



FUTURE MUSIC FESTIVAL

ROYAL RANDWICK RACECOURSE

Environmental Impact Statement
November 2012

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This Environmental Impact Statement has been prepared by Matthew O'Donnell of Urbis Pty Ltd on behalf of Future Entertainment.

It is declared that this Environmental Impact Statement has been prepared to the affect that:

- It is in accordance with *Schedule 2 of the Environmental Planning and Assessment Regulations 2000*.
- The statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- That the information contained in the statement is neither false nor misleading.



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Executive Summary

This Environmental Impact Statement accompanies a State Significant Development (SSD) Application made by Future Events Pty Ltd (FE) for the Future Music Festival event that is proposed to be held at the Royal Randwick Racecourse (RRR).

The event has been held at the Royal Randwick Racecourse site for the last 7 years running. Randwick City Council has been the consent authority for 6 previous events, however, due to the inclusion of 'non-race day events' as a State Significant Development at the Racecourse, the Minister was the consent authority for the 2012 event and now remains the consent authority.

The Festival is set to occur on 9th March 2013 (5 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 Randwick City Council, the NSW Police, RTA and the STA.

The proposal entails approval for a one-day (temporary) event for 50,000 people to attend a music festival at Royal Randwick Racecourse, running from 12 noon to 10pm. The event utilises the excellent public transport and access facilities available at the Racecourse and embellishes these facilities with additional 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.

Previous developments at RRR, including MP 07_0092 (28th February 2008) for the Stage 1 Transport Infrastructure Works for the World Youth Day acknowledged the racecourses maximum operating capacity at 55,000 patrons. The operating capacity was also supported by the then RTA/SRDAC subject to appropriate traffic/transport measures to minimise impacts on existing traffic and transport on Alison Road and other surrounding roads.

This Environmental Impact Statement has been prepared with regard to Schedule 2 of the Environmental Planning and Assessment Regulation 2000 and the Director General's Requirements issued for the proposal. The Statement includes a detailed description of the proposal, an analysis of the site and surrounding area, assessment of the proposal against the relevant planning provisions, environmental impact statement, including mitigation measures and a Statement of Commitments.

The proposal is accompanied by a number of management plans designed to ensure impact upon residents and users of the locality, the site and the physical environment are minimised appropriately. The plans included with the proposal (or otherwise to be prepared prior to commencement of the event) include: a Noise Management Plan, a Security Management Plan, a Transport Management Plan, Security Management Plan, Organised Crime Management Plan, Emergency Evacuation Plan, Medical Support Assessment, Alcohol Management Plan and Waste Management Plan. Key stakeholders including Randwick City Council, the NSW Police, RMS and the STA have been consulted through the development of these plans through a series of regular meetings.

Improvements from Future Music 2012 include:

- Improvements to traffic and transport arrangements based on feedback and review of the 2012 event from key stakeholders and transport agencies.
- An increase of 11 buses used for ingress and an increase of 9 buses for egress.
- An integrated approach to traffic management for event ingress and egress in conjunction with the organisers of the scheduled A League Soccer event to be held at the nearby Sydney Football Stadium on the same day.
- Closure of Alison Road between Anzac Parade and Barker Street (9pm – 11.30pm) to all traffic except Event Shuttle buses to minimise the possibility of pedestrians and vehicles mixing with the egress phase.

- Increased pedestrian control infrastructure including additional police and other pedestrian monitors at Doncaster Avenue and Alison Road.

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. In terms of environmental impact, implementation of the above list of management plans is considered to ensure that impact upon the environment is minimised.

According to NSW Police, the 7 year history of the event in combination with the on-going communications and review program over those years has seen the event grow into one of the safest and well-organised festival events in Sydney.

The proposal is recommended for approval.

1 Introduction

The Future Music Festival has been held at the Royal Randwick Racecourse site for the last 7 years running. Randwick City Council has been the consent authority for the first 6 previous events, however, due to the inclusion of 'non-race day events' as a State Significant Development at the Racecourse, the Minister was the consent authority for the 2012 event and remains the consent authority.

The Festival is set to occur on 9th March 2013 (5 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 Randwick City council, NSW Police, RTA and the STA.

The proposal entails approval for a one-day (temporary) event for 50,000 people to attend a music festival at the racecourse, running from 12 noon to 10pm. The event utilises the excellent public transport and access facilities available at the Racecourse and embellishes these facilities with additional 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.

Based upon the experience from the previous 7 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.

This EIS provides an assessment against the relevant planning legislation including the provisions of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 and the Director General's Requirements issued in relation to the proposal.

2 Future Music Festival Background

2.1 FUTURE MUSIC FESTIVAL HISTORY

The Future Music Festival has been held at the Royal Randwick Racecourse site for the last 7 years running.

The Future Music Festival is considered a culturally unique music experience. The festival delivers an excitingly contemporary perspective on the future of International music, presenting the boldest and most forward thinking line-up of the world's best Artists, DJ's and MC's. Its success has reshaped the festival landscape in this region.

Each year the festival entertains 200,000 people nationally in Melbourne, Brisbane, Perth, Adelaide and Sydney. Future Entertainment Pty Ltd intends to produce this event annually at the Royal Randwick Racecourse site and is requesting an approval for the 2013 event to be held 9th March 2013.

The Royal Randwick Racecourse site is appropriate for this event based on the size and accessibility of patrons by public-transport as well as being able to accommodate ample parking, ordinarily the site is used to accommodate up to 55,000 racegoers. The site comprises fixed structures as well as expanses of grass appropriate for the erection of temporary structures.

All temporary structures on this site are engineer approved and comply with the development standards. Examples from the 2012 event can be viewed in this application.

The proposal for the 2013 Future Music Festival is for consent for attendees up to 50,000 capacity. Section 2.2 of the EIS demonstrates the incremental increase in patrons over the last 7 years from 10,000 attendees in 2006 to 45,000 in 2012.

2.2 RELEVANT DEVELOPMENT APPLICATION HISTORY

The Future Music Festival has been held at the Royal Randwick Racecourse site for the past 7 years. Randwick Council has assessed 6 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:
 - Determined 25th November 2008 – 25,000 capacity.
 - Section 96 submitted 13 January 2009 – determined 10 February 2009 – 30,000 capacity.
 - 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.

The Minister was the consent authority for the 2012 event due to the inclusion of 'non-race day events' as a State Significant Development at the Racecourse.

- 2012- SSD 4995- determined 8th February 2012- 45,000 capacity.

In addition to SSD 4995, the Minister was also the consent authority for the Stage 1 Transport Infrastructure Works MP 07_0092 (28th February 2008) for the Royal Randwick Racecourse inclusive of works to facilitate the staging of the World Youth Day events which included patronage of up to 55,000 people. This consent included approval of the Alison Road transport interchange that is now operational.

The most recent State Significant Development Application Notice of Determination (SSD 4995) is included at **Appendix A**.

2.3 IMPROVEMENTS SINCE FUTURE MUSIC 2012

TABLE 1 – IMPROVEMENTS SINCE FUTURE MUSIC 2012

FUTURE MUSIC 2012 ISSUES	FUTURE MUSIC 2013 IMPROVEMENTS
A total of eight (8) calls were made through to the Residents Hotline ranging from general enquiries through to noise, security and cleaning related requests.	Based on the number of complaints during previous events, two lines and hotline staff will operate during the event in the same manner as previous years.
Earlier planning is required with medical providers to ensure structures and plans are reflected on site,	Medical providers will be consulted during the stakeholder consultation stages of the process to advise of improvements and their requirements for the 2013 event.
There was one permitted noise exceedance of 1 dB measured at 18:23 at Wansey Road. This was due to an act changeover at 18:20 on the nearby Stage 2. Levels were reduced to achieve compliance after this.	Sound level meters indicating the actual and allowed music levels will be displayed at each stage and sound system engineers will be required to monitor and maintain advised music levels. The sound system suppliers will be advised in writing of this requirement prior to the event.
Eight (8) complaints were investigated by sound technicians with ALL measurements registering under the prescribed limit Lmax 70 dB(A) and Lmax 90 dB(C)	Sound technicians will continue to respond to noise complaints if and when they arise.
Some issues with King Street residents, especially those living near the Caltex service station	Roving security and NSW police will patrol the surrounding streets during event ingress and egress and identified trouble spots from 2012 event will have increased security/police presence.
Configuration on egress was not correct. Majority of crowd went through Darley & Alison Road. This was believed to be due to reconfiguration done on the night of the event.	This issue was created as a result of the Police Inspector in the area who changed the plans despite all other agencies and staff working towards the agreed management plan. The plan was overruled on the evening of the event. A repeat of this during the 2013 event is unlikely as stakeholders have been engaging to ensure this does not occur during the 2013 event.

FUTURE MUSIC 2012 ISSUES	FUTURE MUSIC 2013 IMPROVEMENTS
▪ Issue with buses on the return to the event to pick up patrons was an issue and patrons just wanted to get off the site.	▪ Additional buses are proposed for the 2013 event and improved traffic and access arrangements as outlined in the Traffic Management Plan should contribute to buses returning to the site for egress in a more regular and rapid manner.
▪ Issues arose because there were 20,000 patrons at the soccer game at Fox Studios - they don't have an integrated ticket and manage the patrons exiting on a different level to the festival.	▪ An integrated approach to transport and egress associated with both events is being undertaken between each individual event organiser and the key transport stakeholders. An integrated traffic management strategy will be submitted prior to commencement of the event to NSW Department of Planning and Infrastructure and Randwick City Council.
▪ There were a number of noise related issues at the 2011 event.	▪ Additional measures that were adopted successfully for the 2012 event have again been adopted for the 2013 event, including an improved complaints hotline, remote sound level loggers and sophisticated music limiters, to help address noise related problems. ▪ There are no further practicable engineered noise controls that can be applied to an event this size at this venue, so management controls that effectively limit the music level must be relied upon to ensure the noise limit is adhered to.

3 Director General's Requirements

The Director General's Requirements (DGRs) were issued 20 August 2012. A copy of the DGRs is included at **Appendix B. Table2** summarises the DGRs and includes a reference identifying where the DGR key issue is addressed in this report.

TABLE 2 – DIRECTOR GENERALS REQUIREMENTS

KEY ISSUES	DIRECTOR-GENERAL REQUIREMENT	REFERENCE
General Requirements	The Environmental Impact Statement (EIS) must meet the minimum requirements in Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000</i>, specifically: - Form specifications in clause 6, including the proposed date, times and maximum patron numbers; and - Form specifications in parts 1, 2 & 4 of clause 7.	Introduction Section 8
1. Environmental Planning Instruments (EPIs)	Address the relevant statutory provisions applying to the site contained in all relevant EPIs, including: - EP& A Act 1979; - Protection of the Environment Operations Act 1997; - Food Act 2003; - State Environmental Planning Policy- (State & Regional Development) 2011; - State Environmental Planning Policy- Infrastructure 2007; - State Environmental Planning Policy No 64- Advertising & Signage; - State Environmental Planning Policy (Temporary Structures); and - Randwick Local Environmental Plan 1998 (Consolidation). - Draft Randwick Local Environmental Plan 2012 <i>Permissibility</i> Detail the nature and extent of any prohibitions that apply to the development. <i>Development Standards</i> Identify the development standards applying to the site. Justify any development standards not being met.	Section 7.1 Section 7.3 Section 7.4 Section 7.5 Section 7.6 Section 7.7 Section 7.8 Section 7.9 Section7.10 Section 7.9 – permissible development Section 7.9 – no non-compliances

KEY ISSUES	DIRECTOR-GENERAL REQUIREMENT	REFERENCE
2. Policies, Guidelines and Planning Agreements	Address the relevant planning provisions in the following, where relevant: The Randwick City Council Section 94A Development Contributions Plan 2007.	Section 5.2.7
3. Site Layout & Access	- Provide a description and details on the layout of the site, including the size, scale and location of all uses proposed within each 'zone'. - Provide details of access and ways of finding access into and out of the site as well as across the site via the internal pathway network.	Section 5.2.1 Section 5.2.1 & 5.2.2
4. Transport & Accessibility (Construction & Operational)	- Provide accurate details of vehicle movements and operational capacity and assess the impacts of this traffic on the local road network. - The EIS shall include a Pedestrian, Transport and Traffic Management Plan, in accordance with the RTA's Guide to Traffic Generating Developments and developed in consultation with the STA. The plan should address comments by the Transport Management Centre, detailed in their letter to the Department, dated 2 November 2011 and those from the STA (letter dated 8.11.11). The plan shall specifically address how the use of public transport will be promoted to maximise its use and how this will be managed. - Demonstrate the provision of an appropriate level of on-site car parking. - Detail measures to be implemented to control off-site parking in surrounding residential streets. - Consideration of use of integrated event/public transport/ and event/car parking ticketing to promote public transport use, identify on-site car park users and control off-site car parking in local residential streets.	Traffic Management Plan at Appendix C Traffic Management Plan at Appendix C Section 5.2.2 and 9.4 Section 9.4 and Traffic Management Plan at Appendix C Section 9.4 and Traffic Management Plan at Appendix C

KEY ISSUES	DIRECTOR-GENERAL REQUIREMENT	REFERENCE
5. Environmental Health (Noise, public health & safety)	▪ The EIS shall include an acoustic report addressing noise impacts and providing recommendations to ensure acoustic amenity is maintained. ▪ The EIS shall include a Fit for Purpose Noise Management Plan, including a community consultation strategy. The document should outline appropriate event specific operational and design mitigation measures and how any impacts during the event will be mitigated through the coordinated use of a flexible noise monitoring system. Particular regard should be given to the implementation of preventative measures for noise penetration towards the King Street locality. ▪ Details of compliance with the Food Act 2003 and Food Safety Standards, shall be provided. ▪ The EIS shall detail any strategies/plans agreed upon by stakeholders including the event promoters, the Australian Jockey Club and the Eastern Beaches Local Area Command relating to event security and safety. ▪ The EIS shall detail measures to minimise anti-social behaviour of patrons prior to, during and after the event. This should also include use of security/marshals to direct patrons along primary travel routes to and from the event and away from surrounding residential areas. ▪ Details of the proposed event notification and information to be provided to surrounding residents, as well as details of an appropriate system for managing complaints during the event.	Noise Management Plan at Appendix D Noise Management Plan at Appendix D Section 7.4 Section 9.4 and Noise Management Plan, Security Management Plan and Organised Crime Management Plan at Appendix D, E and F Section 9.4 Section 9.4 and Statement of Commitments
6. Alcohol Management Plan	▪ The EIS shall include an Alcohol Management Plan providing details of licensing arrangements and details of bars and bar management.	Section 9.4 and 9.4
7. Emergency Provisions	▪ The EIS shall include an Emergency Evacuation Plan detailing potential site risks and provide a framework for the management of such risks.	Section 5.2.6, 9.4 and Appendix F

KEY ISSUES	DIRECTOR-GENERAL REQUIREMENT	REFERENCE
	The EIS shall include a Medical Support Assessment detailing consultation with relevant health services, an assessment of potential health risks and details of proposed provisions to manage these risks during the event.	Section 5.2.6, 9.4 and Appendix F
8. Built Form & Visual Impact	Provide details of measures to protect the heritage significance of the racecourse during the installation of temporary facilities (such as but not limited to: stages, enclosures, decking, fencing, signage, toilets, lighting, rides and vending outlets) and the operation of the event. Reference should be made to the Draft Conservation Management Plan 2006 (Godden Mackay Logan).	Section 9.4
9. Waste Management	The EIS shall include a Waste Management Plan, providing details of how waste will be managed on/off site during the event and after the event. The Plan shall specifically include details of facilities for recycling of waste.	Appendix H
10. Plans and documentation	The EIS must include all relevant plans, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i>. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following: - existing site survey plan; - aerial photograph; - site analysis plan; - locality/ context plan; and - site layout plan.	89K Authorisations (Roads Act) – Section 7.1 Survey Plan – Appendix J Layout Plan – Appendix L Appendix I Section 4. Section 4.2 Section 4.3 Section 5.2.1
11. Consultation	During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: - Randwick City Council; - Roads and Maritime Services; - State Transit Authority - NSW Police Force and other emergency services; and - the local community.	Section 6

KEY ISSUES	DIRECTOR-GENERAL REQUIREMENT	REFERENCE
	The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided	

4 The Site Details

4.1 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 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; and
- 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 site is also strategically significant due to its relatively close proximity to a number of key Inner Sydney features including:

- Coogee Beach – 3km.
- Bondi Beach – 5km.
- Sydney Airport – 6km.
- Sydney CBD – 6km.

