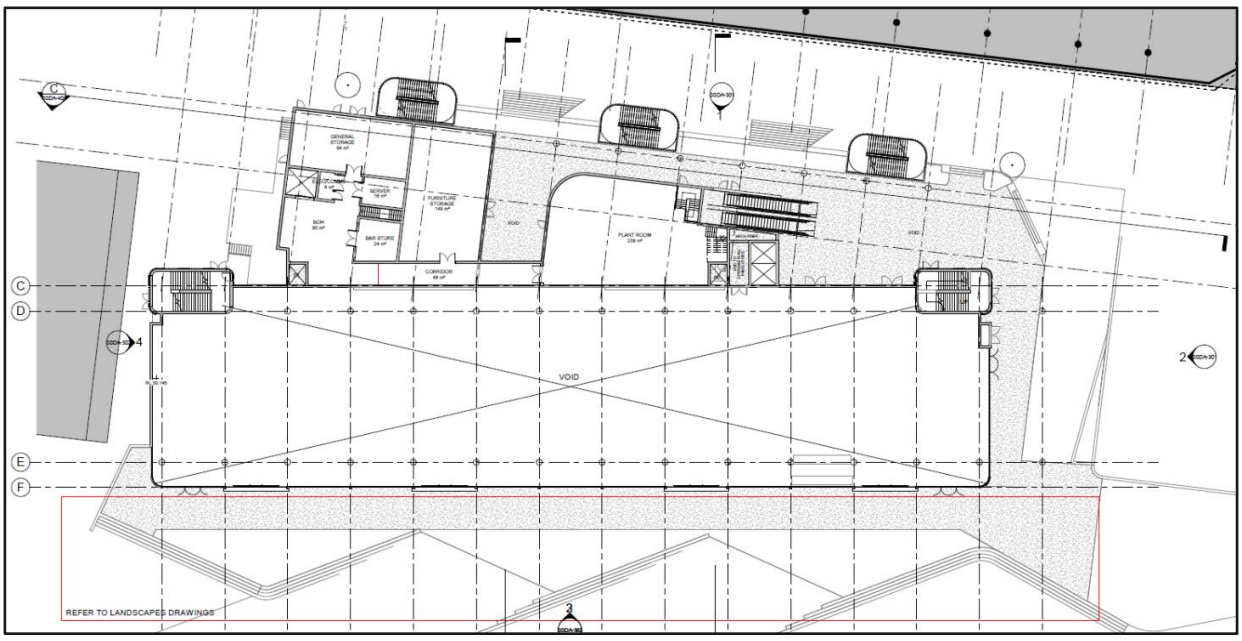


Source: Cox

Mezzanine Level (RL 35.50)

The Mezzanine Level contains a void in the 100 metre long front of house multi-purpose hall space to provide the double height ceiling for the ground level. The back of house area contains storage areas and Plant Room.

Figure 12 – Mezzanine Level

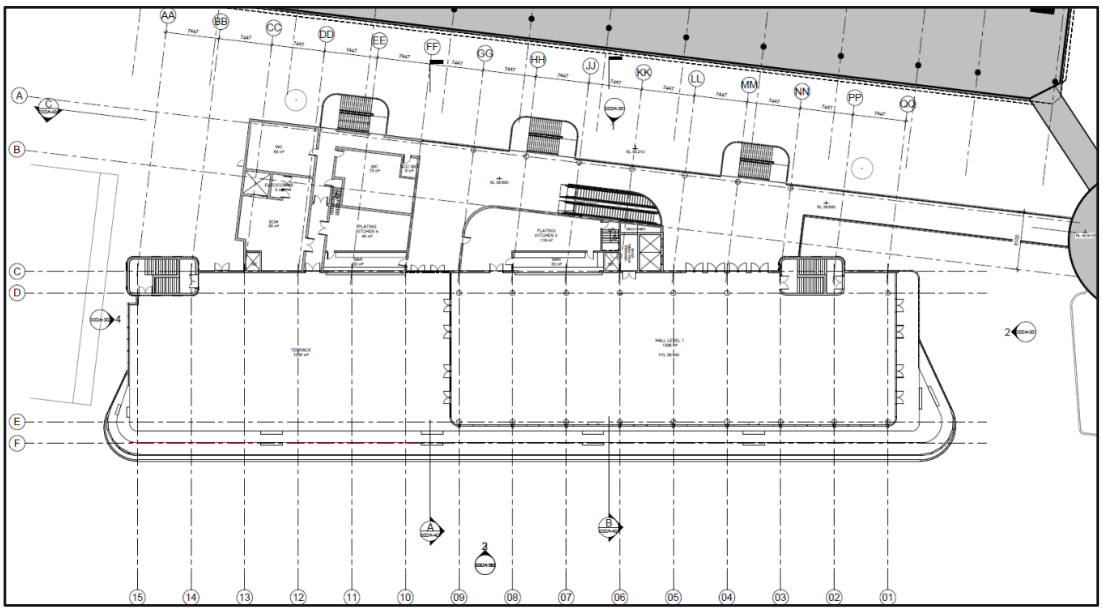


Source: Cox

Upper Level (RL 39.50)

The Upper Level (Level 1) provides a 60 metre long front of house multi-purpose hall space (1,306sqm) with a 40m long open terrace (1,035sqm) at the south western end of the building and a balcony extending the entire length of the trackside elevation. Similar to the Ground floor, the multi-purpose hall space is double height (6 metres floor to underside of beam). The back of house zone will contain two bars and two plating kitchens. These are located to have one bar and plating kitchen servicing the indoor hall space and one bar and plating kitchen servicing the outdoor terrace. The back of house zone also contains amenities, storage spaces and circulation space for access to egress, including to the Link Bridge to the QEII building (refer to **Section 3.4.2**).

Figure 13 – Upper Level

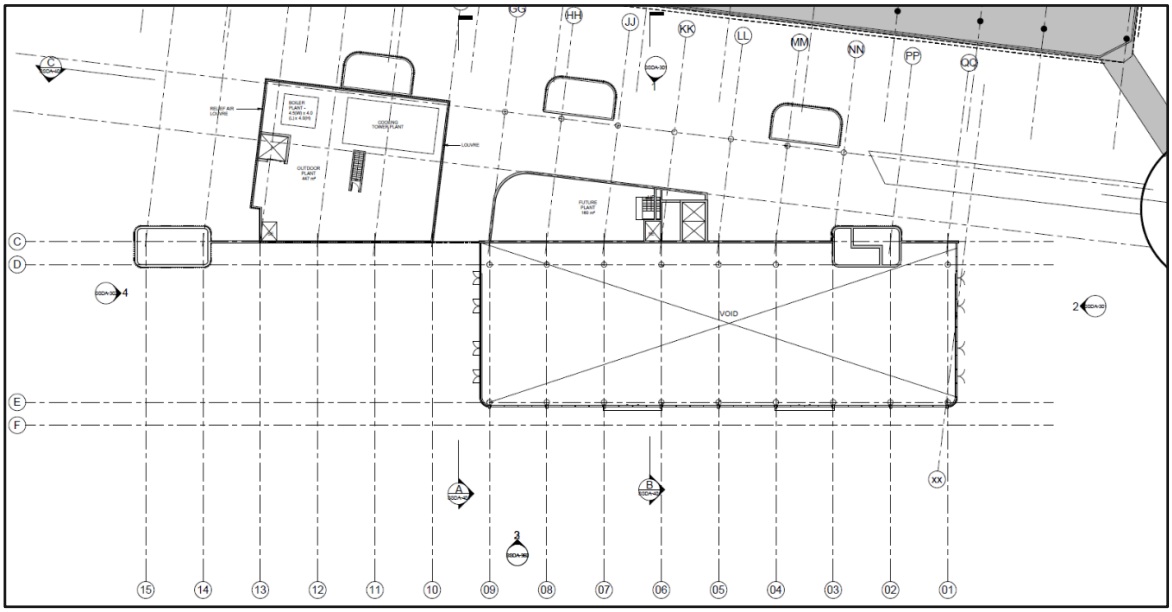


Source: Cox

Plant Level (RL 42.50)

The Plant level contains two back of house zones, for all services which require open areas such as the Boiler Plant, Cooling Tower. This level has also been designed to cater for any additional plant in the event of expansion in the future.

Figure 14 – Plant Level



Source: Cox

3.4.2. Multi-purpose hall space functionality and operation

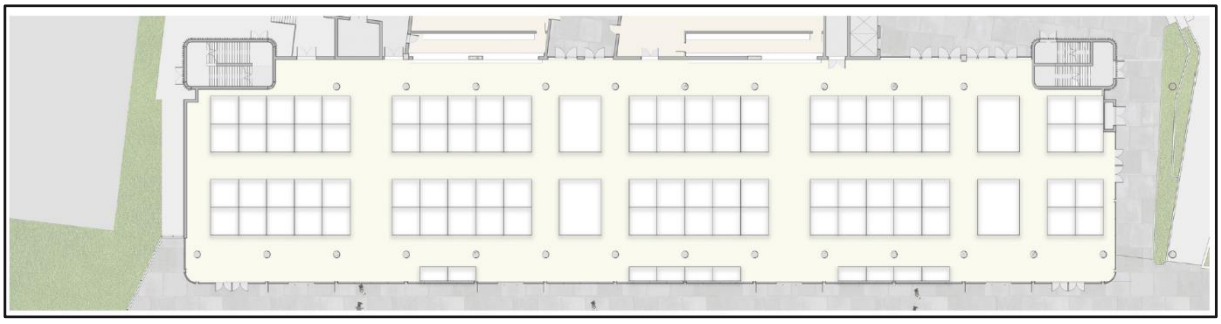
Further to the design description in **Section 3.1**, the purpose of the multi-purpose spaces at Ground and Upper Level is to be as flexible as possible for any use, whether during a large-scale race day, seated banquets, university exams or as exhibition spaces, etc. For this reason, the following design elements have been incorporated to provide maximum flexibility:

- Large column free space.
- 6 metre ceiling height clearance (to underside of beam).
- Operable walls to create multiple function spaces.
- Multiple entrances (from both sides of the building).
- Multiple plating kitchens and bars.
- Under floor trenches (at Ground Floor).
- Grid to house a three by three metre exhibition mode.

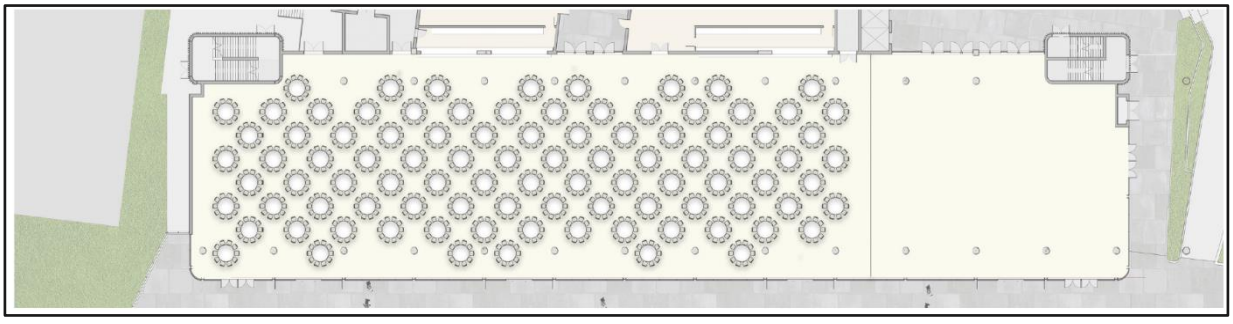
As shown in **Figure 15**, the multi-purpose hall space can be set up in four general modes of operation:

- **Race Day** – During race day events, the building will be open to all of general admission and it is intended that the trackside building façade will open up during race events in Spring or Autumn.
- **Banquet** – Operable doors with a split bar and plating kitchens allows for the multi-purpose space to accommodate banquets ranging from 200 – 1,000 capacity spaces with separate pre-function spaces (**Picture 5**).
- **Exhibition** – The Winx Stand has been designed with a grid to accommodate a modular three by three Exhibition Stalls (**Picture 6**).
- **Education** – The proposed multi-use hall space is intended to be utilised for UNSW examinations and removes the current reliance on the QEII and temporary marquee structures (**Picture 7**).

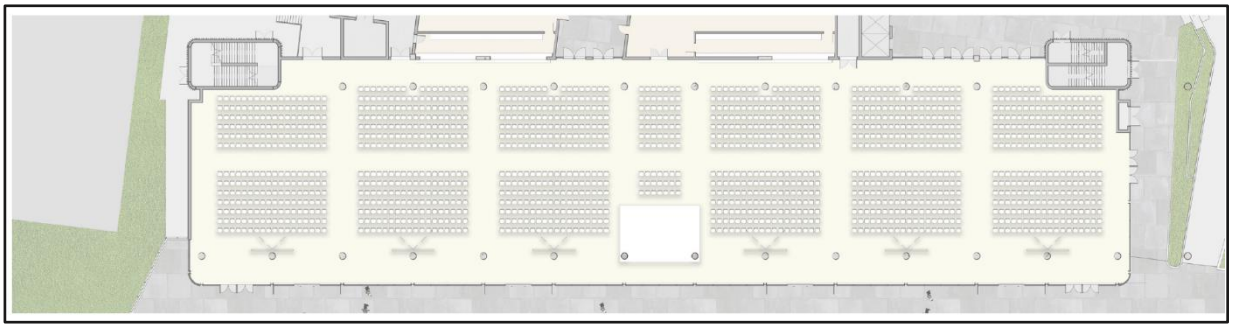
Figure 15 – Multi-purpose hall space Modes of Operation



Picture 5 – Indicative Banquet mode



Picture 6 – Indicative Exhibition Mode



Picture 7 – Indicative Examination Mode

Source: Cox

3.4.3. The Laneway

The existing service access road located between the existing Multi-deck car park and the proposed Winx Stand will be embellished with new landscaping as part of the new multi-purpose facility, to act as a secondary active edge and an alternative zone for race-day patrons away from the track. Landscaping is addressed further in **Section 3.7** of this EIS.

Figure 16 – The Laneway

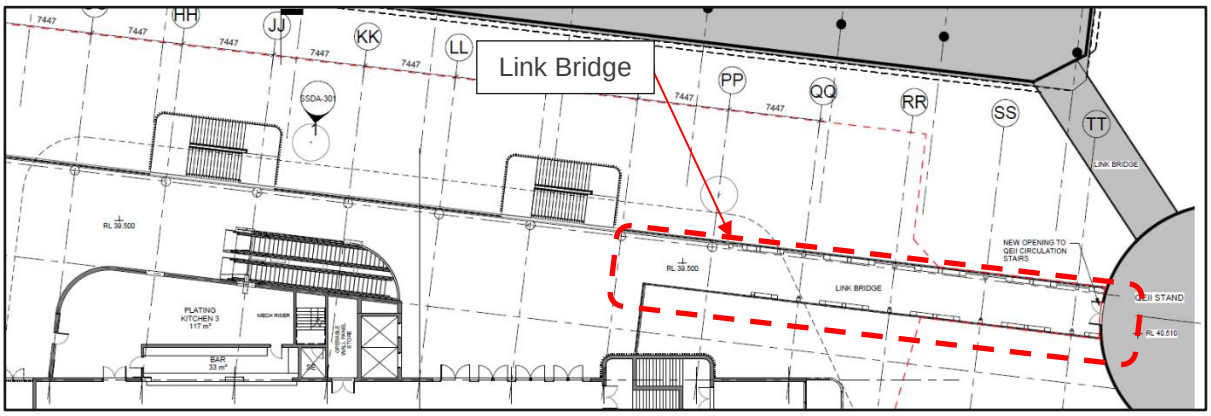
Source: Cox

3.4.4. New Link Bridge

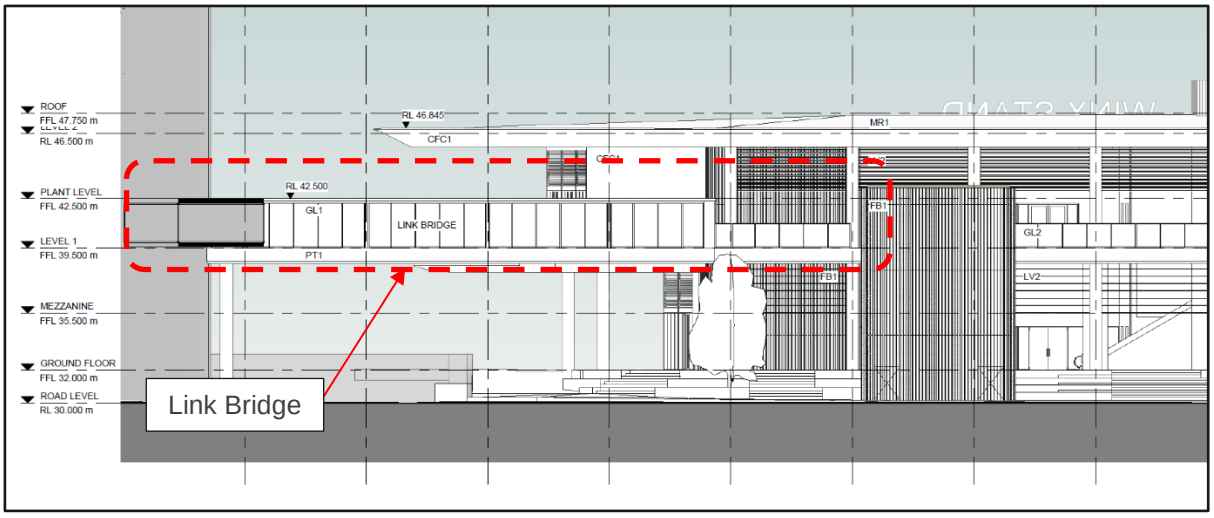
The Link Bridge will provide a pedestrian connection between the back of house circulation space on the Upper Level (Level 1) (RL 39.50) and the southern circulation drum of the QEII Grandstand. This will require a new opening to be created in the QEII circulation drum.

In turn, this new bridge will provide a level connection between the proposed Winx Stand and the Multi-deck car park via the QEII circulation drum.

Figure 17 – Link Bridge



Picture 8 – Plan of Link Bridge at Level 1



Picture 9 – Northern Elevation of Link Bridge

Source: Cox

3.4.5. Materials and Finishes

The material and finishes of the Winx Stand are designed to complement the architectural context of the Spectator Precinct. These are detailed in the Architecture Plans in **Appendix A** and addressed in **Section 7.6** of this EIS.

3.4.6. Future Proofing

The Winx Stand has been carefully designed for future proofing, with the capability for an additional floor on top of Level 2 and connectivity to the QEII Grandstand at Level 1. The amenities including lift shafts, escalators and building services have also been planned in such a way that will allow for adaptation should the future patronage profile change.

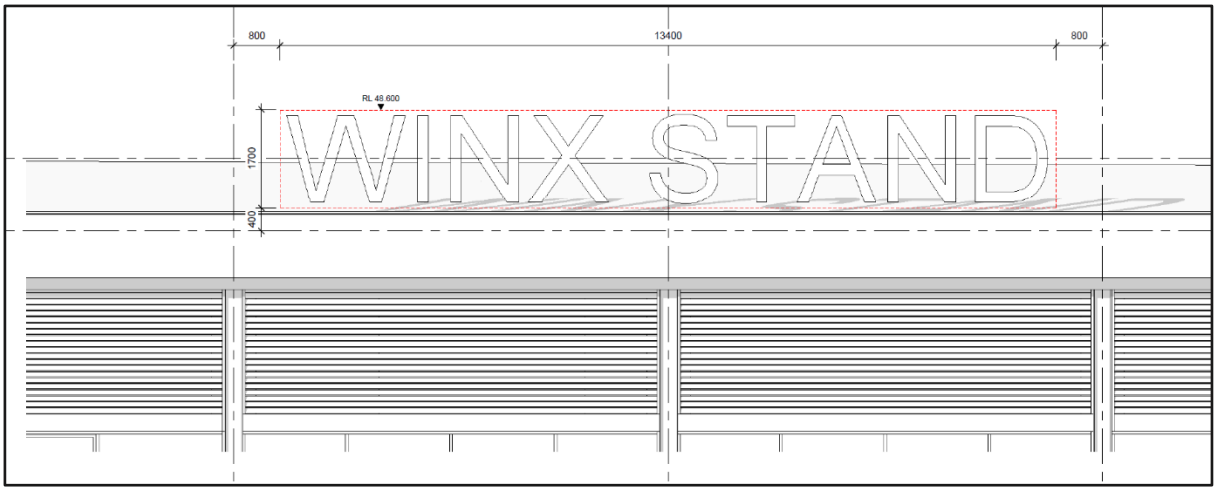
3.5. SIGNAGE

As part of the project a building identification sign (shown in **Figure 18**) is proposed. The building identification comprises of simple individual letters attached to the roof of the southern elevation, visible from

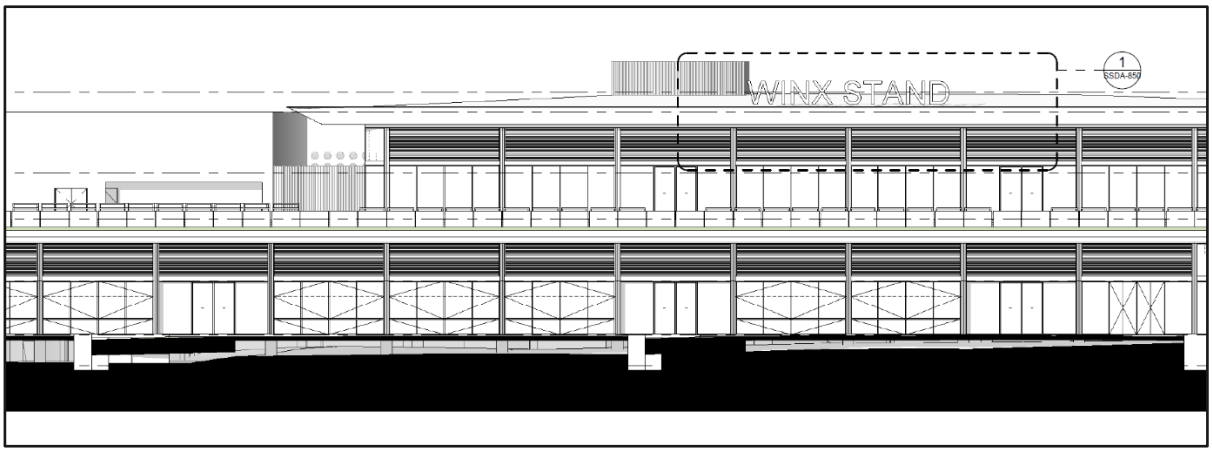
the track and are designed to be sympathetic to the built form context. The proposed signage will be internally illuminated.

Signage details are provided on the architectural drawings at **Appendix A** and an assessment of the signage against SEPP 64 is provided in **Section 5.8**.

Figure 18 – Proposed Building Identification Signage



Picture 10 – Signage



Picture 11 – South Elevation (Trackside) Signage zone

Source: Cox

3.6. SITE OPERATIONS

3.6.1. Race-day and Non-race day uses

The operation of the Winx Stand will be consistent with the existing approved uses at Royal Randwick Racecourse, including for the purpose of racing events and minor non-race day events and consistent with the relevant conditions within approved MP10_0097 MOD 2, summarised as:

- Use of the land and the proposed Winx Stand for the purpose of race day events (including food and beverage kiosks, food trucks, etc).
- Use of the land and the proposed Winx Stand for non-race day minor events for up to 5,000 patrons for a duration of no more than 10 days (plus set up and dismantle); except for university exams events which may have a duration of no more than 14 days.
- Non-race day minor event may include consumer events, corporate events, entertainment/music events, markets, trade shows lasting up to 5 days, and private functions including weddings and parties.
- Erection of temporary structures for non-race day events.

