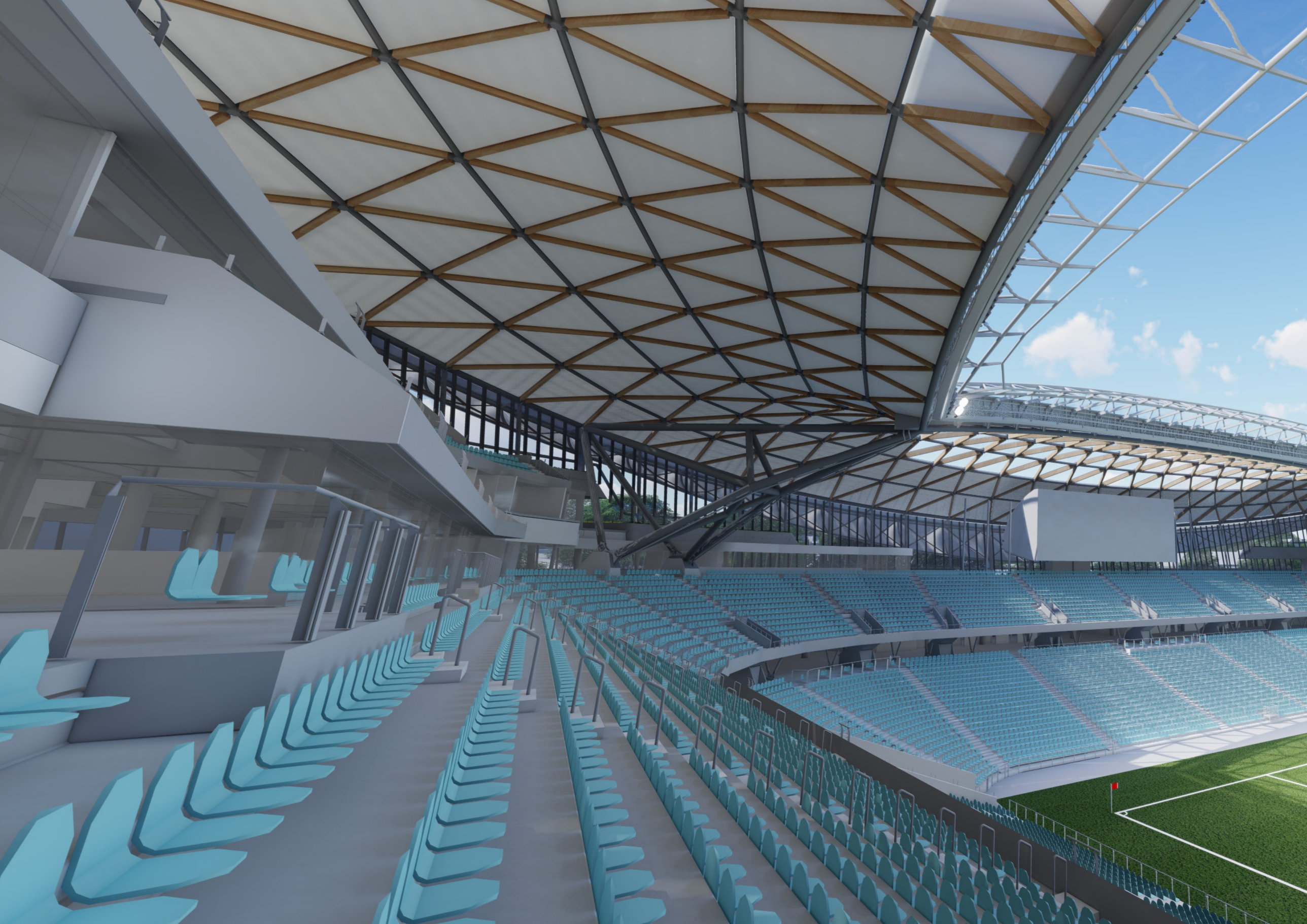


Vision

Artist's Impression

Vision

Master Plan

With the grounds of Moore Park to the west, the vibrant community of Paddington to the north and the prominence of the SCG to the south, the new Stadium at Moore Park is situated within a diverse contextual setting. The approach to the design of the stadium and public realm draws upon the surrounding context to create an integrated and functional stadium precinct with strong connections to its surrounds.

The focus of the Stadium public realm is to enhance recreational, sporting and cultural opportunities by providing the platform for a suite of free activities including, informal sports, small-scale play, locations for pop-up retail, and community events. A series of passive and active habitable spaces are provided at key points around the stadium, each thoughtfully designed to accommodate large crowds during events while also providing open areas for everyday use of the site. These spaces are connected via the external concourse, designed to be visually engaging and responsive to the site's context and use. A paving pattern of concrete unit paving and brick responds to the robust requirements of a stadium environment while being sympathetic to the smaller scaled, heritage character of the adjacent Paddington community.

A predominantly native planting palette provides shading and green buffering to adjacent walled boundaries and busy Moore Park Road. Feature planting of figs reference the cultural plantings evident in adjacent Moore Park, extending the parkland setting in and around the stadium and connecting Paddington to Moore Park.

Stadium Siting

The Stadium has been designed to accommodate the functional requirements of a Tier 1 stadium to fit within the Planning Envelope on the existing site within the SCGT Precinct. It has capacity for up to 45,000 patrons with 55,000 in concert mode and is located to allow for the easy movement of crowds onto and around the site to meet the requirements of both the SFS and SCG.

At ground level the Stadium is setback from the extent of the envelope to maximise the available public realm. Orientation of the centreline of the pitch is 15 degrees east of north to meet the general requirements of the sports codes for the playing field. This also provides an improved address to Moore Park Road.

The highly sculptural design of the façade and roof creates a unique and distinctive destination within this world-class sporting precinct.

Functional planning

The Stadium has 5 levels of facilities including a mezzanine, with 4 tiers of seating. The levels are as follows:

- Basement/Level 0 RL 40.35 for Back of House, Team and Officials, Media and Servicing.
- Level 1 RL 46.50 for the General Admission (GA) spectator facilities and circulation to their seats in the lower seating bowl. The Concourse wraps around the seating bowl for a full 360 degrees. Views are available from the Concourse into the seating bowl.
- Level 1M RL 51.00 for GA and VIP/Corporate spectators' entry
- Level 2 RL 55.50 for Members, PP and GA spectators. The Club Level wraps around the seating bowl for a full 360 degrees.
- Level 3 RL 60.00 for PP spectators and Media.
- Level 4 RL 64.50 for Members and GA spectators

Seating Bowl

The seating bowl has 4 tiers. These are as follows:

1. Lower Tier for the General Admission (GA) spectators
2. Mid Tier for Members, PP and General Admission spectators
3. Suite Tier for PP spectators and Media. East and West Stands only
4. Upper Tier for Members and GA spectators. East and West Stands only

- In Club Mode, the Lower Seating, Club and Suite Tiers are accessible so that the capacity is approx. 31,000 seats.
- In Championship Mode all levels of seating are open so that the capacity is up to 45,000 seats.
- The video replay/scoreboards are located at the northern and southern ends of the seating bowl.
- High quality sightlines to video screens and other spectator seating zones are delivered to enhance spectator event day atmosphere.

Figure 7: Public Domain Plan (Source ASPECT Studios)

0 20 40 100m

Vision

Architectural Design

The redevelopment of the stadium has allowed it to be the platform for the development of an exceptional and iconic design. Starting with the seating bowl that positions the spectators as close to the action as possible to create a “wall of faces”, the Stadium concourse and facilities wrap around it, providing a level of amenity and ease of access appropriate for this world class venue.

The Concourse

The design creates an unrivalled active events platform which integrates the stadium into the striking natural environment of its unique historic setting. Its sensitively crafted public domain strategy creates a year-round public precinct that can flexibly accommodate event day patrons and the wider community.

Placemaking

The design features a series of distinct, flexible and purpose-specific settings around the stadium for event patrons and the general public. These inviting public places offer not only a rich and engaging experience for event day patrons, but also act as a catalyst for neighbouring residents and the greater city population to come together, share experiences and express their collective interests.

The Façade

The design creates a sculptural ribbon façade which blends the best aspects of technology, engineering and art, while respectfully recognising the previous stadium. The crafted façade has been designed from the “outside-in” allowing it to change materiality in direct response to its immediate context. This will allow patrons to experience its historic setting which features the majestic figs, Kippax Lake, the SCG and the neighbourhood of Paddington.

The Roof

The design proposes a sensitively crafted, elegant “light-weight” roof structure, born from the premise of “more-with-less”. This environmentally-aware design not only requires 40% less steel to construct (compared to the reference design) but also significantly reduces its profile on its historically sensitive northern and southern ends.

There is ongoing work to lower the roof further along Moore Park Road

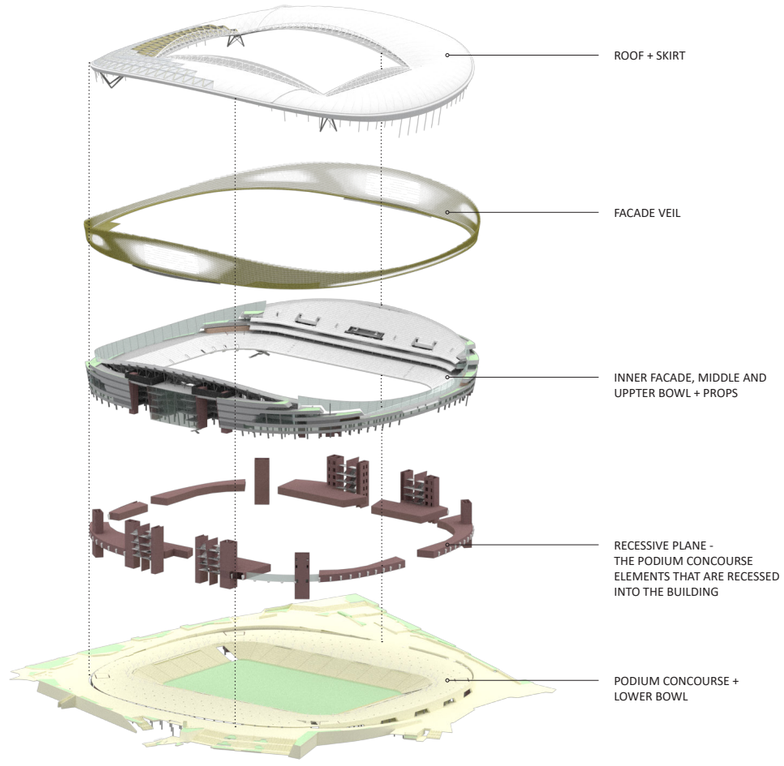


Figure 8: Overall Stadium Composition

Roof Design

Highly sculptural:

The sweeping, elegant diagrid roof form takes some of its inspiration from the original stadium roof which responded to its surroundings by using state of the art and innovative design techniques for its generation. The ‘quad shell diagrid’ supported by a tension ring truss reflects cutting edge design and innovation.

More with less:

The crafted design does ‘more with less’ and reduces the height of the façade along Moore Park Road to the north and facing the SCG on the south. It is a showcase of Australian inventiveness to optimise the use of materials. The diagrid roof whilst elegant in shape is immensely strong and provides obstruction free internal space, whilst providing 100% cover to all seats [drip line].

Reducing mass:

The roof form provides an intimate seating bowl experience to create distinctive fan zones while also reducing the impact on the precinct. The concave arch in both directions of each of the shells will reflect and focus the crowd noise back into the venue, giving the players and fans a home team advantage. The design nestles the stadium into the precinct’s terrain, reducing the impact of its built form within its parkland setting. The ‘quad shell diagrid’ supported by a tension ring truss once again takes cutting edge design and innovation to reduce structural steel.

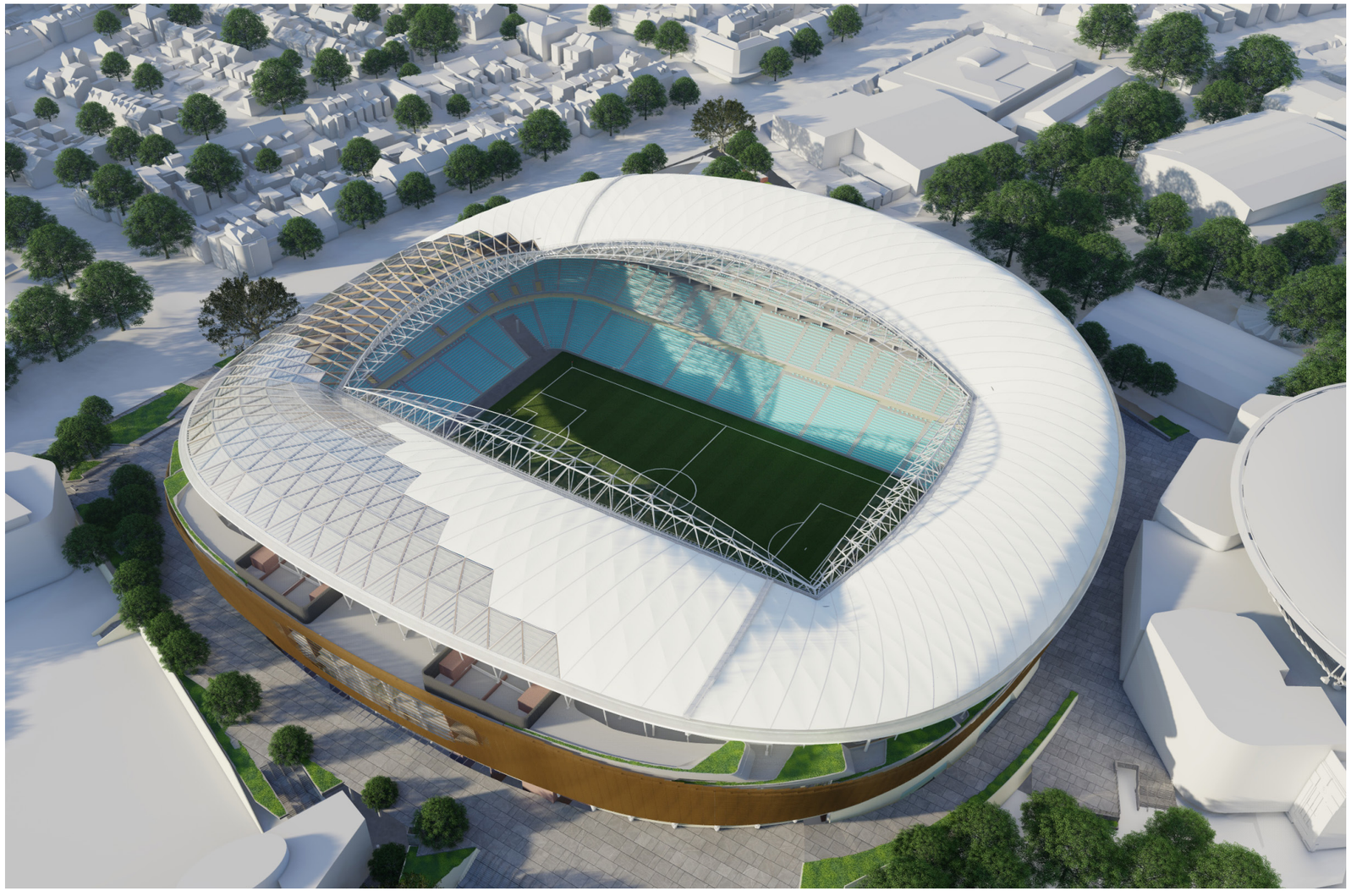


Figure 9: Indicative Photomontage of Proposed Stadium

Vision

Materials

Naturally illuminating:

A single skin of ETFE over the Diagrid and truss will maximise solar access to the pitch and minimise the requirement for grow lights during autumn, winter and spring, whilst the PTFE Cladding over Diagrid provides a consistent warm filtered light through the roof canopy, perfect for spectator ambience.

