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Secretary
Department of Planning, Industry and Environment
12 Darcy Street,
Parramatta NSW 2150

SSD 9835 Sydney Football Stadium Redevelopment Section 4.55 Modification

Precinct Village and Car Park (MOD 7) Addendum Social Impact Assessment

The following Addendum Social Impact Assessment assesses the likely social impacts arising from the proposed modification to the approved Sydney Football Stadium Redevelopment Stage 2 Development Consent (SSD 9835) in relation to the development of the Precinct Village and Car Park in the location of the existing MP1 car park. The proposed modification replaces and relocates existing parking within the precinct, provides additional public domain and connectivity to the Stadium. There is, therefore, limited social and economic impacts as a result of the modification.

1.0 Background

On 6 December 2018, the then Minister for Planning approved a concept development application and concurrent early works package (SSD 9249) to facilitate redevelopment of the Sydney Football Stadium.

The concept approval established the maximum building envelope, design and operational parameters for a new stadium with up to 45,000 seats for patrons and allowing for 55,000 patrons in concert mode. The concurrent Stage 1 works, which were completed on 28 February 2020, facilitated the demolition of the former SFS and associated buildings.

Stage 2 of the Sydney Football Stadium (SFS) Redevelopment (SSD 9835) was approved by the Minister for Planning and Public Spaces on 6 December 2019. Stage 2 provides for:

- construction of the stadium, including:
 - 45,000 seats (additional 10,000 - person capacity in the playing field in concert mode) in four tiers including general admission areas, members seating and corporate / premium seating;
 - roof cover over all permanent seats and a rectangular playing pitch;
 - a mezzanine level with staff and operational areas;
 - internal pedestrian circulation zones, media facilities and other administration areas on the seating levels;
 - a basement level (at the level of the playing pitch) accommodating pedestrian and vehicular circulation zones, 50 car parking spaces, facilities for teams and officials, media and broadcasting areas, storage and internal loading areas;
 - food and drink kiosks, corporate and media facilities; and
 - four signage zones.
- construction and establishment of the public domain within the site, including:
 - hard and soft landscaping works;
 - publicly accessible event and operational areas;

- public art; and
- provision of pedestrian and cycling facilities.
- wayfinding signage and lighting design within the site;
- reinstatement of the existing Moore Park Carpark 1 (MP1) upon completion of construction works with 540 at-grade car parking spaces and vehicular connection to the new stadium basement level;
- operation and use of the new stadium and the public domain areas within the site for a range of sporting and entertainment events; and
- extension and augmentation of utilities and infrastructure.

SSD 9835 has been modified on five previous occasions:

- **MOD 1** amended Conditions B14 and B15 to satisfy the regulatory requirements of the Contaminated Land Management Act 1997;
- **MOD 2** approved the design, construction and operation of the Stadium Fitness Facilities;
- **MOD 3** approved design refinements to the western mezzanine and introduced a new condition to facilitate approval of signage details within the approved signage zones;
- **MOD 4** relocated the approved photovoltaic array from the SFS roof to the Level 5 plant room roofs and revised the approved sustainability strategy; and
- **MOD 5** updated plan references and dates in the Instrument of Consent.

A sixth modification (**MOD 6**) which seeks approval for the fit out and operation of the SFS' eastern mezzanine for the Sydney Roosters Centre of Excellence (MOD 6) is under assessment at the time of writing.

2.0 Proposed Modification

2.1 Vision

Venues NSW (VNSW) is proposing to introduce a village community space, event plaza and multi level car park to complement the SFS and adjoining Moore Park and Centennial Parklands. The proposed development will facilitate the permanent closure of the EP2 on-grass parking areas within Moore Park opposite the MP1 car park and enable its use for open space purposes consistent with the Moore Park Masterplan.

The vision for the Precinct Village and Car Park is set out below:

The Precinct Village and Car Park provides a platform and canvas for an exceptional community asset and iconic design, that visually and physically connects to the adjacent Moore Park East and Kippax Lake. It provides patrons with quality café and dining experiences in an idyllic parkland setting and well-being play and relaxation nodes which engage with all ages. An event plaza, connected to the Stadium plaza provides a seamless opportunity for greater patron and community engagement through non-event and event day functions (Architectural Design Statement, Cox August 2021).