The relevant condition of MP10_0097 MOD 2 is addressed in **Section 1.3.1.**

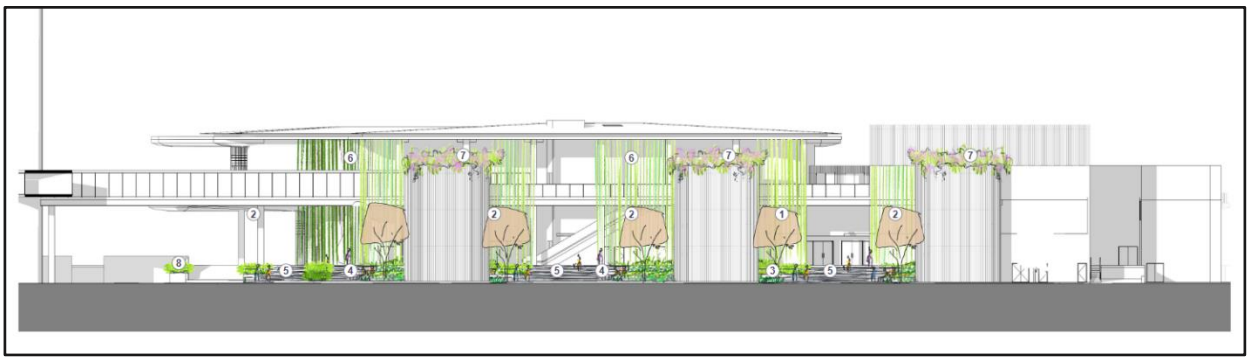
3.7. LANDSCAPING

Landscaping is incorporated into the design of the Winx Stand and Laneway to provide a high-quality manicured environment consistent, integrating lush, low maintenance planting in keeping with the surrounding Spectator Precinct as detailed in **Appendix C & D**.

The area surrounding the southern elevation of the Winx Stand will be a landscaped terrace for race viewing, which will comprise of in-situ concrete terraced steps and ramps oriented toward the finish line. This will allow for a large volume of people to have clear views across the racecourse and create a vibrant atmosphere on race days.

The Laneway on the northern side of the Winx Stand will be landscaped with flowering native vines climbing steel cables and cascading roof planters to provide greenery and ambiance with shade. Further terraced areas will be created through integrated planting and seating into stairways, providing multiple casual seating spaces to activate the Laneway, provide passive interaction with the Race Day Stalls and a place for respite from the racetrack.

Figure 19 – Landscaping of the Laneway



Source: Sturt Noble

3.8. UTILITIES AND INFRASTRUCTURE

Separate applications will be undertaken for the realignment of services within the site extents, including with Sydney Water and the energy provider for the site including the removal of an existing electricity sub-station.

4. STRATEGIC PLANNING FRAMEWORK

4.1. STRATEGIC PLANNING ASSESSMENT

4.1.1. NSW State Priorities

NSW State Priorities are the State Government's plan to guide policy and decision making across the State in order to grow the economy, deliver infrastructure, protect the vulnerable and improve health, education and public services across NSW.

In terms of compliance, the proposed development would help to meet several of these priorities, including:

- Creating Jobs; and
- Building infrastructure.
- The proposal will help generate approximately 60 FTE construction jobs and during operation will generate approximately 5 FTE and 50 casual jobs during ongoing operation.
- The proposal is providing supporting infrastructure to a major tourism and sporting facility being the Royal Randwick Racecourse.

The subject proposal is aligned to the intent of the NSW State Priorities.

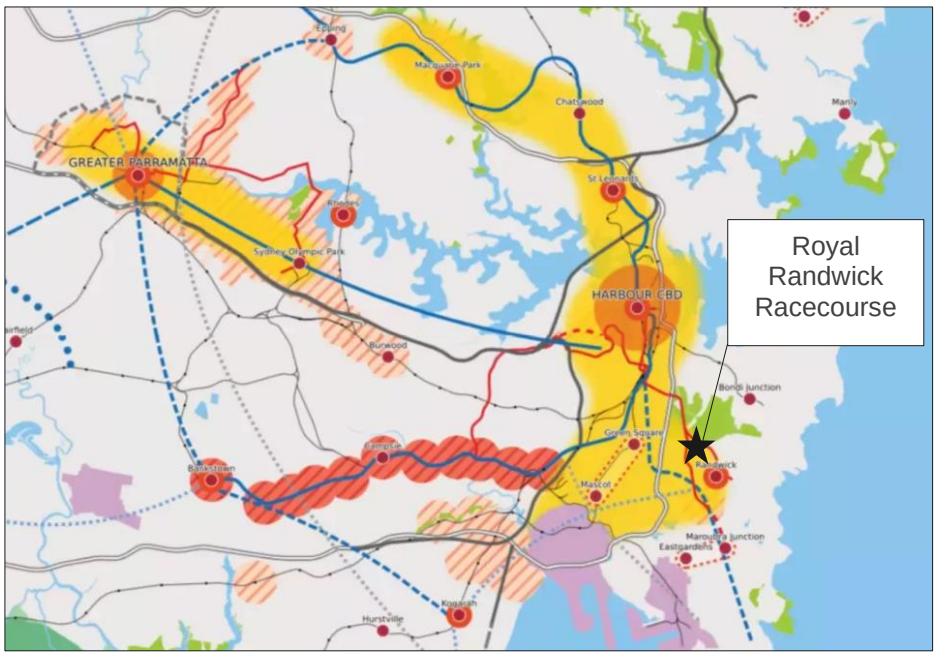
4.1.2. A Metropolis of Three Cities

A Metropolis of Three Cities, includes five key principles which aim to support the long term strategic growth of Sydney and transform it into a metropolis of three cities; the Western Parkland City, the Central River City and the Eastern Harbour City. The plan envisions most of the population living within 30 minutes of jobs, education, health facilities, services and great places. This Plan reconceptualises Greater Sydney as Metropolis of three '*30-minute*' cities and is presented with the District Plans to reflect the most contemporary thinking about Greater Sydney's future.

The Plan is underpinned by four key pillars being infrastructure and collaboration, liveability, productivity and sustainability.

The subject site is identified within the Harbour CBD and is further identified within the Eastern Economic Corridor, as outlined within **Figure 8**

Figure 20 – Greater Sydney Region Plan extract



Source: Greater Sydney Commission

The plan identifies that:

- The Eastern Economic Corridor is the State of New South Wales greatest economic asset which contributes two-thirds of NSW economic growth in the 2015-16 financial year.
- The corridor alone has contributed to 24 per cent of Australia's GDP in the 2015-16 financial year.
- The Tourism industry in Australia has contributed $15.4 billion to the economy, which accounts for 4.7 per cent of Australia's GDP. While further directly employing 74,300 people in the 2014-15 financial year.

The subject proposal adheres to the intentions of:

Objective 24: Economic sectors are targeted for success

The subject proposal will contribute to the economic growth of the State of New South Wales and Australia's Gross Domestic Product. The Royal Randwick Racecourse hosts some of Australia's most prestigious racing events and is a key focal point of tourism. The proposal is aligned to the intention of Objective 24 as it will:

- Improve the ongoing use of Royal Randwick Racecourse.
- Contribute to the tourism sector of the Australian Economy through the provision of a world class racing facility.
- Create jobs and economic growth during the construction phase of development and ongoing operation for the benefit of the NSW State Economy.

4.1.3. Eastern City District Plan

The *Eastern City District Plan* is a guide for implementing the Greater Sydney Region Plan, *A Metropolis of Three Cities,* at a district level and includes a range of priorities and actions to appropriately support the strategic growth of Eastern Sydney. The plan identifies the following:

- The Eastern Economic Corridor underpins Greater Sydney's global and national economic strength, and its growth must be enabled for the region to remain competitive.
- The success of the District is underpinned by the competitive advantages of entertainment, cultural, tourist and conference assets.
- The Eastern City District contains 904,500 jobs accounting for 37% of Greater Sydney's workforce.
- The Tourism Industry contributed $15.4 Billion to the economy – 4.7% percent of Gross Domestic Product and directly employed 74,300 people in 2014-15.
- The Eastern City District is one of the world's premier tourism and major events destinations.
- The Randwick Collaboration area presents an opportunity to deliver significant economic benefits through the agglomeration of health, research and education services.

The Greater Sydney Commission has specifically outlined that they will facilitate collaboration with key stakeholders to develop a shared vision, objectives, identify impediments and opportunities for integrating key surrounding centres and facilities including the Royal Randwick Racecourse.

The subject proposal adheres to the intentions of:

Planning Priority E8: Growing and investing in health and education precincts and the Innovation Corridor

The subject proposal adheres to the intent of Planning Priority E8 as it seeks to provide a multipurpose race day facility which will contribute to the NSW State Economy within the Randwick Collaboration Area. The proposed regeneration project which capitalises on the opportunity to provide to deliver cultural infrastructure to the benefit of the Randwick Local Government Area and the NSW State.

Planning Priority E13: Supporting growth of targeted Industry sectors

The subject proposal adheres to the intent of Planning Priority E13 as it seeks to provide a multi-purpose race day facility in which will support the Tourism Industry which is a key employment sector which contributes significantly to the Eastern Cities economy.

The proposal will enable an enhanced general admission patron experience at the Royal Randwick Racecourse which hosts some of Australia's premier national and international sporting events.

The proposal will further support the broader NSW economy through the provision of jobs during the construction phases of development of the facility and in its ongoing operation.

4.1.4. Greater Sydney Commission Collaboration Area – Randwick Place Strategy

The Eastern City District Plan identifies Randwick as a Collaboration Area. Subsequently, the Greater Sydney Commission (**GSC**) prepared the *Randwick Place Strategy*. The Place Strategy will guide the area towards the 2036 vision of becoming an innovation district anchored by existing major health and education institutions including the University of New South Wales (UNSW) and the Randwick Hospitals' Campus.

The aim of the Place Strategy is to bring together many organisations and stakeholders in the area to achieve this vision. The ATC are a significant stakeholder in the area and participate in the Collaboration Area Stakeholder Group.

The Place Strategy identifies significant assets surrounding Royal Randwick Racecourse including the UNSW campus, Kensington Town Centre and Tafe NSW, and recognises the important role the racecourse has in providing green space in the area as well as sports and entertainment facilities. It is considered the proposal facilitates the Priorities and Actions of the Place Strategy including:

Priority 7, Action 14 – *Investigate opportunities to share space at Randwick Racecourse, as well as primary, secondary, TAFE and tertiary education establishments*

4.1.5. Future Transport 2056

The *Future Transport 2056* is an update to the *Long Term Transport Master Plan* 2012 for NSW. It is a 40 year strategy which acknowledges the vital role that transport plays in the land use, tourism, and economic development of town and cities.

The Plan identifies that:

- An effective and efficient transport system, results in greater economic performance.
- Transport enables businesses to reach new markets, attract new investment, while presenting more job opportunities.
- Transport can transform the public domain, activate centres and unlock new development spaces and precincts.
- Transport can improve the liveability and character of places across the state, achieve wider benefits from investment and encourage more desirable patterns of development.

The proposal adheres to the intention of the Plan as it will leverage off the CBD and South East Light Rail, which is due for completion in late 2020. Royal Randwick Racecourse has an independent station on the route which is intended to reduce impacts on the Racecourse and improve bus access during major events.

The proposed Winx Stand will leverage off the CBD and South East Light Rail , which will support the light rail being an effective transport system.

4.2. SUPPORTING STRATEGIC POLICIES

4.2.1. Better Placed: An integrated design policy for built environment of NSW

The *Better Placed: An integrated Design Policy for the Built Environment of NSW* is a design guide policy document devised by the Government Architect New South Wales. The policy guide provides clarity on what the NSW Government means by good design being more than just how a place looks, including how to achieve design that works for people and how it feels, how it can stimulate the economy and enhance the environment.

The guide is underpinned by seven design objectives, of which the proposal adheres to being:

- Objective 1: Better Fit – Contextual, local and of its place.
- Objective 2: Better Performance – Sustainable, adaptable and durable.
- Objective 3: Better for Community – Inclusive connected and diverse.
- Objective 4: Better for People – Safe, comfortable and liveable.
- Objective 5: Better Working – functional, efficient and fit for purpose.

- Objective 6: Better value- creating and adding value.
- Objective 7: Better Look and Feel – engaging, inviting and attractive.

The Winx Stand is an attractive and quality design which has responded to its context within Royal Randwick Racecourse and in particular the existing civic buildings within the Spectator Precinct directly adjacent, including the existing QEII Grandstand, Swab Building and Multi-deck car park. It reinforces the primary purpose of the site as the leading thorough-bred racing venue in NSW, and its name alone honours the historical legacy and recent success of the thoroughbred horse Winx at Royal Randwick Racecourse.

The proposal incorporates ESD principles to ensure sustainable operation and the life span of the building has been considered, including future proofing to enable adaptation to meet future needs without the requirement for knock-down and replacement. This essentially extends the lifespan of the building further, reducing the future impact on the environment and resources. The proposed structure is also highly flexible and functional with various uses accessible to the public, including race days, functions, events and UNSW exams – providing significant value to the racecourse and the broader community.

4.2.2. Guide to Traffic Generating Developments (Roads and Maritime Services)

The *Guide to Traffic Generating Developments (RMS)* was considered within the Traffic Impact Assessment conducted by PTC in **Appendix S**. This is addressed further in **Section 7.1** of this EIS.

4.2.3. NSW Planning Guidelines for Walking and Cycling

The *NSW Planning Guidelines for Walking and Cycling* was considered within the Traffic Impact Assessment conducted by PTC in **Appendix S**. This is addressed further in **Section 7.1** of this EIS.

4.2.4. NSW Bicycle Guidelines

The *NSW Bicycle Guidelines* was considered within the Traffic Impact Assessment conducted by PTC in **Appendix S**. This is addressed further in **Section 7.1** of this EIS.

4.2.5. Kensington – Centennial Park Flood Study 2013

The *Kensington – Centennial Park Flood Study 2013* was considered within the Civil Stormwater report prepared by SCP in **Appendix O**. This is addressed further in **Section 7.14** of this EIS.

4.2.6. Kensington – Centennial Park Floodplain Risk Management Study and Plan 2019

The *Kensington – Centennial Park Flood Study 2013* was considered within the Civil Stormwater report prepared by SCP in **Appendix O**. This is addressed further in **Section 7.14** of this EIS.

4.2.7. Royal Randwick Racecourse – Conservation Management Plan – Volume 1

The *Royal Randwick Racecourse – Conservation Management Plan Volume 1* was considered within the Heritage Impact Statement prepared by Urbis in **Appendix E**. This is addressed further in **Section 7.7** of this EIS.

5. STATUTORY PLANNING FRAMEWORK

5.1. OVERVIEW

In accordance with the SEARs, the following statutory planning framework has been considered in the context of the proposal:

Table 4 – Statutory Context

Regulatory Requirements	Considerations	Location in EIS
State Environmental Planning Policy (State and Regional Development) 2011	Royal Randwick Racecourse is identified as State Significant.	**Section 5.2**
State Environmental Planning Policy (Infrastructure) 2007	Royal Randwick Racecourse fronts a classified road.	**Section 5.3**
State Environmental Planning Policy No 33. - Hazardous and Offensive Development	Potentially hazardous or offensive development.	**Section 5.4**
State Environmental Planning Policy No 55. – Remediation of Land	Potential contamination of the site.	**Section 5.5**
State Environmental Planning Policy No 64. – Advertising and Signage	Any signage on site.	**Section 5.6**
Randwick Local Environmental Plan 2012 (RLEP 2012)	Land Use permissibility.	**Section 5.7**

In addition, **Section 5.8** considers the Randwick Development Control Plan 2012 (RDCP 2012) and **Section 5.9** addresses the Randwick City Council Section 94A Development Contributions Plan 2015.

5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Schedule 3 of the State Environmental Planning Policy (State and Regional Development) 2011 identifies sites of State Significant Development (SSD).

Pursuant to Schedule 2 Clause 4 of the State Environmental Planning Policy (State and Regional Development) 2011 (SEPP State and Regional Development), the proposed development is considered State Significant Development (SSD) as identified below:

4 Development at Royal Randwick Racecourse

Development on land identified as being within the Royal Randwick Racecourse Site on the State Significant Development Sites Map if:

(a) it has a capital investment value of more than $10 million, or

(b) it is for the purposes of an event that is not a race day event.

As the proposed development would have a capital investment value of approximately $46 million, and the proposed development site is a State significant identified site, the proposal falls within the provisions of the SEPP (State and Regional Development) and is state significant development to which Part 4 of the Act applies and is to be assessed by Key Sites Assessment.

5.3. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

Clause 101 of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) requires that for developments that have a frontage to a classified road, the consent authority must be satisfied that:

(a) where practicable, vehicular access to the land is provided by a road other than the

classified road, and

(b) the safety, efficiency and ongoing operation of the classified road will not be adversely

affected by the development as a result of:

(i) the design of the vehicular access to the land, or

(ii) the emission of smoke or dust from the development, or

(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and

(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

The racecourse site has frontage to Alison Road, which is a classified road. The site has various access points to both roads, and the proposed development will utilise these.

Notwithstanding, there are no proposed changes to the vehicular access points. The proposal does not seek an increase in the approved patron capacity of race day or non-race3 day events. Therefore, there is no additional traffic to be generated from the proposed Winx Stand. Refer to **Appendix S** of this report for further information.

Clause 104 of the ISEPP relates to 'traffic generating development' that is development listed in Schedule 3 and requires that this development be referred to the Roads and Maritime Services (RMS) for comment. This includes certain tourist facilities, recreation facilities, showgrounds or sportsgrounds with capacity for more than 200 motor vehicles.

Due to this requirement, it is anticipated the proposal is likely to trigger the need for referral to RMS under the ISEPP for comment.

5.4. STATE ENVIRONMENTAL PLANNING POLICY NO.33 - HAZARDOUS AND OFFENSIVE DEVELOPMENT

State Environmental Planning Policy No 33. – Hazardous and Offensive Development (SEPP 33) provides a state-wide systematic approach to planning potentially hazardous and offensive development for the purpose of industry or storage. SEPP 33 provides for a merit-based approach to the assessment of uses considered to be potentially hazardous or offensive which links a proposal's permissibility to its safety and pollution control performance. This is to ensure that only proposals which are suitably located, and able to demonstrate that they can be built and operated with an adequate level of safety and pollution control, can proceed.

SEPP 33 provides the following definitions for 'potentially hazardous industry' and 'potentially offensive industry'.

potentially hazardous industry *means a development for the purposes of any industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality:*

(a) to human health, life or property, or

(b) to the biophysical environment,

and includes a hazardous industry and a hazardous storage establishment.

potentially offensive industry *means a development for the purposes of an industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would emit a polluting discharge (including for example, noise) in a manner which would have a significant adverse impact in the*

locality or on the existing or likely future development on other land, and includes an offensive industry and an offensive storage establishment.

The proposed Winx Stand is for the use as a multi-purpose facility primarily for race day events in a consistent manner to the QEII Grandstand at Royal Randwick Racecourse. It is not considered a hazardous industry in accordance with Clause 4(1) of SEPP 33 or that would cause significant risk to human health, life, property or the biophysical environment and therefore does not require the preparation of a preliminary hazard analysis.

The proposed use is also not considered a potential offensive industry or offensive storage establishment as it will not emit polluting discharge (including noise) in a manner which would have a significant adverse impact in the locality or on the existing or likely future development on other land in the locality. Any noise impacts will be consistent with the approved uses on the site during events and managed through an existing Plan of Management and Event Management Plan approved under MP10_007 MOD 2.

On this basis, no further assessment is required under SEPP 33 or relevant circulars or guidelines by the Department of Planning, Infrastructure and Environment.

5.5. STATE ENVIRONMENTAL PLANNING POLICY (VEGETATION IN NON-RURAL AREAS) 2017

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (SEPP VNRA) provides a state-wide planning approach for the protection of biodiversity value of trees and other vegetation in non-rural areas.

Ecological Australia has undertaken a biodiversity assessment of the site and identified the proposed development is not within an area which is mapped for Biodiversity values and will not result in a significant impact on biodiversity values as defined under Section 7.2 or S7.3 of the *Biodiversity Conservation Act 2016.*

Ecological Australia submitted a waiver to the Biodiversity Development Assessment to the Department of Planning for the preparation of a Biodiversity Development Assessment Report. A waiver has been granted from the preparation of the Biodiversity Development Assessment Report under Section 7.9(2) of the *Biodiversity Conservation Act 2016* by the Department of Planning, Infrastructure and Environment. Which is included as **Appendix K**.

Three small Magnolia trees are proposed to be removed to facilitate the construction of the Winx Stand. The Arboricultural Assessment prepared by Ecological Australia identifies the trees are non-native species and considered acceptable for removal. On this basis, no further assessment is required under (SEPP VNRA) by the Department of Planning, Infrastructure and Environment.

5.6. DRAFT STATE ENVIRONMENTAL PLANNING POLICY (ENVIRONMENT) 2017

Draft *State Environmental Planning Policy (Environment) 2017* (draft SEPP – Environment) is intended set out provisions for catchments, waterways, bushland and protected areas and to incorporate current SEPPs related to the environment which are outdated, unnecessary or to address emerging issues. The new SEPP will repeal and replace:

- *State Environmental Planning Policy No. 19 – Bushland in Urban Areas*
- *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*
- *State Environmental Planning Policy No. 50 – Canal Estate Development*
- *Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment*
- *Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2-1997)*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *Willandra Lakes Regional Environmental Plan No.1 - World Heritage Property*

The above policies currently in force and the draft SEPP – Environment *Explanation of Intended* Effects have been reviewed. The site and proposed development is not mapped as being located within any of the catchment areas and is considered to not trigger any of the relevant provisions. As such, no further assessment of draft SEPP – Environment is required.

5.7. STATE ENVIRONMENTAL PLANNING POLICY NO.55 - REMEDIATION OF LAND

State Environmental Planning Policy No 55. – Remediation of Land (SEPP 55) provides a state-wide planning approach for the remediation of land and aims to promote the remediation of contaminated land to reduce the risk of harm to human health or the environment. Clause 7(1) requires the consent authority to consider whether the land is contaminated prior to the issuance of consent to a development application.

A combined Preliminary Site Investigation (**PSI**) and Detailed Site Investigation for contamination (**DSI**) was undertaken by Douglas Partners (refer to **Appendix H**). The DSI findings confirmed both the soil and groundwater on site contained contaminants. However, it is considered that concentrations of contaminants are at levels which do not pose a risk to human health, terrestrial ecology or in-ground structures for the proposed development.

The DSI prepared by Douglas Partners also draws on an extensive history of site testing associated with previous development in proximity to the site extents within the Spectator Precinct at Royal Randwick Racecourse. It is noted that a legally enforceable Environmental Management Plan (EMP) was established in relation to the Day Stalls development and a 'Cap and Contain' strategy. Douglas Partners considers this strategy could be extended to cover the Winx Stand development and that remediation is not required for the proposed development. This is addressed in detail in **Section 7.15**.

5.8. STATE ENVIRONMENTAL PLANNING POLICY NO.64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No. 64 – Advertising and Signage (**SEPP 64**) aims to ensure that advertising and signage is compatible with the desired amenity and visual character of an area and provides effective communication in suitable locations with a high-quality design and finish. It does not regulate the contents of signs and advertisements.

Clause 8 and clause 13 of SEPP 64 prevents development consent from being granted to signage unless the consent authority is satisfied that it is consistent with the objectives of the SEPP and has satisfied the assessment criteria specified in Schedule 1.

This application seeks consent for the following signage:

- One (1) building identification sign on the southern (trackside) elevation of the Winx Stand (refer to **Section 5.6** of this EIS for details).

The signage has been designed to identify the Winx Stand in a format that is consistent and compatible with the built form context and heritage significance of the site. The signage is simple in form and integrated into the architecture and will not result in any adverse impacts.

An assessment of the proposed signage against Schedule 1 of SEPP 64 is included below, which concludes that the proposed signage is compliant with SEPP 64 and is consistent with its objectives. On this basis, it is considered that the signage satisfies the requirements of SEPP 64.

