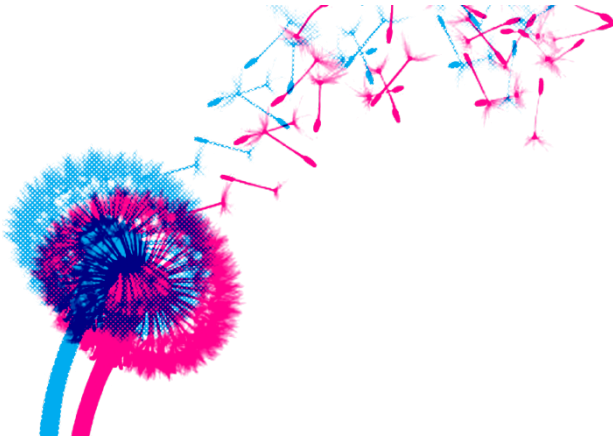
SFS Response to Submissions

(SSD9249)

Attachment 9- Addendum Social Impact Assessment

September 2018



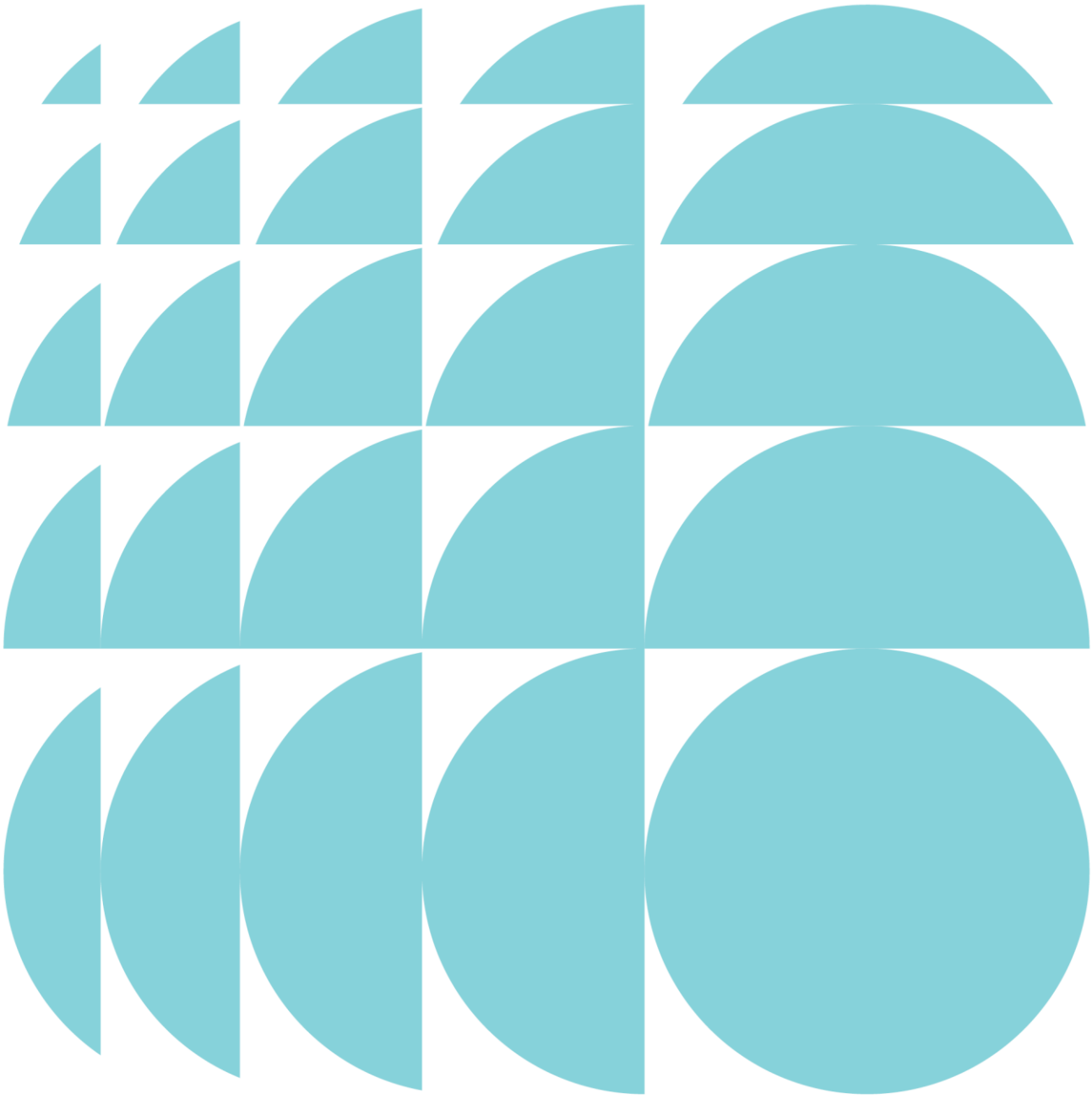
ETHOS URBAN

Addendum Social Impact Assessment

Sydney Football Stadium, Moore Park

Submitted to Department of Planning & Environment
On behalf of Infrastructure NSW

13 September 2018 | 218261



CONTACT

Michael Oliver	Associate Director	moliver@ethosurban.com	02 9409 4961

This document has been prepared by:		This document has been reviewed by:	
			
Jason Anderson/ Michael Oliver	September 2018	Allison Heller	September 2018

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Final	13 September 2018	Michael Oliver	Allison Heller

Ethos Urban Pty Ltd
ABN 13 615 087 931.
www.ethosurban.com
173 Sussex Street, Sydney
NSW 2000 t 61 2 9956 6952

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1.0 Introduction

This Addendum Social Impact Assessment (SIA) has been prepared to accompany the Response to Submissions report (RTS) for the Concept Proposal and Stage 1 Demolition State Significant Development Application (SSDA) for the Sydney Football Stadium Redevelopment (SSD 9249). The purpose of this report is to:

- Respond to matters raised by the NSW Department of Planning and Environment (DP&E) in relation to the methodological approach taken to develop the publicly-exhibited Social and Economic Impact Assessment (specifically comments DPE18-DPE19 of Attachment 2 to the Response to Submissions); and
- Provide an updated assessment of Social Impacts pertaining to the project in light of the above and with the benefit of additional technical assessments and information provided as part of the RTS.

The report must be read in conjunction with the Social and Economic Impact Assessment that was submitted with the SSDA in June 2018.

2.0 Clarification of Methodological Approach

The methodological approach for the SIA is set out in Section 5.0 of the publicly exhibited SEIA.

DP&E have noted that the Social Risk Assessment Matrix provided in Section 6.0 (Figure 9) of the SEIA departs from some of the terminology adopted in the IAIA publication *Social Impact Assessment: Guidance for assessing and managing the social impacts of projects*.

We note that, as set out in Section 5.0 of the SEIA, the IAIA publications have informed, but not prescribed, the methodology adopted for the assessment of social impacts for the Sydney Football Stadium. This is appropriate given the IAIA guidelines are applicable across a wide range of large-scale international projects, such as mining, dams, forestry and other infrastructure, which have the potential to have far greater social (and environmental) impacts.

The IAIA guidance is intended to be tailored to individual projects, as considered appropriate. The methodology and assessment framework identified for the Sydney Football Stadium is considered appropriate to this project.

It is also noted that there are no guidelines published by the NSW Government or City of Sydney Council for the social impact assessment for urban development and infrastructure projects.

Notwithstanding the above, the project has been re-assessed utilising the IAIA Risk Assessment Framework without amendment to respond to the request by DP&E.

3.0 Updated Social Impact Assessment

Social impacts vary in their nature and can be positive or negative, tangible or intangible, quantifiable, partly quantifiable or qualitative. Social impacts can also be experienced or perceived differently by different people and groups within a community

Two main types of social impacts are envisaged to arise as a result of the proposal: direct impacts caused by the project and which cause changes to occur within the existing community, as measured through social indicators, such as population health, and employment. Secondly, indirect impacts that are generally less tangible and more commonly relate to matters such as community values, identity and sense of place and belonging.

Taking into consideration the study area and community socio-economic profile, the following section outlines, considers and assesses the potential impacts of the proposed Sydney Football Stadium redevelopment. For the purposes of this social impact assessment, the impacts are considered and assessed in two distinct phases as outlined earlier, being the proposed demolition and construction phase, and the operational phase. It should be noted that the State Significant Development Application submitted to the DP&E seeks consent for demolition of the stadium only at this stage.

For the purposes of preparing this Addendum to the Social Impact Assessment of the proposed Sydney Football Stadium redevelopment, and based upon feedback from the DP&E, the social risk assessment framework set out in *Guidance for Assessing and Managing the Social Impacts of Projects* (IAIA 2015) has been adopted (**Figure 1**).

When compared to the framework adopted in the publicly-exhibited SEIA, the effect of using the IAIA framework is that some risk ratings change. It is important to note that this change is a product of using a different rating, rather than any change in the actual predicted risk associated with the project.

In some instances, additional information regarding mitigation measures and/or likely impacts has been provided in the RTS, which has been reflected in the revised impact assessment. This has predominately involved further information being provided regarding the mitigation measures to be employed, leading to lower risk ratings.

Each impact has been assessed as either ‘positive’, ‘negative’ or ‘neutral’ and assigned an overall risk that considers both the likelihood of the impact occurring and the consequence should the impact occur. Using this approach allows for the categorisation of each impact.

		Consequence Level				
		1	2	3	4	5
Likelihood Level	Descriptor	Insignificant	Minor	Moderate	Major	Catastrophic
A	Almost certain	A1	A2	A3	A4	A5
B	Likely	B1	B2	B3	B4	B5
C	Possible	C1	C2	C3	C4	C5
D	Unlikely	D1	D2	D3	D4	D5
E	Rare	E1	E2	E3	E4	E5

Risk Rating Low Moderate High Extreme

Figure 1 – Social Risk Assessment Framework

Source: IAIA Guidance for Assessing and Managing the Social Impacts of Projects

3.1 Assessment of Social Impacts

An assessment of the social impacts associated with the demolition/construction phase and operational phase of the Sydney Football Stadium redevelopment is provided in the following section. Impacts have been grouped in accordance with the social factors identified in **Table 1.** Where applicable, the pre-mitigation impact for each topic has been assessed in relation to specific group or community that may be impacted. An assessment of the likelihood, consequence and then overall significance of each impact has also been undertaken with reference to the Social Risk Assessment Matrix presented at **Figure 1.**

Key assumptions underlying this assessment are noted in the publicly-exhibited SEIA.

