



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

**Attention:** Aditi Coomar

Dear Ms Harragon

**Sydney Football Stadium Redevelopment (SSD 9249) – Notice of Exhibition  
40-44 Driver Avenue, Moore Park, NSW 2021**

Thank you for your letter dated 12 June 2018, requesting Transport for NSW (TfNSW) review and comment on the above. It should be noted that Roads and Maritime Services will be providing a separate submission on the proposal.

TfNSW comments are provided below.

**Sydney Light Rail Project**

Comment

TfNSW advises that the Sydney Light Rail Project was determined by the Department of Planning and Environment on 4 June 2014. Construction is being carried out in accordance with the existing approvals and any modifications subsequently approved.

The Transport Assessment Report prepared to support the proposed development includes light rail capacities for various event crowd sizes in the Moore Park Precinct. TfNSW advises that the capacities appear to be different to those stipulated in the Sydney Light Rail Project Deed.

Recommendation

TfNSW advises that the applicant needs to amend the light rail capacities in the Transport Assessment Report to be in accordance with the Sydney Light Rail Project Deed. TfNSW also advises that the proposed future mode share split for spectators should be amended accordingly in the report.

Further, TfNSW requests the applicant be conditioned to the following:

- The applicant shall ensure that the development does not adversely impact the completion of the Sydney Light Rail Project's program of works, including, but not limited to, footpaths, kerbs and gutters and road restoration works.

**Hostile Vehicle Mitigation**

Comment

The Security Principles Report prepared to support the proposed development identifies various areas around the proposed development which could be exposed to hostile vehicle ramming or

intrusion and describes potential physical security treatment measures that need to be designed into the development's architecture to treat security risks.

TfNSW advises that the proposed development should be designed to eliminate exposure to hostile vehicles, including areas of people congregation and paths between the new stadium and public transport nodes.

Further, TfNSW advises that Hostile Vehicle Mitigation requirements have required the closure of Driver Avenue at the existing MP1 car park driveway during events, rendering redundant the use of the existing northern vehicle turning circle on Driver Avenue. As such, inadequate vehicle turning facilities are available for vehicles needing to turn around in Driver Avenue to access car parks or exit onto Moore Park Road.

TfNSW advises that these issues should be considered as part of a Security Risk Assessment for the proposed development and the Moore Park Precinct.

### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- The applicant shall undertake a Security Risk Assessment and prepare a plan which ensures the development eliminates exposure to hostile vehicles, including areas of people congregation and paths between the new stadium and public transport nodes and provides adequate facilities to support Hostile Vehicle Mitigation requirements in the Moore Park Precinct. The plan shall be prepared in accordance with Australia's Strategy for Protecting Crowded Places from Terrorism and Hostile Vehicle Guidelines for Crowded Places. The plan shall 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, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The plan shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

## **Traffic and Transport Surveys**

### Comment

The Transport Assessment Report states that transport surveys were undertaken to understand how people travel to the existing Sydney Football Stadium and includes the results of the surveys.

TfNSW advises that the surveyed events were not significant in crowd number and therefore not indicative of the traffic and transport issues for the stadium. Further, the traffic and transport volumes were skewed due to the closure of Moore Park Road during one of the events and rain during the other. TfNSW also advises that the number of travel behavior survey responses as a percentage of total event attendance, appear to be inconsistent with announced event crowd numbers.

### Recommendation

TfNSW requests that the applicant undertake new surveys of major events at the existing Sydney Football Stadium and amend the proposed future mode share split for spectators in the Transport Assessment Report based on the results of the new surveys. TfNSW advises that the applicant

shall ensure that the events chosen to be surveyed are forecast to have significant crowd numbers and that no coinciding road closures are planned to be undertaken.

### **Point to Point Transport Passenger Pick-up/Drop-off**

#### Comment

The Transport Assessment Report states that point to point transport is one of the modes used to travel to the Sydney Football Stadium, including rideshare services and taxis. It also states that private vehicle passenger pick-up/drop-off currently occurs within and surrounding the precinct using a combination of dedicated pick-up/drop-off facilities and temporary setups which are monitored and managed by event staff. Informal passenger pick-up also occurs on-street. The report recommends several measures to accommodate the demand from the proposed development.

