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1 Introduction

The first recorded horse race on the site which became known as Royal Randwick Racecourse occurred in 1833. In that year the Governor of New South Wales announced that the land would be set aside for the development of a racecourse. The organisation named the Australian Jockey Club (AJC) came into existence in 1842. The AJC's tenure of the land was confirmed by a major State Government initiative through the Australian Jockey Club Act 1873. The current lease on the land expires in 2042. In 2011 the AJC merged with the Sydney Turf Club to form the Australian Turf Club (ATC).

The site has evolved over time focussed on racing, spectator and training facilities. The Racecourse is considered to be a cultural landscape of State heritage significance for the local area, Sydney generally, and thoroughbred racing in Australia. In recent times the racecourse has undergone up-grading works of its racing and spectator facilities in an effort to be the leading thoroughbred racing club with a strong commercial focus providing the highest quality racing and betting product, facilities and entertainment.

In 2005 the AJC appointed a consultant team to prepare a Master Plan and Conservation Management Plan for the site as an important part of the overall strategic planning.

This section of the DCP contains planning and design provisions for the development of Royal Randwick Racecourse. It applies to all the land known as Royal Randwick Racecourse as outlined on Map 1.

This section of the DCP should be read in conjunction with:

- Part A – Introduction and Part B - General Controls of this DCP; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

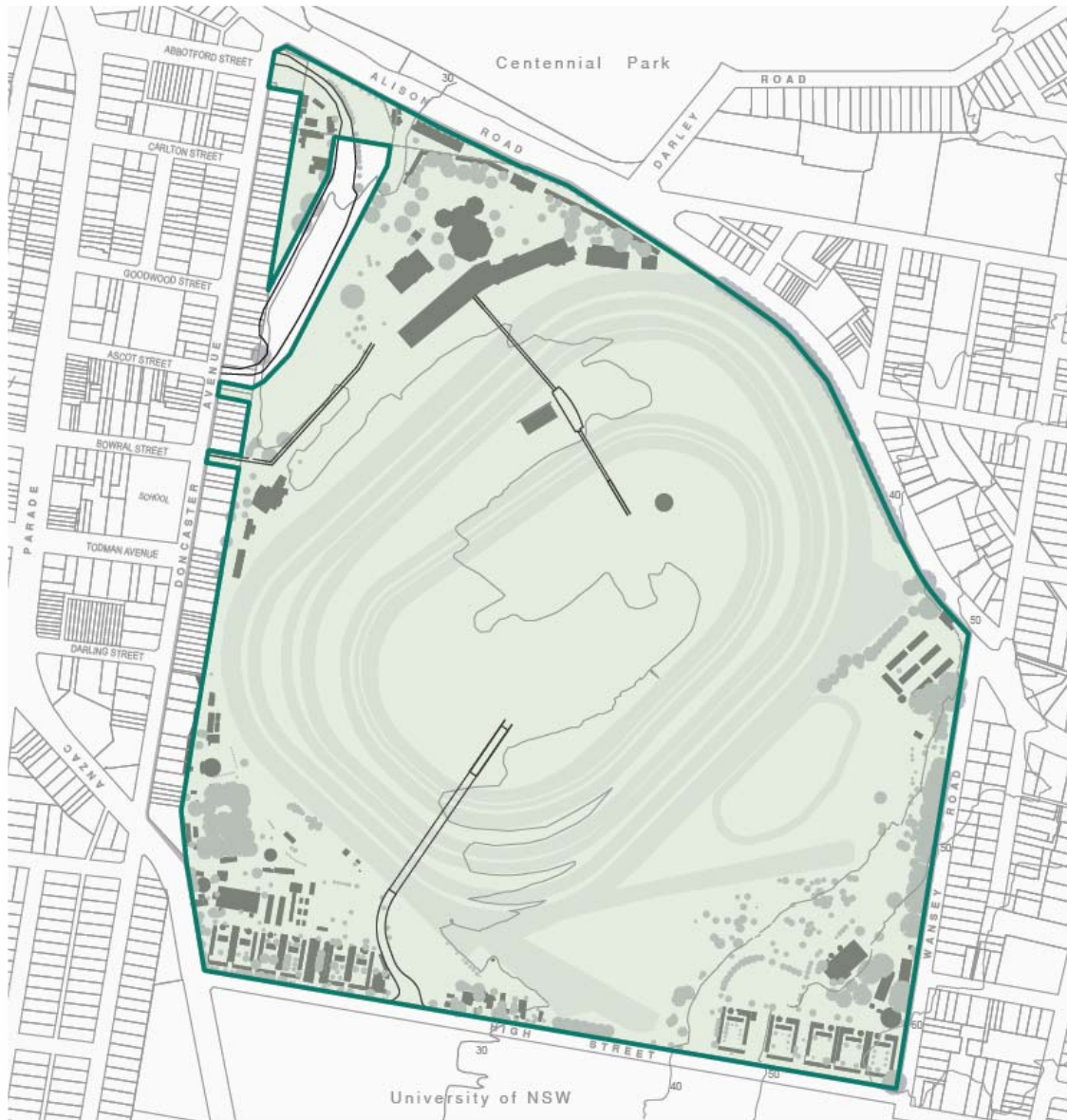
To the extent of any inconsistency between this section and any other DCP sections, this section will prevail.

1.1 Objectives

To provide planning and design objectives and controls which will optimise:

- Royal Randwick Racecourse as a thoroughbred racing, training and spectator facility of highest quality,
- Royal Randwick Racecourse as an economic and tourism destination,
- the physical, recreational and environmental quality of the Racecourse, particularly the site's capacity and the

- spectator experience while respecting its heritage significance and landscape character,
- the role of the Racecourse within its metropolitan and Randwick City context and its compatibility with adjoining lands, and
- the Racecourse's role as an open space recreation facility.



Map I

LAND TO WHICH THE
DCP APPLIES



2 Issues and Opportunities

2.1 Australian Turf Club

The ATC's vision is to further transform Royal Randwick Racecourse into a world class destination for racing, events and entertainment. To support this vision 5 key short and long term objectives are expressed for the Club, and therefore its use of the Racecourse site:

- Be the world's pre-eminent Thoroughbred Racing Club.
- Grow race day attendance revenues and wagering turnover.
- Build a strong and active Member community.
- Invest in new facilities to create new forms of entertainment and revenue streams to build on event, convention and exhibition capability.
- Complete the new facilities at Royal Randwick

The ATC's key strategies for achieving these objectives are to:

- Wisely invest the \$150 million in grant in Royal Randwick
- Invest in new technology and smart systems to deliver convenience and outstanding customer service to improve visitation and investment.
- Identify key consumer segments and build new membership categories to drive acquisition and introduce a loyalty program to increase member attendances and grow profitability.
- Develop a wider range of consumer preferred products creating new sustainable revenue streams for the Club.
- Enhance racing and training facilities and programs to increase field sizes and deliver a stronger racing and wagering product.
- To establish and maintain respected and productive relationships with key stakeholders.
- To develop a capital management plan and prudently invest surpluses.

New facilities for the Racecourse either underway, approved or under consideration include a major redevelopment of the spectator precinct, a new stabling complex, hotel, and convention facilities.

Further to these projects, the State government is in the planning stages for bringing light rail to Randwick, including the Racecourse, and is also undertaking an Urban Activation Precinct study to investigate the potential of land around the light rail route to accommodate additional housing and/or employment. These projects may have further future implications for planning and development on the Racecourse site.

2.2 Context Issues

Within the NSW Government's metropolitan strategy, the Racecourse is identified as part of Sydney's "regional open space system":

- contributing to recreation, social interaction and quality of life, and
- playing a role in protecting Sydney's natural environment, including water catchment management.

The Racecourse is also part of the "Global Economic Corridor" (generally Macquarie University/ Chatswood/ North Sydney/ CBD/ UNSW/ Randwick hospitals/ industrial area/ Airport/ Port Botany) which provides the concentration of economic activity which will continue to drive the Australian economy. Within this corridor the Racecourse adjoins or is part of the "Randwick Education and Health Specialised Centre" and can make a contribution to its growth. Within The Randwick City Plan, the Racecourse site has an important role in Randwick City Council's strategic view of the future of the City.

