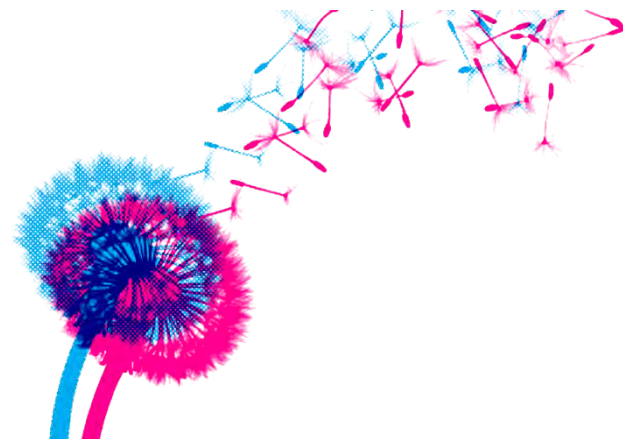


SFS Response to Submissions

(SSD9249)

Attachment 4- Final Urban Design Guidelines

September 2018





Sydney Football Stadium

Urban Design Guidelines

Final

Prepared for
INSW

Issued
28 August 2018

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Date of Issue	Issue No.	Issued by	Issue Purpose
13.08.18	01	TH	Draft Issue to TK/MO
28.08.18	02	TH	Final Issue to TK/MO
28.08.18	03	TH	Final Issue #2 to TK/MO

Guidelines

8.1 Key Moves

The Sydney Football Stadium Redevelopment will improve public interaction with the stadium, increase site permeability and provide new access routes connecting Paddington to Moore Park. New high quality public domain will be made accessible to the public and provide opportunities for future integration into the wider the precinct and the creation of north/south and east/west connections stitching both the SFS and SCG into its surrounds.

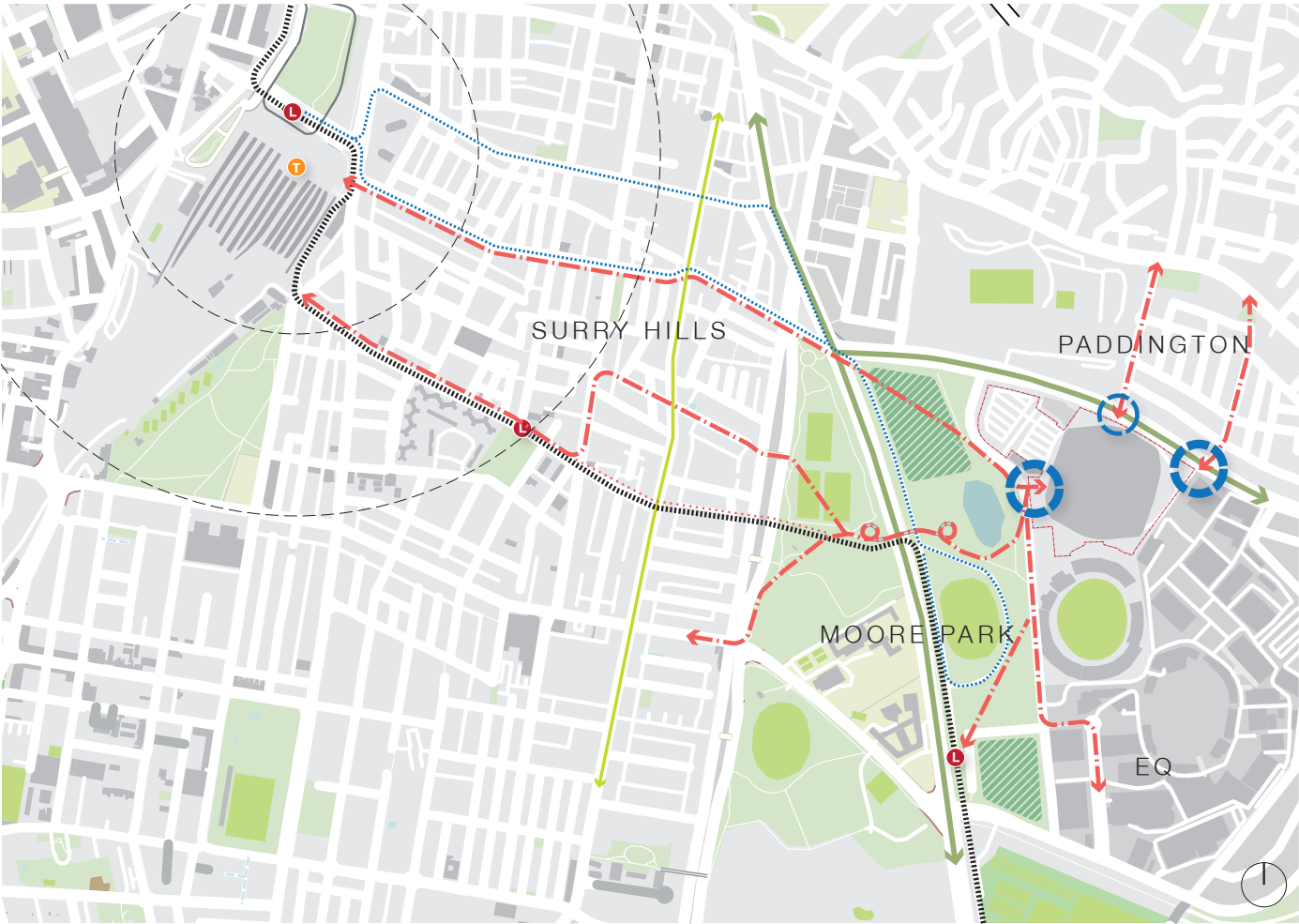
The redevelopment also provides an opportunity to integrate the SFS into its parkland setting and reinforce the stadium's unique location and proximity to Moore Park and Centennial Park.

