
Design Integrity Assessment

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Panel

Sydney Football Stadium

Stage 2 Development Application (SSD9835)
Design Integrity Assessment Report

Date: May 2019
Author: Infrastructure NSW
Revision: 1

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1. Introduction

This Design Integrity Assessment details the how the proposed design for Sydney Football Stadium Stage 2 State Significant Development Application is equivalent to the winning competition entry. The Design Integrity Assessment Panel (Panel) has considered the design modifications outlined in this assessment and confirm that the design proposes design excellence qualities consistent with the winning competition scheme.

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This Design Integrity Assessment addresses the requirements of conditions of consent for the Stage 1 Development Application (SSD9249) as well as the SEARs for the Stage 2 Development Application as follows:

Table 1: Condition of Consent B4 - SSD9249

Condition Requirement	Where addressed
B8. Prior to the lodgement of the future development application, a Design Integrity Assessment Panel (DIAP) must be established. The members of the DIAP must comprise of the members of the assessment panel responsible for selecting the winning design through the Competitive Design Process.	See section 2.
B9. Any reports endorsed by the DIAP, prior to the lodgement of a future development application, must be presented to the CCC and be referenced in any minutes.	See Appendix A.
C2. The future development application must be supported by a Design Integrity Assessment (DIA) to inform whether the proposal is equivalent to or is an improvement upon the design excellence qualities of the winning competition scheme. The DIA must be prepared, and the DIA report signed by the members of DIAP required by Schedule 2, condition B8.	See section 3 in relation to design amendments. See section 4 in relation to assessment by the Panel. See section 5 for Panel endorsement.
C3. Details of the presentation of the DIA report to CCC, as required by Schedule 2 condition B9, and feedback as a result of the presentation, must be submitted as part of the future development application.	See Appendix A and B.

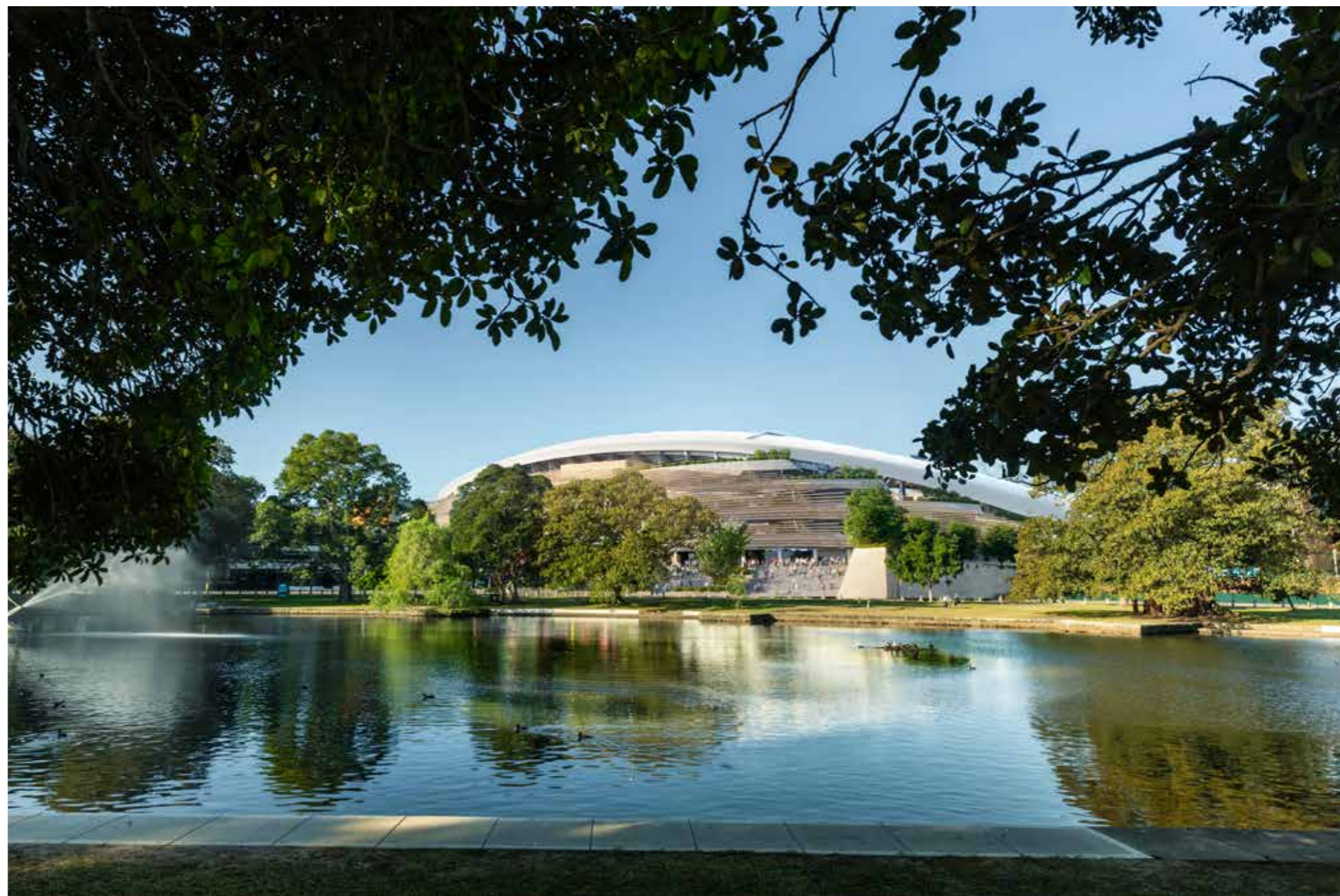
Table 2: SEARs Requirements

Condition Requirement	Where addressed
4. Design Excellence Provide details of the Design Integrity Assessment Panel as required by condition B8 of Schedule 2 of the development consent for SSD 9249.	See section 3 in relation to design amendments. See section 4 in relation to assessment by the Panel. See section 5 for Panel endorsement.
In accordance with Schedule 2, Condition C2 and C3 of SSD 9249, provide a Design Integrity Assessment Report.	This Report.

2. Design Integrity Assessment Panel

Following the conclusion of the competition process a Design Integrity Assessment Panel was established comprising membership of:

- Peter Poulet - NSW Government Architect representative (Chair)
- Kim Crestani - Independent
- John Perry - Independent
- David Riches - Infrastructure NSW (Proponent Representative).



3. Design Amendments

3.1. Landscape Design

Enhancements have been made to the landscape design as a result of design development. Figure 1 provides the landscape concept from the winning competition entry. Figure 2 provides the landscape proposal for the Stage 2 development application. Table 3 provides the details of the changes from the competition winning entry to the proposal.



