

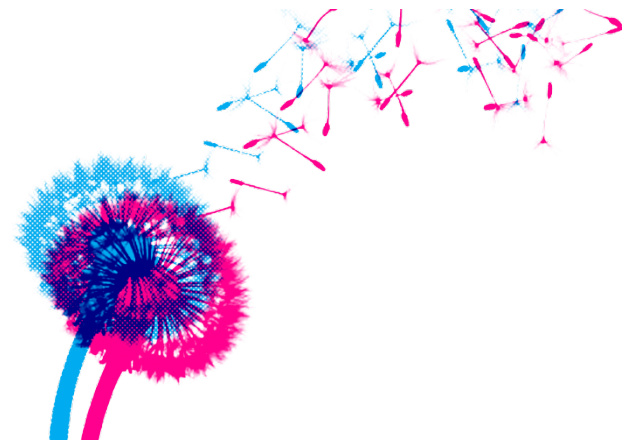
# Stadium Australia Redevelopment

(SSD10342)

## Event Management Statement

September 2019

INFRASTRUCTURE  
NSW



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## 1. Introduction

This report supports a State Significant Development (SSD) Development Application (DA) for the refurbishment of Stadium Australia, which is submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Infrastructure NSW is the proponent of the SSD DA.

## 2. Background

Stadium Australia opened in 1999 for the 2000 Sydney Olympic and Paralympic Games and, at the time, was the largest Olympic Stadium ever built and at that time the largest stadium in Australia. In March 2018, the NSW Premier announced plans to refurbish Stadium Australia to address deficiencies with the existing infrastructure and ensure that the stadium retains its status as a premier venue within a network of stadia and events infrastructure in NSW.

The NSW Stadia Strategy 2012 provides a vision for the future of stadia within NSW, prioritising investment to achieve the optimal mix of venues to meet community needs and to ensure a vibrant sports and event environment in NSW. A key action of the strategy includes developing Tier 1 stadia and their precincts covering transport, integrated ticketing, spectator experience, facilities for players, media, corporate and restaurant and entertainment provision. Stadium Australia is one of three Tier 1 stadia within NSW, the others being Sydney Football Stadium and the Sydney Cricket Ground.

In order to qualify for Tier 1 status, a stadium is required to include:

- seating capacity greater than 40,000;
- regularly host international sporting events;
- offer extensive corporate facilities, including suites, open-air corporate boxes and other function/dining facilities; and
- be the home ground for sporting teams playing in national competitions.

The refurbishment of Stadium Australia will address deficiencies in the existing infrastructure and improve facilities to be in line with contemporary Australian venue standards. The works ensure the stadium remains a modern, globally competitive venue that achieves the requirements for a Tier 1 stadium. The refurbishment of Stadium Australia addresses the following project objectives:

- transform the stadium into a 'fan favourite' destination for experiencing and enjoying sports and entertainment events;
- maximise the direct and indirect economic, social and cultural benefits to NSW from the project, including securing major, economically beneficial events within NSW to ensure the economic sustainability of the stadium into the future;
- deliver a multi-use contemporary rectangular venue that meets the needs of patrons, hirers and other users for rugby, football, concerts and other new forms of entertainment, and reaffirms the status of the stadium as Australia's largest purpose-built rectangular venue in Australia;
- improve the facility's sensitivity to the environmental conditions of the site by providing a roof which provides cover to 100% of seats (to the drip line);
- provide new and refurbished corporate areas, members areas and general admission areas to enhance the patron experience;
- promote universal accessibility, safety and security such that the stadium is welcoming, inclusive and safe for all stadium users, including persons requiring universal access;
- promote environmental sustainability and embrace a whole of life approach to operations and maintenance; and
- achieve a high standard of design and reinforce the Stadium's status and identity within the NSW stadia network, and more broadly, nationally and internationally.

