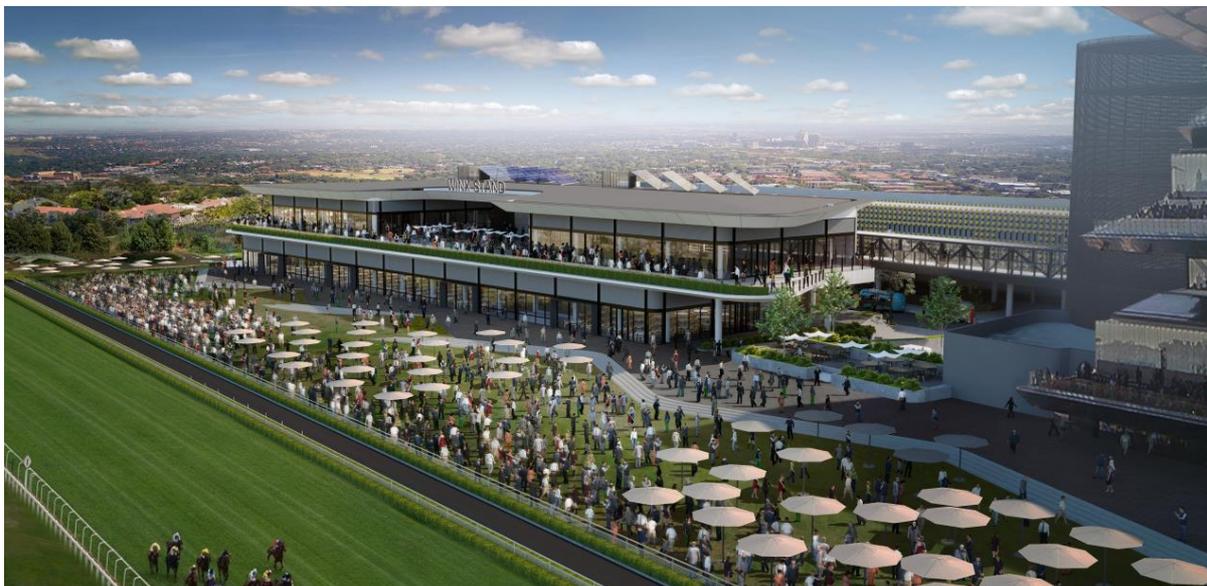




Royal Randwick Racecourse – Leger Lawn Development (Winx Stand)

State Significant Development Assessment
SSD 10285

July 2020



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Glossary

Abbreviation	Definition
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
AQA	Air Quality Assessment
ATC	Australian Turf Club
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CIV	Capital Investment Value
CMP	Conservation Management Plan
Council	Randwick City Council
CPTMP	Construction Pedestrian and Traffic Management Plan
DCP	Development Control Plan
DDA Act	Disability Discrimination Act 1992
Department	Department of Planning, Industry and Environment
DSI	Detailed Site Investigation
EESG	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
ETTMP	Event Traffic and Transport Management Plan
FFL	Finished Floor Level
GA NSW	Government Architect NSW

Heritage Division	Heritage NSW, Department of Premier and Cabinet
ICNG	Interim Construction Noise Guidelines
LEP	Local Environmental Plan
LGA	Local Government Area
LVIA	Landscape Character and Visual Impact Assessment
Minister	Minister for Planning and Public Spaces
NVIA	Noise and Vibration Impact Assessment
OLGR	Office of Liquor, Gaming and Racing
PMP	Pedestrian Management Plan
PSI	Preliminary Site Investigation
PTTMP	Pedestrian, Traffic and Transport Management Plan
RMS	Roads and Maritime Services, TfNSW
RRFI	Response to Request for Further Information
RtS	Response to Submissions
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW
TIA	Traffic Impact Assessment
UFP	Unexpected Finds Protocol

Executive Summary

This report provides an assessment of a State Significant Development application (SSD 10285) for a new two-storey multi-purpose building known as the 'Winx Stand' located at the Royal Randwick Racecourse, between Anzac Parade and Alison Road in Randwick.

The Applicant is the Australian Turf Club (ATC) and the site is located within the Randwick local government area (LGA). The Minister for Planning and Public Spaces is the consent authority for the application.

Engagement

The Department publicly exhibited the application for 28 days from Wednesday 20 November until Tuesday 17 December 2019. The Department received a total of seven submissions, comprising six submissions from government agencies and one submission from Randwick City Council (Council) all providing comments. No public submissions were received.

Key issues raised by Council included traffic and pedestrian impacts, noise impacts, visual impacts, heritage impacts and landscaping.

In response to the issues raised, the Applicant provided additional information and revised the design of the roof, incorporated solar panels, revised the landscaping and planting schedule and included a new access ramp.

Assessment

The Department has carefully considered the development and the issues raised in submissions and is satisfied the development is acceptable for the following reasons:

- it is consistent with the strategic objectives for the area as it would support economic growth and tourism within NSW by improving the ongoing use of the Racecourse and promoting it as a world-class racing venue
- it would provide a purpose-built facility which would significantly enhance the amenity for patrons during race-day events by providing improved weather protection and spectator viewing
- the Government Architect NSW has advised the development exhibits design excellence and the building would sit comfortably within the context of the Spectator Precinct and Randwick Racecourse
- it is located centrally within Randwick Racecourse and surrounding receivers would not be adversely impacted by overshadowing, view or noise impacts
- it would not result in any adverse traffic or car parking impacts as the site is well serviced by public transport and the development does not seek to increase the overall number of patrons attending events at the Racecourse
- it would create over 150 full time jobs during construction and facilitate approximately five full time jobs and 50 casual jobs during operation

- all other issues associated with the development have been assessed, and appropriate conditions recommended, where necessary, to ensure the impacts of the development are appropriately mitigated and/or managed.

Conclusion

The Department considers the development is acceptable as it would enhance the amenity for patrons during race-day events and further promote Randwick Racecourse as a world-class racing venue.

The building would sit comfortably within the Spectator Precinct and Randwick Racecourse and would not result in any adverse amenity impacts.

The Department's assessment therefore concludes the development is in the public interest and it is recommended the application be approved, subject to conditions.

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1 Introduction

The Australian Turf Club (the Applicant) seeks approval for a new two-storey multi-purpose building known as the 'Winx Stand' located at the Royal Randwick Racecourse, Randwick.

The development includes the construction of a two-storey multi-purpose building, a new link bridge connecting the Winx Stand to the adjacent Queen Elizabeth (QEII) Grandstand, demolition of the existing temporary day stalls building and landscaping.

1.1 Site Context

The site is located approximately 6 km south-east of the Sydney Central Business District (CBD) within the Royal Randwick Racecourse (Racecourse), which is located between Anzac Parade and Alison Road in Randwick (**Figure 1**). The site is situated in the Randwick local government area (LGA).



Figure 1 | Site context – Royal Randwick Racecourse shown in brown (Source: Applicant)

1.2 The Site

The site is within the Racecourse and is currently known as Leger Lawn and is located within the Spectator Precinct (**Figure 2 to 5**).

The Spectator Precinct is located in the north-western side of the Racecourse and contains a number of facilities including the QEII Grandstand, Members Grandstand, Owner's Pavilion, Swab Building, Theatre of the Horse and a multi-deck car park.



Figure 2 | Existing site (Source: Applicant)



Figure 3 | Existing site and Spectator Precinct (Source: Applicant)

The site is a grassed rectangular area with a total area of approximately 4,000 m². The site contains a temporary day stalls building in the western corner of the site and small planted magnolia trees along the north-eastern side of the temporary day stalls building.

The QEII Grandstand is located to the north-east of the site, the Swab Building is located to the south-east of the site and the multi-deck car park is located to the north-west of the site (**Figure 6 to 8**).

The site and the Racecourse are located within the Racecourse heritage conservation area under Randwick Local Environmental Plan (LEP) 2012.



Figure 4 | View looking south-west towards Leger Lawn (Source: the Department)



Figure 5 | View looking south-west towards Leger Lawn (Source: the Department)



Figure 6 | View looking south-west towards the multi-deck car park (Source: the Department)



Figure 7 | View looking north-east towards the QEII Grandstand (Source: the Department)



Figure 8 | View looking south-west towards the Swab Building (Source: the Department)

1.3 Surrounding Site Context

The Racecourse is bound by Alison Road to the north, Wansey Road to the east, High Street to the south and Anzac Parade to the west. The Racecourse is located within an established inner-city suburban area, which is generally characterised by low to medium scale residential development and recreational land uses to the north. To the west and east of the Racecourse are one and two-storey dwelling houses and three to four storey residential apartment buildings. To the south of the site is the University of New South Wales which comprises medium density university buildings and campus accommodation. To the north-west of the Racecourse are light rail holding yards and to the north, opposite Alison Road, is Centennial Park.

The land uses in the immediate vicinity of the site are shown in **Figure 9**.



Figure 9 | Surrounding site context (Source: NearMap 2020)

2 Project

2.1 Description of the development

The development seeks approval for a new two-storey multi-purpose building known as the 'Winx Stand'. The facility would primarily be used for general admission patrons on race-day events held at the Racecourse.

The facility would provide increased weather protection and enhance amenity for patrons. The facility would also be used for non-race day events, including functions, corporate events, exhibitions and university examinations.

The main components of the development, as revised by the Response to Submissions (RtS), Response to Request for Further Information (RRFI) and additional information provided are outlined in **Table 1** and are shown in **Figure 10** to **13**.

Table 1 | Main Components of the Project

Aspect	Description
Demolition and site establishment	<ul style="list-style-type: none"> • Demolition of existing temporary day stalls building, minor earthworks and site preparation works • Removal of three Magnolia trees located along the north eastern frontage of the existing temporary day stalls building • Relocation of the stewards tower located on the eastern corner of the Swab building.
Built form	<ul style="list-style-type: none"> • Construction of a two-storey multi-purpose building with a height of 17.75 m (RL 47.75 m) comprising: <ul style="list-style-type: none"> ○ ground level ○ mezzanine level ○ level 1 ○ plant level • A total of three halls on the following levels: <ul style="list-style-type: none"> ○ ground level – Hall 1 ○ level 1 – Hall 2 and 3 • New link bridge connecting level 1 of the proposed 'Winx Stand' to the QEII Grandstand • Solar panels on the roof.
Gross floor area (GFA)	<ul style="list-style-type: none"> • A total GFA of 4,882 m² comprising: <ul style="list-style-type: none"> ○ ground level - 2,946 m² ○ mezzanine level – 38 m² ○ level 1 - 1,898 m².
Building uses	<ul style="list-style-type: none"> • Multi-purpose hall space, food and beverage facilities and back-of-house services on ground and level 1 • Central outdoor terrace on level 1 between Hall 2 and 3 and two smaller terraces at the end of Hall 2 and Hall 3.