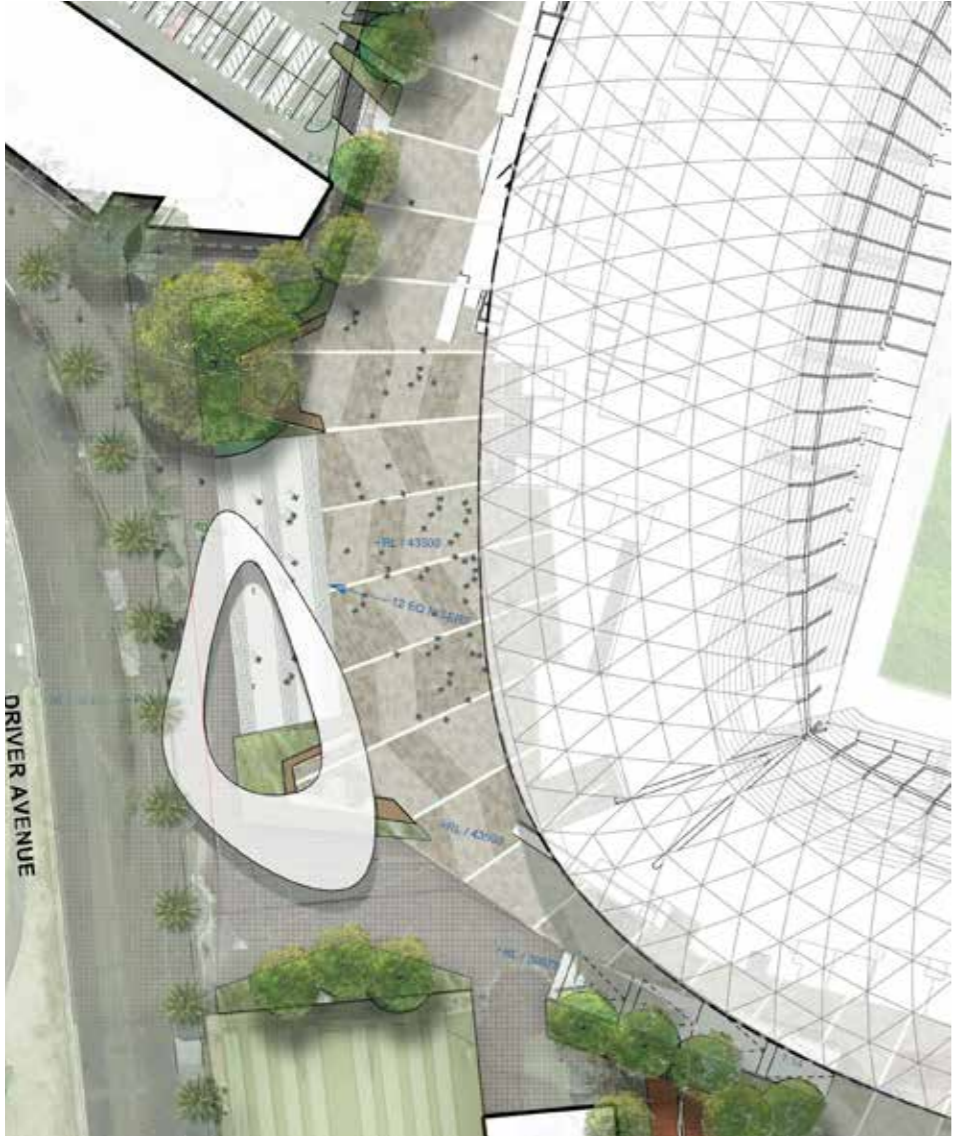
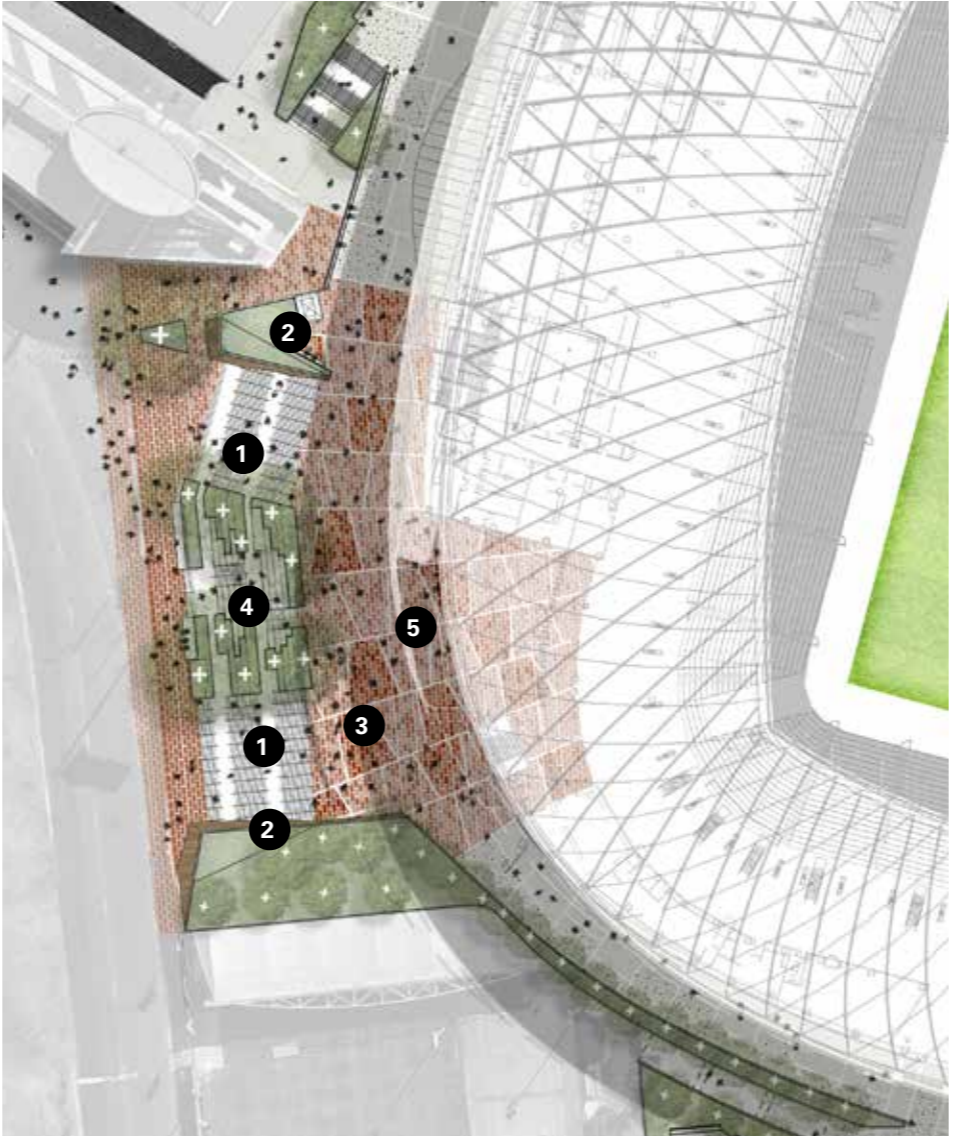
Figure 1: Competition winning landscape concept