Table 1 – Social factors and impacts considered

Project phase	Social factors	Impacts considered
Demolition & construction	• People's way of life • Community cohesion and character • Access to services and facilities • Local environment • Community health and wellbeing • People's personal and property rights • People's fears and aspirations	• Amenity • Accessibility • Built environment • Community • Cultural and heritage values • Environment and biodiversity • Traffic and transport • Access to professional sporting and entertainment events
Stadium operation	• People's way of life • Community cohesion and character • Access to services and facilities • Local environment • Community health and wellbeing • People's personal and property rights • People's fears and aspirations	• Visitor experience • Capacity and attendance • Community • Noise and Vibration • Transport and Accessibility • Access to professional sporting and entertainment events

3.2 Impacts of demolition and construction

An assessment of the social impacts associated with the demolition, site preparation and construction of the existing stadium are discussed in the following section. These impacts have been considered in the context of their temporary and short-term nature i.e. three year demolition and construction period.

It is noted that the State Significant Development Application that has been submitted to DP&E seeks approval for demolition only at this stage. Whilst this is the case, for completeness, this social impact assessment considers impacts during both demolition and construction.

Taking this into consideration, the following topics and themes have been assessed – also noting that some of the issues covered here are not strictly social in nature, but are covered more appropriately in other relevant technical reports, including environmental and traffic assessment reports and construction management plans:

- Amenity
- Accessibility
- Built environment
- Community
- Cultural and heritage values
- Environmental and biodiversity
- Traffic and transport

3.2.1 Amenity

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Noise and vibration					
The existing noise environment around the SFS is influenced by a number of noise emitters including traffic noise, aircraft noise, heavy vehicles, construction works associated with light rail and other development works that will have direct impacts. Likely construction activities will include additional noise associated with intrusive works such as site preparation works, demolition of roof structure and concrete structural components, and breaking up of concrete.	Negative	SFS existing tenants[1] Local businesses[2] and surrounding local community[3]	Likely/ Almost Certain	Moderate	High-Extreme (A3/B3)
The Noise and Vibration Assessment (undertaken by Arup, 2018b) identities six (6) noise catchment areas (NCA) broadly grouped to the north, east and west of the SFS. Based on 'worst case' assumptions, the assessment found that residential properties located to the north of Moore Park Road and east of Poate Road will experience the highest elevated noise levels during the stadium demolition phase, which is anticipated to last approximately 10-12 months. Noise impacts will generally occur within the framework established by the ICNG. Elevated noise levels, albeit lower than during demolition, are also forecast during the construction phase, which is anticipated to take a further 20-24 months. It is noted that further assessment of construction noise and requisite mitigation measures is subject to the Stage 2 Development Application and not subject of the Stage 1 application.	Negative	SFS existing tenants Local businesses and surrounding local community	Likely/ Almost Certain	Moderate	High-Extreme (A3/B3)
A number of other sensitive non-residential receivers are also located within these NCA including active recreation areas, child care centres, educational institutions, places of worship and the Paddington Town Hall. The assessment (Arup, 2018b) found that the ARDC (UTS and Rugby Australia) Building, Sydney Boys and Girls High School, Moore Park and Paddington Town Hall will experience an exceedance in noise management levels during both the demolition of ancillary buildings and the main stadium structure. The Addendum Noise and Vibration Impact Assessment provided at Attachment 6 of the Response to Submissions includes further assessment of educational uses within the ARDC Building. The highest noise and vibration impacts will occur during the stadium demolition stage. Impacts from vibration will have a temporarily effect on local amenity and are not considered to pose a significant risk to public health nor impact on any other sensitive buildings.	Negative	Local business and land owners Local community	Likely/ Almost Certain	Minor	High (A2/B2)
The assessment (Arup, 2018b) anticipates demolition works will generate up to 30 – 40 trucks per day. The Noise and Vibration Assessment (Arup, 2018b) estimates that the noise and vibration generated as a result of the demolition traffic will have little additional impact on the existing ambient noise environment within the locality.	Negative	SFS existing tenants Local business, land owners and community	Likely/ Almost Certain	Insignificant	Moderate - High (A1 – B1)

[1] Includes NRL HQ and ARDC building occupants
[2] Includes Fox Studios, Entertainment Quarter tenants and other businesses operating within the locality
[3] Includes residents in Paddington, Centennial Park and Surry Hills

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Visual					
The SFS is prominently positioned in its surrounding landscape and can be viewed from many approaches. The demolition of the stadium will have a temporary impact on a range of view lines and vistas around the stadium as outlined in the Visual Impact Assessment provided at Appendix H of the EIS and Addendum Visual Impact Assessment provided at Appendix 12 of the EIS	Negative/ Neutral/ Positive	Local community Greater Sydney Community	Almost certain	Minor	High (A2)
The SFS has a saddle-shaped roof which provides partial weather protection to spectators. Designed by Cox Architecture in 1985, the saddle-shaped roof is visible from various aspects around the stadium and from an urban design perspective is a key wayfinding landmark. The demolition of the stadium will significantly change the skyline of Moore Park and change the aesthetic values inherent to the local built form around the site, however the loss of this visual landmark will be temporary until such time as the new replacement stadium is built.	Negative	Local community	Almost certain	Minor	High (A2)
Within the immediate vicinity of the SFS, the site will be boarded by construction hoarding and fencing that will prevent sightlines into the site, particularly to pedestrians and users of Moore Park during the demolition and construction period.	Negative	Existing Tenants Stadium Users Local community	Almost certain	Minor	High (A2)
Removal of trees, vegetation and landscape features within the site will be required. The removal of these features will result in a short-term temporary amenity (visual) loss, which will be offset by replanting once the redeveloped Stadium is complete.	Negative	Local community	Almost certain	Minor	High (A2)
Odour					
Any odour impacts associated with demolition and construction will be minimal and can be managed and mitigated via a detailed construction management plan (Aver, 2018). It is not expected that there will be any odour impacts associated with the demolition of the stadium.	Neutral	Local community	N/A	N/A	N/A
Dust					
It is expected that dust particles associated with the buildings and works will be generated as common with the demolition and construction of any development site, including those associated with on-site concrete crushing. Potential dust soiling associated with the proposed works have a human health impact dimension, with the Air Quality Impact Assessment (Wilkinson Murray, 2018) identifying a 'medium risk' of health impacts associated with the project. Mitigation measures to manage airborne dust particles arising from the demolition of the stadium are outlined in the Air Quality Impact Assessment (Wilkinson Murray, 2018), which include the provision of a full enclosure of the concrete crusher to manage and mitigate potential dust soiling and health risks along with installation of dust monitors that will enable real time monitoring and measuring of potential impacts and inform further management procedures.	Negative	SFS existing tenants Local business, land owners and community	Possible/likely	Moderate	High (B3/C3)
Traffic and Pedestrian Safety					
The change in traffic patterns and pedestrian conditions associated with the physical works will have a potential safety and amenity dimension. These potential impacts would be associated with	Negative/ Neutral	Local community	Possible/likely	Minor	Moderate – High (B2/C2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
any redevelopment project across Sydney, with the site's larges area and relative isolation/separation from sensitive receivers ensuring impacts are not significant.					

Summary

There will be a range of amenity impacts associated with the demolition of the stadium, which will primarily affect communities directly within, and adjacent to the SFS site. Noise and vibration impacts have been assessed as the most significant to these communities, however it is noted that these impacts will generally occur during the day and will be temporary in nature. It is expected that the majority of amenity-related impacts can be minimised through mitigation measures, restricted demolition hours and construction management practices. The re-assessment of impacts in accordance with the IAIA framework has resulted in some adjustments to the impact ratings, with additional/new mitigation measures (including measurable monitoring techniques) for dust and noise and vibration accordingly being developed to ensure all reasonable and practicable measures will be employed to mitigate and minimise amenity (including health) impacts.

Recommended mitigation measures

Mitigation measures should be implemented to reduce the impacts associated with noise and vibration, visual amenity, and dust during the demolition phase. Relevant mitigation measures are outlined in the Construction Management Plan prepared by Aver (2018) and the Noise and Vibration Assessment prepared by Arup (2018) and are summarised below:

- All construction works would be carried out in accordance with the relevant legislative requirements including *Clause 102 of State Environmental Planning Policy (Infrastructure) 2007* Australian Standard 2436-1981 *"Guide to Noise Control on Construction, Maintenance and Demolition Sites"* and *Interim Construction Noise Guideline (DECCW, 2009)*.
- An enclosure shall be installed around the concrete crusher. The enclosure shall be made of material with a density above 3 kg/m3 and shall be lined internally with 25 to 50 mm absorbent material in accordance with AS 2436-2010.
- Establishment of unattended construction noise monitoring, with four (4) noise loggers set up surrounding the site. The noise trigger level is to be set at noise levels exceeding 75 dBA, indicating a 'highly affected' level in accordance with the Interim Construction Noise Guideline (DECC 2009). The data from the noise logger will be used to inform the Contractor on the noise levels being generated so that particularly noisy activities can be identified and practicable options investigated to reduce noise levels further, as well as indicate when consultation with surrounding occupants and residences may be required.
- Establishment of unattended dust monitors at key surrounding sensitive receivers. The data will be used to assess works and potential dust impacts against the project air quality goals (as established under the National Environment Protection Measures for Ambient Air Quality (NEPC, 1998)), and inform the contractor in adopting further management measures to maintain ambient Particulate Matter concentrations below the project criteria.
- Appropriate erosion and sediment controls shall be in place before commencement of works and will be maintained throughout construction activities, until the site is landscaped and/or suitably revegetated including wetting down and suppressing airborne dust particles.
- Ensure all plant and machinery involved in the works will be regularly serviced and checked for exhaust emissions.
- Future demolition and constructions works are to be undertaken within standard construction hours and in accordance with any future development consent.
- A Noise Management and Vibration Plan is to be prepared that identifies the specific plant and construction material to be used, the likely levels of noise and the scheduling of activities and outlines the management and mitigation measures to be implemented during demolition/construction.
- All equipment and machinery are to be turned off when not in use to minimise excessive noise.
- Consider vibration monitoring at the nearest potential affected building and assess levels of noise against minimum working distance practice guidelines.
- Manage and monitor any complaints and keep records of actions through a complaints log.

A full list of mitigation measures to manage potential amenity impacts is set out in Section 5.0 of the Response to Submissions.

