



16 December 2013

**NSW Government**

Department of Planning and Infrastructure

Sent by web submission (upload) on 16/12/13

Dear Sir / Madam,

**Sydney CBD and South East Light Rail Project – Australian Football League (AFL) submission**

We refer to the Environmental Impact Statement for the CBD and South East Light Rail Project and ongoing briefings provided by TfNSW, particularly related to the Moore Park East precinct. As such, we acknowledge that the EIS differs to the preferred proposal now under consideration for Moore Park East.

**1. Support**

- The AFL supports the CSELR Project and expected benefits to the Moore Park sporting precinct. With the AFL having scheduled matches at the SCG for 31 years, we recognise the advantages the CSELR Project will provide in transport connectivity and access to/from matches at the SCG for patrons of the Sydney Swans Limited (SSL).
- The AFL support investigation into a pedestrian footbridge over Anzac Parade, connecting Moore Park West and Moore Park East.
- The AFL support the current (as at 4 December 2013) proposal to move the Moore Park station platform from the EIS location that renders Tramway Oval unusable as an AFL training venue, to the southern end of Moore Park closer to Lang Road.

**2. Submission key comments**

The AFL's key areas for comment relate to the direct impact of the CSELR Project on SSL's sole pre-season training base, Tramway Oval, and surrounding areas.

- Avoid or minimise any loss of training field width on Tramway Oval.
- Isolate any impact on the current field width of Tramway Oval to one pre season training period, being November to March inclusive.
- Cannot accept any reduction in the current Tramway Oval width post construction.
- Recommend levelling the eastern side of Tramway Oval up to the Bus Loop road, allowing for the relocation of the Oval boundaries to reduce or avoid construction impact on field width.
- Do not support any redirection of the existing Bus Loop road or introduction of turn circles that would encroach on adjacent Oval training space or field run off.
- A replacement full field night training facility for the Swans Academy.

**Australian Football League**

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Along with providing recommendations on the current EIS, the AFL's comments primarily relate to recent briefings from TfNSW on the Moore Park East precinct; with the attachment Centennial Park and Moore Park Precinct Workshop, 4 December 2013 providing detail on the most recent proposal for the Moore Park East precinct and subsequent impact on Tramway Oval.

## **2.1 Ground size impact – Tramway Oval**

The AFL recommends avoiding any loss of training oval width during construction, and cannot accept any reduction in the width of Tramway Oval post construction.

- Tramway Oval is undersized as an AFL training venue, being approximately 113 metres wide. This is below the width of every national AFL playing arena and does not meet AFL minimum standards for playing field width.
- MCG = 138m wide, SCG = 136m wide, Etihad Stadium = 129m wide.

## **2.2 Extending Tramway Oval towards the Eastern side**

If the width of Tramway Oval is unavoidably impacted on the western boundary during construction, then the AFL recommend the eastern side of Tramway Oval be levelled and extended to the existing Bus Loop bitumen, gaining a minimum of 5 metres (potentially more). This will reduce any construction zone impact on the training oval width, and allow for SSL's continued training during construction on this elite surface venue opposite the Sydney Swans training and administration base.

- Any levelling works to the eastern boundary may need to consider the use of retaining walls, extending the current field drainage and irrigation, relocating the existing light towers (2 light towers on the western boundary and 2 light towers on the eastern side), and installing safety fencing or netting to protect players from any changes in surface level and from balls entering the Bus Loop during operation.
- CPMPT must be consulted on these works.

## **2.3 Proposed Tramway Oval Impact Options (TfNSW)**

- refer Centennial Park and Moore Park Precinct Workshop, 4 December 2013

The following recommendations are based on impact measurements provided by TfNSW during a briefing to CPMPT and the Sydney Swans (Centennial Park and Moore Park Precinct Workshop) on Wednesday 4 December 2013.

With regard for the playing field width and potential impacts during and post construction, 3 proposals were outlined:

- a) 2 dedicated Light Rail tracks with no extension of Tramway Oval.
  - Maximum proposed construction footprint = 13 metres, with a reduced playing width post construction of 1 metre.
  - The Bus Loop Event service road to revert to Event use only post construction.
- b) 2 dedicated Light Rail tracks and extending the eastern boundary of Tramway Oval pre construction
  - Maximum proposed construction footprint = 7 metres, with an increase in playing width of 4.5 metres post construction.
  - The Bus Loop Event service road to revert to Event use only post construction.

c) 1 dedicated Light Rail track and 1 shared Light Rail / Bus lane

- Maximum proposed construction footprint = 4 metres, with an increase in playing width of 7.5 metres.
- The Bus Loop Event service road would remain as a daily transport road post construction (up to 90 Buses per hour in peak).

The AFL's Key Submission points on TfNSW proposal options for Tramway Oval:

- The AFL cannot accept the width of Tramway Oval being impacted by 13 metres during construction, with a reduced SSL training width remaining post construction.
- The AFL does not support the Bus Loop Event service road remaining as a daily Bus road post construction. This would isolate Tramway Oval inside a transport hub and significantly impact accessing the field and user safety during SSL training and other uses.
- The AFL would support extending the Oval to the east pre commencement of the CSELR Project in order to limit the construction zone footprint on the western boundary. The impact of a reduced training width (projected 7m) during peak construction would be offset by a slight increase in overall field width post construction (~4.5m).

