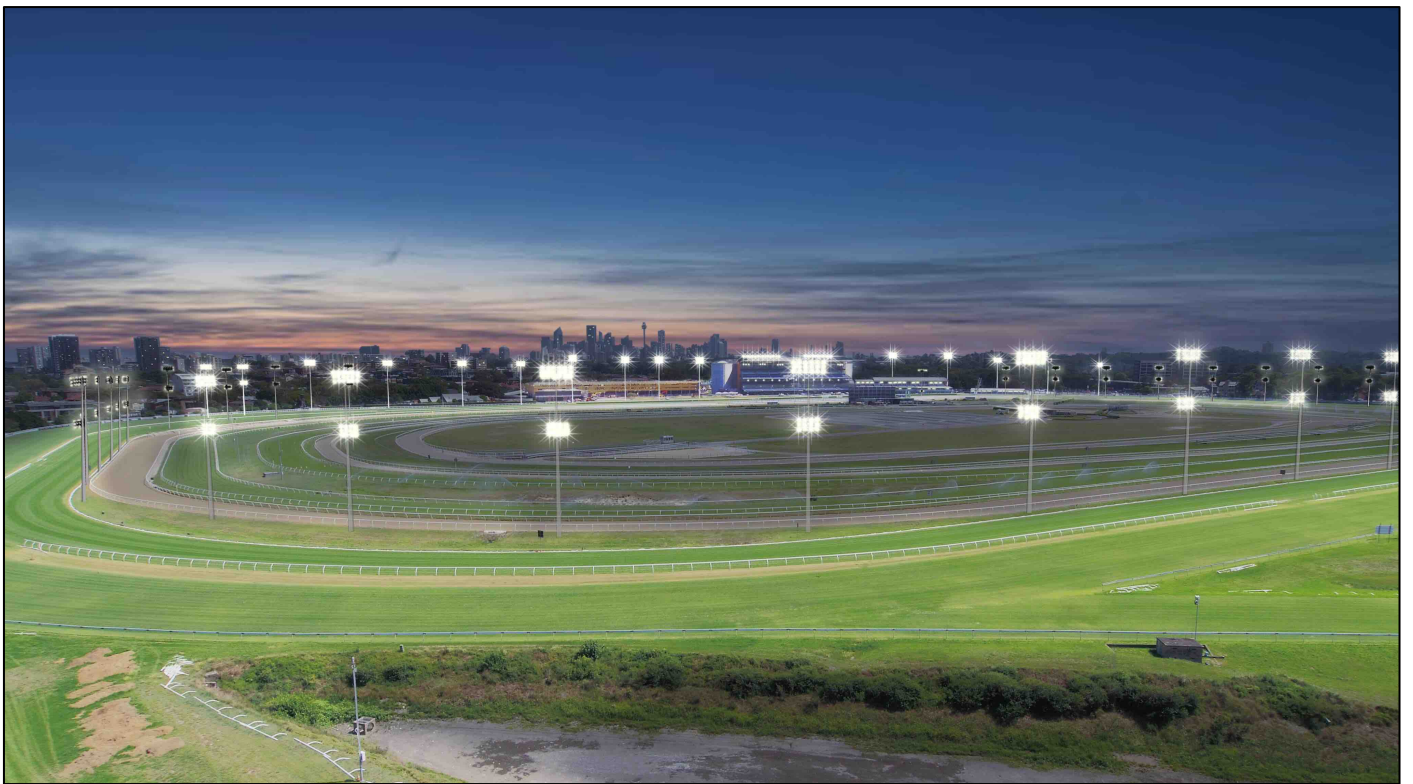




AUSTRALIAN TURF CLUB

Royal Randwick Racecourse Night Racing Project

Communication and Engagement Report



May 2021

Prepared by
precinct
Consulting

PO Box 120
Camperdown NSW 1450
ABN: 76 110 813 938

david@precinctconsulting.com.au

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Glossary

| Acronym | Name |
|---------|---|
| ATC | • Australian Turf Club |
| DPIE | • Department of Planning Industry and Environment |
| EA | • Environmental Assessment |
| EIS | • Environmental Impact Statement |
| MEOG | • Moore Park Event Operation Group |
| PoWH | • Prince of Wales Hospital |
| RCG | • Randwick Collaboration Group |
| RMS | • Roads and Maritime Services |
| RRR | • Royal Randwick Racecourse |
| SEARs | • Secretary's Environmental Assessment Requirements |
| SSDA | • State Significant Development Application |
| TfNSW | • Transport for NSW |
| TMC | • Transport Management Centre |
| STA | • State Transit Authority |
| UNSW | • University of New South Wales |

1. Executive summary

Precinct Consulting was engaged by the Australian Turf Club (ATC) to assist in developing a program of communication and community engagement to support a State Significant Development Application (SSDA), for night racing at Royal Randwick Racecourse (RRR). The proposal seeks approval for:

- Up to 16 night racing events per annum (predominately between October and April)
- New trackside lighting to facilitate televised broadcasting
- Upgrade to Spectator Precinct lighting for patron safety
- Permanent electricity generators.

Communication and engagement to support the ATC's proposal was undertaken over two stages and included:

1. An initial program of communication and consultation undertaken throughout October 2017, to inform the community and other stakeholders about the ATC's proposal and to identify and obtain feedback on key areas of interest.
2. A second round of communication and engagement, undertaken at various times between February and April 2021 to provide an update on the proposal, along with various amendments made as a result of additional investigation and the early feedback received.

Stage 1 Communication and engagement (2017)

The primary aim of communication and engagement during Stage 1 was to:

- inform the community and other stakeholders about the ATC's plans; and
- consult with the community and stakeholders to identify areas of interest and consider how to address potential issues and impacts.

The ATC's initial investigation was based on hosting night race meetings, as per the table below.

| ATC initial draft - night racing event scheduled – 2017 | |
|---|---|
| Class 1 Events (35,000 + patrons) | 1 Event per annum |
| Class 2 Events (10,001 – 35,000 patrons) | 5 Events per annum |
| Class 3 Events (0 – 10,000 patrons) | 10 Events per annum |
| Days | Thursday, Friday, Saturday, Public Holidays |
| Months | During Daylight Saving months (October – April) |
| Times | 6pm - 10pm |

Tools and activities to engage with the community during Stage 1 included:

- Stakeholder correspondence and opportunities for project briefing
- letterbox notification and invitation, distributed to approx. 4,100 neighbours and residents to attend community drop-in events, and obtain an overview of the ATC's plans
- briefings with local precinct committees and stakeholder groups
- PowerPoint presentation (to support community and stakeholder briefings)
- two community drop-in events, held onsite at RRR on Wednesday 18 October and Sunday 22 October 2017
- six A1 size project boards and A4 feedback forms (used at community drop-in events)
- Fact Sheet (distributed at community drop-in events)
- a project email address and telephone number for enquiries and feedback.

Stage 1 feedback

Key themes and issues raised during Stage 1 consultation included:

- **Crowd management** – including anti-social behaviour by racegoers, litter in surrounding streets, and impacts on the amenity of residents
- **Noise** - from traffic, the public address system by race callers, outdoor entertainment and amplified music (particularly at the conclusion of race meetings); and movement of horse floats at the conclusion of racing events
- **Traffic and parking** – including impacts on the road network by vehicles accessing RRR during peak hour (particularly on Alison Rd and High St) and parking in local streets
- **Public transport** – including the capacity of the public transport system to accommodate spectator access during peak commuter periods
- **Hours of operation and event scheduling** – including concerns about the potential for large scale night events, such as the Everest and for events being held on consecutive days/nights
- **Light spillage** – and expected impact on residential properties in the surrounding area.

