

20 December 2019

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Appendix A – Response to Submissions

Extracts from Government agency and authority submissions and submissions from the general public received in relation to SSD 10342, and a response to each of these matters, has been provided in the sections below.

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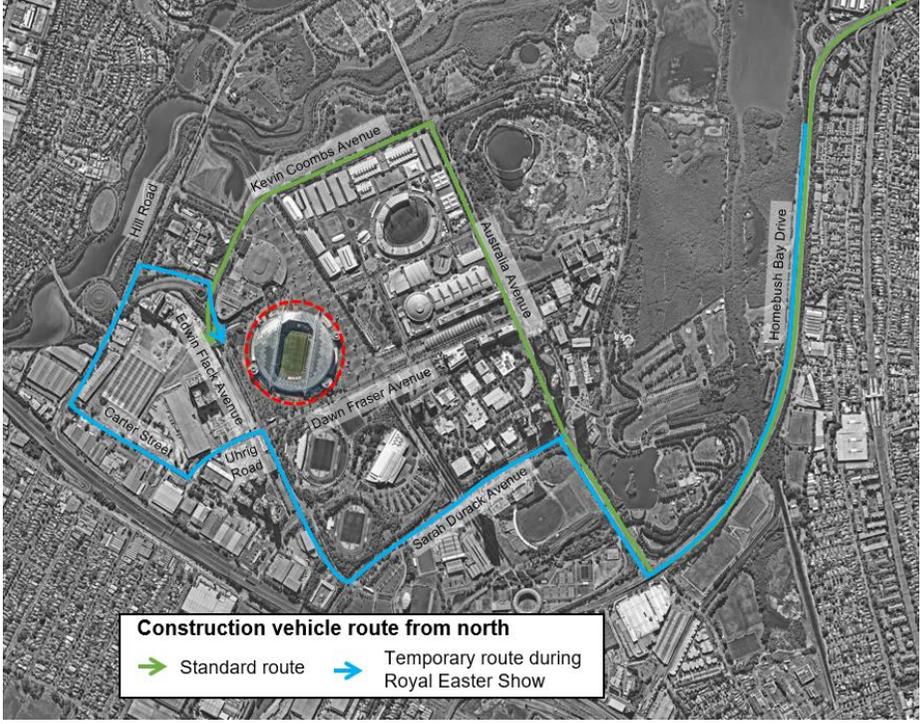
1.0 State and Local Government Agencies

The following tables include a response to the full text of submissions provided by or on behalf of State and local Government agencies. For completeness, the full text of each submission is provided in the left-hand column, accompanied by the proponent's corresponding response in the right-hand column. The proponent's responses have been informed by input by the expert consultant team, and should be read in conjunction with the publicly exhibited Environmental Impact Statement and accompanying technical reports, as well as the Response to Submissions Report to which this document is appended.

1.1 Department of Planning, Infrastructure and Environment

No.	Extract	Comment
DPIE1	<p>1. Design</p> <p>Provide an update regarding the Sydney Olympic Park Design Review Panel's review of the proposed works and a response to any further comments received, including a refined Design Excellence Strategy.</p>	<p>A meeting was held with the SOPA Design Review Panel on 9 December 2019. Comments from the Panel are contained in Appendix D to this Response to Submissions and responses to those comments included in section 4.1 of the Response to Submissions Report.</p> <p>A revised Design Excellence Strategy responding to the comments of Sydney Olympic Park Authority is provided at Appendix D of this Response to Submissions.</p>
DPIE2	<p>2. Height / Drawings</p> <ul style="list-style-type: none"> Confirm the proposed maximum height of the proposed works in relation to the existing stadium, noting drawings C.09 and C.10 indicate the proposed roof extends above the existing maximum RL of 167.73. Confirm the maximum RL of the proposed new northern and southern sections of roof. Include dimensions on drawing C.09 confirming changes to the proximity of the stands to the field of play and proposed roof heights. 	<p>Updated final plans are included at Appendix B to this Response to Submissions. These indicate that the maximum RL of the existing building is 59.230 and the maximum RL of the proposed new elements is 56.461.</p>
DPIE3	<p>3. Bicycle Parking</p> <ul style="list-style-type: none"> Review the number of bicycle spaces proposed for staff, noting that event day staff numbers are up to 3,500. Please also provide further information regarding existing and proposed end-of-trip facilities. 	<p>Additional bike parking for permanent and event day staff will be provided. This parking will be located on Level 00 and is indicated on the plan at Appendix B.</p> <p>Bike parking is provided at a rate of 5% for permanent staff (a total of 10 spaces) and 2% for event day staff (a total of 70 spaces).</p> <p>A 2% provision for event day staff is considered reasonable as the timing of staff shifts is dependent on the completion of the event at the stadium, which is generally late at night. Therefore, these staff members are more reliant on private vehicle and public transport given cycling late at night is considered unsafe and impractical by most users. Cycling by 2% of casual staff is a more reasonable target to aim for, which aligns with the 'walk/cycle' mode share target identified for future events within the Transport Impact Assessment.</p>
DPIE4	<p>4. Other Matters</p> <ul style="list-style-type: none"> Provide a revised Quantity Surveyor Report that includes a close estimate of the jobs that will be created by the development during construction and operation. 	<p>A revised QS Statement is provided under separate cover.</p>
DPIE5	<ul style="list-style-type: none"> Confirm whether the proposed works involve any excavation and if so, identify these areas on the section drawings. 	<p>There will be no excavation on the site apart from the installation of new piles for the proposed works. It is noted however that the design proposed to use 90% of the existing piles.</p>

No.	Extract	Comment
DPIE6	<ul style="list-style-type: none"> Provide a copy of the current Stadium Events Management Plan. 	<p>An Event Management Plan is to be prepared following the detailed design and construction of the stadium, and formalised and implemented for the operation of the stadium, as detailed in Mitigation Measure D/O-SEC7.</p>
DPIE7	<ul style="list-style-type: none"> Provide a revised Noise and Vibration Assessment confirming existing and proposed noise levels during concert/sporting events (Table 26) and addressing matters raised by the Environment Protection Authority. 	<p>Each of the matters raised by the NSW EPA are addressed in Section 1.3 below.</p>
DPIE8	<ul style="list-style-type: none"> Provide further information regarding proposed construction traffic routes during the Royal Easter Show when various road closures are in effect. 	<p>The Transport Impact Assessment prepared by JMT and submitted as Appendix S of the EIS confirms that Olympic Boulevard will not be used for construction vehicle access or egress so as not to impact other activities in Sydney Olympic Park such as the Royal Easter Show or events at Qudos Bank Arena. This enables the Plaza and Aquatic bus terminals to remain open during the Royal Easter Show. All major event buses that currently access Sydney Olympic Park will still have the ability to do so during the construction works.</p> <p>During the Royal Easter Show only one construction vehicle route will be impacted due to road closures that are implemented – that being vehicles arriving from the north and travelling along Kevin Coombs Avenue. During the Royal Easter Show a section of Kevin Coombs Avenue is closed to vehicle traffic. Therefore, the temporary construction route will involve vehicles using Australia Avenue and Sarah Durack Avenue to access the construction site, as shown in the figure below.</p>

