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Dear Tom

Sydney Football Stadium Redevelopment

This letter has been prepared by Arup on behalf of Infrastructure NSW to support the proposed modification to the development consent for SSD 9249 (Sydney Football Stadium Redevelopment).

The modification involves removal and disposal of the ground slabs, pavements, footings and piles from the former Sydney Football Stadium. It will also include the diversion of an existing Sydney Water stormwater main through the site.

The works proposed as part of the modification will be undertaken concurrent with works approved under SSD9249. This will include demolition of the slabs using the current excavators fitted with hammers and pulverisers on the areas shown in Figure 1. Demolished material will be carted from site for recycling and disposal at a licenced waste facility.

The ground surrounding the piles will be excavated to expose the pile and excavators will cut off the pile to a depth of 1.5m below the existing basement level. Waste from the pile will be transported to a licenced waste facility for recycling.

The diversion of the existing Sydney Water stormwater main will involve connecting the new pipe to the existing pit and constructing a new main to the west of the proposed stadium. These works are required to ensure the demolition of buildings approved within SSD9249 do not impact the existing stormwater servicing through the site. The existing stormwater drain through the site will be decommissioned and removed following installation and commissioning of the new drain.



Figure 1

Section 6 of the Arup Transport Impact Assessment (dated 28 May 2018) provided an overview of the likely construction related impacts of the project. The assessment noted that the envisaged works would generate in the order of 30-40 construction vehicles per day.

The works proposed under the modification would not generate any additional construction vehicle movements compared to that considered in the Transport Impact Assessment prepared by Arup in May 2018. The additional demolition waste would be transported from site using construction vehicles that are already accessing the SFS associated with works approved under SSD 9249. Therefore the findings of the assessment remain unchanged, principally being that the transport network in the vicinity of the SFS can support the expected level of construction activity with appropriate mitigation measures in place. No additional works or measures are considered necessary to support the modification.

Please contact the undersigned should you require further clarification.

Yours sincerely

Josh Milston
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