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 consisting of landscaped open space and public domain.
- North East – mixed use commercial and residential area consisting of one and two storey detached dwellings and multi storey apartment buildings.
- 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 including residential accommodation associated with the University. The Prince of Wales Hospital is located less than 1km to the south-east.

As illustrated in the plans below in Figure 1, the proposed development will take place in the Spectator and Infield Precinct of the Racecourse.

4.2 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 Royal Randwick's spectator, entertainment and convention facilities. Access and egress infrastructure such as the exclusive bus way and taxi terminal have been designed and constructed to facilitate a crowd of up to 55,000 people. Around 10 major events (accommodating between 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 on race days is from Alison Road. This entrance has recently been upgraded providing a fresh and distinctive public face for the racecourse and improving safety and accessibility generally. The Alison Road entry point includes a new bus interchange whilst a new taxi rank is accessible off Doncaster Avenue.

Entry to the race course for pedestrians and vehicles (parking within the infields) is also available from High Street to the south. Access to the Spectator Precinct on race days is also available off Doncaster Avenue and Ascot Street.

Whilst the racecourse consists of a number of pedestrian entry/exit points for race days, not all of them will be accessible for the proposed festival (with the exception of emergency access/exit. Details of pedestrian and vehicular entry are summarised in Section 8 of this report.

The Future Music Zones Plan, Figure 1 below, shows the site within its context.

The Site Analysis Plan, Figure 2 below, provides a commentary on the site relative to the surrounding area.

4.3 SITE CAPACITY

The Department of Planning granted consent to MP 07_0092 on 28th February 2008 the Stage 1 Transport Infrastructure Works for the Royal Randwick Racecourse inclusive of works to facilitate the staging of the World Youth Day events. This consent included approval of the Alison Road transport interchange that is now operational.

As part of the application the proponent's traffic consultant, Masson Wilson Twinney, prepared a Transport Report assessing the proposed transport improvement works proposed under Stage 1 and their transport implications.

The Stage 1 Works were assessed by the Minister for Planning to '*retain the existing carnival day maximum operating capacity of the racecourse at 55,000 patrons including members*'. The Ministers assessment acknowledged that the subject Stage 1 Works '*in terms of transport access, the proposed works will essentially maintain the existing access arrangements for the Racecourse but in a safer and more organised fashion*'.

The Stage 1 transport works were then also referred to the RTA/SRDAC and no objections were raised by the Authority subject to appropriate traffic/transport measures to minimise impact on existing traffic and transport on Alison Road and other surrounding roads.

The proposed Future Music 2013 TMP clearly identifies additional measures to minimise traffic implications associated with the operation of the event.

The proposed increase in capacity is therefore considered appropriate for a patron capacity of 50,000 people on a site that is capable of operating with 55,000 people.

The approval of the Stage 1 Works associated with MP 07_0092 acknowledges the Department of Planning's and other government agencies acceptance of a level appropriate transport infrastructure capable of supporting a maximum capacity of 55,000 people at RRR.



Future Music Zones

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FIGURE 1 – FUTURE MUSIC ZONES



Site Analysis Plan

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FIGURE 2 – SITE ANALYSIS PLAN

5 The Proposal

5.1 OBJECTIVES

The objectives of the Futures Music Festival are:

- To utilise and promote Royal Randwick Racecourse as a location for premium cultural and festival events other than sporting events.
- To ensure the festival 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 through increased and diversified revenue streams.
- To minimise and mitigate impact on the amenity of adjacent and surrounding occupiers of the Racecourse.
- Maintain the proposed management procedures and mitigation measures that have been refined from previous festival experiences to ensure a well-managed event.
- Ensure the safety of staff and patrons at the festival.
- To utilise the site's proximity to suitable public transport facilities.

5.2 DEVELOPMENT OVERVIEW

The proposed development involves the construction of temporary structures to enable the temporary use of the Royal Randwick Racecourse site for the one-day festival event. The event is scheduled to be held on 9th March 2013.

The proposal includes the following detail:

- One-day festival event to be held between the hours of 12 noon and 10pm on the 9th March 2013.
- Capacity for 50,000 patrons.
- Bump-in (commencement of preparations) 7am on 1st March 2013.
- Bump-out (removal of all structures) will commence at 10pm on 9th March 2013 and will conclude 5pm on 14th March 2013.

As per previous events, the proposal will include special provision for security, transport and other services to ensure a safe event. Details of these special provisions are contained within Section 8 of the EIS.

5.2.1 SITE LAYOUT AND ACCESS

The festival will be held principally in two precincts of the Racecourse, the Spectator and Infield Precincts. The layout is illustrated in the site layout plan in Figure 3. The festival will consist of:

- 10 entertainment stages.
- Side show amusement and rides area.
- Public bars, merchandise stands, food and beverage and toilet facilities.
- VIP and media area, medical treatment areas and security/policing and festival management areas.

- Public and staff parking (approximately 1,100 private vehicles).
- Pedestrian ingress and egress from Alison Road and High Street.

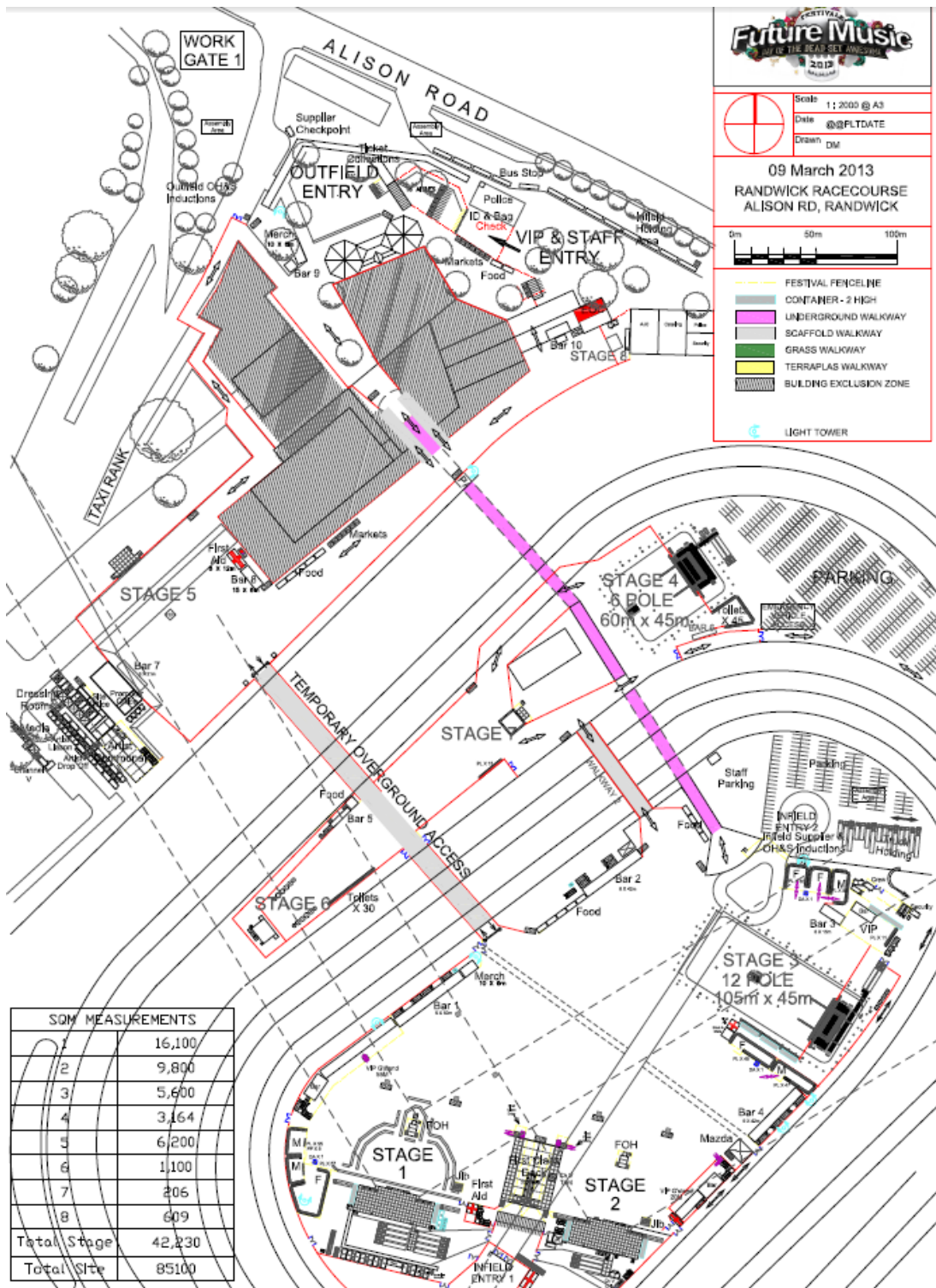


FIGURE 3 – PROPOSED EVENT LAYOUT

5.2.2 TRANSPORT AND ACCESSIBILITY

Key aspects of the transport arrangements include:

- Fully Integrated Ticketing will be used for this event.
- Special event transport planning and resources are employed for this event.
- 56 dedicated event buses will be used for Ingress and 124 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.
- An integrated approach to traffic management for event ingress and egress in conjunction with the organisers of the scheduled A League Soccer event to be held at the nearby Sydney Football Stadium on the same day.
- Closure of Alison Road between Anzac Parade and Barker Street (9pm – 11.30pm) to all traffic except Event Shuttle buses to minimise the possibility of pedestrians and vehicles mixing with the egress phase.
- Special event clearways will be required on some roadways, East side Pitt St CBD between Eddy & Hay, both sides Darley Rd between Alison & RRR Gates, Anzac Parade, 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.
- Increased pedestrian control infrastructure including additional police and other pedestrian monitors at Doncaster Avenue and Alison Road.
- Bump in (1/3/13 - 9/3/13) and Bump out (10/3/13 – 14/3/13) will occur though Gate 1 only. Bump in will commence at 10am.
- Wansey Road Gate 10 will not be used for the bump in of infrastructure to the infield. Gate 1 will be the primary gate for all vehicles requiring access to the infield. No B-double trucks will be used for the event deliveries.
- 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 RRR will be utilised and staffed with Taxi Council 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.

A draft Traffic Management Plan prepared by Events & Sports Projects Australia included at **Appendix C** outlines the proposed transport arrangements in detail.

5.2.3 SECURITY AND POLICING

The event and crowd management will be undertaken by private security contractors and the NSW Police Force (User Pays Police). Security contractors and police will also ensure safe and orderly ingress and egress to the event.

Full details of the security policing arrangements are attached at **Appendix E**.

5.2.4 WASTE MANAGEMENT

All waste management and removal will be provided by private contractor. Figure 4 shows the extent of local streets that will be cleaned by 6am on Monday 11th March 2013 following the festival.

CLEANING OF SURROUNDING STREETS PLAN

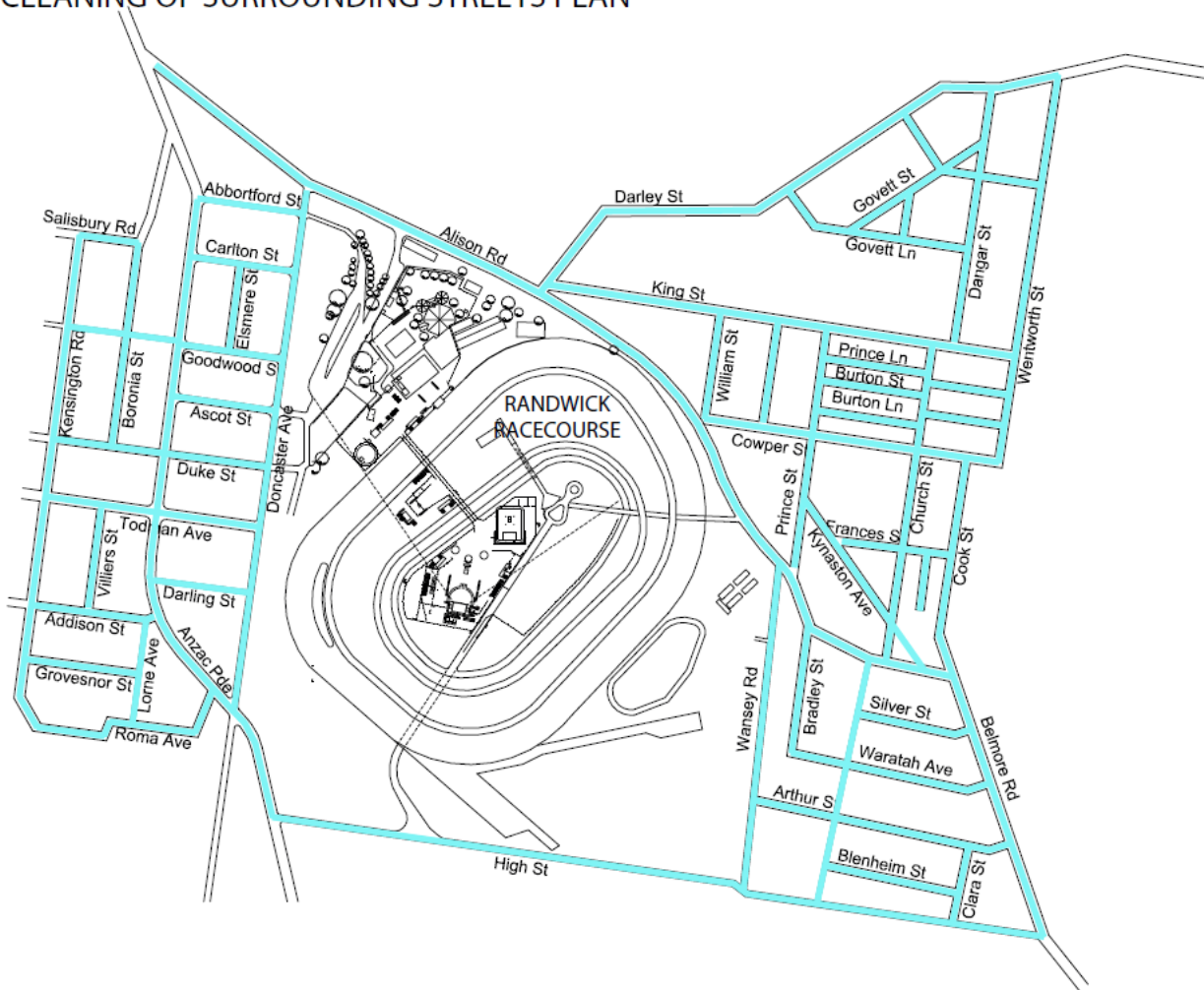


FIGURE 4 – EXTENT OF WASTE MANAGEMENT

Future Entertainment Pty Ltd are prepared to pay Randwick Council a security deposit as a condition of consent as with previous Development Applications relating to the site and event to ensure the area identified in Figure 4 is made good and cleaned to the satisfaction of Randwick Council.

5.2.5 ALCOHOL MANAGEMENT PLAN

The Australian Turf Club will be the Licensee for the Future Music Festival. Several strategies have been adopted for all Future Entertainment events in relation to Responsible Service of Alcohol (RSA) to include:

- All patrons are ID checked, bag checked and metal detected before gaining entry.
- All patrons are wrist banded once ID has been checked.
- All patrons must have a valid ticket to gain entry into the event.
- Free drinking water stations are placed throughout the site.
- Crowd care will be on site for this event.
- Numerous catering outlets throughout the site to provide food.
- In addition to RSA security at all bars, roving RSA security will also be deployed.

- All beverages will be served in open cans or cups in the general public areas.

It is proposed that the service of alcohol will cease at 9pm on the evening of the event.

5.2.6 EMERGENCY PROVISIONS

An Emergency Management Procedures (EMP) included at **Appendix F** forms part of the proposal and addresses the following incidents on or near the site.

