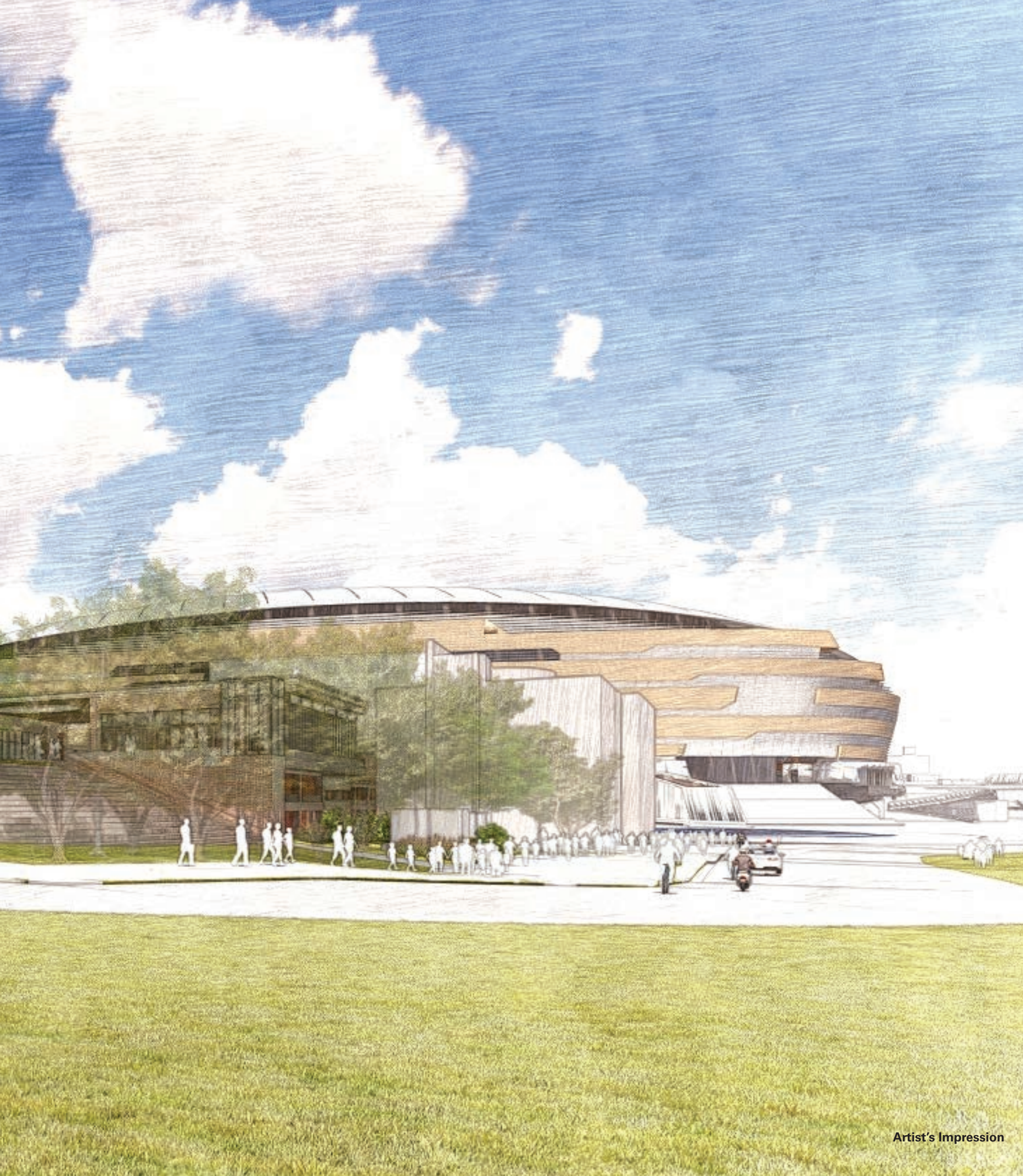




Vision



Artist's Impression

Vision

Design Principles

01

Connecting
with Country



Principles will aim to celebrate Country through pre-colonial Indigenous sense of place and connections with Country extending beyond the landscape. These will be developed with appropriate on-Country Custodians and First Nations Peoples.

02

Celebrate the Primacy of
Sports



Acknowledge and celebrate the primacy of 'sports' to the Precinct – both currently and historically. Uses and spatial organisation of the concept should reinforce this primacy and link the existing site building as well as the SCG and new sport related uses.

03

Flexible Community
Event Space



Create a significant flexible public 'event' sport focused space for appropriate entertainment and temporary sports overlays. These public spaces are to be enriched with Connecting with Country interpretation, as well as western heritage interpretation revealing the rich palimpsest of past occupation and uses.

04

Local
Connections



Create seamless and legible public connections through the site to the surrounding parklands and neighbourhoods of Paddington, Surry Hills and Darlinghurst, while reinforcing existing and proposed connections which surround the site.

05

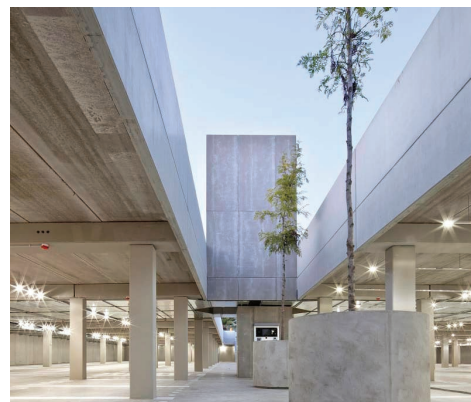
Seamless Connection to
Parklands



Create a seamless integration with the surrounding parklands within and throughout the Precinct and destination amenity. The Precinct celebrates the parkland setting and allows the parkland to take precedents.

06

Engaged Car park Design



Create a basement car park structure with easy and clear legible vertical circulation. Explore the possibility of day lighting, natural ventilation and landscape. All edges to car parking to be sleeved with other uses or landscape treatment.

07

Play and Engagement



Create a children's play area adjacent the 'eat street' which compliments the facility on the east side of the SFS. View to this area to be seen from food and beverage (F&B) areas.

08

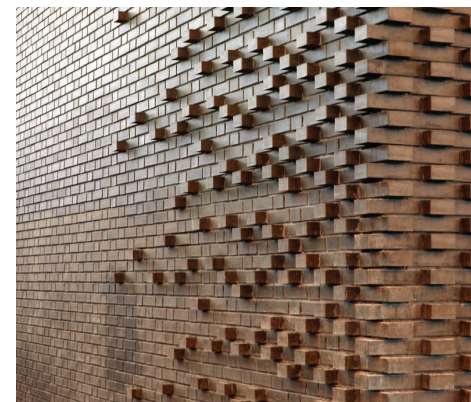
Eat Street Experience



Develop a complementary destinational 'eat street' experience. This should build on the food and beverage offer at EQ, Oxford and Crown Streets. The eat street should add considerable amenity to the Precinct serving both patrons before and after events, workers within the Precinct and destinational visitation.

09

Built Form and Materiality



Built form to relate to the materiality of the context - the predominant material should be brick - crafted and detailed in a contemporary manner.

10

Sustainability



The Precinct and Car Park demonstrates and celebrates sustainable design and strategies aligned with LEED Gold requirements. Create a benchmark Precinct for sustainable initiatives and education.

Design to maintain 50% solar access to all outdoor active spaces from 11 - 2pm on the 21st June. Built form to be modulated to ensure this outcome.

Vision

Vision Statement

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.

Master Plan

The design creates an unrivalled active events platform which integrates the Precinct Village 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.

Precinct Village

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

The massing of the buildings is a scale reminiscent of single storey pavilions on a park, which are further reduced in perceived mass by the sensitive and highly articulated facade treatments. The materiality is earthy and tactile to provide greater textural engagement and comfort with patrons, and to further enhance the pavilion aesthetic.