Stage 2 Communication and engagement (2021)

In response to feedback and issues raised during early Stage 1 consultation, the ATC paused the proposal to enable further investigation and to consider how to address issues raised.

The ATC subsequently made a number of changes to its initial proposal and event schedule including:

- Removal of large Class 1 events of more than 35,000 spectators from the draft event schedule
- A reduction in the scale of Class 2 events, from a maximum of 35,000 spectators to a maximum of 15,000 spectators or fewer
- Amendments to the lighting design, using the latest LED lighting technology, and a reduction in the height of proposed lighting columns to reduce visual impacts across the site.

The ATC's updated schedule for proposed night racing events is listed in the table below.

| ATC updated draft - night racing event schedule - 2021 | |
|--|---|
| Class 1 Events (35,000 + patrons) | NIL Events |
| Class 2 Events (10,001 – 15,000 patrons) | 4 Events per annum |
| Class 3 Events (0 – 10,000 patrons) | 12 Events per annum |
| Days | Thursday, Friday, Saturday, Public Holidays |
| Months | During Daylight Saving months (October – April) |
| Times | 6pm - 10pm |

The ATC has developed a Draft Event Operational Management Plan to guide operational activities at events. The ATC also considered changes to local traffic conditions, as a result of the completion of the L2 and L3 of Sydney Light Rail, and amended pedestrian access/egress arrangements to direct patrons through the Alison Road Gates after 8pm. The reduction in proposed crowd capacities has also reduced issues about traffic impacts raised during initial investigations.

Tools and activities to engage with the community during Stage 2 and provide an update and to outline amendments included:

- Stakeholder correspondence and an opportunity for briefings
- letterbox notification distributed to approx. 4,200 neighbours
- information on the ATC's website, including six e-project boards
- a project email address and a telephone number for enquiries
- media engagement.

Responses and next steps

A summary of responses and proposed mitigation measures to address issues raised, are provided in **Section 6.** of this report.

At the time of drafting, the ATC is continuing to engage stakeholders and the community as part of its regular event activities at RRR. This includes participation in the Moore Park Events Operations Group (MEOG) and the Randwick Collaboration Group (RCG).

Additional opportunities for public submissions and feedback on the night racing proposal will also be provided when the EIS is placed on public exhibition by the Department of Planning Industry and Environment (DPIE).

2. Introduction

Royal Randwick (RRR) has been part of Australia's racing culture for over 150 years and is the country's oldest horse racing venue with a history of racing dating back to 1833.

Today, RRR enjoys a reputation as being one of Australia's premier racing venues and is considered the Jewel in the Crown of Sydney racing - hosting some of the world's richest turf races, including The 'Everest' and 'Queen Elizabeth Stakes'.

2.1 Project rationale

The ATC is looking for opportunities to improve the spectator experience at RRR and re-invest in its racing infrastructure and entertainment facilities.

As part of a vision to secure RRR's long-term future and enhance its status as a world-class destination for thoroughbred racing, the ATC has prepared a proposal to introduce night racing at RRR. Night racing events aim to create a new spectator experience, attract new audiences and enhance the status of RRR on the state, national and international racing stage. Night racing events also provide an additional night time cultural and sporting event with the opportunity to increase tourism and assist in boosting Sydney's night-time economy.

2.2 Scope of proposal

The scope of the ATC's proposal includes:

- Consent for up to 16 night racing events per annum (predominately between October and April)
- New trackside lighting to facilitate televised broadcasting
- Upgrade to Spectator Precinct lighting for patron safety
- Permanent Electricity Generators.

Night racing events are proposed to be held from 6 pm to 10 pm on either Thursday, Friday, Saturday evenings or on Public Holidays during Daylight Saving months (October – April) each year. The scale of the 16 events includes:

- 4 x Class 2 Events (with 10,001 – 15,000 patrons)
- 12 x Class 3 Events (with 0 – 10,000 patrons)

3. Document purpose

This document outlines the program of communication and engagement activities to address the Secretary's Environmental Assessment Requirements (SEARs) for a State Significant Development Application (SSDA), for night racing at RRR.

It includes a summary of information provided by the ATC through its existing stakeholder communication and engagement channels, as part of its ongoing event activities, together with a dedicated program of engagement for the night racing proposal undertaken over 2 Stages, as below:

- An initial program of communication and consultation undertaken throughout October 2017 to inform the community and other stakeholders about the ATC's proposal and to identify and obtain feedback on key areas of interest.
- A second round of communication and engagement, undertaken at various times between February and April 2021 to provide an update on the proposal, along with various amendments made as a result of additional investigation and the early feedback received.

3.1 Secretary's Environmental Assessment Requirements for consultation

The EIS response to the consultation requirements in the SEARs for the ATC's night racing proposal is identified below.

| Relevant SEARs | Where addressed |
|--|---|
| During the preparation of the EIS, you are required to consult with the relevant local, State or Commonwealth Government authorities, service providers, and the local community. You must consult with the Randwick City Council, RMS, Sydney Coordination Office and Sydney Light Rail team within TfNSW, NSW Police and local community groups. | <ul style="list-style-type: none"> • Consultation with Randwick City Council, NSW Police, local community groups (Refer Section 4). • Refer technical reports for consultation with RMS, Sydney Coordination Office and Sydney Light Rail team within TfNSW. |
| The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue. | <ul style="list-style-type: none"> • Pre-submission consultation process (Refer Section 4). • Issues raised and how the proposed development has been amended in response to these issues, including a short explanation where amendments have not been made to address an issue (Section 6). |

Note on communication and engagement:

For the purposes of this report, the community and stakeholders were defined as any individual, group or organisation that may be directly impacted by the introduction of night racing, or is considered likely to have an interest in the ATC's proposal. Determining factors considered included:

- The potential impact on the amenity of neighbouring residents or other stakeholders, as a result of light spillage, noise, traffic, pedestrian access and crowds
- the likely interest and involvement by the racing industry in night racing
- the potential contribution that night racing could make to Sydney's status a tourism and events destination.

Dedicated communication and engagement activities outlined in this report, focused on engagement with the community and other stakeholders to build awareness of the ATC's proposal and to identify key issues and areas of interest.

Consultation with relevant Government authorities and service providers (including, RMS, Sydney Coordination Office and Sydney Light Rail team within TfNSW) to address the technical issues in the SEARs, have been undertaken by the relevant technical consultants and do not form part of this report. Therefore it is important that this report is read in conjunction with the technical studies and reports included in the EIS.

3.2 Communication and engagement objectives:

The objectives of community and stakeholder engagement activities undertaken were to:

- Inform the local community and other stakeholders about the ATC's proposal
- Proactively engage stakeholders and community members most likely to have an interest in the proposal
- Consult with the community and key stakeholders to assist the project team to understand their main areas of interest, and identify issues to be considered or addressed in the EIS
- Explain the planning process and provide opportunities for stakeholders and the community to provide comment and feedback.

4. Communication and engagement overview

The ATC is a major long-term stakeholder in the Randwick, Centennial Park and Moore Park areas, and regularly holds both racing and non-racing events at RRR. To provide a coordinated approach to event activities including its proposal for night racing, the ATC has provided information to other major stakeholders and transport agencies, through its membership of the following groups.

| Moor Park Event Operations Group (MEOG) | Randwick Collaboration Group (RCG) |
|--|---|
| <p>Members include:</p> <ul style="list-style-type: none"> • ATC • TFNSW (STA, TMC) • Randwick City Council • City of Sydney Council • Fox Studio owners and occupiers • SCG/SFS Trust • Centennial Parklands • Police | <p>Members include:</p> <ul style="list-style-type: none"> • Randwick City Council • Prince of Wales Hospital • University of New South Wales • Randwick TAFE |

In addition to engaging with stakeholders from MEOG and RCG as part of its existing event operations for RRR, a program of dedicated communication and engagement for the night racing proposal was undertaken across 2 Stages as follows.