- Armed Hold up
- Bombs Threat/Found/Letter/Parcel/Suspicious item
- Chemical Spill/Hazard
- Crowd Crush
- Deceased person
- Equine Escape
- Evacuation
- Fire
- Fire outside of Event environment
- Food Poisoning
- Gas Leak
- Medical Emergency
- Severe Weather
- Sexual Assault
- Shelter in Place
- Show Stop
- Structural Failure
- Syringes

The Emergency Management Plan has been prepared in consultation with NSW Police, NSW Ambulance Service and NSW Fire Brigade. The EMP will be reviewed just prior to the event and following the event to review incidents and procedures.

5.2.7 DEVELOPMENT CONTRIBUTIONS

The Randwick City s94A Development Contributions Plan requires that all developments with a cost of works over \$200,000 are required to pay a contribution of 1% of the total cost of carrying out of the development.

The proposed increase in patrons by 5,000 people from the 2012 event is not likely to result in increased costs to the costs of development.

A Statement of Commitment has been included in **Section 10** that proposes payment in accordance with this Contribution Plan.

6 Consultation

6.1 GOVERNMENT STAKEHOLDERS

Extensive consultation has been undertaken with both government agencies and the local community over the 7 year history of the event and more recently in the lead-up to the 2013 event. The current proposal has been refined to respond to this on-going communication that includes pre-event notification and post-event de-briefing.

In relation to consultation with government agencies, the proponent has held a series of regular stakeholder meetings that include representatives of NSW Police, Randwick City Council, the Transport Management Centre and the State Transit Authority.

A debrief from the 2012 Festival was held 31st May 2012 with key stake holders to discuss issues to inform the planning for the 2013 festival. Attendance at the debrief included representatives of Future Entertainment, Randwick Council, STA, RMS, NSW Police and the ATC. The outcomes of this debrief have been considered in the planning for the upcoming 2013 festival.

In relation to the 2013 proposal, one stakeholder meeting has been held, on 19 October 2012 in the company of key stakeholders Future Entertainment, Randwick Council, STA, RMS, NSW Police and the ATC. A series of follow-up meetings is planned to be held in the months leading up to the event with all parties.

In the course of preparing this proposal, each of the above agencies has been formally consulted by the Department of Planning and Infrastructure. The written submission of each agency has been addressed within this EIS Report.

6.2 LOCAL COMMUNITY

In relation to consultation with the local community, the proponent has invited comment and received feedback from local residents throughout the course of the 7 year history of the event. This has been through the course of Council's notification of the proposal in previous years, the recording of complaints around the time of running the previous events and via feedback made to Council at debrief sessions held after previous events.

The planning and operating of the 2013 event has been refined to respond to this community feedback. In terms of on-going consultation, the local community will be notified through the exhibition of the current proposal and the usual communications protocols that follow, including pre-event notification, complaints hotline throughout the running of the event and post-event debrief.

7 Assessment of Relevant Planning Policy

7.1 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

The objects of the EP&A Act provide a policy framework against which the proposal can be considered.

TABLE 3 – ASSESSMENT OF ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 OBJECTIVES

EP&A ACT OBJECTIVES	COMMENTS
(a)(i) encourage the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.	The EIS proposes mitigation and management measures to properly manage all relevant identified impacts.
(a)(ii) encourage the promotion and co-ordination of the orderly and economic use and development of land.	The proposal will contribute to utilising the Spectator and Infield Precinct and the wider RRR. The proposed Future Music Festival will provide opportunity for increased economic use of the RRR and give provision of increased employment through the provision non-race day events.
(a)(iii) encourage the protection, provision and co-ordination of communication and utility services.	The proposal does not impact on communications and utility services.
(a)(iv) encourage the provision of land for public purposes.	RRR is public land with a 99 year lease to the ATC. This lease has recently been renewed, and together with the substantial capital invested in the site, provides certainty through additional uses and revenue streams for the continued use of the site for the purposes of a racecourse. The proposed music festival will additionally utilise the land at RRR for public purposes.
(a)(v) encourage the provision and co-ordination of community services and facilities.	The proposal will not impede the provision of community services and facilities. The use of the site as a recreational facility will contribute to providing additional access to community infrastructure.
(a)(vi) encourage the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats.	The proposal will have no known impacts on the native plant and animal species, and ecological communities.
(a)(vii) encourage ecologically sustainable development.	The principles of ecologically sustainable development have been considered as part of this proposal. Further details are provided in Section 9.5.4.

EP&A ACT OBJECTIVES	COMMENTS
(a)(viii) encourage the provision and maintenance of affordable housing.	The proposal does not involve affordable housing and will not impede its provision.
(b) promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and	The responsibility for environmental planning and approval in relation to the proposal rests with the Minister for Planning and Infrastructure. Consultation has occurred with Randwick Council during the preparation of this and previous event development proposals at Royal Randwick. This proposal will include ongoing liaison with all levels of Government.
(c) provide increased opportunity for public involvement and participation in environmental planning and assessment.	The proposal will be placed on exhibition for public comments in accordance with the requirements of the Environmental Planning and Assessment Regulations.

Clause 89K EP & A Act

Clause 89K of the EP & A Act 1979 is relevant to the proposed operation of the event, in particular to the proposed traffic and transport provisions of the festival. Clause 89K outlines:

- (1) An authorisation of the following kind cannot be refused if it is necessary for carrying out State significant development that is authorised by a development consent under this Division and is to be substantially consistent with the consent:*
- (f) a consent under section 138 of the [Roads Act 1993](#),*

Approvals would be required under the Roads Act for temporary closure of roads. Clause 89K specifies that these approvals cannot be refused if they are considered to be necessary for carrying out of this consent. Consultation with the RTA has been had and their requirements will be met as part of this approval, see Statement of Commitments at Section 10.

7.2 ENVIRONMENTAL PLANNING & ASSESSMENT REGULATIONS 2000

Schedule 2 of the EP & A Regulations 2000 outline the requirements for preparing an Environmental Impact Statement (EIS). This EIS has been prepared in accordance with the EP & A Regulations 2000. **Section 7.2** of this report specifically addresses the following Schedule 2 requirements.

- (1) An environmental impact statement must also include each of the following:*
- (a) a summary of the environmental impact statement,*
- (b) a statement of the objectives of the development, activity or infrastructure,*
- (c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure,*
- (d) an analysis of the development, activity or infrastructure, including:*
- (i) a full description of the development, activity or infrastructure, and*

(ii) a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and

(iii) the likely impact on the environment of the development, activity or infrastructure, and

(iv) a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and

(v) a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out,

(e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d) (iv),

(f) the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4).

7.3 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997

The *Protection of the Environment Operations Act 1997* seeks to protect the environment and minimise sources of pollution. The operation of the activity/event shall not result in air, noise, waste or water pollution offence under Chapter 5.

Appropriate management plans are prepared to ensure compliance with the Act as attached to this report and as outlined in the Statement of Commitments in **Section 10**.

7.4 FOOD ACT 2003

The objectives of this Act include the following:

(a) to ensure food for sale is both safe and suitable for human consumption,

(b) to prevent misleading conduct in connection with the sale of food,

(c) to provide for the application in this State of the Food Standards Code.

The proposed Future Music Festival food outlets and catering services will ensure compliance with the Food Act 2003. Future Entertainment and the Australian Turf Club will ensure that all temporary food stalls, vendors and mobile food vendors have registered their details with Council's Environmental Health Unit, refer to commitment in the Statement of Commitments at **Section 10**.

7.5 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

State Environmental Planning Policy (State and Regional Development) 2011 commenced 1st October 2011. Schedule 2 of this SEPP includes the site 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 a one off event consent is sought.

7.6 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

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

The RRR site has a frontage to Alison Road, which is a classified road. No changes to vehicular access to the site are proposed from the 2012 Future Music Festival, and the existing access arrangements off Alison Road will remain in situ. Alternate vehicular access arrangements will occur off High Street to facilitate infield parking.

Clause 104 of the ISEPP relates to ‘traffic generating development’ which is development listed in Schedule 3. The event development constitutes traffic generating development as it involves a sportsground with access to any road and generates over 200 motor vehicle movements.

Proposals for traffic generating development must be referred to the Roads and Maritime Services (RMS). Submissions received by the RMS responding to the Preliminary Environmental Impact Statement have been incorporated into the DGRs, and this EIS provides a response to these comments.

7.7 STATE ENVIRONMENTAL PLANNING POLICY 64 – ADVERTISING AND SIGNAGE

SEPP 64 applies to all signage, which can be displayed with or without development consent under an environmental planning instrument and is visible from any public place or public reserve.

No new signage will be associated with the proposal on the site.

7.8 STATE ENVIRONMENTAL PLANNING POLICY (TEMPORARY STRUCTURES)

The aims of this Policy are as follows:

(a) to ensure that suitable provision is made for ensuring the safety of persons using temporary structures,

(b) to encourage the protection of the environment at the location, and in the vicinity, of temporary structures by (among other things) managing noise, parking and traffic impacts and ensuring heritage protection

The proposed developments temporary structures will meet the relevant provisions of the *Building Code of Australia*, and event security will ensure over patronage of temporary structures does not occur, refer to commitment in this regard in **Section 10**.

7.9 RANDWICK LOCAL ENVIRONMENTAL PLAN 1998

Zoning

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.*

The proposal is consistent with the objectives of the 6A zone for the following:

- The Future Music Festival will promote the use of the land for non-race day recreational purposes for the enjoyment of the patrons of the festival.
- The festival will not result in any impacts on the natural features of the RRR site, and will still maintain the character of the site as an area of open space used in conjunction with race day and non-race day recreational events.
- The sustainable use of the site is promoted and includes measures that include waste management, measures to protect the existing natural features of the site, ensuring that noise impacts are not detrimental to the surrounding area and that air quality is not compromised.

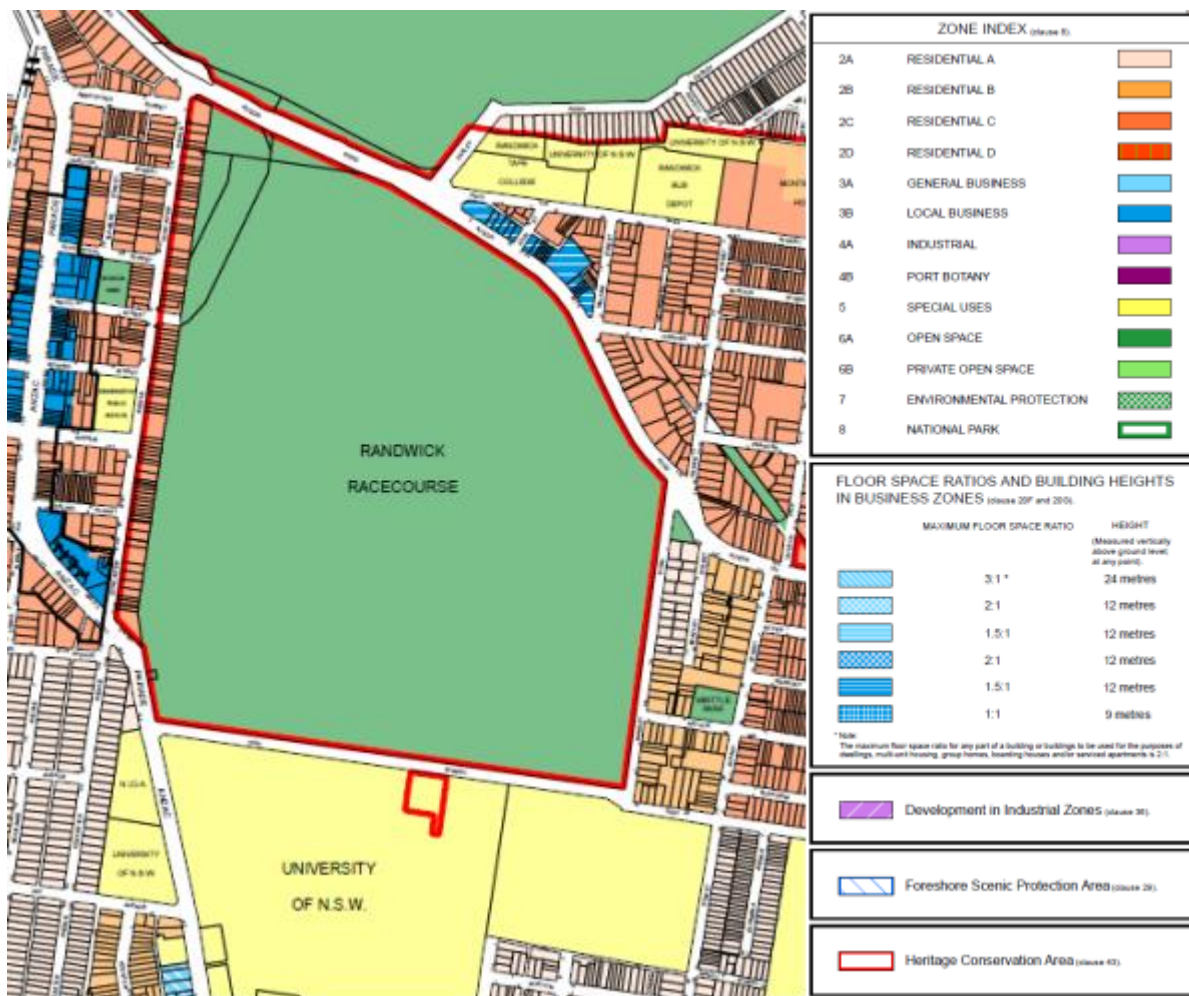


FIGURE 5 – RANDWICK LEP 1998 ZONE MAP

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.

Development in Open Space Zones

When determining an application for consent to carry out development on land within Zone No 6A, the consent authority must consider:

- (a) the need for the proposed development on that land, and*
- (b) whether the proposed development promotes or is related to the use and enjoyment of open space, and*
- (c) the impact of the proposed development on the existing or likely future use and character of the land, and*
- (d) the need to retain the land for its existing or likely future use.*

The proposed development meets an annual demand for a music festival of this kind and contributes to the wider offering of cultural and festival events within the Sydney Metropolitan area.

The proposed festival is a compliant land use that compliments the open space zone. The festival promotes outdoor cultural activities and encourages the use of open space that would otherwise be off limits to the public other than on a race day or other special events.

Previous festivals have demonstrated that the proposed use would not impact on the existing or likely future use and character of the land. The festival is a temporary use and would not impact on the operation of the site as a race course.

7.10 DRAFT COMPREHENSIVE RANDWICK LEP 2012

Randwick City Council exhibited the draft comprehensive Randwick LEP between 21 February and 2 April 2012. The site is zoned RE1 Public Recreation under the draft LEP. The following uses are permitted with consent.

*Animal boarding or training establishments; Boat launching ramps; Boat sheds; Building identification signage; Business identification signage; Car parks; Child care centres; Community facilities; Helipads; Information and education facilities; Jetties; Kiosks; Markets; Passenger transport facilities; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); **Recreation facilities (Major)**; Restaurants or cafes; Water recreation structures*

The Draft Randwick LEP defines 'Recreation facilities (Major)' to mean:

a building or place used for large scale sporting or recreation activities that are attended by large numbers of people whether regularly or periodically, and includes theme parks, sports stadiums, showgrounds, racecourses and motor racing tracks.

The proposal is for the use of the site for a music festival which is considered to be ancillary to a recreation facility (Major). Therefore the proposal is considered to be permissible with consent under the Draft LEP.

7.11 ROYAL RANDWICK RACECOURSE DCP 2007

DCPs are not a consideration in the assessment of State Significant Development. However, the Royal Randwick Racecourse DCP 2007 has been considered as part of this EIS for the purpose of the assessment. The DCP provides site specific controls to manage the development of RRR.

The relevant provisions are addressed in Table 4 below.

