



# Sydney Football Stadium Redevelopment Concept Proposal Modification 6

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Modification of project boundary and inclusion of a Precinct  
Village and multi-level carpark  
State Significant Development Modification Assessment  
(SSD-9249-Mod-6)

July 2022

Published by the NSW Department of Planning and Environment

[dpie.nsw.gov.au](http://dpie.nsw.gov.au)

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# Glossary

Abbreviation	Definition
<b>CIV</b>	Capital Investment Value
<b>Department</b>	Department of Planning and Environment
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EP&amp;A Regulation</b>	Environmental Planning and Assessment Regulation 2000
<b>EPI</b>	Environmental Planning Instrument
<b>ESD</b>	Ecologically Sustainable Development
<b>Heritage</b>	Heritage NSW, Department of Premier and Cabinet
<b>LEP</b>	Local Environmental Plan
<b>Minister</b>	Minister for Planning
<b>MP1 carpark</b>	Moore Park Carpark 1
<b>Planning Secretary</b>	Secretary of the Department of Planning and Environment
<b>Relevant council</b>	City of Sydney
<b>RtS</b>	Response to Submissions
<b>SCG</b>	Sydney Cricket Ground
<b>SCGST</b>	Sydney Cricket and Sports Ground Trust
<b>SEPP</b>	State Environmental Planning Policy
<b>SRD SEPP</b>	State Environmental Planning Policy (State and Regional Development) 2011
<b>SSD</b>	State Significant Development
<b>TfNSW</b>	Transport for NSW

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# Executive Summary

This report provides an assessment of a modification application (SSD-9249-Mod-6) that seeks to amend the project boundary of the concept proposal for the Sydney Football Stadium (SFS) Redevelopment and incorporate a new secondary building envelope, to facilitate the construction and operation of a Precinct Village and multi-level carpark, located at the intersection of Moore Park Road and Driver Avenue, Moore Park. The Applicant is Venues NSW and the proposal is located within the City of Sydney local government area (LGA).

A separate modification application has been lodged for the development consent for Stage 2 of the redevelopment of the SFS, comprising the detailed design, construction and operation of the new SFS. This modification application seeks to ultimately convert the approved SFS Moore Park Carpark 1 (MP1 carpark) for members (540 spaces) into the stadium Precinct Village and multi-level carpark (SSD-9835-Mod-7) and is currently being assessed.

## Assessment summary and conclusions

The modified concept proposal facilitates additional parking within the stadium site (increasing what would have been available under the current approved MP1 carpark) in anticipation of the required removal of all event parking from the grass in Moore Park adjacent to Kippax Lake. On-grass event parking is to be progressively removed from Moore Park following the commencement of the *Greater Sydney Parklands Trust Act 2022*.

The Department concludes the proposal is in the public interest and recommends that the application be approved, subject to amended conditions.

The Department has considered the merits of the proposal in accordance with the relevant matters under section 4.15(1) and the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the issues raised in submissions, as well as the Applicant's response to these.

The Department identified built form, land use and accessibility, tree removal and traffic and car parking as the key issues for assessment. The Department's assessment concluded:

- the additional building envelope (ancillary to the primary stadium envelope) is appropriate for the site, smaller than the height and floor plate of existing structures, ameliorates environmental impacts to sensitive land uses and the surrounding public domain and has been developed through a design review process.
- the proposed parking, retail offerings, stadium ticketing and recreational uses facilitated by the modification are considered complimentary to the functionality of the stadium and enable additional supporting facilities beyond the existing MP1 at-grade carpark.
- the proposed concept will facilitate public domain improvements, including additional public open space, pedestrian links, and offset tree planting, around the curtilage of the Precinct Village and carpark to provide improved access and green space across the site.
- the traffic potentially generated by the indicative development facilitated by the concept proposal amendments can be accommodated on the surrounding road network and sufficient car parking would be provided - given that the proposed 1,500 car parking space capacity in

the future carpark is comparable with the 1,540 parking spaces that would have been available in the approved MP1 carpark, when combined with on-grass parking previously available at the Moore Park EP2 car parking area.

The impacts of the proposal have been addressed in the Modification Report and the Response to Submissions (RtS) for the new Precinct Village and multi-level carpark. Existing consent conditions are in place to ensure that the identified impacts are managed appropriately.

## **The proposal**

The modification application (SSD-9249-Mod-6) seeks to amend the project boundary of the concept proposal and incorporate a new secondary building envelope to facilitate the construction and operation of a Precinct Village and multi-level carpark for users of the stadium and facilities.

The overall development, as modified, also continues to provide direct investment in the region of approximately \$674 million, to support up to 300 additional operational jobs upon completion. The modification will allow for the detailed design, construction and operation of the development as proposed under SSD-9835-Mod-7, which is subject to a separate assessment by the Department.

## **The site**

The proposal is located in the north-western corner of the SFS site, on land formerly occupied by the MP1 at-grade carpark (at the intersection of Moore Park Road and Driver Avenue), which is legally described as Lot 11, Part Lot 10 and Part Lot 12 in DP 1255013. The land is a part of the City of Sydney LGA. The proposed Precinct Village and multi-level carpark is situated adjacent to the western stadium concourse, adjoins the Australian Rugby Development Centre (ARDC) and the UTS Training and Research Facility to the north, the Rugby League Central Building (RLCB) to the south and is within the Sydney Cricket Ground Heritage Conservation area and above an underground shaft that forms a part of the Busby's Bore State Heritage listing.

## **Statutory context**

The Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application as the modification seeks to include a recreational and carpark facility that is ancillary to the primary stadium use. Therefore, the Minister for Planning is the consent authority.

## **Engagement**

The application was publicly exhibited from Thursday 28 October 2021 until Wednesday 24 November 2021 (28 days). The Department of Planning and Environment (the Department) received two submissions from local councils, one from the Paddington Society (organisation) and five from the public on the application, along with six government agency advice letters. An additional response was received from Environment, Energy and Science Group, City of Sydney, and the Sydney Football Stadium's community consultative committee in response to the Response to Submissions.

The key issues raised in the submissions included: proposed carpark capacity; carpark envelope and precinct village design; traffic generation and secondary parking impacts during construction and operation; tree removal and landscaping; public access arrangements and the process for on-grass event parking removal.

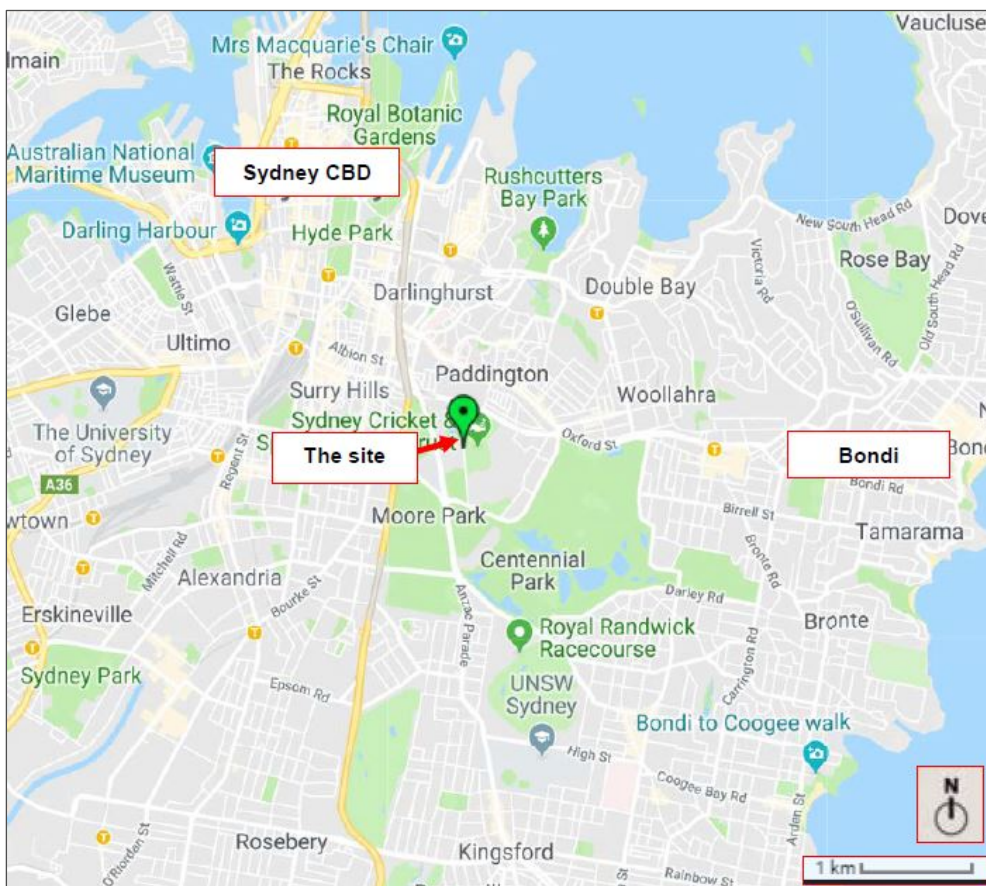
# 1 Introduction

This report is an assessment by the Department of Planning and Environment (the Department) of an application by Venues NSW (the Applicant) to modify the State significant development (SSD) consent for the Sydney Football Stadium (SFS) Redevelopment (SSD-9249) Concept Proposal. The application has been lodged pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The application seeks approval to modify the approved project boundary and building envelope to facilitate the future construction and operation of a Precinct Village and multi-level carpark at the corner of Driver Avenue and Moore Park Road, Moore Park (the site of the current approved at-grade Moore Park Carpark 1 (MP1 carpark)).

