

24 October 2011

Director General
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attention: Michael Woodland

Dear Sir,

Royal Randwick Racecourse – Proposed ‘Future Music Festival’ Event

Preliminary Environmental Impact Statement

We write on behalf of Future Entertainment, the promoter of the Future Music Festival and the proponent for the above proposal.

The Future Music Festival has been held at the Royal Randwick Racecourse site for the last 6 years running. Randwick City Council has been the consent authority for these last 6 events, however, due to the inclusion of ‘non-race day events’ as a State Significant Development at the Racecourse, the Minister is now the consent authority.

The Festival is set to occur on 10th March 2012 (four and a half months’ time) and preparations for the event have already commenced. Importantly, as per the typical preparation regime, the promoters have already commenced consultation with key stakeholders including the NSW Police, RTA and the STA.

The proposal entails approval for a one-day (temporary) event for 45,000 people to attend a music festival at the Royal Randwick Racecourse. The event will run from 12 noon to 10pm. The event utilises the excellent public transport and access facilities available at the Racecourse and embellishes these facilities with special transport and management provisions to ensure the event runs smoothly and with minimal amenity impact to the residents of the surrounding area. The Racecourse site has traditionally been used for large festival events over a number of years. Together with the Future Music Festival itself, large events have included World Youth Day in 2008 and even the Beatles in 1965.

To assist the Director General to prepare the environmental impact statement requirements for the project, this letter includes a Preliminary Environmental Impact Statement which identifies the key issues associated with the proposed development. The purpose of the Preliminary Environmental Impact Statement is:

- To articulate the content of the project.
- To identify the relevant planning policies applicable to the site and the proposed development.
- To outline the anticipated key issues associated with the proposal.
- To identify the approach to be adopted to address these key issues within the Environmental Impact Statement (EIS).

Based upon the experience from the previous 6 years, the site is considered to be suitable for the event subject to the provision of a variety of management plans to address transportation, security and noise impact in particular. As the use and structures erected on the site are temporary, physical impact upon the site itself is minimal.

1 Project Rationale

1.1 APPLICATION HISTORY

1.1.1 *Previous Development Applications*

The Future Music Festival has been held at the Royal Randwick Racecourse site for the past 6 years. Randwick Council has assessed each of these previous development applications – details of which include:

- 2006 – DA 904/2005 – determined 1st February 2006 - 10,000 capacity.
- 2007 – DA 74/2007– determined 14th March 2007 – 15,000 capacity.
- 2008 – DA 987/2007– determined 5th March 2008 – 35,000 capacity.
- 2009 – DA 694/2008 – 50,000 capacity:
 - o Determined 25th November 2008 – 25,000 capacity.
 - o Section 96 submitted 13 January 2009 – determined 10 February 2009 – 30,000 capacity.
 - o Section 97 submitted 4 February 2009 – determined 19th February 2009 – 35,000 capacity (by Land and Environment Court)
- 2010 – DA 873/2009 – determined 9th February 2010 – 38,000 capacity.
- 2011 – DA 851/2010 – determined 7th December 2010 – 42,000 capacity.

2 Site Details

2.1 SITE CONTEXT

Royal Randwick Racecourse is one of the largest recreation areas in Sydney's highly urbanised eastern suburbs. It is located within a major open space and entertainment quarter which includes a range of passive and active recreation areas, and sporting facilities. In addition to the Royal Randwick Racecourse, the surrounding recreation and sporting facilities include:

- Fox Studios/Entertainment Quarter
- Centennial Park
- Moore Park Golf Course
- Sydney Cricket Ground/Sydney Football Stadium
- Moore Park

The Recreation Area is strategically located in close proximity to the Sydney CBD and the arterial road network. It also benefits from excellent access to public transport facilities; major bus routes are located along Alison Road, Anzac Parade and High Street.

The proposed festival is consistent with the recreational and entertainment character provided at the Racecourse.