2.2 Location

The Precinct Village and Car Park is proposed to be located on the land west of the SFS, currently approved under SSD 9835 as the MP1 Car Park. It will extend to Moore Park and Driver Avenue and will adjoin the existing UTS, Rugby Australia and NRL Central buildings, all of which are to be retained and do not form part of the project site. A Location Plan is provided at **Figure 1**.

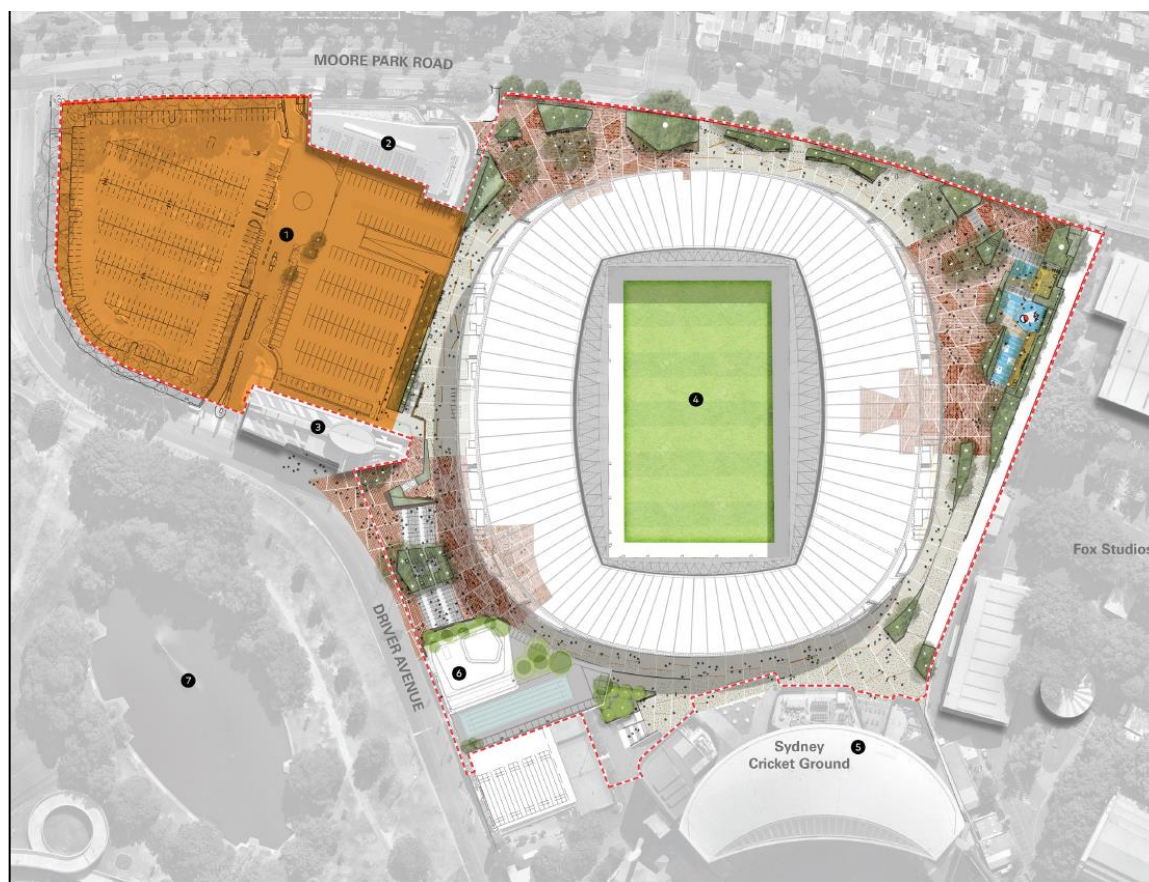


Figure 1 Precinct Village and Car Park Location (highlighted orange)

Source: Cox Architecture

2.3 Development Description

Venues NSW is proposing to repurpose the approved 540 space at-grade car park (MP1) at the north western side of the Sydney Football Stadium for a master planned Precinct Village and Car Park. It has been designed to align with the conditions and commitment established within SSD 9835, particularly relating to delivering a LEED Gold rated sustainable precinct, and will include:

- Up to a maximum of 1,500 space multilevel car park below ground level with the following access arrangements:
 - 1 x egress point onto Moore Park Road to be used on event days only;
 - 1 x two-lane access point from Driver Ave to be used on event and non-event days; and
 - dedicated area within the car park for operation/servicing vehicles.
- Reconfiguration of the currently approved drop off requirements for the elderly and mobility impaired.
- Free flow level pedestrian access to and from the SFS concourse from Driver Ave and Moore Park Road.
- Electric car charging provision.
- A versatile and community public domain, comprising:
 - provision for 4 x north-south orientated tennis courts on non-event days with the potential to become an event platform on event days;
 - children's playground;
 - 1,500m² cafe / retail / restaurants with associated amenities in a single storey pavilion (6 metre) low level;

- customer service office and ticket window; and
- vertical transport provisions.
- Utilities provision augmentation.