Figure 2: Proposed Landscape Design

3. Design Amendments

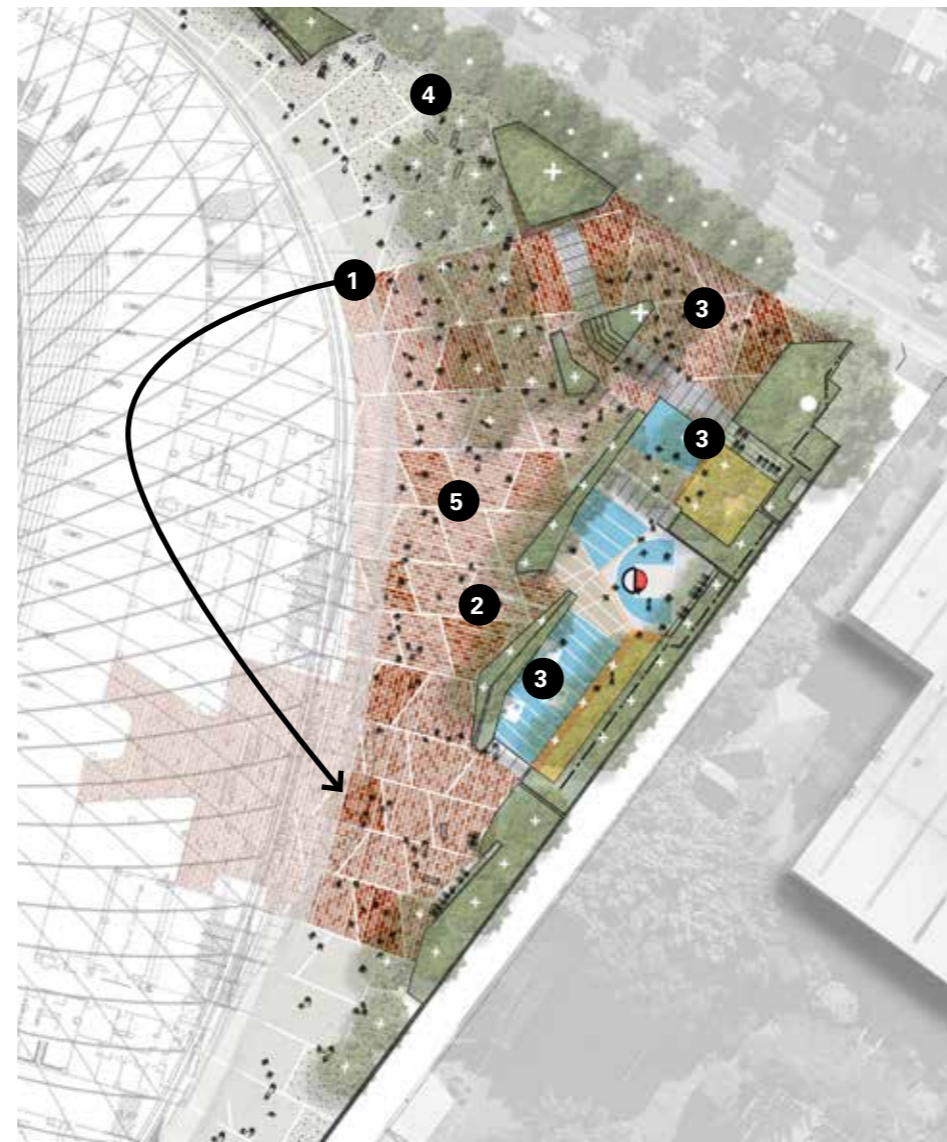
Table 3: Changes to the Landscape Design

Driver Avenue Steps		
Competition Concept Design	Proposed Design	Design Changes
		<ol style="list-style-type: none"> 1. Split Movement Paths in to 2 streams <ul style="list-style-type: none"> - Stairs have been orientated to respond to desire lines - 3 flights of stairs respond better to human scale 2. Folding Brick stair abutments <ul style="list-style-type: none"> - Create a site Gateway which references the language of gateways in the precinct. - Responds to Driver Avenue materiality - Planting at upper level will cascade down walls 3. Removal of the Oculus <ul style="list-style-type: none"> - Removal accommodates additional public realm and an entrance arrival more appropriate to the parkland setting 4. Establish central landscaped area with seating terraces <ul style="list-style-type: none"> - Provides for amenity, views over Moore Park and Kippax Lake - Forms a secondary movement path 5. Detailed paving to mark site & stadium entry

Competition Concept Design



Proposed Design



Design Changes

1. Stadium Entry moved from north east Corner to Paddington Lane
 - Activity zone restructured to direct pedestrians to stadium entry
 - Structured to allow high volumes of pedestrian egress
2. Removal of southern stairs on Paddington Lane resulting in 'ramped concourse'
 - 1:21 from Moore Park Road to stadium entry
 - 1:14 from Stadium Entry to SCG
3. Arrangement of community area
 - Steps are now on desire line from Moore Park Road
 - Creates stepped activity platforms following concourse grade with flush connections at landings
 - Removal of the full basketball court to be replaced with basketball hoops, exercise provision and informal recreation as a more diverse community offering
4. Maintain accessible connection from Moore Park Road
5. Detailed paving to mark site and stadium entry

3. Design Amendments

Fig Tree Place

Competition Concept Design



Proposed Design



Design Changes

1. Site extended to include the existing carpark area on Moore Park Road
 - Creates increased permeability at the north west corner
2. Additional trees for passive shade
3. The steps adjacent to the Rugby Australia Building moved south
 - By locating the stairs past the ramp access to the basement this will better facilitate access to the car park
4. Detailed paving to mark site and stadium entry

3.2. Architectural Design

Enhancements have been made to the architectural design as a result of design development. Figure 3 provides the architectural concept from the winning competition entry. Figure 4 provides the architectural proposal for the Stage 2 development application. Table 4 provides the details of the changes from the competition winning entry to the proposal.





Figure 3: Competition winning concept design

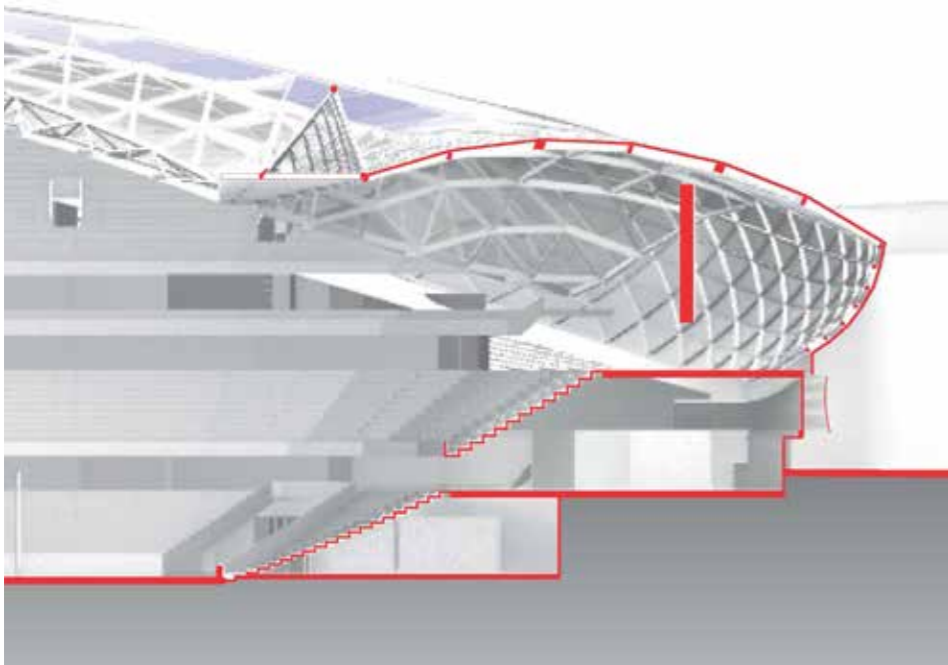
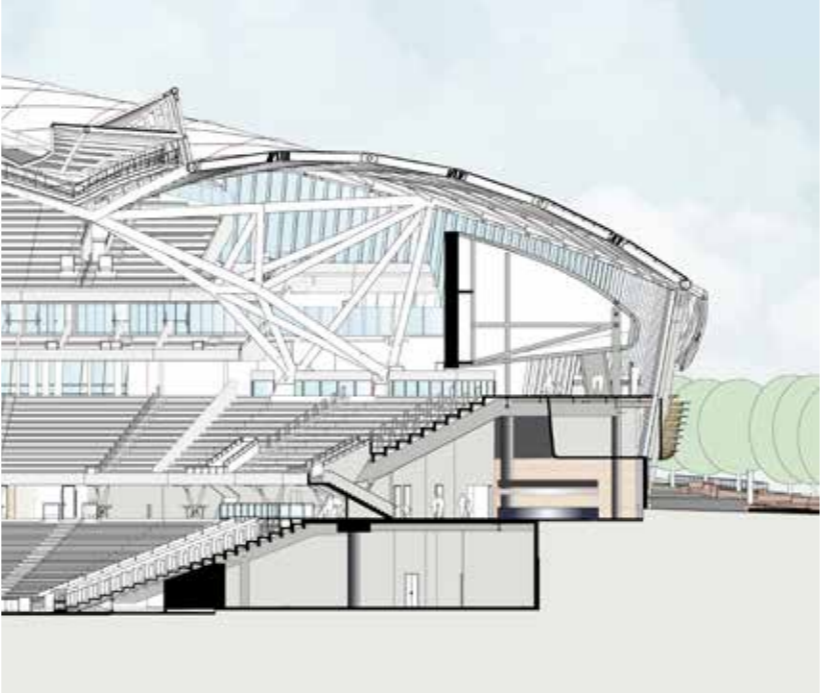


