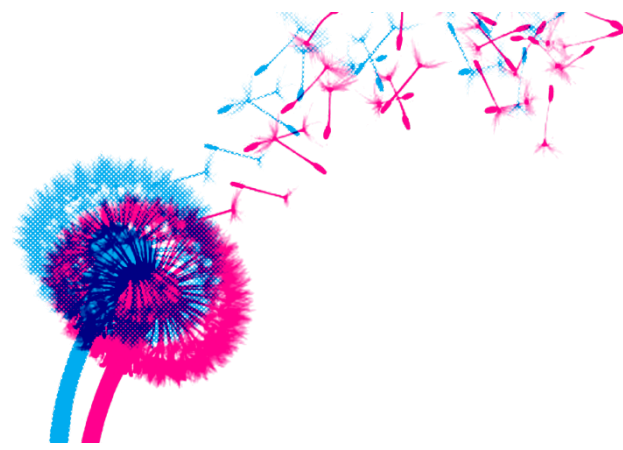


SFS Response to Submissions

(SSD9249)

Attachment 3- Summary and Response to
Issues Raised in Public Submissions

September 2018



Attachment 3

Response to Public Submissions

This appendix provides a summary of the key issues raised in submissions made by the general public and outlines the Applicant's response (**Section 1.1**). **Section 2.0** provides a link between the issue categories identified in the review of public submissions outlined in **Section 1.1**, and the individual submissions that were identified as raising that issue. **Section 2.0** should be read in conjunction with the NSW Department of Planning and Environment's indexation of community submissions, which is available at the following website: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9249

In addition to the matters raised in submissions by the general public, Sections 1.2, 1.3 and 1.4 outline the Applicant's response to submissions made by the National Trust, the Lord Mayor of Sydney (Ms Clover Moore) and the State Member for Sydney (Mr Alex Greenwich).

Where the same issue has been previously responded to in Attachment 1 or Attachment 2 of the Response to Submissions, the following tables in **Section 1.0** refer back to that previous response.

1.0 Public a Key Stakeholder Submissions

1.1 Summary and Response to Key Issues Raised in Public Submissions

| Issue Raised | Proponent's Response |
|---|---|
| 1. Expenditure | |
| The project is a waste of taxpayer money and should not proceed. | The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS. The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process. |
| Expenditure associated with the project could be better spent on other infrastructure, such as schools, hospitals or public transport. | The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS. The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process. |
| 2. Project Need | |
| The business case is not accurate and overstates the benefits and understates the costs of the project. | The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS. The project expenditure decision is a matter for the NSW government, and not relevant to the planning assessment process. |
| The business case states that the project has a benefit cost ratio of less than one, and accordingly the project investment should not proceed. | The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS. The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process. |

| Issue Raised | Proponent's Response |
|---|---|
| New investment rewards a lack of maintenance which has occurred for the existing stadium. The stadium should undergo renovation and proper maintenance. | <p>The analysis of alternatives considered is outlined at section 2.4 of the exhibited EIS.</p> <p>The existing stadium was designed in a time when the nature of viewing major sport events was significantly different to the modern and future requirements of a stadium. The NSW Government considered the upgrades required to make the existing stadium relevant for future use were not cost-effective compared to the construction of a new stadium that is purpose built and adaptable to meet future requirements.</p> |
| The need for new corporate boxes is not adequate justification for the redevelopment of the stadium. | <p>The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS.</p> <p>Detailed design and seating arrangements do not form part of this application and would be subject to the future Stage 2 planning application.</p> |
| There is no need for the project given the historically low attendance at the stadium. | <p>The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS.</p> <p>The stadium capacity is necessary to host peak events and accommodate major international sporting fixtures which attract major events and investment. The detailed design of the stadium would allow for an improved event experience and more efficient operational overlay for smaller events during 'Club mode' than the existing stadium.</p> |
| Olympic Park is better suited to this type of development. | <p>The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS.</p> <p>The site of the existing SFS within the broader sporting and entertainment precinct is considered to be appropriate, and complementary to facilities at Olympic Park rather than an alternate.</p> |
| Why is the existing SFS operating given the safety issues which have been stated as justifying the new project. | <p>Safety issues with the stadium are currently managed through a series of operational overlays (active management) that are not sustainable or economic over the longer-term. Rebuilding the stadium allows modern safety requirements to be purpose-built into the new stadium, rather than retrofitted to the existing stadium.</p> |
| Investment should be directed to the SCG instead. | <p>The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process.</p> |
| 3. Transparency and due process | |
| The application should not be progressed or approved whilst the NSW Parliamentary Inquiry into the Sydney Stadiums Strategy is proceeding. | <p>The NSW Government has made the decision to proceed with the project.</p> |
| There has not been sufficient community consultation in relation to the project. | <p>The project has been supported by substantial community consultation as set out in Section 4.0 and Appendix G of the publicly exhibited EIS and in Section 3.0 of the Response to Submissions.</p> |
| The planning timeframe for the project should not coincide with the tender process. Tender should not occur until determination of the application. | <p>The procurement process for the delivery of the project is being undertaken so as to ensure that the delivery of the stadium is not delayed and to inform the detailed stadium design. Demolition will not occur until development consent is obtained via the planning process.</p> |
| The project should not be approved, or demolition commenced, until after the NSW State election in March 2019. | <p>The NSW Government has made the decision to proceed with the project. Commencement of works in January 2019 is targeted in order to minimise disruption to existing and future sporting fixtures at the stadium.</p> |

| Issue Raised | Proponent's Response |
|--|---|
| There should be a Community Consultative Committee established as part of the Stage 1 planning application. | Department of Planning and Environment will determine the need for a Community Consultative Committee (CCC) as part of its assessment of the Stage 1 Application. The Applicant has no objection to the conditioning of a CCC for the project. |
| The TAG was excluded from the community consultation process. | All members of the community were presented with opportunities to participate in the community consultation process. Refer to Appendix G of the EIS and Section 3.0 of the Response to Submissions. |
| The full business case has not been made public. | The business case is a matter for the NSW Government, and not relevant to the planning assessment process. |
| Cabinet was asked to support the proposal without having been properly briefed. | The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process. |
| The NSW Government has disregarded its criteria for major projects with regard to the minimum cost-benefit ratio for infrastructure funding. | The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process. |
| There is a conflict of interest between trustees of the SCSGT and commercial interests associated with the Entertainment Quarter. | Infrastructure NSW is managing the planning process and project delivery aspects of the stadium redevelopment on behalf of the NSW Government. |
| The SCSGT should not be involved with the delivery or operation of the new stadium. | The SCSGT is responsible for operating and managing the stadium precinct pursuant to the <i>Sydney Cricket and Sports Ground Act 1978</i> . Infrastructure NSW is managing the planning, procurement and project delivery on behalf of the NSW Government. |
| The SCSGT should be disbanded and replaced by an independent ombudsman responsible for public land. | The SCSGT is responsible for operating and managing the stadium precinct pursuant to the <i>Sydney Cricket and Sports Ground Act 1978</i> . |
| 4. Heritage of existing SFS building | |
| The existing Sydney Football Stadium should be recognised as being of heritage significance and accordingly should not be demolished. | The existing SFS is not a statutorily heritage listed item either on a state or local register. The redevelopment of the stadium is supported by the original project architecture firm, Cox Architecture (Attachment 7 of Response to Submissions). For additional discussion of heritage issues please refer to Sections 1.4 and 1.5 of Attachment 1 and Section 4.5 of the Response to Submissions. |
| The existing stadium is of heritage significance given its association with Australia's Bicentenary celebrations. | See response above. |
| Existing elements of the SFS structure should be retained for heritage reasons. | The existing SFS is not a heritage item. Key memorabilia and moveable items (i.e. Walk of Fame) will be retained and reinstated as part of the detailed design where appropriate. Refer to Heritage Impact Statement provided at Appendix L of the EIS. |
| 5. Heritage of surrounding buildings / conservation areas | |
| The proposed stadium envelope is incompatible with heritage conservation areas in Paddington. | The site has been used and developed for major sporting events for over a century, and the redevelopment of the stadium to allow for this continuing role is consistent with and supportive of the historic nature of the precinct. The Heritage Impact Statement provided at Appendix L of the EIS concludes that the proposed development would not result in any significant adverse heritage impacts on nearby heritage conservation areas. This is further outlined in the Addendum Visual Impact Assessment at Appendix 12 of the Response to Submissions |