3.2.2 Accessibility

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Risk Rating
Construction traffic					
Primary site access for demolition works will be from Moore Park Road and Driver Avenue, which are likely to be accessed via the Eastern Distributor and Cross City Tunnel. Inbound and outbound construction vehicle routes are proposed along Moore Park Road, Anzac Parade, Foveaux Street, South Darling Street, Oxford Street and Cleveland Street (Arup, 2018c).	Negative	Local community, Local businesses, Motorists accessing the arterial roads around the SFS	Almost certain	Minor	High (A2)
Cumulative construction traffic generated by the demolition works of the SFS and the Sydney Light Rail is expected to be neutral, as the majority of construction works associated with the Sydney Light Rail project are expected to be completed at the same time as the commencement of demolition works (Arup, 2018c).	Negative	Local community	Possible	Minor	Moderate (C2)
Pedestrian accessibility					
Impacts relating to pedestrian accessibility will be experienced within the immediate vicinity of the site. During demolition and construction, pedestrian connection between Moore Park Road and the SFS forecourt via the MP1 car park, and other informal links via the MP1 car park, will not be accessible requiring pedestrians to utilise public footpaths. Pedestrian connectivity issues may also be exacerbated by the concurrent construction works associated with the Light Rail (to the south-west of the site) which already disrupts permeability and pedestrian flow through Moore Park.	Negative	Local community	Almost certain	Minor	High (A2)
Pedestrian accessibility within the broader area and along the main thoroughfares (e.g. Foveaux St and Fitzroy St) is not expected to be directly impacted beyond existing conditions.	Neutral	Local Community	N/A	N/A	N/A
Cycling accessibility					
The site is located within an extensive local and regional bicycle network. This includes off-road shared paths along Anzac Parade, Lang Road, Cleveland Street and Fitzroy Street, and an on-road dedicated bicycle lane on Moore Park Road and Greens Road. Bicycle access around the site will not be impacted. Within the wider precinct it is not expected that cyclists will be significantly impacted due to the availability of other linkages within the Moore Park Precinct (Arup, 2018c).	Neutral	Local community	N/A	N/A	N/A
The City of Sydney proposes to construct a separated cycleway along the southern edge of Moore Park Road adjacent to the stadium site. There is no current timeline for construction to occur. If construction occurs at the same time as stadium demolition/ construction then there may be some impacts on access to the on-street cycle lane. If the cycleway is completed prior to	Negative	Local community, Cyclists in broader region,	Possible	Moderate	Moderate (C3)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Risk Rating
completion of stadium demolition/construction then there would be potential conflict between cyclists and construction traffic accessing the site, requiring mitigation.		City of Sydney Council			
Access to existing buildings					
The Rugby Australia Building and the NRL Headquarters are proposed to be retained during demolition and construction. Vehicular and pedestrian access is also proposed to be maintained to the following areas during the demolition and construction of the site: • Entry to Paddington Lane off Moore Park Road to the SCG Basement; • Entry to the NRL building off Driver Avenue; and • Entry off Moore Park Road into the Rugby Australia building	Neutral	N/A	N/A	N/A	N/A
Whilst the access to remaining buildings will still be possible, infrequent disruptions may occur from time to time due to construction vehicles entering and exiting the site. It is proposed that all demolition access and waste removal is to be via Moore Park Road (to the north of the SFS) and vis Driver Avenue through the existing MP1 car park entrance. As shown in the Site Layout Plan provided at Attachment 14 of the Response to Submissions, the proposed demolition zone is concentrated to the east of the site and does not overlap with the existing NRL and Rugby Australia buildings.	Negative	Existing tenants	Likely	Minor	High (B2)
Access to SCG					
Located directly adjacent to the south of the SFS is the northern plaza and Noble Bradman stand, which shares a common boundary with the SCG. A basement under the northern Noble Bradman stand (SCG) will be retained during the demolition process and may eventually connected to the new SFS basement loading area. Access to the Noble Bradman stand will still be possible during the demolition phase. Access to other gates and entrances associated with the SCG will continue to operate as normal.	Neutral	N/A	N/A	N/A	N/A
Bus services will continue to service this precinct and it is expected that, upon completion, the Sydney Light Rail service will supplement the movement of patrons transferred to events at the SCG.	Neutral	N/A	N/A	N/A	N/A
Access to recreation and open space					
Moore Park includes a range of sporting and recreation facilities, such as the Tramway Oval and Kippax Lake Field. It is envisaged that these facilities will remain open and accessible to the public during the construction period, however their ongoing use during the redevelopment may be impacted by noise and other amenity-related issues.	Negative	Local community	Possible	Minor	Moderate (C2)
Access to recreation and open spaces facilities in the broader area (for example Centennial Park, Paddington Reservoir Gardens and Ward Park) will not be directly impacted from the demolition and construction. There is a possibility of minor amenity impacts, but the extent of such impacts would be minimal.	Negative	Local community	Unlikely	Minor	Low (D2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Risk Rating
All demolition activities, including worker parking and site compound, will be located within stadium site and MP1 car park, with no demolition-related activities occurring on Moore Park.	Neutral	Local community	N/A	N/A	N/A
Access to the Entertainment Quarter, Fox Studios & Driver Avenue					
The Entertainment Quarter is located to the south of the SFS and is relatively isolated from the broader precinct and operates largely independent from the stadium. Primary access to the EQ is from Lang Road with some delivery and service access via Driver Avenue. Given that construction vehicles will access the SFS site via Moore Park Road it is anticipated that impacts associated with access to the EQ will be neutral.	Neutral	N/A	N/A	N/A	N/A
Fox Studios are located to the south of the SFS and access their site through Driver Avenue. Given that construction vehicles will access the SFS site via Moore Park Road it is anticipated that impacts associated with access to Fox Studios will be neutral.	Neutral	N/A	N/A	N/A	N/A
The northern portion of Driver Avenue will provide another primary access point for demolition works and construction vehicles. Given the low vehicles volumes on Driver Avenue the impact is expected to be neutral.	Neutral	N/A	N/A	N/A	N/A
Access to education facilities					
Both Sydney Boys and Girls High Schools are located within the Moore Park west and are not directly proximate to the immediate demolition site. It is not expected that direct impacts associated with access to the schools will occur, however there may be peripheral impacts associated with the movement of vehicles and pedestrian permeability.	Negative	Local community	Possible	Minor	Moderate (C2)
UTS learning and research activities occur within the ARDC building which is located directly to the north of the construction compound on MP1 and to the west of the existing stadium to be demolished. Acoustic impacts are outlined in Attachment 6 of the Response to Submissions, as well as other peripheral impacts associated with the movement of vehicles and pedestrian permeability, would occur during the demolition and construction phase. Mitigation measures include intra-day respite periods and consultation with UTS to avoid scheduling of noising activities during sensitive educational periods (i.e. exams).	Negative	UTS students and staff	Almost certain	Minor	High (A2)
Other education facilities proximate to the SFS (located in Paddington and Surry Hills) are not expected to be directly impacted.	Neutral	N/A	N/A	N/A	N/A
Access to community facilities					
There are a range of institutional, civic and recreational facilities located within the neighbourhoods of Surry Hills and Paddington. Access to these facilities is not expected to be directly impacted by future demolition or construction works. As discussed above, other amenity impacts (such as noise) may be experienced by those facilities in close proximity to the SFS.	Negative	Local community	Unlikely	Minor	Low (D2)
Access to residential areas					
The most immediate residential neighbourhoods proximate to the SFS are located to the north of Moore Park Road and to the east of Poate Road.	Neutral	N/A	N/A	N/A	N/A

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Risk Rating
Access to general residential areas within Paddington and Surry Hills is not expected to be directly impacted. There will be a reduction in overall traffic circulating within the local residential streets of Paddington and Surry Hills during the demolition and construction period, particularly on weekends.					
Summary					
The overall interruption to existing traffic movements has been assessed as unlikely to result in significant impacts to the surrounding road network. All public pathways and cycleways will remain operational during demolition works, and as such impacts are considered negligible. Recreation and open spaces around the SFS will remain open and accessible during the demolition phase.					
Recommended mitigation measures					
Mitigation measures should be implemented to reduce any accessibility impacts within and around the site associated with the demolition of the stadium. Relevant mitigation measures are outlined in the Traffic and Transport Assessment Report (prepared by Arup, 2018c) and the Construction Management Plan (prepared by Aver 2018). A summary of these recommendations is provided below. • Transport for NSW have outlined their requirements for a Construction Traffic and Management Plan (CTMP) to be prepared and implemented prior to commencement of any demolition works. Among other management mitigation measures, the CTMP should include the following as per the Traffic and Transport Assessment (Arup, 2018c): – Truck loads would be covered during transportation off-site for sensitive loads; – Establishment and enforcement of appropriate on-site vehicle speed limits (20km/h), which would be reviewed depending on weather conditions or safety requirements; – Neighbouring properties would be notified of construction works and timing; – Materials would be delivered, and spoil removed during standard construction hours; and – Deliveries would be planned to ensure a consistent and minimal number of trucks arriving at site at any one time. A full list of mitigation measures to manage potential accessibility impacts is set out in Section 5.0 of the Response to Submissions.					

3.2.3 Built Environment

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Public domain					
Removal of trees, vegetation and landscape features within the site will be required. The removal of these features will result in a short-term temporary amenity loss, which will be offset by replanting once the redeveloped Stadium is complete. The degree of social impact here will depend on the extent of communities' perceptions about this temporary loss – and has been assessed as minor in the context of this desk-based assessment of social consequences.	Negative	Local community	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Existing buildings & facilities					
Alongside the SFS structure, a number of other buildings within the immediate vicinity of the subject site are also proposed for demolition, including the Sheridan Centre Building, Cricket Australia HQ, Sydney Roosters HQ, the stadium store, tennis courts and the stadium club. Demolition of these buildings will require relocation of some businesses and organisations to alternative locations. The impact here is primarily economic in nature – social consequences secondary.	Negative	Existing tenants	Almost certain	Minor	High (A2)
The NRL Headquarters and the Rugby Australia Building (UTS Building) will be retained during the demolition and redevelopment process. These buildings are expected to continue operating during the demolition and construction phases. A number of amenity and operational impacts will be experienced by the users and occupants of this building during demolition; these are considered to be manageable.	Negative	Existing tenants	Almost certain	Minor	High (A2)
The SFS also contains a number of SCG Trust member facilities including a club house, gymnasium, tennis courts, function centre and swimming pool. The use of these facilities is for paying members only; they are not available for general public use. Significant impacts to the users of these facilities will be experienced during the construction process, however impacts to the general public are not expected.	Negative	Stadium users	Almost certain	Minor	High (A2)
The MP1 carpark will be out of operation during the demolition and construction phase, however is proposed to be reinstated as part of the redevelopment of the SFS. The MP1 car park is also used by members attending SCG events who will not be able to access the car park during the demolition and construction phase. Alternative arrangements for parking options within the precinct, such as at the Entertainment Quarter, will be communicated to members by the SCSGT.	Negative	Stadium users	Almost certain	Minor	High (A2)
Property protection					
It is not anticipated that any direct physical impacts to adjoining or nearby properties will be experienced during the demolition and construction period. Standard mitigation measures will be employed to ensure that appropriate actions are implemented to protect surrounding properties.	Neutral	N/A	N/A	N/A	N/A
Summary					
The NRL and Rugby Australia buildings will remain operational during the demolition of the SFS. SCG Trust member facilities will be relocated during the demolition, requiring members to access alternative locations throughout the demolition and construction period. The overall impacts to the built environment have been assessed as negative, however it is noted the impacts are temporary in nature. Upon completion of the redevelopment, it is expected that the new stadium and associated facilities will enhance the surrounding public domain and existing built form.					
Recommended mitigation measures					
Mitigation measures should be implemented to reduce impacts to existing buildings and facilities as outlined in the Construction Management Plan (prepared by Aver 2018). A summary of these recommendations includes:					