Figure 4: Proposed design

3. Design Amendments

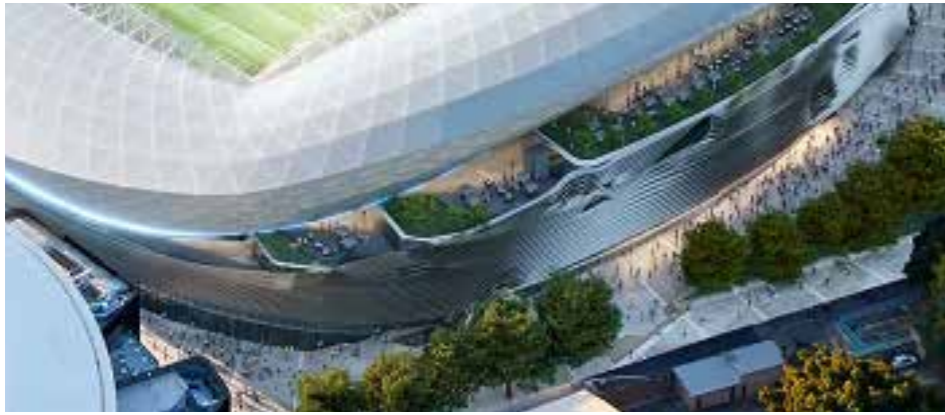
Table 4: Changes to the Architectural Design

Solar Photovoltaic Array		
Competition Concept Design	Proposed Design	Design Changes
		<p>Distribution of the photovoltaic array modified to better integrate with roof design and provide for more efficient operation.</p>

Roof Line		
Competition Concept Design	Proposed Design	Design Changes
		<p>Roof height at northern and southern ends lowered approximately 1-2 metres to assist in reducing scale of the building.</p>

Extension to Stepped Terraces

Competition Concept Design



Proposed Design



Design Changes

Minor extension to the landscaped terraces to the east and west on levels 3 and 4 to improve landscaping areas.

Louvre Screen

Competition Concept Design





Proposed Design



Design Changes

Simplification of louvred screen around the stadium and change of colour to a bronze metallic finish to better integrate with the surrounds.

3. Design Amendments

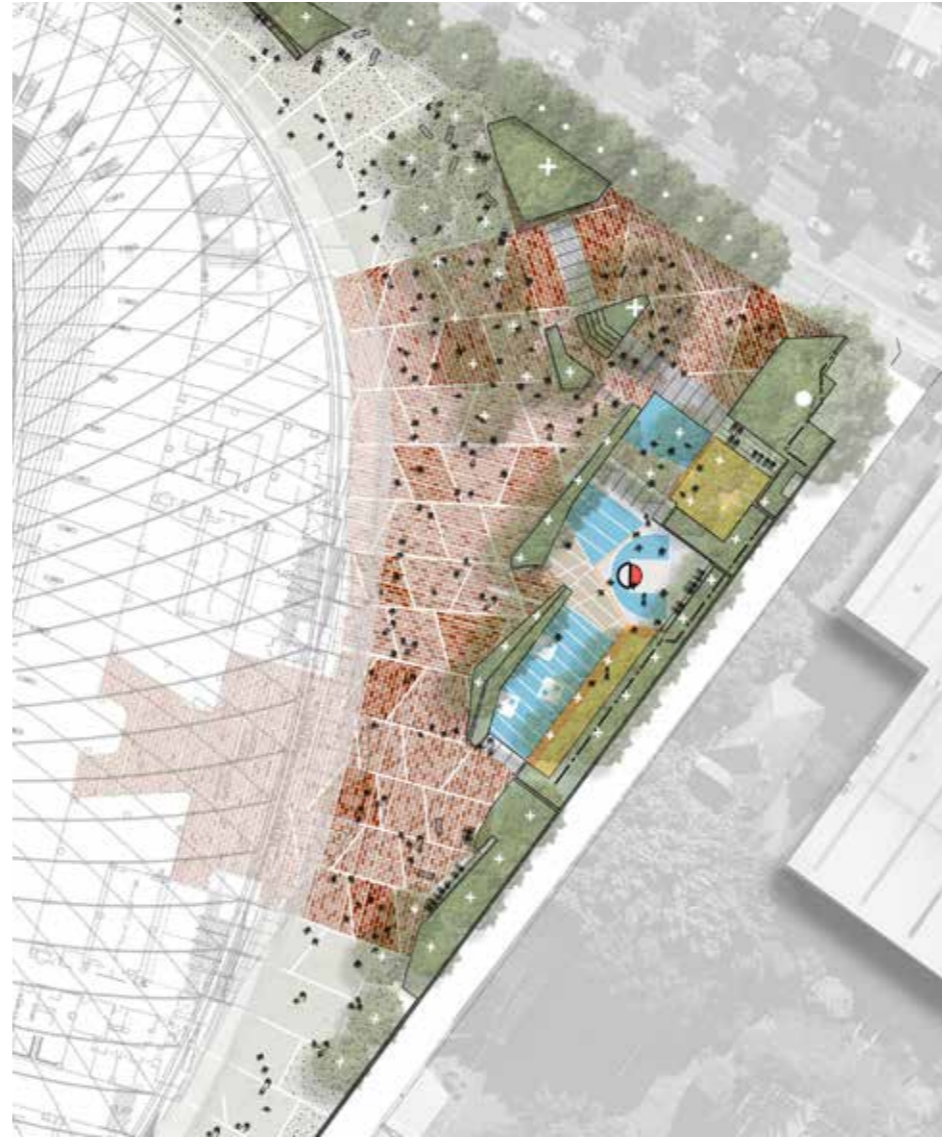
Roof Skirt		
Competition Concept Design	Proposed Design	Design Changes
		Reduction of the roof 'skirt' on the underside of the stadium roof to reduce visual bulk.

North Eastern Entry

Competition Concept Design



Proposed Design



Design Changes

Amalgamation of the north east and south east entries to one entry on the eastern elevation.