Signage	<ul style="list-style-type: none"> • Building identification sign located on the roof of the southern elevation.
Landscaping	<ul style="list-style-type: none"> • Landscaping including seating and planting between the existing multi-deck car park and the proposed Winx Stand to establish 'The Laneway' • Landscaping on the southern elevation of the proposed Winx Stand and a new access ramp from the trackside lawn area to the Winx Stand.
Roadworks	<ul style="list-style-type: none"> • Widening existing driveway crossing near the north-western frontage of the existing temporary day stalls building • Adjustments to height of the kerb at the north-eastern corner of the proposed 'Winx Stand' to facilitate a pram ramp
Capacity	<ul style="list-style-type: none"> • Maximum internal capacity for up to 7,500 patrons.
Capital Investment Value (CIV)	<ul style="list-style-type: none"> • \$41,926,000.
Jobs	<ul style="list-style-type: none"> • 150 full time jobs during construction • Approximately five full time jobs and 50 casual jobs during operation.



Figure 10 | Photomontage of the Winx Stand (Source: Applicant's RRFI)

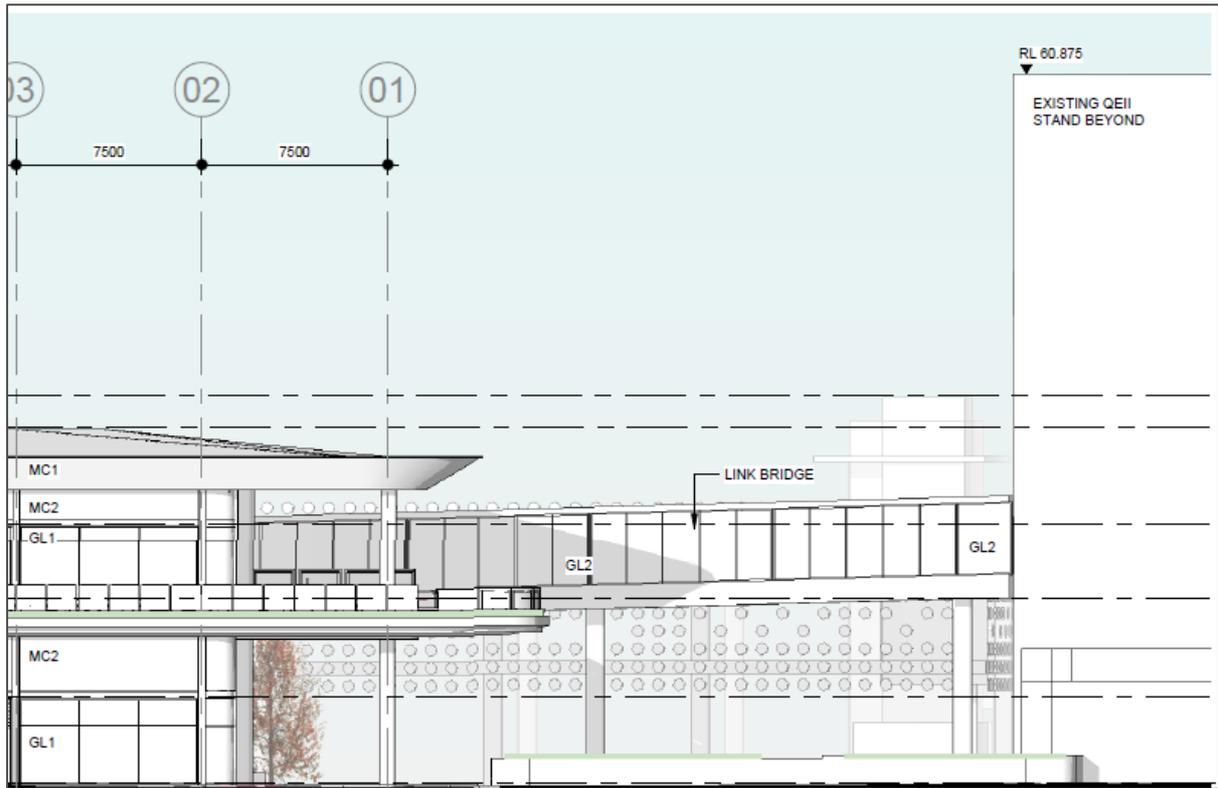


Figure 11 | New link bridge (Source: Applicant's RFFI)

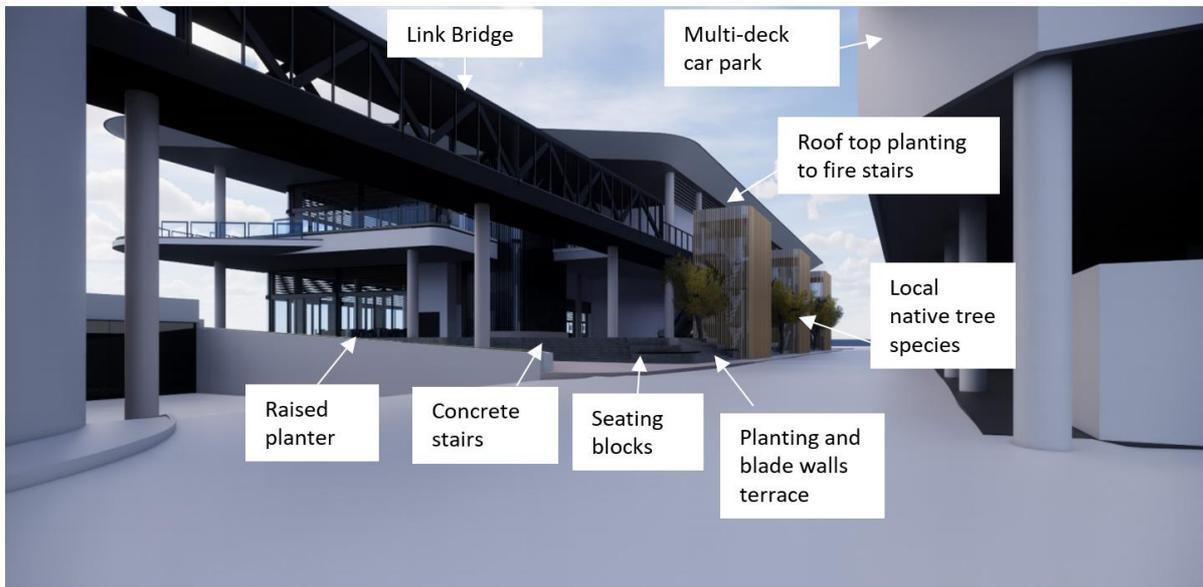


Figure 12 | Photomontage of 'The Laneway' looking west (Source: Applicant's RtS)

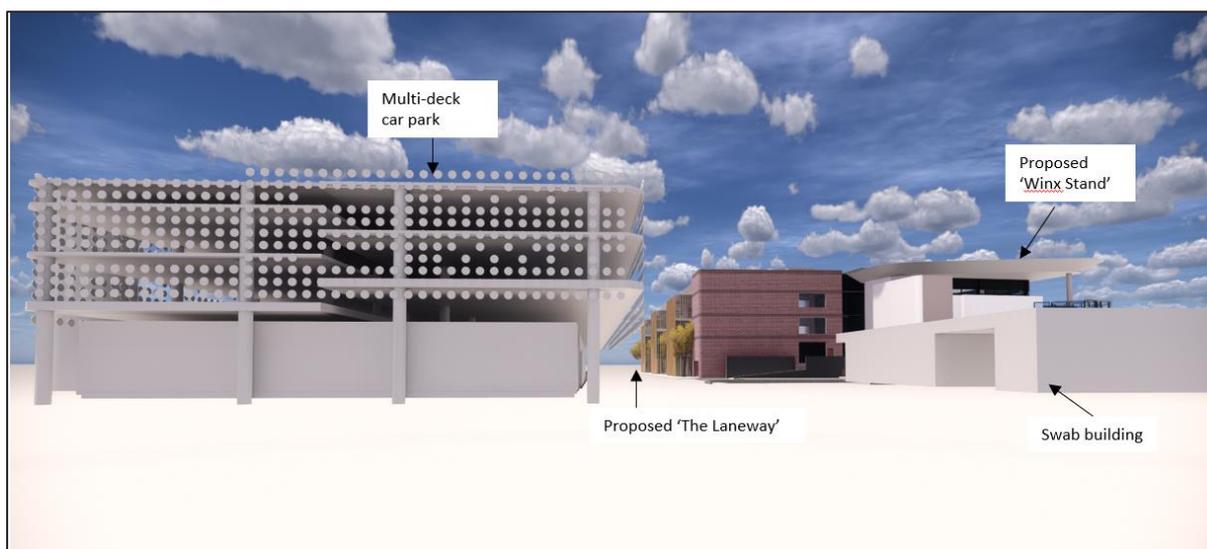


Figure 13 | Photomontage of 'The Laneway' looking east (Source: Applicant's RFFI)

2.2 Timing

Construction of the development is anticipated to commence in November 2020 and be completed by August 2021. The construction program for the development is outlined in **Table 2**.

Table 2 | Main Components of the Project

Phase	Duration	Estimated commencement
Demolition	15 days	November 2020
Excavation	30 days	December 2020
Construction	210 days	January 2021
Services fit out	75 days	August 2021

2.3 Related development

On 7 February 2011, the Independent Planning Commission (former Planning Assessment Commission) approved a development application (MP10_0097) for the redevelopment of the Spectator Precinct.

The development approval for MP10_0097 has been modified on two occasions on 25 February 2012 by the Independent Planning Commission (MP10_0097_MOD 1) and on 2 March 2014 by the Executive Director of Development Assessment Systems and Approvals (MP10_0097_MOD 2). The latest modification for the Spectator Precinct (MP10_0097_MOD 2) permits the use of the land and buildings within the Spectators 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 exam events which may have a duration of no more than 14 days.

3 Strategic context

3.1 Greater Sydney Region Plan and Eastern City District Plan

In March 2018, the Greater Sydney Commission (GSC) published the Greater Sydney Region Plan (the Region Plan) and the associated District Plans. The Region Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. The Region Plan's overriding vision for Greater Sydney is to rebalance Sydney into a metropolis of three unique but connected cities; an Eastern Harbour City, the Western Parkland City (west of the M7) and the Central River City (with Greater Parramatta at its heart).

The development is consistent with the Region Plan as it supports the economic growth of NSW by improving the ongoing use of the Racecourse, contributing to the tourism sector and creating jobs.

The site is located within the Eastern City District area. The development is consistent with the objectives of the Eastern City District Plan, as it will:

- provide a multi-purpose facility which will contribute to the NSW State Economy within the Randwick Collaboration Area (Planning Priority E8)
- provide a multi-purpose facility which will support the tourism industry and provide jobs (Planning Priority E13).

3.2 Future Transport Strategy 2056

The Future Transport Strategy 2056 is an update to the NSW Long Term Transport Master Plan 2012 and outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The development is consistent with the six key outcomes of the Plan as:

- the site is located within walking distance to the CBD and South East Light Rail
- does not provide any additional car parking spaces.

4 Statutory Context

4.1 State significance

The development is SSD under section 4.36 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as it is development carried out on land identified as being within the Royal Randwick Racecourse Site and has a CIV in excess of \$10 million under clause 4 of Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

The development is also SSD as it is development for the purpose of a major recreation facility and has a CIV in excess of \$30 million under clause 13(e) of Schedule 1 of the SRD SEPP.

Therefore, the Minister for Planning and Public Spaces is the consent authority for the project.