1. The overall vision for Randwick is "rich history, bright future", which can equally apply to the Racecourse.
2. The Racecourse can play a role in achieving Council's identified outcomes:

Over-arching - 'leadership in sustainability'

A Sense of Community - 'a vibrant and diverse community' and 'an informed and engaged community'

Places for People - 'excellence in urban design and development', 'excellence in recreation and lifestyle opportunities', 'a liveable city' and 'heritage that is protected and celebrated'

A Prospering City - 'a strong local economy'

Moving Around - 'integrated and accessible transport'

Looking after our Environment - 'a healthy environment'

The Racecourse is part of the "Northern Gateway" concept which includes:

- recognition of the concentration of existing institutions and trip-generating destinations
- priority need for public transport augmentation
- enhancing the gateway to Randwick City
- enhancing pedestrian links from Centennial Park to the south
- the Racecourse as a major park /open space
- the Racecourse as part of a heritage conservation area
- the Racecourse's adjacency to Kensington and Randwick town centres, UNSW and Randwick hospitals complex with potential for growth.

2.3 Site Issues

Key site issues which have emerged from the site analysis are as follows.

1. Improvement of the site to consolidate its prime function as a premier Racecourse and training facility.
2. Recognition of the site as a conservation area in LEP 2012, and of State significance as documented in Royal Randwick Racecourse Conservation Management Plan, while it continues to evolve as a racecourse which is its primary heritage significance.
3. Improvement and expansion of the member and visitor facilities within the concentrated Spectator Precinct.
4. Improvement to the access and transport infrastructure and management, especially during major events, to increase efficiency, allow growth in patronage, and increase amenity and safety, within the capacity of the adjoining roads systems and without adversely affecting adjoining land and traffic routes.
5. Enhancement of the landscape qualities of the site, especially the gardens and major trees within the Spectator Precinct and treed streetscapes, and acknowledging its relationship with adjoining Centennial Parklands and its wider setting.
6. The importance of the site's prime use as a Racecourse since 1833 and the historic home of the ATC and its need to open its facilities, in consideration of the broader open space and recreation parameters of the current Open Space zone objectives.
7. Consideration of the site's key physical parameters, such as its openness, visual amenity, stormwater drainage, sub-surface water table and aquifer, which need to be dealt with in the design of the site's future form and management.
8. The exclusion of the former tramway/busway land which previously served as the major entrance to the Racecourse as it is now in private ownership, thus limiting a more comprehensive planning and design solution in the DCP.

2.4 Site Vision and Framework: Desired Future Character

In response to the strategic issues, the overall vision for the site is to develop a high quality Racecourse to assist the ATC's quest to re-establish a world class facility and to support the community of racing. The site's development will relate to the needs of the thoroughbred racing industry, the needs of ATC members, the financial resources of the ATC, and the strategic metropolitan location of the site within its Randwick City and parklands context.

The Racecourse facilities will be expanded to optimise the site's role as a key recreational venue in Sydney. The design and character of the Racecourse will build on the site's major physical features, particularly its heritage significance and landscape features, and serve the needs of racegoers and other users of the site.

The planning and design framework for the site is based on the following key features.

1. Providing for the growth of racing, training and spectator numbers and facilities, and diversifying non-race day facilities and events, especially for-ATC members.
2. Maintaining the site's landmark presence as a major gateway to Randwick City, providing high quality buildings, recreation activities, both cultural and natural landscapes, and public access.
3. Conserving the significant built and landscape heritage components of the site.
4. Establishing a concentration of significant spectator and entertainment facilities within the Spectator Precinct adjoining the track and transportation systems.
5. Reinforcing the Racecourse's landmark presence on Alison Road with expanded spectator facilities, high quality buildings, improved access infrastructure on-site and improved landscaping reinforcing the green edge.
6. Establishing a new internal road connecting Alison Road to Doncaster Avenue to link the core of the site to the public streets and public transport services, and to provide improved taxi and drop off arrangements.
7. Integrating new buildings and landscaping with the built and landscape heritage components of the site.
8. Addressing the site's important hydrological and ecological parameters.
9. Establishing clear pedestrian, vehicular and service routes to and within the Racecourse that provide for separation, legibility, safety, security and high amenity.

10. Establishing a transport regime that serves the Racecourse needs, particularly on race days and other major events, and relates to the site character and the local and regional transport systems and their capacities.
11. Providing for future buildings based on their functional needs, the opportunities and constraints of the site, sustainability, high quality urban design and architecture, and user amenity.
12. Establishing a "premier" training precinct adjacent to Wansey Road.
13. Providing opportunities for greater access to and enjoyment of the site by the members, visitors and community, while recognising the use for thoroughbred racing and heritage conservation requirements.

3 Development Controls for Racecourse Site

3.1 Uses

Objectives

1. Ensure the long term operational and financial viability of the Racecourse by improving the thoroughbred racing, training and spectator uses of the site.
2. 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.
3. Ensure that uses are appropriately sited, and are of appropriate character, form and scale, to avoid conflicts with each other and with the surrounding uses.
4. Conserve the heritage significance of the site as a racecourse and associated elements.

Controls

- a. The general pattern of land uses across the site as indicated on Map 2 is to be maintained. In particular:

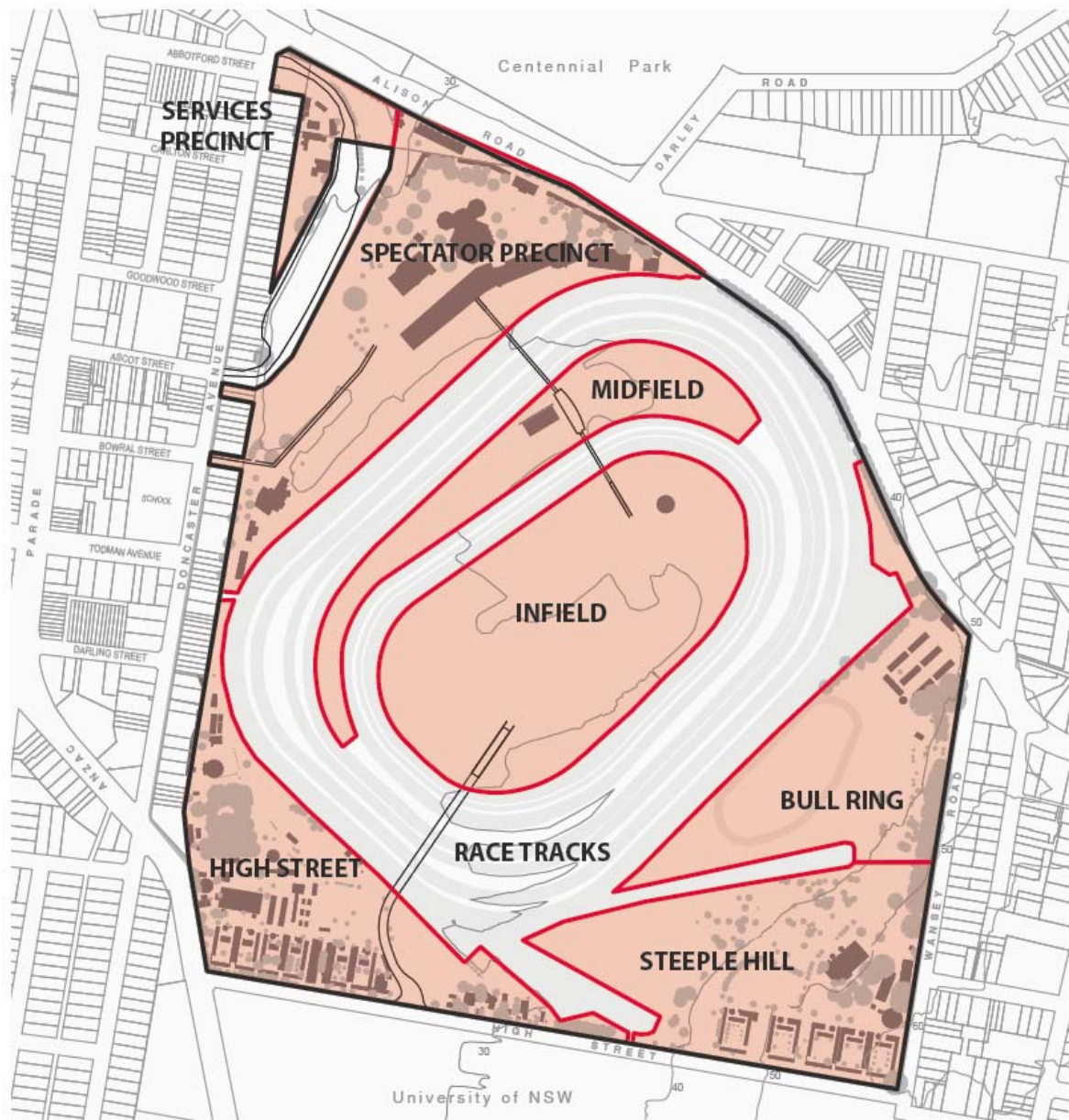
Spectator Precinct: concentration of race day, ATC management and entertainment uses