Table 5 – SEPP 64 Compliance assessment

Provision	Comment	Compliance
1 Character of the area		
Is the proposal compatible with the character of the area or locality in which it is proposed to be located?	The site is located in Royal Randwick Racecourse Spectator Precinct, with the QEII Grandstand directly adjacent. The signage is	Y

Provision	Comment	Compliance
	considered to be appropriate for the character of the site and the local area.	
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposal does not include any advertising, however, the building identification signage is consistent with the theme of the locality.	Y
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscape or residential areas?	The signage proposed will not detract from the visual quality of surrounding areas.	Y
3 Views and vistas		
Does the proposal obscure or compromise important views?	The signage proposed will not obscure any view, including important views.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed building identification signage is integrated into the roof parapet of the proposed structure and protrudes slightly above the proposed roofline. However, the proposed signage does not dominate the existing skyline created by the QEII Grandstand or reduce the quality of vistas.	Y
Does the proposal respect the viewing rights of other advertisers?	The signage proposed will not disturb the viewing rights of other advertisers in the vicinity.	Y
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	All signage proposed is considered to be appropriate in its scale, proportion and form for their respective streetscapes / locations.	Y
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage will contribute to the visual interest of the racecourse setting in a format consistent with the overall design of the proposed development and in keeping with the heritage of the racecourse.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	N/A there is not existing signage in this location.	N/A
Does the proposal cause unsightliness?	No.	Y

Provision	Comment	Compliance
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage will sit comfortably within the built context of the racecourse and well below the QEII Grandstand directly adjacent to the proposed Winx Stand, which is the dominant structure at Royal Randwick Racecourse.	Y
Does the proposal require ongoing vegetation management?	The proposal does not require ongoing vegetation management.	NA
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	All signage proposed is compatible with the scale of the Winx Stand and has been designed to complement the tourism venue nature of the facility. The naming of the Stand is also to celebrate the famous thoroughbred horse 'Winx'.	Y
Does the proposal respect important features of the site or building, or both?	The proposed signage will not detract from the important features of the buildings.	Y
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	N/A.	N/A
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	All elevated building identification signage will be internally illuminated.	Y
7 Illumination		
Would illumination result in unacceptable glare?	No, the signage is not expected to result in unacceptable glare and has been designed to minimise light pollution.	Y
Would illumination affect safety for pedestrians, vehicles or aircraft?	The proposed level of illumination will not negatively affect safety for pedestrians, vehicles or aircraft. The signage will not impact on aircraft due to its static nature and relatively small scale.	Y
Would illumination detract from the amenity of any residence or other form of accommodation?	There is no residential accommodation immediately facing the proposed illuminated signs.	Y
Can the intensity of the illumination be adjusted, if necessary?	The intensity of the illumination will be able to be adjusted, if deemed necessary.	Y

Provision	Comment	Compliance
Is the illumination subject to a curfew?	The illumination is not subject to a curfew.	Y
8 Safety		
Would the proposal reduce the safety for any public road?	The proposed signage will not reduce the safety for any public road.	Y
Would the proposal reduce the safety for pedestrians or bicyclists?	The proposed signage will not reduce the safety for pedestrians or bicyclists.	Y
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not obscure any sightlines, and therefore is not considered to reduce the safety of pedestrians.	Y

5.9. RANDWICK LOCAL ENVIRONMENTAL PLAN 2012

The *Randwick Local Environmental Plan 2012* (**RLEP 2012**) is the principal environmental planning instrument governing development on the site. An assessment against the relevant provisions of the RLEP 2013 has been undertaken in the following sub-sections. The following assessment concludes the proposal is compliant with all relevant provisions.

5.9.1. Zoning and Permissibility

The site is zoned RE1 – Public Recreation in RLEP 2013.

The land use table for RE1 list development that is permitted without consent, development that is permitted with consent, and development that is prohibited. The following land uses are permissible with consent on the RE1 zoned land:

> *Animal boarding or training establishments; Aquaculture; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Heliports; Horticulture; Information and education facilities; Jetties; Kiosks; Markets; Passenger transport facilities; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Water recreation structures*

The Winx Stand is best defined as a ***Recreation facilities (major)***, which is defined in the Dictionary of RLEP 2012 as *a building or place used for large-scale sporting or recreation activities that are attended by large numbers of people whether regularly or periodically, and includes theme parks, sports stadiums, showgrounds, racecourses and motor racing tracks*. As such, the proposed multi-purpose facility associated with its use for racing events is permissible with consent.

Alternative uses proposed for the facility including private functions, corporate events and university examinations are ancillary uses to the ongoing approved operation of Royal Randwick Racecourse in accordance with MP10_0097 MOD 2 and for consistency, the permissibility of these alternative uses should be considered under section 4.38(3) of the EP&A Act.

5.9.2. Zone Objectives

The RE1 – Public Recreation zone objectives are outlined below:

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To protect, manage and restore areas with high biodiversity, ecological and aesthetic values, including buffer areas and habitat corridors.

- The proposal is consistent with these objectives for the following reasons:
- It will support the ongoing operation and use of Royal Randwick Racecourse as a major recreation facility.
- The proposal is consistent with the existing approved operation of the racecourse for race and non-race day events.
- The proposed has been designed in consideration of surrounding land uses and is entirely compatible with its built context.

5.9.3. Other LEP provisions

The following **Table 5** considers other provisions within RLEP 2012.

Table 6 – Other LEP Provisions

Clause	Control	Proposal
4.3 Height of Buildings	There is no Height of Buildings development standard for the site.	**N/A**
4.4 Floor Space Ratio	There is no Floor Space Ratio development standard for the site.	**N/A**
5.10 Heritage Conservation	Clause 5.10 aims to conserve environment heritage, heritage items, conservation areas, archaeological sites and places of significance. As identified in **Section 2.3** of this EIS, RLEP 2012 identifies Royal Randwick Racecourse as containing a local listed heritage item. The site itself is also listed as Conservation Area C13.	**COMPLIES** Detailed heritage assessment of the proposal in relation to its context has been undertaken with consideration of the *Royal Randwick Racecourse – Conservation Management Plan Volume 1* in a Heritage Impact Statement (HIS) provided at **Appendix E**. The site's archaeology has also been assessed in accordance with the SEARs and is addressed in the Aboriginal Cultural Heritage Assessment Report (ACHAR) provided at **Appendix F**.
6.1 Acid Sulfate Soils	The site is not mapped as being affected by Acid Sulfate Soils within RLEP 2012.	N/A
6.2 Earthworks	Development consent is required for earthworks.	**COMPLIES** Consent is sought for all earthworks associated with this project.
6.3 Flooding	Development consent must not be granted unless the consent authority is satisfied that the development: (a) Is compatible with the flood hazard of the land, and	**COMPLIES** Flood risk for the site has been undertaken in consideration of Royal Randwick Racecourse being located within the Kensington – Centennial Park stormwater management network,

Clause	Control	Proposal
	(b) Will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and (c) Incorporates appropriate measures to manage risk to life from flood, and (d) Will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (e) Is no likely to result in unsustainable social and economic costs to the community as a consequence of flooding.	resulting in overland flows for the 1% Annual Exceedance Probability (AEP) storm event across the racecourse. The assessment (provided at **Appendix O**) has reviewed the Kensington Centennial Park Flood Study dated 2013 and confirms the site (Leger Lawn) is not impacted by flooding, and therefore the proposed development is not required to comply with flood planning criteria as the proposed development is not prone to flooding.
6.3 Stormwater Management	Development consent must not be granted unless the consent authority is satisfied that the development: (a) is designed to maximise the use of water permeable surfaces on the land having regard to the soil characteristics affecting on-site infiltration of water, and (b) includes, if practicable, on-site stormwater retention for use as an alternative supply to mains water, groundwater or river water, and (c) avoids any significant adverse impacts of stormwater runoff on adjoining properties, native bushland and receiving waters, or if that impact cannot be reasonably avoided, minimises and mitigates the impact.	**COMPLIES** A Stormwater system has been designed and detailed in **Appendix O**.
6.16 Design Excellence	Development consent must not be granted unless the consent authority is satisfied that the	**COMPLIES**

Clause	Control	Proposal
	proposed development exhibits design excellence.	The proposed design has carefully considered the future needs of Royal Randwick Racecourse and the strengthening of its offering as a world-class thoroughbred racing venue. The Winx Stand has been designed to significantly increase the amenity of visitors to the racecourse and provide flexibility for various uses.

5.9.4. Design Excellence

Clause 6.16(3) of RLEP 2012 outlines the requirement for Design Excellence for development involving the construction of a new building or external alterations to an existing building which meet the following criteria:

(a) on a site that has an area of 10,000 square metres or greater, or

(b) on land for which a development control plan is required to be prepared under clause 6.12, or

(c) that is, or will be, at least 15 metres in height.

Clause 6.16(4) provides required matters for consideration in relation design excellence, which are addressed in the following Table:

Table 7 – Design Excellence assessment

Clause	Response
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	The proposed Winx Stand is located within the centre of the Royal Randwick Racecourse and at the southern end of the Spectator Precinct. The building and materials have been designed to respect and compliment the surrounding architecture including the QEII Grandstand and reinforce the dominant aspect over the finish line of the racecourse. Specific vertical design elements have also been incorporated to provide a consistent design language with the QEII Grandstand.
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,	The proposed form responds to the site geometries of the Spectator Precinct to create a subtle amphitheatre focused towards the finish line to heighten the atmosphere on race days, whilst considering the view lines across the racetrack for the QEII Grandstand. The external appearance and layout of the new Stand, complimented by high quality landscaping, will provide significantly improved amenity for the public visiting the racecourse with places for shade, respite from the weather and activities and places for socialising. The form and external appearance of the Winx Stand is also considered to sit comfortably within its surrounds and provide further visual interest from outside the racecourse.
(c) how the proposed development responds to the environmental and built characteristics of the site	The Winx Stand is designed to respond to the built characteristics of the site, in particular the scale of the buildings directly adjacent, including the QEII Grandstand, Swab building and multi-deck car park. The proposed two storey structure is considered to sit comfortably within this built context and

Clause	Response
and whether it achieves an acceptable relationship with other buildings on the same site and on neighbouring sites,	provides a stepped height transition down from the QEII Grandstand to the low scale to the south, including the Swab building and lower scale residential area located much further to the south.
(d) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,	The proposed building has integrated environmentally sustainable design, in particular through the design of operable facades to be opened on race days during Spring to Autumn to allow for natural airflow and reduce the requirement for mechanical ventilation. The orientation of the building is dictated by its operational requirements facing the racecourse, but this also benefits the acoustic management, focusing noise away from nearby residents fronting Doncaster Avenue, and provides good passive solar design. Building materials and fixtures also ensure the building will be efficient and reduce its footprint.
(e) whether the proposed development detrimentally impacts on view corridors and landmarks.	The proposed Winx Stand has no detrimental impacts on view corridors or landmarks.

An Architectural Design Report has been prepared by Cox that demonstrates how the development exhibits design excellence (refer to **Appendix B**).

5.10. RANDWICK DEVELOPMENT CONTROL PLAN 2013

The Randwick Comprehensive Development Control Plan 2013 (RDCP 2013) applies to the site. Specifically, Part E – Royal Randwick Racecourse overrides similar provisions in other parts of the DCP unless otherwise noted.

Clause 11 of the State and Regional Development SEPP states:

> ***11 Exclusion of application of development control plans***
>
> *Development control plans (whether made before or after the commencement of this Policy) do not apply to:*
>
> *(a) State significant development, or*
>
> *(b) development for which a relevant council is the consent authority under section 89D (2) of the Act.*

As such, there is no requirement for assessment of the RDCP 2013 for this SSD DA. Notwithstanding, **Table 8** provides an assessment of the proposal against the relevant controls of the RDCP 2013, Part E – Royal Randwick Racecourse and demonstrates the proposal is consistent with the objectives of the DCP.

Table 8 – Randwick DCP 2012 – Part E Compliance Table

Provision	Proposal	Compliance
Section 3: Development Controls for Racecourse Site		
3.1 Uses		
• Ensure the long term operational and financial viability of the Racecourse by improving the thoroughbred racing, training and spectator uses of the site.	The proposal will significantly improve the use of the course and will provide a new multi-purpose facility, which will significantly improve amenity for general admission patrons and strengthen the racecourse's position as an international tourist attraction, in turn securing the long term financial viability of the site as a thoroughbred racing venue.	**YES**
• Conserve the heritage significance of the site as a racecourse and associated elements	The development proposal conserves the heritage significance of the racecourse site and is complementary to the heritage character of the site and surrounds. Detailed heritage assessment of the proposal (Heritage Impact Statement (**Appendix E**) and Aboriginal Cultural Heritage Assessment Report (**Appendix F**) concludes the proposed structures will have no identified impact on the heritage significance of the site and does not detract from the ability to read Royal Randwick as a significant heritage item and appreciate its historical significance.	**YES**
3.2 Heritage Conservation		
• Ensure that new development respects, enhances and contributes to the heritage significance of the site and its setting.	The proposed development respects and conserves the heritage significance of the site. The proposal has an acceptable impact on the built, landscape and view component of the site, and does not impede the appreciation of the heritage elements of the site.	**YES**
3.3 Landscape Design		
• Conserve and enhance the landscape character of the site.	The landscape character of the site has been respected through the incorporation of lush landscaping consistent with the existing Spectator Precinct.	**YES**
3.4 Built Form		
• Continue the existing built form pattern which comprises a concentration of large-scale spectator facilities set back from Alison Road and fronting the	The development comprises a two-storey structure along the same alignment as the existing QEII Grandstand, heritage Member's Stand and the Swab building. The bulk and	**YES**

Provision	Proposal	Compliance
racetrack, the dominance of the open landscape, and concentrations of smaller freestanding buildings around the rest of the site.	scale is in keeping with the existing surrounding structures.	
3.7 Environmental Sustainability		
• Achieve the principles of environmentally sustainable development (ESD) in the development, upgrading and operation of the Racecourse.	ESD principles have informed the construction and ongoing operation of the project, to ensure sustainable use of materials and resources. Use of recyclable materials, operational measures and use of a supplementary energy source are proposed to ensure the sustainability of the proposal into the future.	**YES**
3.8 Service Infrastructure		
• Provide servicing requirements in a timely manner to accommodate the phasing of development.	The existing infrastructure has capacity to accommodate and support the proposed development. Separate applications will be undertaken with service providers for minor realignment or relocation of infrastructure which conflicts with the proposed works, including the existing kiosk substation.	**YES**
• Utilise and augment existing services where necessary.	The existing infrastructure has capacity to accommodate and support the proposed development.	**YES**
• Provide a level of service acceptable to the utility authorities.	The existing infrastructure has capacity to accommodate and support the proposed development.	**YES**

5.11. RANDWICK CITY COUNCIL SECTION 94A DEVELOPMENT CONTRIBUTIONS PLAN 2015

Section 7.12 of the EP&A Act (formerly Section 94A) enables councils to levy development contributions in accordance with an existing Contributions Plan. The Randwick Section 94A Development Contributions Plan 2015 (**Randwick Contributions Plan**) levies developer contributions for new development to fund the provision of public infrastructure, facilities and services. The levy is expressed as a maximum percentage rate depending on the cost of works.

In accordance with section 7 of the Randwick Section 94A Plan, the proposed development being valued at more than $200,000 (calculated based on Clause 25J of the EP&A Regs) will have an applicable contributions payment rate of 1% of the proposed cost of carrying out the development.

It is anticipated that the requirement to pay a levy in accordance with section 7.12 of the EP&A Act will be imposed as a condition of consent.

6. CONSULTATION

Consultation was undertaken during the design process and preparation of this application and will continue as the assessment of the application progresses and during construction. The purpose of the consultation process to date has been to inform and seek feedback from key agency stakeholders identified in the SEARs, as well as targeted consultation with the community and other stakeholders considered of relevance. A Community Consultation Outcomes Report was prepared by Urbis (refer to **Appendix W**) and is summarised in the following section.

6.1. STAKEHOLDER CONSULTATION

In addition to consultation with the Department of Planning, Infrastructure and Environment (**DPIE**), the project team has conducted stakeholder consultation with identified agencies in the SEARs including:

- Randwick City Council (**RCC**).
- Roads and Maritime Services (**RMS**).
- Transport for NSW (**TfNSW**).
- NSW Office of Environment and Heritage (**OEH**).
- NSW Heritage Office.
- Sydney Coordination Office within Transport for NSW.
- NSW Police.
- Government Architects NSW (**GANSW**).
- Sydney Water.
- Centennial Park and Moore Trust.
- Greater Sydney Commission.
- Kensington Chamber of Commerce.
- Prince of Wales Hospital and Children's Hospital.
- Randwick TAFE.
- Matt Thistlethwaite MP (Federal Member for Kingsford Smith).
- Ron Hoenig (State Member for Heffron).

Consultation with these stakeholders are addressed in the following sub-sections.

6.1.1. Randwick Collaboration Area Stakeholder Committee Meeting

On 3rd June 2019, the ATC presented the Winx Stand concept to the Randwick Collaboration Stakeholder Committee (of which the ATC are an active participant). Stakeholders attending the meeting included representatives from the Greater Sydney Commission, Health Infrastructure NSW, Randwick City Council, and the University of NSW.

The presentation detailed the design concept, location, intended purpose and operation of the proposed Winx Stand. The Committee acknowledged the proposal and raised no significant concerns.

6.1.2. Government Architect NSW (GANSW)

The project team met with the Government Architect NSW (**GANSW**) twice during the design process to review and provide feedback on the design of the proposed Winx Stand.

The first meeting was held on 29th May 2019 and reviewed the first concept for the project, being a single storey structure with rooftop terrace. The key responses included:

- *Generally, the design and approach to the project is supported, in particular:*
  - *Integration of new work with the landscape terraces fronting the QEII Building*

- *Landscaped edged to the upper level*
- *Improvements to the service road between the Winx Stand and multi-deck car park*
- *Simple architectural expression of the Winx Stand*

The GANSW also provided the following comments and recommendations:

- *Preference should be given to a bespoke shade/weather shelter on the upper terrace which fits and reflects the architecture of the Winx pavilion – an off-the-shelf marquee will not be supported*
- *Details should be provided of the environmental performance of the building, passive design strategies and opportunities for adaptability throughout the year*
- *Details and clarification should be provided for connection to the carpark and movement of people including any future possibility for an elevated bridge*
- *A circulation and traffic management strategy should be provided prior to the next review*
- *A waste management strategy should be provided including a loading and delivery plan for race days*
- *Illustrations detailing potential impacts to neighbouring properties and proposed management or resolution of any issues*
- *Provide details of acoustic mitigation measures for neighbouring residents on race days and during special events, particularly outside daylight hours [this may impact the design of any lightweight roof shelter to the upper terrace] – particular attention should be given to properties on Doncaster Avenue between Ascot and Darling streets.*

Comments and recommendations from GANSW were incorporated into the revised design which included enclosing the entire upper floor to maximise the available space and provide greater functionality. The aesthetic of the design remained consistent with the first concept. The revised concept was presented to GANSW on 24th July 2019.

GANSW's feedback was supportive of the proposal and the following comments and recommendations were provided:

- *Further detail should be provided for connection to the carpark and movement of people including views of the elevated bridge illustrating how it integrates into the existing QE2 Stand circulation drum*
- *Please provide illustrations detailing the ground plane, the proposed 'eat street' and back of house areas, incorporating information about the amenities and experience envisioned*
- *Details should be provided of strategies relating to the environmental performance of the building, passive design strategies and opportunities for adaptability and operability of facades throughout the year and through day/night cycles [noise considerations should be included]*
- *Recommendation is made to incorporate a green roof and/or solar panels into the scheme.*
- *Provide a drawing illustrating the master planning context, including potential future expansion of the SWAB building and carpark – further opportunities for PV exist in future additions to car park.*
- *Provide details of acoustic mitigation measures for neighbouring residents on race days and during special events, particularly outside daylight hours (particular attention should be given to properties on Doncaster Avenue between Ascot and Darling streets)*

The above feedback has been incorporated into the final design process and is generally responded to within the Architectural Design Report prepared by Cox, refer to **Appendix B** .

6.1.3. NSW Office of Environment and Heritage

The NSW Office of Environment and Heritage (**OEH**) were consulted during preparation of the Aboriginal Cultural Heritage Assessment (ACHA) undertaken by Urbis Pty Ltd, to provide general advice and input into the methodology. OEH will have the opportunity to provide formal comment during the Department's request for submissions. Notwithstanding, the site is not State Heritage listed and therefore the Department are not required to refer the project to the NSW Heritage Council (being the Heritage Division of OEH).

6.1.4. Letters to stakeholders and briefing invite

On 16 May 2019, emails were issued to the following stakeholders outlining the proposal, providing a project fact sheet and offer of a briefing. No briefing offers were taken up.

- Centennial Park and Moore Trust.
- Greater Sydney Commission.
- Kensington Chamber of Commerce.
- Prince of Wales Hospital and Children's Hospital.
- Randwick TAFE.
- Matt Thistlethwaite MP (Federal Member for Kingsford Smith).
- Ron Hoenig (State Member for Heffron).

6.1.5. General responses

Throughout the stakeholder consultation, feedback was either neutral or did not request any particular changes to be made to the Concept Design. Notwithstanding, the ATC has ongoing consultation with the identified stakeholders which provides the opportunity for addressing any comments received during the assessment process.

6.2. TARGETED COMMUNITY ENGAGEMENT

Similar to the stakeholder consultation, the community engagement process for the proposed Winx Stand aimed to:

- Provide accurate information about the Concept Plan and the proposed amendments to the Concept Plan.
- Deliver an independent, transparent and accountable consultation process and provide a range of ways for people to engage and give feedback.
- Create pathways for stakeholder interaction and feedback that are open and transparent.
- Document key feedback to inform ongoing design and planning.
- Collate feedback to inform the proposal.

6.2.1. Engagement Activities Methodology

Community engagement activities were undertaken in May 2019. These are outlined below:

- Door knock
  - On 14 May 2019, Urbis Engagement conducted a door knock of neighbouring residents on Doncaster Avenue, Randwick (selected due to having the highest proximity to the proposed development and therefore greatest potential environmental impact).
- Fact Sheet and near neighbour letterbox drop
  - Urbis Engagement prepared a factsheet outlining the key features of the proposed Winx Stand develppment and invited members of the community to contribute their ideas and thoughts.
  - On 14 May 2019, delivered the proposal fact sheet to identified nearby neighbours.
- Stakeholder letters
  - On 16 May 2019, 33 letters were issued to stakeholders outlining key features of the proposal and inform stakeholders of opportunities to provide feedback or ask questions.
- Media release
  - In addition on 14 May 2019, the ATC distributed a media release to the Daily Telegraph, which outlined the proposed Winx Stand and its key features.

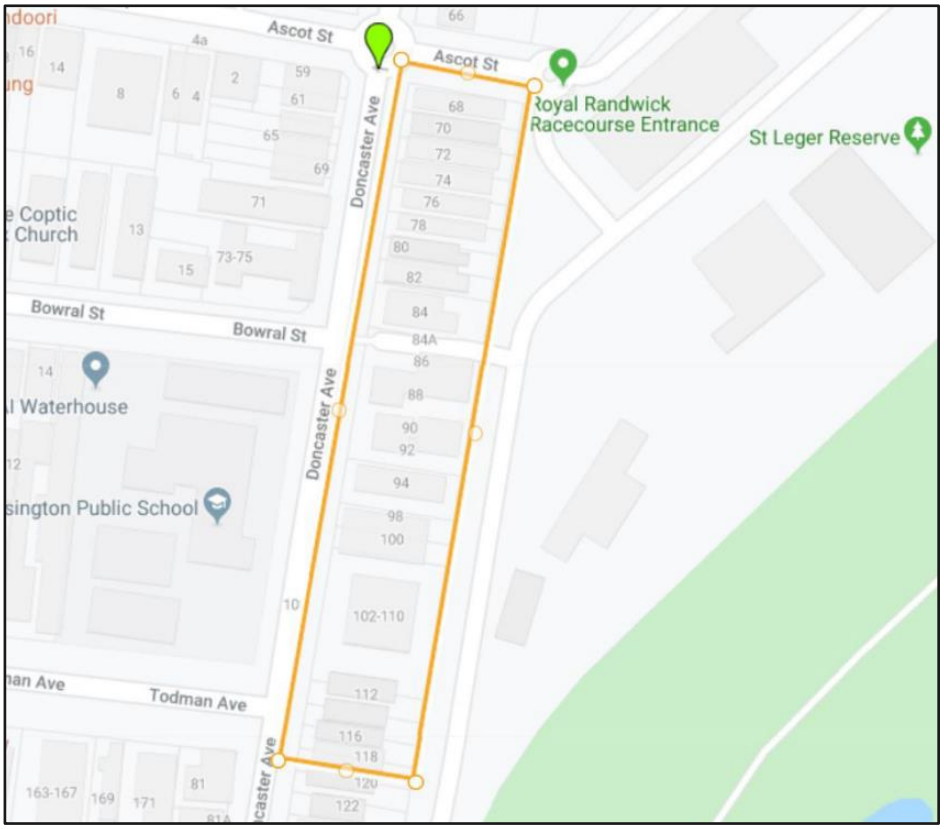
The outcomes of the community engagement is summarised in the following sections.

6.2.2. Evaluation of Community Engagement

Door knock

Urbis Engagement conducted a door knock of neighbouring residents on Doncaster Avenue, Randwick on 14 May 2019 as shown in **Figure 21**.

