

Ms Karen Harragon
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Aditi Coomar

Dear Ms Harragon

Sydney Football Stadium (Stage 2 Design, Construction and Operation), 40-44 Driver Avenue, Moore Park (SSD 9835) - Notice of Exhibition

Thank you for your letter dated 17 June 2019, requesting Transport for NSW (TfNSW) review and comment on the above.

Event Traffic and Transport Management

Comment

It is noted that:

- The Transport Assessment prepared to support the development application states the following:
"The travel demands forecast are based on available capacities of various transport modes in the hour prior to the start of the event – noting that the data collection as part of this study determined that approximately 70% of people arrive in the hour prior to the start of the event. Should the start times for the double header event be staggered, the light rail mode share has the capacity to increase from that stated."
- Section 2.2.2 of the Environmental Impact Assessment states the following:
"For special events (e.g. large concurrent events at the SCG and SFS with crowds totalling over 45,000), the light rail will have the capacity to transport approximately 14,000 passengers per hour to and from Moore Park"

It is advised that the light rail is expected to run with 7,200 passengers per hour for bump in (to) and 10,800 passengers per hour for bump out (from) Moore Park.

It is also noted that sections 4.1 and 6.6.2 of the Transport Assessment state the following for the Double Header with concurrent start time (full event at both Sydney Cricket Ground and Sydney Football Stadium) that:

- Estimated crowd for large concurrent events at the SCG and SFS is 95,000; and
- The operation of the stadium will significantly increase pedestrian activity in the precinct as it is estimated that around 39,000 spectators arrive and leave the site by walk ("Walk Only" and "Train to Central & Walk").

It is also noted that the Event Management Plan prepared to support the development application considers pedestrian and vehicle access into the redeveloped stadium however does not identify how traffic and transport would be safely and efficiently managed during events.

Recommendation

It is requested that the applicant undertake the following as part of the Response to Submissions:

- Confirmation of the following:
 - 7,200 passengers per hour for bump in (to) and 10,800 passengers per hour for bump out (from) Moore Park have been adopted for the transport assessment in Sections 4.1 and 6.6.2; and
 - The Event Management Plan is applicable for the Double Header with concurrent start time (full event at both SCG and SFS) with 95,000 spectators.
- The following details need to be provided for the Double Header with concurrent start time (full event at both SCG and SFS) event:
 - Pedestrian management measures for around 39,000 spectators estimated to arrive and leave the site by walk; and
 - Pedestrian safety measures to minimise conflicts with other modes of transport.
- Consult with TfNSW and the relevant stakeholders to prepare an Event Traffic and Transport Management Plan for the operation of the redeveloped stadium to address the safe and efficient management of event traffic and transport. The plan should incorporate the proposed development, including its infrastructure and operation, and the planned traffic and transport infrastructure improvements in the Moore Park Precinct. It is advised that the plan should align with the Moore Park Traffic and Transport Management Plan.

Pedestrian Access and Circulation

Comment

It is noted the Transport Assessment states the following:

"An additional pathway is being investigated in Moore Park West which links the Driver Avenue access stairs with the path to the Tibby Cotter Bridge – promoting this route of travel to/from Central Station."

It is advised that this pathway is likely to become the principal pathway used between the Albert Tibby Cotter Bridge and the redeveloped stadium.

Recommendation

It is requested that the proponent undertake the following as part of the Response to Submissions:

- A pedestrian route capacity assessment of the potential pathway between the Albert Tibby Cotter Bridge and the redeveloped stadium to ensure that its design could accommodate the forecast worst-case scenario pedestrian demand and provide confirmation that the design could achieve this; and
- If possible, provide detailed design plans of the pathway and confirm if the pathway is to be delivered as part of the proposed development.

Passenger Pick-up and Drop-off Facilities

Comment

It is noted that the Transport Assessment identifies passenger pick-up and drop-off facilities for point to point transport and coaches to support the proposed development following consultation with TfNSW.

Recommendation

It is requested that the proponent consult further with TfNSW to provide adequate passenger pick-up and drop-off and layover facilities for point to point transport and coaches for the development as part of the Response to Submissions.

Driver Avenue Carpark

Comment

It is noted that the proposed development includes the reinstatement of the MP1 carpark, which includes enhanced vehicle rejection facilities. However, limited information has been provided in the Transport Assessment in regards to the design and operation of the reinstated MP1 carpark.

Recommendation

It is requested that the applicant provides the following as part the Response to Submissions:

- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS2890.6-2009; and
- Detailed design, in particular the enhanced vehicle rejection facilities, of the car park.