Figure 2 and **Figure 3** illustrates the proposed Precinct Village and Car Park as part of the SFS redevelopment.



Figure 2 Extract of the landscape plan showing the proposed refined treatment of MP1

Source: Aspect Studios



Figure 3 Conceptual image of proposed Precinct Village and Car Park

Source: COX Architecture

2.4 Proposed Operation

The Precinct Village is proposed to be accessible from 8am to 11pm to align with the approved operating hours for the SFS.

The tennis court operating hours are proposed to be the same as the approved operating hours for the Stadium Fitness Facilities.

The car park will be automated, replicating the existing arrangements at the nearby Entertainment Quarter and will be accessible 24 hours a day, 7 days a week.

The public domain is proposed to be curated as a series of distinct, flexible and purpose specific settings for event day patrons and the general public. These inviting public places will offer rich, engaging and shared experiences. An indication of the activity types, frequencies and durations proposed within the public domain is provided in the Architectural Design Statement (Cox Architecture) and Planning Statement.

2.5 Delivery

The Precinct Village and Car Park is proposed to be delivered in two stages:

- Stage 1, herein referred to as the East Car Park, consists of the area between the Rugby Australia and NRL Central buildings, immediately adjacent to the SFS concourse.
- Stage 2, herein referred to as the West Car Park, consists of the residual area immediately adjacent to the proposed East Car Park, bounded by Driver Ave and Moore Park Road.

The East Car Park is proposed to be delivered ahead of the opening of the SFS in 2022. The West Car Park is proposed to be delivered after the SFS opening, sometime in 2023.

2.6 Proposed Modifications

To facilitate the Precinct Village and Car Park, SSD 9249 and SSD 9835 are required to be modified. The proposed modification to SSD 9249 (concept development application) has been submitted under separate cover. SSD 9835 is proposed to be modified to facilitate construction, fit-out and operation of Precinct Village and Car Park as described above.

2.7 Purpose of this Report

This Addendum should be read in conjunction with the Concept Proposal (Stage 1) Social and Economic Impact Assessment prepared by Ethos Urban dated June 2018, the Addendum Social Impact Assessment prepared by Ethos Urban dated 13 September 2018, the further Stage 2 Addendum Social and Economic Impact Assessment prepared by Ethos Urban dated 30 May 2019, the Stage 2 Environmental Impact Assessment prepared by Ethos Urban dated 12 June 2018 and the Section 4.55(2) Stadium Fitness Facilities Planning Modification and Social and Economic Impact Addendum Statement prepared by Ethos Urban dated July 2020.

This Addendum Social Impact Assessment should also be read in conjunction with the following reports and documents:

- Planning Statement prepared by Ethos Urban (August, 2021);
- Architectural plans/elevations/sections and Architectural Design Statement, prepared by Cox Architecture (August, 2021);
- Design Integrity Assessment Report prepared by Cox Architecture (August, 2021);
- Landscape plans and Landscape Design Report prepared by Aspect (August, 2021);
- Transport Assessment prepared by JMT (August, 2021);
- Noise and Vibration Assessment prepared by Arup (August, 2021);
- Stormwater and Flooding Assessment prepared by Arup (August, 2021);
- Visual Impact Assessment prepared by Ethos Urban (August, 2021);
- Social/Economic Statement prepared by Ethos Urban (August, 2021);
- Heritage Impact Statement prepared by Artefact (August, 2021);
- Sustainability Assessment prepared by LCI (August, 2021);
- Security Statement/CPTED prepared by Intelligent Risks (August, 2021);
- Contamination Assessment prepared by Douglas Partners (August, 2021);
- Aborigicultural Assessment prepared by Tree IQ (August, 2021);
- Wind Assessment prepared by Arup (August, 2021);
- Infrastructure Services Strategy prepared by Arup (August, 2021);
- Geotechnical Assessment prepared by Arup (August, 2021);
- Public Domain Lighting Assessment prepared by Arup (August, 2021);
- Accessibility Statement prepared by Before Compliance (August, 2021); and
- BCA Assessment prepared by Blackett Maguire Goldsmith (August, 2021).