High Street Precinct: stabling and training

Steeple Hill Precinct: stabling and training

Bull Ring Precinct:	stabling and training
Race Tracks:	racing and training
Infield Precinct:	training, car parking, new race day spectator facilities, and irregular non-racing recreation and entertainment
Midfield Precinct:	new race day spectator facilities and irregular non-racing recreation and entertainment
Services Precinct:	services and maintenance offices, workshops and parking

- b. Member, corporate and club facilities are to be expanded and improved within the Spectator Precinct. (See details in Subsection 4.)
- c. Opportunities for new recreation and support uses across the site that are not incompatible with thoroughbred racing and stabling are to be allowed.
- d. The intensity of uses is to be limited by the traffic capacity of surrounding streets as determined as part of a traffic study and the transport strategies devised for the site.
- e. Modern stabling and training facilities are to be concentrated in the Steeple Hill and Bull Ring Precincts.
- f. Demonstrate that the amenity of adjacent land uses is to be maintained through the appropriate location and management of facilities and patrons.
- g. The ATC is to prepare a Plan of Management to deal with anti-social behaviour on the site and within the surrounding neighbourhood. Such a plan, which is to be prepared in liaison with the NSW Police, licensing authorities, Randwick City Council and the STA, is to deal with, at least, the responsible service of alcohol, after-race entertainment, crowd management, safety and behaviour. The plan is to be in place prior to the occupation of new facilities within the Spectator Precinct. The Plan shall nominate a key contact to liaise with stakeholders and to respond to complaints relating to disturbance from the public during major events.



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Map 2

KEY PRECINCTS



3.2 Heritage Conservation

Objectives

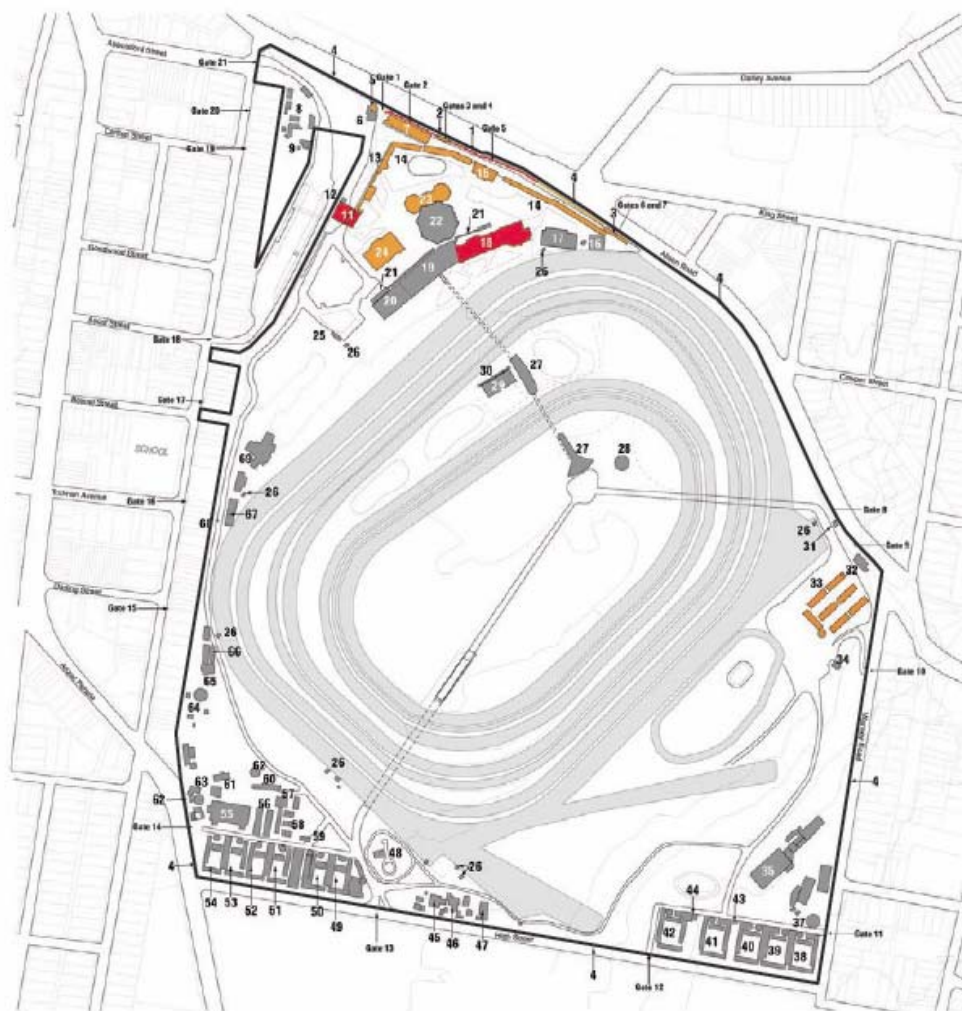
1. Conserve, manage and interpret the heritage significance of the Racecourse as a place of State heritage significance as set out below.

"Metropolitan Sydney's oldest and longest continually-operating racecourse. It has unique historic, associative, aesthetic and social links to the development of horseracing in Sydney and New South Wales. It is a unique cultural landscape with landmark qualities and a distinctive architectural composition that reflects a traditional approach to racecourse design and development, serviced by substantial public transport infrastructure".
2. Manage built, landscape and archaeological components, historic views and spaces in accordance with their assessed significance.
3. Ensure that new development respects, enhances and contributes to the heritage significance of the site and its setting.
4. Ensure conservation requirements are maintained within the evolving operational activities and facilities of the Racecourse and with any proposed development.
5. Proactively manage the cultural landscape of the Racecourse.
6. Manage and respect the archaeological values of the site.
7. Actively promote and interpret the heritage values of the site.

Controls

- a. Heritage components as identified on Maps 3 and 4 are to be conserved and managed in accordance with the policies in the Conservation Management Plan (CMP), any subsequent Specific Elements Conservation Policies and heritage impact statements, based on their assessed tolerance for change. (See also Subection 4.3 in relation to certain heritage components within the Spectator Precinct.)
- b. The design principles outlined in the Conservation Management Plan and national, state and local conservation standards and processes such as the Burra Charter, heritage impact assessment, use of contextual design principles (see Design in Context, NSW Heritage Office and Royal Australian Institute of Architects 2005), and documentation and interpretation best practice, are to guide and balance site development.

- c. Conservation principles are to be incorporated into ATC site management and operational practices and in development planning.
- d. A Landscape Concept Plan is to be developed and implemented for the site.
- e. Identified and potential Aboriginal sites are to be managed and conserved in accordance with the NSW NPWA, 1974. Consultation with Aboriginal groups is to be part of developing an understanding of the Aboriginal significance of the site. Such consultation is to occur prior to any major development application on land identified as "high aboriginal sensitivity" in the vicinity of High Street and Wansey Road (see CMP).
- f. An Interpretation Plan for the site is to be developed and implemented prior to any major development. Specific measures to interpret the site are to be incorporated into conservation and development proposals as they arise.
- g. Adverse impacts on significant built, landscape and archaeological heritage components are to be minimised. The requirements and processes of the Heritage Act apply in relation to archaeology.