| Issue Raised | Proponent's Response |
|---|---|
| The construction/demolition process will impact on heritage features in the Sydney Cricket Ground and/or Moore Park. And/or Busby's Bore. | A Methodology Statement for demolition activities is provided at Appendix 8 of the Response to Submissions which will ensure that there are no physical impacts on heritage items. Refer to Section 4.5 of the Response to Submissions. |
| The proposed building envelope will have adverse heritage impacts in terms of visual scale from Moore Park, Centennial Park and/or the Sydney Cricket Ground. | The Addendum Visual Impact Assessment provided at Appendix 7 of the Response to Submissions includes additional views to the proposed building envelope from within Moore Park and the Sydney Cricket Ground, which demonstrate that the visual impacts of the proposal would be acceptable. This is supplementary to, and should be read in conjunction with, the Visual Impact Assessment provided at Appendix H of the EIS. |
| 6. Impacts to Centennial / Moore Park | |
| The stadium should not be built on Moore Park. | No works are proposed to Moore Park. All works will be contained within land administered by the SCSGT. |
| Moore Park should not be used for event parking. | <p>The use of Moore Park for event parking is outlined in section 4.7.1 of Appendix J- Transport Impact Assessment and section 2.2 of Appendix C- Urban Design Guidelines of the exhibited EIS.</p> <p>The Centennial and Moore Park Trust is responsible for the use of Moore Park East for event parking. Infrastructure NSW will continue to work with the Trust as part of the Moore Park Working Group in regard to operational transport, traffic and parking arrangements for major events.</p> <p>Refer to CP12, COS5, COS9 and COS15 of Attachment 1.</p> |
| Ancillary activities (activation, staging etc.) should not occur within Moore Park | All physical works and operational aspects would occur within land administered by the SCSGT, as outlined at section 3.2 of the exhibited EIS. Refer to Section 4.2 and Attachment 4 of the Response to Submissions for additional information regarding ancillary activities. |
| Moore Park should not be used as a demolition compound. | Moore Park will not be used as a demolition compound, as outlined at section 3.2 of the exhibited EIS. Refer to Site Layout Plan at Attachment 14 of the Response to Submissions. |
| The project will result in a loss of green space. | The proposal involves no impact on open space within Moore Park, and will improve the quantum of publicly accessible open space within the stadium precinct and provide for a net increase in the number of trees on the site (trees removed will be replaced at a ratio of 1.5:1). This commitment is incorporated in the Final Mitigation Measures contained at Section 5.0 of the Response to Submissions. |
| The proposal will impact upon permeability within Moore Park and impact on running, walking and cycling due to the stadium design and increased events. | The proposal will significantly improve permeability within the locality by providing for more direct pedestrian access between Oatley Road and Moore Park East as outlined in Appendix C - Urban Design Guidelines of the exhibited EIS. The Final Urban Design Guidelines are provided at Attachment 4 of the Response to Submissions. |
| The project does not provide sufficient funding for integration with Moore Park, Sydney Light Rail and/or other local areas. | There is existing provision for integration between the SFS and these areas. Infrastructure NSW will work with Transport for NSW, the Centennial and Moore Park Trust and the City of Sydney through the Moore Park Working Group to identify opportunities to improve integration to enhance the experience of the new stadium. This commitment is incorporated in the Final Mitigation Measures contained at Section 5.0 of the Response to Submissions. Refer to CP7 in Attachment 1 for further response to this issue. |

| Issue Raised | Proponent's Response |
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| 7. Tree Removal | |
| The proposal should not result in the removal of any existing trees. | It is necessary to remove some existing trees due to their location within the proposed stadium footprint. The project includes the protection and retention of significant trees within the site (i.e. Tree 125), and will ensure that there is a net increase in the number of trees on the site post-development (trees removed will be replaced at a ratio of 1.5:1) . This commitment is incorporated in the Final Mitigation Measures contained at Section 5.0 of the Response to Submissions. Refer to COS28 for additional response to this issue. |
| The proposal results in unacceptable cumulative impacts in terms of tree loss within the locality in conjunction with the Sydney Light Rail project. | The proposed development will provide for a net increase in the number of trees on the site post-development and provides for the ongoing protection of significant trees such as Tree 125. Refer to COS28 for additional response to this issue. |
| 8. Demolition traffic | |
| Addition of trucks and worker parking will result in adverse traffic congestion impacts on the locality. | The Transport Assessment Report included at Appendix J of the publicly exhibited EIS predicts that during the demolition phase there would be no more than approximately 40 heavy vehicle movements per day and in the order of 5 light vehicle movements. This would have minimal impact on congestion within the local area in the context of the existing volumes of traffic. A detailed Construction Pedestrian and Traffic Management Plan will be prepared prior to the commencement of works. |
| It is unrealistic to assume that workers will car pool or use public transport, based on previous experience associated with the Australian Rugby Development Centre (ARDC) building. It should be mandatory that workers park in the EQ and not on local streets. | Parking for demolition contractors will be provided on-site within the construction compound. This commitment is incorporated in the Final Mitigation Measures contained at Section 5.0 of the Response to Submissions. |
| Use of the MP1 car park as a construction compound will force existing people parking in this area onto local streets. | The members facilities will be relocated prior to the commencement of works on the project and this will remove the majority of parking demand within MP1. Both the ARDC and Rugby League Central buildings have basement parking for users of these facilities. Additional parking is available along Driver Avenue and at the Entertainment Quarter. |
| 9. Operational traffic & circulation | |
| The project should not result in the closure of Driver Avenue. | Driver Avenue is located outside of the project boundary and is controlled by the Centennial and Moore Park Trust, and subject to the Moore Park Master Plan 2040. |
| The project should involve the closure of Driver Avenue. | Driver Avenue is located outside of the project boundary and is controlled by the Centennial and Moore Park Trust, and subject to the Moore Park Master Plan 2040. |
| Increased capacity and/or events will result in adverse traffic congestion impacts on the locality. | The proposed stadium would not involve an increase beyond the capacity of the existing stadium (and hence maximum attendance), for which suitable transport arrangements are in place. The existing SFS is not subject to any limit on the number of events The Applicant will work with the Moore Park Working Group, which includes the City of Sydney, Transport for NSW, the Centennial and Moore Park Trust, as part of the preparation of the Stage 2 Development Application to ensure that the detailed design and operation of the new stadium supports appropriate transport outcomes. |

| Issue Raised | Proponent's Response |
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| Existing local traffic congestion means that the site is not well suited to a major stadium, and the project should be delivered in another location/ or not delivered at all. | The site has a long history as a major sporting and events precinct, and the proposed redevelopment of the stadium is consistent with this. Refer to Sections 1.3, 1.8 and 1.9 of Attachment 1 for more detailed response to transport issues raised during public exhibition. |
| 10. Demolition / construction impacts other than traffic | |
| The use of the MP1 car park as a construction compound will give rise to adverse noise issues. | The Noise and Vibration Impact Assessment at Appendix K of the exhibited EIS confirms that activities within the construction compound can be adequately managed to ensure that unacceptable noise impacts do not occur during the demolition phase. Refer to Attachment 6 of the Response to Submissions for further detail of the management of demolition noise, and the Final Site Layout Plan at Attachment 14 of the Response to Submissions which identifies the location of noisy demolition plant. |
| The use of the MP1 car park as a construction compound will give rise to adverse dust issues. | An Air Quality Impact Assessment is provided at Appendix 11 of the Response to Submissions which confirms that the proposed development will not result in adverse dust impacts, subject to implementation of standard mitigation measures. The final mitigation measures incorporating those for air quality are included at Section 5.0 of the Response to Submissions. |
| Potential impacts of the demolition project on the proposed Moore Park cycleway. | This is addressed at section 6.10 of Appendix J- Transport Impact Assessment of the exhibited EIS. Infrastructure NSW are aware of the proposal to construct the Moore Park Cycleway. Should this coincide with the stadium redevelopment, Infrastructure NSW and the appointed contractor will collaborate with the City of Sydney to minimise potential conflict between the projects. A mitigation measure is included at Section 5.0 of the Response to Submissions to ensure coordination in public domain design to this effect. |
| Relocation of existing sporting activities to other locations such as Astrolabe Park is not cost-effective and will inconvenience local residents, resulting in new impacts elsewhere. | The relocation of sporting activities to other locations does not form part of this planning application. Specific relocation proposals are required to comply with the relevant environmental assessment and planning approval processes applicable to these proposals and the relevant jurisdiction. |
| 11. Operational parking | |
| The project should provide additional public parking on site for use during events. | Section 5 of Appendix J- Transport Impact Assessment of the exhibited EIS outlines the intention to reduce private vehicle travel to the redeveloped stadium. The suggestion would increase traffic congestion and be inconsistent with the project objective to reduce private car dependence and promote more efficient and sustainable public transport use and active travel modes. |
| The project should involve the removal of car parking from Moore Park East. | The use of Moore Park for event parking is outlined in section 4.7.1 of Appendix J- Transport Impact Assessment and section 2.2 of Appendix C- Urban Design Guidelines of the exhibited EIS. The Centennial and Moore Park Trust is responsible for the use of Moore Park East for event parking, and subject to the Moore Park Master Plan 2040. Infrastructure NSW will continue to work with the Trust as part of the Moore Park Working Group in regard to operational transport, traffic and parking arrangements for major events. Refer to CP12 in Attachment 1 for further response to this issue. |