No.	Extract	Comment
		 <p>Construction vehicle route from north</p> <p>→ Standard route → Temporary route during Royal Easter Show</p> <p>All other construction vehicle routes arrive/depart to the south and west of the site via Uhrig Road, Carter Street and Hill Road which are not subject to temporary road closures during the Royal Easter Show.</p>
DPIE9	<ul style="list-style-type: none"> Provide further information regarding the potential impact of the proposed construction compound on pedestrian routes during the Royal Easter Show. 	<p>No works are identified in the surrounding road network or footpaths, or that would extend beyond the nominated construction compound. As such, the proposed construction works will not impact existing pedestrian and cycle routes or public transport services. The Transport Impact Assessment (Appendix S of the EIS) further confirms that no footpath closures will be required to facilitate the construction project as the proposed construction compound boundary is entirely within the public domain surrounding the stadium and does not extend onto the surrounding footpath or road frontage.</p> <p>As noted in the Transport Impact Assessment, a construction site boundary will be established which does not impact pedestrian movements to/from Qudos Bank Arena, the Royal Easter Show and more generally along Olympic Boulevard. This construction site boundary will be developed in consultation with SOPA to ensure there is sufficient capacity for pedestrian movements during these events.</p>

No.	Extract	Comment
		<p>Pedestrian movements will be maintained through the provision of a mixture of construction site fencing and hoardings along the perimeter of the site, and traffic controllers with appropriate accreditation will hold construction vehicles at cross-over points and allow pedestrians to cross these work areas. When an event is programmed within proximity of the site, such as the Easter Show, the appointed contractor will be required to consult with SOPA and Royal Agricultural Society to maintain access, including emergency and evacuation plans. This will form part of the detailed Construction Environmental Management Plan, as detailed in the Mitigation Measure CM-TA1 and CM-TA3.</p>

1.2 Transport for NSW (including RMS)

No.	Extract	Comment
TfNSW1	<p>Roads and Maritime has reviewed the submitted application and recommends that the following requirements are included in any determination issued by the Department:</p> <ol style="list-style-type: none"> 1. A detailed Travel Demand Strategy and Green Travel Plan (GTP) is to be prepared outlining practical measures and initiatives to ensure that the refurbished stadium supports and works towards the greater use of sustainable modes of transport. The Travel Plan should: <ol style="list-style-type: none"> a. Identify current employee journey to work patterns including current mode share, trip origin and shift start/finish times. This can be informed by analysis of Australian Bureau of Statistics Census data and/or by conducting a staff travel survey. This information should be used to inform sustainable transport strategies for Stadium employees in the GTP. b. Include a Travel Access Guide (TAG) which provides information about how to travel to the site during both event and non-event periods. The TAG should be updated on an event-by-event basis and provided to both Stadium employees and event patrons through appropriate channels. c. Include Travel Demand Management Strategy that considers opportunities to spread or stagger network demand, such as through strategies that encourage stadium patrons and employees to stay in the precinct pre- and post-event, where appropriate. 	<p>It is emphasised that the project involves refurbishing an existing stadium and an overall reduction in the capacity of the stadium. The existing adequate arrangements for major event operations will therefore continue to support the maximum levels of crowd attendance. This is detailed in the Transport Impact Assessment submitted at Appendix S of the EIS, which also includes an assessment of the journey to work patterns (Section 3 of the assessment), travel demand (Section 4 of the assessment), and recommended initiatives to support sustainable transport options and accommodate demands (Section 5). This Assessment will be used to inform the final detailed Travel Demand Strategy, including practical measures and initiatives to ensure that the refurbished stadium supports and works towards the greater use of sustainable modes of transport, as reflected in the Mitigation Measures.</p> <p>The operator of Stadium Australia already implements a suite of strategies to manage travel demand to all events – irrespective of size. This includes working with Transport for NSW to include integrated ticketing for all events held at the venue. Other measures include providing pre and post-match entertainment options for spectators to spread the travel demand over a longer period of time, as well as communicating various transport options to spectators well in advance of the event. This suite of policies results in a high public transport mode share for events held at Stadium Australia – with surveys indicating public transport comprises of over 60% of all journeys for major events.</p> <p>It is also noted that the existing ANZ Stadium and SOPA websites provide information on how to access the site during events and non-event periods. The Stadium Website will be updated to reflect any revised transport initiatives and measures (i.e.: the Parramatta Light Rail and Sydney Metro) or any special event operations, as necessary and prior to the operation of the stadium. Further initiatives are also identified in the Transport Impact Assessment to be explored including working with ticket agencies to provide customers with travel information when purchasing tickets and making staff aware of the available facilities as part of the staff induction process. As these arrangements and the available infrastructure will not change, it is impractical to prepare individual TAGs for each event. Accordingly, the detailed Travel Demand Strategy will outline a standard TAG and requirements for when an event-specific TAG will be required. This standard TAG will be updated to reflect the</p>

No.	Extract	Comment
		improving public transport environment within Sydney Olympic Park, particularly with the introduction of the Parramatta Light Rail Stage 2 and Sydney Metro West projects.
TfNSW2	Bicycle parking is to be provided in accordance with Australian Standards 2890.3 Bicycle Parking Facilities.	Bicycle parking provided on the site will be designed in accordance with the relevant Australian Standards.
TfNSW3	A Construction Pedestrian and Traffic Management Plan (CPTMP) shall be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and Parramatta City Council, prior to the issue of a Construction Certificate. The CPTMP needs to include, but not be limited to, the following: construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control, taking into consideration the cumulative traffic impacts of other developments in the area.	A detailed Construction Pedestrian Traffic Management Plan will be developed in consultation with the appointed contractor and the relevant stakeholders prior to the commencement of works on the site. It is recommended that a standard condition be imposed to this effect.
TfNSW4	A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on the surrounding state road network during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf .	All construction vehicles will be unloaded within the site, with no loading or unloading to occur on the street, and likewise all materials handling will occur within the proposed construction compound. As such no on-street work zones or road closures are proposed or required to facilitate the proposed construction works. Notwithstanding this, a ROL will be obtained for any works impacting the operation of the surrounding road network at the appropriate time. The ROL will be requested from either the TMC or SOPA dependent on the location of the works.
TfNSW5	<p>1. The Transport Impact Assessment (TIA) should be updated noting that:</p> <p>a. Table 8 on page 27 of the TIA suggests that due to the reduction in stadium capacity, the overall travel demand for major events is forecasted to reduce when compared to the current levels. Reference is made to the past years data that the Transport Management Centre (TMC) has on public transport patterns to Sydney Olympic and it does not show the Major Event Bus network patronage share would fall over time. The data suggests that regardless of crowd size major event buses carry between 12-14% of the crowd when the services operate, and also with rail the figure consistently sits at around 50%.</p> <p>b. Page 29 of the TIA states that Integrated ticketing arrangements are in place for all events at Stadium Australia. It should be clarified that Integrated Ticketing does not apply to all events held at Stadium Australia. The arrangement of Integrated Ticketing is only put in place when commercial arrangement is reached between Venues Live and the Transport Management Centre.</p>	<p>The mode share forecasts outlined in Table 8 of the TIA for major event buses and rail are generally consistent with the figures stated in the TfNSW submission. The overall public transport mode share is expected to remain above 60% for major events and concerts, consistent with the findings of travel surveys undertaken for the project and the TfNSW advice. With the reduction in stadium capacity the actual number of people using public transport (as well as driving) will reduce when compared to current levels for major events, however the proportions of spectators using these modes remain largely unchanged.</p> <p>Integrated ticketing arrangements are currently in place for all events held at Stadium Australia – including for all the sporting codes and major concert events. The level of integrated ticketing varies from event to event, however at a minimum travel by train to Olympic Park station is included for event ticketholders. For major events integrated ticketing arrangements are expanded to include travel on ferry, bus, light rail and major event bus services. It is acknowledged however that a small number of events held in past years did not include integrated ticketing.</p> <p>Integrated ticketing has proven to be a successful method of encouraging people to use public transport and these arrangements are expected to continue following the redevelopment of the stadium, subject to a commercial agreement between Venues Live and the Transport Management Centre.</p>
TfNSW6	<p>2. It is advised that the NSW Government is considering a Final Business Case for Parramatta Light Rail Stage 2, which will connect Stage 1 and Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park.</p> <p>As such, consideration should be given to the Stage 2 alignment under consideration which can be viewed at http://paramattalightrail.nsw.gov.au/maps</p>	<p>The Transport Impact Assessment and Environmental Impact Assessment identify that Stage 2 of the Parramatta Light Rail is subject to a final business case that is being prepared by the NSW Government and that mapping indicates a new stop within Sydney Olympic Park. The future mode share forecasts make consideration of this future infrastructure project being in place.</p> <p>It should also be noted that in October 2019 the NSW Government committed to progressing the Sydney Metro West project, which will provide a high capacity mass transit system between the Sydney CBD and Westmead. A metro station has been confirmed at Sydney Olympic Park in close proximity to Stadium Australia which will further improve public transport access to the venue.</p>