TfNSW advises that it has concerns with the recommended measures to accommodate the demand from the proposed development and requests that the applicant work with the relevant stakeholders to provide adequate dedicated passenger pick-up/drop-off facilities to support the operation of point to point transport for the proposed development and the Moore Park Precinct.

#### Recommendation

TfNSW requests the applicant be conditioned to the following:

- The applicant shall prepare a plan which ensures adequate dedicated passenger pick-up/drop-off facilities for point to point transport services are provided for the development and the Moore Park Precinct. The plan shall 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, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The plan shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

### **Coach Passenger Pick-up/Drop-off and Layover**

#### Comment

The Transport Assessment Report states that coaches currently use Moore Park Road and the southern end of Driver Avenue on event days to drop off and pick up passengers. It also states that there may be the opportunity for coaches to use the existing special event bus loop with the expected reduction in special event buses due to the introduction of light rail services to the precinct.

TfNSW advises that there is no dedicated facility for coach passenger pick-up/drop-off and layover to support the proposed development and the Moore Park Precinct. Further, TfNSW requests that the applicant detail the assumptions for its expected reduction in special event buses to support the Moore Park Precinct, in the Transport Assessment Report.

TfNSW requests that the applicant work with the relevant stakeholders to provide adequate dedicated coach passenger pick-up/drop-off and layover facilities for the proposed development and the Moore Park Precinct.

## Recommendation

TfNSW requests the applicant be conditioned to the following:

- The applicant shall prepare a plan which ensures adequate dedicated coach passenger pick-up/drop-off and layover facilities are provided for the development and the Moore Park Precinct. The plan shall 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, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The plan shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

## **Public and Active Transport Infrastructure**

### Comment

The Environmental Impact Statement (EIS) prepared to support the proposed development states that the public domain strategy for the proposed development significantly increases accessibility to the stadium site by removing existing fences to Moore Park Road and formalising Moore Park Road and Driver Avenue as the primary entrances for pedestrians accessing the stadium. It also states that general public access would be provided through to the Moore Park Precinct via the Moore Park Road entrance, on non-event days.

Further, the Transport Assessment Report states that the Driver Avenue entrance would support access to the redeveloped stadium from Central Station, via Devonshire Street and the Albert Tibby Cotter Bridge.

TfNSW advises that it supports the applicant's proposal to improve pedestrian access to the redeveloped stadium and through the Moore Park Precinct, which would also provide the general public with access to light rail services at the Moore Park Stop and bus services on Anzac Parade. TfNSW however advises that the proposed development would result in an increase in demand on existing pedestrian facilities which may be inadequate in terms of their capacity and condition, including pedestrian holding areas at intersections, such as between bus stops on Oxford Street and the proposed formalised stadium entrance on Moore Park Road, via Regent Street and Oatley Road.

Further, TfNSW advises that the proposed development would strengthen existing pedestrian desire lines which may not be currently supported by adequate pedestrian facilities, such as between the proposed formalised stadium entrance on Driver Avenue and the Albert Tibby Cotter Bridge.

TfNSW advises that this pedestrian desire line is inadequately supported by a narrow and indirect walkway and is considered in the Transport Assessment Report to become attractive to more people accessing the proposed development site due to improved legibility from the introduction of the Sydney Light Rail on Devonshire Street and the new grade separated crossing of South Dowling Street.

TfNSW advises that a detailed pedestrian route assessment of key routes between public transport nodes and the proposed development site, including the planned Moore Park light rail stop, should be undertaken to identify any works needed to improve the capacity, condition and directness of pedestrian facilities to adequately support the proposed development and the Moore Park Precinct, and requests that the applicant work with the relevant stakeholders to prepare a plan to achieve this.

TfNSW also advises that the planned separated cycleway on Moore Park Road, adjacent to the proposed development site, should be incorporated appropriately into the redeveloped stadium's infrastructure and operation plans.