Figure 21 – Community Engagement Door Knock catchment



Source: Google Earth

- Five residents were home at the time of the door knock and provided feedback.
- Those residents who were not home were provided with a fact sheet.

Overall, residents who were door knocked were neutral about the proposal.

Fact sheet and Near Neighbour Letterbox Drop

Fact sheets were delivered to 44 properties located on Doncaster Avenue, Randwick. A copy of the fact sheet is appended to the Community Consultation Outcomes Report in **Appendix W** .

6.2.3. Detailed feedback and responses

As detailed in the Community Consultation Outcomes Report prepared by Urbis in **Appendix W,** there was very minimal interest in the proposal from residents consulted. Feedback was provided during the door knock and was generally neutral. Residents raised parking and traffic issues during race days. No responses are required to the feedback as the proposed facility will not increase the approved maximum race day capacity of the racecourse and will be managed in accordance with the traffic and parking measures currently in place for race day events.

There were no follow up calls or emails received as a result of the letter drop or media coverage.

7. ENVIRONMENTAL ASSESSMENT

The Key Issues as per the SEARs have been assessed in additional to other issues deemed relevant, with impacts noted and mitigation measures proposed where necessary in this report:

- Traffic and Transport
- Ecologically Sustainable Development
- Built Form and Urban Design
- European Heritage
- View Impact
- Acoustic Impacts
- Air Quality
- Contamination
- Infrastructure and Utilities Requirements
- Servicing and Waste Management
- Economic Impacts
- Construction Pedestrian Traffic Management
- Accessibility
- Materials and Façade
- Aboriginal Heritage
- Solar Access and Overshadowing
- Biodiversity
- Soil, Water and Drainage
- Stormwater and Flooding
- Security and Operational Management
- Social Impacts

7.1. TRAFFIC AND TRANSPORT

A Traffic Impact Assessment has been prepared by Ptc to examine the impacts of the proposal in accordance with the technical requirements of the SEARs and is attached at **Appendix S**. The assessment includes a comprehensive evaluation and assessment of any potential impacts on traffic generation, parking demand and parking requirements.

7.1.1. Existing Environment

Currently the site is serviced by the following state roads Anzac Parade, Alison Road, Dacey Avenue; Avoca Street, Frenchmans Road, and Carrington Road.

There are no train services which service the site. The site is well serviced by existing bus corridors on Anzac Parade and Alison Road. The bus services which service the site are 338, 339, 372, 373, 374, 376, 377, 391, 392, 393, 394, 395, 396, 397, 399, L94, M10, M50, X92, X94, X96, X97 & X99.

The Sydney CBD and South East Light rail is currently under construction and is due for completion in late 2019. A light rail station is due to be completed directly adjacent to the subject site on Alison Road. The light rail services will operate every four minutes during peak hours and will provide accessibility to and from the Sydney CBD to the site. There are a further five light rail stations which are located within walking catchments of the subject site.

The site is well serviced by existing walking and cycling public infrastructure. The site contains an existing multi deck car park which adequately services parking demand on site.

7.1.2. Methodology

The Traffic Impact Assessment has considered the following:

- *Guide to Traffic Generating Developments (RMS)*
- *NSW Planning Guidelines for Walking and Cycling*
- *NSW Bicycle Guideline*

- Existing road networking servicing the site and traffic volumes through key local intersections.
- Assessment of traffic associated with the development proposal.
- Adequacy of surrounding road network to support the development proposal.
- Provided a preliminary Construction Pedestrian Traffic Management Plan.
- Assessment of proposed parking provision and access in the context of the relevant planning controls and standards requirements.

7.1.3. Assessment

The proposed development will generate 21 trips being 4 inbound & 17 outbound and 15 trips in the morning and afternoon peak hours respectively during a Saturday racing day.

The assessment has provided modelling and analysis of the following intersections being:

- Anzac Parade/Alison Road/Dacey Avenue.
- Anzac Parade/High Street.
- Alison Road/Avoca Street.
- Alison Road/High Street/Belmore Road.

Then assessment has shown that there is an improvement of the performance of the above intersections despite additional traffic. This is due to a number of upgrades at some intersections due to the construction of the Sydney Light Rail Project, which provides additional lanes or lane capacity. During both the morning and afternoon peak hours on a Saturday racing day, the Anzac Parade / Alison Road / Dacey Avenue intersection and the Alison Road / Avoca Street intersection do not deteriorate from the existing scenario which was tested. The remaining intersections will perform well.

As the proposal does not seek to increase patronage numbers to the site, no additional parking is required. The site will be connected to the existing multi storey car park which provides existing car parking to the site. A loading zone has been provided within the proposal which can accommodate deliveries and servicing. Emergency vehicle access to the proposal is maintained.

In conclusion, based on the SIDRA results, the future road network with the completion of the Sydney Light Rail project is able to accommodate the additional traffic generation from the proposed construction activities of the proposal, which can occur without additional mitigation measures being imposed.

In summary:

- Existing public transport services, walking and cycling infrastructure adequately service the site and the proposal will not impact these modes of transport in an adverse manner.
- The proposal does not seek to increase patronage numbers to the Royal Randwick Racecourse. As a result, no additional parking demand is required on site.
- Overall, the proposal is supportable from a traffic impact position and it will not result in adverse impacts on the surrounding road network.

7.1.4. SPECIFIC MITIGATION MEASURES

A detailed Construction Pedestrian Traffic Management Plan has been prepared and will be revised prior to the construction stages of the proposal.

7.2. CONSTRUCTION PEDESTRIAN TRAFFIC MANAGEMENT

A Construction Pedestrian Traffic Management Plan has been prepared by Ptc (**Appendix S**) to examine vehicle routes, truck numbers, construction program, work zone location, hours of operation, access arrangements and cumulative impacts on other developments in accordance with the SEARs.

7.2.1. Methodology

The Construction Pedestrian Traffic Management Plan has been prepared with the following objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network.

- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers.
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions.
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site.
- To provide information regarding the changed access arrangement and also outlining the proposed external routes for vehicles including the construction vehicles accessing the site.
- Establishment of a safe pedestrian environment in the vicinity of the site.

The Construction Pedestrian Traffic Management Plan has been prepared in accordance with the Roads and Maritime Service requirements.

7.2.2. Assessment

The assessment has provided a construction program which is outlined in **Table 9**.

Table 9 – Indicative Construction Program

Phase	Description of works	Duration	Estimated Commencement
Demolition	Demolition of existing temporary race day stalls and site setup.	15 days	November 2020
Excavation	Ground works including piling, footing and excavation.	30 days	December 2020
Construction	Construction of slabs, columns and the roof and all building components.	210 days	January 2021
Services Fitout	Fitout and finishes of the services.	75 days	August 2021

The truck numbers which are associated with the proposed construction will be undertaken in four stages in accordance with the construction program, which is outlined in **Table 10**.

Table 10 – Construction vehicles and estimated vehicle trips

Phase	Description of works	Maximum Size of Vehicles	Estimated Max Daily Trips
Demolition	Demolition of existing temporary race day stalls and site setup	19m long Articulated Vehicle	6
Excavation	Ground works including piling, footing and excavation	19m long Articulated Vehicle	6
Construction	Construction of slabs, columns and the roof and all building components	12.5m long Heavy Rigid Vehicle	6
Services Fitout	Fitout and finishes of the services	MRV	6

Any oversized vehicle which is required to travel to the site will be dealt with as a separate matter, with the submission of required permits and approval from Randwick City Council prior to any delivery.

The hours of work proposed to be associated with the construction activity:

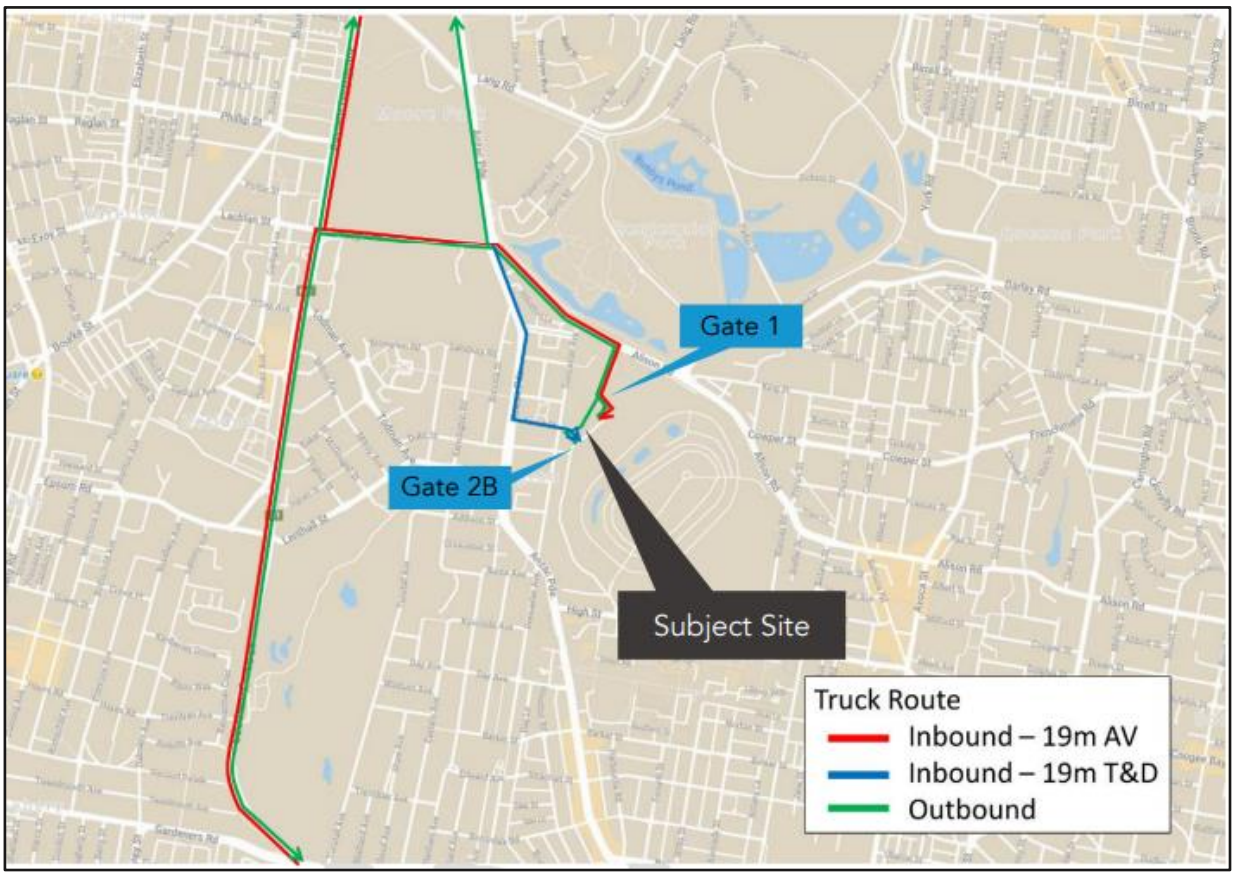
- Monday to Saturday: 08:30am to 05:30pm.

- Sunday or public holidays: No works to be undertaken without prior approval.

Where works are necessary to occur outside of these hours, a separate approval for 'outside of hours works permit will be required from Randwick City Council. No works are to be carried out on race days or prior to 11:30am on barrier trial days.

The construction vehicle routes are outlined in the **Figure 22**.

Figure 22 – Construction Vehicle Routes



Source: PTC

Construction vehicles during all stages of construction will access the site through the following two routes:

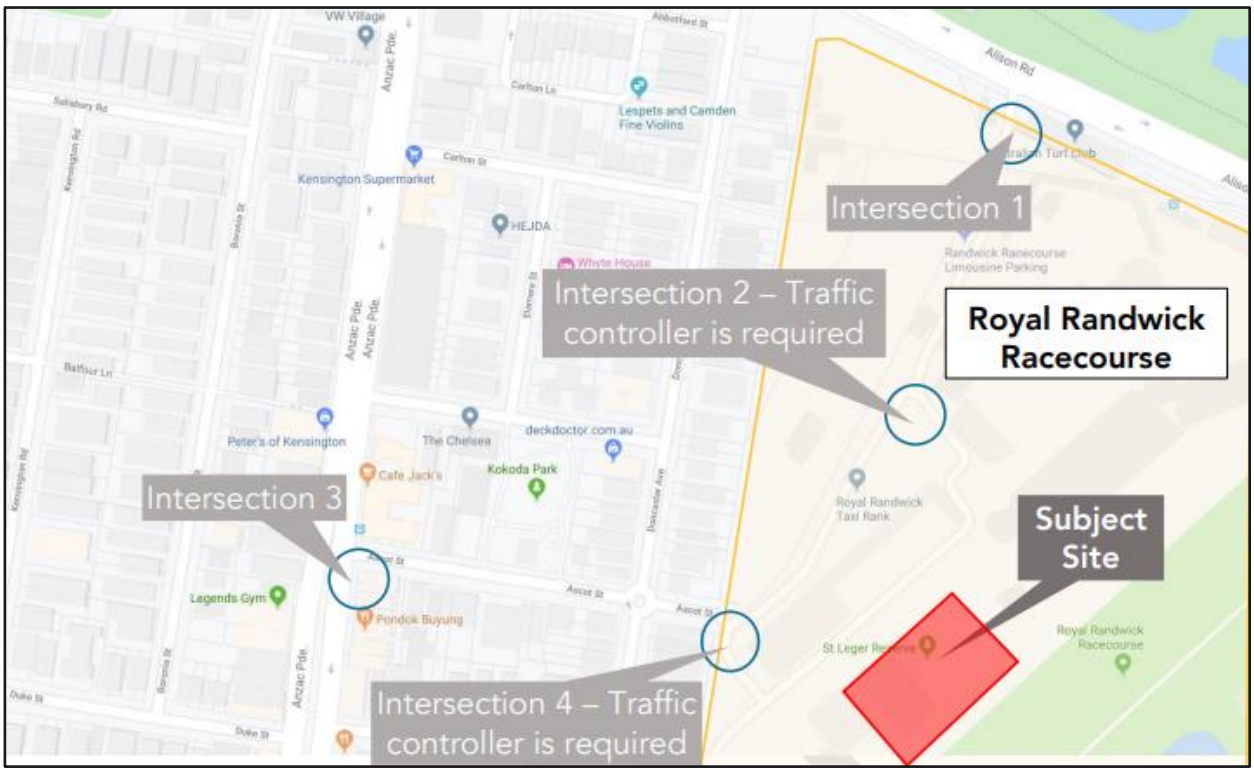
- Gate 1 via Alison Road.
- Gate 2B via Aston Street.

Loading and unloading will occur within the Site and no queuing or marshalling of trucks will be permitted on any public road. All vehicle routes are constrained to existing vehicle routes that have the geometry physical geometry to accommodate the turning movements.

All access gates will be managed by gate controllers to ensure the safe management of the access and egress to the site and the interaction with non-construction traffic on the road network.

Access arrangements are outlined in **Figure 23**, Traffic controllers will be required at the two intersections within to manage the truck movements, this is due to the encroachment of opposite traffic lanes on internal roads within Royal Randwick Race.

Figure 23 – Access and intersection overview



Source: Ptc

The works zone location has been identified in **Figure 24**.

Figure 24 – Works zone location

Source: Ptc

No works are proposed on public roads. Pedestrian access to and around the site is to be maintained at all times. A security gate is to be erected in all internal roads leading up to the site. Access points will be locked when construction works are not in progress. The exact locations of these gates will be agreed prior to any construction starts on site.

The proposed traffic control arrangements do not propose closure of any local roads. Access to all adjoining properties will be maintained throughout the works staging.

Overall, the construction works associated with the development is considered to have minimal disruption to the daily traffic and activity within the vicinity of the site and intersections. Thus, there is small potential for vehicle, pedestrian and bicycle conflicts during the construction phase.

Construction staff parking will be contained within the subject site and not expected to create any additional demand in parking in the surrounding residential streets. A public transport information pack is to be provided to all staff and contractors, advising of the best options for public transport to and from the site to ensure that sustainable travel plans are supported.

The proposal is approvable regarding construction and pedestrian management at the State Significant Development Application Stage.

7.2.3. SPECIFIC MITIGATION MEASURE

The Construction Pedestrian Traffic Management Plan will be reviewed and amended as required if there are changes to the design or in response to any comments received from RMS, Council or any other authority requirements during the formal consultation.

Refinements post approval will include inclusion of existing CPTMPs for development within in around the site to minimise impacts on the transport network, light rail and bus services.

The management plan has suitably mitigated potential traffic impacts associated with the subject proposal.

7.3. BUILT FORM AND URBAN DESIGN

An Architectural Design Report has been prepared by COX Architecture to outline the design principals of the proposed development in accordance with the requirements of the SEARs and is attached as **Appendix B**. The report provides a comprehensive analysis of the site, vision and design principals of the proposed development.

7.3.1. Existing Environment

The site of the proposed development is located on the Leger Lawn of Royal Randwick Racecourse. The proposal is located around the following facilities:

- Queen Elizabeth II Stand located to the North East.
- The main Racetrack located to the South East.
- Swab Building located to the South West.
- Multi storey car park located to the North West.

The existing Leger Lawn (the site) is predominantly a vacant lawned area. Temporary marquees are erected on the lawn for large scale race day events. To the south-western end of the Leger is the Temporary Day stalls which are proposed to be demolished as part of this application.

7.3.2. Methodology

The proposal has been designed in close consultation with the Government Architects Office of NSW, resulting in a high standard of architectural design. The key focus of the proposed stand is to enhance the experience and amenity of site while mitigating possible impacts to surrounding land uses. The proposal will incorporate the following:

- Multi-Purpose Spaces at Ground and Level 1.
- Back of House areas at Ground and Level 1.
- Terrace and balcony space at Level 1.
- Embellishment of the existing service access road between the existing Day stalls and the Winx Stand, to create ‘The Laneway’.
- Terraced landscaping.

The design of the proposal has considered the following during preparation:

- Government Architect NSW’s design feedback and advice.
- Surrounding land uses.

- Heritage Items on site.
- Existing buildings and landscaping on site.
- Siting, orientation, amenity and functionality.
- Solar access & overshadowing.
- Noise and Acoustic Privacy.
- Accessibility and circulation.
- Services, such as waste, loading zones and mechanical plant.
- Emergency vehicle access.
- Environmentally Sustainable Development Principles.
- Future proofing.

7.3.3. Assessment

The design of the proposed Winx Stand and its main entrance adjacent to the QEII Grandstand ensures the multi-purpose facility integrates into the broader access and circulation of the Spectator Precinct, allowing for a high standard of amenity, access and wayfinding for visitors and racegoers.

In terms of the Winx Stand's built form and context, the design has taken careful consideration of:

- Maximising views which allow for key viewpoints onto the entire racetrack and finishing line.
- Compatibility of the Winx Stand's scale in context of the surrounding buildings within the Spectator Precinct, including the stepped transition from the QEII Grandstand down to the Swab building.
- The Winx Stand's relationship and consistency with the mass and scale of the existing Multi-deck car park. This effectively allows for the multi-deck car park to fall behind the Winx Stand and enhancing how the Spectator Precinct addresses the Racecourse, and the Multi-deck car park screens the Winx Stand from land uses to the west, in turn reducing acoustic and visual impacts on those potential receivers.
- The ground floor of the proposal has been designed to ensure legibility and consistence with the ground floor plane of the QEII, providing a consistent development outcome on site.
- Key linkages to the QEII will allow for access into the existing stand and Multideck car park.
- The design has allowed for a variety of modes of operation to occur, such as race day activities, banquets, exhibitions and educational events.
- The proposal is of a high architectural standard and will enhance patron experience and amenity through the provision of a multipurpose facility.

The proposal displays a high level of amenity for the following reasons:

- The key characteristic of the proposal is to provide a higher level of amenity to patrons through the provision of a multi layered terracing for racing views, multi-use hall, Food and beverage facilities and bathrooms and amenities.
- There is a high level of solar access to the site and has very little overshadowing from neighbouring buildings. The proposal will not have any overshadowing impacts or solar impacts.
- The proposal maintains visual privacy to surrounding residential dwellings. It is noted that the closest dwelling is approximately 85 metres away.
- The careful consideration of solar access, acoustic impacts natural ventilation and visual privacy which are addressed in the following subsections. Due to the open nature of the Royal Randwick Racecourse the proposal will achieve a high level of wind access, the open nature of the proposal enables a high level of natural ventilation.

In summary the proposal achieves a high level of amenity and does not result in adverse amenity impacts to sensitive and residential receivers within the proximity.

7.3.4. SPECIFIC MITIGATION MEASURES

The proposals-built form has been shaped and massed to ensure that noise and acoustic privacy has been mitigated through the lower height of the proposal than the existing multi-level car park to the west.

The proposal has incorporated a suite of Environmentally Sustainable Development principles which ensure that the proposal will contribute an environmentally conscious design outcome.

The proposal has been designed to ensure a high level of access is available for emergency vehicles. Sufficient loading access has been provided allowing for service and waste vehicles to access the proposed building.

The proposal has been designed to ensure that it has been future proofed for additional development thus allowing for the maximisation of its location and long-term environmental impact should it be redeveloped in the future.

The built form and design of the proposal has sufficiently mitigated potential environmental impacts and concerns from arising.

7.4. MATERIALS AND FAÇADE

An Architectural Design Report has been prepared by COX Architecture to outline the proposed materials and finishes of the development in accordance with the requirements of the SEARs and is attached as **Appendix B**. The report provides a succinct outline and review of the proposed materials.

7.4.1. Existing Environment

The existing materials of buildings vary within the site. A key element of the design of all buildings on site is the injection of vegetation throughout the site.

7.4.2. Methodology

The materials and building façade have been selected in accordance and response to the existing buildings and landscaping elements which are presently with the Royal Randwick Racecourse site.

7.4.3. Assessment

Façade design precedence has been taken from the existing QEII stand which includes long horizontal glazed elements split by gun metal black elements which will be a continuation into the proposed Winx Stand.

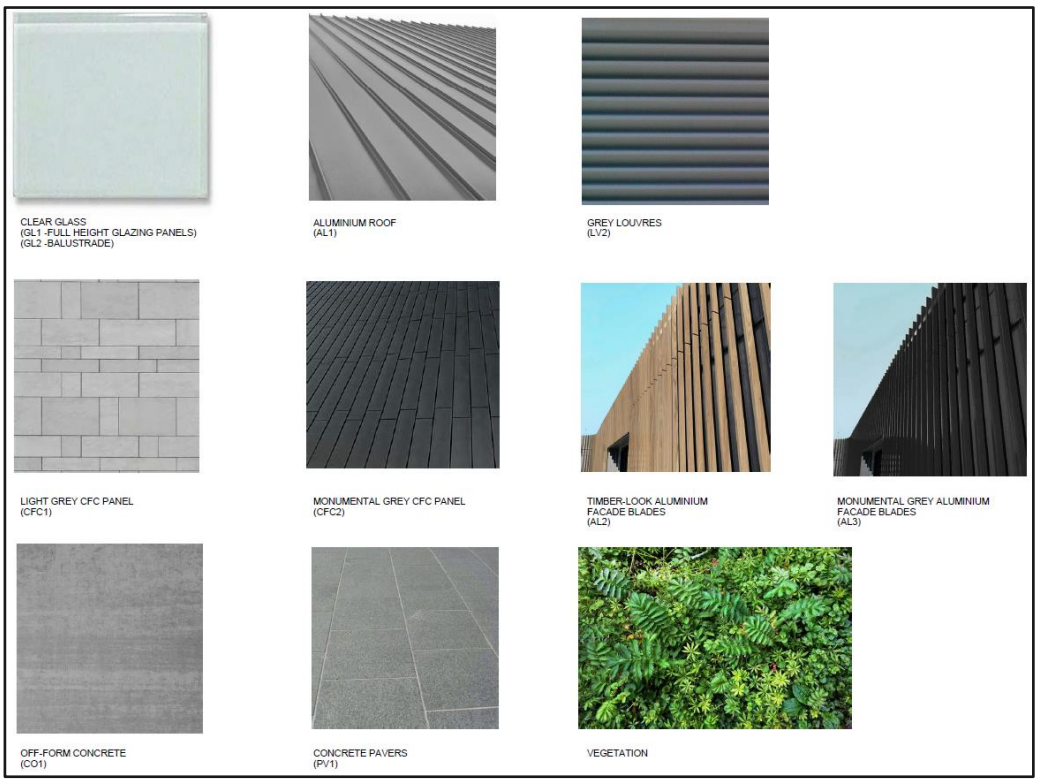
The materials chosen for the proposal are as follows:

- Glass.
- Vegetation.
- Off form concrete.
- Monumental Grey facade blades and cladding.
- Timber-looking facade blades.
- Grey louvres.
- Concrete pavers.