## 1.1 Background

The site comprises the northern half of the property at 40-44 Driver Avenue, Moore Park and is legally described as part Lots 1528 and 1530 DP 752011 and Lot 1 DP 205794. The site is located approximately three kilometres (km) south-east of the Sydney CBD (**Figure 1**).



**Figure 1** | Site location (Base source: Google Maps)

The site has an area of 8.7 hectares (ha) and is Crown land, with the Sydney Cricket and Sports Ground Trust (SCSGT) designated as the sole trustee under the *Sydney Cricket and Sports Ground Act 1978*. The former Sydney Football Stadium (SFS) was located in the northern corner of the site



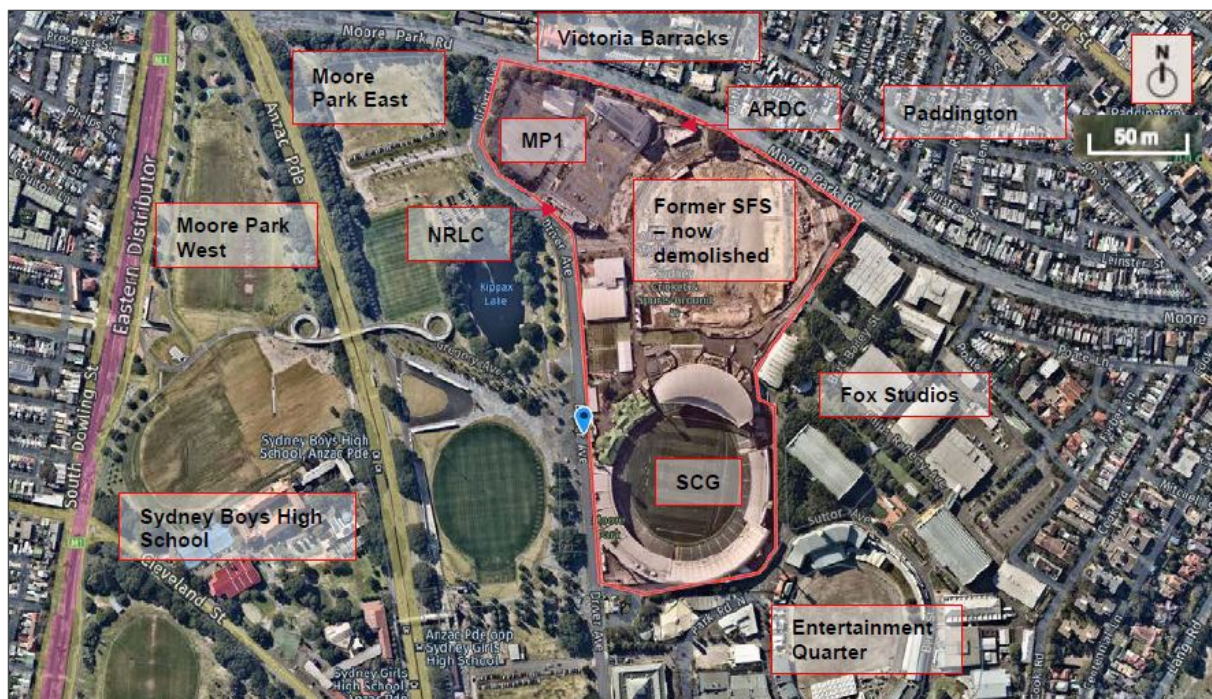
with frontages to Moore Park Road to the north, Paddington Lane to the east and Driver Avenue to the west.

Pursuant to SSD-9249, the Stage 1 works have been completed and the SFS demolished. Stage 2 works pursuant to SSD-9835 are currently well advanced.

The land controlled by SCSGT also accommodates a number of buildings, structures and facilities, which do not form a part of the proposal:

- Australian Rugby Development Centre (ARDC) in conjunction with the UTS Training and Research Facility tenancy and the Rugby League Central Building (RLCB), located along the north and south of the MP1 carpark, respectively.
- Sydney Cricket Ground (SCG), comprising a mix of stands, buildings, paved and landscaped spaces, with a capacity for 48,000 spectators (**Figure 2**).

The property forms part of a larger entertainment and recreation precinct shared with Centennial and Moore Parks, Fox Studios, and the Entertainment Quarter as identified in **Figure 2**.



**Figure 2 |** Aerial view identifying the site features and adjoining buildings and features within and outside the land controlled by SCSGT (Base source: Nearmap)

## 1.2 Approval history

On 6 December 2018, the Minister for Planning granted consent for a concept development application for the redevelopment of the former SFS (SSD-9249) consisting of:

- a Concept Proposal, comprising:
  - a maximum building envelope for the stadium including basement and a roof over all permanent seating.
  - maximum stadium capacity of 45,000 seats (55,000 patrons in concert mode).
  - member areas, premium box/terrace, function lounge and corporate suite operations.

- flood lighting, stadium video screens and ancillary fittings.
- team, media and administration facilities, food and beverage areas.
- new playing pitch and provision for ancillary uses.
- public domain works and landscaping.
- identification of the existing MP1 carpark as the demolition and construction compound.
- concurrent Stage 1 works, comprising:
  - demolition of the existing stadium including the existing Sheridan, Roosters, Waratahs, Cricket NSW Administration Building and Indoor Wickets to ground level (existing slab level).
  - removal of 26 trees.
  - use of the existing MP1 carpark as the demolition compound.

The development consent for the Concept Proposal and Stage 1 has been modified on five occasions, as shown in **Table 1**.

**Table 1 | Summary of modifications**

<b>Mod No.</b>	<b>Summary of Modifications</b>	<b>Type</b>	<b>Approval Date</b>
<b>Mod-1</b>	Adjustment to the site boundary to remove that part of the subject site required to be retained to support the ongoing operational functions of the adjacent Sydney Cricket Ground.	4.55(1A)	5 June 2019
<b>Mod-2</b>	Amendment to the scope of demolition works to permit the removal and disposal of the existing ground slabs, pavements, footings and piles from the former SFS. In association with these works, it was also proposed to divert existing stormwater infrastructure located within the site.	4.55(1A)	5 August 2019
<b>Mod-3</b>	Amendment to condition C8(d) to enable public domain design development with the most appropriate plant selection and modifications to planting requirements.	4.55(1A)	28 June 2019
<b>Mod-4</b>	Modification to condition C62 to enable an interim Site Audit Statement (SAS) for the Stage 1 works to be submitted, in lieu of the final SAS upon completion of the works.	4.55(1A)	3 April 2020
<b>Mod-5</b>	Modification to the project area and introduction of a new building envelope to facilitate new stadium members facilities.	4.55(1A)	29 October 2020

Following the approval of the Concept Proposal and Stage 1 works, the Applicant lodged SSD-9835 for Stage 2 of the redevelopment of the SFS, comprising the detailed design, construction and

operation of a new stadium on the site. The Stage 2 application was approved by the then Minister for Planning and Public Spaces on 6 December 2019, and has been modified on six occasions. A seventh modification application was lodged on 1 October 2021, and is currently being assessed by the Department. The application (SSD-9835-Mod-7) seeks approval for the physical works associated with the proposed Precinct Village and multi-level carpark. The works are proposed to be staged to deliver the part of the Precinct Village adjoining the stadium and part of the permanent carpark for the opening of the stadium.