Wayfinding and Signage

Comment

It is noted that the Wayfinding and Signage Strategy prepared to support the development application states the following:

"It is generally agreed that additional signage designed for stadium egress (i.e. large and illuminated) would only serve for a small window of time post an event, which is not the case during the majority of the year. Instead it is considered more appropriate to assist people in planning their journey (both to and from the stadium) prior to attendance at an event. The Green Travel Plan proposed for the project proposed a travel access guide be provided to patrons at the point of sale of the ticket."

It is advised that the wayfinding signage between transport nodes and the site should include the following attributes to support the safe and efficient movement of high numbers of pedestrians:

- Located at key decision points;
- Illuminated to be usable at night;
- Sufficiently sized to be visible from a distance; and
- Positioned at a high level to maintain sight clearance.

Recommendation

It is requested that the proponent consult with TfNSW to provide adequate wayfinding signage for the development to support the safe and efficient movement of high numbers of pedestrians as part of the Response to Submissions.

Security and Emergency Management

Comment

It is noted that the following documentation has been prepared to support the development application:

- Security Risk Assessment;
- Crime Prevention Through Environmental Design (CPTED) report; and
- Anti-Social Behaviour Strategy.

It is advised that TfNSW has been consulted by the proponent regarding security within the proposed development and requests it be further consulted in respect to the above documentation.

Further, it is noted that the Event Management Strategy prepared to support the development application discusses emergency management for the proposed development and states that the existing Emergency Management Plan in operation for the precinct would be updated to include the redeveloped stadium. It is advised that TfNSW and the Sydney Metropolitan Regional Emergency Management Committee should be consulted during the update of the plan.

Recommendation

It is requested that the proponent undertake the following as part of the Response to Submissions:

- Consult further with TfNSW in respect to the following documentation and consider any advice provided:
 - Security Risk Assessment;
 - Crime Prevention Through Environmental Design (CPTED) report; and
 - Anti-Social Behaviour Strategy.
- Consult with TfNSW and the Sydney Metropolitan Regional Emergency Management Committee on the proposed update of the Emergency Management Plan.

Travel Demand Management Strategy and Green Travel Plan

Comment

It is noted that the Transport Assessment includes a Green Travel Plan for the proposed development however does not include a Travel Demand Management Strategy.

It is advised that a Travel Demand Management Strategy is required to increase the mode share of public transport and active transport for the development, including through initiatives such as integrated ticketing between events and transport providers.

Recommendation

It is requested that the proponent consult with TfNSW and the relevant stakeholders and prepare a Travel Demand Management Strategy to increase the mode share of public transport and active transport for the development as part of the Response to Submissions.

Active Transport

Comment

It is noted that limited information is provided in the Transport Assessment regarding bicycle parking and end of trip facilities.

Recommendation

It is requested that consideration be given to providing bicycle parking facilities either within the development or close to it, to support and encourage active transport to the site.

Bus Services and Facilities

Comment

It is noted that the role of the existing regular bus network on the Anzac Parade/busway is briefly mentioned in the Transport Assessment. However, the details of bus stop and route information are either incomplete or inaccurate in the map of streets used by regular/individual bus services (p60 and p77) and the Amended Moore Park Precinct Operations Plan (Fig 19 and p44). The details are provided below:

- Route 333 on Oxford Street is not mentioned and Route 380 has been withdrawn from the road as of September 2018; and
- Stops in the busway at the Lang Road intersection and Route 355 stops in Lang Road are not shown. By contrast the map of key pedestrian routes on p19 (Fig 5) shows the stops on Anzac Parade at the Lang Road intersection. Stops are also shown on the busway near this location but they are not referred to in the text.

Recommendation

It is requested that the applicant amends the Transport Assessment to include accurate details of bus stops and bus services.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Light Rail Project, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the vicinity of the Moore Park precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and the Sydney Light Rail Operator and submit a copy of the final CPTMP plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of any construction certificate.

Suggested Conditions of Consent are included in **TAB A**.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely



Marg Prendergast
Coordinator General
Transport Coordination

Objective Reference CD19/05099

TAB A – Suggested Conditions of Consent

Construction Pedestrian and Traffic Management

Prior to the issue of any construction certificate, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and the Sydney Light Rail Operator. The CPTMP needs to ensure that the construction of the development does not in any way adversely impact the Sydney Light Rail Project. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Details of crane arrangements including location of any crane(s) and crane movement plan;
 - Haulage routes;
 - Construction vehicle access arrangements including vehicle access/crane access and in or around the light rail;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
 - Construction program and construction methodology;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and the Sydney Light Rail Operator;
 - Details of measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site worker parking location/s away from the precinct;
 - Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
 - Cumulative construction impacts of projects including Sydney Light Rail Project. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network; and
 - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement;
- Construction works shall not be undertaken for at least two hours prior to an event, during an event and two hours post an event, to minimise the risk of pedestrian and construction vehicle conflicts, without prior approval of the Sydney Coordination Office and Transport Management Centre within TfNSW.

- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.