Existing Buildings and Structures	
1	Alison Road Brick Boundary Wall (including Gates 1, 2, 3 and 5)
2	Gate 4 (Former Turnstile Building)
3	Gates 6 and 7 (Former Turnstile Building and Entrance)
4	Other Fence and Gates 8-21
5	Former Entrance Gatehouse
6	Security Office
7	Administration Building
8	Workshop Buildings Complex
9	AJC Archives Building
10	Former Drug Laboratory
11	Tramway Turnstile Building Complex
12	Former Electric Powerhouse
13	West Section of Saddling Paddock Enclosure
14	Race Day Stalls
15	Swale Building (Former Lavatory Building)
16	2000m Entrance Turnstile Building
17	Temporary Marquee
18	Official (Member's) Stand
19	Queen Elizabeth II Stand
20	Paddock Stand
21	Movators
22	Randwick Pavilion (Betting Pavilion)
23	Totallator Building
24	Tea House
25	Lavatory Building
26	Stewards Towers
27	Spectator Tunnel Shade Structures
28	Trainers Pavilion
29	Groundstaff Shed
30	Semaphore Board
31	Stewards Office/Tea Room
32	Wansley Cottage
33	Stripping Stalls Complex
34	Farmer's Workshop
35	Steeplechill (Rogerson) Stables
36	Wansley Road (Pearce/O'Shea) Stables
37	Wansley Road Water Reservoir
38	Groome Rogerson Stables
39	John O'Shea Stables
40	Bob Thompson Stables
41	Lee Bridge/Bruce McLachlan Stables
42	Jim Lee Stables
43	Electrical Substation
44	Farmer's Workshop
45	1 High Street (Residence)
46	3 High Street (Residence)
47	5 High Street (Residence)
48	Equine Swimming Pool Complex
49	Anthony Cummings Stables
50	David Payne Stables
51	Bart Cummings Stables
52	Joseph Price Stables
53	Kevin Moses Stables
54	Graham Begg Stables
55	Half Mile Porta Stalls
56	Half Mile Stripping Stalls
57	Half Mile Workshop Buildings
58	Half Mile Visiting Stables
59	Half Mile Stables
60	Half Mile Sand Rolls/Wash Bays
61	Half Mile Stables Building
62	Horse Walking Machines
63	Anzac Parade Stables Complex
64	Water Reservoir and Pumphouse
65	Nursery Residence
66	Greenhouse Complex
67	Garage/Workshop Building
68	ARF Laboratory Electrical Substation
69	ARF Laboratory

Map 3

RELATIVE SIGNIFICANCE OF BUILT ELEMENTS
Based on the Draft Conservation Management Plan prepared by Godden Mackay Logan, 2006





3.3 Landscape Design

Objectives

1. Conserve and enhance the landscape character of the site.
2. Maintain and enhance the site's gateway role to Randwick City and the visual landscape connection from the site across Alison Road to Centennial Park.
3. Maintain and enhance the treed landscapes along Alison Road, High Street, Anzac Parade and Wansey Road creating a green edge.
4. Improve the ecological conditions of the site's landscape.

Controls

- a. Landscape works and other development are to enhance, maintain, protect and reinforce the landscape characters identified on Maps 4 and 5 and the approved Landscape Concept Plan.
- b. Trees of 'Exceptional' and 'High' heritage significance are to be retained, managed or replaced in accordance with "Safe and Useful Life Expectancy" principles (Barrell 1996). (See also Subsection 4.3 in relation to certain landscape elements within the Spectator Precinct.)
- c. In areas other than the Spectator Precinct, the existing visual dominance of trees, low scale buildings and views of expansive open areas are to be retained.
- d. Major views into, through and out of the site as shown on Map 6 are to be retained and enhanced.
- e. A sense of the fundamental landform of the site - the expansive flat open space and the rise of Steeple Hill - is to be retained.
- f. The site tradition of 'gardenesque' style, through colourful plantings, water features, manicured lawns formal tree and shrub planting is to be continued in the Spectator and Midfield Precincts.
- g. The design of open space is to optimise personal and property safety, lighting, universal accessibility, legibility, pavement quality, porous or permeable surfaces, shade, surface drainage, furniture, horticultural and arboricultural practices; and avoid pedestrian/vehicle conflicts and areas of poor visibility or entrapment due to poor sight lines or darkness.
- h. Native and low water tolerant plants are to be incorporated into the landscape design.

- i. A detailed landscape design, consistent with the Landscape Concept Plan, is to be submitted with all relevant development applications.

3.4 Built Form

Objectives

1. Continue the existing built form pattern which comprises a concentration of large scale spectator facilities set back from Alison Road and fronting the racetrack, the dominance of the open landscape, and concentrations of smaller freestanding buildings around the rest of the site.
2. Create a built form which serves the needs of the racing industry and which responds to the constraints and opportunities of the site, particularly its heritage significance, landscape characters, drainage requirements, views and vistas, and adjoining public domain.
3. Establish a built form that supports clear arrival points, safe and efficient access and the on-site circulation system, ensuring permeability, legibility, and identity of the Racecourse.
4. Integrate new buildings consistent with the siting, form, scale, character, materials and colours of existing heritage components and their setting.
5. Achieve design excellence in new buildings including the principles of ESD, CPTED and universal access.
6. Conserve and respond to the heritage value and significance of the Racecourse and its significant components.

Controls

- a. New development is to comply with the following planning and design guidelines for each Precinct.

Spectator Precinct - See Subsection 4

Training Areas (High Street, Steeple Hill and Bull Ring Precincts)

- Buildings are to be set back from street boundaries by sufficient distance to protect major trees along the boundaries within the site.
- Buildings are not to exceed 2 storeys unless particular functional requirements exist and an urban design precinct plan demonstrates that the height is appropriate in terms of siting, immediate context and avoiding adverse impacts on adjoining development.
- Any new buildings in the Steeple Hill and Bull Ring Precincts are to respect the views and landscape elements identified in Maps 3 - 6.
- Horse stabling and training is to comply with any relevant health and building regulations for, such as Animal Welfare Code of Practice - The Care and Management of Horses in

