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11.06.19

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## 1.0 Executive summary

This consultation outcomes report has been prepared by Ethos Urban on behalf of Infrastructure NSW to outline the communication and stakeholder engagement undertaken and present feedback received during the preparation of the Stage 2 State Significant Development Application for the Sydney Football Stadium. In undertaking this consultation, full consideration has been given to the NSW Department of Planning and Environment's Secretary's Environmental Assessment Requirements (SEARs) as well as the Stage 1 Conditions of Consent and Mitigation Measures for the project.

The Sydney Football Stadium is a significant component of the facilities that comprise the Sydney Cricket and Sports Ground. Completed in 1988, the Sydney Football Stadium has hosted numerous sporting events in its 30 years of operation for a number of sporting codes including football, rugby league, and rugby union, as well as occasional music concerts.

This report supports a State Significant Development (SSD) Development Application (DA) for the redevelopment of the Sydney Football Stadium, which is submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The redevelopment is being conducted in stages comprising the following planning applications:

**Stage 1** – Concept Proposal for the stadium envelope and supporting retail and functional uses as well as development consent for the carrying out of early works, including demolition of the existing facility and associated structures.

**Stage 2** – detailed design, construction and operation of the stadium and supporting business, retail and functional uses.

This report relates to all community consultation and stakeholder engagement activities for the Stage 2 SSD DA, as well as the Conditions of Consent from the Stage 1 SSD DA and the Mitigation Measures.

A proactive and strategic approach to the communications and stakeholder engagement was taken. In delivering this approach, the transparent and comprehensive engagement was:

- Timely;
- Genuine and constructive;
- Broad reaching; and
- Engaging.

The overall objectives of the consultation were to:

- Facilitate collaboration with all stakeholders and government authorities;
- Ensure the audiences are broadly reached;
- Minimise opportunity for speculation and misinformation;
- Improve stakeholder relationships, particularly with key local resident action groups; and
- Promote confidence in the project and decision makers.

A variety of communications were used to promote the consultation. These included:

- Letterbox drop to 23,000 local residents;
- 29 stakeholder letters;
- 2 newspaper advertisements;
- 1800 number and email address; and
- Infrastructure NSW project page website.

Three community information sessions were held and meetings with 21 stakeholder groups occurred. Most of the feedback received to date focussed on:

- Design and height of the new stadium;
- Removing parking on Moore Park grounds; and
- Traffic and parking in surrounding suburbs.

Throughout this process, Infrastructure NSW has worked closely with all stakeholders to ensure everyone has been provided with ample opportunity to participate prior to lodgement of the Stage 2 SSD DA.

Infrastructure NSW will continue to engage with all stakeholders and the community during the formal public exhibition period.

## 2.0 Introduction

This report supports a State Significant Development (SSD) Development Application (DA) for the redevelopment of the Sydney Football Stadium, which is submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The redevelopment is being conducted in stages comprising the following planning applications:

- **Stage 1** – Concept Proposal for the stadium envelope and supporting retail and functional uses as well as development consent for the carrying out of early works, including demolition of the existing facility and associated structures.
- **Stage 2** – detailed design, construction and operation of the stadium and supporting business, retail and functional uses.

Development consent was granted for the Concept Proposal and detailed approval to carry out early works and demolition (SSD 18\_9249) by the Minister for Planning on 6 December 2018.

This report relates to the Stage 2 SSD DA and considers the detailed design, construction and operation of the new Sydney Football Stadium pursuant to the approved Concept Proposal.

Infrastructure NSW is the proponent of the Stage 2 SSD DA.

## 2.1 Background

The Sydney Football Stadium (SFS) is a significant component of the sports facilities that comprise the Sydney Cricket and Sports Ground. Completed in 1988, the SFS has hosted numerous sporting events in its 30 years of operation for a number of sporting codes including football (soccer), rugby league and rugby union as well as occasional music concerts.

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

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

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

On 6 December 2018, development consent was granted for the Concept Proposal and Early Works/ Demolition stage of the SFS redevelopment (SSD 18\_9249). This consent permitted the completion of demolition works on the site and established the planning and development framework through which to assess this subsequent Stage 2 application. Specifically, State Significant Development Consent SSD 18\_9249 encompassed:

- A Concept Proposal for:
  - A maximum building envelope for the stadium with a maximum capacity of 45,000 seats (55,000 patrons in concert mode) and 1,500 staff.
  - Urban Design Guidelines and a Design Excellence Strategy to guide the detailed design of the stadium at Stage 2.
  - General functional parameters for the design and operation of the new stadium, including:
    - Range of general admission seating, members areas, premium box/terrace, function/lounge and corporate suite options;

- Administration offices;
- New roof with 100% drip-line coverage of all permanent seating;
- Flood lighting, stadium video screens and other ancillary fittings;
- Food and beverage offerings;
- Facilities for team, media, administration and amenity such as changing rooms, media rooms and stadium; and
- Provision for ancillary uses within the stadium and surrounds.
- Detailed consent for the following works:
  - The demolition of the existing SFS and ancillary structures, including the existing Sheridan, Roosters, Waratahs and Cricket NSW buildings down to existing slab level.
  - Site and construction management, including use of the existing MP1 car park for construction staging, management and waste processing, and provisions for temporary pedestrian and vehicular access management.
  - The protection and retention of Tree 125 (Moreton Bay Fig adjacent to Moore Park Road) and Tree 231-238 cluster (Hills Weeping Fig and others near Paddington Lane) and all existing street trees located outside of the site boundary, with the removal of all other vegetation within the proposed future building footprint.
  - Works to make the site suitable for the construction of the new stadium (subject to this separate Stage 2 application).

## 2.2 Site description

The site is located at 40-44 Driver Avenue, Moore Park within the Sydney Cricket Ground Precinct. It is bound by Moore Park Road to the north, Paddington Lane to the east, the existing SCG stadium to the south and Driver Avenue to the west. The site is located within the City of Sydney local government area.

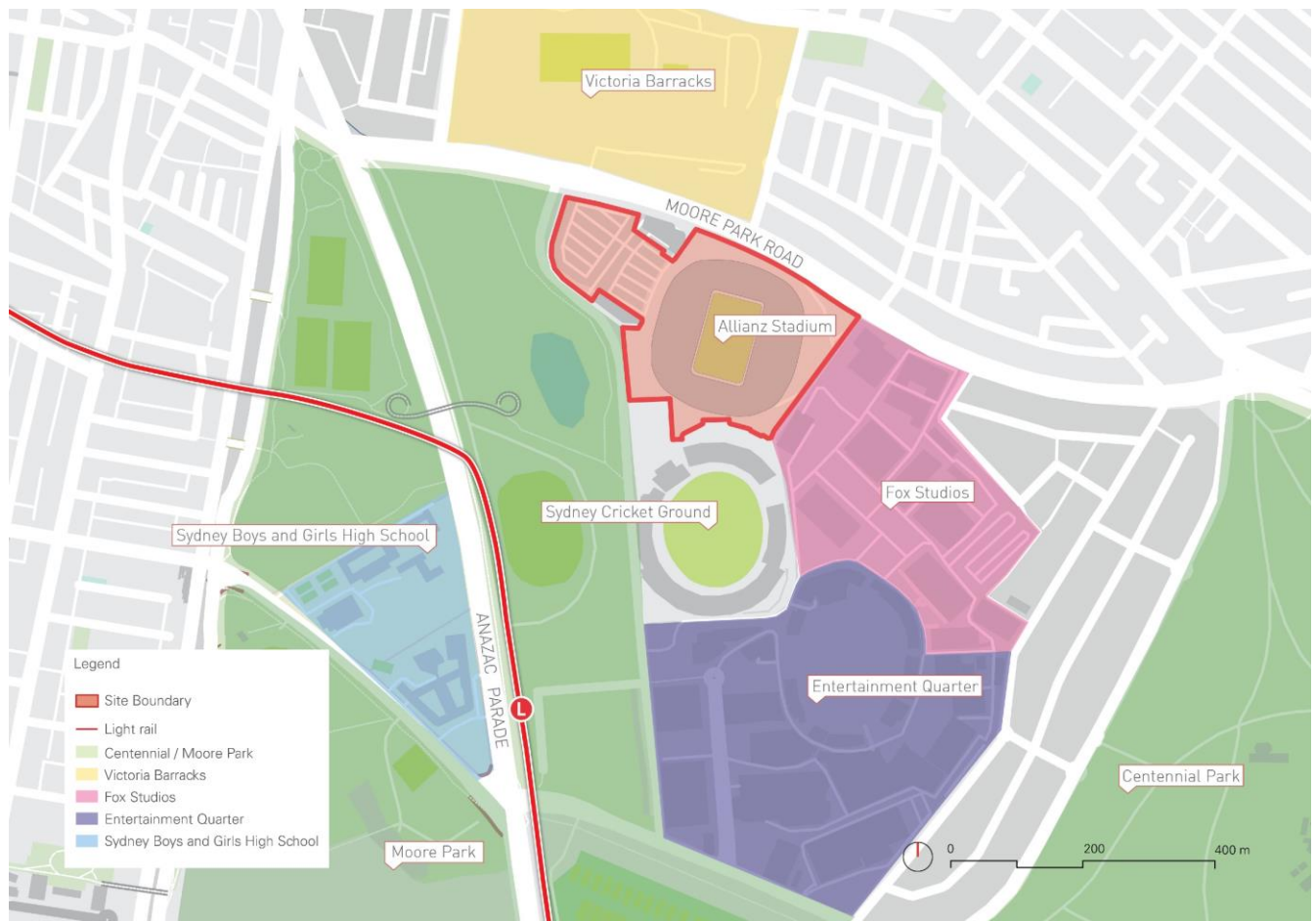
The site is legally described as Part Lots 1528 and 1530 in Deposited Plan 752011 and Lot 1 in Deposited Plan 205794. The site is Crown Land, with the Sydney Cricket and Sports Ground Trust (SCSGT) designated as the sole trustee under the *Sydney Cricket and Sports Ground Act 1978*. The site is wholly contained within designated land controlled by the SCSGT under Schedule 2A of the *Sydney Cricket and Sports Ground Act 1978*.

In a broader context, the site is largely surrounded by Centennial and Moore Parks, the Fox Studios and Entertainment Quarter precincts and the residential suburb of Paddington. Located approximately 3km from the Sydney CBD and approximately 2km from Central Station, the site is connected to Sydney's transport network through existing bus routes and will benefit from a dedicated stop on the soon to be completed Sydney CBD and South East Light Rail.





The locational context of the site.



The site boundaries and existing site features.

### 3.0 Overview of proposed development

The application represents the next phase in the SFS redevelopment. It seeks consent for the detailed design, construction and operation of the new stadium as 'Stage 2' of the redevelopment, which includes:

- Construction of a new stadium with up to 45,000 seats (55,000 capacity in concert-mode), including playing pitch, grandstands, sports and stadium administration areas, food and drink kiosks, corporate facilities and all other aspects of a modern stadium;
- Operation and use of the stadium and surrounding site area for a range of sporting and entertainment events;
- Vehicular and pedestrian access and circulation arrangements, including excavation to deliver a partial basement level for storage, internal loading and servicing at the playing pitch level;
- Reinstatement of the MP1 car park following the completion of construction, including enhanced vehicle rejection facilities and direct vehicular connection to the new stadium basement level;
- Public domain improvements within the site boundary, including hard and soft landscaping, to deliver a range of publicly accessible, event and operational areas;
- Provision of new pedestrian and cycling facilities within the site;
- Signage, including building identification signage, business identification signage and a wayfinding signage strategy; and
- Extension and augmentation of physical infrastructure/ utilities for the development within the site.

The proposed development is consistent with the approved Concept Proposal pursuant to State Significant Development Consent SSD 18 9249.



## 4.0 Assessment requirements

### 4.1 Secretary's Environmental Assessment Requirements

The Department of Planning and Environment has issued Secretary's Environmental Assessment Requirements (SEARs) to the application for the preparation of an Environmental Impact Statement for the proposed development.

The table below provides a summary of the SEARs and how this report responds to each condition.

In addition, this report addresses the conditions and mitigation measures set by the Department of Planning and Environment in relation to the Stage 1 SSD DA consent.

Condition Type/no	Condition	Comment
32	<p>Community Engagement Report</p> <ul style="list-style-type: none"> <li>Identify and detail the communication and community engagement activities undertaken and proposed to be undertaken.</li> </ul>	<ul style="list-style-type: none"> <li>All communication and community engagement activities can be found in <b>Section 8.0 and Section 9.0</b></li> </ul>
Consultation	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups, Community Consultative Committee (where one exists), special interest groups including local Aboriginal land councils and registered Aboriginal stakeholders and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> <li>City of Sydney, Woollahra, Randwick and Waverley Councils;</li> <li>Office of Environment and Heritage;</li> <li>Sydney Coordination Office within Transport for NSW;</li> <li>Sydney Light Rail;</li> <li>Roads and Maritime Services;</li> <li>Environment Protection Authority;</li> <li>Sydney Water;</li> <li>Department of Primary Industries; and</li> <li>Centennial Parklands Trust.</li> </ul> <p>Consultation with stakeholders should commence as soon as practicable to agree the scope of investigation.</p> <p>The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	<ul style="list-style-type: none"> <li>Consultation with relevant Local, State and Commonwealth Government authorities can be found in <b>Section 9.0</b></li> <li>Woollahra Municipal Council declined the opportunity to be briefed on Stage 2.</li> <li>An email was sent to The Office of Environment and Heritage offering a briefing on Stage 2, however no response has been received.</li> <li>An email was sent to The Department of Primary Industries offering a briefing on Stage 2, however no response has been received.</li> <li>Consultation with Service providers can be found in <b>Section 9.0</b>.</li> <li>Consultation with Community Groups can be found in <b>Section 9.0</b>.</li> <li>Consultation with the Community Consultative Committee can be found in <b>Appendix G</b>.</li> <li>Consultation with affected landowners can be found in <b>Section 9.0</b>.</li> <li>Consultation with local Aboriginal land councils and registered Aboriginal stakeholders can be found in <b>Section 9.3.2</b>.</li> <li>Consultation with the City of Sydney Council can be found in <b>Section 9.3.6</b>.</li> <li>Consultation with Randwick Council can be found in <b>Section 9.3.8</b>.</li> <li>Consultation with Waverley Council can be found in <b>Section 9.3.7</b></li> <li>Consultation with the Sydney Coordination Office can be found in <b>Section 9.3.4</b></li> <li>Consultation with Sydney Light Rail can be found in <b>Section 9.3.4</b></li> <li>Consultation with Roads and Maritime Services can be found in <b>Section 9.3.4</b>.</li> <li>Consultation with Environment Protection Authority can be found in <b>Section 9.3.1</b>.</li> <li>Consultation with Sydney Water can be found in <b>Section 4.2, Condition B15, C34 and C42</b>.</li> <li>Consultation with Centennial Parklands Trust can be found in <b>Section 9.3.3</b>.</li> </ul>

Condition Type/no	Condition	Comment
Further consultation after 2 years	If you do not lodge a development application and EIS for the development within two years of the issue date of these SEARs, you must consult further with the Planning Secretary in relation to the preparation of the EIS.	<ul style="list-style-type: none"> <li>A development application and EIS has been lodged within two years of the SEARs issue date. All consultation can be found in this Consultation Outcomes Report.</li> </ul>

## 4.2 Conditions of consent

The table below provides a summary of all conditions of consent for the Stage 1 SSDA DA relating to consultation.

Condition No.	Condition	Comment
B2	The Community Consultative Committee (CCC), required by Schedule 3 condition B9, must be operative and functional prior to the lodgement of the future development application for the detailed design and operation of the stadium on the Site.	<ul style="list-style-type: none"> <li>Feedback from the CCC is included in <b>Appendix G</b></li> </ul>
B6	Prior to the lodgement of the future application, the Competitive Design Alternatives Report must: <ol style="list-style-type: none"> <li>be presented to the CCC;</li> <li>be submitted to the Planning Secretary for endorsement at least six weeks prior to lodgement of the development application, unless otherwise agreed by the Planning Secretary; and</li> <li>include evidence of any feedback provided by the CCC as a result of the presentation.</li> </ol>	<ul style="list-style-type: none"> <li>The report was submitted to the Planning Secretary on 28 March 2019.</li> <li>Feedback from the CCC is included in <b>Appendix G</b></li> <li>The Competitive Design Alternatives Report was presented to the CCC on 10 April 2019.</li> </ul>
B9	Any reports endorsed by the DIAP, prior to the lodgement of a future development application, must be presented to the CCC and be referenced in any minutes.	<ul style="list-style-type: none"> <li>The DIAP has endorsed the Design Integrity Assessment, as required by Condition C2, and the response to the design excellence provisions contained in Condition C1. This was presented to the CCC on 28 May 2019.</li> <li>Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>
B10	Prior to lodgement of the future development application, a comprehensive review of a pedestrian connections between the site and the adjoining lands on the eastern and south eastern boundary of the site, must be undertaken, to assess the suitability of such a connection having regard to: <ol style="list-style-type: none"> <li>safety of pedestrian movements between the site and the adjoining lands;</li> <li>consideration of the positive and negative impacts of the increased permeability between the residential developments on the eastern side and the public use of the stadium; and</li> <li>resultant environmental amenity impacts on the adjoining or nearby residents on the eastern side in terms of noise, privacy and crime prevention / anti-social behaviour.</li> </ol> <p>This review must be undertaken in consultation with the CCC, the owners / occupiers of businesses and residents (where relevant) within the identified adjoining land, the Council and be made available on the Applicant's website.</p>	<ul style="list-style-type: none"> <li>An assessment of potential future connections to the adjoining Fox Studios land on the eastern and southern eastern sides of the stadium has been addressed in the Urban Design Report prepared by SJB and included at <b>Appendix G</b> of the EIS.</li> <li>This document was presented to the CCC on 10 April 2019, Council on 16 April 2019,</li> <li>Feedback from the CCC is included in <b>Appendix G</b>.</li> <li>Consultation with the City of Sydney Council can be found in <b>Section 9.3.6</b>.</li> <li>Feedback from businesses and residents was collated at the Community Information Sessions on 11 May, 14 May and 16 May 2019. This can be found in <b>Section 9.1</b></li> <li>The final report will be made available on the Infrastructure NSW website prior to lodgement of the Stage 2 SSD DA.</li> </ul>
B11	Prior to the lodgement of the future development application, any proposed alternative noise management framework and quantitative noise impact assessment related to the future operation of the proposed stadium	<ul style="list-style-type: none"> <li>The Department and EPA confirmed acceptance of the alternative noise management framework on 16 April 2019, which informed the alternative noise management framework and quantitative noise assessment detailed in the Noise and Vibration</li> </ul>

Condition No.	Condition	Comment
	must prepared in consultation with EPA and the Department.	<p>Impact Assessment prepared by Arup and included at <b>Appendix X</b> of the EIS.</p> <ul style="list-style-type: none"> <li>• Consultation with the EPA can be found in <b>Section 9.3.1</b>.</li> <li>• Consultation with the Department can be found in <b>Section 9.3.1</b>.</li> </ul>
B13	This review required by Schedule 2 condition B12 must be undertaken in consultation with Centennial Park and Moore Park Trust and the CCC.	<ul style="list-style-type: none"> <li>• The review was presented to the Centennial Park and Moore Park Trust on 3 April 2019 and the CCC on 10 April 2019, and feedback received has been integrated into the final report.</li> <li>• Consultation with the Centennial Park and Moore Park Trust can be found in <b>Section 9.3.3</b>.</li> <li>• Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>
B14	Details of the evidence of consultation and the feedback must be included in the review in Schedule 2 condition B12. The report in relation to the review must be made available on the Applicant's website.	<ul style="list-style-type: none"> <li>• The Urban Design Report at <b>Appendix G</b> of the EIS.</li> <li>• Feedback from the CCC is included in <b>Appendix G</b>.</li> <li>• The final report will be made available on the INSW website prior to lodgement of the Stage 2 development application.</li> </ul>
B15	Prior to the lodgement of the future development application, Sydney Water must be consulted to determine the location of the stormwater assets and in the preparation of the stormwater plans and flood reports, plans for relocating Sydney Water assets and the protection of relevant assets.	<ul style="list-style-type: none"> <li>• A Section 73 Application (anticipated requirements) was submitted on 4 March, 2019. Sydney Water are currently reviewing the development requirements prior to the issue of the Notice of Requirements.</li> <li>• This application is under Case 177455. Sydney Water are currently reviewing the development requirements prior to the issue of the Notice of Requirements.</li> <li>• A Stormwater Adjustment Application was submitted to Sydney Water on 15 January, 2019.</li> <li>• These works are in relation to the relocation of the existing DN1350 stormwater to facilitate the demolition and stadium construction.</li> <li>• Discussions with Sydney Water will continue under these processes.</li> <li>• The City of Sydney were also consulted in relation to Stormwater. Consultation can be found in <b>Section 9.3.6</b></li> </ul>
B16	Prior to the lodgement of the future development application relevant traffic impact assessment reports for construction and operational stages, pedestrian management, bicycle network and parking impacts, and relevant design solutions must be prepared in consultation with the Sydney Coordination Office, Transport Management Centre and Sydney Light Rail team within TfNSW, the Council and Roads and Maritime Services and be presented to the CCC.	<ul style="list-style-type: none"> <li>• A comprehensive Transport Assessment has been prepared by Arup (<b>Appendix H</b> of the EIS) identifying and assessing each of these issues, which has been developed in consultation with:</li> <li>• Sydney Coordination Office consultation can be found in <b>Section 9.3.4</b></li> <li>• Transport Management Centre consultation can be found in <b>9.3.4</b></li> <li>• Sydney Light Rail consultation can be found in <b>Section 9.3.4</b></li> <li>• City of Sydney Council consultation can be found in <b>Section 9.3.6</b></li> <li>• RMS consultation can be found in <b>Section 9.3.4</b>.</li> <li>• CCC feedback is included in <b>Appendix G</b>.</li> </ul>
C3	Details of the presentation of the DIA report to CCC, as required by Schedule 2 condition B9, and feedback as a result of the presentation, must be submitted as part of the future development application.	<ul style="list-style-type: none"> <li>• The DIA was presented to the CCC on 27 May 2019.</li> <li>• Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>

Condition No.	Condition	Comment
C20	<p>The future development application must include a Noise Management Plan (NMP) prepared in consultation with the EPA and the Department. The NMP shall describe, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) hours of operation, number and type of event;</li> <li>b) the events that will be deemed-to-comply and those for which an Event Acoustic Report is required;</li> <li>c) a definition of non-compliance and a breach of conditions;</li> <li>d) a chain of responsibility for management of noise in relation to the stadium activities;</li> <li>e) measures to minimise impacts of sound checks, rehearsals, 'bump-in' and 'bump-out' activities, goods delivery, post event clean-up activities, and waste collection services (including the noise impact of associated vehicular movements particularly any such movements occurring during the 'night period' or likely to activate reversing alarms, and stadium precinct grounds maintenance; and</li> <li>f) a procedure and guidance on the frequency, time of occurrence and duration of pyrotechnic displays, including a community notification strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• This has been addressed in the Noise and Vibration Assessment prepared by Arup and provided at <b>Appendix X</b> of the EIS.</li> <li>• EPA consultation can be found in <b>Section 9.3.1</b></li> <li>• Department consultation can be found in <b>Section 9.3.1</b></li> </ul>
C32	<p>The future development application must address the existing capacity and any augmentation requirements of the development for the provision of utilities including staging of infrastructure through the preparation of an Infrastructure Management Plan and Water Reuse Management Strategy Plan in consultation with relevant agencies and service providers. This plan must be based on the conclusions of the <i>Sydney Football Stadium Redevelopment Infrastructure Management Strategy</i> prepared by Aurecon, 2018.</p>	<ul style="list-style-type: none"> <li>• A Section 73 Application (anticipated requirements) was submitted on 4 March, 2019. Sydney Water are currently reviewing the development requirements prior to the issue of the Notice of Requirements.</li> <li>• This application is under Case 177455. Sydney Water are currently reviewing the development requirements prior to the issue of the Notice of Requirements.</li> <li>• A Stormwater Adjustment Application was submitted to Sydney Water on 15 January, 2019.</li> <li>• These works are in relation to the relocation of the existing DN1350 stormwater to facilitate the demolition and stadium construction.</li> <li>• Discussions with Sydney Water will continue under these processes.</li> <li>• The City of Sydney were also consulted in relation to Stormwater. Consultation can be found in <b>Section 9.3.6</b></li> </ul>
C34	<p>The future development application must provide evidence of consultation and the agreed approach with Sydney Water regarding the proposed design and its potential impact on their stormwater assets.</p>	<ul style="list-style-type: none"> <li>• A Section 73 Application (anticipated requirements) was submitted on 4 March, 2019. Sydney Water are currently reviewing the development requirements prior to the issue of the Notice of Requirements.</li> <li>• This application is under Case 177455. Sydney Water are currently reviewing the development requirements prior to the issue of the Notice of Requirements.</li> <li>• A Stormwater Adjustment Application was submitted to Sydney Water on 15 January, 2019.</li> <li>• These works are in relation to the relocation of the existing DN1350 stormwater to facilitate the demolition and stadium construction.</li> <li>• Discussions with Sydney Water will continue under these processes.</li> <li>• The City of Sydney were also consulted in relation to Stormwater.</li> </ul>
C42	<p>Evidence of consultation in relation to Schedule 2 condition C41 with the relevant public authorities and presentation to</p>	<ul style="list-style-type: none"> <li>• Consultation has been conducted with Sydney Water as required by Condition B15, as well as</li> </ul>

Condition No.	Condition	Comment
	CCC as required by Schedule 2, condition B15 must be provided as a part of the future development application.	<p>other relevant agencies detailed in Condition B16 and the CCC. This has been addressed in the table above.</p> <ul style="list-style-type: none"> <li>Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>
C44	Evidence of consultation with the relevant public authorities and presentation to CCC as required by Schedule 2, condition B16, and with other stakeholders and landowners in the Moore Park Precinct, in the preparation of the plans under Schedule 2 condition C43, must be provided as a part of the future development application.	<ul style="list-style-type: none"> <li>Points relating to C43 are addressed in the Transport Assessment prepared by Arup and included at <b>Appendix H</b> of the EIS.</li> <li>Consultation has been undertaken with the relevant agencies identified in Condition B16 during the preparation of the Transport Assessment. This has been addressed in the table above.</li> <li>Consultation with other stakeholders and landowners occurred at the consultation sessions on 11 May, 14 May and 16 May 2019. This can be found in <b>Section 9.1</b></li> <li>Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>
C45	<p>The future development application must be supported by a proposed amendment to the Moore Park Precinct Event Transport Operations Plan. The amended Plan must incorporate the proposed development, including its infrastructure and operation, and the planned traffic and transport infrastructure improvements in the Moore Park Precinct, to address the safe and efficient management of event traffic and transport.</p> <p>The amendment is to be proposed in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services, NSW Police, the Council, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust and evidence provided as part of the future development application.</p>	<ul style="list-style-type: none"> <li>The Transport Impact Assessment (<b>Appendix H in the EIS</b>) includes an assessment of the existing Event Transport Operations Plan and identifies those areas for amendment in accordance with the redevelopment of the SFS. The amended plan is included in the Transport Impact Assessment, noting that TfNSW in conjunction with the Moore Park Transport working group will soon be commencing a study to formally update the transport strategy for the Moore Park sporting precinct.</li> <li>Infrastructure NSW has worked closely with the SCG Trust throughout the entire SSD process. The SCG Trust have not provided recorded comment on matters relating to C45/46, but rather have been part of its development.</li> <li>NSW Police were informed of matters relating to C45/C46 and a meeting was offered. No response has been received.</li> <li>Sydney Coordination Office consultation can be found in <b>Section 9.3.4</b>.</li> <li>Transport Management Centre consultation can be found in <b>Section 9.3.4</b>.</li> <li>Centennial Park and Moore Park Trust consultation can be found in <b>Section 9.3.3</b></li> </ul>
C46	<p>The future development application must include a Travel Demand Management Strategy and Green Travel Plan to increase the mode share of public transport and active transport for the development in conjunction with other stakeholders and landowners in the Moore Park Precinct, including the provisions for bicycle parking with end-of-trip facilities (where relevant).</p> <p>The strategy and plan must be prepared in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services, NSW Police, the Council, Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust and the CCC. Evidence of consultation must be provided with the future development application.</p>	<ul style="list-style-type: none"> <li>The Transport Impact Assessment prepared by Arup includes an analysis of travel demand and a Green Travel Plan (refer to <b>Appendix H</b> of the EIS). Consultation has been completed with the relevant stakeholders as specified in this condition in the preparation of the Transport Assessment.</li> <li>Infrastructure NSW has worked closely with the SCG Trust throughout the entire SSD process. The SCG Trust have not provided recorded comment on matters relating to C45/46, but rather have been part of its development.</li> <li>NSW Police were informed of matters relating to C45/C46 and a meeting was offered. No response has been received.</li> <li>Sydney Coordination Office consultation can be found in <b>Section 9.3.4</b></li> <li>Transport Management Centre consultation can be found in <b>Section 9.3.4</b></li> </ul>



Condition No.	Condition	Comment
		<ul style="list-style-type: none"> <li>RMS consultation can be found in <b>Section 9.3.4</b>.</li> <li>City of Sydney Council consultation can be found in <b>Section 9.3.6</b></li> <li>Centennial Park and Moore Park Trust consultation can be found in <b>Section 9.3.4</b></li> <li>Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>
C54	The above strategies required by Schedule 2 condition C53, must be developed in consultation with the CCC, NSW Police Force, Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services (where relevant), Sydney Cricket and Sports Ground Trust, Centennial Park and Moore Park Trust and the Council. Where the provision of details relating to security measures are considered sensitive and a determination made that publishing of these details presents a security risk, evidence of consultation with relevant parties must be provided as a part of the development application to satisfy this condition. Evidence of consultation with the public authorities must be provided to the Department as a part of the future development application.	<ul style="list-style-type: none"> <li>NSW Police has confirming that the public exhibition of the Security and Risk Assessment presents a potential security risk. Accordingly, this assessment has not been appended to the EIS. A summary of the assessment is provided at <b>Appendix LL</b> of the EIS.</li> <li>Consultation to cover C54 was conducted 7 May 2019.</li> <li>Sydney Coordination Office consultation can be found in <b>Section 9.3.5</b></li> <li>Transport Management Centre consultation can be found in <b>Section 9.3.5</b></li> <li>RMS consultation can be found in <b>Section 9.3.5</b></li> <li>City of Sydney Council Consultation can be found in <b>Section 9.3.5</b></li> <li>SCSGT consultation can be found in <b>Section 9.3.5</b></li> <li>NSW Police consultation can be found in <b>Section 9.3.5</b></li> <li>Centennial Park and Moore Park Trust consultation can be found in <b>Section 9.3.5</b></li> <li>Feedback from the CCC is included in <b>Appendix G</b>.</li> </ul>

### 4.3 Mitigation measures

The table below provides a summary of the mitigation measures agreed between Department of Planning and Environment and Infrastructure NSW during the redevelopment of the SFS.