4.1 Stage 1 - Communication and engagement (2017)

Communication and engagement with community and stakeholder groups during Stage 1 included:

| | |
|---------------------------------------|--|
| Local residents and Stakeholders | <ul style="list-style-type: none"> • Local residents and neighbours in surrounding streets • The University of NSW, including UNSW Student Accommodation Unit and UNSW Village • Local precinct committees surrounding RRR • Kensington Public School • Randwick TAFE • Prince of Wales Hospital (PoWH) • Montefiore Aged Care • Eastern Beaches Local Area Command (as part of existing event activities) |
| Local MPs (2017) | <ul style="list-style-type: none"> • Michael Daley, State Member for Maroubra • Bruce Notley-Smith, State Member for Coogee • Matt Thistlethwaite, Federal Member for Kingsford Smith |
| Relevant Government Ministers (2017) | <ul style="list-style-type: none"> • Paul Toole, NSW Minister for Racing • Stuart Ayres, NSW Minister for Sport • Adam Marshall, NSW Minister for Tourism and Major Events, • Steven Ciobo, Federal Minister for Trade, Tourism and Investment |
| Government organisations and agencies | <ul style="list-style-type: none"> • Randwick City Council • Destinations NSW • Greater Sydney Commission |
| Peak bodies | <ul style="list-style-type: none"> • Transport and Tourism Forum • Committee for Sydney |
| Racing industry | <ul style="list-style-type: none"> • Racing NSW • Relevant industry stakeholders inc ACT members and racegoers |

4.2 Stage 1 - Tools and activities (2017)

Stakeholder correspondence and briefings

Written communication to provide an overview of the ATC's proposal, offer a more detailed briefing and provide an opportunity to raise matters of interest, was distributed to key stakeholders including Randwick City Council; UNSW, PoWH; local MPs, local precinct committees, tourism agencies, peak bodies, racing industry stakeholders and Eastern Beaches Local Area Command.

Project briefings were subsequently held with:

- Randwick Precinct Committee (4 October 2017)
- Kensington and West Kingsford Precinct Committee (9 October 2017)
- UNSW Student Accommodation Unit and UNSW Village (13 October 2017)
- Matt Thistlethwaite, Federal Member for Kingsford Smith (17 November 2017).
- Randwick City Council and Police (through ATC existing activities)

Letterbox drop to neighbours

A notification and invitation to attend community drop-in events (on 18 and 22 October 2017) was distributed via letterbox drop to approximately 4,100 local residents. The notification included an overview of the proposal, along with a project email address and ATC telephone number, and was also emailed to the UNSW Student Accommodation Unit for distribution to university students along High Street, Randwick. A copy of the notification is provided at Attachment 8.11, with map of the distribution area provided at Attachment 8.12.

Fact sheet

A project Fact Sheet was produced and made available at drop-in events to provide an overview of the proposal, along with answers to likely questions and summary of the planning and assessment process. A copy of the Fact Sheet is provided at Attachment 8.13.

PowerPoint presentation

A PowerPoint presentation was prepared and used for briefings with stakeholders and local precinct committees. Content included a brief history of racing at RRR; an overview of the night racing proposal; the number of events and proposed times; comparison of night time sporting events at other venues; summary of items to be addressed in the EIS; and the planning and assessment process. A copy of the PowerPoint presentation is provided at Attachment 8.14.

Project boards

Six A1 project boards were produced for display at community drop-in events. Content included a brief history of racing at RRR; overview of the night racing proposal; artist impression of lighting positions; the number of events and proposed times; comparison of night time sporting events at other venues; summary of items to be addressed in the EIS; and the planning and assessment process. A copy of the project boards is provided at Attachment 8.15.

Community drop-in events

Two community drop-in events were held as a primary engagement activity to inform local residents and other interested stakeholders about the ATC's plans and to enable direct two-way communication with the project team to understand key issues and areas of interest.

Drop-in events were held at the following times:

| Drop-in session 1 | Drop-in session 2 |
|---|--|
| Venue: Randwick Racecourse Date: Wednesday 18 October 2017 Time: 5:30pm – 7:30pm | Venue: Randwick Racecourse Date: Sunday 22 October 2017 Time: 10:30am – 12:30pm |

The drop-in events were scheduled outside of business hours to encourage the widest possible attendance and were staffed by relevant project personnel, including technical consultants. The format was designed to enable attendees to speak directly one-on-one with the project team to find out more information, ask questions and provide feedback.

Of the people who attended the drop-in events, 21 people left details, and 8 feedback forms were completed. Attendees who provided their details came from:

| | |
|--------------------------------|-----------------------------|
| - Doncaster Avenue, Kensington | - Prince Street, Randwick |
| - Alison Road, Randwick | - Kynaston Avenue, Randwick |
| - Ascot Street, Kensington | - Bradley Street, Randwick |
| - King Street, Randwick | - Darley Road, Randwick |
| - Burton Street, Randwick | - Frances Street, Randwick |

ATC telephone number and project email

An ATC telephone number (9663 8400) and project email Nightracing@australianurfclub.com.au was established and included in the letterbox notification to enable a direct contact point for the community to speak with the project team, provide feedback, or raise matters of interest.

ATC existing channels

Information about the night racing proposal was included in the ATC's existing communication channels, to provide information to the racing industry and public.

4.3 Stage 2 - Communication and engagement (2021)

Communication and engagement for Stage 2 was undertaken with the following community and stakeholder groups during various times between February and April 2021.

| | |
|--|---|
| Local residents and Stakeholders | <ul style="list-style-type: none"> Local residents and neighbours in surrounding streets The University of NSW South East Area Health District (Prince of Wales Hospital) Eastern Beaches Police Area Command (as part of existing activities through MEOG) |
| Local MPs Relevant Government Ministers (2021) | <ul style="list-style-type: none"> Dr Marjorie Spooner O'Neill, State Member for Coogee Ron Hoenig, Member for Heffron Matt Thistlethwaite, Federal Member for Kingsford Smith, Kevin Anderson, NSW Minister for Better Regulation and Innovation |
| Government organisations and agencies | <ul style="list-style-type: none"> Randwick City Council (Mayor, General Manager and Planning staff) Greater Sydney Commission |
| Peak bodies | <ul style="list-style-type: none"> Transport and Tourism Forum |
| Racing industry | <ul style="list-style-type: none"> Racing NSW Relevant industry stakeholders inc owners and trainers Media |

4.4 Stage 2 – Tools and activities (2021)

Tools and activities prior to finalisation of the EIS, included:

Stakeholder correspondence and briefings

Written communication was sent to key stakeholders including Randwick City Council, UNSW, PoWH, local MPs, peak bodies, and racing industry stakeholders to provide an update on the ATC's proposal and a summary of the amendments, as a result of early feedback.

Information included the removal of all large scale Class 1 events and a reduction in the scale and size of Class 2 events to reduce spectator numbers, together with changes to the lighting design and pedestrian access/egress.