The public domain is segregated but connected into smaller, more intimate activity zones, from quiet, contemplative lawns with integrated steps overlooking the broader Moore Park East at the south west, to children's active and water play strategically located centrally to the outdoor (covered) dining pods enabling significant passive surveillance. To the northern end of the Precinct, a large picnic and sports lawn provides wide open amenity which is visible from all parts of the Precinct.

All areas of the Precinct are accessible via wide boulevards and smaller lanes, clearly signposted and legible.

Car Park

Create an efficient and highly legible maximum 1500 bay car park. The car park is designed in two parts. The first being the Eastern car park, which is a two level above grade car park. The second, and larger car park, is located on the Western area of the site over 5 levels, three of which are subterranean. The car park strategy explores the possibility of day lighting, natural ventilation and landscape. All edges to car parking to be sleeved with other uses or landscape treatment. The car park design is sensitive to its surrounding context and is minimised visually by being sensitively integrated into the landscape context.

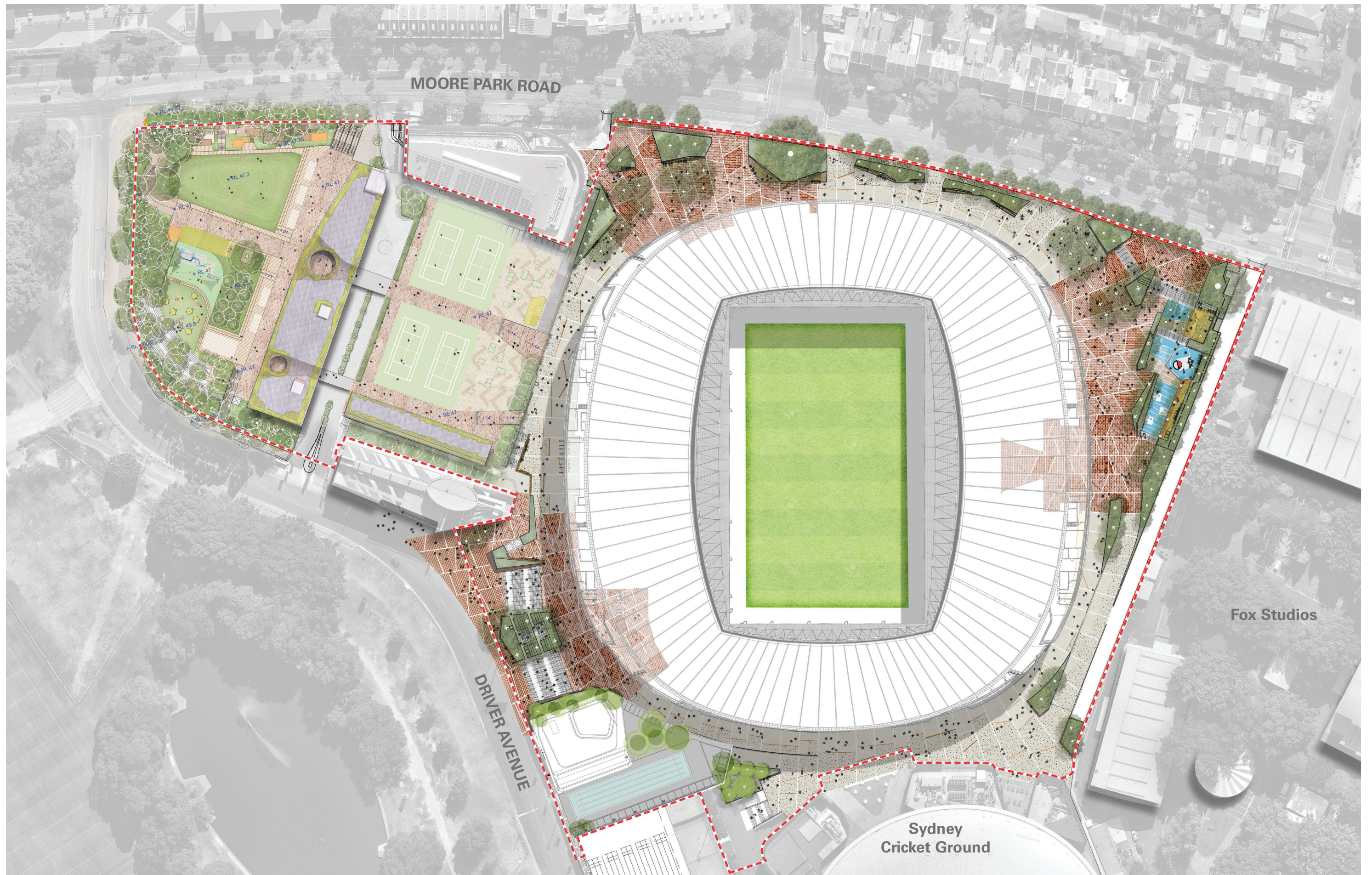
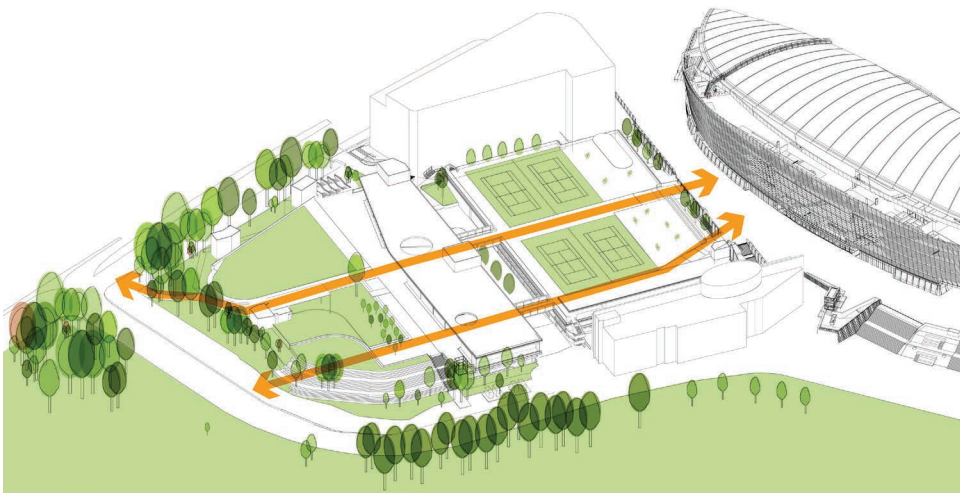


Figure 9: Precinct Village Master Plan (Source: Aspect)