Mitigation Measure	Comment
CP-TA2	<p>The Stage 2 Development Application should include details of a preliminary signage and wayfinding strategy that has been prepared in consultation with the City of Sydney, Transport for NSW and the Centennial and Moore Park Trust.</p> <ul style="list-style-type: none"> <li>Wayfinding Strategy prepared by Aspect Studios can be found in <b>Appendix I</b> of the EIS</li> <li>Centennial and Moore Park Trust consultation can be found in <b>Section 9.3.3</b></li> <li>City of Sydney Council consultation can be found in <b>Section 9.3.6</b>.</li> <li>Discussions with TfNSW have been ongoing throughout the SSD DA process, particularly in relation to connectivity and modes of transport. No specific comments have been received however Infrastructure NSW will continue to work closely with TfNSW on all relevant matters including signage and wayfinding,</li> </ul>
CP-TA5	<p>The Applicant is to consult with the Sydney Coordination Office during the preparation of the Construction Management Plan and Transport Assessment for the Stage 2 Development Application so as to manage and mitigate potential cumulative impacts associated with other development and infrastructure projects.</p> <ul style="list-style-type: none"> <li>Transport Assessment prepared by Arup can be found in <b>Appendix H</b> of the EIS</li> <li>Construction Management Plan prepared by Lendlease can be found in <b>Appendix AA</b> of the EIS</li> <li>Consultation with the Sydney Coordination Office for the Transport Impact Assessment and Construction</li> </ul>

Mitigation Measure		Comment
		<p>Traffic Management Plan can be found in <b>Section 9.3.4</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>
CP-TA6	The Applicant is to work with the Centennial Parklands and Moore Park Trust to facilitate improved pedestrian connectivity between the new stadium, the Tibby Cotter Bridge and the Sydney Light Rail stop prior to the completion of the new stadium.	<ul style="list-style-type: none"> <li>• Urban Design Report prepared by SJB can be found in <b>Appendix G</b> of the EIS</li> <li>• The Applicant has met with Centennial Park and Moore Park Trust on 3 April 2019 and 20 May 2019. Discussions will be ongoing in relation to works to facilitate improved pedestrian access.</li> <li>• The Centennial Park and Moore Park Trust have been consulted over various items relating to the Sydney Football Stadium Redevelopment and discussions around improved pedestrian connectivity continue to be in development.</li> </ul>
CP-HER5	An Aboriginal Cultural Heritage Assessment Report is to be prepared in consultation with local Aboriginal stakeholders and be submitted with the Stage 2 Development Application.	<ul style="list-style-type: none"> <li>• Aboriginal Cultural Heritage Assessment Report prepared by Curio Projects can be found in <b>Appendix CC</b> of the EIS</li> <li>• Consultation with Local Aboriginal stakeholders can be found in <b>Section 9.3.2</b></li> </ul>
CP-UI1	An Infrastructure Servicing Strategy is to be prepared and submitted with the Stage 2 Development Application. Preparation of the strategy is to include consultation with all relevant utility authorities, including but not limited to those in respect of potable water, stormwater, sewage, electricity, gas, telecommunications.	<ul style="list-style-type: none"> <li>• Infrastructure Servicing Strategy prepared by Aurecon can be found in <b>Section U</b> of the EIS.</li> <li>• Consultation with Ausgrid continues to be ongoing. Due to the complexity of the project, Ausgrid required to carry out a DIP and more detailed investigation will continue during design phase.</li> <li>• Consultation with telecommunications providers will be ongoing in relation to any diversions and servicing of the new stadium</li> <li>• An application will be lodged with Jemena in relation to gas during the detailed design for supply to the new stadium.</li> <li>• Discussion with Sydney Water are ongoing as addressed in Condition C34.</li> <li>• The City of Sydney were consulted in relation to Stormwater. Consultation can be found in <b>Section 9.3.6</b></li> </ul>
CP-SE1	Further community consultation is to be undertaken in relation to the detailed design, construction and operation of the new stadium prior to the lodgement of the Stage 2 Development Application and outlined in a Consultation Outcomes Report.	<ul style="list-style-type: none"> <li>• Details of all Community Consultation can be found in <b>Section 8.0</b>.</li> <li>• Feedback from the Community Consultation can be found in <b>Section 9.0</b></li> </ul>
CP-SE2	The Stage 2 Development Application is to outline measures to provide for ongoing community consultation and engagement following the commencement of operations for the new stadium.	<ul style="list-style-type: none"> <li>• The Community Consultative Committee was established January 2019 and will continue to meet following the commencement of the operations of the new stadium.</li> <li>• Infrastructure NSW will continue to consult with precinct stakeholders and surrounding businesses and residents following the commencement of operations at the new stadium.</li> </ul>
CP-SE3	The Applicant will liaise with the Centennial and Moore Park Trust, City of Sydney Council and Transport for NSW to promote awareness of and integration of the new Sydney Football Stadium with surrounding areas and key projects.	<ul style="list-style-type: none"> <li>• Urban Design Report prepared by SJB can be found in <b>Appendix G</b> of the EIS</li> <li>• Centennial and Moore Park Trust consultation can be found in <b>Section 9.3.3</b></li> <li>• City of Sydney Council consultation can be found in <b>Section 9.3.6</b></li> <li>• TfNSW consultation can be found in <b>Section 9.3.4</b></li> </ul>

	Mitigation Measure	Comment
CP-SE4	<p>The Applicant is to establish a working group with Centennial Park and Moore Park Trust to advance the design and delivery of:</p> <ul style="list-style-type: none"> <li>• Connections to the light rail.</li> <li>• Connections to Tibby Cotter Bridge.</li> <li>• Security infrastructure for Driver Avenue.</li> <li>• Public realm treatment of the northern portion of Driver Avenue adjacent to the redeveloped SFS entry.</li> <li>• Cycle infrastructure within the precinct.</li> <li>• Security solutions.</li> </ul>	<ul style="list-style-type: none"> <li>• The Applicant has met with Centennial Park and Moore Park Trust on 3 April 2019 and 20 May 2019. These discussions will be ongoing as the project continues into detailed design and delivery.</li> </ul>
CP-SE5	<p>The Applicant will participate in the Moore Park Working Group to ensure that the detailed design subject to the Stage 2 Development Application gives consideration to integration with the actions of other Working Group members.</p>	<ul style="list-style-type: none"> <li>• The Moore Park Working Group is not operational.</li> </ul>
CP-SEC3	<p>The Applicant is to liaise with Transport for NSW and NSW Police and Counter Terrorism and an outline of security measures is to be included in the Stage 2 Development Application.</p>	<ul style="list-style-type: none"> <li>• NSW Police has confirmed that the public exhibition of the Security and Risk Assessment presents a potential security risk. Accordingly, this assessment has not been appended to the EIS. A summary of the assessment is provided at <b>Appendix LL</b> of the EIS.</li> <li>• Consultation with representatives of TfNSW, NSW Police and Counter Terrorism was addressed in Condition C54, as seen in the table above.</li> </ul>



## 5.0 Engagement approach and objectives

On behalf of Infrastructure NSW, Ethos Urban undertook a proactive and strategic program of community consultation and stakeholder engagement during the preparation of the Stage 2 SSDA. In delivering this approach, the transparent and comprehensive stakeholder engagement process was designed to be:

- **Timely** – occurred throughout the planning process to provide the community and stakeholders with the opportunity to provide important feedback at key milestones.
- **Genuine and constructive** – provided transparent and genuine opportunities for people to be involved in the project and participate in open conversations to help build trust in the project.
- **Broad** – worked with key stakeholders such as councils, government agencies, members of parliament, local community and businesses, local media, business chambers of commerce, key community groups.
- **Engaging** – motivating participation, particularly when scheduling time can be difficult. Engagement activities included a mix of face to face and online tools which were deployed to maximise participation and reach.

### 5.1 Engagement objectives

The following objectives were developed in partnership with Infrastructure NSW:

- That the engagement strategy meets all statutory and stakeholder requirements in terms of public information and consultation throughout the planning process;
- The project team collaborates with all stakeholders and agencies, including Centennial and Moore Park Trust and other adjoining land owners;
- Project benefits, impacts and constraints are presented and discussed transparently;
- To coordinate with the Sydney Cricket and Sports Ground Trust to ensure the public have access to a clear picture of the overall operational and development considerations for the project;
- To proactively engage and motivate participation with key stakeholders and the community through the development of effective communications;
- Enhance stakeholder communications and relationships in the local area;
- Ensure the project team has an opportunity to incorporate feedback into the Stage 2 SSDA; and
- Ensure Stage 2 complies with all Conditions of Consent and SEARs requirements.

## 6.0 Engagement snapshot



## 7.0 Engagement process

### 7.1 Engagement tools

This section of the report outlines the engagement tools applied to contact stakeholders during the preparation of the Stage 2 SSD DA.

#### 7.1.1 Letterbox drop

A postcard was distributed to 23,000 surrounding local residents between Tuesday 30 April 2019 and Friday 2 May 2019 to invite interested residents to attend a community information session about the Stage 2 SSD DA. A copy of the flyer can be found in **Appendix A** and a map of the distribution range can be found in **Appendix B**. This distribution replicates what occurred during the Stage 1 SSD DA process in April 2018.

#### 7.1.2 Newspaper adverts

Newspaper advertisements were placed in the following local papers:

- Tuesday 30 April, Wentworth Courier (67,000 print readership); and
- Wednesday 1 May, Southern Courier (65,000 print readership).

The purpose of the advertisement was to invite interested residents to attend one of the community information sessions being held by Infrastructure NSW. A copy of a newspaper advertisement can be found in **Appendix C**.

#### 7.1.3 Stakeholder letters

Letters were sent to 29 stakeholders providing them with information about the project, an update on the planning process and offering a briefing session and seeking feedback prior to the application being submitted. A copy of a generic stakeholder letter and stakeholder organisation list can be found at **Appendix D**. In total, 20 stakeholder/agency representatives were met with. Summaries of these meetings can be found in **Section 9.0** of this report.

#### 7.1.4 Project email and phone number

Ethos Urban was responsible for managing the existing project email address and 1800 number from Monday 8 April 2019. A total of 2 calls and 15 emails were received and responded to, covering a variety of concerns and questions. A summary of issues raised through the project email and phone number can be found at Section 8.1 of this report.

#### 7.1.5 Website

Information was placed on the project's website inviting interested residents to attend a community information session about the Stage 2 SSD DA and explaining where the project is up to in the planning process. Details of the community information sessions and contact details were included.

## 7.2 Engagement activities

This section of the report summarises the activities held during the pre-lodgement engagement period. These included:

- Three community information sessions; and
- Meetings with 20 stakeholder groups.

### 7.2.1 Community information sessions

Three information sessions were held at the Sydney Cricket Ground. Members of the project team from different disciplines were there to answer questions, provide information about specific technical details including noise, traffic, sustainability, urban design, accessibility, heritage and planning. Information was displayed on 19 A0 boards and people were able to take a copy of the factsheet. A copy of the display boards can be found at **Appendix E** and the fact sheet can be found in **Appendix F**.

Date	Time	Event Type	Location	Attendees
Saturday 11 May 2019	10:00am-1:00pm	Community information session #1	Members Pavilion, Sydney Cricket Ground	10
Tuesday 14 May 2019	5:00pm-8:00pm	Community information session #2		15
Thursday 16 May 2019		Community information session #3		24

At all three sessions representatives from the project team were present to answer any questions and record feedback. Technical experts included:

- Cox Architecture (Design);
- Aspect Studios (Landscape and Public Domain Architects);
- Ethos Urban (Planning and Stakeholder consultation);
- Infrastructure NSW (Proponent);
- Sydney Cricket and Sports Ground Trust;
- Arup (Noise, Transport and Traffic);
- SJB (Urban Design Guidelines);
- Curio Projects (Heritage Interpretation); and
- Aver (Demolition and Construction Project Management).

### 7.2.2 Agency and stakeholder briefings

The table below provides a summary of all stakeholder briefings held, requested by each group following Infrastructure NSW's invitation letter.

Date	Stakeholder group
Friday 11 January 2019 Thursday 7 February 2019 Thursday 21 March 2019	Sydney Coordination Office, Transport Management Centre and Roads and Maritime Services
Wednesday 3 April 2019 Friday 5 April 2019 Monday 20 May 2019	Centennial Parklands and Moore Park Trust
Friday 5 April 2019	EPA and Department of Planning and Environment
Tuesday 16 April 2019 Tuesday 30 April 2019 Friday 24 June 2019	City of Sydney
Wednesday 17 April 2019	Waverley Council

Date	Stakeholder group
Wednesday 1 May 2019	Randwick Council
Tuesday 7 May 2019	Security briefing – NSW Police, Centennial Park and Moore Park Trust, Transport for NSW, City of Sydney Council, Sydney Cricket and Sports Ground Trust,
Monday 13 May 2019	Kira Childcare Centre
Wednesday 15 May 2019	National Rugby League
Thursday 16 May 2019	Fox Studios Australia
Tuesday 21 May 2019	Centennial Park Residents Association
Monday 27 May 2019	Community Consultative Committee workshop
Friday 31 May 2019	Australian Turf Club
Wednesday 5 June 2019	Entertainment Quarter
Thursday 13 June 2019	University of Technology Sydney



Artist Impression. Cox Architecture.

## 8.0 Summary of feedback received

The community consultation process enabled valuable feedback to the project team. Community feedback was received via the following channels:

- Three community information sessions in which 49 people attended;
- Two phone call enquiries; and
- 15 emails.

The feedback received contained a diverse cross section of sentiment about the project. A number of community members commented positively on the design of the proposed stadium and were looking forward to experiencing better facilities and the improved viewing ability. There was overwhelming support for the stadium being built in a similar way to the new Bankwest Stadium in Parramatta, in terms of the steep tiered approach. There was strong support for the roof design covering 100% of the seats. However, there was some concern that on windy and rainy days patrons may still get wet. Questions were raised about including a retractable roof to combat this issue.

A number of positive comments were made about the benefits of having a new world class stadium in Sydney and how that will impact positively on NSW's economy and tourism. However, some questions and scepticism remained around the NSW Government's Stadia Strategy and the decision to redevelop the Sydney Football Stadium.

Most local residents were pleased with how the demolition had been undertaken, stating it has not had adverse impacts on daily life.

Some of the key issues raised by the community were about parking, transport, traffic congestion, design and the future noise impacts.

There was some concern about the number of stairs proposed at the Driver Avenue entrance and the fact that there was no ramp included in the design.

Issues about the impact the proposed stadium on Moore Park was raised a number of times. There was concern about an increase of patronage through Moore Park on game days and non-game days, which could have adverse impacts on the parklands. The issue of parking on Moore Park was mentioned by many people, most of whom were unaware that it was not something for Infrastructure NSW to resolve. The majority of people would like to see an end to parking on Moore Park.

Several community members reiterated the need for an integrated ticketing system on game days, while others saw the need for greater police presence post matches to monitor traffic behaviour.

A small number of community members questioned the accuracy of the noise assessment, raising concerns that the future event noise would travel further than the assessment showed.

## 8.1 Community feedback

The information below provides a summary of all feedback received during the three information sessions, the project email and 1800 number.

Topic	Feedback received	Project team response
Design	Concern about how steep the new western entry steps are.	<ul style="list-style-type: none"> <li>The stairs have been designed with reference to the Building Code of Australia, and other design guidelines, and meet relevant standards and will be provided with railings as standard.</li> <li>Entries from Moore Park Road are level with the footpath, and are accessible without stairs.</li> </ul>
	Would like to see the proposed stadium much steeper to make for an even better spectator experience.	<ul style="list-style-type: none"> <li>The tiers of the new stadium will be steeper than the former, similar to those at the Bankwest Stadium in Parramatta and Optus Stadium in Perth.</li> </ul>
	Concerned that the gradient inside the proposed stadium will be too steep for less abled persons.	<ul style="list-style-type: none"> <li>Seating for people with a disability will be provided around the stadium in excess of the number of seats required by relevant codes.</li> </ul>
	Would like to see the MP1 car park turned into green parkland.	<ul style="list-style-type: none"> <li>The proposed development seeks to reinstate the existing MP1 carpark that is currently being used as a construction compound.</li> </ul>
	Would like to see a green wall hanging from the northern edge of the proposed stadium.	<ul style="list-style-type: none"> <li>The design draws green landscape elements into the precinct, including outdoor terraces and a 'green roof' incorporated into the design of the stadium.</li> </ul>
	Concern about the scale and size of the proposed stadium.	<ul style="list-style-type: none"> <li>The proposed stadium fits wholly within the approved maximum building envelope considered under the Stage 1 SSD DA.</li> <li>The detailed form, massing, and treatment of the stadium, as well as the new landscaping and public domain areas, integrates the development with its context and reduces the overall scale and size of the stadium when viewed from surrounding areas.</li> </ul>
	Would like to ensure that all seats will be covered by the roof.	<ul style="list-style-type: none"> <li>The new stadium will include 100% drip line coverage of all permanent seating.</li> </ul>
	Would like to see the inside of the proposed stadium colourful and vibrant (eg, bright seats) like Suncorp Stadium.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	Concerns for the retention of members facilities.	<ul style="list-style-type: none"> <li>The SCSGT is responsible for members facilities. The redevelopment of members facilities is part of a separate planning and design process and is outside of this project scope.</li> </ul>
	Proposed stadium finishes are not visually appealing.	<ul style="list-style-type: none"> <li>The building façade is designed to respond to specific conditions and neighbourhood context.</li> <li>It is designed to be highly sculptural so that it blends into the surrounding context, and features a solid stone-like base and bronze aluminium bands that wrap around the stadium to reflect Sydney's unique sandstone geology.</li> </ul>
	Pleased with the new design.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	Prefer a retractable roof, to ensure it is always weatherproof.	<ul style="list-style-type: none"> <li>The proposed roof provides 100% drip line coverage to all permanent seating.</li> </ul>
	Would like to see basketball courts built as part of the development.	<ul style="list-style-type: none"> <li>Outdoor fitness and recreational spaces is included in the public domain spaces. Basketball hoops are</li> </ul>



Topic	Feedback received	Project team response
		provided in Busby's Corner, in the north east corner of the site.
	Stadium design does not appear to be very different to the former.	<ul style="list-style-type: none"> <li>The design of the stadium takes reference from the former stadium, and provides contemporary features and facilities that are expected of modern stadia including noticeable improvements in safety, accessibility, landscaping and spectator environments.</li> <li>It has been designed as a 'bowl' rather than 'saddle' shape, which offers improvements for patron amenity and viewing experiences.</li> </ul>
	Would like to see the stadium sunk into the ground level to assist with overshadowing.	<ul style="list-style-type: none"> <li>The proposed design is within the concept envelope approved as part of the Stage 1 SSD DA. The stadium cannot be lowered as it would pose a risk to the existing water table.</li> <li>Shadowing impacts of the proposed design are within (and less than) the shadow assessed for the concept envelope within the approved Stage 1 SSD DA. They do not adversely impact Moore Park or extend onto any residential areas.</li> </ul>
	The stairs along Driver Avenue are a safety hazard, particularly with the screen behind. There should be a ramp alongside the stairs.	<ul style="list-style-type: none"> <li>Railings will be provided throughout the public domain. The proposed media mesh screen on the building façade in this location has been removed from the design.</li> </ul>
	One public lift along Driver Avenue is inadequate.	<ul style="list-style-type: none"> <li>Following consultation it has been determined that 2 lifts will be located at the Driver Avenue entry.</li> </ul>
Connectivity	Would like to see a pedestrian crossing at Oatley Road.	<ul style="list-style-type: none"> <li>Oatley Road will continue to be subject to traffic signals (which includes a pedestrian crossing) to better control traffic flow.</li> </ul>
	Would like to see roads closed in Paddington on game days, so that patrons cannot park in local streets.	<ul style="list-style-type: none"> <li>This is outside the control of existing event management plans and the SCSGT. Parking in local streets will continue to be controlled by the relevant Council and parking rangers.</li> </ul>
	Desire for access through to Fox Studios.	<ul style="list-style-type: none"> <li>Fox Studios is owned by the CPMP Trust with a long term lease in place. The lease does not contain obligations on the occupier to open up these sites for pedestrian connections.</li> <li>The stadium and public domain has been designed so that these links can be provided through the site in the future.</li> </ul>
	Pleased to see the new public links between Driver Avenue and Moore Park Road.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
Public domain	Pleased to see trees being planted around the proposed stadium.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	Would like to see more large trees planted.	<ul style="list-style-type: none"> <li>There will be 130 new trees planted in the public domain. This equates to approximately 3 new trees for every one removed on the site.</li> </ul>
	Concern for the fig tree and that it will be damaged during demolition and construction.	<ul style="list-style-type: none"> <li>The fig tree will be preserved during demolition and construction, and forms part of a key element of the landscape design and public domain on the site. The fig tree will be celebrated for its historic and cultural significance and its contribution to the site.</li> </ul>
	Concern about the choice of tree selection. Would like to understand why each species was chosen.	<ul style="list-style-type: none"> <li>Proposed trees are primarily native Australian species, many of which are endemic to the Eastern Suburbs Banksia scrub, as was a requirement of</li> </ul>



Topic	Feedback received	Project team response
		<p>the overarching project sustainability commitments for the development.</p> <ul style="list-style-type: none"> <li>The detailed planting list is provided in the Landscape and Public Domain Statement and Landscape Plans prepared by Aspect Studios that accompany the EIS at <b>Appendix C</b> of the EIS</li> </ul>
	Suggestion for adequate irrigation and maintenance of public domain to ensure the pavement remains in good condition.	<ul style="list-style-type: none"> <li>The public domain has been designed to use durable materials and finishes and native species of plants, to reduce the maintenance and irrigation requirements for the site.</li> </ul>
	Concern about homeless people sleeping in and around the proposed stadium now that there won't be a fence around the perimeter.	<ul style="list-style-type: none"> <li>The design of the stadium and public domain has been assessed against the principles of Crime Prevention Through Environmental Design and will be subject to surveillance.</li> </ul>
Parking	Would like to see car parking on Moore Park removed.	<ul style="list-style-type: none"> <li>The only car park under the direct control of the SCSGT is the MP1 carpark, which is used by members and staff on event days. This carpark will be reinstated as part of Stage 2.</li> <li>The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. These car parking facilities are not provided by or controlled by the SCSGT, but rather are operated by their respective owner/administrator in coordination with the event profile of the stadiums.</li> <li>Infrastructure NSW has no control over how Centennial Park and Moore Park Trust manages its land. However, we note that the Moore Park Master Plan 2040 provides for the removal of on-grass car parking, which will occur progressively and over the medium to long term.</li> </ul>
	Would like to see only disabled parking offered, given the improvements in public transport to the precinct (light rail).	<ul style="list-style-type: none"> <li>The proposed development will reinstate the MP1 carpark currently being used as a construction compound, which is for use by employees and members and will not increase the provision of parking on the site.</li> <li>A dedicated drop-off area for members of the public with mobility impairments is provided within the MP1 carpark, and accessed via vehicle from Driver Avenue.</li> </ul>
	Parking in surrounding streets on big game days causes great concern for local residents.	<ul style="list-style-type: none"> <li>Better pedestrian connections and improved public transport will encourage patrons not to drive to games. Parking in external areas outside of the control and management of the SCSGT will continue to be controlled by the relevant Council and parking rangers.</li> </ul>
	Comment about sporting codes promoting parking on surrounding streets.	<ul style="list-style-type: none"> <li>Infrastructure NSW has no control over what specific sporting codes write on their websites.</li> </ul>
	Would like to see a multi-storey car park on MP1.	<ul style="list-style-type: none"> <li>Increasing parking on the site would contradict one of the key project objectives, being to reduce traffic congestion and incentivise the use of public transport, walking and cycling to access the site.</li> </ul>
	Various stakeholders noted a reduction in parking could have negative flow-on effects to the broader visitor economy created by hosting major events at the SCG and SFS.	<ul style="list-style-type: none"> <li>No changes in parking have been proposed as part of the redevelopment.</li> </ul>

Topic	Feedback received	Project team response
		<ul style="list-style-type: none"> <li>Changes in parking at Moore Park is subject to the discretion of the Centennial Park and Moore Parklands Trust, and not the SCG Trust.</li> </ul>
Transport	Would like to know if the bus shelters on Driver Avenue are being removed.	<ul style="list-style-type: none"> <li>There is no proposed change to the existing public transport network, or facilities external to the site.</li> </ul>
	Push for integrated ticketing as part of the proposed stadium.	<ul style="list-style-type: none"> <li>Integrated ticketing is subject to discussions between individual clubs and TfNSW, and currently applies to all NSW Waratahs, Rugby Australia, and Sydney FC games. Other codes are required to negotiate the terms of integrated ticketing directly with TfNSW.</li> </ul>
	Concern that the light rail stop is too far from the proposed stadium entrance.	<ul style="list-style-type: none"> <li>The Moore Park light rail stop is to be located on the eastern side of Anzac Parade, approximately 100m north of Lang Road. A new pathway will provide a direct pedestrian route from the stop to Driver Avenue and the site.</li> <li>It is an approximately 500m walk, or 5mins in travel time.</li> </ul>
	Would like to see a 'geobubble' that blocks people from requesting Ubers within 45 meters of the stadium.	<ul style="list-style-type: none"> <li>The Transport Assessment suggests a dedicated ride share drop off/pick up zone external to the site, which would encourage patrons ordering ride share services to use this dedicated location.</li> <li>The use of a specific 'geobubble' will be considered, and discussed with the relevant stakeholders as part of the future operation of the stadium.</li> </ul>
	Concerned that the project team has not addressed traffic issues in the area.	<ul style="list-style-type: none"> <li>The Transport Assessment prepared by Arup considers the conditions of the site, and makes recommendations and assesses how the stadium can mitigate or manage impacts on the surrounding areas, including in relation to traffic.</li> <li>A key driver of the design the stadium, and its future operation, is to limit the use of private vehicles when travelling to and from the site and therefore assist with addressing traffic experienced in the area.</li> <li>The proposal does not introduce any additional parking on the site, and intends to better leverage the sites highly accessible location through a Green Travel Plan which provides a suite of measures to promote the use of walking, cycling and public transport as a means of accessing the stadium.</li> </ul>
	Safety concerns with vehicles overtaking on double lines and speeding on Cook Rd due to gridlock.	<ul style="list-style-type: none"> <li>Illegal manoeuvres along Cook Road will continue to be managed by NSW police.</li> </ul>
	Lack of police presence to manage pedestrian safety and car flow.	<ul style="list-style-type: none"> <li>The SCSGT will continue work closely with NSW police in preparing for events, informing management plans, and during game days to prevent dangerous and anti-social behaviour and ensure pedestrian safety.</li> </ul>
	Driver Avenue not being used effectively resulting in traffic being diverted onto quiet residential streets.	<ul style="list-style-type: none"> <li>Consistent with the existing event management plans, Driver Avenue will be closed during and immediately after events to ensure pedestrian and patron safety, as well as to better manage pedestrian flows.</li> </ul>
	Lack of public transport plan to bring patrons more effectively to the SFS i.e. along Moore Park Road from Bondi Junction.	<ul style="list-style-type: none"> <li>Being located on the periphery of the Sydney CBD, the site and surrounding precinct is highly accessible through a range of transport modes including event buses and regular bus services,</li> </ul>

Topic	Feedback received	Project team response
		<p>nearby train stations, existing and new pedestrian pathways, and a network of cycle paths.</p> <ul style="list-style-type: none"> <li>The provision of a new light rail stop at Moore Park will also improve accessibility by public transport to the precinct and contribute to the aim to reduce overall traffic impacts.</li> </ul>
	There is insufficient traffic management during large events along Cook Road and Moore Park Road.	<ul style="list-style-type: none"> <li>SCSGT will work with NSW Police to ensure the provision of adequate traffic management during large events.</li> </ul>
	Length of traffic lights signals ineffective at Cook Road/ Moore Park Road	<ul style="list-style-type: none"> <li>The programming of traffic signals are managed by RMS and subsequently not under the control of the project team.</li> </ul>
Construction	Unhappy about potential construction impacts, mostly in relation to noise and dust.	<ul style="list-style-type: none"> <li>Noise and dust emissions have consistently recorded below the approved threshold during demolition and will continue to be closely monitored during construction.</li> <li>Construction works on the site will be managed in accordance with the Noise and Vibration Assessment prepared by Arup and the Construction Management Plan prepared by Lendlease.</li> </ul>
	Concerned about trucks in surrounding streets.	<ul style="list-style-type: none"> <li>All construction vehicles will be restricted to the State and Regional Road Network where practicable to mitigate any impacts caused along residential streets. As such, dedicated construction vehicle routes have been developed with the aim to provide the shortest distance to and from the arterial road network while minimising the impact of construction traffic on Sydney CBD and local streets,</li> <li>No vehicles larger than 12.5m heavy rigid vehicles are to be used on local roads (unless specific separate approval is obtained from the City of Sydney Council's Construction Regulation Unit).</li> <li>All truck movements and the wider management of the construction site will be subject to a detailed Construction Management Plan prepared by Lendlease.</li> </ul>
Noise	Pleased to report that the demolition noise has been manageable.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	Not concerned by event noise.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	Concern that acoustic assessments are incorrect.	<ul style="list-style-type: none"> <li>The Noise and Vibration Assessment has been prepared by qualified acoustic consultants, and will be subject to review by the Department of Planning and Environment.</li> </ul>
	Concern that the event noise will travel much further than anticipated.	<ul style="list-style-type: none"> <li>The Noise and Vibration Assessment prepared by Arup is included with the exhibited Stage 2 documents and confirms the testing, methodology, and legislation and standards that has informed the assessment.</li> <li>It includes a Noise Management Plan with the technical specifications, implementation and maintenance of noise monitoring equipment on the site, as well as other measures to monitor, mitigate and control noise emissions from the site.</li> </ul>
	A 60 dBA contour for event noise encircles Sydney Boys and Girls High School and beyond. This is an	<ul style="list-style-type: none"> <li>The 60 dBA is based on the existing daytime relative background level of the school, informed by</li> </ul>