The façade which is proposed to be facing the trackside will be as transparent as possible with Relinta Doors on the ground floor facing the racetrack. The proposal's façade will be a continuous glass walls enabling exceptional of views to the race track and the surrounding landscape. The proposal is broken up by entrance on the ground level and the removal of green planting in these zones.

An overview of the proposed materials and finishes is outlined in **Figure 25**.

Figure 25 – Proposed materials and finishes



Source: Cox

7.5. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

A Ecologically Sustainable Development Assessment has been prepared by GHD to outline key Ecologically Sustainable Design (ESD) requirements and drivers and the proposed project. Principles that will be incorporated into the future design, construction and operation of the site in accordance with the SEARs have been provided at **Appendix Q**.

7.5.1. Existing Environment

The proposal is located within the National Construction Code (NCC) climate zone 5 – Warm / Temperate. This climate zone is characterised by periods of hot days in summer and moderate temperatures in winter.

The air temperature and humidity are characteristically within comfort conditions for approximately 40% of the year.

The proposal is located in an area which relatively exposed to the sun for the majority of the year.

Climate change projections published by NSW Office of Environment and Heritage for the Sydney Metropolitan region have indicated the following:

- Projected warming in near future (2020-2039) projected to be on average 0.7°C and in far future 2060-2079) 1.9°C.
- Maximum temperatures also expected to increase in both near and far future
- Increase in days with temps > 35°C. An additional 1-5 days are estimated and in far future.
- Rainfall is expected to decrease in spring and winter and increase in summer and autumn

Climate change projections should be considered as part of the project detailed design to ensure risks are assessed and addressed through features to increase resilience.

7.5.2. Methodology

The Ecologically Sustainable Development Assessment has considered the following:

- Building Code of Australia – Section J.

- Environmental Planning and Assessment Regulation 2000 – ESD Principals.
- Randwick Comprehensive Development Control Plan 2013 – E3 Royal Randwick Race Course.
- Net Zero by 2050 initiatives including;
  - Maximise building energy efficiency.
  - Inclusion of onsite renewable energy systems where practical (or future provision for installation of renewable energy systems).
  - Avoidance fossil fuel based building services such as gas fire boilers and heating hot water plant.

7.5.3. Assessment

The design response to the *Ecologically Sustainable Development Principles of the Environmental Planning and Assessment Regulation 2000* are outlined in **Table 11**.

Table 11 – EP&A Regulation 2000

EP&A Regulation Requirement	Methodology & Approach
Precautionary Principle	The development will be planned to avoid where practicable damage to the environment. An ESD agenda will guide the design, of the development through adoption of strategies that will reduce energy and water consumption, limit carbon emissions, encourage use of responsible materials, reduce waste and limit other forms of emissions from the site including light pollution.
Intergenerational equity (IEQ)	The development will seek to benefit present and future generations through increased health and environmental benefits associated with reductions in pollution, enhanced health through improved active transport facilities and creating a space that can be utilised and accessed by all ages, cultures and abilities. The development will also seek to integrate the best practice IEQ features to reduce internal air pollutant levels and enhance the internal building environment to the benefit of occupant health.
Conservation of biological diversity and ecological integrity	The site contains no significant biodiversity or ecology on site.
Improved valuation, pricing and incentive mechanisms	The development is targeting high levels of sustainability performance which will impose additional upfront costs to the development but will ultimately result in increased asset value by through improved financial and environmental life cycle performance and features to support resilience to future climate change.

An Ecologically Sustainable Development Framework is outlined in **Table 12**. Which guides principals to inform the future detailed design and construction of the development.

Table 12 – ESD Framework & Considerations

Theme	Objective
Leadership & Governance	Demonstrate leadership by embedding sustainability objectives into decision making processes and committing to setting targets and having a measuring and monitoring system to track the environmental performance of the building.

Theme	Objective
Energy & Carbon Minimisation	Minimisation of carbon emissions and energy consumption through adoption of hierarchal energy design strategies using passive design, energy efficiency and sourcing of energy from low or zero carbon sources.
Water	Reduce potable water usage and maximise opportunities for rainwater / stormwater capture and reuse for non-potable purposes.
IEQ	Buildings and external areas support physical and mental wellbeing and enhance overall spectator experience.
Materials	Minimize construction and material waste generated throughout the project lifecycle by considering embodied lifecycle impacts of material selections for the project. Contractors, subcontractors and suppliers are to adopt sustainability as a key initiative in their work and procurement processes.
Operational waste	Reduce waste generation and encourage reuse or recycling to avoid waste going to landfill.
Land Use, Ecology & Biodiversity	Natural ecosystems and local landscape habitat to be preserved and site ecological value enhanced through landscaped elements.
Emissions and Discharges	Reduce sources of pollution and emissions to limit degree of environmental harm caused.
Climate Change Resilience	The site will be designed for resilience to the effects of climate change. Climate change risks and impacts to be assessed, with design strategies and plans in place to address them.

A number of sustainable design considerations have been included within the proposal including the following:

- Architectural features to support passive design.
- Energy efficient building services.
- Separation and storage of separate waste streams.
- Implementation of responsible construction practices to environmental impacts.
- Recommended initiatives for future incorporation into the project during detailed and construction include:
- Energy efficiency measures.
- Water efficiency measures.
- Enhancing ecological value through native landscape selections.
- Indoor environmental quality.
- Sustainable material selections.

There are further additional opportunities requiring further investigation in project detail design stages.

Overall, the proposal is capable of including best practice initiatives and is capable of achieving a high level of ESD compliance at the construction phase.

7.5.4. SPECIFIC MITIGATION MEASURES

The assessment has provided no mitigation measures. The above design considerations will enable the proposal to meet a high standard of sustainability efficiency.

The proposal has suitably provided a detailed analysis of Ecologically Sustainable Development Principles and detailed future design advice and the detailed design stage.

7.6. ACCESSIBILITY

A Disability Access Report has been prepared by Cheung Access to undertake an assessment of the proposed development in accordance with the SEARs and as attached as **Appendix L**.

7.6.1. Methodology

An assessment of the proposal has been completed against the provisions of the intent and objectives of the:

- *Disability Discrimination Act 1992 (DDA)*
- *Disability (Access to Premises- Buildings) Standards (2010).*
- *National Construction Code Series (Volume 1).*
- *Building Code of Australia 2019:*
  - AS1428.1 Design for Access and Mobility: General requirements for Access –New Building Work (2009)
  - AS1428.4.1 Design for Access and Mobility: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators (2009)
  - AS2890 (Part 6) (2009) – Parking Facilities – Off-street parking for people with disabilities
  - AS4586 (2013) Slip resistance classification of new pedestrian surface materials
  - AS1735.12 Lifts, escalators and moving walks – Facilities for persons with disabilities, Amendment 1 (1999).

7.6.2. Assessment

The assessment has reviewed the preliminary architectural drawings which accompany this SSDA, which are not a sufficient detail stage of the latter Construction Certificate approval and to ensure compliance with the Building Code of Australia 2019.

Table 13 outlines the areas which require further assessment prior to the issuing of a construction certificate.

Table 13 – Accessibility recommended actions

Item	Recommended Action
1	Accessible pathways (External and Internal) to comply with AS1428.1 (2009) Clause 6 - pathway width and turning areas. Clause 7 - construction tolerance and abutment. • Clause 10 - gradient, crossfall and provision of suitable barriers. **Provide Slip resistance certificates for external paved surfaces and internal floor surfaces which are part of an accessible path of travel** – As per Table 3B, HB198:2014 - Wet pendulum test or Oil-wet inclining platform classifications for applications where NCC does not require slip resistance, as detailed below: **a. External footpaths and walkways under 1:14** Wet Pendulum P4 or Oil-wet platform test R11. **b. Entries and Transitional areas**

Item	Recommended Action
	Wet Pendulum P2 or Oil-wet platform test R9. **c. Entries and access areas for dry areas:** Wet Pendulum P1 or Oil-wet platform test R9. **d. Toilet facilities** Wet Pendulum P3 or Oil-wet platform test R10. **e. Kitchen areas** Wet Pendulum P3 or Oil-wet platform test R10. **f. TGSIs** In situ testing of slip resistance rating of TGSI's as per BCA Table D2.14 Slip Resistance Classification Wet Pendulum P4 or Oil-wet platform test R11.
2	All common public stairs to comply with AS1428.1 Cl 11 Stairs (2009) with regards to: • Minimum width of 1000mm. • Handrails on both sides. • Complying diameter. • Handrail heights to be 865mm to 1000mm above step nosing. • Handrail extensions at top and base. • Tactile indicators on top and bottom landing of steps. • Step nosing. • Under stair barrier where required.
3	Fire stairs to be installed with a contrast strip to edge on stair nosings 50-75mm deep (30% contrast) to comply with AS1428.1 (f) and (g) with a handrail on at least one side of the stairs to comply with AS1428.1 (2009).
4	Doors to areas required to be accessible to have compliance with AS1428.1 (2009) with respect to: clear openings. circulation space. luminance contrast on doors. level thresholds. door force is 20N including where a door closer is fitted.
5	Visual indicators on glazing to comply with AS1428.1-2009 including: be 50 - 75mm wide on all glazed windows and doors. Solid. luminance contrast of minimum 30% from when viewed against the floor. Surface.

Item	Recommended Action
	at a height 900-1000mm.
6	Determine whether hearing augmentation is required in the hall Confirm if there is an inbuilt amplification system in any other areas and provide hearing augmentation as required.
7	Fixtures, fittings and layout of all accessible toilets to comply with AS1428.1 (2009). And where two or more of each type of accessible unisex sanitary facility are provided, the number of left and right handed mirror image facilities must be provided as evenly as possible.
8	Fixtures, fittings and layout of ambulant cubicles to comply with AS1428.1 (2009). Provide an ambulant cubicles in the following locations: Ground Floor bank of male and female toilets Level 1bank of male and female toilets
9	Tactile indicators installed on the top and bottom of non-fire isolated stairs and escalators to comply with AS1428.4.1.
10	Luminance contrast between TGSIs and the background surface on which they are installed to be in accordance with AS1428.4.1-2009 and be confirmed by on-site testing prior to issuing of OC.
11	Accessible signage to be provided in accordance with BCA2019 and AS1428.1-2009.
12	Carpeted flooring meets the Access to Premises Standard and the BCA Part D3.3 (g) and (h) for pile height.
13	Threshold levels for varying flooring joints or abutments to have vertical rise no longer greater than 3mm or 5mm if rounded.
14	All Lifts to compliance with Table E3.6.
15	Accessible Adult Change Facility to comply with Specification F2.9.

It has been considered that the proposal has the capacity to meet the:

- Performance Requirements of the Disability (Access to Premises-Buildings) Standards 2010
- Part D3, E3.6 and F2.4 of the Building Code of Australia (BCA) (2019) through the deemed-to-satisfy provisions.

Overall, the proposal is considered approvable at the State Significant development Application Stage regarding accessibility.

7.6.3. SPECIFIC MITIGATION MEASURES

No specific mitigation measures have been provided. The assessment has provided more than adequate design refinements for the proposal to meet compliance and the Construction Certificate Stage post approval.

7.7. FIRE SAFETY MANAGEMENT

A Concept Fire Safety Strategy has been prepared by Warringtonfire (refer to **0**) for the Winx Stand. The report provides high level fire management solutions addressing fire safety measurements including:

- Building material fire resistance
- Evacuation procedures
- Firefighting equipment
- Smoke hazard management
- Fire safety management and training

The findings of this report have been considered during the design process. The report identifies performance solutions will be required to meet relevant performance requirements of the National Construction Code Volume One – Building Code of Australia (NCC) 2019 as addressed in **0.**

These performance solutions can be further developed in the detailed design stage following development consent. Subject to the recommendations of the Fire Safety Strategy report, it is considered that the proposed Winx Stand can achieve compliance with the NCC and therefore the development is acceptable for approval.

7.8. EUROPEAN HERITAGE

A Heritage Impact Statement (HIS) has been prepared by Urbis Pty Ltd to assess possible heritage impacts of the proposal on existing heritage items on site in accordance with the SEARs and is attached as **Appendix E**. The proposed development has been assessed regarding its impact on heritage items on site and the surrounding context. The site has also been assessed for historical archaeology, addressed in the Historical Archaeology Assessment (HAA) prepared by Urbis Pty Ltd.

7.8.1. Methodology

The report has been prepared in accordance with the NSW Heritage Division guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact' and *Royal Randwick Racecourse – Conservation Management Plan Volume 1.*

7.8.2. Existing Environment

The entire site is located within and forms the majority of the C13 Racecourse Heritage Conservation Area under Schedule 5 of the Randwick Local Environmental Plan 2012 (Randwick LEP 2012).

The members stand on site is listed as a local heritage item under Schedule 5 of the Randwick LEP 2012, as Item 249, 'Members' Stand/Official Stand, Royal Randwick'. This is the only heritage item listed within the Royal Randwick precinct.

There are several heritage items which are located on Doncaster Avenue which don't from part of the subject site.

7.8.3. Assessment

The key Built Heritage matters are summarised in the below points:

- The location where the proposal is to be located is presently cleared land with temporary structures.
- No significant landscape or built elements will be affected by the proposed development.
- The proposal will result in no visual or physical impacts on the heritage listed members stand to the north.
- The proposal will overall enhance the significance of the racecourse conservation area.
- The proposal has been sited and designed to ensure that it will not detract from the racecourse setting and does not dominate significant views within the entire site.
- The proposal does not adversely impact existing heritage buildings or the character of the Racecourse Precinct Heritage Conservation Area.

Overall, the proposed works are considered acceptable and complement the racetrack character of the site.

The key historical archaeological matters are summarised in the below points:

- The proposed site area does not have any surface archaeological potential due to the placement of approximately 1 m imported fill on the location.

- The south-western section of the site has archaeological potential for the subsurface remains of the three stages of the St Leger Stand. The last stand was demolished in 1986.
- The centre section of the subject area has the potential for archaeological resources associated with a scratching tower that was operational between the 1910's and 1970's.
- The north-east section of the subject area has potential for the subsurface remains of the Queen's Stand built in 1910 and demolished in 1998.
- Geotechnical (GPR) investigations confirmed the presence of subsurface footings and/or structures within the subject area with potential to be associated with the three above listed structures.
- The proposed development has the potential to impact on the potential archaeological resources through the construction of pylons.
- The ACHA (as addressed in **Section 7.9**) has concluded that an archaeological staged salvage excavation should be carried out to clarify the nature, extent and significance of aboriginal archaeological resources within the proposed impact footprint. The historical archaeological methodology and permit applications will need to be developed in line with the Aboriginal archaeological methodology and compliment the process in general.

7.8.4. SPECIFIC MITIGATION MEASURES

The HIS does not include specific heritage mitigation measures. This is considered appropriate as the proposal does not impact upon heritage items or conservation zone in a adverse manner.

In regards to the potential impacts on historical archaeology remains and relics within the site, the following mitigation measures are detailed in the HAA:

- Consultation should be carried out with the NSW Heritage Division, now known as the Community Engagement, Department of Premier and Cabinet (Heritage NSW) to clarify the required permit classification and methodology to compliment the Aboriginal archaeological staged salvage excavation of the proposed pylon locations.
- Should an archaeological test excavation be warranted, a detailed Archaeological Research Design should be prepared to support a section 140 permit applications under the Heritage Act 1977.
- If a s.140 permit is warranted, the archaeological excavation should be carried out in line with the ARD to investigate the nature, extent, potential and significance of the archaeological resources.
- Should no archaeological test excavation be warranted, a section 139 exemption permit applications should be submitted to Heritage NSW under the Heritage Act 1977.

Based on the above, it is considered that the proposed Winx Stand will be consistent with the existing character of the racecourse and will have no impact on the heritage value of the site. Potential impacts on historical archaeology within the site can be appropriately managed through consultation with Heritage NSW once the detailed design of the site has been completed and clarification on the requirement for archaeological salvage excavation is determined. These matters can be clarified following development consent and therefore the proposed is acceptable for approval subject to appropriate conditions of consent.

7.9. ABORIGINAL HERITAGE

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Urbis Pty Ltd to present the findings of an Aboriginal Cultural Heritage Assessment (ACHA) in accordance with the SEARs and is attached as **Appendix F**. The proposed development has been assessed in regards to the possibility of Aboriginal Heritage items being located on site.

7.9.1. Methodology

The ACHAR has been prepared in accordance with the relevant sections of the *National Parks and Wildlife Act 1974* (NPW Act) and the *National Parks and Wildlife Regulations 2009* (NPW Reg) and in accordance to the following guidelines:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (Department of Environment, Climate Change and Water (DECCW), 2010) (the Consultation Guidelines);
- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (Office of Environment and Heritage 2011) (the Assessment Guidelines);

- *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010); and
- The Burra Charter, 2013 (Burra Charter).

7.9.2. Existing Environment

The ACHAR has outlined that there is no registered Aboriginal objects and no registered archaeological sites within the subject area.

7.9.3. Assessment

The key matters of assessment are summarised in the below points:

- The site does not contain any registered Aboriginal objects or archaeological sites.
- The location of the proposal is covered in 1 to 1.5m of fill, resulting in ground surface visibility being zero.
- There is the potential for Aboriginal objects or archaeological deposits to be located on the site.
- Additional investigation is warranted in the form or subsurface archaeological test or staged/salvage excavation to establish the presence or absence of Aboriginal objects or archaeological objects.
- The Registered Aboriginal Parties have not identified any Aboriginal cultural heritage values on site. The proposed recommendations and additional works are further supported.

7.9.4. SPECIFIC MITIGATION MEASURES

The following recommendations have been outlined:

> *The Proponent should continue to consult with the Aboriginal community in regard to the Project;*
>
> *A geomorphological assessment should be carried out prior to construction to investigate the underlaying sand body to provide further information of the accumulation processes and inform the detailed Archaeological Research Design and Methodology.*
>
> *Additional Geophysical investigation need to be carried out after the removal of the temporary stables from the western section of the subject area to supplement exiting information.*
>
> *Prior to construction subsurface archaeological investigation must be carried out informed by an Archaeological Research Design and Methodology that will drive the sub-surface investigation of the identified landscape features and their potential for retaining Aboriginal objects and archaeological resources including:*
>
> *Archaeological monitoring of the removal of the imported fill around the selected pylon locations for the staged salvage excavation;*
>
> *Archaeological staged salvage excavation to confirm the presence or absence of Aboriginal objects and archaeological resources at the selected pylon locations within the subject area.*
>
> *Should Aboriginal objects and/or archaeological resources identified at the selected locations, additional pylon locations are to be excavated to identify the spatial distribution of the archaeological resource.*
>
> *Protocol for the handling of any Aboriginal objects and archaeological resources that might be uncovered during the monitoring and the archaeological test excavation.*
>
> *The archaeological monitoring and staged salvage excavation should be designed to correspond the stages of the proposed development, including site preparation and construction phases.*
>
> *The archaeological monitoring and staged salvage excavation should be undertaken before construction and according to the developed Archaeological Research Design and Methodology and with the participation of the nominated Aboriginal RAPs and appropriately qualified archaeologists.*

7.10. VIEW IMPACT

A Landscape Character and Visual Impact Report has been prepared by Stuart Noble Associates to provide an analysis of the visual impact of the proposal and is attached as **Appendix D**.

7.10.1. Existing Environment

The majority of the site is relatively flat, particularly on the central racetrack and spectator areas located along the western boundary of the site. The landform along the eastern edge of the site grades up steeply with a change of elevation of 6m at the corner or Wansey and Alison Roads and 26m on the corner of of Wansey Road and High Street.

The site contains a number of existing mature trees, most of which are listed as significant trees under the under the Randwick Council's Register of Significant Trees.

Figure 26 below outlines a landscaping view analysis on the site.

Figure 26 - Royal Randwick Landscaping View Analysis

Source: Sturt Noble Associates

7.10.2. Methodology

The landscape Character and Visual Impact Assessment has been developed in accordance with the *Environmental Impact Assessment Practice Note EIA-N04: Guideline for landscape character and visual impact assessment* prepared by the Roads and Maritime Services.

The methodology for the assessment is as follows:

- Analysis of the existing site, including topography, vegetation, heritage and landscape features.
- Review of the Architectural and Landscaping plans for the proposal.

- Physical impact assessment.
- Landscape Character Assessment.
- Visual Impact Assessment.
- Provision of mitigation strategies.

7.10.3. Assessment

The assessment has provided a detailed analysis of the physical landscape, in summary:

- The existing vegetation on the Leger Lawn (the site) is minimal.
- A line of tree transplanted Magnolias are located along the façade of the existing Temporary day stalls. All of these trees are proposed to be removed.
- The trees are not part of the historic or significant planting of the RRR.
- The assessment has provided a detailed analysis of the landscape character zones, in summary:
- There are three identified distinct landscape zones on site being:
  - LCZ 1 – Formal Spectators Precinct (the proposal is located within this zone).
  - LCZ 2 – Race Course and Central Open Space.
  - LCZ 3 – Facilities Areas

The landscape character zones are outlined in **Figure 27**.

Figure 27 - Landscape character zones

Source: Sturt Noble Associates

The assessment of the landscape character zones has concluded with the following:

- LCZ1 will have a moderate impact visibility impact:
  - Some existing buildings and trees are of cultural and heritage significance and are located within a close proximity to new buildings.
  - The area has already undergone significant change.
  - The area has heritage views from the eastern edge across the racetrack but does not form any part of an existing heritage view.
- The formal Spectators Precinct has a low visibility impact:
  - The proposed development will be only partially visible from the portions of the Character zone.
  - The proposed development is set behind the considerable built from masses of the existing Multi-deck car park and QEII grandstand.
  - The site where the proposed is to be located is on the most southern end of the character zone and does not contribute to the character of the formal Spectator Precinct.
  - The site where the proposal is to be located already supports the Temporary Day stalls building and large temporary marquees during existing race days and carnival periods.
- Overall the assessment has concluded that there is a moderate to low impact of the proposal on the Formal Spectator precinct.

A Visual Impact Assessment was completed, it has identified the following viewpoints within the site being:

- View 1 – From the back fence of 86 Doncaster Avenue, looking north east.
- View 2 – From Level 1 of the QEII grandstand, looking south west.
- View 3 – From the terrace in front of the QEII, looking south west.
- View 4 – From Cowper Street, looking west.
- View 5 – From corner of Wansey Rd and Alison Rd.

The visual envelope map is outlined in **Figure 28**.

Figure 28 – Visual Envelope Map

Figure 17: Visual Envelope Map
Source: Google Maps 2019

Source: Sturt Noble Associates

The visual impact of the proposed development is summarised in **Table 14**.

Table 14 – Visual Impact Assessment

Type	Description	Sensitivity	Magnitude	Impact Rating	Impacts
Visual	Viewpoint 1 – From the back fence of 86 Doncaster	Moderate	Moderate	Moderate	• Building mass will be developed in a location which is already dense regarding existing development on site.

Type	Description	Sensitivity	Magnitude	Impact Rating	Impacts
	Avenue, looking north east				
Visual	Viewpoint 2 – From Level 1 of the QEII grandstand, looking south west	High	Moderate	High - Moderate	• New development within close proximity to the existing grandstand. • Visual depreciation of greenery in the distance.
Visual	Viewpoint 3 – From the terrace in front of the QEII, looking south west	High	Moderate	High - Moderate	• Building development mass added to the edge of the view.
Visual	Viewpoint 4 – From Cowper Street, looking west	Moderate	Low	Moderate - Low	Negligible
Visual	Viewpoint 5 – From corner of Wansey Rd and Alison Rd	Low	Low	Low	Negligible

The assessment concludes that there is nominal landscape character and physical impacts caused by the proposal.

The visual impact has concluded that there are high moderate visual impacts for patrons visiting the QEII Grandstand. External views are considered to have low or moderate impacts.

It is considered that overall the proposed development is acceptable, and the suite of mitigation measures which have been provided can address view impacts.

7.10.4. SPECIFIC MITIGATION MEASURES

Specific visual impact mitigation measures have been provided in **Table 15**.