The area surrounding the Racecourse consists of:

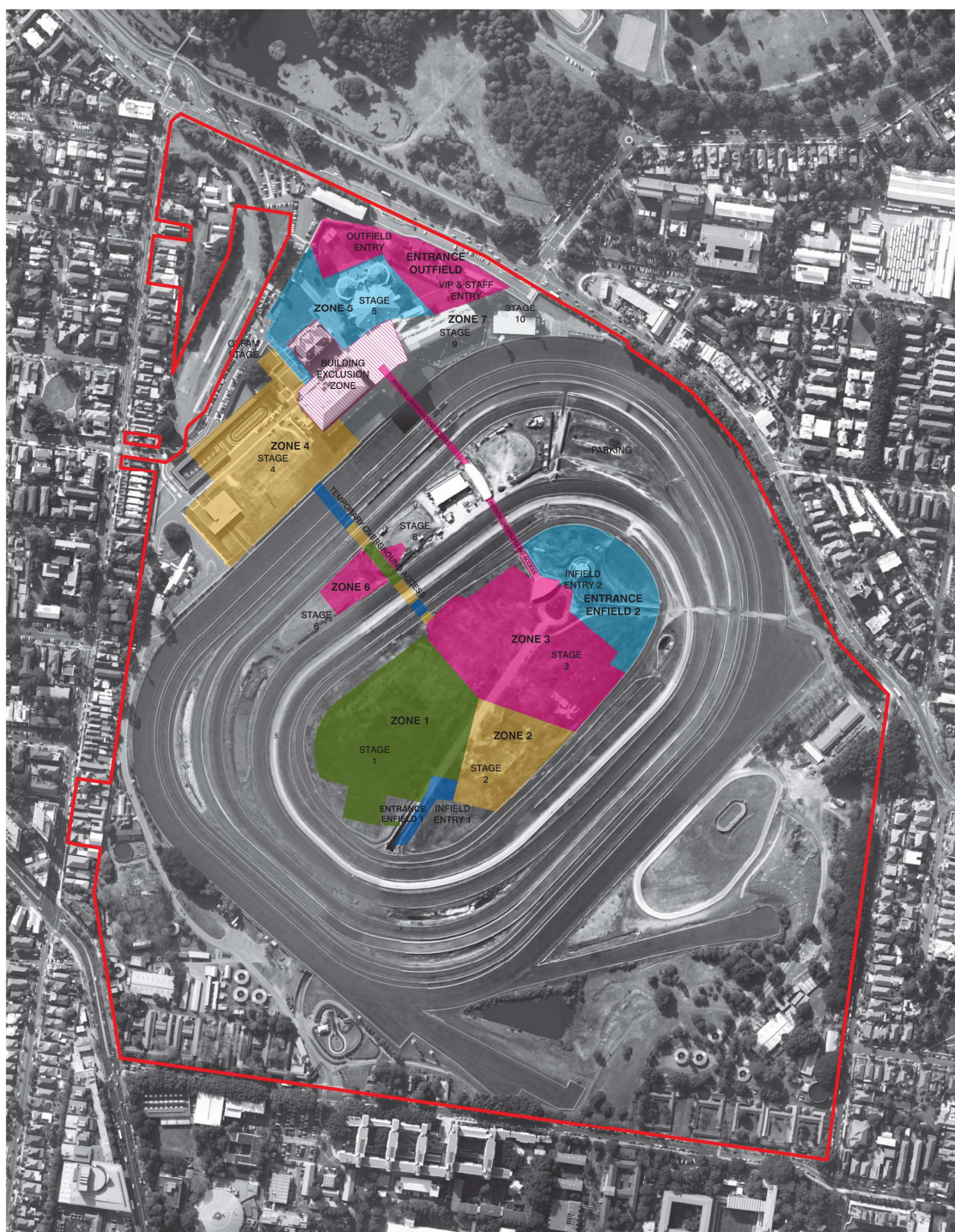
- North – Centennial Park directly opposite on the other side of Alison Road.
- West – residential area consisting of a mix of one and two storey single dwellings and three storey residential flat buildings. Further west Kensington village shopping strip located along Anzac Parade.
- East – predominantly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

As illustrated in the plans below, the proposed development will take place in the Spectator and Infield Precinct of the Racecourse.

2.2 DESCRIPTION OF THE SITE

The application site comprises part of the entire Spectator and Infield Precincts within the wider Royal Randwick site (80ha). The Spectator Precinct accommodates the Royal Randwick's spectator, entertainment and convention facilities. It has the capacity for up to 55,000 people. Around 10 major events (accommodating a total of 25,000 to 55,000 people) are held each year. Smaller events also occur on a regular basis.