Project briefings were subsequently held with:

- Randwick City Council (12/2/21)
- MEOG (4/5/21)

Letterbox drop to neighbours

A second letterbox drop with an update on the proposal was distributed at the end of March 2021 to approx. 4,200 local residents. Information included a summary of the amendments such as the removal of all large scale Class 1 events and a reduction in the scale and size of Class 2 events to reduce spectator and traffic impacts, together with changes to the lighting design and pedestrian access/egress. A copy of the second notification is provided at Attachment 8.21, with distribution area map provided at Attachment 8.22.

ATC telephone number and project email

An ATC telephone number (9663 8400) and project email Nightracing@australianurfclub.com.au was included in the letterbox notification to enable a direct contact point for the community to speak with the project team, provide feedback, or raise matters of interest.

On-line communication (website)

A web page with information about the night racing proposal was established on the ATC's website <https://www.australianurfclub.com.au/royal-randwick-night-racing-lights-proposal/>.

The web address was included on the letter notification to residents to provide an efficient means of disseminating information to the community and interested parties. Additional information was included on e-project boards (available for download), which included: a brief history of racing at RRR; overview of the night racing proposal; artist impression of lighting positions; the number of events and proposed times; comparison of night time sporting events at other venues and the planning and assessment process. A screenshot of the web page is provided at Attachment 8.23, with a copy of e-project boards provided at Attachment 8.24.

ATC existing channels

Information about the ATC's night racing proposal has been included in existing communication channels, including through engagement with media to raise broad awareness and provide information to the racing industry and public.

5. Feedback

Feedback, comments, key issues and suggestions was predominantly received during Stage 1 consultation and came through a variety of different channels. These included comments and questions raised during briefings with local precinct committees, via feedback forms (completed at community drop-in sessions); and through the project email and/or ATC telephone number.

At the time of writing, ATC has advised that one email had been received during Stage 2, objecting to night racing.

Key themes and issues raised across Stage 1 & 2 that relate to the ATC's night racing proposal included:

- **Crowd management** – including anti-social behaviour by racegoers, litter in surrounding streets, and impacts on the amenity of residents
- **Noise** – from traffic, the public address system by race callers, outdoor entertainment and amplified music (particularly at the conclusion of race meetings); and movement of horse floats at the conclusion of racing events
- **Traffic and parking** – including impacts on the road network by vehicles accessing RRR during peak hour (particularly on Alison Rd and High St) and parking in local streets
- **Public transport** – including the capacity of the public transport system to accommodate spectator access during peak commuter periods
- **Hours of operation and event scheduling** – including concerns about the potential for large scale night events, such as the Everest and for events being held on consecutive days/nights
- **Light spillage** – and expected impact on residential properties in the surrounding area.

A summary of proposed mitigation measures or response by the ATC is provided in **Section 6** as follows.

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6. Issues and mitigation

A summary of issues raised during community consultation and proposed mitigation actions or responses by the ATC are outlined below.

| Issue | Potential impact | Proposed mitigation/response |
|--------------------------------------|--|---|
| Crowd management and security | Anti-social behaviour of racegoers and impact on the amenity of residents | The ATC is committed to addressing the potential impacts of night racing events on the amenity of local residents and neighbours. |
| | Spectator egress into residential streets at the conclusion of racing of events | The ATC has removed all Class 1 events, and reduced the size and scale of Class 2 events from the night racing schedule, (initially proposed during Stage 1 consultation). This includes reducing proposed spectator capacity to a maximum 15,000 attendees, down from 35,000 attendees. |
| | The time for crowds to disperse after racing events (including noise impacts) | |
| | Access and safety of racegoers crossing Alison Road (when accessing light rail) | The ATC is proposing that pedestrian access and egress to RRR, will be directed through the Alison Road gates after 8pm, to reduce impacts on residential streets. |
| | Suggestion about additional security and or Police for night racing events | Proposed measures to address crowd management including, egress, noise, and anti-social behaviour are included in the following EIS reports: <ul style="list-style-type: none"> • Draft ATC Event Operational Management Plan • PTC Transport Impact Assessment) • Sheridan Security Management Plan • GHD Noise Management Plan |
| | Suggestion about restricting crowd egress after events to Alison Rd gates | |
| | Litter in residential street by spectators leaving events | |
| | Suggestion about street signs, discouraging use of car horns | On-street signage is outside the scope of the EIS for night racing. |
| Noise | Spectator noise | The ATC has removed all Class 1 events, and reduced the maximum number of spectators from Class 2 events (initially proposed during Stage 1 consultation). |
| | Noise from public address system (including race callers) | |
| | Outdoor entertainment, such as amplified music events or similar (particularly at the conclusion of race meetings) | Amplified outdoor music events, does not form part of the ATC's proposal. Potential noise impacts including the findings of a 'noise emission assessment' and mitigation recommendations are provided in the following EIS report: |
| | Suggestion about double glazing for residents directly adjacent to RRR in Doncaster Ave | <ul style="list-style-type: none"> • GHD Acoustic Assessment Report |

| Issue | Potential impact | Proposed mitigation/response |
|--|---|--|
| | | <p>Proposed measures to address noise impacts are detailed in the following EIS reports:</p> <ul style="list-style-type: none"> Draft ATC Event Operational Management Plan GHD Noise Management Plan |
| | Noise from light rail (when operational), particularly from additional shunting of carriages to/from stabling yard and 'wheel screech' | The impact and operation of the light rail is outside the scope of the EIS for night racing events and is the responsibility of the operator of the CBD and South East light rail |
| Traffic, parking and public transport | Conflict between event and peak hour traffic impact on the road network (Alison Rd and High St) | <p>The reduction in maximum crowd capacity, reduces the impact on the surrounding road network, particularly during peak hours.</p> <p>The introduction of CBD and South East Light Rail, provides an alternative to private vehicle use, and will assist in alleviating the impact of private vehicles on the road network.</p> <p>RRR has parking capacity for 4,074 vehicles including 3,500 infield spaces</p> <p>Potential impacts on traffic, parking and public transport are included in the following EIS report:</p> <ul style="list-style-type: none"> Traffic Impact Report |
| | Traffic congestion from vehicle access and egress on residential streets, particularly along Doncaster Ave and High St (also noise issue) | |
| | Traffic congestion as a result of taxi queuing on Ascot St | |
| | Local parking for residents in local streets. Particularly given that the start time for night racing, coincides with people returning home from work | <p>The ATC is proposing the main public access and egress to RRR (for pedestrians, taxis/ ride share), will be directed through the Allison Road gates after 8pm, to reduce impacts on residential streets.</p> <p>Proposed measures to address traffic and parking impacts are provided in the following EIS reports:</p> <ul style="list-style-type: none"> PTC Transport Impact Assessment) |
| | The capacity of the public transport system to accommodate spectator access during peak commuter periods | |
| | Movement of horse floats leaving at the conclusion of race meetings (also noise issue) | <p>A large number of horses that race at RRR are also stabled at the course.</p> <p>Proposed measures to address vehicle movements into and out of the racecourse are provided in the following EIS reports:</p> <ul style="list-style-type: none"> PTC Transport Impact Assessment and Draft ATC Event Operational Management Plan |

| Issue | Potential impact | Proposed mitigation/response |
|-------------------------|---|---|
| | Suggestion about 'timed- on-street parking in local streets, during race events | Changes to on-street parking (including resident parking schemes) is the responsibility of Randwick City Council and is outside the scope of EIS. |
| | Suggestion about re-introduction of parking in Ascot St (between racecourse and Doncaster Ave) | |
| Event scheduling | The proposed number of events, hours of operation, and impact on events being held on consecutive days/nights | <p>The proposed number of events will be capped at a maximum of 16 annually, with events scheduled between 6 pm and 10 pm</p> <p>A proposed schedule for future events is yet to be confirmed.</p> |
| Lighting | Light spillage and expected impact on residential properties and student accommodation on High St | <p>The ATC has amended and updated the initial lighting design, following Stage 1 consultation. This includes reducing the size of light poles and utilising the latest LED lighting technology to ensure the design conforms with the AS4282 2019 Obtrusive Lighting Standards.</p> <p>Potential impacts from lighting are outlined in the following EIS reports:</p> <ul style="list-style-type: none"> IGS Lighting Design Assessment <p>Potential options for proposed mitigation are provided in the following EIS report:</p> <ul style="list-style-type: none"> IGS Lighting Design Assessment |

7. Next steps

The ATC will continue to provide information and receive feedback in response to the Stage 2 consultation and throughout the assessment process. This will include mechanisms to provide information and to respond to enquiries received via email, telephone or through ATC's existing relationships.