| Issue Raised | Proponent's Response |
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| The proposal should involve the permanent removal of existing car parking at MP1. | It is proposed to reinstate the MP1 car park upon completion of the redevelopment in order to provide on-site car parking for operational reasons as well as day-to-day staff and member use. Refer to CP16 of Attachment 1 for further response. |
| 12. Sustainability | |
| The rebuild would result in an unnecessary waste of energy and resources, and for this reason a refurbishment is preferred. | Refurbishment of the stadium is not considered to be a cost-effective or long-term solution for the provision of sporting infrastructure at the site. The new stadium will incorporate best-practice in terms of sustainability for demolition, construction and operations. Refer Section 1.13 of Attachment 1. |
| The NSW government should set a positive precedent in relation to the conservation of resources, reduce waste and landfill, and reduce greenhouse emissions. | The ESD Strategy provided at Appendix N of the publicly exhibited EIS sets out the principles for how the detailed design of the new stadium will incorporate best-practice sustainability measures. Refer Section 1.13 of Attachment 1. |
| 13. Operational noise | |
| The project will result in increased noise impacts during events. | The Noise and Vibration Assessment provided at Appendix K of the publicly exhibited EIS concludes that the project would not result in any worsening of noise impacts from stadium operations. |
| Noise impacts will be worsened due to an increase in events. | It is proposed to maintain the existing limit on concert events (being the loudest type of event) in order to limit potential impacts. There is no existing limit on other sporting events hosted at the SFS. This is detailed in the Mitigation Measures contained in Section 5.0 of the Response to Submissions. |
| Noise impacts associated with existing and future crowds leaving the precinct post-event are unacceptable. | The management of post-event crowds will be subject to the future Stage 2 planning application. |
| Noise impact of increased number of concerts (including pyrotechnics etc.) | The Applicant has confirmed commitment to maintaining the number of concerts as per the current arrangement (up to 6 concerts per year). This commitment is incorporated in the Final Mitigation Measures contained at Section 5.0 of the Response to Submissions. |
| 14. Light Rail / Westconnex | |
| The Sydney Light Rail will already be full and cannot support demand from the new stadium. | As outlined in section 4.5 of Appendix J-Transport Impact Assessment of the exhibited EIS, Sydney Light Rail will be supplemented by event-specific transport arrangements (i.e. shuttle buses) as required. The existing stadium includes suitable event-day arrangements for public transport, and Infrastructure NSW will continue to work with Transport for NSW as part of the Moore Park Working Group to identify opportunities to enhance public transport operations for the new stadium. |
| The local area is already negatively affected in terms of transport capacity and congestion by construction and operational impacts associated with the Sydney Light Rail and Westconnex. | As outlined in section 5 of Appendix J-Transport Impact Assessment of the exhibited EIS The redevelopment of the stadium seeks to improve usage of public transport, walking and cycling in order to reduce car-dependence and congestion. |
| Concerns regarding tree removal arising from the Sydney Light Rail project. | Tree removal associated with the Sydney Light Rail project is outside of the scope of this application. |
| 15. Pedestrian connectivity | |

| Issue Raised | Proponent's Response |
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| Full public access should be provided around the outside of the SFS during double-headers. | This is not possible due to the existing configuration of the SCG. The proposed provision of continuous circulation between Moore Park Road and Driver Avenue during events (except rare special events) represents a significant enhancement in public circulation and access to the site. |
| People will not walk to the stadium via Oxford Street. | People currently walk to the site via Oxford Street, amongst a range of other options which are available. Refer to COS18 for further responses regarding walking. |
| People will not walk to the stadium via Devonshire Street. | It is envisaged that pedestrians may increasingly opt to utilise the Devonshire Street route following completion of the Sydney Light Rail and new pedestrian crossing of South Dowling Street. However, it is assumed that this route would supplement, rather than replace, other pedestrian routes. Refer to COS18 for further responses regarding walking. |
| The existing pedestrian access via Foveaux Street is not adequate. | Pedestrian access via Foveaux Street has serviced the existing stadium for some time. As noted above, it is envisaged that Devonshire Street has the potential to provide an additional alternative option for pedestrians travelling between the stadium and Central Station. Refer to COS18 for further responses regarding walking. |
| The Tibby Cotter Bridge is a waste of money. | The Tibby Cotter Bridge is an existing piece of infrastructure that is not related to this planning application. |
| 16. Building envelope | |
| The proposed building envelope is too large for the site and will result in adverse visual, shadow and wind impacts. | Refer to the Visual Impact Assessment, Shadow Diagrams and Wind Design Principles provided with the publicly exhibited EIS. Additional views have also been considered in the Addendum Visual Impact Assessment provided at Appendix 12 of the Response to Submissions. More detailed Shadow Diagrams have been provided at Appendix 4 of the Response to Submissions. |
| What assurances are there that the stadium will be constructed in the envelope? | Should the Concept Proposal be approved, the detailed Stage 2 Development Application must not be inconsistent with this consent pursuant to the requirements of Section 4.24 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). |
| 17. Detailed design issues | |
| The Concept Proposal and demolition should not be approved until there is a detailed design made public. | The approval of the Concept Proposal (in lieu of a site-specific DCP as provided for by Section 4.23 of the EP&A Act) is a necessary pre-condition to the detailed design of the stadium, consistent with the requirements of the Sydney Local Environmental Plan 2012. |
| The detailed design has not factored in potential light spill impacts. | Light spill would be subject to assessment as part of the detailed design. |
| Comments regarding the desired architectural design and materiality of the future stadium. | These issues are subject to the competitive design process and will be detailed in the Stage 2 Development Application. |
| 18. Capacity and number of events | |
| The proposed increase in stadium capacity will result in adverse impacts. | It is not proposed to increase the capacity of the existing stadium. |
| The proposed increase in the number of events will result in adverse impacts. | There is no restriction on the number of sporting events at the existing stadium. |

| Issue Raised | Proponent's Response |
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| The existing stadium is rarely filled to capacity, the new stadium should be smaller. | It is necessary to ensure that the new stadium provides capacity to host peak events and attract major national and international sporting fixtures in order to maximise the economic and social returns of the project. The new stadium design would improve operational efficiency for smaller (Club mode) events. |
| The new stadium should not reduce the number of general admission seats. | Seating allocation is subject to the detailed Stage 2 Development Application. |
| 19. Issues specific to the SCSG Trust | |
| The Concept Proposal does not include details regarding ancillary buildings for the SCSG Trust such as offices for the Trust and key organisations. | This would be subject to the Stage 2 Development Application. |
| What will happen to the existing member's facilities within the stadium? Where are these being relocated to/ replaced. | The SCSGT is responsible for making alternative arrangements for member's facilities. |
| The removal of member's facilities will impact on the value and benefit derived through existing memberships. | This is a commercial matter between members and the SCSGT, and not relevant to this planning application. |
| Comments regarding the design and/or planning approval and/or construction impacts associated with the ARDC building and/or Rugby League Central building. | The construction and use of these buildings were approved under the <i>Sydney Cricket and Sports Ground Act 1978</i> and do not form part of this planning application. |
| 20. Design excellence | |
| The design excellence approach will be dictated by budget and will result in a mediocre building. | The Design Excellence Strategy included at Appendix D of the EIS has been endorsed by the NSW Government Architect as being a suitable approach to achieve design excellence. |
| No modifications should be made after the design excellence competition to ensure that cost-cutting does not occur. | The Design Excellence Strategy included at Appendix D of the EIS has been endorsed by the NSW Government Architect includes design integrity measures to ensure that the design competition scheme is delivered. |
| 21. Anti-social behaviour | |
| There have been regular problems with violent intoxicated patrons, crowd control and anti-social behaviour. | The detailed design of the Stadium and surrounds will be assessed against the principles of <i>Crime Prevention Through Environmental Design</i> to reduce the opportunities for crime, and stadium operation will include crowd management procedures to reduce the incidence of anti-social behaviour. |

1.2 National Trust

| Issue Raised | Proponent's Response |
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| National Trust | |
| 1. Due Process | |
| The National Trust finds it extraordinary, given the considerable community interest and concern on this development proposal, that a period of only 28 days (20 working days), has been allowed for the public to become aware of this proposal and to understand what is being proposed and lodge a formal submission. | The 28-day period is the standard period of time for State Significant Development Applications as determined by the NSW Department of Planning and Environment. |
| 2. Surrounding Heritage | |
| The site is directly opposite the State Heritage Register Listed Centennial Park, Moore Park, Queens Park, listed in March 2000 and now nominated for the National Heritage List. These parks and the Allianz Stadium site were part of Governor Macquarie's 1811 Sydney Common. | Refer to the Heritage Impact Statement at Appendix L of the EIS, which has considered all heritage items that are subject to a statutory listing. |
| The site is directly opposite the 1848 Victoria Barracks listed on the Commonwealth Heritage List in June, 2004. | |
| The Allianz Stadium site sits within a ring of Heritage Conservation Areas. | |
| The 1827/37 Busby's Bore listed on the State Heritage Register in 1999 (Permanent Conservation Order 1988), passes beneath the development site. | Noted. The Final Mitigation Measures at Section 5.0 of the Response to Submissions includes a commitment that the structure of Busby's Bore will not be harmed by demolition and construction of the new stadium. A Methodology Statement has been included at Attachment 8 of the Response to Submissions Report which includes further detail of how demolition will be managed to avoid impacts. |
| The Listing Report's Description of the Sydney Football Stadium (Allianz Stadium) documents how its construction was specifically designed to minimize impacts on the historic Moore Park Conservation Area and the surrounding residential housing. | Refer to the Heritage Impact Statement at Appendix L of the EIS, which has considered all heritage items that are subject to a statutory listing. |
| 3. Stadium Heritage | |
| The Sydney Football Stadium has strong associations with some of the country's most prominent sportspeople and holds undoubted social value in the wider community. It is technically expressive, rejoicing in the bravado of both sporting and structural exploits. | A comparative analysis of the Sydney Football Stadium with other modern stadiums has been undertaken and the results presented at Attachment 7 of the Response to Submissions. This analysis concludes that the existing stadium is not of sufficient significance to warrant its retention. The redevelopment of the stadium is supported by Cox Architecture. |
| The Stadium is critically acclaimed nationally and internationally by the architectural and engineering professions as significant example of Twentieth Century architecture. | |
| The SFS opened on 24th January 1988 to celebrate Australia's Bicentenary and is of State heritage significance as an excellent example of a Late Twentieth Century Structuralist style public building. | |
| The history of these grounds reflects the sports and cultural history of Sydney and NSW. It is one of the Sydney Cricket and Sports Ground Trust's goals to be an effective custodian of this heritage. | The site has a long history of hosting major sporting events, which includes both the current Sydney Football Stadium and the facilities on the site that preceded it. The ongoing evolution and |

| Issue Raised | Proponent's Response |
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| | development of infrastructure on the site to accommodate modern sporting requirements is consistent with this history. |
| The National Trust strongly objects to the demolition of this important award-winning building which was specifically designed to minimise impacts on its historic and scenic environment. | A comparative analysis of the Sydney Football Stadium with other modern stadiums has been undertaken and the results presented at Attachment 7 of the Response to Submissions. This analysis concludes that the existing stadium is not of sufficient significance to warrant its retention. The redevelopment of the stadium is supported by Cox Architecture. |