Topic	Feedback received	Project team response
	unacceptable impact because meetings often occur at night and during weekends.	<ul style="list-style-type: none"> <li>long-term unattended noise monitoring, with the relative background level reducing below 60 dBA during the event and night.</li> <li>The Noise and Vibration Assessment prepared by Arup accompanying the EIS, assesses the level of impact of the construction and operation of the stadium considering these relative background levels.</li> </ul>
Operation	Would like to understand what recycling facilities will be proposed during operation of the propose stadium.	<ul style="list-style-type: none"> <li>An Operational Waste Management Plan has been prepared by Foresight Environmental that details the operational waste generation practices. This report can be found in <b>Appendix S</b> of the EIS.</li> <li>Recycling facilities for cardboard/paper, food organics, mixed recycling, general waste, oil recycling, battery recycling, ad hoc waste streams, e-waste, grass clipping/vegetation, signage, and bulky/maintenance waste will be provided as part of the new stadium.</li> </ul>
	Events should end at the same time as the previous stadium.	<ul style="list-style-type: none"> <li>There is no change proposed to the current event time limits for the Sydney Football Stadium.</li> </ul>
	Food and beverage outlets should be controlled by the SCSG Trust.	<ul style="list-style-type: none"> <li>Food and beverage outlets will be under the control of the SCG Trust.</li> </ul>
	The proposed stadium should be called Sydney Football Stadium, and not branded.	<ul style="list-style-type: none"> <li>'Signage zones' have been integrated into the facade of the stadium, thereby providing a space for future signage. However the exact signage context, materials, finishes, and content has not been confirmed at this stage. This is something that will be explored as part of a separate and future process.</li> </ul>
	The concert stage should be fixed.	<ul style="list-style-type: none"> <li>A fixed concert stage would be inappropriate for the configurations required during sporting events.</li> </ul>
	There should be breathe testing at the gates upon exit	<ul style="list-style-type: none"> <li>This proposition is unviable when considering the egress management of crowds.</li> <li>Full compliance with RSA regulations will be enforced throughout all events to ensure there will be no intoxicated patrons driving directly after events.</li> </ul>
	Top tiers should be closed during matches with small crowd attendance	<ul style="list-style-type: none"> <li>This will be implemented when standard events are hosted. Standard events mean all seating within the lower bowl and the members and corporate/VIP seating areas from Levels 2 and 3 will be accessible so that the capacity of the stadium is approximately 31,000 seats. The upper tier of seating will not be available for use.</li> </ul>
Wayfinding	Signage needs to encourage pedestrian use along Devonshire street.	<ul style="list-style-type: none"> <li>The Wayfinding and Signage Strategy accompanying the EIS considers the level of signage provided in the areas surrounding the site, including along main pedestrian routes leading to and from the stadium.</li> </ul>
Moore Park Master Plan	The Centennial Park and Moore Park Trust has not had enough influence over the proposed development.	<ul style="list-style-type: none"> <li>There has been ongoing and regular consultation in both Stage 1 and Stage 2 of the project with The Centennial Park and Moore Park Trust regarding a diverse range of matters for discussion. Refer to <b>Section 9.3.3</b> for details regarding the consultation</li> </ul>
	Concern about the lack of funding for Centennial Park and Moore Park.	<ul style="list-style-type: none"> <li>The funding of Centennial Park and Moore Park is outside of the scope of this project.</li> </ul>

Topic	Feedback received	Project team response
Heritage	Busby's Bore should be more prominent in the heritage interpretation.	<ul style="list-style-type: none"> <li>Busby's Bore is one of the central heritage interpretation items to the stadium. The proposed interpretation includes the provision of creating a space in the public domain known as Busby's Corner.</li> </ul>
	Would like to see Moore Park and Sydney High School's listed as heritage items.	<ul style="list-style-type: none"> <li>Moore Park, Centennial Park and Queens Park are already listed heritage items of State significance – referenced on the Stage Heritage Register as item number 01384.</li> <li>Sydney Boys and Sydney Girls Highschool are also contained within the Moore Park Heritage Conservation Area, which is of local significance as part of the 'Sydney Common'. The conservation area is listed in the <i>Sydney Local Environment Plan 2012</i> as conservation area 'C36'.</li> </ul>
	Would like to see further discussions with stakeholders about heritage items prior to the lodgement of SSD DA.	<ul style="list-style-type: none"> <li>Consultation in relation to heritage items has been in accordance with the Stage 1 Conditions of Consent, Mitigation Measures and Stage 2 SEARs.</li> <li>3 community information sessions also held prior to the lodgement of the Stage 2 SSD DA provided information and the opportunity to discuss heritage issues.</li> </ul>
	Concern that there will be negative visual impacts on surrounding heritage items.	<ul style="list-style-type: none"> <li>A detailed Heritage Impact Statement considering the visual impacts of the proposed development on surrounding heritage items, among other things, has been prepared by Curio Projects and provided at <b>Appendix T</b> of the EIS.</li> </ul>
Government decision	The government cannot ensure that NSW will remain the number one choice for sporting and entertainment events	<ul style="list-style-type: none"> <li>The new stadium will provide significant operational and patron experience improvements from the former stadium, as well as address key shortcomings that would have seen the old stadium likely shutdown or continue to be insufficient for hirers and patrons alike.</li> </ul>
	Would like to see the business case and understand the government decision to redevelop the Sydney Football Stadium.	<ul style="list-style-type: none"> <li>The Business Case Summary is available for public viewing on the Infrastructure NSW website.</li> </ul>
	Need to inform the public more about the economic benefits	<ul style="list-style-type: none"> <li>A key component of the Stage 1 SSD DA was the economic benefits that the proposed stadium would yield. This remains relevant, albeit relatively unchanged, for the Stage 2 SSD DA which focusses on the design and operational details of the stadium.</li> <li>The Social Impact Assessment that accompanies the EIS outlines the social and economic benefits that can be realised as part of the proposed development.</li> </ul>
	The stadium will create significant economic benefits	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	The stadium will be a waste of public money	<ul style="list-style-type: none"> <li>The Sydney Football Stadium is at the end of its economic life, with shortcomings in its ability to meet contemporary safety, security and amenity standards, contemporary operational efficiencies, and provide an excellent experience for people using the venue.</li> </ul>
	Ownership and funding arrangements have not been transparent.	<ul style="list-style-type: none"> <li>Consistent with the existing arrangement for the site, the stadium will be owned and operated by the Sydney Cricket and Sports Ground Trust, which is an entity of the NSW Government that was</li> </ul>

Topic	Feedback received	Project team response
		<p>established for the purposes of managing the SCG and SFS.</p> <ul style="list-style-type: none"> <li>On 24 November 2017, the NSW Premier announced that the government would fund the construction of a new 45,000 seat stadium to replace the former SFS stadium at Moore Park. This announcement informed the now approved Stage 1 DA for the stadium and surrounds, and has led to this subsequent Stage 2 DA.</li> </ul>
	There has not been enough 'side by side' comparison of the former stadium to the new stadium	<ul style="list-style-type: none"> <li>The Stage 1 SSD DA considered and compared the existing stadium with the proposed concept for the new stadium. The Stage 2 detailed design is wholly consistent with this concept.</li> </ul>
	Concerns about the longevity of the new stadium	<ul style="list-style-type: none"> <li>The design life for the new stadium is an estimated 50 years.</li> <li>It has been designed with consideration of the evolution of the modern stadium over the years and the contemporary requirements for stadia. It has been designed in such a way that allows for the easy adaption of spaces and facilities should the future patronage and use profile change.</li> </ul>
	The tender process for the demolition and construction contract was not transparent	<ul style="list-style-type: none"> <li>The tender process was commercial in confidence. However, the Panel's commentary on the successful tender and those that were also considered as part of the process, has been provided in the Competitive Design Alternatives Report appended to the EIS.</li> </ul>
Sustainability	The stadium should operate on battery power and solar power	<ul style="list-style-type: none"> <li>The proposed development will consider installing an on-site battery bank to store excess power generated by the proposed photovoltaic cells. This detail will be considered as part of the detailed construction phase of the project.</li> </ul>
	Solar panels should be located on the roof	<ul style="list-style-type: none"> <li>Photovoltaic panels for capturing solar energy will be installed.</li> </ul>
	Design should include the provision of rainwater runoff and be used for non-potable water functions	<ul style="list-style-type: none"> <li>The proposed redevelopment is committed to providing non-potable water through rainwater harvesting and the continued use of bore water.</li> <li>Where possible, this non-potable water supply will be used for toilet flushing, irrigation and site maintenance, and for general cleaning purposes.</li> </ul>
Community consultation	There should be more community consultation before lodgement	<ul style="list-style-type: none"> <li>A number of opportunities were provided for residents and interested stakeholders to participate prior to lodgement.</li> <li>These comprised holding 3 community information sessions, distributing 23,000 postcards to surrounding letter boxes, and placing advertisements in the Wentworth Courier and Southern Courier.</li> <li>A '1800 number' and email address was advertised and provided to all stakeholders, providing an opportunity to speak with a member of the project team.</li> <li>There will also be the opportunity for review and feedback during the formal exhibition period, post-lodgement.</li> </ul>
	There was insufficient community consultation prior to the Stage 1 SSD DA being lodged and approved.	<ul style="list-style-type: none"> <li>A number of opportunities were provided for residents and interested stakeholders to participate prior to lodgement.</li> </ul>

Topic	Feedback received	Project team response
		<ul style="list-style-type: none"> <li>• These comprised 3 community information sessions, 4 pop up stalls, 2 SCG members' briefings, the distribution of 23,000 postcards in surrounding letter boxes, and advertisements in the Wentworth Courier and Southern Courier.</li> <li>• A '1800 number' and email address was advertised and provided to all stakeholders, providing an opportunity to speak with a member of the project team.</li> <li>• A formal post-lodgement consultation process was also completed in accordance with the statutory requirements for SSD DAs, which comprised making all of the documents publicly accessible and providing an opportunity for members of the public, community groups, authorities, and agencies to issue comments.</li> </ul>





*Community Information Session.*

## **8.2 Stakeholder meetings**

This section of the report provides a summary of all stakeholder briefings held during the preparation of the Stage 2 SSD DA.

### **8.2.1 KU Kira Child Care Centre**

Representatives from Infrastructure NSW and Lendlease met with the Director of KU Kira and staff members to provide an overview of the Stage 2 SSD DA and future construction, as well as an update on the Stage 1 Demolition progress. Kira was satisfied with the level of details provided and expressed that demolition has not been disruptive to their operations. An inquiry was made as to whether additional parking was being provided, and KU Kira were satisfied that no additional parking is being proposed. No additional questions or issues were raised.

### **8.2.2 National Rugby League**

A presentation was provided to representatives of the National Rugby League (NRL) by Infrastructure NSW and Lendlease. A Stage 1 demolition update was provided with particular focus on noise, vibration and dust monitoring. This was followed by a general overview of the Stage 2 SSD DA. The NRL provided the following feedback:

- Noise and dust has not been overt or disruptive.
- NRL would like greater detail around the proposed ring-road in the basement. Infrastructure NSW committed to another meeting that would explain game day operations of the proposed stadium.
- NRL were satisfied that the seating will be steeper based off the perceived success at the new Bankwest Stadium in Parramatta.



- The design is far superior than the former stadium
- The stadium orientation will operate well to mitigate high winds.

### **8.2.3 Fox Studios**

A meeting with representatives from Fox Studios was held to discuss the Stage 2 SSD DA. Specifically, the briefing was focussed on traffic and noise issues. Fox Studios noted that the demolition impacts have been minimal on the day to day business operations of Fox Studios. However, concern was raised about the noise and vibration impacts during construction.

Additional feedback included:

- Lack of understanding about construction timeline and impacts.
- Fox Studios would like to be represented on the Community Consultative Committee.
- Questions around design and the proposed height of the stadium, the drip line, and whether there will be a retractable roof.
- Questions about access and whether Paddington Lane and Driver Avenue will be closed off. Fox Studios would like them to remain as they are now.
- Concern that the new design will allow patrons to look down into Fox Studios.
- Question about the Moore Park Master Plan and the proposal to connect Paddington to the Entertainment Quarter through the SCG and Fox Studios. Fox Studios does not want to allow access.

Infrastructure NSW will continue to work with Fox Studios as the project progresses and organise regular meetings.

### **8.2.4 Centennial Park Residents Association**

A briefing was held with representatives from the Centennial Park Residents Association and Infrastructure NSW to discuss the Stage 1 demolition and the Stage 2 SSD DA.

Feedback included:

- Concern about safety of patrons entering and leaving the stairs on Driver Avenue.
- Questions about management of illegal pedestrian crossing on Moore Park Road.
- Concerned that traffic and drop off/pick up issues are not being addressed. Frustration about lack of responsibility for parking issues in surrounding streets on game days.
- Clarifications about the Dilapidation Report only addressing Moore Park Road.

### **8.2.5 Australian Turf Club**

Representatives from Infrastructure NSW met with the Australian Turf Club (ATC) to provide a briefing on the Stage 2 SSD DA. The ATC posed certain questions about the finer details of the design in relation to car parking, weather protection, demolition, and the proposed RL grades, to which all questions were responded to in detail.

No issues were raised, however the ATC is pleased with the proposed stadium design and believes the activity at the stadium will lead to positive business outcomes for both parties.

### **8.2.6 Entertainment Quarter**

A briefing was held with representatives from the Entertainment Quarter to provide an update on Stage 1 demolition and an overview of the Stage 2 SSD DA. The Entertainment Quarter were supportive of the redevelopment and did not raise any specific issues.

It was commented no noise or vibration impacts were being experienced during demolition. There was some disappointment expressed in relation to the interface between the SCG, Kippax Lake and the SFS due to a lack of activation and vibrancy. Feedback included the 2-capacity seating system would make for a far greater atmosphere.

The EQ requested copies of the Architectural drawings and Traffic Assessment for internal review, which was subsequently sent following the meeting.

### 8.2.7 University of Technology Sydney

Meeting is occurring Thursday, 13 June 2019, ensuring the minutes are not available at this time but will be updated following the meeting.

### 8.2.8 Community Consultative Committee

A workshop was held with members of the Community Consultative Committee (CCC) on Monday 27 May 2019. The purpose of the workshop was to give CCC members an opportunity to provide additional feedback on the Stage 2 SSD DA. Once the feedback was provided, they were asked to consider solutions and then prioritise the issues raised.

Issue	Solution	Project team response	Priority
<b>Design</b>			
Visual impacts from Paddington and Moore Park due to increased bulk and mass.	<ul style="list-style-type: none"> <li>Redesign and reduce size. Investigate lowering field level by up to 3m.</li> </ul>	<ul style="list-style-type: none"> <li>For specific details relating to private and public visual impacts, see the Visual and View Impact Assessment in <b>Appendix W</b> of the EIS.</li> <li>The proposed scheme has been designed with due consideration given to the sensitive interfaces, particularly to the north (Moore Park Road) and south (SCG). A more modest stadium height is provided towards the Moore Park Road residences and the SCG. The roof form of the stadium along the eastern and western interfaces are streamlined and sculpted to reduce the impact of additional scale.</li> <li>The stadium cannot be lowered for the following reasons: <ol style="list-style-type: none"> <li>The existing water table is approximately 2-3 metres below the existing field of play level. The proposed stadium maintains the field of play at the same level. If the stadium were sunk it would potentially impact the water table requiring a tanked structure to be created for the stadium as well as environmental impacts that would impede the natural flow of the groundwater.</li> <li>A level change would be created along Moore Park Road which would require the inclusion of additional steps and a ramp or lift. This would impede the ability of the concourse to be of sufficient width surrounding the stadium as well as create an impediment to the pedestrian flow through the site on non-event day.</li> </ol> </li> </ul>	High
Poor stair design from Driver Avenue entry, causing issues around safety and disability access.	<ul style="list-style-type: none"> <li>Adjust entry points to stadia to decrease number of stairs.</li> </ul>	<ul style="list-style-type: none"> <li>The stairs have been designed with reference to the Building Code of Australia, and other design guidelines, and meet relevant standards and will be provided with railings as standard.</li> <li>Entries from Moore Park Road are level with the footpath, and are accessible without stairs.</li> <li>The concourse is required to remain level around the site to assist with the flow of pedestrians into and out of the stadium.</li> </ul>	High

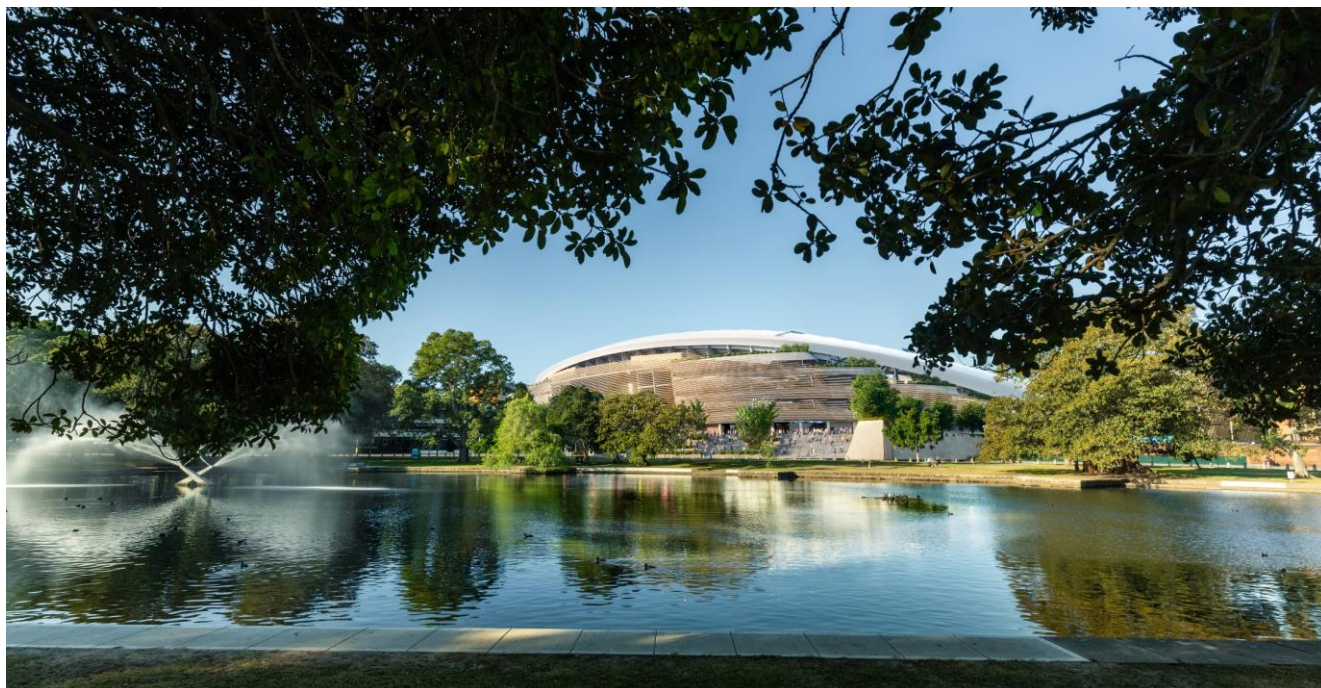
Issue	Solution	Project team response	Priority
		<ul style="list-style-type: none"> <li>The level differences between Moore Park Road and Driver Avenue necessitate the use of stairs to allow access to the stadium.</li> </ul>	
Need for two lifts minimum from Driver Avenue entry to address disability accessibility issues.	<ul style="list-style-type: none"> <li>Add more lifts.</li> </ul>	<ul style="list-style-type: none"> <li>An additional lift (total 2 lifts) will be provided at the Driver Avenue entry.</li> </ul>	Moderate
Overshadowing of Moore Park and Kippax Lake.	<ul style="list-style-type: none"> <li>Decrease solidity of perimeter.</li> </ul>	<ul style="list-style-type: none"> <li>Shadowing impacts of the proposed design are within (and less than) the shadow assessed for the concept envelope within the approved Stage 1 SSD DA. They do not adversely impact Moore Park or extend onto any residential areas.</li> </ul>	Moderate
Inadequate pedestrian access and poor site lines between Moore Park Road and Driver Avenue.	<ul style="list-style-type: none"> <li>Knock down NRL Building.</li> </ul>	<ul style="list-style-type: none"> <li>The CPTED report concludes that sight lines are adequate through the site.</li> <li>The removal of the NRL building is outside the project scope.</li> </ul>	Low
Ensure support for operational staff i.e. catering staff.	<ul style="list-style-type: none"> <li>Transport to and from parking at stadium and improved access around the stadium.</li> </ul>	<ul style="list-style-type: none"> <li>Service vehicles will have significantly improved access to the stadium via the basement ring-road.</li> <li>Service staff will benefit from clear separation of front of house and back of house areas throughout the stadium</li> </ul>	Low
Pinch point western side of public domain.	<ul style="list-style-type: none"> <li>Knock down NRL Building.</li> </ul>	<ul style="list-style-type: none"> <li>The CPTED report concludes that sight lines are adequate through the site.</li> <li>The removal of the NRL building is outside the project scope.</li> </ul>	Low
Roof is clumsy and has bulky facades.	<ul style="list-style-type: none"> <li>Refine and lower.</li> </ul>	<ul style="list-style-type: none"> <li>The roof has been designed to provide 100% drip line coverage.</li> <li>The building façade is designed to respond to specific conditions and neighbourhood context, as to mitigate any potential adverse visual impacts.</li> <li>It is designed to be highly sculptural so that it blends into the surrounding context, and features a solid stone-like base and bronze aluminium bands that wrap around the stadium to reflect Sydney's unique sandstone geology.</li> </ul>	Low
Increased height needs to adequately address the public interest test.	<ul style="list-style-type: none"> <li>No over shadowing on Moore Park.</li> </ul>	<ul style="list-style-type: none"> <li>The height of the stadium is based on a number of factors including provision of improved spectator sightlines through steeper raked seating, more generous circulation zones and the provision of increased amenities such as food and beverage outlets and toilets.</li> <li>Shadowing impacts of the proposed design are within (and less than) the shadow assessed for the concept envelope within the approved Stage 1 SSD DA. They do not adversely impact Moore Park or extend onto any residential areas.</li> </ul>	Low
<b>Traffic and Transport</b>			
Parking should be banned.	<ul style="list-style-type: none"> <li>Provide integrated ticketing.</li> <li>Provide cycle hubs on site..</li> </ul>	<ul style="list-style-type: none"> <li>The only car park under the direct control of the SCSG Trust is the MP1 carpark, which is used by members and staff on event days.</li> </ul>	High

Issue	Solution	Project team response	Priority
		<p>This carpark will be reinstated as part of Stage 2.</p> <ul style="list-style-type: none"> <li>The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. These car parking facilities are not provided by or controlled by the SCSG Trust, but rather are operated by their respective owner/administrator in coordination with the event profile of the stadiums.</li> <li>Infrastructure NSW has no control over how Centennial Park and Moore Park Trust manages its land, however, we note that the recent Moore Park Master Plan 2040 provides for the removal of on-grass car parking, which will occur progressively and over the medium to long term.</li> <li>Integrated ticketing is subject to discussions between individual clubs and TfNSW, and currently applies to all NSW Waratahs, Rugby Australia, and Sydney FC games. Other codes are required to negotiate the terms of integrated ticketing directly with TfNSW.</li> <li>Ample bicycle parking and cycle ways will be provided as detailed in the Transport Assessment that forms <b>Appendix H</b> to the EIS.</li> </ul>	
December 2020 should be the deadline for removal of parking on Moore Park .	<ul style="list-style-type: none"> <li>This should be a condition of consent.</li> <li>Public information campaign to explain public transport options.</li> <li>State Transit to assess whether improvements needed to public transport options.</li> <li>Fleet of mini buses to convey users from ES Marks Field and Moore Park Golf car park to the stadium.</li> <li>Talk to City of Sydney Council about dedicated city car parking serviced by minibuses on game days.</li> </ul>	<ul style="list-style-type: none"> <li>The only car park under the direct control of the SCSG Trust is the MP1 carpark, which is used by members and staff on event days. This carpark will be reinstated as part of Stage 2.</li> <li>The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. These car parking facilities are not provided by or controlled by the SCSG Trust, but rather are operated by their respective owner/administrator in coordination with the event profile of the stadiums.</li> <li>Infrastructure NSW has no control over how Centennial Park and Moore Park Trust manages its land, however, we note that the recent Moore Park Master Plan 2040 provides for the removal of on-grass car parking, which will occur progressively and over the medium to long term.</li> <li>SCG Trust will continue to work with Transport for NSW regarding event day transport.</li> <li>SCG Trust will work with CPMP Trust when they commence implementation of their master plan in regard to parking.</li> </ul>	High
Stage 2 SSD DA must show how parking will be phased out under Moore Park Master Plan.	<ul style="list-style-type: none"> <li>The Green Travel Plan must demonstrate how 2,500 car spaces will be phased out.</li> </ul>	<ul style="list-style-type: none"> <li>The only car park under the direct control of the SCSG Trust is the MP1 carpark, which is used by members and staff on event days. This carpark will be reinstated as part of Stage 2.</li> </ul>	Moderate

Issue	Solution	Project team response	Priority
		<ul style="list-style-type: none"> <li>The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. These car parking facilities are not provided by or controlled by the SCSG Trust, but rather are operated by their respective owner/administrator in coordination with the event profile of the stadiums.</li> <li>Infrastructure NSW has no control over how Centennial Park and Moore Park Trust manages its land, however, we note that the recent Moore Park Master Plan 2040 provides for the removal of on-grass car parking, which will occur progressively and over the medium to long term.</li> </ul>	
Need for holding pens for taxis/Uber/limousines .	<ul style="list-style-type: none"> <li>SCSGT to provide on site.</li> </ul>	<ul style="list-style-type: none"> <li>The Transport Assessment suggests a dedicated taxi drop off/pick up zone external to the site, which would encourage patrons requiring taxi services to use this dedicated location.</li> <li>Infrastructure NSW is in ongoing discussions with Transport for NSW regarding a 'geobubble' to restrict the locations in which ride share vehicles can pick up passengers following an event. This will have the effect of dispersing pedestrians to other areas to catch a ride share, which will assist in reducing traffic congestion.</li> </ul>	Moderate
Illegal parking.	<ul style="list-style-type: none"> <li>More Council rangers.</li> </ul>	<ul style="list-style-type: none"> <li>The City of Sydney Council will be informed of Event scheduled at the Sydney Football Stadium and can arrange for appropriate parking rangers at their discretion.</li> </ul>	Moderate
Pedestrian Traffic Management.	<ul style="list-style-type: none"> <li>Adequate wayfinding and lighting to Devonshire Street.</li> </ul>	<ul style="list-style-type: none"> <li>The Wayfinding and Signage Strategy accompanying the EIS considers the level of signage provided in the areas surrounding the site, including along main pedestrian routes leading to and from the stadium.</li> </ul>	Low
<b>Operations</b>			
Safety issue of people running across Moore Park Road illegally.	<ul style="list-style-type: none"> <li>Close Moore Park Road for large crowd events.</li> </ul>	<ul style="list-style-type: none"> <li>The SCSGT will continue work closely with NSW police in preparing for events, informing management plans, and during game days to prevent dangerous and anti-social behaviour and ensure pedestrian safety.</li> </ul>	High
Behaviour of people attending venues post events and the impact of adjoining residential streets.	<ul style="list-style-type: none"> <li>Increase police presence</li> </ul>	<ul style="list-style-type: none"> <li>The SCSGT will continue to work closely with NSW Police in preparing for events, informing management plans, and during game days to prevent dangerous and anti-social behaviour and ensure pedestrian safety.</li> </ul>	Moderate
<b>Other</b>			
Heritage Preservation and visual impact of height and scale on Paddington Area	<ul style="list-style-type: none"> <li>Reduce scale and bulk.</li> </ul>	<ul style="list-style-type: none"> <li>A detailed Heritage Impact Statement considering the visual impacts of the proposed development on surrounding heritage items, among other things, has been prepared by Curio Projects and provided at <b>Appendix T</b> of the EIS.</li> </ul>	High
Indigenous Heritage	<ul style="list-style-type: none"> <li>Recognition of Indigenous Heritage.</li> </ul>	<ul style="list-style-type: none"> <li>An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Curio</li> </ul>	High

Issue	Solution	Project team response	Priority
		Projects and can be found in <b>Appendix CC</b> of the EIS. This report outlines measures being taken to recognise local Indigenous heritage.	
Support surrounding businesses pre and post events	<ul style="list-style-type: none"> <li>Wayfinding to identify businesses easily</li> </ul>	<ul style="list-style-type: none"> <li>The Green Travel Plan aims in part to increase patron travel by foot through the surrounding neighbourhoods. This increased foot traffic is expected to increase patronage to surrounding food and beverage outlets.</li> </ul>	Moderate
Meaningful consultation process	<ul style="list-style-type: none"> <li>Reform planning system.</li> <li>Proposed changes should be taken on board.</li> </ul>	<ul style="list-style-type: none"> <li>A number of opportunities were provided for residents and interested stakeholders to participate prior to lodgement.</li> <li>These comprised holding 3 community information sessions, distributing 23,000 postcards to surrounding letter boxes, and placing advertisements in the Wentworth Courier and Southern Courier.</li> <li>A '1800 number' and email address was advertised and provided to all stakeholders, providing an opportunity to speak with a member of the project team.</li> <li>There will also be the opportunity for review and feedback during the formal exhibition period, post-lodgement.</li> </ul>	Moderate
Compliance with Green Building Council of Australia Guidelines.	<ul style="list-style-type: none"> <li>Must be addressed.</li> </ul>	<ul style="list-style-type: none"> <li>The Stage 1 consent conditions the project to achieve a LEED Gold rating.</li> <li>Opportunities for an equivalent Green Star rating will be explored.</li> </ul>	Low





*Artist Impression. Cox Architecture.*

### 8.3 Agency meetings

This section of the report provides a summary of all agency and relevant authority briefings held during the preparation of the Stage 2 SSD DA.

#### 8.3.1 Environmental Protection Authority and The Department of Planning and Environment

A meeting was held with Environmental Protection Authority and Department of Planning and Environment to discuss items relating to Consent Conditions B11 and C20. Details included:

- Discussion about appropriate noise target parameters, measurements, data analysis, proposed event criteria and a management procedure.
- Understanding of key issues required to be addressed in relation to alternative noise management framework.
- Discussion about the preparation of a Noise Management Plan which outlines the proposed structure and preliminary content for the working Noise Management Plan for the Sydney Football Stadium.

Further details of the meeting can be found in the Noise and Vibration Impact Assessment prepared by Arup and included as **Appendix X** of the EIS.

#### 8.3.2 Local Aboriginal Stakeholders

Curio Projects has been working closely with the Registered Aboriginal Parties to prepare the Aboriginal Cultural Heritage Assessment Report (ACHAR). The Registered Aboriginal Parties were identified by relevant statutory bodies including NSW Office of Environment and Heritage, La Perouse Local Aboriginal Land Council, and the Registrar Aboriginal Land Rights Act 1973. All RAPs have been invited to participate in a number of site visits and meetings.

The following key points were raised during these meetings:

- General support for the proposed methodology and approach to the Aboriginal cultural heritage and archaeological assessment for the project.
- Request that attention be paid to any areas with potential Aboriginal archaeological deposits (i.e. natural intact sand profiles), and archaeological investigation be undertaken where necessary.

- That areas where sands may remain across the site, but do not require impact through the development, should remain conserved in situ without impact.
- The SFS area and surrounds are a significant location to the La Perouse Aboriginal community, known by the elders to have specific uses and function prior to arrival of white colonists in 1788, and used well into the 1800s, until the Aboriginal people in the south-eastern peninsula of Sydney were forcibly relocated to La Perouse mission in 1883.

Further details of the consultation can be found in the ACHAR prepared by Curio Projects and included as **Appendix CC** of the EIS.