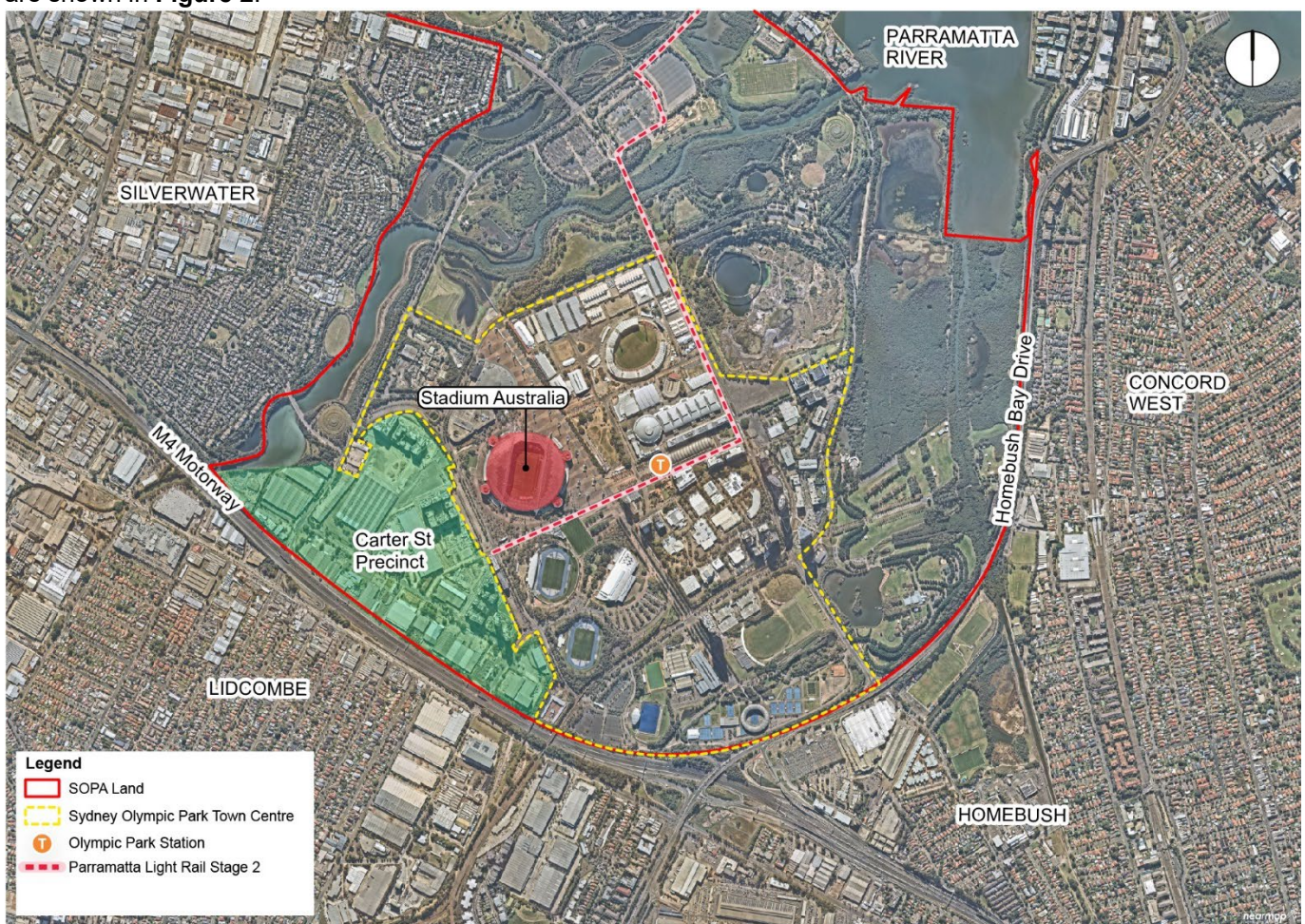
### 3. Site Description

The site is located at 15 Edwin Flack Avenue within the Sydney Olympic Park. It is bound by Edwin Flack Avenue to the west, Dawn Fraser Avenue to the south, Olympic Boulevard to the east and Qudos Bank Arena to the north. The site is located within the City of Parramatta Local Government Area.

The site is legally described as Lot 4000 in DP 1004512 and part of Lot 4001 in DP 1004512. In 2017, the Minister for Sport assigned Venues NSW as the trustee of Stadium Australia under the *Sporting Venues Authorities Act 2008*.

In a broader context, the site forms part of Sydney Olympic Park which is a sporting and economic centre in metropolitan Sydney that covers 680 hectares. Sydney Olympic Park comprises a range of sports and entertainment venues, parklands, and commercial, retail and residential developments. It benefits from convenient access to Homebush Bay Drive, Parramatta Road and the M4 Western Motorway, as well as Olympic Park railway station. The Parramatta Light Rail Stage 2 and Sydney Metro West will also significantly increase accessibility.

The locational context of the Site is shown in **Figure 1**, whilst the site boundaries and existing site features are shown in **Figure 2**.



**Figure 1 - Regional site context**





**Figure 2 - Site area and local context**

#### 4. Overview of Proposed Development

In March 2018 the NSW Government announced its commitment to refurbish the existing Stadium Australia and retain its status as a premier venue within a network of stadia and events infrastructure in NSW. This comprises the following:

- Reconfiguring the field of play to a permanent rectangular configuration.
- Redeveloping the lower and middle seating bowl to locate seating closer to the field and increase the pitch (steepness) of the seating bowl, which has the effect of reducing the capacity to approximately 70,000 seats (plus up to an additional 20,000 persons on the field during concerts).
- Providing 100% drip-line roof coverage to all permanent seats by replacing the northern and southern sections of the roof and extending the existing eastern and western sections of the roof.
- Providing a new northern and southern public stadium entrance, including a new stadium facade and double-height concourse
- Renewing the food and beverage concessions, bathrooms, team facilities including new gender neutral changerooms, members and corporate facilities, press and broadcast facilities, and back of house areas.
- Providing new signage, high-definition video replay screens, LED lighting, and other functional improvements.
- Retaining the public domain areas surrounding the stadium that deliver a range of publicly accessible, event and operational areas, with minor works for tree removal.

Part of the existing stadium forecourt will be used as a construction compound during the construction phase



and reinstated following the completion of works and prior to commencement of stadium operations.



**Figure 3 - Indicative photomontage of proposed stadium**  
*Source: Cox Architecture*

## 5. Secretary's Environmental Assessment Requirements

The Department of Planning, Industry and Environment (DPIE) has issued Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development. This report has been prepared having regard to the relevant SEARs as follows:

SEAR	Comment / Reference
Address the relevant provisions, goals and objectives in the following: <ul style="list-style-type: none"> <li>Sydney Olympic Park Major Event Impact Assessment Guidelines 2007</li> </ul>	Section 7 and Appendix A.
<b>3. Stadium Use</b> The EIS shall include updated operational details of the stadium, including but not limited to: <ul style="list-style-type: none"> <li>existing and proposed capacity, including a breakdown of general, corporate and member seating/boxes</li> </ul>	Section 8
<ul style="list-style-type: none"> <li>specific uses</li> </ul>	Section 9
<ul style="list-style-type: none"> <li>hours of operation</li> </ul>	Section 9
<ul style="list-style-type: none"> <li>lighting and illumination</li> </ul>	Section 10
<ul style="list-style-type: none"> <li>events.</li> </ul>	Section 9
<b>9. Major Events</b> The EIS shall: <ul style="list-style-type: none"> <li>adequately address the impact of major events in the precinct as they relate to the proposed works within the Town Centre (SOP Major Event Impact Assessment Guidelines)</li> </ul>	Section 7 and Appendix A.
<ul style="list-style-type: none"> <li>demonstrate that the proposed works and future stadium operation can provide acceptable amenity in major event mode, including any management or mitigation measure to address potential impacts, including, but not limited to:</li> </ul>	
<ul style="list-style-type: none"> <li>details of major event buses which will still operate to certain events at Sydney Olympic Park during the redevelopment of Stadium Australia, including during the Royal Easter Show</li> </ul>	Refer to Transport Report
<ul style="list-style-type: none"> <li>major event buses will be able to operate from the Northern Bus Terminal on Olympic Boulevard opposite Qudos Bank Arena, during the redevelopment of the stadium.</li> </ul>	Refer to Transport Report

## 6. Stadium Australia

Stadium Australia was constructed for the Sydney 2000 Olympic Games. Originally built to hold 110,000 spectators, Stadium Australia was at the time, the largest Olympic stadium ever built. In 2003 Stadium Australia was reconfigured to better accommodate sporting fixtures, which resulted in a reduction of seating capacity to 83,500.

Since its original construction, Stadium Australia has hosted a diverse range of events including:

- Sydney 2000 Olympic Games opening and closing ceremonies, Athletics and Football Gold Medal match
- Sydney 2000 Paralympic Games and Athletics events
- AFL matches including finals series
- Domestic (A-League) football matches
- International football matches including FIFA World Cup finals qualification matches, international friendlies and exhibition matches involving teams including Manchester United, Liverpool, Chelsea and Arsenal
- 2015 Asian Cup football tournament including the Final
- NRL including home-and-away matches, the final series and grand finals, and State of Origin matches
- Rugby including Super Rugby, British & Irish Lions tours, Bledisloe Cup and other internationals featuring the Wallabies
- 2003 Rugby World Cup matches including Opening match, Semi Finals and Final
- Cricket including domestic and international T20 matches
- Motorsports including Monster Jam
- College American Football
- Cultural events including Bengali New Year Festival, and Royal Edinburgh Military Tattoo
- Concerts
- Non-event day activities including conferences, meeting and catered functions

Redevelopment of Stadium Australia provides the opportunity to reconfigure the stadium to provide an enhanced experience for events requiring a rectangular configuration. This will be principally suited to NRL, Rugby, football and concerts, however the stadium will retain flexibility to host a range of events.

The existing operational parameters for Stadium Australia are as follows:

Parameter	Operational Restrictions
Event numbers/ annum	Unrestricted
Event hours	No restrictions however, a Stadium Events Management Plan is required to be in place to cover all events over 10,000 attendees.
Event typology	Unrestricted



## 7. Major Events

Sydney Olympic Park Authority published 'Major Event Impact Assessment Guidelines' in 2007. These Guidelines are utilised to assess the impact of developments within land controlled by Sydney Olympic Park Authority, with particular emphasis on the compatibility of uses.

The Stadium Australia Redevelopment will not change any fundamental operational parameters for the existing stadium. Apart from the reduction in seating, Stadium Australia will continue to host events as per current operations. Furthermore, with the redevelopment works being contained to new north and south stands, redevelopment of the lower bowl and internal refurbishments, the Stadium will continue to provide for development that is envisaged in the Sydney Olympic Park Master Plan.

Stadium Australia is located within the 'Events Operations Zone' as defined by the Guidelines. A summary of the conformance to the Guidelines is provided below. Further detailed assessment is included at Appendix A.

Guideline Requirement	Response
Number of residents and/ or workers to be accommodated;	The redevelopment will not accommodate any residents. Worker numbers will be consistent with existing operations being: <ul style="list-style-type: none"> <li>Non-event day staff- 200 (includes all permanent Stadium tenants)</li> <li>Event day staff- up to 3,500 permanent, contracted and casual staff</li> </ul>
Number of car-parking spaces required / provided;	There will be no changes to car parking as a result of the redevelopment. 153 parking spaces are provided for staff and VIPs in the basement, which is as per existing arrangements.
The location and capacity of entry and exit points to the premises, including delivery areas and car parks;	Locations for entry and exit points for service and other vehicles will be via the existing basement access off Edwin Flack Avenue. The north and south entries to the stadium will be upgraded as a result of the development, however the ticketing capacity of these entry points will remain as per current arrangements.
Number, frequency, and timing, of service vehicle movements into and out of the premises;	Service vehicle movements will be as per current arrangements with up to 50 movements per day for sporting events and up to 70 movements per day for concert events.
The extent and location of any encroachment into the Public Domain;	There will be no encroachment into the public domain and all works associated with the redevelopment will be within existing lease boundaries.
Details of all requirements for works within the Public Domain;	Not applicable.
An overview of the scale, timing, and nature of the Development in construction activity terms;	The works program will be for approximately 2.5 years with: <ul style="list-style-type: none"> <li>Demolition- 5-6 months</li> <li>Construction- 2 years (including commissioning)</li> </ul> For further detail refer to the Construction Management Plan, prepared by Aver.
The normal hours of business operations;	Hours of operation will be as per existing arrangements being 0700-1900 (non-event days).
Emergency evacuation routes and meeting places.	Emergency evacuation routes and meeting places will be as per existing arrangements

## 8. Capacity

The current capacity of Stadium Australia is over 83,500, which includes:

Area	Capacity
General Arrangement	60,319
Corporate	4,885
Member	18,400
Media	67
TOTAL	83,671 (sporting events)

The proposed capacity of the redeveloped Stadium Australia is approximately 70,000 attendees. Final attendee capacity will be determined in detailed design, however the provisional breakdown of capacity is:

Area	Capacity
General Arrangement	45,203
Corporate	8,910
Member	16,000 (approx)
Media	67
TOTAL	70,180 (sporting events)

## **9. Operations**

The operational management of the redeveloped Stadium Australia will adhere to current management practices.