The main access to the Spectator Precinct is off Alison Road. This entrance has recently been upgraded providing a fresh and distinctive public face for the racecourse and improving safety and accessibility generally. Transport infrastructure has also been improved to allow for the efficient and safe movement of up to 55,000 people. Access to the Spectator Precinct is also available off Doncaster Avenue and Ascot Street.



Future Music Zones

RANDWICK RACECOURSE, RANDWICK



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Figure 1 – Site and surrounding area

3 Project Details

3.1 DESCRIPTION OF THE PROJECT

3.1.1 *Development Need*

The proposed development will deliver a number of benefits:

- It makes good utilisation of an excellent venue in the Racecourse for such a festival event.
- It is consistent with the entertainment and leisure function of the Racecourse and will contribute to the on-going use of the site as a racecourse in an indirect way.
- Having been held in the same location for the last 6 years, the proposed management procedures and mitigation measures have been refined to ensure a well-managed event.

3.1.2 *Development Overview*

The proposed development involves the construction of temporary structures to enable the temporary use of the Royal Randwick Racecourse site for the temporary one-day festival event. The event is set to be held on 10 March 2012.

The site is listed as a State Significant Development (SSD) 'Specified Site' and all development that is for the purposes of "an event that is not a race day event" is classified as SSD.

The proposal includes the following detail:

- One-day festival event to be held between the hours of 12 noon and 10pm on the 10th March 2012.
- Capacity for 45,000 patrons.
- Bump-in (commencement of preparations) on Sunday 4th March 2012 at 7:00am.
- Bump-out (removal of all structures) on Thursday 15th March 2012 by 5:00pm.

As per previous events, the proposal will include special provision for security, transport and other services to ensure a safe event. Discussion of these special provisions and other mitigating measures is made in **Section 4** below.

3.1.4 *Transport Arrangements*

The proposal will be accompanied by a comprehensive Pedestrian Transport and Traffic Management Plan. Key aspects of the transport arrangements include:

- Fully Integrated Ticketing will be used for this event.
- Special event transport planning and resources are required for this event.
- Event organisers are currently considering a Full Integrated Transport/ Gate Ticket.
- 45 Buses to be used for Ingress and 115 buses used for Egress Lane & Road Closures: Lane and Road closures will be required to be implemented during specific times, primarily used to facilitate the egress operations of patrons from the venue at the conclusion of the event.
- Special event clearways will be required on some roadways, East side Pitt St CBD between Eddy & Hay, both sides Darley Rd between Alison & RRC Gates, Anzac Pde, High St, Alison Rd.
- Temporary no stopping & work sites may be required and installed along specific areas of roadways as suggested by the consent authority.
- Temporary bus zones will be used to facilitate the set-down and pick-up of patrons in close proximity to venue entry points, primarily on High Street. Additional drop-off area for Charter Buses will be available on High Street west of High St Gate, minimal Charter pick-ups from Driver Ave.
- Free car parking for approximately 1,100 cars will be made available on the infield.
- Car parking for staff and police is available on the infield in addition to above.
- VIP, talent and supplier access will be the subject of a detailed access and parking plan which has been developed for the precinct in coordination with FE and ATC.
- Temporary taxi ranks within the RRC will be utilised and staffed with Taxi Staff.
- Private vehicles will be directed to infield parking and public transport is encouraged.
- An event shuttle bus will operate to and from Central Station.

3.1.5 *Capital Investment Value*

Based on the indicative development described above, Future Entertainment has prepared a preliminary estimate of CIV as \$2,354,000. The CIV has been calculated in accordance with DIP's CIV Circular dated 10 May 2010.

4 Key Planning Considerations

4.1 OVERVIEW

The Royal Randwick Racecourse site has been host to this event for the last 6 years. The capacity of the event at 45,000, remains well within the design capacity of the transport infrastructure of the Racecourse of 55,000 patrons. The experience gained over the past 6 years has led to the refinement of the management procedures to ensure that the event runs smoothly for the enjoyment of patrons and with minimum fuss to the surrounding residents.