1.3 NSW Environmental Protection Agency

No.	Extract	Comment
EPA1	<p>Noise and Vibration</p> <p>The noise report has provided assessment of some of the aspects required by the Secretary's environmental assessment requirements (SEARs), however further information is required to meet all the SEARs requirements. The EPA has also made comments on the noise management of events, which is currently regulated by the Sydney Olympic Park Authority.</p> <p>Noise measurements</p> <p>a) Appendices B and C of the Noise and Vibration Assessment (Noise Report) – Appendix T of the EIS – do not present data for all of the noise monitoring that has been relied on for the assessment in Table 6: Long-term monitoring results. The applicant should present all noise monitoring data used in the assessment, as required by the Noise Policy for Industry (EPA 201&) (NPfI) Section B3.</p> <p>b) The applicant should clarify if noise (event and non-event) from the existing premises influenced the background noise measurements.</p>	<p>A revised Noise and Vibration Impact Assessment is included as Appendix C to this Response to Submissions. The revised Assessment includes noise monitoring results in Section 4.6 of the Assessment report.</p>
EPA2	<p>Non-event operational noise</p> <p>a) The Noise Report has not assessed mechanical plant and other non-event operational noise. The SEARs requested that operational noise impacts are assessed, and management measures are outlined. The Noise Report is required to include this information.</p>	<p>Section 1.5 of the Noise and Vibration Assessment outlines the scope of the assessment, and states that no changes to the everyday operation of the stadium, including external mechanical plant, vehicle access, parking and loading and servicing are proposed.</p> <p>No assessment of operational noise emissions other than those emitted from events in the new stadium is considered necessary.</p> <p>For completeness, no additional acoustic treatment for non-event operational noise is recommended as part of the redevelopment works, as outlined in Section 5 – Summary of mitigation measures.</p>
EPA3	<p>Construction noise assessment</p> <p>a) The assessment of construction traffic noise requires clarification. Section 3.5 of the Transport Impact Assessment – Appendix S of the EIS – classifies Edwin Flack Avenue and Dawn Fraser Avenue as local roads. Table 22 appears to assess road traffic impacts over a 15-hour period however, the assessment period for local roads is 1 hour. The applicant must clarify which criteria have been used in the construction traffic assessment and amend the assessment accordingly.</p>	<p>A revised Leq_(1hour) assessment representing a local road assessment is included in the revised Noise and Vibration Impact Assessment at Appendix C to this Response to Submissions. The assessment concludes increases in road traffic noise levels due to construction are predicted to be 'minor', i.e. within 2dB.</p>
EPA4	<p>b) The Noise Report has not considered all of the construction traffic routes that are included in the Transport Impact Assessment and therefore it is not clear if all potentially affected sensitive receivers have been assessed. The Noise Report must include an assessment of all of the proposed construction traffic routes.</p>	<p>Section 3.5 of the revised Noise and Vibration Impact Assessment at Appendix C of this Response to Submissions includes one additional outbound construction traffic route travelling south-east along Edwin Flack Avenue. The assessment demonstrates that increases in road traffic noise levels due to construction are predicted to be 'minor', i.e. within 2dB. This is based on a conservative assessment assuming a maximum number of heavy and light vehicles arrive on site simultaneously.</p>
EPA5	<p>c) The construction traffic noise assessment has only considered noise levels during daytime. However, construction is proposed to start at 7am, therefore construction related vehicles may be travelling to the site prior to 7am, during the night period. The applicant must confirm the times when workers will be travelling to the site and amend the assessment accordingly.</p>	<p>Section 3.5 of the revised Noise and Vibration Impact Assessment at Appendix C of this Response to Submissions includes an assessment of increases in noise due to additional construction traffic during both the 6-7am period as well as the 7-8am period. These assessments assume a worst case scenario of light and heavy vehicles arriving on site. The assessment demonstrates that increases are predicted to be minor, i.e. less than 2dB.</p> <p>No workers will be permitted to queue outside the site or to access the site prior to 7am. This will be specified in the detailed Construction Pedestrian Traffic Management Plan to be prepared with the appointed contractor and relevant stakeholders prior to the commencement of works on the site. No further noise mitigation is considered necessary.</p>