### **9.1 Uses and Events**

Uses and events within the redeveloped stadium will be similar to existing operations and include:

- Rugby League matches, including finals series, Grand Final, State of Origin and internationals
- Rugby Union international matches
- Football international matches including FIFA World Cup finals qualifications
- Major international Rugby League, Rugby Union, or football (soccer) tournaments
- Domestic sporting fixtures including final series
- Showcase international sporting fixtures such as American Football
- Concerts
- Motor Sports including Monster Jam
- Cultural events
- Non-event day activities including meetings, conferences, catered functions.

As per current arrangements, no event annual event restriction is proposed. This will allow for flexibility to compete both nationally and internationally for a number of significant events. Furthermore, the rise and professionalisation of women's sport requires flexibility in event programming to accommodate additional fixtures as they develop.

### **9.2 Hours of Operation**

The refurbishment of Stadium Australia proposed as part of this application will not change the operational parameters in relation to hours of operation. The existing development consent for Stadium Australia does not impose any restrictions on the hours of operation, providing a Stadium Events Management Plan is in place for any event above 10,000 people. This Stadium Events Management Plan will be updated prior to occupation of the refurbished stadium.

### **9.3 Communications Approach**

The stadium operator, Venues Live works closely with the surrounding community and stakeholders to ensure information pertaining to upcoming events is communicated. This includes:

- Maintaining an 'upcoming events' section of the stadium website and social media posts;
- Working with Transport for NSW, NSW Police and other State agencies
- Advising Sydney Olympic Park Authority and other neighbouring venues and agencies

This communications approach will continue for the refurbished stadium and will be documented in the revised Stadium Events Management Plan.

## **10. Lighting and Illumination**

Lighting within the redeveloped stadium will include:

- Sports lighting- directed towards the field of play
- LED feature lighting
- External lighting
- Signage

All lighting will be operational during events. Only naming rights signage and external lighting required for safe operation of the public domain will be operational outside of event times.



## 11. Conclusions

Based on the findings and recommendations of this report, the following measures are suggested to mitigate the identified impacts of the proposed works.

Mitigation Measure	Indicative Timing
Develop a Stadium Events Management Plan to guide all event management operations for events with a capacity above 10,000 people.	Prior to occupation.

## Appendix A- Major Event Impact Assessment Guidelines

Guideline	Response
<b>2.1.A. Road Traffic Impact Issues</b>	
Developments have the potential to impose significant impacts on the function of the local road network and where local roads connect to the regional road network. Developments can change the number, function, location, direction and / or capacity of roads and road-like places, and this change may limit traffic management options on a Major Event Day.	The Stadium redevelopment will not change any access or car parking arrangements for the Stadium.
<b>2.1.B. Development Control Required for Road Traffic</b>	
2.1.B.1. All new Developments generating significant levels of traffic movement must establish the extent and nature of their impact on the local road traffic network and connections with the regional road network. At this point the nature and extent of any network upgrades required to meet any increased Development generated traffic – whether specific or incremental demand – needs to be considered. Where required traffic network upgrades should be installed as early as possible after ground breaking and always before practical completion.	Refer to Transport Report. The Stadium redevelopment will not change any access or car parking arrangements for the Stadium nor increase the capacity of the Stadium.
2.1.B.2. All traffic lights and other remote traffic control and traffic monitoring or surveillance devices added to the traffic and transport network as a result of any Development must be designed, built and maintained so they can be connected to and operate remotely from the SOPA Operations Centre subject to any RTA and / or MOT requirements.	Not applicable- there are no changes to traffic controls as part of the Stadium redevelopment.
2.1.B.3. New premises should provide and retain more than a single point of entry (for staff, visitors, deliveries, or vehicles etc) to their premises where the premises are accessed directly from a 'Major Event Cross Road'. If any premises have a direct point of entry to a 'Major Event Cross Road' an alternative point of entry from a street, right-of-way or other point other than the 'Major Event Cross Road' should be provided in all circumstances.	All existing accessways to the Stadium will be retained as part of the Stadium redevelopment. These accessways are not located on a major event cross road.
2.1.B.4. No non-SOPA controlled premises should be allowed to provide only a single point of entry (for staff, visitors, deliveries, or vehicles etc) to their premises directly from the 'Major Event Loop Road'. If any premise has a direct point of entry to the 'Major Event Loop Road' an alternative point of entry from a street, right-of-way or other point other than the 'Major Event Loop Road' should be provided in all circumstances.	All existing accessways to the Stadium will be retained as part of the Stadium redevelopment.
2.1.B.5. No building, structure or other permanent (non-Major Event Venue) premise or associated access-ways should be designed, constructed or operated in such a way that it relies entirely on a single point of entry for staff, visitors, deliveries, and / or vehicles to their premises from within any part of the Event Operations Zone. If a direct point of entry is made to the Event Operations Zone, an alternative point of entry from a street, right-of-way or other point other than the Event Operations Zone must be provided in all circumstances.	All existing accessways to the Stadium will be retained as part of the Stadium redevelopment. Service and staff access are provided through the existing basement entry off Edwin Flack Avenue. Visitor access is via public transport or car parks located outside of the project site.

