

## **CSELR – ATC Randwick**

### **Landscape EIS Review**



*city making + livability*

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## Zone 01 - Stabling Yard

### 1. Description of issues and commentary

- a) The Royal Randwick Racecourse (RRR) is both a gateway landmark site and a significant destination for local, national and international guests, noting as critical the site's "landmark presence as a major gateway to Randwick City" (P7 Royal Randwick Racecourse Development Control Plan (RRRDCP 2013)) is retained and upheld. The proposed stabling yards on Alison Road will have an adverse impact on the site's significance and its contribution to the readability of the area, compromising. Proposed works need to be consistent with the categorisation of landmark and gateway.
- b) There will be significant loss of plantings to the stabling yard zone (refer Fig 1, site photos of existing Ficus Macrophylla).
- c) There will be a significant impact of the Alison Road frontage (approximately 135m in length) which is a key frontage on the approach to the main race course entrance.
- d) Loss of plantings will have a high degree of adverse impact on the site's:
  - i. Amenity
  - ii. Landscape and heritage values
  - iii. Visual impact (from all facilities within the Spectator area)
  - iv. Habitat
  - v. Climatic attributes (sun, shade, shelter etc).
- e) Removal of these plantings is in conflict with the proposed "Park" theme of the Anzac Parade and Alison Road section of the proposed track.
- f) Trees proposed to be removed within this zone are classified in the Randwick Comprehensive Development Control Plan 2013 as of "exceptional significance". Refer map 4, tree group 12 of the RRRDCP 2013. Also, refer the Royal Randwick Racecourse Conservation Management Plan and the LEP 2012.
- g) It is noted within the EIS (see Vol 1B Chap 15.7.5) "The loss of trees of 'exceptional significance' (RRRDCP 2013), would result in a substantial loss of a treed internal streetscape and the visual connection to the landscape of the Racecourse would be lost on this site."
- h) "The Randwick stabling facility site would be configured so as to retain the large Moreton Bay Fig at the western end of the site". (Chapter 15 Vol A-P66). However there are numerous large figs within this area and none are shown to be retained in Figure 5.50 Randwick stabling facility - indicative layout (Chapter 5 Vol B-P70)



## **2. Proposed solution or response**

- a) Due to the State Significance of the Royal Randwick Racecourse and the importance of both the arrival sequence and experience of its guests or dignitaries, any remedial landscape works must be to the highest quality to reflect the vision and values of both the Royal Randwick Racecourse and that of the Randwick Local Government Area (LGA).
- b) Future detailed design works will need to be undertaken to ascertain the extent and scope of work required to mitigate the impact of the stabling yards.
- c) Without understanding the full scope of future works, a RRR Landscape Design Guidelines and palette of elements needs to be prepared to guide the replacement or amelioration of affected landscape areas, or which can guide works at the interface or that may require future screening.
- d) It is intended that the proposed Design Guidelines including palette of materials will both define a landscape character that is unique to the RRR and at the same time relate strongly to the adjacent Centennial Park and the current proposed material palette defined by Randwick Council.
- e) Trees of significance, as outlined in the RRRDCP 2013 (as illustrated in Figure 1 ), shall be transplanted (to agreed locations) to reuse a valuable asset and create an immediate landscape presence, embracing the parkway theme of this portion of LRT line and retaining the heritage and habitat values, embracing sustainability principles.
- f) Any stabling facilities and associated elements such as sub stations must be harmoniously integrated into the future proposed landscape and located outside of primary viewing lines, preferably underground and definitely underground on Alison Road frontage.

## **Zone 02 - RRR stop**

### **1. Description of issues or comment**

- a) The proposed RRR stop will have “a high adverse landscape impact” (see Vol 1B 15.7.5) to the RRR main entry, during and post construction.
- b) The LRT stop will have a high degree of adverse impact on:
  - i. Existing pedestrian accessibility - Re-grading and reconfiguration of paths and ramps will be required (refer DRG No: CSELR-00SE-UD-D-3780)



- ii. Pedestrian access from the LRT stops to the RRR facilities (larger number of patrons arriving at once will require wider paths and facilities)
- iii. Existing landscape surfaces, finishes, plantings, signage, lighting, fencing, entry gates/walling (noted as having “exceptional significance” RRRDCP 2013, Map 3) and shelters may need to be replaced or reconfigured.

## **2. Proposed solution or response**

- c) See proposed solution, Zone 01, points (a)-(d)
- d) Any proposed structures, platforms and light rail facilities associated with the RRR stop be designed in a fashion to complement the proposed material palette as nominated in this document.
- e) Relocate significant trees from areas to Alison Road frontage.
- f) Upgrading and mitigating the impact of landscape elements as described in Zone 02, point (b), items i-iii.