Additional and ongoing consultation activities will also be undertaken and include:

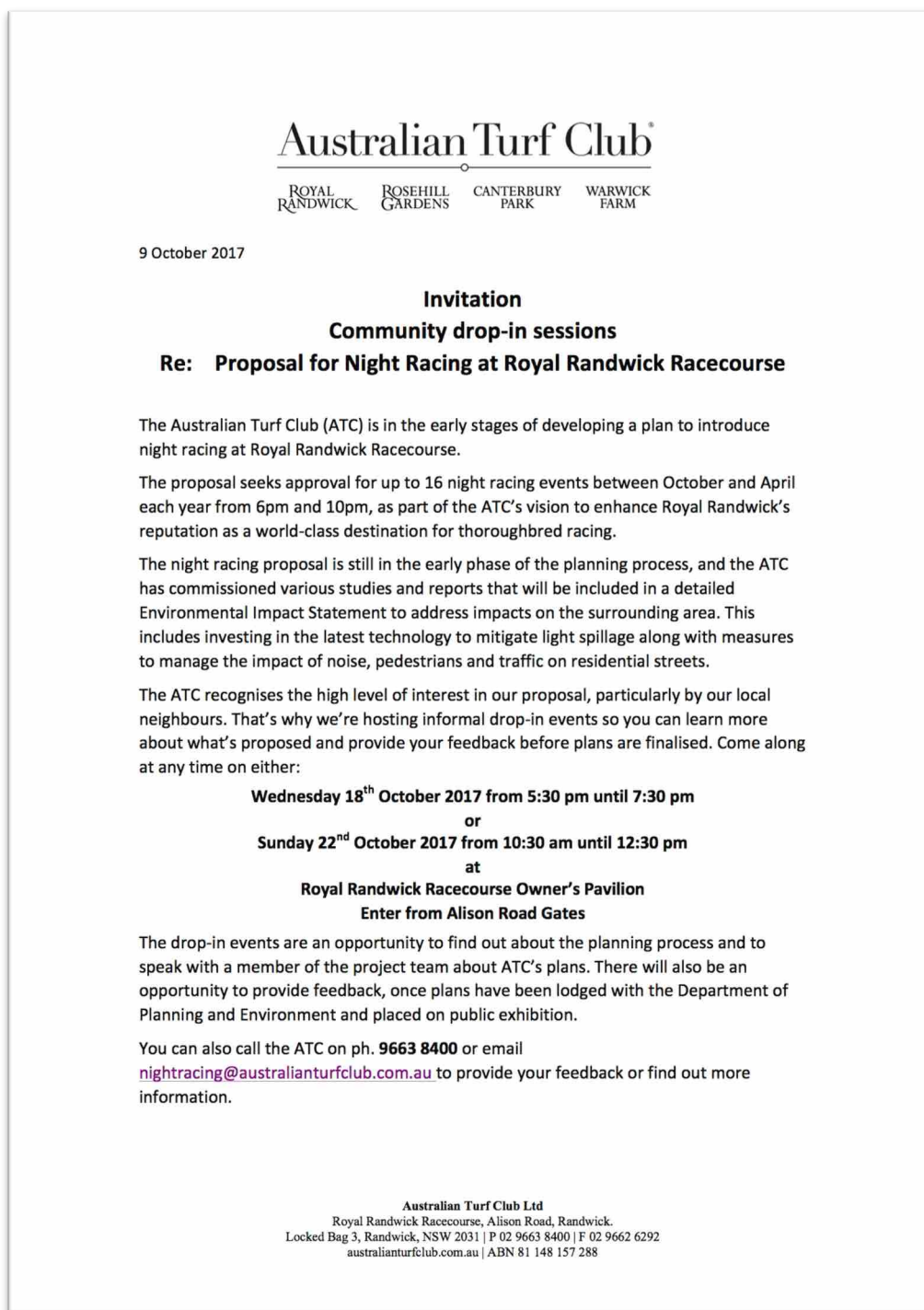
- Continued liaison with key stakeholders including Eastern Beaches Local Area Command and MEOG and RCG, as part of existing event activities
- Engagement with racing industry stakeholders.

In addition to engagement coordinated by the project team, community members and other stakeholders will have the opportunity to have their say by lodging formal submissions during the public exhibition period of the EIS.

8. Attachments

8.1 Stage 1 Attachments (2017)

Attachment 8.11 - Community letter notification – distributed via letter box drop during Stage 1.



Attachment 8.12 - Letterbox drop distribution area Stage 1.

Distribution map
Letterbox drop to properties located in area in grey



Attachment 8.13 – Fact sheet at drop-in events Stage 1.

AUSTRALIAN TURF CLUB PROPOSAL FOR NIGHT RACING AT ROYAL RANDWICK RACECOURSE

ROYAL
RANDWICK

FREQUENTLY ASKED QUESTIONS

OCTOBER 2017

What is the ATC's proposal about?

The Australian Turf Club (ATC) and Racing NSW are in the early stages of developing a plan to introduce night racing at Royal Randwick, as part of a vision to reinforce the venue's reputation as a world-class destination for thoroughbred racing.

Why does the ATC want to introduce night racing at Royal Randwick?

Royal Randwick is considered the traditional home of thoroughbred racing in NSW, with a long history of racing on the site dating back more than 150 years. The introduction of night racing is consistent with many other sporting codes and racecourses that already hold a number of their events at night to meet the needs of spectators.

Night racing provides an opportunity to improve the spectator experience and attract a new audience to thoroughbred racing at Royal Randwick.

What other racecourses hold night events?

Racing under lights has been held at Mooney Valley in metropolitan Melbourne for 19 seasons and is also held at Canterbury Park in Sydney and in Launceston, Tasmania.

The Gold Coast Turf Club has also announced a proposed plan to introduce night racing, as part of Racing Queensland infrastructure plan.

How many night racing events are proposed and when would events occur?

The ATC is seeking approval to stage up to **16 night racing events per annum**, predominantly to be held between October and April. This will largely coincide with daylight savings, with events scheduled between 5:30pm and 10:30pm.

Will night racing mean more events at Royal Randwick?

Royal Randwick has the capacity to host around 45 race meetings annually. For the most part, the overall number of race meetings will not change. A number of the existing racing events currently held during the day will be moved to evening events.

What's stopping the ATC scheduling more race meeting at night if plans are approved?

Any approval issued by the Department of Planning & Environment will cap the number of night racing events that can be scheduled each year and the hours that lights can operate.

What stage is the proposal at?

The ATC's proposal for night racing is the second step in a detailed planning process that requires various studies and an Environmental Impact Statement (EIS) to identify and address how any potential impacts on the surrounding area can be managed.

When is the ATC looking to introduce night racing?