<b>2.2.A. Transport Impact Issues</b>	
Developments have the potential to impose significant impacts on the function of the public transport network. Developments can change the number, function, location, access routes and capacity of event transport facilities and routines, this change may limit transport management options on a Major Event Day.	The Stadium redevelopment comprises adjustments to the existing building only and reduces the capacity to 70,000 attendees (XX in concert mode). No changes are proposed to the surrounding transport network and access.
<b>2.2.B. Development Control Requirements for Transport</b>	
2.2.B.1 All Developments should provide and retain more than a single point of entry (for staff, visitors, deliveries, and vehicles etc) to their premises if the premises directly front a major event transport route as set-out in the Event Transport Zone.	All existing accessways to the Stadium will be retained as part of the Stadium redevelopment. Service and staff access are provided through the existing basement entry off Edwin Flack Avenue. Visitor access is via public transport or car parks located outside of the project site.
2.2.B.2 All Regional (Special Event) Bus Terminals should have and retain suitable Bus Driver amenities and facilities. Amenities and facilities include shelter, toilets and wash areas to cater for queuing and holdover crews. If being relocated or modified, these amenities and facilities must be retained or created close to the relevant Regional (Special Event) Bus Terminal and no more than 200m away.	Not applicable- there will be no impact on bus terminals as part of the Stadium redevelopment.
2.2.B.3 All structured Coach (Charter) Parking areas should have suitable Coach Driver and passenger amenities and facilities. Amenities and facilities include shelter, toilets, wash area, and seating to cater for waiting or long-haul passengers and crew. These amenities and facilities need to be retained or created close to the relevant coach-park area and no more than 200m away.	Not applicable- there will be no impact on coach parking as part of the Stadium redevelopment.
2.2.B.4 Coach (Charter) Parking space for no less than 300 coaches must be retained within the Public Domain. There should be ideally 200 and no less than 150 dedicated permanent Coach Parking spaces - suitably laid out to support passenger drop-off, pick-up and in-situ coach parking. Permanent Coach (Charter) Parking should be located close to the Stadium and the Arena and no further away than 400 metres. There should be ideally 150 and no less than 100 periodic Coach Parking spaces identified and located within walking distance of the Novotel Hotel and no further away than 1,000m.	Not applicable- there will be no impact on coach parking as part of the Stadium redevelopment.
2.2.B.5 Separate Regional (Special Event) Bus Terminals (2) should be provided within the Public Domain. A southern site entry terminal and a northern site entry terminal are each required and must be located close to the Stadium and RAS area and no more than 500 metres away. Each Regional (Special Event) Bus Terminal needs a permanent capacity for no less than 10 buses per stop and queuing capacity nearby for 20 or more buses at a time. Each Regional (Special Event) Bus Terminal must have appropriate 'route markers' and space for crowd queuing, waiting, shelter and barricades.	Not applicable- there will be no impact on bus terminals as part of the Stadium redevelopment.
2.2.B.6 New or modified coach parking areas should be located where they have good short-distance direct route access to the town's main connections with regional road links. Any proposed new or modified coach parking areas should	Not applicable- there are no new or modified coach parking areas proposed as part of the Stadium redevelopment.



have its access and function operationally tested as part of any planning and design.	
2.2.B.7 Where permanent or periodic coach parking areas are located on the outside of the Major Event Loop Road in the area between P4 along Edwin Flack Ave to east of the Olympic Boulevard/ Kevin Coomb's intersection, either an underpass or overpass should be provided for passengers to access Major Event Venues and public spaces.	There are no changes proposed to existing coach parking areas as part of the Stadium redevelopment.
2.2.B.8 Where permanent or periodic coach parking areas are located on the outside of the Major Event Loop Road in the area between P4 along Sarah Durack and Australia Ave to east of the Olympic Boulevard/ Kevin Coomb's intersection, either traffic lights or a remote and local controlled pedestrian crossing should be provided.	There are no changes proposed to existing coach parking areas as part of the Stadium redevelopment.
2.2.B.9 No permanent building, Development or associated activity should be allowed to limit major event rail transport functionality in any significant way; obscure or otherwise limit access or operational clarity; limit access to entry, exit, and passenger crowd storage areas; or place obstructions in passenger movement areas.	As the works involve largely internal reconfiguration with no works outside the existing Stadium façade line, there will be no limitations to major event transport functionality as a result of the redevelopment.
2.2.B.10 No Development approval or commercial agreement should be allowed to dictate or otherwise regulate the particular way the Railway Station is loaded or unloaded during any Major Event Mode periods.	Not applicable- no changes are proposed that would impact loading or unloading of the Railway Station.
2.2.B.11 The 'Holker Street Busway' should not be used for private motor vehicle traffic during Major Event Mode periods. There should be no Development or Master Plan direction relying on the opening of the 'Holker Street Busway' in support of a particular level or type of site Development or capacity.	Not applicable- there is no proposal to use the Holker Street Busway for private motor vehicle traffic as part of the Stadium redevelopment.
2.2.B.12 The 'M4 Homebush Bay Up-Ramp' should not be re-designated and/ or used primarily for any purpose other than as a 'Busway' in support of Major Event Mode periods unless there has been significant up-grade works provided which either provides priority event movements for buses during Major Event Mode or provides a dedicated 'Busway' lane. No Development or master plan direction relying on the opening of the 'M4 Homebush Bay Up-Ramp' in support of a particular level or type of site Development or Development capacity at Sydney Olympic Park should be allowed unless the appropriate upgrade works are first completed.	Not applicable- no changes are proposed to any surrounding streets.
2.2.B.13 The 'M4 Mousehole Busway', should not be re-designated and/ or used primarily for any purpose other than as a 'Busway' in support of Major Event Mode periods. If 'M4 Mousehole Busway' is to also be used as a route for motor cars and trucks from time to time, then this should only be allowed on the basis that it be closed as and when required, at SOPA's discretion, in support of Major Event Mode periods. There should be no Development or master plan direction relying on the opening of the 'M4 Mousehole Busway' in support of a particular level or type of site Development or capacity.	Not applicable- no changes are proposed to any surrounding streets.