## 2 Proposed modification

The modification application (SSD-9249-Mod-6) seeks to amend the project boundary of the approved concept proposal and incorporate a new building envelope, to facilitate the construction and operation of a Precinct Village and multi-level carpark for users of the SFS and facilities. Conceptually, the Precinct Village (as illustrated in **Figure 3**) would consist of:

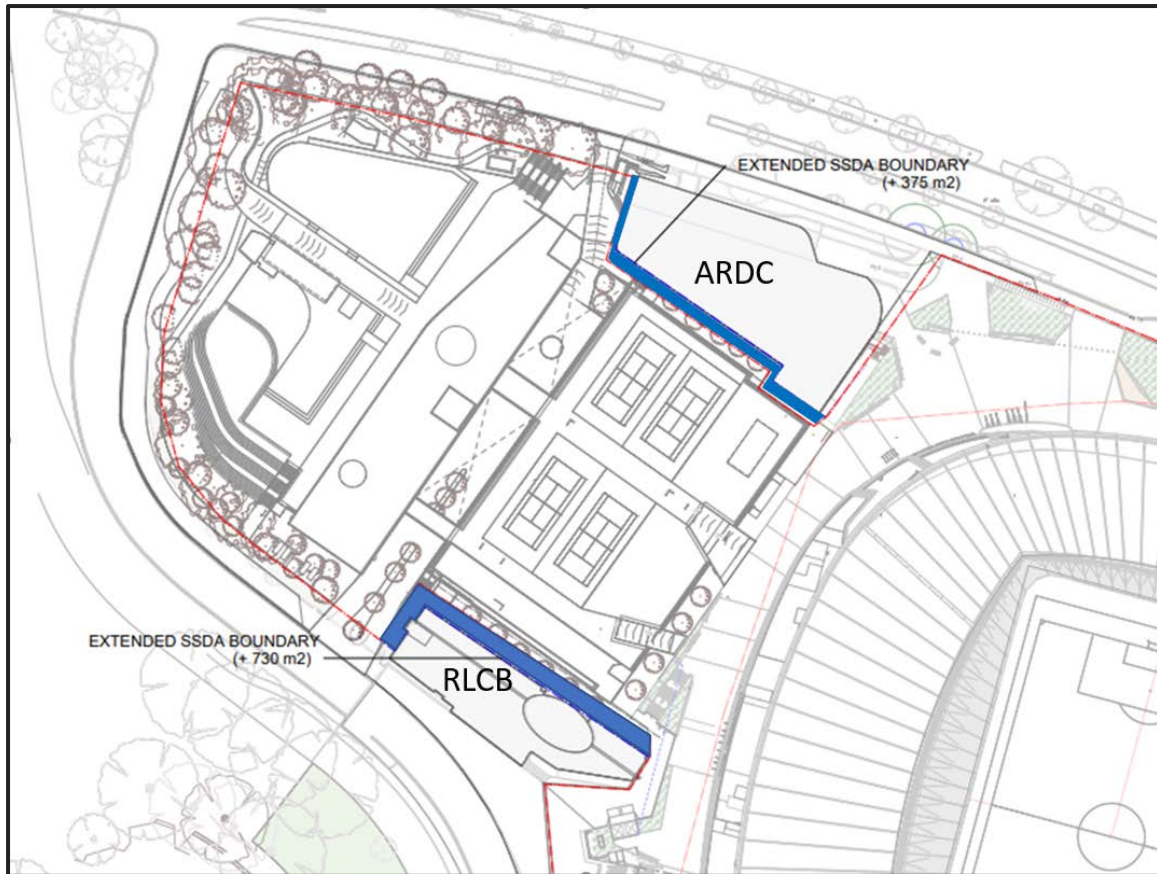
- retail, food and drink premises and a ticketing pavilion.
- four tennis courts with an attached clubhouse adjoining the eastern stadium concourse boundary.
- landscaped area and children's playground adjacent to the Driver Avenue frontage.



**Figure 3** | Concept rendering of Precinct Village and multi-level carpark (under) shown in red dashed outline (Source: SSD-9835-Mod-7)

The multi-level carpark would sit below the Precinct Village.

The modified proposal is also designed to improve the permeability of this part of the site (compared to the approved at-grade carpark) through the incorporation of additional pedestrian links from Moore Park Road and Driver Avenue to the stadium concourse, and an event mode vehicular exit onto Moore Park Road. The modification proposes to include 375sqm of additional land adjacent to the Australian Rugby Development Centre (ARDC) and 730sqm of additional land adjacent to the Rugby League Central Building (RLCB) within the approved project boundary. The area subject to this modification comprises the approved public domain curtilage of the MP1 carpark adjoining both the ARDC and RLCB buildings (see boundary adjustments in blue in **Figure 4**).



**Figure 4 |** Current project boundary shown in red with modifications in blue (Base source: Modification 6 Architectural Plans)

The modification application also seeks the deletion of condition C39 to enable the revision of the existing MP1 carpark car space limit and access arrangements.

The increase in on-site parking will partially offset the required removal of on-grass event parking in Moore Park. On-grass event parking is to be progressively removed from Moore Park following the commencement of the *Greater Sydney Parklands Trust Act 2022* (GSPT Act). The use of the northern portion of the EP2 (Upper Kippax) on-grass parking area within Moore Park is now prohibited. On-grass parking on the southern portion of EP2 (Lower Kippax) will then be prohibited from 31 December 2023, with all on-grass parking in Moore Park prohibited from 31 December 2025.

The Applicant has requested that superseded Lot and DP references are updated from Part Lot 1528 and Part Lot 1530 DP 752011 and Lot 1 DP 205794 to the updated Lot 11, Part Lot 10 and Part Lot 12 in DP 1255013 that were registered on 18 July 2019 to reflect the amended lot configurations. The approved street address of 40-44 Driver Avenue, Moore Park remains unchanged.

The modification application seeks to modify consent condition A2(e) by including reference to the new plans showing the proposed pavilion and carpark as listed below:

Drawings prepared by COX Architecture			
Dwg No.	Rev	Name of Plan	Date
SK29	B	Project Boundary Plan (Figure 3)	1/09/2021
SK31	B	Building Envelope and Footprint – Undercroft and Ground	1/09/2021
SK32	B	Building Envelope and Footprint – Upper Levels	1/09/2021

SK33	A	Precinct Village and Car Park Section (Figures 5 and 6)	1/09/2021
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The Applicant states:

- the proposed land and ancillary development will continue to relate to the concept proposal for a new stadium.
- no additional lot or DP would be added, with the proposed land still forming part of the MP1 carpark.
- no physical works are proposed as part of this modification and, as such, there is no alteration to the approved Stage 1 works relating to demolition.
- the ancillary structure does not alter the approved primary stadium building envelope, capacity or operational procedures and will instead be delivered as a separate secondary envelope.
- an appropriate interface will remain between the existing SCG and proposed SFS, including areas for pedestrian circulation around and between the two venues.
- the proposal will improve the interface with Moore Park and create an arrival point for patrons entering the stadium precinct.
- the proposal will continue to provide ancillary retail and food and beverage uses to support the stadium use and activate the public domain during and outside of events.

The purpose of the expansion to the project boundary is to facilitate delivery of the stadium Precinct Village and multi-level carpark, to reinstate and expand facilities that were part of the former SFS.

### 3 Strategic context

The development, as modified, continues to align and be consistent with the following strategic considerations, as the adjustment to the overall building envelope and boundary does not alter the key outcomes of the approved project:

- NSW Stadia Strategy 2012 and 2015 Preliminary Sydney Cricket Ground Master Plan
- Greater Sydney Commission's (GSC) A Metropolis of Three Cities - The Greater Sydney Plan
- GSC's Eastern City District Plan
- NSW State Infrastructure Strategy 2018 – 2038 Building the Momentum
- City of Sydney's Sustainable Sydney 2030
- City of Sydney's Cycling Strategy and Access Plan
- NSW Future Transport Strategy 2056
- Transport for NSW's (TfNSW) Sydney's Cycling Future 2013
- TfNSW's Sydney's Walking Future
- Moore Park Masterplan 2040.

The overall development, as modified, also continues to provide direct investment in the region of approximately \$674 million, to support up to 300 additional operational jobs upon completion as a part of the future stadium. In addition, it is anticipated that the Precinct Village and multi-level carpark concept envelope will facilitate the investment of approximately \$80 million and support a further 160 construction jobs and 35 operational jobs under SSD-9835-Mod-7.

In assessing the modification, the Department also had regard to the Moore Park Masterplan 2040 and the GSPT Act, which commenced on 1 July 2022. The GSPT Act amends the *Centennial Park and Moore Park Trust Act 1983* and *Centennial Park and Moore Park Trust Regulation 2014* to immediately prohibit parking on-grass at Upper Kippax (EP2), and prohibit parking on Lower Kippax (EP2) on 31 December 2023 and Showground (EP3) on 31 December 2025. The application was referred to the Greater Sydney Parklands Trust during assessment to ensure the proposed application was not inconsistent with the intent of the legislation.

## 4 Statutory context

### 4.1 Scope of modifications

The Department has reviewed the scope of the modification application, and considers that the application can be characterised as a modification involving minimal environmental impacts as the proposal:

- would not significantly increase the environmental impacts of the project as approved.
- is substantially the same development as originally approved.
- would not involve any significant disturbance outside the already approved disturbance areas for the project.

Therefore, the Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application can be assessed and determined under section 4.55(1A) of the EP&A Act.

### 4.2 Consent authority

#### Minister's delegate as consent authority

The Minister for Planning is the consent authority for the application under section 4.5(a) of the EP&A Act. However, under the Minister's delegation dated 9 March 2022, the Executive Director, Infrastructure Assessments may determine the application as:

- the relevant Council has made an objection outside of the nominated exhibition period.
- there are less than 25 public submissions by way of objection.
- a political disclosure statement has not been made.

The proposed modification meets the terms of this delegation.

### 4.3 Mandatory matters for consideration

Section 4.15 of the EP&A Act requires assessment of issues identified in **Table 2**.

