APPENDIX C MITIGATION MEASURES

In accordance with the DPHI 'State significant development guidelines: Preparing an Environmental Impact Statement' (December 2021), this appendix provides a table of the proposed mitigation measures (excluding any measures that are part of the physical design and layout of the project and included in the project description). The mitigation measures are informed by the technical assessment prepared by specialist consultants as discussed in Section 6 of the EIS. The table has directly related mitigation measures responding to each impact also based upon the range of technical and specialist consultant reports appended to the EIS.

Following the implementation of appropriate mitigation measures as recommended, it is determined that the proposal will not result in any significant adverse impacts on the surrounding environment.

Item	Stage of Project	Mitigation Measure
Heritage	Operation	▪ The construction and event methodology for all setup should include the identification and a protection methodology for the significant buildings and landscaping elements. This is to ensure works associated with the erection of temporary structures does not impact the significant elements on the site. ▪ All temporary structures must be removed within the allotted timeframe (10 days) to ensure views within the Conservation Area are retained during non-event days.
Noise	Operation	▪ The development, implementation and review of a Noise Management Plan (operational) including: – An overview of the NMP, including: • The purpose and objectives of the NMP • A description of each event category, type and activation areas – The conditions of consent – A description of the site and the surrounding receivers – Event time and noise limits, including: • Time limits for each event category

Item	Stage of Project	Mitigation Measure
		• Noise limits for music events (dBA and dBC) • Noise limits for other events (dBA) • Noise limits for non-event noise sources (bump-in/bump-out and temporary plant) – Requirements prior to an event, including: • Community and Council notification and consultation • Preparation of a subplan including indicative speaker arrangements, stage configuration and front-of-house location. A description of all reasonable and feasible measures (e.g use of limiters) to be implemented to minimise noise from the operation of events and comply with the adopted noise limits • Indicative sound system configurations and FOH noise targets for consideration • Procedures to carry out sound checks prior to and during events and rehearsals using a permanent noise monitoring system and monitoring of FOH noise levels to ensure compliance with the adopted noise limits • Consideration of the location and selection of temporary plant to comply with the adopted noise limits – Requirements during an event, including: • details on training guidelines for staff • A noise monitoring program including the permanent noise monitoring system and monitoring the FOH noise levels • Monitoring of patrons entering and exiting the venue • Monitoring meteorological conditions during the event • The role of the acoustic manager and the FOH sound engineers during an event • A complaints management system to address potential complaints – Requirements after an event:

Item	Stage of Project	Mitigation Measure
		• The submission of a music event noise monitoring report Consideration of deemed-to-comply sound systems • Review of the Noise Management plan to ensure the plan is regularly updated based on lessons learnt from events held
		▪ Prior to each music event, a subplan would be prepared by the promoter detailing the proposed speaker configuration and include detailed noise modelling to demonstrate that the noise limits can be achieved.
		▪ After a year of operation, a detailed review of the sound system configurations used for each music event and stage is proposed to be undertaken to determine whether a deemed-tocomply stage configuration is appropriate for each music event category. This would minimise the need for a subplan for every subsequent music event. ▪ Specific details are outlined in the Noise Management Plan
		▪ It is recommended that a permanent noise monitoring system (PNMS) along the site boundary (representative of the most-affected receivers) would be installed to determine compliance during rehearsals and events. ▪ Specific details are outlined in the Noise Management Plan
		▪ Patrons leaving the venue following the completion of the event will be directed to exit through the entry/exit gates on Alison Road. Patrons exiting via Ascot Street will be minimised and monitored by security personnel to manage amenity impacts of the residential receivers in this area. Patrons exiting on Alison Street should be directed by security towards public transport and areas away from residential receivers. Staff should be directed to monitor noise levels and ensure that patrons are departing in a quiet manner as to not impact the residents in the vicinity of the racecourse. ▪ Signage should be erected to inform the patrons to leave in a quiet and orderly manner and to consider the residential neighbours. The signage should also direct patrons to the correct exits.
		▪ Clear signage should be displayed throughout the car park informing patrons to return to their vehicles and exit the car park in a quiet manner.

Item	Stage of Project	Mitigation Measure
		▪ Security should be located at Gate 18 to monitor the movement of traffic exiting the car park. ▪ Speed signs should be located throughout with a maximum speed of 10 km/h. ▪ As part of the community notification and consultation, inform resident of potential impacts from vehicles entering and exiting the site.
		▪ Clear signage should be displayed throughout the car park informing patrons to return to their vehicles and exit the car park in a quiet manner. ▪ Security should be located at the exit to High Street to monitor the movement of traffic exiting the car park. Speed signs should be located throughout with a maximum speed of 10 km/h. ▪ As part of the community notification and consultation, inform resident of potential impacts from vehicles entering and exiting the site.
Traffic	Operation	▪ Establish event-specific sustainable travel plans in the lead up to events; ▪ Stagger arrivals by promoting early-bird parking prior to 5:00pm. Incentives may include premium parking, discounts on drinks, food or future tickets, etc.; ▪ Promote car-pooling, with Premium parking for vehicles with 3+ passengers; ▪ Integrate free public transport services with pre-purchased tickets; ▪ Seek to increase mode share of cyclists, providing improved on-site cyclist parking facilities, including bike-share facilities; ▪ Support increased shuttle services between hotels;
		▪ Post Police at intersection during Class 3 and Class 2 events; ▪ Undertake taxi rank relocation and management assessment
		▪ Consultation with public transport providers via MEOG;

