



Artist's Impression

## Consistency with Stage 1 DA Urban Design Guidelines



# Consistency with Stage 1 DA Urban Design Guidelines

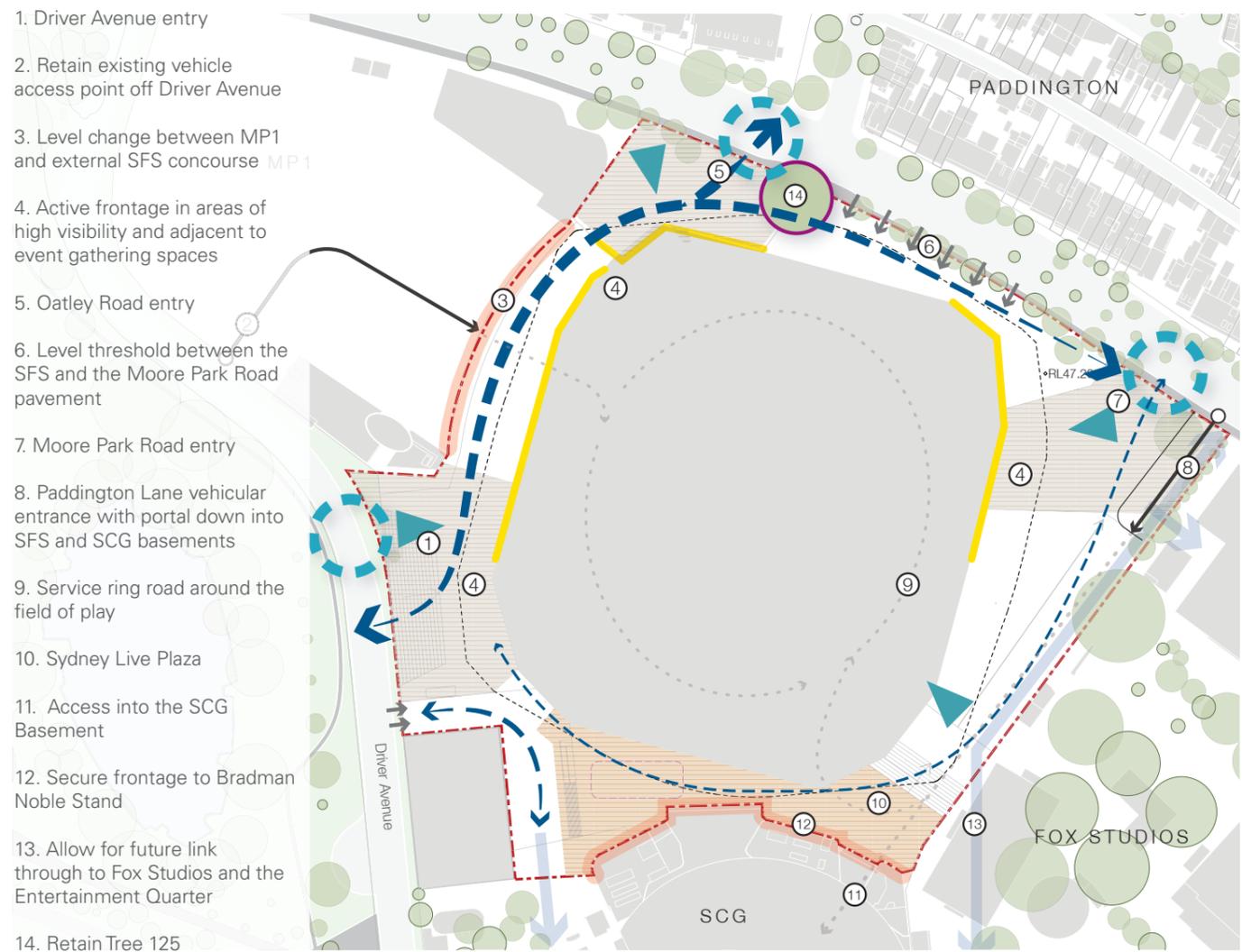
## Key Moves

The Key Moves	Response
1. Driver Avenue entry	Driver Avenue entry is one of the primary pedestrian entry points to the site. Refer to Pedestrian and Bicycle Circulation in Chapter 3. It has been enhanced through the placemaking of Moore Park Steps – Refer to Landscape Report prepared by Aspect Studios.
2. Retain existing vehicle access point off Driver Avenue	Existing vehicle access point off Driver Avenue is retained. Refer to Vehicular Access and Movement in Chapter 3.
3. Level change between MP1 and external SFS concourse	There is a level change of approximately 4m between MP1 and the external SFS concourse.
4. Active frontage in areas of high visibility and adjacent to event gathering spaces	There is an area of active frontage along the northeast facade of the stadium. This is an area of high visibility and adjacent to the Fig Tree Place event gathering space. Refer to Modes of Operation in Chapter 3.
5. Oatley Road entry	Oatley Road entry is one of the primary pedestrian entry points to the site. Refer to Pedestrian and Bicycle Circulation in Chapter 3. It has been enhanced through the placemaking of “Fig Tree Place” – Refer to Landscape Report prepared by Aspect Studios.
6. Level threshold between the SFS and the Moore Park Road pavement	There are level thresholds between the SFS and Moore Park Road pavement along the majority of the Moore Park boundary. Refer to Accessibility in Chapter 3.
7. Moore Park Road entry	Moore Park Road entry is one of the pedestrian entry points to the site. Refer to Pedestrian and Bicycle Circulation in Chapter 3. It has been enhanced through the placemaking of “Busby’s Corner” – Refer to Landscape Report prepared by Aspect Studios.

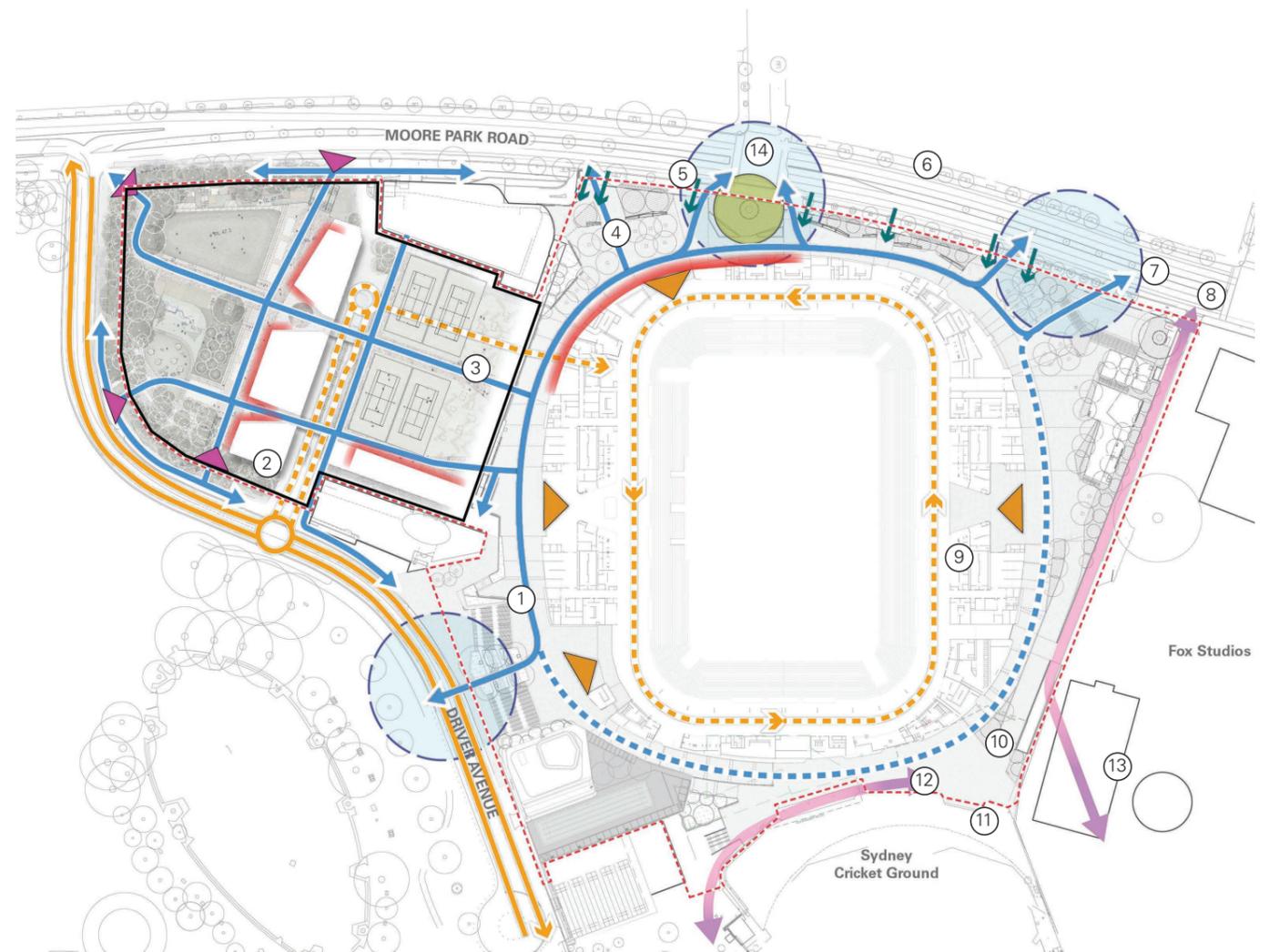
Precinct Village and Car Park Principles	Response
1. Driver Avenue pedestrian entry	The Driver Avenue entry is retained as the primary SW access to the Stadium.
2. Retain existing vehicle access point off Driver Avenue	Existing vehicle access point off Driver Avenue is retained. Refer to Vehicular Access and Movement in Chapter 3.
3. Level change between MP1 and external SFS concourse	This proposal creates a level access to an event plaza directly off the SFS concourse.
4. Active frontages in areas of high visibility and adjacent to event gathering spaces	Retained.

The Key Moves	Response
8. Paddington Lane vehicular entrance with portal down into SFS and SCG basements	Paddington Lane provides vehicular access for the SCG basement only. All SFS servicing will be via MP1. Refer to Service Access and Circulation in Chapter 3.
9. Service ring road around the field of play	There is a basement service ring road around the field of play. Refer to Service Access and Circulation in Chapter 3.
10. Bradman Noble Terrace, also known by the Trust as Sydney Live Plaza	The Bradman Noble Terrace is a restricted access area that interfaces with the SCG.
11. Access into the SCG Basement	Access into the SCG Basement is provided via Paddington Lane. Refer to Service Access and Circulation in Chapter 3.
12. Secure frontage to Bradman Noble Stand	The frontage to the Bradman Noble Stand is secured via restricted access to the Bradman Noble Terrace. Refer to Modes of Operation in Chapter 3.
13. Allow for future link through to Fox Studios and the Entertainment Quarter	A future link to Fox Studios and the Entertainment Quarter has been allowed for. Refer to Pedestrian and Bicycle Circulation in Chapter 3. Refer to Landscape Report prepared by Aspect Studios.
14. Retain Tree 125	Tree 125 is being retained. Refer to Landscape Report prepared by Aspect Studios.

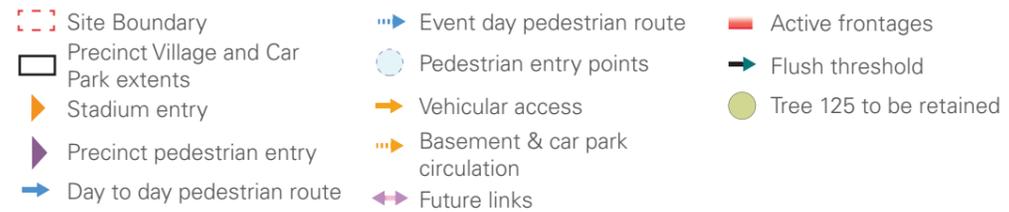
Precinct Village and Car Park Principles	Response
Items 5 - 14	Not applicable to Precinct Village and Car Park.