**Table 2** | Section 4.15(1) considerations

Matter	Consideration
Whether the proposed modification is of minimal environmental impact.	The proposed modification seeks to amend the overall project boundary and add a secondary building envelope. It does not substantially alter the range of uses envisaged under the original proposal, or the stadium's primary built form envelope. The



Matter	Consideration
	<p>proposed modification to the concept solely relates to a separate secondary building envelope.</p> <p>The site was previously approved for stadium car parking and proposed amendments will reinstate tennis courts demolished under the SSD-9249 approval. The modification will also facilitate increased parking on the site, however the proposal will result in the net reduction of event parking within the precinct through the loss of on-grass parking in Moore Park.</p> <p>Accordingly, the proposed amendments would result in minimal environmental impacts.</p> <p>The Department has reviewed the Applicant’s assessment of potential future environmental impacts and considers that the proposed modification would result in minimal environmental impacts.</p>
<p>Whether the development to which the consent (as modified) relates is substantially the same development</p>	<p>The proposed modification does not significantly amend the development and results in only minor increase to the proposal boundary of 1,105sqm (1.2 per cent more than approved site area).</p> <p>In addition, the proposed envelope facilitates an increase in on-site parking numbers from 540 approved under the concept (for MP1) to 1,500 car spaces. The increase of the on-site parking capacity will partially offset the removal of on-grass event parking spaces from the Moore Park Parklands and contribute towards the eventual reduction of event parking spaces within the wider entertainment precinct, in accordance with the Moore Park Masterplan 2040. The facility will also provide parking for precinct workers and athletes during non-event periods, reducing on-street parking impacts.</p> <p>The proposed secondary envelope would not intensify the approved operation of the stadium and will only facilitate minor ancillary changes to the broader Precinct Village as proposed under Stage 2 (SSD-9835-Mod-7).</p> <p>The approved development would remain substantially the same.</p>

Matter	Consideration
Whether notification has occurred, and any submissions have been considered	<p>In accordance with the EP&amp;A Act and the Environmental Planning and Assessment Regulation 2000 (EP&amp;A Regulation), the modification application does not need to be notified.</p> <p>Notwithstanding, the Department exhibited the application online for 28 days and notified local property owners, occupants, community groups and previous submitters. City of Sydney, Randwick City Council and government agencies were also consulted regarding the modification.</p> <p>Eight submissions and six agency advice letters (including three agency responses and two Council submissions outside of the formal exhibition period) were received in relation to the proposal, with six objecting to the proposal and eight providing comment only. Matters raised in these submissions are considered and assessed in <b>Section 6</b>.</p>
Any submission made concerning the proposed modification has been considered.	<p>The Department’s consideration of the submissions received is discussed in <b>Section 5</b>.</p>
Any relevant provisions of section 4.15(1) of the EP&A Act	<p>The relevant provisions of section 4.15(1) of the EP&amp;A Act are considered in this section and <b>Section 6</b> below.</p> <p>Since the lodgement of the modification application, all NSW State Environmental Planning Policies (SEPPs) were consolidated into 11 policies. The operation of the consolidated SEPPs commenced on 1 March 2022, with the exception of State Environmental Planning Policy (Housing) 2021, which commenced on 26 November 2021.</p> <p>The SEPP consolidation does not change the legal effect of the repealed SEPPs, as the provisions of these SEPPs have simply been transferred into the new SEPPs. Further, any reference to an old SEPP is taken to mean the same as the new SEPP.</p> <p>The Department considers this modification application does not result in significant changes that would alter the mandatory matters for consideration under section 4.15 of the EP&amp;A Act, including the relevant recently consolidated SEPPs as the provisions remain unchanged, and conclusions made as part of the original assessment.</p>

<b>Matter</b>	<b>Consideration</b>
Consideration of the reasons for the granting of the consent that is sought to be modified	The Department has considered the findings and recommendations in the Department’s Assessment Report for SSD-9249 and subsequent modification reports, including the key reasons for granting consent outlined in the Notice of Decision. The Department is satisfied that the key reasons for the granting of consent remain applicable to the development as modified.

## 5 Engagement

### 5.1 Department's engagement

Clause 117(3B) of the EP&A Regulation specifies that the notification requirements of the EP&A Regulation do not apply to section 4.55(1A) modifications with minimal environmental impact applications.

Notwithstanding, the Department exhibited the modification application for a period of 28 days on its website and notified local landowners, occupants, community groups and previous submitters. The modification application was also referred to the City of Sydney, Randwick City Council, Transport for NSW (TfNSW), Environment, Energy and Science Group (EESG), Environment Protection Authority (EPA), Heritage NSW, Sydney Water, Ausgrid and AGL Energy for comment.

### 5.2 Summary of government agency advice

The Department received advice from six government agencies, with the three responses from TfNSW, EESG and Sydney Water all received outside of the nominated exhibition period. A summary of the Government agencies who provided advice is in **Table 3**. A link to the full copy of the advice is provided in **Appendix A**.

**Table 3** | Summary of agency advice

#### Environment, Energy and Science Group (EESG)

Concern was raised in relation to flood planning mitigation measures and the consideration of impact on ecological values resulting from the removal of 39 additional trees under the modification and the physical works under SSD-9835-Mod-7.

#### Transport for NSW (TfNSW)

No objection raised, noting that the proposed modification would have a negligible impact on the surrounding state road network and TfNSW infrastructure.

#### Heritage Council of NSW (European)

Advised that no State heritage impacts would result from the concept modification, and as such did not comment in relation to the subject proposal.

#### Heritage NSW (Aboriginal)

No Aboriginal cultural heritage comments were raised in relation to the modification proposal.

#### Environment Protection Authority (EPA)

No comment raised in relation to the modification proposal.

## Sydney Water

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Noted that the proposal included a minor boundary adjustment, and the expansion would remain within the existing MP1 carpark area. No further comments were made, given that all physical works are encompassed within the concurrent SSD-9835-Mod-7.

### 5.3 Summary of submissions

The Department received a total of eight submissions on the modification application, including two Council submissions received outside of the exhibition period. Of the submissions received, two were from the City of Sydney and Randwick City Council, one was from the Paddington Society and five were from community members. Four community submissions objected to the proposal, while one provided comment. The Paddington Society and City of Sydney objected to the proposal, Randwick City Council provided comment only. A summary of the Council and community submissions are provided in **Table 4** and **5**, and a link to the submissions is provided in **Appendix A**.

**Table 4** | Summary of Council submissions

#### City of Sydney

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City of Sydney objected primarily on the grounds of the anticipated traffic generation that would result from the 1,500 parking spaces that are proposed to be provided in Stage 2. City of Sydney recommended the adoption of a smaller building envelope accommodating a reduced car parking facility of 1,000 spaces, in the context of light rail and local public transport upgrades.

City of Sydney raised the concern regarding the one to two storey projection of the new envelope above the existing footpath levels on Driver Avenue and Moore Park Road. In addition, Council also objected to the loss of existing moderate to high retention value trees resulting from the proposed carpark envelope setback on Driver Avenue.

#### Randwick City Council

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Randwick City Council supported the tree replacement ratio associated with the proposal, noting the removal of 39 existing trees and that an additional 89 trees would be planted within the precinct village development site in the Stage 2 application.

Council also requested a draft Event Management Plan be provided, nominating the type and frequency of events held within the Precinct Village.

**Table 5 | Summary of community and Paddington Society submissions**

<b>Issue</b>
<p><b>Transport and parking</b></p> <ul style="list-style-type: none"><li>- Secondary parking impacts during event and non-event periods in surrounding local streets.</li><li>- Loss of on-grass parking should be offset by encouraging modal shift to public transport options (light rail and bus interchange) that surround the precinct.</li><li>- Support for on-grass parking removal, however firmer commitment requested for the removal of all on-grass parking from Moore Park.</li></ul>
<p><b>Urban design</b></p> <ul style="list-style-type: none"><li>- The need to improve the street interface and transition to Driver Avenue and Moore Park Road, resulting from the carpark projecting above the existing street levels.</li><li>- The availability of public amenities within the precinct village and the wider stadium precinct.</li><li>- Justification requested for the proposed 6m floor to ceiling pavilion height and the indicative rooftop masonry boxes shown in envelope diagrams.</li></ul>
<p><b>Landscaping</b></p> <ul style="list-style-type: none"><li>- Loss of existing perimeter trees due to basement envelope.</li><li>- Planting of ground cover and underplanting of perimeter trees.</li></ul>
<p><b>Operations</b></p> <ul style="list-style-type: none"><li>- The availability of tennis courts for public use.</li><li>- Pricing structures for non-event periods to minimise secondary parking impacts to local streets.</li><li>- Inappropriate use of government revenue and taxes.</li><li>- Encroachment of structures within public parkland (land in the curtilage of Sydney Football Stadium).</li></ul>

## **5.4 Response to Submissions and government agency advice**

The Applicant submitted a Response to Submissions (RtS) on 22 December 2021, which was made available on the Department's website. The RtS addressed the key issues outlined below:

### Built form and operations

- confirmed that the Event Management Plan being prepared to satisfy condition D28 of SSD-9835 was not within the scope of the modification.
- outlined that the expanded development site will only comprise additional curtilage areas around the approved MP1 carpark, which is Venues NSW land under the Sporting Venues Authorities Amendment (Venues NSW) Bill 2020. The proposed Precinct Village will enable public use of the site with retail, pedestrian access links and additional open space.
- toilets would be provided as part of retail and recreational offerings.