### 8.3.3 Centennial Parklands and Moore Park Trust

A number of meetings have been held with Centennial Park and Moore Park Trust during the preparation of the Stage 2 SSD DA. A review of the Moore Park Masterplan was presented to the Centennial Park and Moore Park Trust in accordance with Consent Condition B12 and B13. The Centennial Park and Moore Park Trust commented that consideration should be given to Hostile Vehicle Mitigation, particularly from transport hubs. This has been addressed in the security assessment report.

The preliminary signage and wayfinding strategy has also been presented to the Centennial Park and Moore Park Trust. Comments included:

- The Centennial Park and Moore Park Trust would like to ensure there is not an excessive amount of signage in the precinct, and particularly not on their land.
- Concern raised about proposed 12m blade signage. This will be discussed further during exhibition.
- There was support for allowing temporary wayfinding to transport nodes during events.

The Centennial Park and Moore Park Trust was also presented the Transport Impact Assessment and Green Travel Plan to satisfy Conditions C45 and C46. The following comments were provided:

- There should be no queuing or staging of trucks on Driver Avenue during construction works.
- Access for people with mobility impairment needs to be accounted for.
- Further details regarding hostile vehicle mitigation to be included.

Infrastructure NSW responded by ensuring that all construction vehicles will not queue / load / unload on street. A sufficient manoeuvring area has been provided within the construction site, to ensure construction vehicles can enter and exit in a forward direction. In response to queries about accessibility for people with mobility impairment, the design of the proposed stadium allows for private vehicles and point to point transport vehicles to enter the MP1 car park for dropping off and picking up passengers with mobility impairments. The vehicle rejection roundabout would be utilised to allow vehicles to turn around within the MP1 car park and drop off or pick up their passengers.

### 8.3.4 Sydney Coordination Office, Transport Management Centre and Roads and Maritime Services

Several meetings were held with the Sydney Coordination Office, Roads and Maritime Services (RMS) and Transport Management Centre (TMC) to discuss issues outlined in the Consent Conditions B16, C45 and C46. Team members have provided various updates on the Transport Impact Assessment as well as a list of potential options to enhance operations for point to point and coach parking arrangements during events. Discussions were also had about the preferred options for point to point and coach parking arrangements. An overview of the meetings and outcomes is as follows:

Consultation Activity	Outcome/ Comments
Meeting- 11 January 2019 attended by representatives of Sydney Coordination Office, RMS and TMC.	Proponent provided project update and discussed extent of assessment to be covered in Transport Impact Assessment.
Meeting- 7 February 2019 attended by representatives of Sydney Coordination Office, RMS and TMC.	Proponent provided a long list of potential options to enhance operations for point-point and coach parking arrangements during events at the SFS.
Meeting 21 March 2019 attended by Sydney Coordination Office and TMC	Meeting held to discuss the preferred options in relation to point-point and coach parking arrangements during events at the SFS, following on from initial meeting on 7 February 2019

A consolidated set of comments from Transport for NSW (Sydney Coordination Office), RMS, TMC and the Sydney Light Rail team on 16 May 2019. A summary of the comments is as follows:

Issue Raised	Response
Pedestrian route assessment should also include Moore Park Road east towards Centennial Park / Oxford Street and south to Lang Road / Centennial Park and Regent Street between Oxford Street bus stops and the stadium	<ul style="list-style-type: none"> <li>These routes are now covered in the pedestrian route assessment contained in the report.</li> </ul>
Moore Park Special Event Bus Interchange" should be the term used to describe the new bus loop	<ul style="list-style-type: none"> <li>Terminology updated as per request.</li> </ul>
Pedestrian management during large scale events are to be controlled at intersections which are on major pedestrian routes	<ul style="list-style-type: none"> <li>Section 5.3 of the document notes that pedestrian management for major events will continue to take place at key locations such as Moore Park Road and Driver Avenue (east and west) and Moore Park Road/Flinders Street.</li> </ul>
Car and bicycle parking and the loading area should be provided in accordance with relevant Australian Standards AS2980	<ul style="list-style-type: none"> <li>Document notes that car and bicycle parking will be provided in accordance with relevant standards.</li> </ul>
Description of light rail stop to be amended to state that the Moore Park stop is an island platform (only) – as such the island platform is the event platform	<ul style="list-style-type: none"> <li>Text updated in Section 7.1 of the document to note proposed light rail platform arrangement.</li> </ul>
Describe how the Moore Park Road cycleway construction and operation would be managed during the construction and operation would be managed during the construction of the of the stadium	<ul style="list-style-type: none"> <li>The following text has been included:            "The construction of the cycleway will likely coincide with the construction phase of the new SFS. Close coordination will be required to ensure that these construction activities do not conflict with each other, similar to other concurrent construction works occurring in the Moore Park precinct (e.g. Sydney Light Rail). The contractor for the SFS construction will work closely with the contractor for the cycleway to understand whether any complementary measures can be adopted to better align the two construction projects and minimise impacts on the adjacent transport network. This will be further outlined in the detailed construction traffic and pedestrian management plan to be prepared prior to the commencement of construction for the stadium".</li> </ul>
Explanation should be provided of how pedestrians crossing Moore Park Road from the stadium would be managed	<ul style="list-style-type: none"> <li>Section 8.1.3 of the document describes pedestrian management arrangements for the potential taxi ranks. It also notes that number of operational items such as queuing areas and management overlays are still to be worked through. These detailed items will be discussed during the detailed design phase of the project.</li> </ul>
Provide details of how the mobility impaired drop-off on a pre-booked basis would operate	<ul style="list-style-type: none"> <li>Access for these vehicles would be managed by staff and be pre-booked only. No access for general taxi / ride-share vehicles, or those who haven't pre-booked,</li> <li>Would be permitted. People would pre-book with the SCG Trust and have their number plates registered prior to the event. Should they not be accredited they</li> <li>Would be required to turn around in the MP1 car park (using the vehicle rejection roundabout) and exit the precinct</li> </ul>
Clarification on the location of bus stops on Anzac Parade (northbound)	<ul style="list-style-type: none"> <li>The location of bus stops on Anzac Parade indicated in the plan have been amended.</li> </ul>
Provide further information on road user safety arising from the proposal	<ul style="list-style-type: none"> <li>Section 5.6 of the document provides an overview of the road user safety benefits, including:               <ul style="list-style-type: none"> <li>Encouragement of the walking route via Devonshire Street and reduction of reduce pedestrian demand and congestion Moore Park Road / Flinders Street / Anzac Parade.</li> <li>The design shifts the existing stadium to the south west and improves safety at the Moore Park Road / Regent</li> </ul> </li> </ul>

Issue Raised	Response
	<p>Street intersection by creating additional space for pedestrians to store within the site boundary.</p> <ul style="list-style-type: none"> <li>– Introduction of formal taxi ranks reducing instances of vehicles circulating on local residential street.</li> </ul>
Provide clarification around design solutions and/or management and mitigation measures to address traffic and pedestrian conflicts at the junction of Driver Avenue and the entry to MP1 car park	<ul style="list-style-type: none"> <li>• This has been addressed in Section 6.4, including: <ul style="list-style-type: none"> <li>– The driveway will be designed to be fully integrated with the adjoining footpath and at one continuous level. The treatment will therefore be an area which is designed for pedestrians, across which vehicles can pass slowly.</li> <li>– Drivers of vehicles will be guided and encouraged to give way to pedestrians on the footpath as required by law.</li> <li>– The crossing would be designed with consistent pavement material, including a delineation of vehicle paths.</li> <li>– As per current arrangements, the driveway would be managed on event days to address traffic and pedestrian conflicts.</li> <li>– The driveway width will be minimised based on swept path analysis of the largest design vehicle to reduce the overall crossing distance for pedestrians.</li> </ul> </li> </ul>
Pedestrian route analysis should consider both capacity and quality of the routes to the SFS.	<ul style="list-style-type: none"> <li>• This has been addressed in section 5.2 and 5.3 of the document.</li> </ul>

The Transport Impact Assessment can be found at **Appendix H** of the EIS.

### 8.3.5 Security briefing

A briefing about the Hostile Vehicle Management, Security and Anti-Social Behaviour was held with a number of stakeholders on Tuesday 7 May 2019 including, City of Sydney Council, Sydney Coordination Office, Transport Management Centre, Transport for NSW, Roads and Maritime Services, NSW Police, SCSGT and Centennial Park and Moore Park Trust. Feedback included:

- Centennial Park and Moore Park Trust requested to see the Wayfinding Report.
- Preference for security measures to be planned on a precinct-wide basis.
- Limitations noted for ability of the project to resolve security issues for other venues/ areas within precinct.
- Hostile vehicle mitigation strategies should consider existing arrangements in terms of placement.
- Further consultation to be undertaken with NSW Police on Anti-Social Behaviour Strategy. A meeting will be held on Tuesday 28 May.
- Regular reviews of any strategies once the stadium is operational should occur.

### 8.3.6 City of Sydney Council

A meeting with City of Sydney Council was held on 16 April 2019 to provide Council with an overview of the Stage 2 SSDA. Presentations covered the architectural design, public domain and urban design, transport, heritage and noise management.

Particular focus was directed at the Transport Impact Assessment to satisfy Consent Conditions B16, C45 and C46. City of Sydney Council provided the following comments:

Issue Raised	Response
The Green Travel Plan initiative should recognise 'day 1' as well as future states such as if parking is removed from Moore Park.	Varies throughout the Catchment – Min ToC 5min. 5min was adopted for the site.



Issue Raised	Response
Stretch targets for mode share should be considered in addition to conservative assessments.	This recommendation has been adopted and stretch targets are contained within the Transport Assessment that forms <b>Appendix H</b> to the EIS.
Would like to see bicycle and car charging points.	Provision for vehicle charging points will be provided in MP1 car park. This could be expanded to include bicycle charging should the need arise in future.
Consider disincentives for private vehicle travel.	The measures outlined in the Green Travel Plan are considered to provide sufficient encouragement for patrons to utilise more sustainable travel means.
Pleased to see that pedestrian routes such as Devonshire Street will be encouraged as major connections.	Noted.

As part of the public domain presentation, the meeting also discussed the review of pedestrian connections between the site and the adjoining lands on the eastern and southern boundaries as outlined in Condition B10. No specific comments were raised.

On 30 April 2019, the project team met with the City of Sydney Council for discussion on stormwater. The issues raised are summarised below:

Issue Raised	Response
Timing for concentrations of flow.	Varies throughout the Catchment – Min ToC 5min. 5min was adopted for the site.
The City has experienced difficulties with the use of trap gully pits in public areas.	The pits to be utilised within the project are graded inlet pits fitted with trash bins.
Consideration should be given to the 6 minute storm surge.	A total of 101 storms have been modelled within drains ranging from 5min to 6hrs. The 6min storm was not available within drains.

Further, the project team met with the City of Sydney Council on the 24 May 2019 to discuss details pertaining to the preliminary signage and wayfinding strategy as per mitigation measure CP-TA2. The following issues were raised by Council:

Issue Raised	Response
Existing signs provided by the City of Sydney to gates for both the SFS and SCG will need to be revised should any there be any new gate names.	Infrastructure NSW will continue to work with Council to finalise the gate names/numbers to determine whether any signage surrounding the site requires updating.
Questioning the need for bike parking signage given it is directly located at bike parking locations.	Further investigation will be undertaken to assess the need for bike parking signage.
Comment that long term maintenance is key for any signage installed external to the precinct.	There is no signage located outside the project site. The proposal instead relies on temporary signage for event egress as required.

### 8.3.7 Waverley Council

Planning representatives from Waverley Council were briefed about the Stage 2 SSD DA on 17 April 2019. An overview of the project was provided by a number of specialist team members including architects, landscape architects and traffic consultants. The following feedback was received:

- Pleased to see the project progressing, especially this design. Commented that the design is very appealing.
- Would like to see consideration for parking at Randwick Racecourse on game days and then encouraging patrons to catch the Light Rail to the proposed stadium.
- Would like to understand how traffic congestion has been mitigated, especially in relation to the north bound turn into Land Road from Anzac Parade.

- Would like to see better pedestrian connection between Moore Park Road and Foveaux Street.
- Ensure there is no need to knock down the new stadium in another 30 years.

### **8.3.8 Randwick City Council**

Randwick City Council staff were provided with a Stage 2 SSDA briefing on 1 May 2019. A summary of the feedback is provided below:

- Would like to see 24/7 pedestrian access around the stadium, not only on game days.
- Concern about drainage going onto Randwick City Council land.
- Concern about 24/7 concourse access in relation to security issues.
- Pleased to see new trees will be planted in the precinct.



## 8.4 Feedback received from sporting and other organisations.

A number of long term precinct tenants and other key Sydney-wide organisations provided I submissions via the project email address prior to lodgement of the SSD DA. All submissions reinforced the significant need to ensure there is no net loss in car parking in the broader precinct in order to satisfy the needs of visitors, ensure the Sydney Football Stadium remains competitive to other stadiums, and to attract economic value for the associations and clubs, as well as for the local area.

Infrastructure NSW and the SCSG Trust only has direct control of the MP1 carpark, which is used by members and staff on event day. This carpark will be reinstated as part of the Stage 2 SSD DA. The remaining car parking in under control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. It is noted the recent Moore Park Master Plan 2040 provides for removal of on-grass car parking, which will occur progressively and over the medium to long term. Details relating to the phasing out of car parking will be address in the Moore Park Master Plan 2040 and not the Sydney Football Stadium Redevelopment SSD DA.

A summary of the points raised in the submissions is provided in the table below.

Organisation	Feedback
Western Sydney Business Chamber	<ul style="list-style-type: none"> <li>The Western Sydney Business Chamber is in support of the Sydney Football Stadium redevelopment and the NSW Government's Stadia Strategy.</li> </ul>
	<ul style="list-style-type: none"> <li>A private and public transport network to support the operation of the new SFS is vital to the future planning of the Moore Park precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>The Chamber supports the bus, ride-sharing and taxi networks will be supplemented by a new green transport strategy.</li> </ul>
	<ul style="list-style-type: none"> <li>Private vehicles will remain a significant mode of transport and it is important there is no net loss of parking in the broader precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>A reduction in parking could have negative flow-on effects to the broader visitor economy.</li> </ul>
Tourism & Transport Forum Australia	<ul style="list-style-type: none"> <li>TTF supports the NSW Government's significant and successful new investments in stadia and event related infrastructure including the SFS.</li> </ul>
	<ul style="list-style-type: none"> <li>A private and public transport network will be a vital part of future planning for Moore Park precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>TTF supports approaches made by the SCSGT and partners regarding the possibility of a Metro West station and the precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>Private vehicles will remain a significant mode of transport chosen by fans. The influx of visitors arriving by car provides significant benefits to the city's visitor economy.</li> </ul>
	<ul style="list-style-type: none"> <li>The positive wider business and economic impact of visitors and locals arriving by car is why it is important there is no net loss of parking in the broader precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>Policymakers must aim to strike a balance between an improved public transport offering with the need for existing levels of visitors who choose not to or are unable to use public transport to continue to be able to easily park their vehicles at these venues.</li> </ul>

Organisation	Feedback
Sydney FC	<ul style="list-style-type: none"> <li>Car parking has significant benefit for patrons and others involved in Sydney FC events, for the following reasons: <ul style="list-style-type: none"> <li>During research conducted in review of the 2017/2018 season, overwhelming importance of match day event parking was noted. 61% of fans ranked having car park/s close to the stadium as an important factor when determining whether to attend a match.</li> <li>Young families are a core demographic of the Sydney FC fan base and tend to utilise event day parking over public transport. In 2018/2019 season 61% of respondents indicated a preference to drive or get a lift to a match.</li> <li>Parking is required for disabled persons.</li> <li>If parking was removed from Moore Park, current infrastructure is grossly inadequate, and this will be a significant deterrent for disabled Sydney FC members and casual ticket purchasers.</li> <li>Insufficient parking will incur negative impacts on operational efficiency and safety for staff and suppliers.</li> <li>Parking is an elusive value add for Sydney FC members and corporate sponsors and a loss of parking reduces bargaining power and competitive offering compared to other stadiums in Sydney.</li> <li>A reduction in parking would discourage a large and important portion of fans and the family friendly, inclusive spirit of football and sport more generally.</li> <li>Operational issues for event staff and suppliers would occur.</li> </ul> </li> </ul>
Sydney Swans	<ul style="list-style-type: none"> <li>Sydney Swans is extremely concerned if there was any loss of event-day parking due to the following reasons: <ul style="list-style-type: none"> <li>Given the large crowds attending matches, parking options are important in easing congestion. The availability of parking is paramount for the players, members (inclusive of families and older patrons), those requiring accessible parking and our corporate offering.</li> <li>Both EP2 and EP3 car parks are at capacity for almost every match.</li> <li>Parking for players is critical for players due to security reasons, as there is no parking at the SCG itself.</li> <li>As matches are typically at night, the timeslot presents several transport challenges for families and older patrons.</li> <li>There is a strong following in area such as the Hills District and Northern Beaches which have poor transport options available.</li> <li>Strong fan preference to drive.</li> <li>Accessible parking needs to be offered for those who have impaired mobility.</li> <li>Sponsors, corporate hospitality patrons are key membership groups and parking represents a significant value proposition.</li> <li>In the AFL's 2018 Member Satisfaction Survey, the SCG rated last out of the leagues 18 clubs on ease of getting to the venue.</li> <li>While a broad transport vision is required, it is a strong view of the Sydney Swans that parking needs to be a key pillar of any transport plan.</li> </ul> </li> </ul>
National Rugby League (NRL)	<ul style="list-style-type: none"> <li>Supportive of NSW Government's Stadia Strategy.</li> <li>Sydney's stadia network should focus on delivering a network of stadia that are: <ul style="list-style-type: none"> <li>Purpose built for rectangular sport.</li> <li>Well connected to the transport network.</li> <li>Part of a vibrant precinct which includes multiple entertainment options.</li> </ul> </li> <li>The Sydney Football Stadium redevelopment will be an opportunity to improve transport accessibility with a coordinated transport plan. This should include: <ul style="list-style-type: none"> <li>Ensuring there is no loss of event and non-event day car parking and better ingress and egress options during events.</li> <li>Improved taxi and Uber (ride-sharing) pick-up and drop-off points during events.</li> <li>Improved pedestrian access walkways from Central Station; the Sydney CBD via Taylor Square; the Paddington pub/restaurant precinct around Oxford Street; and the Entertainment Quarter. Where feasible this should include overhead walkways to avoid pedestrian and vehicle movement conflict.</li> </ul> </li> </ul>

Organisation	Feedback
	<ul style="list-style-type: none"> <li>Improved public transport accessibility to the precinct. Whilst light rail is being constructed, it is important there is no consequent loss of bus services.</li> <li>In addition, as future planning for the Sydney West Metro is undertaken, consideration should be given for a station in the Moore Park/SCG precinct.</li> </ul>
	<ul style="list-style-type: none"> <li>Existing parking arrangements must be maintained moving forward. Any consideration to alter these arrangements must be done in a phased process and only when alternative arrangements are found and delivered.</li> </ul>
	<ul style="list-style-type: none"> <li>Removing parking would amplify fan displeasure with their experience and this would be reflected in game day attendance. Further, this would impact the local economy with fewer people spending money in the local area.</li> </ul>
NSW Rugby Union (NSWRU) and NSW Waratahs	<ul style="list-style-type: none"> <li>NSW Rugby Union and NSW Waratahs wrote to reinforce the significant benefit event day car parking has for patrons, fans and others involved in NSW Rugby Union events.</li> <li>NSW Rugby Union along with Rugby Australia have conducted multiple extensive surveys to reach out to members and fans with the below information being extracts from the results: <ul style="list-style-type: none"> <li>77% of our patrons who attend NSW Waratahs games drive or receive a lift to the stadium.</li> <li>50% of our NSW Waratahs members ranked car parking as a major factor when deciding whether to attend a NSW Waratahs game.</li> <li>Our membership base age breakdown has 50% over the age of 55 and therefore are more inclined to utilise parking rather than using public transport.</li> <li>20% of our membership base are from outside Sydney and do not travel to the games using public transport.</li> <li>Integrated ticketing has been used but redemptions on public transport for those tickets is low.</li> </ul> </li> <li>The following points summarise the points NSW Rugby Union raised over the importance of retaining car parking: <ul style="list-style-type: none"> <li>Many fans and members require disability parking in very close proximity to the stadium.</li> <li>A lack of close and sufficient parking spaces near the stadium will negatively impact on staff and suppliers who require close easy access parking to provide a smoothly run and enjoyable match day experience.</li> <li>Potential revenue loss though declined membership, sponsorship and VIPs, caused by lack of parking offering.</li> <li>Reduced bargaining power and competitive advance to other stadiums in and around Sydney</li> <li>Using survey data outlined above, of the 120,000 average people that attend a match throughout the season, reduced parking facilities will negative impact over 92,400 attendees.</li> <li>Operational issues for event staff and suppliers.</li> </ul> </li> </ul>
NSW Business Chamber	<ul style="list-style-type: none"> <li>The Chamber strongly supports the plans for the redevelopment of the SFS as documented.</li> <li>The opening of the CBD and South East Light Rail project will improve accessibility and connect Central Stadium to the SFS.</li> <li>Largescale transport infrastructure is required to leverage the potential value of the SFS, and the Chamber is extremely supportive of the Metro West stadium proposal.</li> <li>While new transport infrastructure and strategy is important, it is also important that sufficient car parking be retaining given the patronage of the SFS and SCG by visitors from across Sydney and NSW.</li> <li>Appropriate consideration and arrangement during the construction phase must be made to address potential concerns of surrounding businesses who may face disruption. Specifically, actions must be made to mitigate any potential losses of trade for businesses involved.</li> </ul>
Sydney Roosters	<ul style="list-style-type: none"> <li>Public transport upgrades to Moore Park precinct are significant, most welcomed and will be encouraged by the Club as the preferred mode of travel for our patrons to and from our matches.</li> </ul>
	<ul style="list-style-type: none"> <li>Circumstances prevail that public transport will not cater adequately for a number of fans. Parking levels must not be reduced for the following reasons: <ul style="list-style-type: none"> <li>Those with a disability, elderly or families with young children require parking that is convenient to the stadium, particularly due the late timeslots of matches.</li> </ul> </li> </ul>

Organisation	Feedback
	<ul style="list-style-type: none"> <li>- The removal of parking would certainly diminish the match day experience for a cross section of members and supporters.</li> <li>- Roosters members have already raised concern whether there would be the provision for adequate and even upgraded car parking facilities.</li> <li>- The need to satisfy the requirements of fans is great and adequate car parking is an essential element to ensure the overall success of the venue in terms of maximising attendance.</li> </ul>
AFL NSW/ACT	<ul style="list-style-type: none"> <li>• AFL NSW/ACT wrote to reinforce the significant benefit event day car parking has for patrons, event day staff and other in the Moore Park Precinct. The points raised are summarised as follows: <ul style="list-style-type: none"> <li>- It is critical to deliver a quality and enjoyable match day experience for patrons and keep pace with other major stadia around the country.</li> <li>- Moore Park has potential to become one of the greatest sporting precincts of the world, however the precinct will never reach full potential without an integrated transport strategy, including on-site parking</li> <li>- While the Light Rail is welcomed, it will not alone adequately address match day transport deficiencies</li> <li>- Other transport options including below ground and multi storey car parking facilities must be explored</li> <li>- Marvel Stadium in Melbourne is next to Spencer Street Railway Station and is serviced by trams but also has a large underground carpark and is linked by the CBD pedestrian walkway</li> <li>- Extending the Metro West line to Moore Park would bring enormous benefits for the precinct and public</li> <li>- Research suggests 24% of Sydney Swans fans currently catch a train as part of their journey which suggests a Moore Park Station would be very popular</li> <li>- Fans and event day staff are based across Sydney and NSW so ease of access is vital for them to drive and access parking at these fixtures.</li> <li>- Operational issues for event staff and suppliers would occur and more broadly a negative impact on member and fan experience.</li> </ul> </li> </ul>

## 9.0 Consultation during formal public exhibition

Stage 2 of the Sydney Football Redevelopment will be placed on public exhibition in June. Infrastructure NSW will support the Department of Planning and Environment's exhibition, with an aim to provide a planning update on the Stage 2 SSD DA, promote the exhibition period and inform key stakeholders on how they can issue a submission. The following activities will be delivered in parallel to the Departments:

- Letterbox drop to the same distribution range.
- Email to the distribution list.
- Letters to key stakeholders.
- Updates to the project specific website.
- An updated Consultation Outcomes Report highlighting stakeholder and community feedback received during the exhibition period.



*Community Information Session*

## 10.0 Conclusion and next steps

This Consultation Outcomes Report provides a detailed account of the stakeholder and community engagement activities undertaken prior to lodgement of the Stage 2 SSD DA for the Sydney Football Stadium Redevelopment.

In accordance with the specifications outlined in the SEARs, Stage 1 Conditions of Consent, and Mitigation Measures, as well as industry best practice, Ethos Urban has developed and implemented an engagement process that exceeds the minimum requirements in notifying and informing all relevant stakeholders, providing an accessible opportunity to ask questions about the project and incorporating feedback provided into the Stage 2 SSD DA.

The consultation program reached a wide range of businesses, residents, stakeholders, and community members across Sydney. This outreach included delivering 23,000 postcards to local residents and businesses, sending letters to 29 stakeholders offering a private briefing on Stage 2, meeting with 20 different stakeholders to discuss items relating to Stage 2, placing two newspaper advertisements, hosting three community information sessions, regularly updating the project specific website, and answering 15 email inquiries and two phone call inquiries.

The program has provided opportunity for the community and key stakeholders to have a clear understanding of the project and have been provided with ample opportunity to meet the project team including technical experts, offer feedback and elect to keep informed as the project continues.

Infrastructure NSW will continue to work with all stakeholders during the formal public exhibition period and beyond.



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**Copy of flyer**

# Sydney Football Stadium Redevelopment

Project update – April 2019



## Work update

Lendlease completed soft strip out works at the stadium in late March. It involved disconnecting utilities, stripping out existing internal fixtures and plant and removing waste and materials.

Structural demolition works commenced in March. To date, the northern, southern and western roof has been completely lowered. The roof materials are being processed, sorted and progressively removed from site.

## Upcoming work

Lowering the eastern roof is expected to commence in early May following the Easter and Anzac Day period. Lowering this section of the roof is likely to result in short periods of high noise similar to that experienced with other sections of the roof.

Once this is complete, demolition of the western stand will commence. In order to break apart the stadium's concrete structure, this work is likely to result in periods of intermittent high noise. It is anticipated that this activity will last for up to four months.

Demolition of the ancillary buildings (the old Waratahs, Roosters and Sheridan buildings) is expected to commence after the western stand is completely demolished.

We will continue to update the community on the status of the demolition works as they progress.

## Working hours

Construction works, including the delivery of materials to and from the site, will be carried out between the following hours:

- 7 am and 6 pm, Mondays to Fridays
- 8 am and 1 pm, Saturdays.



## Stage two environmental assessment

The Stage One Environmental Assessment was approved by the Department of Planning and Environment on 6 December 2018.

Infrastructure NSW is now in the early stages of developing an Environmental Impact Statement (EIS) for Stage Two, which will seek approval for the detailed design, construction and operation of the new stadium.

Prior to lodging the Stage Two Environmental Assessment, we would like to get your feedback on the detailed design, construction and operation of the new stadium.

Please come along to a community information session where you will have an opportunity to ask questions of the project team and our technical experts, learn more about the planning and design process and provide feedback.

### Community information sessions

Three identical sessions will be held. Feel free to drop in at any time, as there will be no formal presentation.

#### Where

Members Pavilion, Sydney Cricket Ground  
Please enter via Gate A, Driver Avenue

#### When

- Saturday 11 May 2019 from 10am until 1pm
- Tuesday 14 May 2019 from 5pm until 8pm
- Thursday 16 May 2019 from 5pm until 8pm

To speak to a member of our project team regarding the Stage Two Environmental Assessment, or to provide additional feedback please call 1800 931 109 or email [sfsredevelopment@infrastructure.nsw.gov.au](mailto:sfsredevelopment@infrastructure.nsw.gov.au)

### Concrete crushing



Following feedback from the local community and key stakeholders, concrete crushing will take place off site. Concrete materials will be transported off site to be demolished.

### Environmental monitoring



The project carries out noise, dust and vibration monitoring at specific locations around the site to record and monitor the progress of works. We are pleased to report that to date there have been no exceedances registered. For detailed results of our environmental monitoring, please visit the library section of our website.

## Want to know more about the project?

If you have any questions or complaints about demolition work, please don't hesitate to contact us:



1800 717 704



[communitysfsr@lendlease.com](mailto:communitysfsr@lendlease.com)



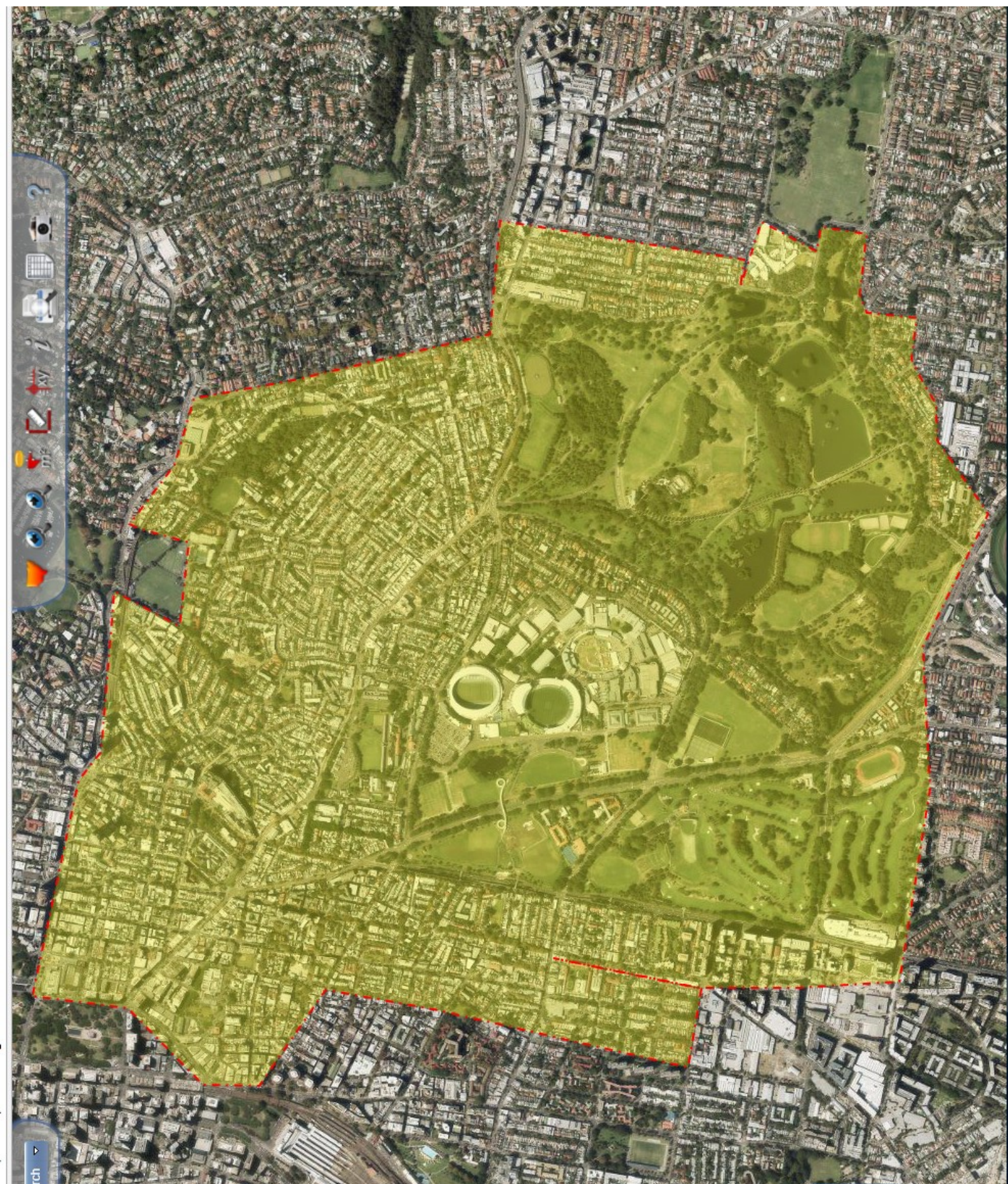
[insw.com/sfs](http://insw.com/sfs)



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## Distribution Range







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## Newspaper advertisements





# Sydney Football Stadium Redevelopment

The NSW Government is redeveloping the Sydney Football Stadium into a modern, world-class venue to ensure Sydney has a sporting and entertainment precinct of an international standard, and that NSW remains the number one choice for sporting and entertainment events.