1.3 Lord Mayor of Sydney

| Issue Raised | Proponent's Response |
|--|---|
| Lord Mayor of Sydney | |
| Justification | |
| The stadium redevelopment is not in the public interest and cannot be justified economically, socially, culturally or environmentally. | Refer to COS2 at Attachment 1. The proposal is considered to be in the public interest as it will ensure that Sydney is able to continue to host national and international sporting events. |
| The State Government's own business case demonstrates that this \$750 million expenditure of public funds will not provide a return on investment. | The project objectives and strategic need are outlined at section 2.0 of the exhibited EIS. The project expenditure decision is a matter for the NSW Government, and not relevant to the planning assessment process. |
| This stadium will be an expanded metropolitan-scale traffic generator, adjacent to Sydney's central business district in the most densely populated area of Australia, where worsening congestion makes access difficult and threatens the economy of our global city. The City of Sydney area contributes \$125 billion in economic activity, or 22 per cent of the NSW economy. Congestion currently costs metropolitan Sydney \$6 billion a year, which is predicted to rise to \$14.8 billion by 2031. | It is not proposed to increase the capacity of the existing stadium. Refer to Section 1.9 of Attachment 1 of the Response to Submissions for further discussion of transport effects. |
| In 2016, former Premier Mike Baird-announced priority for stadium infrastructure in Sydney's west, close to Sydney's centre of population, where the more Sydneysiders can access a stadium without the time and costs of congestion at Moore Park. There is no public demand for rebuilding Sydney Football Stadium and more than 200,000 people supported a petition against the demolition and seeking investment in local community sports and recreation facilities. | The existing stadium does not adequately cater for modern expectations of hirers or spectators for major sporting events. The delivery of a new stadium will ensure that Sydney can continue to attract national and international sporting fixtures and provide an improved experience for spectators. |
| Moore Park is vitally important open space to meet the needs of Sydney's increasing numbers of residents and visitors. Nearly 80 per cent of our residents live in apartments at high density and rely on access to public open space for their health and recreation. Demolishing and rebuilding Sydney Football Stadium will impact negatively on public open space, tree canopy and air quality. | <p>The new stadium would be located entirely within land controlled by the Sydney Cricket and Sports Ground Trust, and would not infringe on land within Moore Park. Specifically:</p> <ul style="list-style-type: none"> • The project provides for an <i>increase</i> in publicly accessible open space by creating new pedestrian plazas and a through-site link that would be accessible to the public during non-event periods and during most events. • The project provides for the retention of significant trees within the site, and replacement planting at a ratio of 1.5:1 for every tree removed, with a variety of pot sizes. Refer COS28 in Attachment 1 of the Response to Submissions. • An Air Quality Assessment is provided at Attachment 11 of the Response to Submissions which confirms that the project presents a low risk of air quality impacts. |
| Refurbishment is more environmentally sustainable. It retains the significant embodied energy in the relatively-recent stadium and avoids the resource use and greenhouse gas emissions of new construction, especially carbon-intensive concrete works. | Refer to Appendix N of the EIS. The construction of a new stadium is considered to represent the most suitable option to achieve the project objectives. The new stadium design would target a LEED Gold rating for environmental sustainability. |
| The NSW Government made its decision without consultation with the local community and without considering the full range of economic, social, cultural and environmental impacts, especially on Moore Park and adjacent residential areas. This is the wrong project, in the wrong location. | The proposal entails the construction of a new stadium of the same capacity, located entirely on land designated under the <i>Sydney Cricket and Sports Ground Act 1978</i> for the hosting of major sporting events. |

| Issue Raised | Proponent's Response |
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| The City recommends refusing the proposal in favour of refurbishing the existing 1988 award winning facility by one of Sydney's best architects, Philip Cox. | A comparative analysis of other modern stadiums provided at Attachment 7 of the Response to Submissions concludes that the existing stadium is not of sufficient significance to warrant its retention. Cox Architecture do not object to the demolition of the existing stadium. |
| The proposal is not in the public interest. The business case demonstrates the project will have 'negative returns'. More than 200,000 people have supported a petition against the demolition. | Refer to COS2 at Attachment 1. The proposal is considered to be in the public interest as it will ensure that Sydney is able to continue to host national and international sporting events. The project expenditure decision is not a matter for planning assessment. |
| Impacts have not been accurately presented. The large proposed stadium footprint means generated activities cannot be constrained on site and will directly impact on Driver Avenue and Moore Park. Despite only a small increase in seating, the proposal is an entertainment venue with expanded capacity and use. The generally low attendance at sporting events will inevitably lead to an expansion of entertainment events to justify the expenditure. | The publicly exhibited EIS and Response to Submissions provide a full assessment of the social, economic and environmental impacts of the project. The project is fully contained within land designated under the <i>Sydney Cricket and Sports Ground Act 1978</i> for the hosting of major sporting events. |
| Cumulative impacts have not been considered. The proposal cannot be assessed in isolation and the cumulative impacts on Moore Park and surrounding residential areas have not been properly taken into account. Other proposed significant projects in the precinct include the leased use of the Hordern Pavilion and the Royal Hall of Industries; undisclosed plans to redevelop the Entertainment Quarter, and the Alexandria to Moore Park connector road linking to WestConnex. | The Transport Impact Assessment at Appendix J of the EIS includes consideration of known projects occurring within the vicinity of the project which are relevant to existing and future local transport arrangements. |
| Demolition must not be approved before impacts are understood. Immediate demolition appears designed solely to force a stadium rebuild by any future NSW Government, whatever the outcome of the detailed design and assessment. No demolition approval should be given before the public disclosure of a detailed design and clear information on the impacts of a new stadium. | The NSW Government has made the decision to proceed with the project. Commencement of works in January 2019 is targeted in order to minimise disruption to existing and future sporting fixtures at the stadium. Refer to COS2 for further information. |
| The traffic study is grossly inadequate. There is existing traffic congestion in surrounding areas on non-event days with significant additional impacts on event days due to the large number of car parking spaces available. The application's modelling is done based on arriving traffic, while departure after games or events is more critical due to shorter timeframes. The traffic study seriously underestimates the traffic generated by the size and number of expected events. | Congestion associated with departure after games is less critical to local traffic congestion because the majority of queuing associated with departure occurs within the site, within the site of car parking areas utilised within the precinct, and along Driver Avenue. Additional traffic assessment data is provided at Attachment 5 of the Response to Submissions. Refer to Section 1.8 for further response to the City's issues in relation to transport. |
| There is insufficient public transport capacity. Tier 1 stadium investment of this scale needs dedicated public transport, as exists at Homebush. The new light rail will move, at most, 14,000 passengers per hour. This application should be supported by a metropolitan-wide strategy to deliver people quickly and easily to the stadium by public transport, walking and riding, with a credible action plan to dramatically increase the public transport mode share. | The proposal does not result in an increase to the capacity of the existing stadium, for which adequate transport arrangements are already in place. The commencement of Sydney Light Rail operations will enhance the accessibility of the precinct, and the project will include measures to promote increased walking and cycling to the precinct, which will be further detailed in the Stage 2 Development Application. Refer to COS17 and COS18 in Attachment 1 for additional detail regarding cycling and walking. |
| On-grass car parking at Moore Park must end. While the application does not propose new car parking spaces on site, it assumes parking demand will be externalised and met by the Centennial Park and Moore Park Trust. Every event car parking space generates extra traffic and on-grass car parking reduces useable public open space. | The removal of at-grade parking from Moore Park is a matter for the Centennial Parklands and Moore Park Trust. Appendix J Transport Impact Assessment of the exhibited EIS at section 4.7.1 acknowledges the intent of the Moore Park Masterplan 2040 to remove of parking on Moore Park. The Applicant will continue to work with the Centennial Parklands and Moore Park Trust and the City of Sydney as part of the Moore Park Working Group in regard to this issue. |