- advised the ground level of the Precinct Village was designed to provide suitable transition for pedestrians from the stadium concourse to adjacent street frontages. The street interface is designed to be screened by landscape elements and surrounding buildings.
- outlined that the indicative height of proposed pavilion building was in keeping with the scale of a buildings in the entertainment precinct and would enable improved amenity for future retail tenancies.
- clarified that the indicative masonry boxes above the pavilion roof were for the purpose of exhaust and that they would be constructed from bricks that are typical of the wider entertainment precinct to minimise visual impact.
- confirmed that the tennis courts would only be accessible to Stadium Fitness Facility members, as was the case previously.

#### Traffic and transport

- in response to Council's concerns relating to the broader local road network the Applicant submitted a supplementary traffic assessment (prepared to support proposed modification for Stage 2, being SSD-9835-Mod-7) to model traffic generation associated with a 1,500 space carpark outside of event periods. This assessment demonstrated that adequate levels of service would be available at surrounding intersections.
- noted the conclusion of TfNSW, which stated that the modification would have a negligible impact on the surrounding state road network (intersections along Moore Park Road).
- advised that illegal parking in surrounding streets is outside of the modification scope and cannot be controlled by the venue operator.

#### Landscaping

- outlined that a design review had been undertaken to further minimise the need for tree removal, resulting in the retention of a further tree that was previously identified for removal in SSD-9249-Mod-6.
- condition C8(b) of the consent for SSD-9249 requiring tree replacement at a ratio of 1.5:1 would be complied with across the Precinct Village site. The overall increase from 39 to 46 trees proposed for removal to accommodate the diversion of Sydney Water's assets has been offset by the increase of additional tree replanting from 89 to 110.

The Applicant advised the government expenditure and car parking pricing structures are not environmental planning matters for consideration under the subject concept modification. It also noted that many submissions raised matters related to physical works, which will be considered under assessment of Mod-7 to SSD-9835.

### **5.5 Request for additional information**

The RtS was referred to the Environment, Energy and Science Group (EESG) and City of Sydney Council for comment on 23 December 2021, given their original concerns regarding tree loss, flooding, parking and traffic generation.

EESG raised no further comment in relation to the proposal.

City of Sydney maintained its objection to the proposal, based on the Applicant's response on:

- maintaining the proposed number of parking spaces (and associated traffic impacts)
- the level of future tree removal that results from the proposed new building envelope
- the uncertainty surrounding the mechanism for removal of on-grass event parking in Moore Park once any new carpark becomes operational.

Council's concerns were referred to the Applicant for comment on 19 January 2022.

## **5.6 Applicant's response to request for further information and late submissions**

On 21 January 2022, the Applicant provided a response to the concerns raised by City of Sydney through an addendum response letter and the SSD-9835-Mod-7 RtS, which provided further detail through the revision of the traffic and transport assessment, landscaping documentation and additional justification for the proposed standalone on-grass parking removal condition.

The SSD-9835 Mod-7 RtS contained the following information to address the issues raised by the City of Sydney, which can equally address outstanding concerns with SSD-9249-Mod-6:

- the traffic report provided additional modelling during off-peak and non-event periods, along with further data from surrounding intersections on Driver Avenue and Moore Park Road in support of the proposed 1,500 parking spaces.
- an amended arboricultural report, landscaping plan package and ecological statement was provided, confirming a tree replanting ratio of 1.5 new trees for every one tree removed under approved condition C8(b). The Applicant advised that this will offset the environmental impacts associated with the removal of an additional 46 existing trees (predominantly graded as moderate to low retention value) under the subject modifications.

The SSD-9835 Mod-7 RtS also detailed the proposed development will facilitate the immediate removal (following an approval for Mod-7) of the northern portion of the EP2 (Upper Kippax) on-grass parking area within Moore Park opposite the proposed development site, and the removal of the southern portion of the EP2 (Lower Kippax) on-grass parking area prior to the full commencement of operation of the new SFS carpark.

The RtS states on-grass parking on EP3 (Showground) will be progressively removed by the Greater Sydney Parklands Trust, in consultation with Venues NSW, TfNSW and Moore Park Events Operations Group, pending successful development and implementation of precinct-wide transport initiatives (such as integrated ticketing for event entry and public transport) with the view of removing all on-grass car parking in Moore Park once the new SFS carpark is operational.

In addition, further details were provided by the Applicant on potential future legislation being contemplated by Government to enforce the removal of on-grass event parking within the Moore Park Parklands EP2 and EP3 parking areas, which, in turn, would support the removal of parking from Moore Park related to the subject modification.



On 4 February 2022, the Chairperson (on behalf of the community representatives) of the SFS Community Consultative Committee withdrew support for the modification based upon the Applicant's timing for the removal of on-grass parking and the potential environmental impacts that would result from the operation of the proposed carpark if existing on-grass event parking spaces were to be retained during stadium operations.

On 8 February 2022, the City of Sydney reemphasised that the Applicant had not provided further certainty in relation to the on-grass event parking removal and reiterated their previous concerns for tree removal, the proposed carpark capacity resulting in traffic impacts to local roads and the provision of electrical vehicle parking. Furthermore, Council also raised new concerns regarding the change to carpark façade materiality and the landscape design, which would potentially jeopardise the design integrity of the proposed final design.

In a further response, having regard to the late submissions, the Applicant provided a response to the CCC letter confirming that the timing for the removal of EP2 and EP3 parking areas has remained consistent since the inception of the proposal. The letter outlined that the use of EP2 would cease entirely at the commencement of full operation of the proposed SFS multi-level carpark and that the removal of EP3 is subject to the implementation of stadium transport initiatives. The Applicant's position on the removal of parking from Moore Park has now changed, given delays to the delivery of the multi-level carpark (see **Section 5.7** below), now aligning with the requirements of the GSPT Act.

Further, a revised traffic statement was submitted to address City of Sydney's concern through additional modelling during peak non-event periods, along with further data from surrounding intersections on Driver Avenue and Moore Park Road in support of the proposed 1,500 spaces. This modelling included a 50 per cent turnover of vehicles within a single hour (750 vehicles entering and exiting the carpark), queues associated with the right hand-turn manoeuvre from Driver Avenue onto Moore Park Road and traffic flows at the intersection of Moore Park Road and Oatley Road.

## **5.7 Applicant's additional information – Revised staging strategy**

On 1 June 2022, the Applicant provided additional information advising of a revised staging strategy, which would incorporate the retention of the approved reinstated at-grade MP1 carpark and its temporary use while the Precinct Village and multi-level carpark is being constructed under the SFS Stage 2 approval (SSD-9835, as amended). The revised staging strategy would allow for the opening of the stadium to be supported by the MP1 carpark and construction commencing at an appropriate time to minimise impacts on scheduled events, including reversing Stages 1 and 2 to minimise construction impacts on stadium servicing.

The revised strategy is necessary given the imminent loss of on-grass event parking following commencement of the GSPT Act, which results in the immediate removal of 650 on-grass event spaces (Upper Kippax) without any on-site parking completed, as the construction of the previously proposed Stage 1 (eastern component of the multi-level carpark with 230 car spaces) cannot be completed for the opening of the stadium. Therefore, the re-instatement of the existing and previously approved MP1 carpark (540 spaces) is necessary to facilitate opening of the stadium and scheduled events to occur in late 2022 and early 2023.

The revised staging with Stage 2 is as follows:

- **Stage 0** – re-instatement of the at-grade MP1 carpark (as approved in Stage 2 consent) and its temporary use. This would provide 540 on-site car spaces.
- **Stage 1** – western carpark (1,270 car spaces), retail, food and drink and ticketing pavilion, children’s playground and landscaped area adjacent to Driver Avenue. This would allow for the retention of 186 on-site car spaces in MP1 east during the construction works.
- **Stage 2** – eastern carpark (230 car spaces), tennis courts and ancillary clubhouse. There would be 1,270 car spaces on-site parking if Stage 1 works are completed prior to Stage 2 works commencing. There is the potential that there would no parking if the stages overlap and are undertaken concurrently.

The Applicant has advised that the re-instatement of the at-grade MP1 carpark would be completed for opening of the stadium in September 2022 and the new facilities are anticipated to be operational by Q3 2025. The delayed commencement results in an approximately 18 month delay in the delivery of the Precinct Village and multi-level carpark.