The application can be determined by the Executive Director, Regions, Industry and Key Sites under delegation as:

- a political disclosure statement has not been made
- there are less than 50 public submissions (other than Council) in the nature of objections
- the Council of the area in which the development is to be carried out has not made an objection under the mandatory requirements for community participation in Schedule 1 of the Act.

4.2 Permissibility

The site is zoned RE1 Public Recreation under the Randwick LEP 2012.

The primary use of the development is for race-day events which is defined as 'Recreation facilities (major)'. Recreation facilities (major) are permissible with consent within the RE1 Public Recreation zone.

The development would also be used for ancillary purposes on non-race day events, including functions, corporate events, exhibitions and university examinations.

4.3 Mandatory Matters for Consideration

Section 4.15 of the EP&A Act outlines the matters that a consent authority must take into consideration when determining development applications. These matters are summarised as:

- provisions of environmental planning instruments (including draft instruments), development control plans, planning agreements, and *the Environmental Planning and Assessment Regulation 2000* (EP&A Regulation)
- the environmental, social and economic impacts of the development
- the suitability of the site
- any submissions
- the public interest, including the objects of the EP&A Act and the encouragement of ecologically sustainable development (ESD).

The Department has considered all these matters in its assessment of the project, as well as the Applicant's consideration of environmental planning instruments (EPIs) in its EIS as summarised in

Section 6 of this report. The Department has also given consideration to the relevant provisions of the EPIs in **Appendix C**.

4.4 Biodiversity Development Assessment Report

On 31 May 2019, the Environment, Energy and Science Group of the Department of Planning, Industry and Environment (former NSW Office of Environment and Heritage) granted a waiver to the requirement to submit a Biodiversity Development Assessment Report (BDAR) under *the Biodiversity Conservation Act 2016*.

On 5 June 2019, the Department also granted a waiver. The Department considers the development is not likely to have any significant impacts on biodiversity values as the development involves works to a highly disturbed and modified site, involves the removal of only three minor exotic trees which are in poor health and would not adversely impact any native animals and plants, including threatened species, populations and ecological communities, and their habitats.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application from Wednesday 20 November 2019 to Tuesday 17 December 2019 (28 days). The application was made publicly available on the Department's website, at Service Centre NSW and exhibited at Randwick City Council (Council).

The Department placed a public exhibition notice in the Southern Courier on Tuesday 19 November 2019, and notified adjoining landholders, Council and relevant government agencies in writing.

The Department has considered the comments raised in Council and government agencies' submissions during the assessment of the application (**Section 6** and **Appendix B** of this report). The Department notes no public submissions were received.

5.2 Summary of submissions

The Department received a total of seven submissions, comprising six submissions from government agencies and one submission from Council all making comments.

No submissions were received from members of the public. Copies of the submissions may be viewed at **Appendix A**.

5.3 Key issues – Government agencies

The key issues raised by Government agencies are summarised in **Table 3** below.

Table 3 | Government agency submissions

Government Agency	Comments
Environment, Energy and Science Group (EESG)	<ul style="list-style-type: none">the Landscape Plan includes invasive exotic species and exotic speciesthe Landscape Plan should be updated to include native trees, shrubs and groundcover species from the relevant local native vegetation communities that once occurred in the localitylisted requirements for tree replacement and plantingrecommended conditions of consent including use of native species, tree replacement and planting requirements and Landscape Plan requirements.
Transport for New South Wales (Roads and Maritime Services) (Transport for NSW (RMS))	<ul style="list-style-type: none">a Pedestrian Management Plan (PMP) should be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime and Council prior to the issue of a Construction Certificatethe PMP should take into consideration the operation of the light rail and include a contingency plan should attendance exceed capacity.

Heritage Division of the Department of Premier and Cabinet (Heritage Division)	<ul style="list-style-type: none"> the development would have a moderate to low impact on the formal Spectator Precinct and notes that the site has been previously disturbed and does not contribute to the character of the formal Spectator Precinct the Historical Archaeological Assessment does not comply with the relevant guidelines. However, it is unlikely to result in adverse heritage impacts on the Racecourse and there is no historical archaeology of significance at the site. Therefore, no historical archaeological investigations are required recommended conditions relating to unexpected finds and Interpretation Plan.
Transport for NSW (TfNSW)	<ul style="list-style-type: none"> the Construction Pedestrian and Traffic Management Plan (CPTMP) should be updated in consultation with the Sydney Light Rail Operator and TfNSW SCO prior to the issue of a Construction Certificate, demolition or excavation works, whichever is the earlier an Event Traffic and Transport Management Plan (ETTMP) and a Travel Plan should be prepared in consultation with the TfNSW SCO, Transport Management Centre within TfNSW, NSW Police, Council and Centennial Park and Moore Park Trust prior to the issue of an Occupation Certificate.
Government Architect NSW (GA NSW)	<ul style="list-style-type: none"> a green roof and/or solar panels should be incorporated into the development details of acoustic mitigation measures for nearby residents is required.
Sydney Water	<ul style="list-style-type: none"> listed water and wastewater servicing requirements and stormwater requirements.

5.4 Key issues – Council

Council did not object to the development and provided the following comments:

- the development must be compliant with the *Disability Discrimination Act 1992* (DDA Act)
- further details on how the back-of-house facilities will be visually treated and screened
- recommend the intersection at Doncaster Street and Ascot Street be signalised to ensure the safety of patrons entering and exiting the Racecourse
- patrons use the Alison Road entrance to enter and exit the Racecourse in the evenings to minimise noise impacts on surrounding residents
- recommend option 1 for the service vehicle access route as it would minimise noise impacts on surrounding residents
- recommended service vehicles should not access the site during sensitive hours (early mornings or late nights) to minimise noise impact on surrounding residents
- the recommendations from the Aboriginal and Historical Archaeology assessment should be included in the conditions of consent
- requested further consideration of the development against the conservation policies in the Royal Randwick Racecourse Conservation and Management Plan (CMP) (Godden Mackay, 2006)
- supports the proposed ESD strategies and these should be incorporated into the design
- any garden beds/plantings not open to natural rainfall and green walls should be irrigated and how rainwater would be harvested for this purpose

- the proposed Queensland Fire Wheel Trees are not suitable and provided a list of alternative trees
- the landscaping plans should be amended to include details on proposed species, lighting strategy and specifications of soil depth for plantings on the podium
- recommend the noise mitigation measures detailed in the Noise and Vibration Impact Assessment (NVIA) should be implemented during construction and operation
- requested that the cumulative noise impacts with the rest of the Racecourse be considered
- the development should comply with the Office of Liquor, Gaming and Racing (OLGR) requirements
- does not recommend the approval for events past 12 midnight
- recommend conditions relating to heritage, environmental amenity, public health and safety.

5.5 Response to submissions

Following exhibition of the application, the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

On 9 April 2020, the Applicant provided a Response to Submissions (RtS), which contained revised architecture plans, landscape plans, heritage assessment, noise and vibration assessment and a draft pedestrian, traffic and transport management plan (PTTMP). Key design amendments include:

- revised design of level 1 and the roof
- incorporation of solar panels on the roof
- a new access ramp between the trackside lawn area and the 'Winx Stand'
- revised planting schedule.

The RtS was made publicly available on the Department's website. The Department forwarded the RtS to Council, GANSW, Heritage Division and EESG for comment. The Department received four additional submissions, including three submissions from government agencies and one submission from Council. The key issues raised in these submissions are summarised in **Table 4** below.

Table 4 | Council and government agency submissions to the RtS

Government Agency	Comments
EESG	<ul style="list-style-type: none"> • the updated Landscape Plan still includes invasive exotic species and exotic species • preference for native species to be used • requested clarification on proposed planting schedule • provided a revised list of recommended conditions.
Heritage Division	<ul style="list-style-type: none"> • the revised Historical Archaeological Assessment has been updated in accordance with the comments provided during the EIS stage • recommended conditions relating to the unexpected finds procedure and Interpretation Plan.

GA NSW

- addressed the comments provided during the EIS stage and has no further comments on the application
 - recommended condition relating to solar panels.
-

Council

- supports the revised design
 - requests the new access ramp is compliant with the DDA Act
 - recommended an additional tree is planted to assist visually screen the back of house facilities
 - supports the proposed ESD strategies and requested these are incorporated into the design of the development
 - reiterated their recommendations regarding noise impacts
 - advised it would work collaboratively with the Applicant to finalise the draft PTTMP
 - recommended conditions relating to heritage, environmental health, noise, unexpected finds protocol for contamination and food safety.
-

5.6 Further information

On 19 June 2020, the Applicant submitted further information in the form of a Response to Request for Further Information (RRFI).

The RRFI included additional information to address the issues raised in **Table 4** above. The RRFI also included further design changes to the north-western corner of the roof and western elevation of the proposed development which were designed in consultation with GA NSW. The additional information and revised plans were made publicly available on the Department's website.

The Department forwarded the RRFI to the GA NSW for comment. The GA NSW supported the revised design and did not have any further comments.

6 Assessment

The Department has considered the development, the issues raised in submissions and the Applicant's RtS and additional information in its assessment of the application. The Department considers the key issues associated with the development are:

- design excellence
- built form
- public domain and landscaping
- traffic, car parking and access
- noise impacts.

Each of these issues are discussed in the following sections of this report. Other issues relating to the application considered during the assessment of the application are addressed in **Section 6.6** of this report.

6.1 Design excellence

Clause 6.11 of the Randwick LEP 2012 requires the consent authority to be satisfied the development exhibits design excellence. Clause 6.11(4) specifies the matters the consent authority must consider in determining the design excellence of the development. These matters comprise architectural design, public domain, surrounding built and environmental context, sustainable design principles and visual impacts and are addressed in full in **Appendix C**.

Prior to lodgement, the design was reviewed by the GA NSW two times between May 2019 and July 2019. The GA NSW's advice included commentary on aspects of the development it supported and further recommendations.

Following review of the EIS, the GA NSW requested that a green roof and/or solar panels are incorporated into the design. Council also requested these elements be incorporated into the design of the development.

In response, the Applicant incorporated solar panels on the roof to improve the sustainability of the development. The Applicant also amended the design of the roof and western elevation of the stand to simplify the construction method and respond to advice from the GA NSW. The revised design also included a new access ramp and revised planting schedule.

The GA NSW reviewed the revised design and were supportive of the proposed design refinements.

The Department has considered the advice from the GA NSW and the matters to be considered under Clause 6.11(4) of the Randwick LEP 2012 and is satisfied the development exhibits design excellence as:

- the proposed design has been reviewed by GA NSW and the Applicant has responded to the advice received
- the GA NSW supports the proposed design, including the refinements made to the development (at the RtS and RRFI stages)
- the proposed design and materials are consistent with the surrounding structures and incorporate horizontal and vertical design elements from the adjacent QEII Grandstand and multi-deck car park

- the proposed design incorporates landscaping which would improve the amenity of the public domain by providing respite from the weather, seating and places for socialising
- the bulk and scale of the proposed development is considered to be appropriate within the context of the Spectator Precinct. The proposed development provides a stepped height transition down from the QEII Grandstand to the Swab building. The multi-deck car park is located behind the proposed development and would enhance how the Spectator Precinct addresses the Racecourse
- the proposed design incorporates a number of sustainable design principles including operable facades which would facilitate natural ventilation and solar panels on the roof. The orientation of the proposed development would provide acoustic management to nearby residents and provides good passive solar design. The proposed development also incorporates energy efficient building materials and fixtures
- the proposed development would not result in any adverse impacts on view corridors or landmarks as the proposed development is largely screened by the multi-deck car park and QEII Grandstand.