| Issue Raised | Proponent's Response |
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| <p>The oversized footprint on a constrained site risks patron safety. Exterior spaces need to be well designed for the safety of a large number of patrons entering and leaving at the same time. Site restrictions allow only three unevenly distributed entry points, and the proposed stairs to Driver Avenue present a potential safety hazard for crowds. The proposed new footprint does not achieve a best-practice result for patron access and egress, and imposes on surrounding parkland.</p> | <p>The footprint provides suitable areas for ingress and egress in accordance with the relevant stadia and accessible design guidelines, whilst increasing the publicly accessible space within the stadium precinct. This is considered to be a significant improvement upon the existing stadium.</p> |
| <p>All significant trees on the site must be protected. Moore Park has recently lost too many trees and this application proposes at least 28 more to be cut down, with 15 identified as 'worthy of retention with moderate to high landscape significant'. 'Tree 124' is a significant group of eight Hills Weeping Figs with high priority retention value. The legacy of tree-lined boulevards on Moore Park Road and Driver Avenue would be eroded by the removal of these trees.</p> | <p>The group of eight <i>Ficus microcarpa</i> 'Hilli' Hills Weeping Fig (Tree 124) is not considered ideal for transplanting due to the crown form of the trees which have been subject to partial suppression from adjacent trees within the row. The project makes provision for the retention of significant trees including Tree 125, as discussed at Section 6.2.4 of the EIS and Appendix F of the EIS. In addition, the project provides for the retention of significant trees within the site, and replacement planting at a ratio of 1.5:1 for every tree removed, with a variety of pot sizes, so there will be an increase in the number of trees present on the site following the redevelopment. Refer COS28 in Attachment 1 of the Response to Submissions.</p> |
| <p>Further work is needed to reduce construction impacts. The greatest impacts will occur through use of concrete crushers, excavators and rock breakers during demolition. Air quality impacts will be determined by a 'visual assessment' of dust. There are exceedances predicted for noise management levels and excessive noise levels proposed for the nearby childcare centre.</p> | <p>An Air Quality Impact Assessment is provided at Attachment 11 of the Response to Submissions which concludes that, subject to the implementation of mitigation measures that are included at Section 5.0 of the EIS, there is a low risk of air quality criteria exceedances.</p> |
| <p>The development cannot be justified environmentally. Demolition, rather than retrofit and upgrade, is carbon intensive and unsustainable. There is significant embodied energy and environmental impacts of new materials involved in demolishing a relatively recent stadium.</p> | <p>Refer to Appendix N of the EIS. The construction of a new stadium is considered to represent the most suitable option to achieve the project objectives. The new stadium design would target a LEED Gold rating for environmental sustainability.</p> |
| <p>It is essential that the Centennial and Moore Parklands be protected as open, green space rather than suffering the ongoing negative effects of development intensification. Twenty million people visit the Centennial and Moore Parklands annually, while two million attend the Sydney Football Stadium and Sydney Cricket Grounds. Moore Park is increasingly important to support the growing residential density in surrounding areas. The nearby Green Square Urban Renewal Area will by home to more than 60,000 residents and 20,000 workers by 2030.</p> | <p>The proposal entails the construction of a new stadium of the same capacity, located entirely on land designated under the <i>Sydney Cricket and Sports Ground Act 1978</i> for the hosting of major sporting events. No development is proposed on Moore Park.</p> |
| <p>This project conflicts with clear State Government directions and-objectives in the Greater Sydney Commission's plan A Metropolis of Three Cities. It is inconsistent with the directions in the Greater Sydney Region Plan for "a collaborative city working together to grow a Greater Sydney". It emphasises "increased use of public resources such as open space and community facilities".</p> | <p>The project does not impact upon Moore Park, and delivers an increase in publicly accessible open space through the new pedestrian forecourts to the stadium.</p> |

1.4 State Member for Sydney

| Issue Raised | Proponent's Response |
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| State Member for Sydney | |
| <p>Heritage</p> <p>The existing Sydney Football Stadium was designed by eminent Australian architect Philip Cox. It was opened as part of the 1988 Bicentenary celebrations, which saw the delivery of a number of important public buildings, including buildings at Darling Harbour that were recently demolished. It would be a great shame if Sydney lost more of this significant architecture legacy.</p> | <p>Refer to HC2-HC4 of Attachment 1 and Attachment 7 to the Response to Submissions. The existing stadium is not heritage-listed and is not considered to be worthy of heritage listing.</p> |
| <p>In 2015 the National Trust listed the Sydney Football Stadium on its register and it describes the building as an “excellent example of Late Twentieth Century Structuralist style public building”. The building has received international recognition in architectural publications, won the Building of Civil Design Engineering Excellence Award from the Institute of Engineers, and was a finalist in the World Quaternario Awards in 1988. Despite widespread and international recognition of the building's importance, there is no independent expert assessment of its heritage values included with the EIS.</p> | <p>Refer to separate response to the National Trust submission at Section 1.2 above.</p> |
| <p>Demolition should be rejected until the NSW Heritage Council has done a thorough assessment and made recommendations for heritage status.</p> | <p>The Heritage Division has provided a submission in relation to the project, which is addressed at Section 1.4 of Attachment 1.</p> |
| <p>Sydney Football Stadium is located adjacent to numerous items and precincts of heritage significance. Moore Park is listed on the State Heritage Register and is part of the Moore Park Heritage Conservation Area which includes Sydney Girls High School and Sydney Boys High School. The site is directly across from the Paddington Urban Heritage Conservation Area and the Victoria Barracks Heritage Conservation Area. Adjacent heritage items also include the Sydney Cricket Ground Members Stand and Lady Members Stand and buildings on the former Sydney Showground site. The proposed development is big and bulky and would impose on adjacent heritage values.</p> | <p>Appendix L of the EIS includes an expert heritage assessment of all listed heritage items, and concludes that the redevelopment of the stadium would not result in any significant adverse impacts.</p> |
| <p>Bulk and Scale</p> <p>The massive increase to bulk and scale that would more than double the stadium's height in comparison to the existing building will dominate the region and impact on heritage, residential amenity and Moore Park. Photomontages show significantly increased built form in outlooks from the Sydney Cricket Ground forecourt, Paddington and Moore Park. Appallingly, only one photomontage is provided from Moore Park – at the Anzac Obelisk – with an additional one from the Tibby Cotter Bridge. There is no indication of the increased built form to be imposed on views and outlooks from other parts of Moore Park, particularly beautiful Kippax Lake, which the new stadium would sit against. The building's wall along Moore Park will likely have television screens that will impact severely on the peace and tranquillity of the park and Kippax Lake, which are essential to its heritage and recreational values.</p> | <p>The Addendum Visual Impact Assessment provided at Attachment 12 of the Response to Submissions includes additional viewpoints from within Moore Park. The redevelopment of the Sydney Football Stadium is consistent with the visual character of the precinct. Detailed design of signage and lighting would be subject to further detail and assessment as part of the Stage 2 Development Application.</p> |
| <p>The existing stadium building was designed specifically to respond to its environmentally sensitive location. The seating bowl was sunk into the ground to reduce the scale of the built</p> | <p>Refer to response above. The Final Urban Design Guidelines (Attachment 4 of Response to Submissions) and the Design Excellence Strategy, which has been endorsed by the NSW</p> |

| Issue Raised | Proponent's Response |
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| structure and its visual impact. Some of the constraints with the existing building exist because it was designed to create a soft and unimposing structure that respects its heritage and parkland setting. The proposed building envelope fails to consider and respect its environment and aims solely to maximise stadium benefits. This is unacceptable. | Government Architect (Appendix D of the publicly exhibited EIS), provide a suitable framework to ensure that the detailed design of the future stadium is compatible with the desired future character of the precinct. |
| Moore Park Moore Park's tranquillity, natural environment and passive recreation purpose are at risk from this proposal. Moore Park is part of Governor Macquarie's 1811 Sydney Common Bequest, which set aside land for the outdoor recreation needs of Sydney residents. Less than a third of this bequest remains open public land and it is now more vital than ever that we protect what is left. | The proposed development is located entirely on land designated under the <i>Sydney Cricket and Sports Ground Act 1978</i> for the hosting of major sporting events. No development is proposed on Moore Park. |
| The parklands are facing increasing pressure from significant residential growth in surrounding suburbs which are all subject to NSW Government requirements to increase population density. The Green Square redevelopment alone will see an extra 60,000 new residents, all living in apartments and all needing public green open space to be healthy. | See response above. The project will provide for an <i>increase</i> in publicly accessible open space through the removal of existing barriers to the site and the delivery of new pedestrian forecourts to the stadium which will be publicly accessible during most events and on non-event days. |
| With the proposed stadium moved directly adjacent to Moore Park, crowd spill will relegate the parkland to acting as an extension of the Sydney Cricket and Sport Ground whenever there are major events in the stadium. | All activation areas associated with the use of the stadium would occur within the project boundary and would not occur on Moore Park. |
| The EIS refers to wayfinding and paths in the park. While these are not part of the development application, there is concern that there is a push to spread the stadium's footprint beyond the sporting ground's boundary, made more possible with its relocation closer to the park. | Refer to response above. |
| The EIS also justifies the exclusion of new car parks for the stadium because cars are currently permitted to park on the Moore Park grassed areas during events. But the Centennial Park and Moore Park Trust (CPMPT) has a long term goal supported by the community to remove on-grass parking. It is a concern that Infrastructure NSW and the Sydney Cricket and Sports Ground Trust have declared that they will "continue to liaise with the CPMPT to ensure that suitable parking and transport arrangements are put in place". When light rail is operational, if proper planning is adopted, demand for on-grass parking can reduce. | Additional on-site car parking is not supported, and is inconsistent with the project objectives of increasing public transport and active travel modes for journeys to the stadium. |
| The development proposal must not rely on car parking arrangements on other land and must not be used to stop or slow the planned removal of on grass parking on Moore Park. | The removal of at-grade parking from Moore Park is a matter for the Centennial Parklands and Moore Park Trust. Appendix J Transport Impact Assessment of the exhibited EIS at section 4.7.1 acknowledges the intent of the Moore Park Masterplan 2040 to remove of parking on Moore Park. The Applicant will continue to work with the Centennial Parklands and Moore Park Trust and the City of Sydney as part of the Moore Park Working Group in regard to this issue. |
| Screens on the building façade and large crowds walking through the parklands pose risks to the peace, tranquillity and grassed areas' integrity, which can impact on the native fauna living in the park. These will further extend the stadium impacts into the parkland. | Details of lighting and signage will be subject to the detailed design process and assessment as part of the Stage 2 Development Application. |
| Trees There is inadequate information on tree and vegetation impacts, which is important given past | |