- 1. Driver Avenue entry
- 2. Retain existing vehicle access point off Driver Avenue
- 3. Level change between MP1 and external SFS concourse
- 4. Potential for active frontages in areas of high visibility and adjacent to event gathering spaces
- 5. Oatley Road entry
- 6. Level threshold between the SFS and the Moore Park Road pavement
- 7. Moore Park Road entry
- 8. Paddington Lane vehicular entrance with portal down into SFS and SCG basements
- 9. Service ring road around the field of play
- 10. Sydney Live Plaza
- 11. Access into the SCG Basement
- 12. Secure frontage to Bradman Noble Stand
- 13. Allow for future link through to Fox Studios and the Entertainment Quarter
- 14. Retain Tree 125



Guidelines

8.2 Access and Movement



Precinct Access and Egress

Key

- Site Boundary
- Pedestrian Routes
- Future Pedestrian Route
- Event Bus Route
- Event Parking
- Open Space
- Sporting Fields
- Pedestrian Entries

Precinct Access and Egress

Existing patrons approach the site predominantly from three areas: Central Station (east), Paddington (north) and Entertainment Quarter (south). With the 45,000 person (55,000 in concert mode) stadium capacity and improved facilities, the importance of integration with existing pedestrian paths and proposed transport infrastructure is paramount to the success of the stadium.