3.0 Impact Assessment

The social impact of the Precinct Village and Car Park is minimal, instead delivering on social sustainability and community expectations. The development involves the replacement of existing at-grade car parking and relocation of the northern on-grass car parking of Moore Park (EP2), creating an expansion of the SFS public domain and improved pedestrian circulation, permeability and connectivity through the Precinct, the reinstatement of tennis courts that were previously provided within the Precinct, and enabling the reinvigoration of Moore Park to complement initiatives by Greater Sydney Parklands.

Social Impact Assessment involves the analysis of social changes and impacts on communities that are likely to occur as a result of a particular development, planning scheme, or government policy decision.

The assessment of social impacts has been based on the NSW DPIE Social Impact Assessment Guideline 2021, noting that the 2017 Guideline for mining projects was adaptively applied for the purposes of the Stage 2 SSDA. It also draws on guidelines published by the International Association for Impact Assessment (IAIA), *International principles for social impact assessment* (Vanclay 2003), which defines Social Impact Assessment as:

'The process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.' (2003, p.5)

The SIA Guideline defines social impact as changes that can occur as a result of a project on the following social factors:

- Way of life including:
 - How people live, for example how they get around, access to adequate housing
 - How people work, for example access to adequate employment, working conditions and/or practices
 - How people play, for example access to recreational activities
 - How people interact with one another on a daily basis
- Community, including its composition, cohesion, character, how it functions and sense of place
- Access to and use of infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or volunteer groups
- Culture, including shared beliefs, customs, values and stories, and connections to land, places, and buildings (including Aboriginal culture and connection to country)
- Health and wellbeing, including physical and mental health
- Surroundings, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment, and its aesthetic value and/ or amenity
- Personal and property rights, including whether their economic livelihoods are affected, and whether they experience personal disadvantage or have their civil liberties affected
- Decision-making systems, particularly the extent to which they can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms
- Fears and aspirations related to one or a combination of the above, or about the future of their community.

As outlined in the IAIA Social Impact Assessment Guideline (2015), the assessment recognises that social impacts vary in their nature and can be: positive or negative; tangible or intangible (perception based); direct (caused by planned development itself), indirect (occurring as a result of a direct impact) interdependent (affecting each other) and/or cumulative (as a result of the incremental and combined impacts of one or more projects, including the current and foreseeable future projects); experienced differently by different individuals or groups within a community, and experienced differently at the local, regional, state or national level.

Approach to this Addendum SIA

A comprehensive SIA is not required, as the Precinct Village and Car Park utilises an existing part of the site to provide ancillary and complementary facilities, which directly respond to the long held issues the community has expressed about parking on the grass, and is part of a broader construction site that has been comprehensively analysed from the perspective of social and economic impacts. Therefore, the following section includes a concise review of social impacts, against the social factors identified in the SIA Guideline.

SIA findings

The Precinct Village and Car Park comprises the expansion of the public domain surrounding the SFS by covering over an area of existing at-grade parking currently approved for 540 spaces, relocating the existing EP2 on-grass parking from Moore Park to new multi-level parking structure, and the reinstatement of recreational facilities (tennis courts) previously provided as part of the Members' facilities at the site.

As the Precinct Village and Car Park involves an expansion of public domain within the precinct and will result in positive social benefits associated with increased public recreational opportunities on Moore Park, the social change resulting from the proposed modification is minimal/positive and only a brief statement of social impact is required, as per **Table 1** below.

The general public will benefit in a number of ways from the Precinct Village and Car Park:

- Increased public domain within the Precinct, which includes a range of public recreation spaces adjoining Moore Park and new tennis courts that are publicly accessible as part of the Sydney Fitness Facilities.
- Increased permeability through the Precinct with new pedestrian routes that improve walkability, accessibility and safety.
- Ongoing provision of public car parking within the Precinct to support access for major events, providing access for those whom public or active transport are not feasible.
- Removal of on-grass parking from EP2 within Moore Park, reducing disruption to and increasing opportunities for recreational use of Moore Park whilst ensuring that sufficient parking continues to be provided within the Precinct to accommodate visitors who are not able to practically use public or active transport.