Table 15 – Visual Impact mitigation measures

Impact	Approach	Residual Impact
Removal of three existing trees	No mitigation is possible but the impact to trees can be reduced by relocating them to a new site at the Royal Randwick Racecourse.	Reduced
Permanent building replacing temporary race day buildings has a negligible impact on the character of the area	None required	Reduced

Impact	Approach	Residual Impact
Building mass added to an already dense area	• Soften the proposed building by incorporating planting where possible along the service road • Carefully select building materials and colours for the south west façade to help make the building fit in with the surrounding built forms	Reduced
New building in close proximity to the existing grandstand	• Soften the proposed building with a planted edge to Level 1 • Carefully select building materials and colours for the north east and eastern façades to help make the building feel visually permeable	Reduced
Visual loss of greenery in the distance	• Soften the proposed building with a planted edge to Level 1 • Add greenery to the building where possible	Reduced
Building mass and height added to the edge of the view	• Carefully select building materials and colours for the north east and eastern façades to help make the building feel visually permeable	Reduced

The suite of mitigation measures were incorporated into the design of the Winx Stand to enable the reduction of visual impact which is considered acceptable in the reduction of view impacts.

7.11. SOLAR ACCESS AND OVERSHADOWING

An Architectural Design Report has been prepared by COX Architecture to outline the design principals of the proposed development in accordance with the requirements of the SEARs and is attached as **Appendix B**. The report provides a comprehensive analysis of the solar access and overshadowing of the proposed development.

7.11.1. Existing Environment

The existing environment on site can be summarised as follows:

- The site of the proposal is predominately vacant receives exceptional solar access.
- There are two existing buildings within the immediate proximity to the proposal's location which provide very minor overshadowing onto the small areas of the proposed location at 9 to 12pm on the 21 March and 21 June. The existing buildings are:
  - Existing multi storey car park.
  - Existing QEII Stand.

The proposals location is approximately 85 metres away from the closet residential property.

Overall, the site has excellent solar access and there is very limited overshadowing into the proposal's location.

7.11.2. Methodology

The Architectural Design Report and Architectural package include solar analysis plans for the following scenarios:

- Solar access & overshadowing plans for the 22nd of December.

- Solar access & overshadowing plans for the 21st of March.
- Solar access & overshadowing plans for the 21 June.

7.11.3. Assessment

The solar access and overshadowing plans indicate that:

- The proposal will receive a high level of solar access.
- Overshadowing is limited to within the site, with only minor overshadowing of the Swab building in the morning in mid-winter.

Overall, the proposal will retain a high level of solar access which provides a high level of amenity to Winx Stand patrons. The proposal does not cause adverse overshadowing impacts on the site or adjoining properties.

7.11.4. SPECIFIC MITIGATION MEASURES

No specific mitigation measures have been outlined within the Architectural Design Report and Architectural package.

This is considered appropriate in consideration that the proposal results in no overshadowing into adjoining properties and nearby buildings on site will experience only very limited overshadowing in mid-winter.

7.12. ACOUSTIC IMPACTS

A Noise and Vibration Impact Assessment (NVIA) has been prepared by GHD to assess the possible construction and operational noise emission from the proposal in accordance with the SEARs and is attached as **Appendix M**.

The following works have been completed as part of the NVIA:

- The identification of surrounding sensitive receivers which may be potentially impacted by construction noise.
- Determination of Noise Criteria.
- Quantitative Assessment of construction noise and vibration.
- Review potential noise impacts due to construction traffic generation.
- Assessment of operational noise impacts.
- Providing construction and vibration mitigation measures to minimise impacts on the community.

The preparation of the NVIA has considered the following:

- *Interim Construction Noise Guideline (DECCW, 2009) (ICNG)*
- *Road Noise Policy (DECCW, 2011) (RNP)*
- *Assessing Vibration: a technical guideline (EPA, 2006) (AVTG)*
- *Industrial Noise Policy (EPA, 2000) (INP)*
- *Construction Noise and Vibration Guideline (TfNSW, 2016) (CNVG)*

7.12.1. Existing Environment

The following sensitive receivers have been identified as part of the NVIA:

- Randwick TAFE College, which is located to the north of the proposal.
- Residential receivers along Alison Road, which are located to the north and east of the proposal.
- Residential receivers along Wansey Road, which are located to the east of the proposal.
- University of New South Wale, which is located to the south of the proposal.
- Residential receivers along Doncaster Avenue, which are located to the west of the proposal.

The proposal is located within the Spectator Precinct of RRR which currently operates under an existing modified approval MP10_0097 Mod 2. The conditions of approval provides noise limits for activities across the precinct, based on the Acoustic Assessment prepared by ARUP, dated 15 November 2013.

7.12.2. Assessment

The assessment has considered the noise limits for activities across the Spectator Precinct which have been set by the Acoustic Assessment prepared by ARUP under the existing modified approval of MP10_0097 Mod 2. The following has been addressed within the report:

- Operational noise criteria.
- Sleep disturbance criteria.
- Construction noise criteria including:
  - Proposed construction hours.
  - Construction noise management levels.
- Sleep disturbance.
- Construction noise management levels.
- Construction traffic criteria.

Construction Vibration Criteria, including:

  - Human comfort.
  - Guidelines for general structures.
  - Guidelines for vibration sensitive structures.

- Construction noise assessment.
- Construction vibration assessment.
- Operational Impact assessment.

In assessment outlines that construction activities for the proposal is anticipated to be undertaken during the hours of:

- Monday to Saturday: 8.30 am to 5pm.

The following works will be completed during these hours and outside these hours:

- Demolition of temporary day stalls.
- Site establishment Investigation works.
- Services diversions and relocations.
- Excavation and earthworks.
- Piling and footing works.
- Structure works.
- Facade construction.
- Fit-out.
- Landscaping and civil works.

Construction Noise assessment

Overall, it is identified there will be exceedances of noise management levels for sensitive receivers during construction. This is associated with plant equipment, construction traffic and general works on site. Equipment and Plant use will be determined during the construction planning stage. At any one stage the equipment would only operate at its maximum sound power for brief stages. During other times, machinery would produce lower sound levels while carrying out activities not requiring full power. It is highly unlikely that all construction equipment would be operating at their maximum sound power levels at any one time during

the construction phase. Exceedances of the construction noise management levels are typical for construction projects of a scale such as this. The noise impacts would be limited to the construction period only and would not have lasting effects on the community.

No night works are proposed as part of this proposal and therefore no sleep disturbance impacts have been assessed. If at a later stage, night works are proposed a sleep disturbance impacts assessment should be carried out. The closet residential receiver is located outside human comfort buffer zones as outlined within **Figure 29**.

Figure 29 – Human Comfort Impacts

Source: GHD

Operational Noise Assessment

Noise generated during operation of events was considered in relation to race day events and non-race day events. It is considered that the proposed Winx Stand would not result in an increase of overall noise emissions associated with race days beyond that approved under MP10_0097 Mod 2 and can be appropriately managed under the existing Acoustic Assessment prepared by ARUP under that consent.

GHD concludes that for non-race day events, outdoor amplified events will not be held within the Winx Stand and therefore assessment of noise emission from this type of usage is not required. Proposed uses of the Winx Stand including conferences, exhibitions and university exams are unlikely to generate high levels of noise. Proposed non-race day events including dinners, luncheons and functions have the potential to generate noise levels requiring assessment and potential scenarios were assessed by GHD, including:

- Scenario 1 – Maximum operations – 7am to 10pm
- Scenario 2 – Operations with all patrons inside and external doors closed – 10pm to 2am

Based on the operational noise assessment and sleep disturbance noise assessment, the proposed operational scenarios are compliant with the existing conditions of approval for the Spectator Precinct, being the EPA's Industrial Noise Policy.

Overall, the proposal will comply with the relevant noise emissions limits set by the existing Acoustic Assessment prepared by ARUP under the existing modified approval of MP10_0097 Mod 2.

Vibration assessment

Standard structures that are part of the Royal Randwick Racecourse precinct are within 15 metres of the construction, specifically the Multi-deck car park and Swab Building. Mitigation measures are provided by GHD in terms of reducing risk of structural damage to existing nearby structures. The closest potential receiver is over 150 metres away from the construction activities and therefore no further assessment was required related to human comfort impacts.

7.12.3. SPECIFIC MITIGATION MEASURES

GHD have prepared a suite of mitigation measures to ensure that construction activities do not cause any adverse noise impacts on sensitive receivers. Refer to **Table 16**.

Table 16 – Acoustic mitigation measures for construction noise and vibration

Required Action	Details
Management Measures	
Implement community consultation measures	Potentially impacted receivers would be notified of the works prior to commencement. Notification would include expected noise levels, duration of the works and a method of contact.
Site inductions	All employees, contractors and subcontractors are to receive an environmental induction and an ATC Equine Online Induction. The inductions must at least include: • all relevant project specific and standard noise and vibration mitigation measures • relevant licence and approval conditions • permissible hours of work • any limitations on high noise generating activities • location of nearest sensitive receivers • construction employee parking areas • designated loading/ unloading areas and procedures • construction traffic routes • site opening/closing times (including deliveries) • environmental incident procedures.
Behavioural practices	No unnecessary shouting or loud stereos/radios on site. No dropping of materials from height, throwing of metal items and slamming of doors.
Attended vibration measurements	Attended vibration measurements are required at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic damage, should activities occur within the vibration buffer zones

Required Action	Details
Complaints handling	Potentially impacted receivers would be provided with a community consultation telephone number. Upon receipt of noise or vibration complaints, the following would be recorded: • Time and nature of complaint • Complaint response and close out actions • Correspondence • Monitoring results • Mitigation measures.
Source controls	
Construction hours and scheduling	Where feasible and reasonable, construction should be carried out during standard daytime working hours. Work generating high noise and/or vibration levels should be scheduled during less sensitive time periods
Construction respite periods	High noise and vibration generating activities may only be carried out in continuous blocks, not exceeding 3 hours each, with a minimum respite period of one hour between each block.
Equipment selection	Use quieter and less vibration emitting construction methods where feasible and reasonable.
Noise audits	The noise levels of plant and equipment must have operating Sound Power or Sound Pressure Levels compliant with the criteria listed in Table 4-2 of the report. Noise audits would be undertaken to verify equipment noise levels and compliance at the commencement of noise generating activities.
Use and siting of plant	Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be avoided. The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. Plant used intermittently to be throttled down or shut down. Noise emitting plant to be directed away from sensitive receivers.
Plan work sites and activities to minimise noise and vibration	Plan traffic flow, parking and loading/unloading areas to minimise reversing movements within the site.
Minimise disturbance arising from delivery of goods to construction sites	Loading and unloading of materials/deliveries is to occur as far as possible from sensitive receivers. Select site access points and roads as far as possible away from sensitive receivers.

Required Action	Details
	Dedicated loading/unloading areas to be shielded if close to sensitive receivers. Delivery vehicles to be fitted with straps rather than chains for unloading, wherever possible.

The operation mitigation measures are to be in place for the precinct to be complaint with the relevant noise emission criteria. Operation mitigation measures are outlined in **Table 17**.

Table 17 – Operational Mitigation Measures

Representative scenario	Time of day	Operations
Scenario 1	7 am to 10 pm	• Maximum 800 patrons using first floor outdoor area • Partitioning doors separating outside ground floor function area and the lawn can be open • Amplified DJ/live band music played inside the function spaces only • Speakers on outdoor area with maximum SPL 74 at 1 m • Should amplified music/live band be playing inside the first floor function space, the south-east glazing is to remain closed except for ingress/egress. Doors can remain open if no amplified music/live band is playing.
Scenario 2	10 pm to 2 am	• No patrons using first floor outdoor area • Amplified DJ/live band music played inside the function spaces only • No music outdoors • All first floor south-east glazing to remain closed • Ingress and egress through internal doors between function rooms and rear circulation areas

The following additional mitigation measures have been provided to ensure that compliance with the acoustic criteria of existing approval for the Spectator Precinct is maintained and the acoustic amenity of nearby receivers are adequately protected:

- Glazing on the indoor multipurpose function space is to be at minimum 6mm thick glass.
- Signage is to be erected at the entry and exit areas of the venue to advise patrols to not generate excessive noise whilst leaving.
- The emptying of glass bottles is to be conducted during the daytime only. 7 am to 6 pm Monday to Saturday and 8 am to 6 pm on Sundays and Public Holidays.

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

7.13. BIODIVERSITY AND TREE REMOVAL

An Ecological Assessment & BDAR Waiver has been prepared by Ecological Australia to assess the possible impacts of the proposal on diversity in accordance with the SEARs and is attached as **Appendix J**. Existing Environment

The area in which the proposal is located contains several juvenile Magnolia longifolia (Southern magnolia) as indicated in **Figure 30**. Three trees are proposed to be removed.

Figure 30 – Validated Vegetation Communities

Source: Ecological Australia

7.13.1. Methodology

- The Ecological Assessment has considered the following:
- *Biodiversity Conservation Act 2016*
- *Randwick City Council Development Control Plan 2013*

7.13.2. Assessment

The proposal has been assessed and the following has been concluded:

- The proposal will result in the removal of three juvenile Magnolia longifolia (Southern magnolia).
- The proposal will not result in a significant impact on biodiversity values as defined under Section7.2 or S7.3 of the *Biodiversity Conservation Act 2016.*
- The site is not within an area which is mapped for Biodiversity values.
- Ecological Australia submitted a waiver to the Biodiversity Development Assessment to the Department of Planning for the preparation of a Biodiversity Development Assessment Report.

A waiver has been granted from the preparation of the Biodiversity Development Assessment Report under Section 7.9(2) of the *Biodiversity Conservation Act 2016* by the Department of Planning and Environment. Which is included as **Appendix K**.

The removal of the trees has been supported by an Arboricultural Assessment (refer to **Appendix J**), which identifies the trees have moderate retention value but are in poor health. The removal of the trees and planting of new trees is recommended as the trees are unlikely to survive relocation.

Overall, the proposal will have a minor impact on biodiversity on site and does not warrant further assessment.

7.13.3. SPECIFIC MITIGATION MEASURES

There are no specified mitigation measures included in the Ecological Assessment & BDAR Wavier.

It can be concluded that the removal of three juvenile Magnolia longifolia (Southern magnolia) will be done in accordance with the approval conditions of this specific SSD. Removal works will be completed by a registered Arborist in accordance with the relevant guidelines and regulations.

7.14. AIR QUALITY

An Air Quality Assessment has been prepared by GHD to assess the possible impacts of the proposal on air quality during construction and operational stages in accordance with the SEARs and is attached as **Appendix N**.

7.14.1. Existing Environment

The following sensitive receptors have been identified for the purposes of the air quality assessment:

- Randwick TAFE College located to the north of the Proposal.
- Residential premises along Alison Road located to the north and east of the Proposal.
- Residential premises along Wansey Road located to the east of the Proposal.
- University of New South Wales located to the south of the Proposal.
- Residential premises along Doncaster Avenue located to the west of the Proposal.

The closest residential receiver is located approximately 85 metres away for the proposal's location along Doncaster Avenue.

7.14.2. Methodology

The Air Quality Assessment has considered the following:

- Review of the proposed built form design and other provided information regarding construction methodology, and any operational sources of air emissions.
- Identification of land-uses and receptors sensitive to potential air impacts from the proposal.
- Undertake a review of meteorology and existing air quality.
- Review of potential short-term construction air quality impacts.
- Review of potential operational air quality impacts from the proposal.
- The assessment has been guided by the following:
- *Protection of the Environment Operations Act 1997*.
- *Protection of the Environment Operations (Clean Air) Regulation 2010*.
- *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (EPA, 2016) (Approved Methods).

7.14.3. Assessment

The assessment has outlined that the key features of the project which could generate particulates during the construction phase include the following:

- Site establishment, including site sheds, hoarding, fencing and temporary services.
- Demolition, including removal of existing temporary race day stalls.
- Ground works, including service provision, earthworks, detailed footing & piling.
- Construction vehicle emissions from unpaved surfaces and uncovered loads.

- The construction activities have potential to cause short term increases in particulate emissions. General construction dust mitigation measures have been outlined in the following section.
- The operational air quality is expected to result in some degree of emissions to the air including:
- Building emissions, assuming that all ventilation methods are designed in accordance with the BCA it is considered that building emissions will be considered insignificant and are not expected to impact any sensitive receivers.
- The proposal includes two plating kitchens. No food preparation involving cooking is to be under within the proposed building. Due to the proposal being located over 80m away from the closet residential receiver there is a significant buffer distance for low level site emissions and odours to disperse.
- It is anticipated that approximately 4,000 litres of waste will be generated per event. Waste will be stored on site in a waste storage bin and will be removed by a collection contractor as required. Waste will be collected from the site internally and no bins will be left on the street. Odour impacts are not considered to be significant.
- No emergency generators will be included with the proposal.
- Transport emissions from deliveries are not considered significant. This is expected to have a negligible impact on ambient combustion and pollutant concentrations.
- Construction activities emissions have been identified and relevant mitigation measures have been provided.
- Overall, it has been considered that no significant operation air quality emissions have been identified.

The assessment has provided a thorough and well mitigated response to potential air quality impacts. The proposal is approvable regarding Air Quality Impacts.

7.14.4. SPECIFIC MITIGATION MEASURES

The Air Quality Assessment has provided a number of mitigation measures for both construction and during operation.

Construction mitigation measures are outlined below to ensure any minor impacts can be reduced and appropriately mitigated:

- Where possible avoid demolition, which may include any crushing or significant dust generating activities on days when winds are blowing towards Doncaster Avenue.
- Use water sprays (2 Litres/m2 /h) to reduce dust generation in areas where significant earthworks are being undertaken.
- Water material prior to it being loaded for on-site haulage, where required to prevent dust (depending on the load material).
- Cover all trucks hauling material in or out of the site and maintain a reasonable amount of vertical space between the top of the load and top of the trailer.
- Cease dust generating works during periods of inclement weather (visible plumes of dust are observed blowing from site in the direction of sensitive receptors).
- Overall, impacts are considered minor regarding construction stages and mitigation measures will overall reduce any arising minor impacts.
- Operational mitigation measures are outlined below:
- Good housekeeping, to avoid odours typically associated with a build-up of rancid fats and putrefaction of foods and food wastes.
- Management of waste as per the Waste Management Plan.
- An odour complaints management system is to be maintained for the Royal Randwick Racecourse during operation.

7.15. SOIL, WATER AND DRAINAGE

A Geotechnical Desktop Assessment was prepared by Douglas Partners (refer to **Appendix G**) in response to SEARs Key Issue 14 in regards to Soil, Water and Drainage. A Detailed Site Investigation report including soil and water testing related to contamination is addressed separately in **Section 7.15** of this EIS.

- The objectives of the Geotechnical Desktop Assessment were to:
- Prepare a geotechnical model for the site to provide advice on the soil profile and groundwater.
- Provide preliminary information for excavations and foundations for the proposed structure.

7.15.1. Methodology

The preparation of the Geotechnical Desktop Assessment was prepared based upon previous investigations at Royal Randwick Racecourse related to development on the Leger Lawn, within the Spectator Precinct and the Day Stalls/Multi-deck Car Park (west of the site).

7.15.2. Existing Environment

Douglas Partners has prepared a geotechnical model of the site based on previous investigations. The previous investigations indicate that the site was previously raised with fill up to about 2 metres in height. Some testing locations indicate that the filling may extend to 4 metres in depth. **Table 18** provides an interpreted geotechnical model of the site.

Table 18 – Interpreted Geotechnical Model

Depth Range (m)	Base of Layer RL (m, AHD)	Layer Description
0 – 2	29	FILLING: sand, generally poorly to moderately compacted
2 – 5	26	SAND: loose to medium dense
5 – 7	24	SAND: medium dense to dense

*NOTE: * Rock level estimated to be at about 30 m depth.*

Groundwater was measured in monitoring well BH201 between RL 25.5m and RL 26.6m over a nine (9) month period in 2012. Groundwater was measured in monitoring well GW3 at 5.5m depth (approximately RL 25.2m in March 2009. Groundwater levels may rise by at least 1 metre following periods of prolonged rainfall.

7.15.3. Assessment

The proposal has been assessed and it is concluded that:

- Excavation during construction can be readily achieved on site using conventional earthmoving equipment, subject to allowance of potential obstructions and site preparation dependent on the final foundation design.
- Groundwater is expected at a depth of about 5 metres or more. In the absence of long-term monitoring of groundwater levels, it is suggested that a potential groundwater level of RL 28.0 m should be considered for design and construction of below ground structures.
- It is anticipated that excavation for the proposed development will be well above the water table and therefore will have no potential impact on groundwater levels, existing flow paths or water quality.
- It is anticipated that no water licensing requirements or other approvals will be required under the *Water Act 1912* or *Water Management Act 2000*.
- The site is unaffected by acid-sulfate soils.

7.15.4. SPECIFIC MITIGATION MEASURES

The Geotechnical Desktop Assessment has made a number of recommendations as summarised below, but should also be read in conjunction with the Detailed Site Investigation report prepared by Douglas Partners (refer to **Appendix H** and **Section 7.15** of this EIS):

- Suitable subgrade preparation should be undertaken in accordance with Section 7.3 of the Geotechnical Desktop Assessment.
- Consideration of foundation design solutions in accordance with Section 7.4 of the Geotechnical Desktop Assessment.
- To facilitate the raft slab design, an additional five to six CPTs could be undertaken across the site to depths of at least 10m. In particular the additional CPTs would allow for further definition of the upper profile in the sandy filling and loose sands, which will greatly impact the design stiffness of the raft slab.

Potential environmental impacts associated with geotechnical matters are considered to be low to none and the above provides suitable recommendations for structural design and construction.

7.16. CONTAMINATION

A combined Preliminary Site Investigation (**PSI**) and Detailed Site Investigation for contamination (**DSI**) was prepared by Douglas Partners (refer to **Appendix H**) in response to SEARs Key Issue 17. Contamination requiring compliance with SEPP 55 – Remediation of Land.

The objectives of the DSI were to:

- Identify potential sources of contamination and associated potential contaminants from historical information (i.e. undertake a Preliminary Site Investigation).
- Identify potential receptors to contamination.
- Establish a preliminary conceptual site model (CSM).
- Collect and analyse soil and groundwater samples to assess the contamination status of the site.
- Determine if the site of the proposed development is suitable or can be made suitable for the proposed development from a contamination perspective.

7.16.1. Methodology

The preparation of the DSI involved conducting a site walkover, review past reports prepared for Royal Randwick Racecourse which are applicable to the site, review historical data and aerial photography, and undertake soil and groundwater analysis of the site.

7.16.2. Existing Environment

Royal Randwick Racecourse has an extensive history of being cleared and used as a racecourse, which suggest the site has a relatively low potential for contamination. Historical data and aerial photography indicates the site has undergone modifications which includes the past construction and removal of a grandstand structure and other associated racecourse infrastructure.

Douglas Partners draws on extensive history of site testing in proximity to the site and identifies a known area of contamination which is subject to an existing Environmental Management Plan (EMP) and a 'Cap and Contain' Strategy. This is addressed in the following assessment.

7.16.3. Assessment

Soil testing assessed against the criteria of Schedule B1, *National Environment Protection (Assessment of Site Contamination) Measure 1999* (NEPC, 2013) identified metals and PAH in the soil. However, concentrations of contaminants are at levels which do not pose a risk to human health, terrestrial ecology or in-ground structures for the proposed development.

As addressed above, previous investigations on site have identified PAH and TRH to be an issue in the southern portion of the site, beneath the Temporary Day Stalls structure. The DSI provides a review of the 2010 assessment and its findings are summarised as:

- Subsurface conditions at the Day Stalls site included filling at all sampling locations to nominal depths ranging between 0.3 m -3.4 m below ground level (bgl). The deepest fill was encountered in the south-western portion of the Day Stalls site.
- Laboratory results indicated that concentrations of PCB, OCP, OPP, BTEX and phenols, and heavy metals in all analysed soil samples were below the limit of reporting and within the adopted site assessment criteria (SAC) for a commercial land use. Further, asbestos or respirable asbestos fibres

were not detected in the analysed soil samples. Further, groundwater was assessed at four locations across the New Day Stalls site and was not found to be contaminated.