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
• Establish protection zones around existing buildings proposed to be retained should be established to ensure that demolition and construction activities do not impact the structural integrity of these buildings. • Establish tree protection zones around existing trees proposed for retention including trunk protection and fencing as outlined in the Arboricultural Impact Assessment (Tree IQ, May 2018). • Retain clear access to the NRL and Rugby Australia buildings at all times and install site fencing to clearly delineate the Stage 1 demolition zone around each building. • Adequate protective perimeter signage will be maintained if already on site and installed if required. This signage will be required to identify construction works in progress and ensure no unauthorised entry to site. • Vehicular access/egress gates are proposed off Moore Park Road into Paddington Land and Driver Avenue and these gates should be manned by qualified traffic supervisors at the times of major vehicular access and egress to the Site. • Review these public and property protection measures at the time of commencing the Works to ensure alignment with proposed preferred methodologies and sequencing developments and to ensure that the safety of the general public is maintained at all times during the Works. A full list of mitigation measures to manage potential built environment impacts is set out in Section 5.0 of the Response to Submissions.					

3.2.4 Community

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Community networks					
With respect to the existing users (tenants) of the stadium, there will be some disruption to scheduled events, training sessions and operations of business/ commercial premises. It is anticipated that training, administrative and commercial tenants will be relocated to suitable venues within the local area to minimise disruption. Many of the existing match fixtures will be relocated to the SCG during the demolition and construction phase. A select number of fixtures will also be held at alternative venues. There will be positive and negative social impacts associated with the relocation of existing sporting clubs, with the relocated fixtures to other venues being advantageous for some social groups and disadvantageous for others.	Positive/ Negative	Existing tenants	Almost certain	Minor	High (A2)
For patrons and fans attending sporting matches, there will also be social impacts associated with the temporary loss of a Tier 1 stadium facility. Established traditions such as family outings, community gatherings and organised group excursions to sporting events at the stadium will be impacted in the short term. It is anticipated however that many of the scheduled sporting fixtures will be transferred to the SCG, which will assist with mitigating any potential impacts. Whilst the location is within proximity to the SFS, the visitor experience will be different due to the size and scale of the venue and the seating arrangement.	Positive/ Negative	Spectators	Almost certain	Minor	High (A2)
The relocation of existing members facilities contained within the demolition area will have social impacts for SCG Trust members. Alternative arrangements will be required for the duration of the demolition and construction; however, this may result in the dispersion of members across a range of locations, or at the least result in an inconvenience to existing members due to a loss of their preferred seating location.	Negative	SCG Trust Members	Almost certain	Minor	High (A2)
Public health & wellbeing					
The temporary loss of a Tier 1 stadium within an established sporting precinct may have tangible and non-tangible temporary impacts on the general public's health and wellbeing – albeit mainly limited to attendees and potential attendees. The likely impacts associated with this temporary loss include: • the redistribution of sporting events to other locations around Sydney and the impacts on these locations (both positive and negative) in accommodating these events; • the change in attendee/ spectator experience due to the relocation of professional sporting events to other venues; • the non-tangible health and wellbeing impacts associated with viewing and experiencing live and professional sports events at a Tier 1 stadium.	Negative	Greater Sydney community	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Reduced patronage at the precinct as a result of the demolition will also have direct and indirect health and wellbeing impacts – interconnected with economic impacts – including: • the loss of vibrancy and social capital/ connections within and around the precinct, especially on weekends; • the loss/reduction of activity and activation along key high streets (i.e. Crown Street and Oxford Street); • the loss of employment opportunities (e.g. service industry) associated with the operation of the stadium; • direct and indirect impacts (social and economic) to local business, land owners and tenants. It is anticipated that the majority of events currently hosted at the SFS will be relocated to the SCG during the demolition and construction phase. Therefore, notwithstanding the overall duration of these works and the period of time the SFS will be offline, given patronage to the precinct overall will remain generally consistent the overall impact to local businesses etc is not expected to be significant.	Negative	Greater Sydney community	Likely	Minor	High (B2)
Safety					
Moore Park is an expansive precinct dissected by arterial roads and impermeable pedestrian barriers. During non-event days, the SFS and the SCG are not accessible to the public and are relatively inactive pedestrian environments with minimal ground floor activation and passive surveillance opportunities. Due to the site's isolated nature, there is potential for increased crime and anti-social behaviour (including loitering, graffiti and vandalism) within and around the demolition and construction site associated with the required site exclusion, hoarding and fencing structures that will be erected. It is expected that these impacts can be managed through appropriate mitigation measures and construction management plans.	Negative	Local community	Possible	Minor	Moderate (C2)
Employment & local economy					
Although the SFS will be out of operation for three years, the majority of events are expected to be relocated within the precinct to the SCG, and its reconstruction/ redevelopment is expected to attract an array of new employment opportunities. The social benefits associated with the integration of on-site workers within surrounding neighbourhoods will contribute to offsetting the loss from patrons on event days. The proposal has the potential to contribute positive employment and economic impacts. Opportunities to provide employment for young people and people who are socio-economically disadvantaged should be explored – both through direct and indirect procurement and employment pathways – as a means to contribute to economic inclusion outcomes associated with the redevelopment.	Positive/ Neutral/ Negative	Local businesses Construction workers Local community Greater Sydney community	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
During the demolition and construction stages of the stadium redevelopment, there are expected to be direct and indirect impacts to surrounding local businesses, particularly those within the service and hospitality industries. It is noted the SCG will continue to operate and host events, including the majority of events currently hosted at the SFS, during the demolition and construction of the SFS so local business 'flow-on' effects will still be maintained, albeit reduced. After the completion of the new SFS, the redevelopment is expected to attract larger on-average crowds per event which will benefit local business.	Neutral	Local businesses	Possible	Minor	Moderate (C2)
Broader temporary impacts will be experienced in the tourism and accommodation sectors in relation to interstate and overseas visitors, particularly associated with major events and grand finals. Noting that the majority of events currently hosted at the SFS will be relocated within the precinct to the SCG. These impacts are further quantified and addressed in the economic impact assessment.	Negative	Local businesses Greater Sydney community	Likely	Minor	High (B2)
Infrastructure and services					
There are not expected to be direct impacts that cannot be managed/ mitigated in relation to water, gas and electricity services within the immediate and broader locality. Separate technical assessments address these issues in more detail.	Neutral	N/A	N/A	N/A	N/A

Summary

The demolition of the SFS will have a range of varied impacts across different communities and groups. During the demolition, the majority of sporting fixtures will be transferred across to the SCG, providing a different visitor experience to spectators. The implications associated with the rescheduling of events will have both negative and positive social impacts for different user groups.

Recommended mitigation measures

Mitigation measures should be implemented to reduce impacts to the local community including adjoining land owners, residents and businesses. Where possible, mitigation measures outlined in the Construction Management Plan (prepared by Aver 2018) should be implemented. A summary of these recommendations is provided below.

- Develop a site-specific Plan that considers cover induction and training, safe work method statements (SWMS), risk management, injury management, incident management, training, inspections, audits and performance reporting.
- Prepare a Crime Risk Assessment that addresses mitigation strategies to reduce and minimise instances of crime or anti-social behaviour.
- Develop exclusion zones and restricted areas to ensure no unauthorised persons are able to access the demolition and work area.
- Outside of working hours (or when the site is otherwise unoccupied), B Class Hoarding or other measures are to be erected/ installed to restrict public access to the site and building works, materials and equipment.
- Signs to be erected in clearly identifiable positions stating that unauthorised entry to the site is not permitted. The signs are to include an after-hours contact name and telephone number.

A full list of mitigation measures to manage potential community impacts is set out in Section 5.0 of the Response to Submissions.

3.2.5 Cultural & heritage values

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Aboriginal cultural heritage					
The potential for items of Aboriginal cultural heritage significance to exist beneath the site has been recently demonstrated through the recent construction works associated with the Sydney Light Rail. Accordingly the project poses some risk to potential archaeological items that may be present within the site. However, the bulk of the site has previously been subjected to excavation and filling associated with construction of the existing stadium and ancillary buildings. Excavation has inherent risks of damage if items are present. There may be opportunities during the demolition and site preparation works to uncover further archaeological deposits beneath the SFS profile, which could further contribute to understanding the pre-European history of the site. This issue is addressed more fully and appropriately in the Archaeological Assessment provided at Appendix M of the EIS.	Positive/ Negative	Local Aboriginal community Greater Sydney community (Aboriginal and non-Aboriginal communities)	Unlikely	Moderate	Moderate (D3)
The proposed demolition provides an opportunity to reveal and discover more about the site and surrounds, its heritage associated with potential relics and archaeological significance including an assessment of Aboriginal cultural values and engagement with traditional owners of the land to determine the non-tangible values that are embodied with the site. The Applicant has commenced consultation with the Aboriginal community in order to prepare an Aboriginal Cultural Heritage Assessment Report in accordance with OEH guidelines, and this will be documented within and inform the Stage 2 Development Application.	Neutral/ Positive	Local Aboriginal community Greater Sydney community (Aboriginal and non-Aboriginal communities)	Possible	Moderate	High (C3)
Intrinsic European historic significance					
The SFS site has intrinsic historic significance (in terms of post European settlement) relating to its function, form and positioning as a major sports stadium. The stadium is a non-contributory building and its demolition relates only to the modern fabric and materiality. As assessed within the Heritage Impact Statement (Curio Projects, 2018b), no physical impacts to the heritage fabric of the Moore Park HCA will occur as a result of the demolition.	Positive	Greater Sydney community	Almost certain	Minor	High (A2)
'Busby's Bore' State Heritage Item					
There is potential for impacts to the State-significant Busby's Bore – a historic water bore associated with early Sydney's water supply – during the demolition and construction period. The Bore is a State Heritage Item located beneath and in the vicinity of the subject site. There	Negative	Greater Sydney community	Unlikely	Minor	Low (D2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
are five well shafts located within or in the vicinity of the SFS redevelopment area, however the precise alignment of the Bore and the location of some of the shafts are unknown, presenting a minor level of risk during the demolition process. A Methodology Statement is provided with the RTS, which outlines measures to be taken by the contractor to protect the bore during demolition, including vibration monitoring to avoid adverse impacts on heritage fabric prior to damage occurring.					
Sydney Cricket Ground					
There is a low potential risk of impacts to the Sydney Cricket Ground Member's and Ladies Stands. Monitoring will occur during demolition works. Public access to these heritage stands, and the broader SCG, will continue throughout the demolition phase. The shift of some SFS events to the SCG will provide increased opportunities for visitors to experience the heritage stands.	Negative/ Positive	Greater Sydney community	Unlikely	Minor	Low (D2)
Impact of site excavation					
Moore Park is home to the traditional lands of the Gadigal people and whilst there is little ethnographic record prior to the arrival of colonists in the late 1700's, it is estimated that at least 1,500 Aboriginal people lived within the coastal region between Broken Bay and Botany Bay. Given the lack of existing records, there is potential for aboriginal archaeological remains to be present within the site. As excavation below ground level is not proposed during Stage 1 demolition there is no potential for archaeological remains to be damaged or removed during the demolition (Curio Projects, 2018a).	Neutral	N/A	N/A	N/A	N/A
Summary					
The demolition of the SFS may present opportunities to understand and uncover more information about the land's Aboriginal cultural heritage. There is some potential to damage to items of Aboriginal significance that may exist on this site – and these issues have been examined by an appropriately qualified Aboriginal cultural heritage expert in Appendix M of the EIS. Further consultation with relevant Aboriginal community stakeholders is being undertaken as part of the preparation of an Aboriginal Cultural Heritage Assessment Report to be provided with the Stage 2 Development Application. Physical risks and potential damage to other heritage items, specifically Busby's Bore, have the potential to result in negative impacts, however these can be mitigated through careful site preparation and demolition management. The demolition of the stadium remains consistent with the social and cultural heritage of the site associated with public sport and recreation.					
Recommended mitigation measures					
Mitigation measures should be implemented to reduce impacts to the site's Aboriginal and post-European settlement heritage and cultural values, as outlined in the Heritage Impact Statement, Archaeological Assessment (both prepared by Curio Projects, 2018) and the Construction Management Plan (prepared by Aver 2018). A summary of these recommendations is provided below. • Archaeological Technical Report (ATR), including proposed Aboriginal archaeological mitigative strategies, to be developed in consultation with the Aboriginal community (in accordance with OEH guideline Guide to Investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW)					