The Transport Assessment Report also states that the proposed development includes secure bicycle parking and end of trip facilities for staff in the Sydney Football Stadium and the Moore Park Precinct as well as more bicycle parking for visitors, to encourage a travel behavior change for the precinct. TfNSW advises that the applicant should ensure bicycle facilities are located in secure, convenient and accessible areas close to the proposed formalised entrances of the redeveloped stadium, incorporate adequate lighting and passive surveillance and designed in accordance with Austroads guidelines.

### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- The applicant shall undertake a detailed pedestrian route assessment of key routes between public transport nodes and the development site and prepare a plan which ensures that the capacity, condition and directness of pedestrian facilities adequately supports the development and the Moore Park Precinct. The plan shall be undertaken in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services, NSW Police, City of Sydney Council, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The plan shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.
- The applicant shall ensure that the planned Moore Park Road separated cycleway is incorporated appropriately into the redeveloped stadium's infrastructure and operation plans in the Stage 2 State Significant Development for the Sydney Football Stadium redevelopment.
- The applicant shall ensure bicycle facilities are located in secure, convenient and accessible areas close to the proposed formalised entrances of the redeveloped stadium, incorporate adequate lighting and passive surveillance and designed in accordance with Austroads guidelines, in the Stage 2 State Significant Development for the Sydney Football Stadium redevelopment.

### **Wayfinding and Signage**

#### Comment

The Urban Design Guidelines prepared to support the proposed development state the following:

- The site is surrounded by a series of different stakeholders and land owners with varying signage style guides which create difficulties in supporting simple and legible access to the stadium; and
- Opportunities will be sought to provide some consistency in wayfinding and signage to assist patrons in accessing the site and surrounding Moore Park Precinct.

TfNSW advises that the Moore Park Precinct, including the proposed development site, could be accessed from several public transport nodes including from rail services at Central Station and bus services on Anzac Parade, Oxford Street and Lang Road. Special event buses are also available from the special event bus loop. Light rail services will also be available at the Moore Park Stop.

The Transport Assessment Report states that the proposed formalised Driver Avenue entrance would support access to the redeveloped stadium from Central Station, via Devonshire Street and Albert Tibby Cotter Bridge and requires improvements to wayfinding and lighting. The report also states that the applicant proposes to work with relevant stakeholders to improve wayfinding to public transport nodes and other key land uses.

TfNSW advises that there is a strong need to improve wayfinding and signage between the various public transport nodes and from within the Moore Park Precinct, including lighting, to assist patrons in accessing events within the precinct.

TfNSW advises that it supports the applicant's proposal to improve wayfinding and signage and requests that the applicant work with the relevant stakeholders to implement adequate wayfinding and signage between public transport nodes and from within the Moore Park Precinct, including lighting.

### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- The applicant shall prepare a Wayfinding and Signage Strategy to improve wayfinding and signage between public transport nodes and from within the Moore Park Precinct, including lighting. The strategy shall 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, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The strategy shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

### **Event Traffic and Transport Management**

#### Comment

The Transport Assessment Report states the following regarding future events at the redeveloped Sydney Football Stadium:

- It is anticipated that an average of 49-52 events per year will be undertaken, including concerts and major international events such as the Commonwealth Games and FIFA;
- Attendance is anticipated to increase by up to 15 percent;
- The stadium will also offer the opportunity to support new sporting products supported via professionalisation of the women's game in football, rugby and rugby league and the introduction of AFL X; and
- The proposal involves a small increase in the number of event day staff to support the improved food and beverage offer and corporate facilities.

The proposed development includes the formalisation of Moore Park Road and Driver Avenue as the primary entrances for pedestrians accessing the stadium. It also includes a basement ring road under the redeveloped stadium which will provide for loading within the stadium envelope as well as restricted parking space. The proposed development also involves changes to emergency vehicle access arrangements.

TfNSW advises that the operation of traffic and transport within the Moore Park Precinct during events is managed under the Moore Park Precinct Traffic and Transport Management Plan.