No.	Extract	Comment
EPA6	<p>Event noise management</p> <p>a) The Sydney Olympic Park Authority Act 2001 establishes the Sydney Olympic Park Authority (SOPA) as the Appropriate Regulatory Authority (ARA) for the stadium. The Act also includes a noise limit for events as the maximum permissible noise level from event noise of $L_{10,15min}$ 85 dB(A) at the nearest residential façade. The Noise Report has only presented a change in noise level in $L_{eq,15min}$. The EPA notes that the proposed modifications are generally minor in nature with regard to noise emissions. The Noise Report presents a comparative noise assessment for operational noise from events at the stadium. The predicted difference in noise levels presented in the report is relatively minor. The assessment does not present predicted noise as an absolute noise level and therefore the noise level potentially experienced by receivers adjacent to the stadium is not included in the report. This means that the footprint of noise impacts is not defined in the report and, as a result, an analysis of measures which could be implemented to reduce the noise footprint of the stadium is not able to be undertaken.</p>	<p>Section 4 of the revised Noise and Vibration Impact Assessment at Appendix C of this Response to Submissions assesses the proposal against the SOPA Act 2001 noise limits. Receivers which existed at the time the Act was implemented have been assessed to $L_{10,15min}$ 85 dB(A) at the nearest residential façade. Results for both concert and sporting events have been assessed, with three typical concert stage configurations modelled. Predicted levels at receivers which have been constructed since the Act was brought in have also been presented for reference, and noise contours generated in Appendix E.</p> <p>Results show noise levels from both the existing ANZ Stadium and the proposed Stadium Australia comply with SOPA Act 2001 noise limits.</p> <p>The footprints of event noise impacts are also presented in event noise contours that are included at Appendix C.</p>
EPA7	<p>b) It is not clear from Section 4.2 of the Noise Report how the stadium's public address systems have been included in the noise assessment for different concert or sporting events. The applicant should provide a clarification of all the different types of sound systems considered in the noise assessment.</p>	<p>Details of the public address system were not considered necessary to demonstrate changes in noise level, since no change to the public address system is proposed.</p> <p>For completeness, modelling of the public address systems is included in Section 4 of the revised Noise and Vibration Impact Assessment at Appendix C to this Response to Submissions.</p>
EPA8	<p>c) The SEARs required an assessment of pyrotechnic noise which is not included in the assessment. The Noise Report must include this assessment.</p>	<p>A qualitative assessment of pyrotechnics is included in Section 4.4.1 of the revised Noise and Vibration Impact Assessment at Appendix C of this Report. As per the comment above relating to PA systems, no changes to the use of pyrotechnics from the current stadium are proposed.</p>
EPA9	<p>d) The Noise Report has not proposed any operational or event noise mitigation measures. The applicant must confirm what measures will be used to manage noise and ensure the operation of the stadium meets its environmental noise requirements.</p>	<p>The Noise and Vibration Impact Assessment confirms that shielding will result in a minor noise reduction for sporting events and a negligible reduction for concert events. Accordingly, the assessment determines that there will be no increased noise emissions, and as such no additional acoustic treatment is considered necessary to continue to host events at the refurbished stadium.</p>
EPA10	<p>e) The EPA considers that this redevelopment, together with major land use changes in the Carter Street Precinct, provides an opportunity to review the currency and efficacy of the existing SOPA Noise Management Plan for the stadium.</p>	<p>It should be noted that the proposed development involves the refurbishment of the existing stadium that will result in a reduction in capacity. The Cater Street DCP and the SOPA Master Plan include specific planning requirements for new residential and other sensitive receivers to ensure that buildings are designed to mitigate against the effects of event noise and to ensure that property owners and residents are aware of the potential for noise generation associated with events. Understanding this existing framework is in place and that the proposed refurbishment will not increase noise emissions, no change is proposed or warranted to the SOPA Noise Management Plan for the stadium.</p>
EPA11	<p>Recommended conditions</p> <p>The EPA recommends that conditions of consent with regard to standard construction hours and the preparation of construction noise management plans be applied for this project. However, the EPA requires the applicant to address the outstanding noise requirements noted above to enable reassessment and consideration of additional consent conditions, if required.</p>	<p>A Construction Noise and Vibration Management Plan will be prepared prior to issue of the relevant construction certificate, confirming the standard construction hours and the processes to control construction noise. The remaining issues identified by the EPA have been addressed above.</p>
EPA12	<p>Contamination</p> <p>The Preliminary Environmental Site Assessment (PESA) – Appendix O of the EIS – and Section 5.4 of the EIS addressed the SEARs requirement to determine if any of the proposed works would disturb or influence land, management systems or monitoring systems that are the subject of the Maintenance Remediation Notice No. 28040. The PESA has been prepared to comply with the requirement of SEPP 55 – Remediation of Land. The EPA notes proposed mitigation measures include:</p>	<p>The recommended conditions of consent are acceptable.</p>

No.	Extract	Comment
	<ul style="list-style-type: none"> • an unexpected finds protocol is to be developed, and implemented throughout the construction process, with regard to contaminated soil, asbestos or soil potentially containing contamination or asbestos outside identified impacted zones; • any waste transported off-site is waste classified in line with EPA guidelines and taken to an appropriately licensed facility; and • no works are to occur in areas subject to the Maintenance of Remediation Notice no. 28040. <p>Recommended conditions of consent relating to contamination</p> <ol style="list-style-type: none"> 1. The applicant is required to prepare an unexpected finds protocol. The protocol should include detailed procedure for identifying and dealing with unexpected contamination, asbestos and other unexpected finds. The proponent must ensure that the procedure includes details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. 2. If unexpected contamination is found, the applicant must conduct more detailed investigation. The following guidance, as relevant, should be considered when assessing contamination at the site: <ul style="list-style-type: none"> • NSW EPA Sampling Design Guidelines • Guidelines for the NSW Site Auditor Scheme (3rd edition) 2017 • Guidelines for Consultants Reporting on Contaminated Sites, 2011 • The National Environment Protection (Assessment of Site Contamination) Measure 2013 as amended. 3. If unexpected contamination is found, the applicant must prepare a remediation action plan. 4. If remediation is required, the applicant is required to engage an EPA accredited site auditor to prepare a section B site audit statement that confirms that the land can be made suitable for the proposed use. The site auditor is required to review the adequacy of the investigations, unexpected finds protocol, any remedial works or management plan required. The proponent must adhere to the management measures accepted by the auditor. 5. If the site requires remediation, the applicant is required to engage an EPA accredited site auditor to also prepare a section A site audit statement to confirm the land is suitable for the proposed use. This section A site audit statement must be submitted after the remediation has been completed. 6. The processes outlined in State Environmental Planning Policy 55 - Remediation of Land (SEPP55) must be followed in order to assess the suitability of the land and any remediation required in relation to the proposed use. 7. The applicant must ensure the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site that would result in significant contamination [note that this would render the proponent the 'person responsible' for the contamination under section 6(2) of Contaminated Land Management Act 1997 (CLM Act)]. 8. The EPA must be notified under section 60 of the CLM Act for any contamination identified which meets the triggers in the Guidelines for the Duty to Report Contamination 9. The EPA recommends use of "certified consultants". Please note that the EPA's Contaminated Land Consultant Certification Policy supports the development and implementation of nationally consistent certification schemes in Australia, and encourages the use of certified consultants by the 	

No.	Extract	Comment
	community and industry. Note that the EPA requires all reports submitted to the EPA to comply with the requirements of the CLM Act to be prepared, or reviewed and approved, by a certified consultant.	
EPA15	Waste, Water and Air Quality The consent conditions should ensure that the development complies with standard requirements regarding waste management, water management (preventing run-off and subsequent pollution of waters) and appropriate site management to minimise air quality impacts, particularly dust.	Noted, no further action required.

1.4 Heritage Council

No.	Extract	Comment
HC1	Accordingly, the following document has been reviewed: <ul style="list-style-type: none"> STATEMENT OF HERITAGE IMPACT Stadium Australia Redevelopment prepared by Curio Projects, dated September 2019. <p>The above report indicates that the site has been assessed to have no archaeological potential and the proposed works are considered to have neutral heritage impact on the to the surrounding heritage items within or in proximity to the Sydney Olympic Park precinct. Based on this, the recommendations contained within Section 9.2 of the Statement of Heritage Impact are considered appropriate to manage potential impacts on historic heritage and archaeology. No further comment is provided at this time.</p>	Noted, no further action required.