To inform the preparation of the Director General's Requirements, a preliminary assessment has been made of the proposal in relation to the relevant planning policy and consideration of key issues. The findings of this assessment are summarised below. These matters will be addressed in detail in the Environmental Impact Statement.

4.2 COMPLIANCE AND CONSISTENCY WITH PLANNING CONTROLS AND POLICIES

4.2.1 State Policy

State Environmental Planning Policy (State and Regional Development) 2011

Schedule 2 of this SEPP includes the proposal as a State Significant Development Specified Site:

“4 Development at Royal Randwick Racecourse

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

- (a) it has a capital investment value of more than \$10 million, or*
- (b) it is for the purposes of an event that is not a race day event.”*

Although a single and temporary event, the proposal is clearly classified as “an event that is not a race day event”.

It is understood that the Schedule 2 provision was included in the SEPP to allow the lodgement and assessment of a proposal for parameters that would allow on-going events of a certain capacity and frequency to stand as an on-going approval on the site. It is the Australian Turf Club's intention to lodge such a proposal, however, in the meantime, due to time constraints of the set date upon which the next annual Future Music Festival is to be held, the larger proposal will be subject of a separate proposal made in due course.

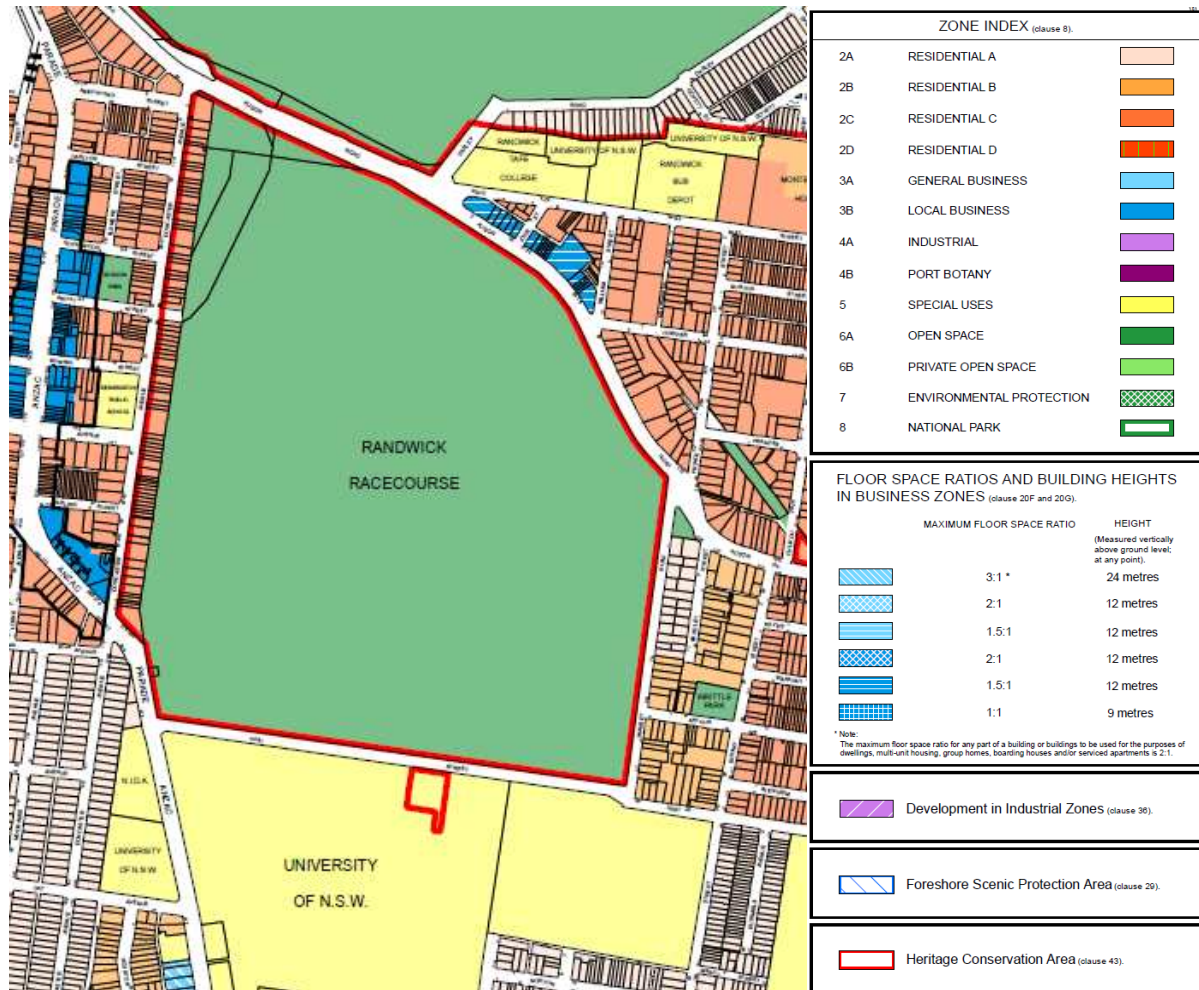
4.2.2 Randwick Local Environmental Plan 1998