The proposed facilities are unlikely to amplify existing impacts or generate additional impacts beyond those identified and approved in the Concept Proposal (Stage 1) Social and Economic Impact Assessment prepared by Ethos Urban dated June 2018, the Addendum Social Impact Assessment prepared by Ethos Urban dated 13 September 2018, the further Stage 2 Addendum Social and Economic Impact Assessment prepared by Ethos Urban dated 30 May 2019, and the Stage 2 Environmental Impact Assessment prepared by Ethos Urban dated 12 June 2018.

This includes construction impacts, which will be alike to those assessed previously.

Based on this concise review, it is considered that the Precinct Village and Car Park does not necessitate amendment of the existing conditions of consent for Stage 2 of the project, or imposing new conditions of consent with regard to social impact.

Table 1 Social impact statement

Social factor	Potential impact during construction	Potential impact during operation	Responses / mitigation measures
Way of life	<ul style="list-style-type: none"> Potential disruption to way of life associated with increased noise, dust and vibration. It is noted that the broader redevelopment of the site generates noise, dust and vibration, and that the impact generated by the construction of the Precinct Village and Car Park is minimal and will be minimised through efficiencies of delivering the works as part of the broader stadium redevelopment. The Precinct Village and Car Park will result in the SFS redevelopment construction program being extended for a year, which could impact the community by way of construction fatigue – being a mental or physical exhaustion from extended periods of or cumulative construction activities that people experience. 	<ul style="list-style-type: none"> Potential improved amenity for local residents, tenants and visitors associated with the additional public domain. Improved circulation and potential improved convenience to pedestrians associated with new pedestrian connectivity through the site. Potential improved amenity for visitors to the Precinct associated with access and new retail amenities. Potential improved amenity to recreational users of Moore Park associated with increased access and reduced disturbance associated with the EP2 on-grass parking during event periods. Refer to the Transport Assessment prepared by JMT Consulting (August, 2021) and Noise and Vibration Impact Assessment prepared by Arup (August, 2021) which collectively demonstrate that the potential traffic and noise/amenity impacts are not significant and within reasonable limits. 	<ul style="list-style-type: none"> Implementation of the following, as described in the Stage 2 Development Consent to minimise potential impacts to sense of community during construction: <ul style="list-style-type: none"> Construction Environmental Management Plan; Construction Noise and Vibration Management Plan; Construction Traffic and Pedestrian Management Plan; and Construction Worker Transport Strategy. <p>The above should include ongoing communication with the surrounding community to keep persons informed of what construction activities are happening, where and when, and what are the benefits that the project will deliver to them, including receiving and responding to any complaints. Any respite periods mandated in the Stage 2 consent should continue to be implemented in the construction of the Precinct Village and Car Park.</p> As the operational phase of the proposed Precinct Village and Car Park would result in negligible impacts to the community, mitigation measures are not proposed beyond the existing approved framework for managing community impacts included in the Stage 2 Development Consent. Relevant conditions include implementation of the following: <ul style="list-style-type: none"> Event Traffic and Transport Management Plan; Event Management Plan; Operational Noise Management Plan; and Social Impact Monitoring Framework.
Community	<ul style="list-style-type: none"> Potential impacts to sense of community associated with noise, dust, vibration and changes to traffic due to construction of the Precinct Village and Car Park. However, it is noted that the broader redevelopment of the SFS site generates noise, dust and vibration, and the development of this facility will have a limited impact. The Precinct Village and Car Park will result in the SFS redevelopment construction program being extended for a year, which could impact the community by way of construction fatigue – being a mental or physical exhaustion from 	<ul style="list-style-type: none"> Potential positive impacts to the cohesion, composition and character of the community as a result of the development, through the provision of new public domain and facilities and reduction in disturbance of Moore Park open space. Limited impacts to sense of community due to changes to amenity, noise and traffic assessments completed to support the Precinct Village and Car Park demonstrate that operational impacts are within acceptable criteria and are manageable. 	<ul style="list-style-type: none"> Implementation of the following, as described in the Stage 2 Development Consent to minimise potential impacts to sense of community during construction: <ul style="list-style-type: none"> Construction Environmental Management Plan; Construction Noise and Vibration Management Plan; Construction Traffic and Pedestrian Management Plan; and Construction Worker Transport Strategy. <p>The above should include ongoing communication with the surrounding community to keep persons informed of what construction activities are happening, where and when, and what are the benefits that the project will deliver to them, including receiving and responding to any complaints. Any respite periods mandated in</p>