Following extensive consultation with stakeholders and the community in early 2018, the Stage 1 State Significant Development Application (SSDA) was approved by the Department of Planning and Environment on 7 December 2018. Lendlease was awarded the demolition and construction contract, which is currently underway.

Concurrent to the Stage 1 SSDA, a Design Competition was held, with Cox Architecture being awarded the contract to design a new world-class venue.

Infrastructure NSW is now in the early stages of developing an Environmental Impact Statement (EIS) for the Stage 2 SSDA, which will seek approval for the detailed design, construction and operation of the new stadium.

Community feedback and input is vital to the overall success of the project. Prior to lodging the Stage 2 SSDA, we would like to hear from you.

Please come along to a community information session where you will have an opportunity to ask questions of the project team and our technical experts, learn more about the planning and design process and provide important feedback.

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**Where:**

Members Pavilion  
Sydney Cricket Ground  
Please enter via Gate A,  
Driver Avenue

**When:**

- Tuesday April 9, 2019 from 5pm until 8pm
- Saturday April 13, 2019 from 10am until 1pm
- Tuesday April 16, 2019 from 5pm until 8pm

To speak to a member of our project team, or to provide additional feedback please contact:



**1800 931 109**



**[www.insw.com/sfs](http://www.insw.com/sfs)**



**[sfsredevelopment@infrastructure.nsw.gov.au](mailto:sfsredevelopment@infrastructure.nsw.gov.au)**



## Infrastructure NSW

### Sydney Football Stadium

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BLZ165331R

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1800 931 109 | [www.insw.com/sfs](http://www.insw.com/sfs) | [sfsredevelopment@infrastructure.nsw.gov.au](mailto:sfsredevelopment@infrastructure.nsw.gov.au)

## 10 NEWS

### Orica plan in council spotlight

Heath Parkes-Hupton

OPPONENTS of a multimillion-dollar warehouse development proposed by Orica might have found an ally in Randwick Council.

The \$56 million plan is in Banksmeadow, which is Bayside Council territory, but Randwick Deputy Mayor Danny Said has called on the council to voice its objection to the project. In a motion set to go before the council on Tuesday night, it is said the Orica site has "long had a detrimental impact" on residents in the South Ward of Randwick local government area.

The land that Orica has proposed to turn into warehouses was set aside as a detention basin to control the flood plain, and has since become vegetated, with concerns over the effects of the project on wildlife.



Land slated to be developed into warehouses at Port Botany by Orica. Randwick Council will debate its stance on Tuesday.

# NOX Night Sculpture Walk

10-12 May 2019

6-8pm

Randwick Community Centre  
& Munda Street Reserve

Tomorrow's  
artists today

Explore illuminated sculptures, art installations and new film works after dark from UNSW students. Come for the art, stay for the food, music and performance.

FREE  
EVENT



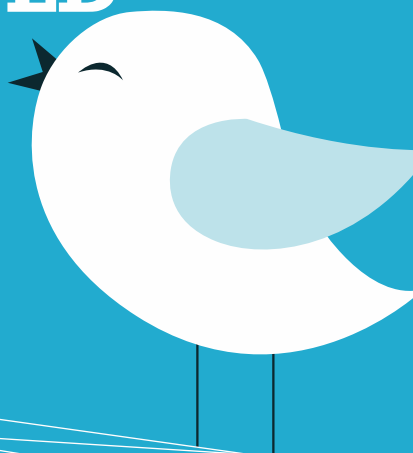
UNSW  
SYDNEY

1300 722 542  
[randwick.nsw.gov.au/nox](http://randwick.nsw.gov.au/nox)



# DO YOU LIKE TO SING? CAN YOU HOLD A TUNE?

**Bondi Sings  
Community  
Choir would love  
to meet you.**



**Come to our  
FREE OPEN NIGHT  
on Tuesday 7 May at 7.30pm.**

**St Columba Uniting Church,  
53 Ocean Street, Woollahra.  
Call Gary on 0414 869 352  
gary@acappellacentral.com.au**



## Infrastructure NSW

### Sydney Football Stadium

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BLZ165331R

## ART SUPPORTS CHARITY

BUYING STREET ART, FINE ART & MOTORCYCLES FOR CHARITY

**7PM-9.00PM – MAY 23RD**

**HOSTED BY IGNITE ARCHITECTS, 231 COMMONWEALTH ST,  
SURRY HILLS NSW 2010**

**SINDY SINN, SID TAPIA, DAMIEN MITCHELL, ZHANG DAHUA,  
DINA BROADHURST, TIM LAFFEY & SOL INVICTUS**

UP TO \$20,000 ELIGIBLE ART PURCHASES ARE 100%  
TAX DEDUCTIBLE UNTIL JUNE 30TH 2019

A percentage of every sale will support The Distinguished  
Gentleman's Ride



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## Stakeholder letters

30 April 2019

Olympic Sports Hotel

PO Box R220  
Royal Exchange NSW 1225  
P+612 8016 0100  
E mail@insw.com  
www.insw.com  
ABN 85 031 302 516

To Whom it May Concern,

**RE: Sydney Football Stadium Redevelopment**

The NSW Government is redeveloping the Sydney Football Stadium into a modern, world-class venue to ensure Sydney has a sporting and entertainment precinct of an international standard, and that NSW remains the number one choice for sporting and entertainment events.

Following consultation with stakeholders and the community in early 2018, the Stage One Environmental Assessment was approved by the Department of Planning and Environment on 7 December 2018. Lendlease was awarded the demolition and construction contract, which is currently underway.

Concurrent to the Stage One, a Design Competition was held, with Cox Architecture being awarded the contract to design a new world-class venue.

Infrastructure NSW is now in the early stages of developing an Environmental Impact Statement (EIS) for the Stage Two Environmental Assessment, which will seek approval for the detailed design, construction and operation of the new stadium.

Stakeholder feedback is vital to the overall success of the project. As a key stakeholder, Infrastructure NSW would like to work closely with you and your organisation during the development of Stage Two.

Infrastructure NSW will be undertaking further community engagement during the exhibition of the Stage Two Environmental Assessment to provide ample opportunities for key stakeholders, affected residents and the wider community to have their say about key aspects of the Stage Two EIS.

If you would like to arrange a meeting with the project team, please contact 1800 931 109 or [sfsredevelopment@infrastructure.nsw.gov.au](mailto:sfsredevelopment@infrastructure.nsw.gov.au).

Alternatively, you are welcome to attend a public community information session. For details about upcoming information sessions please visit [www.insw.com/sfs](http://www.insw.com/sfs).

Yours sincerely,



David Riches  
Head of Projects NSW

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## Display boards



# Welcome

## Welcome to the community information session about the redevelopment of the Sydney Football Stadium

The purpose of this event is to provide you with:

- An overview of the redevelopment of the Sydney Football Stadium (SFS).
- Information about the Stage 2 Environmental Assessment.
- An in-depth understanding of the planning process and project timeline.
- An opportunity to meet the project team, including technical experts.

### Have Your Say

We'd love to hear from you. Our friendly team members are here to answer any concerns or questions you may have.

Before you leave, please ensure you fill out a feedback form and hand it back to one of our team members. You can find these forms at our welcome desk.





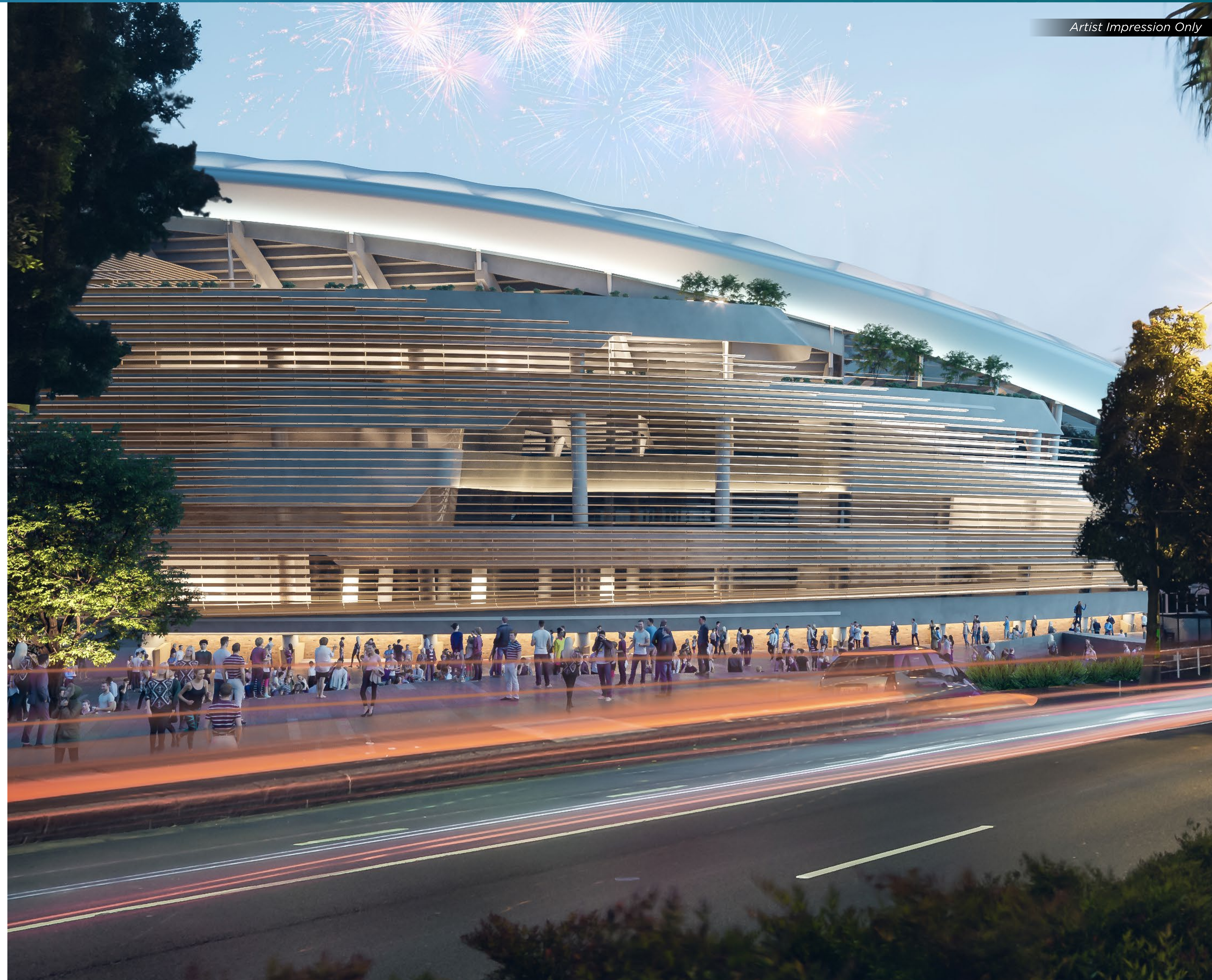
# Project context

The NSW Government is redeveloping the Sydney Football Stadium into a modern, world-class venue, to ensure Sydney has a sporting and entertainment precinct of an international standard and that NSW remains the number one choice for sporting and entertainment events.

Investing in a new, state-of-the-art Stadium at Moore Park will drive growth in the visitor economy and promote a strong cultural and sporting sector.

The new stadium will address critical shortcomings, the former stadium's ability to meet contemporary safety, security, and amenity standards, its operational efficiency, and the experience it provides to people who used the venue.

Planning approval for the new stadium is being sought in two stages. Stage 1 approval which included the concept design and demolition of the existing stadium was received on 6 December 2018. Lendlease were awarded the demolition contract with works to demolish the stadium underway.





# The site



Artist Impression Only



☎ 1800 931 109

🔍 [www.insw.com/sfs](http://www.insw.com/sfs)

@ [sfsredevelopment@infrastructure.nsw.gov.au](mailto:sfsredevelopment@infrastructure.nsw.gov.au)

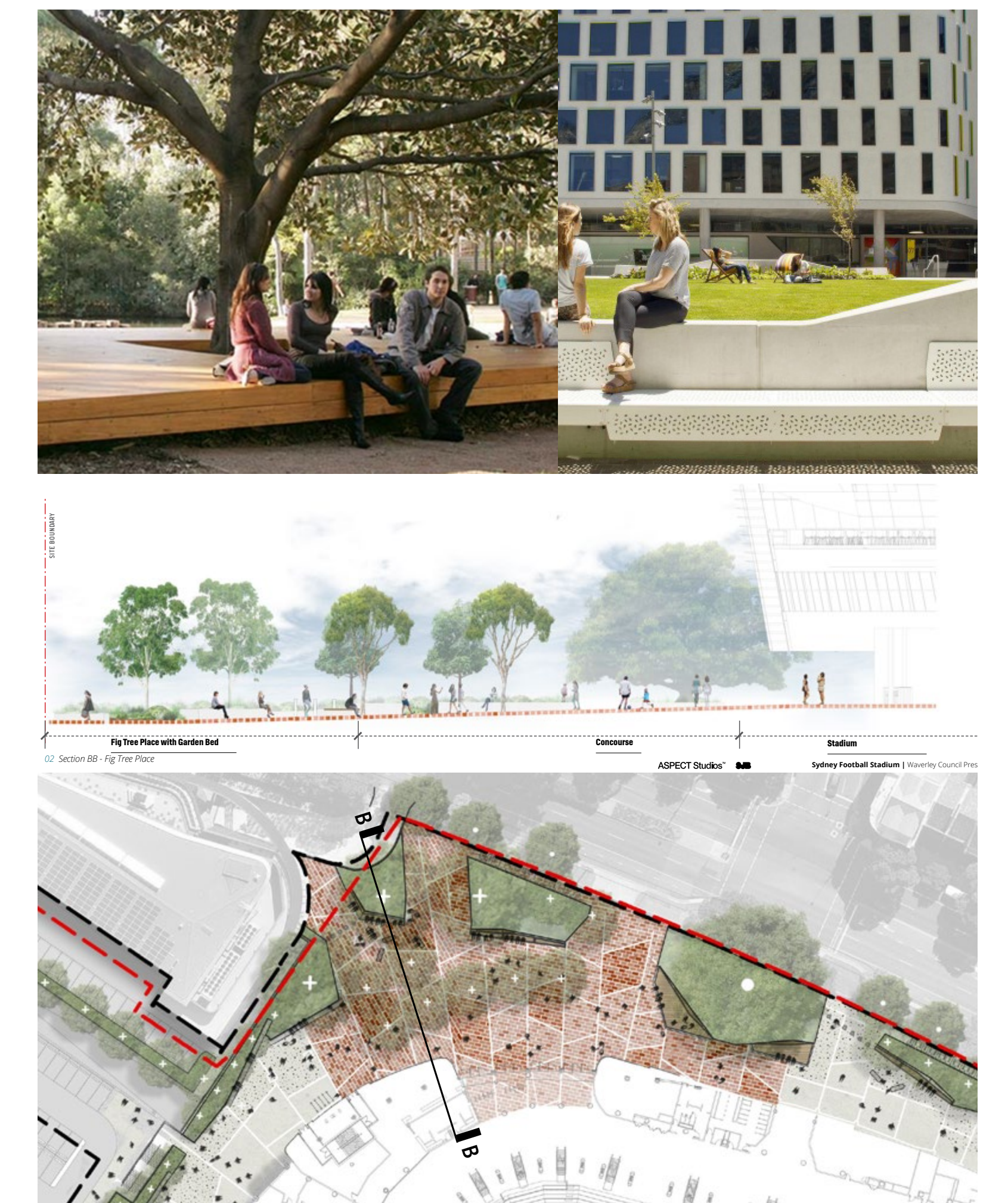


# Public domain

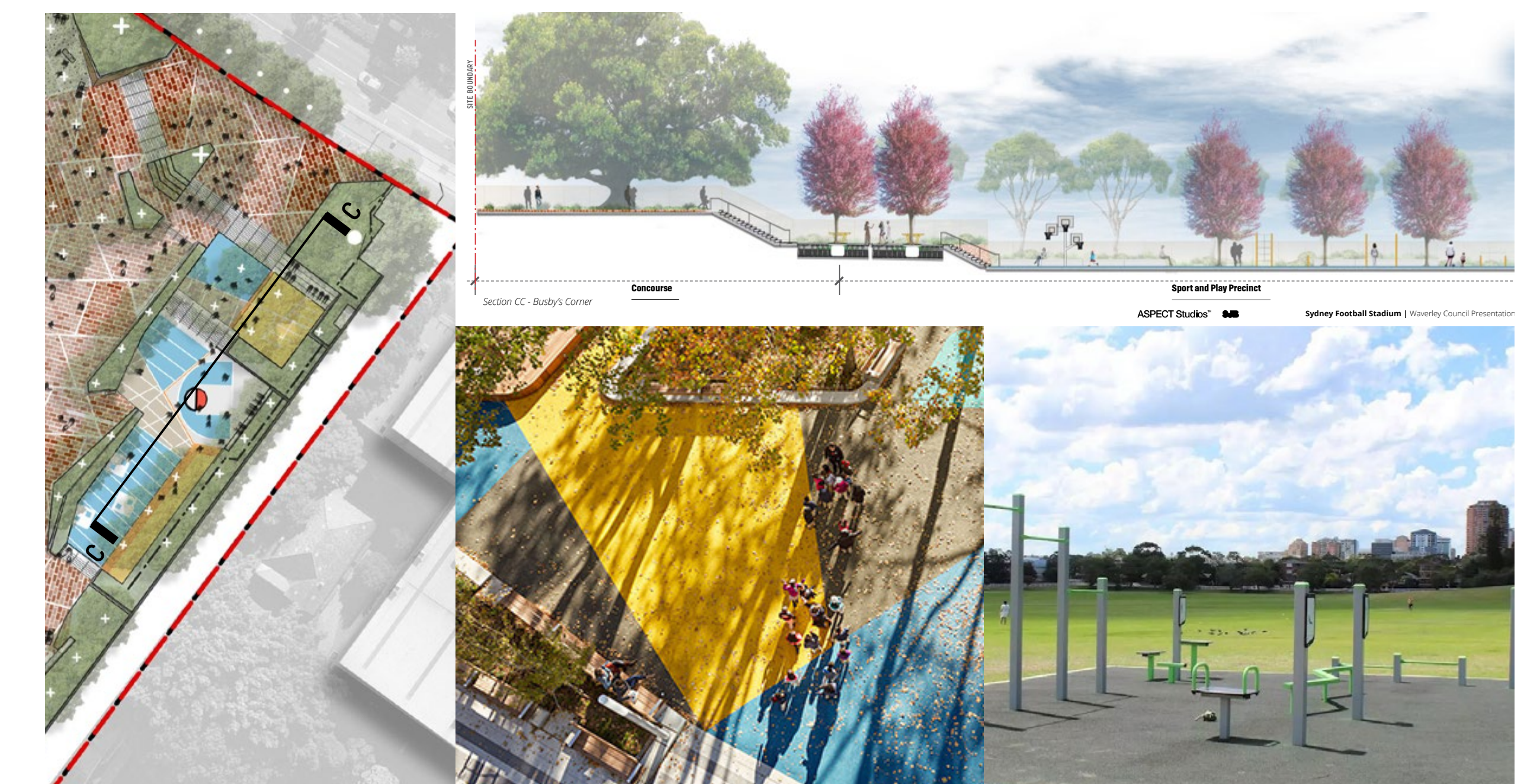
Moore Park Steps



Fig Tree Place



Busby's Corner

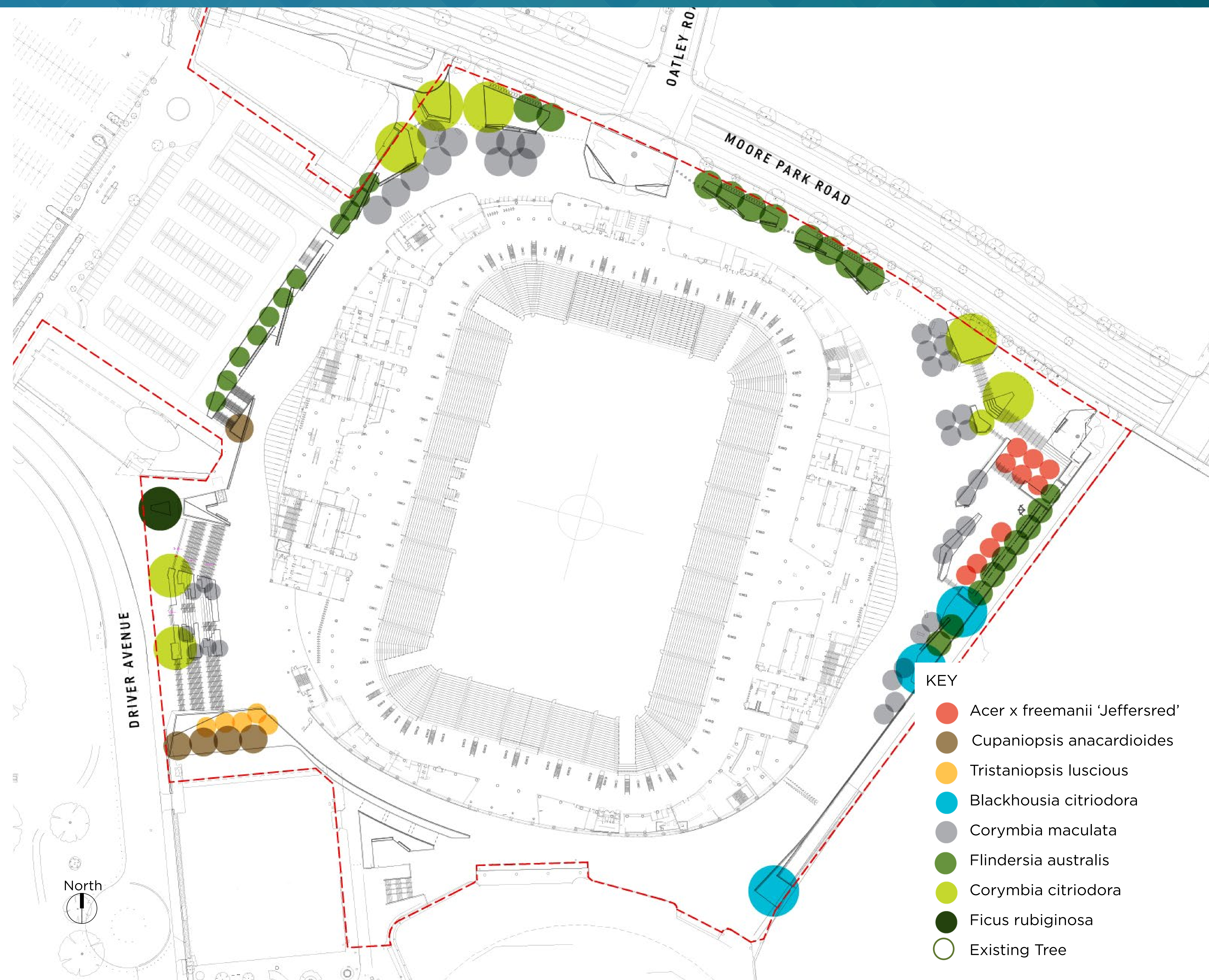


Artist Impression Only



# Tree planting

- 156 proposed trees within the public domain at a replacement rate of approximately 3:1.
- Proposed mature trees are projected to provide canopy cover of 27.5% of the Public Domain, aligning with the City of Sydney Council's 2050 target of 27.13% canopy cover.
- Primarily native Australian species many endemic to the Eastern Suburbs Banksia scrub.
- *Ficus rubiginosa* (Port Jackson Fig) proposed at the Driver Avenue entry to complement retained Fig trees (Moreton Bay Fig and Hills Weeping Fig) at the northern entries.
- Tall trunked *Corymbia maculata* (Spotted Gum) within Moore Park Steps to frame view of Kippax Lake.
- *Tristaniaopsis laurina* (Water Gum), *Backhousia citriodora* (Lemon Myrtle) and *Flindersia australis* (Crows Ash) provide an evergreen edge to the stadium surrounds.
- Deciduous *Acer freemanii* 'Jeffersred' (Autumn Blaze Maple) provide summer shade and winter sunshine to the community sports precinct.





# Transport

## Public Transport

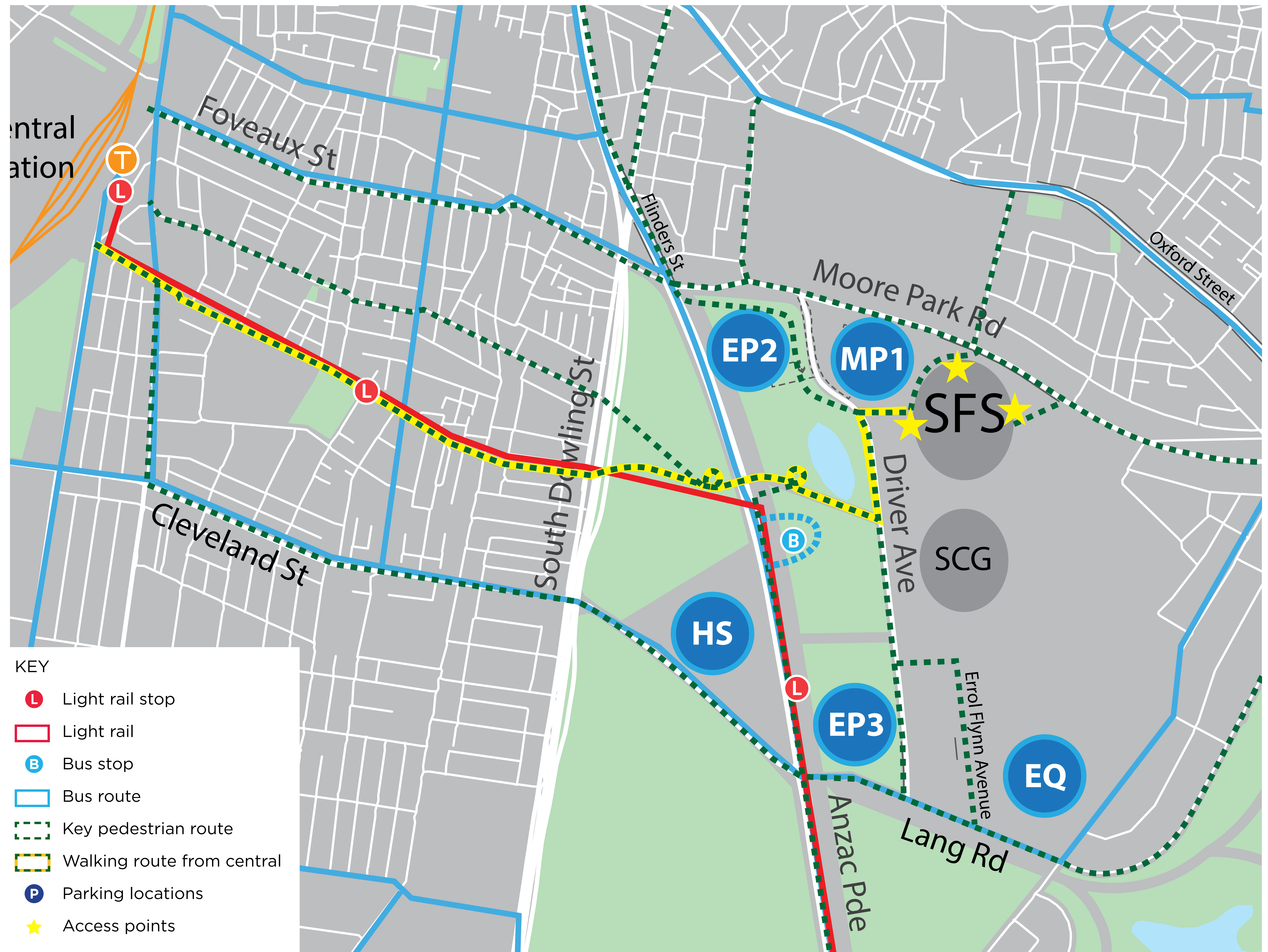
- CBD and South East Light Rail to significantly improve public transport accessibility and capacity to Moore Park.
- The bus loop has already been redeveloped to cater for coaches and special event buses at events.

## Active Transport / Travel Demand Management

- Devonshire Street to offer enhanced walking environment, particularly post events.
- Additional visitor bicycle parking to be provided in the precinct, complemented by enhancements to the regional cycle network.
- Project provides an opportunity to encourage travel behaviour change through improved information to patrons and promotion of alternative travel modes etc.

## Private vehicle

- No increase in event carparking proposed.
- Traffic on event days likely to reduce as a result of future transport environment.
- Infrastructure NSW to work with stakeholders to identify additional point to point drop off / pick up zones in the precinct.





# Green travel plan

**A Green Travel Plan is being developed in accordance with the conditions set by Department of Planning and Environment. The overarching aims of the stadium travel plan are to:**

- Positively influence the travel behaviour of venue users by promoting alternative travel modes to cars.
- Encourage travel by cycle, on foot and by public transport by highlighting accessibility and availability.
- Promote healthy lifestyles and a sustainable, vibrant place in which to visit and work.
- Minimise the number of single-occupancy car trips generated by the development.