**Figure 59: Key Moves Stage 1 DA (Source: SJB)**



**Figure 60: Key Moves (as proposed to be modified by the Precinct Village and Car Park)**



# Consistency with Stage 1 DA Urban Design Guidelines

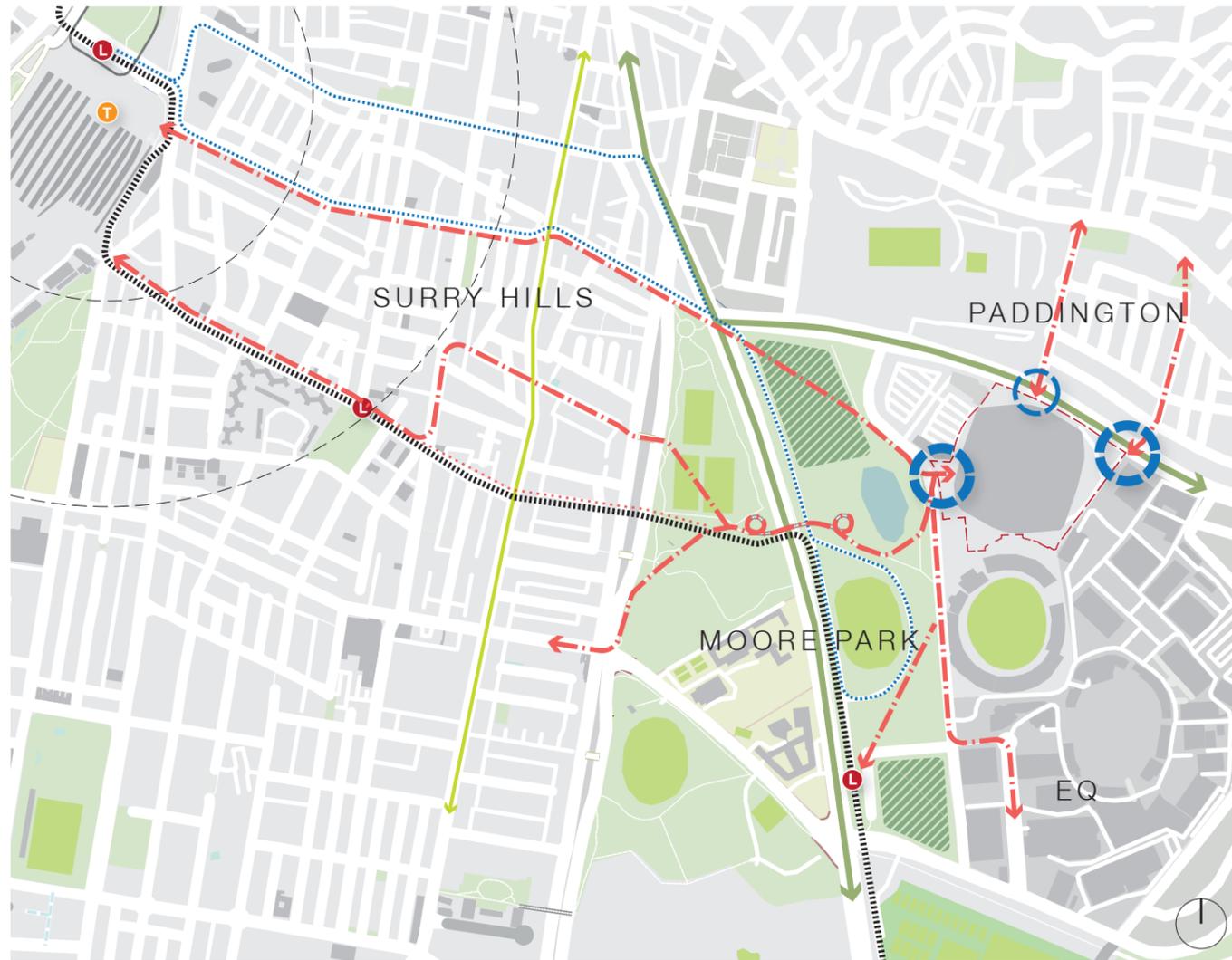
## Access and Movement

### Precinct Access and Egress

Principles	Response
SFS should integrate with existing and proposed transport infrastructure and pedestrian paths from surrounding Precincts	Existing pedestrian entry and exit access points have been retained, re-establishing the key entry points to the stadium off Driver Avenue and Moore Park Road. The SFS integrates with existing and proposed transport infrastructure including the anticipated light rail and the Bondi Junction to City Walking and Cycling upgrades. Refer to Pedestrian and Bicycle Circulation in Chapter 3.
All users of the stadium should be considered in the design of access and movement, including event patrons, service providers, those employed on-site and the general public in both event periods and day-to-day	The fully accessible, equitable and legible concourse allows for a seamless transition of pedestrians from the surrounding suburbs into the SFS. The concourse not only provides for pedestrian movement paths that enhance the event day experience but also provides complementary outdoor spaces that support the day-to-day use of the Precinct. Refer to Modes of Operation, Access and Circulation and Accessibility in Chapter 3.

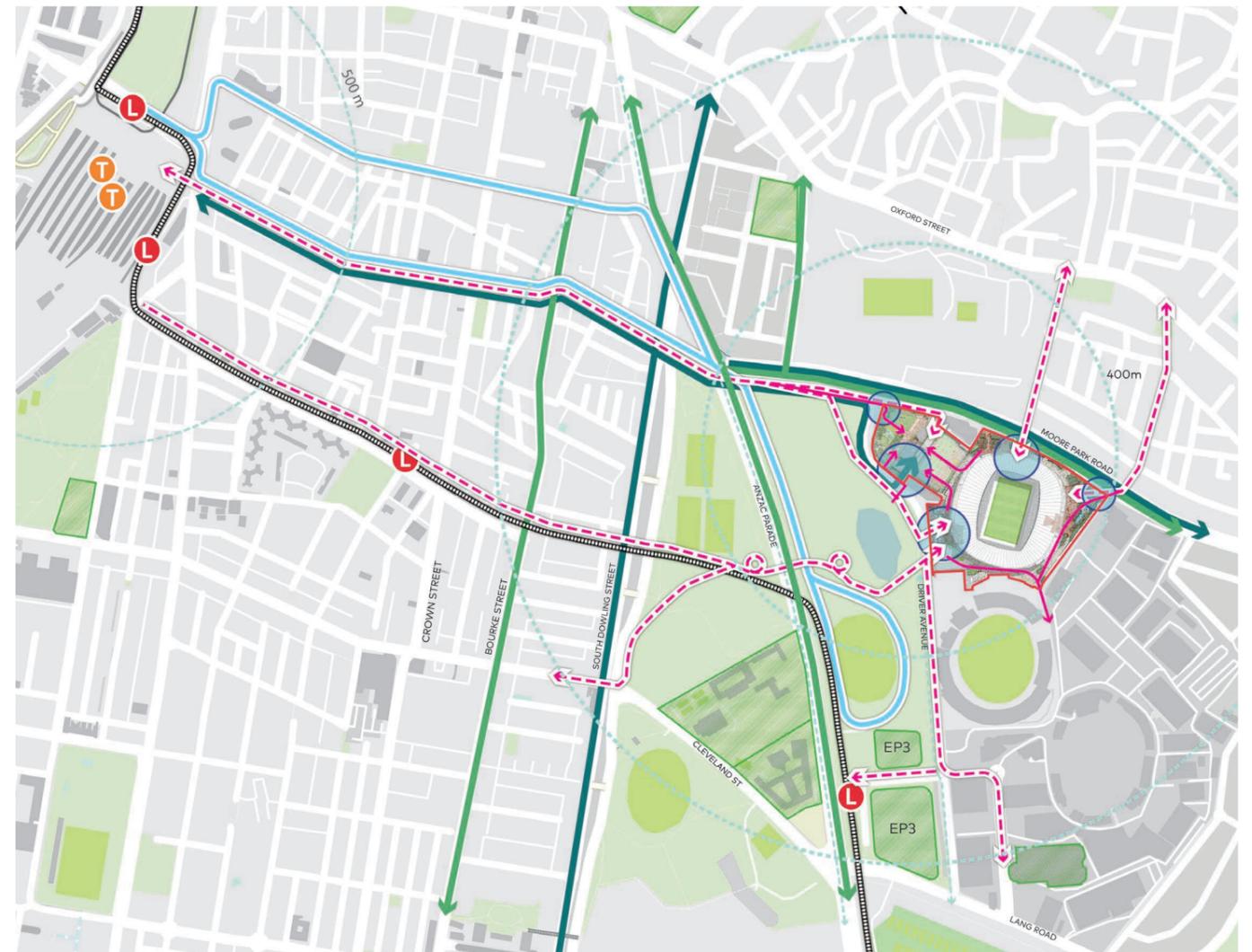
Guidelines	Response
Retain and enhance the existing pedestrian access points to establish high quality stadium “front doors” at the western frontage off Driver Avenue and from the north-east corner of the site off Moore Park Road	Existing pedestrian entry and exit access points have been retained, re-establishing the key entry points to the stadium off Driver Avenue and Moore Park Road. Refer to Pedestrian and Bicycle Circulation in Chapter 3. Refer to Landscape Report prepared by Aspect Studios.
Increase permeability of the site to promote use of the site day-to-day and promote public access through the site to connect Paddington to Moore Park	Pedestrian pathways have been designed to maximise permeability around the stadium and promote public access through the site to connect Paddington to Moore Park. Refer to Access and Circulation in Chapter 3.
Minimise disruption to existing road infrastructure, SCG and Fox Studios by retaining the existing vehicular access down Paddington Lane off Moore Park Road	Vehicular access is provided down Paddington Lane, off Moore Park Road, for the SCG only. Refer to Service Access Circulation in Chapter 3.
Support improved pedestrian connections from the SFS to Tibby Cotter Bridge and through to Devonshire Street through the new pedestrian connection to be delivered as part of Sydney Light Rail construction	Increased permeability across the site will encourage public access through the site from Paddington to Moore Park on a day to day basis. It will also facilitate improved pedestrian and cyclist connections from both Paddington and the SFS to Tibby Cotter Bridge and the proposed Sydney Light Rail Station. Refer to Access and Circulation in Chapter 3.

Precinct Village and Car Park Principles	Response
Retain and enhance the existing pedestrian access points to establish high quality stadium “front doors” at the western frontage off Driver Avenue and from the north-east corner of the site off Moore Park Road	Improved and enhanced through the Precinct Village from the NW via highly legible and articulated accessible ramps, processional stairs and lifts, and fully accessible, equitable and legible pedestrian paths across the Precinct.
All users of the stadium should be considered in the design of access and movement, including event patrons, service providers, those employed on-site and the general public in both event periods and day-to-day	The Precinct is envisaged and planned to improve access and egress movement and amenity for patrons, general public and staff on event and non-event day. The improvement is developed through highly legible and articulated accessible ramps, processional stairs and lifts, and fully accessible, equitable and legible pedestrian paths across the Precinct.



**Figure 61: Precinct Access and Egress Stage 1 DA (Source: SJB)**

- Site Boundary
- .... Event Bus Route
- Sporting Fields
- - - Pedestrian Routes
- ▨ Event Parking
- ⊕ Pedestrian Entries
- ... Future Pedestrian Route
- Open Space



**Figure 62: Precinct Access and Egress (as proposed to be modified by the Precinct Village and Car Park)**

- Site Boundary
- Event Bus Route
- Sporting Fields
- - - Pedestrian Routes
- ▨ Event Parking
- ⊕ Pedestrian Entries
- ... Future Pedestrian Route
- Open Space
- Bicycle Paths
- Main Vehicular Roads
- ▨ Precinct Village and Car Park Extents



# Consistency with Stage 1 DA Urban Design Guidelines

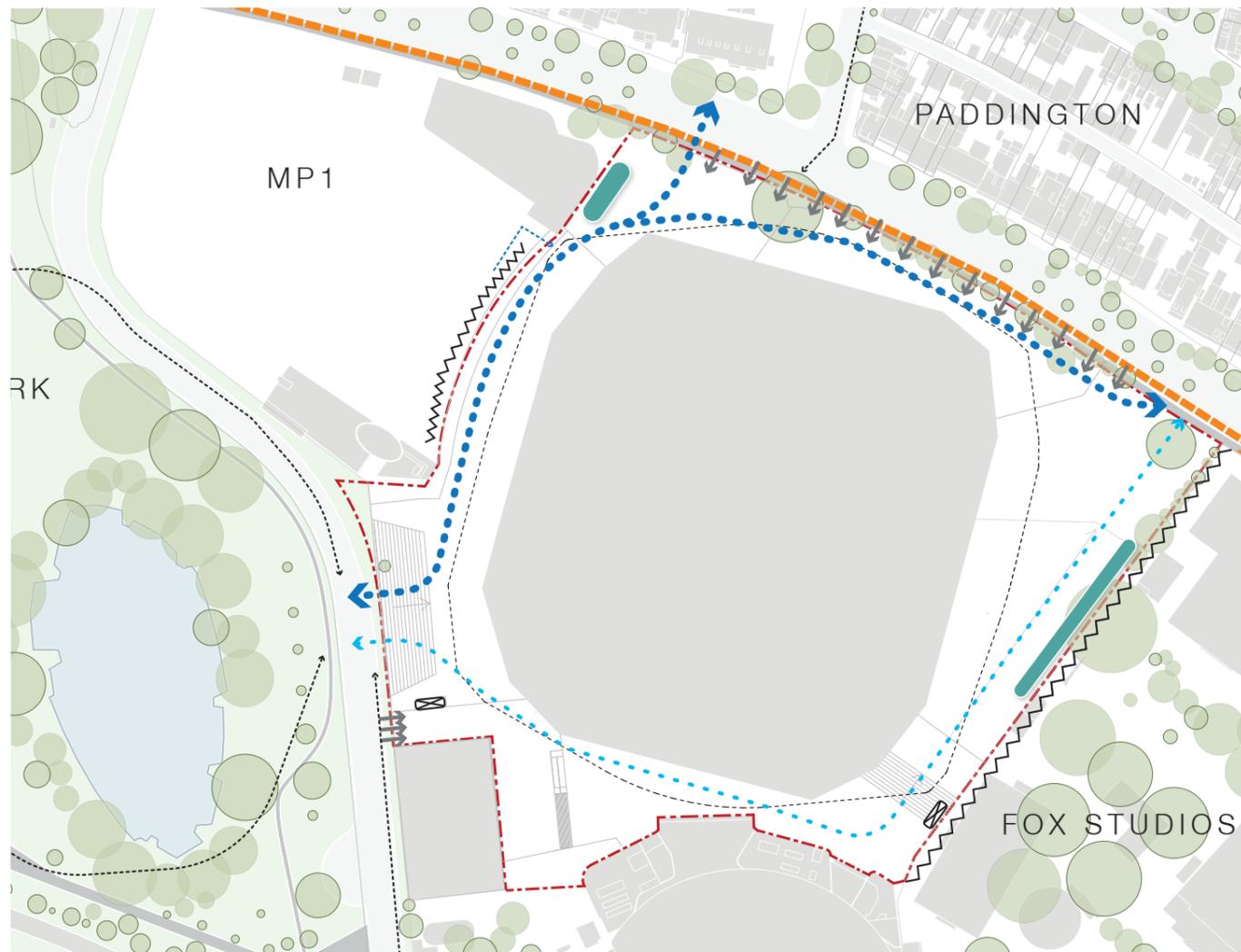
## Active Transport

Principles	Response
Promote and support active transport uptake through the design and integration of the stadium into its surrounds and provision of infrastructure	Increased permeability across the site will encourage public access through the site from Paddington to Moore Park on a day to day basis. It will also facilitate improved pedestrian and cyclist connections from both Paddington and the SFS to Tibby Cotter Bridge and the proposed Sydney Light Rail Station. Facilities for 150 bicycles have been provided within the public domain. Refer to Access and Circulation in Chapter 3 and the Landscape Report prepared by Aspect Studios.

Guidelines	Response
Increase the visibility of active transport opportunities and infrastructure	The visibility of the active transport opportunities and infrastructure will be increased through making an attractive public domain creates safe environments for the cycle and pedestrian networks. Refer to Access and Circulation in Chapter 3.
Create safe environments for pedestrians and cyclists to increase the attractiveness of these options	The proposed public domain plaza is open, clear and legible to maximise the safety and attractiveness of the Precinct
Connect the on-site pedestrian and bicycle network to the wider transport network as well as popular destinations, and public transport stops	The on-site pedestrian and bicycle network is connected to the wider transport network via the proposed Bondi Junction to City Walking and Cycling upgrades along Moore Park Road and via the pedestrian routes to the Light Rail stop and Central Station. Refer to Access and Circulation in Chapter 3.