2.2.B.14 Two distinct major event taxi ranks must be provided within the Public Domain. Each taxi location must have enough kerbside length to accommodate 30 taxis at any one time and should be ideally located 300m and no further than 600m from the major event that the rank is servicing.	Not applicable- no changes are proposed to any existing taxi ranks.
2.2.B.15 Kerbside parking space for no less than 200 hire cars must be retained within the Public Domain. The location of the Hire Car operations should be ideally 300m and no further than 500m from the major event that it is servicing.	Not applicable- no changes are proposed to any surrounding streets.
<b>2.3.A. Car Parking Impact Issues</b>	
Developments have the potential to impose significant impacts on the function of public and / or private vehicle parking regimes. Developments can change the optimum management, allocation, distribution, capacity, and function of parking spaces or parking activity, and this change may limit parking options on a Major Event Day.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
<b>2.3.B. Development Control Requirements for Car Parking</b>	
2.3.B.1 The existing base supply of 10,000 public car parking spaces must remain available for general public use on all Major Event Days. SOPA at its discretion must always be able to control and limit public car park access and reserve parking for one or more classes of event or non-event patrons to the exclusion of other patrons.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.2 No commercial arrangements should be entered into between SOPA and any other party that will reduce the total number of general public carparking spaces within Sydney Olympic Park to below 10,000 on Major Event Days. <sup>6</sup>	There are no proposed commercial arrangements in relation to car parking as part of the Stadium redevelopment.
2.3.B.3 Where Development opportunities allow, SOPA should enter into arrangements that will facilitate public car parking to increasingly be met within less than 400m from one or more Major Event Venues. Public car parking distribution and capacity for Major Event Venues should aim to provide for all patrons attending venue-based minor events, and 50% or more of patrons attending venue-based major events, being able to park within 400m of their Major Event Venue.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.4 New public car parks should be of structured compact design rather than at grade and spread-out.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.5 No permanent on-street car parking should be located within the Event Transport Zone and Event Traffic Zone, or though temporary parking during non-event periods is acceptable.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.6 New car parks should have most entry and exit points that provide direct access to the Major Event Loop Road, in order to maximise the effectiveness of event traffic access and egress.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.7 Commercial developers may with SOPA approval provide for some of their worker car parking demand being fulfilled through use of public car-parking spaces (only) during non-Major Event Periods on agreed commercial terms.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.

2.3.B.8 Public car-parking activity in the Public Domain must be controlled and managed at all times by SOPA or its agents.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.9 SOPA has the regulatory power, and must retain the flexibility, to limit or divert access to public car parking spaces across a part or the whole of the precinct from time to time during minor event and Major Event Periods.	Noted.
2.3.B.10 On-street car parking is on this basis not to be used to cater for long-stay visitors at any time and will often not be available to event or non-event patrons on Major Event Days.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.11 On-street car-parking is not permitted to be provided or made available under any conditions that create or maintain any commercial, residential or Major Event Venue right or expectation that those spaces will be available (exclusively or at all) on any Major Event Day or during any Major Event Period. SOPA must not provide any on-street car parking under any conditions that create or maintain an expectation that those spaces will be or are designated for any premises' particular use or a guaranteed availability period.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.12 For any minor event period or Major Event Period SOPA must retain the flexibility to remove on-street car-parking spaces from service; change on street car-parking terms and conditions; invoke the Special Events Parking Scheme; and/ or introduce temporary special parking zones such as for private hire cars, coaches and / or taxis	Noted- the project will have no impact on this requirement.
2.3.B.13 Each property Development must provide adequate private car parking within the Development premises to meet their own core car parking demand during a Major Event Period. Minimum compliance with car parking provision rights in each Development is not adequate as this may lead incrementally to event patron parking capacity in public carparks being displaced on Major Event Days by residents and workers that had no other parking options due to poor Development planning.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.14 Commercial developers should not be allowed to provide for the use of their premises for paid carparking purposes unless as part of a commercial arrangement with SOPA with carparking operations under SOPA control (this does not apply to visitor or staff spaces and special member, client or promoter car parking arrangement within premises where no fee is payable)	Not applicable- the project does not include paid car parking.
2.3.B.15 New public car-parking and private car parking arrangements should give particular consideration to site compatibility in terms of Major Event Day: ingress / egress routes / corridors; the road queuing length available to the car park entry; queue length for patrons at cashiers; and the adequacy of alternative entry points as contingency for any car park or traffic breakdown or access failure.	There are no changes to existing car parking arrangements as part of the Stadium redevelopment.
2.3.B.16 Car park and delivery area entry and exit points within the Public Domain or at the interface between the Public Domain and private domain should always be designed to require and allow only forward ingress and egress by all vehicles,	There are no changes to existing car parking access arrangements as part of the Stadium redevelopment.