Item	Stage of Project	Mitigation Measure
		▪ Arrange additional public transport service (bus and light rail) on event days, as per existing arrangements through MEOG.
		▪ ATC staff / traffic controllers to be positioned at the pedestrian crossing between Gate 1 and Alison Road. For Class 2 events, Police presence may also be required. ▪ If required, temporary control devices around stations may be installed, including queue cordons, advisory signage, etc.
		▪ Notify Sydney Trains of upcoming events, and arrange for necessary interfacing signage and management between light rail, bus and train interfacing; ▪ ATC staff to be positioned at the future pedestrian crossing between Gate 1 and Alison Road. For Class 2 events, Police presence may also be required. ▪ Additional light rail staff management around light rail stations anticipated to receive significant increases in patrons; ▪ If required, temporary control devices around stations may be installed, including queue cordons, advisory signage, etc.
		▪ Close monitoring of key light rail stations during events, to understand their performance, and identify and take action on any issues.
		▪ Ensure sufficient on-site and off-site parking and discourage on-street parking: ▪ Maintain off-site parking arrangement with Moore Park Car Park for 700 additional spaces if required, and provision of shuttle services between the two sites; ▪ Improve informal parking efficiency to optimise capacity and flow; ▪ Variable Message Signage (VMS) established around the local road network to guide patrons directly towards the car park, and advise of capacity; ▪ Advise patrons that on-street parking is discouraged, and sufficient on-site parking is available. This may be done through the website, Traffic Marshals, VMS and as part of the email ticket purchase;

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		▪ As part of the overall event monitoring process, ATC staff will undertake observations of the local streets, and parking location data may be included in the patron survey. Any identifying issues should be raised to management for review and action. ▪ A feedback forum should be provided for residents to communicate with ATC regarding any parking issues
		▪ Adopt and maintain Pedestrian, Transport and Traffic Management Plan, which will consider internal wayfinding and pedestrian management, as well as transport management to optimise moving crowds from the Spectator precinct to the car park, bus/taxi rank, light rail etc, providing clearly defined travel paths and minimising loitering.
Aboriginal Archaeology	Project amendment	▪ If future proposals for the subject area will involve impacts to the ground surface, additional assessment either in the form of an ADD or an ACHA should be prepared, to be determined on a case-by-case basis pending the nature and location of the proposal.
Historic Archaeology	Project amendment	▪ Although no ground works are proposed during this scope of works, if ground disturbance is proposed in future projects at the site, a separate assessment will be required.
CPTED	Operation	▪ Maintain sightlines to and from any temporary infrastructure and the surrounds by ensuring signage and equipment does not create a significant visual obstruction.
		▪ Install temporary video surveillance in all temporary infrastructure and associated walkways as required pending event specific assessment. ▪ Install temporary lighting at community (outside of the racecourse boundary) passage/congregation points outside the venue if required with consultation of local Council, Centennial Parklands and NSW Police. ▪ Increase the security monitoring capability (security officers) during events of large congregation within the security room to enhance the capability to the detect and respond to criminal behaviour. ▪ It is recommended that further information be obtained in regard to the use of lighting, both internally and externally to ensure lighting meets required standards to enhance surveillance opportunities during hours of darkness and the safety of staff and patrons.

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		▪ Suitable wayfinding signage at the perimeter and entrance to the event site is recommended for the purpose of reducing opportunities for people to find excuses to to entries and fence lines. The proposed venue access points are legible and inviting, however signage will further enhance this perception. ▪ Deployment of event security personnel key “hot spot” locations where the risk of a permitter breach is elevated during the event hours. ▪ All doors and gates should be kept closed and locked when not in use and regularly maintained to assist with the protection of the property
		▪ It is recommended that the buildings and landscaped areas be subject to regular maintenance. ▪ A rapid removal policy should be in place for vandalism repair and the removal of graffiti, and all event spaces should be kept clean and tidy. ▪ Temporary event infrastructure should be of the same standard of existing permanent infrastructure (not damaged and well maintained).
		▪ An event specific security risk assessment be completed to manage the non-race day event activities and space allocation with music genre, patron demographic and artist selection/scheduling.
		▪ All event restricted areas should be clearly identifiable with obvious and effective controls in place such as signage and locks. ▪ Event specific controls should be deployed to clearly identify back of house areas where no attendees are permitted to enter. ▪ Accreditation boards should be made available at key security checkpoints for each event
Evacuation	Operation	▪ Implementation of Emergency Evacuation Plan.
Flood Risk	Operation	▪ Implementation of Flood Emergency Management Plan.
Lighting	Operation	▪ Stage lighting: ▪ Each stage will be operated by an independent sound/lighting desk;

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		▪ Lights shall be extinguished or dimmed down at 10.30 pm or as per DA conditions to allow for “bump out” activities.
		▪ Spectator Precinct ▪ Lights shall turn ‘on’ via photo-electric (PE) cell at dusk; ▪ Lights shall turn ‘off’ by time clock at a time to be confirmed e.g. 11 pm, when patrons have left the site.
		▪ In-field car parking: ▪ Lights shall be turned ‘on’ at dusk; ▪ Lights shall be turned ‘off’ at a time to be confirmed e.g. 11 pm, when patrons have left the site.
		▪ Moving light fixtures should be programmed to prevent light travelling beyond the RRRC boundary. ▪ Promoters should be encouraged to use LED fixtures wherever possible. When HID sources are used, (types 2 and 5), the wattages should be limited to ≤ 800 to prevent potential spill beyond the RRRC boundaries. ▪ During sound-check or performances, “lux monitoring” at the boundaries could help ensure 25 lux threshold is not exceeded.
Operation	Operation	▪ Finalisation of draft Operational Management Plan ▪ Implementation of final Operational Management Plan
Crowd management	Operation	▪ Implementation of Security Crowd Management Plan
Waste management	Operation	▪ Implementation of Waste Management Plan