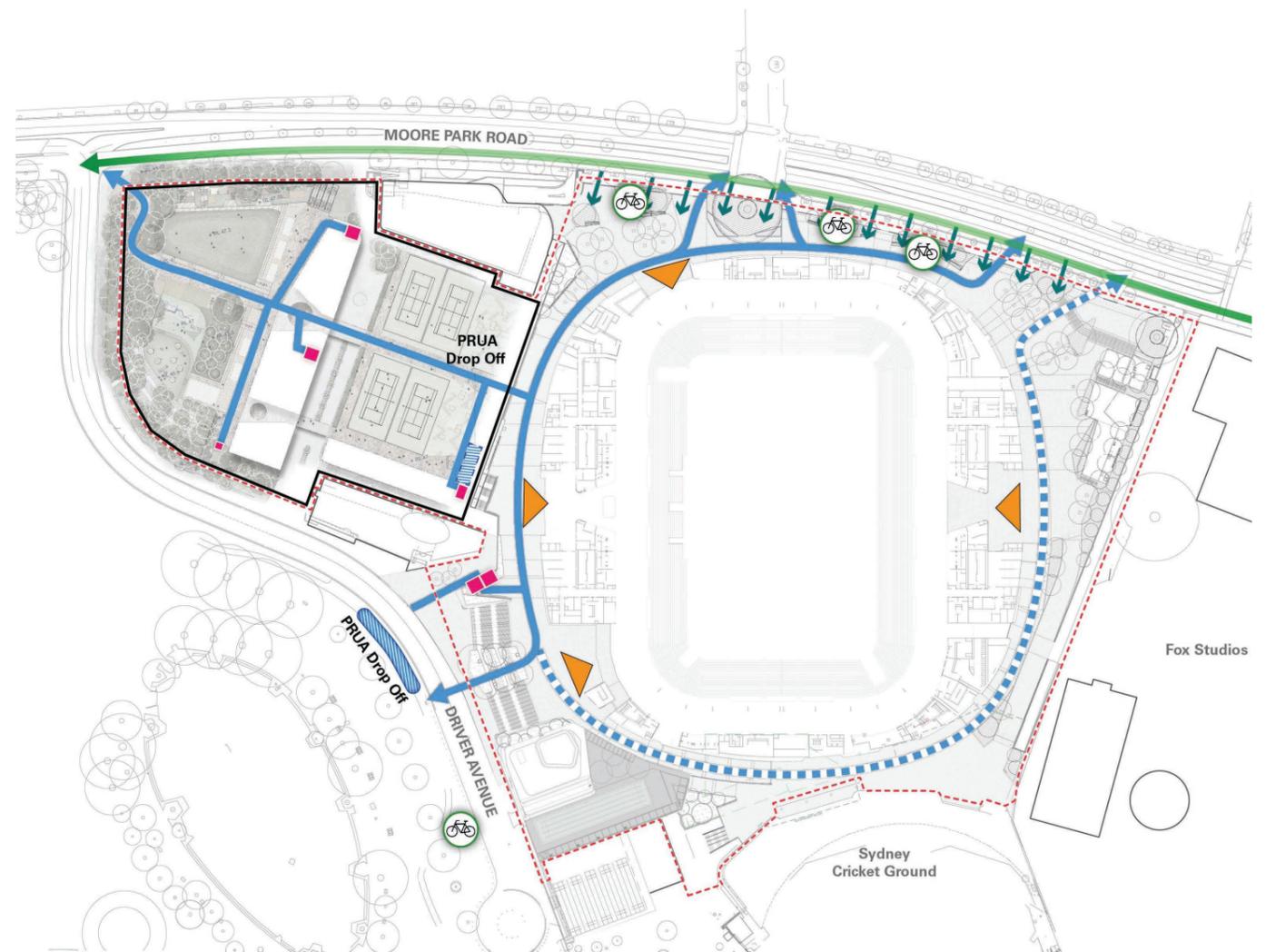
Guidelines	Response
Ensure walking and cycling routes are clear and direct, meets popular desire lines and have consideration for major barriers such as road intersections and steep topography	Pedestrian and cycle paths are legible and direct, meeting the popular desire lines already established for the existing stadium. Lift access is provided to overcome the level change at Driver Avenue.
Include soft landscaping and planting to reduce the heat island effect and encourage use of new routes	Planting is covered in the Landscape Report prepared by Aspect Studios.

Precinct Village and Car Park Response to Active Transport within UDG
<p>Increased permeability across the site will encourage public access through the site from Paddington to Moore Park on a day to day basis. The Precinct Village will also facilitate improved pedestrian and cyclist connections from both Paddington and the SFS to Tibby Cotter Bridge and the proposed Sydney Light Rail Station. Facilities for up to 100 bicycles will be provided within the public domain .</p> <p>The visibility of the active transport opportunities and infrastructure will be increased through making an attractive public domain which creates safe environments for the cycle and pedestrian networks across the precinct. The proposed public domain plaza is open, clear and legible to maximise the safety and attractiveness of the Precinct.</p> <p>The on-site pedestrian and bicycle network is connected to the wider transport network via the proposed Bondi Junction to City Walking and Cycling upgrades along Moore Park Road and via the pedestrian routes to the Light Rail stop and Central Station.</p> <p>Pedestrian and cycle paths through the Precinct are legible and direct, meeting the popular desire lines already established for the existing Precinct. Lift access is provided to overcome the level change at Moore Park Road and Driver Avenue.</p> <p>Planting is covered in the Landscape Report prepared by Aspect Studios.</p>



**Figure 63: Active Transport Stage 1 DA (Source: SJB)**

- Site Boundary
- Flush threshold
- > General public pedestrian routes (day-to-day)
- ⊗ Elevator zones
- ...> General public pedestrian routes (event day only)
- Proposed cycle path
- Potential day-to-day cycle parking zones



**Figure 64: Active Transport (as proposed to be modified by the Precinct Village and Car Park)**

- Site Boundary
- Flush threshold
- ⊗ Precinct Village and Car Park extents
- > Day to day pedestrian route
- ...> Event day pedestrian route
- Bicycle parking
- ⊗ Proposed bicycle route (by others)
- ▨ PRUA drop off
- Day-to-day drop off
- ▲ Stadium entry
- Lifts



# Consistency with Stage 1 DA Urban Design Guidelines

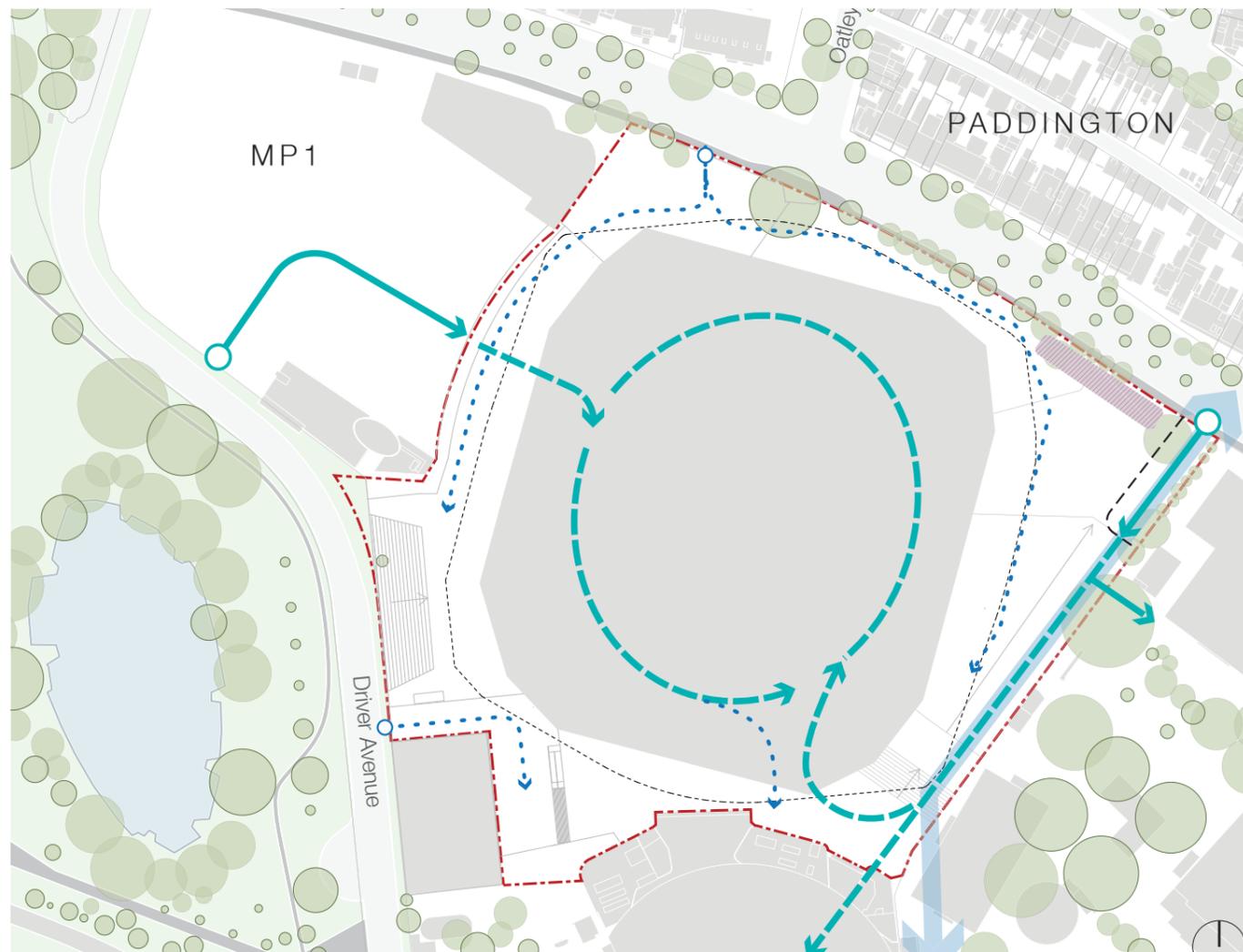
## Vehicular Access and Movement

Principles	Response
Vehicular access and servicing should fulfil and streamline the operational requirements of the SFS, SCG and Fox Studios without compromising the quality of public domain spaces	The vehicular access and servicing strategies meet the operational requirements of the SFS and SCG. The vehicular access to the Precinct is provided off Driver Ave, through the MP1 car park into the SFS basement. This allows for high quality, uncompromised public domain spaces. Refer to Access and Circulation in Chapter 3.

### Precinct Village and Car Park Response to Vehicular Access and Movement within UDG

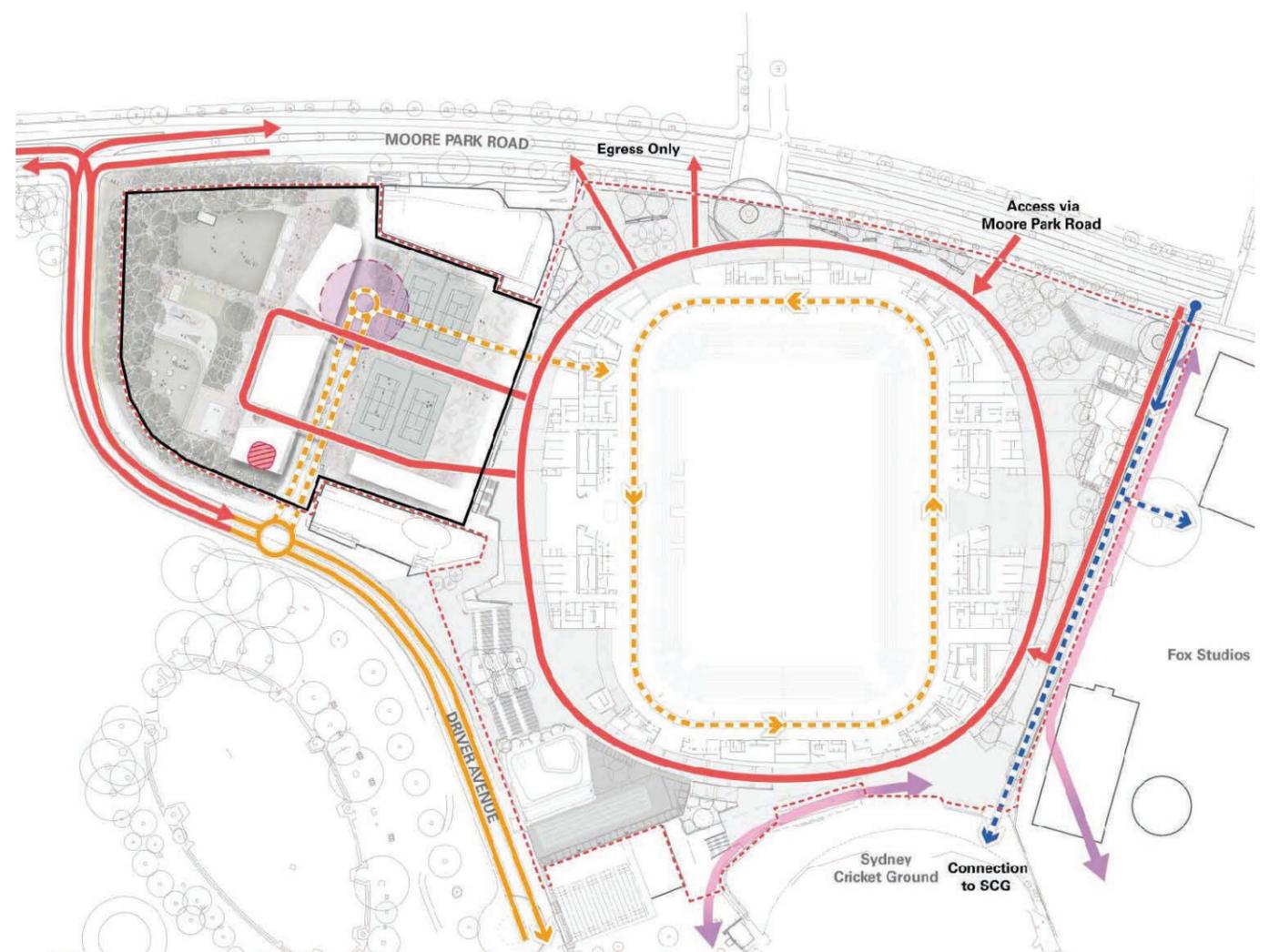
The vehicular access and servicing strategies meet the operational requirements of the SFS and SCG. The vehicular access to the Precinct is provided off Driver Ave, through the MP1 car park into the SFS basement. The new Precinct flows over this access route and the new car parks, which allows for high quality, uncompromised public domain spaces.
Servicing and vehicle movement is at a level below the public Precinct, directly accessed off Driver Avenue.
Vehicular access and servicing to the SCG through Paddington Lane and the existing SCG basement entry is maintained.
Emergency vehicles can access all external concourse areas. Emergency vehicle access is provided via the Moore Park Road entry, adjacent to Busby's Corner, and or from the Driver Avenue and Moore Park Road Junction.
There is a vehicle rejection loop provided within the MP1 car park.
These services are located at grade and directly off Moore Park Road and have been integrated into the landscaping design.
The site planning and public domain design of the SFS redevelopment does not preclude the delivery of the future north/south Precinct link as noted in the Moore Park Masterplan 2040.
No vehicles are permitted to access the laneway during events except for emergency vehicles, team buses, and VIP vehicles consistent with the existing arrangement. Management strategies are in place to manage the interaction between pedestrians and vehicles on Paddington Lane, and these would remain in force in the future. The development of the public domain has been in consultation with the project security consultant IR. This is covered in the Landscape Report prepared by Aspect Studios.