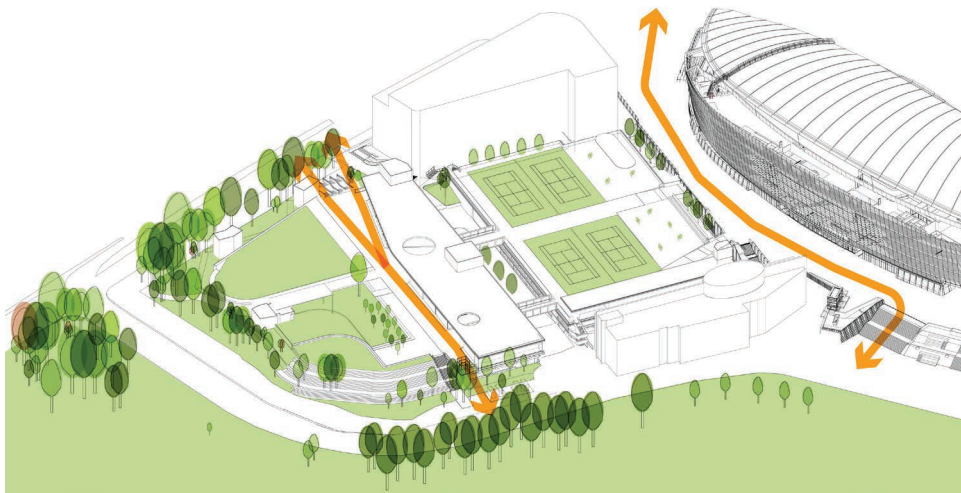
Vision

Key Moves



1. Establish major and minor east-west connections

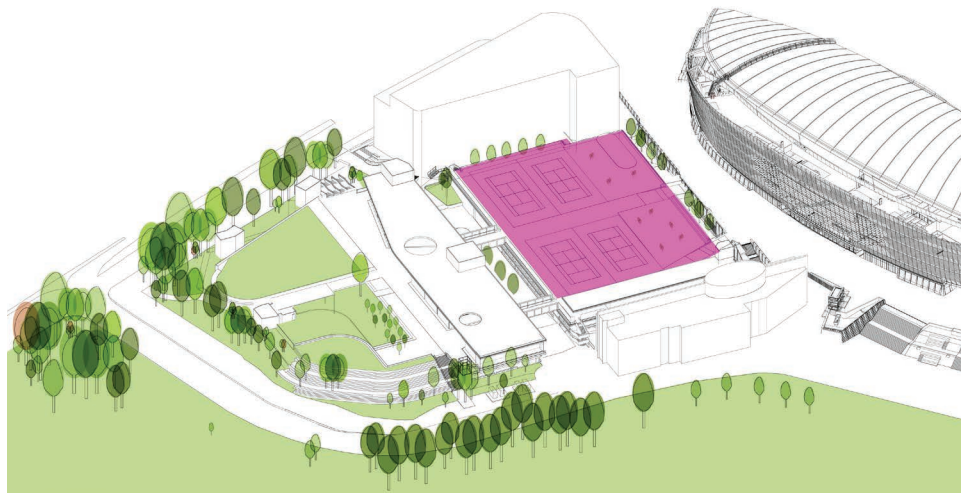
Major connector to Foveaux Street and Flinders Street through the site to SFS.



2. Establish major and minor north-south connections

Reinforce the external SFS concourse as major north-south connector between Paddington and parklands, the light rail and Tibby Cotter bridge.

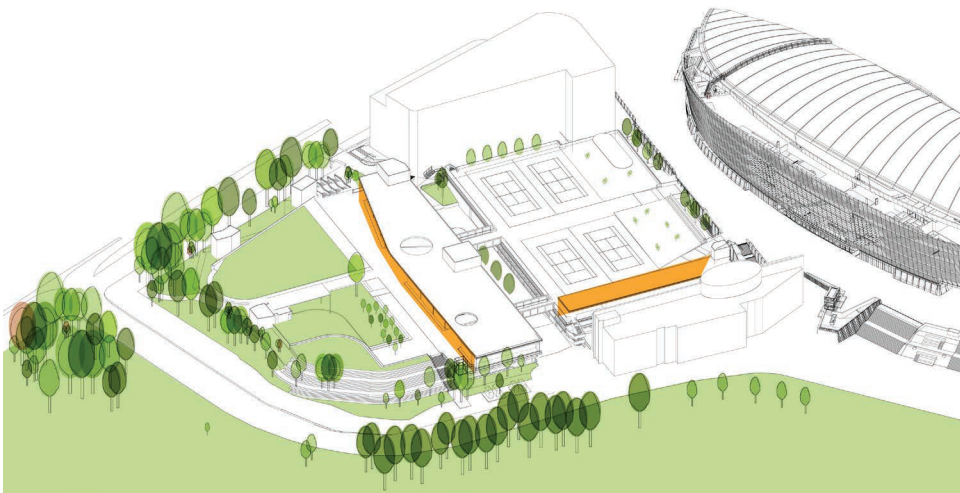
Introduce minor north-south connector through the site between Moore Park Road and Driver Avenue.



3. Major event space

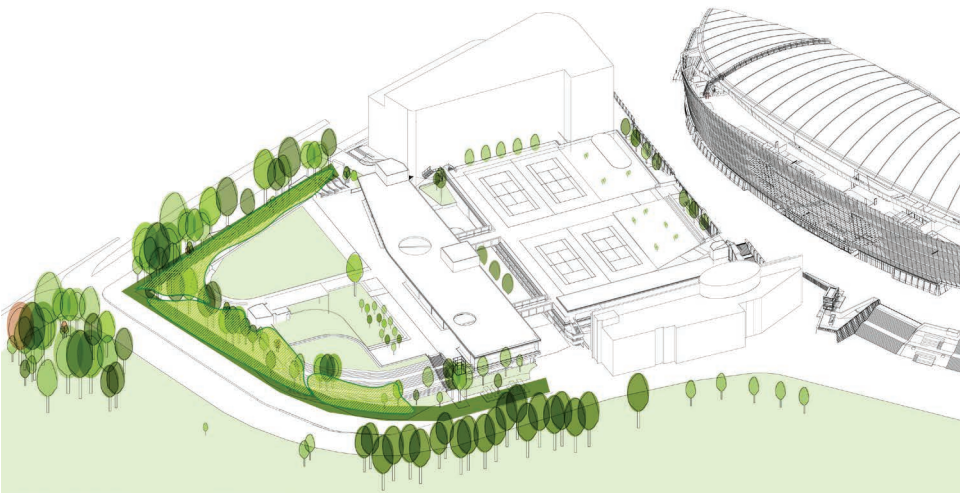
A 'sports island' with potential to transform into a public events space orchestrated for public enjoyment, on event days. The island form giving iconic identity and operational structure.

Key Moves



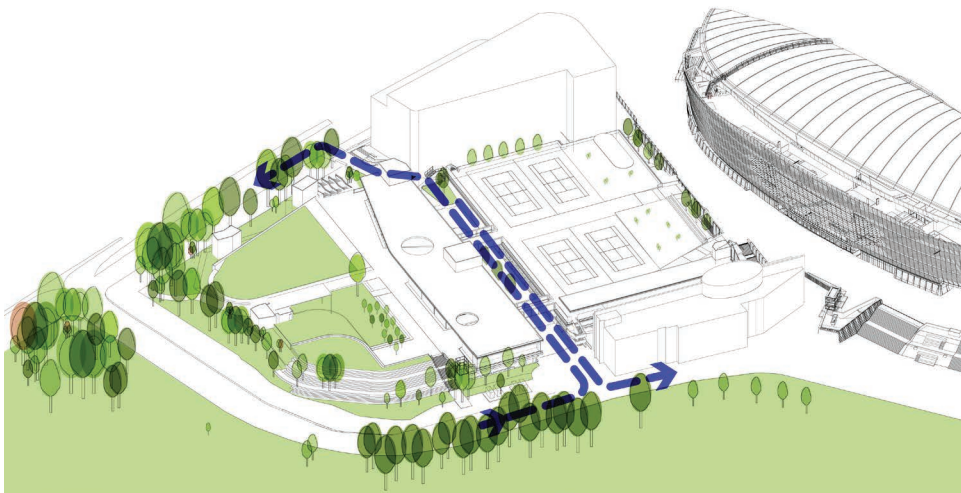
4. F&B public space

A place scaled for intimacy with expansive elevated parkland view. Perfect for an afternoon coffee on a winter’s day in the sun while the kids play nearby.



5. Create active edge

Green interface to parklands including kids play, water play and passive enjoyment.