in order to avoid the risk of public injury. Only under extenuating circumstances should this position be negotiated to a lesser standard.	
<b>2.4.A. Major Event Venues Impact Issues</b>	
Developments have the potential to impose significant impacts on the function of Major Event Venues. Developments can change the Major Event Venue neighbourhood, venue footprints, patron capacity, venue functionality, and/ or types of acceptable use – and this change may limit traffic management options on a Major Event Day.	This criterion relates to residential and commercial development that may impact operations of venues such as Stadium Australia. It is therefore not relevant to the assessment of the Stadium redevelopment.
<b>2.4.B. Development Control Requirements for Event Venues</b>	
2.4.B.1 The athletes and performers 'tunnel' which runs under Dawn Fraser Avenue connecting the Athletics Centre to the Stadium should be preserved on an ongoing basis in a functional form or, if relocated, the same performance and function is to be provided.	Not applicable- the redevelopment will not impact the athletes and performers tunnel.
2.4.B.2 Developments should not take place between Major Event Venues without adequate provision being made for the maintenance or creation of reasonable and effective physical connectivity between them.	Not applicable- the redevelopment is wholly within the existing Stadium façade line.
2.4.B.3 Residential premises should always be located well away from Major Event Venues; Major Event support infrastructure such as carparks and bus terminals; event transport routes; Major Event car-parking routes; such as those identified in the Event Transport Zone <sup>10</sup> and Event Traffic Zone <sup>11</sup> .	Not applicable.
2.4.B.4 Commercial premises should not be located in areas subject to regular Major Event road closures; coach-parking areas; major carparks entry and exit areas; event transport corridors, bus lay-over areas; and areas dedicated to critical Major Event crowd functions such as in the Event Operations Zone.	Not applicable.
2.4.B.5 Developments should not be allowed to negatively impact on the general operations of the Major Event Venue including any detrimental impact of loading dock access, building security, pedestrian flows, or special patron drop off/ pick up.	Not applicable.
2.4.B.6 Pedestrian and vehicular way-finding signage for Major Event Venues must be maintained at all times. Any Development must ensure that the visibility and location of any such signage is not compromised, or is suitably relocated.	Not applicable- no changes are proposed to any external signage.
2.4.B.7 The definition of a Development's emergency egress route and emergency refuge / gathering point must not be the same as that which is already designated to a Major Event Venue nor within a Major Event crowd access / egress corridor such as in the Event Operations Zone.	There will be no changes to the emergency egress routes or gathering points as a result of the Stadium redevelopment.
2.4.B.8 There should be no redefinition of the 'operational area' or 'land under lease or licence' for any SOPA controlled or non-SOPA Major Event Venue where such area either increases or decreases or changes in any substantial way any aspect of the Public Domain within the Event Operations Zone.	Not applicable.
<b>2.5.A. Public Assets Impact Issues</b>	

Developments have the potential to impose significant impacts on the function of the local utility and infrastructure network. Developments can change the connections, capacity, standards, contingency, and service levels – and this change may limit asset performance or management options on a Major Event Day.	The Infrastructure Management Strategy appended to the EIS confirms suitability of all services.
<b>2.5.B. Development Control Requirements for Public Assets</b>	
2.5.B.1 No Development or Master Plan direction should rely on or cause SOPA's Sewerage Treatment Plant (SSTP), associated SWC Sewer Pump Station (SPS); and / or the Private Sewer Line (PSL) to become inoperable, relocated or disconnected from the sewerage network – unless specifically endorsed by SOPA.	The development will not cause any impacts to SOPA's assets.
2.5.B.2 Every Development should be connected to SOPA's Water Recycling System (WRAMS) for water conservation purposes, and such connection must be undertaken in accordance with industry standards and within SOPA and SWC requirements (as water authorities).	The existing connection to the WRAMS will be maintained.
2.5.B.3 No permanent or temporary connection to or extension of the utility infrastructure systems (such as stormwater, sewerage, water supply, electricity, gas, etc) should be allowed without appropriate approvals and compliance with SOPA and/ or other regulatory agency's approved procedures and standards.	Any approvals required will be sought prior to construction or operation.
2.5.B.4 Developments should not be allowed to consume existing spare utility services capacity to the extent that it risks Major Event Day power failures for Major Event Venues.	The Infrastructure Management Strategy appended to the EIS confirms suitability of all services.
2.5.B.5 Where a Development involves access through or the use or occupation of any part of the Public Domain – the Development must not commence without a valid SOPA Work Permit (which incorporates where applicable: a road occupancy permit; a road-opening permit; a construction zone permit; and / or a hoardings permit). This is required to protect SOPA's assets and precinct functionality (including systems for: irrigation; leachate; technology; road surfaces; etc)	Suitable permits will be sought from SOPA upon determination of the project.
2.5.B.6 Developments should not be allowed to reduce SOPA's public event wayfinding network. If there is any unavoidable or inevitable adverse impact expected there must be compensation to the network with more or better signage to supplement the established SOPA way-finding network before the Development impact occurs.	There will be no impact to SOPA's public event wayfinding network as part of construction or operation of the redeveloped Stadium.
<b>2.6.A. Public Spaces Impact Issues</b>	
Developments have the potential to impose significant impacts on the ability of SOPA to properly oversight and manage the place and ensure the proper function of the public open-space and public amenities network. This includes possible changes to public open space availability, public event amenities, SOPA technology, public way-finding, crowd management, water quality, remediated	The utilisation of public space for construction of the Stadium redevelopment will not impact any adjacent venues. The construction staging footprint has been designed to ensure no impediment of access between the Railway Station and Qudos Bank arena and to ensure continual access to P1 is maintained.