## **Proposed measures include:**

- Increased bicycle parking in the precinct.
- Improved pedestrian circulation within the precinct through new paths to light rail and Albert 'Tibby' Cotter Bridge.
- Secure bike parking and end of trip facilities for staff.
- Provisions of new pedestrian and cyclists infrastructure on key travel routes, particularly the walking route between Central Station and Moore Park.
- Development of a transport access guide for the Moore Park precinct.
- Travel plan information to staff as part of their induction.
- Real time information on public transport journey times to the Sydney Football Stadium via links to existing journey planning websites.
- Updated and improved travel information on the Sydney Cricket Ground Trust website.
- Working with ticketing agencies to provide customers with travel information after purchasing event tickets.





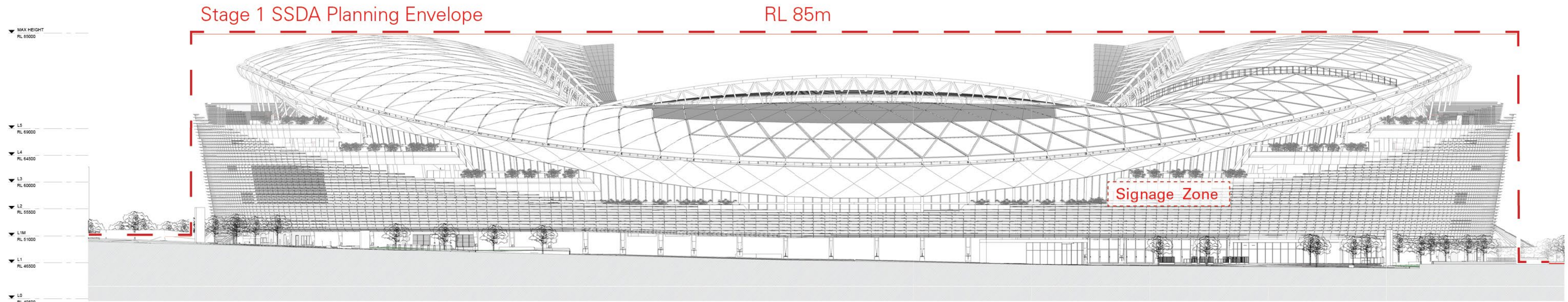
# Artists impression



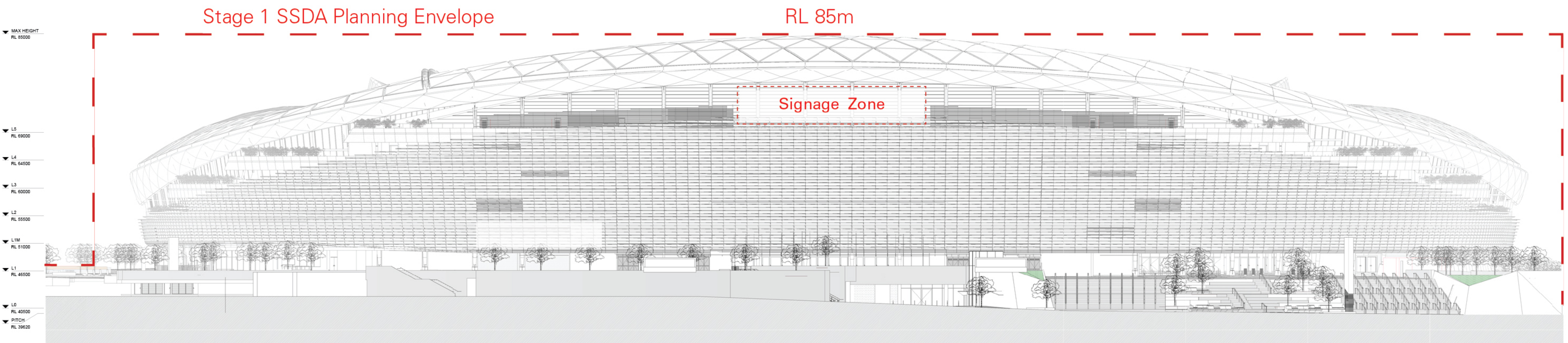
Artist Impression Only



# Elevations



NORTH ELEVATION



WEST ELEVATION

Artist Impression Only



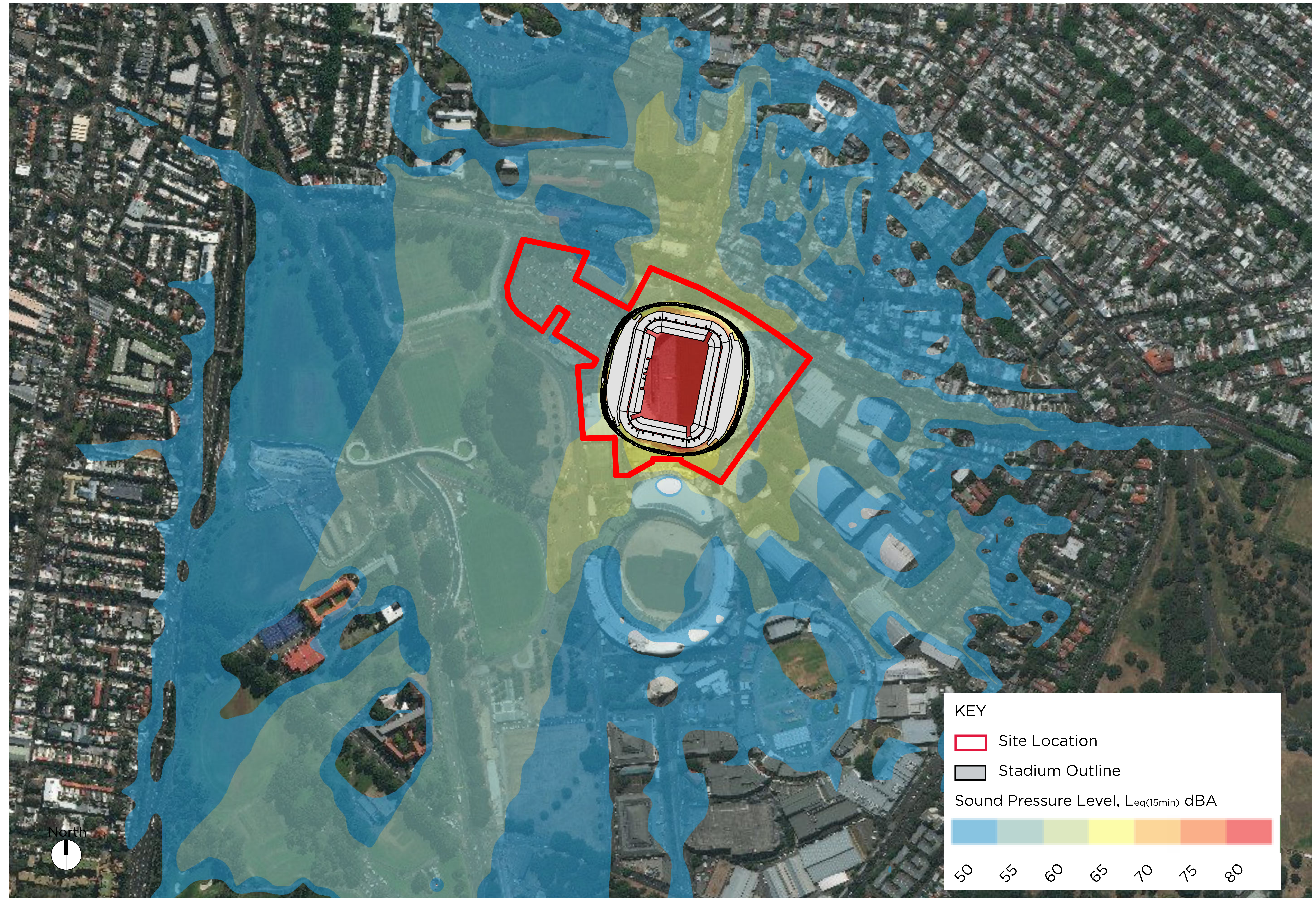
# Event noise

A noise assessment has been undertaken to determine the levels of sporting and concert event noise, and during the construction of the new stadium.

## Events

Noise emissions from sporting and concert events have been predicted at surrounding noise sensitive receivers, both residential and non-residential. Outcomes of the event noise assessment include:

- Noise targets are being developed in consultation with Department of Planning and Environment and the Environment Protection Authority, cognisant of existing noise limits, similar venues and relevant policy and guidelines. No increase in noise limits is proposed.
- Noise emissions from the new stadium are predicted to be lower than those from the former Sydney Football Stadium due to the higher stadium façade and bowl shape (decrease by approximately 2 decibels).
- No changes to existing time limits, event frequency or event noise levels.





# Construction noise

## Construction

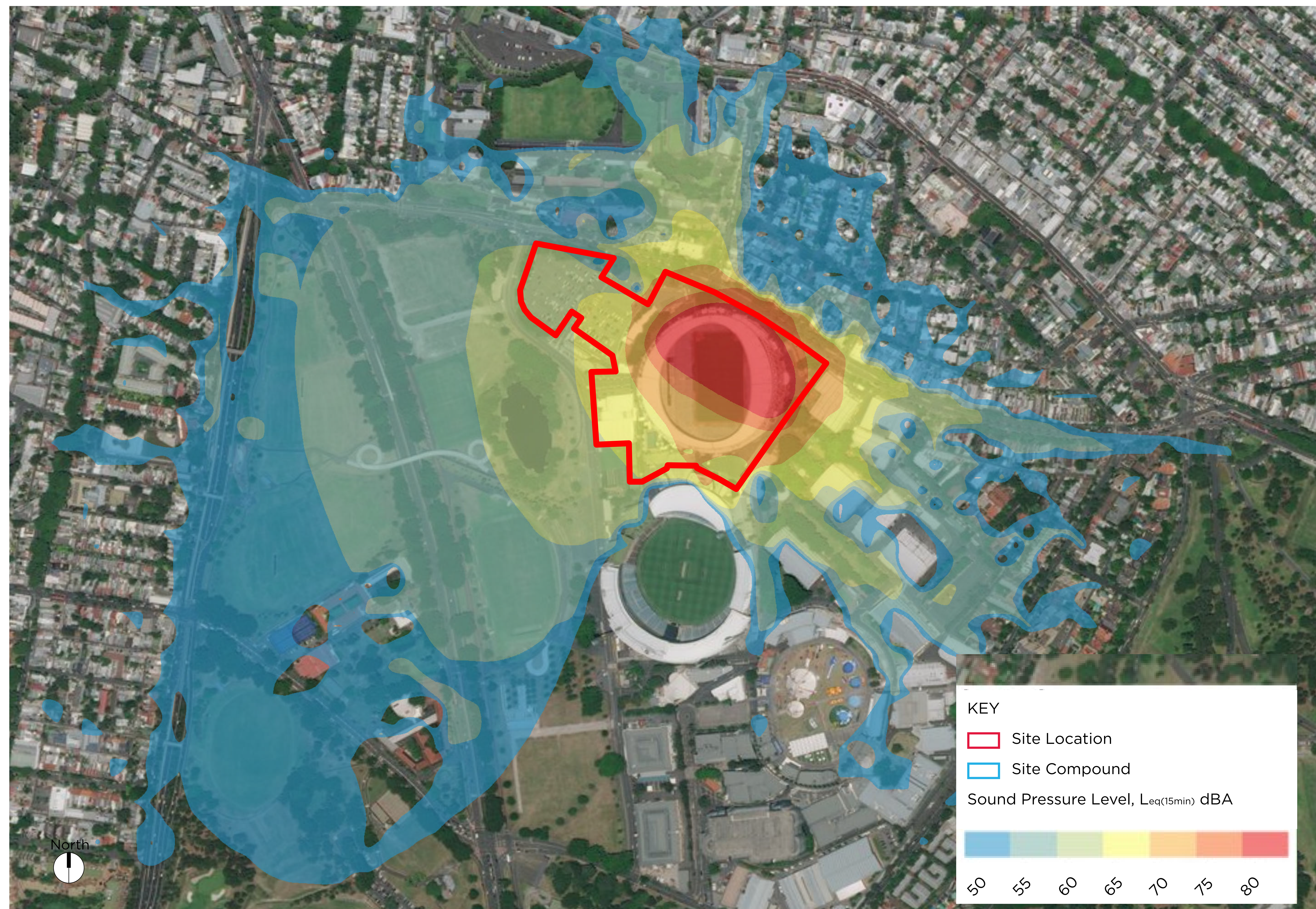
Construction noise impacts have been predicted at surrounding noise sensitive receivers from the following proposed construction stages:

- Stadium bowl construction
- Stadium roof construction
- Infrastructure works
- Concourse finishes
- Internal finishes
- Construction traffic along the road network

Highest construction noise impacts are predicted at residences along Moore Park Road to the north of the Stadium, and at the nearest residences to the east in Centennial Park.

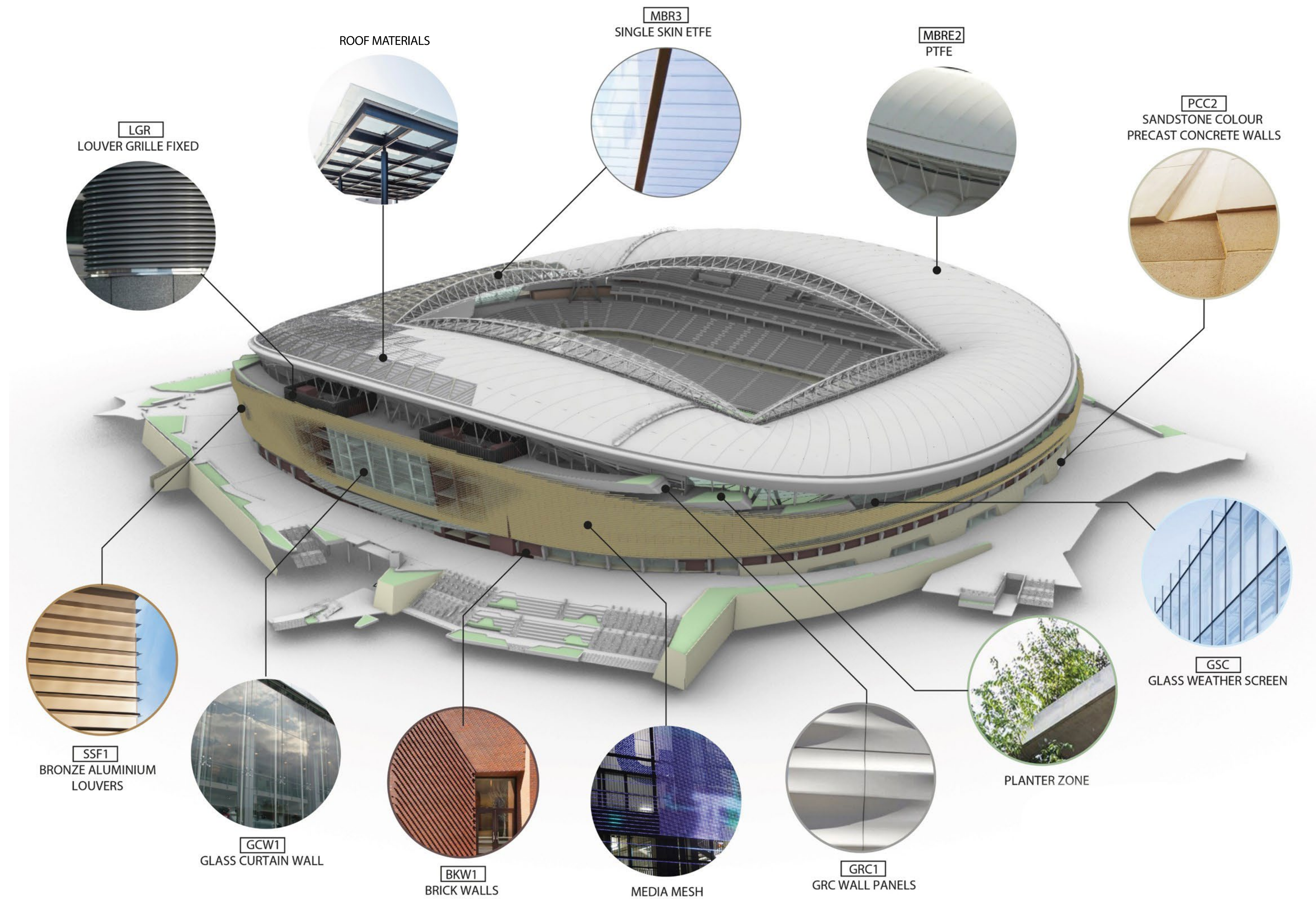
Infrastructure NSW is committed to ensuring construction noise is mitigated to an acceptable standard. Mitigation measures include:

- Consultation with surrounding receivers, both residential and non-residential.
- Noise monitoring at nearest receivers.
- Construction hours consistent with NSW standards.
- Good work practices for staff.
- Plant and equipment maintenance.
- Development of a detailed Construction Noise and Vibration Management Plan.





# External finishes



Artist Impression Only



# Architectural design vision

**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

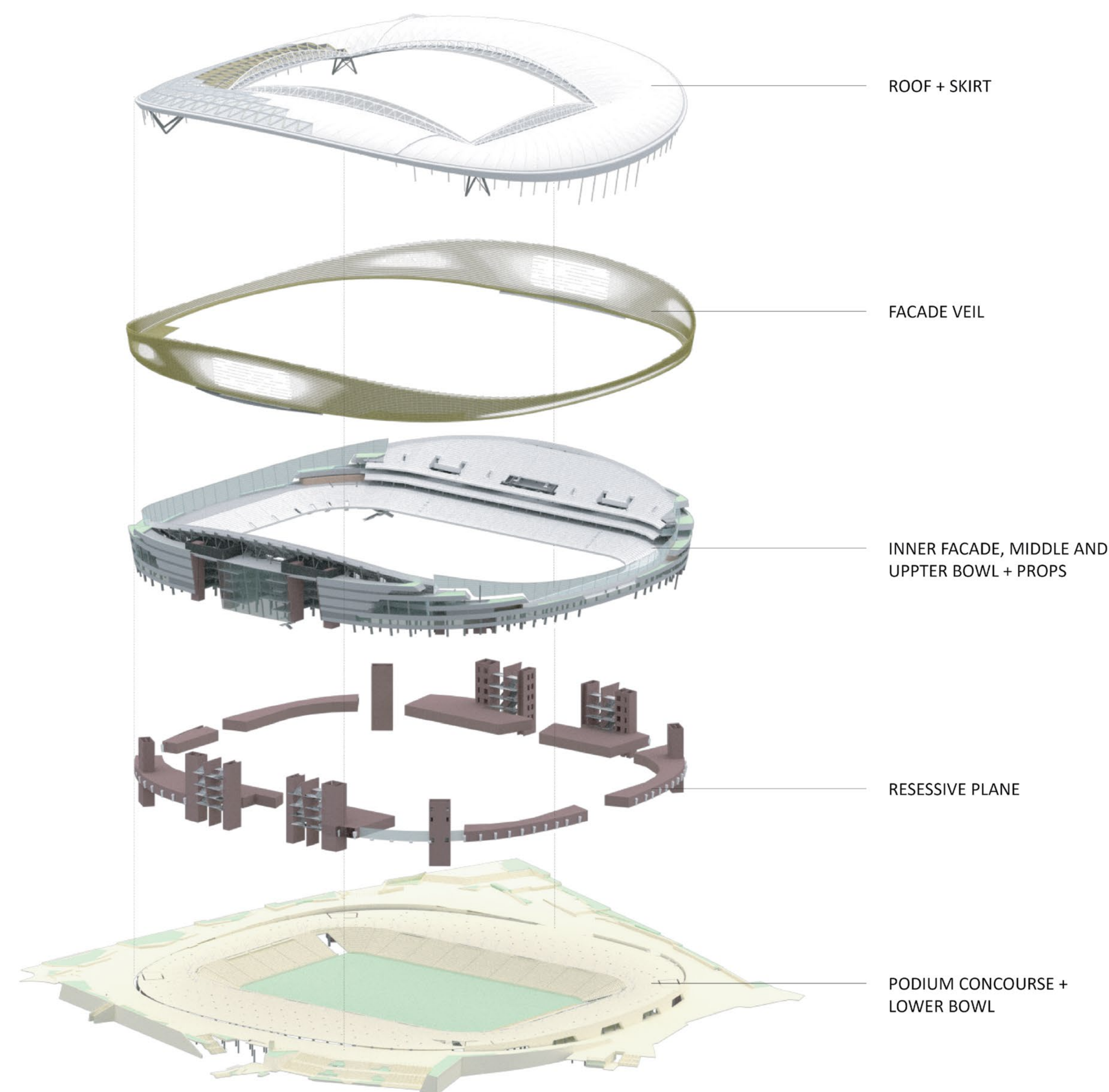
The design features a series of distinct, flexible and purpose-specific settings around the stadium for event patrons and the general public. These inviting public places offer not only a rich and engaging experience on event day, but also encourage neighbouring residents and greater city patrons to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

## The Facade

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 neighborhood 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 but also significantly reduces its impact on the historically sensitive northern and southern ends.



*Artist Impression Only*



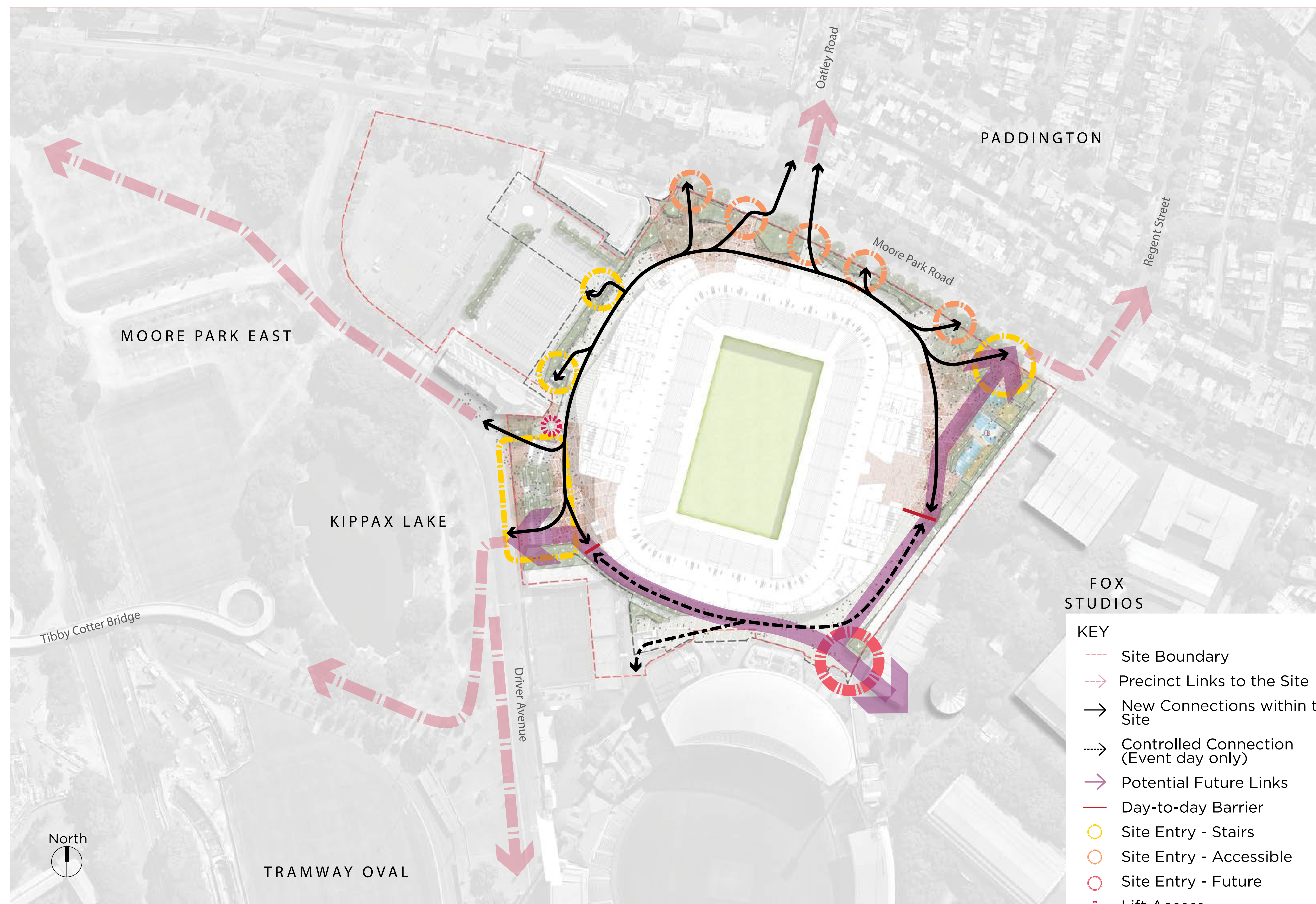
# Future pedestrian site connections

The new stadium will enable public pedestrian connections along the northern and western boundaries from Moore Park Road to Driver Avenue.

These links will connect through to local routes:

- Across Moore Park, to Central Station and Surry Hills.
- Towards Moore Park Light Rail Stop and Moore Park.
- Bus Stop to the site's south-west.
- Into Paddington through Oatley Road and Regent Street.

There is also provision for potential future links to be created as part of the Moore Park Master Plan 2040. This includes a future opening in the south-east corner of the site to allow for connections through to adjacent sites.





# Sustainability



## LOCATION AND TRANSPORT

Cyclist parking

---

Staff end-of-trip  
(EOT) facilities

---



## WATER EFFICIENCY

Non-potable water  
supply

---

Rainwater  
harvesting and bore  
water supply

---

Non-potable  
water for toilets,  
maintenance and  
cleaning



## SUSTAINABLE SITES

95% native  
vegetation

---

Minimised Heat  
Island Effect

---

Soil and ground  
water contamination  
testing

---



## MATERIALS AND RESOURCES

Recycling of 90%  
of demolition and  
construction waste

---

Native low-water  
plant species



## ENERGY

High efficiency  
heating, ventilation  
and air conditioning  
(HVAC) plant and  
light fittings

---

Maximal operational  
energy efficiency

---

Reducing Greenhouse  
Gas emissions from  
building operations



# Heritage impact assessment

A Heritage Impact Assessment is being undertaken to assess any physical or visual impacts that the Stage 2 State Significant Development Application may have on the cultural heritage values of the stadium and surrounds. This assessment builds upon the Archaeological Assessment and Heritage Impact Statement prepared that supported the Stage 1 State Significant Development Application.

The findings have been separated into two categories:

## Visual Impacts

- The proposed stadium will be sympathetic to its surrounding landscape setting and character. It has been designed to retain light within the stadium and avoid sound and light pollution to surrounding suburbs.
- The orientation of the proposed stadium has been slightly rotated to better fit the site, as well as to provide an improved connection to Moore Park Road and provide better public domain spaces around the perimeter of the site.
- The proposed stadium is being designed in a distinctive and unique way that will be easily viewed from key sites and surrounding areas.

## Physical Impacts

- The Stage 2 development works pose no physical impact to any statutory listed heritage fabric or heritage items.
- The main physical impacts relate to the bulk excavation and earthworks. While there may be the potential for some works to impact on archaeological deposits, they are not expected to have any physical impact on heritage fabric or heritage items.
- The mature Moreton Bay Fig tree on Moore Park Road is listed on the City of Sydney Register of Significant trees and will be a feature going forward.
- The known archaeological resource within the site is Busby's Bore, which is located outside of the proposed development excavation zone. A methodology is being established for vibration intensive works.



**The former Sydney Football Stadium is not listed as a heritage item. However, it is located within the Sydney Cricket Ground Conservation Area and in the proximity of a number of heritage items, including:**

- **Busby's Bore**
- **Sydney Cricket Ground Members Stand**
- **Moore Park Heritage Conservation Area**
- **Sydney Cricket Ground Heritage Conservation Area**
- **Victoria Barracks**





# Heritage interpretation

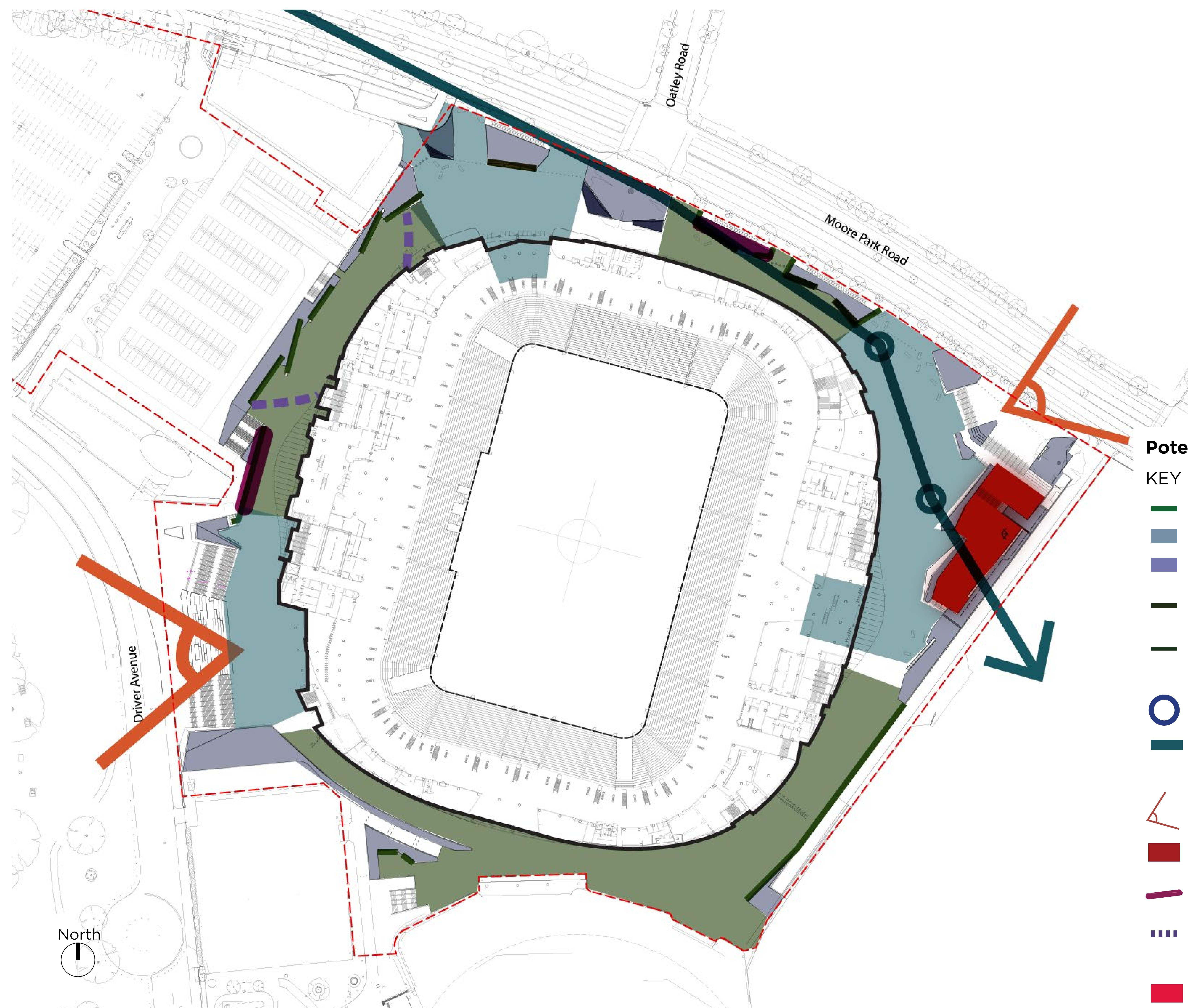
The site's rich history, is summarised in five key themes to be celebrated through interpretation within the public domain:

1. Ever Changing Landscape
2. Country as Provider
3. Urban Life and Public Spaces
4. From Colony to City
5. Recreation, Entertainment and Leisure

Stories will be revealed at key moments of significance to achieve a sense of discovery and delight.