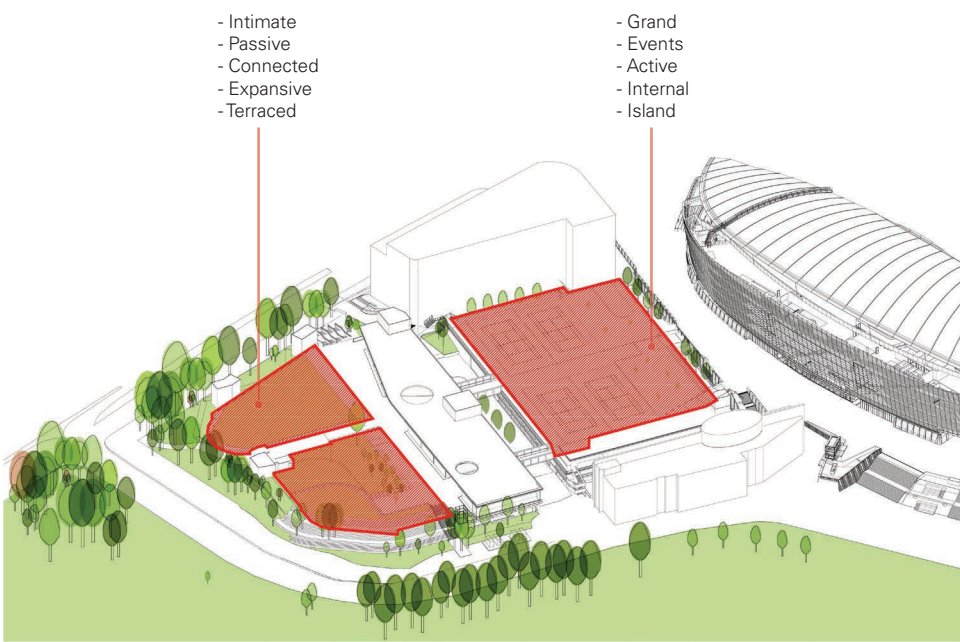


6. ‘The Gully’

Open lightwell for vehicular movement and daylight/ ventilation/ landscape.
Primary pedestrian vertical circulation via glazed lifts and open stairs.

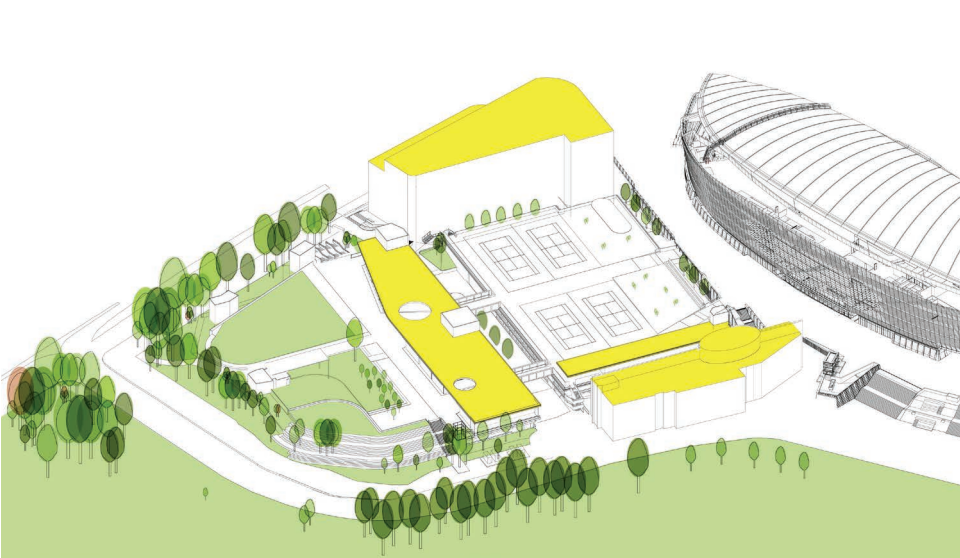
Vision

Key Moves



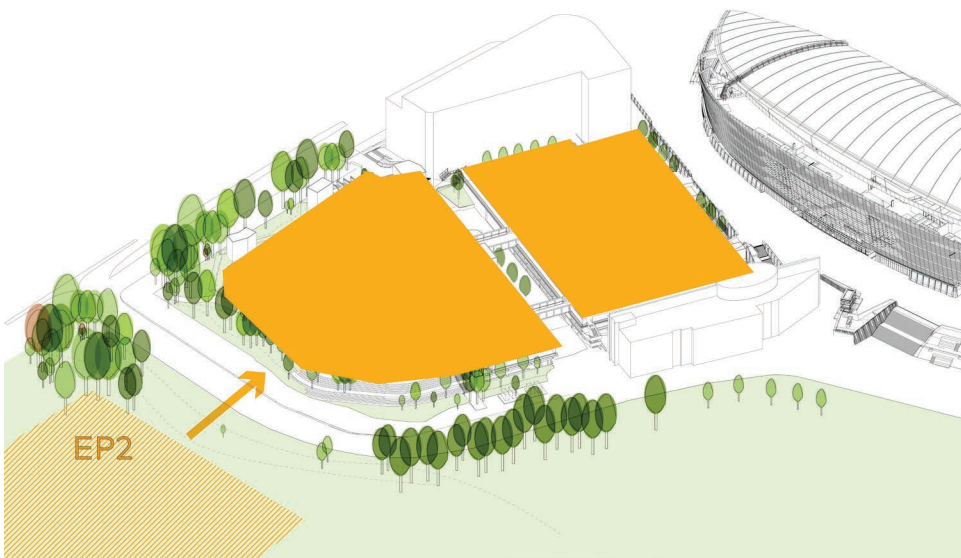
7. Built form shaped to define two public spaces

- A grand active events and sports space
- A more intimate passive space for quiet enjoyment



8. Built form scaled north-south

Built form scaled relative to surrounding context.



9. Removal of event parking from the parklands

The proposed development will facilitate a multi level car park to complement the SFS and adjoining Moore Park and Centennial Parklands, with the permanent closure of the EP2 on-grass parking areas within Moore Park adjacent the site.

ESD Principles

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

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

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



Materials and Resources

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

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



Transport

Promotion of Public Transport with better access to facilities and pedestrian routes to trains, buses and trams will persuade patrons to use these facilities in-lieu of private transport.

In addition to Public Transport, bicycle parking and associated facilities will be provided within the public realm to encourage people to ride.



Energy

Photovoltaic cells are being integrated into the design of the cabanas and the roof top of the canopy to generate enough power to augment daytime power usage and achieve LEED Gold requirements for the building.

LED lighting throughout the Village Precinct will be provided which will reduce overall energy consumption and prolong the life of the fitting, requiring less maintenance.

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



Sustainable Sites

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



Water Efficiency

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

Water efficient fixtures and fittings will be used where appropriate .

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

Vision

Architectural Design

Placemaking

The parkland surrounding the Precinct Village will flow into and around the Precinct ensuring the development lightly touches its surrounds and fully embeds the principle of a parkland setting. The event plaza, adjacent to the SFS is envisioned to be an area, which is versatile to allow multi-use of event space for activation during events, for community events and recreational use. All Precinct spaces are easily and seamlessly connected to each other to ensure a logical and legible journey across and around the Precinct Village.

Relationship to Driver Avenue and the Parklands

The Precinct Village level is not separated from Driver Avenue but seamlessly engages with the levels along it, so as to allow visual and physical connection. Access is via slopes and stairs located to maximise current desire lines through Moore Park East and beyond. The green edge softens and flows towards the Parkland beyond and is treated with stepped vegetation, activity zones and banked lawns.

The Façade

The massing of the buildings is a scale reminiscent of single storey pavilions on a park, which are further reduced in perceived mass by the sensitive and highly articulated facade treatments. The materiality is earthy and tactile to provide greater textural engagement and comfort with patrons, and to further enhance the pavilion aesthetic.

Detailing

The detailing will exemplify high quality design to excite and delight visually and cerebrally.



Figure 10: Aerial of Village Precinct

Design Excellence

Consistent with the requirements of Stage 1 SSD DA approval, the Precinct Village and Car park has been design to exhibit design excellence. The Design Integrity Panel (DIP) established for SFS has been reconvened during the development of the Precinct Village and Car Park design to be briefed on the proposal and provide feedback.

The DIP has reviewed the Precinct Village and Car Park and supports the design, as evidenced in the Design Integrity Assessment report prepared by Cox (August, 2021) provided under separate cover.

Innovation in Design and Delivery

The Precinct Village and Car Park has been designed based on the principles of innovation in design and delivery encompassed within the SFSR design.

The proposal respects the community focus and flexible leisure requirements of the community and retains all the benefits of the Precinct developed in the SFSR Precinct.