Guidelines	Response
Facilitate existing vehicular access and servicing requirements to both the SCG and Fox Studios through Paddington Lane and the existing SCG basement entry.	Vehicular access and servicing to the SCG through Paddington Lane and the existing SCG basement entry is maintained. Refer to Access and Circulation in Chapter 3.
Allow for servicing and emergency vehicle access to all external stadium concourse areas from Moore Park Road adjacent to Oatley Road, to the Bradman Noble Terrace from the SFS basement ring road and adjacent to the SCG cricket wickets	Emergency vehicles can access all external concourse areas. Emergency vehicle access is provided via the Moore Park Road entry, adjacent to Busby's Corner. Refer to Access and Circulation in Chapter 3.
Include vehicle rejection provisions along the north-west edge of the site, to provide the ability to adequately reject a vehicle without penetrating past the security line or impacting the flow of pedestrians.	There is a vehicle rejection loop provided within the MP1 car park. Refer to Service Access and Circulation in Chapter 3.
Ensure key water, fire and electrical services for both the SFS and SCG are located at grade directly off Moore Park Road. The visibility of these items should be minimised and integrated into landscaping works in this area.	These services are located at grade and directly off Moore Park Road and have been integrated into the landscaping design.
Consider how the design of the eastern portion of the site and Paddington Lane could facilitate a future north/south connection through to Fox Studios and Entertainment Quarter	The site planning and public domain design of the SFS redevelopment does not preclude the delivery of the future north/south Precinct link as noted in the Moore Park Masterplan 2040. Refer to Access and Circulation in Chapter 3.
Paddington Lane to be closed down for all events to reduce pedestrian/vehicle conflict at the Moore Park Road entrance	No vehicles are permitted to access the laneway during events except for emergency vehicles, team buses, and VIP vehicles consistent with the existing arrangement. Management strategies are in place to manage the interaction between pedestrians and vehicles on Paddington Lane, and these would remain in force in the future.
Grade separation and landscaping should be utilised to separate vehicles from pedestrians where conflict may occur	The development of the public domain has been in consultation with the project security consultant IR. This is covered in the Landscape Report prepared by Aspect Studios.



**Figure 65: Vehicular Access and Movement Stage 1 DA (Source: SJB)**

- - - Site Boundary
- - - Vehicle access
- - - Basement circulation
- - - Future connection
- - - Emergency vehicle access
- Potential SFS/SCG services location



**Figure 66: Vehicular Access and Movement (as proposed to be modified by the Precinct Village and Car Park)**

- - - Site Boundary
- Precinct Village and Car Park Extents
- - - Emergency vehicle access
- - - Vehicle access
- - - Basement circulation
- - - Future links (by others)
- - - Rejection loop
- - - Fire control room



# Consistency with Stage 1 DA Urban Design Guidelines

## Circulation within the Site

Principles	Response
Create an inviting space that stitches into its surrounding context, utilising pedestrian movement paths to enhance the event day experience and support the day-to-day use of the Precinct	The concourse design creates an unrivalled active events platform which integrates the stadium into the striking natural environment and it's unique historic setting. The concourse allows for a seamless transition of pedestrians from the surrounding suburbs into the SFS. The concourse not only provides for pedestrian movement paths that enhance the event day experience but also provides complimentary outdoor spaces that support the day-to-day use of the Precinct. Refer to Architectural Design, Modes of Operation and Access and Circulation in Chapter 3. For further information refer to the Landscape Report prepared by Aspect Studios.
Guidelines	Response
Provide equitable and legible circulation throughout the site supported by integrated wayfinding, materiality and establishment of viewlines across the site	The fully accessible, equitable and legible concourse allows for a seamless transition of pedestrians from the surrounding suburbs into the SFS. Refer to Accessibility in Chapter 3. For further information on wayfinding refer to the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios. For materiality refer to the Landscape Report prepared by Aspect Studios.
Establish an external concourse that extends around the SFS footprint to allow for ease of access into the stadium and provide complementary outdoor spaces for outward facing activation	The external concourse extends around the SFS footprint. It is fully accessible and provides various entry points into the stadium. The concourse features a series of distinct, flexible and purpose-specific settings around the stadium for event patrons and the general public. Refer to Architectural Design, Modes of Operation and Access and Circulation in Chapter 3. For further information refer to the Landscape Report prepared by Aspect Studios.
Design access and egress in accordance with all relevant quality standards, including the Green Guide	The design has been reviewed against relevant quality standards, including the Green Guide. It is the international benchmark on safety in sports ground design.
Support a seamless transition of pedestrians from surrounding suburbs into the SFS through the design of the public domain, landscape and wayfinding.	The fully accessible, equitable and legible concourse allows for a seamless transition of pedestrians from the surrounding suburbs into the SFS. Refer to Accessibility in Chapter 3. For further information on wayfinding refer to Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios. For materiality refer to the Landscape Report prepared by Aspect Studios.

Guidelines	Response
Ensure emergency egress is facilitated for the SCG Bradman Noble Stand to Moore Park Road/Driver Avenue	The site planning and public domain design of the SFS redevelopment does not preclude emergency egress for the SCG Bradman Noble Stand to Moore Park Road/Driver Avenue.
Reflect CPTED principles throughout the public domain	The development of the public domain has been in consultation with the project security consultant IR. Refer to separate CPTED report.

## Precinct Village and Car Park Response to Circulation within the Site UDG

The SFS concourse design creates an unrivalled active events platform which integrates SFS into the striking natural environment and it's unique historic setting. The Precinct allows for a seamless transition of pedestrians from the surrounding suburbs into the Precinct Village and the SFS. The SFS concourse not only provides for pedestrian movement paths that enhance the event day experience but also provides complimentary outdoor spaces and retail (F&B) that support the day-to-day use of the Precinct. The fully accessible, equitable and legible Precinct allows for a seamless transition of pedestrians from the surrounding suburbs into and through the Precinct. Refer to the vision chapter for further detail.

The Precinct is fully accessible and provides various entry points into it from the surrounding suburbs and the SFS plaza. The Precinct Village features a series of distinct, flexible and purpose-specific settings for event patrons and the general public. Refer to Architectural Design, Modes of Operation and Access and Circulation in the vision chapter. For further information refer to the Landscape Report prepared by Aspect Studios.

The fully accessible, equitable and legible Precinct Village allows for a seamless transition of pedestrians from the surrounding suburbs. Refer to Accessibility in the vision chapter. For further information on wayfinding refer to Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios. For materiality refer to the Landscape Report prepared by Aspect Studios.

The site planning and public domain design of the Precinct Village redevelopment does not preclude emergency egress for the SCG Bradman Noble Stand to Moore Park Road/Driver Avenue.

The development of the public domain has been in consultation with the project security consultant IR. Refer to separate CPTED report.

**Circulation within the Site**



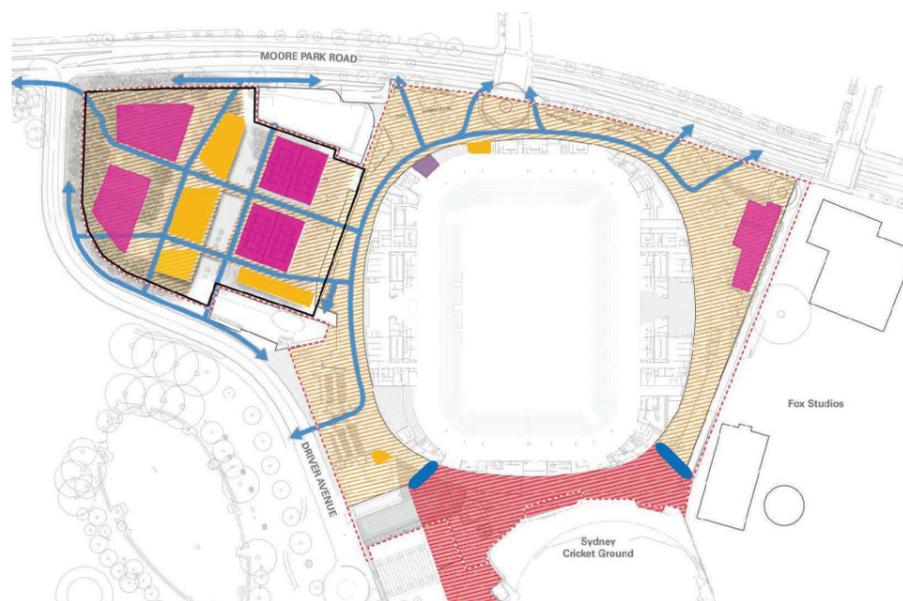
**Figure 67: Day to Day Circulation Stage 1 DA (Source: SJB)**



**Figure 68: SFS Event Circulation Stage 1 DA (Source: SJB)**

**Legend**

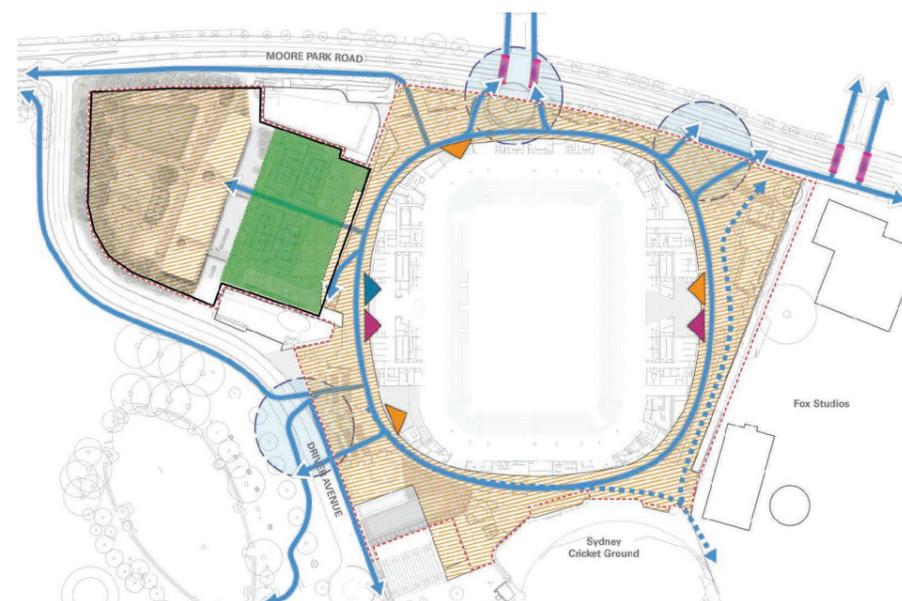
- Site Boundary
- Publicly accessible zone
- Non-publicly Accessible Ticketed zone
- Pedestrian Access Points
- Ticket and Security Checkpoints
- ↔ General Public Pedestrian Routes
- MP1 Pedestrian Access
- ↔ SCG Pedestrian Access
- SCG Ticket and Security Line



**Figure 69: Day to Day Circulation (as proposed to be modified by the Precinct Village and Car Park)**

**Legend**

- Site Boundary
- ▭ Precinct Village and Car Park Extents
- Day to day pedestrian route
- Pedestrian entry points
- Security gate
- Public area
- Restricted area
- Cafe / restaurant
- Stadium store
- Recreational play area



**Figure 70: SFS Event Circulation (as proposed to be modified by the Precinct Village and Car Park)**

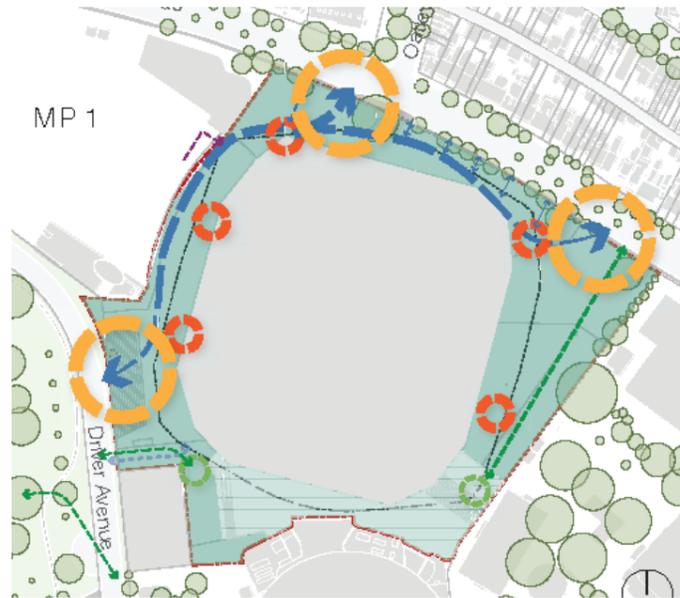
**Legend**

- Site Boundary
- ▭ Precinct Village and Car Park Extents
- ▲ General admission entry
- ▲ VIP entry
- ▲ Members entry
- Event day pedestrian route
- Public area
- Pedestrian entry points
- Event activation area