The introduction of night racing will be subject to assessment and determination by the Department of Planning and Environment, once plans are finalised.

Subject to approval the ATC hope to have night racing lights installed in time for *The Everest* in late 2018.

Who is responsible for assessing the ATC plans?

The ATC's plan for night racing at Royal Randwick meets the NSW Government's criteria to be considered a project of State Significance. This means that the project will require assessment through the NSW Department of Planning and Environment.

What impacts will the ATC need to address in the Environmental Impact Statement (EIS)?

The EIS is a technical document that includes detailed reports and studies, which set out how the proposal addresses issues such as:

- Strategic context and built form
- Lighting design including light spillage off the racecourse
- Size, number of events and hours of operation
- Noise, traffic, transport, and pedestrian access
- Impacts on residential amenity and mitigation
- Environmental health and animal welfare
- Site conditions, including utilities and infrastructure requirements
- Consultation and feedback.

How will the ATC manage crowds particularly in local streets?

A detailed pedestrian management plan will be developed as part of the EIS process, and work is currently being undertaken to address proposed entry and exit from the racecourse.

It is anticipated that the main spectator access to and from Royal Randwick for night racing will be through the Alison Road access gates.

Australian Turf Club
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AUSTRALIAN TURF CLUB PROPOSAL FOR NIGHT RACING AT ROYAL RANDWICK RACECOURSE

ROYAL
RANDWICK

FREQUENTLY ASKED QUESTIONS

OCTOBER 2017

Afternoon traffic along Alison Road is already congested, won't night racing just make this situation worse?

The ATC already have traffic management plans for key events. This Management Plan will be updated to cover night racing as part of the EIS process, and will be subject to review and assessment by TfNSW and RMS.

The ATC has also introduced an integrated transport ticket for signature events to reduce traffic impacts. The introduction of the CBD and South East Light Rail (due to open in 2019) also provides an opportunity to encourage greater use of public transport by spectators, thereby reducing traffic and private car use.

What type of lighting is proposed and how will the ATC manage light impacts on local residents?

The ATC is committed to investing in the latest LED technology and has engaged the appropriate technical consultants to undertake detailed light studies, as part of the EIS process. This includes:

- A comparison of similar racecourse and sports broadcast lighting installations in Australia
- Minimum requirements for broadcast lighting
- Identification of sensitive locations adjacent to the racecourse
- Pole positions & mounting heights
- Lighting specification, tilt, light spillage, aiming angles and shielding accessories
- Mitigation measures available.

Will the lights be as bright as the lights at the SCG?

As an example, the lights used at the SCG are mounted on 6 towers approx 60m high to provide flood lighting across the entire stadium.

The majority of light poles proposed for Royal Randwick are expected to be 25-30m high and will use the latest LED technology, with lighting directed around the race track.

The ATC already stages night racing events at Canterbury Park. Is the ATC just looking to move night racing from Canterbury Park to Royal Randwick?

No. The ATC is committed to the future of racing at Canterbury Park and will continue to hold night racing events there.

Some local residents already experience antisocial behaviour by people leaving racing events at Royal Randwick. Won't night racing make this situation worse?

The ATC has an ongoing working relationship with NSW Police and the Local Area Command to manage crowds at Royal Randwick and is mindful of the impact that some patrons have on the local community when leaving race meetings.

Plans for night racing will require a detailed event management plan, with additional measures in place to manage pedestrian access and egress.

How can I have my say?

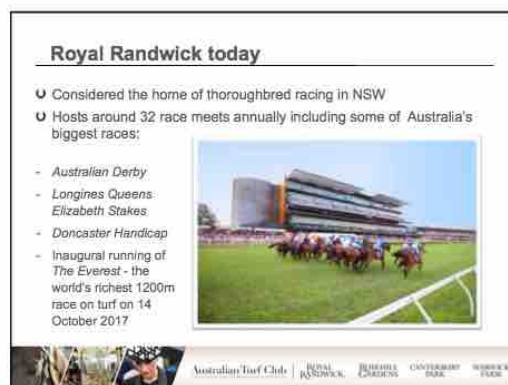
The ATC is committed to engaging with local neighbours and the broader community throughout the development process. In addition to a dedicated program of community and stakeholder engagement, there will be an opportunity to provide feedback and make a submission during the formal exhibition period, before the ATC's proposal is assessed.

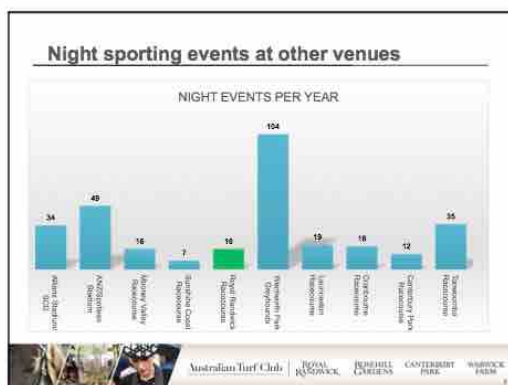
How can I keep up to date on the planning process and find out more information?

More information will be available when detailed plans and studies have been completed. A link to the various studies and reports will also be made publicly available, as part of the public exhibition period.

Australian Turf Club
www.australianclub.com.au

Attachment 8.14 - PowerPoint presentation (example) used during Stage 1.





- ### Next steps
- Technical investigations and preparation of Environmental Impact Statement
 - Key consultants have been engaged areas to address:
 - Traffic and transport
 - Lighting design
 - Crowd and pedestrian access
 - Noise, residential amenity
 - Hours of operation and event management
 - Service and utilities infrastructure
- Australian Turf Club | ROYAL RANDWICK | ROSEHILL GARDENS | CANTERBURY PARK | WARRICK PARK

- ### Community and stakeholder engagement
- Consultation with Government agencies, utility providers, racing industry, race goers
 - Community engagement
 - Stakeholder briefings
 - Letterbox drops
 - Community drop-in events (Wednesday 18 Oct & Sunday 22 Oct)
 - More information
 - Web: www.australianurfclub.com.au
 - project email: nightracing@australianurfclub.com.au
 - Phone: 9663 8400
- Australian Turf Club | ROYAL RANDWICK | ROSEHILL GARDENS | CANTERBURY PARK | WARRICK PARK

Indicative timings (to be confirmed)

October 2017

- U Technical studies, update management plans (underway)
- U Community and stakeholder engagement
- U Finalise EIS

November 2017

- U Submit EIS for test of adequacy
- U Public exhibition (TBC)

January 2018 onwards (TBC)

- U Review of submissions
- U Assessment and determination



13



Thank You
Questions?



14

Attachment 8.15 - Project boards used at drop-in events during Stage 1.

PROPOSAL FOR NIGHT RACING LIGHTS

ROYAL RANDWICK

The Australian Turf Club (ATC) is preparing an application to install night racing lights at Royal Randwick Racecourse, to facilitate up to 16 night racing events between October and April each year.

A key aim of the plan is to improve the spectator experience and secure Royal Randwick's long-term future as the jewel in the crown of Sydney racing.

PLANNING PROCESS

The ATC's proposal for night racing has been declared a State Significant Development and will require an environmental impact statement (EIS) and assessment by the Department of Planning and Environment (DP&E).

ABOUT THE EIS

The EIS is a technical document that includes detailed studies to set out how the proposal for night racing addresses:

- Statutory planning policies
- Site layout including scale of lighting, mounting heights and pole positions
- Heritage, visual and landscape impacts including any Aboriginal archaeological values
- Residential amenity, including impacts of light, noise, traffic, parking and access
- Event management, including operation, notifications and complaints management systems
- Lighting impacts on road users
- Ecologically Sustainable Development principles
- Consultation with relevant Government authorities, service providers and the community

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The Australian Turf Club's vision is to reinforce the Royal Randwick's reputation as a world-class destination for thoroughbred racing events.