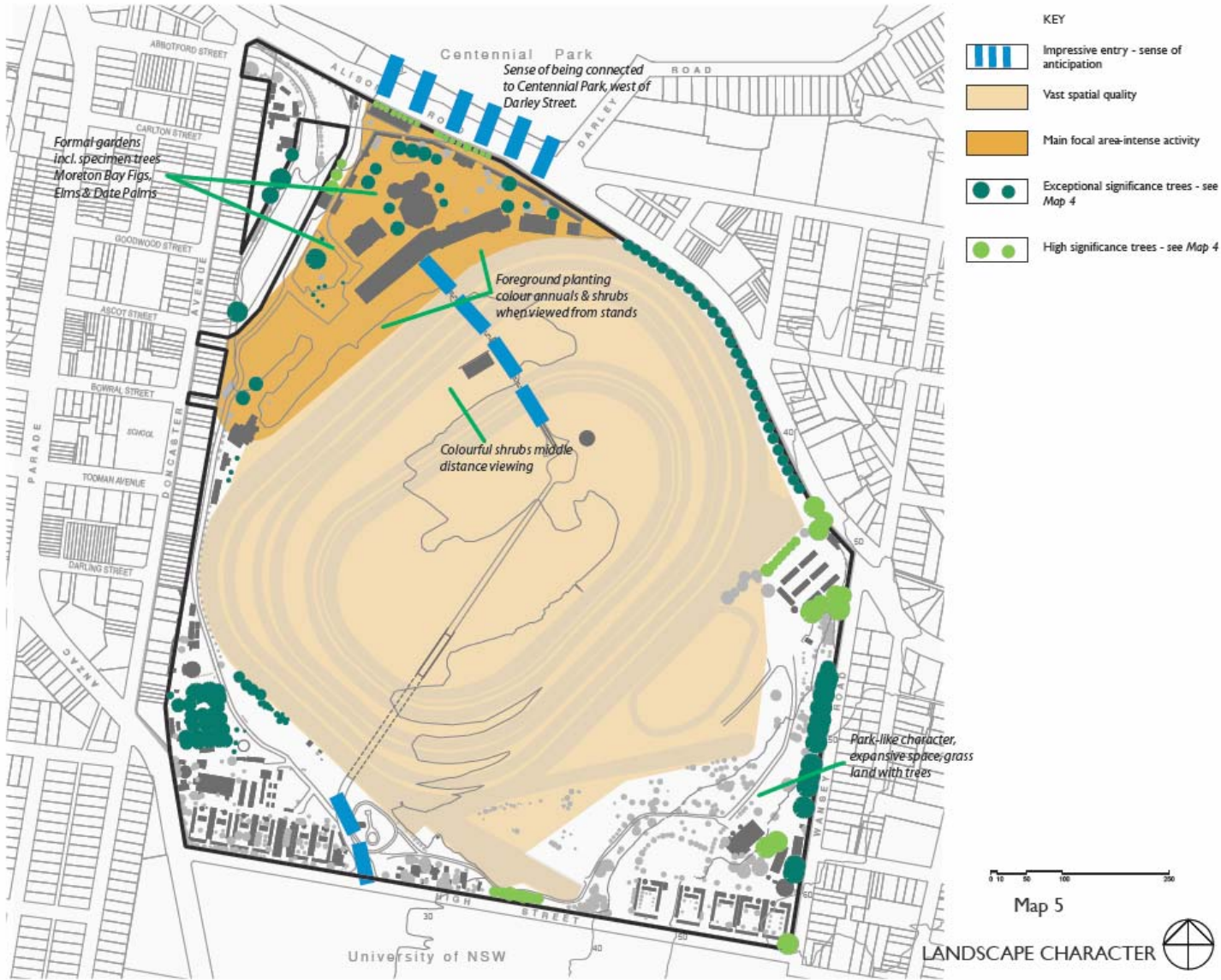
Riding Centres and Boarding Stables (NSW Agriculture 1996) and Local Government (Orders) Regulation 1999 (eg Clause 18 And Schedule 5).

Infield Precinct

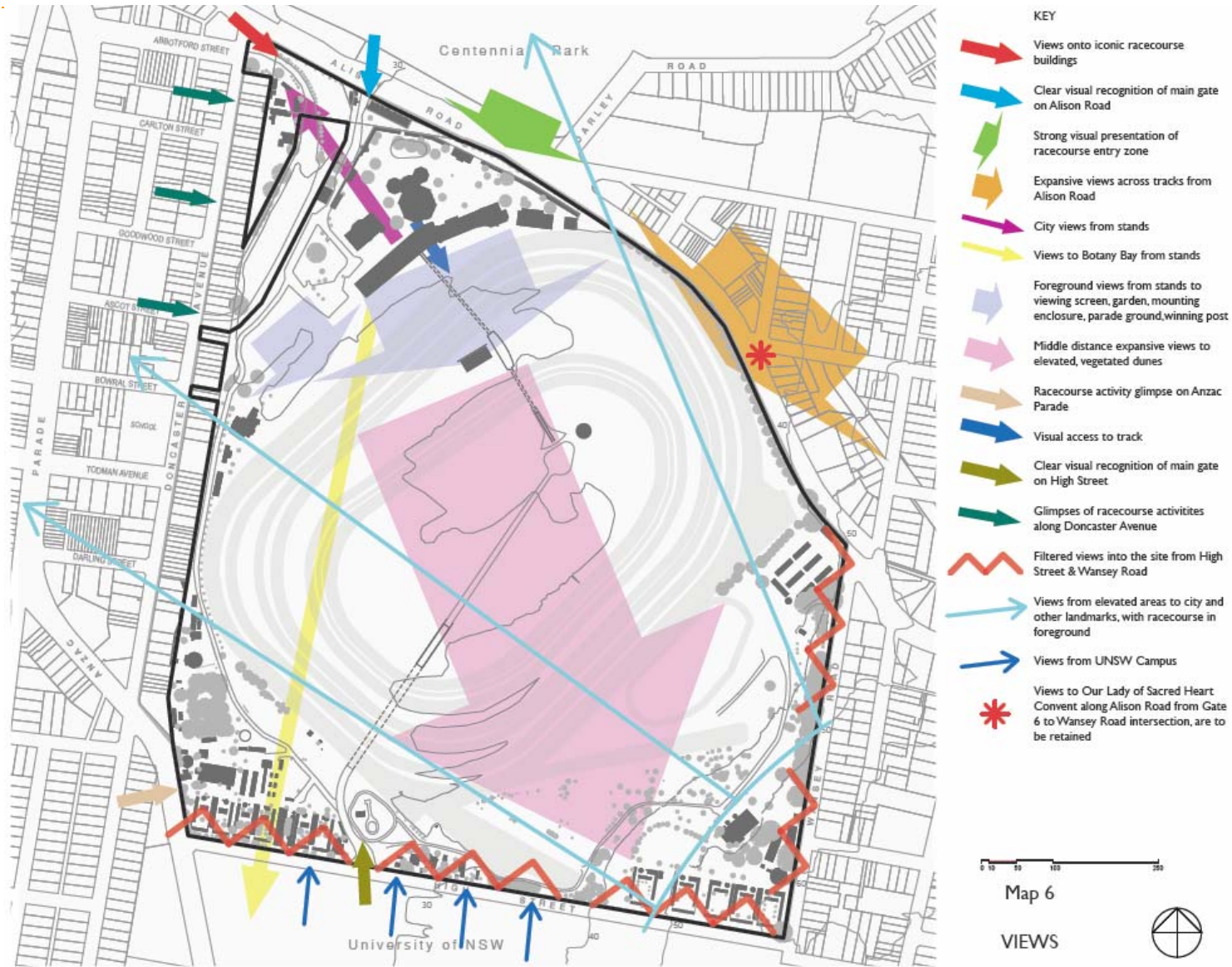
- Permanent buildings are prohibited other than necessary low scale shelters for training, racing, services, entrance structures and the like.
- The open field area is to be used as the main car park for race days and for irregular recreation and entertainment events.
- Structures are to optimise sight lines to racing from the grandstands and seating areas in the Spectator Precinct.

Midfield Precinct

- Permanent buildings are prohibited other than necessary low scale shelters for training, racing, services, entrance structures and the like.
 - New spectator facilities are to be provided as low scale temporary marquees etc or simple service structures.
 - Structures are to optimise sight lines to racing from the grandstands and seating areas in the Spectator Precinct.
 - In conjunction with new spectator facilities, landscaping which enhances the utility of new facilities and implements the storm water strategy (eg any required flood paths and compensatory storm water detention structures) is to be provided.
- b. Building heights are to:
 - be limited to the height indicated for the relevant Precinct,
 - respond to detailed functional requirements, built form objectives, siting and immediate context, and
 - avoid adverse impacts on adjoining development.
 - c. New buildings are to maximise amenity and optimise views of the Racecourse and/or Centennial Park. The height and scale of new buildings are to retain significant views to, from, through and within the Racecourse.
 - d. Façades and roof forms are to be modulated and articulated to:
 - add interest to the building when viewed from public places,
 - reduce apparent bulk,
 - relate to built or landscape heritage components where appropriate, and
 - achieve design excellence.
 - e. Materials, colours and detailing are to be selected to relate to heritage components and their setting where appropriate, and provide visual interest when viewed from public places.
 - f. Entry awnings, canopies and balconies are to be incorporated to provide sun and rain protection where appropriate.
 - g. A scale model is to accompany development applications for buildings greater than 4 storeys (15 metres).



Royal Randwick Racecourse



3.5 Transport, Circulation and Parking

Objectives

1. Establish transport management policies, plans and practices which manage the site's transport needs in a manner that is:
 - consistent with regional and local services and capacities,
 - promotes non-private vehicular trips to the site,
 - enables growth of spectator numbers at major events,
 - caters for the transport needs of other non-racing users of facilities on the site, and
 - minimises the impact on surrounding and adjacent streets during construction and major events.
2. Improve efficiency, capacity, safety and amenity on race days, by separating as much as possible the movement of private vehicles, buses, taxis, pedestrians, service vehicles, horse floats and horses.
3. Establish an on-site movement system which provides for: efficient operation during normal days and events of varying sizes,
 - optimum pedestrian movements,
 - management of public and members,
 - vehicular access, egress and parking,
 - service vehicles,
 - disabled access, and
 - safety and security.
4. Provide designated parking consistent with the site's needs, location and capacity, and Sydney's transport planning policies.