The Precinct Village and Car Park will be employing the same sustainability approaches approved for the SFS and as demonstrated in the ESD Report prepared specifically for the SFF.

Future Proofing

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

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

The Future Links identified in the Moore Park Master Plan 2040 have been acknowledged and integrated in the design of the Precinct.



Figure 11: View looking north down Eat Street
Artists' Impression

Vision

Materials and Finishes Schedule

Contextual, local and of its place:

Responding to its place, the building facades around the Precinct reflect the neighbourhood context. The materiality shown in Figure 13 is carried throughout the Precinct Village and Car Park.



Figure 12: Tennis Club Pavilion

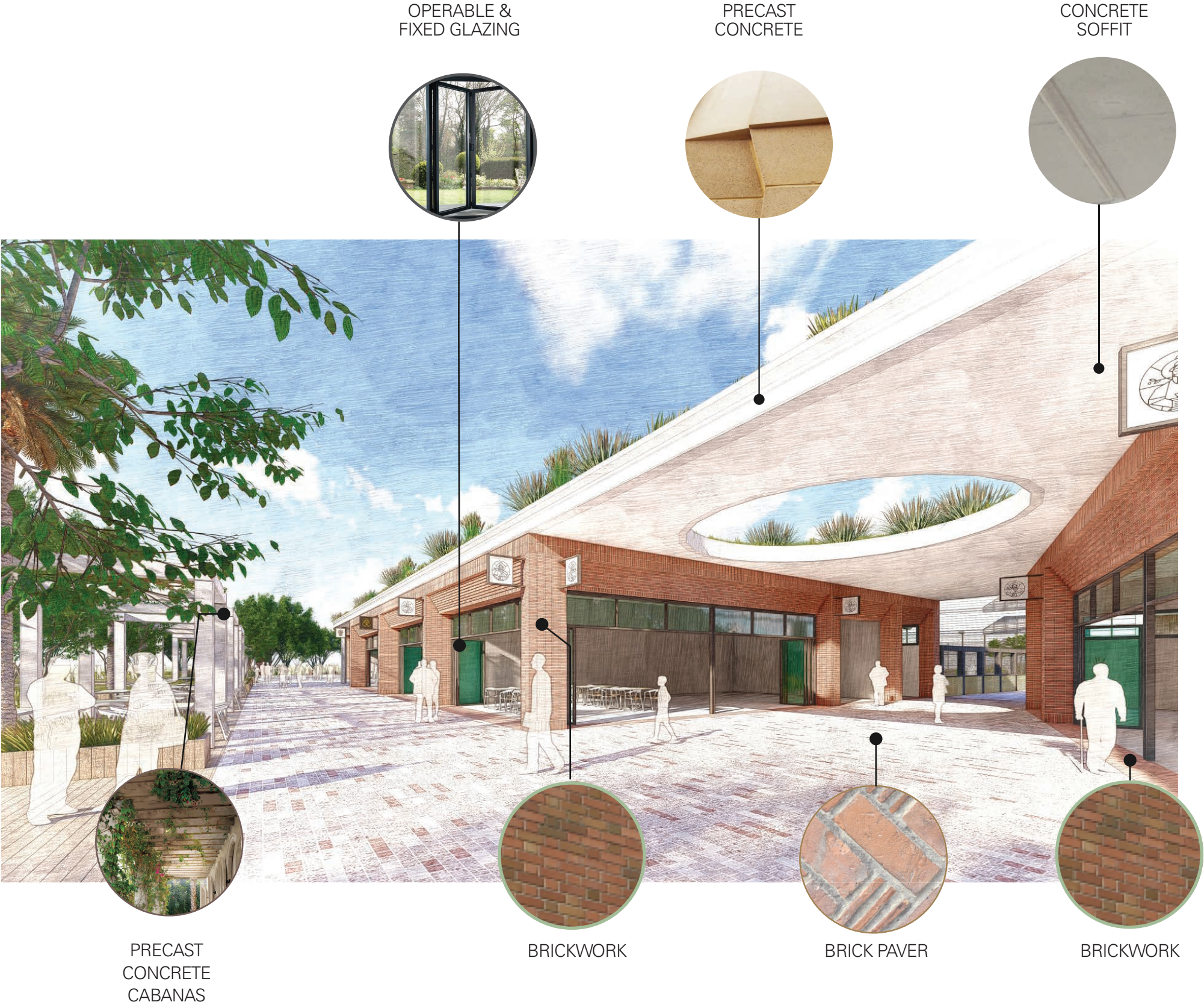


Figure 13: Village Precinct Facade

Elevations

Bulk, massing and modulation

The functional requirements of much of the Precinct Village and Car Park have been accommodated within the adjusted site area of the MP1 car park adjacent to the SFS. The boundary line has been adjusted marginally to the internal face of NRL Central and UTS Rugby Australia Building.

The Car Park is only two levels above ground and is encapsulated within the landscaped public domain to reduce the mass of the car park against Moore Park Road and Driver Avenue. The buildings within the village and event plaza emerge above the landscape base and the mass is significantly set back from Driver Avenue. A landscape perimeter zone has been designed to further reduce the mass of the village and all buildings as single storey structures which are significantly lower than the adjacent NRL and UTS facilities.