The Department's assessment therefore concludes the proposed development exhibits design excellence, satisfying the provisions of the Randwick LEP 2012. The proposed development has been designed to appropriately fit within the context of the Spectator Precinct, without having an adverse impact on the character of the locality, making a positive contribution to the Racecourse.

The Department recommends that the designers (Cox Architecture and Sturt Noble Associates) are engaged in the design documentation phase to ensure the integrity of the design quality is maintained through to completion of the project. The Department also recommends a condition requiring the installation and commissioning of the solar panels prior to occupancy of the proposed development as recommended by GA NSW.

6.2 Built form

Building height and massing

The development seeks approval for a new two-storey multi-purpose building, measuring approximately 118 m in width and 53 m in depth with a maximum building height of 17.75 m (RL 47.75 m) (**Figure 14 and 15**). The proposed GFA is 4,882 m².

The proposed development also includes a new link bridge connecting level 1 to the QEII Grandstand, at a height of 7.5 m (FFL 39.50 m) above the ground floor and approximately 44 m in length.

No concerns were raised by Council or government agencies about the built form of the development.

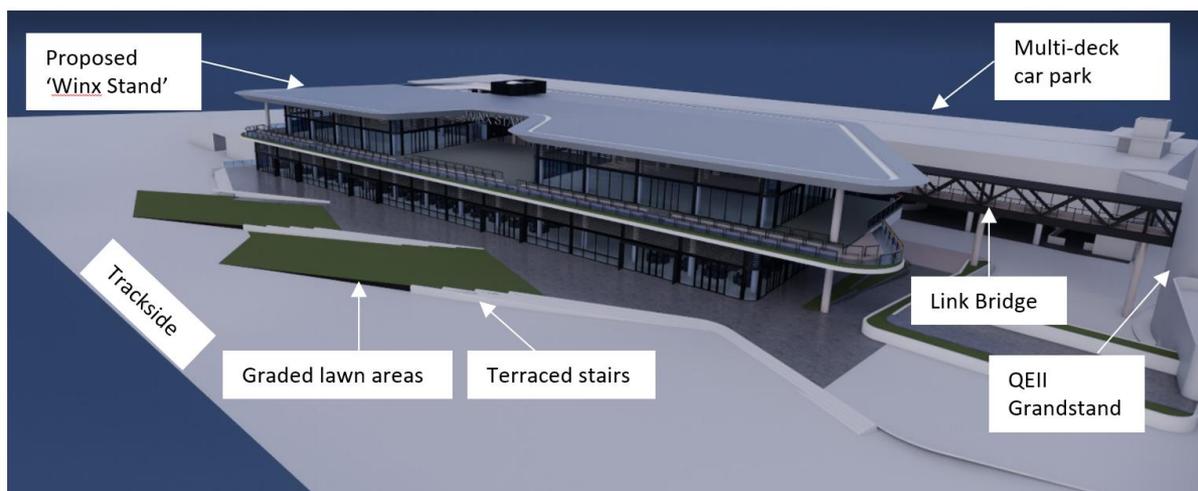


Figure 14 | Photomontage of the Winx Stand – trackside elevation (Source: Applicant’s RtS)

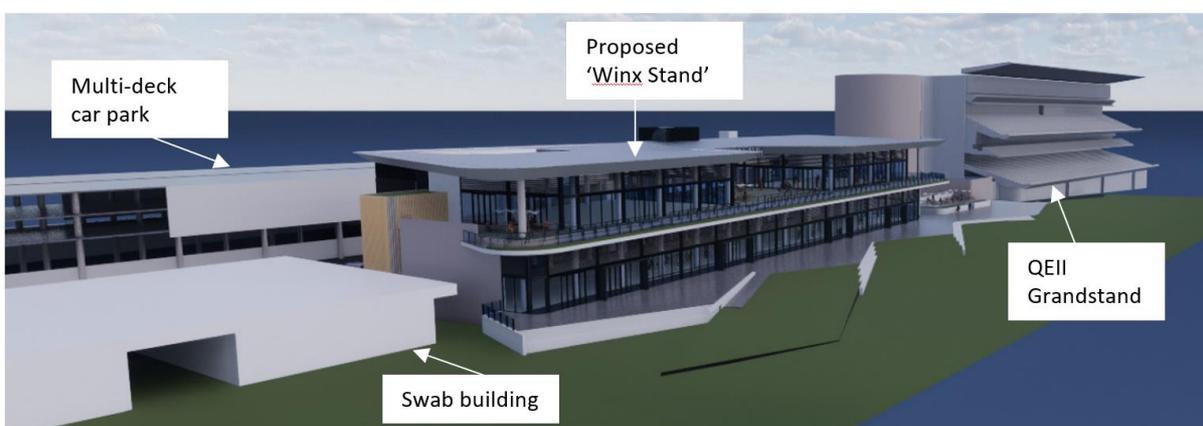


Figure 15 | Photomontage of the Winx Stand – trackside elevation (Source: Applicant’s RtS)

The Department notes that there are no height or floor space controls for the site. As such, the Department has undertaken a merit assessment of the proposed built form and considers the development is acceptable as:

- the height of the proposed development (17.75 m) provides an appropriate built form transition between the smaller scale Swab building (5.5 m) located to the south-west and the larger QEII Grandstand (30.9 m) located to the north-east
- the proposed development is setback approximately 20 m from the racetrack at its closest point and is located in front of the multi-deck car park which is set back approximately 101 m from the racetrack and has a height of 12.5 m. The proposed development will shield the views of the car park from the Racecourse and enhance how the Spectator Precinct integrates with the Racecourse
- the proposed design and materials are consistent with the surrounding structures and incorporate horizontal and vertical design elements from the adjacent QEII Grandstand and multi-deck car park
- the proposed link bridge would provide a level connection between the proposed development and multi-deck car park via the QEII Grandstand circulation drum. The proposed link bridge would complement the proposed development by continuing the glass façade of trackside elevation

- the development would not result in any adverse overshadowing, privacy or view loss impacts as the proposed development is located well away from neighbouring properties and is largely screened from external receivers by the QEII Grandstand, the multi-deck car park, existing vegetation and distance
- the GA NSW supported the design of the proposed development and did not raise any concerns about the height or scale of the proposed development.

The Department's assessment therefore concludes the built form is acceptable.

Visual impacts

A Landscape Character and Visual Impact Assessment (LVIA) was submitted with the EIS to assess the potential visual impacts associated with the development. The LVIA assessed the development as having moderate to high-moderate impacts on views from within the Racecourse and low to moderate-low impacts on views from outside the Racecourse.

Council requested further details on how the back-of-house facilities within the proposed development would be visually treated and screened from the public domain.

In response, the Applicant confirmed that the back-of-house facilities would be fully incorporated into the proposed development and would not be visible from the public domain. Council reviewed the RtS and recommended an additional tree be planted to assist in visually screening the back-of-house facilities. The Applicant included an additional tree in the north-western corner of the proposed development as part of the RRFI.

The Department considers the visual impacts of the development are acceptable as:

- the built form is considered appropriate in the context of the surrounding development within the Spectator Precinct
- the greatest visual impact is from within the Racecourse itself and from the adjacent QEII Grandstand which is far greater in scale and size
- the proposed development is largely screened from external receivers by the multi-deck car park, the QEII Grandstand and existing vegetation
- it would not obstruct views to the Racecourse
- the back-of-house facilities would be incorporated within the building and would not be visible from the public domain.

The Department's assessment therefore concludes that the visual impacts of the development are acceptable, and the development would result in a built form that is consistent with the character of the Spectator Precinct.

6.3 Public domain and landscaping

The development includes two main public domain areas, known as 'The Laneway' and the terraced area south of the proposed development (refer to **Figure 16** to **Figure 18**). The Laneway would be located between the development and the multi-deck car park and would act as a secondary active edge and an alternative zone for race-day patrons away from the track.

The area surrounding the southern elevation of the proposed development would be a landscaped terrace for race viewing and comprises an asphalt terrace, in-situ concrete terraced steps, graded lawn areas and a new access ramp.

The development also includes the removal of three Magnolia trees located along the north-eastern frontage of the existing temporary day stalls building and planting in the public domain areas.

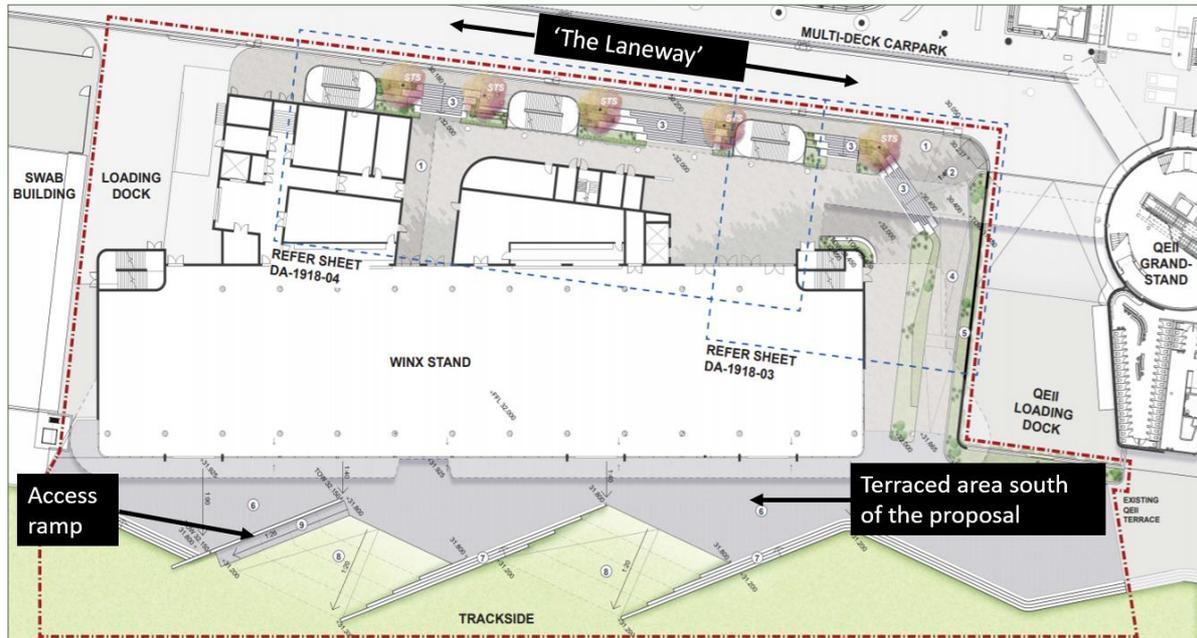


Figure 16 | Ground Plan (Source: Applicant's RtS)



Figure 17 | Photomontage of 'The Laneway' (Source: Applicant's EIS)



Figure 18 | 'The Laneway' landscaping (Source: Applicant's RtS)

EESG recommended that native species from the relevant local native vegetation communities are used in the public domain and requested the Landscape Plans be updated to include further details on tree replacement and planting.