1.5 DPIE's Environment, Energy and Science Group

No.	Extract	Comment
EES1	Aboriginal Heritage If the application is granted approval, EES recommends that any conditions recommended by the Aboriginal Cultural Heritage Assessment report be included as conditions of consent	Noted, no further action required.
EES2	Biodiversity A Biodiversity Development Assessment Report (BOAR) waiver was approved on 16 September 2019.	Noted, no further action required.
EES3	Flooding EES have reviewed the report prepared by Aurecon regarding flood risk management and advise that the flood risk issues have been adequately considered and appropriate measures, including documentation/implementation of a detailed flood emergency response plan in the event of an extreme flood event coincident with a major event at the site have been included. The design also includes satisfactory emergency exits to rising egress pathways. No further matters regarding flood risk are outstanding at this stage.	Noted, no further action required.

1.6 Sydney Olympic Park Authority

No.	Extract	Comment
SOPA1	<p>1. Design Excellence</p> <p>The stadium refurbishment project was presented to SOPA's Design Review Panel on 3 September 2019. The key resolutions of the DRP comprised:</p> <ul style="list-style-type: none"> • The Panel could not provide comments or endorsement of the design due to the limited and conflicting information provided • The design should be re-presented to the DRP during the public exhibition stage of the SSD application, allowing the Applicant to further development details of the interface with the public domain, signage and façade materiality • The SSD application documentation should include a Design Excellence Strategy that identifies critical design milestones for the project to be re-presented to the DRP <p>The Design Excellence Strategy outlined in Section 4.1 of the Architectural and Urban Design Report does not identify critical design milestones. While SOPA supports the concept of 'regular and iterative' review of the project by the DRP in principle, there is a need for the Applicant to more clearly scope the design milestones and hold points to ensure that DRP can provide targeted review and efficiently and effectively add value to the design process.</p> <p>SOPA recommends that the Design Excellence Strategy be refined to provide a more detailed framework for review, including clearly defined design milestones, and establish realistic timeframes for the Applicant to re-present the project to SOPA's DRP.</p>	<p>A meeting was held with the SOPA Design Review Panel on 9 December 2019, as confirmed at Appendix E. The Response to Submissions identifies the comments received.</p> <p>A revised Design Excellence Strategy responding to this comment is included as Appendix D to this Response to Submissions.</p> <p>Following the meeting with the SOPA Design Review Panel it was agreed that the design would be reviewed at the following milestones:</p> <ul style="list-style-type: none"> • Post determination of the development application, should any conditions of consent amend aspects of the design; • Prior the Crown Building Works Certificate, or each Crown Building Works Certificate if the works are staged.
SOPA2	<p>2. Stormwater run-off from playing surface</p> <p>The stormwater concept plans are generally satisfactory, subject to more detailed design prior to the issue of a Construction Certificate.</p> <p>SOPA's primary concern regarding stormwater is the potential for chemicals used to manage the playing surface to enter SOPA's stormwater network. Accordingly, SOPA requests, as part of the recommended conditions for a Stormwater Management Plan, that all run-off from the playing surface, either from stormwater or irrigation systems, be captured and treated on-site.</p>	<p>The current stadium does not implement Water Sensitive Urban Design or Stormwater Quality Improvement Devices other than those utilised in the existing rainwater tanks on site, and externally via the Gross Pollutant Trap in Edwin Flack Avenue used by stormwater runoff leaving the site before discharging into the wetlands. Wetlands are a natural purification system and has been shown to be very good at treating wastewater with hydrocarbons and other compounds. Accordingly, Aurecon confirm that the quality of stormwater discharged from the site using this treatment chain including the wetlands complies with the criteria in SOPA's <i>Stormwater Management and Water Sensitive Urban Design Policy</i>. No change is proposed to this water quality treatment system, and as such, the quality of water leaving the site would remain the same as existing.</p>
SOPA3	<p>3. Construction management</p> <p>a. Construction Site Footprint</p> <p>The Applicant needs to obtain approval from SOPA to occupy or otherwise use the area surrounding the Stadium as construction sites. SOPA recommends a condition of consent to ensure that this occurs prior to the establishment of the construction site or commencement of demolition works.</p>	<p>Any necessary approvals would be obtained prior to construction commencement.</p>
SOPA4	<p>b. Protection of SOPA's Assets</p> <p>Given the proposal to establish the construction site over a significant area of SOPA's public domain, additional consideration must be given to the protection of public assets during the construction process. Accordingly, SOPA requests a condition be imposed requiring the applicant to</p>	<p>Any necessary approvals would be obtained prior to construction commencement.</p>

No.	Extract	Comment
	prepare an Asset Protection and Re-instatement Strategy prior to the establishment of the construction site or commencement of any works.	
SOPA5	<p>c. General construction management and co-ordination of services</p> <p>In order to effectively manage construction and co-ordination of services, SOPA request a series of standard development conditions be imposed on the development. The requested conditions are outlined in Appendix A.</p>	The recommended conditions outlined below are accepted, noting that these should be consolidated with the recommendations from TfNSW discussed above where appropriate.
SOPA6	<p>4. Security and event management</p> <p>To assist SOPA to effectively manage the wider precinct, SOPA has requested that the Stadium Events Management Plan be prepared in consultation with SOPA's Place Management team. SOPA also requests that a copy of the final Stadium Events Management Plan and Security Risk Assessment be provided to SOPA's Director – Place Management.</p>	Noted, no further action required.
SOPA7	<p>General conditions</p> <p>Use of SOPA land for Construction Site</p> <p>Prior to the commencement of any works at the site, the Applicant must enter into an agreement with SOPA to occupy or otherwise use areas outside of the Stadium for a construction site and compound.</p>	Any necessary approvals would be obtained prior to construction commencement.
SOPA8	<p>Asset Protection and Restoration Strategy</p> <p>The Applicant must submit an Asset Protection and Restoration Strategy to SOPA, including but not necessarily limited to the following:</p> <ul style="list-style-type: none"> • Confirmation of the construction site area and boundaries • Identification of vehicle access gates and haul routes • A pre-construction dilapidation report • Preparation of a register of assets at risk of damage or deterioration from construction works and an assessment of the type and likelihood of risks • Processes for protecting SOPA's assets during the construction works • Details of any proposed temporary removal and storage of SOPA's assets during the construction period • Process for replacing and reinstating SOPA's assets at the conclusion of construction • Hoarding details demonstrating minimum Type A hoarding around the full extent of the site boundary (2m high, ply-sheet fencing attached to a supporting timber or steel frame) <p>The Strategy must be approved by SOPA's Director, Asset Management prior to the commencement of demolition works at the site.</p>	The recommended condition is acceptable.
SOPA9	<p>Construction Environmental Management Plan</p> <p>Prior to the issue of a relevant Construction Certificate, a Construction Environmental Management Plan (CEMP) must be prepared in consultation with SOPA and submitted to the satisfaction of the Certifying Authority. The CEMP must address, but not be limited to, the following matters, where relevant:</p> <ol style="list-style-type: none"> a) a description of activities to be undertaken during construction of the proposal (including staging and scheduling) b) hours of work c) 24 hour contact details of site manager 	The Mitigation Measures (CM-1) confirm the commitment to prepare a detailed Construction Environmental Management Plan prior to the commencement of works on the site, including a Dust Management Plan, Construction Pedestrian and Traffic Management Plan, Construction Noise and Vibration Management Plan, and an Unexpected Finds Protocol. The recommended condition is supported and should be consolidated with the recommendations from TfNSW discussed above.