Principles

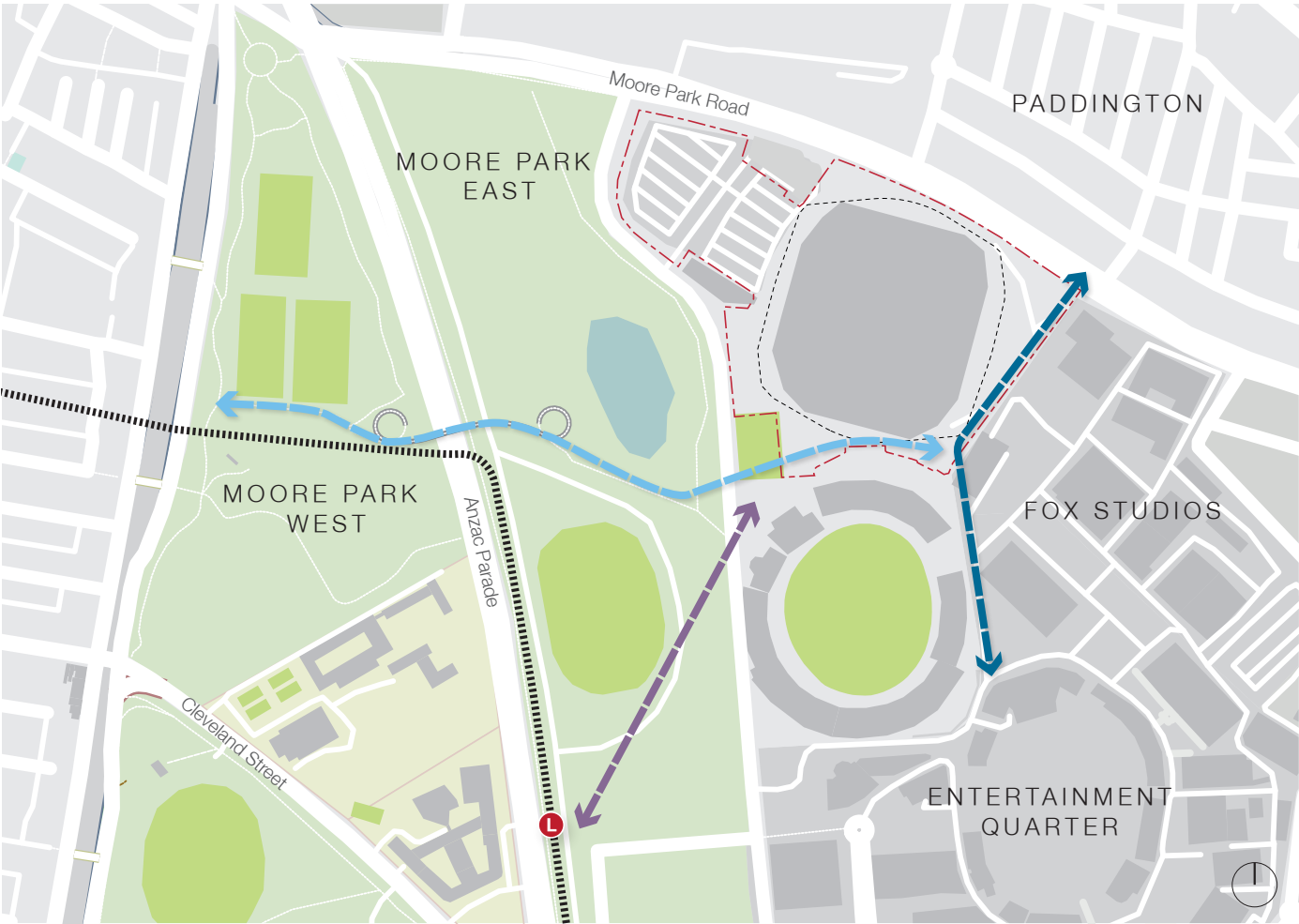
- SFS should integrate with existing and proposed transport infrastructure and pedestrian paths from surrounding precincts
- All users of the stadium should be considered in the design of access and movement, including event patrons, service providers, those employed on-site and the general public in both event periods and day-to-day

Guidelines

- Retain and enhance the existing pedestrian access points to establish high quality stadium “front doors” at the western frontage off Driver Avenue and from the north-east corner of the site off Moore Park Road
- Increase permeability of the site to promote use of the site day-to-day and promote public access through the site to connect Paddington to Moore Park
- Minimise disruption to existing road infrastructure, SCG and Fox Studios by retaining the existing vehicular access down Paddington Lane off Moore Park Road
- Support improved pedestrian connections from the SFS to Tibby Cotter Bridge and through to Devonshire Street through the new pedestrian connection to be delivered as part of Sydney Light Rail construction
- Connect site to Tibby Cotter Bridge and future Moore Park Light Rail Stop (working in conjunction with Centennial Park and Moore Park Trust and Transport for NSW).

Guidelines

Access and Movement



Future Links

Key

- Site Boundary
- Indicative SFS Ground Floor
- Loose Fit Envelope
- East/West Link
- North/South Link
- Link to Moore Park Light Rail
- Open Space
- Sporting Fields

Future Links

Increasing the permeability through the site and providing new access routes are a key components of the public domain and movement strategy for the SFS. These align with wider regional aspirations shared with the Centennial Park and Moore Park Trust as outlined within the *Moore Park Masterplan 2040*.