Council noted that any garden beds/planting and green walls not open to natural rainfall should be irrigated and requested that a strategy detailing how rainwater would be harvested for this purpose. Council also noted that the proposed Queensland Fire Wheel Trees are not suitable and provided a list of alternative trees from Council's Street Tree Masterplan. Council requested that the Landscape Plans are updated to include details on proposed species, lighting strategy and specifications of soil depths for plantings on the podium. Council also requested that the new access ramp is compliant with the DDA Act.

In response, the Applicant undertook consultation with EESG during the RRFI stage and further refined the planting schedule and agreed to further develop the Landscape Plans in consultation with EESG. The Applicant also addressed Council's concerns by replacing the Queensland Fire Wheel Trees with local native species and noted that the requested details would be included in the final Landscape Plans. The Applicant also confirmed the proposed access ramp would be compliant with the DDA Act.

The Department considers the proposed public domain and landscaping works are acceptable as:

- the Landscape Plans would be further refined in consultation with EESG to include an appropriate selection of plant species which includes natives to improve the biodiversity of the site
- the landscaping would help soften the appearance of the development and the public domain areas would improve the amenity of the Racecourse for visitors and spectators by providing respite from the weather, seating and places for socialising
- the terraced landscape on the southern elevation of the proposed development would allow large numbers of patrons to have clear views across the Racecourse
- the proposed access ramp would be compliant with the DDA Act.

The Department has recommended a condition requiring the Landscape Plans to be further developed in consultation with EESG to ensure the development includes an appropriate mix of plant species which includes natives to improve biodiversity at the site. The Department also recommends a number of conditions relating to planting and landscape plan requirements in accordance with recommendations from EESG and Council including the preparation of a rainwater harvest strategy.

Subject to the recommended conditions, the Department is satisfied the proposed public domain and landscaping works are acceptable as it would enhance the amenity and appearance of the proposed development.

6.4 Traffic, car parking and access

Traffic

The Applicant submitted a Traffic Impact Assessment (TIA) to assess the potential traffic impacts associated with the development. The TIA notes that the development would not generate additional traffic as the development does not seek to increase the number of patrons attending events at the Racecourse. The development would simply provide additional amenities for existing patrons attending the Racecourse who would otherwise use marquees erected on the Leger Lawn.

The Department considers potential traffic impacts are acceptable as:

- the development does not seek to increase the number of patrons attending events at the Racecourse and therefore is unlikely to generate any additional traffic movements within the surrounding road network
- the site is well serviced by public transport including the Sydney CBD and South East Light Rail and bus services which would further reduce traffic impacts associated with the Racecourse
- no government agency or public submissions raised concerns about traffic generation.

While the Department is satisfied the development would not result in any additional traffic impacts, the Department has included a number of conditions recommended by Transport for NSW (RMS) and Transport for NSW, including the preparation of an ETTMP and Travel Plan prior to operation. This would ensure traffic is safely and efficiently managed during events and promote the use of sustainable modes of travel. The plans would also be developed in consultation with key government transport agencies, including Council and NSW Police.

The Department's assessment therefore concludes the development would not result in adverse traffic impacts, and the recommended conditions requiring an ETTMP and Travel Plan would further improve traffic management at the site.

Car Parking

The development does not include any additional car or bicycle parking spaces. The Department notes the Racecourse currently has two primary parking areas, the Infield car park which contains approximately 3000 car spaces and the multi-deck car park which contains approximately 568 car spaces.

The Department considers the existing parking provision is acceptable as:

- the development does not seek to increase the number of patrons attending events at the Racecourse and therefore would not increase parking demand
- the Racecourse contains over 3568 car parking spaces and is capable of servicing the proposed development
- the Racecourse is supported by various other public transport modes which would reduce car parking demand
- no government agency or public submissions raised concerns about car parking.

However, the Department recommends a condition requiring the provision of 20 bicycle parking spaces in accordance with the Randwick Development Control Plan (DCP) 2013. The provision of bicycle parking spaces would promote active travel and further reduce the traffic impacts associated with the Racecourse.

Subject to the provision of bicycle parking spaces, the Department considers the existing parking at the Racecourse together with the various public transport modes servicing the area are capable of servicing the proposed development.

Pedestrian Access

The Racecourse is only publicly accessible for organised events. Access to the Racecourse is via Gates B, D and F for the public and Gates A and C for members (refer to **Figure 19**).

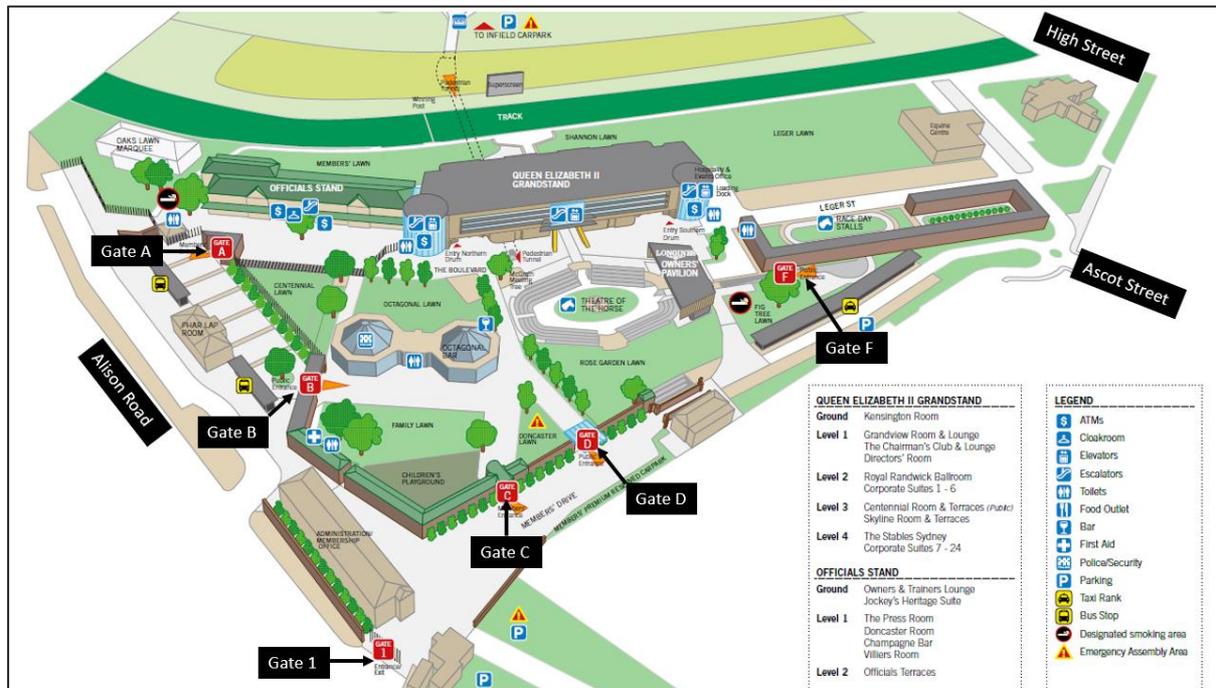


Figure 19 | Royal Randwick Racecourse Precinct Map (Source: Applicant)

Council requested that patrons use the Alison Road access points to exit the Racecourse in the evenings to minimise noise impacts on residents near the Ascot Street entrance. Council also raised concerns about pedestrian safety at the Ascot Street entrance and requested that the intersection at Doncaster Street and Ascot Street is signalised. Transport for NSW recommended the preparation of a PMP.

In response, the Applicant prepared a draft PTTMP in consultation with Council, Transport for NSW, NSW Police, STA – Sydney Buses and NSW Taxi Council. The draft PTTMP details the following pedestrian access routes and restrictions during race day events (refer to **Figure 19**):

- Gate D and the High Street entry would be closed to pedestrians during race-day events
- pedestrians would exit the site via Gate B towards the bus terminus and light rail or in the direction of Gate F leading towards the taxi rank. Pedestrians would walk towards either Gate 1 on Alison Road or towards the crossing intersection of Alison Road and Darley Road.

The Applicant noted that the proposed development would not increase the patronage for events and therefore signalisation of the Doncaster Street and Ascot Street intersection should not be required as result of the development. Council reviewed the RtS and did not provide any further comments regarding the signalisation of this intersection. Council also noted its support for future collaboration to finalise the PTTMP.

The Department considers the development would not result in adverse pedestrian impacts as:

- pedestrian impacts would be managed in accordance with the PMP, ETTMP and Travel Plan
- the draft PTTMP contains control measures that would be implemented during events to manage pedestrian safety including traffic controllers and signs
- the proposed development would not increase patronage for events and therefore agrees there is no nexus for the development to provide signals at the Doncaster Street and Ascot Street intersection in this instance.

The Department recommends a number of conditions in accordance with recommendations from Transport for NSW (RMS) and Transport for NSW including the preparation of a PMP, ETTMP and Travel Plan in consultation with relevant authorities prior to the issue of an Occupation Certificate. This would ensure pedestrian traffic is safely and efficiently managed during events and promote the use of sustainable modes of travel. The Department notes the draft PTTMP includes some of the details requested by the public authorities and recommends these are included the relevant recommended plans.

The Department's assessment therefore concludes the development would not result in adverse pedestrians impacts, subject to the recommended conditions.

6.5 Noise impacts

Operational Noise

The Applicant submitted a Noise and Vibration Impact Assessment (NVIA) to support the development which found the development would comply with the operational noise and sleep disturbance criteria in the EPA's Industry Noise policy, with the exception of one receiver at 68-92 Doncaster Avenue which would exceed the criteria by 8 dBA.

The NVIA did not include a detailed assessment of operational noise impacts during race-day events as the development is unlikely to increase the existing noise emissions from the site given there would be no increase in patronage and noise would be managed under the existing Noise Management Plan for the Spectator Precinct.

Council requested pedestrians and service vehicles use alternative site entrances and access routes to minimise noise impacts on surrounding residents near the Ascot Street entrance. Council also requested that the noise mitigation measures detailed in the NVIA be implemented during operation and that cumulative noise impacts of the Racecourse are considered. GA NSW requested details of the acoustic mitigation measures for nearby residents.

In response to the design changes, the Applicant submitted a revised NVIA which concluded that no receivers would exceed the criteria in the EPA's Industrial Noise Policy. The revised NVIA also considered the cumulative noise impacts from the adjacent QEII Grandstand and contained an updated listed of mitigation measures. These measures include 6 mm thick glazing on the indoor function spaces, erection of clear signage advising patrons to leave the premises quietly and restricting the disposal of glass bottles during daytime hours only.