# Consistency with Stage 1 DA Urban Design Guidelines

## Circulation within the Site

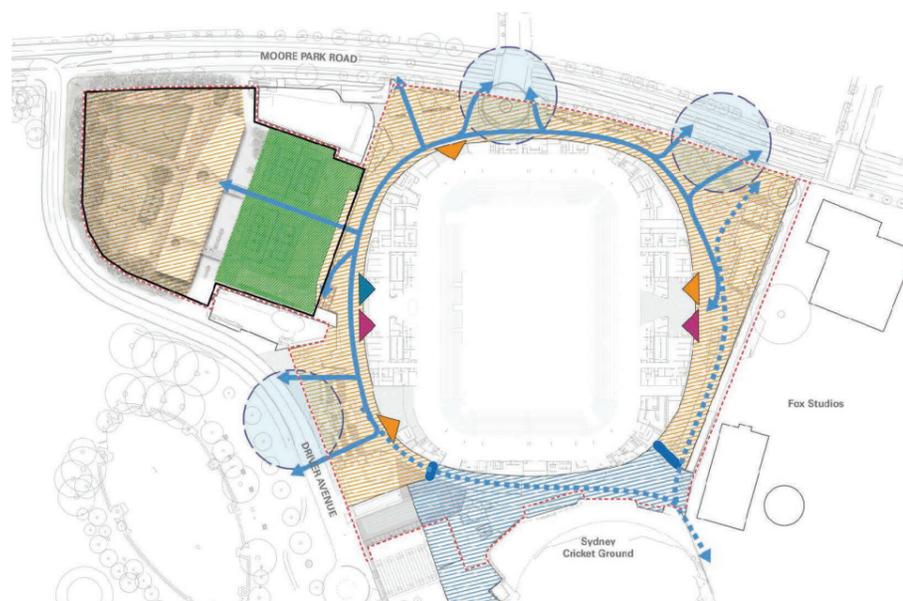


**Figure 71: Double Header Circulation Stage 1 DA (Source: SJB)**



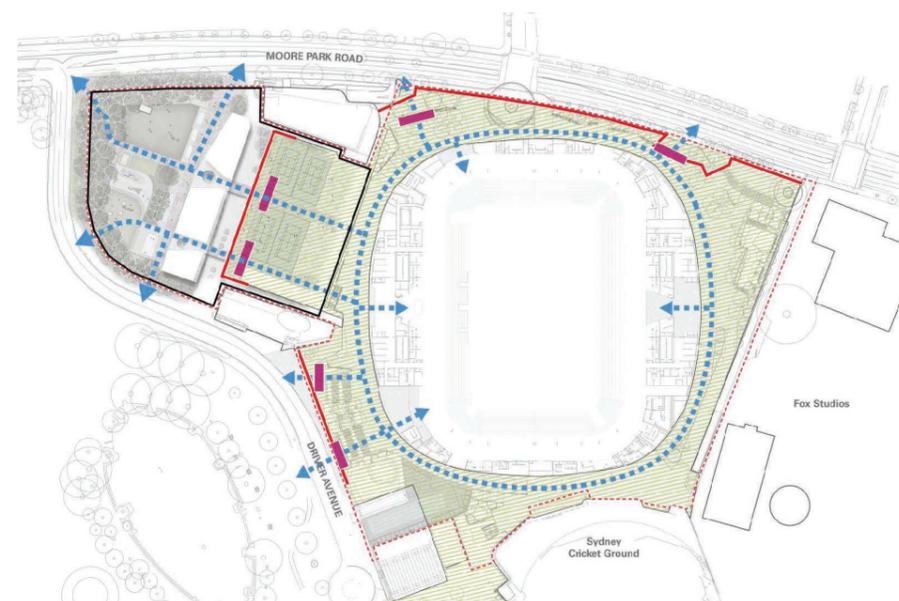
**Figure 72: Special Events Stage 1 DA (Source: SJB)**

- Legend
- Site Boundary
  - Publicly accessible zone
  - Non-publicly Accessible Ticketed zone
  - Pedestrian Access Points
  - Ticket and Security Checkpoints
  - ↔ General Public Pedestrian Routes
  - MP1 Pedestrian Access
  - SCG Pedestrian Access
  - SCG Ticket and Security Line



**Figure 73: Double Header Circulation (as proposed to be modified by the Precinct Village and Car Park)**

- Legend
- Site Boundary
  - ▭ Precinct Village and Car Park Extents
  - ▶ General admission entry
  - ▶ VIP entry
  - ▶ Members entry
  - ▶ Security gates
  - ▶ Event day pedestrian route
  - ▶ Public area
  - ▶ Members
  - Pedestrian entry points
  - Event activation area



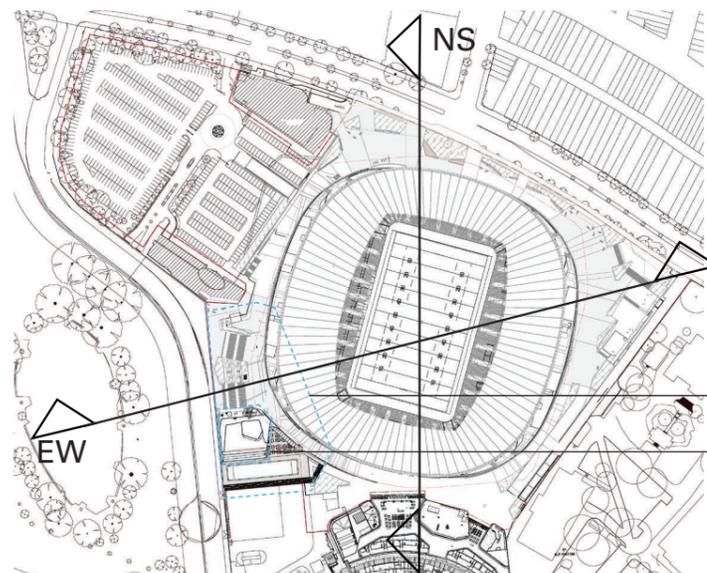
**Figure 74: Special Events (as proposed to be modified by the Precinct Village and Car Park)**

- Legend
- Site Boundary
  - ▭ Precinct Village and Car Park Extents
  - ▶ Event day pedestrian route
  - Security area
  - Bag Check (Ticket and security checkpoints)



## Building Height and Massing

Principles	Response
Accommodate the functional requirements of a Tier 1 stadium within the loose fit envelope, located and oriented on-site to allow for external circulation and public domain spaces.	The functional requirements of the stadium have been accommodated within the built form envelope as set out in the Stage 1 Urban Design Guidelines. Refer to Elevations in Chapter 3.
Guidelines	Response
The majority of the proposed stadium will be located within the envelope, which stands to RL+85 which has been set based on the potential solar impact on the SCG field of play	The functional requirements of the stadium have been accommodated within the built form envelope as set out in the Stage 1 Urban Design Guidelines. Solar diagrams indicate the stadium will not cast a shadow on the SCG field of play. Refer to Elevations and Solar Access and Overshadowing in Chapter 3.
Elements of architectural expression which contribute to design excellence may exceed this envelope	Not applicable - stadium is wholly within the envelope



Envelope under concourse.  
Envelope above concourse.

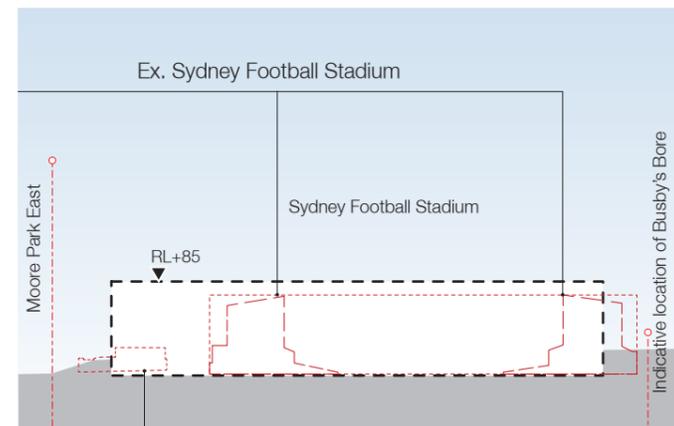


Figure 75: Section East West Looking North Stage 1 DA (Source: SJB)

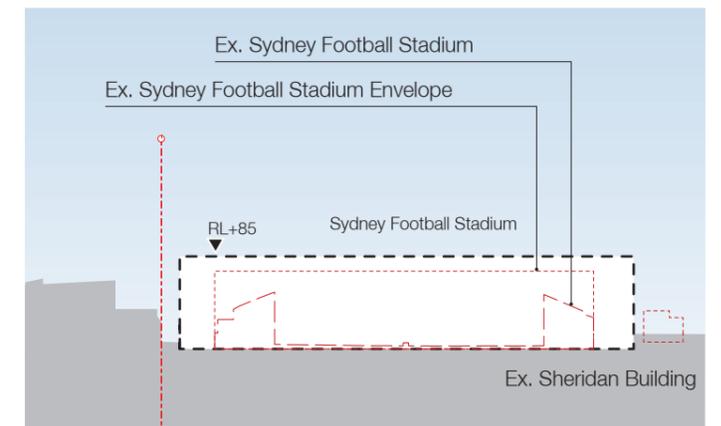


Figure 76: Section North South Looking West Stage 1 DA (Source: SJB)

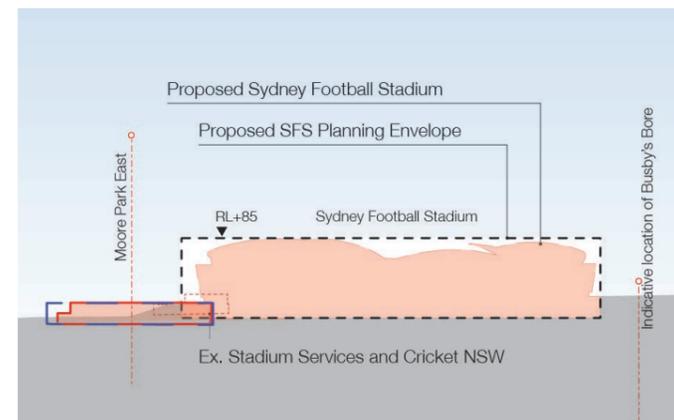


Figure 77: Section North South Looking West (as proposed to be modified by the Precinct Village and Car Park)

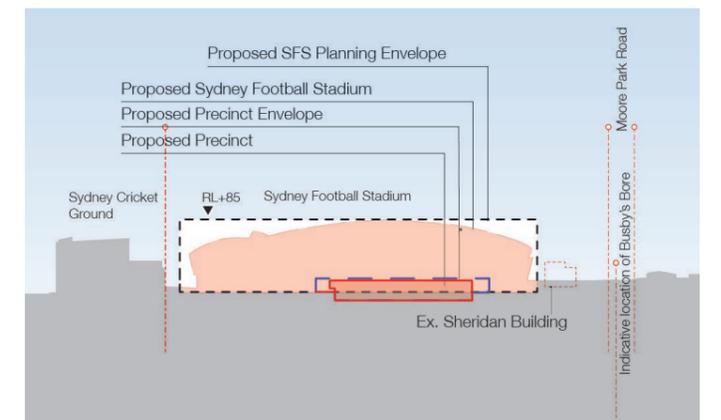


Figure 78: Figure 49: Section East West Looking North (as proposed to be modified by the Precinct Village and Car Park)

This UDG is not applicable to the Precinct Village and Car Park.

# Consistency with Stage 1 DA Urban Design Guidelines

## Public Realm and Open Space

Principles	Response
The public realm and open space should ground the Precinct within its surrounds and ensure it belongs to its context. It should be robust to facilitate a heightened event day experience while providing the public with a tactile, human scale experience. The stadium site should facilitate enhanced access and use of Moore Park and the surrounding areas.	The new public realm concourse and open space integrate the stadium into the natural environment and it's unique historic setting. The stadium site allows for a seamless transition of pedestrians from the surrounding suburbs and Moore Park into the SFS. The concourse not only provides for pedestrian movement paths that enhance the event day experience but also provides complimentary outdoor spaces that support the day-to-day use of the Precinct. Refer to the Master Plan, Architectural Design, Modes of Operation and Access and Circulation sections in Chapter 3. For further information refer to the Landscape Report prepared by Aspect Studios.
Guidelines	Response
Create a connected, accessible concourse that relates to the levels of the surrounding public domain and seamlessly integrates to the internal stadium concourse levels	The fully accessible new public realm concourse seamlessly integrates the public domain with the internal concourse levels of the stadium and the surrounding public domain. Refer to Accessibility in Chapter 3. For further information refer to the Landscape Report prepared by Aspect Studios.
Support safe, convenient public circulation through the site to connect to key attractors and transport around the stadium day-to-day	Convenient and safe public circulation is provided through the site to connect key attractors and public transport around the stadium day-to-day. Refer to Modes of Operation and Access and Circulation in Chapter 3.
Maximise soft landscaping and planting to stitch the site into its surrounds and create shaded comfortable areas for the public while maintaining functionality of all public spaces, allowing clear access to and from stadium entries	Soft landscaping has been used throughout the public domain not only to integrate the site into its park setting, but also to create comfortable shaded areas. Functionality of all public spaces and clear access to and from stadium entries has been maintained. Refer to Master Plan in Chapter 3 and the Landscape Report prepared by Aspect Studios.
Utilise landscaping and planting to manage level changes, soften interfaces and separate vehicle zones from the public	Landscaping and planting have been used throughout the public domain to manage level changes, soften interfaces, create shaded areas and separate pedestrians from vehicular traffic. Refer to Landscape Report prepared by Aspect Studios.

Guidelines	Response
Promote pedestrian and active transport through the site and minimise vehicular movement within the public domain.	Increased permeability across the site will encourage public access through the site from Paddington to Moore Park on a day to day basis. It will also facilitate improved pedestrian and cyclist connections from both Paddington and the SFS to Tibby Cotter Bridge and the proposed Sydney Light Rail Station. Vehicular movement within the public domain is restricted to Emergency and Service Vehicles only. Bicycle parking is provided for patrons within the public domain. Refer to Access and Circulation in Chapter 3.
Create visual links into and across the site to support wayfinding, activation and provide opportunities for passive surveillance	Visual obstructions at the concourse level have been kept to a minimum allowing for visual links into and across the site and providing legible and direct pedestrian routes within the public domain and excellent passive surveillance opportunities. Opportunities provided by the level change across the Precinct enhance these visual connections.
Integrate wayfinding and signage to support an enhanced	Wayfinding and signage will be incorporated throughout the public domain. This is covered in the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.