Contextual, local and of its place:

Responding to its place, the building facades vary around the stadium to specific conditions and neighbourhood context.

As the sculptural roof transitions into façade, the ribbon of louvres offers a bronze veil that opens to accentuate public space. This permeability, whilst offering curated views and vistas into and from the new building, reduces the visual mass, stadium volume and connects visitors to the energy within.

As a stadium in the park, the design draws green landscape elements deep into the precinct and up into the fabric of the building. Premium outdoor terraces become hanging gardens that cascade down the façade of the building, celebrating the sweeping roof form and animating the interstitial space between roof edge and building form. These outdoor terraces are breakout spaces for patrons and can potentially be used for BBQ's and pop-up bars.

At the podium level a recessive brick elevation allows for contextual approach to material choice, referencing its neighbours and providing appropriate respect and sensitivity with colour, texture and scale.

The new concourse is a carved sandstone coloured concrete landform, which seamlessly integrates the public domain and concourse levels. Landscaping has been used throughout the public domain not only to integrate the site into its park setting, but also to manage level changes, create shaded areas and separate pedestrians from vehicular traffic. This is covered in the Landscape Report prepared by Aspect Studios.

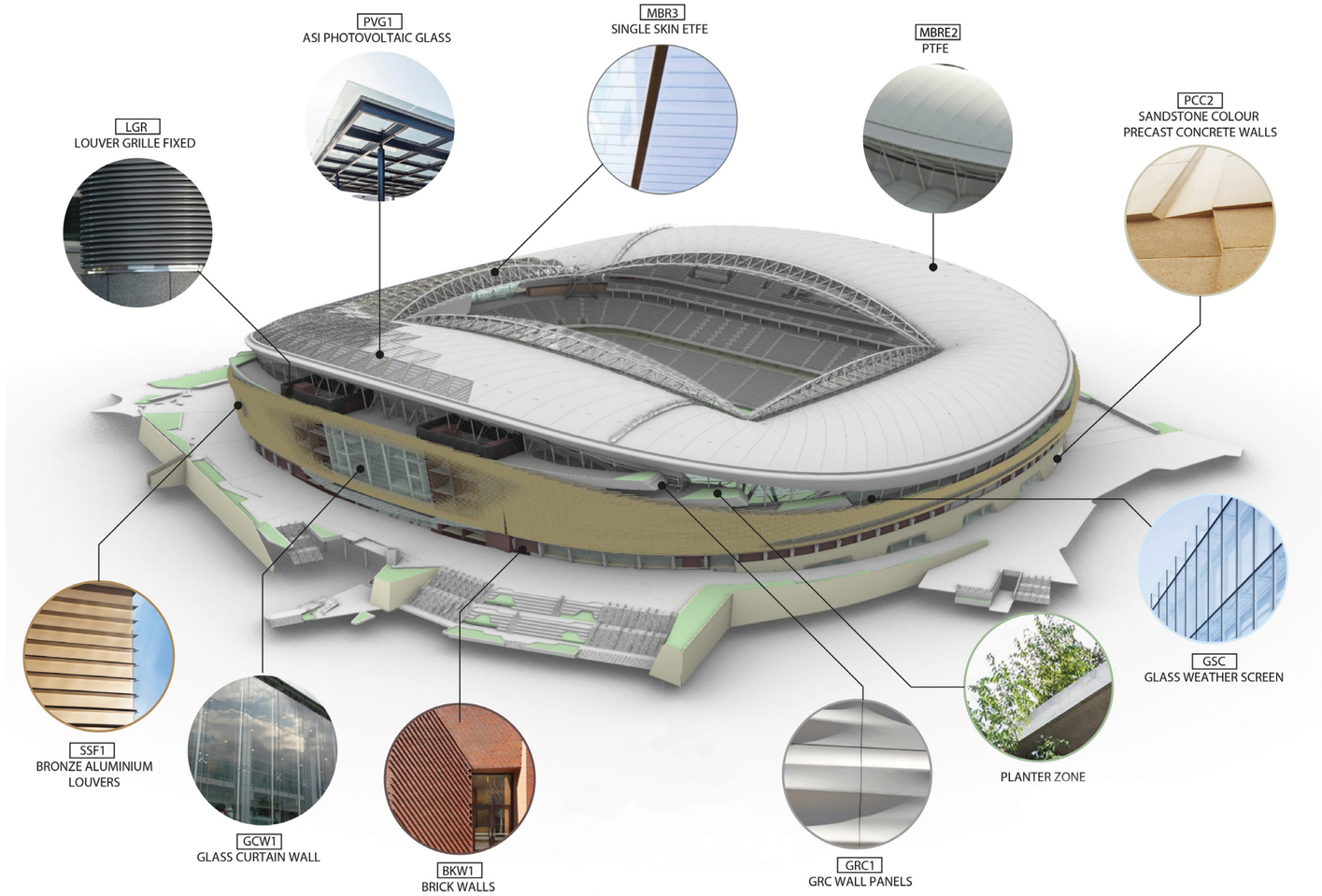
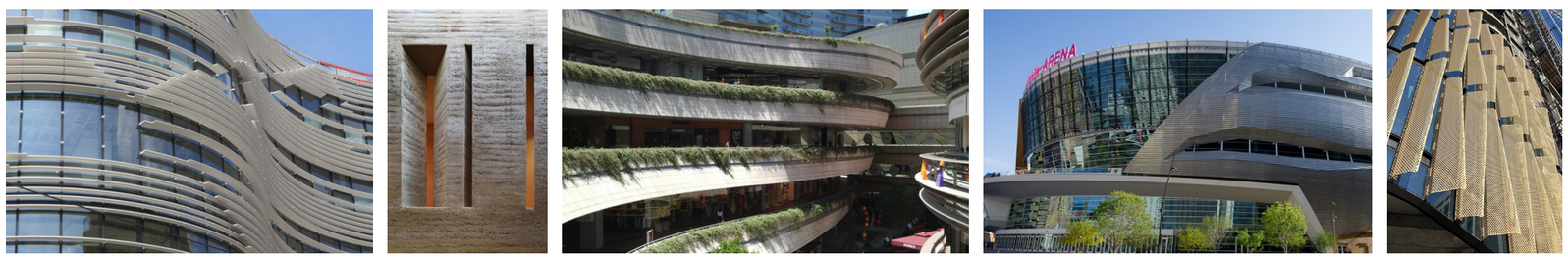


Figure 10: External Finishes



Detailing

Integrated photovoltaics:

The proposed roof design integrates photovoltaic cells to the north, east and west portion of the roof to generate enough power to augment daytime stadium power usage and achieve LEED gold requirements for the building.

Roof composition:

The roof skin is derived from the long strips of PTFE that drape over steel hoops sitting above the diagrid. The hoops provide fabric tension and alleviate ponding, in doing so a series of diamond shapes become visible and provide its characteristic geometry.

Roof access and lighting:

Roof maintenance and a roof walk will be provided by discrete access hatches and ladders to safely traverse the surface as required. A discrete static line system will be used to get access to 100% of the roof. Sports lighting to accommodate a range of sporting and event activities within the venue will be provided to suit international standards. The sports lights will be deliberately and specifically focussed on the pitch to limit the light spill to neighbouring residents. LED lights will be used which will incorporate feature lighting for branding opportunities and house lighting.

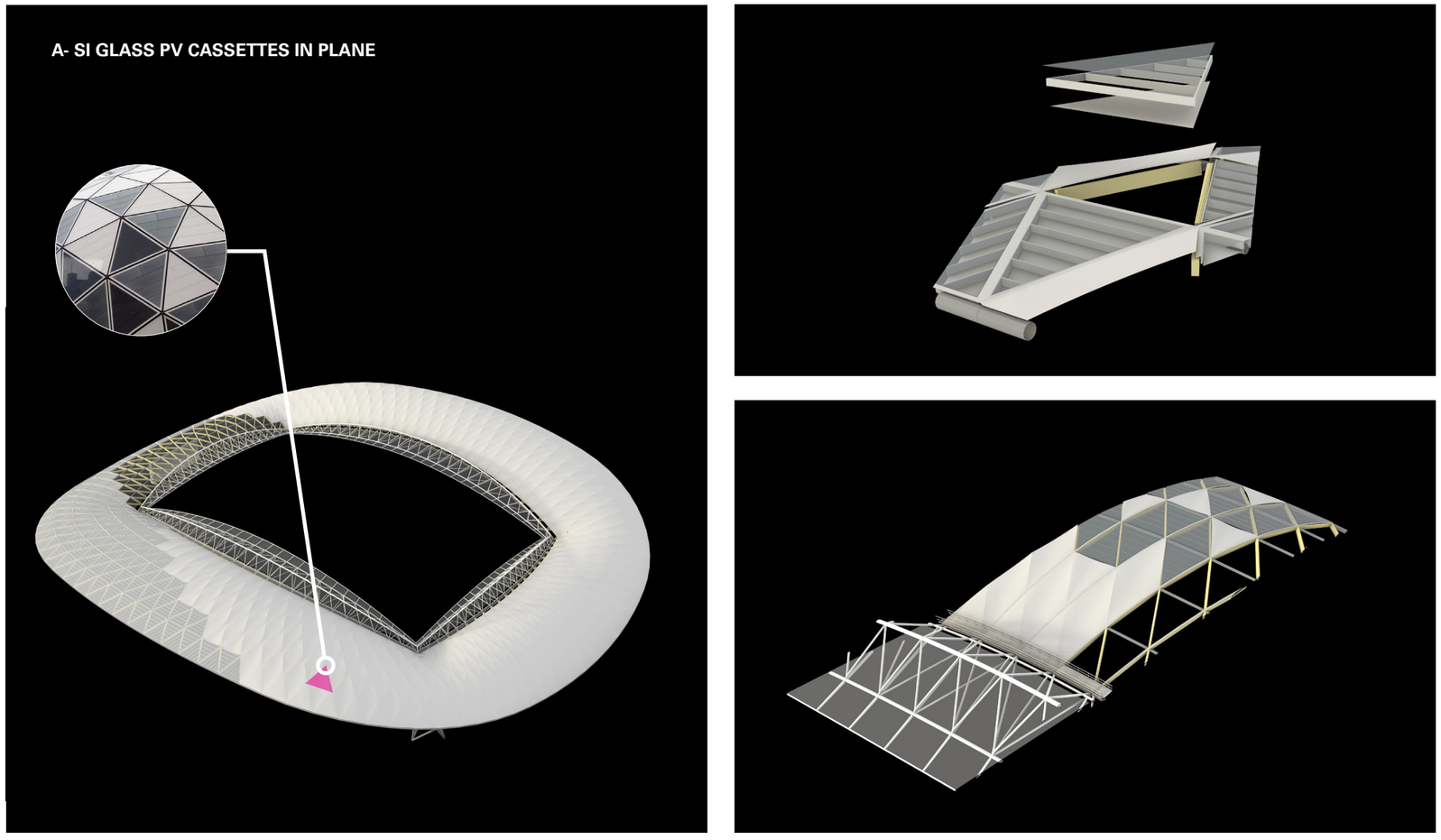


Figure 11: Roof Detailing

Vision

Elevations

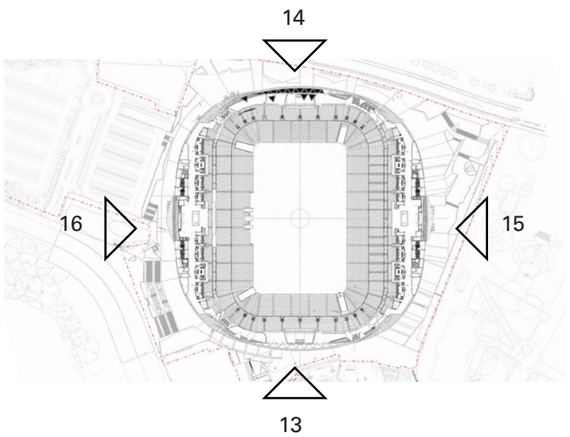
Bulk, massing and modulation within the approved envelope

The functional requirements of the stadium have been accommodated within the approved built form envelope as set out in the Stage 1 DA. The building envelope has a maximum height of 85m and a maximum depth of 39.3m. There are no setback controls for this site, however, the stadium is located with a generous distance from Moore Park Road to maximise the available public realm.