The Department has carefully considered the revised NVIA and considers the operational noise impacts of the development acceptable as:

- operational noise impacts during non-race day events on surrounding residential receivers would comply with the noise and sleep disturbance criteria in the EPA's Industrial Noise Policy and would therefore not result in any adverse noise impacts
- the development would improve the operational noise impacts of existing operations by containing events in enclosed spaces that would otherwise be located outdoors
- the operational noise impacts associated with race day events would be managed in accordance with the Noise Management Plan for the Spectator Precinct
- operational noise impacts would be managed in accordance with the mitigation measures detailed in the revised NVIA
- there would be no increase in noise generated by pedestrians and traffic as the development does not seek to increase the number of patrons attending events. Pedestrian and vehicle movements would be managed in accordance with the ETTMP to minimise noise impacts on surrounding residents.

The Department recommends a number of conditions relating to the management of operational noise as recommended by Council including the implementation of the mitigation measures detailed in the NVIA, operation of plant and equipment in accordance with EPA's Industry Noise Policy and limiting deliveries and waste collection to daytime hours only.

Subject to the recommended conditions, the Department's assessment concludes the potential operational noise impacts associated with the development are acceptable.

Construction Noise

The NVIA submitted with the development predicts noise levels for surrounding residential receivers could exceed the Interim Construction Noise Guidelines (ICNG) by up to 12 dBA during standard construction hours and up to 22 dBA outside of standard construction hours, during the worst-case scenario. No receivers are predicted to be 'highly affected' (experience noise levels of LAeq (15 min) 75 dBA or above) during any stage of the works.

Despite the potential construction noise exceedance, the Department considers construction noise impacts are acceptable as:

- the proposed works are temporary and the closest residential receiver is located approximately 80m away from the development site
- no receivers are predicted to be 'highly affected'
- the predicted exceedances represent a conservative worst-case scenario with actual noise levels likely to be significantly lower
- works would not be undertaken during nighttime periods and therefore would not result in any sleep disturbance impacts
- noise and vibration impacts would be managed in accordance with the mitigation measures detailed in the NVIA
- residential receivers would not be affected by the use of vibration intensive equipment. The use of vibration intensive equipment near surrounding structures would be managed in accordance with the mitigation measures detailed in the NVIA
- no submissions raised concerns about construction noise or vibration.

The Department has also recommended conditions requiring construction works to be limited to Council's standard construction hours and construction noise to be managed in accordance with a

Construction Noise and Vibration Management Plan which is required to be prepared and implemented for the development.

6.6 Other issues

The Department’s consideration of other issues is provided at **Table 5**.

Table 5 | Department’s assessment of other issues

Issue	Findings	Recommendations
<p>Heritage</p>	<ul style="list-style-type: none"> • The development is located within the Racecourse Heritage Conservation Area. The site historically contained three stages of the St Leger Stand, the Queen’s Stand and a scratching tower. The Historical Archaeological Assessment notes there is low potential for subsurface remains of these structures within the site. • Council requested further consideration and assessment of development against the Royal Randwick Racecourse CMP and the Randwick DCP 2013. • Heritage Division notes that there is no historical archaeology of significance within the site and recommended that the Historical Archaeological Assessment be updated. • In response, the Applicant revised the Historical Archaeological Assessment and confirmed the development is consistent with the Royal Randwick Racecourse CMP and Randwick DCP 2013. • The Department considers the heritage impacts of the development are acceptable as: <ul style="list-style-type: none"> ○ it would not result in any adverse impacts on heritage items or historical archaeology of significance as there are no existing heritage items on the site and the site has been subject to high levels of disturbance. ○ the development is consistent with the Royal Randwick Racecourse CMP and Randwick DCP 2013 as it is consistent with the historic use of the Racecourse and there are no adverse heritage impacts. • The Department has also recommended conditions requiring an updated unexpected finds protocol to be implemented in accordance with recommendation made by Heritage Division and Council and the preparation of an Interpretation Plan in accordance with the Royal Randwick Racecourse CMP. • Subject to the recommended conditions, the Department is satisfied the potential heritage impacts are acceptable. 	<p>The Department recommends the following conditions:</p> <ul style="list-style-type: none"> • Implementation of an unexpected finds procedure. • Preparation of an interpretation plan.
<p>Aboriginal Heritage</p>	<ul style="list-style-type: none"> • The Aboriginal Cultural Heritage Assessment Report (ACHAR) notes there are no registered Aboriginal objects or archaeological sites within the site. However, the ACHAR also notes the site contains landscape features, including the consolidated aeolian sand body that forms part of the Tuggerah 	<p>The Department has recommended a condition requiring the implementation of the ACHAR recommendations.</p>

Soil Landscape and locally the Botany Bay sands, which has potential to contain Aboriginal objects or archaeological deposits.

- The ACHAR provides a number of recommendations which have been developed in consultation with the Registered Aboriginal Parities. These recommendations include further consultation with the Aboriginal community, additional investigations, development of an Archaeological Research Design and Methodology, archaeological monitoring and staged salvage excavation if required.
- No submissions raised concerns about impacts on Aboriginal Heritage.
- The Department considers any potential impacts on Aboriginal cultural heritage can be appropriately mitigated and managed in accordance with the recommendations detailed in the ACHAR.

Construction impacts

Traffic

- The EIS included a CPTMP. On average the development would generate six daily trips for each construction stage, in addition to the oversized vehicles movements.
- Transport for NSW recommended that the CPTMP be updated in consultation with the Sydney Light Rail Operator and TfNSW SCO prior to construction.
- The Department considers the construction traffic impacts acceptable as the impact on the surrounding road network is considered to be minor and would be managed in accordance with the CPTMP.

Air quality

- During construction the development has the potential to generate particulates during different construction phases.
- The Air Quality Assessment (AQA) details a number of mitigation measures to manage potential air quality impacts during construction.
- No submissions raised concerns about air quality impacts.
- The Department considers the construction air quality impacts are acceptable as the impact is considered to be minor and would be managed in accordance with the mitigation measures outlined in the AQA.

The Department recommends the following conditions:

- Updates to the CPTMP in consultation with the Sydney Light Rail Operator and TfNSW SCO prior to construction.
- Construction must be undertaken in accordance with the AQA.

Contamination

- The EIS included a combined Preliminary Site Investigation (PSI) and Detailed Site Investigation (DSI) for contamination. The DSI concluded that 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 notes there is a legally enforceable Environmental Management Plan (EMP) that was established in relation to the temporary day stalls building and a 'Cap and Contain' strategy.
- The DSI concludes the strategy can be extended to cover the Winx Stand development and that remediation (and a Remediation Action Plan) is not required for the proposed development.

The Department recommends the following conditions:

- Preparation of an UFP.
- Implementation of the recommendations of the DSI.

- Council recommended that an Unexpected Finds Protocol (UFP) is prepared and waste is disposed in accordance with the NSW EPA Waste Classification Guidelines 2014.
- The Department notes that the concentration of contaminants found on site are not considered to pose a risk to human health or ecological receptors. Based on the findings in the DSI, the Department notes that the site does not require remediation. The Department considers the potential contamination impacts can be managed in accordance with the UFP and the existing EMP and the site can be made suitable for the proposed use.

Signage

- The development includes a new building identification sign on the southern elevation of the roof.
- No submissions raised concerns about the proposed signage.
- The Department's consideration of the development against SEPP 64 is provided in **Appendix F**.
- The Department is satisfied the signage has adequately addressed the relevant provisions of SEPP 64, would not have an adverse impact on the design and appearance of the proposed development and would not have adverse amenity impacts.

The Department recommends a condition requiring signage illumination not to exceed the relevant Australian Standards.

Stormwater

- The Applicant provided a Civil Stormwater Design Report which detailed the proposed stormwater system.
- 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.
- Stormwater collected from the roof and surface will drain to an absorption trench located along the southern elevation of the development.
- The Department is satisfied the proposed stormwater system has the capacity to allow storage and infiltration of all storms up to and including the 1% AEP storm. The Department is also satisfied the stormwater can be adequately discharged through proposed stormwater system without any adverse impacts to the groundwater quality or downstream stormwater networks.
- The Department has also recommended a suite of conditions to ensure the stormwater system is designed in accordance with relevant BCA and Council requirements.

The Department recommends conditions requiring stormwater design to comply with BCA and Council requirements.

Wastewater

- The development involves the deviation of an existing wastewater main that traverses the northern edge of the site.
- Sydney Water provided a list of water and wastewater servicing requirements and stormwater requirements
- In response, the Applicant confirmed that water servicing and wastewater servicing would be considered as part of a separate Section 73 application to Sydney Water. This would also include

The Department recommends a condition requiring a Section 73 Certificate to be obtained prior to the issue of an Occupation Certificate.

an application for the deviation of the existing wastewater main. The Applicant also confirmed the site can be adequately serviced with potable water without the need for amplification or adjustments to existing infrastructure

- The Department considers the water servicing, wastewater servicing and utility adjustments to Sydney Water infrastructure can be managed through the Section 73 application.

Flooding

- The Racecourse forms part of the Kensington-Centennial Park stormwater management network and parts of the Racecourse experience significant overland flows during the 1% AEP storm event.
- However, the Leger Lawn is not impacted by the 1% AEP storm event.
- The proposed development has a Finished Floor Level (FFL) of RL 32.00 which is up to 2m above the existing roads and racetrack and therefore would not be impacted by flooding.
- The Department is therefore satisfied the proposed development would not be impacted by flooding.

The Department does not require any conditions in relation to flooding.

Ancillary uses

- The Department notes the proposed building would primarily be used for race-day events. However, the building would also be used for ancillary non-race day events, including functions, corporate events, exhibitions and university examinations.
- While the Department supports the shared use of the building, it is noted that for the development to remain permissible, the principal purpose of the building must remain recreation facility (major) for race-day events.
- The Department therefore recommends a condition requiring the principal purpose of the building as a recreation facility (major) for race-day events, with non-race day events being ancillary to the principal purpose of the building.

The Department recommends a condition requiring the principal purpose of the building to be recreation facility (major) for race-day events, with non-race day events being ancillary to the principal purpose of the building.

Operational hours

- The proposed hours of operation for the development during race-day events are from 10:30 am to 6:45 pm. The proposed hours of operation during non-race day events are as follows:
 - indoor amplified events: Monday to Sunday 7 am to 2 am
 - outdoor unamplified events: Monday to Sunday 7 am to 12 midnight
 - outdoor amplified events: Sunday to Thursday 9 am to 10 pm and Fridays, Saturdays and Public Holidays 9 am to 11 pm.
- Council stated that the development must comply with the OLGR liquor licence requirements and advised that it does not recommend the approval of events past 12 midnight.
- In response, the Applicant noted that the development would operate in accordance the approved hours of operation for the Spectator Precinct which permits indoor amplified events on Monday to Sunday from 7 am to 2 am for non-race day events.

The Department recommends the following condition:

- The hours of operation for non-race day events (indoor amplified events) are limited to 7 am to 12 midnight Sunday to Thursday and 7 am to 2 am Friday and Saturday.
- Preparation of an Operational Plan of Management and an Operational Noise and Vibration Management Plan.

- The Department considers the proposed hours of 7 am to 2 am Monday to Sunday are excessive and could result in potential amenity impacts given the number of potential patrons visiting the facility. Further, the operating hours are significantly greater than the proposed hours for race-day events.
- The Department therefore recommends the proposed hours are limited to 7 am to 12 midnight Sunday to Thursday and 7 am to 2 am Friday and Saturday.