land, environmental quality, public access requirements, and traffic management options on a Major Event Day.	
<b>2.6.B. Developments Control Requirements for Public Spaces</b>	
2.6.B.1 Developments should take place in the Event Operations Zone if it will significantly reduce the quality, shape or capacity of the area in terms of minor or major event extension, promotion, event respite, or delivery purposes.	Not applicable.
2.6.B.2 The permanent placement of additional visual obstructions (such as buildings, light poles, flag poles, signs, trees or artwork) should be minimised within or adjacent to the Event Operations Zone.	Not applicable- no such works are proposed.
2.6.B.3 No new short-term or long-term lease or licence should be issued for occupation or use of any part of the Event Operations Zone unless it is for major events and/ or public entertainment or related purposes.	Not applicable- no licence or lease is being sought as part of the Stadium redevelopment.
2.6.B.4 Developments should not be allowed to cause a reduction in existing public amenities and if a new demand for new amenities emerges appropriate additions to the public amenities asset pool should be made.	Not applicable- no works are proposed within the public domain.
2.6.B.5 Additional public amenities in support of major event patrons should be provided as the development of the township progresses, with a particular emphasis on more public toilet capacity in more and more suitable locations.	Not applicable- no works are proposed within the public domain.
2.6.B.6 SOPA land currently used to support Major Event Periods (i.e. Zones set out in Maps 1 to 6) should not be developed or redeveloped without timely prior provision, construction, relocation, and/ or other suitable rectification of or compensation for lost major event support capacity.	Not applicable- there will be no loss of major event support capacity as part of the Stadium redevelopment.
2.6.B.7 Developments must not take place until and unless all DECC requirements set out in SOPA's remediated land management plan and relevant licence conditions have been fully complied with to the satisfaction of SOPA's Place Manager.	Refer to Preliminary Site Investigation.
2.6.B.8 Developments must not involve the production of non biodegradable liquid or solid waste products with the potential to be disposed of by sewer, transported off-site, spilled into the stormwater systems, contaminate water reticulation services, or otherwise pollute waterways, unless done so in strict accordance with a DECC and SOPA's specific approval.	Not applicable- there is no changes proposed to Stadium operations.
2.6.B.9 Developments adjacent to The Overflow must not spill light into the Public Domain and must not generate noise above ambient levels during Major Event Periods where that light or noise may disrupt the event patron experience or performance integrity.	Not applicable to the Stadium redevelopment.
<b>2.7.A. Site Operations Impact Issues</b>	
Developments have the potential to impose significant impacts on the ability of SOPA to properly operate the Public Domain in Major Event Mode. This includes possible changes to public safety, security, logistics, access, communications, asset maintenance, which may limit operational options on a Major Event Day.	The Stadium redevelopment will not change the nature or operation of the Stadium and will therefore not inhibit SOPA's management of the public domain.
<b>2.7.B. Development Control Requirements for Site Operations</b>	

2.7.B.1 Where a Development involves access through or the use or occupation of any part of the Public Domain – it is not permitted to commence without a valid SOPA Work Permit (which incorporates where applicable) a road occupancy permit; a road-opening permit; a construction zone permit; and / or a hoardings permit.	No occupation of the Public Domain is proposed.
2.7.B.2 All Developments must comply fully with SOPA's Development Construction Code of Conduct before and during any work, parking, storage, utility connection, or other construction activity occurs within the Public Domain or involves access across the Public Domain.	Refer to Construction Management Plan.
2.7.B.3 No Developments or Master Plan direction should rely on or cause the Place Management Centre (PMC), the Sydney Olympic Park Operations Centre (SOPOC), or the Security Office (SO), to be displaced or cease functioning or become inaccessible or have its capacity diminished for any period of time without the Place Managers specific approval. Any eventual relocation of PMC, SOPOC, or the SO, must be to a suitable alternative site with the replacement facility and location meeting the specific physical and technological requirements of the Place Manager.	Not applicable.
2.7.B.4 Developments should not be allowed to substantially diminish SOPA's CCTV coverage. If there is any unavoidable or inevitable adverse impact expected there must be compensation with more or better coverage to supplement the established SOPA CCTV network before the development impact occurs.	No changes are proposed to the façade line of the Stadium and thus no impact will be experienced to SOPA's CCTV network.
2.7.B.5 Crowd movement corridors or crowd storage areas in the Public Domain should not be compromised through incremental or other physical encroachment by Developments or associated uses. Where temporary or event related Developments separate two areas from one another, particular attention needs to be given to providing adequate crowd break-through corridors between them.	No changes are proposed to the façade line of the Stadium and thus no impact will be had on crowd movement corridors or crowd storage areas.
2.7.B.6 Developments should not be allowed to reduce the functionality and/ or reliability of the suite of SOPA's surveillance, illumination, and/ or communication infrastructure and devices during Major Event Mode periods or at any other time without the Place Manager's specific consent.	Not applicable.
2.7.B.7 Developments should not be allowed to undertake Development construction works during Major Event Periods if it will occupy or otherwise disrupt use by SOPA of any event critical areas of the Public Domain. Any frequent truck deliveries and / or heavy vehicle / equipment movements, load noise activities and public road opening, are to be scheduled for periods before and/ or after the Major Event Period for which prior notification will be given.	All haulage routes and site compounds have been designed to account for major event periods. The Proponent has committed to ongoing liaison with SOPA during construction to minimise any impacts.
2.7.B.8 Developments should not be allowed to impact on SOPA land currently used to support Major Event Days without timely prior provision, construction, relocation, and/ or other suitable rectification of or compensation for lost Major Event support capacity acceptable to the Place Manager.	All haulage routes and site compounds have been designed to account for major event periods. The Proponent has committed to ongoing liaison with SOPA during construction to minimise any impacts.

<p>2.7.B.9 Developments should not be allowed to extend their footprint through a short-term licence, other than such an extension being approved to support the visitor experience related to a Major Event. In all cases such a licence must allow for exceptional event situations where the licences area may become unavailable for safety, security or other operations reasons at SOPA's discretion.</p>	<p>No licence is proposed as part of the Stadium redevelopment.</p>
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