The design nestles the stadium into the precinct's terrain, reducing the impact of its built form within its parkland setting.

The streetscape has been developed to maintain a sensitive height datum along the Moore Park Road to respond to local context and acoustic requirements. There is ongoing work to lower the roof further along Moore Park Road.

Signage zones have been located strategically to maximise their visibility.



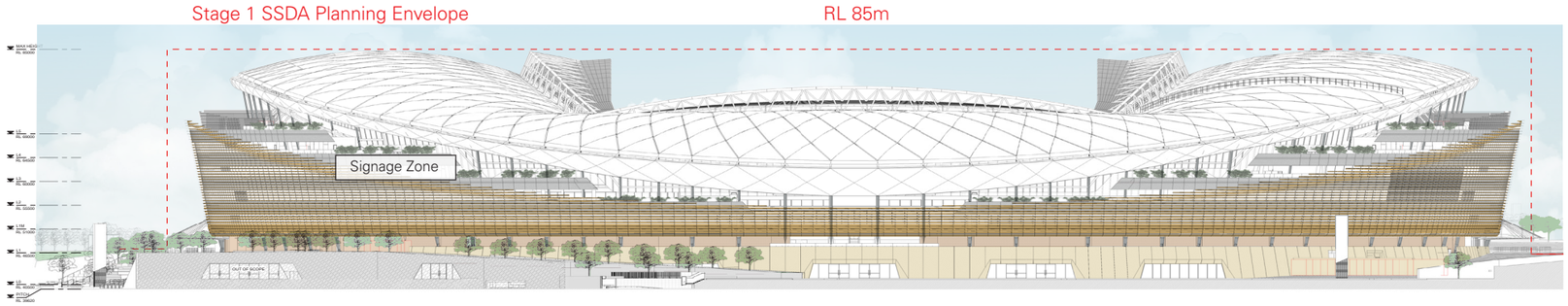


Figure 12: South Elevation

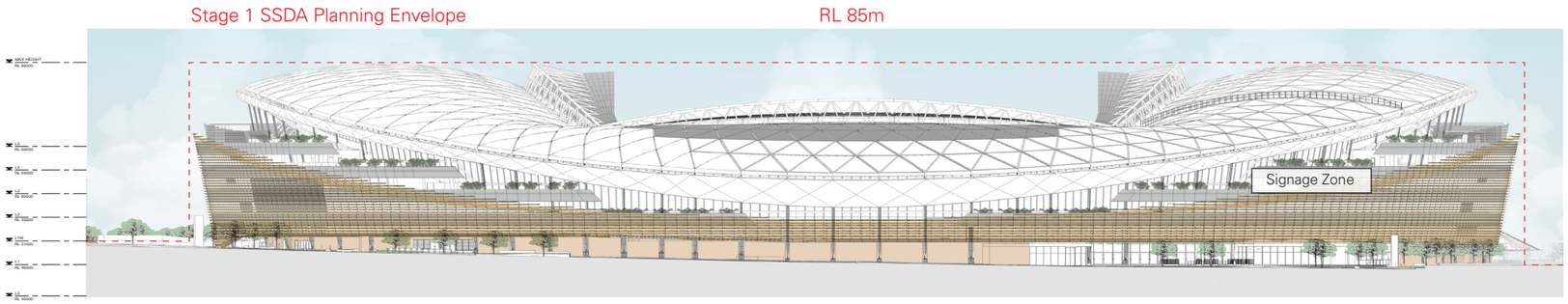


Figure 13: North Elevation

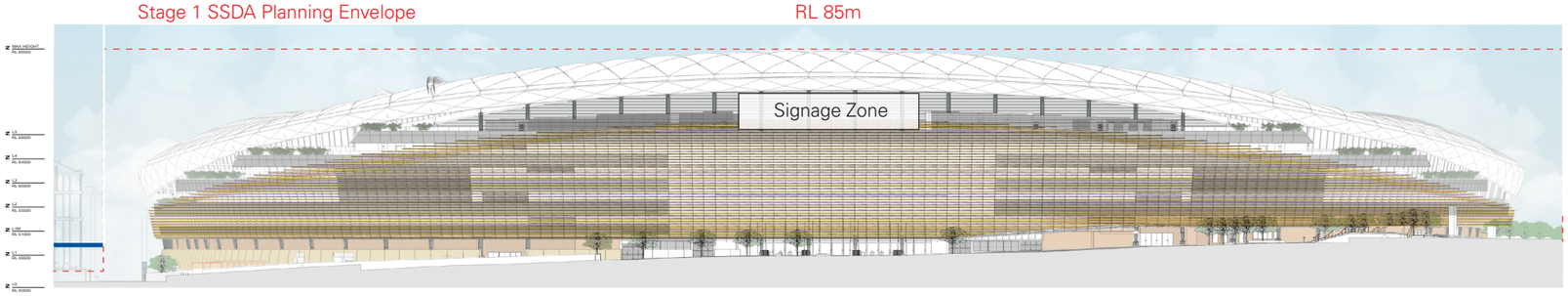


Figure 14: East Elevation

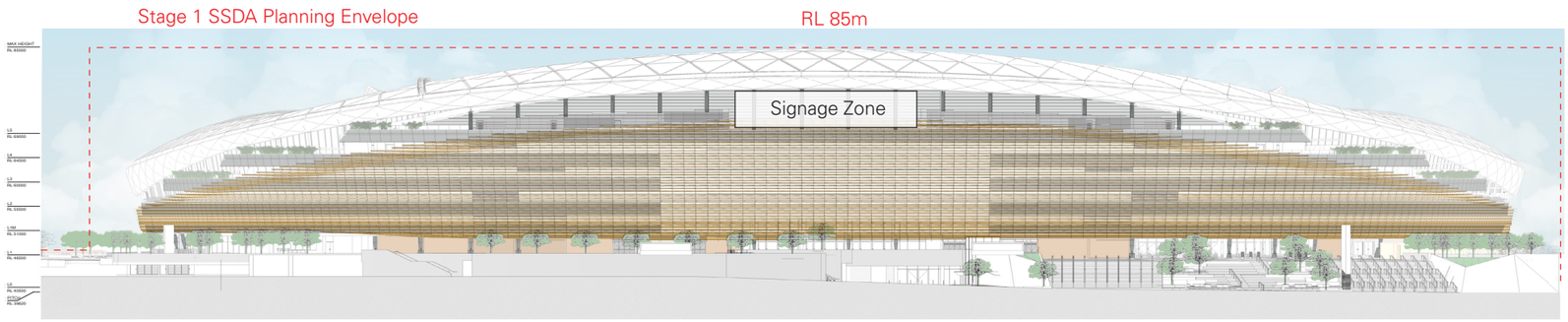


Figure 15: West Elevation

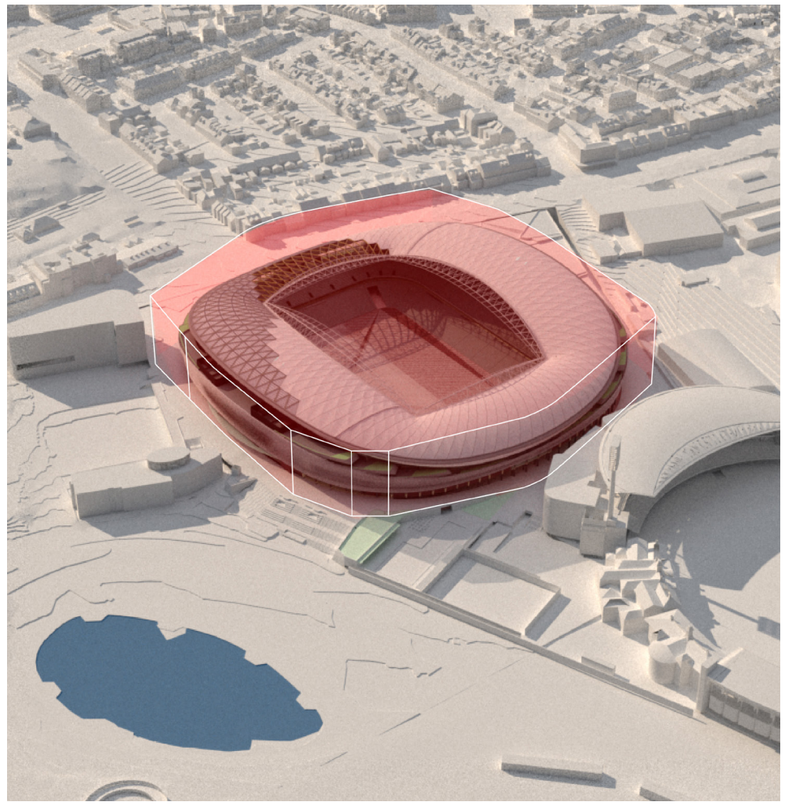


Figure 16: Stadium Massing within Planning Envelope

Vision

Ground Level Interfaces

The sections through the stadium highlight the interface between the facade of the building and the external concourse. Comfortable, human-scaled spaces are provided around the podium level of the stadium using appropriately scaled openings into the stadium. The louvred façade generally starts above the podium level and lifts up within the areas of activated public spaces to accentuate the public space.

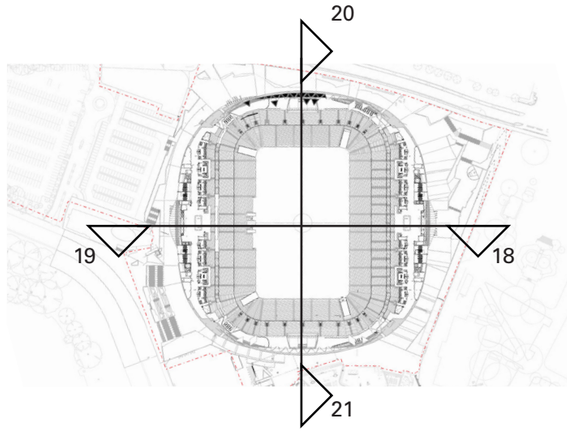


Figure 17: East Section Looking South

Figure 18: West Section Looking South

Figure 19: North Section Looking East

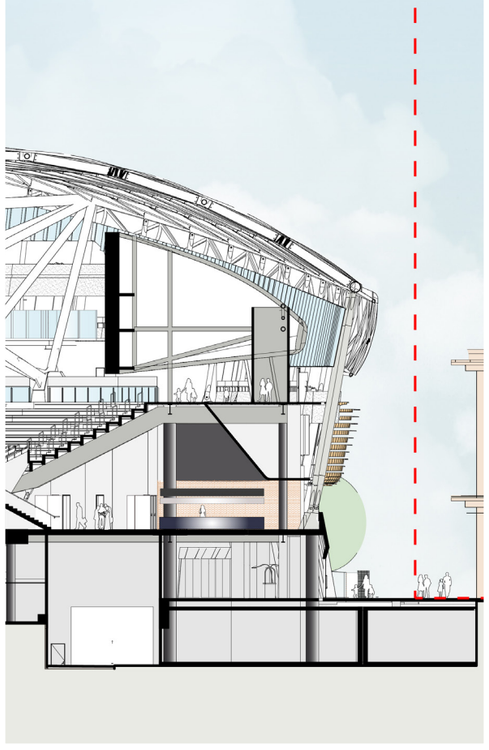


Figure 20: South Section Looking East

Innovation in Design and Delivery

Innovation has been a critical component within the design considerations for this stadium. Primarily the design addresses the need for the precinct to be more community focussed and flexible to the needs of the community in terms of leisure and transition. Key desire lines have been considered and the precinct offers a level of openness that the community has not enjoyed before.

The roof structure is designed to have a highly efficient structural design to reduce overall material quantities.

A number of sustainability innovations are considered and outlined in the ESD report.

Future Proofing

The design of the stadium precinct has been cognisant of the arrival of the Light Rail. The anticipated pedestrian routes to and from the stadium have been seamlessly integrated with the primary access points into the precinct.

The proposed Bondi Junction to City Walking and Cycling upgrades along Moore Park Road have also been incorporated into the design and its anticipation welcomed.

The Future Links identified in the Moore Park Master Plan 2040 have been acknowledged and integrated in the design of the public domain and addressed as a separate report as part of this application.

Within the building, the amenities have been planned in such a way that allows for adaptation should the future patronage profile change.

The Evolution of the Modern Stadium

The Sydney Football Stadium was built in the late 1980's just prior to the Hillsborough Stadium disaster in the UK in 1989. This was the last in a series of stadium fires and other catastrophic events over a decade in Europe. The resulting Taylor Report became a significant and influential document on the minimum recommendations for stadium design and management. Although the Sydney Football Stadium's initial design met reasonable life safety requirements, it lacked major revenue generating opportunities. These were accommodated post-completion in compromised locations.

In the following decade a new generation of stadiums were developed to address the key safety concerns of the Taylor Report, including anti-social behaviour. So apart from safety they also focused on family friendly environments that were more comfortable to attract a more diverse array of spectators.

More focus was put into the design and provision of spectator facilities to create a "Fan First" experience. Ranging from the quality of seats, increased numbers of toilets, easier circulation, more and better food and beverage options, pre, during and post entertainment, plus improved environments both internally and externally. Video screens are as large as they can be, and TV monitors are now readily seen from all circulation areas of the venue.

The other major development has been the integration of facilities and flexibility to meet a greater diversity of uses other than sport, plus the overlay requirements of major international sports events.

Stadiums are now regularly used for major entertainment events such as concerts and other public gatherings. They need to allow for temporary amenities and access/egress provisions if the permanent facilities can't suffice.

For major international sports events such as the FIFA World Cup and the Summer Olympic Games, major overlays are required within the venue and its perimeter. These requirements have grown significantly over the last 20 years, for example the FIFA hand book on stadia design is now over 420 pages, whereas the 2005 handbook was 37 pages. Requirements include minimum facility recommendations as well as overlay. Key areas where the requirements have increased over the last 2 decades are in security, media and corporate facilities required.

The proposed stadium design within this application meets the FIFA guidelines and the requirements for other major events. Facilities are planned to be adaptable to possible future patronage profile changes and there is space allowance for temporary amenities and access/egress provision if it is needed for the event.