TABLE 4 – RRR DCP – RELEVANT PROVISIONS

PROVISION	COMMENT
3.1 Uses	The proposal is consistent with the criteria to promote diversification of uses that are not incompatible with a major racing and entertainment venue and are permissible within the open space zone and parklands context. The proposal also concentrates entertainment uses within the spectator and infield precinct, consistent with the DCP. The proposed Future Music Event Plan demonstrates that the amenity of adjacent land uses is to be maintained through the appropriate location and management of facilities and patrons.
3.2 Heritage Conservation	The proposed development will not involve works to any existing heritage structures and all proposed developments associated with the proposal are of a temporary nature. The installation of temporary facilities including stages, enclosures, decking, fencing, signage, toilets, lighting, rides and vending outlets is to be carried out to ensure that there is no damage to the site, including built structures and heritage items and landscape elements. No permanent works are permitted to be carried out that will alter the fabric of the racecourse heritage listed item, Members Stand and this item shall be protected through allocation of appropriate security officers, in accordance with the Security Management Plan The proposed Future Music Event will not impact upon the Heritage significance of the site and will not impact upon any significant heritage structures throughout the RRR.
3.3 Landscape Design	The proposal will not permanently alter the landscape or appearance of the grounds as a result of holding a range of different events. The event is only temporary and will ensure that existing ATC maintenance staff and facilities are used at the conclusion of the event to make good any cleaning or landscaping requirements following the event.
3.4 Built Form	The proposal will not alter any permanent structures within the RRR site. The proposed event format will only include temporary structures or the temporary adaptation of existing structures.
3.5 Transport, Circulation and Parking	The proposal is consistent with the performance criteria outlined in the DCP. The Traffic Management Plan has been prepared and addresses transport, circulation and parking impacts at Appendix C.
3.6 Hydrology	The proposed event would not have any impact on flooding and stormwater management.

PROVISION	COMMENT
3.7 Environmental Sustainability	The principles of environmental sustainability have been considered. An ESD assessment forms part of this EIS. Refer to Section 9.5.4.
3.8 Service Infrastructure	Servicing has been considered as part of the development. No impact on servicing is likely to occur as a result of holding non-race day events.
3.9 Remediation	A Contamination Assessment is not required as a result of the proposed non-race day event as no groundworks are proposed.
3.10 Development Phasing	NA
4.2 Planning and Design Principles	NA.

Table 4 demonstrates that the proposal is generally consistent with the Randwick Council's requirements for development at RRR.

8 Environmental Impact Statement

8.1 SUMMARY OF THE ENVIRONMENTAL IMPACT STATEMENT

The executive summary at the beginning of the EIS report provides a comprehensive summary of the potential environmental impacts and the measures proposed to mitigate any adverse effects.

The Environmental Planning and Assessment Act 1979 (the Act) defines 'environment' as:

environment includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.

In view of the above definition this EIS assesses the potential impact of the Future Music Festival 2013 on the environment as defined by the Act.

8.2 OBJECTIVES OF THE PROPOSAL

The objectives of the Future Music Festival are outlined in Section 5.1 of this EIS.

8.3 FEASIBLE ALTERNATIVES TO CARRYING OUT THE DEVELOPMENT

A range of feasible development alternatives have been considered by Future Entertainment for the festival over the 7 year history of the event. Alternatives included:

- Different locations for the festival other than Royal Randwick Racecourse.
- Different event layout within Royal Randwick Racecourse.
- Alternative pedestrian and vehicular ingress and egress options.
- Evolving improvements and upgrades to event management and safety measures based upon lessons learned from previous Future Music Festivals.

The location of the event within the Royal Randwick Racecourse grounds is the preferred location of the festival owing to:

- The strategic location and servicing of the site with excellent recently upgraded public transport facilities available at Royal Randwick Racecourse.
- The suitability of the site and its long association with staging cultural and sporting events of a similar scale up to a capacity of 55,000, including race days and music festivals dating back to The Beatles in 1965.
- The festival 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.
- The general public and festival patrons association between the event and Royal Randwick Racecourse.

Whilst considerations to alternatives have been explored, the current festival operations and format is the preferred option. The festival is an evolving event that over the last 7 years has introduced new improved measures to respond to lessons learned from previous years and to respond to the growing levels of patronage over the events history.

Lessons learned that have resulted in alternative event layout and operational management have been in response to:

- Traffic and vehicle circulation issues including illegal parking, vehicle waiting bays and vehicle access during bump in/out.
- Crowd control and pedestrian ingress and egress.
- Noise mitigation measures in response to previous community complaints.

8.4 CONSEQUENCES OF NOT CARRYING OUT THE DEVELOPMENT

The consequences of not carrying out the Future Music Festival at Royal Randwick Racecourse are summarised as follows:

- Each year the festival entertains 200,000 people nationally in Melbourne, Brisbane, Perth, Adelaide and Sydney. The event in Sydney is part of a national package of festivals and the omission of the Sydney event would result in jeopardising the Future Music Festivals tour nationally.
- The event provides another year round cultural event for the Sydney Metropolitan Region. Failure to host the event in Sydney would not contribute to enhancing Sydney's exposure as a national capital city capable of hosting a range of cultural and sporting events.
- The Future Music festival increasingly each year draws patrons from both interstate and from the wider NSW regions. Failure to host the event would contribute to indirect economic and social impacts on the Sydney Metropolitan region.
- Through the creation of temporary and permanent jobs from the staffing of the event, and the provision of business to organisations and companies selected to provide infrastructure and services at the event would be impacted, along with the multiplier effect of hosting this event.

9 Analysis of Development

9.1 THE PROPOSED DEVELOPMENT

A full description of the proposed development and activity is outlined in Section 5 of this report. The following overview of the proposed development is however provided.

The proposed development involves the construction of temporary structures to enable the temporary use of the Royal Randwick Racecourse site for the one-day festival event. The event is set to be held on 9 March 2013.

The proposal includes the following detail:

- One-day festival event to be held between the hours of 12 noon and 10pm on the 9th March 2013.
- Capacity for 50,000 patrons.
- Bump-in (commencement of preparations) on Friday 1st March 2013 at 7:00am.
- Bump-out (removal of all structures) by Thursday 14th March 2013 by 5:00pm.

As per previous events, the proposal will include special provision for security, transport and other services to ensure a safe event.

9.2 THE ENVIRONMENT LIKELY TO BE AFFECTED

A description of the surrounding local environment to be affected by the festival is outlined in Section 4 of this report. In summary the environment likely to be affected includes.

- The surrounding residential areas to the south, west, east and north east of the site in relation to noise, litter, traffic, parking and anti-social behaviour.
- The general non-event public passing through the surrounds of the entire site in relation to noise, traffic, parking and public safety.
- Traffic and roads.
- The public domain surrounding the Royal Randwick Racecourse to the extent shown in Figure 3 of this report in relation to waste/pollution and public safety.
- The physical environment of Royal Randwick Racecourse itself in relation to wear on the ground surfaces within the site and waste/pollution.

The following addresses the likely impacts of the festival on the local environment outlined above.

9.3 THE LIKELY IMPACTS

This section lists the likely impacts of the proposed activity, with the mitigation measure to address these impacts included at Section 9.4.

9.3.1 NOISE IMPACT

A Noise Management Plan (NMP) has been prepared by Noise Consulting & Management Pty Ltd specifically relating to the Future Music Festival 2013 (refer to Appendix D). The NMP provides recommendations and controls regarding the control of music noise from the festival in March 2013 to avoid impacts on surrounding residents. The NMP identifies the following likely impacts as a result of the Future Music Festival 2013. Section 9.4 of this EIS outlines the measures to ensure appropriate mitigation against noise impacts on surrounding residences.

- The NMP identifies the nearest residences to all outdoor stages that would be potentially impacted by noise associated with the event to include:
 - Doncaster Avenue – 330m west of the main stages;
 - Kings Street – 210m north of the small Grandstand stage;
 - Alison Road – 330m north of the main marquee stages; and
 - Wansey Road – 380m east of main marquee stages.
- For open-air concert venues with EPA prevention notices, a limit of L_{Amax} 70 dB(A) and L_{max} 90 dB(C) applies for concerts over 5,000 people, except for Centennial Park, which has a limit of L_{Amax} 65 dB(A) and L_{max} 85 dB(C). If the event were to operate in excess of these noise limits then the likely impact on neighbouring properties would be deemed unacceptable and not in accordance with EPA limits.
- Noise impacts to nearby residences as a result of music and general public announcements within the Racecourse and at points of ingress and egress during the event will need to include stringent noise abatement measures.
- If noise levels are unmonitored regularly through the event then the result would be a level of unacceptable noise to surrounding residences. It is predicted that music will play at levels up to Leq 110 dB(A) if uncontrolled when measured 5m from the speakers. Controlled levels of Leq 95-100dB(A) have been found to be adequate for patrons. Levels at the 2012 event were limited to no more than 97dB(A).
- It is proposed that an achievable limit of L_{Amax} 70 dB(A) and L_{max} 90 dB(C) is adopted, when measured with the meter set to fast response over any 15- minute period during the festival or sound test. An exceedance of no more than 5 dB during a 5 minute period in the first 15 minutes of each new act is also proposed. This is the same as last year and the event complied with these noise limits in 2012.
- Noise complaints in the past have related to unacceptable music levels and noise associated with speakers facing residences, noise associated with crowds and anti-social behaviour surrounding the event venue, noise from trucks and traffic associated with bump in and bump out phases.
- There were a number of noise related issues at the 2011 event. Additional measures that were adopted successfully for the 2012 event, including an improved complaints hotline, remote sound level loggers and sophisticated music limiters, have been recommended to again help address noise related problems.
- Music speakers directly facing surrounding residences will increase the level of noise impact on residents.
- Based on last year's measurements and combining the contribution of music from all the stages, the noise levels predicted are:
 - Doncaster Ave (rear of Ascot Street) residences of L_{Amax} 65 dB(A) and L_{max} 85 dB(C)
 - Doncaster Ave (rear of Darling Street) of L_{Amax} 64 dB(A) and L_{max} 84 dB(C)
 - Alison Road and King Street of L_{Amax} 70 dB(A) and L_{max} 90 dB(C)
 - Wansey Road residences of L_{Amax} 64dB(A) and L_{max} 84 dB(C)

Under certain light to moderate wind conditions, it is possible that these levels may increase by 3dB for the closer Doncaster Avenue and Alison Road residences and 6dB for the residences further away. Music levels would therefore need to be adjusted to take account of the local wind conditions to minimise noise impacts on surrounding residences.

- A procedure for recording and actioning noise complaints will be established and formal notification to residents and body corporates in the vicinity of the event and complaints procedures will be required to ensure accountability is taken for noise affecting surrounding residences and that appropriate action is taken to mitigate against these measures.
- Noise from patrons entering and exiting the event and passing through nearby residential areas throughout the day and during identified peak periods will require appropriate management to minimise impacts of noise on the local neighbourhood.

Measures to mitigate the likely impacts of noise are included in Section 9.4 of this report.

The proposed hours of operation of the event on the festival day are 12 midday until 10pm, 9th March 2013. With the exception of the likely noise impacts and mitigation outlined above it is not considered that the proposed hours of operation are inappropriate for the site and will not impact on the amenity of surrounding residences provided the mitigation measures outlined in the NMP at Appendix D are implemented.

The proposed operating hours have been previously supported by Randwick Council and the Minister with previous consents granted for the event, and further supported by the Land and Environment Court of NSW ruling in *Futures Events Pty Ltd v Randwick City Council (2009) NSWLEC 1083*.

9.3.2 ANTISOCIAL BEHAVIOUR/CROWD MANAGEMENT AND PUBLIC SAFETY

The Future Music Festival has evolved over the event's seven year history to ensure minimal disruption from noise and other environmental impacts from patron's ingress and egress to the event. Whilst the most effective measures can be implemented to ensure minimal disruption, the constant surveillance and monitoring of the event is required both within the race course venue and the surrounding locality.

A draft Security Management Plan at **Appendix E** has been prepared by Future Entertainment and will be finalised prior to the event commencing after further stakeholder consultation. The plan identifies the following likely impacts that require addressing:

- The need to prevent unauthorised entry to the event without appropriate ticketing.
- Alignment of security measures, operations and staff to the expected capacity of 50,000 patrons to ensure sufficient measures for crowd control and safety are considered.
- The need for a communications strategy between all event staff and representatives of all major groups to ensure widespread communication to warn of potential public safety issues, antisocial behaviour and public and staff risks.
- Constant surveillance requirements to ensure security monitoring to warn and support hazard mitigation and safety mechanisms to ensure safety of patrons and site personnel.
- In addition to NSW Police requirements, additional security contracting arrangements and the roles and responsibilities of contractors requires consideration.
- The need for and requirements for the presence of first aid and medical personnel.
- Appropriate security procedures to record disorder, violence, other crime, and ill health to maximise public safety and are given appropriate consideration at the planning stages of future events.
- The potential public safety associated with the construction zones that exist on the site will need to be managed to ensure no potential injuries occur to patrons entering unauthorised areas.
- Staff training to effect risk minimisation and prevention of potential problems that may arise.
- Crowd management strategy to include but not limited to risk assessment, event promotion, anticipated crowd behaviour, ingress, egress, public amenities, traffic, emergency assistance, first aid, crowd capacity, public safety, security and the enforcement of rules to ensure safety and security of event patrons and surrounding occupiers.

- Ingress and egress plans to consider minimising potential impacts on surrounding residences and passers-by and reducing congestion in the local area.
- Resident response and 'after event' security management to mitigate against any antisocial behaviour damage to private property and risks to public safety.
- Policing requirements in addition to security personnel to ensure appropriate crowd control measures and representation requirements are in place.
- The need for an Event Operation Centre (EOC) to facilitate fast, clear, relevant and effective communications to "on the ground" staff to ensure safety and security at the event is undertaken in a co-ordinated manner.
- Additional patronage from 2012 (45,000 patrons) to the proposed 50,000 patrons and the associated security measures to minimise antisocial behaviour will be included in the Security Management Plan.

9.3.3 TRAFFIC AND PARKING IMPACT

The Future Music Festival 2013 Traffic Management Plan prepared by Events and Sports Projects Australia attached at Appendix C identifies the likely environmental impacts of traffic associated with the event based on previous lessons learnt and extensive consultation with relevant transport agencies including:

- NSW Police – Eastern Beaches LAC.
- Randwick Council.
- State Transit Authority (STA).
- RTA.
- I-Sec Security.
- Australian Turf Club.

The likely environmental impacts associated with traffic and the events identified through consultation with transport agencies and from the experiences of previous Future Music Festivals are:

- Bump-in and bump out phases and the potential traffic congestions and altered traffic conditions to facilitate these phases.
- Preparation and operational phases focussing on patron flows, on the way to the venue, loading the venue, exiting the venue and on route from the venue to minimise potential impacts to the local traffic conditions and surrounding residential streets.
- Promotion of public transport through integrated ticketing arrangements and the reduction of patrons attending by car.
- Appropriate level of access and parking arrangements for persons with disabilities.
- Identified impacts on residents and nearby businesses through traffic congestion, road closures, altered traffic arrangements, clearways and parking and loading.
- Ambulance and emergency vehicle access to ensure rapid and safe responses in the case of emergency.
- The promotion of public transport through the provision of shuttle bus routes from train stations and parking areas to minimise traffic congestion and parking needs.
- Identification of increased traffic and or pedestrian generators, including other events occurring at the same time as the Future Music Festival.

- The extent of notification and signage required to ensure surrounding occupiers and passing traffic to ensure they are aware of the event and any changed traffic conditions.
- Ingress and egress considerations to minimise concentrated levels of congestion, dispersal of patrons and minimal impacts on the surrounding locality.
- Communications and traffic control and command to ensure a co-ordinated approach to traffic monitoring associated with the event and to minimise impacts on the local traffic conditions.
- Required resources such as temporary infrastructure, equipment and staff to minimise impacts on existing infrastructure within the Royal Randwick Racecourse and the surrounding locality.
- Internal parking arrangements for staff and event patrons, and potential overflow parking within the surrounding streets to minimise on street parking congestion and minimise disruption to surrounding occupiers.
- Capacity of transport infrastructure to accommodate an additional 5,000 patrons for the Future Music Festival 2013.
- Potential impacts of parking arrangements on surrounding residents as a result of illegal parking of site.

9.3.4 WASTE/POLLUTION IMPACT

A Waste Management Plan prepared by Future Events and Dimeo Waste Services attached at Appendix H identifies the following likely environmental impacts associated with waste.