Controls

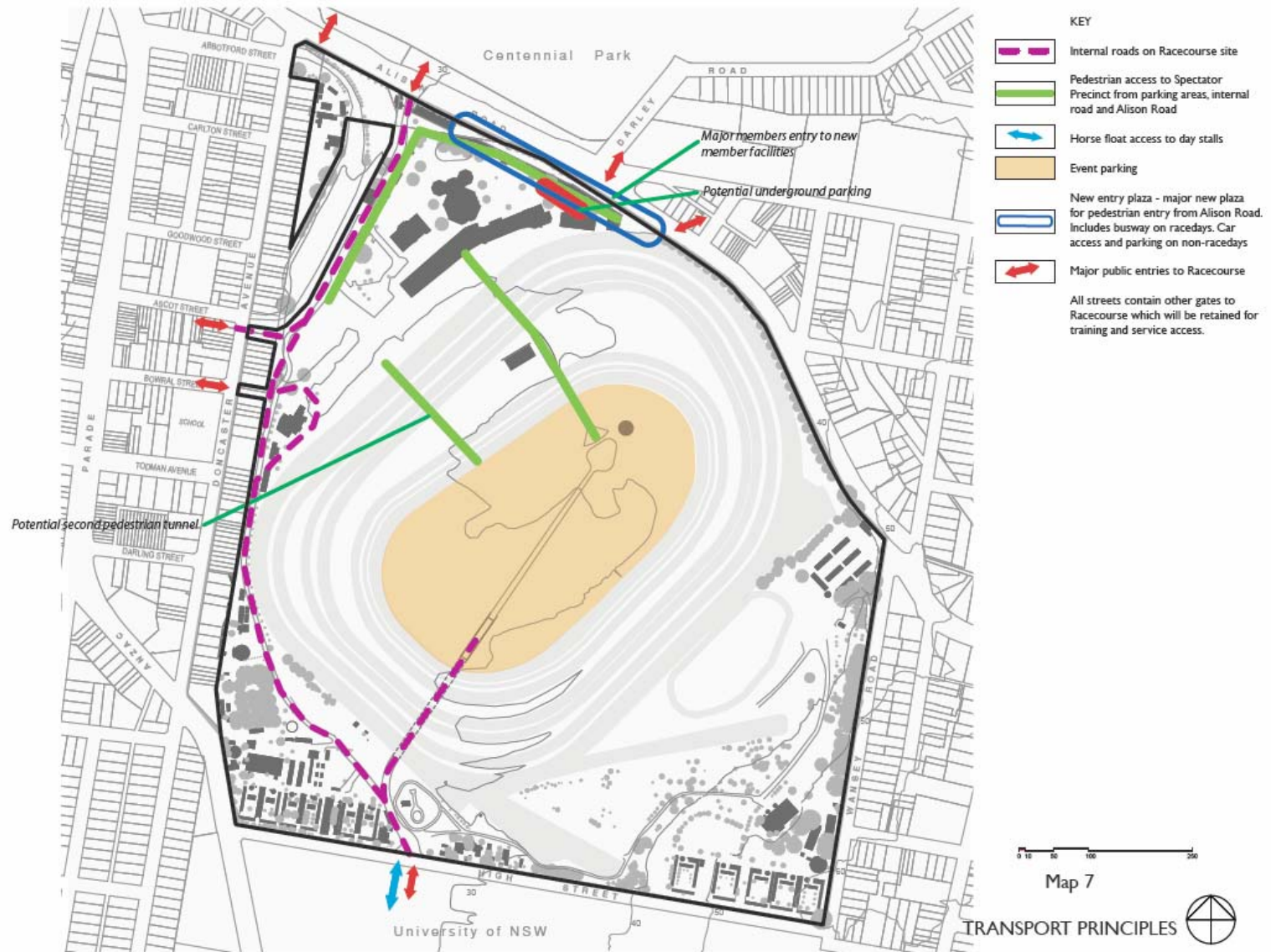
- a. Provide a new internal road for taxis and limousines with egress onto Doncaster Avenue. This road is to be consistent with the routes detailed on Maps 7 and 8, while minimising impact to the conservation area.

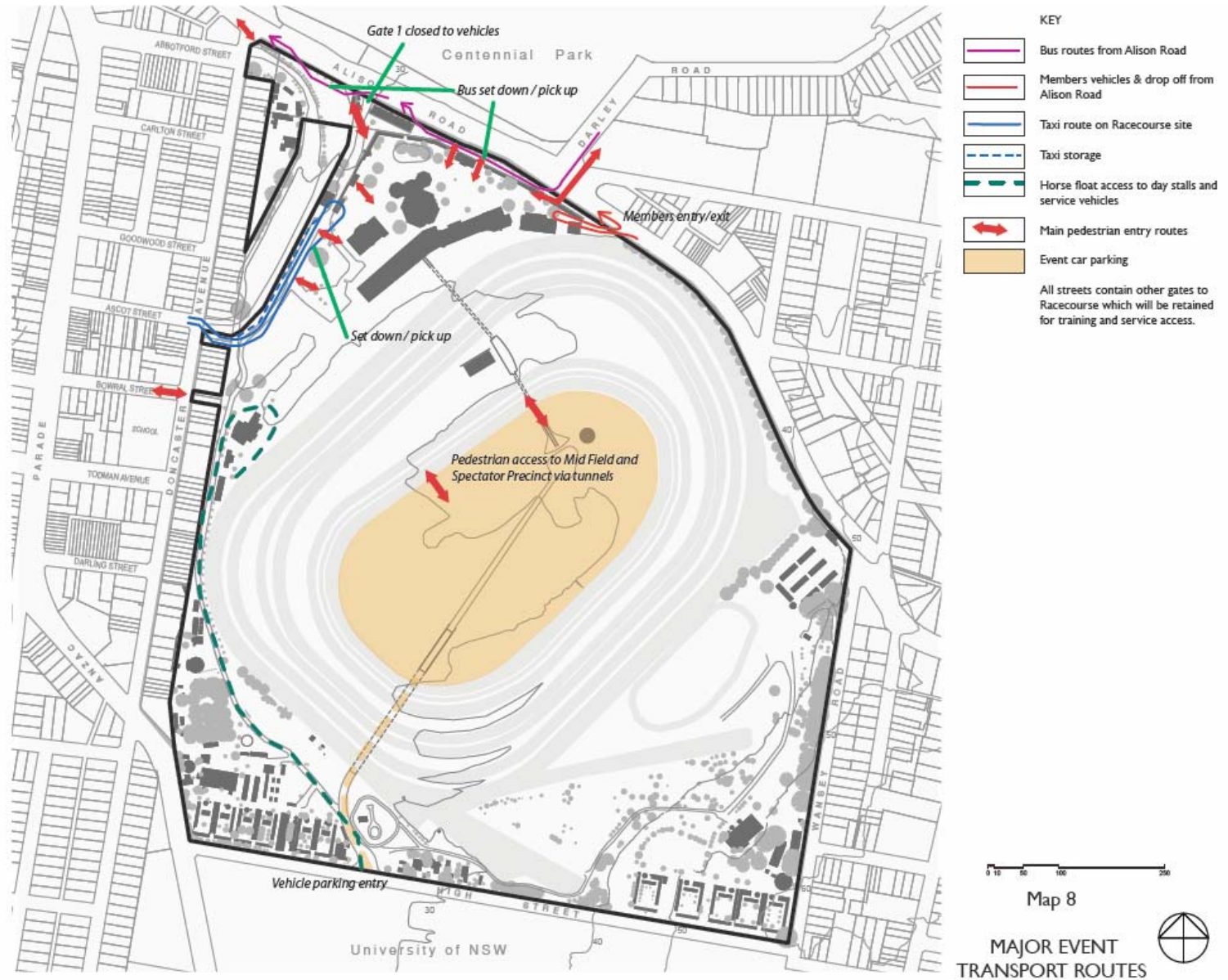
It is to incorporate:

- provision for vehicles to u-turn in Ascot Street prior to entering ATC owned land by providing a facility such as, but not limited to, a mini roundabout, and
- differentiation of pavement type at the boundary of the public road in Ascot Street and the ATC owned land to highlight the public road boundary. This may be in the form of, but not limited to, a section of differentially coloured pavement or section of paving.