Noted under the themes of access and entertainment, the *Moore Park Masterplan 2040* shows a north/south connections between Moore Park Road and the Entertainment Quarter and the future Moore Park Light Rail Stop and the SFS/SCG. These links are presented as an opportunity to:

- “Increase secondary access points into EQ for pedestrians and cyclist (and into Fox Studios for employees) through the opening of existing entry points within the heritage wall and improve integration with sports stadia” (*Moore Park Masterplan 2040, Vol. 1*)
- “Improve integration between Paddington the Entertainment Quarter and The Sports Stadia” (*Moore Park Masterplan 2040, Vol. 1*)

An east/west link extending from Devonshire Street, Surry Hills through Moore Park and between the stadia is highlighted as an opportunity to “Create a safe and attractive pedestrian and cycle path providing a direct connection between the Sports Stadia and Central Station.” (*Moore Park Masterplan 2040*), Vol. 1)

The design and delivery of these components (extending through Moore Park) by the Applicant, will be completed in conjunction with Centennial Parklands and Moore Park Trust.

Site planning and public domain design as part of the SFS redevelopment should not preclude the delivery of these links in future.

Principles

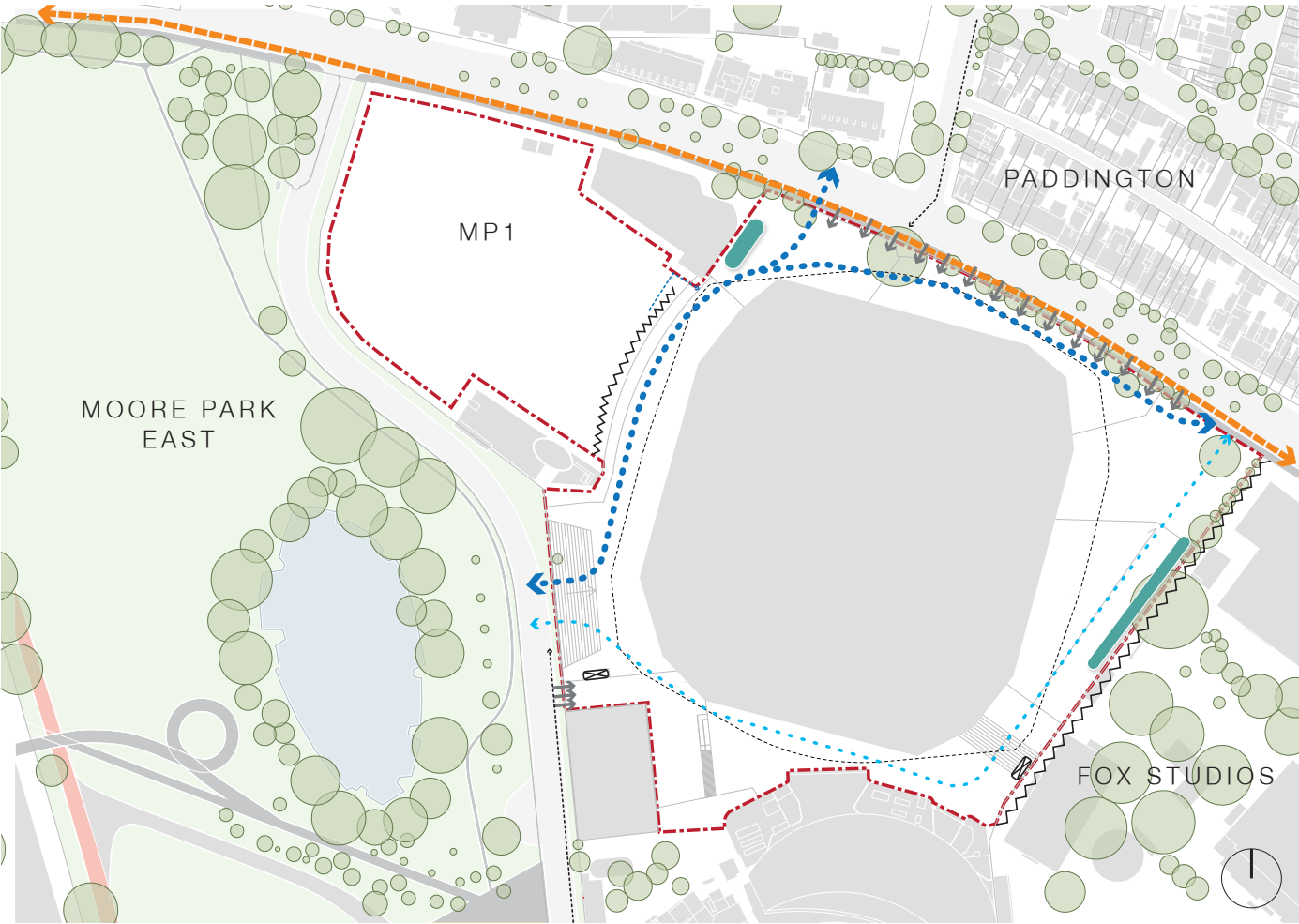
- The design of the SFS and associated public domain should not preclude the delivery of future north/south and east/west precinct links as noted in the *Moore Park Masterplan 2040*