No.	Extract	Comment
	<p>d) construction noise and vibration through the preparation of a Construction Noise and Vibration Management Plan (CNVMP), prepared by a suitably qualified person, which addresses the relevant provisions of AS 2436- 2010 Guide to Noise Control on Construction, Maintenance and Demolition Sites, and the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009)</p> <p>e) a Construction Air Quality Management Plan to detail how construction impacts on local air quality will be minimised and managed. This plan must include identification of potential sources of airborne pollutants and how these will be monitored and managed</p> <p>f) a Construction Waste Management Plan to detail how waste generated during construction will be classified, handled, reused and disposed of including an Unexpected Finds Protocol</p> <p>g) external lighting in compliance with AS 4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting</p> <p>The CEMP must not include works that have not been explicitly approved in the development consent. In the event of any inconsistency between the consent and the CEMP, the consent prevails.</p> <p>The Applicant must submit a copy of the final CEMP to SOPA prior to commencement of work. Any changes to the CEMP must be submitted to SOPA for approval three weeks prior to implementation of the changes.</p>	
SOPA10	<p>Stormwater Management Plan</p> <p>Prior to the issue of a Construction Certificate, a Stormwater Management Plan (SMP) must be approved by SOPA's Director – Environment and Planning and submitted to the Certifying Authority. The SMP must be in accordance with SOPA's Water Sensitive Urban Design (WSUD) Policy and must include the following information:</p> <p>a) all stormwater catchments for the site</p> <p>b) all stormwater drainage system elements for the site including location of the stormwater discharge from the site, long sections for all drainage elements, hydraulic grade line calculations</p> <p>c) capacity for the existing drainage network to accommodate any local change to stormwater discharge</p> <p>d) all elements of the stormwater treatment system</p> <p>e) all stormwater drainage calculations and MUSIC modelling for the site</p> <p>f) details of all stormwater connections to the existing SOPA stormwater system</p> <p>g) details of the overland flow system and calculations to demonstrate the capacity to safely convey flow through the site including depth x velocity calculations</p> <p>h) the maintenance and inspection schedule for the on-site stormwater systems.</p> <p>Any run-off from the playing surface, either from stormwater or irrigation systems, must be captured and treated on-site to ensure that chemical products are not discharged to SOPA's stormwater network. All approved details for the disposal of stormwater and drainage are to be implemented in the development.</p>	<p>The works involved in the Stadium Australia Redevelopment are for refurbishment of the existing facility only. It is noted that there is a small decrease in permeable surface (the playing field) and a small increase in impervious surface (the roof). There is no change to the catchment area for the stormwater system and the difference between the permeable and impervious surfaces does not affect the overall stormwater system. The overall runoff volume from the proposed works remains the same as the existing stadium. Accordingly, the proposed condition is considered unreasonable and is not supported.</p>
SOPA11	<p>Traffic and Pedestrian Management Plan</p> <p>Prior to the issue of a relevant Construction Certificate, a Traffic and Pedestrian Management Plan (TPMP) prepared by a suitably qualified person must be submitted to the Certifying Authority. The</p>	<p>A detailed Construction Pedestrian Traffic Management Plan will be developed in consultation with the appointed contractor and the relevant stakeholders prior to the commencement of works on the site, as detailed in Mitigation Measure CM-TA1.</p>

No.	Extract	Comment
	<p>TPMP must be approved by SOPA's Director, Environment and Planning prior to the issue of a Construction Certificate.</p> <p>The Plan must address, but not be limited to, the following matters:</p> <ul style="list-style-type: none"> a) ingress and egress of vehicles to the site b) loading and unloading, including construction zones c) predicted traffic volumes, types and routes d) pedestrian and traffic management methods e) construction activities during major events f) details of special event and clearway conditions on surrounding roads in the vicinity of the site during special events g) potential impacts to pedestrian access and public transport infrastructure including bus services and measures to mitigate impacts including temporary relocation of services h) a major events management strategy, detailing how construction activities will be managed during major events 	
SOPA12	<p>Infrastructure and Technology Interoperability Report</p> <p>The applicant must provide a report to SOPA's Director – Environment and Planning that demonstrates any infrastructure and utilities installed as part of the approved works are interoperable with the precinct-wide systems. These systems include:</p> <ul style="list-style-type: none"> a) security and CCTV infrastructure b) public announcement infrastructure on the perimeter of the stadium c) event and featured lighting on the façade and surrounding areas <p>The report must be approved by SOPA's Director – Environment and Planning prior to the issue of the relevant Construction Certificate.</p>	<p>The existing CCTV, public address and lighting systems within Stadium Australia will only be supplemented to the extent required for the new works. These existing systems are not interoperable with the SOPA system and as such existing operational overlays for communication between the Stadium Operator and SOPA will remain.</p>
SOPA13	<p>No Obstruction of Public Domain without a Works Permit</p> <p>Prior to the issue of a Construction Certificate, if required, the proponent must obtain a Work Permit to occupy the public way, footpaths, road reserves and the like, which must not be obstructed by any mobile cranes, materials, vehicles, refuse, skips or the like, under any circumstances, unless in accordance with the Works Permit. Non-compliance with this requirement will result in the issue of a notice by the Authority to stop all work on the site.</p>	<p>All construction works, materials handling, and the like will occur within the temporary construction compound that is subject to an agreement with SOPA as outlined in the recommended conditions above. Accordingly, the proposed development is not planned to occupy the public way, footpaths, road reserves and the like at this time.</p> <p>Notwithstanding, this standard condition is acceptable.</p>
SOPA14	<p>Protection of Trees</p> <p>The Applicant must ensure:</p> <ul style="list-style-type: none"> a) no trees on SOPA land are trimmed or removed unless it forms a part of this development consent or prior written approval from SOPA is obtained or is required in an emergency to avoid the loss of life or damage to property b) all trees on the subject site that are not approved for removal are to be suitably protected by way of tree guards, barriers or other measures to protect the root systems, trunk and branches during construction, in accordance with AS 4970:2009 c) any removal works are to be undertaken by a qualified arborist recognised within the Australian Qualification Framework, with a minimum five years of continual experience within the industry of 	<p>The recommended condition is acceptable.</p>