Development contributions

- Development contributions are required in accordance with the Randwick City Council Section 94A Development Contributions Plan 2015 (Contributions Plan) as the development has a CIV in excess of \$200,000 and does not meet the Contributions Plan exclusions criteria.
- The Contributions Plan requires a levy of 1% of the CIV to be paid to Council
- The CIV of the proposed development is \$41,926,000
- The Department recommends an appropriate condition to require payment of \$419,260 in development contributions in accordance with Council's Contributions Plan.

The Department recommends the following condition:

- Payment of \$419,260 in development contributions in accordance with the Contributions Plan.
-

7 Evaluation

The Department has reviewed the EIS, RtS, and all additional information, and assessed the merits of the development, taking into consideration advice from Council and government agencies. Issues raised by Council have been considered (as outlined in **Appendix B**) and all environmental issues associated with the development have been thoroughly addressed.

The Department has considered all relevant matters under section 4.15 of the EP&A Act, the objects of the EP&A Act and the principles of ESD.

The Department has carefully considered the impacts associated with the development, and considers it should be approved for following reasons:

- it is consistent with the strategic objectives for the area as it would support economic growth and tourism within NSW by improving the ongoing use of the Racecourse and promoting it as a world-class racing venue
- it would provide a purpose-built facility which would significantly enhance the amenity for patrons during race-day events by providing improved weather protection and spectator viewing
- the Government Architect NSW has advised the development exhibits design excellence and the building would sit comfortably within the context of the Spectator Precinct and Randwick Racecourse
- it is located centrally within Randwick Racecourse and surrounding receivers would not be adversely impacted by overshadowing, view or noise impacts
- it would not result in any adverse traffic or car parking impacts as the site is well serviced by public transport and the development does not seek to increase the overall number of patrons attending events at the Racecourse
- it would create over 150 full time jobs during construction and facilitate approximately five full time jobs and 50 casual jobs during operation
- all other issues associated with the development have been assessed, and appropriate conditions recommended, where necessary, to ensure the impacts of the development are appropriately mitigated and/or managed.

The Department's assessment therefore concludes the development is in the public interest and recommends the application be approved, subject to the recommended conditions.

8 Recommendation

It is recommended that the Executive Director, Regions, Industry and Key Sites, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants consent** for the application in respect of SSD 10285, subject to the conditions in the attached development consent
- **signs** the attached development consent and recommended conditions of consent (see **Appendix D**).

Recommended by:



Minoshi Weerasinghe
Planning Officer
Key Sites Assessments

Recommended by:



Cameron Sargent
Team Leader
Key Sites Assessments

Recommended by:



Anthony Witherdin
Director
Key Sites Assessments

9 Determination

The recommendation is **Adopted** by:

A handwritten signature in blue ink that reads "Sargent". The signature is written in a cursive style with a large initial 'S'.

Anthea Sargent

Executive Director

Regions, Industry and Key Sites

Appendices

Appendix A – List of referenced documents

The following supporting documents and supporting information to this assessment report can be found on the Department's website as follows:

Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/project/10771>

Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/10771>

Submissions Report

<https://www.planningportal.nsw.gov.au/major-projects/project/10771>

Further information

<https://www.planningportal.nsw.gov.au/major-projects/project/10771>

Appendix B – Community Views for Draft Notice of Decision

The Department notes that no submissions were received from members of the public. Council's submission is considered below.

Issue	Consideration
<p>Design excellence and built form</p> <ul style="list-style-type: none"> Council notes the development must be compliant with the <i>Disability Discrimination Act 1992</i> (DDA Act) Council supports the proposed ESD strategies and requests these are incorporated into the design of the development. 	<ul style="list-style-type: none"> The proposed access ramp is compliant with the DDA Act. The development incorporates a number of sustainable design principles. The Department has recommended conditions of consent which require compliance with DDA Act and require the incorporation of the sustainable design principles in the detailed design.
<p>Visual impacts</p> <ul style="list-style-type: none"> Further details on how the back of house facilities will be visually treated and screened is required Recommended an additional tree is planted to assist visually screen the back of house facilities. 	<ul style="list-style-type: none"> The back-of-house facilities would not be visible from the public domain. An additional tree has been included in the north-western corner of the proposed development. The Department's assessment concludes that the visual impacts of the development are acceptable, and the development would result in a built form that is consistent with the character of the Spectator Precinct.
<p>Traffic and Access:</p> <ul style="list-style-type: none"> Council requests that the intersection at Doncaster Street and Ascot Street is signalised to ensure the safety of patrons entering and exiting the Racecourse. 	<ul style="list-style-type: none"> The Department notes that the proposed development would not increase the patronage for events and therefore agrees that signalisation of the Doncaster Street and Ascot Street intersection is not required a result of the development. The Department notes that pedestrian and traffic impacts would be managed in accordance with the PMP, ETTMP and Travel Plan which would be further developed in consultation with relevant stakeholders, including Council and recommends this as a condition of consent.
<p>Noise and vibration:</p> <ul style="list-style-type: none"> Council requests that patrons use the Alison Road entrance to enter and exit the Racecourse in the evenings to minimise noise impacts on surrounding residents Council requests that option 1 is chosen as the service vehicle access route as it would minimise noise impacts on surrounding residents Council requests that service vehicles do not access the site during sensitive hours (early mornings or late nights) to minimise noise impact on surrounding residents 	<ul style="list-style-type: none"> The Department considers the operational noise impacts of the development acceptable as noise impact associated with race-day events would be managed in accordance with the Noise Management Plan for the Spectator Precinct. The Department notes that noise impacts associated with non-race day events comply with the noise and sleep disturbance criteria in the EPA's Industrial Noise Policy and would not result in adverse noise impacts to the surrounding residential receivers. The Department notes these impacts can be managed in accordance with the mitigation measures in the NVIA, PMP and ETTMP. The Department recommends a number of conditions of consent relating to the management of operational noise as recommended by Council.

- the development must implement the noise mitigation measures detailed in the Noise and Vibration Impact Assessment (NVIA) during construction and operation
- the development must consider the cumulative noise impact with the rest of the Racecourse.

Heritage:

- the recommendations from the Aboriginal and Historical Archaeology assessment should be included in the conditions of consent
- further consideration and assessment of the development against the conservation policies in the Royal Randwick Racecourse Conservation and Management Plan (CMP) (Godden Mackay, 2006).
- The Department considers the heritage impacts of the development acceptable as it would not result in any adverse impacts on heritage items or historical archaeology of significance.
- The Department also notes the development is consistent with the Royal Randwick Racecourse CMP and Randwick DCP 2013.
- The Department considers any potential impacts on Aboriginal cultural heritage can be appropriately mitigated and managed in accordance with the recommendations detailed in the ACHAR.
- The Department recommends conditions of consent including an unexpected finds procedure and the preparation of an interpretation plan. The Department also recommends a condition requiring the implementation of the ACHAR recommendations.

Landscaping

- Any garden beds/plantings not open to natural rainfall and green walls should be irrigated. The development should include a strategy for how rainwater would be harvested for this purpose
- Council notes the proposed Queensland Fire Wheel Trees are not suitable and provided a list of alternative trees from Council's Street Tree Masterplan
- Council requests the landscaping plans are amended to include details on proposed species, lighting strategy and specifications of soil depth for plantings on the podium.
- The Department notes the landscape plans have been revised and would be further developed in consultation with EESG prior to the issue of a construction certificate.
- The Department concludes the proposed landscaping works are acceptable and would enhance the amenity and appearance of the proposed development.
- The Department recommends a condition requiring that the landscape plans are further developed in consultation with EESG prior to the issue of a Construction Certificate.
- The Department also recommends a number of conditions relating to planting and landscape plan requirements in accordance with recommendations from EESG and Council including the preparation of a rainwater harvest strategy.

Operation:

- the development should comply with the Office of Liquor, Gaming and Racing (OLGR) requirements
 - Council does not recommend the approval for events past midnight.
 - The Department considers the proposed hours of 7 am to 2 am Monday to Sunday for non-race day events (indoor amplified events) are excessive and could result in potential amenity impacts given the number of potential patrons visiting the facility.
 - The Department therefore recommends the proposed hours are limited to 7 am to 12 midnight Sunday to Thursday and 7 am to 2 am Friday and Saturday.
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Appendix C – Statutory Considerations

In line with the requirements of section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the Department’s assessment of the project has provided a detailed consideration to a number of statutory requirements. These include:

- the objects found in section 1.3 of the EP&A Act; and
- the matters listed under section 4.15(1) of the EP&A Act, including applicable environmental planning instruments and regulations.

The Department has considered all of these matters in its assessment of the project and has provided a summary of this assessment in **Tables 1** and **2** below.

Table 1 | Consideration of the objects of the EP&A Act

Objects of the EP&A Act	Summary
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources	The proposed development would enhance the amenity for patrons during race-day events and further promote the Racecourse as a world-class racing venue. The development would also improve the non-race day event functionality for the local community. The proposed development is located close to public transport services and the development would not impact on any natural or artificial resources, agricultural land or natural areas.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment	The principles of Ecologically Sustainable Development (ESD) are considered below.
(c) to promote the orderly and economic use and development of land	The proposed development would promote the orderly and economic use of land by improving the ongoing use of the Racecourse, contributing to the tourism sector and creating jobs.
(d) to promote the delivery and maintenance of affordable housing	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats	The development involves works to a highly disturbed and modified site, involves the removal of only three minor exotic trees which are in poor health and would not adversely impact any native animals and plants, including threatened species, populations and ecological communities, and their habitats.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)	The proposed development would not have an adverse impact on nearby heritage items or conservation areas, as addressed in Section 6 .
(g) to promote good design and amenity of the built environment	The proposed development exhibits design excellence as discussed in Section 6.1 .

(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants	Recommended conditions would ensure the proposed works would be constructed in compliance with all relevant building codes and health and safety requirements.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State	The development is SSD and therefore the Minister is the consent authority. The Department consulted with Council and other relevant agencies on the development.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	Section 5 of this report sets out details of the Department's public exhibition of the development.

Table 2 | Consideration of the matters listed under section 4.15(1) of the EP&A Act

Section 4.15(1) Evaluation	Summary
(a)(i) any environmental planning instrument	The proposed development is permissible under the provisions of the SRD SEPP (Section 4.2). The Department's consideration of other relevant EPIs is provided below.
(a)(ii) any proposed instrument	See below.
(a)(iii) any development control plan	Under clause 11 of the SRD SEPP, development control plans (DCPs) do not apply to SSD.
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	The application satisfactorily meets the relevant requirements of the <i>Environmental Planning and Assessment Regulation 2000</i> (EP&A Regulation), including the procedures relating to applications (Part 6), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(a)(v) Repealed	Not applicable.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	Appropriately mitigated or conditioned - refer to Section 6 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as addressed in Sections 4 and 6 of this report.
(d) any submissions	Consideration has been given to the submissions received during the EIS exhibition period and following lodgement of the RTS. See Sections 5 and 6 of this report.