## **2.4 Tramway Oval Infrastructure**

Lighting infrastructure and use by the Swans Academy

- The Swans Academy require a full sized AFL field to cater for over 400 junior athletes training at night on Tramway Oval per week in season.
- As such, the AFL (pending CPMPT approval) recommend the existing lighting at Tramway Oval be relocated to either Bat & Ball Oval or Mackay Oval to minimise disruption to the Swans Academy program during construction.
- This would also alleviate access and safety concerns associated with this volume of junior athletes sharing a training facility with up to 90 Buses per hour circling the perimeter of the Oval due to proposed redirected on the Bus Loop.
- At the completion of the CSELR Project at the Moore Park precinct, SSL/AFL would require replacement light poles and lighting of 300 Lux for Tramway Oval. Where possible, the AFL recommend replacement light poles be integrated into any safety netting installed pre or post construction. Existing lighting infrastructure such as cabling and switchboard can be reused.

Infrastructure integration

- In consultation with CPMPT, the AFL recommend any Oval reconfiguration works (drainage, irrigation, retaining walls, lighting) and safety requirements during construction (fencing, netting) be considered with future Oval needs in order to maximise longevity and minimise the visual impact on Tramway Oval.

Examples may include:

- Installing purpose made ball / safety netting that is to be retained post construction.
- Utilising light poles as supports for ball / safety netting.
- Integrating netting into the design of the Portal exit along Anzac Parade at Moore Park East.

## **2.5 Bus Loop Service Road**

The proposal to utilise the Bus Loop service road (currently event use only) that surrounds Tramway Oval as a daily Bus route throughout construction raises considerable safety concerns.

- Safe access to/from the training field over the Bus Loop road needs to be considered.
- Separation via fencing and netting within the Oval will need to be created before opening the Bus Loop service road as a regular Bus route.

### Bus turn circle

- The AFL do not support a Bus turn circle at the southern end of Tramway Oval that may impede on the existing green space behind the southern goals between the existing Bus Loop road.
- This grass area outside the Oval boundary is used at each training session for running concurrent drills to those on the field, rehab sessions, as well as warm-up and high intensity sessions in an effort to reduce impacting the surface quality on Tramway Oval.
- The AFL concede the need for a turn circle within the Bus Loop road at the southern end of Tramway Oval during the construction phase, however recommend this temporary turn circle be constructed on the southern side of the existing Bus Loop road.

### Re-alignment of the Bus Loop road at the southern end

- The AFL do not support re-aligning the southern Bus Loop road section further North.
- This proposal impacts on the training space available behind the southern goals which is used at every training session.
- The AFL do not support any other encroachment of the existing Bus Loop road on grass space surrounding Tramway Oval.

### Moore Park Precinct Platform location

- To mitigate the need for the Bus turn circle encroaching on the section of grass behind the southern goals; and to allow the Bus Loop road to remain in its current position feeding back into the dedicated Bus Lane along Anzac Parade, the AFL recommend positioning the Light Rail Platform as far south as possible.

## 2.6 Construction Impacts

It is anticipated the major construction footprint required on Tramway Oval will be for 12-18 months during heavy works.

- Impact on Tramway Oval should be minimised, with the construction footprint to be reduced as works progress.
- The AFL recommend limiting this footprint to effect only one SSL pre season training period, from November to March inclusive.
- From April to September, the majority of SSL training moves to the SCG (perform 1 session per week on Tramway Oval whilst the Swans Academy train 4 nights per week on Tramway Oval during this period).
- Therefore, it would be preferred for construction to start on or near April so as to effect only one pre season training period.
- To minimise the impact of pre season training on a reduced width field, The AFL would seek support to access the SCG for training from mid February for SSL. This may require scheduling some domestic, grade or corporate games earlier in the year or at alternate cricket venues.

Consideration needs to be given to the noise, vibration and dust that may occur during construction, and what measures need to be considered to minimise this.

- These factors alone could render training at Tramway Oval impossible.
- Relevant planning must be provided to contain dust, and schedule disturbing works outside of main training hours.

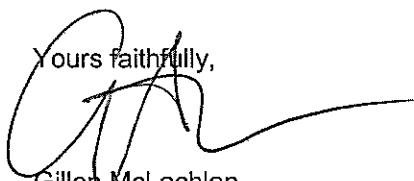
## 2.7 Tramway Oval Contingencies

To safeguard any uncertainty surrounding Tramway Oval, or as a back up if required, the AFL would recommend upgrading the surface at Bat & Ball Oval or Mackay Oval to an elite quality surface pre commencement of the Light Rail Project.

The AFL appreciates the communication provided by TfNSW as the EIS and preferred designs have evolved. The information provided so far in this process has been thorough and professional.

The AFL trusts the comments in this submission can reduce the impact on SSL and Tramway Oval, whilst not compromising the CSELR Project.

Yours faithfully,



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Deputy CEO

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