No.	Extract	Comment
	operational amenity aboriculture, and covered by appropriate and current types of insurance to undertake such works and in accordance with AS 4373:2007	
SOPA15	<p>Post-Construction Dilapidation Report</p> <p>The Applicant must prepare a Post-Construction Dilapidation Report, prepared by a suitably qualified person in accordance with the requirements of SOPA's Infrastructure Engineering and Construction Manual (IECM), to ascertain whether the construction works created any structural damage to adjoining buildings, infrastructure and roads. The report must be submitted to the Certifying Authority at the completion of construction works, and prior to the issue of the Final Occupation Certificate. A copy must also be forwarded to SOPA.</p> <p>In ascertaining whether adverse structural damage has occurred to adjoining buildings, infrastructure and roads, the Certifying Authority must:</p> <ol style="list-style-type: none"> compare the post-construction dilapidation report with the pre-construction dilapidation report required by these conditions have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads 	The recommended condition is acceptable.
SOPA16	<p>Repair of Damage (Roads and Public Domain)</p> <p>All public footways, paving, sub-surface infrastructure, kerbs, gutters and road pavement damaged during the works are to be immediately repaired following the damage, to a satisfactory state that provides for safe use by pedestrians and vehicles.</p> <p>Full restoration of the damage must be carried out to the satisfaction of SOPA's Senior Manager – Engineering Services, prior to the issue of any Occupation Certificate for the development.</p>	The recommended condition is acceptable.
SOPA17	<p>Stadium Events Management Plan</p> <p>Prior to the issue of a relevant Occupation Certificate for the development, the applicant must develop a Stadium Events Management Plan for events of more than 10,000 patrons. The Stadium Events Management Plan must be prepared in consultation with SOPA's Place Management team.</p> <p>A copy of the final Stadium Events Management Plan must be submitted to SOPA's Director – Place Management.</p>	Mitigation Measure D/O-SEC7 confirms that an Event Management Plan will be prepared following the detailed design and construction of the stadium, and formalised and implemented for the operation of the stadium. This recommended condition is acceptable.
SOPA18	<p>Security Risk Assessment</p> <p>Prior to the issue of a relevant Occupation Certificate for the development, the Applicant must provide a copy of the final Security Risk Assessment to SOPA's Director – Place Management.</p>	This recommended condition is acceptable.

1.7 City of Parramatta Council

No.	Extract	Comment
CPC1	<p>Environmental Health – Contamination</p> <ul style="list-style-type: none"> Due to the history of commercial/industrial activity in this area it is recommended that an unexpected finds protocol (UFP), aimed at ensuring the health and safety of staff, contractors and visitors with regards to contaminated soil, asbestos or soil potentially containing contamination or asbestos outside identified impacted zones is prepared and implemented during intrusive works on site. If any piling works produce waste material, this should be classified and disposed of in accordance with the NSW EPA 2014, Waste Classification Guidelines- Part 1: Classifying Waste. 	Mitigation Measure CM-CON1 confirms the commitment to prepare an Unexpected Finds Protocol. This is also detailed in the draft conditions issued by the EPA and SOPA.

No.	Extract	Comment
CPC2	<p>Environmental Health – Food Premises</p> <p>Council is the regulatory body for the operation of food premises and it is noted that no detailed plans of the proposed food and beverage outlets have been provided with the application.</p> <p>The design and construction of all food/beverage preparation and storage areas associated with this proposal are required to satisfy the requirements of the food safety standards prescribed under the Food Act 2003, as well as Australian Standard AS 4674 - 2004: 'Design, Construction and Fit-out of Food Premises'.</p> <p>To increase our understanding of the proposal, an internal floor plan/layout plan of the premises, prepared by a draftsman/architect, is required to be submitted. This plan should be to a scale of 1:100, demonstrating the location of food preparation, storage (including cool room/s, freezer/s, dry and waste storage), dining and service area/s and details the construction materials to be used in the finishes of the premises and the location of specific fixtures, fittings and equipment, including:</p> <ul style="list-style-type: none"> (a) surface finishes (walls, floors, ceilings) within the food preparation and storage areas (b) the proposed location of all cooking fixtures and equipment (c) the proposed location of food preparation benches (d) the proposed location of any hot and cold storage units (eg. Bain-marie, under bench refrigerators) (e) the location of all hand wash basin/s within all areas where food is handled and/or prepared, note. hand wash basins are to be within 5m of where food handlers handle and prepare food (f) the location of wash up area/s, including the location and number of sink/s and/or commercial dishwasher to facilitate the washing and sanitising of food contact surfaces and equipment (g) the location of mechanical ventilation systems that complies with the requirements of AS1668 (h) Illustrates the connection of waste water from sources such as the coolroom, coffee machine, floor waste to Sydney Water sewer. 	<p>The detailed design of the food and drink premises will be confirmed at the relevant construction certificate stage, including the compliance of these spaces with the relevant Australian Standards and the Food Act 2003. The updated Mitigation Measures at Section 6.0 of the Response to Submissions confirm the commitment to design these areas to achieve the nominated standards, and it is recommended that the following condition of consent be considered by DPIE:</p> <p><i>A certificate or statement must be obtained from a suitably qualified and experienced Food Safety Consultant, which confirms that the design and construction of any food business will satisfy the relevant requirements of the Food Act 2003, Food Standards Code and AS 4674-2004 - Design, construction and fit-out of food premises, prior to a construction certificate being issued for the 'fit-out' of the food business, to the satisfaction of the Principal Certifying Authority.</i></p>

2.0 Public and organisation submissions

The EIS received 19 submissions from the general public, including local residents, other interested persons, and special interest groups such as the Football Federation of Australia, Western Sydney Business Chamber, Rugby Australia, and two submissions from the Royal Agricultural Society. Of these submissions, 5 were objections (26%), 5 were in support (26%), and 9 were comments on the application (47%).

The below table presents a summary of the submissions, and a response to those issues raised. It groups these issues into Issue Categories where similar matters have been identified across submissions. This analysis has been completed to determine recurring themes/concerns and is not intended to discount issues raised less frequently or in a fewer number of submissions.

Issue Category	Number of Times Raised ¹	Description	Response
Project need / justification of the development	12	Submissions identified both positive and negative responses with regard to the need for the project, and the justification provided. These included: <ul style="list-style-type: none"> The stadium requires a complete knock-down and rebuild, rather than the proposed refurbishment option. 	The potential demolition and reconstruction of the stadium was investigated as part of the initial options analysed for the project as outlined in the Business Case Summary. It was determined that whilst this outcome would provide the greatest flexibility in design and improved spectator and hirer experiences, it would also require larger investment from the NSW Government and result in losing a part of Sydney's Olympic and Paralympic Games legacy. In light of this, it was determined that Stadium Australia would be refurbished, which would cost approximately \$500 million less than reconstruction and would enable the stadium to commence operating 2 years earlier. The proposed refurbishment represents the greatest potential return on investment for the NSW Government.
		<ul style="list-style-type: none"> A new stadium should be constructed adjacent to or nearby the existing stadium, and the current Stadium Australia retained in-situ. 	The proposed refurbishment of Stadium Australia will rectify the identified shortcomings and retain the Tier 1 status of the venue without requiring the complete redevelopment of the site. This enables the stadium to remain competitive both in Australia and internationally, providing the best return on investment. Retaining the current stadium as it is now would undermine its ability to attract and host major events; would require increased capital costs as the stadium ages; and would negatively impact on the social and cultural legacy of the Sydney Olympic Park Precinct. The proposal seeks to enhance existing infrastructure.
		<ul style="list-style-type: none"> The rectangular field does not address the growing popularity of AFL. 	Since 2009 out of 511 events the existing Stadium Australia has only hosted 54 oval configuration events (28 AFL matches and 26 cricket matches). The oval configuration of the existing stadium fails to meet the International Cricket Council standards or AFL standards for a Category 1 venue, which require a larger field size and runoff areas. This means the stadium cannot capitalise on its existing 'flexible' seating configuration. AFL and T20 is typically hosted at other stadia, including the Tier 1 Sydney Cricket Ground and the Sydney Showground, and as such the proposed refurbishment will not displace or disadvantage oval-based sports codes.

¹ ie: it includes a tally of the frequency of an issue raised – a single submission could discuss a number of the identified key issues.