The Randwick Local Environmental Plan 1998 (RLEP) applies to the site. Pursuant to the RLEP the site is zoned 6A (Open Space Zone).

The objectives of the 6A zone are:

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

FIGURE 2 – RANDWICK LEP 1998 ZONE MAP



The following uses are permissible with consent within the 6A zone:

Buildings ordinarily incidental or ancillary to landscaping, gardening or bushfire hazard reduction, car parks, child care centres, clubs, communication facilities, community facilities, earthworks, helicopter landing sites, markets, outdoor advertising, public transport, **recreation facilities**, restaurants, roads.

All other uses are prohibited.

The RLEP defines a “recreation facility” as follows:

A building or a work used for a sporting, exercise or leisure activity, and includes golf courses, racecourses, showgrounds, bowling greens, tennis courts and the like, including any ancillary club building.

The proposal includes temporary use of the racecourse site for an ancillary leisure activity and therefore the proposal is considered to be permissible in the zone with consent.

Other relevant controls in the RLEP are detailed below.

TABLE 1 – RLEP 1998 RELEVANT CLAUSES

CLAUSE	DETAILS
38 Developing in Open Space Zones	Council must consider certain heads of consideration relating to the need of the use, whether the use relates to the use and enjoyment of open space, the impact upon existing likely future character of the land and the need to retain the land for a future use.

4.2.3 Comprehensive Randwick LEP

Randwick City Council is undertaking a review of its LEP. A review of the Open Space and Environment provisions is currently underway and will form part of a new comprehensive LEP. The early draft version of the Open Space Discussion Paper indicates that the RRR site is to retain a similar zoning to that existing, being RE1 Public Recreation. The proposal is consistent with the proposed Public Recreation use which will presumably include a such as “recreation facility” as permissible with consent.

4.2.4 Royal Randwick Racecourse Development Control Plan

The Royal Randwick Racecourse Development Control Plan (DCP) provides site specific development controls to fulfil the requirements of Clause 40A of the LEP. The provisions of the DCP do not carry any weight in the consideration of State Significant Development, however, the matters normally considered in a DCP will be assessed as part of Environmental Impact Statement in any case.

4.3 AGENCY AND COMMUNITY CONSULTATION

A range of stakeholders will be consulted on the application including (but are not limited to):

- NSW Government
- Department of Planning and Infrastructure (DPI)
- Randwick City Council
- NSW Police
- Local community
- Roads and Traffic Authority (RTA)
- State Transit Authority
- Events NSW

Initial consultation on the proposal has been had with NSW Police, RTA and STA. In addition, separate consultation has also been had with Randwick City Council and Department of Planning and Infrastructure.

Consultation will continue throughout the preparation of the EIS and will be documented in the EIS.

4.4 KEY ISSUES

4.4.1 Proposed Temporary Use

The proposed leisure/entertainment orientated use will complement the existing racing and tourist/convention/exhibition related activities already contained within the site and help to further establish the site as a major entertainment destination. As such the development is consistent with the vision for the site as a major tourist and recreation destination and with the desired future character of the locality.