Social factor	Potential impact during construction	Potential impact during operation	Responses / mitigation measures
	extended periods of or cumulative construction activities that people experience.		<p>the Stage 2 consent should continue to be implemented in the construction of the Precinct Village and Car Park.</p> <ul style="list-style-type: none"> As the operational phase of the proposed Precinct Village and Car Park would result in negligible impacts to the community, mitigation measures are not proposed beyond the existing approved framework for managing community impacts included in the Stage 2 Development Consent. Relevant conditions include implementation of the following: <ul style="list-style-type: none"> Event Traffic and Transport Management Plan; Event Management Plan; Operational Noise Management Plan; Social Impact Monitoring Framework.
Access to and use of social infrastructure, services and facilities	<ul style="list-style-type: none"> Potential short-term negative impacts to users of open space within Moore Park associated with noise, dust, vibration and changes to traffic due to construction of the Precinct Village and Car Park. However, it is noted that the broader redevelopment of the Sydney Football Stadium site generates noise, dust and vibration, and the development of this facility will have limited impact. 	<ul style="list-style-type: none"> Positive impacts associated with the provision of new public domain within the Precinct. Positive impacts associated to removal of the EP2 on-grass car parking within Moore Park resulting in increased public access to open space. The Precinct Village and Car Park does not generate any new or additional demand on social infrastructure, services and facilities. In fact, it provides recreational facilities through the new public domain thereby alleviating the demand that they might place on existing infrastructure and facilities in the surrounding area. 	<ul style="list-style-type: none"> Implementation of the following, as described in the Stage 2 Development Consent to minimise construction impacts to users of Moore Park: <ul style="list-style-type: none"> Construction Environmental Management Plan; Construction Noise and Vibration Management Plan; Construction Traffic and Pedestrian Management Plan; and Construction Worker Transport Strategy. As the operational phase of the proposed Precinct Village would result in negligible impacts to the access to and use of social infrastructure, services and facilities, mitigation measures are not proposed beyond the existing approved framework for managing community impacts included in the Stage 2 Development Consent. Relevant conditions include implementation of the following: <ul style="list-style-type: none"> Event Traffic and Transport Management Plan; Event Management Plan; Operational Noise Management Plan; Social Impact Monitoring Framework.
Culture	<ul style="list-style-type: none"> Potential impact to connection to place, due to demolition and relocation of the Stadium. However, it is noted that the facilities have already been demolished. 	<ul style="list-style-type: none"> Potential positive impact through the establishment of the Precinct Village and Car Park, resulting in an improved game day experience and providing increased opportunities for usage of the precinct. The design and operation of the Precinct presents the opportunity to accommodate heritage interpretation elements and Connecting with Country. 	<ul style="list-style-type: none"> Identify potential opportunities to enhance sense of place through the design elements of the Precinct Village, including Connecting with Country, e.g. reflecting historical narratives within the design, commissioning Aboriginal artists for public art, or implementing operational improvements such as promoting Aboriginal enterprises in the use of the Precinct Village retail spaces. The proposed Precinct Village and Car Park will be subject to the Heritage Interpretation conditions contained in the Stage 2 Development Consent.