An alternative access/egress may be considered subject to demonstration of its merit in minimising impacts to the surrounding locality.

- b. Improve the access points on Alison Road, High St, Wansey Rd and Doncaster Ave where necessary in line with their function and Conservation Principles and Policies set out in the Conservation Management Plan.
- c. On-site parking is to be provided in both formal and informal (temporary) arrangements in locations indicated on Maps 7 and 8.
- d. Any formal car parking areas are to be designed in accordance with the Australian Standard for Off-Street Car Parking Facilities (AS 2890.1). Car parking areas are to be appropriately landscaped and incorporate permeable treatments where appropriate.
- e. The relevant Randwick cycle routes are to be provided for and secure bicycle parking and "End of trip facilities" for staff and visitors.
- f. The ATC, in liaison with Randwick City Council, NSW Police Force and transport service providers is to prepare a Transport Management and Accessibility Plan following NSW Government guidelines for major events at the site. Opportunities to coordinate with the University of New South Wales to augment transportation management and accessibility shall be explored.
- g. For travel other than major events, the ATC is to prepare a Transport Access Guide, following NSW Government guidelines, for use by staff and site users to assist in making informed transport choices.
- h. The ATC shall liaise with Kensington Public School's Administration to minimise traffic impacts along Doncaster Ave for major events within the Racecourse and in regard to proposed traffic management measures.
- i. The ATC shall actively invest in programmes to increase public transport use on race days and, where possible, to encourage drivers to utilise existing on site parking.
- j. Road areas internal to the site should, where possible, minimise road surface in preference for soft landscaping and road treatments shall be water permeable.
- k. A Transport Management Plan shall be prepared for the site detailing measures to manage transport into, through and within the site, programmes to increase public transport use on race days (for instance integrated ticketing), encourage drivers to park within designed parking areas within the site and ensure that as part of the operation of heavy diesel-run engine vehicles do not adversely affect local air quality.
- l. As part of proposed construction, a Works Management Plan shall be prepared ensuring there is minimal disruption to adjacent streets and land uses.





3.6 Hydrology

Objectives

1. Improve stormwater and flood management of runoff generated within the Racecourse site as well as from upstream contributing catchments, particularly in terms of flood storage, flood conveyance and overland flow paths on the site.
2. Minimise flood impacts by providing for on site flood flows and additional flood storage, through a range of stormwater management measures applicable to the site. Adopted measures should be based on a site specific assessment of the most effective and practical means of meeting the stormwater management objectives, taking into consideration costs and environmental and social benefits and impacts. They could include the provision of additional flood storage through recontouring, detention/retention works and groundwater recharge but are to ensure the release of stormwater from the site does not exceed, as far as is practicable, the capacity of Council's receiving systems.
3. Optimise stormwater harvesting, bore water use and aquifer recharge.

Controls

- a. Development is to be designed to not increase runoff or peak flows from the Racecourse site into Council's drainage systems, onto roads or other adjoining land.
- b. On-site detention systems are to be designed to ensure the maximum discharge rate from the entire site (not including external catchment flows) does not exceed that which would occur from the undeveloped site during a 1 in 10 year storm event for all events up to and including the 100 year ARI (Average Recurrence Interval) storm. For individual discharge points Performance Criteria 'a' applies.
- c. Development is to retain existing flood storage on the site. Any storage volumes lost by re-contouring areas or filling existing ponds is to be replaced elsewhere on the site.
- d. Overland flow paths on the site are to be maintained by allowing sufficient space between buildings and avoiding works that may redistribute flows.
- e. Flood Planning Levels that provide the means to manage flood risk and are aimed at:
 - minimising the frequency of flood damage to a level of risk commensurate with the type of development being established, and

**Refer also to B8:
Water Management for
additional details.**

- reducing the exposure of people to dangerous flood situations with a particular emphasis on personal safety in rare and extreme events

are to be submitted with the first development application involving works that could be adversely affected by flooding.

Flood Planning Levels are to be set following discussions with Council, taking into consideration guidelines set out in the Floodplain Development Manual (2005) and Stormwater Management Studies, and any relevant Flood Study or Flood Risk Management Plan.

- f. The use of harvested stormwater and bore water in gardening, track irrigation and buildings is to be maximised where possible (subject to approval of Department of Natural Resources).
- g. Additional aquifer recharge facilities are to be built where appropriate (subject to approval of Department of Natural Resources).
- h. Safe evacuation routes from flood liable areas are to be incorporated into proposed designs of the redevelopment in accordance with the Floodplain Development Manual (2005).

Note: In order to quantify and map these performance criteria Stormwater Management Studies are to be prepared, in consultation with Council, for the two catchments covering the site to document existing and future hydrology issues and infrastructure needs, and to set design requirements to improve drainage conditions within the catchments.

The Studies are to be consistent with any relevant Flood Study or Flood Risk Management Plan and address, at least, the following matters:

- define the catchments affecting the site
- document the existing hydrologic regimes, in particular the problem areas on the site and on immediately adjoining land (such as Alison Road, High Street and Doncaster Avenue), and the on-site flow volumes, flow paths, storage capacities, and infiltration rates
- document existing stormwater drainage infrastructure and its performance
- establish maximum flood levels on site
- identify existing and future flow volumes, flow paths and infrastructure needs
- identify appropriate sites and capacities of detention basins, and
- identify appropriate aquifer recharge.

3.7 Environmental Sustainability

Objectives

1. Achieve the principles of environmentally sustainable development (ESD) in the development, upgrading and operation of the Racecourse.
2. Design new buildings and landscaping to optimise environmental performance.

Controls

- a. All development and operations are to incorporate ESD principles, comprising where appropriate and relevant adoption of the following.
 - i. Energy policies and practices that:
 - encourage the use of walking, public transport and bicycles (including provision of facilities such as secure bicycle parking and storage)
 - select building materials on the basis of thermal performance: use building mass, insulation, natural ventilation and shading
 - optimise the use of solar energy
 - optimise the use of natural light
 - optimise the use of natural ventilation
 - appropriately zone mechanical ventilation according to usage patterns
 - introduce high efficiency lighting systems and layouts
 - select energy efficient appliances
 - use management systems to achieve energy efficiency
 - ii. Water conservation policies and practices that:
 - select water use reduction systems (eg dual flush cisterns, aerated shower heads and taps)
 - utilise rainwater harvesting for use in irrigation of landscaping and open space
 - install dual water supply systems
 - utilise further aquifer recharge.
 - iii. Material selection policies and practices that:
 - minimise the use of chlorine based products
 - use, where practical and viable, recycled and recyclable materials
 - use timbers from a renewable and managed source (ie no rainforest timbers)
 - iv. Clean and efficient operational practices that:
 - ensure waste minimisation and recycling
 - provide space for the separation and recycling of wastes

- provide synergies with neighbouring uses in terms of products and waste.
- b. New buildings are to be designed to maximise their rating under a relevant Department of Energy, Utilities and Sustainability or Green Building Council assessment or similar.

3.8 Service Infrastructure

Objectives

1. Provide servicing requirements in a timely manner to accommodate the phasing of development.
2. Utilise and augment existing services where necessary.
3. Provide a level of service acceptable to the utility authorities.

Controls

- a. Water supply, sewerage, stormwater, electricity, communications, waster and gas services are to be provided as required by the utility authorities, linked to existing services in the area.
- b. Stormwater is to be managed as outlined in Subsection 3.6.
- c. A waster management plan shall be submitted with development applications.