## **Zone 03 Alison Road Boundary**

### **1. Description of issues and commentary**

- a) There will be significant loss of plantings to the Alison Road Zone (refer Appendix 1, Fig 3) (Refer chapter 15, Vol A-P63, Figure 15.21a Randwick Precinct (North) – Impacts to planted trees)
- b) Chapter 15, Table 15.26 Randwick Precinct – Assessment of landscape impacts states “The perimeter of the racecourse along Alison Road and Wansey Road would be used for construction of the light rail track, necessitating the removal of approximately 85 trees along Alison Road (from Doncaster Avenue to Wansey Road) and a number of trees fronting Wansey Road”. This will have a significant impact on RRR and significant future thought, design and planning will be needed to address this impact and to protect the values of the area and site.
- c) Loss of plantings will have a high degree of adverse impact on the:
  - i. Amenity
  - ii. Landscape and heritage values
  - iii. Visual impact (from the main grandstand and Alison Road)
  - iv. Habitat
  - v. Climatic attributes (sun, shade, shelter etc)
  - vi. Acoustic
- d) Mitigation measures as nominated in section 15.6.3 Mitigation Measures propose a number of species to replace existing trees. In the context of





urban and landscape issues this must be decided in conjunction with the ATC and Randwick Council. Any replacement tree must be approved by the ATC with the intent to select species suitable to its setting and function so as not to interfere with the adjacent race track and to amplify the nature of the setting.

- e) Chapter 15, Table 15.24 "Randwick Precinct – Assessment of landscape impacts", nominates that "trees would be replaced in accordance with the Transport for NSW 'Vegetation Offset Guide' (2013d) in nearby suitable locations." This should be based on prior approval from the ATC to ensure compliance with (d).

## **2. Proposed solution or response**

- a) See proposed solution, Zone 01, points (a)-(d)
- b) Any replacement tree along the Alison Road frontage (as with any on or adjoining the RRR) must be approved by the ATC, with the intent to select a species suitable so as not to interfere with the adjacent race track.
- c) Visual, security and acoustic considerations will need to be designed and developed to mitigate the landscape impact to the Alison Road Zone / frontage and to enhance the character and nature of the site.

## **Zone 04 Wansey Road stop**

### **1. Description of issues and commentary**

- a) The proposed Wansey Road stop will require "the trees along the western side [would need] to be removed prior to construction" (see Vol 1B Chap 5 p42). Refer Figure 3 of appendix 1.
- b) Trees proposed to be removed within this zone are classified in the Randwick Comprehensive Development Control Plan 2013 as of "exceptional significance". Refer map 4, tree group 59 of the RRRDCP 2013. Refer Randwick City councils Register of Significant Trees (2007). Also, refer the Royal Randwick Racecourse Conservation Plan.
- c) The removal of the significant trees along the western edge of Wansey Road will significantly impact the site. They currently provide a green backdrop to the Racecourse as viewed from the spectator precinct.
- d) "Port Jackson and Morton Bay Figs at Royal Randwick Racecourse on Alison Road, the George Dan Reserve and Wansey Roads, create an avenue of planting which is identified on Randwick City Council's (2007) Register of Significant Trees and is considered to be of regional sensitivity. The Figs contribute to the significance of the Racecourse as a



landscape element and provide amenity to the adjoining streets.” (Chapter 15-P68). Removal of these trees will have an adverse impact on the RRR.

- e) Loss of significant trees will have a high degree of adverse impact on the:
  - i. Amenity
  - ii. Landscape and heritage values
  - iii. Visual impact (from all facilities within the Spectator area)
  - iv. Habitat
  - v. Climatic attributes (sun, shade, shelter etc)
- f) “During operation there would be open views to the racecourse, but due to width restrictions there would not be any trees provided along Alison Road or Wansey Road reserve to replace those removed” (see Table 15.24 Randwick Precinct – Assessment of landscape impacts 15-71). This conflicts with other statements about replacement trees.
- g) The proposed Wansey Road stop cross section as illustrated in Figure 5.29 ” (see Vol 1B Chap 15 p42) shows an over-hanging cycle way, supported by a retaining wall, that “would have a maximum height of approximately 4.5 metres, with an average height of approximately 3.5 metres. The retaining wall would span approximately 125 metres”. A structure of such size would have a significant visual impact as the backdrop to the race course and would be seen by tens of thousands of guests from the main stand. (see Vol 1B Chap 5 p62). Significant consideration would be required for the structure and its screening to create an acceptable backdrop to this view.

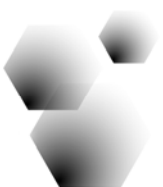
## **2. Proposed solution or response**

- a) See proposed solution, Zone 01, points (a)-(e)
- b) Property boundary lines are absent from the drawings so it is impossible to ascertain the direct impact on RRR land. These will need to be defined so as to understand the immediate impact.
- c) The proposed design (both retaining walls and tree removal) needs significant development in the context of the above comments and the proposed materials palette.
- d) TFNSW should consider the planting zone within the new retaining walls to relocate existing Figs.