Collaboration between landscape designers and heritage advisors will be ongoing during detailed design.

Engraved Gadigal language, and bronze inlays of their records.



## Potential Interpretive Elements

### KEY

- Concrete ground plane
- Brick feature paving
- Mass Planting (with native scrub species)
- Gadigal interpretive elements (such as language engravings)
- Australian hardwood timber seating / opportunities for engraved concrete
- Busby's Bore service shafts interpretive elements
- Busby's Bore paving interpretation (1m blocks to demarcate 1m built per day)
- Open, legible connections to parkland
- Play and exercise elements (to be inspired by former rifle range)
- Female sport pioneers and achievement
- Bronze inlays of sports records (to follow the line of the speedway)
- Active fitness/exercise area to expand of stadium programming



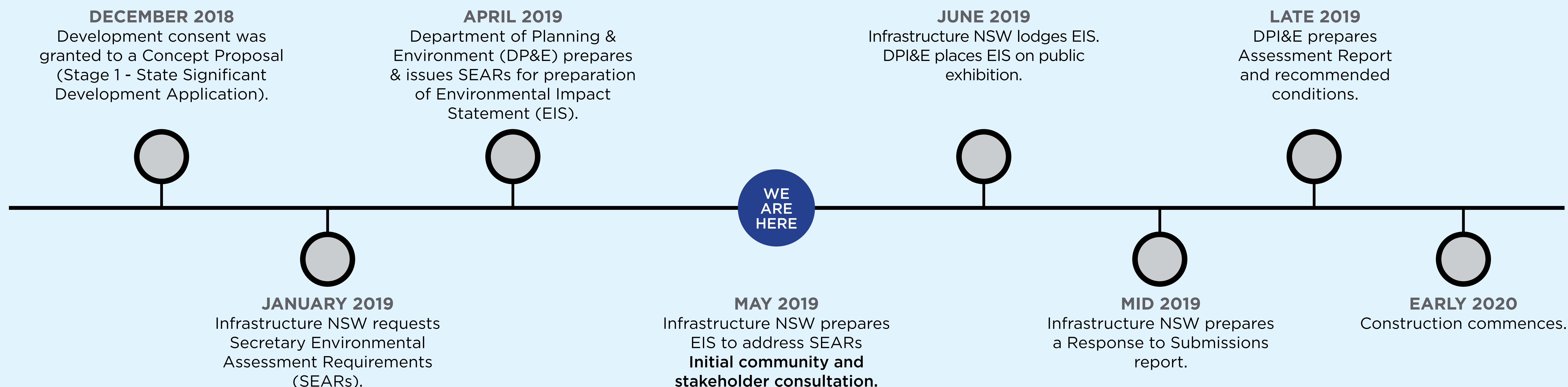
# Artists impression



Artist Impression Only



# Planning process - Stage 2



Infrastructure NSW is now in the early stages of preparing an Environmental Impact Statement for the Stage 2 State Significant Development Application. The project is being assessed as a State Significant Development under the Environmental Planning and Assessment Act 1979.

The Stage 2 development application will seek approval for:

- Construction of a new stadium with up to 45,000 seats (with an additional 10,000 capacity for concerts).
- Operation and use of the stadium and surrounding site for a range of sporting and entertainment events.
- Improvements to the public domain including hard and soft landscaping to deliver a range of publicly accessible spaces.
- Reinstatement of the MP1 car park when construction is complete.
- Vehicle and pedestrian circulation access including construction of a partial basement to improve back of house operations and provide access to the Noble Bradman Stand at the Sydney Cricket Ground.
- Provision of new pedestrian and cyclist facilities within the site.
- New signage including building and business identification signage as well as wayfinding signage.

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**Fact sheet**



# Sydney Football Stadium Redevelopment

May 2019



Artist Impression Only



# Welcome to the community information session about the redevelopment of the Sydney Football Stadium

The purpose of this event is to provide you with:

- An overview of the redevelopment of the Sydney Football Stadium (SFS).
- Information about the Stage 2 Environmental Assessment.
- An in-depth understanding of the planning process and project timeline.
- An opportunity to meet the project team, including technical experts.



Artist Impression Only



# Frequently asked questions

## How can I have my say?

There will be plenty of opportunities for the community and stakeholders to participate and have their say. The NSW Government is committed to ensuring the community is properly engaged throughout the SSDA process.

- Community feedback will be incorporated into the Stage 2 Environmental Impact Statement (EIS).
- The EIS will be placed on public exhibition mid-June 2019, which will give interested community members an opportunity to view the plans and provide feedback.

To provide feedback, please fill out a feedback form at a community information session.

Alternatively you can speak to a member of our project team or provide additional feedback by:

- ☎ **1800 931 109**
- 🔍 **[www.insw.com/sfs](http://www.insw.com/sfs)**
- @ **[sfsredevelopment@infrastructure.nsw.gov.au](mailto:sfsredevelopment@infrastructure.nsw.gov.au)**

## When will demolition of the stadium be complete?

Demolition is anticipated to be complete by late 2019.

## When will the new stadium be open?

The commencement of construction is subject to SSDA planning approval by the Department of Planning and Industry. It is expected the new stadium will open in 2022.

## What will the Stage 2 development application seek approval for?

The Stage 2 development application will seek approval for:

- Construction of a new stadium with up to 45,000 seats (with an additional 10,000 capacity for concerts)
- Operation and use of the stadium and surrounding site for a range of sporting and entertainment events
- Improvements to the public domain including hard and soft landscaping to deliver a range of publicly accessible spaces
- Reinstatement of the MP1 car park when construction is complete
- Vehicle and pedestrian circulation access including construction of a partial basement to improve back of house operations and provide access to the Noble Bradman Stand at the Sydney Cricket Ground
- Provision of new pedestrian and cyclist facilities within the site
- New signage including building and business identification signage as well as wayfinding signage.

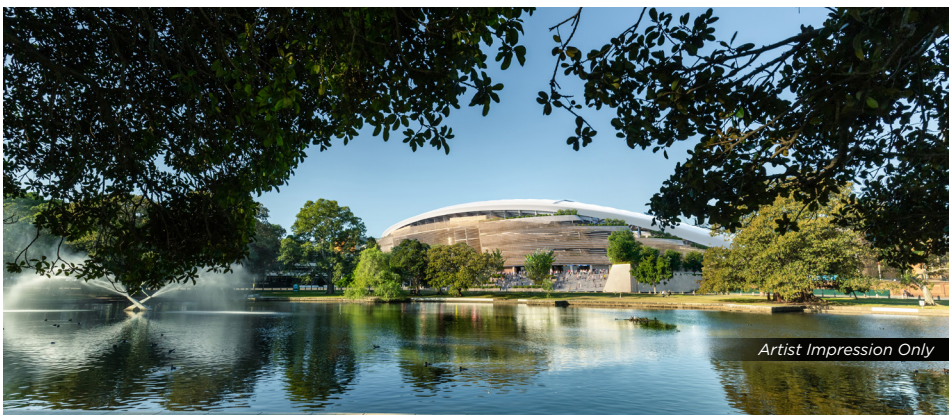
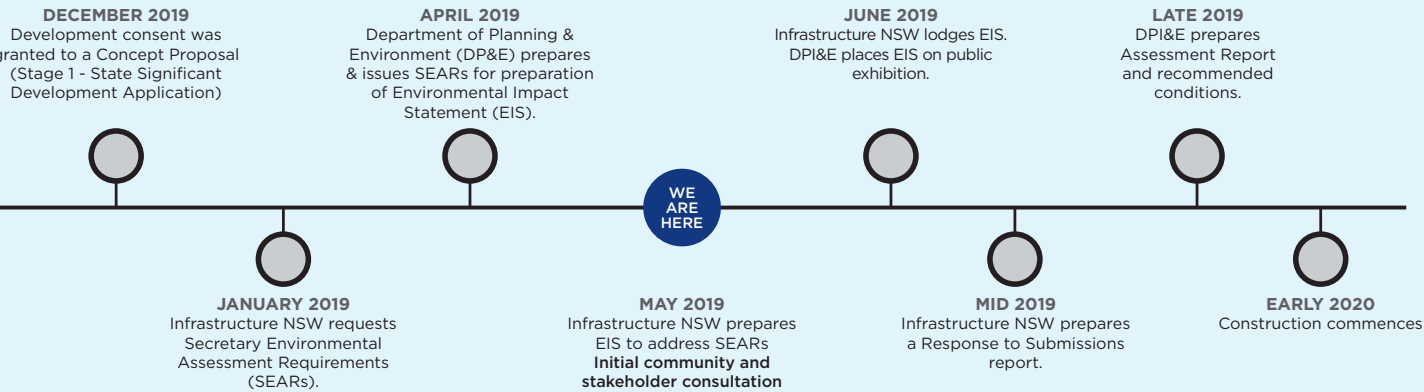


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# Planning process - Stage 2

Infrastructure NSW is responsible for obtaining all necessary planning approvals for the Stage 2 State Significant Development Application. The Stage 1 State Significant Development Application was approved by the Department of Planning and Environment on 7 December 2018. Infrastructure NSW is now in the early stages of developing an Environmental Impact Statement (EIS) for the Stage 2 State Significant Development Application, which will seek approval for the detailed design, construction and operation of the new stadium.





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## **Community Consultative Committee Feedback**



Infrastructure NSW

Sydney Football Stadium

Stage 2 Development Application (SSD9835)

Pre-Submission Consultation Statements

**Date:** May 2019

**Author:** Infrastructure NSW

**Revision:** 1



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# 1 Competitive Design Alternatives Report

As required by condition B6 a presentation of the Competitive Design Alternatives Report was provided to the Community Consultation Committee (CCC) on 10 April 2019. Comments from the CCC were received on 28 April 2019 and responses to these comments are outlined below.

**Table 1: Comments from CCC on Competitive Design Alternatives**

CCC Comment	Proponent Response
<b>Competition process:</b>	
A. Serious misgivings about aspects of the winning design	Noted.
B. The desire that the CCC have the chance to assess the deficiencies of the winning design against the alternative designs.	The Proponent will continue to consult with the CCC regarding all documentation included in the Stage 2 Development Application.
C. Desire to see jury report to: a. find out if they were unanimous b. understand why Cox was chosen over others c. have all submissions publicly available and exhibited d. understand if they considered some of the major community concerns with the current design.	<ul style="list-style-type: none"> <li>The Jury decision was unanimous.</li> <li>The Competitive Design Alternatives Report will be publicly exhibited as part of the Stage 2 Development Application, which outlines the Jury's assessment of the submissions and determination of the winning entry.</li> <li>Submissions to the competition will not be publicly exhibited. Notwithstanding, each submission has been considered in the Competitive Design Alternatives Report.</li> <li>All submissions were developed in accordance with the legislative design excellence requirements, the Good Design Objectives contained in the NSW Government's Policy <i>Better Placed</i>, and the endorsed Sydney Football Stadium Urban Design Guidelines.</li> </ul>



D. Concern that the CCC was provided a presentation not a report as per the condition.	The presentation to the CCC included relevant sections of the Competitive Design Alternatives Report. The CCC was subsequently provided with a copy of the Competitive Design Alternatives Report on 22 May 2019.
<b>2. Height, profile and bulk including concern about:</b>	
A. Visual domination in the precinct - of concern from local residents, heritage and environmental perspectives and in particular: a. The visual impact from Moore Park/Kippax Lake (see attached photos in Appendix A from CCC member taken from the same spot to demonstrate the impact) b. Visual impact from Paddington as it will be now a solid block above Moore Park – the old stadium was mitigated by the gaps to see the sky through the masts c. Looks too big for the site	The visual impact of the proposed design has been assessed as part of a Visual and View Impact Assessment and Heritage Impact Assessment for the Stage 2 Development Application. The view locations and the method for the VVIA was prepared in consultation with the Department and has been discussed and agreed beforehand with the Department. The proposed design is within the concept building envelope approved as part of the Stage 1 Development Application.
B. Shadowing and overshadowing of Moore Park/Kippax Lake	Shadowing impacts of the proposed design are within (and less than) the shadow assessed for the concept building envelope assessed as part of the approved Stage 1 Development Application.
C. Height and infill of the building - RL 85.00m - significantly higher than the existing stadium (understood to be 7 metres higher) with the top of the old stadium structural steel mast being RL 84.9m	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application.
D. Drawings/images should be available to the CCC to show the existing profile as a comparison to the new height and the view from Paddington, e.g. Looking down Oatley Street from Oxford Street and comparison at the low point of the old stadium adjacent to Moore Park Road and the high point of the stadium which is at that same place.	The visual impact of the proposed design has been assessed as part of a Visual and View Impact Assessment for the Stage 2 Development Application. The proposed design is within the concept envelope approved as part of the Stage 1 Development Application.
E. The face of the new stadium including its media wall accentuates the bulk in contrast to the variable texture of the face of the old stadium	The media mesh screen facing Driver Avenue has been deleted from the design.



F. Impact of additional height on noise levels – higher elevation will lead to greater transmission of crowd noise to Paddington residents.	The acoustic assessment is included as part of the Stage 2 Development Application. The Proponent does not agree with the assertion contained in the comment.
G. Stage 1 EIS visual impact images are disguising the true impact.	The Stage 1 visual impact assessment was deemed sufficient as part of the approval of the Stage 1 Development Application.
H. Need for the Stage 2 EIS documents to compare: a. the height of the old and new stadiums as viewed from several vantage points at a distance from and close to the stadium. b. over shadowing by the old and new stadium	The Stage 2 Development Application includes a Visual Impact Assessment and Shadow Diagrams. These components will compare the impact of the proposed design against the approved concept envelope. The extent of the former Sydney Football Stadium will be included for information.
I. The need to reduce the height to closer to that of the existing stadium by reducing seats/corporate areas, lowering the building sides and/or sinking the stadium two metres into the ground.	The stadium cannot be lowered for the following reasons: 1. The existing water table is approximately 2-3 metres below the existing field of play level. The proposed stadium maintains the field of play at the same level. If the stadium were sunk it would potentially impact the water table requiring a tanked structure to be created for the stadium as well as environmental impacts that would impede the natural flow of the groundwater. 2. A level change would be created along Moore Park Road which would require the inclusion of additional steps and a ramp or lift. This would impede the ability of the concourse to be of sufficient width surrounding the stadium as well as create an impediment to the pedestrian flow through the site on non-event day.
J. The constraints of the site as result of the National Rugby League building on Driver Avenue and parking area MP1– suggest altering these elements to make the development work.	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The NRL Building is outside of the project scope.



K. Occupation of the area under the tiered seating should be reduced to narrow the footprint.	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The design must accommodate for circulation areas within the building as well as amenities and food and beverage outlets adjacent to these circulation areas.
L. The INSW/Cox advice in the presentations indicated that the total seating capacity will remain unchanged under the current proposal (it is understood that the proportion of public and member seating is proposed to change). Noting this, there is a need for the EIS documentation to adequately demonstrate the justification for the increased height addressing bulk, scale, access (at all entry points) and overshadowing.	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The height of the stadium is based on a number of factors including provision of improved spectator sightlines through steeper raked seating, more generous circulation zones and the provision of increased amenities such as food and beverage outlets and toilets.
<b>3. Concourse including:</b>	
A. Width of the concourse that is only 15m wide in places	Noted- this is considered sufficient.
B. Safety concerns due to the pinch points	Noted- circulation areas external to the stadium are considered sufficient.
C. Poorly defined edge and alignment along NW face of concourse, due to retention of Rugby League Building and car park. Lack of direct line of sight between Moore Park Road and Driver Avenue	Comment noted.
D. Concern that there is lack of space for food and beverage pop-ups in the narrow concourse and/or between the buildings	Noted- circulation areas external to the stadium are considered sufficient and operational overlays will balance needs of circulation with any temporary activation.
E. The view that peripheral structures north of the SCG should be relocated for more room between the sporting grounds	Noted- circulation areas external to the stadium are considered sufficient and operational overlays will balance needs of circulation with any temporary activation.
F. Concern that the proposed lift located at Driver Avenue is inadequate to deal with match day crowds, and may be closed at other times	The lift will be operational on both event and non-event days. Following consultation an additional lift has been added in this location, providing two (2) lifts between Driver Avenue and the stadium concourse.



G. Preferably there should be ramped unrestricted public access between Moore Park Road and Driver Avenue	A ramp along Driver Avenue is not considered a satisfactory solution as it would be required to be approximately 100 metres long which would have significant urban design impacts as well as not serve as a reasonable and equitable access means for people with a disability.
<b>4. Impact of the large visual display screen at Driver Avenue:</b>	
A. Size of this visual display screen measuring 30 metres in length and 10m high.	The media mesh screen on the building façade fronting Driver Avenue has been deleted.
B. Loud sound generation and visual impacts inconsistent with Consent Condition A1	The media mesh screen on the building façade fronting Driver Avenue has been deleted.
C. Large visual impacts on Moore Park and Kippax Lake, impacting on passive recreation and on water bird species.	The media mesh screen on the building façade fronting Driver Avenue has been deleted.
D. Safety as people are focussed on the screen walking up the stairs and will look back as they are coming down causing a cascading impact if they fall.	The media mesh screen on the building façade fronting Driver Avenue has been deleted.
<b>5. Other safety concerns including:</b>	
A. integrating seating terraces with steps - people may lose their footing on the seating terraces and fall	The main access stairs are clearly distinguished from the stepped terraces as the main access point to the stadium.
B. sharp edges of the end of the terraces may hurt people climbing the steps when there are crowds	All landscape features will be designed to consider pedestrian and crowd safety.
C. danger of the bank of steps shown in diagrams to have no railing	Railings will be provided where necessary throughout the public domain.
<b>6. General Design:</b>	
A. Concern about the absence of roofing over the whole stadium and why this was not part of the brief or retractable roofing	The project does not include a retractable roof.
B. Concern about corporate vs public spaces and lack of increase of public seating	The proposed design retains the seating capacity of the former stadium and the seating arrangements will be flexible to suit a range of event types and patrons.



C. Proximity, being closer to Kippax Lake and impacts on recreation and concern for the impact on water bird species.	Biodiversity impacts have been assessed as part of the Stage 2 Development Application and no impact from the operation of the stadium on water bird species is expected.
D. The designers are to be commended for reducing the height in the north and south in response to heritage areas of South Paddington & the SCG stands	Noted.
E. Also commendable is the visual break between the roof and the seating.	Noted.
F. Additional information required includes: a. more detail on the architectural drawings which are confusing for the general public. b. detailed plans for all floor levels, clearly showing uses c. existing Stadium footprint as a comparison in the site plan d. levels and all ground level changes - sections for the concourse and paving e. existing stadium height compared with the heights of the proposed roof and walls f. materials of the building and their colours g. planting schedule h. stormwater and water re-use details and flooding strategy i. the impact of shadowing from the existing stadium compared to the shadowing from the new stadium. j. updated 3D images from various locations such as Kippax Lake, Moore Park Rd and down Oatley Rd k. More detail on the 3D image in the Architectural presentation which does not seem to match the elevation drawings in respect to extent of roof height reduction.	A presentation of the architectural plans was provided to the CCC on 27 March 2019. The required information to meet the conditions of consent for the Stage 1 Development Application and the Secretary's Environmental Assessment Requirements will be addressed as part of the Stage 2 Development Application.
<b>7. Suggestions:</b>	
A. The large visual display screen should face MP1 (the car park) rather than the public entrance to avoid the safety concern outlined above.	The media mesh screen on the building façade fronting Driver Avenue has been deleted.



<p>B. Sink the stadium into the ground, even a couple of metres to (a) reduce height and profile concerns and visual impact (b) provide a safer entry and exit for patrons from and to Driver Avenue, (c) enhance access for the disabled (d) reduce overshadowing</p>	<p>The stadium cannot be lowered for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The existing water table is approximately 2-3 metres below the existing field of play level. The proposed stadium maintains the field of play at the same level. If the stadium were sunk it would potentially impact the water table requiring a tanked structure to be created for the stadium as well as environmental impacts that would impede the natural flow of the groundwater.</li> <li>2. A level change would be created along Moore Park Road which would require the inclusion of additional steps and a ramp or lift. This would impede the ability of the concourse to be of sufficient width surrounding the stadium as well as create an impediment to the pedestrian flow through the site on non-event day.</li> </ol>
<p>C. That the pinch points of Driver Avenue Rugby building and MP1 carpark be modified to improve concourse circulation.</p>	<p>Circulation space external to the stadium is sufficient.</p>

In addition to the comments from the CCC, CCC member Michael Waterhouse provided the following additional comments:

**Table 2: Comments from CCC member Michael Waterhouse**

Comment	Proponent Response
<p>Condition B6 requires the Competitive Design Alternatives Report to be presented to the CCC. What was provided is not a Report; it was a presentation about a Report. The contents of the Report were not revealed. The presentation therefore doesn't meet the requirements of Condition B6.</p>	<p>This is a matter for determination by the Department of Planning and Environment.</p>
<p>No information is provided about the design alternatives which were rejected in favour of the Cox Architecture and Aspect Studios entry. Nor is it clear whether the Jury was unanimous in its support for the selection of the winning entry.</p>	<p>A copy of the Competitive Design Alternatives Report was provided to the CCC on 22 May 2019. The Jury's decision was unanimous.</p>



<p>It's essential that the design alternatives be disclosed publicly. Good public policy is always based on transparency. I (and others) have serious misgivings about some aspects of the winning design. These relate to</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Access from Driver Avenue</li> <li><input type="checkbox"/> The proposed height of the new stadium</li> <li><input type="checkbox"/> The massive glass screen designed to provide a "monumental entry experience"</li> </ul>	<p>A copy of the Competitive Design Alternatives Report was provided to the CCC on 22 May 2019.</p>
<p>The first is discussed below, the others in the attachment. As "all entries (were) capable of exhibiting design excellence, providing unique solutions for the design", only if their details are revealed will we know if there are ways of addressing the deficiencies of the winning design.</p>	<p>A copy of the Competitive Design Alternatives Report was provided to the CCC on 22 May 2019.</p>



## 2 Review of Pedestrian Connections and Moore Park Master Plan

A review of the pedestrian connections was presented to the CCC along with the Moore Park Masterplan review (see Appendix A) on 10 April 2018. Comments provided by the CCC are included below.

The Moore Park Masterplan review was presented to the CCC along with the Pedestrian Connections Review (see Appendix A) on 10 April 2018. Comments from the CCC were received on 28 April 2019 and responses to these comments are outlined below.

**Table 3: CCC Comments on Moore Park Masterplan Review**

CCC Comment	Response
<p><b>A. Easy access/ disabled access from Driver Avenue</b></p> <p>Of considerable concern and dismay to all of the CCC was the apparent disregard for the access needs of all people in the design of the main entrance to the stadium. These concerns included the following.</p> <ul style="list-style-type: none"> <li>A. Concern that it is too steep to provide a ramp (with the suggestion that the lowering of the stadium would provide for ramp access)</li> <li>B. Need to provide 2-3 lifts rather than one lift and/or larger lifts as able bodied people will take lifts which limits access for disabled people.</li> <li>C. Suggestion to integrate escalators (as there are for the SCG currently) to assist infirmed people (in addition to lifts)- a compromise in the interest of retaining the raised podium level of Moore Park Road</li> <li>D. Suggestion to use gentle ramps and steps in the concourse down from the level access at Moore Park Road, to reduce the height of Driver Avenue steps</li> </ul>	<p>The stadium cannot be lowered for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The existing water table is approximately 2-3 metres below the existing field of play level. The proposed stadium maintains the field of play at the same level. If the stadium were sunk it would potentially impact the water table requiring a tanked structure to be created for the stadium as well as environmental impacts that would impede the natural flow of the groundwater.</li> <li>2. A level change would be created along Moore Park Road which would require the inclusion of additional steps and a ramp or lift. This would impede the ability of the concourse to be of sufficient width surrounding the stadium as well as create an impediment to the pedestrian flow through the site on non-event day.</li> </ol> <p>Following consultation an additional lift has been added in this location, providing two (2) lifts between Driver Avenue and the stadium concourse.</p>



<p><b>B. Landscaping (planting &amp; paving – the public domain):</b></p> <ul style="list-style-type: none"> <li>A. Interest in the type of trees and need more detail on the plantings</li> <li>B. Need for the precinct to be integrated with Moore Park, trees planted at site entries – and indeed throughout the precinct - need to reflect existing Moore Park plantings.</li> </ul>	<p>Tree species chosen integrate with both the Moore Park and Paddington areas. The plant species proposed for the project are detailed in the Landscape Report.</p>
<p><b>C. Concern about the impacts on Moore Park and integration with Moore Park Masterplan:</b></p> <ul style="list-style-type: none"> <li>A. Adds complexity to the Master Plan</li> <li>B. Does not integrate and needs to be an integrated approach not a silo approach</li> <li>C. Pedestrian connections and wayfinding will integrate Moore Park and the Stadium but not necessarily contribute to or support the Moore Park Master Plan.</li> <li>D. That there are impacts that go across Driver Avenue and into the public domain and discontinuity with the park landscape/wildlife - inconsistent with Condition A1 to prevent or minimise any material harm to the environment that may result from the operation of the development.</li> <li>E. Questions and concerns about the provision of microbat roosting boxes and the appropriateness of these in the context of the flora.</li> <li>F. While the Aspect presentation might have been consistent with the Moore Park Master Plan there was a view that it did nothing to support the Moore Park Master Plan. In particular demonstrated through eleven slides that spoke to consistency with the Moore Park Master Plan. This was considered misleading as many of the proposals had nothing to do with the Master Plan – use of the Moore Park Master Plan was a justification/attempt to add credibility to the proposal.</li> </ul>	<p>It is considered that the project integrates well with the principles of the Moore Park master plan. This is particularly evident through the creation of north-south and east west links providing the long-term opportunity for connection of parklands through the site into Fox Studios and Entertainment Quarter.</p> <p>Provision of microbat roosting structures is being provided to meet a condition of consent of the Stage 1 Development Application. Flora species chosen are appropriate for grey-headed flying foxes as required by the conditions of consent.</p> <p>The presentation provided, detailed the key themes of the Moore Park master plan and how the project has responded to these key themes.</p> <p>The presentation demonstrated that works associated with SFS redevelopment would not preclude the objectives of the Moore Park Master Plan to be realised.</p>
<p><b>D. Concern about the Driver Avenue entrance</b></p> <p>Of concern to many of the CCC members was the scale of this entrance and the steps and objection by a member to the words used</p>	<p>It is anticipated that the Driver Avenue entrance will remain the main entrance to the stadium. This is due to key access routes from Central Station and the future Moore Park Light Rail stop.</p>



<p>in the landscape presentation describing it as having a “pronounced presence”, being a “monumental entry experience” and “grand entry”.</p> <p>There was a counter view that the Driver Avenue entrance allowed for a podium level permeable to Moore Park Road and that the steps were a reasonable solution. Comments in relation to this entrance included that it needs to:</p> <ul style="list-style-type: none"> <li>A. Be the main entrance to minimise impact to immediate South Paddington residential areas</li> <li>B. Be designed to work effectively to avoid Moore Park Road becoming the default drop off/entry point, with impacts on residents and traffic</li> <li>C. Be not so steep and large with its 6 metre bank of steps</li> <li>D. Be at grade and wider</li> <li>E. Show the entrance directly facing the entry steps</li> <li>F. Have a wide bottom landing especially if vehicle drop off zones are to be incorporated, required especially for disabled, infirmed</li> <li>G. Not be so visually confronting</li> <li>H. compatible with the master plan</li> <li>I. Be reconsidered.</li> </ul>	<p>There will be no changes to the existing arrival and departure arrangements and Driver Avenue will continue to provide drop-off facilities. The Transport Assessment details proposed updates to taxi and point to point transport arrival and departure.</p> <p>Access for people with a disability will be provided either on Driver Avenue outside of secure zones or directly within the MP1 car park.</p> <p>The extent of the steps at Driver Avenue has been provided to enable a level concourse and greater integration with Moore Park Road and flush, accessible interfaces with the stadium..</p>
<p><b>E. Need for Heritage to be incorporated and acknowledged including:</b></p> <ul style="list-style-type: none"> <li>A. Indigenous heritage to be developed and worked up in consultation with the Indigenous community (possibly starting with Ms Hetti Perkins to give some direction as to participants and issues).</li> <li>B. Photographic historical material on the site of old land/country (especially of any indigenous people and their activities)</li> <li>C. Busby's Bore- heritage material and preservation/viewing</li> <li>D. Creative ways to celebrate indigenous activity before Moore Park was established e.g., during the Light Rail construction,</li> </ul>	<p>The heritage impacts are detailed in the Heritage Impact Statement which includes a Heritage Interpretation Strategy. There will be recognition of the entire site history through interpretation (both Indigenous and European) to be developed in the detailed design phase of the project.</p> <p>An artwork strategy has been developed for the project that will be further developed in line with the detailed design for interpretation and landscaping. The Art Strategy is appended to the Landscape Report.</p>