Design Excellence

In response to Section 6.21 of the Sydney Local Environmental Plan 2012, the design has been developed to exhibit design excellence. Design Excellence is covered separately in the Competitive Design Alternative Report and the Design Integrity Assessment.

Vision

Heritage and Archaeology

The proposed SFS redevelopment design poses no physical impact to any statutory listed heritage fabric or heritage items. The mature Moreton Bay Fig tree on Moore Park Road (associated with the historical military use of the subject site), is listed on the City of Sydney Register of Significant trees and will be protected and retained through the development. Items of historical significance such as Busby's Bore has been acknowledged and referenced through landscaping and the material selection of the public domain.

The stadium site has a rich, layered history which will be celebrated within the design of the stadium and the public domain. There are numerous opportunities for heritage interpretation that are engaging and relevant to contemporary society. These include landscape design, fabric selection for public realm and stadium, inlays in landscape and text panels, site specific artworks, projects, existing sculptures, digital solutions and public program of activities/activations. The Heritage Interpretation Plan by Curio Projects sets a thematic framework with potential themes and stories grouped in interpretative zones with possible locations. Heritage interpretation solutions/products would be selected dependant on the suitability of the location and its ability to reflect the proposed themes and stories.

The exterior fabric of the stadium and exterior surfaces has been identified as Interpretive Zone "F" with potential themes/ stories of "Ever-changing Landscape" and "Recreation, Entertainment & Leisure".

The interior public spaces in the new stadium have been identified as Interpretive Zone "G" with potential themes/ stories of "Urban Life and Public Spaces", "From Colony to City" and "Recreation, Entertainment & Leisure". Interpretive inlays on ground and wall surfaces, or through text panels installed on the interior of the stadium have been suggested. There is also the potential for interpretive inlays within the stadium seating. There is potential for a heritage trail to lead visitors through the public domain and into the stadium, telling the stories of the past.

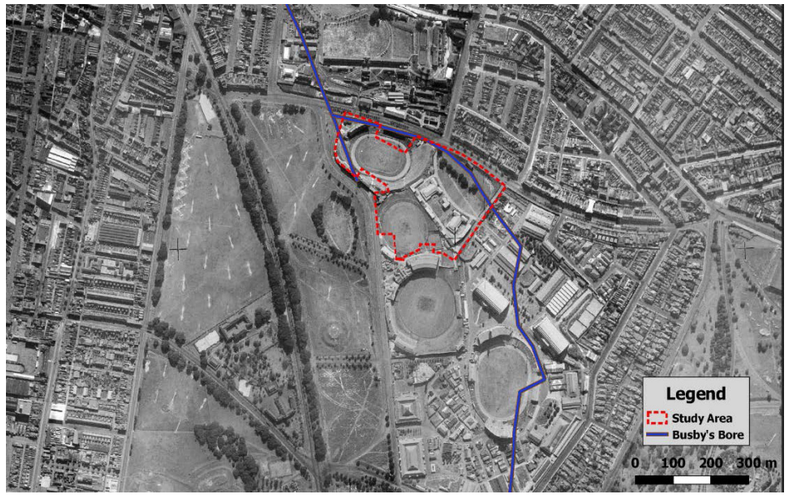


Figure 21: Map of Busby's Bore (Source: Curio Projects)

Figure 22: Interior Heritage Interpretations (Source: Curio Projects)

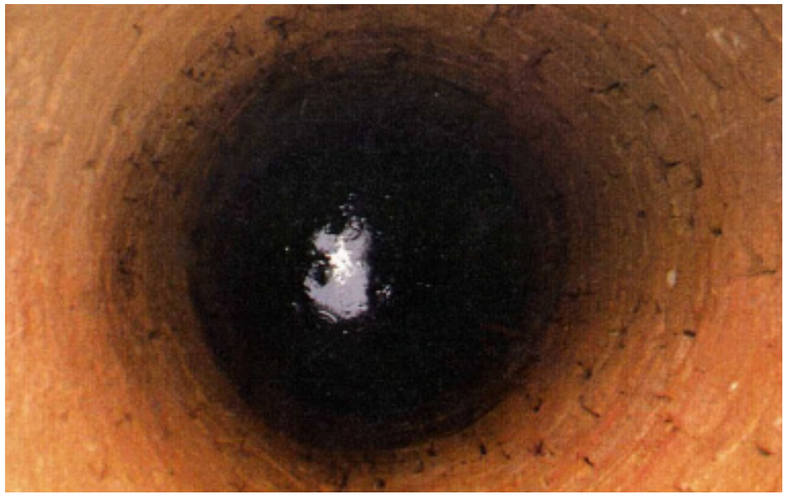


Figure 23: Busby's Bore Shaft (Source: Curio Projects)

Figure 24: Allianz Arena Munich - example of an interactive facade that is fully customisable to reflect the event colours, brand, theme and could be used to share heritage storylines

Environmental Impacts

Noise and Acoustic Privacy

The architectural shaping and massing of the overall built form has been modelled in close collaboration with acoustic experts to ensure that the design controls noise emanating from the stadium during events. The mapping of sensitive residential neighbours has been overlaid with specific façade treatments and building heights to reduce the transmission of low frequency sounds out of the building. By installing acoustically dense materials such as laminated glazing to the northern facades, noise transmission is controlled to within required limits.

Wind impacts on surrounding areas

The wind conditions in and around the stadium are influenced by the surrounding buildings and topography, the orientation of the stadium, the openness of the façade, and the design of the roof. The general overall rounded form of the stadium building encourages flow to pass horizontally around and over the structure rather than inducing significant downwash that would adversely influence pedestrians.

Wind analysis testing has found that the wind conditions around both the existing stadium and the proposed redevelopment are similar indicating that the wind conditions would be expected to be similar with specific areas becoming windier and others calmer.

Within the Environmental Wind Assessment consideration has also been given to the broader precinct, with a number of test locations along Moore Park Road and Driver Avenue, covering key intersections that people would be using as part of pedestrian access and impacted by the stadium. All of these locations meet the City of Sydney non-active frontage criterion.

Reflectivity

The primary materials of the roof and façade have been selected to limit solar reflections off the building. The PTFE material of the roof is a known UV blocker, and is a substantially matt texture. Concrete-like materials and anodised aluminium form much of the façade, and again will be specified with low reflectivity finishes. The form of the primary façade slopes outwards, which will assist in directing solar reflections to the ground closer to the building, limiting direct impacts to within the site. Highly reflective elements such as glass will be limited in their application and where required, will be partially shaded by the louvre veil, or the primary roof edge.

Privacy

The louvre veil screen encompassing the building provides the opportunity to temper and control views out.

There are no privacy concerns in relation to surrounding neighbours as patrons of the stadium do not have any direct views into private dwellings.

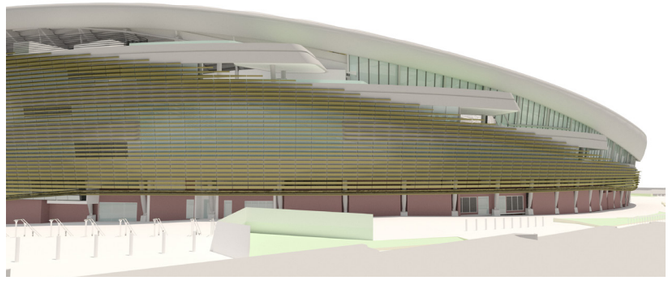


Figure 25: Design Scheme

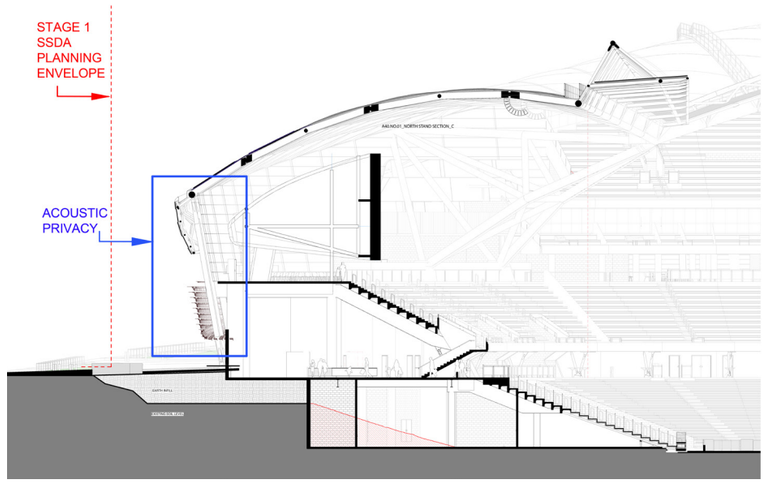


Figure 26: North Facade Acoustic Privacy

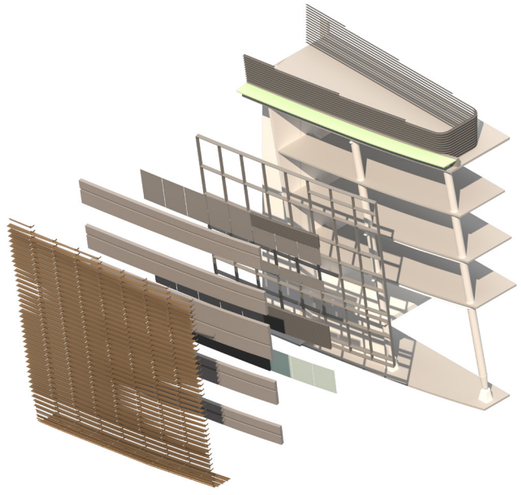


Figure 27: Typical Bay

Vision

Services

Waste Management
The Main Waste Room is located on the northwest corner of the basement near the basement entry. It has two compactors within it. On the upper floors there are small bin rooms in close proximity to the service lifts in each quadrant.
On Concourse (Level 1) and Upper Concourse (Level 4) there are scattered bin bays.

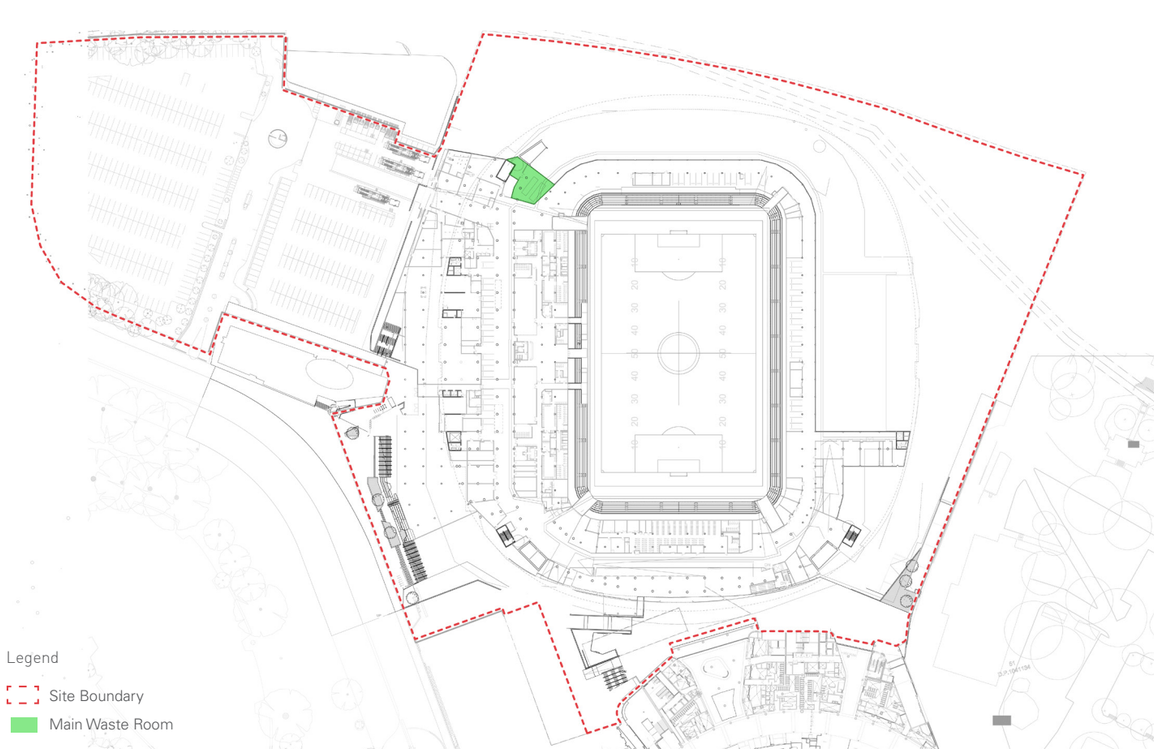


Figure 28: Waste Management (Basement)

Loading Zones
There is a Loading Dock primarily used for catering located on basement level near the basement entry and near the main kitchen. The Dock Managers Office faces onto the loading dock.