Social factor	Potential impact during construction	Potential impact during operation	Responses / mitigation measures
Health and wellbeing	<ul style="list-style-type: none"> Potential impacts to health and wellbeing associated with construction phase, due to the amenity impacts of noise, dust, vibration and traffic due to construction activity. However, it is noted that the broader redevelopment of the site generates noise, dust, vibration and changes to traffic. 	<ul style="list-style-type: none"> Positive impacts to health and wellbeing due to the delivery of high quality public domain and recreational facilities available members, which are likely to increase opportunities for physical activity. 	<ul style="list-style-type: none"> Implementation of the following, as described in the Stage 2 Development Consent to minimise potential impacts of construction on health and wellbeing: <ul style="list-style-type: none"> Construction Environmental Management Plan; Construction Noise and Vibration Management Plan; Construction Traffic and Pedestrian Management Plan; and Construction Worker Transport Strategy.
Surroundings	<ul style="list-style-type: none"> Changes to the surrounding environment associated with increased noise, dust, vibration and traffic due to construction activity. However, is noted that the broader redevelopment of the site generates noise, dust, vibration and changes to traffic. 	<ul style="list-style-type: none"> Permanent changes to the streetscape from the new Precinct Village. These changes are considered to be positive and an improvement to the currently approved at-grade car parking. The Precinct Village is designed to be largely integrated with the approved built form, and the remainder of the SFS site is currently undergoing redevelopment. 	<ul style="list-style-type: none"> Implementation of the following, as described in the Stage 2 Development Consent to minimise construction impacts on surroundings: <ul style="list-style-type: none"> Construction Environmental Management Plan; Construction Noise and Vibration Management Plan; Construction Traffic and Pedestrian Management Plan; and Construction Worker Transport Strategy.
Personal and property rights	<ul style="list-style-type: none"> Negligible impacts to personal and property rights as the site is currently owned by Venues NSW. 	<ul style="list-style-type: none"> Negligible impacts to personal and property rights as the site is owned by Venues NSW. 	<ul style="list-style-type: none"> N/A
Decision making systems	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Fears and aspirations	<ul style="list-style-type: none"> Negligible impacts associated with fears and aspirations of the community in relation to this development, noting that the broader site is undergoing redevelopment. 	<ul style="list-style-type: none"> Potential positive impacts to sense of place as a result of the development, as the currently approved at-grade car park will be replaced by new public domain and facilities. 	<ul style="list-style-type: none"> N/A

Economic Impact Assessment

The development of the Precinct Village and Car Park will replace existing car parking from MP1 and relocate the EP2 on-grass parking within Moore Park to the stadium site in basement and covered parking, with new public domain, pedestrian connectivity and ancillary commercial tenancies. Within the context of the overall development, the likely net increase in economic activity as a result of the Precinct Village and Car Park alone will be minor.

Some additional economic benefit is likely due to the increased amenity provided by increased public domain and tennis courts, however, it is noted that tennis facilities previously existed within the Precinct and as such are not expected to lead to an increase membership numbers.

The ancillary commercial tenancies will support a small increase in employment at the site. Consent for fitout and specific use of these tenancies will be subject to separate future planning approvals.

The additional construction involved in the project will generate some additional construction employment at the site during the period of the works, with flow-on economic benefits anticipated in the broader construction and related sectors.

The Precinct Village and Car Park further responds to the strategic mandate of Venues NSW as a statutory authority under the *Sporting Venues Authorities Amendment Act 2020*. In terms of this Act, VNSW is responsible for the management, coordination and promotion of sports and entertainment venues across NSW. The project therefore addresses the NSW Stadia Strategy targeting investment for Stadia to become multi-use hubs with quality services and facilities, transport connectivity and highly activated entertainment precincts in the stadia surrounds to promote better utilisation of Stadia infrastructure. Two Stadia Strategy Design principles include:

1. Transport Connectivity - Stadia should have good public transport access and appropriate parking capacity; and
2. Entertainment Precinct – Stadia should be surrounded by a vibrant entertainment precinct to enhance the match day experience.

Conclusion

The social and economic impacts of the Precinct Village and Car Park are on balance positive, and can be attributed to the increase in public domain and improved pedestrian circulation, permeability and connectivity within the Precinct, reinstatement of tennis facilities and provision of additional employment-generating uses within the site. The relocation of the EP2 on-grass parking from Moore Park is a particularly significant social benefit, which will result in reduced disturbance and increased capacity for public recreational use within Moore Park.

While the project will increase the duration and extent of construction works beyond those already approved as part of the SFS Redevelopment, the Precinct Village and Car Park is unlikely to amplify existing social or economic impacts or generate additional impacts beyond those identified and deemed acceptable in the Concept Proposal (Stage 1) Social and Economic Impact Assessment prepared by Ethos Urban dated June 2018, the Addendum Social Impact Assessment prepared by Ethos Urban dated 13 September 2018, the further Stage 2 Addendum Social and Economic Impact Assessment prepared by Ethos Urban dated 30 May 2019, the Stage 2 Environmental Impact Assessment prepared by Ethos Urban dated 12 June 2018 and the Section 4.55(2) Stadium Fitness Facilities Planning Modification and Social and Economic Impact Addendum Statement prepared by Ethos Urban dated July 2020.

Based on this concise review, the Precinct Village and Car Park does not necessitate changing the existing conditions of consent for Stage 2 of the project, or imposing new conditions of consent with regard to social or economic impact.

Yours sincerely,



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