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
• A revised Archaeological Assessment should be prepared once the Stage 2 design has been completed and details of the development impacts across the site are known, that reassesses the impacts that the development may have on potential historical archaeological resources and presents mitigative strategies where appropriate. • Where possible, development impacts within natural soil profiles should be minimised as much as practicable to limit the impact to potential Aboriginal archaeological deposits. Lower impact construction techniques such as piling should be considered for the development where possible. • A Historical Archaeological Research Design (ARD) should be prepared to mitigate the impact to, and guide development in proximity to potential historical archaeological resources, notably Busby's Bore, and potential archaeological remains associated with the former Engineers Depot. • Detailed design works, and Stage 1 Early Works should ensure measures are taken to identify the location of Busby's Bore within the subject site (where possible), and avoid physical impact to the State heritage listed item, where possible. • Protection zones should be established around known Busby's Bore shafts (Shafts 9 and 10) within the SFS site during all stages of development works (including Stage 1 demolition to hard stand), including a subsurface buffer to avoid subsurface disturbance to the path of Busby's Bore as it passes under the northern side of the subject site. • An attempt should be made to accurately locate and survey Shaft 11 and Intervening Shaft No. 4 of Busby's Bore (and the path of the Bore itself across the subject site, if possible) to ensure location is known, and protection zones can be established during all stages of site development works (i.e. demolition and site preparation). • Should ground disturbing works in the vicinity of Busby's Bore tunnel and/or shafts, the former Engineers Depot or Sydney Sports Ground be required prior to approval of the SSD, appropriate approvals should be sought prior to ground disturbing works. • A Heritage Interpretation Strategy should be prepared for the SFS Redevelopment site, in collaboration with the Stage 2 detailed design, to publicly present the history and cultural significance of the SFS site, including Aboriginal archaeological and cultural heritage significance, historical archaeological significance, as well as the site in its wider significant built heritage and cultural heritage setting. • The identified potential heritage impacts as presented through this HIS (i.e. in relation to the Concept Proposal), should be considered through the Stage 2 detailed design and development of construction plan and proposed ground impacts for the new stadium. A full list of mitigation measures to manage potential cultural and heritage impacts is set out in Section 5.0 of the Response to Submissions.					

3.2.6 Environmental and biodiversity

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Native vegetation					
There will be no indirect impacts on native vegetation or habitat resulting from the project. The construction and operation of the project is restricted to a discrete area and there are no adjoining areas of native vegetation beyond the development site that would be impacted. There would be some impact on native tree species which have been planted within the site. It is noted that the project would mitigate these impacts during the construction/ operational phase with new planting. This issue is primarily environmental rather than social in nature; social impacts relate to communities' perceptions of and connections with the natural environment.	Negative	N/A	Almost certain	Minor	High (A2)
Endangered and threatened species					
There are a number of threatened species that are known to have habitat within the surrounding area as classified by the *EPBC Act 1999*, however it has been assessed that the habitats have been highly disturbed and there are not natural habitats present. Whilst demolition of the stadium won't directly impact threatened species, there will be some impacts on the natural environment around the stadium site (Jacobs, 2018). The issue is primarily environmental rather than social in nature; social impacts relate to communities' perceptions of and connections with the natural environment.	Neutral	N/A	N/A	N/A	N/A
Eastern Bentwing bat					
The development site contains human made structures including the existing SFS. The candidate threatened species for the project that may utilise human made structures is the Eastern Bentwing-bat. This species is likely to forage on insects attracted to the lights of the SFS and surrounding buildings and car parks however is considered to have a low likelihood of using the SFS as a roosting site. In a bioregional context, the SFS is not an important habitat for the Eastern Bentwing-bat. The predicted consequences of the proposal on the local and bioregional persistence of the Eastern Bentwing-bat are negligible (Jacobs, 2018). This issue is primarily environmental rather than social in nature; social impacts relate to communities' perceptions of and connections with the natural environment.	Neutral	N/A	N/A	N/A	N/A
Habitat regions					
The development site is located within a highly urbanised and disturbed landscape where the majority of habitats have been cleared. The habitats that do remain are fragmented and highly isolated. Planted urban vegetation does provide a role in facilitating the movement of threatened species across the landscape, however, there is no obvious physical habitat connectivity associated with the development site.	Neutral	N/A	N/A	N/A	N/A
No barriers to movement will be introduced and no further fragmentation of habitats will occur. The development site is not part of a recognised movement corridor between breeding grounds, foraging grounds, or other habitats important for the lifecycle of species such as staging points for	Neutral	N/A	N/A	N/A	N/A

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
migration. Mitigation is not required as there will be negligible impact to the bioregional persistence of threatened species that currently benefit from the limited connectivity in the locality (Jacobs, 2018). This issue is primarily environmental rather than social in nature; social impacts relate to communities' perceptions of and connections with the natural environment.					
Flooding & water					
The existing site is subject to flooding, as a function of its position on an overland flow path for surface water flowing from Moore Park Road to the north and Driver Avenue to the South West. Flood modelling indicates that there is a risk overland flows will eventuate during minor storms and major storms alike in the existing conditions. This surface water tends to collect at a trapped low point on Driver Avenue. A stormwater and Flooding Assessment (Arup, 2018d) has found that the demolition and construction of the stadium can be undertaken without any adverse impacts to the surrounding area. This issue is primarily environmental rather than social in nature.	Neutral	N/A	N/A	N/A	N/A
The existing site has a Sydney Water stormwater drainage asset situated to the north and west of the existing stadium and crossing through the site. This drain carries water from the suburb of Paddington and surface water from Moore Park Road to the Sydney Water main drain below Driver Avenue. The Sydney Water infrastructure on the site will be impacted by the proposed stadium footprint, requiring the installation of a diversion system. It is considered that will have minimal bearing on any social impacts.	Neutral	N/A	N/A	N/A	N/A
Summary					
The SFS is a heavily modified and 'disturbed' site with little native vegetation or ecological significance. The demolition of the stadium is not expected to have any significant impacts on the ecological, biodiversity or native flora/fauna habitats. Although the impacts to the environmental and biological values have been assessed as neutral, there are opportunities for the redevelopment of the site to enhance the ecological values though public domain improvements and landscaping.					
Recommended mitigation measures					
Mitigation measures should be implemented to reduce impacts to existing biodiversity and environmental values within and around the site as outlined in the Biodiversity Development Assessment Report (prepared by Jacobs, 2018) and the Arboricultural Impact Assessment (prepared by TreeIQ, 2018). These issues are primarily environmental, rather than social in nature, albeit have been covered here in the interests of comprehensiveness and in recognition of the inherent link between the natural environment and human wellbeing. A summary of relevant recommendations is provided below. • Any trees identified for protection during construction are to be marked on ground and on any approved demolition plans. • Temporary fencing should be erected to protect trees that are to be retained. A minimum 1.8m high chain-wire fence is to be erected at least three (3) metres from the base of each tree and kept in place prior to works commencing. • All required tree protection measures are to be maintained in good condition for the duration of the construction period. • All areas within the root protection zone are to be mulched with composted leaf mulch to a depth of not less than 100mm. • A sign is to be erected indicating the trees to be protected.					

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
• The installation of services within the root protection zone is not to be undertaken without prior consent from the consent authority. • All personnel involved with the development are to ensure no excavation occurs within the Tree Root Zones of any tree to be retained. • A method of clearing that avoids damage to retained vegetation should be used. For example, removal of vegetation in small portions with the aid of an elevated work platform is preferable to felling entire trees. • Allow any fauna to leave an area without intervention as much as possible. • Sediment barriers to control the quality of water released from the site • Staff training and site briefing should include an overview of the site's environmental features and the measures required ensure their protection. • Divert the storm water main around the northern and western sides of the stadium, beneath the external circulation area. The diversion would be between the entry point to the site at Moore Park Road to the Rugby League Central building. The length of the diversion would be approximately 220m. A full list of mitigation measures to manage potential environmental and biodiversity impacts is set out in Section 5.0 of the Response to Submissions.					