<p>there were items found relating to indigenous use of the area for gatherings/trade which could be used as a starting point.</p> <p>E. Zones in the precinct with indigenous names.</p> <p>F. Athletic link – such as the Sydney Swans and their 'Marn Grook' <a href="https://en.wikipedia.org/wiki/Marn_Grook">https://en.wikipedia.org/wiki/Marn_Grook</a> round and jerseys.</p> <p>G. Public art which references both the sporting and cultural history of the area without resorting to the cliched sporting statues.</p> <p>H. Work of contemporary indigenous artists.</p> <p>I. Concern about the Aspect presentation on Built Heritage and the view that the first three points in the presentation had little to do with the built heritage? What opportunities for adaptive reuse have been identified? What significant fabric is to be conserved?</p> <p>J. The Aspect presentation on Living Heritage – Questions about the meaning of “a contemporary interpretation of the 19th century cultural Landscape”</p>	
<p><b>F. Safety concerns:</b></p> <p>A. The Moore Park steps from/to Driver Avenue do not meet the objective of Condition B10 (a) regarding the “safety of pedestrian movements between the site and the adjoining lands”</p> <p>B. Concern about the potential for a domino effect on the stairs if a person falls in the midst of a stadium crowd</p> <p>C. Concern in circumstances where there is need for emergency exit of large crowds.</p> <p>D. Need for adequate room at the base of the stairs for people to pool/backup to get on the stairs without spilling out on to Driver Avenue.</p> <p>E. Concern about the lack of railing and danger of people falling from the six metre high bank in the diagram of the Moore Park</p>	<p>The provision of stairs for access to stadia is a common feature of stadia both nationally and internationally. This was presented to the CCC as part of an architecture presentation on 10 April 2019. Appropriate management strategies will be employed to manage the safe access and egress of patrons.</p> <p>The stairs have been designed to meet all relevant standards (AS1428.1 Access and Mobility, BCA and The Green Guide), which provide a level of confidence regarding safety for patrons.</p> <p>Railings will be provided for all areas that have potential to present a fall hazard.</p>



steps shown in the Landscape presentation.	
<p><b>G. Retail &amp; advertising and permanent food and wine outlets:</b> There was some diversity of views about this:</p> <ul style="list-style-type: none"> <li>A. Some objected to the precinct encompassing permanent retail/food outlets outside of event days including on the basis that the Stadium is on public land and is part of Moore Park</li> <li>B. Belief that provision of food should be opened up to other providers (not just those with existing contracts)</li> <li>C. Some thought that food and retail should also be allowed for community events outside of days on which the stadium is used including activities such as fresh food markets</li> </ul>	<p>There is provision for a dual facing retail outlet in the north west corner of the stadium structure. This facility may operate to serve customers outside of event days, however will be subject to a separate Development Application.</p>
<p><b>H. Access</b></p> <ul style="list-style-type: none"> <li>A. Concern that there is not 360 degree access to the stadium with a dead end at the east and lack of 24 hour access.</li> <li>B. Need for better connections including pedestrian connections</li> <li>C. Need for access through the Precinct to connect South Paddington residents with the heart of the EQ precinct (restricted with the concourse to the south being closed off)</li> <li>D. Should be an access agreement with Fox/Disney &amp; SCG – i.e., a direct route along the East side of new Stadium to central ring area of EQ (Farmers Markets)</li> </ul>	<p>360 degree/24 hour access around the stadium will not be provided whilst the connections further east and south of the stadium remain to be realised. This is due to safety reasons (refer to the Crime Prevention Through Environmental Design Report). Should these connections beyond the site boundary be achieved in the future there is potential for this access to be provided.</p> <p>It was explained that the Fox Studios site is currently under a long-term lease and any amendments to provide access are not within the purview of this project.</p>
<p><b>I. Car parking and parking on Moore Park:</b></p> <ul style="list-style-type: none"> <li>A. The Aspect presentation on parking comprised two inconsistent statements: (a) “Support removal of parking on green space and minimise traffic volumes” and (b) “car parking sits outside of the Moore Park for this project”. In the absence of any action to discourage stadium patrons from driving and parking, these two statements are in conflict.</li> <li>B. The diagram “Theme 3: Access – Urban Connections” provides for full scale event parking to continue on Moore Park which clashes with point (a) above and with the Moore Park Master Plan which</li> </ul>	<p>The only car park under the direct control of the SCSG Trust is the MP1 carpark, which is used by members and staff on event days. This carpark will be reinstated as part of Stage 2.</p> <p>The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. These car parking facilities are not provided by or controlled by the SCSG Trust, but rather are operated by their respective owner/administrator in coordination with the event profile of the stadiums.</p>



<p>provides for parking to be removed from Moore Park East.</p> <p>C. Desire that INSW discourage stadium patrons from driving by limiting number of car spaces and setting 31 December 2020 as the date for the closure of Moore Park East to car parking.</p> <p>D. Presentations are silent on how the removal of parking on Moore park is to be addressed.</p> <p>E. Lack of car parking for events especially with increase in seat numbers and corporate attendees.</p> <p>F. There is an assumption that the existing arrangements adequately address the needs</p> <p>G. Impact of lack of parking on the limited parking in residential streets</p> <p>H. The MP1 car park needs landscaping (planting and paving)</p> <p>I. Desire that parking be removed from Moore Park East but concern that without provisions this will lead to parking in residential streets</p> <p>J. INSW should make it clear from the outset of the new Stadium that parking will not be allowed on Moore Park.</p> <p>K. Perhaps on big event days limited parking could be at Moore Park Golf Club and ES Marks Athletics ground, with a small fleet of mini-buses conveying people to the stadium.</p> <p>L. If parking is not offered people will find alternatives to cars</p>	<p>Infrastructure NSW has no control over how Centennial Park and Moore Park Trust manages its land, however, we note that the recent Moore Park Master Plan 2040 provides for the removal of on-grass car parking, which will occur progressively and over the medium to long term.</p> <p>The Transport Assessment and Green Travel Plan include details of how private vehicle reliance will be reduced.</p> <p>There is no increase in seat numbers compared to the former Sydney Football Stadium.</p> <p>The majority of surrounding streets maintain time restrictions that prevent the use of these areas for parking by stadium patrons.</p> <p>Landscaping within the MP1 car park is limited due to the requirement of the conditions of consent to maintain existing parking numbers.</p>
<p><b>J. Drop off Zones:</b></p> <p>A. Concern about the adequacy of provision for drop off, pick up and parking for limousines, taxis, uber and the like?</p> <p>B. Danger that people will continue to be dumped on Moore Park Road or surrounding streets, with the associated dangers and impact on traffic flow.</p>	<p>Transport drop-off and pick up is detailed in the Transport Assessment as part of the Stage 2 Development Application.</p>
<p><b>K. Skateboarding</b></p> <p>There was a diversity of views with some support and an objection to the idea of encouraging skateboarding. The views included.</p> <p>A. The potential problem of skateboard use on all public domain areas, especially the Driver Avenue &amp; Moore Park Rd steps</p>	<p>There is no room for provision of a skate park on the site. Provision of community play space will cater for older children, however it will not compromise the area available for large crowds during event days.</p>



<ul style="list-style-type: none"> <li>B. Concern about maintenance costs</li> <li>C. Suggestion that a small skate-park be included on the south or north east corner given that it is to be an Olympic sport - it fits with the theme - needs to be in a location where it does not create noise impacts for residents.</li> <li>D. Concern that the space required for a skateboard facility makes this suggestion not viable without jeopardising the flow of patrons at events and creating disturbance for residents.</li> <li>E. Ignoring the skateboard issue sets up a future problem of uncontrolled use and danger to pedestrians.</li> <li>F. Having notches in paving to discourage skateboarding seems to be unsafe but biased against those who enjoy skateboarding</li> </ul>	<p>The public domain does not have the spatial capacity for a formal skate park.</p> <p>Paving design has not nominated notches. Detailed paving design / skate deterrents associated with furniture will be considered during detailed design phase.</p>
<p><b>L. Additional suggestions:</b></p> <ul style="list-style-type: none"> <li>A. Demonstration plantings of endangered species or communities</li> <li>B. Reduce the Driver Avenue steps by sloping down the concourse from Moore Park Road at 1: 20 (when no ramps are required) and/or at 1:33 (when no landings or ramps are required).</li> <li>C. Encompass another set of steps along the West side after the public entry, to reduce the height of the Driver Avenue steps</li> <li>D. Architects need to solve the problem of disabled access creatively such as a ramp wrapped around the building behind the stairs or a 'race access' cut under the 6 metre height into the bowels of the building (open on days when the stadium is being used for events) - accessing an internal ramp that wraps around the building.</li> <li>E. Need for a 'drop and run' lane on Driver Avenue at or near the base of the stairs - use the height under the stairs to have an underground/under stairs loop to allow drop off with side exits to get onto Driver Avenue and up the stairs - or an approach similar to the Opera House forecourt stairs with drop off and access to the Opera House. With creativity it should be possible to find a solution to providing access needs and overcoming security concerns.</li> </ul>	<ul style="list-style-type: none"> <li>A. Tree planting and species selection is detailed in the Landscape Report. The focus on planting is for native and endemic species and those that are suitable for public domain environments.</li> <li>B. The reasons for the Driver Avenue steps are outlined above.</li> <li>C. This will not have the effect of reducing the Driver Avenue steps. The stadium concourse both internally and externally have been designed to be level to allow for ease of patron ingress and egress.</li> <li>D. A 6m high ramp will not meet BCA requirements.</li> <li>E. For security reasons, vehicles cannot enter into the building for public drop off. The Opera House does not allow public arrivals under the stairs.</li> <li>F. The stair design incorporates a central area of terraces and planting that will provide shade and amenity for people to gather outside of event times.</li> </ul>



<p>F. Assuming an area at the base of the stairs to allow for pedestrians to pool at peak times, explore possible use of the stairs and area as an amphitheatre when there are community events such as for the Opera House forecourt.</p> <p>G. Enhance the boulevard character of Moore Park Road with avenue tree planting and a clear definition of the street boundary. Consider an appropriate fence here to spatially define the street and to direct patrons safely to the pedestrian crossings on this busy roadway.</p>	<p>G. There will be no impact to street trees along Moore Park Road. The landscape design outlined in the Landscape Report details the interface between the Moore Park Road footpath and the site.</p>
<p><b>H. Positives:</b></p> <p>A. Public Spaces look good - Fig Tree Place and Busby's Corner i.e., the ping pong tables.</p> <p>B. The paving materials look promising</p> <p>C. Indication that there will be heritage interpretation (including indigenous heritage), community sports facilities and public art.</p> <p>D. The planting suggestions are good with a mix of local and foreign species. The stadium site is a built environment not parkland and can't ever be some sort of (faux) park. Its own micro climates and growing conditions won't be the same as those in the park. Need to celebrate the difference with a sensitive mix of local and exotic flora. Variation in foliage, flowers and planting texture adds interest to the built environments and might ameliorate the appearance of bulk. Native only planting can make pedestrian areas appear dull and uninviting. There needs to be consideration of the plantings as complementing and enhancing the architecture.</p>	<p>Noted</p>



**Table 4: Comments from CCC member Michael Waterhouse**

Comment	Proponent Response
<p>Condition B12 requires a review of the Moore Park Master Plan to identify whether and how the SFS Redevelopment can support specific principles, opportunities, etc within the Plan. Some comments and questions:</p> <p><u>Spaces - Moore Park Steps</u> – Two issues with these: (a) safety, (b) disability access and (c) environmental impact. The first two are discussed here, the last under 3.3 below.</p>	
<p><u>(a) Safety</u> - The Moore Park steps from/to Driver Avenue do not meet the objective of Condition B10a) regarding the “safety of pedestrian movements between the site and the adjoining lands”.</p> <p>The six metre bank of steps providing access to the stadium from Driver Avenue are not only visually confronting to people in Moore Park, but are potentially dangerous when large numbers of people are leaving the stadium. Should one person fall, there will be a domino effect ahead of and behind the person falling. Positioned above the steps, the large media screen will also be a serious distraction for people using the steep set of stairs. For example, showing replays from a game to people leaving the stadium will distract people on the steps, increasing the likelihood of a fall and a major catastrophe.</p> <p>Integrating seating terraces with steps is potentially dangerous. People may lose their footing on the seating terraces and fall onto the steps – there’s no rail to prevent this. The sharp edges of the end of the terraces may also hurt people climbing the steps when crowds are flocking in. The six</p>	<p>The provision of stairs for access to stadia is a common feature of stadia both nationally and internationally. This was presented to the CCC as part of an architecture presentation on 10 April 2019. Appropriate management strategies will be employed to ensure the safe access and egress of patrons.</p> <p>The stairs have been designed to meet all relevant standards (AS1428.1 Access and Mobility, BCA and The Green Guide), which provide a level of confidence regarding safety for patrons.</p> <p>Railings will be provided for all areas that have potential to present a fall hazard.</p> <p>The stairs have been designed with two landings and short first flight of stairs to reduce the perceived scale of the stairs. The landscaped zone located centrally to the stairs has been designed to minimise the scale of the stairs and provide an opportunity for people to stop and gather.</p> <p>The proposed media mesh screen has been deleted from the design.</p>



<p>metre high brick bank is also dangerous.</p>	
<p><u>(b) Disability access</u> - As noted during the presentation, the height means there won't be any way of providing disability access from and to Driver Avenue.</p> <p><u>A partial solution</u>: The need for such a steep set of steps appears to be associated with the elevation of the stadium. If the stadium were sunk into the ground, even a couple of metres, access from Driver Avenue would be much closer to the present incline, and could be handled by a ramp. This would be safer and enhance disability access.</p> <p><u>Spaces - Fig Tree Place and Busby's corner</u> – Look good. Like the ping pong tables.</p> <p>Eleven slides deal with how Aspect Studios' proposals are consistent with the Moore Park Master Plan. This is misleading. Many of the proposals have nothing to do with the Master Plan, and in these cases the analysis seems designed just to add credibility to the proposals. This doesn't mean I necessarily have a problem with the proposals, just the use of the Moore Park Master Plan to justify them.</p> <p>Unless outlined below, I support (or accept) the information provided.</p>	<p>Disability access from Driver Avenue has been covered above.</p> <p>The safety and equity of the whole precinct is important. Sinking the stadium has been covered above.</p>



<p>1.1 <u>Trees</u> – If the stadium precinct is to be integrated with Moore Park, trees planted at site entries – and indeed throughout the precinct - need to reflect existing Moore Park plantings.</p> <p>1.2 <u>Wildlife</u> – It is inaccurate to suggest that the park landscape continues within the Moore Park Steps. The steps are a major discontinuity. No plantings can disguise the fact that the steps are a confronting six metre barrier surmounted by a massive media screen.</p> <p>So far as I’m aware, the CPMPT doesn’t provide microbat roosting boxes in Moore Park and doesn’t propose these as part of the Master Plan. I’m not in a position to judge, but is their provision consistent with sound environmental policy?</p> <p>To the best of my knowledge, grey headed flying foxes don’t forage on “flowering and native low level plantings”. Perhaps this can be clarified or confirmed.</p>	<p>Tree planting, species selection and microbat roosting boxes is detailed in the Landscape Report</p> <p>The provision of microbat roosting boxes was highlighted within the Stage 1 EIS Ecology report. Although this is not explicitly noted within the Masterplan which is a high-level strategic document, the provision is consistent with the strategy to “Create habitat corridors between areas of green open space (both within and beyond the Park’s boundaries)”. The Provision of microbat roosting structures is being provided to meet a condition of consent of the Stage 1 Development Application. Flora species chosen are appropriate for grey-headed flying foxes as required by the conditions of consent</p>
<p>2.1 <u>Built Heritage</u> – What do the first three points have to do with the built heritage? These points are little more than space fillers. What opportunities for adaptive reuse have been identified? What significant fabric is to be conserved?</p>	<p>The SFS sits within a heritage and conservation setting and while the site itself may only feature Busby’s Bore as a built item of heritage significance, the project acknowledges the heritage significance of its surrounds including Sydney Cricket Ground and the Paddington Conservation Area.</p> <p>The key opportunity for retention of significant fabric is in the Busby’s Bore shafts which will be retained in the northern portion of the site and incorporated into the design of the public domain. Refer to the Landscape Report for more detailed information.</p>



**2.2 Living Heritage** – What does “a contemporary

interpretation of the 19<sup>th</sup> century cultural Landscape” actually mean?

**3.2 Parking** – This comprises two inconsistent statements:

(a) “Support removal of parking on green space and minimise traffic volumes” and (b) “car parking sits outside of the public domain for this project”. In the absence of any action to discourage stadium patrons from driving and parking, these two statements are in conflict.

But in fact, it’s worse than this. The diagram “Theme 3: Access – Urban Connections” actually provides for full scale event parking to continue on Moore Park. This directly clashes with point (a) above and with the Moore Park Master Plan.

Condition B12b) requires the review to identify how the SFS development “can contribute positively towards and support the principles, moves, opportunities and strategies within the (Moore Park) Masterplan”. This Plan provides for parking to be removed from Moore Park East.

The development can contribute positively by taking an integrated approach towards Moore Park. It is proposing to do so by providing “generous pedestrian connections” across the Park. INSW needs to complement this by adopting a clear strategy to discourage stadium patrons from driving, providing a limited number of spaces for those who do and setting 31 December 2020 as the date for the closure of Moore Park East to all car parking. Only then can the CPMPT implement that part of the Master Plan which involves turning Moore Park East into a village green for the community.

Living Heritage is a term used within the Moore Park Master Plan referring to the natural landscape of Moore Park. The current stadium is void of any reflection of the 19<sup>th</sup> Century character.

In the design of the new stadium and public domain, we aim to reference the plant species (as appropriate) from the Moore Park Palette and provide a varied and rich planting palette for the site.

The only car park under the direct control of the SCSG Trust is the MP1 carpark, which is used by members and staff on event days. This carpark will be reinstated as part of Stage 2.

The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. These car parking facilities are not provided by or controlled by the SCSG Trust, but rather are operated by their respective owner/administrator in coordination with the event profile of the stadiums.

Infrastructure NSW has no control over how Centennial Park and Moore Park Trust manages its land, however, we note that the recent Moore Park Master Plan 2040 provides for the removal of on-grass car parking, which will occur progressively and over the medium to long term.



<p><u>3.3 Entries</u> – The “pronounced presence”, “monumental entry experience” (Landscape presentation 3.3) and “grand entry” (5.4) of the Moore Park steps is inconsistent with Condition A1 to prevent or minimise any material harm to the environment that may result from the operation of the development. The new stadium will be appreciably closer to Kippax Lake than the old one and will incorporate a massive media screen, doubtless with sound volumes to match to provide the monumental entry experience. The many different water bird species in and around Kippax Lake will be directly impacted by the activity associated with the monumental entry experience provided to the stadium’s patrons.</p>	<p>The access requirements for a stadium this size requires access dimensions both at the entry and on the concourse than provided with the former stadium.</p> <p>Stairs have proven to be the most appropriate means of addressing the level change and allows for flush circulation and connections to the stadium.</p> <p>By introducing greening and places to gather within the stairs, the relationship of this new urban environment and Park has been softened. Materiality relates to the other built elements on Driver Avenue to help connect the stadium, to its adjacent context.</p>
<p><u>5.4 Playground Performance Sports</u> – What does “linking the existing and future recreation Provisions” actually mean?</p>	<p>The external stadium concourse provides a connection between these spaces.</p>
<p><u>6.1 Events</u> – What does “Considered arrival experience” mean? The Stage 1 EIS referred to a ‘fan zone’ designed to enhance patrons’ experience extending into and perhaps across Driver Avenue. This should now be viewed in the context of the “monumental entry experience” proposed at the Moore Park steps and the statement that “The fan’s experience extends into public domain”. This accentuates my concerns about the environmental impact of this entry point on the bird life around Kippax Lake, and appears inconsistent with Condition A1</p>	<p>Items which have been considered as part of the fan and walk-up experience include:</p> <ul style="list-style-type: none"> <li>• Utilising views across Moore Park and Paddington to provide better legibility for patrons accessing the precinct for events</li> <li>• Designing the public domain and wayfinding to address and feed into key pedestrian routes towards the site from Paddington, Surry Hills and the Moore Park Light Rail</li> </ul> <p>Any supporting event pop-up uses along Driver Avenue and/or Moore Park are subject to future discussions between the Sydney Cricket and Sports Ground Trust and Centennial Park and Moore Park Trust on a per-event basis.</p>



<p>6.2 <u>Wine and dine</u> – I have no problem with pop up food and beverage pods on event days but would not like to see the exterior of the stadium become a permanent retail shopping mall. The stadium is about sport, and “food, beverage and retail offerings” on event days linked to those events are fine, but not on non-event days.</p>	<p>There is provision for a dual facing retail outlet in the north west corner of the stadium structure. This facility may operate to serve customers outside of event days, however, will be subject to a separate Development Application.</p> <p>The intent is that the public domain remains a predominantly non-transactional space day-to-day</p>
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### 3 Transport

The Transport Assessment (including Green Travel Plan) was presented to the CCC on 8 May 2019. Comments from the CCC and responses to these comments are outlined below.

**Table 5: CCC Comments on Transport Assessment**

CCC Comment	Response
Hire car management- residents have experienced issues with hire cars parking illegally and blocking driveways and laneways. How can hire cars be better managed?	The proponent has committed to working with Transport for NSW to investigate the operation of hire cars during major events. It should be noted that hire cars have the same obligations as private vehicles to obey the road rules and comply with kerbside restrictions in place, including not blocking residential driveways. Vehicles doing this would be at risk of receiving an infringement notice from the relevant authority
Need for 'holding pens' for uber, taxi and hire cars.	The project has identified improved arrangements for taxis to reduce circulation and congestion in the local area. It is being discussed with Transport for NSW and the Transport Management Centre that the most preferable way of managing rideshare vehicles (e.g. Ubers) is to operate a 'dispersed' arrangement whereby vehicles are encouraged not to enter the precinct. This is managed through the implementation of a 'geofence', similar to that recently introduced for events at Bankwest Stadium in Parramatta. This idea therefore does not lend itself with the creation of a 'holding pen' in the precinct



Issues with entry and exit of private vehicle and uber drop off within Driver Avenue leading to congestion and pedestrian conflict.	The drop off areas at the northern and southern ends of Driver Avenue will continue to be heavily managed during events. The introduction of a vehicle rejection roundabout within the MP1 car park to be delivered as part of the project will allow large vehicles to safely turn around and not undertake 3 point turns in Driver Avenue – reducing the congestion that can occur at times.
People calling for ubers and hire cars from the middle of Moore Park Road.	INSW is currently working alongside Transport for NSW to identify a suitable way of managing ride-share vehicles in the Moore Park precinct. The current thinking is to operate a 'dispersed' arrangement whereby vehicles are encouraged not to enter the precinct. This is managed through the implementation of a 'geofence', similar to that recently introduced for events at Bankwest Stadium in Parramatta.
Utilise the space under the stairs on Driver Avenue for a vehicular drop off, similar to the Opera House.	Private vehicle, and point-point transport is not allowed under the steps of the Opera House on security grounds. Similar security restrictions apply for SFS which means such drop off cannot occur in this location.
The authorities should investigate closure of Moore Park Road between Paddington Lane and either Oatley Street or Driver Avenue along the lines done now during Mardis Gras and various music concerts held in the Centennial/Moore Park Precinct.	Event traffic management plans are prepared by the SCGT which considers the need to close Moore Park Road following the conclusion of events, following consultation with the NSW Police. This need is driven by the size of the event and expected departure patterns of patrons. With the stadium proposed to move slightly to the south-west from it's current position, thereby creating more space for patrons to queue within the site adjacent to Moore Park Road, it is expected the instances where the road will need to be closed will reduce in future.
Removal of the fence along Moore Park Road will cause more people to spill out onto the roadway after an event creating a danger.	As per current arrangements, the movement of pedestrians in the precinct will be closely managed following the conclusion of events. The removal of the fence provides for a significantly improved public domain and enhanced circulation for people travelling through the precinct.



Parking should be banned for the development.	It should be recognised that the only car park under the direct control of the SCG Trust is the MP1 car park, which is primarily used for members, officials and players on event days. The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. There are no intentions in the short term by any of these stakeholders to modify event day parking arrangements.
More busses needed to take people from the precinct to other transport nodes.	The Sydney Light rail project will provide capacity for up to 11,000 passengers per hour during special events. This offers a significantly enhanced level of capacity for transport people to the SFS compared with the existing event bus arrangements, which have capacity to transport between 3,000 and 4,000 passengers per hour during peak times. Transport for NSW are currently considered options to redirect some of the event buses that currently operate between Central Station and Moore Park to service other transport nodes.
If the plans are to direct users of the stadium back to Central via Devonshire street, what considerations are being made to support the businesses in this area and in Oxford Street? When I say support I mean provide a pathway for appropriate/safe post match business to take place?	Pedestrian footpaths along Devonshire Street have been designed to accommodate the expected pedestrian flows from major events (including double headers) in Moore Park. This includes sufficient space for people walking to Central Station as well as those visiting local businesses along their journey
Patrons of the stadium park illegally and are prepared to accept a fine.	Private vehicles have an obligation to obey the road rules and comply with kerbside restrictions in place, including not blocking residential driveways. Vehicles doing this would be at risk of receiving an infringement notice from the relevant authority



The combined private vehicle and point to point mode split is around 50% and is too high.	Both 'conservative' (for the purposes of the transport assessment) and 'stretch' mode share targets have been included in the Stage 2 DA report. The conservative mode share target predicts approximately 50% of patrons will arrive in a private or rideshare vehicle, which is a reduction compared to current levels. The stretch target further reduces this to just over 40%
Inadequate public knowledge of drop off zones and processes	As part of the green travel plan, updated travel information will be provided via various mechanisms to staff and patrons in regards to travel to the Moore Park precinct. This will respond to upcoming changes by Transport for NSW such as the introduction of light rail, as well as arrangements for taxis and coaches proposed as part of this project.
Need for drop off zones for people with a disability.	The design of the proposed stadium allows for private vehicles and point to point transport vehicles to enter the MP1 car park for dropping off and picking up passengers with mobility impairments.



<p>Condition B12 calls for the stadium's design and operation to contribute positively toward and support the principles and strategies within the Moore Park Masterplan. The transport plan indicates parking in EP2 and EP3. This contradicts the Moore Park Masterplan's intention to remove temporary event on-grass parking and the Landscape Plan objective of supporting removal of parking on green space.</p>	<p>The Moore Park Masterplan 2040 proposes the gradual removal of parking on green space in the precinct (i.e. EP2 and EP3). The strategy however acknowledges that such measures will not be implemented until supplementary parking in dispersed locations (such as the Entertainment Quarter, E.S. Marks Athletics Field, Moore Park Golf and the SCG) has been created – thereby ensuring there is no net loss of event related parking.</p> <p>Should parking not be available (in the short term) on the existing sites of EP2 and EP3, there would be sufficient capacity in the transport network to accommodate the reduction in parking capacity. As is the case for when 'double header' events are held in the precinct (i.e. concurrent events at the SCG and SFS) a significant number of people walk from the Sydney CBD, Central Station and other nearby areas. Light rail and public transport would have additional capacity to transport people to the SFS to offset the loss of parking in the event EP2 and EP3 are no longer available.</p>
<p>The closest light rail stop is too far away from the stadium. People will still have to traipse a long distance.</p>	<p>The Moore Park light rail stop is approximately 5 minutes walk (400m) from the SFS, which is considered a very accessible walking distance. A new 6m wide pathway will be provided within Moore Park as part of the Sydney Light Rail project to connect Driver Avenue with the new Moore Park light rail stop which will further enhance accessibility.</p>
<p>Disappointment expressed at a projected 15% using light rail and a resulting 2% drop in the transport mode share for cars from 35% to 33%.</p>	<p>The 15% figure quoted is based on an event where the stadium reaches it's capacity of 45,000 people. This proportion using light rail will increase for most events held at Moore Park where the stadium capacity is not reached.</p>



<p>A more radical approach should be taken. What would it take to ban cars from the precinct and create a situation such as for the Perth Stadium?</p>	<p>It should be recognised that the only car park under the direct control of the SCG Trust is the MP1 car park, which is primarily used for members, officials and players on event days. The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. There are no intentions in the short term by any of these stakeholders to modify event day parking arrangements.</p>
<p>Community members suggested the SCG Trust could show leadership and ban private vehicles.</p>	<p>It should be recognised that the only car park under the direct control of the SCG Trust is the MP1 car park, which is primarily used for members, officials and players on event days. The remaining car parking in the precinct comes under the control of other stakeholders, including the Centennial Park and Moore Park Trust, Entertainment Quarter and Sydney Boys/Girls High School. There are no intentions in the short term by any of these stakeholders to modify event day parking arrangements.</p>



## 4 Design Integrity Assessment

A copy of the Design Integrity Assessment report was provided to CCC members on 24 May 2019. The Design Integrity Assessment was presented at the CCC meeting of 27 May 2019. Comments from the CCC and responses to these comments are outlined below. Full discussion can be found in the Meeting Minutes.

Table 6: CCC Comment	Response
Pinch Point on Western concourse created in shifting the Stadium South-West.	The CPTED report concludes that sight lines are adequate through the site. Spatial requirements for pedestrian egress are met within the public domain.
Access problems from Driver Avenue due to the stairway entry	The CPTED report concludes that sight lines are adequate through the site. The stairs are supplemented by lifts for disabled and mobility access. Access from Moore Park Road is provided at-grade.
Driver Avenue stairs do not meet access standards in the National Construction Code.	The Driver Avenue stairway entrance complies with the National Construction Code, and includes inbuilt transition points and lateral zones to improve safety.
Would like to see the Stadium level sunk	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The stadium cannot be lowered as it would pose a risk to the existing water table.
Need more than one lift. If it is out of order, that cause a serious issue	Following consultation, an additional lift has been added.
Would like to see external escalators	External escalators are considered unnecessary as there is sufficient access through the stairway entry and lifts.
The EIS must clearly articulate the benefit of the increased height considering seat numbers have not changed.	The proposed design is within the concept envelope approved as part of the Stage 1 Development Application. The visual impact of the proposal, including the new form and extent of the stadium, is addressed in the View and Visual Impact Assessment and Heritage Impact Assessment as part of the Stage 2 Development Application.



## 5 Crime Prevention Through Environmental Design, Anti-social behaviour and Security

Presentations on Crime Prevention Through Environmental Design (CPTED), anti-social behaviour and security were made to the CCC on 8 May 2019. Comments from the CCC are detailed in the minutes of the 8 May 2019 meeting. Additional comments received post the meeting are dealt with below.

Table 7: CCC Comment	Response
<b>Rubbish</b> - I would emphasise what I said last night ie providing bins for rubbish in the South Paddington Precinct would help a lot - CoS does a pretty stirring job cleaning up but their job would be made a lot easier with more (?) temporary bins especially in pocket parks and at the exits to the precinct. This has been done for some but not all events in the past - security concerns can be dealt with in the same way as overseas and indeed Central Station here ie clear bags on an open stand - working with pubs etc might help too eg there is no reason why the Olympic pub couldn't be asked/required to have someone walk around the immediate vicinity at closing time to pick up all the bottles and glasses left lying around including on flat surfaces of utilities infrastructure	The design for the stadium will feature a significant increase in bins within both the public domain and inside the stadium. These bins can be supplemented by additional bins depending on the event size.
<b>Moore Park Road</b> - closing part of Moore Park Road during events (see above) would also assist with managing persons affected by alcohol so they are not immediately having to negotiate traffic with all the attendant risk that entails	The closure of Moore Park Road is determined on a case by case basis by NSW Police. Discussions with NSW Police during the development of the Stage 2 DA confirms that the Police will maintain control for any closures should they be required during operation of the stadium.



<p>If the plans are to direct users of the stadium back to Central via Devonshire street, what considerations are being made to support the businesses in this area and in Oxford Street? When I say support, I mean provide a pathway for appropriate/safe post-match business to take place?</p>	<p>The Anti-social Behaviour Strategy details the range of measures to ensure patron behaviour is managed within the stadium. The key consideration is responsible service of alcohol which will be maintained by the Operator.</p> <p>The Operator will also maintain a complaints line during events to provide assistance to both patrons and surrounding residence and business for any concerns regarding stadium operations.</p>
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