

3 December 2021

Ms. Kiersten Fishburn  
Secretary  
Department of Planning, Industry & Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention : Ferdinando Macri

Dear Ms. Fishburn,

**SECTION 4.55(2) MODIFICATION APPLICATION SSD 9835 MOD7  
PRECINCT VILLAGE AND CAR PARK SYDNEY FOOTBALL STADIUM (DESIGN AND CONSTRUCTION)  
40-44 DRIVER AVENUE, MOORE PARK**

Thank you for providing Transport for NSW (TfNSW) an opportunity to comment on the submitted modification application for SSD 9835 'Precinct Village and Car Park Sydney Football Stadium'.

TfNSW has reviewed the material and advises that the proposed modification will have a negligible impact on the surrounding state road network and TfNSW infrastructure. As such, TfNSW has no objections regarding the application and provides the Department suggested conditions of consent in **TAB A** for consideration.

For more information, please contact Vic Naidu, Land Use Planner, by email at [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,



**Brendan Pegg**  
Senior Land Use Planner  
Planning and Programs, Greater Sydney Division

## TAB A – Suggested conditions of consent

### Safety Audit of the Detailed Design

#### Comment:

Given the significant pedestrian usage of the site, TfNSW recommends that the Applicant undertake a Stage 3 Road Safety Audit be undertaken for proposed car park and road design of the Village Precinct. This shall include a review of the lighting and pedestrian capacity along the east/west connection pathway.

#### Recommendation:

The Applicant is conditioned with:

Prior to the issue of the construction certificate, a Stage 3 (Detailed Design) Road Safety Audit for the proposed site in accordance with Austroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits shall be prepared by an independent TfNSW accredited road safety auditor. Based on the results of the road safety audit, the design drawings need to be reviewed to implement any safety measures.

### Green Travel Plan

#### Comment

TfNSW has reviewed the Green Travel Plan under Consent Condition D14. The Applicant must update the Green Travel Plan (GTP) contained within Appendix B of the Sydney Football Stadium Redevelopment Transport Assessment for the Stage 2 Development.

#### Recommendation:

The Applicant is conditioned with:

The Green Travel Plan (GTP) shall be updated to include an implementation strategy and action plan including dates and times, roles and responsibilities of who will be carrying out the tasks. The GTP must be prepared by a suitably qualified traffic consultant. The GTP will also include:

- **Objectives:** The Green Travel Plan (GTP) must be updated to implement measures that will ensure non-private vehicular modes of transport are the preferred mode of travel to/from the project site.
- **Alignment:** The updated GTP must align with the broader Moore Park Traffic and Transport Management Plan as made available by TfNSW.
- **Coordination:** The updated GTP must be prepared in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services, NSW Police, City of Sydney Council, SCSGT and Centennial Park and Moore Park Trust
- **Overall network map:** The current GTP should replace any out-of-date bus, train or pedestrian or cycling route maps and pathways, and provide a current overall integrated network map for staff and patrons (one for event days, one for non-event days) to get to and from the site
- **Mode Share targets:** The current GTP should provide a **mode share table** from a qualified traffic consultant to identify and provide existing and future mode share targets for staff and patrons to take sustainable active and public transport travel to and from the site and identifying and implementing measures to achieve those mode shares.
- **End of trip facilities:** Additional bike racks, showers and change rooms and lockers shall be made available to staff and patrons to comfortably support increased cycling of staff and patrons in an end-to-end journey to the site. These facilities should be promoted within the "Implementation Strategy" listed below.
  - Responsibilities: The updated GTP must identify the party or parties responsible for delivery and implementation of each element of the GTP throughout various stages of the development lifecycle
  - Parking management strategy
  - Integrated Ticketing - The GTP must describe initiatives to facilitate an integrated ticketing strategy across all of the event types in Sydney Football Stadium.
  - Funding the GTP: The GTP will need to be appropriately funded and otherwise resourced, by the proponent, for a period of at least 5 years, or via an appropriate appointed entity, such as a body corporate. This will include ongoing travel demand initiatives that will require resourcing. This is in recognition that any demand management interventions will need to be significant in scale to be effective. This should be covered in the updated GTP Implementation Strategy and Action Plan.
  - Data – The GTP must be updated to include available data from stakeholders within the Moore Park
- **Implementation Strategy:** TfNSW recommends that you have a separate section within this updated GTP which has an implementation plan of tasks and actions, including all of initiatives and incentives, timing and completion dates, communications tasks, and who will do the tasks; this will ensure the overall effectiveness of the TDMP. The Implementation Strategy should:

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- Identify the party or parties responsible for delivery and implementation of each element of the updated GTP throughout various stages of the development lifecycle, including for its ongoing implementation, monitoring and review, for a period of at least 5 years post-Occupation.
- Be updated both on an annual basis, and when future transport services and pathways eventuate.
- **Strategies and initiatives:** The updated GTP will need to identify and implement planned strategies and initiatives that reduce the proportion of single occupant car travel to/from the site (including public and active transport) and increasing the use of public and active transport travel to the site including
  - Pre-loaded opal cards when staff and patrons first occupy the site.
  - Staff that are committed to active travel receive subsidised panniers or backpacks.
  - Wayfinding at the site for End of Trip facilities.
  - Incorporating a role for a GTP sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.
  - Implementing a car-pooling scheme with guaranteed ride home.
- **Travel Survey** – TfNSW requests that the GTP includes a proposed travel survey for the site that can be carried out at the commencement of occupation of the site, and on an annual basis.

The Applicant should submit the updated GTP for the endorsement of TfNSW via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au), prior to the issue of the completion certificate

### Transport Access Guide

The Applicant shall prepare a Transport Access Guide in consultation with TfNSW, implemented and maintained by the operators of the premises and be made available to staff, guests, clients, customers and visitors at all times. The report shall be submitted to and approved by TfNSW prior to the issue of a Completion Certificate for the site/use. The Transport Access Guide is to include (but not be limited to) the following:

- Information regarding off-street car parking and passenger pick-up and set-down areas at the development site;
- Suitable nearby drop-off/pick-up locations;
- Identification of areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas; and
- Suitable nearby Taxi Zones.

The Applicant shall submit the Transport Access Guide for the endorsement to TfNSW via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au), prior to the issue of the completion certificate.

### Freight and Servicing Management

Prior to the issue of any construction certificate, the Applicant shall update the Freight and Servicing Management Plan in consultation with TfNSW. This plan shall ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated. The Applicant shall submit a copy of the final plan to TfNSW for endorsement via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au). The Plan needs to specify, but not be limited to, the following:

- Details of the development's loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of freight and servicing facilities that may be required within the subject site which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business; and
- Details of measures to manage any potential traffic and safety impacts of the loading docks operation in particular potential queuing on public roads and potential conflicts between freight vehicles accessing the loading dock and transport users accessing the Precinct.

The Freight and Servicing Management Plan shall be implemented by the Applicant following the issue of the completion certificate.

### Construction Pedestrian and Traffic Management

Prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier, the Applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW.

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);

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- Details of crane arrangements including location of any crane(s);
  - Haulage routes;
  - 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;
  - Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads;
  - Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site;
  - Pedestrian and traffic management measures;
  - Construction program and construction methodology;
  - A detailed plan of any proposed hoarding and/or scaffolding;
  - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
  - 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 surrounding projects. 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 [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au) for TfNSW endorsement; and
  - Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW 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 (via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au)) is current during any stage of construction.