| Issue Raised | Proponent's Response |
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| losses of trees on this site including mature trees on the Gold Members Car Park in 2011 to make way for the National Rugby League Headquarters. The proposed development includes removal of most vegetation and 26 trees – one of which arborists have determined is a priority for retention and 14 of which are deemed worthy of consideration for retention. It is not clear whether they are being cleared to allow for the proposed demolition or to ensure the site's footprint can support various designs. This must be determined and any tree or vegetation removed purely to enable flexibility on the site must be rejected; the detailed design proposal can include applications for the tree and vegetation removal required. | Details of trees to be retained and trees to be removed are specified at Appendix F of the publicly exhibited EIS. |
| The proposal states that tree replacement will be determined as part of the Stage 2 application but Stage 1 must provide a guarantee that there will be a net gain in both tree numbers and tree canopy. This is even more critical following the unnecessary and significant loss of mature trees for construction of the CBD and South East Light Rail. | The proposal will improve the quantum of publicly accessible open space within the stadium precinct and provide for a net increase in the number of trees on the site (trees removed will be replaced at a ratio of 1.5:1). This commitment is incorporated in the Final Mitigation Measures contained at Section 5.0 of the Response to Submissions. |
| Traffic The claim that the new stadium will not impact on traffic congestion because there is no change in capacity from the existing stadium fails to acknowledge that events at Sydney Football Stadium currently cause traffic gridlock in adjacent areas and across the regional road network. This is especially bad when there is a match on the cricket grounds at the same time. Inner city residents report that it is impossible to access or leave their homes due to traffic congestion from patrons arriving and leaving the stadiums and there are longstanding problems with illegal parking during every major event. | The precinct has been operating as a major event precinct in the current arrangement for 30 years, with a significantly longer history of major events within the precinct associated with the Sydney Cricket Ground and previous sporting uses on the site of the Sydney Football Stadium. Traffic congestion associated with events is a short-term and relatively infrequent occurrence. The City of Sydney Council is responsible for the management of on-street parking within the locality, and has implemented a series of resident parking areas and time restrictions which give consideration to the operations of the stadium. |
| Traffic impacts were never independently assessed when the Sydney Football Stadium was proposed because it was approved using exemptions in the <i>Sydney Cricket and Sports Ground Act 1978</i> (the Act) that allow it to proceed without an independent development assessment. Any change to the development on the site requires a full assessment of traffic and parking impacts. It should be accepted that traffic and parking impacts under the status quo are unacceptable. | With the exception of the MP1 car park, car parking within the precinct occurs on land that does not form part of the land subject to the <i>Sydney Cricket and Sports Ground Act 1978</i> and is controlled by other parties, including the Centennial Parklands and Moore Park Trust. The Applicant will continue to liaise with these parties through the Moore Park Working Group to identify further options to improve transport arrangements within the precinct. |
| Furthermore, the EIS claims that Sydney will miss out on major events if the proposal does not go ahead and that the proposal will bring an extra 2.4 million patrons per year to the Moore Park stadiums. This is inconsistent with claims that traffic will not be affected and closer assessment of these impacts is necessary. Any increase in patrons or events under current operations would be disastrous to the traffic network and adjacent residential communities. | There is currently no restriction on the number of events able to be hosted at the SFS, and the project does not seek to increase the maximum capacity of the existing stadium. |
| Assessment shows that most patrons drive to matches and more must be done to encourage the use of sustainable transport options. Parking should be restricted and a condition of consent must require integrated ticketing for all events, particularly when light rail is operational. | The project seeks to promote increased utilisation of public transport and active travel modes to the stadium to reduce car dependence and congestion. Refer to Section 1.9 of Attachment 1 for a detailed response regarding transport arrangements. |
| Additional Development The proposal involves the demolition of the Sheridan Centre, Roosters Building, Waratahs Building, the Cricket NSW Administration Building and Indoor Wickets, and the stadium gym, pool, tennis courts, squash courts, group exercise space, spa, sauna, steam room, crèche and | The replacement of these facilities is a matter for the Sydney Cricket and Sports Ground Trust and does not form part of the scope of the existing project. |

| Issue Raised | Proponent's Response |
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| <p>massage rooms. No provision is made for replacements in the redevelopment and it is unclear where these buildings and services will be accounted for in the future. If buildings to replace these functions will be built on Sydney Cricket and Sports Ground land, their impact must be assessed as part of this application as they represent associated impacts and will likely avoid community consultation and independent expert assessment due to exemptions in the Act. If they are proposed to be relocated on other land in this precinct, this is equally alarming as it is an encroachment beyond the trust's boundaries. These changes must be made public before community comment on the proposal is due.</p> | |
| <p>Amenity Protections A cap on the number of matches held at the stadium is needed. Matches cause significant traffic and parking congestion and can alienate local parklands from public use through on grass car parking and crowd spill. I note that there have also been regular problems with violent intoxicated patrons, crowd control and anti-social behaviour including urinating in letterboxes associated with some events.</p> | <p>On-grass parking is a matter for the Centennial Parklands and Moore Park Trust, as outlined in earlier responses. The Stage 2 Development Application will include a Crime Prevention through Environmental Design (CPTED) Assessment and additional details of operational measures intended to reduce anti-social behaviour associated with the existing operation of the stadium.</p> |
| <p>Adjacent communities should be guaranteed some respite from these impacts and not be threatened by event numbers regularly increasing without limit. The number of matches per year is expected to be 49 to 52; there is no reason not to use this estimate to establish an appropriate cap.</p> | <p>There is no existing cap on the number of events hosted at the existing Sydney Football Stadium, and it is not proposed that the new stadium would be subject to a cap.</p> |
| <p>If there is a change in event circumstances, the trust can apply for a modification and give the community an opportunity to make submissions. Conditions of consent must also impose controls to reduce impacts from double header events at the sports ground such as caps on the number permitted per year and enforceable requirements to stagger start and end times.</p> | <p>See response above. Note that this application does not relate to the Sydney Cricket Ground, which is an established operating stadium, and it is not proposed to limit the operations of that stadium.</p> |
| <p>Construction As the site is in an environmentally sensitive area, demolition works have the potential to impact on the densely populated residential communities, heritage, open space, and parkland and park biodiversity. Problems could arise from construction workers parking in local streets or from noise and dust. A community consultative committee must be set up to ensure local residents, the CPMPT and affected councils are kept informed of upcoming works and can raise concerns and get action to prevent impacts.</p> | <p>The Department of Planning and Environment will determine the need for a Community Consultative Committee (CCC) as part of its assessment of the Stage 1 Application. The Applicant has no objection to the conditioning of a CCC for the project.</p> |
| <p>Driver Avenue While Infrastructure NSW and the Sydney Cricket and Sports Ground Trust have informed me that there are no plans to change the current arrangements in which Driver Avenue is only closed during events, the Minister for Sport and the Minister for Counter Terrorism have publicly called for its permanent closure and this has been supported by The Daily Telegraph in response to what they say are security concerns. Permanent closure of Driver Avenue would have significant unacceptable impacts because it would block many residents' access to their homes and film and set building businesses' access to Fox Studios. Any new stadium must include adequate security measures that prevent any perceived need to permanently close Driver Avenue. The Department of Planning and Environment must not approve the</p> | <p>The closure of Driver Avenue is not proposed as part of this application. Driver Avenue is located outside of land to which this project applies. Any future proposal relating to Driver Avenue would be subject to separate statutory processes.</p> |

| Issue Raised | Proponent's Response |
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| redevelopment unless it can guarantee adequate internal security measures within the sporting ground's boundaries. | |

2.0 Reference Table for Public Submissions

The following table accompanies Section 1.1 in order to assist members of the general public identify how their issues have been categorised and responded to. Each of the issue categories identified in Section 1.1 is listed in the left-hand column, whilst the right-hand column identified which submission has been identified as raising that issue. Numbering of submissions is as per the NSW Department of Planning and Environment's indexation of community submissions, which is available at the following website:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9249. Note that this table is searchable by pressing the Ctrl + F keys (Windows) or ⌘ + F keys (Mac).