Issue Category	Number of Times Raised ¹	Description	Response
		<ul style="list-style-type: none"> The NSW Government does not need to invest in three stadia. 	The NSW Stadia Strategy covers seven Government-owned or leased stadia and provides a vision for the future of stadia within NSW, prioritising investment to achieve the optimal mix of venues that meet community needs and ensure a vibrant sports and event environment. Stadium Australia is identified as being one of only three stadia within NSW designated to operate as a Tier 1 stadia, with the others being Sydney Football Stadium (SFS) and the Sydney Cricket Ground (SCG) at Moore Park. Following the release of the NSW Stadia Strategy, the NSW Government committed to enacting the outcomes of the Strategy including refurbishing Stadium Australia to retain its status as a premier venue within a network of stadia and events infrastructure in NSW.
		<ul style="list-style-type: none"> Sydney as a growing city will benefit greatly from the proposed project. 	There is a strategic need to rectify the identified deficiencies of the stadium and ensure the ongoing success and longevity of the stadium, with associated broader social and economic benefits.
Capacity	5	Submissions identified the proposed reduction in the capacity of the stadium as being an issue, but also identified that the stadium is only full during major sporting events. One submission considered that the reduced capacity will impact the competitiveness of the stadium, particularly with regard to bids for international tournaments such as the soccer and rugby World Cups.	The proposed capacity of Stadium Australia fits within the framework for NSW Government investment under the NSW Stadia Strategy that aims to achieve an optimal mix of major rectangular venues in Sydney (Western Sydney Stadium – 30,000 seated capacity; Sydney Football Stadium – up to 45,000 seats; Stadium Australia – approximately 70,000 seats) to meet community needs and to ensure a vibrant sports and event environment in NSW. Since 2009 the existing Stadium Australia has only held capacity crowds 36 times out of 511 events. The refurbished Stadium Australia will remain a Tier 1 stadium and the largest rectangular stadium in the country. The refurbishment benefits the ability to attract and host major international events by modernising the stadium and providing for better fan experiences and improved commercial opportunities for hirers.
Roof design	5	Submissions identified that a retractable roof should form part of the redevelopment scheme.	The proposed amendments to the Stadium Australia roof provide 100% drip line coverage to all permanent seating. The potential for a retractable roof was investigated as part of the Business Case, however, it was determined that this feature was not within the committed budget for the project and that it would not produce benefits greater than the associated costs.
Expenditure	4	Submissions identified that the project is a waste of taxpayer money, and that the expenditure associated with the project should be used on other infrastructure such as schools, hospitals and public transport.	The project expenditure decision is a matter for the NSW Government, and is not relevant to the planning assessment process. The objectives and strategic need of the project has been outlined in Section 1 of the Environmental Impact Statement.
Transport	3	Submissions identified issues with accessing the stadium, including that the stadium is difficult to get to and that the proposal should be accompanied by a plan to improve public transport generally.	Stadium Australia benefits from a range of existing and planned transport options, being located in an area designed to be highly accessible for the Sydney Olympic and Paralympics Games. Vehicular, bicycle, public transport, point-to-point, loading and servicing and pedestrian access arrangements will be maintained or improved by the new stadium, recognising that the project involves refurbishing an existing stadium with an overall reduced capacity, and as such does not require further works to support the maximum attendance.
Acoustics	2	Submissions identified that the stadium does not improve or otherwise seek to significantly change the acoustics for when the stadium is used as a music/concert venue.	The refurbishment works will improve sightlines, renew and expand amenities and facilities, and provide new members and corporate facilities to enhance the overall viewer experiences for both sporting and entertainment events. This will create an overall improved environment for concerts, which make up a small proportion of the events hosted at the stadium each year.

Issue Category	Number of Times Raised ¹	Description	Response
Construction	2	Submissions identified specific impacts associated with the construction phase, including the impact of construction on the Royal Easter Show and the temporary closure having economic impacts on surrounding businesses.	<p>The construction works enabled under this proposal will be carefully planned and managed to ensure they do not impact on events including the Royal Easter Show. A detailed Construction Environmental Management Plan will be developed prior to the commencement of works on the site, detailing the processes for managing and mitigating the impacts of temporary construction works on the site. As part of the CEMP, the appointed contractor will be required to consult with SOPA and the Royal Agricultural Society to maintain access, including emergency and evacuation plans, when an event is programmed in proximity of the site.</p> <p>It is further noted that the proposed temporary construction compound has been designed to not impact existing pedestrian and cycle routes, including movements to/from Qudos Bank Arena, the Royal Easter Show and more generally along Olympic Boulevard. No vehicles will use Olympic Boulevard during construction, ensuring the Plaza and Aquatic bus terminals can remain open and unaffected during the Royal Easter Show and other events. Only one construction vehicle route may be impacted by road closures to support the Royal Easter Show, being those vehicles arriving from the north and travelling along Kevin Coombs Avenue, in which case a temporary construction route would be implemented so that vehicles will use Australia Avenue and Sarah Durack Avenue to access the construction site. Refer to the discussion in Section 4.2.2 of the RTS Report.</p> <p>The Social Impact Assessment provided at Appendix AA of the EIS identifies that there is expected to be short-term negative impact on local businesses during the construction process as a result of a reduction in attendees to the precinct. This will be somewhat offset by worker spending during the construction process, and the positive wider spending during the construction phase recognising that the development cost of \$810 million consists of construction spending and ancillary development costs. It is also noted that events in the greater precinct will continue to attract visitors and workers to Sydney Olympic Park, and support local businesses. Regular construction updates will be provided on the project website, to ensure the community and businesses are kept informed of the construction phases and any potential disruptions/changes to the surrounding environment.</p>
Amenities	2	Submission identified support for improving facilities within the stadium such as bathrooms, food and beverage options, players facilities etc, and identified that there needs to be more investment in the surrounds in terms of restaurants, cafes, licensed premises and other forms of entertainment to make attendance more pleasurable and give people something to do before and after their event.	The proposed refurbishment includes a range of improvements to the food and beverage offerings, members and corporate facilities, and other amenities that all play a significant role in the overall fan and hirer experience and the stadium's ability to attract and retain fans and events. No works are currently proposed for areas outside of immediate Stadium and surrounds, which would be at the discretion of SOPA and other landowners and require consideration of the broader precinct. It is understood that SOPA is separately planning future development in the areas around Stadium Australia.
Other detailed design matters	2	Various submissions identified matters for discussion regarding the detailed design and scope of the proposal including that the pitch should be sunk instead of being at level with the seats and that screens should be considered to reduce the seating tiers and create a more 'intimate' seating mode.	Lowering the existing pitch would require substantial excavation and redesign with regard to its interface with the basement and services, and as such was not considered as part of the proposed refurbishment works. It is intended that the majority of seats will be closed during standard events, to reduce the capacity of the stadium to align with demand and provide a more intimate and active spectator experience.

Issue Category	Number of Times Raised ¹	Description	Response
Sustainability	1	A submission identified that sustainability measures should be designed into the stadium.	The EIS is accompanied by an Environmentally Sustainable Development Strategy prepared by Aurecon (Appendix H), which details how the proposal will enhance the overall sustainable design and operation of the stadium. The works are targeted to achieve a 5 star Green Star rating through implementing a range of sustainability measures.