- The principal chemical contaminants in the soil above the site acceptance criteria (SAC) were **associated with a buried road profile** located in the south-western portion of the Days Stalls site and on the boundary of the current site investigation area.
- Whilst a small section of the buried road profile was excavated and disposed of off-site during recent bulk excavation works, residual sections of the road profile potentially remained in the south-western and other portions of the New Day Stalls site.
- In addition to the above, asbestos-cement drainage pipes were uncovered during bulk excavation works. The DP 2010a report noted that whilst sections of the asbestos-containing pipes within the areas designated for bulk excavation were removed and validated, residual pipes may still be present in the portion of the Day Stalls site that was not bulk excavated.
- In view of the nature of the contamination at the New Day Stalls site, that is, the immobile PAH associated with the buried road profile and the in situ asbestos pipes, the DP report recommended that a **'Cap and Contain' Strategy** would be the most suitable means of rendering the Day Stalls site suitable for the proposed development.
- The strategy comprised the capping and containment of the road tar impacted profile and the residual asbestos-containing pipes under the existing filling material and management of the contamination in perpetuity by means of an **Environmental Management Plan (EMP)** as agreed by all parties, including Randwick Council.

The assessment, remediation strategy and the EMP for the Day Stalls site was the subject of an audit by a NSW EPA accredited auditor and received approval from Randwick City Council.

Given that the road surface identified in a Contamination Assessment Report by Douglas Partners in 2012, is located within the boundary of the current site investigation and is an extension of the road surface at the Day Stalls site, and that a legally enforceable EMP is already in place for the same potential low risk contamination issues, it is considered reasonable that the Cap and Contain Strategy be extended to cover the proposed footprint of the Winx Stand and remediation (and a Remediation Action Plan) is unnecessary.

Based upon the findings of the latest site investigation showing low risk of contamination, previous studies and the current environmental management of the site, it is considered that the proposed can be suitably managed and would not cause cumulative impacts on the site or surrounding land uses, or preclude the use of the site for recreational purposes in a similar fashion to existing operation.

Groundwater contaminant concentrations are considered to not pose a risk to human health or health receptors on site or down gradient of the site.

7.16.4. SPECIFIC MITIGATION MEASURES

Douglas Partners have made recommendations to manage the potential human and environmental risks to manage the proposed works including:

- Preparation of an Unexpected Finds Protocol (UFP) for the site to detail the requirements and procedures for encountering contamination, or signs of contamination during excavation works.
- Soils requiring off-site disposal will need to be given a waste classification in accordance with NSW EPA, *Waste Classification Guidelines*, 2014 (EPA 2014) and disposed of accordingly.
- Revision of the existing Environmental Management Plan (EMP) for the site associated with the Temporary Day Stalls building to extend the Cap and Contain Strategy and make it applicable to the western end of the Spectator Precinct.

Extension of the existing Environmental Management Plan

The existing Environmental Management Plan applicable to the site, legally enforceable by a s88B instrument on the Land Title, should be updated to extend the cap and contain strategy to include the southern portion of the site. The strategy should be consistent with that implemented for the Temporary Day Stalls site and would comprise of leaving the buried road surface in situ under existing fill that is compatible with a recreational use.

Based on the above assessment identifying a low risk of contamination and the recommended extension of the existing EMP, it is considered that remediation (and a Remediation Action Plan) is not required for the proposed development and the site is suitable for the proposed recreational purposes.

7.17. STORMWATER AND FLOODING

A Civil Stormwater Design Report has been prepared by SCP and attached at **Appendix O**. This report has been prepared in response to SEARs Key Issue 15 and Key Issue 14 Soil, Water and Drainage.

7.17.1. Methodology

The design criteria and standards for the proposed civil works and assessment of stormwater and flooding include:

- Australian Rainfall and Runoff (2016)
- Randwick City Council Development Guidelines including:
  - Randwick City Council Local Environmental Plan 2012.
  - Randwick City Council Development Control Plans 2013.
  - Randwick City Council Private Stormwater Code 2013.
- Soil and Water Management, Landcom's Soil and Construction Manual (Blue Book)
- Relevant Australian Standards

Flood risk has also been assessed in accordance with the Kensington – Centennial Park Flood Study 2013 and the Kensington – Centennial Park Floodplain Risk Management Study and Plan 2019.

7.17.2. Existing Environment

Flooding

Royal Randwick Racecourse forms a major part of the Kensington –Centennial Park stormwater management network resulting in significant overland flows for the 1% Annual Exceedance Probability (AEP) storm event across the Racecourse. These flows enter the Racecourse from the north east and flow in a south westerly direction to the existing detention basins located at the final turn of the Racecourse.

7.17.3. Assessment

Stormwater

SCP has prepared a Stormwater Management Plan (SMP) with consideration to Randwick City Council's Private Stormwater Code 2013, as referenced in Randwick City Council's DCP 2013 Part B8 – Section 3.2. The proposed stormwater system has been designed to accommodate the 5% Annual Exceedance Probability (AEP) storm event within a pit and pipe system with failsafe overland flow paths provided for the 1% AEP storm.

The potential impacts to stormwater quality including ground water and stormwater treatment solutions have been provided to meet the objectives of Randwick City Council DCP 2013. Since all stormwater up to the 1% AEP storm is retained on site and infiltrated into the subsurface sands, there is no discharge from site into the downstream pit and pipe network which results in a 100% reduction in pollutants being released downstream of the site.

Due to the treatment provided on site and the total infiltration of clean water through the proposed absorption trench, the pollutant reduction objectives are deemed as met and the groundwater quality is protected through the use of oil absorption pads to eliminate chemicals from being absorbed into the ground.

Flooding

Figure 31 presents the existing flood conditions for the 1% AEP storm event as assessed by WMA Water in the Kensington Centennial Park Flood Study dated 2013. It demonstrates that the site is not impacted by flooding.

The proposed development has a Finished Floor Level (FFL) of RL 32.00 which sits up to 2 metres above the existing roads and course proper levels and therefore is protected from future potential changes in flooding impacts. SCP concludes that the proposed development is not required to comply with flood planning criteria as outlined in the NSW Floodplain Development Manual (2005) or Randwick City Council's Development Control Plan 2013 since the site is not prone to flooding.

Figure 31 – Extract of 1% AEP Kensington-Centennial Park Flood Map (WMA Water 2013)

Source: SCP

7.17.4. SPECIFIC MITIGATION MEASURES

The proposed does not require mitigation measures regarding flooding. SCP has provided adequate Stormwater Management Plan including the provision of an on-site detention system, which adequately caters for the 1% AEP Storm event and mitigates any stormwater impacts on the downstream network. The proposed development also meets the objectives of Stormwater quality as identified in the Randwick DCP 2013.

As such, the proposed development is considered to have no cumulative stormwater or flooding impacts.

7.18. INFRASTRUCTURE AND UTILITIES REQUIREMENTS

A Building Services Infrastructure Report has been prepared by ADP in response to the following SEARs Key Issues 16 – Utilities and Key Issues 20. Infrastructure.

The purpose of the report has been to assess the authority infrastructure within Royal Randwick Racecourse for the following services:

- Electrical (Ausgrid).
- Telecommunications.
- Water & Sewer (Sydney Water).
- Gas (Jemena).

7.18.1. Methodology

ADP have conducted a desktop review of the existing authorities' infrastructure drawings from the infrastructure information provided by the proposed design package and a Dial Before You Dig survey. ADP have made an assessment of any conflict with existing infrastructure and made recommendation for any necessary services diversion works for the proposed development.

7.18.2. Existing Environment

The site is adequately connected to the necessary infrastructure and utilities including electrical, telecommunications, water and sewer, and gas.

SDP has identified an existing kiosk substation in the northern corner of the Leger Lawn which will require removal as part of the proposed development. This substation is confirmed to currently have no low voltage services supplying the precinct.

Sydney Water currently has an existing 225 diameter vitrified clay sewer main within the property, partially within the adjacent access road (proposed as the Laneway), and partially within the north western corner of the development site extents, approximately 3.3 metres deep measured from the surface of the access road. It is acknowledged that the Winx Stand will be located directly over the existing Sydney Water Assets.

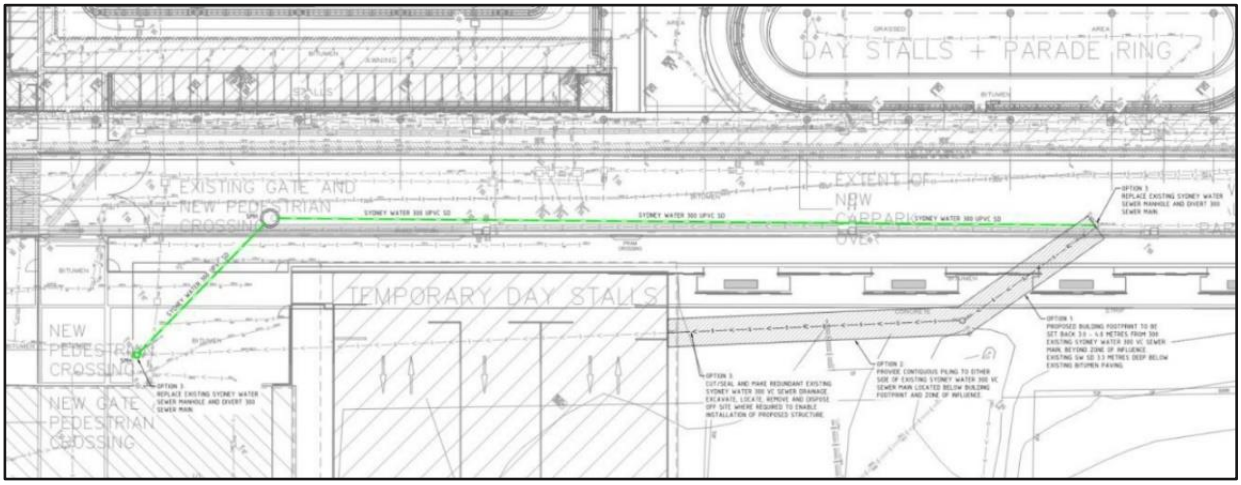
7.18.3. Assessment

ADP has identified that existing telecommunications and gas utilities and infrastructure on site will require no change or augmentation. Notwithstanding, some existing infrastructure will require relocation or realignment.

This includes the removal of an existing kiosk substation and integration of a new substation into the proposed Winx Stand. The existing kiosk substation currently has no low voltage services supplying the precinct and therefore can be removed with minimal impact following an electrical application to Ausgrid.

It is proposed that the existing sewer shall be diverted to outside the site of the proposed Winx Stand (refer to **Figure 32**), in consultation with Sydney Water. Based upon the existing sewer connecting only ATC assets to the wider network, it is considered the diversion of the existing asset can be undertaken with minimal impact on surrounding land owners or broader Sydney Water assets, this solution is considered reasonable and the only solution available.

Figure 32 – Proposed Sydney Water sewer main diversion works



Source: ADP

7.18.4. SPECIFIC MITIGATION MEASURES

ADP makes the following recommendations for mitigation measures regarding Infrastructure and Utilities:

- Consultation and application to Ausgrid for the removal of an existing electrical kiosk substation and integration of a new substation within the Winx Stand.
- Consultation and application to Sydney Water for the diversion of an existing sewer and water asset.

These mitigation measures are considered reasonable and will not create additional burden on the existing infrastructure network and will have minimal impact on surrounding land uses or the wider network. These

matters including separate applications with utility provides can be suitably managed following development consent and in satisfaction of conditions of consent.

7.19. SECURITY AND OPERATIONAL MANAGEMENT

A CPTED Assessment has been prepared by Sheridan Consulting which has provided an assessment in line with the requirements of the SEARs and is included at **Appendix R**.

An Operational Management Plan has been prepared by the Australian Turf Club which has outlined management plans dealing with events that will occur on site into the future in accordance with the SEARs and is included as **Appendix U**.

7.19.1. Existing Environment

The proposed development will operate under the same or similar conditions as all existing facilities located within the Royal Randwick Racecourse site boundaries.

The Spectator Precinct (which will include the future Winx Stand) has been developed over time to specifically address crime and security issues and provide a safe place for people.

The Australian Turf Club proactively manages the events at operations in a manner which is compliant with the existing approval conditions on site.

7.19.2. Methodology

The CPTED Assessment has been prepared in accordance with the:

- *Environmental Planning & Assessment Act 1979*.
- *Section 79C Crime Prevention Guidelines*.
- *Crime Risk Assessment (CRA).*
- Australia and New Zealand Risk Management Standard ANZS4360:2013.

7.19.3. Assessment

The CPTED Assessment has indicated the following:

- Crime hotspots indicated that a degree of crime incidents do occur within the Randwick LGA, although these crime types do not occur within the boundaries of the Royal Randwick Racecourse.
- The proposal has been identified as a low crime risk.

The Operational Management plan has included details of the operations of the proposed development. Committees, bodies and processes are already in place to manage large events. The event bodies are listed below:

- Australian Turf Club
- Moore Park Event Operations Group (MEOG)
- Department of Planning & Infrastructure / Minister
- Festival Key Stakeholder Group

Events of the proposed development are as follows:

- Race day events.
- Non-race day events including:
  - Banquet events.
  - Exhibition events.
  - Education events.
  - Consumer/Corporate Events

The hours of operation of the Royal Randwick Racecourse is 24 hours a day, 7 days a week, 365 days a year. The proposal will be limited to the hours of operation consistent with the conditions of consent for MP10_0097 Mod 2.

The Operation Management Plan provides management plans for the following key areas of events:

- Pedestrian, Traffic and Access Management.
- Noise.
- Security, Safety, Emergencies and Medical Support.
- Alcohol.
- Waste and odour management.

In each key area the aims, objectives and key management initiatives are addressed. Overall, the proposed development will be incorporated into the Operational Management plan to ensure the Winx Stand will be incorporated into the standard operation of the Spectator Precinct and provide a safe place for future visitors and patrons. The proposed therefore achieves an acceptable outcome in accordance with CPTED principals and can be managed through the Operational Management Plan.

SPECIFIC MITIGATION MEASURES

The CPTED Assessment has provided a number of design recommendations.

Surveillance Design Recommendations:

- Design of the Stand entrance should be emphasized with windows and transparent materials to encourage good surveillance opportunities into and out of the stand.
- Internal doors within the Stand, i.e. leading to Back of House (staff only) areas should have good electronic access control but enable as much as possible staff to have good sight lines with each other.
- Surveillance equipment will enhance the physical security of the stand and assist in the identification of people involved in anti-social or criminal behaviour.
  - Cameras should be installed both within and around the stand to maximize surveillance opportunities.
  - Cameras should monitor high risk areas (bar area, cash handling areas, ATMs, restaurants) and any areas with weak natural supervision.
  - CCTV monitored by onsite Security Control Room
  - CCTV recorded and stored in a secured area.
- The deployment of staff and security staff during race day mode is commensurate with the hours of trade and the expected crowd numbers to enhance surveillance and ensure the safety of all patrons and staff.

Lighting Design Recommendations:

- A lighting maintenance policy needs to be established for the development.
- Install security lighting in and around the new development, particularly over entry/exit points to create an even distribution of light with no glare, e.g. sensor lighting, floodlighting.
- NB: Consider installing sensor lighting, which is cost effective as it only, activates when movement is detected within the zone.
- It is recommended that further information be obtained in regard to the use of lighting, both internally and externally to ensure lighting meets required standards to enhance surveillance opportunities during hours of darkness and the safety of staff and patrons.

Access Control Design Recommendations:

- The main entry/exit points for this development should be fitted with single cylinder locksets (Australia and New Zealand Standards – Locksets), which comply with the Building Code of Australia.

- Any operational windows should be fitted with key operated locksets (Australia and New Zealand Standard – Lock Sets) to restrict unauthorized access to the development.
- Bollards /barriers architectural barriers should be installed to reduce the opportunities for vehicle as weapon attacks.
- Counters should be designed to reduce the opportunity for assault of staff and unauthorized access to behind counter areas. Consider adjustments to the width, height and location of the counter.
- Windows can also be re-enforced to restrict unauthorized access.
- A safe designed and installed to the Australian Standards can provide additional security to money and other valuables onsite.
- To enhance the security of the new development a monitored intruder alarm system is recommended.
- To enhance security of the new development the installation of a duress facility at high risk locations (cash handling areas – behind the bar, concierge etc.) within the new development to enable staff to activate in the event of an emergency, such as a robbery.
- Installation of an electronic access control system (EACS) on all external and internal doors of the stand. The system will monitor and manage access across the entire stand and can be integrated with the EACS across the Royal Randwick precinct. The system can set access privileges based on position/ authority of a person and can also be connected to a system that ensures all doors are secured when not in use.
- The EACS system in the new stand can be programmed to lockdown the Stand from within the site or remotely via the Security Control Room if required in an emergency
- Access to the loading dock needs to be controlled and restricted to all unauthorized persons with Loading dock security practices following the current Royal Randwick precinct loading dock procedures.
- Security doors should be fitted to the loading dock's main vehicle entry/exit point to restrict unauthorized access
- Having electronic access control in the loading dock to enhance physical security should control the doors to the loading dock area. This can assist in properly monitoring and controlling deliveries.
- **Territorial re-enforcement Design Recommendations**:
- There is no information to indicate signage, which might be used in and around the development. It is recommended and expected that the new development signage will align to the Royal Randwick precinct signage and provide patrons with clear and concise direction and information minimising the risk of opportunistic crime.
- Signage to be provided at entry/exit points and throughout the development to assist users and warn unauthorised intruders they will be prosecuted.

It is considered that through the implementation of the Operational Management Plan, any potential risks of crime or anti-social behaviour can be appropriately mitigated.

7.20. SERVICING AND WASTE MANAGEMENT

A Waste Management Plan has been prepared by GHD (**Appendix T**) which has identified the operational and construction waste management for the proposal in accordance with SEARs Key Issue 18.

Methodology

The Waste Management Plan has been devised in consideration of the following:

- Protection of the Environment Operations Act 1997.
- Waste Avoidance and Resource Recovery Act 2001.
- Randwick Development Control Plan 2013.
- Randwick City Council's Waste Management Guidelines for Proposed Developments.

7.20.1. Construction Waste Management

- The construction activities which are expected to generate waste during the construction of the proposed development are:
- Removal of the existing Temporary day stalls on the site of the proposal.
- Ground works including bulk earth works, piling and detailed footing.
- Building construction and fit out including:
  - Formwork, reinforcement, concrete pour, temporary propping, formwork, reinforcement, concrete pour.
  - Fit out – electrical, mechanical, fire, communications, security, hydraulic, and fire

Table 19 outlines the construction waste estimates and measures.

Table 19 – construction waste estimates and measures

Materials on-site		**Destination**		
Waste	**Estimated quantity (tonnes)**	**Reuse and recycling**		**Disposal**
		On-site	Off-site	
Timber	1	0	1	0
Concrete	10	0	5	5
Bricks	8	0	8	0
Gyprock	23	0	0	23
Sand/soil	23	0	0	23
Metal	3	0	3	0
Other	2	0	0	2
TOTAL	71	0	17	54

The waste classifications which are expected to be generated during construction are outlined in Table 19.

Table 20 – Expected construction waste stream classification

Waste Stream	**Waste Classification**
Packaging, beverage containers, general office waste from the construction staff.	General solid waste (non-putrescible)
Food scraps and other kitchen type waste from construction staff.	General solid waste (putrescible)
Excess spoil from groundworks.	General solid waste (non-putrescible)
General construction waste including building materials (concrete, asphalt, timber formwork, scrap metals, rubber, packaging materials, offcuts and construction scraps)	General solid waste (non-putrescible)
Wastewater (such as from construction staff amenities)	Liquid waste

Waste Stream	Waste Classification
Vegetation	General solid waste (non-putrescible)

Waste will be temporarily stored and stockpiled and segregated on site using different skip bins for recycling and waste. The temporary storage of waste will be within the 'material handling zone' outlined in **Figure 33**.

Construction waste vehicles will enter the site via Ascot Street or Alison Road.

Figure 33 – Waste Access arrangements

Source: GHD

Overall, the waste management construction activities are not expected to have significant impacts on the environment or human health.

Table 21 outlines the proposed construction waste management measures for the identified waste streams.

Table 21 – Waste Streams for construction phase

Waste Stream	Proposed management measures
Excess spoil from groundworks	• Excavated materials would be reused on site as engineering fill where fit for purpose and practicable. • Where excavated materials cannot be reused or retained on site they would be classified and taken off site for appropriate reuse or to a waste management facility that is lawfully permitted to accept that type of waste for reuse, recycling or disposal.
General construction and demolition waste including building materials (concrete, asphalt, timber formwork,	• General construction and demolition waste would be managed in accordance with the waste hierarchy.

Waste Stream	Proposed management measures
scrap metals, packaging materials, offcuts etc).	• Waste would be segregated and stockpiled on site, with materials such as clean concrete, timber, plastic, and metals separated and sent to a construction and demolition waste recycling facility where feasible. • The bondor panels from the temporary race day stalls would be retained and reused on site. • Construction waste would be classified in accordance with the Waste Classification Guidelines and directed to a waste management facility that is lawfully permitted to accept that type of waste.
Packaging, beverage containers, general office waste, food scraps and kitchen waste etc from construction staff	• Recyclable materials such as paper, cardboard, plastics, glass, ferrous, and non-ferrous containers would be stored at recycling bins for collection by an authorised contractor, and recycled off site. • Where recycling is not feasible, waste would be collected and stored in designated waste storage areas for collection by an authorised contractor for disposal off site at a licenced waste facility.
Liquid waste	• Wastewater, sewage, and grey water would be disposed to sewer or transported to an appropriately licensed liquid waste treatment facility.
Green waste	• As far as practicable, weed-free green waste would be chipped, mulched and reused on site or collected by an authorised contractor and recycled off site.

During the construction phase a specific recycling and waste facility will be selected and will be documented within the construction environmental management plan for the project.

7.20.2. Operational Waste Management

The proposed development will not result in an increase in patronage numbers during race days or non-race day. Therefore waste management will continue to be undertaken in accordance with the existing operational waste management procedures.

Whilst the proposed development will be able to serve food in its various operation modes including banquet functions, food preparation will not occur within the Winx Stand. The *Randwick City Council Waste Management Guidelines - Appendix A* provides waste generation rates on a per 100 square metre floor area basis for premises such as restaurants, bars, and licensed clubs. Although, Randwick City Council does not provide guidance on waste generation rates for events / banquet functions. However, Waverley Council does provide guidance in its Event Waste Management Plan Guidelines for event organisers offering reasonable comparative guidance to estimate waste generation within Randwick City Council and is considered appropriated for use in this assessment.

The expected waste generation rates during operation are outlined in **Table 22**.

Table 22 – Operational Waste Management

Type of premises	Units	Garbage generation	Recycling generation	Source
Food				Extracted from Randwick City Council Waste Management
-Restaurants	L/100m2FA/day	670	140	
Licenced clubs				

Type of premises	Units	Garbage generation	Recycling generation	Source
-Restaurant	L/100m2FA/day	667	133	Guidelines - Appendix A
-Bar	L/100m2FA/day	50	40	
Hotels, bars, pubs				EPA Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities
-average	L/100m2FA/day	80	35	
-maximum	L/100m2FA/day	300	85	
Events	**L/meal**	**1**		**Waverley Event Waste Management Plan Guidelines**

Note: L = litres, FA = floor area

It is expected that up to approximately 4,000 litres of waste will be generated per any type of maximum capacity banquet (non-race day) event. This has been based on the following:

- Waste generation rate of 1 litre per meal.
- Banquet style events which have capacity up to 4,000 persons.
- Assumption that each person consumes 1 meal.

The waste classifications which are expected to be generated during operation are outlined in **Table 23**.

Table 23 – Waste Classification

Waste stream	Waste classification
Packaging, beverage containers, empty cleaning receptacles, used decorations etc	General solid waste (non-putrescible)
Food scraps and other kitchen type waste	General solid waste (putrescible)

It is proposed that either a 660 litre wheeled bulk bins or 240 litre wheeled bins will be used during the operation stages. Waste storage capacity is outlined in **Table 24**.

Table 24 – Waste storage capacity

Bin configuration options	Storage Capacity
Option 1: 7x 660 L wheeled bulk bins	4,620 L
Option 2: 17x 240 L wheeled bins	4,080 L
Option 3: 4x 660 L wheeled bulk bins + 7x 240 L wheeled bins	4,080 L

The storage capacity requirements have assumed the following:

- Waste collections are scheduled for each event.
- Neither waste nor recyclables are compacted.
- No compactor is proposed to be installed as part of the development. A waste storage room is proposed on the ground floor adjacent to the service lift, with access to the loading zone on the same level.

- Collection contractors will be appointed to collect waste at the event. Contracted cleaners or facilities management will be responsible for arranging the transfer of waste and recycles to the waste storage room during or following the event.

Overall the proposal will be able to manage the waste generated through the mitigation measures provided.