Guidelines

- Avoid the construction of permanent built structures that would obstruct future links, which may impair or preclude their future delivery
- Ensure circulation is legible and equitable along the alignment of future links, supported by integrated wayfinding, materiality and establishing direct views across the site
- Reflect CPTED principles throughout the public domain

Guidelines

Access and Movement



Active Transport

Key

- Site Boundary
- General Public Pedestrian Routes (Day-to-Day)
- General Public Pedestrian Routes (Event Day Only)
- Level Threshold
- Elevator zones
- Proposed Cycle Path (Sydney Cycleways)
- Potential Day-to-day Cycle Parking Zones

Active Transport

Active transport is important to the promotion of healthier lifestyles and supporting opportunities for activation on-site. It also contributes to sustainability goals for the SFS and reduced reliance on private vehicles for the stadium and the surrounding precinct. The SFS and surrounds are well serviced by cycle routes, however, the poor quality of the public domain and low visibility of these routes provides a disincentive to use by the public.

Bondi Junction to City Walking and Cycle upgrades along Moore Park Road present a significant opportunity for the SFS to leverage future cycle and pedestrian traffic to increase utilisation of the stadium day-to-day.

Principles

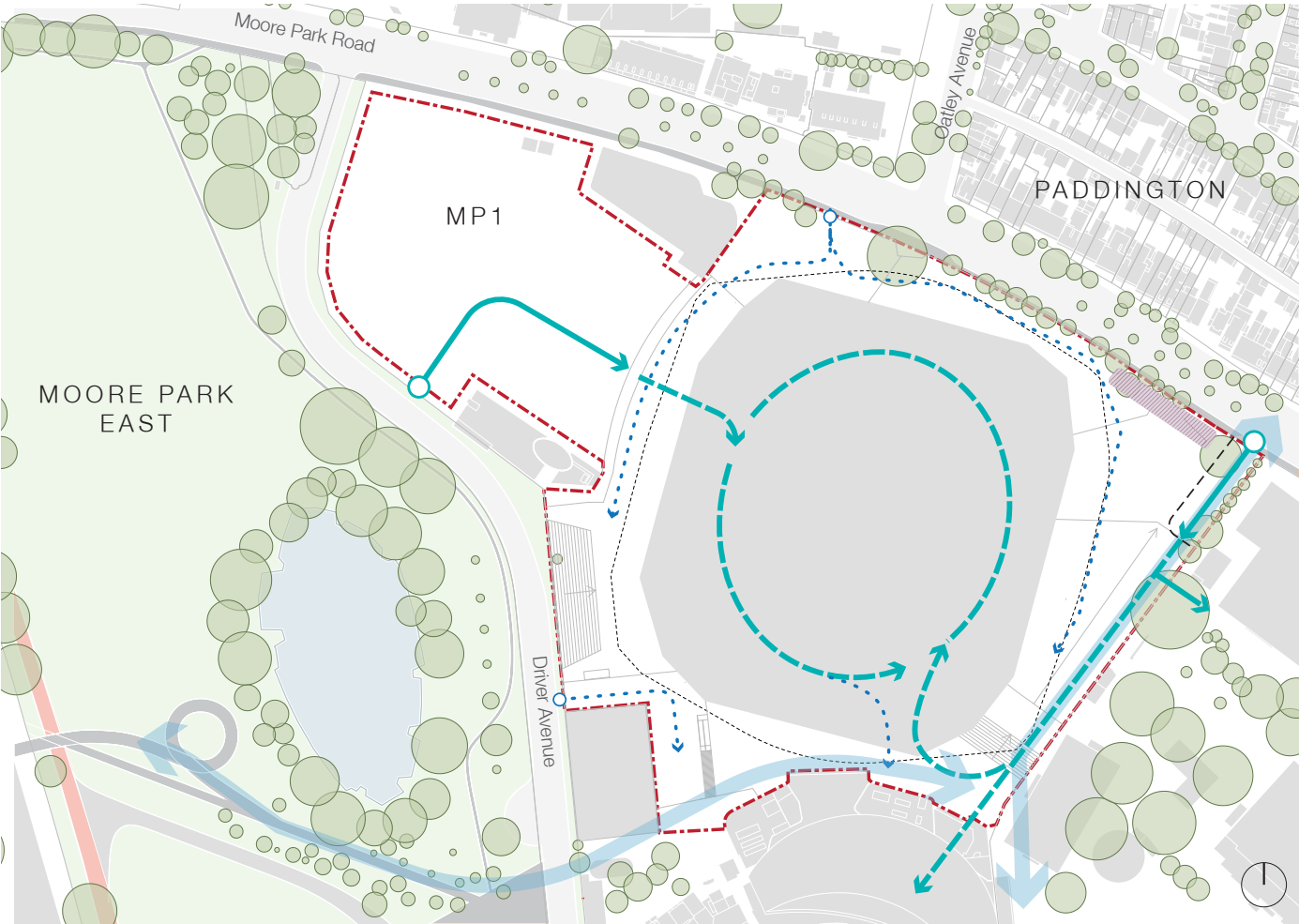
- Promote and support active transport uptake through the design and integration of the stadium into its surrounds and provision of infrastructure