4. Panel Assessment

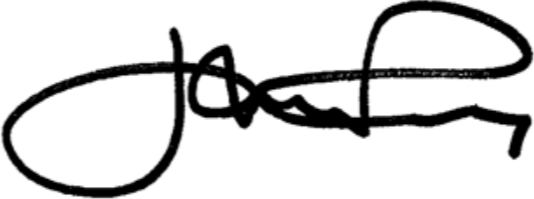
The Design Integrity Assessment Panel has reviewed the design changes from the competition winning entry to the proposed design and are of the opinion that the changes proposed are consistent.

The changes do not alter the Panel's conclusion that the design demonstrates design excellence as outlined in the Competitive Design Alternatives Report. The changes are considered to be consistent with the Panel's review of the design in relation to the Sydney Local Environmental Plan 2012, the objectives of Better Placed or the project Urban Design Guidelines.

5. Panel Endorsement



Peter Poulet (Chair)



John Perry



Kim Crestani



David Riches

Appendix A

Minutes of Community Consultative Committee Meeting

Meeting Notes - Sydney Football Stadium Redevelopment Community Consultative Committee (CCC)

Meeting No. 5, Wednesday 27 May – 5.30 pm – 8.30 pm

Location: Rugby House, Corner Moore Park Road and Driver Avenue, Moore Park

Attendees: **Chairperson:** Margaret Harvie.

Community representatives: Chelsea Ford, Sofie Mason-Jones, Julie Osborne, Vivienne Skinner, Michael Waterhouse, Robert Postema, Krystyna Luczak – Paddington Society.

Local Government representative: Mayor Kathy Neilson (Randwick City Council), Cr Philip Thalys (City of Sydney Council), Mayor John Wakefield (Waverley Council).

Sydney Football Stadium Representatives: David Riches, Head Projects NSW, Infrastructure NSW (INSW); Kerrie Mather, Chief Executive Officer, Sydney Cricket and Sports Ground Trust; Angus Morten, Senior Project Manager, Lendlease.

Note taker: Sandra Spate.

Guests and presenters: Russel Lee - Cox Architecture, Tom Kennedy – INSW, Tom Gellibrand – INSW, Nina Macken – Ethos Urban, Fee Chemke-Dreyfus – Ethos Urban, Ira Brenner – Ethos Urban.

Item	Description	Actions
	The chair acknowledged the traditional owners of the land on which we meet including elders past and present.	
1.	Welcome, apologies <ul style="list-style-type: none"> Overview of tonight's agenda 	
1.1	Margaret Harvie (MH) noted this is not a regular meeting but an additional meeting and opportunity for the CCC to provide feedback before the submission of the Stage 2 application. She noted the input provided tonight will be encompassed into the Consultation Outcomes Report that will form part of the EIS. The EIS will go on exhibition and there will be time to make comment as part of this exhibition stage. It is important to remember that this is not the last opportunity to make comment.	
1.2	Michael Waterhouse (MW) asked when in the agenda will be the time to comment on the Competitive Design Alternatives. Response: To be part of the Design Integrity Assessment agenda item.	
2.	Construction update	
2.1	Angus Morten (AM) reported the demolition of the eastern roof was foreshadowed for today but with predicted high winds the demolition of this last section will occur tomorrow. There is potential loud noise for about 15 seconds. Most of the western side demolition is complete.	
3.	Introductions as required	
3.1	David Riches (DR) introduced Tom Gellibrand (TG) who will take over his role after 30 June.	
4.	Declarations of pecuniary and other interests	
4.1	Michael Waterhouse (MW) <ul style="list-style-type: none"> His super fund has shares with Lendlease Is a member of the SCG trust Sofie Mason-Jones (SMJ) is on a wait list for the SCG Trust	

5.	Review of Pedestrian Connections (Condition B10) – Tom Kennedy	
5.1	<p>Tom Kennedy (TK) referred to the answer provided from Department of Planning and Environment (DPE) to MW’s question about the reason this condition mentions connections to the east and south east.</p> <p>The presentation to the CCC on this item occurred in the presentation by Aspect on 10 April. The long term plan for connections mirrors the Moore Park Masterplan. This however requires traversing Fox Studio land.</p> <p>The new stadium was moved to the east to allow for future pedestrian links but future access depends on Fox Studio. They consider that it is their land while they have the lease. The links can be achieved at the expiry of their lease.</p>	
5.2	<p>Vivienne Skinner (VS) suggested new legislation should be enacted to provide ‘right of way’ as has occurred in the UK. She asked whether Fox’s position negates the value of moving the stadium.</p> <p>TK replied this has set up future links for 2032. It is aligned with the the Moore Park Masterplan and broader linkages.</p>	
5.3	<p>SMJ asked what the width of the southern boundary is after moving the stadium.</p> <p>Russel Lee (RL) replied it is 30m.</p> <p>Philip Thalys (PT) said the consequence of this is creating a pinch point between the proposed stadium and the NRL building. He asked what the width is between Fox studio and the stadium.</p> <p>TK said the width is 15m on the concourse and 30m on the southern side. It is between 15m and 20m wide in Paddington Lane.</p>	
5.4	<p>MW expressed concern that the wording of the condition is to assess suitability of pedestrian safety. He does not feel that this condition is achieved by one slide and a description of future links. He suggests a comprehensive review is needed to address this along with a review of the Moore Park Masterplan. He doesn’t feel the Landscape Presentation met the condition. He accepts the response but wonders if pedestrian safety at the site and adjoining lands can be addressed more specifically.</p> <p>TK replied SJB have addressed each of the themes in the Moore Park Masterplan and have assessed these against conditions of consent. The conditions require assessment of the impact of future links. This can’t currently be done but the behaviour strategy looks at safety more broadly and the adequacy of connections.</p>	
6.	Competitive Design Alternatives and Design Integrity Assessment – David Riches (Conditions B9 & C3)	
6.1	<p>A copy of the Competitive Design Alternatives Report had been circulated to the CCC six days prior to the meeting. The Design Integrity Assessment Report has also been circulated to the CCC.</p>	
6.2	<p>MW noted overlapping issues. He has researched the urban design guidelines and the National Construction Code and this raised concerns for him with access problems at Driver Ave. While not in a position to comment on comparison of the winning design to others, the design was to provide good access and egress for large numbers but the opposite seems to be the case with this design. He is concerned that the design has set off down the</p>	