Figure 14: Boundary Line

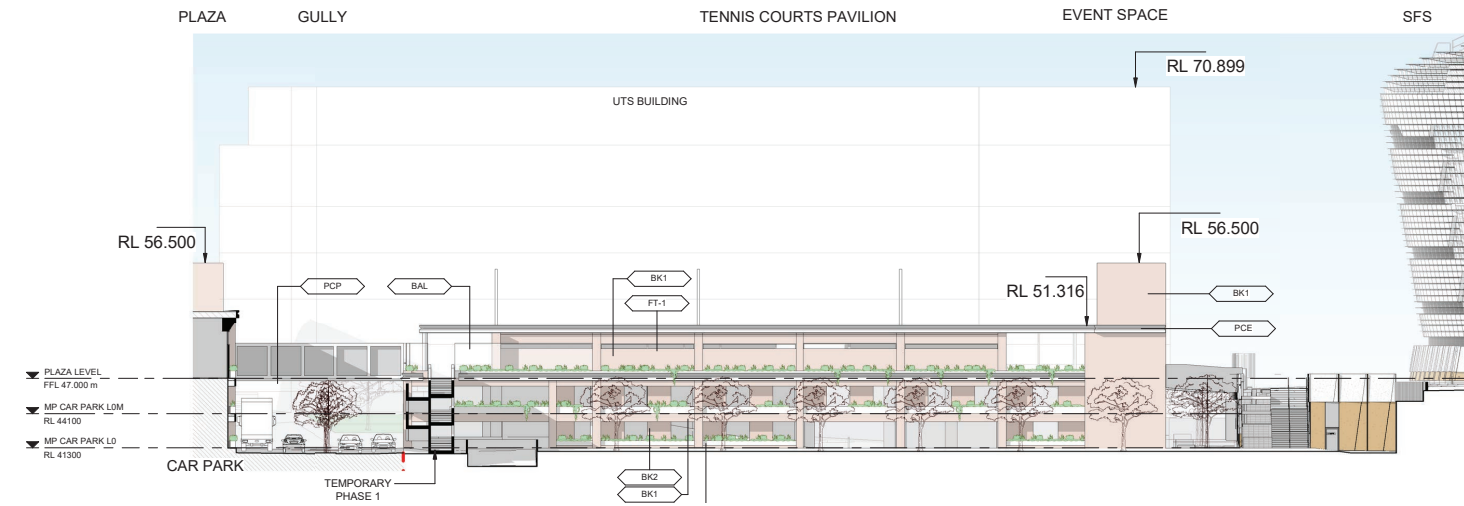


Figure 15: South Elevation



Figure 17: Village Precinct Key Plan

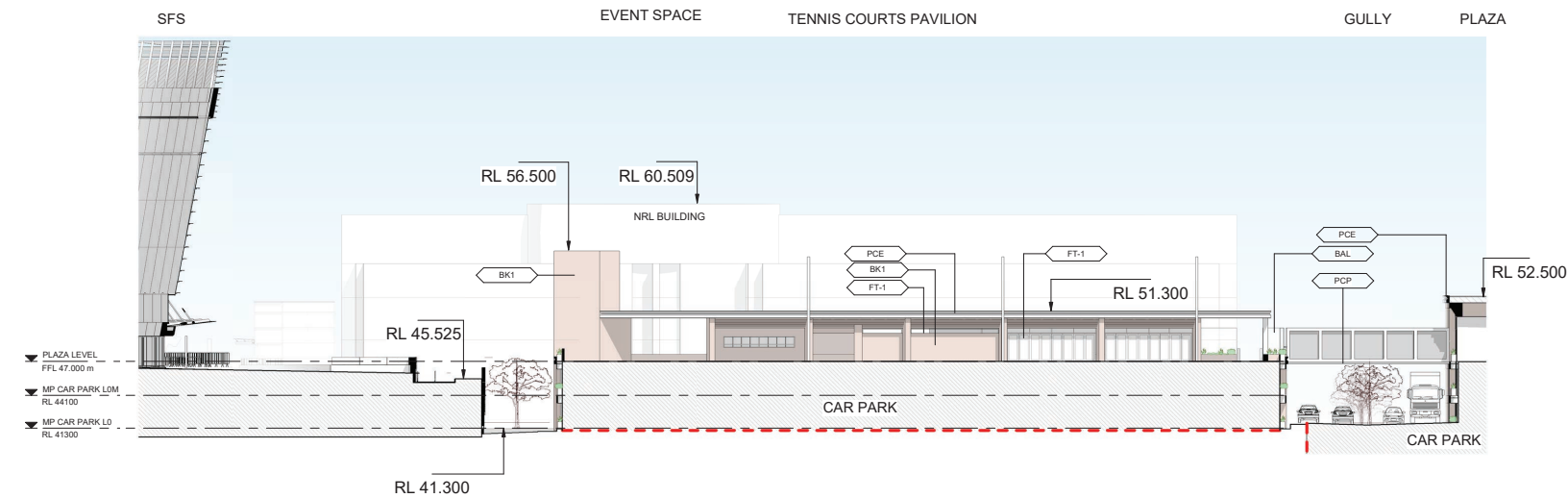


Figure 16: North Elevation

Vision

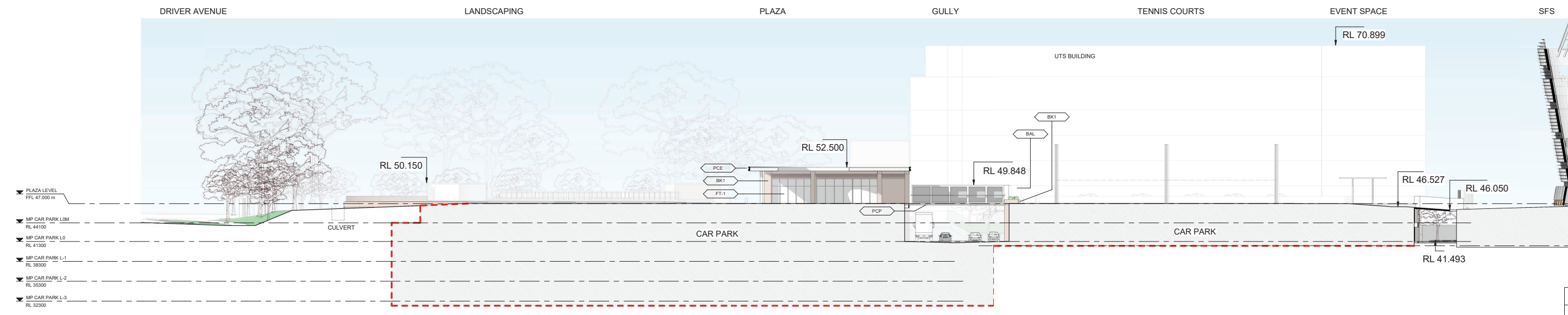


Figure 18: South Elevation through Plaza

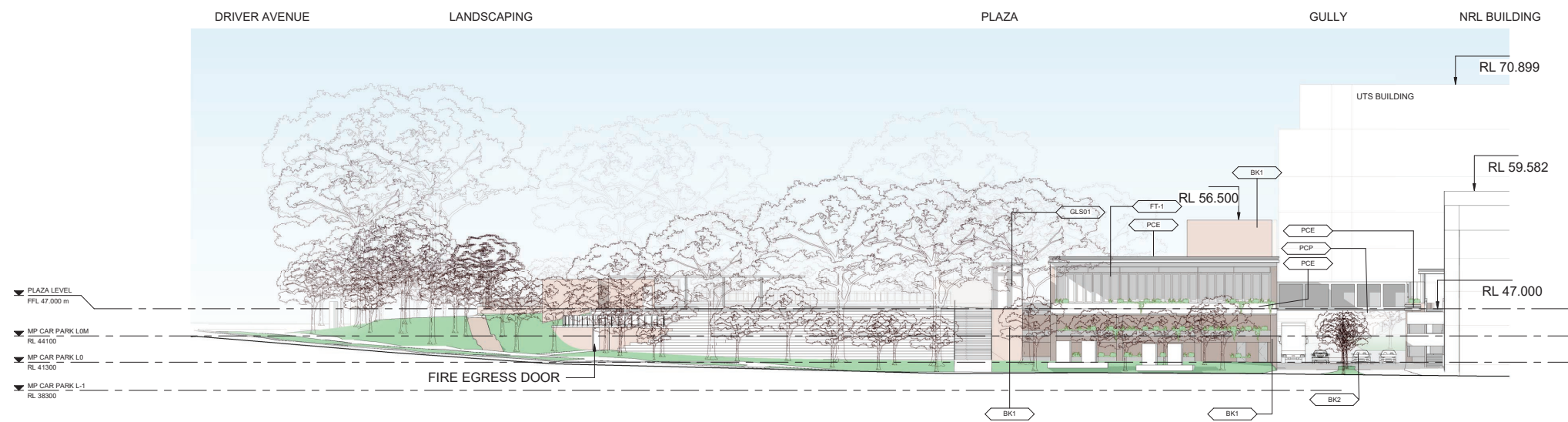


Figure 19: South Elevation along Drivers Avenue



Figure 20: Village Precinct Key Plan

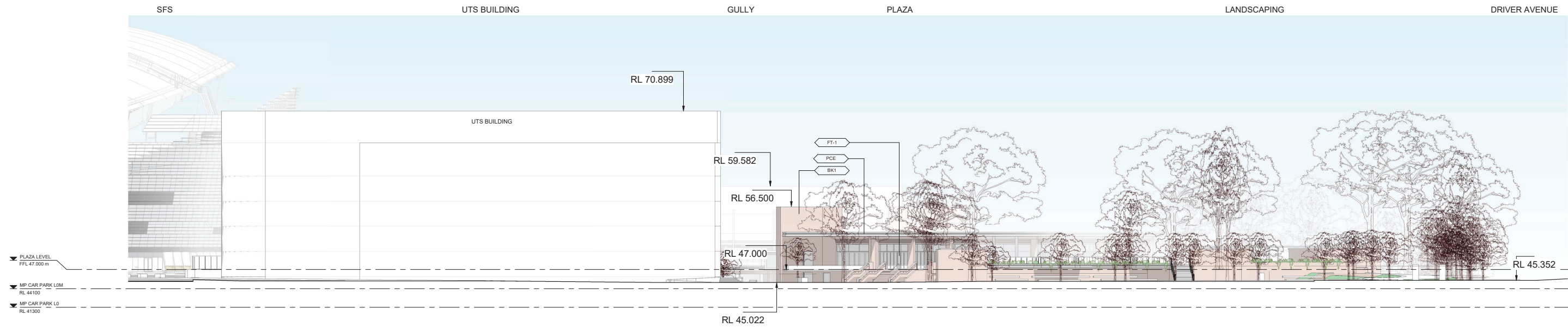


Figure 21: North Elevation along Moore Park Road