## 6 Assessment

In assessing the merits of the proposal, the Department has considered the:

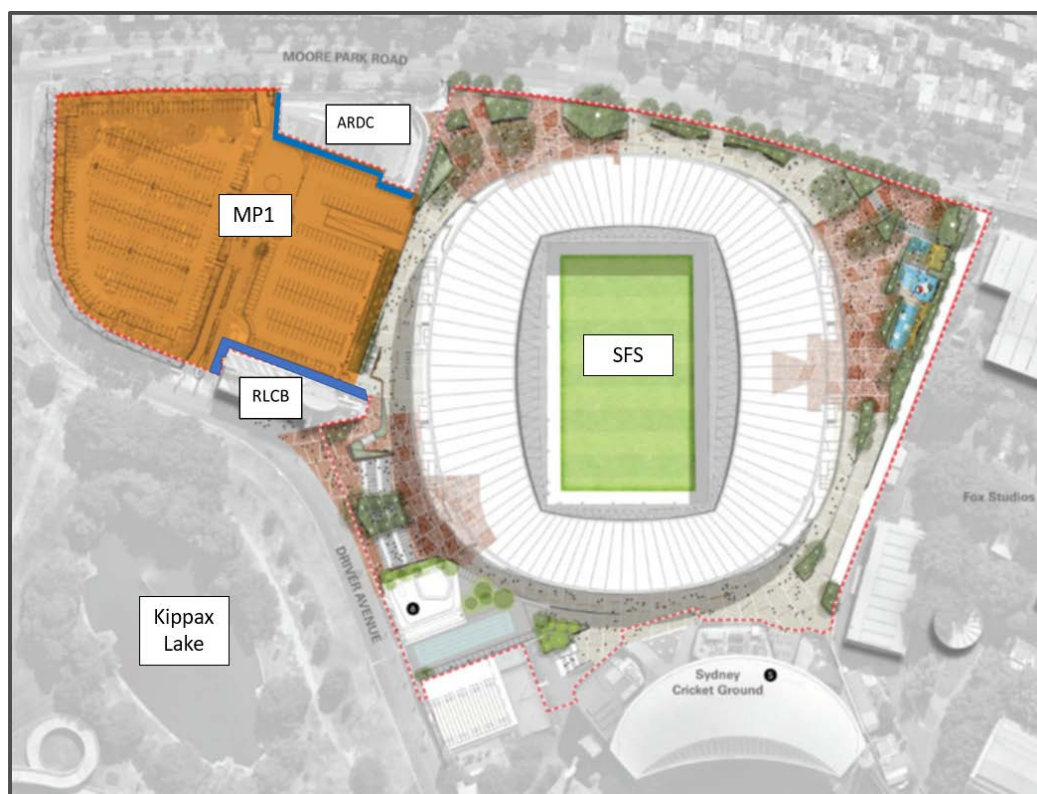
- modification application and associated documents.
- environmental assessment and conditions of approval for the original project and subsequent modifications.
- relevant environmental planning instruments, policies and guidelines.
- submissions received during and after the exhibition period.
- requirements of the EP&A Act.

The Department considers the key issues for assessment to be built form, land use and accessibility as well as traffic and carparking. Other matters are considered in **Section 6.3**.

### 6.1 Built form, land use and accessibility

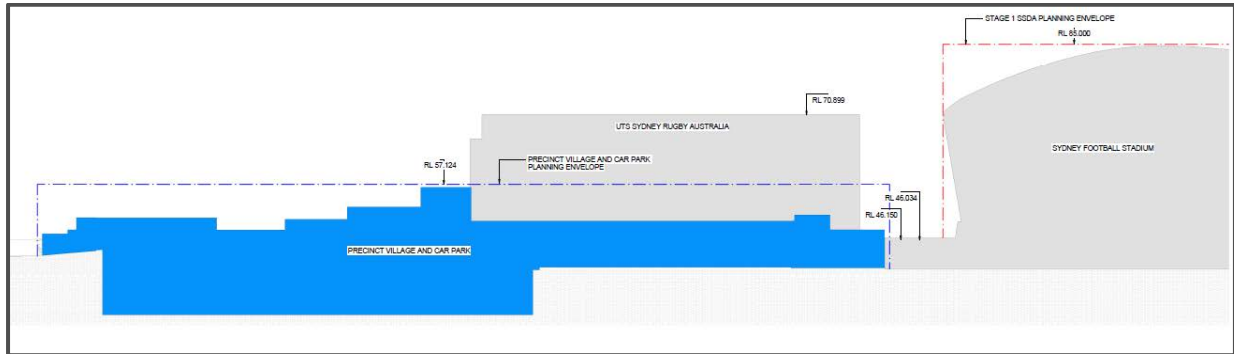
The proposed modification seeks to add a secondary building envelope for built form associated with the Precinct Village (in addition to the existing envelope approved for the Stadium and Member's Fitness Facilities). This would increase the overall footprint of the SFS redevelopment site by 1,105sqm, an increase of approximately 1.2 per cent than currently approved.

From the original project's boundary increase, the curtilage of the MP1 carpark and pedestrian access adjacent to the Australian Rugby Development Centre (ARDC) and the Rugby League Central Building (RLCB) would be amalgamated into the proposed Precinct Village and carpark site area (see **Figure 5**).

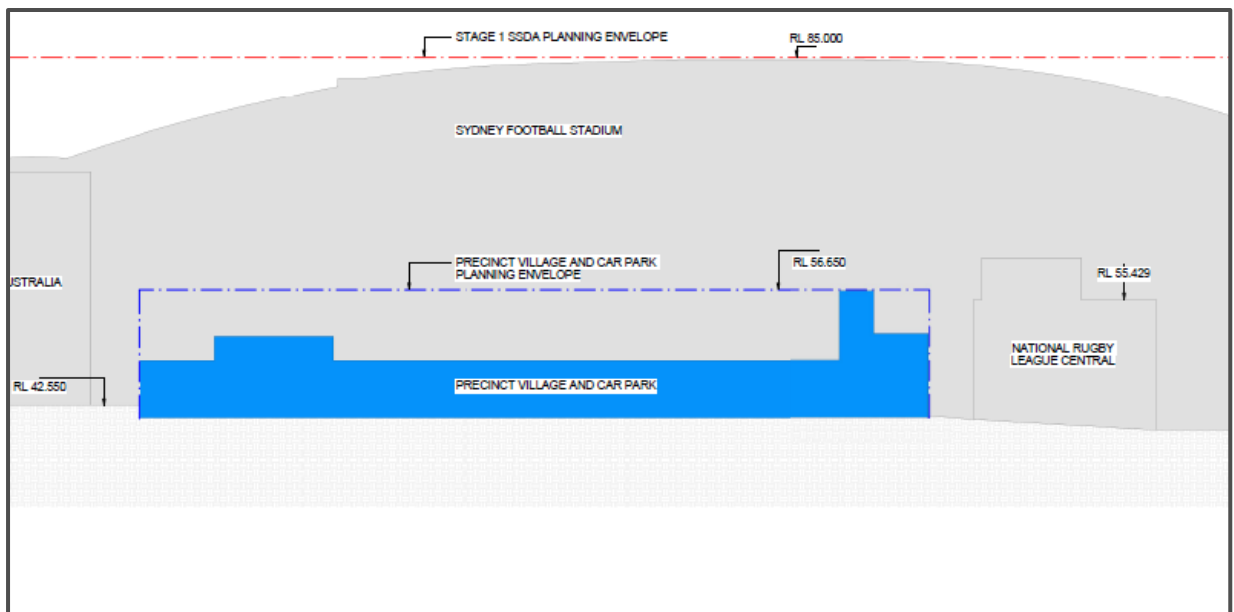


**Figure 5** | Aerial overview of proposed project boundary (Base Source: Modification 6 Application)

The modification application seeks approval for a comparatively small single storey secondary building envelope screened by surrounding street verge landscaping, and intends to primarily facilitate the delivery of below ground parking (see **Figures 6** and **7** with the new envelope dotted blue and indicative built form shaded blue). There are no changes proposed to the stadium envelope or seating capacity.



**Figure 6 |** Comparison of the stadium and existing administration buildings shown in grey and proposed Precinct Village and carpark building envelope shown in blue (Source: Modification 6 Architectural Plans)



**Figure 7 |** Comparison of the proposed Precinct Village and carpark building envelope shown in blue and stadium envelope and surrounding administration buildings shown in grey (Source: Modification 6 Architectural Plans)

City of Sydney and community members raised concerns relating to the protrusion of the basement carpark concept envelope to one to two storeys above the existing footpath levels of Moore Park Road and Driver Avenue. The Applicant advised in the RtS that the proposal will manage the street interface level change through design measures in SSD-9835-Mod-7 to reduce the visual prominence of the upper carpark levels from the public domain. Potential measures suggested by the Applicant include screening the above ground carpark with a landscaped batter, and replacement tree planting in the street frontage not obscured by existing structures. The proposed landscaped slope will enable equitable access grade for ramps connecting the adjoining road reserves to the stadium concourse.