	<p>wrong road. It does not balance the impacts and needs of the local community compared to the old stadium.</p> <p>DR indicated that he was pleased that these issues are not so much related to the outcome of the competition but are issues for the emerging detailed design. Terms of Reference for the competition included roof design, façade and the public realm. The winning entry best satisfied these criteria. Going forward the jury will respond to issues raised while being sympathetic to the design selected.</p> <p>MW asked if the technical issues prevent it being more harmonious with surrounds.</p> <p>DR noted changes to several key items for the winning scheme to make it more harmonious. The winning entry had a large structure over the arrivals area. This has been removed as it was too imposing on Kippax Lake and Moore Park. This has softened the arrival and breaks down the monolithic feel.</p>	
6.3	<p>MW asked whether the original design included a ramp.</p> <p>DR replied that as per the current design it had a bank of steps with disability access via the lift. On the eastern side the main entry was at the north east corner. This has shifted to the middle of the stand for better pedestrian dispersion. It pulls people away from Moore Park Road.</p>	
6.4	<p>DR presented other elements of the Design Integrity Assessment Report as follows:</p> <ul style="list-style-type: none"> • The activation zone has been expanded similar to that for the Western Sydney Stadium. This has been well received. • Landscape zones at Busby's Corner have been broken down which the jury considered an enhancement. • Pavement has changed at the Figtree Place north west corner to open up more space and better articulate entry points. • Landscaping in the upper areas of the stadium have been expanded with compelling differentiation and the roof on top of the tree canopy. • The roof skirts down in the original and makes it appear bulky. The jury was keen to reduce visual bulkiness and enhance the floating appearance. 	
6.5	<p>MW suggested light and sound spilled out from the old stadium which was more open. The solid wall in the Cox design is a negative element with the old stadium fitting in better, nestling into the landscape.</p>	
6.6	<p>Vivienne Skinner (VS) commented that the changed cladding to a bronze look is positive.</p>	
	<p>PT asked whether other designs included a staircase to Moore Park.</p> <p>DR confirmed they did.</p> <p>PT asked about an alternative design which included a ramp.</p> <p>Tom Kennedy (TK) replied that that design wasn't contained within the site boundary. It included development over MP1 and a retail component.</p> <p>SMJ suggested this alternative approach could achieve better access points to the stadium long term even if non compliant with the current design competition guidelines.</p>	

6.7	<p>MW said Cox Architects were awarded the contract on the basis of form and appearance and minimising impacts. Landscaping was to be sympathetic to the Moore Park Masterplan which he believes is not the case. The height at the northern and southern ends seem to have increased by 4m. He feels the basis on which the design was awarded has shifted with and increase to the bulk and scale.</p> <p>DR reported an error on the slide presented. It has in fact come down by 4m rather than increased by 4m.</p> <p>Russel Lee (RL) said that their design entry didn't meet the criterion of providing an acoustic wall to the northern side. They were looking to accommodate this by pushing the roof up by 4m. This has since been modified to bring it down by 4m.</p> <p>Julie Osborne (JO) said this is not lower than the pre-existing stadium. TK replied it is lower than that presented in the winning design. PT asked where it is lowered.</p> <p>RL said it is incorporated as part of the acoustic wall into the roof which is lower by 4m at the north and south working up to the height of the east and west which remains the same.</p> <p>Krystyna Luczak (KL) noted there are no dimensions on the drawings. VS said the central height remains 6-7m higher than the old stadium. PT suggested the truss appears higher.</p> <p>RL said it has come down 1.5m. The front edge is higher but overall the truss hasn't gone up. The roof has been brought down. He can provide 3D images to show this more clearly and overlay the old with the current.</p>	<p>Cox Architects to include dimensions on drawings.</p> <p>INSW to update drawings to correctly show the height of the roof.</p>
6.8	<p>MH closed this part of the discussion noting that there is still the opportunity for submissions through the exhibition period.</p>	
7.	Architectural Plans – overview and discussion – Russel Lee	
7.1	<p>RL presented on architectural plans. Presentation to be uploaded to the website separately.</p> <p>There are five levels to the stadium including the basement level which has a 360 degree service road with facilities weighted towards the western side. Lower level access is from the MP1 carpark. Staff facilities are close to the SFS and the SCG. There is a multi purpose space under the podium.</p> <p>The next level is the main concourse. There are three major entries with the main one on the east. All come out on grade for ease of access. The previous entry/ exit was below Moore Park Road and required access via stairs. The south west corner is 6m above, with ramps to the plaza level at the SCG and ramps back up following Paddington Lane. The transition allows equitable access by pedestrians and wheelchairs.</p> <p>DR said the gradient is 1 in 20 or 5% up the eastern side and along Moore Park Road. RL reported there is truck access from MP1 and 360 degree access round the outside for emergency vehicles.</p> <p>On event days there is 360 degree access unlike the current which is cut off. People enter from the concourse and move to seats.</p> <p>Levels 1 includes food and beverage outlets and toilets.</p> <p>Above the main concourse is a mezzanine level that could be trust offices and some plant rooms.</p>	

	<p>Level 2 is the main hospitality area with members on the western side and others on the east. Public seating is in the north and south.</p> <p>Level 3 contains the media area.</p> <p>The upper concourse level has food and beverages with seating for 10,000. RL provided sections of old and new overlaid.</p>	
7.2	<p>Chelsea Ford asked about access for catering.</p> <p>DR said public and back of house circulation is separated with the public on top of the concourse and services underneath.</p>	
7.3	<p>SMJ noted the focus on improving access and getting to seats but she does not believe that getting in from Driver Ave via steps improves this access. There is currently a wide court. She is concerned about the introduction of this flight of stairs. Once in the stadium it is easier to get to seats but it is harder to get in. She is concerned with amenity and integration with the Moore Park Masterplan 2040 aim of moving people at grade.</p> <p>MW believes that the stairs raise safety and disability access issues. He is concerned the current design does not meet access standards in the National Construction Code. He asked whether the stadium could be dropped by 3m to allow level access.</p> <p>RL replied the ramp off Driver Ave for the former SFS was not on the concourse level. Bringing people up faster avoids congestion and clashes and is easier for people with a disability. There is no ramp but an accessible lift. There is not enough room on that corner to include a ramp. The water table prevents dropping the play fields.</p> <p>PT asked if entry could be moved to integrate a 1:20 grade at three points of entry.</p> <p>DR said this would involve long ramps swinging round.</p> <p>Julie Osborne (JO) asked why the main entrance is located where it is.</p> <p>RL said around 65% of people arrive at that point. Many major facilities have stairs. The design has been reviewed twice by the UK Sports Ground Safety Authority who found no issues.</p>	
7.4	<p>SMJ asked how the stairs integrate with parklands.</p> <p>RL replied the combination of landscaping on the stairs creates a type of amphitheatre facing Kippax Lake.</p> <p>DR said there was some feedback as a result of the safety review suggesting breaking down the stairs into transition points and lateral zones to improve safety and include landscaping. People travel up and down stairs then move laterally.</p>	
7.5	<p>VS asked why only one lift? She suggested that with older people, people with prams, those who choose not to use the stairs and people with a disability would face difficulty in accessing the lift.</p> <p>JO noted most people will enter from that side. She suggested many people would be reluctant to walk up 6m of stairs.</p> <p>RL said the assessment only saw the need for for one lift. There is space for an additional lift.</p> <p>MW suggested research leads him to believe the current disability access is in breach of the National Construction Code (NCC). He distributed a paper to the meeting and referred to the relevant section of the NCC. He spoke to the</p>	<p>INSW to provide the CCC with data on the adequacy and number of lifts.</p> <p>INSW to provide information on how design complies with disability access</p>