### Precinct Village and Car Park Response to Public Realm and Open Space UDG

The new public realm and open space integrate the Precinct Village into the natural environment and it's unique historic setting. The Precinct Village allows for a seamless transition of pedestrians from the surrounding suburbs and Moore Park into and through it to the SFS. The concourse not only provides for pedestrian movement paths that enhance the event day experience but also provides complimentary outdoor spaces that support the day-to-day use of the Precinct. Refer to the Master Plan, Architectural Design, Modes of Operation and Access and Circulation sections in the vision chapter. For further information refer to the Landscape Report prepared by Aspect Studios.

The fully accessible, equitable and legible Precinct allows for a seamless transition of pedestrians from the surrounding suburbs into and through the Precinct. Further, soft landscaping has been used throughout the public domain not only to integrate the site into its park setting, but also to create comfortable shaded areas. The landscaping and planting have been used throughout the public domain to manage level changes, soften interfaces, create shaded areas and separate pedestrians from vehicular traffic, refer to Landscape Report prepared by Aspect Studios.

Vehicular movement within the public domain is restricted to Emergency and Service Vehicles only. Bicycle parking is provided for patrons within the public domain. Visual obstructions at the Precinct Village level have been kept to a minimum allowing for visual links into and across the site and providing legible and direct pedestrian routes within the public domain and excellent passive surveillance opportunities. Opportunities provided by the level change across the Precinct enhance these visual connections. Wayfinding and signage will be incorporated throughout the public domain.

## Security and Safety

Principles	Response
Preference landscape, planting, furniture, public art and/or dynamic topography to fulfil requirements for solid barriers or fencing	The public domain has been developed in consultation with the security consultant IR. A combination of stairs and walls, integrated seating and walls, custom seating, bollards and custom bollards will all be used to provide Hostile Vehicle Mitigation. Refer to Landscape Report prepared by Aspect Studios.
Reduce visual obstructions at a low level allowing views into and across the site to provide opportunities for passive surveillance	Visual obstructions at the concourse level have been kept to a minimum. Views across the site and also into the stadium bowl allow for excellent passive surveillance opportunities.
Consider emergency vehicle accessibility to the stadium surrounds	Emergency vehicles can access all external concourse areas. Emergency vehicle access is provided via the Moore Park Road entry, adjacent to Busby's Corner. Refer to Access and Circulation in Chapter 3.

### Precinct Village and Car Park Response to Security and Safety UDG

The public domain has been developed in consultation with the security consultant IR. A combination of stairs and walls, integrated seating and walls, custom seating, bollards and custom bollards will all be used to provide Hostile Vehicle Mitigation. Refer to Landscape Report prepared by Aspect Studios.

Visual obstructions at the concourse level have been kept to a minimum. Views across the site and also into the stadium bowl allow for excellent passive surveillance opportunities.

Emergency vehicles can access all external concourse areas. Emergency vehicle access is provided via the Moore Park Road entry, adjacent to Busby's Corner. Refer to Access and Circulation in the vision chapter.



**Figure 79: New York Stock Exchange Hostile Vehicle Mitigation**



**Figure 80: Emirates Stadium Hostile Vehicle Mitigation**



**Figure 81: Titanic Belfast Hostile Vehicle Mitigation**

# Consistency with Stage 1 DA Urban Design Guidelines

## Activation

Principles	Response
The Precinct should include a variety of permanent active tenants to promote the day to day use of the site. The retail / commercial provision should compliment the use of the site and encourage visitors outside of event schedules.	A retail outlet and a café are located on the ground floor of the stadium along the northern façade. These facilities complement the use of the site and could encourage extended community activation on a day-today basis. Any operation outside of event days would be subject of a separate planning application. Refer to Modes of Operation in Chapter 3.

Precinct Village and Car Park Response to Activation UDG
<p>Overall, the Precinct Village and Car Park has been designed in accordance with and to support the Activation design guidelines addressed previously for the SFS. The Precinct Village and Car Park will provide active usage throughout the day outside of events and will encourage pedestrian movements in and around the Precinct. The Precinct Village and Car Park does not impact the SFS's provision of external landscaping or meeting/sitting spaces. Passive surveillance will be provided by the Precinct Village and Car Park.</p> <p>Restaurants and F&amp;B outlets are located on the Precinct Village level. These facilities complement the use of the site and will encourage extended community activation on a day-today basis. They are also located along circulation routes and clearly visible from all parts of the public domain. These facilities will activate the precinct day-today.</p> <p>The Precinct Village and Event Plaza is designed to lend itself to the ability to include and allow for pop up activations for event and non-event days.</p> <p>A combination of landscape elements within the public domain are used to create spaces for both passive and recreational use during the day-to-day use of the Precinct. Refer to CPTED Report.</p> <p>Opportunities for seating have been incorporated in all public domain elements to encourage passive activation. Refer to Landscape Report prepared by Aspect Studios.</p> <p>Visual obstructions at the concourse level have been kept to a minimum allowing for clear and convenient movement through the site and sustains active uses.</p>

Guidelines	Response
Active uses should be concentrated around key pedestrian access points and around the stadium's ground floor perimeter	A retail outlet and a café are located on the ground floor of the stadium along the northern façade. These facilities have been located near a key pedestrian movement zone where the surrounding neighbourhoods merge with the SFS public realm.  Refer to Modes of Operation in Chapter 3.
Day-to-day activation should consider the requirements of the surrounding neighbours – residents and workers, to provide a mix attractive and suited to their needs.	A retail outlet and a café are located on the ground floor of the stadium along the northern façade. These facilities have been located near a key pedestrian movement zone where the surrounding neighbourhoods merge with the SFS public realm. These uses are compatible to the needs of the nearby residents and workers and for visitors to the stadium however operation outside of event days would be subject of a separate planning application.
Spaces should be allowed to facilitate pop up activation to support the activation of the Precinct beyond the event time schedule	The external concourse can facilitate pop up activation to support the activation of the Precinct prior to event time. The public domain has been developed in consultation with the security consultant IR.
Utilise internal activation for passive surveillance and to meet CPTED requirements	A combination of landscape elements within the public domain are used to create spaces for both passive and recreational use during the day-to-day use of the Precinct. Refer to CPTED Report.
Design of landscape elements should encourage passive activation such as sitting or gathering	Opportunities for seating have been incorporated in all public domain elements to encourage passive activation. Refer to Landscape Report prepared by Aspect Studios.
Provide clear and convenient movement through the site as a means to sustain active uses.	Visual obstructions at the concourse level have been kept to a minimum allowing for clear and convenient movement through the site and sustains active uses.

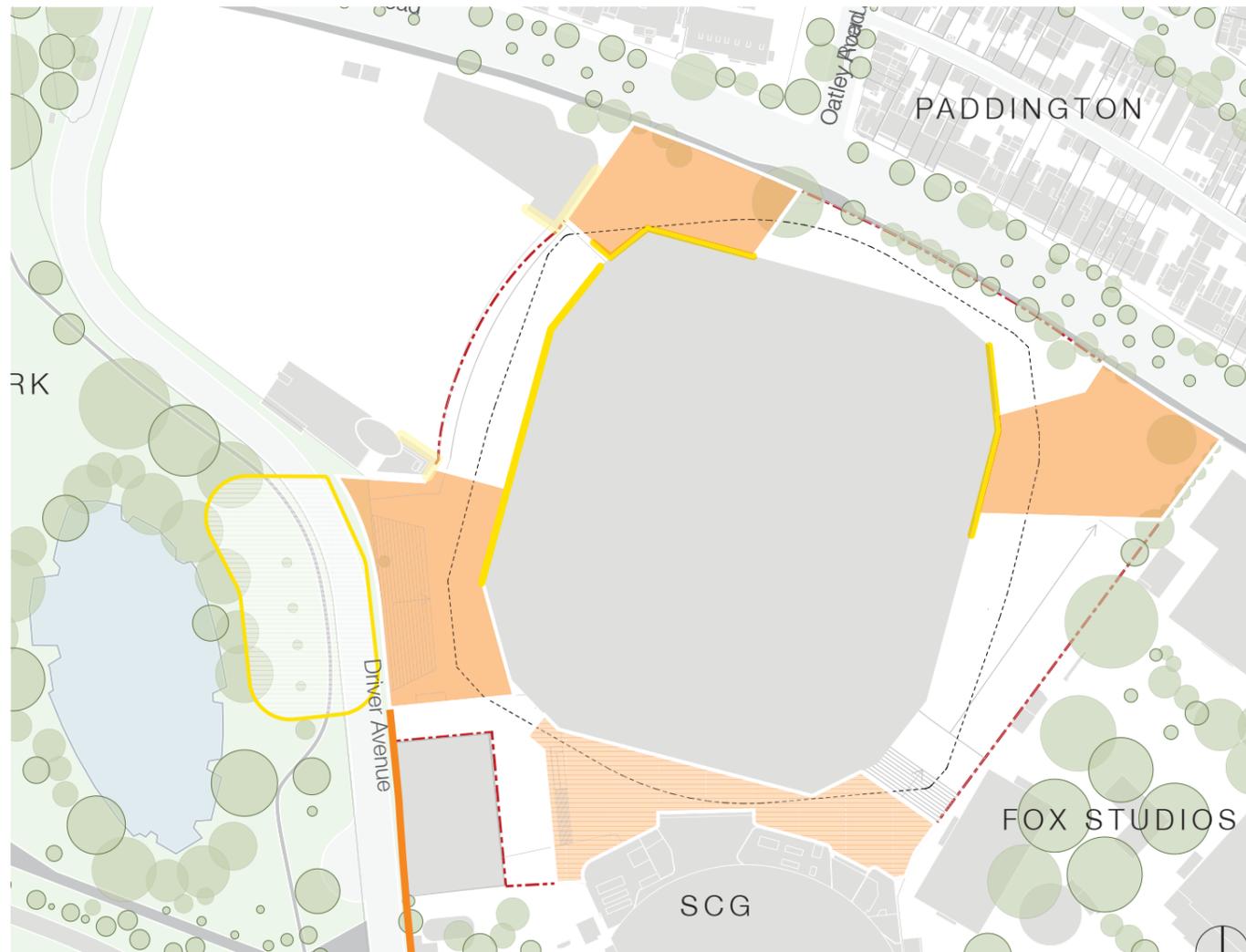


Figure 82: Activation Stage 1 DA (Source: SJB)

- - - Site Boundary
- Active frontages
- Event zone
- ▨ Event day activation area
- ▨ Event & day-to-day activation area
- Heritage wall (barrier)

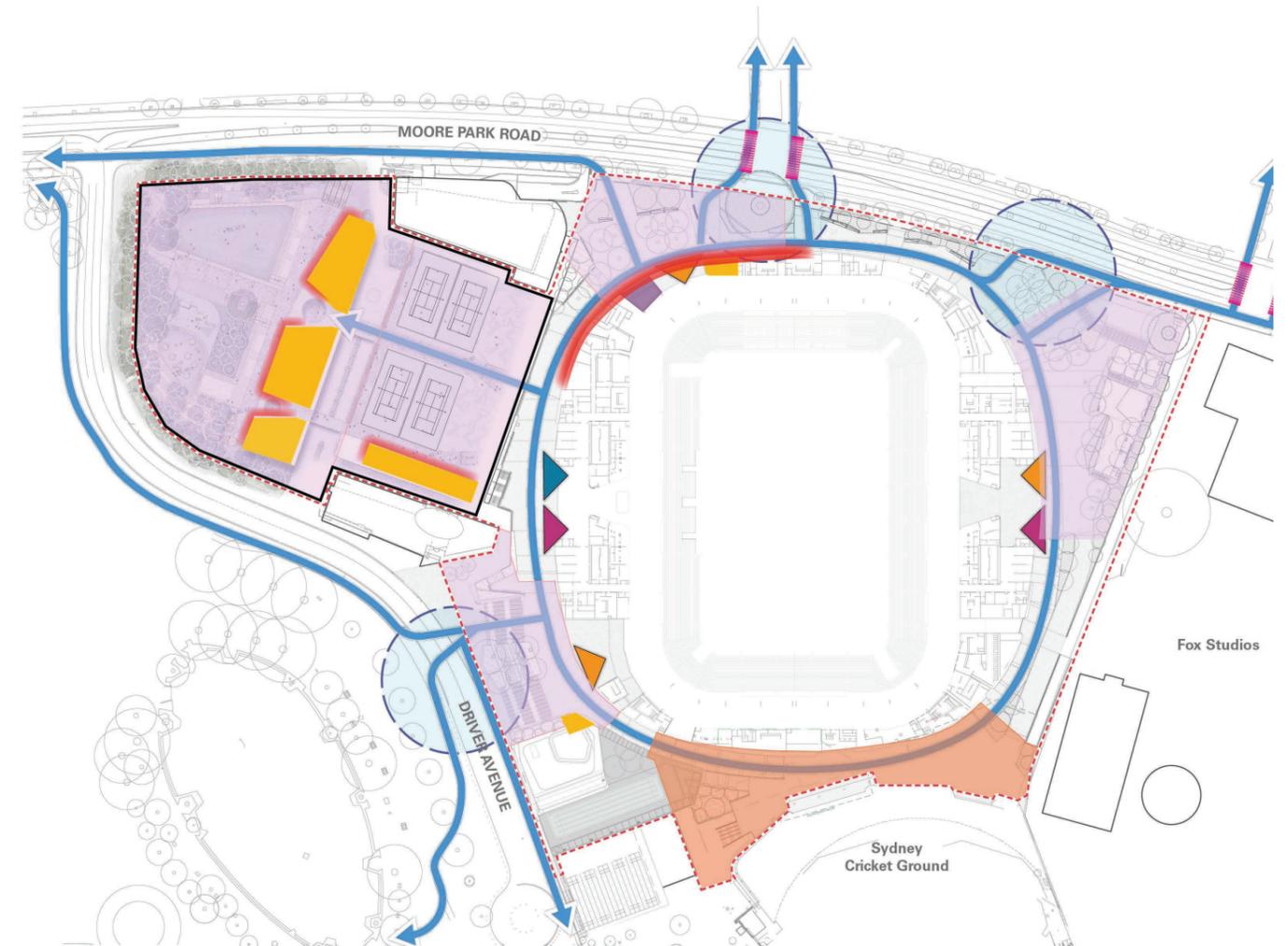


Figure 83: Activation (as proposed to be modified by the Precinct Village and Car Park)