## **Zone 05 UNSW High Street stop**

### **1. Description of issues and commentary**

- a) The UNSW High Street stop will have a high visual and landscape impact. Elevated above the racecourse it will be visible from most areas of the RRR. Furthermore, removal of existing trees will amplify its



impact. As noted in point (f) in the description of issues of zone four – these trees will not be replaced. They MUST BE replaced to mitigate the adverse impacts.

- b) See description of issues and commentary, Zone 04 Wansey Road stop, comments b-f.

## **2. Proposed solution or response**

- a) See proposed solution, Zone 01, points (a)-(e)
- b) See proposed solution, Zone 04, points (c)



## Appendix



## Appendix 1 - Figures



Figure 1 - Existing Ficus Macrophylla proposed to be removed within stabling yards



Figure 2 - RRR stop loction and RRR entry







Figure 3 - Alison Road Stop. All trees are proposed to be removed to the left (southern side of the Road).  
Figure 15.21a Randwick Precinct (North) – Impacts to planted trees



Figure 4 - Wansey Road Stop. All trees are proposed to be removed to the left (western side of the Road).  
Refer EIS Figure 15.21b Randwick Precinct (South) – Impacts to planted trees





Figure 5 - Zone 05 UNSW High Street stop - Wansey Road looking north







## **Royal Randwick Racecourse Public Realm Materiality & Character Study**





**Issue B - 17th December 2013**

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## Zones

Four relevant zones (2-5) are identified by Woods Bagot in their review of the Sydney Light Rail Environmental Impact Statement (EIS) in relation to the Royal Randwick Racecourse managed by the Australian Turf Club (ATC).

This document explores at a high-level the Design Guidelines for potential public realm character and material treatments (hardscape & softscape) associated with zones impacted upon by the proposed light rail and stations.

## Objectives

Of focus is desire for the ATC to achieve:

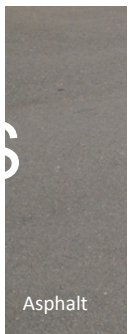
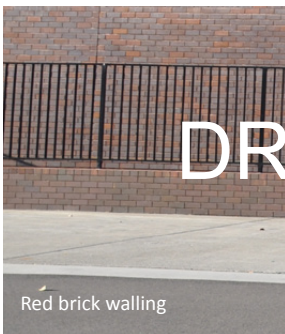
- strengthening of a gateway landmark site
- a consistency of treatment in keeping with the Royal Randwick brand between internal and external areas. The brand can be described as:
  - sophisticated / elegant
  - formal / refined
  - rich / manicured
- a clear hierarchy and way-showing strategy
- control over key views and visual buffering
- replacement of significant plantings removed for the LRT
- reuse of existing trees through transplantation
- retain heritage and habitat values embracing sustainability principles





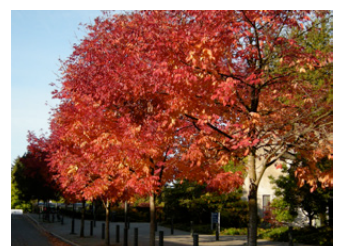
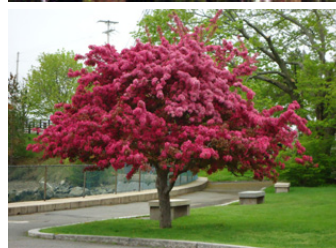
## Zone Two: RRR Stop

### HARDSCAPE



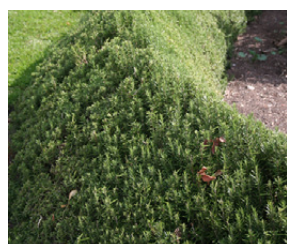
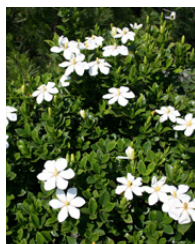
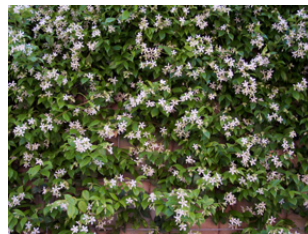
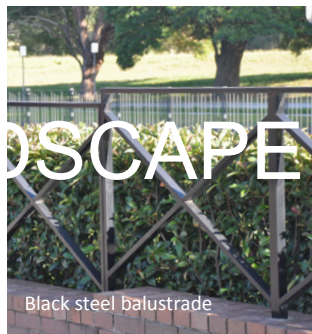
DRAFT HARDSCAPE IMAGES

### SOFTSCAPE





# DRAFT HARDSCAPE IMAGES





## Zone Three: Alison Road Boundary

### HARDSCAPE



### SOFTSCAPE









# Zone Four & Five: Wansey Road & UNSW High Street Stops

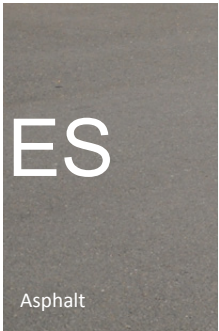
## HARDSCAPE



Black steel security fencing



Sandstone pavements



Asphalt

## SOFTSCAPE