	<p>requirements in the NCC for accessible entry to all people with disability including:</p> <ul style="list-style-type: none"> • The need for a stadium of 45,000 it has to provide 283 spaces for people with disability. • Access has to be available within 50m of entrances. He notes that 65% come through one entrance including people with a disability and people with strollers. <p>MW is seeking INSW to demonstrate how the design complies with access requirements of the NCC. He is concerned about the precedents of disability groups taking Local Councils to the Human Rights Commission and the costs of remediation to meet requirements.</p> <p>DR noted the plans will go to the Department of Premier and Cabinet's Disability Consultant. He suggested that lifts service people with a disability better than ramps.</p> <p>PT noted the City of Sydney also has an Inclusion Panel.</p> <p>RL said the lift is within 50m of the stairs.</p> <p>RP recommended the CCC ask for at least one more lift and consideration of external escalators.</p> <p>Kathy Nielson (KN) suggested there would be a serious problem if the only lift was out of order. Access is an important issue and there is a need for more than one lift. Three access points for people with a disability should be developed.</p> <p>JO asked if lowering the level under the main concourse has been investigated.</p> <p>RL said it has but the water table and the field of play prevents this.</p> <p>DR noted the main concourse is at the level of Moore Park Rd.</p> <p>INSW knows this is a weak point. Ramps were looked at but would have required too many switch backs. He recognises the concerns of the CCC and the desire for more lifts. INSW will review this.</p> <p>TG acknowledged that although access complies with the construction code it is still not satisfactory to the CCC. Regarding extra lifts there is a need to look at demand over time. There are algorithms for looking at numbers and use over time. INSW can come back to the CCC with data regarding the adequacy and numbers of lifts required.</p>	<p>requirements of the National Construction Code.</p>
7.6	<p>Chelsea Ford (CF) asked how the notion of stairs and moving laterally helps flow of pedestrians rather than slowing it down.</p> <p>RL said professional advice suggested was the preferred option.</p>	
7.7	<p>RP noted there is 6m under the stadium at basement level in the south east corner. Why can't a port for Uber, taxis and hire cars operate here as with the Opera House?</p> <p>RL replied that Driver Ave is closed during the event for safety.</p> <p>TK said it would require stringent screening of vehicles for security reasons.</p> <p>PT asked if there is a drop off in the carpark.</p> <p>This was confirmed.</p>	
7.8	<p>CF asked whether service vehicles had 360 degree access. A lot of garbage and linen had as part of the previous design been moved by foot. There may also be a challenge for people working on level 2 if stationed on the east and they need to walk round to services on the west side.</p>	

	<p>RL said food and garbage vehicles enter through MP1 and drive into the basement to the service road area and loading docks. There is 360 degree access also used by team buses. Design allows for small vehicles and pallet jacks to be used throughout the building. DR noted staff has access through level 2.</p>	
7.9	<p>PT asked if the field is at the same level as the existing. RL replied it is, 1m below the MP1 carpark.</p>	
7.10	<p>SMJ asked how the EIS is going to justify the height increase. As seating numbers aren't changing is the increase linked to a better sporting and entertainment experience? RL replied seats come forward in the new scheme and therefore height increases. There are also acoustic requirements for a 20m wall to protect Paddington neighbour from noise impacts. There are more back of house facilities. SMJ suggests it is important that the EIS clearly articulates the benefit of the increased height. As seating numbers don't change this has to be substantiated in the EIS. TG asked whether height is also partly driven by engineering for more roof/rain coverage. RL said engineering is a driver. Under the old stadium two levels of seating were covered. Now four levels are covered. PT asked how much is corporate seating and how much is public seating? RL replied 8,500 is corporate or member seating. The rest is public seating or can be utilised for other functions.</p>	
7.11	<p>JO suggested the north/south view looks substantially larger which is a concern from a Paddington point of view. There is less noise but a very large appearance. Paddington has had noise impacts for a long time. If people see that scale with no additional seats it is likely to re-start the debate about justification for the project. RL said design has tried to emphasise the horizontal. The acoustic analysis strongly recommended there be no penetrations in the walls on the northern side to provide acoustic shielding. TK acknowledged the suggestion about the need to clearly justify the height and the visual component. INSW will take this on board. DR said a big driver for height in the north and south was the introduction of a second tier of seating. The changes inside impact on the external.</p>	
7.12	<p>RP asked how long the stadium takes to empty compared to other stadia. RL said that the 'Green Guide' requires people to be able to exit their seat to a passage of egress within 8 minutes. The Green Guide does not require all patrons to be able to exit the stadium building within 8 minutes. It is expected that it will take around 20 minutes to exit the proposed stadium. This is comparable to other stadiums both nationally and internationally.</p>	
8.	<p>Travel Demand Management Strategy and Geen Travel Plan (Condition C46)</p>	
8.1	<p>MW said the CCC haven't seen the Green Travel Plan and are meant to see it. He understands that it meant to show an increase in the public transport</p>	

	<p>mode share but the chart presented at the last meeting showed negligible change. This he believes is in breach of Condition C46.</p> <p>PT suggested there is no strategy - just maintenance of the status quo.</p> <p>TK said the Green Travel Plan is to show how mode share can change. The condition doesn't require the Green Travel Plan to prove that the road mode share is down but how mode change is encouraged and what measures are part of plan.</p>	
8.2	<p>SMJ said there was nothing in the presentation to show that Stage 2 adequately addresses the phasing out of parking on green space and how this would impact local streets. CCC members suggested a ban on parking. This project needs to demonstrate how it meets the objective in the Moore Park Masterplan of phasing out parking.</p> <p>TK said there is no plan to remove parking at EQ and MP1. If Centennial Park and Moore Park Trusts phase out event parking this is around 2,000 spaces. The project can survive without this parking but it requires a mode shift to public transport or active transport. The Moore Park Masterplan talks of satellite parking.</p> <p>DR noted the CEO of the Moore Park Trust will present at the next meeting. JO, SMJ and VS noted local streets have reached capacity. The EIS needs to indicate adequate assessment that removal of parking on green spaces has no impact on local streets.</p> <p>TK indicated he will take this feedback on board.</p> <p>MW said there is nothing in the travel strategy or presentation saying the Green Travel Plan will do certain things. It has to be driven by a strategy that says don't drive and concurrently increase the proportion of patrons coming by public transport. It's difficult for the Moore Park Trust to phase out parking without this.</p>	
9.	<p>Discussion on Development Consent Conditions related to CCC</p>	
9.1	<p>TK noted conditions of consent requirement B6 to present on Competitive Design Alternatives. This was done on 10 April and a lot of feedback was provided on April 28. A report followed.</p> <p>Regarding B13, the Aspect presentation dealt with issues as part of the bigger picture not as isolated landscaping.</p> <p>SMJ raised questions around Condition A11 that evidence of consultation is required. She said this needs to be included in the outcomes report and whether matters are resolved or remain unresolved. For example comments on access or parking, if there is agreement from INSW, has it changed the design or impact assessment? It needs to include where comments sit, how they have influenced outcomes or whether they have been rejected.</p> <p>TK replied this information is being compiled and it will sit in the Ethos Urban Consultation Outcomes Report. There have been a lot of comments which INSW is working through. There have been some great suggestions e.g. rubbish bins outside after games which have been adopted.</p> <p>Nina Macken (NM) said this is included in the Consultation Outcomes Report and there is further opportunity for people to comment on this report.</p>	
6.50 – BREAK and refreshments (10 minutes)		