The Department is satisfied that the level change can be adequately managed in the detailed design stage, noting that landscaping will be incorporated to soften visual impacts and provide appropriate pedestrian access.

Community members also raised concern with the excessive floor to ceiling height of the pavilion, and sought clarification regarding the roof features. The Department considers the height of the envelope for the future pavilion building is in keeping with the scale of buildings in the entertainment precinct and has been designed as the gateway to the precinct. The proposed height enables improved amenity for future retail tenancies in terms of solar access and natural ventilation. The Applicant advised the rooftop boxes would support exhaust vents for the future basement carpark, designed as a part of SSD-9835-Mod-7 with sympathetic and high-quality materials to reduce visual prominence.

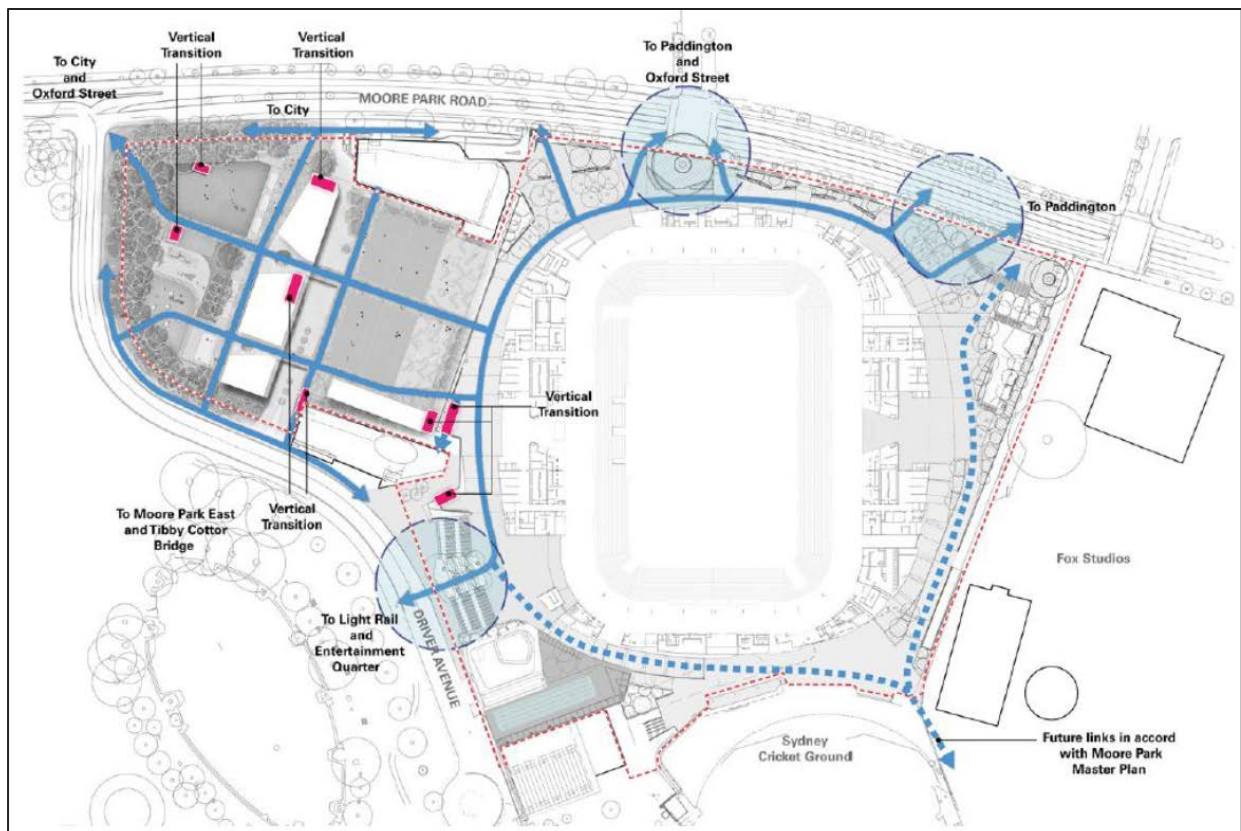
The Department's determination of the original concept development application concluded that the building envelope of the proposed stadium would be taller and larger than the previous stadium. As such, it would impact the setting of heritage elements, including the SCG and the Moore Park Heritage Conservation Area. By implementing mitigation strategies and conditions of consent, the Department considered that impacts of the building envelope of the main stadium would not significantly impact on the available iconic views or solar access to the public open spaces, or result in adverse impacts on the setting or historic significance of nearby heritage items or archaeological resources.

To ensure the detailed design of the stadium demonstrates design excellence and minimised impacts of the larger building envelope, a condition was imposed in the original determination requiring detailed design of the stadium be undertaken in accordance with the Applicant's Urban Design Guidelines (UDG) and Design Excellence Strategy endorsed by the NSW Government Architect. Conditions were also imposed on the Stage 2 determination to ensure impacts on surrounding public spaces are minimised and to maximise access, usability and pedestrian connections through and around the site. The proposed design modifications in relation to Stage 2 (detailed design of the Village Precinct and carpark) will be required to comply with the Urban Design Guidelines.

The Department considers that the built form impacts associated with the secondary envelope of the modification, are minor in contrast to the approved stadium envelope. The Department notes existing conditions imposed on the original determination mitigate potential environmental impacts to nearby open space areas, heritage items and conservation zones. In addition, detailed assessment of environmental impacts will be undertaken as a part of SSD-9835-Mod-7, which deals with detailed design and construction of buildings and facilities in the Precinct Village building envelope. SSD-9835-Mod-7 also deals with design excellence, in consultation with the stadium redevelopment's Design Integrity Panel.

In terms of accessibility, the modification application contends the proposed Precinct Village would improve the permeability of this part of the site compared with the former MP1 carpark, by creating additional access points and facilitating improved pedestrian connections linking the stadium concourse to Moore Park Road and Driver Avenue. The approved MP1 carpark required pedestrians to either walk around the site or travel through the carpark, resulting in conflict between pedestrians and vehicles, and obstructions for mobility impaired patrons. This modification will facilitate new pedestrian entrance points on Moore Park Road and Driver Avenue proposed as part of the concurrent SSD-9835-Mod-7 to enable efficient, safe and mobility accessible travel paths for event patrons, as shown in **Figure 8**. Dedicated pedestrian links would align with many of the public transportation hubs and satellite parking areas to the west of Driver Avenue.

The Department has considered the requested modification to the approved concept boundary and secondary building envelope to facilitate the future detailed design and construction of the Village Precinct and multi-level carpark under SSD-9835-Mod-7. The proposed low-level secondary envelope is acceptable in the context of the surrounding locality. Future development facilitated by the envelope would not generate any unacceptable environmental impacts relating to built form, land use and accessibility. Further, the proposed parking, retail offerings, stadium ticketing and recreational uses facilitated by the modification are considered complimentary to the functionality of the stadium and these uses will enable additional supporting facilities beyond the existing carpark. The Precinct Village would provide dedicated pedestrian links to integrate with the stadium concourse and improve accessibility from the current MP1 at-grade carpark configuration. As such, the Department supports the proposed built form, land use and accessibility amendments.



**Figure 8 | Pedestrian access improvements and site permeability (Source: SSD-9835-Mod-7 Application)**

## 6.2 Car parking, traffic, and vehicle access

The Applicant is seeking to remove the requirement in the concept approval limiting the number of car spaces of the approved MP1 carpark (540 car spaces) on-site and vehicle access points under condition C39. This would incorporate the Precinct Village and carpark secondary building envelope. Deletion of this condition would enable the future expansion of on-site parking under SSD-9835-Mod-7 to 1,500 spaces, and incorporate an additional event mode exit onto Moore Park Road to support the associated traffic generation and dispersal of traffic.

The Applicant argues that the increase in parking on-site supports the delivery of transferring existing on-grass event parking from Moore Park (open space area surrounding Kippax Lake) to the site and

allows this open space area to be returned by the Greater Sydney Parklands Trust for recreational and community use in accordance with the Moore Park Masterplan 2040.

As acknowledged in the Applicant's revised staging strategy, the prohibition of on-grass event parking in Moore Park is now enshrined in the GSPT Act as follows:

- EP2 Upper Kippax (650 car spaces) – prohibited.
- EP2 Lower Kippax (350 car spaces) – prohibited from 31 December 2023.
- EP3 Showground (1,100 car spaces) – prohibited from 31 December 2025.

Consequently, the Applicant has revised its on-site parking staging strategy as follows:

- **Stage 0** – re-instatement of the 540 space at-grade MP1 carpark as originally approved and its temporary use.
- **Stage 1** – 1,270 space western (multi-level) carpark construction on the western portion of MP1 and retention of 186 at-grade car spaces in MP1 (MP1 east).
- **Stage 2** – 230 space eastern (multi-level) carpark construction on MP1 east, resulting in a total 1,500 space multi-deck carpark (noting that the total number of spaces available on site at any one time is dependent on the staging of construction works between the completion of Stage 1 and the commencement and completion of works for Stage 2).