- The area surrounding Royal Randwick Racecourse that will be serviced by the Waste Management Plan and waste clean-up and operations to minimise potential impacts from litter and waste generated from the event on local residents and passers-by.
- The appropriate number and type of bins required to the service the event to ensure appropriate measures are in place to minimise waste within and surrounding event.
- The loading and collection arrangements for waste on the day of the event and following the events conclusion.
- Recycling of materials and provision of suitable recycling collection facilities to minimise waste surrounding the locality and ensure appropriate measures are in place to meet recycling requirements.
- Waste and recycling disposal arrangements to minimise impacts on council waste resources and the locality surrounding the site.

9.3.5 BUILT FORM AND VISUAL IMPACT

The following likely environmental impacts have been identified that relate to the existing structures on site that will be utilised as part of the event as well as the proposed temporary structures.

- The impacts of the event and its associated temporary structures on the heritage items within the Royal Randwick Racecourse.
- The potential impacts of wind on temporary structures to consider issues of public and staff safety.
- Fire safety and capacities for each individual structure to ensure public safety are considered and fire regulations are met.

- The provision of additional infrastructure such as toilets in addition to the existing racecourse facilities to minimise potential impacts on surrounding neighbouring properties and ensure appropriate provision in relation to crowd capacities.
- Building certification and approval to meet Local Authority standards and building regulations.

9.3.6 RESIDENTIAL AMENITY AND NUISANCE

Community notification about the proposed festival is identified by the event organisers as critical to ensuring minimal impacts to surrounding residences and occupiers.

The following environmental issues have been identified that require addressing to minimise potential impacts on surrounding occupiers.

- Local resident communication strategy to fully notify surrounding residences of any potential disruptions and measures in place to lodge a complaint or request a response.
- Measures to notify residents of potential traffic and transport impacts and temporary alternate arrangements.
- Means of emergency contacts for each individual possible emergency or occurrence.
- Increased amenity impacts and nuisance associated with an additional 5,000 patrons.

9.3.7 PHYSICAL ENVIRONMENTAL IMPACT

The event will involve the erection of temporary heavy goods structures and demountable buildings on certain areas of the site. These structures will be delivered via vehicles that will enter the site via existing vehicle access paths.

A key improvement to previous years events and based on the success of the 2012 event is maintaining the relocation of access from Wansey Road to the main entrance gate off Alison Road. This will ensure noise impact to neighbours either side of the racecourse is minimised.

In terms of physical impact to the site itself, the structures will be erected in the existing infield area with select access corridors across the racetrack into the "Spectator Precinct" of the racecourse. The temporary construction works do not involve any excavation of the ground and any disturbance will be superficial surface wear only. Where existing turfed areas are scuffed, they will be returfed just as the racetrack itself is repaired after a race event. The spectator precinct is largely paved and specially designed to cater for large crowds of people and temporary structures.

9.4 MEASURES TO MITIGATE ENVIRONMENTAL IMPACTS

The Future Music Festivals seven year history has resulted in the improvement of mitigation measures to minimise any adverse impacts. The implementation of mitigation measures continues to be an evolving process in response to festival feedback on an annual basis from each authority and agency, as well as the local resident population.

The mitigation measures have been increased to correspond to the increase in expected patronage.

Table 5 outlines the proposed measures of mitigation of the likely impacts outlined in Section 9.3 of this EIS.

TABLE 5 – PROPOSED MEASURES OF MITIGATION

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
NOISE IMPACTS	
Noise impacts to nearby residences during the event will need to include stringent noise abatement measures.	A detailed Noise Management Plan is attached at Appendix D and provides detailed mitigation measures. The Noise Management Plan includes mitigation measures that include directing speakers away from the direction of nearby residents depending on the location of each stage/speaker. A sound check will be performed prior to the event. During the sound check, appropriate music levels will be set on compressors at each of the stages to ensure they are started at appropriate levels. Sound level meters indicating the actual and allowed music levels will be displayed at each stage and sound system engineers will be required to monitor and maintain advised music levels. The sound system suppliers will be advised in writing of this requirement prior to the event. Artists and sound engineers will be advised that music limiting equipment will be used. The sound system suppliers will be advised in writing of this requirement prior to the event. Noise Consulting & Management Pty Ltd will continuously monitor throughout the entire event, the pre-determined noise sensitive locations and any additional locations that may become necessary based on the conditions and any complaints encountered. Two acoustic consultants will be required to provide effective monitoring and complaint investigation. The acoustic consultants will be in two way radio and mobile phone contact with the sound desk staff, production manager, sound engineers, event organiser, and hotline staff throughout the event. Procedures will be implemented to allow for a quick reduction of the music levels of all stages if required. The production manager will ensure that sound engineers reduce music levels when instructed. The main stage sound desk will be manned by staff under the direct supervision of the acoustical consultant. All music will cease at 10.00pm to avoid late night disruption.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Noise levels during the event will be in accordance with Protection of the Environment Operations Act 1997 and the combined noise limits will be limited to: ▪ LAmax 70 dB(A) between Midday – 10:00pm; ▪ Lmax 90 dB(C) between Midday – 10:00pm.
Music speakers directly facing surrounding residences will increase the level of noise impact on residents.	The Noise Management Plan includes mitigation measures that include directing speakers away from the direction of nearby residents depending on the location of each stage/speaker. The provision of shipping containers surrounding stages will also provide adequate noise reduction buffers in residential areas. The NMP includes this measure following success from previous year's events to minimise potential impacts on surrounding occupiers.
Under certain light to moderate wind conditions, it is possible that these levels may increase by 3dB for the closer Doncaster Avenue and Alison Road residences and 6dB increased noise in distance for the residences further away. Music levels would therefore need to be adjusted to take account of the local wind conditions	The Noise Management Plan includes mitigation measures to respond to wind conditions on the day to reduce the impact of noise on neighbours. See NMP at Appendix D.
Regard should be given to the implementation of preventative noise measures for noise penetration towards King Street	Noise Consulting & Management Pty Ltd will continuously monitor throughout the entire event (including towards King Street), the pre-determined noise sensitive locations and any additional locations that may become necessary based on the conditions and any complaints encountered. Two acoustic consultants will be required to provide effective monitoring and complaint investigation. The acoustic consultants will be in two way radio and mobile phone contact with the sound desk staff, production manager, sound engineers, event organiser, and hotline staff throughout the event. Procedures will be implemented to allow for a quick reduction of the music levels of all stages if required. The production manager will ensure that sound engineers reduce music levels when instructed. The main stage sound desk will be manned by staff under the direct supervision of the acoustical consultant. The provision of shipping containers surrounding stages will also provide adequate noise reduction buffers in residential areas. The NMP includes this measure following success from previous year's events to minimise potential impacts on surrounding occupiers.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	If residents experience excessive noise during the course of the event over and above that permitted, a central complaints hotline will be established for the duration of the event and noise monitoring staff will action each noise related complaint.
A procedure for recording and actioning noise complaints will be required and formal notification to residents and body corporates of the event and complaints procedures will be required.	A central complaints hotline will be established for the duration of the event. Complaints on the Racecourse number will be diverted to the event hotline. Based on the number of complaints during previous events, two lines and hotline staff will be required. The following procedure will be adopted by hotline staff: ▪ Hotline will record name, address, number and nature of complaint ▪ Complaint details will forwarded by phone call or radio to noise monitoring staff ▪ At the property, the monitoring person will record measurements, and discuss levels with resident if requested ▪ Noise monitoring staff will radio the Production Manager to reduce sound level as appropriate ▪ Noise monitoring staff will radio Hotline with the monitoring results and actions taken ▪ Hotline will record results and actions against complaint ▪ A report containing results of monitoring and complaints will be submitted to Council within 30 days of the event. Residents and body corporates will be notified 4 weeks prior to the event with a copy of notification forwarded to Council. The notice will also include procedures for complaints including the complaints hotline. It is noted that Council's submission response to the PEIS includes a request that the proponent appoint an independent noise monitoring consultant at the proponents cost. The proponent has already arranged the presence of their own noise management consultant who will ensure the events compliance with the Protection of the Environment Operations Act 1997. This includes the provision of dedicated staff members for each stage to control noise levels with the ability to reduce if necessary.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	The proponent does not object to Council engaging a separate or independent noise consultant to act on their behalf; however the proponent would not be prepared to cover the costs of additional noise consultants. The proponent will allow access to all areas of the site for any Council appointed noise consultant.
Noise from patrons entering and existing the event and passing through nearby residential areas throughout the day and during identified peak periods will require appropriate management to minimise impacts of noise.	Security guards and NSW Police will be stationed across the exits/and entry stations and the surrounding residential area to assist patrons leaving quietly and directing patrons away from nearby residential areas. Security guards and NSW Police will assist patrons in leaving quietly and avoiding passing through the nearby residential areas where possible. Security guards and NSW Police will also ensure that adequate representation will occur in King Street, in response to some recorded antisocial behaviour during the 2012 Future Music Festival.
MANAGEMENT OF ANTISOCIAL BEHAVIOUR & CROWD CONTROL	
Prevention of unauthorised entry to the event.	Perimeter fencing and event security staff will ensure the prevention of unauthorised entry to the event. Security staff, event organisers and NSW Police will work in close collaboration to minimise antisocial behaviour. Additionally recognised organised criminal gangs are refused entry to the event. A detailed draft Security Management Plan prepared by Future Entertainment in consultation with NSW Police over the events history and are included at Appendices E. The final Security Management Plan will be lodged with the relevant agencies 2 weeks prior to the event commencing.
Alignment of security measures, operations and staff to the expected capacity of 50,000 patrons.	A detailed draft Security Management Plan prepared by Future Entertainment is included at Appendix E and responds to the proposed expected capacity crowd of 50,000 people with the provision of appropriate security measures. The proposed security measures have been refined as the event has evolved over its 7 year history to respond to and improve upon each new issue that has arisen.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Previous developments when the Minister was the consent authority for infrastructure upgrades (MP 07_0092) have acknowledged the sites race day maximum operating capacity of the racecourse at 55,000 patrons including members. Therefore the proposed 50,000 patron capacity for the Future Music Festival is within the site's maximum capable capacity. Additional security staff and NSW User Pays Police than were present at the Future Music Festival 2012 will be deployed on the day of the event to meet the security and safety needs of up to 50,000 patrons (an additional 5,000 patrons on 2012 numbers). This approach has also been supported by the NSW Police through their response to the PEIS.
A communications strategy between all event staff and representatives of all major groups.	A detailed communications strategy that addresses communication between all event staff and representatives of all major groups, NSW Police and emergency services, transport agencies and event management staff has been prepared for the event. All event day communications will be channelled through the Event Operations Centre (EOC). The EOC will include the presence of stakeholders from Future entertainment, NSW Police, NSW Ambulance, St Johns Ambulance, Cleaning and waste representatives, ISEC Security and the resident response hotline operators. The communications strategy is contained within the Security Management Plan prepared by Future Entertainment included at Appendix E.
Security monitoring and operating to support hazard mitigation and safety mechanisms to ensure safety of patrons and site personnel.	The detailed draft Security Management Plan prepared by Future Entertainment is included at Appendix E includes detail on: ▪ CCTV monitoring of the event and crowd monitoring ▪ Operational and communication details ▪ General security procedures ▪ Staff training and crowd management strategies. ▪ Ingress and egress monitoring and operation ▪ Risk management strategies.
Security contracting arrangements and the roles and responsibilities of contractors.	Selected contract security providers for the event will be ISEC Group and SEAA under the instruction of a Security Event Manager who will work closely with the future Entertainment Security Manager.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Full details of security contractors and their roles and responsibilities are detailed in the Security Management Plan prepared by Future Entertainment is included at Appendix E. Ongoing consultation and briefing is occurring with NSW Police in the lead up to the event. Over the events 7 year history Future Entertainment and NSW Police have worked in collaboration to provide a safe and well coordinated festival. NSW police will be in attendance through the 'User Pays Police Servicing' at the event. NSW police will ensure that appropriate police resources are available for the wider locality in addition to the event.
Crowd management strategy to include but not limited to risk assessment, event promotion, anticipated crowd behaviour, ingress, egress, public amenities, traffic, emergency assistance, first aid, crowd capacity, public safety, security and the enforcement of rules.	The detailed draft Security Management Plan prepared by Future Entertainment is included at Appendix E and includes detail on crowd management strategies. Appendix N also contains a Risk Management Plan prepared by Future Entertainment that includes strategies for crowd management.
Ingress and egress plans	The detailed draft Security Management Plan prepared by Future Entertainment included at Appendix E outlines details for patron ingress and egress. Additionally a detailed egress plan will be provided to appropriate authorities prior to the event for final approval. The SMP assessment included mitigation measures to include the following ingress and egress measures: ▪ Ensuring there are sufficient entrances, spaces and routes inside and outside the venue to cope with the expected numbers; these should be sufficient to cope with patrons even if they don't arrive in an even flow but in a sudden rush, such as from buses or trains ▪ Checking for potential trouble spots, such as routes which become narrow or areas in which people could congregate, as these are going to cause congestion; bear in mind that people tend to use the most direct route even if it means walking on the road and endangering themselves or using an already crowded entrance ▪ Checking the effectiveness of these measures by monitoring arrival routes and parking areas to identify any potential problems ▪ Engaging enough staff to direct crowds and to deal with any minor problems, and equip them with adequate means of communication in case of major problems.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Minimise antisocial behaviour and noise on surrounding residents. Security guards and NSW Police will assist patrons in leaving quietly and avoiding passing through the nearby residential areas where possible. Security guards and NSW Police will be stationed in the residential areas to ensure noise and anti-social behaviour is kept to a minimum. Integrated Public Transport Ticketing is implemented for the FMF event over the last 4 years, to encourage more people to take public transport to and from the event and to ensure patrons leave the immediate locality in orderly and rapid manor to avoid any impacts of anti-social behaviour. The erection of barrier fencing will direct patrons towards public transport and pedestrian routes away from residential areas during egress.
Resident response and 'after event' security management.	Future entertainment will implement a comparable plan for resident response as used at the 2012 event. Resident response teams will address the following issues: - Loitering in, on or around private property - Unruly behaviour, illegal activity, unauthorized entry onto private property and property damage and vandalism. Security guards and NSW Police will assist patrons in leaving quietly and avoiding passing through the nearby residential areas where possible. Security guards and NSW Police will be stationed in the residential areas to ensure noise and anti-social behaviour is kept to a minimum. The detailed Security Management Plan prepared by Future Entertainment included at Appendix E outlines details for resident response and 'after event security'.
Policing requirements in addition to security personnel.	Ongoing consultation and briefing is occurring with NSW Police in the lead up to the event. Over the event's 7 year history Future Entertainment and NSW Police have worked in collaboration to provide a safe and well coordinated festival. NSW police will be in attendance in addition to private security contractors. Appendix O contains an example of the 'User Pays Police Servicing' that will be adopted at the event. Final police attendance numbers will be confirmed prior to the event in consultation with NSW Police'.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
Control of Construction Sites	The construction works associated with the RRR upgrades and refurbishment works will be strictly out of bounds for patrons. Appropriate signs warning the associated dangers with enter these areas will be located within the premises. Appropriate construction fencing will also ensure that no unauthorised entry is aloud. Where possible patrons will be directed away from the construction zones.
EMERGENCY AND PUBLIC SAFETY	
The presence of first aid and medical personnel	The event will be attended by fully trained and qualified first aid and medical personnel to assist patrons if required. Appendix H includes a Medical Plan prepared by St Johns Ambulance that includes full details of first aid and medical services available at the event. NSW Ambulance Services will be available and on standby if the need arises.
Security procedures to record disorder, violence, other crime, and ill health.	Security staff will record incidents of disorder, violence, other crime, ill health and all other relevant security occurrences. The detailed Security Management Plan prepared by Future Entertainment is included at Appendix E includes detail security incident recording.
Staff training to identify risk minimisation and prevention of potential problems that may arise.	Staff training will ensure risk minimisation and prevention of problems arising from crowds at the event. Future Entertainment has established brief job descriptions, expectations and levels of authority of all working security personnel for the security contractors to implement as part of training. The detailed Security Management Plan prepared by Future Entertainment is included at Appendix E includes detail of staff training.
TRAFFIC AND PARKING IMPACT	
Measures to control off-site parking in surrounding residential streets.	Integrated Public Transport Ticketing is implemented for the FMF event over the last 5 years, to encourage more people to take public transport to the event. Free event car parking is available on the infield of the racecourse (similar to race days) to accommodate for up to 1,100 vehicles. Reduced impacts and complaints have been recorded over the last 4 years. All staff and Police will park in the event car park with access from Wansey Road. Vehicle passes will be issued to staff to access the staff parking area.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Parking schemes come under local government legislation and Council control, and therefore the proponent has no control over where people park their cars off site. The proponent has implemented all reasonable measures to encourage patrons not to drive to the festival, however it is acknowledged that there will be a small minority who will choose to drive to the event and choose not to park within the designated event parking area. The enforcement of parking regulations outside of the racecourse is the responsibility of Randwick Council.
Minimise disruption through bump-in and bump out phases	Wansey Road Gate 10 will not be used as the main gate for the bump in and out of infrastructure to the infield. The Australian Turf Club has approved the use of Gate 1 as the primary gate for all vehicles requiring access to the infield, as was the arrangement with the 2012 event which worked successfully and with minimal disruptions. Any event related vehicles using Wansey Road will be recorded and a fine will apply to the company whose vehicle uses Wansey Road. Gate 1 is the only pre event access point. No B-double trucks will be used for event deliveries during bump in and bump out. Fines will apply to the relevant companies if they supply this type of transport. No truck/heavy vehicle exceeding a carrying capacity of one tonne in weight may access the site via High Street or Wansey Road, except for an emergency situation. A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared to support this EIS and is included at Appendix C. The Traffic Management Plan (TMP) is evolving as consultation continues with relevant agencies and authorities. Prior to the event a finalised Traffic Management Plan will be submitted for approval that will contain final arrangements for bump in and out. The 2013 draft TMP particularly focuses on the requirements for the bump-in and bump out phase of the event in response to feedback from residents and Randwick Council over previous events.
Pedestrian, transport and traffic management plan	A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared to support this EIS and is included at Appendix C. The Traffic Management Plan (TMP) is evolving as consultation continues with relevant agencies and authorities. Prior to the event a finalised Traffic Management Plan will be submitted to NSW Police, RMS, TMC, STA & Council for approval.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	The Traffic Management Plan is based on the successful 2012 event and is developed to facilitate the safe movement of vehicles and pedestrians in and around the venue, particularly focussing on the periods of site ingress and egress. In summary the TMP addresses: ▪ Bump in and bump out operations ▪ Overview of transportation, parking and access operations ▪ Precinct loading/ingress operations ▪ Precinct unloading/dispersal and egress operations ▪ Overview of external pedestrian flows and general operations ▪ Defining areas within the RRR precinct and immediate surrounds to be considered. ▪ Overview of TMP strategies, and the resources required to implement the strategies.
Appropriate level of internal parking arrangements for staff and event patrons, and potential overflow parking within the surrounding streets.	The proposal gives provision for parking for festival staff and patrons. Overall it is proposed that 1,110 parking spaces will be provided within the infield of the racecourse free of charge. All private vehicles will be directed to infield parking. All staff and Police will park in the event car park with access from Wansey Road. Vehicle passes will be issued to staff to access the staff parking area. It is likely that overflow parking may occur on surrounding streets and consultation with Randwick Council prior to the event will determine the likely locations of additional parking. The event is promoted as one that utilises public transport to minimise parking issues and requirements. A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared and addresses event parking as included at Appendix C.
Encouraging Public Transport	Following the success of previous year's use of the integrated ticketing arrangements the event proposes the use of another integrated ticketing system. The integrated ticketing system will ensure increased demand for public transport and will be used for event entry and transport to and from the event on all public transport within the Sydney Metropolitan Area.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Consultation continues with relevant agencies and authorities with respect of integrated ticketing for the event. Prior to the event a finalised Traffic Management Plan will be submitted for approval that finalises integrated ticketing arrangements. Future Entertainment will arrange additional transportation including a regular shuttle bus service to and from Central Station (Eddy Avenue) to the High Street entry point. The STA are currently finalising the routes that will be used for the Future Music Festival 2013. A total of 56 dedicated event shuttle buses for the forward journey from Central Station to High Street have been planned. The period of ingress operation will be 11.30am – 5.00pm, with peak ingress expected between 12.30pm and 3.00pm which will require approximately 45minutes. The proposed frequency of buses will be approximately 1.5 buses every minute with an average load of 45-60 people per bus. A total of 124 buses to be provided by the STA have been requested for egress with a split of approximately 59 buses to High Street and 65 to Alison Road. A total of 309 bus movements have been planned for egress from the event which provides for potential capacity of 24,180 patrons over a 2 hour period. In addition to bus transportation, taxis will also operate to service the event at the designated RRR taxi rank. It is anticipated that some patrons will use taxis in favour of buses. A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared and addresses buses and shuttle buses as included at Appendix C. Finalised bus and shuttle movements will be included in the final Traffic Management Plan to be submitted prior to the event.
Access and parking arrangements for persons with disabilities.	Designated disabled parking bays will be provided within the internal paddock of the race course with a drop off point on the roundabout of the infield. In addition there will be a drop off point in the racecourse taxi rank for patrons requiring accessible access to the venue.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
Road closures and temporary alterations to traffic	A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared and addresses temporary road closures and altered traffic conditions as included at Appendix C. Finalised temporary road closures and altered traffic conditions will be included in the final Traffic Management Plan to be submitted prior to the event. New proposals for the 2013 event being considered include the closure of Alison Road between Anzac Parade and Barker Street to all traffic except event shuttle buses to minimise the possibility of vehicles and pedestrians mixing during the egress phase. It is proposed to close Alison road from 9pm until 11.30pm during the peak egress phase.
Identified impacts on residents and nearby businesses.	The Non-Event Community are considered as those persons who do not take part or participate in the event. The non-event community may be impacted either directly or indirectly as a result of holding events in certain areas. The non-event community may be considered as both local and citywide. The non-event community as a whole are regarded by the event organiser as a very important stakeholder group that needs to be attended to in detail, so as to ensure the ongoing support toward the event. A letterbox drop will be undertaken by the event organiser, between 7-10 days prior to the event,. The General Notification Flyer to Residents and Businesses will include important information about the event, such as; ▪ The date, and timings, ▪ Key messages to patrons, ▪ Parking and Access information, ▪ A phone number for additional information prior to the event, ▪ A phone number for event day related issues (this number will go directly to the Event Operations Centre), ▪ Other relevant information to residents and businesses that will assist in maintaining day-to-day operations for the non-event community.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Three area specific Notification Flyers have also been developed along with additional consultancy for: 1. ATC Stakeholders, Horse Float Drivers, Trainers, & Stable Employees 2. ATC Betting Auditorium Patrons 3. UNSW, Kensington Campus, UNSWVillage & UNSWSecurity A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared and addresses event parking as included at Appendix C.
Ambulance and emergency vehicle access.	A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared and addresses event parking as included at Appendix C. Emergency access will be maintained at all times to: ▪ Medical points and first aid locations ▪ Access points and management ▪ The final location of first aid/Medical Posts will clearly be identified in the final site plans and Traffic Management Plan submitted prior to the event. Local fire and ambulance, and medical facilities will be notified of the event and any subsequent road closures 7-10 days prior to the event.
Identification of increased traffic and or pedestrian generators, including other events occurring at the same time as the Future Music Festival.	It has been identified that there are 2 other significant events on the same day and therefore will require a reasonably integrated approach to managing the 3 events on Saturday 10 March. A-League Round 24 at Sydney Football Stadium (SFS) between Sydney FC and Central Coast Mariners, Saturday 9 March (15,000 – 25,000 people, depending on where either team are placed on the ladder at the time), Gates open 3:45pm (TBC), Game Starts at 5:30pm and due to finish at 7:30pm, egress 7:30pm – 8:15pm The ATC and Future Music have been consulting with representatives of Centennial park and the Sydney Football Stadium (SFS) and it is agreed that there needs to be a reasonably integrated approach to managing Crowds, Traffic and Transport requirements on this evening. Part of the draft Transport Plan for FMF is to consider the use of an area near the Moore Park precinct to be used for FMF private