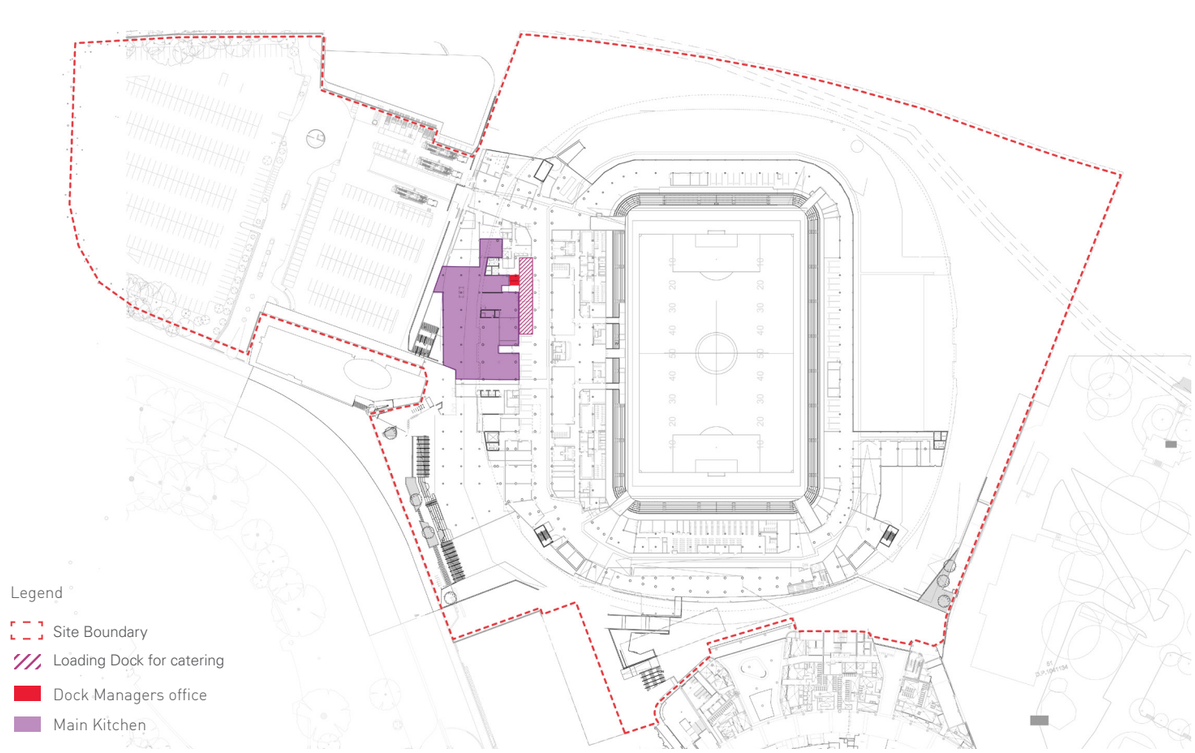


Figure 29: Loading zones

Mechanical Plant
The mechanical plant room and boiler room for the kitchens are located in the basement on the western side adjacent to the main kitchen.
The mechanical ventilation system is based on an air cooled system with the chiller enclosure on Level 5.
Air Handling Units are located in the Basement, Level 1 (Mezzanine) and Level 5.
The suites on Level 3 use Fan Coil Units.

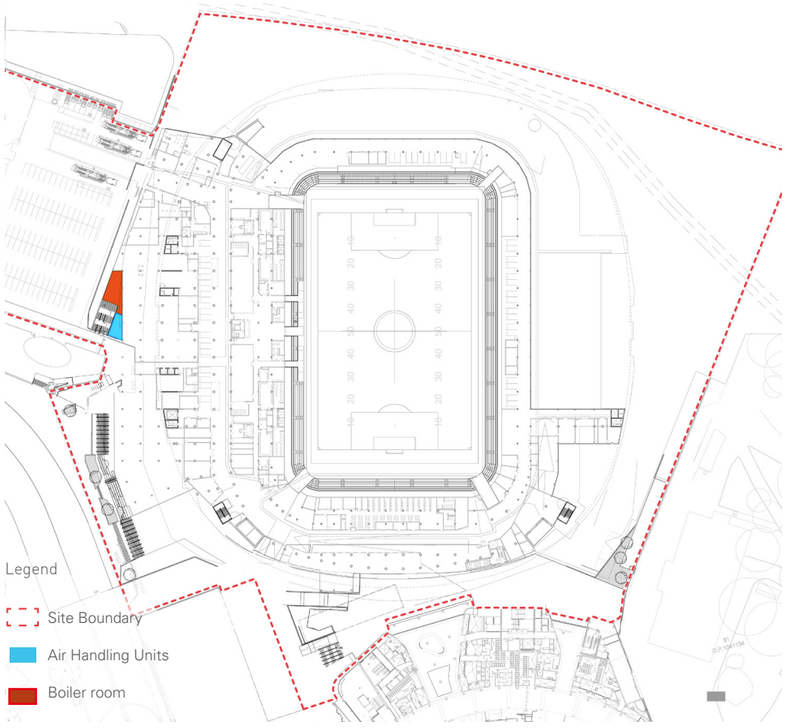


Figure 30: Mechanical Plant (Basement)

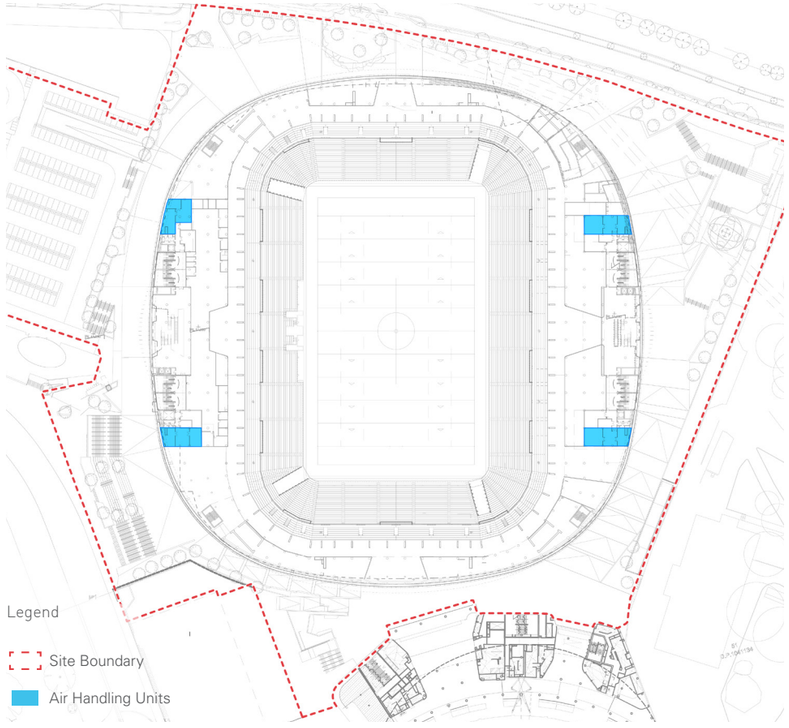


Figure 31: Mechanical Plant (Level 1 - Mezzanine)

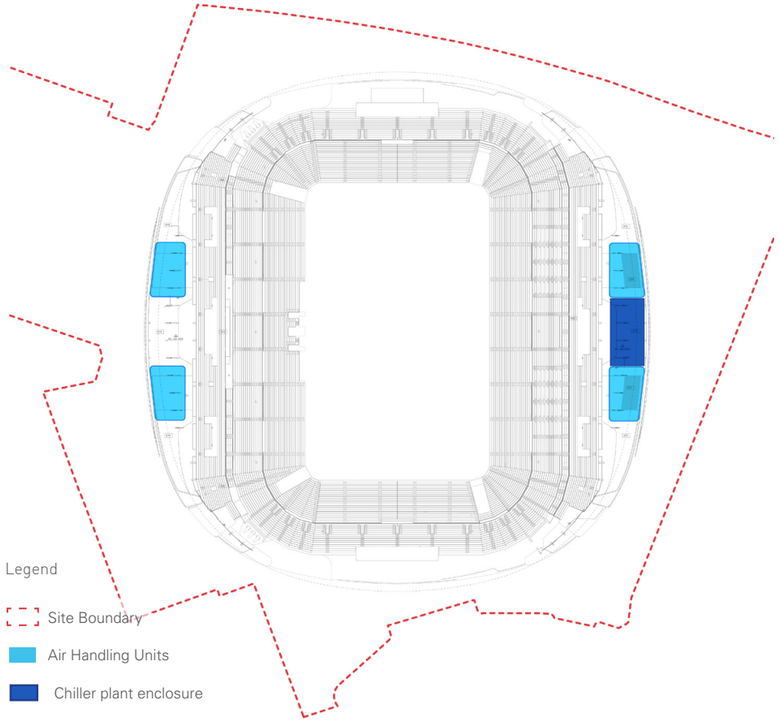
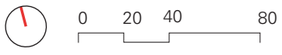


Figure 32: Mechanical Plant (Level 5)



Vision

ESD Principles

The SFS redevelopment has committed to achieving a LEED v4 certified Gold rating which is deemed 'Australian Best Practice'. Sustainable design principles have been established in the Environmentally Sustainable Design Strategy by LCI Consultants under categories outlined within the LEED v4 rating system. These categories include:

- Location and Transport
- Sustainable Sites
- Water Efficiency
- Materials and Resources
- Energy
- Social Sustainability

The following are some of the ESD principles being addressed in the design:

Materials and Resources

Materiality selection and fabrication of the components within the Roof, Façade and Public Realm are key to achieving a lower embodied energy level. The project will look to maximise the use of locally sourced sustainable material which has a significant life cycle and minimal travel distance. By reducing the overall travel distances of the material and fabricated components with local suppliers, in-lieu of international options, the embodied energy or carbon footprint will be substantially reduced.

Where possible waste from these products are to be recycled. This recycling component is also intrinsic in the operation of the venue where all possible co-mingled waste is to be recycled via the existing established streams.

Transport

Promotion of Public Transport with better access to facilities and pedestrian routes to trains, buses and trams will persuade patrons to use these facilities in-lieu of private transport and extend the duration of visits. The patronage could be greatly improved by 'free rides' with a valid ticket to the event.

In addition to Public Transport, bicycle parking and associated facilities will be provided within the public realm to encourage people to ride on match days or real round use. Cycle parking and End Of Trip (EOT) facilities for stadium staff will be located in the basement.

Provision has been made to supply infrastructure for electric vehicles and the promotion of green vehicles with priority parking and subsidies.

Energy

The proposed roof design integrates photovoltaic cells to generate enough power to augment daytime stadium power usage and achieve LEED gold requirements for the building.

LED lighting throughout the venue including Sports lighting, feature lighting on the roof, façade and within the precinct will be provided which will reduce overall energy consumption and prolong the life of the fitting, requiring less maintenance. In addition to the low energy they provide, there is the ability to brand and theme the event according to the sport.

A central Building Management System BMS will control energy consumption by monitoring air-conditioning efficiency, lighting control and providing automated flushing of the urinals which uses harvested water. Air-conditioning is one of the biggest uses of energy within a building. By using engineered Low E glazing strategies, solar devices and internal blinds with a ventilation path we can reduce the heat load within the room and minimise the energy consumption to temper the air in the room.

Sustainable Sites

The vegetation used will respond to the micro climate where it is planted, and the use of native plants will assist with the reduction in overall water usage. Vegetative plantings assist with the carbon capture while also providing a reduction in urban heat reflectivity from hard surfaces and provide patrons with shade.

Water Efficiency

Rainwater harvesting from the 30,150m2 roof will be stored in an onsite storage tank where the water will be re-used in flushing the amenities. Other uses could be to provide some irrigation to planter boxes on terraces or within the public realm.

Water efficient fixtures and fittings will be used where appropriate within the scope of the roof, façade and public realm.

There is an opportunity to use some of the public realm folding plane and planter devices to potentially capture and store water without it being discharged directly to storm water.

Social Sustainability

The purpose of the redeveloped Sydney Football Stadium is to provide a new world class facility that is of its 'place and precinct' and a cultural platform which invites participation by the community. The social sustainability of the community engagement will be encouraged throughout every level of the project and provide for inclusion of people from diverse cultures and backgrounds. The introduction of community engagement with the 'activity park area' in Busby's corner promotes use of the area on non-event days while also providing opportunities for a Kid Zone on event days.

In addition to these socially sustainable agendas the stadium will be promoting many ESD initiatives which will encourage participation and reduce the footprint of the stadium within the precinct.

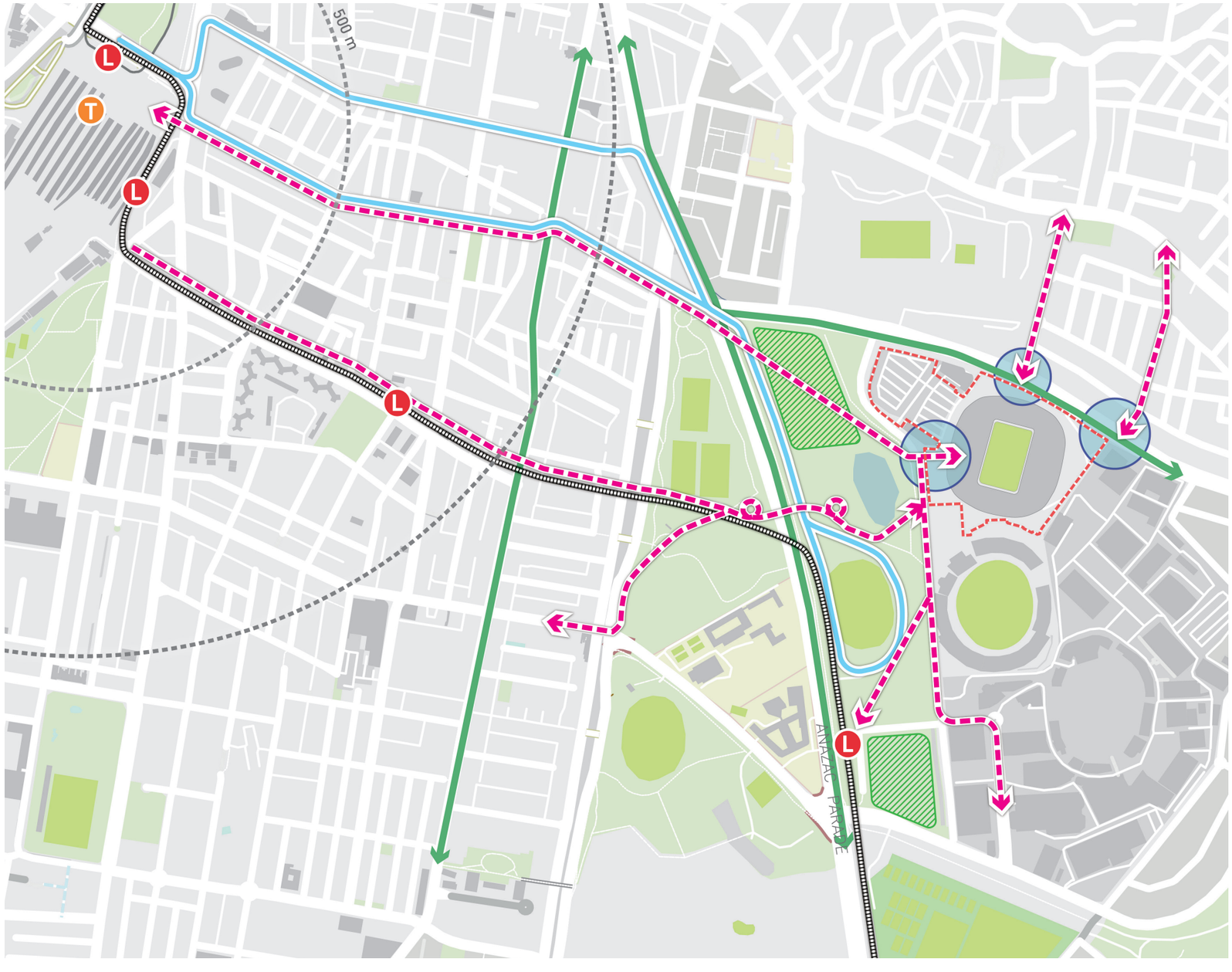
Access and Circulation

The precinct is well connected by public transport including trains at Central and buses along Anzac Parade. The completion of the light rail and the Moore Park Light Rail stop in 2020 will enhance access to the precinct.