(e) the public interest

The development is considered to be in the public interest. Refer to **Section 6** of this report.

Environmental Planning Instruments (EPIs)

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The proposed development is SSD under section 4.36 (development declared SSD) of the EP&A Act as it comprises development on land identified as being within the Royal Randwick Racecourse Site (RRRS) and has a CIV in excess of \$10 million (\$41,926,000) under clause 4(a) of Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

The proposed development is also SSD under clause 13(e) of Schedule 1 of the SRD SEPP as it is development for the purpose of a major recreation facility with a CIV over \$30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The proposed development would not generate additional traffic during operation however was referred to Transport for NSW and Transport for NSW (RMS) for advice during the exhibition period (refer to **Section 5**).

The Department considers the proposed development to be consistent with the ISEPP given the consultation and consideration of transport, traffic and parking issues in **Section 6.4**.

State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure potential contamination issues are considered in the determination of a development application. SEPP 55 requires the consent authority to consider whether the land is contaminated, and if so, whether the land is suitable for the purposes of the proposed development.

The EIS included a combined PSI and DSI. The DSI concluded that 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 notes there is a legally enforceable Environmental Management Plan (EMP) that was established in relation to the temporary day stalls building and a 'Cap and Contain' strategy. The DSI concludes the strategy can be extended to cover the Winx Stand development and that remediation is not required for the proposed development. The Department considers the site is suitable for the proposed development. This is addressed in detail in **Section 6.6**.

Draft Remediation of Land State Environmental Planning Policy

The Department is reviewing all State Environmental Planning Policies to ensure they remain effective and relevant and SEPP 55 has been reviewed as part of that program. The Department recently published the draft Remediation of Land State Environmental Planning Policy (Remediation SEPP), which was exhibited until April 2018.

Once adopted, the Remediation SEPP will retain elements of SEPP 55, and add the following provisions to establish a modern approach to the management of contaminated land:

- require all remediation work that is to be carried out without development consent, to be reviewed and certified by a certified contaminated land consultant
- categorise remediation work based on the scale, risk and complexity of the work
- require environmental management plans relating to post-remediation management or ongoing management of on-site to be provided to Council.

The new SEPP will not include any strategic planning objectives or provisions. Strategic planning matters will instead be dealt with through a direction under section 117 of the EP&A Act.

The Department considers the proposed development is consistent with the draft Remediation SEPP subject to the recommended conditions.

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)

State Environmental Planning Policy No 64 - Advertising and Signage (SEPP 64) applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve.

The development includes a new building identification sign on the southern elevation of the roof.

Under clause 8 of SEPP 64, consent must not be granted for any signage unless the development is consistent with the objectives of the SEPP and with the assessment criteria contained in Schedule 1. The Department considers the development to be compatible with the desired amenity and visual character of the area, provide effective communication and is of high-quality design and is therefore consistent with the objectives of SEPP 64. The Department's assessment of Schedule 1 of SEPP 64 is provided in **Table 3** below.

Table 3 | Department's consideration of Schedule 1 of SEPP 64

Assessment criteria	Department's consideration	Compliance
1 Character of the area		
Is the development compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is located within the Racecourse and is considered compatible with the surrounding character of the site.	Yes
Is the development consistent with a particular theme for outdoor advertising in the area or locality?	The development does not include any advertising however includes building identification signage which	Yes

is consistent with the theme of the locality.

2 Special areas

Does the development detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

The proposed signage will not detract from the amenity or visual quality of the surrounding area.

Yes

3 Views and vistas

Does the development:

- obscure or compromise important views?
- dominate the skyline and reduce the quality of vistas?
- respect the viewing rights of other advertisers?

The proposed signage will not obscure any views, including important views.

Yes

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.

The proposed signage will not disturb the viewing rights of other advertisers in the vicinity.

4 Streetscape, setting or landscape

Is the scale, proportion and form of the development appropriate for the streetscape, setting or landscape?

The scale, proportion and form of the proposed signage is appropriate for the setting of the proposed development.

Yes

Does the development contribute to the visual interest of the streetscape, setting or landscape?

The proposed signage will contribute to the visual interest of the building by providing identification and recognition of the site.

Yes

Does the development reduce clutter by simplifying existing advertising?

The site does not contain any existing advertising.

N/A

Does the development screen unsightliness?

The proposed signage is integrated into a new development that exhibits design excellence, therefore there is no unsightliness.

Yes

Does the development 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.	Yes
Does the development require ongoing vegetation management?	The proposed signage does not require any ongoing vegetation management	N/A

5 Site and building

Is the development compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage is compatible with the scale, proportion and other characteristics of the Winx Stand.	Yes
Does the development respect important features of the site or building, or both?	The proposed signage will not detract from the important features of the site and building.	Yes
Does the development show innovation and imagination in its relationship to the site or building, or both?	The proposed signage is innovatively located and appropriately relates to the building.	Yes

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?	The proposed signage will be internally illuminated.	Yes
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7 Illumination

<p>Would illumination:</p> <ul style="list-style-type: none"> • result in unacceptable glare? • affect safety for pedestrians, vehicles or aircraft? • detract from the amenity of any residence or other form of accommodation. • Can the intensity of the illumination be adjusted? • Is the illumination subject to a curfew? 	<p>The proposed illumination will not result in unacceptable glare or affect the safety of pedestrian, vehicles or aircraft.</p> <p>There is no residential accommodation immediately facing the proposed illuminated signage.</p> <p>The intensity of the illuminated can be adjusted if necessary and is not subject to a curfew.</p> <p>The Department also recommends a condition of consent to ensure the signage illumination does not</p>	Yes
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exceed the relevant Australian Standards.

8 Safety

<p>Would the development reduce safety for:</p> <ul style="list-style-type: none"> pedestrians, particularly children, by obscuring sightlines from public areas? for any public road? pedestrians or bicyclists? 	<p>The proposed signage will not reduce the safety for any public road or pedestrians or cyclists.</p> <p>The proposed signage will not obscure any sightlines, and therefore is not considered to reduce the safety of pedestrians.</p>	Yes
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Randwick Local Environmental Plan 2012

The Department considers the development is consistent with the relevant provisions of the Randwick LEP 2012. Consideration of relevant provisions of the Randwick LEP 2012 are addressed in **Table 4** and **Table 5** below.

Table 4 | Consideration of the Randwick LEP 2012

Criteria	Department's Consideration	Compliance
Clause 2.2 Zoning of land	The site is zoned RE1 Public Recreation	Yes
<p>Clause 2.3 Zone objectives</p> <p>The objectives of the RE1 are:</p> <ul style="list-style-type: none"> 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. 	<p>The Department considers the development consistent with the RE1 objectives for the following reasons:</p> <ul style="list-style-type: none"> The development will support the ongoing operation and use of the Racecourse as a major recreation facility The development involves public domain and landscaping works which would enhance the appearance of the proposed development and promote the Racecourse as a world-class racing venue The proposed landscaping works would improve the amenity of the public domain by providing respite from the weather, seating and places for socialising The proposed planting includes a mix of selected native and pre-existing species which would be consistent with the existing landscaping of the Spectator Precinct. 	Yes

Clause 2.3 Permissibility	As discussed in Section 4.2 and Section 6 , the primary use of the development is for race-day events which are permissible with consent within the RE1 zone. The development would also be used for ancillary non-race day events, including functions, corporate events, exhibitions and university examinations.	Yes
Clause 2.7 Demolition requires development consent	The development will involve demolition of the existing temporary day stalls building. These works can be carried out with development consent.	Yes
Clause 4.3 Height of Buildings	No building height controls apply to the site.	N/A
Clause 4.4 Floor Space Ratio	No floor space ratio controls apply to the site.	N/A
Clause 5.10 Heritage conservation	As discussed in Section 6 , the development would not result in any significant impacts to heritage items or historical archaeology. The development has the potential to impact on Aboriginal objects and archaeological deposits. The Department considers potential impacts can be managed in accordance with the mitigation measures detailed in the Aboriginal Cultural Heritage Assessment.	Yes
Clause 6.1 Acid Sulfate Soils	The site is not located within land mapped as being affected by ASS.	Yes
Clause 6.2 Earthworks	The development involves earthworks and can be carried out with development consent.	Yes
Clause 6.3 Flood planning	The site is not subject to flooding.	Yes
Clause 6.4 Stormwater management	Stormwater would be managed through the development's stormwater system. As discussed in Section 6 , the Department is satisfied stormwater can be adequately discharged through proposed stormwater system without any adverse impacts to the groundwater quality or downstream stormwater networks.	Yes
Clause 6.8 Air space operations	The proposed building height is below the required 51-110 m AHD air space restriction across the Racecourse.	Yes
Clause 6.10 Essential services	The application was accompanied by a Building Services Infrastructure Report, which concludes the development will require relocation or realignment of existing infrastructure. The development also involves the deviation of an existing wastewater main that traverses the northern edge of the site. The Department considers the water servicing,	Yes

wastewater servicing and utility adjustments to Sydney Water infrastructure can be managed through the Section 73 application.

Clause 6.11 Design Excellence	As discussed in Section 6 and below the Department considers the development exhibits design excellence.	Yes
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Table 5 | Consideration of Clause 6.11 – Design Excellence

Criteria	Department’s Consideration
In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters:	
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved	As discussed in Section 6 , the proposed design and materials are consistent with the surrounding structures and incorporate horizontal and vertical design elements from the adjacent QEII Grandstand and multi-deck car park.
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain	As discussed in Section 6 , the proposed design incorporates landscaping which would improve the amenity of the public domain by providing respite from the weather, seating and places for socialising.
(c) how the proposed development responds to the environmental and built characteristics of the site and whether it achieves an acceptable relationship with other buildings on the same site and on neighbouring sites	As discussed in Section 6 , the bulk and scale of the proposed development is considered appropriate within the built context of the Spectator Precinct. The proposed development provides a stepped height transition down from the QEII Grandstand to the Swab building. The proposed development will shield the view of the car park from the Racecourse and enhance how the Spectator Precinct addresses the Racecourse.
(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	As discussed in Section 6 , the proposed design incorporates a number of sustainable design principles including operable facades which would facilitate natural ventilation and solar panels on the roof. The orientation of the proposed development would provide acoustic management to nearby residents and provides good passive solar design. The proposed development also incorporates energy efficient building materials and fixtures.
(e) whether the proposed development detrimentally impacts on view corridors and landmarks	As discussed in Section 6 , the proposed development would not result in any adverse impacts on view corridors or landmarks as the proposed development is largely screened by the multi-deck car park and QEII Grandstand.

Other Policies

Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and

environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- inter-generational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

The proposed development incorporates a number of sustainability measures including:

- architectural features to support passive design
- solar panels on the roof
- 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 design and construction including energy efficiency measures, water efficiency measures, enhancing ecological value through native landscape selections, indoor environmental quality and sustainable material selections.

The Department has considered the project in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision-making process by a thorough assessment of the environmental impacts of the project.

Overall, the development is generally consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

Appendix D – Recommended Instrument of Consent

The recommended conditions of consent (SSD 10285) can be found on the Department's website at:
<https://www.planningportal.nsw.gov.au/major-projects/project/10771>