- - - Site Boundary
- Precinct Village and Car Park Extents
- Active frontages
- ▨ Event day activation
- Cafe / restaurant
- Stadium store
- ▨ Event & day-to-day activation area

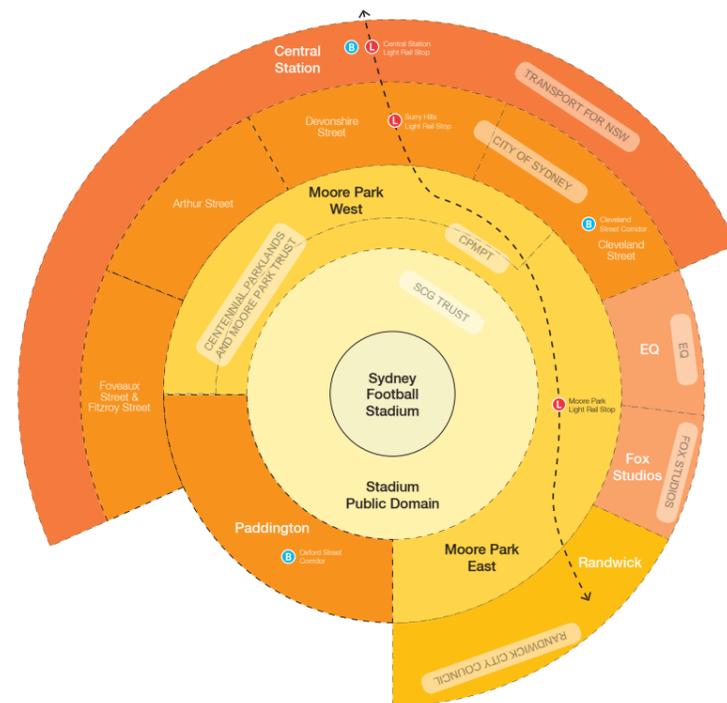


# Consistency with Stage 1 DA Urban Design Guidelines

## Wayfinding, signage & interpretation

Principles	Response
Provide wayfinding and signage that supports a seamless transition into and through the stadium Precinct and encourages use of the stadium	Wayfinding and signage will be incorporated throughout the public domain to support a seamless transition of the public from the surrounding neighbourhoods into and within the site, encouraging the use of the stadium. This is covered in the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.
Search for opportunities to engage with, interpret and integrate the history of the site into the design	The stadium site has a rich, layered history which will be celebrated within the public domain of the stadium. Refer to Heritage Interpretation Plan prepared by Curio Projects and Landscape Report prepared by Aspect Studios.

Guidelines	Response
Reinforce clear wayfinding and signage that supports in a clean and legible manner, seamless transition for the public from the surrounds into and with the site	Wayfinding and signage will be incorporated throughout the public domain to support a seamless transition of the public from the surrounding neighbourhoods into and within the site, encouraging the use of the stadium. This is covered in the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.
Reduce visual obstructions at key site access points	Visual obstructions are kept to a minimum at key site access points. Refer to Access and Circulation in Chapter 3 and Landscape Report prepared by Aspect Studios.
Consider the speed of entry and visual obstructions that might impact the effectiveness of wayfinding during events	Impacts to the effectiveness of wayfinding during events have been reviewed. Refer to the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.
Integrate an understanding of the site's history into material choices	A selection of materials for the podium and public domain, including brick, have been used to reference the site's history. Refer to Materials within Chapter 3, Heritage Interpretation Plan prepared by Curio Projects and Landscape Report prepared by Aspect Studios.



**Figure 84: Wayfinding, Signage and Interpretation (Source: SJB)**

### Precinct Village and Car Park to Wayfinding, Signage & Interpretation of UDG

Wayfinding and signage will be incorporated throughout the public domain to support a seamless transition of the public from the surrounding neighbourhoods into and within the site, encouraging the use of the SFS. This is covered in the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.

The SFS site has a rich, layered history which will be celebrated within the public domain of the stadium. Refer to Heritage Interpretation Plan prepared by Curio Projects and Landscape Report prepared by Aspect Studios. Wayfinding and signage will be incorporated throughout the public domain to support a seamless transition of the public from the surrounding neighbourhoods into and within the site, encouraging the use of the stadium. This is covered in the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.

Visual obstructions are kept to a minimum at key site access points. Refer to Access and Circulation in the vision chapter and Landscape Report prepared by Aspect Studios.

Impacts to the effectiveness of wayfinding during events have been reviewed. Refer to the Wayfinding and Signage Strategy prepared by Urban Public and Aspect Studios.

A selection of materials for the Precinct Village and public domain, including brick, have been used to reference the site's history. Refer to Materials within the vision chapter, Heritage Interpretation Plan prepared by Artefact and Landscape Report prepared by Aspect Studios.

## Architectural Expression

### Design Excellence

Principles	Response
Design a high quality stadium that will satisfies the complex highly functional requirements of a Tier 1 stadium as well as create a unique and distinctive destination which responds to its setting amongst Moore Park, Paddington and the SCG.	The high-quality design of the stadium satisfies the highly functional requirements of a Tier 1 stadium (in terms of capacity, being a multi-use venue, it's ability to host international and state competitions/events and concerts, amenity, comfort, safety and accessibility) as well as creating a unique and distinctive destination which responds to the setting amongst Moore Park, Paddington and the SCG. Refer to Architectural Design in Chapter 3.
Guidelines	Response
Follow the strategy set out in the SFS Design Excellence Strategy	The strategy set out in the SFS design Excellence Strategy has been followed in the Stage 2 DA process. Refer to Design Integrity Assessment Report prepared by Infrastructure NSW.
Engage with Better Placed - An Integrated Design Policy for the Built Environment of New South Wales, Government Architect NSW during the design process	The design process has incorporated the objectives set within 'Better Placed'.

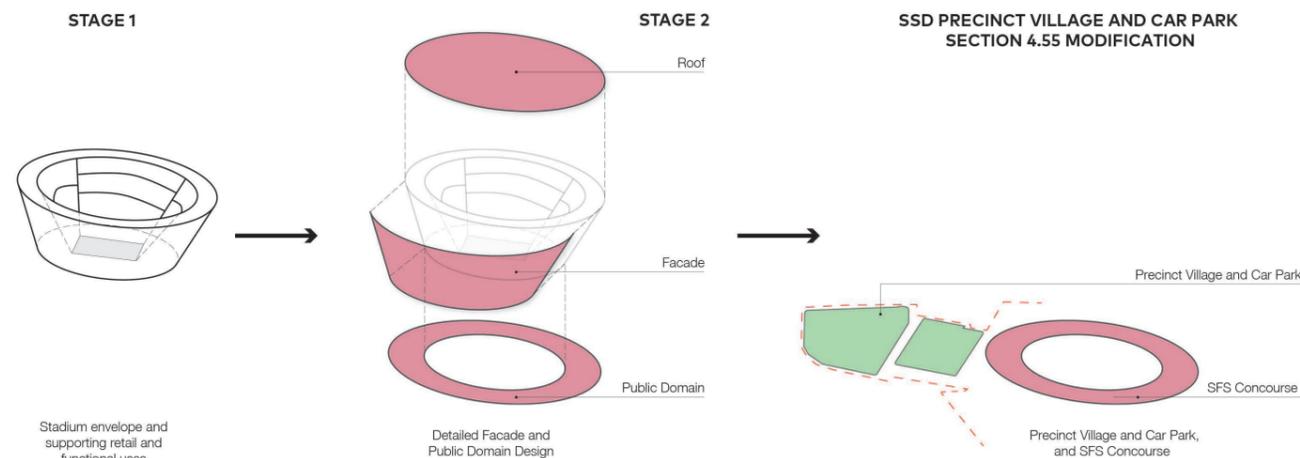


Figure 85: Architectural Expression (Source: SJB)

### Key Views

Principles	Response
The stadium should be designed to be viewed in the round, from multiple locations and heights.	The stadium has been designed to provide a distinctive skyline and be considered from multiple locations, including key approaches, and heights. Key views of the development have been considered in a separate Visual Impact Assessment report.
Guidelines	Response
Orient unique design features to key pedestrian approaches from the surrounds	The crafted façade has been designed from the “outside-in” allowing it to respond both internally and externally to the program of uses behind the façade. The façade also opens to accentuate public space. Refer to Architectural Design in Chapter 3.
Consider the interpretation of the site while in motion past the site from surrounding roads, specifically from Moore Park Road	The sculptural ribbon façade has been designed acknowledging that it will be appreciated from moving traffic, specifically along Moore Park Road. Refer to Artist’s Impression on the Chapter 4 cover page.

### Precinct Village and Car Park Response to Design Excellence and Key Views UDG

The high-quality design of the Precinct Village satisfies the highly functional requirements of this principle (in terms of public amenity, experience, safety and accessibility) as well as creating a unique and distinctive destination which responds to the setting adjacent to Moore Park, Paddington and the SFS. Refer to Architectural Design in the vision chapter. The strategy set out in the SFS design Excellence Strategy has been followed in the Stage 2 DA modification process for the Precinct Village and Car Park. Refer to Design Integrity Assessment Report prepared by Infrastructure NSW.

The design process has incorporated the objectives set within “Better Placed”. Further, the Precinct Village has been designed to provide a minimal profile to seamlessly integrate within its parkland setting. Key views of the development have been considered in a separate Visual Impact Assessment report.

The crafted brick and precast concrete façades to the buildings within the Precinct have been designed with context front and foremost in mind. The façade also opens to accentuate public space. The public domain and landscape is prioritised throughout, with the buildings being respectfully placed within it.

The site appears as part of the parkland with activity glimpsed through the green edge of the site. The buildings are set back from the site edge to subjugate them to the landscape around. Refer to Elevations and Sections within the vision chapter.

Figure 86: Precinct Village and Car Park

# Consistency with Stage 1 DA Urban Design Guidelines

## Materiality & Lighting

Principles	Response
Select materials that contribute to the distinctive design of the stadium and reinforce the unique destinational characteristics of the Sydney Cricket and Sports Ground	At the podium level a recessive brick elevation allows for contextual approach to material choice to reinforce the relationship with the Sydney Cricket and Sports Ground. Refer to Materials in Chapter 3.
Incorporate stadium lighting into the form of the stadium	Stadium lighting is incorporated into the form of the stadium. Sports lighting will be specifically focussed on the pitch to accommodate a range of sporting and event activities. LED lights will be used for feature lighting and house lighting. Refer to Detailing in Chapter 3.

Guidelines	Response
Engage with the opportunity to use innovative materials that contribute to the distinctive design of the stadium and contribute to the unique nature of the destination	Innovative materials and innovative design techniques are being used in the design of the stadium, especially the roof. The roof will be a showcase of efficient use of common construction materials which has contributed to a significant reduction of its profile. Refer to Architectural Design and Roof Design in Chapter 3.
Understand the material palette of the surrounding area	The material palette of the surrounding area - including brick, coloured render, steel and glass - have been utilised in the stadium design.
Utilise responsive facades to support flexible branding, advertising and wayfinding opportunities. Responsive facades should be oriented to key pedestrian approaches to the site.	The façade design creates a sculptural ribbon façade which blends the best aspects of technology, engineering and art. The materiality and form of the façade responds to its immediate context and accentuates key pedestrian approaches to the stadium. Refer to Architectural Design in Chapter 3.
Consider the use of recycled, light or reflective materials, and materials of low embodied energy to support sustainability goals for the project	Materiality selection and fabrication of the components within the Roof, Façade and Public Realm are key to achieving a lower embodied energy level. The project will look to maximise the use of locally sourced sustainable material which has a significant life cycle and minimal travel distance. By reducing the overall travel distances of the material and fabricated components with local suppliers, in-lieu of international options, the embodied energy or carbon footprint will be substantially reduced. Refer to ESD Principles in Chapter 3 and the Environmentally Sustainable Design Strategy prepared by LCI

Guidelines	Response
Minimise the visual impact of materials, including reflections off light coloured or high gloss materials and light spill from responsive facades on residential uses to the north	The facades on the northern frontage of the stadium have been designed to minimise the visual impact on residential uses to the north through utilising materials horizontally and stepping down the perceived massing. Non-reflective materials are proposed.
Explore the opportunity for materials to draw from the cultural and heritage significance of the site and surrounds	At the podium level a recessive brick elevation allows for contextual approach to material choice, referencing its neighbours and providing appropriate respect and sensitivity with colour, texture and scale. Refer to Materials in Chapter 3.
Design the building facade to be understood and interpreted from a distance and up-close, considering both the visual and tactile qualities of the material	The dynamic louvred façade that wraps the stadium looks like a sculptural ribbon from a distance. While up-close the bronze aluminium louvres offer permeability and select views into and out of the stadium. Refer to Materials in Chapter 3.

## Precinct Village and Car Park Response to the Materiality & Lighting UDG

The tactile and recessive brick elevations allows for contextual approach to material choice to reinforce the relationship with the SCG, the SFS and the surrounding suburbs. Refer to Materials in the vision chapter. The Precinct Village lighting is incorporated into the landscape and public domain strategy with the emphasis on low level and direction lighting to prevent light spill to neighbouring areas while allowing the activity areas to function safely and also enhancing the landscape and trees through lighting. Refer to Public Domain Lighting Assessment prepared by Arup.

The Precinct is designed to use traditional materials in innovative ways, with the use of brick and precast, the incorporation green roofs, platforms and terracing in the landscape. Oculus' are included in the roofs to allow natural daylight to penetrate the built form. Further, the material palette of the surrounding area - including brick, coloured render, steel and glass - have been utilised in the Precinct Village design. The signage will be strategic and static across the Precinct Village aligned with the principles of an eat street and parkland aesthetic, except at the Driver Avenue and Moore Park Road junction access where two digital pylons are envisaged to frame the entry and create a threshold to the site.

The Precinct will look to maximise ESD Principles within the vision chapter. Further, the built form is either embedded in the landscape or set back from the site boundary to minimise the visual impact of materials, including reflections off light coloured or high gloss materials and light spill from responsive facades on residential uses to the north. The materiality reinforces the public seminal and physical engagement with the built form close up and from a distance.