On event days, special event buses are run from Eddy Avenue, outside Central Station into the precinct through Albion Street and back down through Foveaux Street. These take patrons to the bus interchange to the west of the SCG.

There is an extensive pedestrian network which connects the stadium to the surroundings. The network supports walking as a transport mode accessing the stadium, whether it is the whole trip being made by foot or it is the final leg of the journey from another transport mode. A popular way of travelling to the SFS is walking from the west from Central Station through Surry Hills. Pedestrians use several streets in Surry Hills to get the stadium.

The SFS sits within an extensive regional and local bicycle network. The existing off-road shared path along Anzac Parade provides a key connection to the precinct from both the Sydney CBD and the south-east. The on-road bicycle lane on each side of Moore Park Road provides a connection up to Oxford Street in Paddington. The planned cycleway along Moore Park Road provides an opportunity for a safe cycle network well integrated with the stadium surrounds.



Legend

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

0 100 250 500

Figure 33: Access and Egress

Vision

Pedestrian and Bicycle Circulation

Pedestrian pathways have been designed to maximise permeability around the stadium and promote public access through the site to connect Paddington to Moore Park. New path connections are integrated with the existing pedestrian paths from surrounding precincts and proposed transport infrastructure.

The existing pedestrian arrival points have been retained and enhanced to establish high quality stadium "front doors" at the western frontage off Driver Avenue and from the north-east corner of the site off Moore Park Road.

The proposed Bondi Junction to City Walking and Cycling upgrades along Moore Park Road present a significant opportunity for a safe cycle network well integrated with stadium surrounds. Cycle parking will be provided along Moore Park Road integrated into the landscaping.

The site planning and public domain design does not preclude the delivery of future north-south and east-west precinct links as noted in the Moore Park Master Plan 2040.

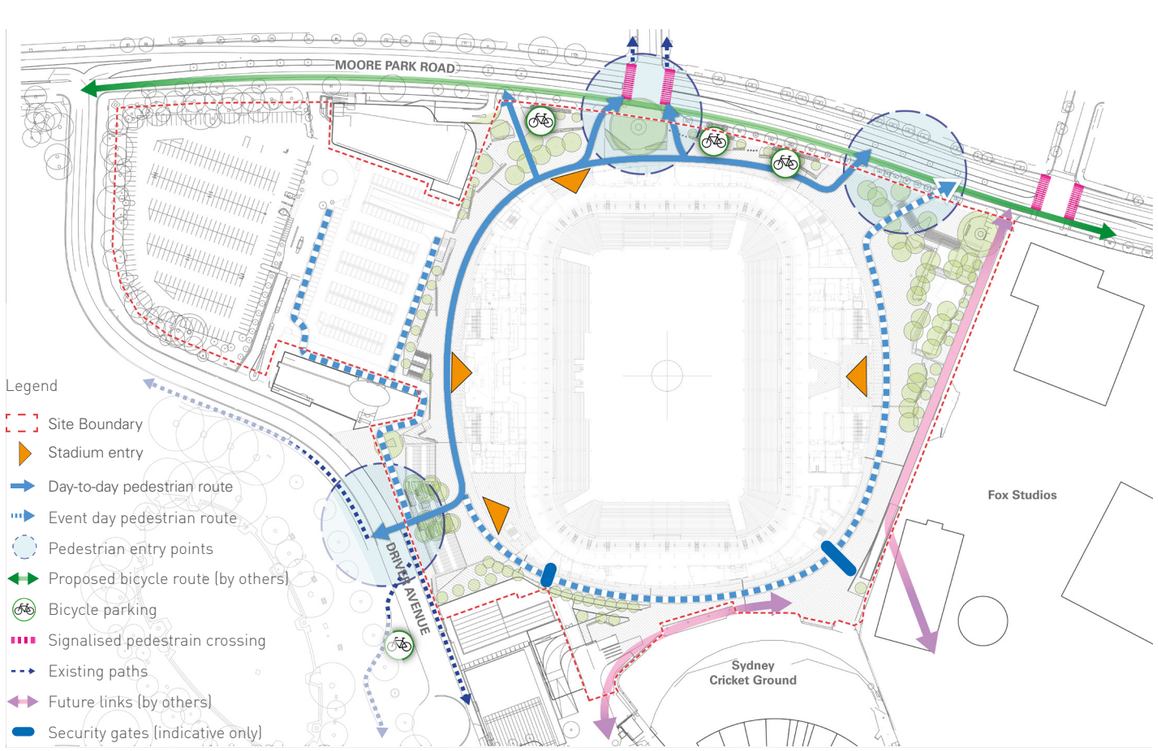


Figure 34: Pedestrian and Bicycle Circulation

Emergency Vehicle Access

Access for emergency vehicles is from Moore Park Road and Driver Avenue (into basement). Controlled-access, retractable bollards will be provided at the entry point.

The external concourse public domain has been designed to accommodate emergency vehicle access around the whole stadium.

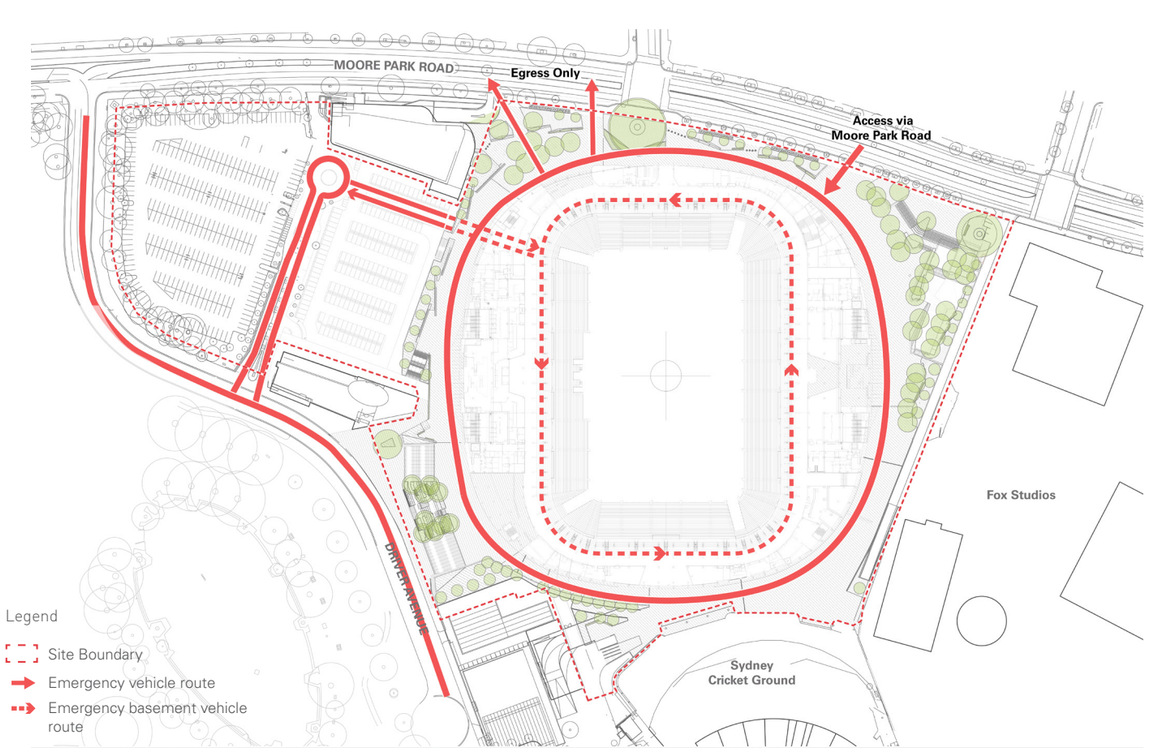


Figure 35: Emergency Vehicle Access

Service Access and Circulation

Service access to a basement ring road within the SFS will occur from Driver Avenue. A gatehouse and a vehicle rejection loop have been provided to adequately reject a vehicle without penetrating past the security line. The main security room within the basement will provide additional controlled access for service vehicles.

Within the basement there is a loading dock and goods lifts have been positioned in four locations around the stadium. The goods lift in the northeast corner is only from Level 1.

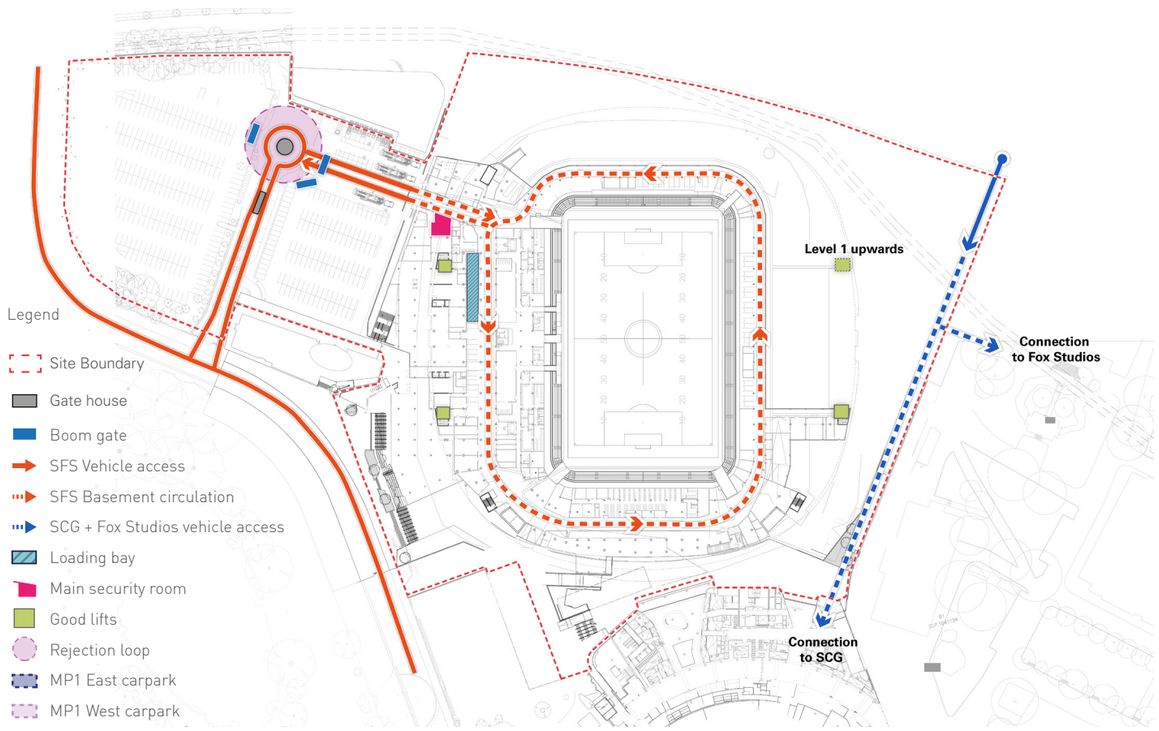


Figure 36: Servicing within the Stadium

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Vehicular Access and Movement

Vehicle and servicing access to a basement ring road within the SFS will occur from Driver Avenue via MP1 carpark.

The existing MP1 car park will be reinstated following use as construction compound and modified to include a drop off zone for persons with disabilities.

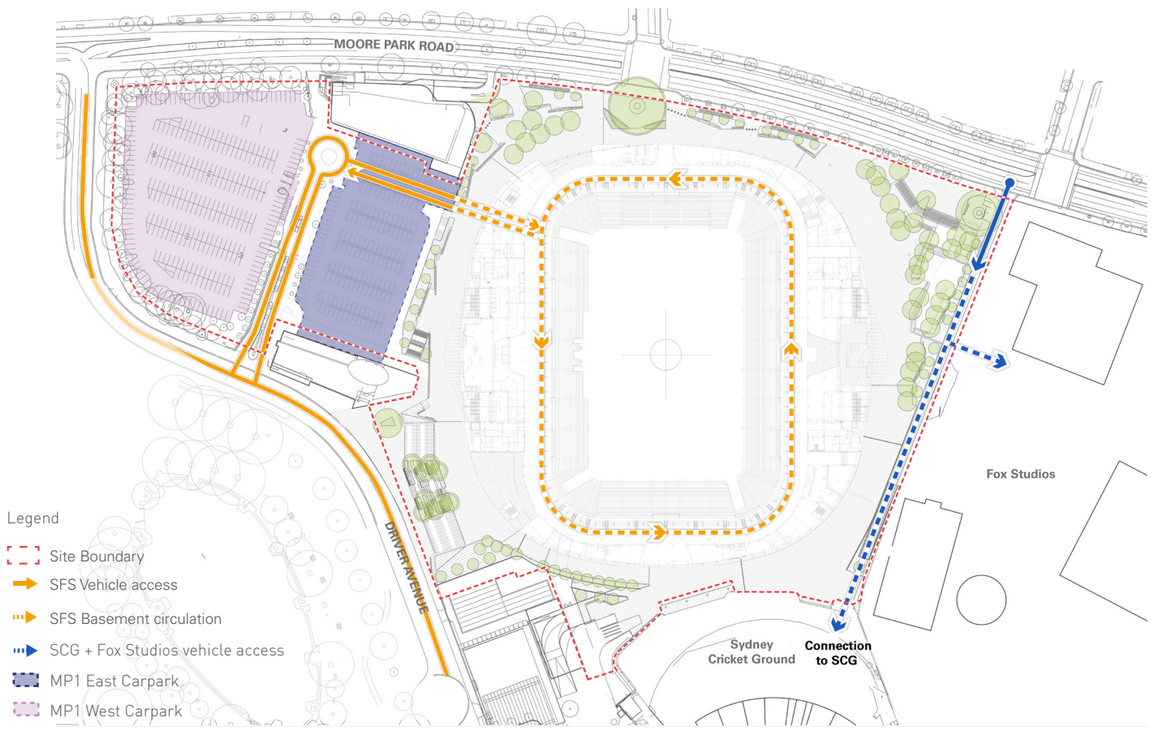

Figure 37: Vehicular Access and Circulation

Vision

Modes of Operation

Day to Day

On a day-to-day basis, pedestrian entry will be available from Moore Park Road along the northern edge of the site through to Driver Avenue along the western edge. This provides the opportunity for multi-purpose spaces for the community, activation and legible pedestrian connections between Paddington through to Moore Park, Surry Hills and Light Rail. A retail store and a café will sit within level 1 of the stadium with access to the external podium. Public access into the site will also be available to the north eastern portion of the site where there will be a stepped multi-functional play and recreation space.