The site is considered to be suitable for the proposed uses for the following reasons:

- The locational characteristics of the site, being within one of Sydney's major entertainment quarters and close to public transport infrastructure.
- The site has hosted this particular event for the last 6 years and the Royal Randwick Racecourse has been host to numerous other festival events in the past.
- The transport infrastructure capacity of the Racecourse at 55,000 comfortably exceeds the proposed patronage for the day at 45,000.
- The proposal will reinforce the status of the racecourse as a major tourist attraction and enhance the facilities available for members, patrons, visitors to the area and the local community.

4.4.2 Streetscape, Built Form and Visual Impact

The development involves the erection of temporary structures including stages and ancillary buildings typically found at festival events. The site will be surrounded by opaque fencing and directional barriers relating to ensure legibility for pedestrians and vehicles. These temporary structures, largely due to their temporary nature, are not considered to have any significant visual impact upon the surrounding area.

4.4.3 Ecologically Sustainable Development

The event includes implementation of a series of plans including those relating to transport and waste. The clear objective of these plans is to minimise waste and maximise the use of public transport. We understand that the level of public transport usage for this event in previous years has been very high and to the satisfaction of the State transport authorities. Through the implementation of these plans the principles of ecologically sustainable development will be applied.

4.4.4 Noise

Management of noise impact is a primary concern for the promoters and a comprehensive Noise Management Plan is typically prepared for such an event. Noise will be controlled through:

- Limitation to the hours of the festival to reasonable hours being between 12noon and 10pm.
- The control of sound levels to within the limits considered appropriate by Council and the relevant State agency.
- The layout of the event has been designed in consultation with advice from noise experts Noise Consulting and Management Pty Ltd.
- Stage locations are orientated to the most favourable direction and noise barriers in the form of shipping containers are strategically located to direct noise to less sensitive areas.
- Ample security and policing to ensure patrons move on quickly after the event.

4.4.5 Transport, Access and Parking

The development will necessitate special provision of transport services and a change in road conditions to ensure a smooth operation. A comprehensive Transport Management Plan will be prepared in consultation with key agencies the RTA, STA, NSW Police and Randwick City Council. The special provisions including partial road closures and additional public transport services will result in some temporary disruption to the traffic in the surrounding area, however, through installation of warning signage and the temporary nature of the disruption, drivers in the surrounding area will have satisfactory means to ensure significant inconvenience is avoided

The Royal Randwick Racecourse was subject to a comprehensive upgrade to transport infrastructure in the context of holding the World Youth Day event. The facilities on site have been constructed to handle a crowd of 55,000 which is comfortably greater than the proposed event.

A small amount of free car parking will be provided on site for those choosing to drive. Travelling to the event by car will be discouraged.

4.4.6 Social and Economic Impacts

Royal Randwick Racecourse is an established feature of the area and local landmark. The Racecourse contributes socially and economically at the local and state level. Hosting of the festival at the Racecourse is consistent with the use of the site for entertainment and leisure activities and will otherwise assist in securing the future of the racecourse, a recognised community facility.

Potential social impact may be through amenity impact of noise, anti-social behaviour of the patrons and traffic congestion. The measures proposed as part of the Traffic Management Plan, Noise Management Plan and Security Management Plans are intended to address potential social impact.

4.4.7 Accessibility

Provision will be made on site to ensure that access impaired people have appropriate levels of access as required by the Disability Discrimination Act.

4.4.8 Utilities and Infrastructure

No additional hard infrastructure will be required to hold the event. Additional provision of portable amenities will be provided to ensure an appropriate level of service to patrons.

4.4.9 Operational Management

Together with management plans in relation to transport, noise and security, separate plans will be prepared to address security, emergency procedures, medical management and waste management. In addition, the festival will be held in accordance with the Code of Practice for Running Safer Parties.

5 Summary

This letter has provided an overview of the proposed temporary festival development at the Royal Randwick Racecourse to provide information that will assist the Director General in preparing the environmental impact statement requirements for the project.

The key issues associated with the proposed development have been identified as:

- Transport management
- Noise management
- Operational management
- Social and economic impact

These matters will be thoroughly addressed in the EIS.

If you have any questions or wish to discuss the matter further, please do not hesitate to contact me on (02) 8233 9900.

Yours sincerely,



Paul Altree-Williams

Enc.

- Application form
- Political donations declaration