ABOUT ROYAL RANDWICK RACECOURSE

ROYAL RANDWICK

Randwick Racecourse has been part of Australia's racing culture for over 150 years and is the country's oldest horse racing venue, with a history of racing dating back to 1833.

The course was given official designation as Royal Randwick following a visit by Queen Elizabeth II in 1992.




Today, Royal Randwick is known as the home of thoroughbred racing in Sydney and enjoys a reputation of being one of Australia's premier racing venues, hosting up to 45 events per annum. This includes two of the world's richest turf races, including the Longines Queen Elizabeth Stakes and The Everest.

ABOUT THE AUSTRALIAN TURF CLUB

The ATC was established in 2011 following the merger of the Australian Jockey Club and the Sydney Turf Club and is responsible for all four Sydney racecourses including: Royal Randwick - Rosehill Gardens - Warwick Farm - Canterbury Park.

Australian Turf Club
www.australlianturfclub.com.au

The Australian Turf Club's vision is to reinforce the Royal Randwick's reputation as a world-class destination for thoroughbred racing events.

NIGHT RACING IN CONTEXT

ROYAL RANDWICK

Night events have been a regular feature at sporting venues across Australia for many years.

NIGHT EVENTS PER YEAR



| Venue | Night Events Per Year |
|---------------|-----------------------|
| Adelaide Oval | 34 |
| Adelaide Oval | 49 |
| Adelaide Oval | 16 |
| Adelaide Oval | 7 |
| Adelaide Oval | 16 |
| Adelaide Oval | 104 |
| Adelaide Oval | 19 |
| Adelaide Oval | 18 |
| Adelaide Oval | 13 |
| Adelaide Oval | 35 |

NIGHT RACING AT ROYAL RANDWICK

The proposal for night racing seeks approval for up to a maximum of 16 race meetings per year between October and April to coincide with Sydney's daylight savings period.

For the most part, the overall number of race meetings at Royal Randwick would not change.

Subject to approval a number of the existing racing events currently held during the day would be moved to evening events and run between 6 pm and 10 pm.



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The Australian Turf Club's vision is to reinforce the Royal Randwick's reputation as a world-class destination for thoroughbred racing events.

INDICATIVE TRACK LIGHTING AND DESIGN

ROYAL RANDWICK



77 Poles Ranging from 20-30m High
Indicative Lighting Layout

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The Australian Turf Club's vision is to reinforce the Royal Randwick's reputation as a world-class destination for thoroughbred racing events.

MANAGING IMPACTS

ROYAL
RANDWICK

LIGHTING

The proposed track lighting is based on the latest LED technology which provides instant control, stepped illumination levels, energy efficiency, excellent colour rendering and long lamp life so the best quality lighting is produced for broadcasting.

The latest models of fixtures have several different light spill mitigation.



RACE MEETINGS

Night racing meetings times would predominantly be scheduled either Thursday, Friday or Saturday evenings with the majority of events coinciding with daylight savings.

The total number of race meetings will be capped with events finishing by 10 pm.

TRAFFIC AND ACCESS

A key part of the ATC's proposal includes an integrated transport plan for signature events to reduce traffic impacts and also aims to capitalise on the introduction of light rail to encourage greater use of public transport over the long term.



OPERATIONAL MANAGEMENT

The ATC is committed to managing potential impacts on residential neighbours and the broader community. Plans for night racing will include an event management plan and a coordinated process for working with police and other stakeholders to manage pedestrian access, security, crowd management and conflicts with other major events.

Australian Turf Club
www.australlianturfclub.com.au

The Australian Turf Club's vision is to reinforce the Royal Randwick's reputation as a world-class destination for thoroughbred racing events.

STATE SIGNIFICANT DEVELOPMENT APPLICATION

ROYAL
RANDWICK

WHAT'S HAPPENED

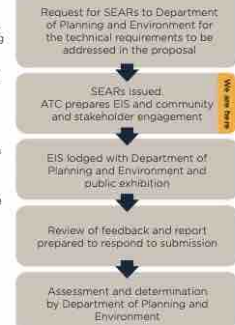
The ATC has received Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning and Environment (DP&E), which outline the various technical studies that must be addressed to support a Development Application.

TIMING

Technical studies are currently being prepared, and the ATC expects to lodge a detailed application by the early November 2017.

Subject to approval the ATC hope to have night racing lights installed in time for **The Everest** in October 2018.

PLANNING PROCESS



HOW CAN I HAVE MY SAY?

The ATC is committed to engaging with the community and other stakeholders during the preparation of the EIS and during the planning and assessment phase.

You can provide comments or feedback by contacting the ATC via email nightracing@australlianturfclub.com.au or phone **02 9663 8400**.

You can also provide your comments and view detailed plans when the EIS is lodged with the Department of Planning and Environment and placed on public exhibition.

Australian Turf Club
www.australlianturfclub.com.au

The Australian Turf Club's vision is to reinforce the Royal Randwick's reputation as a world-class destination for thoroughbred racing events.

8.2 Stage 2 Attachments (2021)

Attachment 8.21 - Community letter notification – distributed via letter box drop during Stage 2.



Community Update Long term proposal for Night Racing at Royal Randwick

The Australian Turf Club (ATC) wants to keep you and our local community informed about the status of our long-term proposal for night racing at Royal Randwick.

As you may be aware, the ATC commenced an initial investigation into night racing at Royal Randwick in 2017. The proposal was to host 16 night racing events between October and April, and envisaged three distinct categories of events to enable race meetings such as the Everest, along with 5 other race meetings with the capacity for up to 35,000 attendees.

During these initial investigations and from feedback received, some queries were raised relating to light-spill beyond the boundaries of the racecourse, crowd size and impact on the local traffic network.

Based on these queries raised, the ATC placed the proposal on hold. Early this year, ATC committed a revised criteria for potential night racing events. While the updated proposal still seeks approval for up to 16 events annually, large (Class 1 and 2) events have been removed and the scale of the proposed events have been scaled down in alignment with previous feedback. A summary of the ATC's updated proposal is noted in the table below.

| ATC 2021 Proposed Night Racing Schedule | |
|--|---|
| Class 3 Events (0 – 10,000 patrons) | 12 Events per annum |
| Class 2 Events (10,001 – 15,000 patrons) | 4 Events per annum |
| Days Held | Thursday, Friday, Saturday, Public Holidays |
| Months | During Daylight Saving months (October – April) |
| Times | 6pm - 10pm |

Importantly, the ATC has amended the lighting design based on the latest LED lighting technology and reduced the height of proposed lighting columns to reduce visual impacts across the site whilst ensuring compliance with Australian lighting standards. Local traffic conditions have also changed since 2017 with the operation of the CBD and South East Light Rail. The reduction in proposed crowd capacities has further resolved concerns on crowd sizes and traffic conditions raised during the initial investigations.

The proposal is still in the planning phase and there will be an opportunity to provide feedback and make a submission once it has been lodged with the Department of Planning Industry and Environment (DPIE) and placed on public exhibition.