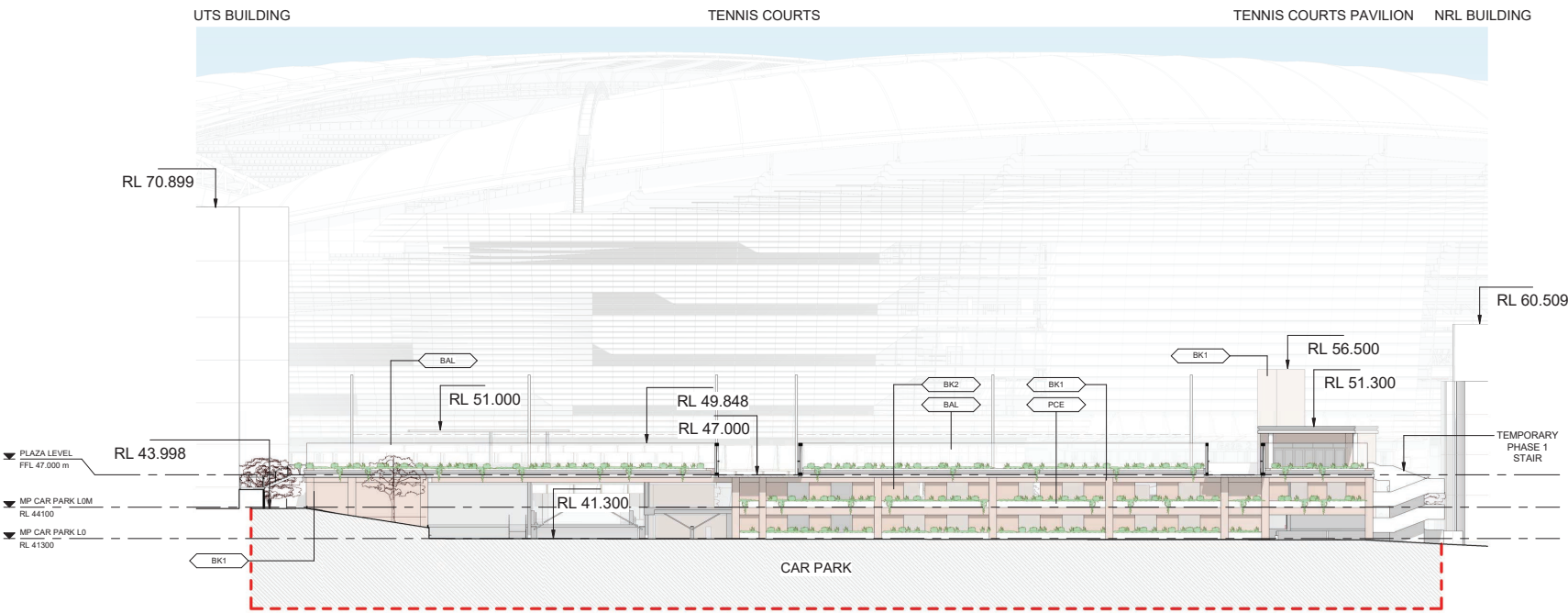


Figure 22: West Elevation through Gully



Figure 23: Village Precinct Key Plan

Vision

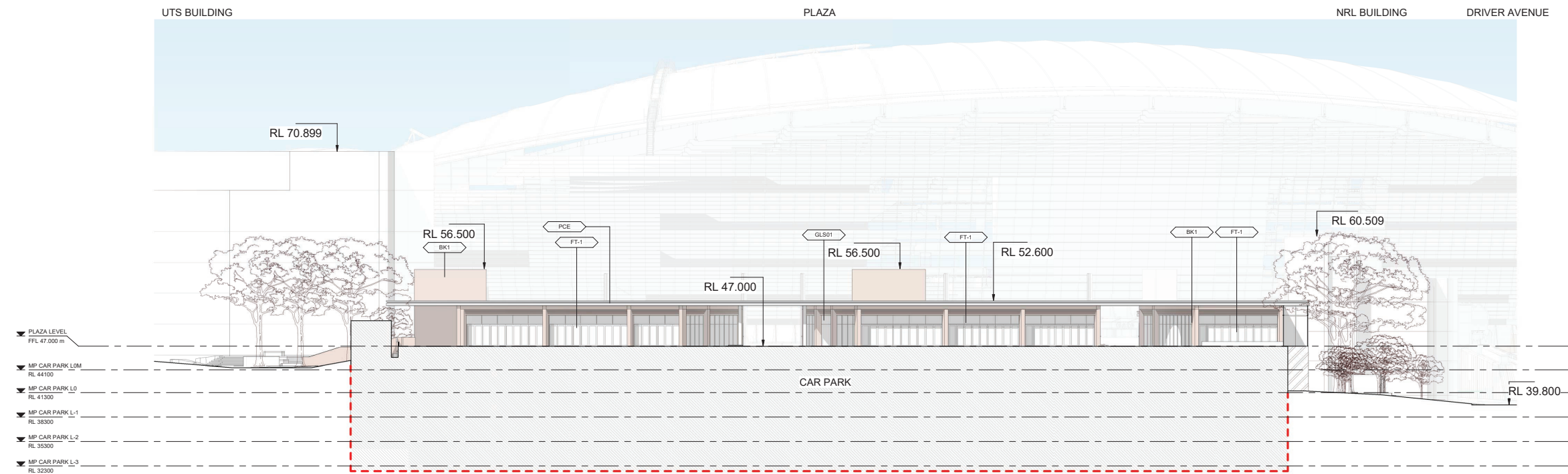


Figure 24: West Elevation through Plaza

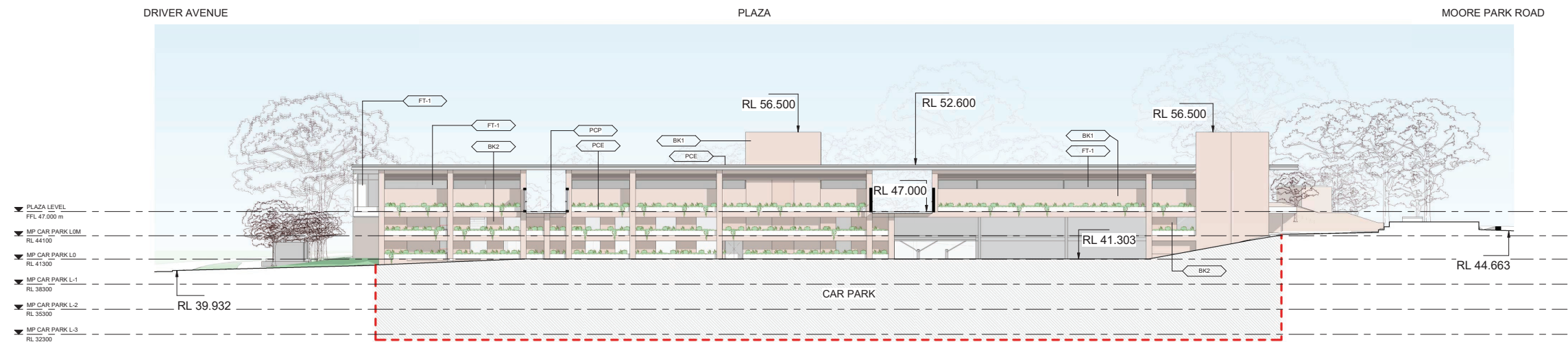


Figure 25: East Elevation through Gully



Figure 26: Village Precinct Key Plan

Metrics

Massing

Existing

- 1. UTS Rugby Australia Building
11,860m² GFA / 25m High
- 2. National Rugby League Central (NRL Central)
6000m² GFA / 19.5m High

Approved and under construction

- 3. Sydney Football Stadium (SFS)