| Issue Category | Public Submissions (DP&E Reference Number) |
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| 1. Expenditure | 3, 5, 8, 9, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 26, 27, 29, 30, 33, 34, 35, 36, 37, 38, 41, 43, 45, 46, 47, 48, 49, 50, 51, 54, 55, 59, 60, 61, 62, 63, 64, 66, 67, 69, 70, 71, 72, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 90, 93, 94, 95, 97, 99, 100, 101, 102, 103, 104, 105, 106, 108, 110, 111, 112, 115, 116, 118, 119, 121, 122, 123, 124, 125, 126, 127, 129, 131, 132, 134, 136, 137, 138, 140, 142, 143, 144, 145, 146, 147, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 182, 184, 185, 186, 187, 188, 189, 190, 192, 193, 194, 195, 197, 198, 199, 200, 201, 202, 204, 205, 207, 208, 210, 211, 214, 217, 219, 223, 225, 227, 233, 234, 235, 237, 238, 240, 241, 242, 244, 248, 251, 253, 256, 257, 261, 262, 264, 268, 269, 271, 273, 274, 277, 279, 280, 283, 286, 287, 289, 290, 291, 294, 295, 296, 298, 301, 302, 306, 307, 308, 309, 310, 312, 314, 316, 317, 318, 321, 322, 323, 324, 325, 328, 330, 331, 333, 334, 335, 336, 337, 338, 343, 346, 347, 348, 349, 350, 352, 353, 354, 355, 359, 360, 362, 363, 364, 365, 366, 367, 369, 371, 372, 374, 375, 377, 378, 381, 382, 384, 388, 392, 393, 395, 398, 400, 401, 405, 406, 407, 409, 411, 412, 413, 414, 415, 417, 419, 420, 422, 423, 424, 427, 428, 430, 431, 432, 433, 435, 436, 437, 438, 440, 441, 443, 445, 446, 447, 448, 450, 452, 453, 454, 455, 456, 458, 460, 461, 462, 465, 466, 468, 469, 472, 473, 474, 476, 477, 478, 480, 481, 482, 483, 485, 488, 490, 492, 494, 498, 500, 501, 504, 505, 506, 509, 510, 512, 515, 516, 517, 518, 519, 521, 522, 524, 526, 527, 528, 529, 531, 532, 534, 538, 539, 540, 543, 545, 546, 547, 551, 552, 553, 554, 555, 556, 557, 558, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 576, 577, 578, 583, 586, 587, 588, 592, 593, 595, 599, 600, 601, 602, 603, 605, 607, 609, 610, 612, 613, 615, 616, 617, 618, 619, 620, 621, 622, 623, 626, 627, 628, 629, 630, 631, 632, 634, 635, 636, 637, 638, 639, 640, 641, 644, 645, 649, 650, 651, 652, 653, 654, 656, 658, 659, 661, 662, 664, 665, 667, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 680, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 695, 696, 697, 698, 699, 700, 703. |
| 2. Project Need | 1, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 16, 18, 19, 20, 21, 22, 23, 24, 26, 27, 29, 32, 35, 36, 38, 39, 41, 45, 46, 48, 50, 54, 55, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 72, 74, 75, 76, 77, 78, 79, 80, 81, 82, 84, 85, 86, 90, 94, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 111, 112, 113, 116, 118, 119, 121, 122, 123, 124, 125, 128, 129, 131, 132, 135, 137, 138, 139, 140, 142, 143, 144, 145, 146, 147, 149, 150, 151, 152, 153, 154, 158, 160, 161, 162, 163, 166, 167, 168, 170, 172, 173, 175, 176, 177, 178, 179, 180, 183, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 198, 199, 200, 201, 202, 204, 205, 207, 208, 211, 214, 215, 216, 217, 218, 219, 220, 221, 225, 227, 235, 242, 244, 246, 248, 253, 257, 261, 262, 263, 264, 265, 269, 270, 271, 273, 276, 277, 278, 279, 280, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 293, 294, 295, 296, 300, 301, 302, 303, 304, 307, 309, 310, 311, 312, 313, 314, 317, 318, 321, 322, 323, 324, 325, 326, 327, 329, 330, 331, 333, 334, 335, 336, 337, 338, 341, 342, 343, 345, 346, 347, 348, 349, 350, 351, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 384, 385, 386, 387, 388, 389, 391, 392, 393, 395, 398, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 411, 412, 413, 414, 415, 416, 417, 419, 420, 422, 424, 426, 427, 428, 430, 431, 432, 433, 434, 435, 436, 437, 438, 440, 442, 443, 444, 445, 446, 447, 450, 452, 453, 454, 455, 456, 458, 460, 461, 462, 466, 467, 468, 469, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 487, 488, 489, 490, 492, 493, 494, 496, 497, 498, 499, 500, 501, 502, 506, 507, 508, 509, 513, 515, 516, 517, 518, 519, 521, 522, 523, 524, 526, 527, 528, 529, 530, 531, 532, 538, 539, 540, 542, 543, 544, 546, 547, 551, 552, 555, 556, 558, 559, 560, 561, 562, 565, 567, 572, 573, 574, 575, 579, 580, 583, 586, 587, 591, 592, 594, 595, 596, 597, 599, 600, 601, 603, 610, 613, 614, 615, 617, 618, 619, 620, 621, 622, 625, 626, 628, 629, 630, 631, 632, 634, 635, 636, 637, 638, 639, 643, 645, 647, 648, 649, 650, 651, 653, 654, 655, 656, 657, 658, 659, 661, 662, 664, 665, 667, 669, 670, 671, 672, 674, 675, 679, 680, 682, 683, 685, 686, 689, 691, 693, 695, 697, 698, 699, 700, 701, 702, 703, 28, 40, 52, 53, 73, 88, 141, 212, 394, 396, 486, 495, 503, 525, 589, 704. |

| Issue Category | Public Submissions (DP&E Reference Number) |
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| 3. Transparency and due process | 2, 7, 8, 11, 12, 13, 14, 18, 20, 23, 24, 31, 35, 42, 48, 61, 64, 77, 80, 82, 97, 99, 100, 103, 106, 107, 111, 117, 120, 126, 138, 144, 148, 149, 152, 154, 155, 159, 164, 170, 180, 185, 188, 190, 200, 204, 208, 221, 226, 228, 229, 230, 233, 235, 237, 238, 239, 241, 245, 254, 260, 264, 266, 267, 270, 272, 274, 275, 276, 277, 279, 280, 281, 282, 284, 288, 289, 290, 296, 302, 304, 305, 306, 317, 319, 320, 321, 322, 324, 325, 326, 327, 329, 332, 334, 337, 338, 341, 342, 344, 345, 346, 347, 350, 352, 355, 357, 358, 360, 368, 369, 370, 372, 373, 374, 376, 377, 378, 379, 381, 382, 383, 384, 385, 386, 387, 389, 392, 393, 395, 397, 402, 404, 412, 416, 418, 420, 422, 423, 426, 427, 428, 430, 431, 434, 438, 441, 442, 443, 444, 447, 449, 451, 456, 457, 458, 460, 462, 463, 466, 474, 475, 476, 477, 478, 480, 482, 485, 487, 489, 490, 493, 496, 497, 499, 500, 508, 509, 513, 514, 516, 517, 521, 523, 524, 528, 532, 534, 535, 542, 544, 548, 550, 552, 553, 554, 557, 558, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 574, 575, 576, 577, 578, 580, 582, 584, 586, 587, 588, 592, 596, 597, 598, 602, 603, 605, 607, 609, 610, 612, 614, 615, 616, 617, 618, 619, 620, 621, 624, 625, 626, 628, 631, 634, 637, 639, 640, 641, 642, 645, 648, 649, 650, 654, 655, 658, 659, 660, 662, 663, 664, 665, 668, 669, 674, 675, 676, 677, 678, 680, 681, 684, 685, 686, 687, 688, 690, 692, 694, 695, 696, 697, 700, 701, 703, 315. |
| 4. Heritage of existing SFS building | 56, 63, 65, 74, 83, 92, 95, 106, 120, 177, 183, 186, 191, 194, 203, 214, 220, 235, 259, 273, 293, 300, 303, 313, 318, 327, 332, 348, 356, 357, 367, 368, 379, 390, 391, 398, 408, 418, 425, 426, 440, 445, 446, 449, 452, 454, 456, 458, 470, 477, 485, 527, 546, 549, 559, 594, 608, 616, 632, 642, 647, 670, 695, 52, 73, 96, 258. |
| 5. Heritage of surrounding buildings / conservation areas | 50, 55, 72, 75, 92, 110, 120, 121, 130, 180, 183, 203, 215, 293, 303, 316, 332, 345, 347, 348, 358, 368, 370, 390, 411, 416, 426, 427, 430, 443, 461, 469, 470, 479, 482, 519, 523, 550, 552, 565, 582, 584, 585, 591, 594, 598, 608, 616, 642, 663, 664, 670, 691, 695, 429. |
| 6. Impacts to Centennial / Moore Park | 2, 4, 9, 11, 17, 18, 20, 21, 23, 24, 27, 38, 44, 49, 51, 67, 89, 91, 95, 100, 110, 113, 119, 120, 125, 137, 138, 142, 143, 196, 209, 213, 214, 215, 217, 225, 226, 231, 232, 234, 236, 237, 241, 244, 245, 247, 248, 249, 252, 259, 260, 266, 267, 272, 275, 281, 284, 285, 288, 291, 292, 300, 302, 303, 304, 305, 311, 313, 316, 317, 322, 323, 324, 325, 327, 332, 334, 337, 341, 343, 345, 347, 349, 356, 360, 362, 368, 369, 376, 378, 379, 381, 383, 385, 386, 387, 390, 391, 392, 395, 397, 398, 401, 402, 403, 408, 412, 416, 417, 418, 419, 420, 422, 423, 424, 426, 427, 430, 431, 433, 440, 441, 442, 443, 444, 452, 456, 458, 460, 464, 465, 469, 470, 478, 479, 482, 483, 485, 487, 488, 489, 490, 492, 493, 498, 501, 505, 507, 509, 513, 517, 521, 528, 533, 543, 545, 546, 548, 550, 552, 553, 554, 557, 560, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 576, 577, 578, 580, 582, 584, 585, 587, 588, 590, 591, 593, 594, 596, 597, 598, 599, 600, 601, 602, 604, 605, 607, 608, 609, 610, 612, 614, 619, 626, 628, 633, 637, 639, 641, 644, 645, 648, 654, 655, 658, 659, 662, 664, 668, 669, 670, 674, 676, 678, 680, 681, 683, 684, 685, 687, 688, 690, 691, 692, 694, 695, 696, 697, 700. |
| 7. Tree Removal | 2, 5, 6, 12, 17, 21, 22, 23, 30, 36, 38, 44, 66, 80, 81, 87, 91, 101, 102, 103, 106, 107, 110, 112, 113, 116, 119, 123, 142, 143, 148, 156, 160, 170, 196, 209, 213, 214, 215, 216, 217, 226, 229, 231, 232, 235, 236, 237, 239, 240, 249, 251, 252, 258, 259, 260, 265, 266, 267, 275, 277, 279, 281, 282, 284, 287, 288, 292, 294, 302, 304, 305, 313, 317, 319, 320, 322, 324, 328, 331, 334, 336, 337, 338, 341, 344, 347, 348, 353, 355, 360, 362, 368, 372, 374, 375, 376, 378, 379, 381, 385, 386, 391, 392, 395, 398, 402, 403, 408, 410, 411, 412, 413, 415, 416, 417, 418, 419, 420, 422, 423, 427, 430, 431, 433, 440, 442, 443, 447, 451, 455, 458, 463, 469, 475, 476, 477, 478, 479, 480, 482, 489, 490, 492, 493, 497, 498, 502, 504, 505, 506, 510, 517, 519, 521, 523, 526, 528, 533, 538, 539, 546, 549, 553, 554, 556, 557, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 583, 585, 588, 590, 591, 593, 599, 601, 602, 604, 605, 607, 608, 609, 610, 612, 614, 617, 619, 622, 624, 625, 626, 628, 633, 634, 635, 636, 637, 639, 641, 642, 644, 645, 648, 651, 654, 655, 658, 659, 663, 664, 665, 668, 669, 674, 675, 678, 680, 684, 685, 687, 688, 690, 691, 692, 694, 695, 696, 700, 701, 133, 339. |
| 8. Demolition traffic | 49, 61, 79, 97, 102, 113, 124, 125, 127, 128, 146, 148, 181, 206, 209, 214, 217, 225, 226, 229, 231, 232, 236, 239, 247, 256, 259, 265, 266, 267, 272, 277, 281, 282, 284, 287, 288, 291, 302, 312, 317, 318, 322, 324, 325, 327, 328, 329, 330, 332, 334, 336, 337, 338, 341, 344, 345, 347, 349, 352, 355, 359, 360, 362, 374, 376, 378, 379, 380, 383, 385, 386, 387, 392, 402, 408, 412, 415, 419, 420, 421, 422, 423, 431, 434, 442, 443, 447, 457, 458, 460, 464, 474, 475, 476, 478, 482, 489, 493, 496, 498, 504, 505, 511, 517, 519, 521, 528, 532, 536, 553, 554, 557, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 576, 577, 578, 582, 584, 588, 591, 597, 602, 605, 607, 609, 610, 612, 614, 624, 625, 633, 634, 636, 639, 641, 645, 647, 649, 651, 654, 656, 658, 659, 663, 664, 670, 672, 675, 678, 679, 680, 682, 683, 684, 685, 686, 687, 688, 690, 692, 694, 695, 696, 699, 700, 212, 310, 503. |