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	charter buses, set-down and pick-up in order to minimize congestion in the immediate areas of ATC, with this option requiring consultation with both Centennial Park and the Sydney Football Stadium. The final details of the integrated approach to managing these 3 events will be submitted with the final Traffic Management Plan prepared in consultation with key transport agencies and NSW Police prior to the event.
The extent of notification and signage required.	Static event signage will be utilised around the site for: ▪ Directions to the infield event car park ▪ Directions to staff parking ▪ Directions for event suppliers ▪ Directional signage for staff entry points (pedestrian) ▪ Signage to identify specific locations for patrons (i.e. high Street entry, Alison Road entry) Details of required external signage from the site are located within the draft Traffic Management Plan prepared by Events and Sports Projects Australia included at Appendix C.
Ingress and egress considerations	A draft Traffic Management Plan prepared by Events and Sports Projects Australia has been prepared and addresses the approaches taken so far in respect to event ingress and egress for pedestrians and vehicles as included at Appendix C. Finalised approaches to event ingress and egress will be included in the final Traffic Management Plan to be submitted prior to the event for approval.
Communications and traffic control and command.	Traffic Control Plans (TCP) have been provided in the draft Traffic Management Plan prepared by Events and Sports Projects Australia included at Appendix C. Draft TCPs at this stage have been based on 2012 operations of the event, however consultation is currently being undertaken with the Police, RTA, Council, Australian Turf Club and the STA to resolve and finalise TCPs for the event, mindful of the additional capacity proposed for the 2013 event.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	The TCPs will give consideration to the following: ▪ Practical implementation of traffic treatments required, so as to provide the most appropriate balance of maximising the delivery of safe venue operations at the same time as minimising impacts to the non-event community. ▪ Managing Pedestrians and traffic along Alison Rd ▪ Managing Pedestrians and traffic along Wansey Rd (limit or restrict completely, the exit of patrons on-foot via the infield car park and onto Wansey Rd) ▪ Managing Pedestrians and traffic along High St ▪ Managing Pedestrians and traffic along Anzac Pde (utilise bus lane as pedestrian corridor) ▪ Minimising Congestion throughout the area and include highly visible security personnel in the local roads to be looking out for illegally parked cars that may cause issues with local residents or general vehicle egress. Strategies to minimise non-event traffic and pedestrian movements in and around area in order to minimise additional congestions as much as possible: ▪ Managing Event traffic leaving from Infield onto Wansey and, and minimise any interaction between event vehicles leaving the site and pedestrians, (consider a pedestrian control point), ▪ Consider 'Soft' Detour Message using VMS at Avoca St/ Belmore Rd for City-bound traffic wishing to travel along Alison Rd, alt route via York Rd and Oxford St. ▪ VMS notifications southbound along Alison Rd, ▪ Consider alternate bus route from High St if Alison Road becomes overly congested Finalised TCPs will be included in the final Traffic Management Plan to be submitted prior to the event.
Required resources such as temporary infrastructure, equipment and staff.	A Staff deployment plan is currently being finalised to support the implementation of the overall event. The Staff deployment schedule to be included in the Final TMP will focus on personnel resources around the perimeter of the site and external to the event site. The staffing Plan will show the following personnel; ▪ External Site Management Staff

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	▪ Security Supervisors and Security Personnel ▪ Security Response Crews ▪ Pedestrian Marshals & Crowd Control Security ▪ Event Traffic Controllers ▪ NSW Police ▪ State Transit Bus Supervisors ▪ Council Rangers A main feature of the events Communications, Command & Control structure is the implementation of the Event Operations Centre (EOC), which will be located on site and will operate from bump-in, event day operations and until completion of bump-out. The EOC will operate as the communications base for the event and will accommodate the appropriate management and Supervisors that are able to provide the appropriate level of decision making, command and instruction to operatives working in the field. The security and Traffic Control staff deployment schedule will be developed in consultation with the event organiser, the venue and the contract security company.
WASTE/POLLUTION MANAGEMENT	
The area surrounding the racecourse site that will be serviced by the Waste Management Plan and waste clean-up and operations.	Figure 4 of this report identifies the area surrounding the race course that will be serviced by the Waste Management Plan included at Appendix H. Future Entertainment are prepared to pay to Randwick Council a security deposit to ensure the area identified in Figure 4 is made good of waste within 24 hours of the events closure. This arrangement is the same as those adopted in previous years in agreement with Randwick Council. Future entertainment will implement mobile resident response cleaning teams to deal with any complaints in regards to litter associated with the event.
The appropriate number and type of bins required to the service the event.	The Waste Management Plan included at Appendix H identifies that 150 x 660ltr mobile garbage bins will be used for general and recyclable waste.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
The loading and collection arrangements for waste.	Loading and collection of waste will be undertaken by private waste contractors as the cost of Future Entertainment. Dimeo Waste Services will provide the waste management services associated with the event. Dimeos Waste Management Plan is included at Appendix H.
Recycling of materials and provision of suitable recycling collection facilities.	Dimeo Waste Services will provide the waste management services including recycling associated with the event. Dimeo Waste Management Plan is included at Appendix H.
Waste and recycling disposal arrangements	Waste disposal is proposed at the Clyde Transfer Facility, whilst recycling is proposed at Amcor Botany. Glass recycling is proposed at Recyclers of NSW, Botany.
BUILT FORM AND VISUAL IMPACT	
The potential impacts of wind on temporary structures.	All temporary structures on site will have wind ratings assigned to them. This information will be given to the EOC on the day in the event of adverse wind conditions during the event. Any proposed temporary structures are to be designed and constructed in accordance with the relevant provisions of the <i>Environmental Planning & Assessment Regulation 2000</i> and the provisions of Part B1 and NSW Part H102 of Volume One of the <i>Building Code of Australia 2007</i>.
Impact on Heritage items within Royal Randwick	The proposed development will not involve works to any existing heritage structures and all proposed developments associated with the proposal are of a temporary nature. The installation of temporary facilities including stages, enclosures, decking, fencing, signage, toilets, lighting, rides and vending outlets is to be carried out to ensure that there is no damage to the site, including built structures and heritage items and landscape elements. No permanent works are permitted to be carried out that will alter the fabric of the racecourse heritage listed item, Members Stand and this item shall be protected through allocation of appropriate security officers, in accordance with the Security Management Plan.
Fire safety and capacities for each individual structure.	All structures will be fitted with fire extinguishers and exit signage in accordance with their occupancy permits. Upon set up of the site the NSW Fire Department will be invited for inspection of the site.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	Capacity limits for each structure will be monitored by event security and management.
The provision of additional infrastructure such as toilets in addition to the existing race course facilities.	Portable single toilets and larger 16 panner toilet blocks will be accommodated on site. The event will work on a ratio of 1 toilet per 85 patrons.
Building certification and approval.	Compliance with BCA requirements for temporary structures is achieved. Appropriate certification will be available to Council. Examples of certification from previous years are included at Appendix K.
RESIDENTIAL AMENITY AND NUISANCE	
Local resident communication strategy to fully notify surrounding residences of any potential disruptions and measures in place to lodge a complaint or request a response	As part of Future Entertainments Operational Plans local residents and body corporates will be sent a notification of the event approximately four weeks prior via a letter drop. Included in the letter will be event details and contact details for Future Entertainment for any general enquiries prior to the event. Also included in the letter is the “Residents Response Hot Line” number. At any stage during the event a resident is experiencing any noise, cleaning or anti-social behaviour issues they can contact the “Resident Response Hotline” which is manned in the EOC. If a call is received in the Event Operations Centre then mobile response crews will be deployed immediately to the caller A report containing results of monitoring and complaints will be submitted to Council within 30 days of the event.
Measures to notify residents of potential traffic and transport impacts and temporary alternate arrangements.	A letterbox drop will be undertaken by the event organiser, between 7-10 days prior to the event, refer to Appendix M for details of the areas where a letterbox drop will occur. The General Notification Flyer to residents and businesses will include important information about the event, such as; ▪ The date, and timings, ▪ Key messages to patrons, ▪ Parking and Access information, ▪ A phone number for additional information prior to the event, ▪ A phone number for event day related issues (this number will go directly to the Event Operations Centre),