3.2.7 Traffic and transport

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Hours and duration					
It is anticipated that standard construction hours would apply during the demolitions works pursuant to the ICNG (Aver, 2018). In some instances, there may be a requirement for extended hours in extenuating circumstances – for example, where out of hours delivery of large materials is required to avoid transport impacts. The standard construction hours that are typically applied to State Significant Development and which would be used for the proposed demolition works are as follows: • Weekdays 7:00am to 6:00pm • Saturdays 8:00am to 1:00pm • Sunday and public holidays: no work The extent of work to be conducted on days with events held at the SCG may be reduced to manage the movement and safety of pedestrians in the precinct. Construction workers generally start and finish work earlier, beyond the typical office hours and therefore unlikely to coincide with the site's peak periods. A detailed assessment of traffic impacts and mitigation measures is appropriately provided in the relevant technical report – the Traffic and Transport Assessment Report (prepared by Arup, 2018c) – as per all following items.	Negative	Local community Tenant community	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Heavy vehicles					
It is expected up to five (5) construction vehicles will access the site per day during the procurement and establishment period. During the ancillary stadium demolition works period, this number is expected to increase between the range of 30 – 40 vehicles per day. Given the closure of the MP1 car park, it has been assessed that the volume of traffic in and out of the stadium precinct would be less than the existing members accessing the MP1 car park.	Neutral	N/A	N/A	N/A	N/A
Worker vehicles					
Overall traffic movements are not expected to be above current levels as worker traffic will be offset by the closure of MP1 car park during demolition. Construction workers generally start and finish work earlier, beyond the typical office hours and therefore unlikely to coincide with the site's peak periods. Worker parking will be provided on-site during the demolition phase in order to avoid impacts on on-street parking availability.	Neutral	N/A	N/A	N/A	N/A
Construction routes and traffic network					
The primary construction access routes will be via the State road network including the Eastern Distributor and City Cross tunnel. The likely inbound and outbound routes will be around the perimeter of the site i.e. Moore Park Road, Driver Avenue and Paddington Lane. Due to existing traffic conditions, access into the site will only be via Moore Park Road. It is likely residents located along the primary construction routes may experience reduced amenity associated with increased volumes of heavy vehicles (noting the low vehicle movement numbers during the demolition phase). It is noted that the level of activity and impact from construction traffic will be partially offset by the existing traffic flows to the site, much of which will be removed from the site during the demolition and construction phase.	Negative	Local community Greater Sydney community	Almost certain	Minor	High (A2)
Public transport					
The site is well serviced by public transport and it is not expected that public transport services will be affected by the demolition and construction period. The expected opening of the Sydney Light Rail in 2019 overlaps with the construction period and will provide additional transport options for workers to access the site and further reduce the dependency on motor vehicles.	Neutral	N/A	N/A	N/A	N/A
Summary					
Traffic and transport impacts are expected to be minimal during the demolition of the SFS. Although there will be slightly increased construction vehicles accessing the site, it has been assessed that the total increase and volume of traffic arriving and departing the stadium will be less than existing conditions (due to the closure of MP1 during demolition).					
Recommended mitigation measures					
Mitigation measures should be implemented to reduce the traffic and transport impacts within and around the site associated with the demolition of the stadium. Relevant mitigation measures are outlined in the Traffic and Transport Assessment Report (prepared by Arup, 2018c) and the Construction Management Plan (prepared by Aver 2018). A summary of these recommendations is provided below. • All trucks will be loaded to their prescribed weight limits, within the site boundary and be covered with a tarp (rubbish loads only) prior to exiting the Site.					

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
• All trucks are to be held within the construction site for the demolition works, with no queueing on public roads to occur. • Construction workers / tradespersons will be encouraged to utilise public transport and/or car pool with other construction workers. • All demolition vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on surrounding public roads. • Hours of operation are Mondays to Friday 7:00am to 6:00pm and 8:00am to 1:00pm Saturday. No Works on Sundays and Public Holidays and materials would be delivered and spoil removed during standard construction hours • Establishment and enforcement of appropriate on-site vehicle speed limits (20km/h), which would be reviewed depending on weather conditions or safety requirements; • Neighbouring properties would be notified of construction Works and timing; • No vehicles will queue on public roadways including Moore Park Road • Deliveries would be planned to ensure a consistent and minimal number of trucks arriving at site at any one time. • Vehicles would arrive to the site in a staged manner that will prevent the need for queuing outside the site • All deliveries are to be pre-booked; • All deliveries are to check in at the site office; • Drivers are to give way to pedestrians. A full list of mitigation measures to manage potential transport impacts is set out in Section 5.0 of the Response to Submissions.					

3.3 Operational impacts

An assessment of the social impacts relating to the ongoing operation of the stadium is provided in this section.

The State Significant Development Application submitted to the Department of Planning and Environment seeks approval for a concept proposal and demolition only of the Sydney Football Stadium at this stage. The final design of the future Stadium is yet to be determined, whilst this is the case, for completeness it is important that any assessment of the social impacts of the project consider and evaluate the potential impacts of the proposed development once operational. Taking this into consideration, the following topics and themes are evaluated:

- Visitor experience
- Capacity and attendance
- Community
- Noise and vibration
- Transport and accessibility

3.3.1 Visitor Experience

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
All-weather seating					
The introduction of all-weather seating across all tiers of the stadium will significantly enhance the visitor experience and will provide a more equal experience across the various ticket price points. With greatly enhanced amenity for the typical patron, the introduction of full roof coverage is expected to be a foundation for increased visitor attendance. All-weather seating is likely to have social benefits for low to middle income households by increasing the number of seats with optimal amenity, thereby providing more access to high amenity seating for households without sporting club membership.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
The inclusion of weather protection and a roof may also entice other prospective spectators, such as families with children and older people, to attend matches who may ordinarily choose to watch from within their houses (or at an alternative venue).	Positive	Stadium users	Almost certain	Minor	High (A2)
The inclusion of a roof will provide greater flexibility for the venue to accommodate a wider variety of events and concerts (non-sport related). This will provide certainty to future venue hirers and improve the operational capacity of the stadium.	Positive	Stadium users	Almost certain	Minor	High (A2)
Improved entry and exit					
There is currently limited public access into the precinct with the area directly around the stadium only accessible in event days. On event days, it has been assessed that pedestrian permeability, access and connectivity around the site is restricted due to road barriers, long lines of fences and	Positive	Stadium tenants	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
an impermeable public realm. The proposed stadium will improve pedestrian movement on event days by removing existing barriers to accessibility whilst also providing dedicated entrances for staff, media and general admission including improved access and circulation within and around the ground.		Stadium users and tenants			
Congregation areas					
Currently, due to the layout and design of the concourse area and the lack of ground floor activation, the external perimeter of the stadium does not facilitate opportunities for social interaction. The redevelopment will incorporate features that provide spaces for people to meet and gather before events, also distributing the patronage across a longer period of time and reducing the peak queuing times.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
Corporate facilities					
Delivery of premium seating areas and corporate boxes will provide direct amenity benefits for upper income households, but these assets provide a necessary service to draw interstate tourism. This feature has been evident in the Etihad Stadium (Melbourne) and the redeveloped grandstand at the Adelaide Oval, both of which provided a very clear and pronounced attraction of interstate tourists.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
Food and beverage offerings					
A wider variety of food and beverage outlets will be incorporated into the new stadium which will provide a greater offering and diversity of choice. Outlets will cater for a variety of different functions including ‘grab and go’ and table service options. This improved offering will improve the overall patron experience at events.	Positive	Stadium users and tenants	Likely	Minor	High (B2)
Linkages to post European settlement historic and heritage values					
There are strong social and cultural linkages with the site and its historic association with sporting and recreational uses. Redevelopment of the stadium will encourage and secure the ongoing long-term use of the site for sporting and cultural activities. Enhancing the linkages to the cultural heritage through interpretation and contemporary expression, may contribute to increasing the social accessibility and cultural awareness of the stadium and the site’s history, beyond that of a singular sporting destination.	Positive	Stadium users and tenants Greater Sydney community	Possible	Minor	Low (C2)
Social equity/ universal accessibility					
The proposed redevelopment of the stadium will improve the existing public amenities including the provision of a sufficient number and quality of female facilities and disabled/accessible facilities. In addition to these amenities, other facilities such as parenting rooms, child-friendly spaces and prayer rooms will be incorporated into the design to ensure the new stadium caters for the needs of diverse members of society.	Positive	Stadium users and tenants Greater Sydney community	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Sustainability					
It is expected the stadium will adopt a LEED Gold rating, representing Australian best practice. LEED is a holistic sustainable building rating scheme administered by the United States Green Building Council that considers sustainability from the inception of construction through to life-cycle (Aurecon, 2018a).	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
There are significant opportunities to improve the overall sustainability and energy consumption of the new stadium. Increased energy efficiency will reduce the overall life-cycle costs associated with the daily operation of the stadium. Although detailed design of the stadium is subject to a future detailed DA process, it is expected that the stadium will significantly improve energy efficiencies relating to materials, recycling, transport, water and solar power capabilities.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
Leverage from improved transport efficiency					
The SFS is close to the CBD so provides adequate amenity for office workers (walking). The overall quality of public transport access from Greater Sydney is relatively poor (especially less frequent services after peak hour) but will be improved with the arrival of Sydney Light Rail in 2019 and the Sydney Metro.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
Improved security					
At present existing security arrangements restrict the flow of visitors into the stadium resulting in lost time between the moment of arrival and entrance upon into the stadium. Around 70% of people arrive in the hour prior to the event starting. Currently the SFS has two primary access points on the northern and western side of the stadium. As part of a future new stadium it is intended to provide improved access arrangements through a redesigned concourse area and enhanced public entrances that will ensure that patrons can move easily within the stadium whilst also enhancing the stadium's defensive capabilities.	Positive	Stadium users and tenants	Likely	Moderate	High (B2)
Lighting					
At present, inconsistent lighting within and around SFS results in poor visibility and reduced passive surveillance. Key pedestrian routes including Foveaux Street, Tibby Cotter Bridge and More Park West are poorly lit and lack of lighting consistency results in reduced visitation and utilisation of public spaces. Improved and consistent lighting within and around the stadium will be a key feature of the improved stadium and will help with maximising sightlines, amenity and opportunities for passive surveillance. Stadium lighting will comply with Australian Standard AS4282.	Positive	Stadium users and tenants Local community Greater Sydney community	Likely	Minor	Moderate (B1)
Pedestrian experience					
Under the existing arrangement there are currently multiple pedestrian and vehicle conflict points around the stadium that create road hazards and pedestrian safety issues. On event days, these	Positive	Stadium users and tenants	Possible	Minor	Low (C2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
locations experience heavy pedestrian traffic which banks up across the road. There are no formal pedestrian crossings along Driver Avenue and the condition of the road is inconsistent. Future redevelopment of the stadium will provide the opportunity to deliver a public realm that is more effective at distributing pedestrian flows throughout the site, reducing congestion at key intersections and minimising potential pedestrian and vehicular conflicts.		Local community Greater Sydney community			
Summary					
The overall social impacts relating to visitor experience have been assessed as positive. The social benefits from the improved facilities will primarily benefit stadium users, tenants and members and the redevelopment will significantly enhance visitor amenity across a range of operational, social and cultural experiences. Of significant influence is the inclusion of a new roof which will provide 100% drip line coverage, improving weather protection for patrons. The new design will also allow for improved efficiencies including better circulation spaces, lighting and membership upgrades.					
Recommended mitigation measures					
The proposed stadium redevelopment is anticipated to provide a generally positive impact in relation to all aspects of the visitor experience. No specific mitigation measures are necessary.					

