

Dominic Crinnion
Director
Department of Planning, Industry and Environment
320 Pitt Street
SYDNEY NSW 2000

PO Box R220
Royal Exchange NSW 1225
P+612 8016 0100
E mail@insw.com
www.insw.com
ABN 85 031302516

Dear Dominic

Re: SSD 9835 Sydney Football Stadium Redevelopment – Condition D12(c)

We refer to SSD 9835 for Sydney Football Stadium Stage 2 (Design, construction and operation), which was approved by the Minister for Planning and Public Spaces on 6 December 2019 and has been modified several times.

Condition D12 of SSD 9835 requires the provision of required pedestrian infrastructure details for key pedestrian pathways to access the Sydney Football Stadium site, which are required to be implemented by Greater Sydney Parklands and Transport for NSW. Condition D12(c) specifically provides that the Applicant (infrastructure NSW) must:

*identify alternate temporary pedestrian infrastructure (**unless otherwise agreed by the Planning Secretary**) if this pathway is not delivered prior to the commencement of operation of the stadium;*

with ‘this pathway’ being a reference to the pedestrian link between the Albert Tibby Cotter Bridge and the stadium entry on Driver Avenue.

The purpose of this letter is to inform the Department that following consultation with Greater Sydney Parklands (as landowner and agency responsible for delivering pedestrian infrastructure on the land in question), the pedestrian link has not, and is not, proposed to be provided in the short-medium future. Pursuant to Condition D12(c) of the SSD 9835, Infrastructure NSW seeks the Planning Secretary’s agreement that alternate temporary infrastructure is not required to be delivered prior to commencement of the stadium’s operation. The justification for seeking the Planning Secretary’s agreement is set out below.

- In the 3.5 years since SSD 9835 was approved, there have been significant changes in the Moore Park Precinct, which have (and will) change the function and purpose of Moore Park. These include the submission of SSD 9835 MOD 7 (Precinct Village and Car Park) for the construction of up to 1,500 car parking spaces immediately adjacent to the Stadium and the imminent enactment of the Greater Sydney Parklands Trust Act 2022¹ which requires the cessation of on-grass car parking in line with the Moore Park Masterplan 2040.
- These key moves are the catalyst for the Greater Sydney Parklands undertaking a detailed master planning exercise to comprehensively review all existing and future pathways and active/passive recreational opportunities within the Moore Park Precinct.

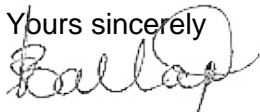
¹ Proposed to be enacted 1 July 2022

- Infrastructure NSW has been advised that the master planning investigations will reinvestigate all potential opportunities to enhance pedestrian movements, including the pathway between Albert Tibby Cotter Bridge and the stadium entry on Driver Avenue.
- A key focus of the master planning process will be identify opportunities to improve pedestrian connections in the area to the north of the existing bus interchange (i.e. Upper and Lower Kippax) and on EP3 (Showground).
- Infrastructure NSW understands that the master planning process is proposed to be completed in the second half of 2022, after which stakeholder consultation will be undertaken.
- The Greater Sydney Parklands has determined that delivering the pedestrian link between the Tibby Cotter Bridge and stadium entry ahead of the completion of the master planning process would be premature and may compromise the strategic public domain and public benefit outcomes that may be identified through the master plan investigations.
- Notwithstanding this, additional, temporary or alternate pedestrian infrastructure is not considered necessary to support the stadium prior to the delivery of these additional pathways on the basis that:
 - the existing walking route between the Albert Tibby Cotter Bridge and the stadium entry on Driver Avenue is sufficient to meet the needs of patrons following the opening of the stadium;
 - on event days, rangers work effectively with Transport for NSW staff and other contractors to manage pedestrian movements in the Moore Park Precinct;
 - on-site ranger presence is complemented with static and dynamic wayfinding signage which directs patrons to key destinations such as Central Station via the Albert Tibby Cotter Bridge; and
 - a formal pathway between the Albert Tibby Cotter Bridge and the stadium entry point on Driver Avenue already exists that provide comfortable, safe and equitable access.
 - the pedestrian link between the Albert Tibby Cotter Bridge and the stadium entry on Driver Avenue was not relied upon to support pedestrian movements in the transport assessment supporting SSD 9835, with the current pedestrian infrastructure assessed against the likely future demands.
- Infrastructure NSW has submitted to the Department a detailed pedestrian route capacity analysis pursuant to Condition D10 of SSD 9835 which has been prepared in consultation with the Greater Sydney Parklands and Transport for NSW. The analysis clearly demonstrates that there is sufficient capacity within the existing pedestrian network to accommodate pre and post event pedestrian movements and accordingly additional infrastructure is not warranted at the present time.

We trust that this letter provides the Department with sufficient details to recommend the Planning Secretary (or delegate) agree that alternate temporary pedestrian infrastructure is not required to be provided prior to commencement of operation of the stadium.

Should you have any questions regarding this letter please contact the undersigned on 0412 775 365.

Yours sincerely



3 June 2022

Stephanie Ballango

Director

Consultant to Infrastructure NSW