Day-to-day access to the Bradman Noble Terrace to the south of the site will be restricted.

SFS Event Mode

On SFS event days, 360-degree access around the stadium will be provided for both ticket holders and the public. Pedestrians will access the stadium through three key entry points: Driver Avenue, Oatley Road and Moore Park Road adjacent to Paddington Lane. Ticketing and security checks will occur within the stadium envelope allowing the whole concourse to provide neighbourhood connections on event days.

Signage and wayfinding will be utilised to manage the crowds and how the general public can move through the precinct.

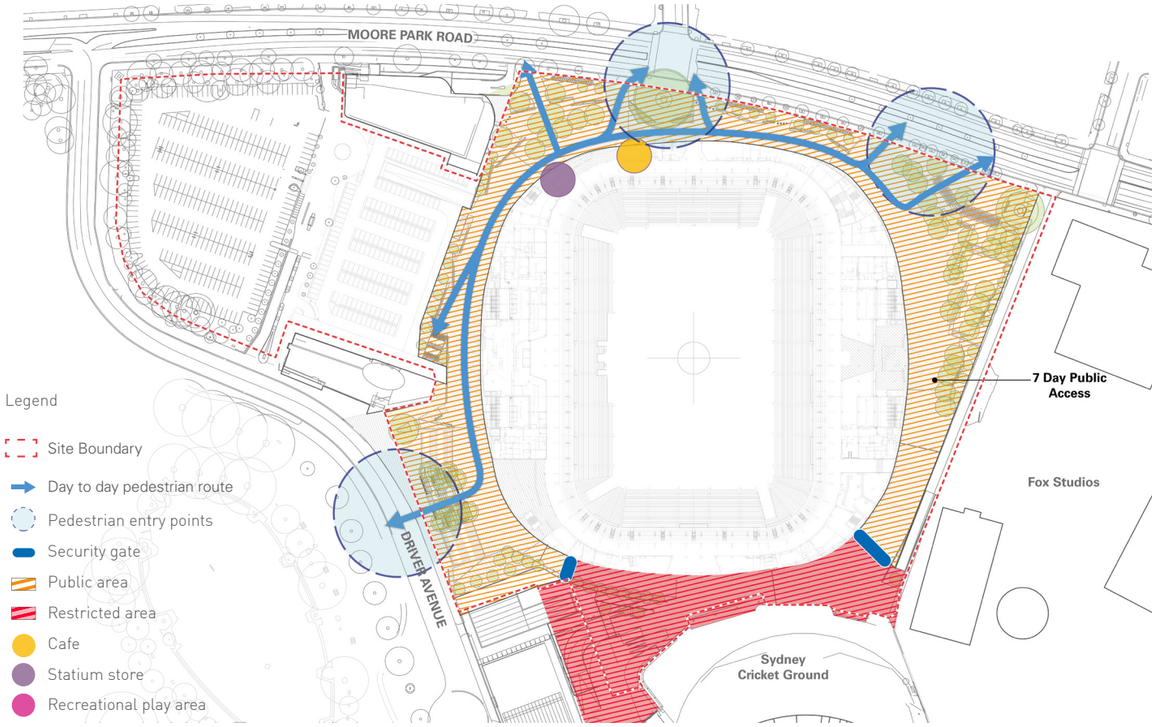

Figure 38: Day to Day

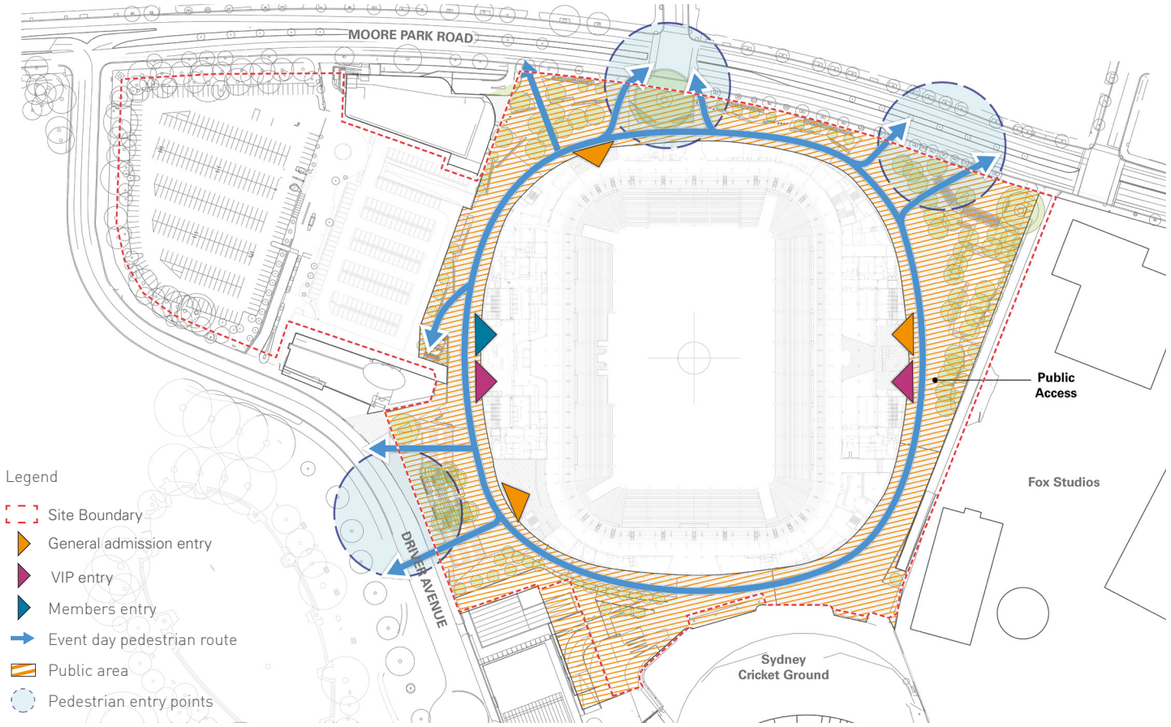

Figure 39: SFS Event Mode

Double Header

On SCG event days, or SFS/SCG double headers, the stadium will be accessible to the public around the western, northern and eastern portions of the site. The three key pedestrian entry points are accessed through Driver Avenue, Oatley Road and Moore Park Road adjacent to Paddington Lane. The southern portion of the site opposite the SCG Bradman Noble Stand will not be accessible to the public, as this will be reserved for members only.

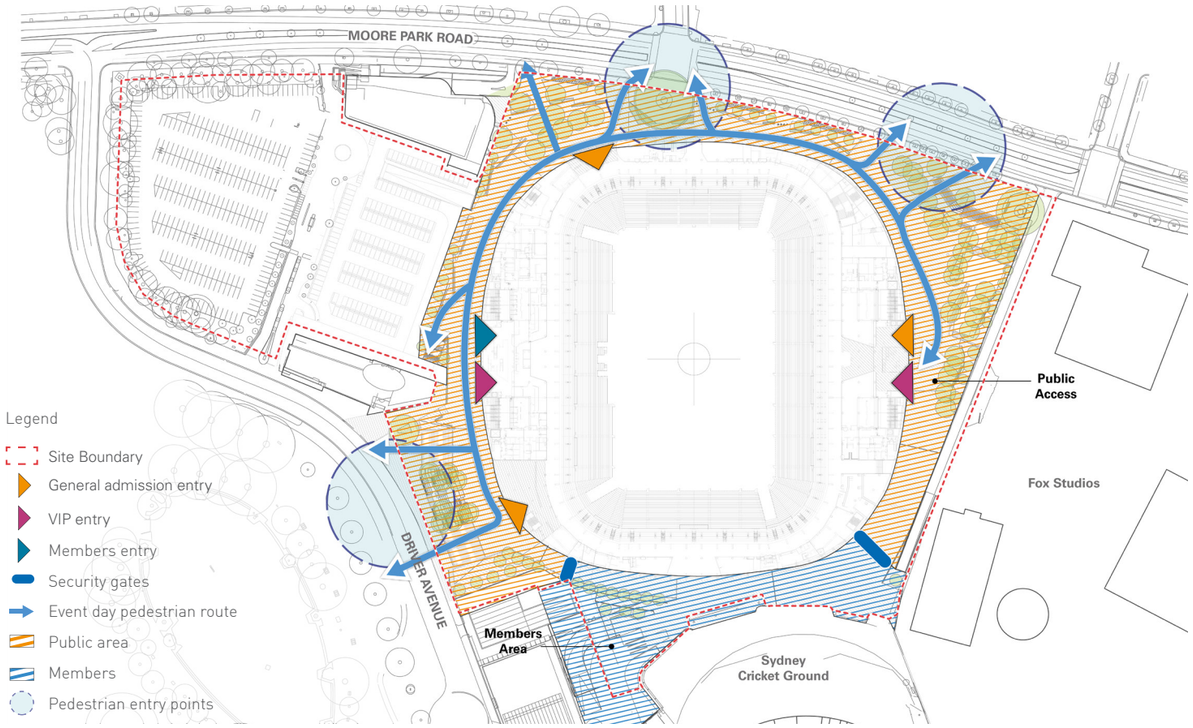

Figure 40: Double Header

Special Events

On Special Event days, such as an international test match, the entire site will become a secured zone and there will be 360-degree access to ticket holders around the stadium. Ticket and security checks will occur at the north western and north-eastern corners of the site along Moore Park Road, as well two security checks at the entrance of Driver Avenue.

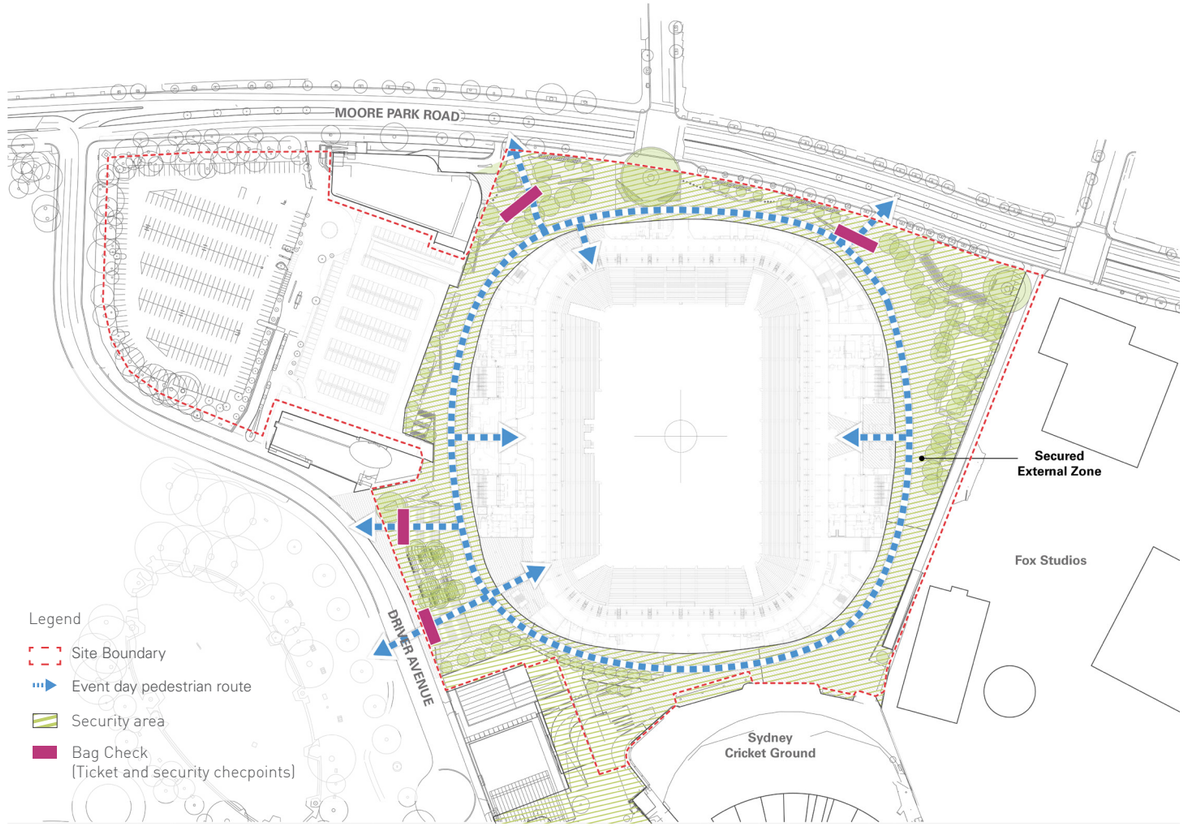

Figure 41: Special Events

Vision

Accessibility

Precinct Context

The proposed design promotes universal accessibility, safety and security such that the Stadium is welcoming, inclusive and safe for all stadium users, including Persons Requiring Universal Access (PRUA).