3.3.2 Capacity and attendance

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Improved experience for general admission					
The new Sydney Football Stadium may be constructed with the potential to operate in two modes when hosting events; 'championship mode' and 'club mode'. When in championship mode, all three seating tiers – upper, mid and lower tier seats – would be available, with a combined capacity of up to 45,000. When in club mode, the upper tier seating would not be open to the public, lowering the capacity of the stadium to 30,000. Seating will be reconfigured to provide positions closer the playing field, and an increase in the premium seating. The new stadium will not exceed the capacity of the existing stadium.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
The existing barriers for pedestrians to get to and from the site result in increased time taken to access the site. The redeveloped stadium will improve pedestrian movement and permeability throughout the stadium and concourse areas and reduce the time required to enter and exit the stadium ground, improving the patron experience.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Flexibility of venue					
There are currently only two underground change rooms, which prevent double-header events and are inferior quality facilities for professional sports, in particular for female professional sports. It is intended that a future stadium will provide improved amenities for all athletes and entertainers, which will in particular benefit females who were previously under-provided for. A new stadium will also provide an extensive new 'back of house' area, providing for more room for vehicles and audio-visual equipment. The expanded back of house will improve the productivity of underground spaces and is particularly important for delivery of music events.	Positive	Stadium users and tenants	Almost certain	Minor	High (A2)
Patronage and club membership trends					
The proposed new stadium will provide all weather seating to 100% of seats. This combined with improved seats, facilities, amenities and greater accessibility will improve the customer/ patron experience. Provision of more equal seating amenity (all-weather coverage) may have a positive impact in terms of the diversity of patrons attending events, and may result in increased overall patronage.	Positive	Stadium users and tenants	Likely	Minor	High (B2)
SCG Trust membership					
There will be no increase in car parking for SCG Trust members. Redevelopment of the SCG Trust facilities will be undertaken by the Trust.	Neutral	N/A	N/A	N/A	N/A
Increased stadium utilisation and patronage					
A higher-quality stadium is expected to result in an increase in visitation to the stadium, and the potential for the stadium to attract more events than are currently hosted. However, it is noted that the maximum capacity of the stadium will not increase, and that the existing stadium operates without any limitation on the number of sporting events to be hosted at the stadium. Greater utilisation of the stadium results in an amplification of both the positives and negatives associated with the stadium described throughout this assessment.	Positive/ Negative	Stadium users and tenants Local community Greater Sydney community	Almost certain	Minor	High (A2)
No increase is proposed to the number of concerts currently hosted at the stadium, due to noise considerations.	Neutral	Stadium users and tenants Local community	N/A	N/A	N/A

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Summary					
The overall social impacts relating to capacity and attendance have been assessed as generally positive. The enhanced flexibility and amenity offered at the venue will be a significant social benefit for stadium users and tenants and the inclusion of a new roof will provide more flexibility for the stadium to accommodate other non-sporting related events. Although the total capacity of the stadium will not increase, the provision of more facilities that are commensurate to the number of spectators will improve visitor experiences. More efficient back of house and service areas will further improve the operational efficiency of the stadium.					
Recommended mitigation measures					
The proposed stadium redevelopment is anticipated to result in generally positive impacts to in relation to the visitor experience. Potential for increased patronage and sporting events has the potential to amplify positive and negative aspects of stadium operations in terms of community impacts (noting that there is no current limitation on the number of sporting events at the stadium, nor an increase proposed to the stadium capacity), which are discussed elsewhere in this assessment. No specific mitigation measures are considered to be necessary.					

3.3.3 Community

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Public health and wellbeing					
The proposed new stadium is expected to support an improved patron experience, increased crowd attendance whilst also being more family-friendly. This is expected to translate into a greater number of people, and in particular children and youth, attending events and being inspired to participate in active sports such as soccer, rugby, rugby league etc. In this regard the proposed stadium has the potential to encourage increased sports participation at junior levels, with attendant community health and wellbeing benefits.	Positive	Stadium users and tenants Local community Greater Sydney community	Likely	Minor	High (B2)
New public access through the stadium will improve accessibility between Paddington and Moore Park, increasing accessibility to open space for the purpose of active and passive recreation within the parklands.	Positive	Local community	Almost certain	Minor	High (A2)
Potential for continued and increased anti-social behaviour by patrons at the stadium and within the surrounding local community in the period before, during and after events hosted at the stadium.	Negative	Local community Stadium users	Likely	Minor	High (B2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Community networks					
Through its ability to host events in all-weather conditions, the redeveloped stadium will improve the facilities and amenities available to communities who are connected through sports-related networks (e.g. sporting communities and associations, fan groups etc.).	Positive	Stadium users Local community	Almost certain	Minor	High (A2)
Through the ability to incorporate non-event day activation in the form of a café or similar, the stadium has the potential to create opportunities for local communities to visit and interact with the subject site.	Positive	Local community Stadium tenants	Almost certain	Minor	High (A2)
Community needs					
The proposed stadium is being designed to provide a 100% all-weather seating solution and, in this regard, will respond to communities' needs for stadia to provide protection from the elements and be able to host events in all weather conditions.	Positive	Stadium users	Almost certain	Minor	Higj (A2)
The proposed stadium provides for small-scale activation of the newly created public domain on non-event days in the form of a café or similar. This represents social infrastructure available to communities to meet, recreate and connect. Albeit this is in the context of the stadium being not fully accessible to the general public – in that there is a fee for entry – which confines community benefits to stadium users primarily.	Positive	Local community Stadium tenants	Almost certain	Minor	High (A2)
A higher-quality stadium is expected to result in an increase in visitation to the stadium, and the potential for the stadium to attract more events than are currently hosted. However, it is noted that the maximum capacity of the stadium will not increase, and that the existing stadium operates without any limitation on the number of events to be hosted at the stadium. Accordingly, it is possible that the Centennial Parklands and Moore Park Trust will operate on-grass parking more frequently than at present, increasing the duration that portions of Moore Park East are available for community use. Potential additional on-grass parking would also incur additional revenue to the Centennial Parklands and Moore Park Trust, facilitating additional improvements to community facilities within the parklands.	Negative/ Positive	Local community Greater Sydney community	Likely	Minor	High (A2)
Safety and accessibility					
Some of the primary reasons for the proposed redesigned stadium is to improve territorial reinforcement, increase opportunities for surveillance and monitoring, improving fire safety compliance, improving the and design quality emergency exit points, improving disabled access, and improving overall safety for patrons of the venue. The proposed stadium will therefore deliver a number of safety and accessibility benefits for stadium users and potential users (i.e., the broader community).	Positive	Stadium users	Almost certain	Moderate	Extreme (A3)
A higher-quality stadium is expected to result in an increase in visitation to the stadium, and the potential for the stadium to attract more events than are currently hosted. However, it is noted	Negative	Local community	Possible	Minor	Moderate (C2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
that the maximum capacity of the stadium will not increase, and that the existing stadium operates without any limitation on the number of events to be hosted at the stadium. Existing incidences of anti-social behaviour by patrons travelling to and from the stadium through local areas are likely to continue and occur more frequently if stadium patronage increases.					
Value of place					
It is proposed that the new stadium will be designed as a 'state-of-the-art Tier 1 facility'. A key focus of the future design will be on improving the stadium's relationship with its surrounds and improving its contribution to the character and value of the Sydney sporting grounds complex and broader neighbourhood. The new stadium is therefore expected to make a positive contribution to the quality of place within the local area.	Positive	Local community Greater Sydney community	Likely	Minor	High (B2)
For elements of the existing local community who do not accept the role and function of the stadium within the precinct, the potential for increased utilisation and/ or patronage of the stadium may have a negative impact on the value of place for this portion of the community.	Negative	Local community	Possible	Minor	Moderate (C2)
Employment					
The Sydney Football Stadium Redevelopment project will generate both temporary and permanent new jobs for Sydney. Approximately 600 temporary jobs will be created during the 3-year demolition and construction phase. Once complete the stadium will support 292 full time equivalent direct jobs and will approximately 346 indirect jobs in the local area. It is also anticipated to generate additional jobs in accommodation services. There is potential for inclusive economic development goals to be realised through job creation opportunities that target employment pathways for young people and people who are disadvantaged. These goals would provide for broader community benefits.	Positive	Local businesses Greater Sydney community	Likely	Moderate	High (B3)
Local economy					
Anticipated increased crowd attendance because of the proposed new stadium will help support a growing local economy, including improved opportunities for local businesses and improved tourist and visitor accommodation opportunities. This will in turn contribute to local job creation and greater expenditure in the local region.	Positive	Local businesses	Likely	Minor	High (B2)
Summary					
The overall social impacts associated with community health and wellbeing have been assessed as generally positive. The scope of the positive impacts affects a broad range of groups including the immediate stadium users, the local community, adjoining businesses and the Greater Sydney community. There are some negative social impacts associated with the existing stadium which could be expected to continue with a new stadium (e.g. anti-social behaviour), which should be subject to ongoing management.					

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Recommended mitigation measures					
Operational management of the stadium (subject to Stage 2 Development Application) should seek to ensure that patron management minimises the likelihood of anti-social behaviour.					