Guidelines

- Increase the visibility of active transport opportunities and infrastructure
- Create safe environments for pedestrians and cyclists to increase the attractiveness of these options
- Connect the on-site pedestrian and bicycle network to the wider transport network as well as popular destinations, and public transport stops
- Ensure walking and cycling routes are clear and direct, meets popular desire lines and have consideration for major barriers such as road intersections and steep topography
- Incorporate bicycle parking in a way that responds to the differing requirements day-to-day and during events. Explore the opportunity to integrate bicycle parking into multi-use furniture which can be utilised as solid vehicle obstructions for events or temporary parking structures which can be removed on event days.
- Provide opportunities to traverse the precinct by bicycle to connect Moore Park through to Paddington
- Include soft landscaping and planting to reduce the heat island effect and encourage use of new routes

Guidelines

Access and Movement



Vehicular Access and Servicing

Key

- Site Boundary
- Vehicle Access
- Basement Circulation
- Future Connection
- Emergency Vehicle Access
- Potential SFS/SCG Services Location

Vehicular Access and Movement

Currently, vehicular and servicing access for the SCG basement and Fox Studios extends down Paddington Lane off Moore Park Road and through the SFS site. This will be retained in future. Emergency egress from the SCG Bradman Noble Stand should also be provided for through the southern and eastern areas of the site. Emergency vehicle access to the western, northern and eastern portions of the public domain will be provided from Moore Park Road. The Bradman Noble Terrace will be serviced separately from the SFS basement ring road due to grade changes across the site.

Vehicle and servicing access to a basement ring road within the SFS will be facilitated through existing entry points off Driver Avenue and Paddington Lane. The public domain will extend over the Paddington Lane creating physical separation between servicing and pedestrianised areas of site.

The design of Paddington Lane should consider a future pedestrian, cycle and vehicular connection through to the Entertainment Quarter and Fox Studios, which would increase the permeability of the precinct to the public and provide new opportunities for east-west connections across the site.

Principle
Vehicular access and servicing should fulfil and streamline the operational requirements of the SFS, SCG and Fox Studios without compromising the quality of public domain spaces

- Guidelines*
- Facilitate existing vehicular access and servicing requirements to both the SCG and Fox Studios through Paddington Lane and the existing SCG basement entry.
 - Allow for servicing and emergency vehicle access to all external stadium concourse areas from Moore Park Road adjacent to Oatley Road, to the Bradman Noble Terrace from the SFS basement ring road and adjacent to the SCG cricket wickets
 - Include vehicle rejection provisions along the north-west edge of the site, to provide the ability to adequately reject a vehicle without penetrating past the security line or impacting the flow of pedestrians.
 - Ensure key water, fire and electrical services for both the SFS and SCG are located at grade directly off Moore Park Road. The visibility of these items should be minimised and integrated into landscaping works in this area.
 - Consider how the design of the eastern portion of the site and Paddington Lane could facilitate a future north/south connection through to Fox Studios and Entertainment Quarter
 - Paddington Lane to be closed down for all events to reduce pedestrian/vehicle conflict at the Moore Park Road entrance
 - Grade separation and landscaping should be utilised to separate vehicles from pedestrians where conflict may occur