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	- Other relevant information to residents and businesses that will assist in maintaining day-to-day operations for the non-event community. Three area specific Notification Flyers have also been developed along with additional consultancy for; - ATC Stakeholders, Horse Float Drivers, Trainers, & Stable Employees - ATC Betting Auditorium Patrons - UNSW, Kensington Campus, UNSW Village & UNSW Security
Means of emergency contacts for each individual possible emergency or occurrence.	The Emergency Management Procedures included at Appendix F addresses the following incidents affecting the immediate safety of those on or near the site. - Armed Hold-up - Bombs-Threat/Found/Letter/Parcel/Suspicious item - Chemical Spill/Hazard - Crowd Crush - Deceased person - Equine Escape - Evacuation - Fire - Fire outside of Event environment - Food Poisoning - Gas Leak - Medical Emergency - Severe Weather - Sexual Assault - Shelter in Place - Show Stop - Structural Failure - Syringes

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	▪ Violent/Threatening Person ▪ Water Supply Interruption The Emergency Management Procedures includes points of contact in the case of an emergency. All enquiries will be directed to the events 'Emergency Control Centre'. A finalised Emergency Management Plan will be submitted for approval to the relevant authorities 14 days prior to the event.
PHYSICAL IMPACT ON SITE	
On existing access	The proposal will not result in any negative effects on the exiting access points to Royal Randwick Racecourse. The proposed access points are included within Appendix C and utilises patron access from High Street and Alison Road to minimise potential impacts on the amenity of surrounding residential occupiers. All vehicular access will be from the main entrance gates off Alison Road, not Wansey Road as per previous years.
Minimal ground disturbance	Whilst some disturbance to the grounds of the racecourse is anticipated given the volume of people, it is not considered to exceed that of any given race day of a similar capacity. The ATC will respond to any damages to landscaping or facilities within the racecourse at the conclusion of the event as it does after all race days and non-race day events.
Returfing	No vehicles or patrons will be allowed onto the main race tracks, apart from select corridors. Therefore potential damage or wear is anticipated to be minimal and something that can be repaired as part of the normal track maintenance undertaken by the ATC.
ALCOHOL MANAGEMENT	
Responsible Service of Alcohol (RSA)	The Australian Turf Club will be the Licensee for the Future Music Festival. Several strategies have been adopted for all Future Entertainment events in relation to Responsible Service of Alcohol (RSA) to include: ▪ All patrons are ID checked, bag checked and metal detected before gaining entry. ▪ All patrons are wrist banded once ID has been checked. ▪ All patrons must have a valid ticket to gain entry into the event.

POTENTIAL ENVIRONMENTAL IMPACT	MITIGATION MEASURES
	- Free drinking water stations are placed throughout the site. - Crowd care will be on site for this event. - Numerous catering outlets throughout the site to provide food. - In addition to RSA security at all bars, roving RSA security will also be deployed. - All beverages will be served in open cans or cups in the general public areas. It is proposed that the service of alcohol will cease at 9pm on the evening of the event. The ATC will implement their Alcohol Management procedures as are adopted on race day and non-race day events.

9.5 JUSTIFICATION FOR CARRYING OUT THE EVENT

The proposed development is justified having regards to biophysical, economic, and social considerations.

9.5.1 BIOPHYSICAL CONSIDERATIONS

This EIS has given consideration to the following potential impacts on the biophysical environment as a result of the event.

- The event will result in some wear and tear to the landscaped grounds of the race course; however impacts are not anticipated to exceed the level of impact that occurs on race days including:
 - Royal Randwick Racecourse does not allow vehicles or pedestrians to enter the core race track that is used for horse racing. Any impacts to other landscaped areas within the venue are maintained and made good by permanent track staff responsible for the landscaping and gardens of the site following an event.
 - No critically endangered habits are known to exist on the site within the grounds of the race course.
 - Irrigation of the landscaped areas of Royal Randwick Racecourse occurs from bore water sources.
 - The events history and evolution has resulted in a comprehensive Waste Management Strategy being implemented with the event. Following the Future Music Festival the organisers undertake a widespread clean-up of the streets and public domain (See figure 4) of the surrounding locality to ensure appropriate environmental conditions are maintained to Randwick Councils satisfaction.

The Future Music Festival Event is unlikely to result in any negative effects to the biophysical surrounds of the venue and the wider locality.

9.5.2 ECONOMIC CONSIDERATIONS

The proposed Future Music Festival 2013 provides the following positive economic effects on the immediate locality and the wider Sydney Metropolitan Area:

- Through the creation of temporary and permanent jobs from the staffing of the event, and the provision of business to organisations and companies selected to provide infrastructure and services at the event.
- Increased patronage of hotel, motel and backpacker accommodation across the wider Sydney metropolitan region.
- Increased patronage of public transport facilities across the wider metropolitan area.
- Increased patronage and business for surrounding local business within the Randwick area.
- Each year the festival entertains 200,000 people nationally in Melbourne, Brisbane, Perth, Adelaide and Sydney. The event in Sydney is part of a national package of festivals with positive knock on effects to the economies of Melbourne, Brisbane, Perth and Adelaide.

9.5.3 SOCIAL CONSIDERATIONS

The proposed Future Music Festival 2013 provides the following positive social effects on the immediate locality and the wider Sydney Metropolitan Area

- The event provides another year round cultural event for the Sydney Metropolitan Region enhancing Sydney's exposure as a national capital city capable of hosting a range of cultural and sporting events.
- The Future Music festival increasingly each year draws patrons from both interstate and from the wider NSW regions.
- The event contributes to NSW and Sydney achieving the objectives of the Metropolitan Plan for Sydney 2036 to *'continues to support major events in iconic locations, and remain competitive in the global event and convention market'*. The event also meets the social objectives of the Metropolitan Plan which seeks to *'expand cultural and festival event locations across a range of places including natural settings in Sydney City'*.
- In light of social impact, the mitigation measures included in the range of management plans including the Traffic Management Plan, Fit for Purpose Noise Management plan, Security Management Plan will ensure the impact upon the amenity of the local community is minimised.

9.5.4 PRINCIPLES OF ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposed event seeks to ensure that the principles of Environmental Sustainable Development (ESD) are achieved wherever possible as part of the events operations and management. Future Entertainment and the Australian Turf Club seek the following objectives for the event in relation to ESD:

- Minimise the impacts of the levels of noise pollution from music, patrons, infrastructure and the bump in/bump out phases of the event.
- Minimise the level of general waste and pollution on the surrounding locality as a result of the event, and to maintain the built and natural environment in exactly the same condition as prior to the events occurrence.
- Maintain appropriate levels of air quality as a result of the proposed event for patrons and surrounding residential occupiers.
- Utilise the Royal Randwick Racecourse usual maintenance regime and bore water system to make good any cleaning or landscaping requirements following the event.

To ensure the events compliance with the objectives of the Protection of the Environment Operations Act 1997 the following outlines the measures the events organisation and operations seeks to achieve its objectives of environmental sustainable development.

Noise

- A Noise Management Plan has been prepared which seeks to control the level of noise outputs as part of the event to ensure minimal levels of noise pollution are spilled to the surrounding residential occupiers.
- Noise mitigation measures such as directing speakers away from residences and surrounding occupiers, a 'Fit For Purpose Noise Management Plan', buffers including shipping containers and the like are included to ensure the events compliance with the objectives of the Protection of the Environment Operations Act 1997 which seeks to protect the environment and minimise sources of pollution.
- The events proposed closing time of 10.00pm will ensure noise pollution does not encroach into antisocial hours for the benefit of surrounding occupiers.
- Heavy vehicle movements and their associated noise have been directed away from residential environments during bump in and bump out phases.
- Patrons ingress and egress to the event is planned to direct them away from sensitive localities.

General Waste

- A comprehensive waste management plan addresses the surrounding locality (Figure 3) to ensure that the natural and built environment is made good to a high standard to the satisfaction of local authorities.
- The proposed event will encourage waste recycling through the provision of recycling bins.
- The disposal of waste as a result of the event is at designated waste and recycling disposal locations.

Air

- Air quality is not considered to be altered significantly as a result of the event. The promotion of free/integrated public transport as part of the event will ensure that air quality from traffic pollution is minimised.
- No other sources of localised air pollution are likely to occur as a result of the event.

Water

- Royal Randwick Racecourse sources water from natural bores. The proposed event operations will not result in a significant environmental impact on Sydney's water supply.

10 Statement of Commitments

10.1 COMMITMENTS PRIOR TO EVENT AND DURING THE EVENT

The following table outlines the commitments that will be undertaken by the Australian Turf Club and Future Music prior to the event. It is anticipated that these commitments will be required as conditions of consent.

TABLE 6 – STATEMENT OF COMMITMENTS

KEY ISSUE	COMMITMENT
PART A – ADMINISTRATIVE CONDITIONS	
Statutory Requirements	The Applicant shall ensure that all licences, permits and approvals are obtained and maintained as required throughout the life of the project. No condition of this approval removes the obligation of the Proponent to obtain, renew or comply with such licences, permits or approvals.
Patron Number Control	The number of patrons in attendance at any one time during the event must be made available to Council officers upon request. Numbered tickets must be issued in order to calculate the number of persons permitted at the event so as not to exceed the authorised capacity of 50,000 patrons. Records of the number of tickets issued shall be provided to Council within 7 days of the event.
Operational Procedures	▪ Advertising and marketing of the activity/event shall promote the use of public transport to the activity. ▪ There is to be no unauthorised placement of promotional/advertising posters or brochures for this event in the Randwick City area. ▪ The Applicant shall meet the costs of policing (crowd control & traffic management) for the event. ▪ The Applicant shall implement all strategies required by the NSW Police – Eastern Beaches Local Area Command to ensure that security is improved and criminal activities are minimised. ▪ The installation of temporary facilities including barricades, fencing, signage, toilets, lighting or vending outlets is to be carried out to ensure that there is no damage to the site, including built structures and landscape elements.
Management Plans Finalisation	Copies of all final management plans, with supporting documentation from any relevant government agency, shall be submitted to the Department prior to the staging of the Festival event.

KEY ISSUE	COMMITMENT
PART B – PRIOR TO COMMENCEMENT OF WORKS	
Long Service Levy	In accordance with Section 34 of the Building and Construction Industry Long Service Payments Act 1986, the applicant must pay a long service levy at the prescribed rate of 0.0035 of the total cost of the work to either the Long Service Payments Corporation or Council for any work costing \$25,000 or more. The Long Service Levy is payable prior to the commencement of works.
Noise – Festival Event	▪ A temporary non-race day event must not result in the transmission of “offensive noise” as defined in the Protection of the Environment Operations Act 1997 at the nearest affected receiver. During the test(s), rehearsal(s) and event, the sound pressure level measured must not exceed: – LAmax 70 dB(A) between Midday – 10:00pm; – Lmax 90 dB(C) between Midday – 10:00pm. <u>Noise Limiters:</u> – All amplification equipment used at an event must be controlled by a root mean square (RMS) noise limiter, calibrated by an acoustic engineer. The equipment must be tamper proof and only by operable by the management or their nominee. – All on-stage and front of house sound equipment must be connected in such a manner to the one system so that the noise levels produced can be effectively controlled by the noise limiter referred to above and the house mixer/sound engineer. ▪ The total combined duration of event rehearsals and sound tests that are audible beyond the racecourse must be kept to an absolute minimum, and are only permitted between 2.00pm and 6.pm the day prior to the event and rehearsals must not commence before 9:00am on the day of the Festival. Where practical sound checks and rehearsals audible beyond the boundaries of the site shall be minimised and not exceed three (3) hours. This time is to be used to obtain a relationship between noise at the venue (e.g. mixing desk) and at residential locations/ ▪ An exceedance of the noise level limit by a maximum of 5dB(A) and/or 5dB(C) during a single five (5) minute period during the first fifteen (15) minutes of the performance of each new separate band or act will not be taken to be a breach of these conditions. The exceedances permitted by this condition must be kept to an absolute minimum.

KEY ISSUE	COMMITMENT
	<u>On-site Anemometer</u> ▪ A device capable of recording wind speed and direction at 10 minute increments is required to be installed on site for the event. Data from such a device will be accessible before, during and after the event. This will be used to better understand the influence of wind on sound propagation and hence pre-empt enhancement of noise. The benefits yielded from such data will include, amongst other things, informing of noise monitoring locations such that the worst affected residences are captured. This will result in better management of noise emissions during the event. <u>Sound Amplification Equipment</u> ▪ Any sound amplification equipment used at any time on the lands will be installed in such a way as to minimise the noise impact on residential premises or sensitive receivers. ▪ The sound amplification equipment will be maintained in a proper and efficient condition so as to minimise the noise impact on residential premises or sensitive receivers. ▪ The sound amplification equipment will be operated in a proper and efficient manner so as to minimise the noise impact on residential premises or sensitive receivers. <u>Complaints management:</u> ▪ A Complaints and Inquiry Procedure for the event is to be prepared and include, as a minimum, the provision of a 24 hour complaints hotline. Establishment of a 1800 number to record complaints covering the periods including sound testing, event, and post event periods. At a minimum the 1800 number should be staffed during business hours but critically it must be staffed during and immediately following the Festival event. This would ensure that where required, immediate action can be taken with regard to a complaint. Formal written response to all calls logged from one day prior to one day post the festival event should be undertaken within 48 hours following the event. <u>Reporting to the Community:</u> ▪ A preliminary data findings report should be prepared and made available to the public within five working days of the completion of the event. The Event Promoter will publish on its website the final report summary results of noise monitoring conducted by the acoustic consultant. Copies of the final document are to be made available to the Department and Council, and to the general public through those agencies within 30 days of the Festival completion. The summary report will set out: – Compliance or non-compliance with noise and time limits;

KEY ISSUE	COMMITMENT
	– The times and duration of any occasions where there were exceedences of the noise and time limits; and – What measures were implemented to ensure that the exceedence(s) did not reoccur. The report should summarise the noise monitoring results outlining in plain English the number of exceedances and the measures taken to manage these.
<i>Soil and Water Management Plan</i>	Prior to the commencement of works the Applicant shall develop a Soil and Water Management Plan that is to be implemented during the works. The Plan shall address, but is not limited to the following issues: ▪ Minimise the area of soils exposed at any one time; ▪ Identify and protect proposed stockpile locations; ▪ Preserve any existing vegetation except weeds; ▪ Prevent soil, sand, sediments leaving the site in an uncontrolled manner; ▪ Control surface water flows through the site in a manner that: – Diverts clean run-off around disturbed areas; – Minimises slope gradient and flow distance within disturbed areas; – Ensures surface run-off occurs at non erodible velocities; and – Ensures disturbed areas are promptly rehabilitated. ▪ Provide measures to stop materials being tracked onto the road by vehicles entering or leaving the site. ▪ Implement suitable Dust Suppression measures, particularly where heavy vehicles (greater than one tonne) are entering and leaving the site. Sediment and erosion measures are to be in place prior to commencement of works.
<i>Community Consultation</i>	Prior to the commencement of the Future Music Festival, Council, Police and residents and businesses located adjacent to the site are to be notified by letter box drop of the development. The notification will include details of the development, a copy of the consent conditions and also provide a contact name and phone number of the Applicant.