3.3.4 Noise and vibration

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Operational noise					
Operational noise emissions from the SFS have been assessed by Arup (2018b) in accordance with relevant guidelines. Operation noise considers noise emitted from external mechanical plant and equipment, staff car parking activities, loading and unloading, waste and recycling collection. The future new stadium on site is expected to have a seating capacity consistent with that of the existing. The new stadium will likely hold a greater number of events in a calendar year, with increased levels of attendance, whilst this is the case the level and nature of noise impacts arising during operation will be largely similar to that of the existing stadium. For this reason a proposed future stadium on the site is not expected to result in impacts that are significantly above those which are already generated by SFS.	Neutral	N/A	N/A	N/A	N/A
The Noise Impact Assessment undertaken by Arup (2018b) concludes that there will be no increases to current noise impacts as a result of the SFS redevelopment, and that a slight reduction in overall noise impacts from events may occur.	Neutral	N/A	N/A	N/A	N/A
Sporting events					
Based on a full capacity scenario (i.e. 45,000 spectators) an assessment of the event noise from the proposed SFS has been undertaken. It is to be noted the SFS is subject to the *Sydney Cricket Ground and Noise Management Plan* (2017) which limits the noise from sound amplification systems and speakers. It is expected that between 49-52 events will be held at the stadium throughout the year, with the potential for additional events to be added throughout the year (e.g. AFL X and other women's competitions).	Positive	Local community	Likely	Moderate	Highj (B3)
The Noise and Vibration Impact Assessment (May 2018b) The predicted that noise levels associated with sporting events at the SFS haves identified there will be no increases to the current noise impacts. Changes to the shape of the stadium and the slightly reduced capacity contribute to a slight overall reduction in noise impacts from sport events.	Positive	Local community	Likely	Minor	High (B2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Concerts and events					
Up to six music events and concerts may be held at the stadium in a calendar year. This is consistent with the limitations at the existing stadium – therefore resulting in no significant change to the status quo in that regard. The key determinant of potential noise impacts relates to the positioning of the speakers within the stadium and the characteristics of the physical stadium structure. Depending on speaker arrangements within the stadium and the building design this could affect the level of noise impact is high on acoustic impact on residential properties directly adjacent to the Stadium along Moore Park Road and to the east of Poate Road. However, the design of the stadium may lead to greater acoustic attenuation than the existing stadium, resulting in a reduction in noise impacts to the local community. This issue, including points below, are more appropriately addressed through specialist technical reports (Arup, 2018b).	Negative/ Positive	Local community	Possible	Minor	Moderate (C2)
Noise receivers comply when speakers are faced at the northern end facing south (typical arrangement for concert events). If alternative speaker arrangements are to occur such as centre or facing north, a sound desk operator may need to calibrate and control noise levels.	Neutral	N/A	N/A	N/A	N/A
Less common speaker arrangements within the stadium may impact surrounding noise receivers however this can be calibrated by a sound desk operator. Residences along Moore Park to the North and North east in Paddington are most impacted by potential noise exceedances.	Neutral	N/A	N/A	N/A	N/A
Non-event day precinct activation					
There is the potential for non-event day activation of the new public domain around the stadium with a small café or similar. The noise generated by any such use would be inconsequential in the context of existing traffic noise generated at Moore Park Road	Neutral	Local community	Likely	Insignificant	Moderate (B1)
Overall noise environment					
No increases to the existing maximum noise impacts are predicted as a result of the SFS redevelopment, and a slight reduction in overall noise impacts from events may occur (Arup, 2018b). It is noted the scenarios assessed within the acoustic models do not account for roof coverage and therefore are conservative.	Neutral/ Positive	Local community	Likely	Minor	High (B2)
A higher-quality stadium is expected to result in an increase in visitation to the stadium, and the potential for the stadium to attract more events than are currently hosted. However, it is noted that the maximum capacity of the stadium will not increase, and that the existing stadium operates without any limitation on the number of sporting events to be hosted at the stadium. Greater utilisation of the stadium has the potential to	Neutral	Local community	Likely	Minor	High (B2)
Summary					
The noise and vibration impacts associated with the operation of the redeveloped stadium have been assessed as neutral. In some modelled scenarios, it has been assessed that there are instances where the overall noise environment may be slightly reduced from existing conditions. This general assessment is based on information and analysis contained in relevant technical reports.					

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Recommended mitigation measures					
An assessment of any noise impacts associated with the construction and ongoing operation of the Stadium should be undertaken as part of the Stage 2 SSDA. This is included in the list of final mitigation measures at Section 5.0 of the Response to Submissions.					

3.3.5 Transport and accessibility

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Utilisation of Public Transport					
The Sydney Light Rail will offer significantly improved level of service for people travelling to SFS by public transport with between 9,000 and 14,000 passengers per hour can be accommodated on special event light rail services. This is a substantial increase from the existing bus network which has capacity for between 3,000-4,000 passengers per hour during peak times (Arup, 2018c). Event buses will continue to supplement public transport capacity for events at the stadium as necessary.	Positive	Stadium users Local community Greater Sydney community	Almost certain	Moderate	Extreme (A3)
Servicing and Loading					
Paddington Lane is the only service access road running along the east side of the stadium and currently does not feature a rejection lane. This creates complications when unauthorised vehicles are required to be removed from the site. This lane is also shared by the SCG. As part of the redevelopment it is proposed to expand the road to include a rejection lane which will allow for unauthorised vehicles to exist the site without causing blockages or road congestion. This is particularly critical in peak loading/unloading times before and after events.	Positive	Stadium users Local tenants	Likely	Minor	High (B2)
The basement under the SCG will be retained, and a new and improved basement area to accommodate services and deliveries under the SFS is proposed. A small car parking area for 50 vehicles will also be included within the new basement.	Positive	Stadium tenants	Almost certain	Minor	High (A2)
Servicing and loading requirements at the stadium are expected to increase to accommodate the improvements to hospitality service provided at the new stadium, as well as the potential for increased patronage and events (noting that that the maximum capacity of the stadium will not increase, and that the existing stadium operates without any limitation on the number of sporting events to be hosted at the stadium). This has the potential for increased vehicular loading, albeit loading activities will be contained within the new basement ring road.	Negative	Local community	Likely	Insignificant	Moderate (B1)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Vehicle access and car parking					
Driving has been assessed as the dominant mode of travel to SFS across each of the events surveyed; 47% rugby union, 43% rugby league and significantly higher at football with 66% of people surveyed arriving by car as a driver or passenger (Arup, 2018c). Car mode share was particularly high for the Sydney FC match due to the low attendance and opposition teams outside of Sydney. The proposed development will not include the provision of any new public parking facilities, and therefore car utilisation and parking will therefore remain consistent with the existing arrangement.	Neutral	Stadium users	N/A	N/A	N/A
Currently, non-sustainable transport behaviour is dominant with attendees. No additional parking will be provided and there will be a focus on promoting public transport, walking, cycling both for staff, players and spectators. A strong emphasis on travel information and educational material for the new SFS is proposed to encourage travel behaviour change. Taxi and Uber currently benefit from demand to get to and from SFS and a designated taxi/uber rank is proposed within proximity to the venue. The SFS redevelopment project does not propose to increase public car parking in the precinct therefore there will be no impact on increasing levels of traffic to the stadium.	Positive	Stadium users	Likely	Moderate	High (B3)
Stadium access and circulation					
It is proposed that the patron arrival experience will be enhanced under the proposal, with more space provided for both entry/egress as well as circulation. It is the intention the final design provides for greater permeability around the concourse area as well as within the surrounding public realm, allowing for improved pedestrian connectivity between Moore Park Road and Driver Avenue.	Positive	Stadium users	Almost certain	Minor	High (A2)
Pedestrian environment					
The walking network and experience from Central Station to the SFS via Devonshire Street will be significantly enhanced following the completion of the Sydney Light Rail in April 2019. The pedestrian environment will include improved wayfinding, a more activated and legible evening route, upgraded footpaths, reduced traffic and a new pedestrian bridge over South Dowling Street.	Positive	Stadium users Local community	Almost certain	Minor	High (A2)
Other improvements to the pedestrian network within the stadium precinct will also be considered as part of the redevelopment, intended to improve the ease and efficiency of patrons entering and exiting the stadium.	Positive	Stadium users Local community	Almost certain	Minor	High (A2)
The maximum capacity of the stadium (and hence the number of patrons travelling to the stadium) will not be increased, so the functioning of existing pedestrian infrastructure during events will generally remain unchanged.	Neutral	Stadium users Local community	Likely	Minor	High (B2)

Comment	Pre-mitigation Impact	Affected Groups	Likelihood	Consequence	Significance Rating
Cycling					
The SFS is already well connected by a number of local and regional cycle paths. Work is currently being undertaken to plan for improvements to cycling (and walking) connections between Bondi Junction and the CBD, via the SFS/Moore Park area. Cycling access to the SFS will be enhanced in future through increased on-site bicycle parking, provision of end of trip facilities, better promotion of cycling facilities and improved wayfinding.	Positive	Stadium users	Almost certain	Minor	High (A2)
Bus network					
To maintain a good level of access for people arriving by bus, the design has retained the existing event bus loop on the western side of Driver Avenue.	Neutral	N/A	N/A	N/A	N/A
With the completion of the Sydney Light Rail, a significant number of bus routes that travel between the Sydney CBD and Moore Park will be discontinued, allowing the services to be redirected. It is expected that the event shuttle bus that currently operates between Central Station and Moore Park will no longer operate and be fully replaced by the light rail.	Positive	Stadium users	Almost certain	Minor	High (A2)
Road network					
It is envisaged there will be a reduction or neutral effect in the volume of traffic on the road network on event days due to the opening of the CBD and South East light rail and Metro rail service upgrades which will provide a higher level of service for people travelling to and from the SFS by public transport.	Positive/ Neutral	Local community	Likely	Minor	High (B2)
Non-event day precinct activation					
There is the potential for non-event day activation of the new public domain around the stadium with a small café or similar. Whilst the primary trade catchment would be anticipated to walk to the location, some customer parking associated with this use would likely occur at Driver Avenue, Moore Park Road and potentially on local streets in the vicinity. The total on-street parking demand would be anticipated to be low in the context of existing visitor parking within the locality, with impacts further mitigated by existing local parking controls implemented by City of Sydney Council and RMS.	Negative	Local community	Possible	Minor	Moderate (C2)
Summary					
Social benefits arising from the redevelopment of the new stadium in relation to accessibility and movement are potentially significant. In some instances, accessibility arrangements will remain largely unchanged, such as the number of car parking spaces within MP1 and the existing bus services to the site. The redevelopment of the stadium will benefit from increased accessibility associated with the new light rail and other public domain upgrades.					
Recommended mitigation measures					
An assessment of any transport impacts associated with the construction and ongoing operation of the Stadium will be undertaken as part of the Stage 2 SSDA. This is included in the list of final mitigation measures at Section 5.0 of the Response to Submissions.					

4.0 Mitigation Measures and Conclusion

The Addendum Social Impact Assessment provides an updated assessment of the social impacts (positive, neutral and negative) based upon the amended methodology described in Section 2.0 of this report and additional information and clarification provided as part of the Response to Submissions. The updated assessment does not materially affect the conclusions of the previous Social and Economic Impact Assessment provided at Appendix O of the publicly exhibited Environmental Impact Statement in relation to the social impacts of the proposed development. Where there has been a change in rating of consequence, additional/new mitigation measures have been developed (including measures that allow for monitoring techniques to be adopted), in particular for amenity and health related impacts associated with (demolition) dust and noise and vibration impacts.

The Final Mitigation Measures for issues which give rise to the actual and potential social impacts identified in the Addendum Social Impact Assessment are incorporated at Section 5.0 of the Response to Submissions Report.