As 650 on-grass event car spaces in Upper Kippax would no longer be available before the new stadium is operational, even with the temporary re-instatement of the approved 540 space at-grade MP1 carpark, the event traffic and parking would remain below that previously assessed and approved as part of the original application. With the commencement of the GSPT Act, there would be an overall reduction in parking as the construction of the multi-deck carpark is unlikely to be completed before 31 December 2023, which equates to the loss of 1,540 spaces (1,000 event spaces in EP2 and 540 at-grade spaces in MP1). Even with the completion of the multi-deck (1,500 spaces), there would be a reduced number of spaces available for event parking, which would be further reduced by 1,100 spaces with the closure of EP3 from 31 December 2025.

Given that the proposed increase in on-site parking does not result in a net increase of parking within the Moore Park Entertainment Precinct and immediate locality during event periods, it is not anticipated that the proposed multi-level carpark will create unacceptable traffic generation impacts. The 1,500 car parking space capacity in the future carpark is comparable with the 1,540 parking spaces that would have been available in the approved MP1 carpark (540 spaces), and on-grass parking previously available at Moore Park (1,000 spaces). The enlarged carpark would therefore have similar traffic impacts on the adjoining intersections and road network from events, and would be managed in a similar manner.

During non-event periods, the new carpark would be used by NRL and ARU staff and visitors attending the precinct, along with stadium members, as occurred previously with the use of the MP1 carpark prior to stadium construction.

TfNSW did not raise concerns with the proposed enlarged on-site carpark capacity, advising that the proposed 1,500 car space capacity (an eventual increase in capacity of 960 spaces from MP1) would have a negligible impact on the performance of the surrounding road network.

The Applicant has further advised that public transport options will be promoted to event patrons through integrated ticketing (combined event access and public transport travel) and other measures recommended by the stadium’s Green Travel Plan. However, these options may not be viable for mobility impaired patrons, and as such some accessible event parking should be provided.

### 6.3 Other issues

Other issues considered by the Department in relation to the modification application are provided below.

**Table 7 | Other assessment issues**

Issue	Findings	Recommendations
<p><b>Tree removal</b></p>	<p>In response to concerns raised by both Councils and the community to the modification, the Applicant reviewed the design of the proposed new envelope with the aim of minimising tree removal. The RtS design review resulted in the retention of an additional tree, but the removal of an additional eight trees to enable infrastructure works identified by Sydney Water.</p> <p>Existing condition C8(b) of SSD-9249 requires compliance with a tree replacement ratio of 1.5 new trees for every tree removed, which would also apply to the Precinct Village and carpark redevelopment site. The Department is satisfied that this would adequately offset additional trees to be removed for the new building envelope. If approved, this modification would not allow for the physical removal of the trees, which would be subject to any future modified consent for Stage 2 (SSD-9835).</p> <p>Community concerns for perimeter street trees and underplanting fall outside the site boundary and works area.</p>	<p>No modifications to conditions of consent required. However, approved plan references to be updated.</p>
<p><b>Amenity</b></p>	<p>In response to community concerns regarding provision of public amenities, a number of public amenities within the stadium are already approved and deemed compliant with the National Code of Construction as a part of original assessment. As such, this is not a matter for consideration within the scope of the subject modification.</p> <p>The Applicant has confirmed public amenities will be provided in the Precinct Village retail pavilion and</p>	<p>No modifications to conditions of consent required. Existing conditions under SSD-9835 require that detailed design plans comply with the BCA and the National Code of Construction</p>



Issue	Findings	Recommendations
	<p>tennis clubhouse under SSD-9835-Mod-7 in accordance with the Building Code of Australia (BCA).</p> <p>Broader amenity issues raised by the community and Council relating to traffic congestion are addressed under <b>Section 6.2</b>, including matters relating to car parking, traffic and vehicular access.</p>	
<p><b>Public access to open space and recreational facilities</b></p>	<p>The Applicant responded to community concerns regarding the loss of public parkland from the Precinct Village and carpark secondary building envelope, advising the redevelopment site does not reduce public parkland as it only relates to the area previously approved for the MP1 carpark, which is Venues NSW land under the Sporting Venues Authorities Amendment (Venues NSW) Bill 2020. The proposed Precinct Village will enable the public use of the site.</p> <p>In response to specific community concerns in relation to lack of public access to facilities, the Applicant confirmed that the proposed tennis courts are intended for the use by the stadium Fitness Facility members, which is consistent with access to previous courts on the site that were demolished under SSD-9249.</p> <p>While the public would not have access to these facilities, the public can access other facilities in the Precinct Village. The Department considers that overall, the modification would facilitate improved public access to open space and recreational facilities.</p> <p>The Applicant also suggests that the community will have access to future facilities and upgrades planned for the repurposed open space areas that would no longer be used for on-grass event car parking. The Department considers that this is a matter for the Greater Sydney Parklands, who have responsibility for the management of Moore Park.</p>	<p>No modification to conditions of consent required.</p>

Issue	Findings	Recommendations
<p><b>Project boundary</b></p>	<p>The modified project boundary does not create any additional significant environmental impacts, as the areas to be incorporated were assessed in the original application. The MP1 members carpark was previously included in the project boundary, and the modification proposes a minor extension into the public domain areas adjacent to the ARU and RLCB administration buildings, to facilitate seamless integration of these structures with the overall proposed concept.</p> <p>As such, other matters including biodiversity, tree replanting, heritage and contamination, were previously assessed and conditions of consent for the approval, as modified, continue to apply.</p> <p>The modified boundary does require conditions of consent to be modified to reference revised plans illustrating the revised boundary, secondary building envelope, and modified landscaping.</p>	<p>The Department has recommended a modification to conditions to reference the revised plans.</p>
<p><b>Amendment of legal property description</b></p>	<p>The Applicant's requested amendment to the legal address description (Lot and DP number) will ensure the consent corresponds with the latest subdivision registration. The street address of 40-44 Driver Avenue remains applicable to the development site.</p>	<p>No modifications to conditions of consent required.</p>

## 7 Evaluation

The Department has reviewed the Modification Application, the RtS and supplementary information provided by the Applicant, and has assessed the merits of the modified proposal. The Department has also considered government agency advice, along with council and community submissions as a part of the assessment. The Department is satisfied that all environmental issues associated with the proposal have been addressed.

The modification seeks approval for an envelope for a future Precinct Village and multi-level carpark. Detailed design of the Precinct Village and carpark is subject to a concurrent modification SSD-9835-Mod-7. The Department is satisfied with the proposed amendments to the concept approval, as the additional envelope and associated uses are unlikely to result in significant environmental impacts. Future car parking, retail offerings, recreational facilities and new pedestrian access points accommodated through the new facilities, support the operation of the stadium and improve the accessibility of the entertainment precinct.

The proposal is considered in the public interest as it will increase open space and public recreational opportunities within the SFS redevelopment site for both stadium members and the general public.

The modified concept proposal facilitates additional parking within the stadium site (increasing what would have been available under the current approved MP1 carpark) and partially offsets the loss of on-grass in the Moore Park Parklands adjacent to Kippax Lake. This is consistent with government policy and the Moore Park Masterplan 2040.

The overall development and concept proposal would not be significantly altered as a result of the proposed amendments.

The Department considers the application is consistent with the objects of the *Environmental Planning and Assessment Act 1979* and with strategic directions for the State.

The Department concludes the impacts of the proposed modification are acceptable, the development is in the public interest, and the modification application should be approved.

## 8 Recommendation

It is recommended that the Executive Director, Infrastructure Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report.
- **determines** the application SSD-9249-Mod-6 falls within the scope of section 4.55(1A) of the EP&A Act.
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the modification.
- **agrees** with the key reasons for approval listed in the draft notice of decision.
- **modifies** the consent SSD-9249.
- **signs** the attached approval of the modification (**Appendix C**).

Prepared by:



**David Gibson**  
Team Leader  
Social Infrastructure

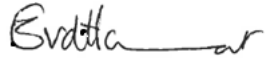
Recommended by:



**Karen Harragon**  
Director  
Social and Infrastructure Assessments

## 9 Determination

The recommendation is **adopted** by:



11 July 2022

**Erica van den Honert**

Executive Director

Infrastructure Assessments

**as delegate of the Minister for Planning**

# Appendices

## Appendix A – List of referenced documents

1. Department's assessment and consideration of the Concept Proposal and Stage 1 application  
<https://www.planningportal.nsw.gov.au/major-projects/project/5336>
2. Modification Application  
<https://www.planningportal.nsw.gov.au/major-projects/project/42781>
3. Submissions  
<https://www.planningportal.nsw.gov.au/major-projects/project/42781>
4. Response to Submissions  
<https://www.planningportal.nsw.gov.au/major-projects/project/42781>

## Appendix B – Modification instrument

<https://www.planningportal.nsw.gov.au/major-projects/project/42781>

## Appendix C – Consolidated consent

<https://www.planningportal.nsw.gov.au/major-projects/project/42781>