KEY ISSUE	COMMITMENT
	Prior to the event, the Event Promoter shall distribute a notice to the nearby likely affected residents and other nearby premises advising of the activity/event and providing the following details: ▪ Details of the activity/event ▪ Time and date when the activity/event will occur ▪ The name and relevant details of the applicant and organiser of the activity/event ▪ Contact details for the making of complaints/enquires in regard to the set-up, operation of the event and post event nuisance, traffic and clean up concerns (including contact details for complaints to be lodged at least up to 24 hours before and after the event) ▪ Any other information that may be required to properly and fully describe the event, including any measures to maintain reasonable levels of amenity and safety. This notice is to be distributed to the affected parties no less than 3 days and no more than 7 days prior to the staging of the event.
Signage	Prior to the commencement of works, a sign must be erected in a prominent position on the site on which the proposal is being carried out. The sign shall state: ▪ Unauthorised entry to the work site is prohibited; and ▪ The name of the principal contractor (or person in charge of the site) and a telephone number at which that person may be contacted at any time for business purposes and outside working hours. Any such sign must be maintained while the work is being carried out, but must be removed when the work has been completed.
Emergency Management Committee	In relation to the Future Music Festival, an Emergency Management Committee is to be established by the event organisers involving the NSW Police Force (representatives from the Major Events & Incidents Group, Event Commander and other senior police), Transport Management Centre, Fire & Rescue NSW, NSW Ambulance, the medical provider, the event risk management consultant, and other government agencies as deemed necessary. The Event Promoters emergency plans in relation to this committee are to be submitted 28 days prior to the event and sufficient meetings held to consider and exercise the plans as required. A detailed emergency evacuation plan is to be approved by the Emergency Management Committee and shall entail: ▪ Identification of emergency evacuation assembly areas; and

KEY ISSUE	COMMITMENT
	These plans MUST be tested with emergency services no later than 14 days prior to the event occurring.
Verification of Support for Loads	A certificate from a qualified practicing structural engineer (National Engineering Registration Board) must be submitted to the Certifying Authority prior to a commencement of works for the proposed stages and any grand stand facilities to be erected. The certificate must state that the structures are adequate to support the projected loads and that the design will comply with the relevant Australian Standards adopted by the Building Code of Australia.
Structural Certification for Design - BCA	Prior to the commencement of works, structural details and a Structural Certificate for Design of any temporary structures by a qualified practising structural engineer and in accordance with Clause A2.2(a)(iii) of the Building Code of Australia (applicable to class 2-9 building) and Clause 1.2.2(iii) of Volume 2 of the BCA (applicable to Class 1 and 10 buildings) must be submitted to the satisfaction of the relevant certifying authority.
Traffic Management Plan Requirements	In relation to Future Music Festival, the Event Promoter must prepare a revised/amended operational traffic management plan (TMP). This plan must be submitted to the PCG for consideration, prior to the commencement of works. The TMP shall be generally in accordance with the general TMP submitted with the application.
PART C – CONDITIONS TO BE SATISFIED PRIOR TO THE COMMENCEMENT OF FESTIVAL	
Structural Details	Prior to the commencement of the Festival a certificate is to be provided by a suitably qualified person(s), certifying that: - The fire protection and structural capacity of temporary structures are appropriate for the proposed use of the structure; and - The ground or other surface on which the structure is to be erected is sufficiently firm and level to sustain the structure while in use.
Noise Control Verification	The Event Promoter must ensure that a statement from an accredited acoustic consultant certifying that the acoustic mitigation measures identified in the noise management plan are suitably incorporated into the development, and the noise criteria in the subject report has been met prior to the event occurring.
Security Management Plan Requirements	The Event Promoter shall implement all measures listed under the relevant sections contained in the Security Management Plan to ensure minimal impacts to adjoining and surrounding residents from unruly patrons of the event, including, but not limited to, trespassing, breaking and entering of and/or through private property (unless otherwise directed by the Police/authorised City Ranger or as modified by these conditions).

KEY ISSUE	COMMITMENT
Site and Locality Cleaning	In relation to the Festival the Event Promoter is to thoroughly clean the surrounding area within 24 hours of the termination of the event. This is to include the area bounded by Anzac Parade, Boronia Street, Salisbury Road, Kensington Road, Roma Avenue, High Street, Botany Street, Cook Street, Cowper Street, Wentworth Street, Darley Road and Alison Road. A damage and security deposit will be paid to Council at least two days prior to the event as security for making good any damage caused to the roadway, footway, verge or any public place; and as security for clean-up that in the reasonable opinion of Council was connected to the event.
PART D – DURING CONSTRUCTION, FESTIVAL AND RESTORATION	
Approved Plans to be On-site and complied with	During the course of the Festival a copy of the development consent, any approved or certified plans and any management plans shall be kept on the site at all times and shall be readily available to perusal by any officer of the Department and Council. All management or other plans approved under these conditions must be complied with during the carrying out of the approved development.
Hours of Work	▪ The hours of work for construction and rectification works including the movement of materials to and from the site, shall be restricted to between 7:00am and 7:00pm, Mondays to Sundays inclusive. ▪ The hours of the Future Music Festival shall be restricted to Midday to 10:00pm. ▪ Works may be undertaken outside these hours under the following circumstances: – If the delivery of materials is required outside these hours by the Police or other authorities; and – If it is required in an emergency to avoid the loss of life, damage to property, prevent traffic conflicts and/or to prevent environmental harm.
Neighbourhood Amenity	▪ Signs must be placed in clearly visible positions within the site requesting patrons upon leaving the premises to do so quickly and quietly, having regard to maintain the amenity of the area. ▪ The Event Promoter must ensure that the behaviour of patrons entering and leaving the premises does not detrimentally affect the amenity of the neighbourhood. In this regard, the Event Promoter must be responsible for the control of noise and litter generated by patrons of the premises and must ensure that patrons leave the vicinity of the premises in an orderly manner. The Event Promoter is to employ private security staff to ensure that this condition is complied with.

KEY ISSUE	COMMITMENT
Construction and Event Day Traffic	The Event Promoter shall co-operate with any State agency or the Council to maintain efficient traffic flows and the safety of other road users.
Parking and Access	All construction and delivery vehicles associated with the works shall park on site and not on the surrounding street network.
Lighting	During the performance festival lights are to be shuttered, directed inward onto the site and there are to be no lights directed at any nearby residences.
Dust Control	Dust control measures shall be implemented to ensure that work does not cause an unreasonable dust nuisance to surrounding residents, businesses, the public or the local government. These measures shall be implemented as part of the waste management plan.
Heritage	No permanent works are permitted to be carried out that will alter the fabric of the racecourse heritage listed item, Members Stand and this item shall be protected through allocation of appropriate security officers, in accordance with the Security Management Plan.
Pollution of Waters	The Applicant shall comply with section 120 of the <i>Protection of the Environment Operations Act 1997</i> which prohibits the pollution of waters as a result of these works and activities.
No materials on footpath	No materials, machinery, signs or vehicles used in or resulting from the works shall be stored or placed on Council's footpath, nature strip or roadway. Footpaths, nature strips or roadways shall not be impeded.
Loading and Unloading During Construction	All loading and unloading associated with works must be carried out on site, and not in the public road way. All loading and unloading operations associated with servicing the site must be carried out within the confines of the site, at all times and must not obstruct other properties/residences or any public way.
Site Security	To protect the safety of work personnel and the public, the work site shall be adequately secured to prevent access to unauthorised personnel.
Health and Safety	The Event Promoter or another party acting upon the consent must comply with the relevant Work Cover Authority requirements and Occupational Health and Safety and Construction Safety Regulations during works.
Contact Telephone Number	Prior to the commencement of the works the Event Promoter shall forward to the PCG a 24 hour telephone number to be used for the duration of the event which may be the same number required for noise control. This phone number is to be attended during all times. The approved hours of work and the telephone number must be prominently displayed at all times at the site and must be visible to the public from public roads.

KEY ISSUE	COMMITMENT
Restoration	The Applicant must meet the full cost for Council or a Council approved contractor for repair/replace any damaged sections of Council's footpath, kerb & gutter, nature strip etc. which have been damaged due to activities directly related to the proposed development.
Emergency Access	Access to any fire exits, utilities or emergency vehicle access must not be impeded.
Licensed Premises – Operational Controls	- Security officers employed by the Proponent must move on any intoxicated persons or persons drinking alcohol or behaving inappropriately in the immediate vicinity of the premises so as to prevent noise emissions from impacting on the nearby neighbouring residences in the area. - Any patrons waiting outside to enter the premises must queue along the frontage of the property and must be maintained in a quiet and orderly manner by security officers. The queue must not obstruct any entrance to adjoining premises/fire exits.
Traffic Works	Any proposals for alterations to the public road, involving traffic and parking arrangement, must be designed in accordance with RTA Technical Directives and must be referred to the PCG prior to the event. The Applicant must comply with all direction of the NSW Police and the Roads & Traffic Authority with respect to traffic and crowd control prior to, during and after any event.
Compliance with Building Code of Australia	The proposed work must comply with the Building Code of Australia (BCA).
General Site Operations	- At all times clear access and egress for emergency vehicles is to be maintained by the event organisers. - The fence around the event is to be constructed / maintained in such a way as to ensure that there is no unauthorised access to the venue. - Skip bins or similar facilities are NOT to be placed in the parking lanes or any public roads. - The Event Promoter is to arrange for appropriate notices to be erected at bus shelters, up to two weeks prior to the event, to inform regular bus patrons that their bus services, and access to their regular bus stops, may be affected on the day of the event. - The activity/event shall not give rise to an unreasonable environmental health or public nuisance or affect public safety and convenience. - The operation of the event shall not result in air, noise or water pollution offences under the <i>Protection of the Environment Operations Act 1997</i>.

KEY ISSUE	COMMITMENT
	▪ The relevant requirements of WorkCover New South Wales and the Occupational Health and Safety Act 2000, are required to be complied with at all times. ▪ Access to any event shall be provided to Council authorised officers so as to enable compliance monitoring to be undertaken.
<i>Complaints Recording</i>	The organiser of the event must keep a legible record of all complaints made to it or any employee or agent in relation to the event to which this application applies. The complaints hotline shall operate during the bump in phase, for the entire duration of the event and for the remainder of the weekend to address any unresolved complaint by nearby residents. The complaints register must keep a record of the following: ▪ The date and time of the complaint; ▪ The method by which the complaint was made; ▪ Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; ▪ The nature of the complaint; ▪ The action taken by the organiser in relation to the complaint, including any follow-up contact with the complainant; and ▪ If no action was taken by the organiser, the reasons why no action was taken.
<i>Compliance with Food Act 2003</i>	The requirements of the <i>Food Act 2003</i> and <i>Food Standards</i> must be complied with at all times. The Event Promoter is required to ensure that all temporary food stalls, vendors and mobile food vendors have registered their details with Council's Environmental Health Unit, at least one week prior to the event. The required Registration Fee must be forwarded to Council with the registration details. Further details can be obtained by telephoning 9399 0973.
<i>Temporary Structures Controls</i>	▪ The maximum number of people permitted in the temporary structures must not exceed the number of square meters of the floor area of the tent or marquee and a person must be appointed to ensure that the permissible capacity is not exceeded. A sign detailing the maximum number of people permitted in the temporary structure/s must be displayed near the entrance.

KEY ISSUE	COMMITMENT
	▪ Tents and marquees must comply with the following requirements: - – The number and width of exits to any tent, marquee or booth used for the purpose of an entertainment venue must be provided in accordance with the provisions of NSW H102.4 and NSW Table H102.4. – The tent, marquee or booth resists loads determined in accordance with the Australian and New Zealand Standards entitled: ▪ i) AS/NZS 1170.0:2002, Structural design actions – General principles; and ▪ ii) AS/NZS 1170.1:2002, Structural designs actions – Permanent, imposed and other actions; and ▪ iii) AS/NZS 1170.2:2002, Structural design actions – Wind actions. ▪ Written details or certification must be provided to the Principal Certifying Authority detailing compliance with the requirements of these conditions, prior to the use and occupation of the temporary structures. ▪ Fabric that is used in the construction of a temporary structure must comply with the flammability indexes required by NSW H102.8 of the Building Code of Australia 2008. ▪ Essential fire safety measures & equipment within the temporary structures must be provided in accordance with the provisions of NSW H102 of the Building Code of Australia, to the satisfaction of the principal certifying authority. ▪ A notice is to be provided to each stage or platform, that indicates the actual distributed and concentrated load for which the stage or platform has been designed, located in a conspicuous position on the stage or platform. ▪ Stages, platforms or walkways greater than 1m in height above ground level which are accessible to the public or audience, must be provided with adequate balustrading or other measures to prevent them from falling off the stage or platform. ▪ If the tent or marquee used for the purpose of an entertainment venue has a floor area greater than 100 square metres, the erection of the tent or marquee must not commence until the provisions of Clause 268A of the Environmental Planning & Assessment Regulation 2000 (as amended), relating to the appointment of a principal certifying authority, have been met.

KEY ISSUE	COMMITMENT
	▪ An Occupation Certificate must be obtained from the Principal Certifying Authority (Council or Accredited Certifier) for the temporary structures, in accordance with the provisions of the <i>Environmental Planning & Assessment Regulation 2000</i>, prior to the use and occupation of the temporary structure/s. ▪ A statement of adequacy is to be obtained from a suitably qualified person and be submitted to council upon the erection of any temporary structures, amusement devices and stages, which certifies that the item/s satisfy relevant requirements and standards for structural adequacy and public safety. ▪ The operator of the activity/function must hold current public liability insurance cover of at least \$10 million. ▪ Temporary structures must be removed/dismantled within 2 days after the conclusion of the event. ▪ Adequate toilets, urinals, wash-hand basins and hand dryers or disposable towels (including facilities for people with a disability) must be provided for the duration of the activity/event, to the satisfaction of the Principal Certifying Authority. ▪ The installation of temporary facilities including stages, enclosures, decking, fencing, signage, toilets, lighting, rides and vending outlets is to be carried out to ensure that there is no damage to the site, including built structures and landscape elements.
Traffic Control Management	▪ B-Double vehicles are prohibited to be used as part of the proposed development. ▪ No truck/heavy vehicle exceeding a carrying capacity of one tonne in weight may access the site via High Street or Wansey Road, except for an emergency situation. ▪ Wansey Road Gate 10 entry shall be restricted to use by small vehicles, under one tonne carrying capacity, or "light" vehicles. ▪ All vehicles exceeding one tonne carrying capacity are required to access the site via Alison Road Gate 1 entry, or the Cowper Street access.
Patron and Operation Behaviour	▪ All drinks, cans/bottles, shall be opened at point of service. ▪ Applicant shall prepare an operations management plan (maximum of two pages) for attachment to the event tickets and available at the venue, which will advise of the event protocols and general operation procedures.

KEY ISSUE	COMMITMENT
	▪ Tickets to the Festival should provide information on the hours of operation, hours of trade for alcohol consumption, identify on-site car parking availability and promote public transport. ▪ Sale of alcohol shall cease at 9pm. ▪ Bottled water will be available free of charge to patrons. ▪ All drinks, cans/bottles shall be opened at the point of service.

11 Conclusion

The proposal entails approval for a one-day (temporary) event for 50,000 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 this Infrastructure 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 Environmental Impact Statement has been prepared with regard to Schedule 2 of the Environmental Planning and Assessment Regulation 2000 and the Director General's Requirements issued for the proposal.

The Statement includes a detailed description of the proposal, an analysis of the site and surrounding area, assessment of the proposal against the relevant planning provisions, environmental impact statement, including mitigation measures and a statement of commitments.

The proposal is accompanied by a number of management plans designed to ensure impact upon residents and users of the locality, the site and the physical environment are minimised appropriately. The plans included with the proposal or otherwise to be prepared prior to commencement of the event include: a Noise Management Plan, a Security Management Plan, a Transport Management Plan, Security Management Plan, Organised Crime Management Plan, Emergency Evacuation Plan, Medical Support Assessment, Alcohol Management Plan and Waste Management Plan. Key stakeholders including Randwick City Council, the NSW Police, RTA and the STA have been consulted through the development of these plans through a series of regular meetings.

Previous developments at RRR, including MP 07_0092 (28th February 2008) for the Stage 1 Transport Infrastructure Works for the World Youth Day acknowledged the racecourses maximum operating capacity at 55,000 patrons. The proposed increase in patrons for this event to have a maximum capacity of 50,000 is considered appropriate and the RRR transport infrastructure is capable of accommodating an increase in patrons from the 2012 Future Music Festival.

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. In terms of environmental impact, implementation of the above list of management plans are considered to ensure that impact upon the environment is minimised.

The proposal is therefore recommended for approval.

Appendix A

2012 Development Consent

Appendix B

Director Generals Requirements

Appendix C

Traffic Management Plan

Appendix D

Noise Management Plan

Appendix E

Security Management Plan

Appendix F

Emergency Management Procedures

Appendix G

Medical Plan

Appendix H

Waste Management Plan

Appendix I

Survey Plan

Appendix J Layout Plan

Appendix K

Site Analysis Plan

Appendix L

BCA Certification Examples 2011

Appendix M

Letterbox Notification

Appendix N

Risk Management Plan

Appendix O

Police User Pays Billing Example 2011



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