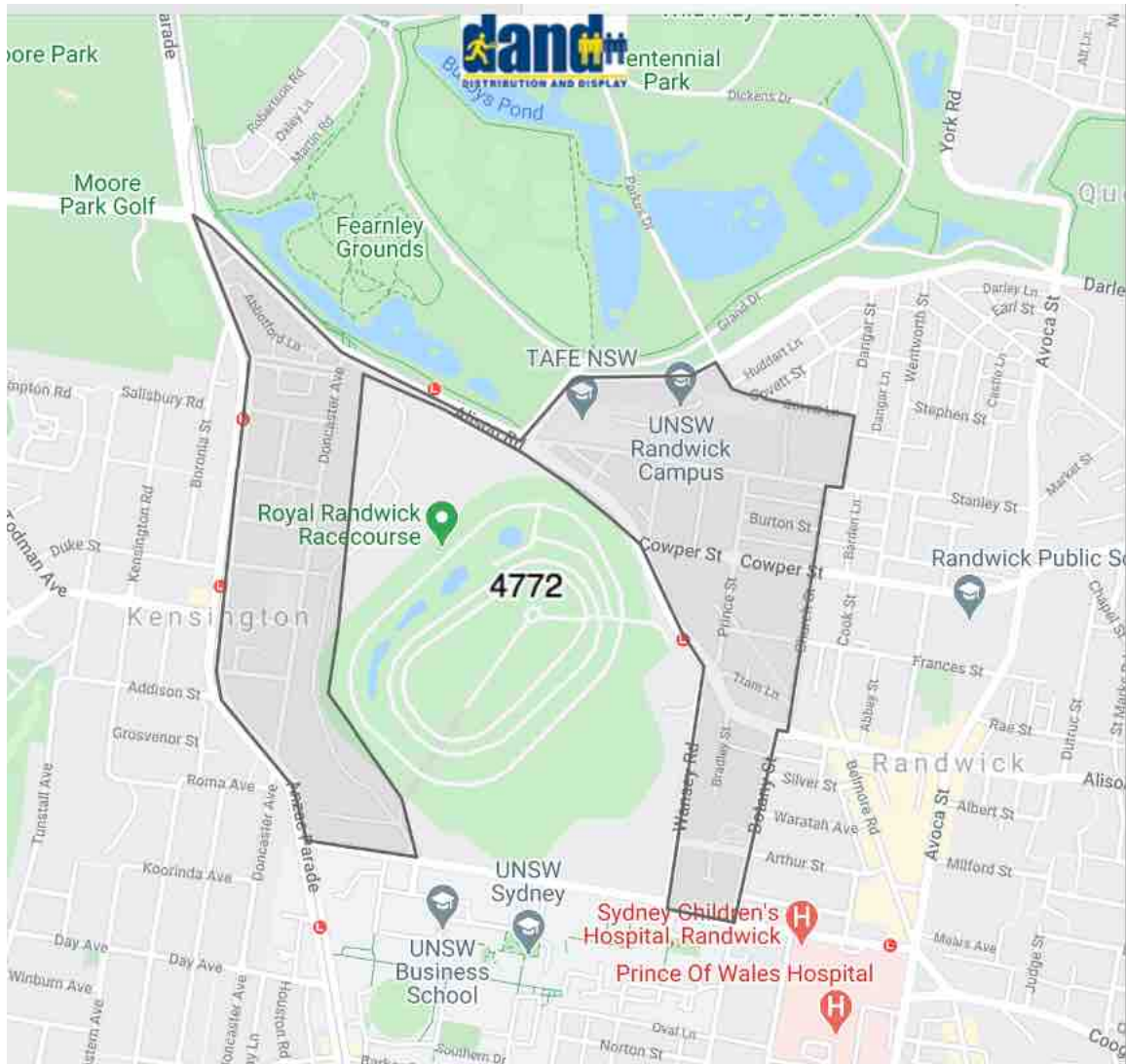
Further information is available on the ATC's website australianturfclub.com.au. You can also contact the ATC via phone or email to find out more.

Phone: (02) 9663 8400

Email: nightracing@australianturfclub.com.au

Australian Turf Club Ltd
Royal Randwick Racecourse, Alison Road, Randwick
Locked Bag 3, Randwick NSW 2031 | P: 1300 729 668
australianturfclub.com.au | ABN 81 148 157 288

Attachment 8.22 - Letterbox drop distribution area Stage 2.



Attachment 8.23 – ATC night racing web page Stage 2.



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[Membership](#)
[Racing](#)
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[Venues](#)
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ROYAL RANDWICK NIGHT RACING LIGHTS

Royal Randwick Racecourse has an extensive history within Australia's racing culture for over 150 years. The ATC has a vision to reinforce the reputation of the Royal Randwick Racecourse as a world class destination for Thoroughbred racing events and leverage off the success of the world's richest race, The Everest. To support this future, The Australian Turf Club is preparing an application to install night racing lights at Royal Randwick, to facilitate up to 16 night racing events, predominantly between October and April each year. A key aim of the plan is to enhance the spectator experience and secure Royal Randwick's long-term future as the jewel in the crown of Sydney racing.

Overall, the proposed Royal Randwick Night Racing Lights development is summarised as:

- Construction of 79 poles ranging from 17-40m high around the Royal Randwick racetrack
- Seeking approval for a maximum of 16 race meetings per year, predominantly between October and April to coincide with Sydney's daylight savings period, to be transferred to evening events scheduled between 6.00pm and 10.00pm.
- The proposed track lighting is based on the latest LED technology which provides instant control, stepped illumination levels, energy efficiency, excellent colour rendering and long lamp life so the best quality lighting is produced for HDTV broadcasting.
- The latest proposed light fixtures are state of the art and use several mitigation measures to minimise light spill impacts on surrounding properties

[Read More →](#)

PROJECT STATUS:

The Australian Turf Club has received Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning, Industry and Environment (DPIE), which outline the various technical studies that must be addressed to support a Developments Application.

Technical studies are currently being prepared, and the Australian Turf Club expects to lodge a detailed application by end of April 2021.

CONTACT INFORMATION

- The Australian Turf Club is committed to engaging with the community and other stakeholders during the preparation of the EIS and during the planning and assessment phase.
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INDICATIVE TRACK LIGHTING & DESIGN



79 Poles Ranging from 17-40m High Indicative Lighting Layout.



The Australian Turf Club's vision is to reinforce Royal Randwick as a world-class destination for thoroughbred racing events.

MANAGING IMPACTS



LIGHTING

The proposed track lighting is based on the latest LED technology which provides instant control, stepped illumination levels, energy efficiency, excellent colour rendering and long lamp life so the best quality lighting is produced for HDTV broadcasting.

The latest proposed light fixtures are state of the art and use several mitigation measures to minimise light spill impacts on surrounding properties.



RACE MEETINGS

Night racing meeting times would predominantly be scheduled either Thursday, Friday, Saturday or public holiday evenings, with the majority of events coinciding with daylight savings.

The total number of race meetings will be capped with events finishing by 10 pm.

TRAFFIC AND ACCESS

A key part of the ATC's proposal includes an integrated transport plan for events to reduce traffic impacts and to capitalise on the introduction of light rail to encourage greater use of public transport.



OPERATIONAL MANAGEMENT

The Australian Turf Club is committed to managing potential impacts on residential neighbours and the broader community. Plans for night racing will include an event management plan and a coordinated process for working with police and other stakeholders to manage pedestrian access, security, crowd management and conflicts with other major events.



The Australian Turf Club's vision is to reinforce Royal Randwick as a world-class destination for thoroughbred racing events.

STATE SIGNIFICANT DEVELOPMENT APPLICATION



PLANNING PROCESS



WHAT'S HAPPENED SO FAR?

The Australian Turf Club has received Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning, Industry and Environment (DPIE), which outline the various technical studies that must be addressed to support a Developments Application.

TIMING

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