## Cultural and Heritage Significance

Principles	Response
Respect the cultural and heritage significance of the site and surrounds by embedding visible and legible interpretations of the site's rich history into the design of the stadium and public domain.	The stadium site has a rich, layered history which will be celebrated within the design of the stadium and the public domain. There are numerous opportunities for heritage interpretation that are engaging and relevant to contemporary society. Refer to Heritage Interpretation Plan prepared by Curio Projects and Landscape Report prepared by Aspect Studios.
Guidelines	Response
Apply a multi-layered approach to interpretation that enhances significant historic elements and view lines, and results in a digital and physical overlays that fit within the overall aesthetic and uses of the SFS	A multi-layered approach to interpretation has been adopted that results in digital and physical overlays within the landscape design and fabric choice of the stadium, public art, digital opportunities, interpretative inlays and inclusion in heritage trails. Refer to Heritage Interpretation Plan prepared by Curio Projects and Landscape Report prepared by Aspect Studios.
Extend the sporting legacy of the site into the public domain through the provision of spaces and infrastructure for fitness and sporting uses	The sporting legacy of the site has extended into the public domain particularly adjacent Paddington Lane where a new flexible community sporting Precinct has been created which can facilitate community-based sporting and play activities on a daily basis. Refer to Landscape Report prepared by Aspect Studios.
Where items of heritage significance are uncovered or exposed, opportunities to retain those items on-site or create new interpretation opportunities should be explored	The site planning and public domain design of the SFS redevelopment does not preclude creating new interpretation opportunities if/when items of heritage significance are uncovered or exposed.

### Precinct Village and Car Park Response to the Cultural and Heritage Significance UDG

The Precinct Village site has a rich, layered history which will be celebrated within the design of the public domain. There are numerous opportunities for heritage interpretation that are engaging and relevant to contemporary society. Refer to Heritage Interpretation Plan prepared by Artefact and Landscape Report prepared by Aspect Studios.

A multi-layered approach to interpretation has been adopted that results in digital and physical overlays within the landscape design and fabric choice of the Precinct Village, public art, digital opportunities, interpretative inlays and inclusion in heritage trails. Refer to Heritage Interpretation Plan prepared by Artefact and Landscape Report prepared by Aspect Studios.

The sporting legacy of the site has extended into the public domain where a new flexible community activity lawn and play area for community-based sporting and play activities on a daily basis. Refer to Landscape Report prepared by Aspect Studios.

The site planning and public domain design of the Precinct Village redevelopment does not preclude creating new interpretation opportunities if/ when items of heritage significance are uncovered or exposed.



**Figure 87: Example of Interpretive Inlay within Floors**



**Figure 88: Existing Public Art on Site**



**Figure 89: Example of Interpretive Inlay within Floors**



**Figure 90: Existing Public Art on Site**

# Consistency with Stage 1 DA Urban Design Guidelines

## Sustainability

Principles	Response
Minimise greenhouse gas emissions from operational energy consumption, on site emissions and transport to and from the site	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <ul style="list-style-type: none"> <li>In general, maximise operational energy efficiency and limiting overall greenhouse gas emissions</li> <li>High efficiency HVAC plant</li> <li>Provision of on-site photovoltaic array</li> </ul>
Minimise consumption of natural resources such as water and materials	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <ul style="list-style-type: none"> <li>In general, minimising the impact on the environment during both construction and operational phases</li> <li>In general, minimising construction and demolition waste</li> <li>90% of all demolition and construction waste will be diverted from landfill for recycling</li> </ul>
Maximising biodiversity on site through selection of native vegetation	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <ul style="list-style-type: none"> <li>95% of new vegetation must be native to the local bio-region</li> </ul> <p>The Planting Strategy within the Landscape Report by Aspect Studios outlines the selection of native vegetation to be used across the site.</p>
Work towards true social sustainability	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <p>An ESD Management Plan will be developed and implemented which address the following issues:</p> <ul style="list-style-type: none"> <li>Promotion of social diversity within the Stadium</li> <li>Modern slavery within the supply chain</li> <li>Community engagement</li> </ul>

### Precinct Village and Car Park Response to the Sustainability UDG

Overall, the Precinct Village and Car Park has been designed in accordance with and to support the Sustainability design guidelines addressed previously for the SFS. The Precinct will look to maximise ESD Principles within the vision chapter and within the ESD Strategy prepared by LCI.

Guidelines	Response
Contribute to the biodiversity of the site and surrounds through maximising native and endemic vegetation	The Planting Strategy within the Landscape Report by Aspect Studios outlines the selection of native vegetation to be used across the site.
Utilise recycled materials or materials with low embodied energy throughout the stadium and public domain	Potential to use recycled concrete and internal finishes that have low-embodied energy.
Incorporate resilient and robust design features and materials that will require limited maintenance or replacement and extend the life-span of the stadium	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <ul style="list-style-type: none"> <li>In general, minimising the impact on the environment during both construction and operational phases</li> </ul>
Engage water sensitive design principles to manage stormwater and overland flow through the site. Explore opportunities to harvest and treat water on-site for reuse or release.	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <ul style="list-style-type: none"> <li>Stormwater peak event discharge to not exceed pre development levels</li> <li>Stormwater pollution targets</li> </ul>
Maximise elements that reduce the heat island effect. These include light coloured surface finishes, vegetation, shading, water bodies and open-grid paving systems.	<p>The sustainable design principles proposed for the SFSR within the ESD Strategy prepared by LCI Consultants include:</p> <ul style="list-style-type: none"> <li>Heat Island Effect to be minimised through a light-coloured roof and paving, landscaping and shaded areas</li> </ul>

Guidelines	Response
Encourage sustainable patron behaviour by promoting opportunities for recycling, healthy lifestyle options and fitness uses and making visible the environmental principles of the stadium	<p>The SFS will be promoting many ESD initiatives which will encourage participation and reduce the footprint of the stadium within the Precinct.</p> <p>The 'activity park area' in Busby's Corner promotes healthy lifestyle options and fitness uses on non-event days.</p>
Encourage use of the SFS day-to-day by the general public through the provision of spaces and facilities to support passive recreation, fitness, exercise and activation	The new public realm concourse not only provides for pedestrian movement paths that enhance the event day experience but also provides complementary outdoor spaces that support the day-to-day use of the Precinct. These outdoor spaces have different characters and support a range of activities including passive recreation, fitness, exercise and activation. Refer to the Master Plan, Architectural Design, Modes of Operation and Access and Circulation sections in Chapter 3. For further information refer to the Landscape Report prepared by Aspect Studios.
Create an inviting public domain that fully integrates into its surrounds and facilitates increased accessibility to active and public transport infrastructure including Moore Park Light Rail Stop and the proposed cycleway along Moore Park Road	The new public realm concourse and open space integrate the stadium into the natural environment and it's unique historic setting. The stadium site allows for a seamless transition of pedestrians from the surrounding suburbs and Moore Park into the SFS. Refer to the Master Plan, Architectural Design, Modes of Operation and Access and Circulation sections in Chapter 3. For further information refer to the Landscape Report prepared by Aspect Studios.
Maximise energy efficiency, exploring opportunities for on-site energy production	The stadium design allows for the provision of an on-site photovoltaic array. Refer to ESD Strategy prepared by LCI Consultants.



**Sydney Green**

**Low Embodied Energy**

**Vegetation**



**Energy**



**Water**



**Transport**



# Stage 1 Consent Conditions Checklist



Artist's Impression

# Stage 1 Consent Conditions Checklist

## Conditions Checklist

Overall, the Precinct Village and Car Park has been designed in accordance with and to support the the continuing achievement of the conditions imposed under the Stage 1 consent (SSD 9249) as demonstrated in the following table.

Condition Number	Condition	Section in Report	Precinct Village and Car Park Section in Report
C1	The future development application must demonstrate design excellence having regard to the following matters:	N/A	N/A
C1a	a high standard of architectural design, materials and detailing appropriate to the building type and location;	Chapter 3, pages 22-25 See also 'Design Integrity Assessment Report' prepared by Infrastructure NSW	Vision Chapter, page 32
C1b	the form and external appearance of the proposed development to improve the quality and amenity of the public domain;	Chapter 3, pages 20-25, 28, 31 See also 'Design Integrity Assessment Report' prepared by Infrastructure NSW	Vision Chapter, pages 24-36, 38-39
C1c	how the proposed development addresses the following matters:	N/A	N/A
C1c (i)	any heritage and archaeological issues and streetscape constraints or opportunities;	Chapter 3, page 30 See also- Heritage Impact Statement, Archaeological Assessment and Aboriginal Cultural Heritage Management Plan prepared by Curio Projects.	Vision Chapter, page 40 See also Heritage Impact Statement prepared by Artefact and Visual Impact Assessment prepared by Ethos Urban
C1c (ii)	an increased appreciation and integration of heritage values of the site into the design and operation of the development;	Chapter 3, page 30 See also- Heritage Impact Statement, Archaeological Assessment and Aboriginal Cultural Heritage Management Plan prepared by Curio Projects.	Vision Chapter, page 40 See also Heritage Impact Statement prepared by Artefact
C1c (iii)	the bulk, massing and modulation of buildings within the approved envelope including street frontage heights	Chapter 3, pages 26-27	Vision Chapter, pages 33-39 Consistency with Stage 1 Chapter, page 67
C1c(iv)	environmental impacts such as acoustic privacy, solar access to adjoining buildings and public spaces, noise, wind impacts on surrounding areas and reflectivity;	Chapter 3, page 31 See also- Noise Impact Assessment prepared by Arup; Wind Impact Assessment prepared by Arup; Reflectivity Statement prepared by Prism Facades.	Vision Chapter pages 41, 51-53 See also Noise and Vibration Assessment prepared by Arup, Wind Assessment prepared by Arup
C1c(v)	the achievement of the principles of ecologically sustainable development;	Chapter 3, page 34 See also- Environmentally Sustainable Design Strategy prepared by LCI	Vision Chapter page 29 See also Sustainability Assessment prepared by LCI

Condition Number	Condition	Section in Report	Precinct Village and Car Park Section in Report
C1c(vi)	pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network;	Chapter 3, pages 35-41 See also- Transport Impact Assessment prepared by Arup	Vision Chapter, pages 42-50 See also Transport Assessment prepared by JMT
C1c(vii)	the impact on, and any proposed improvements to, the public domain;	See Landscape Report prepared by Aspect Studios	See Planning Statement prepared by Ethos Urban and Landscape plans and Landscape Design Report prepared by Aspect
C1c(viii)	achieving appropriate interfaces at ground level between the building and the public domain;	Chapter 3, page 28 See also- Landscape Report prepared by Aspect Studios	Vision Chapter, pages 33-39
C1c(ix)	innovation in design and delivery;	Chapter 3, page 29	Vision Chapter, page 31
C1c(x)	future proofing the development so that it can adapt to foreseeable changes in events, patronage, transport, access etc; and	Chapter 3, page 29	Vision Chapter, page 31
C1c(xi)	excellence and integration of landscape design.	See Landscape Report prepared by Aspect Studios	See Landscape plans and Landscape Design Report prepared by Aspect
C4	The future development application must include artist's perspectives and photomontages.	Front cover, pages 4-5, 18-19, 54-55	Front cover, pages 4-5, 8, 12-13, 20-21, 30-32, 54-55, 78-79, 82-83
C5	The building envelope of the stadium proposed in the future development application must be consistent with the approved plans listed in Schedule 2, condition A2.	Chapter 3, pages 26-27	Vision Chapter, pages 33-39 Consistency with Stage 1 Chapter, page 67
C6	The building envelope of the stadium proposed as part of the future development application is restricted to a maximum height of RL 85m Australian Height Datum (AHD) and a maximum depth of RL 39.3m AHD.	Chapter 3, pages 26-28	Vision Chapter, pages 33-39 Consistency with Stage 1 Chapter, page 67
C14	The future development application must be supported by solar access diagrams to address whether adequate solar access is provided, between 9am and 3pm during winter solstice, to the SCG playing field (immediately south of the proposed building footprint) and all other adjoining buildings including the public open spaces adjoining the site at Moore Park.	Chapter 3, pages 42-53	Vision Chapter, 51-53





Artist's Impression

# Appendix

## Architectural Drawings

1. A10.SP.10 - EXISTING SITE PLAN
2. A10.SP.20 - EXISTING SITE SERVICES PLAN
3. A10.SP.30 - PROPOSED DEMOLITION PLAN
4. A13.B1.01 - LEVEL B1
5. A13.B2.01 - LEVEL B2
6. A13.B3.01 - LEVEL B3
7. A13.L0.02 - LEVEL 0
8. A13.L0M.01 - LEVEL 0M
9. A13.L1.03 - PLAZA LEVEL
10. A30.EW.02 - ELEVATIONS EW
11. A30.NS.02 - ELEVATIONS NS
12. A30.NS.03 - ELEVATIONS NS 2
13. A40.00.02 - SECTIONS NS
14. A40.00.03 - SECTIONS EW
15. A42.00.20 - PHASE 1 SECTIONS
16. A42.00.21 - PHASE 2 SECTIONS
17. A42.00.25 - PHASE 2 SECTIONS

**Sydney Cox Architecture**

Level 6, 155 Clarence Street  
Sydney NSW 2000  
Tel: +61 2 9267 9599

**Adelaide Cox Architecture**

Level 2, 80 Pirie Street  
Adelaide SA 5000  
Tel: +61 8 7122 5050

**Brisbane Cox Architecture**

Level 2, 2 Edward Street  
Brisbane QLD 4000  
Tel: +61 7 3210 0844

**Canberra Cox Architecture**

1/19 Eastlake Parade  
Kingston ACT 2604  
Tel: +61 2 6239 6255

**Melbourne Cox Architecture**

Leves 2 & 3, 167 Flinders Lane  
Melbourne VIC 3000  
Tel: +61 3 9650 3288

**Perth Cox Architecture**

360 Murray Street  
Perth WA 6000  
Tel: +61 8 9322 3644

**Dubai Cox Architecture**

Office 603, The Maze Tower  
Sheikh Zayed Road  
Dubai, United Arab Emirates  
Tel: +971 4294 9314

**Abu Dhabi Cox Architecture**

Office 10, 10th Floor  
Deluxe Tower, Delma Street  
Abu Dhabi, United Arab Emirate  
Tel: +971 2676 0911

**Muscat Cox Architecture**

1st Floor, Villa 1020  
Way 2118  
Madinat Al Sultan Qaboos  
Muscat, Oman  
Tel: +968 9769 5457