| Issue Category | Public Submissions (DP&E Reference Number) |
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| 9. Operational traffic & circulation | 2, 11, 12, 17, 19, 23, 24, 27, 34, 38, 44, 49, 51, 57, 60, 61, 87, 91, 102, 106, 115, 116, 123, 124, 125, 127, 128, 138, 181, 206, 209, 214, 216, 217, 221, 222, 225, 226, 229, 231, 232, 233, 234, 236, 237, 239, 243, 244, 247, 248, 251, 252, 256, 259, 260, 265, 266, 267, 270, 272, 275, 277, 281, 282, 284, 287, 288, 289, 291, 292, 302, 304, 305, 311, 312, 313, 317, 318, 319, 322, 324, 325, 327, 328, 329, 330, 331, 332, 334, 336, 337, 338, 341, 344, 345, 347, 349, 352, 353, 355, 359, 360, 362, 374, 378, 379, 380, 381, 383, 385, 386, 387, 392, 402, 403, 404, 408, 409, 412, 416, 418, 419, 420, 421, 422, 423, 426, 427, 434, 442, 443, 447, 457, 458, 460, 463, 464, 474, 475, 476, 478, 482, 489, 490, 492, 493, 494, 496, 498, 499, 502, 504, 505, 506, 507, 508, 509, 510, 511, 514, 516, 519, 520, 521, 528, 532, 534, 536, 539, 549, 552, 553, 554, 557, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 580, 582, 583, 584, 585, 588, 591, 597, 598, 600, 601, 602, 605, 607, 609, 610, 612, 614, 616, 617, 618, 619, 620, 624, 625, 626, 628, 629, 633, 634, 635, 636, 637, 639, 641, 645, 647, 654, 656, 658, 659, 660, 663, 664, 665, 668, 669, 670, 672, 675, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 690, 691, 692, 694, 695, 696, 699, 700, 702, 310, 315, 589. |
| 10. Demolition / construction impacts other than traffic | 17, 19, 44, 49, 61, 87, 97, 101, 102, 113, 115, 125, 127, 128, 134, 135, 146, 148, 187, 197, 202, 209, 214, 217, 225, 226, 229, 236, 239, 247, 259, 265, 266, 267, 272, 277, 281, 282, 284, 287, 288, 294, 302, 312, 317, 318, 319, 322, 329, 330, 334, 337, 338, 341, 344, 347, 349, 352, 355, 360, 363, 368, 374, 376, 378, 379, 380, 383, 385, 386, 387, 390, 392, 402, 408, 419, 420, 422, 423, 427, 430, 431, 433, 442, 443, 447, 457, 458, 461, 462, 463, 464, 476, 478, 479, 480, 482, 489, 493, 496, 498, 501, 506, 507, 511, 517, 521, 526, 528, 539, 541, 553, 554, 557, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 576, 577, 578, 582, 584, 588, 591, 597, 600, 602, 605, 607, 609, 610, 612, 614, 619, 624, 625, 626, 628, 633, 634, 639, 641, 642, 645, 649, 651, 654, 656, 658, 659, 660, 663, 670, 672, 675, 678, 680, 681, 682, 683, 684, 685, 686, 687, 688, 690, 691, 692, 694, 696, 699, 212, 310, 503. |
| 11. Operational parking | 11, 18, 19, 27, 30, 49, 51, 57, 91, 116, 124, 125, 127, 181, 206, 214, 216, 217, 226, 232, 236, 239, 245, 247, 259, 266, 267, 270, 272, 282, 289, 302, 304, 305, 313, 317, 318, 319, 324, 325, 327, 328, 330, 332, 334, 337, 338, 340, 341, 344, 345, 347, 353, 355, 359, 360, 362, 368, 374, 378, 379, 380, 381, 383, 385, 386, 387, 392, 402, 404, 408, 410, 416, 417, 418, 422, 423, 427, 431, 440, 442, 443, 447, 457, 463, 464, 478, 480, 482, 489, 493, 496, 498, 505, 508, 510, 513, 523, 527, 536, 537, 548, 549, 552, 574, 575, 582, 584, 585, 592, 597, 598, 600, 614, 619, 624, 625, 626, 628, 633, 636, 639, 645, 654, 656, 658, 659, 665, 668, 670, 679, 680, 681, 682, 683, 685, 691, 694, 697, 699, 212, 310, 503, 589. |
| 12. Sustainability | 6, 19, 21, 22, 24, 36, 113, 115, 149, 160, 197, 213, 216, 258, 282, 302, 304, 317, 327, 328, 330, 334, 337, 340, 355, 361, 374, 375, 379, 380, 385, 386, 390, 395, 402, 403, 411, 450, 469, 477, 478, 479, 482, 493, 494, 498, 501, 516, 519, 523, 526, 545, 594, 600, 606, 608, 614, 644, 648, 654, 656, 658, 659, 670, 672, 680, 682, 683, 684, 686, 699, 701, 310, 429. |
| 13. Operational noise | 27, 57, 97, 116, 123, 125, 127, 139, 214, 217, 222, 232, 239, 259, 267, 282, 302, 304, 317, 318, 327, 330, 334, 337, 338, 340, 341, 345, 355, 364, 374, 377, 379, 380, 385, 386, 462, 521, 537, 539, 548, 549, 585, 600, 606, 611, 616, 626, 628, 645, 654, 656, 658, 659, 680, 682, 683, 699, 310, 503. |
| 14. Light Rail / Westconnex | 12, 15, 17, 22, 23, 38, 64, 79, 80, 87, 102, 121, 123, 124, 144, 151, 172, 237, 247, 281, 302, 313, 317, 319, 334, 337, 338, 341, 347, 355, 359, 374, 379, 381, 385, 386, 397, 402, 417, 426, 445, 451, 455, 457, 492, 493, 502, 508, 509, 521, 528, 534, 539, 570, 572, 583, 600, 617, 618, 619, 620, 626, 628, 629, 637, 639, 642, 648, 654, 655, 657, 658, 659, 665, 668, 669, 675, 680, 697, 327, 683. |
| 15. Pedestrian connectivity | 51, 181, 383, 389, 513, 532, 537, 40, 503, 589. |
| 16. Building envelope | 43, 45, 71, 117, 125, 209, 214, 217, 226, 260, 272, 305, 332, 337, 348, 353, 368, 380, 390, 418, 425, 434, 435, 440, 447, 449, 457, 460, 462, 464, 467, 478, 480, 485, 504, 519, 537, 545, 553, 554, 556, 557, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 574, 575, 576, 577, 578, 588, 592, 600, 602, 605, 606, 607, 609, 610, 612, 641, 664, 665, 670, 678, 684, 687, 688, 690, 692, 695, 696, 702, 486. |
| 17. Detailed design issues | 43, 44, 149, 185, 209, 311, 461, 462, 470, 477, 478, 485, 491, 496, 537, 545, 592, 600, 606, 114, 399, 439, 459, 486, 495, 503, 525, 589. |
| 18. Capacity and number of events | 11, 25, 88, 109, 117, 124, 377, 396, 459, 486. |
| 19. Issues specific to the SCSG Trust | 2, 26, 38, 45, 91, 139, 205, 332, 340, 343, 345, 364, 369, 377, 380, 418, 450, 467, 476, 490, 496, 507, 537, 548, 549, 553, 554, 557, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 576, 577, 578, 582, 584, 588, 601, 602, 605, 607, 609, 610, 611, 612, 641, 650, 670, 678, 684, 687, 688, 690, 692, 696, 339, 396, 486, 495, 525, 589. |
| 20. Design excellence | 124, 141, 491, 439, 459, 486, 589. |

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| 21. Anti-social behaviour | 116, 340, 380, 548, 680, 495, 503. |