To demonstrate that the proposed design achieves equity of access with dignified routes for people with a disability an Accessibility Report has been undertaken by Before Compliance.

Provisions for a DDA compliant access to and within the site has been incorporated through the following:

- A Persons Requiring Universal Access (PRUA) drop off area has been located within the vehicle access off Driver Avenue. Vehicles will go around the round-a-bout and the drop off is on their return to Driver Avenue.
- PRUA patrons have compliant access from the drop off area to lifts located within the Moore Park Steps entry plaza with direct access to the stadium concourse level. Two accessible lifts, sized to fit two wheelchairs have been provided.
- Informal drop off areas at the northern and southern ends of Driver Avenue provide additional DDA access.
- Level thresholds between the SFS and Moore Park Road pavement along the majority of the Moore Park Road boundary.
- Compliant circulation paths are provided throughout external concourse with areas to stops and rest to ensure the site remains accessible for those with impairments.

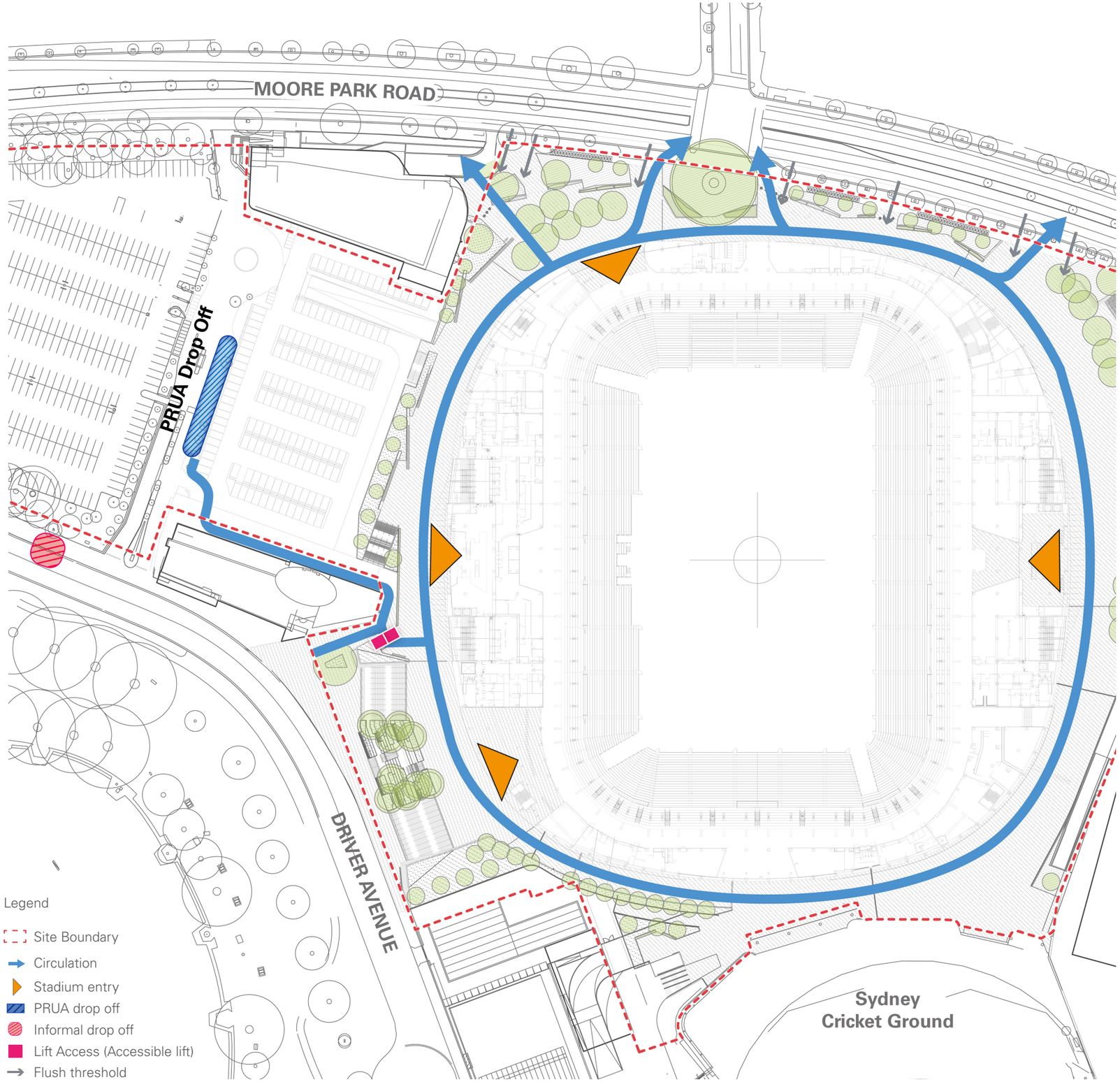

Figure 42: Accessibility of Precinct Context

Within the Stadium

Within the stadium there are numerous areas of accessible seating meeting the required provision for a stadium of this capacity. The seating is distributed across all stadium levels and ticketing types.

Universal Access toilets are provided close to the wheelchair positions and are provided in pairs (one left and one right) to reduce queueing and meet the individual needs of PRUA.

A Changing Places facility is located on the public concourse level with access from the concourse.

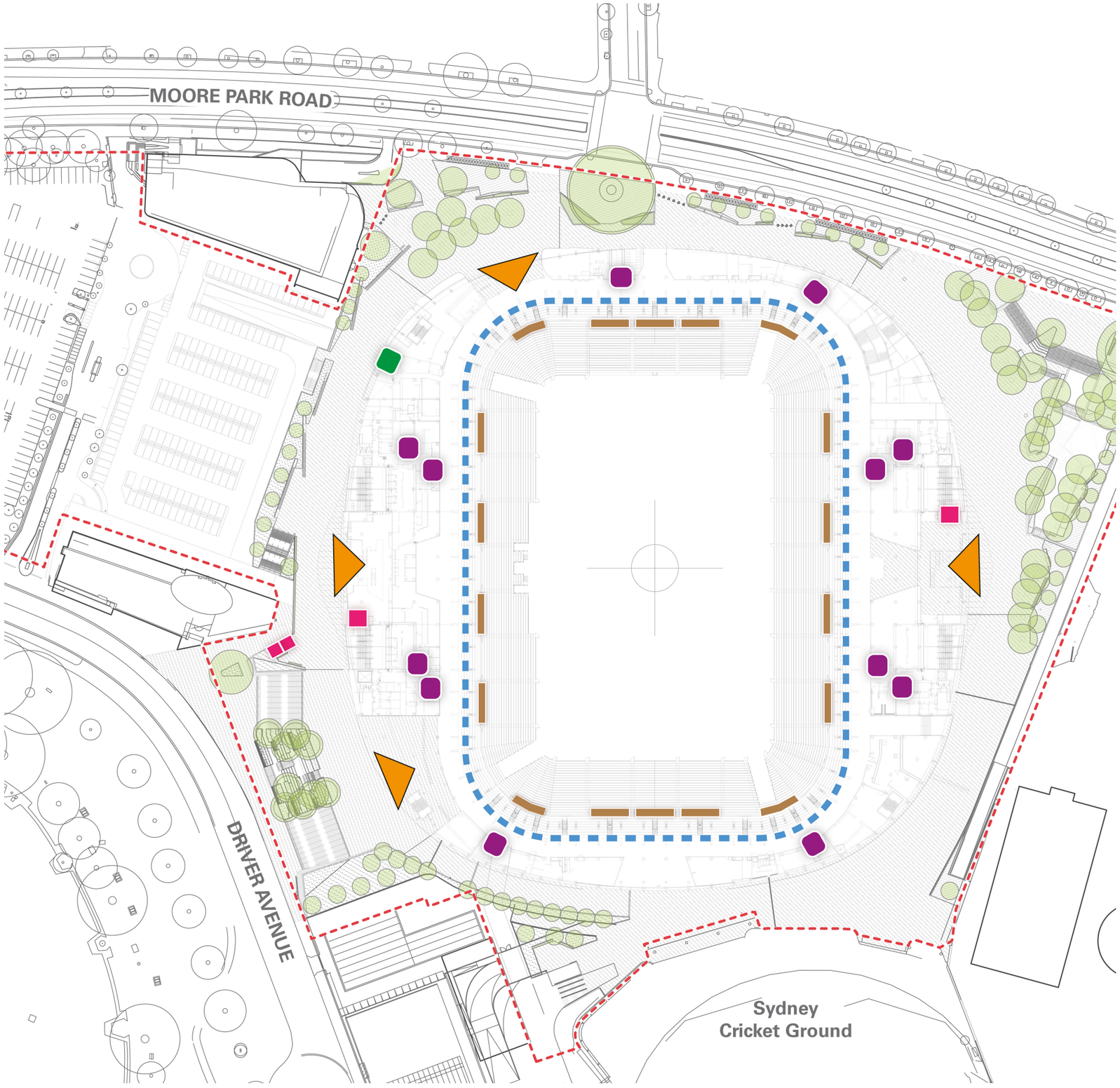

Figure 43: Accessibility within the Stadium

Vision

Solar Access and Overshadowing

Diagrams have been prepared to indicate solar access and overshadowing of the Stadium on the precinct including the SCG playing field, other adjoining buildings and public opens spaces adjoining the site at Moore Park (including Kippax Lake). The diagrams are taken between 9am and 3pm during the winter solstice, equinox and summer solstice.

The overshadowing studies indicate the Stadium will not cast a shadow on the SCG field of play and hence will not inhibit healthy grass growth in it.

The studies indicate that there will overshadowing of the SCG Practice Wickets in the morning, but the shadows will have moved off the wickets around noon.

The studies indicate that there will be some minor overshadowing of Moore Park at 9am on winter solstice but by 10am it has gone.

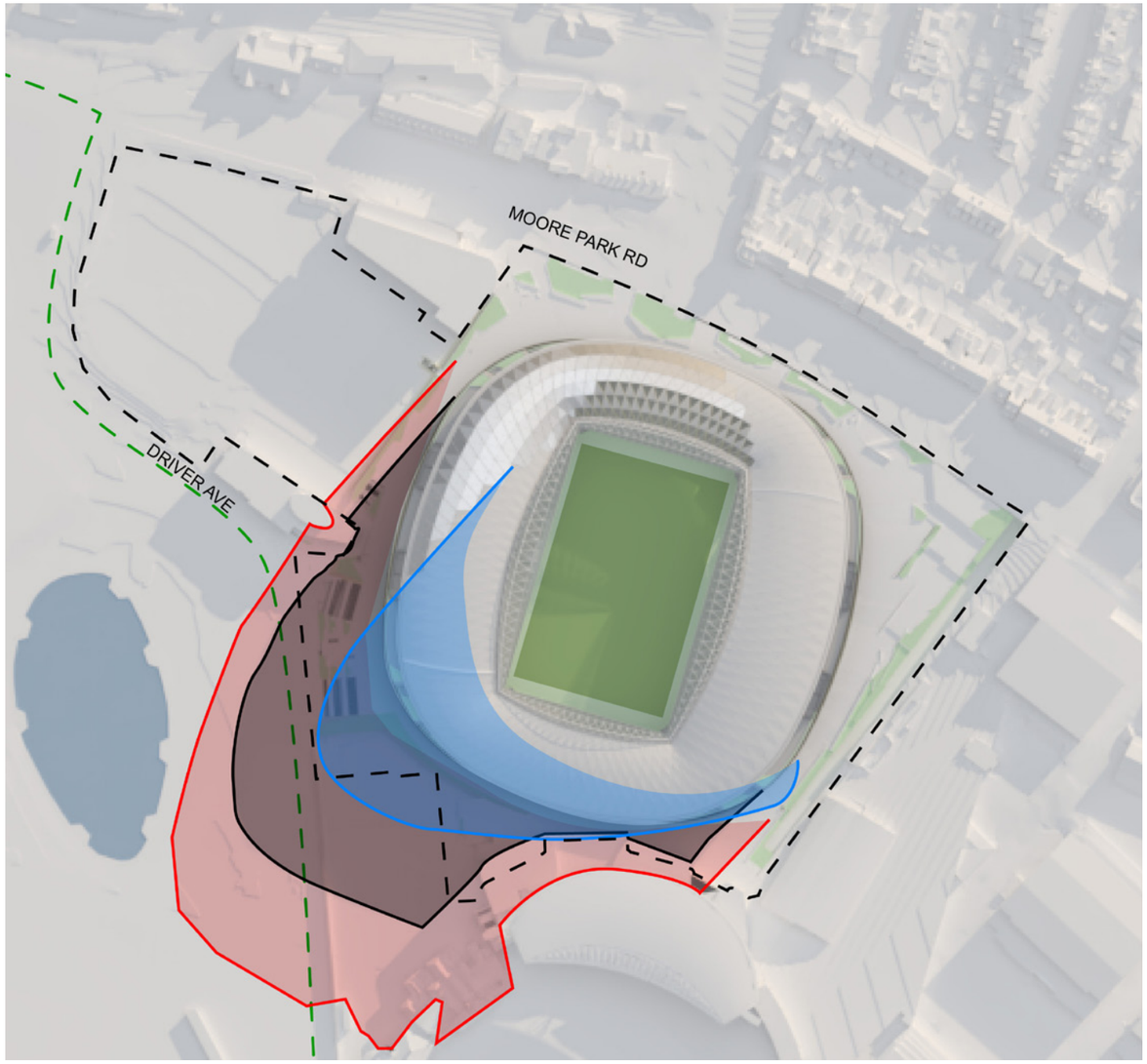

Figure 44: 21st June, 9am

Legend

- SSD Site Boundary
- Moore Park Boundary
- Shadow of Former Sydney Football Stadium
- Shadow of Approved Stage 1 Planning Envelope
- Shadow of Proposed Stadium

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