10.	<p>Feedback from the Community: Overview of Stage 2 Community Consultation Outcomes to Date – Fee Chemke Dreyfus</p>	
10.1	<p>Fee Chemke-Dreyfus (FCD) reported three community information sessions have been held with 49 attending over the three sessions. The same type of advertising was used as for the Stage 1 sessions but attendance dropped for the Stage 2 sessions.</p> <p>Types of feedback included comment on design issues. People were generally pleased with design, particularly the public domain.</p> <p>There was support for the 100% roof covering.</p> <p>Stairs at Driver Avenue were a concern.</p> <p>There were contradictory views on parking with support for increased parking and support for no parking.</p>	
10.2	<p>VS and JO suggested people now view the stadium as a fait accompli whereas for Stage 1 most opposed the development.</p>	
10.3	<p>Feedback from the CCC: Workshop on Stage 2 Issues and Proposed Solutions</p> <ol style="list-style-type: none"> 1. Discuss – CCC members broke into small groups to discuss main issues and your proposed solutions. People started with the post that they wanted to start with and were prompted to move to complete comments at all posts. 2. Prioritise – CCC members were asked to individually ‘vote’ by putting dots against the issues they thought are the most important. 3. Report back – the groups reported back on the main issues, proposed solutions and priorities. 	
10.4	<p>Report back</p> <p>Traffic and transport – Report back by JO</p> <ul style="list-style-type: none"> • The desire that on-grass parking be banned in line with Moore Park Masterplan. • That traffic management incorporate management of taxis, Uber and limousines. • Future solutions should include integrated ticketing, cycle line hubs and way finding. How will 2,000 car spaces be phased out? • Stage 2 needs to demonstrate no impacts on local roads and this needs to be supported by Council rangers. <p>Design – Report back by MW</p> <ul style="list-style-type: none"> • Visual impacts on Moore Park and Paddington and overshadowing. • Driver Avenue has multiple issues such as the number of lifts, ramps, an escalator, disability and safety issues. • Suggestion to knock down the NRL building. • Solution of the stadium being sunk 3m to overcome many issues including overshadowing, visual impacts, stairs, and disability access. • SMJ added that we had a blank canvas. We started from ground zero. Is this the best design outcome from the position of knocking everything down and starting again? 	

	<p>Operation – Report back by KN</p> <ul style="list-style-type: none"> • need to support operational and catering staff with more people on site. • need for solutions to transport and parking at the stadium and access around the stadium. • Safety issues at Driver Ave – solutions are for no steps and more lifts. • Behavioural issues with people leaving the stadium. • Safety issues with people crossing Moore Park Road. <p>Construction – Report back RP</p> <ul style="list-style-type: none"> • Issues the same as Stage 1 issues such as dust and noise. <p>Other - Report back VS</p> <ul style="list-style-type: none"> • Impact of height and scale on the conservation area. The only solution is reduction of scale and bulk. • A desire to support surrounding businesses pre and post match. • Lighted pathways. • Encouragement of Sydney night life. • Compliance with the Green Building Code. • Recognition of Indigenous heritage. • Meaningful consultation, not box ticking. Listen and make changes. 	
10.5	<p>In conclusion to this part of the agenda NM noted that the feedback will inform the EIS.</p> <p>SMJ asked that issues and solutions be reported. How feedback has been used to change the design and the ‘if not why not’ be included in the Outcomes Report. She referred to Condition A11 which notes outcomes of consultation, what has been resolved and what is unresolved, and how the applicant has addressed issues needs to be included.</p> <p>FCD and TK replied that the report will detail what we have heard and how the project team and the EIS report has responded. A table will be included to show community comments, INSW response and whether suggestions are adopted or not.</p> <p>MW asked if the report is available to the CCC. If so, when?</p> <p>FCD, NM and TK replied it will be a public document on the DPE website as an appendix to the EIS.</p> <p>There is also an adequacy test by DPE. If deemed adequate it is uploaded for public exhibition. This should occur be in coming weeks. Tonight’s feedback will also be reflected in minutes of the meeting.</p>	
10.6	<p>Other business</p> <p>PT said in the Substantive Design Response includes what we hear from proponents regarding issues raised in design. How will we see the report? Will it be at the next meeting?</p> <p>DR expects three weeks to lodgement and this is when the CCC will see this. SMJ imagine designs are largely finished and are now being finessed TK confirmed this is the case. A lot of comments need to be considered. The NRL building (for example) won’t change.</p>	<p>INSW provide response at the next meeting around consideration of height.</p>

	<p>DR suggested the height on the Moore Park Road elevation is a big issue. INSW will definitely look at this and the stairs and disability access.</p> <p>MW said given the urgency of matters around the National Construction Code when will the CCC get a response?</p> <p>DR said answers will be provided with the minutes. The Independent Planning Commission checks compliance prior to construction.</p> <p>JO asked how realistic is a reduction in height and bulk?</p> <p>DR said INSW will go back to Cox. They have discussed height and façade with Cox. If a lower height reduces costs it would definitely be considered.</p> <p>KN asked whether the roof could be lowered.</p> <p>DR noted the roof has come down 4m at the north and south. The scoreboard has seating below.</p>	
10.7	<p>SMJ said the current design has reduced shadowing on parklands but it would be awesome if shadow impacts didn't exist at all as with the field of play on the SCG. Could reduction of bulk to achieve this be tested with Cox?</p> <p>TG asked if this outcome was achieved would shading be put back with trees?</p> <p>TK replied the trees provide a small amount of shadow but the most shadow impact comes from the building.</p>	
11.	<p>Next steps</p> <p>Close and confirmation of 19 June for next meeting</p>	
11.1	<p>About the next meeting</p> <ul style="list-style-type: none"> • Denise Ora from the Centennial and Moore Park Trusts will present at the next meeting. • The next meeting will revisit the height of the stadium. • PT asked that more on the façade be presented at the next meeting and more on the sections and views from Paddington. • MW asked that disability access be included in the next meeting. If INSW provides a response prior to the meeting can this be discussed? • CF and RP asked for follow up of the drones and security issue from last meeting. Feedback was inadequate and seemed dismissive. KM said that while SCG Trust would like to have the legal ability to address the issue of drones they are unable to do so. RP would like a more detailed response to this issue – to be added to the actions/questions of the last meeting. • RP requests a presentation on parking at the next meeting. MH noted the presentation by the CEO of the Centennial Park Trust would likely generate the discussion on parking. 	
	<p>MH to revisit the date of the July meeting and flag alternatives with CCC members.</p>	

Future meeting dates through to September

- **Wed 19 June 2019**
- **Mon 29 July 2019**
- **Wed 21 August 2019**
- **Wed 25 September 2019**

Appendix B

Feedback from the Community Consultative Committee

4 Design Integrity Assessment

A copy of the Design Integrity Assessment report was provided to CCC members on 24 May 2019. The Design Integrity Assessment was presented at the CCC meeting of 27 May 2019. Comments from the CCC and responses to these comments are outlined below. Full discussion can be found in the Meeting Minutes.

CCC Comment	Response
Pinch Point on Western concourse created in shifting the Stadium South-West.	The CPTED report concludes that sight lines are adequate through the site. Spatial requirements for pedestrian egress are met within the public domain.
Access problems from Driver Avenue due to the stairway entry	The CPTED report concludes that sight lines are adequate through the site. The stairs are supplemented by lifts for disabled and mobility access. Access from Moore Park Road is provided at-grade.
Driver Avenue stairs do not meet access standards in the National Construction Code.	The Driver Avenue stairway entrance complies with the National Construction Code, and includes inbuilt transition points and lateral zones to improve safety.
Would like to see the Stadium level sunk	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The stadium cannot be lowered as it would pose a risk to the existing water table.
Need more than one lift. If it is out of order, that cause a serious issue	Following consultation, an additional lift has been added.
Would like to see external escalators	External escalators are considered unnecessary as there is sufficient access through the stairway entry and lifts.
The EIS must clearly articulate the benefit of the increased height considering seat numbers have not changed.	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The visual impact of the proposal, including the new form and extent of the stadium, is addressed in the View and Visual Impact Assessment and Heritage Impact Assessment as part of the Stage 2 Development Application.