3.9 Remediation

Objectives

1. Ensure that any area of the site that is contaminated does not pose a risk to public health.

Controls

- a. Any remediation needs are to be identified with specific development proposals.
- b. Where necessary, the site is to be remediated to accepted standards. Remediation works, when required, are to be carried out in accordance with Randwick City Council's Contaminated Land Policy and State Environmental Planning Policy No 55. A Site Audit Statement by an accredited EPA Site Auditor may be required.
- c. When relevant, appropriate environmental monitoring of any excavated materials is to occur during infrastructure works and construction.

3.10 Development Phasing

Objectives

1. Reflect the opportunities presented by the site and ATC's needs in the phasing of development.
2. Ensure provision of required infrastructure including internal roads, utility services, car parking and landscaping in conjunction with each stage of development.

Controls

- a. Development of the site is phased, in accordance with ATC's requirements, capital works budgets and to minimise impacts on the amenity of surrounding uses outside of the site.
- b. The initial phases are to be within the Spectator Precinct.
- c. The provision of infrastructure is to be coordinated with Randwick City Council and utility authorities to suit phasing.
- d. Generally works identified in this DCP will occur within the next 10 years.
- e. Major development proposals within Precincts other than the Spectator Precinct are to be accompanied by an urban design precinct map similar to Map 9.

4 Development Controls for the Spectator Precinct

4.1 Objectives

1. Provide a concentration of new and improved facilities for members, guests and the public which:
 - optimise the 'spectator experience' for race days and other major events,
 - enable ATC to improve its membership base and ongoing viability, and
 - promote recreational use on non-race days.
2. Upgrade the access and transport infrastructure on the site to improve the 'arrival experience', amenity, safety and Racecourse operations, especially on race days.
3. Conserve, manage and interpret the heritage significance of the precinct and its components.

4.2 Planning and Design Principles

Uses

Increase the diversity of uses within the Precinct for both race day and non-race day activities that are not inconsistent with the sport, recreational and entertainment role of the racing industry, open space zone and the site generally.

Density

Expand facilities within the Precinct with the building zones detailed on Map 9 compatible with traffic generation and management, user amenity and safety, and consistent with an urban design study, while avoiding adverse impacts on adjoining land.

Heritage

Conserve, manage and interpret the buildings and landscape components identified as 'Exceptional' or 'High' significance in line with their significance and conservation policies outlined in the Conservation Management Plan.

Achieve benchmark conservation management of a State heritage significant site, while balancing the need for improved transport access, a new entry plaza and new member facilities, through a comprehensive planning process involving heritage impact assessment and contextual design principles.

Optimise heritage and good architectural design outcomes with reference to the Conservation Management Plan and any subsequent Specific Elements Conservation Policies, as well as best practice such as Design in Context.

Form, Scale, Siting and Character

Concentrate new large scale spectator facilities set back from Alison Road and fronting the racetrack, increasing their presence and image with improved entries, optimal landscaping and high quality buildings addressing the public domain.

Improve the site's role as a major gateway to Randwick City by enhancing the public address along Alison Road, notable architecture and a prominent landscape edge and relationship to the parkland setting.

Provide a new internal road to provide a primary public address for the site and to improve traffic management.

Integrate the form, scale, siting and character of new buildings with building and landscape components of heritage significance.

Optimise user amenity and safety within the Precinct.

Circulation

Improve all access and egress points to the site, in particular from Alison Road and by re-establishing the transport and arrival function of the former tram/busway with a new internal private road linking Alison Road and Doncaster Avenue.

Note:

The concepts within Subsection 4.3 are planned to provide improved facilities for the existing peak capacity of 55,000 patrons and to expand ATC membership by up to 5,000

Provide clear pedestrian, vehicular and service routes to and within the Precinct that provide for separation, legibility, safety, security and high amenity.

Design the new internal road and on-site circulation system within the Precinct to support the overall transport regime for the Racecourse.

Provide and manage transport services and facilities to meet patronage levels anticipated for each event.

Environmental

Implement improved stormwater management in the design of infrastructure, buildings and landscaping.

Optimise ESD principles in the development of the Precinct.

4.3 Controls

In addition to the controls contained in the general sections of this DCP, new development is to comply with the development concepts for the Precinct shown on Map 9. The concept includes the following elements and qualities.

- a. A new shared entry plaza and interface with the public domain of Alison Road is to comprise new pedestrian entrances, a busway for race days and other major events, member vehicle access, member and guest parking areas on non-race days, and high quality landscaping.
- b. To achieve the new infrastructure, crowd management, landscaping and building works, the following components of heritage significance to the Racecourse may need to be adapted (in whole or in part), reconstructed or removed and interpreted (in whole or in part):
 - the Alison Road boundary wall, turnstiles and gateways
 - the Swab Building
 - the day stalls, and
 - various trees and landscape components.

A Specific Element Conservation Policy shall be prepared for the Alison Road boundary wall and surrounding area (prior to lodgement of a development application) to assess the heritage impact of the proposed entry plaza and the building location zones, and to investigate and inform options for access and new buildings in this area.

The detailed design of pedestrian areas, bus and vehicle access and egress, site and entry definition, security, crowd management and landscaping is to implement the conservation principles outlined in Subsection 4.2.

- c. The entry plaza is to retain trees of 'Exceptional' and 'High' heritage significance where possible and where they are healthy specimens. New trees consistent with access requirements, a refined landscape approach and heritage significance are to be established in the plaza area, where

appropriate, along the continuous length of the Alison Road frontage.

- d. New buildings are to be located within the "Building Location Zones" documented on Map 9 and an urban design study for the "zone" adjoining Alison Road to be prepared by a suitably qualified urban designer. The study and resultant built form concept is to include identification of appropriate:
 - floor areas for the building/s
 - building frontages
 - building depths
 - building separations, including an opening into the site in the building mass that aligns with Darley Road
 - building articulation and massing
 - relationships to trees that are being retained
 - scaled ground floor levels to enable visual permeability between Alison Road and the Racecourse
 - consideration of the relationship of the height of the proposed building/s to the Official Stand and Alison Road incorporating where appropriate a stepping in heights.
- e. A new building for member and corporate facilities is to address the new entry plaza. Its design is to achieve the recommendations of the above study.
- f. A new member's car park may be built below the new building and entry plaza. Its design is to:
 - not cause the removal of or adversely affect the growth potential of any healthy trees of high/exceptional heritage or landscape significance, and
 - incorporate vehicle access and egress which does not adversely affect the amenity of pedestrian movements and entries, and the traffic performance of Alison Road and the busway.
- g. A new service tunnel may be built below ground to allow servicing of the new building and existing stands and other facilities. Its design where practicable is to:
 - retain healthy and ensure the ongoing health of trees of high/exceptional heritage significance, and
 - manage the delivery function consistent with the new traffic arrangements.
- h. The existing Official Stand, Tea House, Totalisator and Betting Pavilion are to be conserved and adapted in line with their heritage significance to incorporate new or improved member and corporate facilities.
- i. Existing spectator stands are to be adapted or rebuilt within similar envelopes to provide new or improved member, corporate and public facilities.

- j. Day stalls are to be built south of the existing stands, serviced by vehicle access from High Street, and linked to the existing Mounting Yard by a new horse parade route in front of the stands.
- k. A new internal link road is to provide for vehicle access from Doncaster Avenue to Alison Road. Its design is to:
 - retain the heritage significance of the Tramway Turnstile Building and the Entry Gateway on Alison Road
 - provide for a new taxi, limousine and authorised private car arrival and pick up during race days and other major events
 - retain and ensure the ongoing health of high/exceptional trees of heritage or landscape significance in the vicinity where possible, and
 - provide a new entrance and landscape frontage to the Racecourse compatible with heritage significance and character of the grounds
 - The new road construction shall, where practicable, incorporate a water permeable surface.
- l. Links between the Spectator Precinct and the Midfield and Infield Precincts are to be enhanced by improving the existing tunnel and providing a second tunnel when necessary.
- m. A Stormwater Management Study for the Spectator Precinct is to be prepared as basic input to the design of works within the Precinct. Development in the Spectator Precinct is to implement the findings of the Study. (See also Subsection 3.6.)