TfNSW advises that the proposed increase in events and attendance at the redeveloped stadium would affect the existing protocols for managing event traffic and transport in the precinct. The proposed public domain changes such as the formalisation of primary entrances to the stadium would also affect these protocols, for example, the removal of existing fences to Moore Park Road, which would affect crowd management protocols.

TfNSW also advises that the Sydney Light Rail Project (including the associated pedestrian improvements between Central Station and the Moore Park Precinct), the planned separated cycleway on Moore Park Road and the implementation of dedicated passenger pick-up/drop-off facilities for point to point transport services and coach passenger pick-up/drop-off and layover facilities, would further affect these protocols.

In light of the various changes in the precinct, TfNSW advises that the existing Moore Park Precinct Traffic and Transport Management Plan needs to be amended to incorporate the proposed development, including its infrastructure and operation, and planned traffic and transport infrastructure improvements in the precinct. TfNSW requests that the applicant work with the relevant stakeholders to review and amend the Moore Park Precinct Traffic and Transport Management Plan accordingly.

### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- The applicant shall prepare a draft amendment to the Moore Park Precinct Traffic and Transport Management Plan, incorporating the proposed development, including its infrastructure and operation, and the planned traffic and transport infrastructure improvements in the Moore Park Precinct, to ensure event traffic and transport is safely and efficiently managed. The draft amendment shall be undertaken in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services, NSW Police, City of Sydney Council, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The draft amendment shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

### **Travel Demand Strategy and Green Travel Plan**

#### Comment

The Transport Assessment Report states that driving is the dominant mode of travel to the existing stadium. Further, the report notes that only some events include integrated ticketing as part of their admission.

The EIS identifies that a Green Travel Plan and Transport Access Guide would be prepared for the development to encourage the use of non-car transport options by the proposed development's staff and visitors. The EIS also states that a key outcome of the proposed development is to improve the use of sustainable modes of transport by investigating initiatives such as integrated ticketing between events and transport providers.

TfNSW advises that it supports the applicant's proposal to encourage the use of non-car transport options and requests that the applicant work with the relevant stakeholders to implement a Travel Demand Management Strategy and Green Travel Plan for the proposed development and the Moore Park Precinct.

## Recommendation

TfNSW requests the applicant be conditioned to the following:

- The applicant shall prepare a draft Travel Demand Management Strategy and Green Travel Plan to increase the mode share of public transport and active transport for the development and the Moore Park Precinct. The draft strategy and plan shall 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, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust. The draft strategy and plan shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

## **Construction Pedestrian and Traffic Management Plan**

### Comment

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

### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office, Transport Management Centre and Sydney Light Rail team within TfNSW and Roads and Maritime Services. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the commencement of any work on site. The CPTMP needs to specify, but not be limited to, the following:
  - Location of the proposed work zone;
  - Size and type of vehicle, including swept path analysis;
  - Details of any road closures;
  - Haulage routes including marshalling area/s and operation;
  - Proposed location of the crane;
  - Construction vehicle access arrangements;
  - Proposed construction hours;
  - Estimated number of construction vehicle movements, including measures to reduce the number of movements during peak traffic periods;
  - Construction program;
  - Consultation strategy for liaison with surrounding stakeholders;
  - Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services, including special event buses, within the vicinity of the site from construction vehicles during the construction of the proposed works;
  - Cumulative construction impacts of projects including the 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 road network;

- Measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site construction worker parking location/s away from the precinct and operation; and
- 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.
- 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 and Roads and Maritime Services.
- The applicant shall provide the builder's direct contact number to the Sydney Coordination Office and Transport Management Centre within TfNSW to resolve issues relating to traffic, 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.
- The applicant shall prepare a draft Construction Pedestrian and Traffic Management Plan in consultation with the Sydney Coordination Office, Transport Management Centre and Sydney Light Rail team within TfNSW and Roads and Maritime Services, for the construction of the new stadium. The draft plan shall form part of the submission of the Stage 2 State Significant Development application for the Sydney Football Stadium redevelopment.

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 George Mobayed, Principal Transport Planner on 0466 495 135.

Yours sincerely



Marg Prendergast  
**Coordinator General**  
**Transport Coordination**

17/7/18

Objective Reference CD18/05540