7.20.3. SPECIFIC MITIGATION MEASURES

The following mitigation measures have been provided to ensure that the proposal meets a high standard of compliance. The following waste planning activities can include:

- Designing the building to minimise on site cutting of components, and maximising on site assembly tasks.
- Careful ordering of materials such as sand and building products to match quantities with amounts required, and on time ordering rather than having materials stored on site for months before being used.
- Segregating materials and providing weather protection for stored materials on site, to maximise their fitness for use.
- Encouraging bulk handling and use of reusable and returnable containers.
- At the time of tendering, advise contractors and sub-contractors and suppliers of the requirements to minimise waste on site.
- Include provision in the tender documentation for the client to monitor the use of waste and recycling bins on site.

A Construction Waste Management Plan for the proposal will be developed by the contractor. The Plan will include the following:

- Classification of all waste streams in accordance with the EPA (2014) Waste Classification Guidelines.
- Identification and operation in accordance with applicable resource recovery orders and exemptions.
- Waste identification, handling and segregation procedures.
- Proposed waste reuse, recovery and recycling and disposal measures.
- Segregating wastes generated on site, using different skip bins for recycling and waste, with separate bins for different recyclable materials.
- Discussion about the site's waste management and recycling policies and practices with employees and subcontractors during site inductions and tool box talks.
- Ensuring all waste disposal bins are clearly marked.
- Waste tracking, record keeping and reporting requirements including keeping records of quantities of waste and recycled materials disposed of, and the destinations of these materials.
- Ensuring that wastes are only disposed to licenced facilities lawfully able to accept the waste type.

Overall, the potential waste related impacts have been suitably mitigated.

7.21. SOCIAL IMPACTS

The potential social impacts of the proposal are considered acceptable because:

- The proposal maintains a high level of amenity to surrounding residential and educational land uses within the surrounding context.
- The Operational Management Plan provides key work practices which allow for safe and well organised events to occur without significant adverse impacts to surrounding land uses.
- The proposal will enhance patron experience at the Royal Randwick Racecourse during race day events through the provision of a multi-purpose facility, weather protection and additional amenities.
- The proposal will accommodate additional uses for the community including educational exams and banquet style events.

Overall, the social impacts arising from the proposal are minimised and mitigated through sensitive development design and comprehensive construction and operational management plans.

7.22. ECONOMIC IMPACTS

The potential economic impacts of the proposal are considered acceptable because:

- The proposal supports temporary job creation during construction which will contribute to the broader economy.
- The proposal will support the ongoing use of the Royal Randwick Racecourse, maintaining its key position as world class racing venue and major recreation/entertainment facility.
- The proposal will generate additional economic return from the facility being able to accommodate non-race day events which will contribute to the broader economy.

Overall, the economic impacts which arise from the proposal are minimised and mitigated through the operational management plans.

8. SECTION 4.15 ASSESSMENT SUMMARY

The proposed development has been assessed in accordance with the matters of consideration listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 as outlined below:

Table 25 – Section 4.15 Assessment Summary

Consideration	Comment
Environmental Planning Instrument	State and Local Environmental Planning Instruments have been assessed in **Section 5**.
Draft Environmental Planning Instruments	*Draft State Environmental Planning Policy No. 55 – Remediation of Land* has been considered. The Detailed Site Investigation (DSI) prepared by Douglas Partners details the proposed management of the site (remediation works are not required) that consent is sought for in accordance with SEPP 55 and is consistent with draft SEPP 55.
Development Control Plans	Although the provision of Clause 11 of the *State Environmental Planning Policy (State and Regional Development) 2011* excludes the application of DCPs to SSD, the proposed development has been assessed against the relevant sections of the Randwick City Council Development Control Plan 2013 in **Section 5.8**.
Any Matters Prescribed by the Regulations	This EIS has been prepared in accordance with Sections 6 and 7, Part 3 in Schedule 2 of the *Environmental Planning and Assessment Regulation 2000.*
Likely Impacts of the Development	An impact and risk assessment has been provided in **Section 7** of this report. Mitigation measures to the risks and impacts identified within **Section 9** and the relevant Appendices are contained within an Environmental Risk Assessment Matrix in **Section 10**.
Suitability of the Site	The site is entirely suitable for the proposed development as it continues the approved use of the site for recreational purposes associated with race day and non-race day events at Royal Randwick Racecourse within the Spectator Precinct.
Any Submission made in accordance with this Act or the Regulations	Submissions will be considered following exhibition of the application.
The Public Interest	The development is compliant with the relevant planning instruments and controls applying to this site. The proposal will not create any adverse significant social, economic or amenity impacts which cannot be mitigated via the proposed mitigation measures in this application. This project does not change the nature of the approved uses on site or increase the approved maximum capacity of events held on site. The proposed facility will be accessible to the

Consideration	Comment
	general public on race day and non-race day events and significantly increases the amenity of visitors in comparison to existing temporary facilities which are provided on the site. The new facilities will strengthen the offering ATC can provide for thoroughbred racing and its status as a world-class venue, in turn continuing to contribute to tourism, cultural and economy at local, state and national level.

9. MITIGATION MEASURES AND ENVIRONMENTAL RISK ASSESSMENT

The SEARs require an environmental risk analysis to identify potential environmental impacts associated with the proposal.

This analysis comprises a qualitative assessment consistent with AS/NZS ISO 31000:2009 Risk Management–Principles and Guidelines (Standards Australia 2009). The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures.

Risk comprises the likelihood of an event occurring and the consequences of that event. For the proposal, the following descriptors were adopted for 'likelihood' and 'consequence'.

Table 26 – Likelihood and consequence descriptors

Likelihood		**Consequence**	
A	Almost certain	1	Widespread and/or irreversible impact
B	Likely	2	Extensive but reversible (within 2 years) impact or irreversible local impact
C	Possible	3	Local, acceptable or reversible impact
D	Unlikely	4	Local, reversible, short term (<3 months) impact
E	Rare	5	Local, reversible, short term (<1 month) impact

The risk levels for likely and potential impacts were derived using the following risk matrix.

Table 27 – Risk Assessment matrix

		LIKELIHOOD				
		A	B	C	D	E
CONSEQUENCE	1	High	High	Medium	Low	Very Low
	2	High	High	Medium	Low	Very Low
	3	Medium	Medium	Medium	Low	Very Low
	4	Low	Low	Low	Low	Very Low
	5	Very Low	Very Low	Very Low	Very Low	Very Low

The results of the environmental risk assessment for the proposed development are presented in **Table 27** and are based upon the range of technical and specialist consultant reports appended to this EIS.

The table has directly related mitigation measures responding to each impact (satisfying the SEARs for a consolidated summary of all proposed mitigation measures) also based upon the range of technical and specialist consultant reports appended to this EIS.

It is considered that with the mitigation measures required the impacts resulting from the proposal will be acceptable.

Table 28 – Risk Assessment and Mitigation Measures

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
Biodiversity impact	Removal of native vegetation	E	3	Very Low	Replanting of landscape areas to incorporate native species as per Landscape Plan (**Appendix K**). Replacement landscaping should keep in context with the existing character of the property.
	Impact on threatened flora species	E	3	Very Low	No mitigation is required as the occurrence of any threatened flora species is considered highly unlikely.
	Impact on threatened fauna species	E	3	Very Low	No mitigation is required as the occurrence of any threatened flora species is considered highly unlikely.
	Impact on aquatic habitat	E	4	Very Low	Construction sediment and erosion control measures are to be installed and maintained to minimise impact of possible construction sedimentation to local drainage. (**Appendix O**).
Safety and security	Liqour Act and RSA Non-Compliance	D	2	Low	RSA qualified staff and training. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Overcrowding	E	4	Medium	Security personnel to monitor crowd. User-pay police deployed to monitor crowd. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Fire	D	2	Low	Fire detection and suppression systems. Fire and emergency evacuation training. Implement the recommendations of the CPTED report (**Appendix R**).

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Anti-social behaviour	C	2	Medium	Security personnel to monitor crowd. User-pay police deployed to monitor crowd. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Unlawful activity: Intoxication, drug offences, assault, theft, robbery, malicious damage to property	C	3	Medium	Security personnel to monitor crowd. User-pay police deployed to monitor crowd. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Medical Incident: Injury or illness	C	3	Medium	Medical personnel on duty, first aid training and NSW Ambulance Service on site. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Actions of security officers: including wrongful arrest	D	5	Very low	E-GROUP apprehension, Arrest & Detention Policy. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Vehicle Incident: Pedestrian struck or vehicle collision	D	3	Medium	Speed limits within facility. Traffic Management Plan. Implement the recommendations of the CPTED report (**Appendix R**).

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					Implement the recommendations of the Operational Plan of Management (**Appendix U**).
	Terrorism	E	5	Very low	Police to be notified immediately. Implement the recommendations of the CPTED report (**Appendix R**). Implement the recommendations of the Operational Plan of Management (**Appendix U**).
Fire and Incident Management	Risk of fire within the building and safety of occupants.	D	2	Low	Implement the recommendations and performance solutions of the Concept Fire Safety Strategy prepared by Warringtonfire (**0**). Compliance with the provisions of the NCC. Integrate a new Emergency Management Plan for the Winx Stand into the Operational Plan of Management for the site upon completion of the development.
Accessibility for persons with a disability	Acceptable gradients and alternatives to stairs for wheelchair users or people with a temporary or permanent ambulant disability, who are not steady on their feet.	D	2	Low	Structure is to comply with BCA standards in accordance with the Access Report prepared by Cheung Access Pty Ltd (**Appendix L**).
	Legibility of accessways and continuous accessible path for users with sensory disabilities.	E	5	Very Low	Structure is to comply with BCA standards in accordance with the Access Report prepared by Cheung Access Pty Ltd (**Appendix L**).

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
	Unfamiliar visitors are unable to locate accessible parking bays.	C	5	Very Low	Provision of directional signage to assist users (particularly visitors who are unfamiliar with the site) to locate accessible parking bays. Structure is to comply with BCA standards in accordance with the Access Report prepared by Cheung Access Pty Ltd (**Appendix L**).
Air Quality	Off-site amenity and human health impacts associated with dust emissions during demolition, earthworks and construction activities.	C	3	Medium	A range of dust mitigation measures are proposed for incorporation into the CEMP. Reputable D&C Contractor to be engaged (with proven record). Implement recommendations of Air Quality Reports at **Appendix N**.
	Off-site human health impacts associated with emissions associated with building emissions, food preparation, waste storage or vehicle movement during operations.	D	3	Low	No adverse impacts are associated with the operation of the proposal as they are in keeping with existing operations whereby there is no food preparation on site and the building is designed in accordance with BCA. General mitigation measures recommended in **Appendix N** to be implemented during operation include: • Management of waste as per the Waste Management Plan (**Appendix T**). • An odour complaints management system is to be maintained for the Royal Randwick Racecourse during operation.
Flood Planning Levels	Risk of flooding	E	5	Very Low	No mitigation is required as the site is over 2 metres above the 1% AEP level and risk of flooding is unlikely.
Stormwater Blockage	Flood waters inundate the Winx Stand.	D	2	Low	Provide adequate overland flowpath which naturally falls to the racecourse proper. (**Appendix O**).

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
In-ground services are not in the position shown on the drawings.	Services may clash with works resulting in time and cost claims from contractor due to service diversions	C	3	Medium	Undertake existing services survey to inform the design. Provide all services documentation to design team to work around. Engage with authorities early and gain approvals as required post development consent. Complete comprehensive Environmental investigations and CEMP.
Excessive wet weather experienced on project	Construction program delays and increased costs	C	3	Medium	Ensure suitable allowance in program for inclement weather. Ensure CEMP has strategies in place to mitigate impacts.
Presence of Contaminated Ground	Unexpected contamination of ground & latent conditions are experienced resulting in delay or change in design.	C	3	Medium	An Unexpected Finds Protocol (UFP) should be prepared for the site development, detailing the requirements and procedures for encountering contamination, or sings of contamination during excavation works. Amend the existing Environmental Management Plan (EMP) for Royal Randwick Racecourse to incorporate the Winx Stand site.
	Risk to Health and Safety of Workers	B	2	High	Undertake detailed site investigations and provide all information to tenders. Engage a EPA Auditor to determine suitability of not extending the existing Environmental Management Plan (EMP) for Royal Randwick Racecourse. Complete comprehensive Environmental investigations and CEMP.
Amenity	Reduced visual quality of racecourse	D	3	Low	The proposed Winx Stand is over 100m from the nearest public domain and the height of the facility is considerably lower than the adjacent existing QEII Grandstand

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
	from the public domain.				and similar to the Multi-deck car park. This mitigates any impact on the skyline or visual quality impact.
	Increase in overshadowing of neighbouring properties.	E	5	Very Low	Due to the significant setbacks from adjoining private property and the shadows cast by the existing QEII Grandstand, the proposal will create no overshadowing impacts of neighbouring properties.
Visual Impact	Impact of the views of the Winx Stand from key places in Royal Randwick Racecourse.	C	3	Medium	The Winx Stand is to be constructed at a scale and in non-visually dominant colours and materials compatible with the surrounding built form of the Spectator Precinct and softened with landscaping as per Architectural Drawings (**Appendix A**) and Landscape Plan (**Appendix C**).
	Impact on key views from outside Royal Randwick Racecourse.	C	3	Medium	Building to be constructed in non-visually dominant colours for the south west façade to ensure the new building fits in with the surrounding built form and softened with landscaping as per Architectural Drawings (**Appendix A**) and Landscape Plan (**Appendix C**).
Landscape Impact	Impacts on the site's character – Spectator Precinct	C	3	Medium	Building to be constructed at a scale and in non-visually dominant colours and materials compatible with the surrounding built form of the Spectator Precinct and soften with landscaping as per Architectural Drawings (**Appendix A**) and Landscape Plan (**Appendix C**).
	Impacts on the site's character – Racecourse	C	3	Medium	Building to be constructed at a scale and in non-visually dominant colours and materials compatible with the surrounding built form of the Spectator Precinct and softened with landscaping as per Architectural Drawings (**Appendix A**) and Landscape Plan (**Appendix C**).

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
	Impacts on the site's character – Facilities	D	3	Low	Building to be constructed at a scale and in non-visually dominant colours and materials compatible with the surrounding built form of the Spectator Precinct and softened with landscaping as per Architectural Drawings (**Appendix A**) and Landscape Plan (**Appendix C**).
Noise and Vibration	Impact from construction noise and vibration on neighbours resulting in sleep disturbance, annoyance, increased hypertension, reduced productivity.	B	3	Medium	Adopt measures within a Construction Noise Management Plan addressing the requirements contained in the Noise and Vibration Assessment Report by GHD (**Appendix M**). Restrict construction activities to only during designated times and include construction respite periods. Noisy work will be identified and communicated to relevant stakeholders and neighbours, giving them sufficient notice and a community consultation telephone number. Noisy equipment to be located as far away as possible from nearby sensitive receptors.
	Vibration during excavation, piling and structural works	C	3	Medium	Applicable works will be identified and communicated to relevant stakeholders and neighbours giving them sufficient notice. Attended vibration measurements are required at the commencement of vibrating generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic damage.
	Increase in mechanical plant noise levels at sensitive receivers	C	3	Medium	Use quieter and less vibration emitting construction methods where possible. Simultaneous operation of noisy plant within discernible range of a

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					sensitive receiver is to be avoided and plant used intermittently. Loading and unloading of materials/ deliveries is to occur as far from sensitive receivers as possible and reversing movements are to be minimised.
	Operational noise impact from events.	B	3	Medium	An operational Plan of Management including hours operations and noise criteria has been prepared in accordance with the approved conditions applicable to the site under MP10_0097 (**Appendix U**).
Construction Traffic Impacts	Impact on road network from construction traffic	A	3	Medium	Implement traffic management in accordance with the preliminary CPTMP (**Appendix S**). Truck movements to be restricted to designated truck routes. Trucks at no time will be permitted to park on-street in the vicinity of the site during construction. Construction traffic to be restricted to the main road network through the area.
	Construction vehicles, plant and equipment on public roads (arriving/leaving the site)	A	3	Medium	Implement traffic management in accordance with the preliminary CPTMP (**Appendix S**). All construction deliveries will be in accordance with Council's requirements and the NSW Police regulations. Safe public access routes to be pre-agreed with the authorities and maintained during construction. Traffic management measures, construction warning/guidance signs and traffic controllers will be provided. Work zones and staff parking will be contained fully within Royal Randwick Racecourse.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
	Risks to pedestrian safety from construction traffic	B	3	Medium	Implement traffic management in accordance with the preliminary CPTMP (**Appendix S**). The movement of trucks and pedestrian activity at the construction access driveways will be managed and controlled by qualified traffic controllers. Construction fencing will be provided around the construction compounds and adjacent to the internal access roads to provide a safe and convenient environment for pedestrians adjacent to the site. Pedestrian warning signs and construction safety signs/devices will be located adjacent to the driveways and the construction compounds, in accordance with SafeWork NSW requirements.
Operational Traffic and Parking	Impact on the operation of surrounding intersections as a result of the development and the RMS road upgrade works	D	3	Low	No mitigation as the proposed structure will not increase traffic generation above what has been considered under MP10_0097.
	Negative impact on level of parking provision surrounding the site	D	3	Low	No mitigation as the proposed structure will not increase parking demand above what has been considered under MP10_0097 and the available parking capacity on site.
Heritage	Impacts to heritage items during demolition and development	E	2	Very Low	No mitigation is the proposed structure is not directly adjacent to any heritage listed structure and will have no impact on the heritage quality of the racecourse.
	Discovery of items of archaeological	D	3	Medium	Implement the mitigation measures identified in the ACHAR prepared by Urbis (**Appendix F**), including

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
	significance during construction				consultation with the Aboriginal community, additional site studies, archaeological monitoring and staged salvage excavation prior to commencing construction.
	Disturbance of previously unidentified items of aboriginal heritage	D	3	Medium	Implement an 'unexpected finds protocol' to ensure that if, during excavation, any items of potential archaeological significance are uncovered they are identified, managed, protected and preserved.
Contamination	Potential spread of impacted soil and groundwater into uncontaminated areas of the site.	C	2	Medium	Implement the mitigation measures identified in the DSI prepared by Douglas Partners (**Appendix H**), including the amendment of the existing Environmental Management Plan for the site.
Sediment, Erosion and Dust Controls	Risk for generation and off-site transmission of dust and fine particles	B	3	Medium	Appropriate hoardings to be provided around the site. Ensure construction vehicles have been appropriately cleaned before exiting the site. Ensure sufficient wetting-down is completed during demolition and excavation activities. Ensure stockpiles are sufficiently protected.
	Sediment run-off entering the storm water system or surrounding streets	C	2	Medium	Follow prescribed sedimentation and erosion control measures as provided by the Civil Engineer (**Appendix O**). Conduct regular visual inspections of silt socks and all other sedimentation controls to ensure integrity of the systems is maintained at all times. Provide dedicated wash-out facilities for use by relevant Subcontractors.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
Construction Waste Management	Disposal of waste generated during demolition and construction	C	2	Medium	Implement the recommendations of the Waste Management Plan prepared by GHD (**Appendix T**). A project specific Construction Waste Management Plan (CWMP) will be developed and implemented to manage all waste streams expected to be generated from the site in accordance with the EPA (2014) *Waste Classification Guidelines)*.
	Dumping of excavated spoil and potential contamination	C	2	Medium	Soils requiring off-site disposal will need to be given a waste classification in accordance with the EPA (2014) *Waste Classification Guidelines)*.
	Litter from construction workers contaminates neighbouring environment and contrary to regulations	D	4	Low	Discussion about the site's waste management and recycling policies and practices with employees and subcontractors during site inductions and tool box talks. Ensure all waste disposal bins are clearly marked.
Social Impacts	Construction site personnel behaviour both inside and external of the site (eg language, rubbish left on streets, interaction with neighbours)	B	5	Very Low	Site inductions will include site requirements. That is no inappropriate language, no throwing rubbish on streets, parking of vehicles legally and wearing appropriate clothing etc. Weekly tool box talks will reinforce requirements. Regular check of surrounding streets.

10. EVALUATION AND CONCLUSION

This EIS has been prepared by Urbis Pty Ltd on behalf of the Australian Turf Club (ATC) in support of a State Significant Development Application (SSD 10285) for the development of a new multi-purpose race day facility referred to as the Winx Stand at the Royal Randwick Racecourse. For all the reasons outlined in this EIS, the site is suitable for the proposed development:

- The land is zoned RE1 – Public Recreation under the RLEP 2012. The proposed development (being a major recreational facility) is permissible with consent and consistent with the land uses objectives of the RE1 zoning.
- Alternative uses proposed for the facility including private functions, corporate events and university examinations are ancillary uses to the ongoing approved operation of Royal Randwick Racecourse in accordance with MP10_0097 MOD 2 and for consistency, the permissibility of these alternative uses should be considered under section 4.38(3) of the EP&A Act.
- The proposal is consistent with the objectives of all relevant planning controls and achieves a high level of planning policy compliance and design excellence.
- There are no significant environmental constraints limiting development.
- The proposal is consistent with the established use of the site as a thoroughbred racing venue and will not alter its approved use, or increase its maximum patron capacity for race day events.
- As such, the proposed development will create no new traffic impacts and can be managed through the existing Traffic Management Plan and Events Plan of Management for the site.

The proposal is in the public interest for the following reasons:

- The proposal significantly enhances the amenity of general admission racegoers and visitors to the site. In the absence of this development, the public will continue to rely on temporary facilities with limited amenities or shelter from the sun and weather.
- The proposed will strengthen Royal Randwick Racecourse's position as a world class thoroughbred racing venue and sustain its ability to hold events that boosts tourism, culture and economy in NSW.
- The proposal has been prepared having regard to Council's planning policies and generally complies with the aims and objectives of the controls for the site.
- Subject to the various mitigation measures recommended by the specialist consultants, the proposal does not have any unreasonable impacts on adjoining properties or the public domain in terms of traffic, social and environmental impacts.
- The site is well serviced by public transport – soon to be enhanced the delivery of the Eastern Suburbs Light Rail – and various walking and cycling routes, and the road network.
- The proposed Winx Stand demonstrates design excellence through a built form and design that addresses its context within the Spectator Precinct and overlooking the racecourse, whilst providing excellent flexible functionality to serve various events, functions and support the site's ongoing role in UNSW examinations.

Given the site is suitable for the development and the proposal is in the public interest, this application should be approved for the following reasons:

- The proposal satisfies the applicable local and State planning policies.
- The proposal is highly suitable for the site.
- The proposal is in the public's best interest.
- The proposal appropriately addresses each item within the SEARs

Considering the above and the content contained in this EIS, it is recommended that the Department approve this SSD Application, subject to appropriate conditions.

DISCLAIMER

This report is dated 30 October 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Australian Turf Club (**Instructing Party**) for the purpose of EIS (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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

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

APPENDIX A ARCHITECTURE PLANS

APPENDIX B ARCHITECTURAL DESIGN REPORT

APPENDIX C LANDSCAPE PLANS

APPENDIX D LANDSCAPE CHARACTER AND VISUAL IMPACT REPORT

APPENDIX E HERITAGE IMPACT STATEMENT

APPENDIX F ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT

APPENDIX G GEOTECHNICAL DESKTOP ASSESSMENT

APPENDIX H DETAILED SITE INVESTIGATION FOR CONTAMINATION

APPENDIX I ECOLOGICAL ASSESSMENT

APPENDIX J ARBORICULTRAL IMPACT ASSESSMENT

APPENDIX K BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT WAIVER

APPENDIX L ACCESS ASSESSMENT

APPENDIX M NOISE & VIBRATION ASSESSMENT

APPENDIX N AIR QUALITY ASSESSMENT

APPENDIX O CIVIL DESIGN REPORT: CIVIL STORMWATER & PLANS

APPENDIX P BUILDING SERVICES INFRASTRUCTURE REPORT

APPENDIX Q ECOLOGICALLY SUSTAINABLE DEVELOPMENT ASSESSMENT

APPENDIX R CPTED ASSESSMENT

APPENDIX S TRAFFIC IMPACT ASSESSMENT & CONSTRUCTION PEDESTRIAN TRAFFIC MANAGEMENT PLAN

APPENDIX T WASTE MANAGEMENT PLAN

APPENDIX U PLAN OF MANAGEMENT

APPENDIX V QUANTITY SURVEYORS REPORT

APPENDIX W COMMUNITY CONSULTATION OUTCOMES REPORT

APPENDIX X FIRE SAFETY STRATEGY

APPENDIX Y HISTORICAL ARCHAEOLOGICAL ASSESSMENT

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