Precinct Village and Car Park

- 4. 600m² GFA / 6m H
- 5. 700m² GFA / 6m H
- 6. 400m² GFA/ 6m H
- 7. 470m² GFA/ 4.5m H

Total F&B GFA at Precinct plaza level only
2170m²

- 8. Tennis courts / Event space
5180m² (total area, not GFA)

- 9. Precinct Village / Green space
5410m² (total area, not GFA)

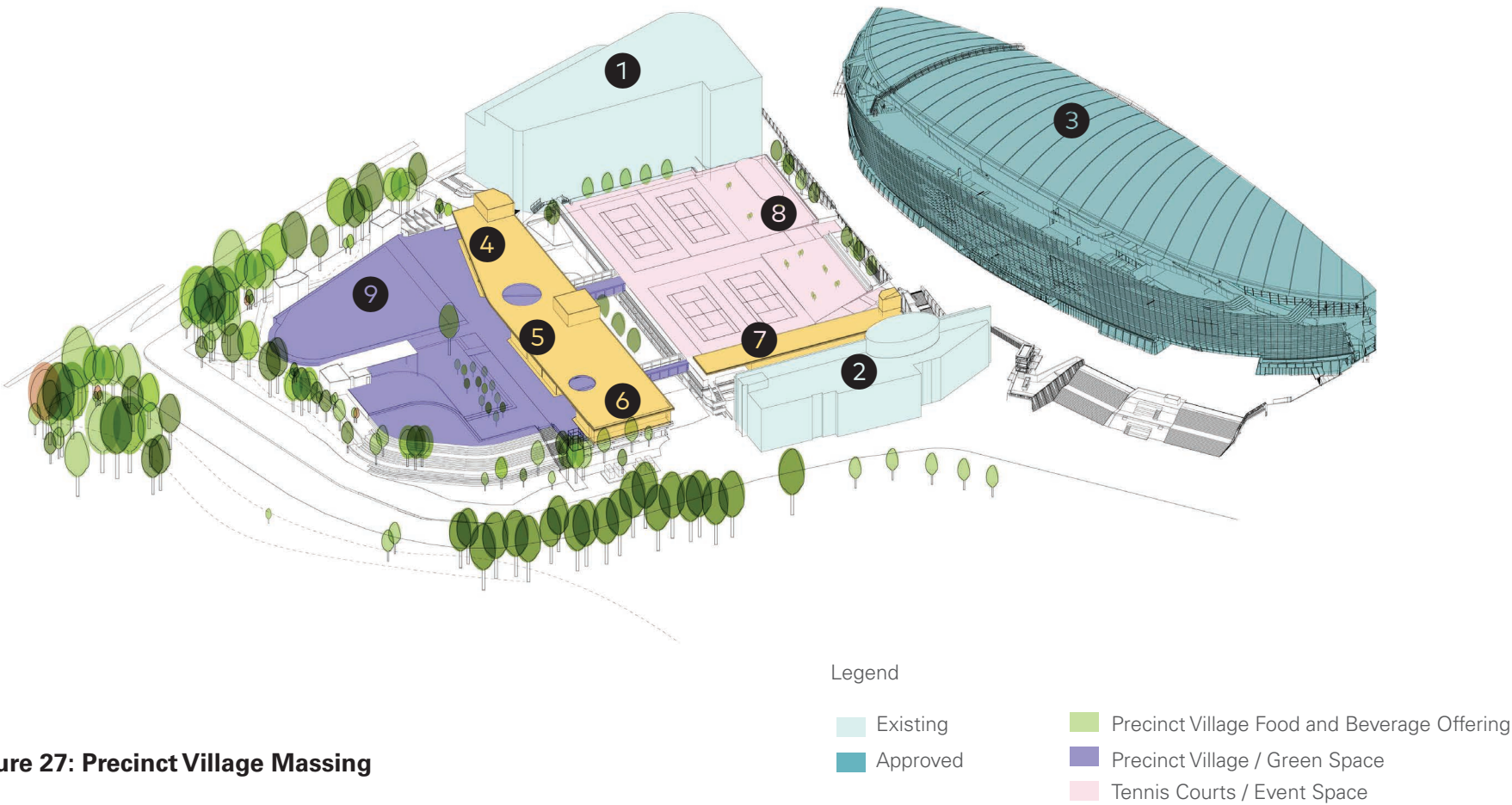


Figure 27: Precinct Village Massing

Attribute	Specifications	
Breakdown of individual components	Retail (Café, Restaurants)	1500m² and 7 units/tenants/ (excludes external seating areas)
	Café	combined
	Restaurant	combined
	Customer Service office and Ticket Window	25m²
	Amenities	70m² 9 toilets, 7 urinals and 10 basins used for approximately 1000 people
	Playground Area	approximately 340m²
	Tennis Pavilion	240m²
	Tennis Courts	4 x full size (23.77m x 10.97m court only, excluding run off)
	Parking Spaces	Maximum 1500 spaces, 25 accessible spaces, 4 DDA drop off spaces, 2 loading spaces
	Activities / events to be held include:	Refer to Table 1, Page 09

Ground Level Interfaces

The Driver Avenue streetscape has been considered so that the Precinct Village seamlessly flows from the neighbouring parkland in soft and hard landscaping.

The new brick wall facades match materiality of the SFS Driver Avenue stairs and the existing Driver Avenue wall and sensitively relates to the brick buttress. The brick colour will aim to match the existing wall but the detailing is simpler and inverts the piers to reflect the language of the SFS of recessed panel junctions. The brick structures accommodate retail offerings with large open frontages to further breakdown their mass. Green edges and envisaged for the roof to soften the architecture and further engage with the parkland setting.

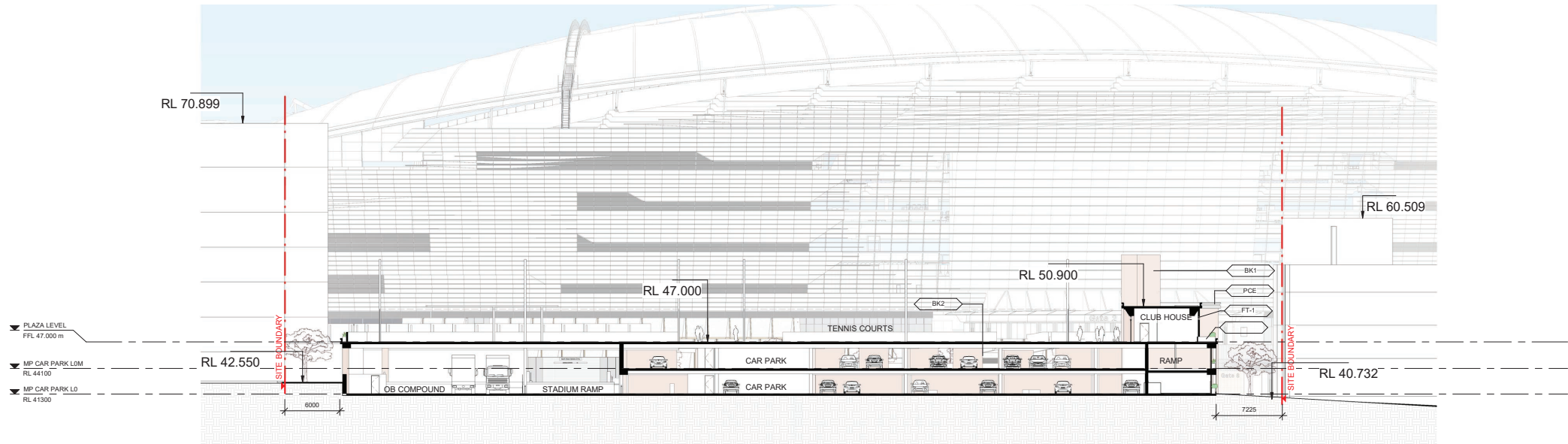


Figure 28: North-South Section (Courts)



Figure 30: Village Precinct Key Plan

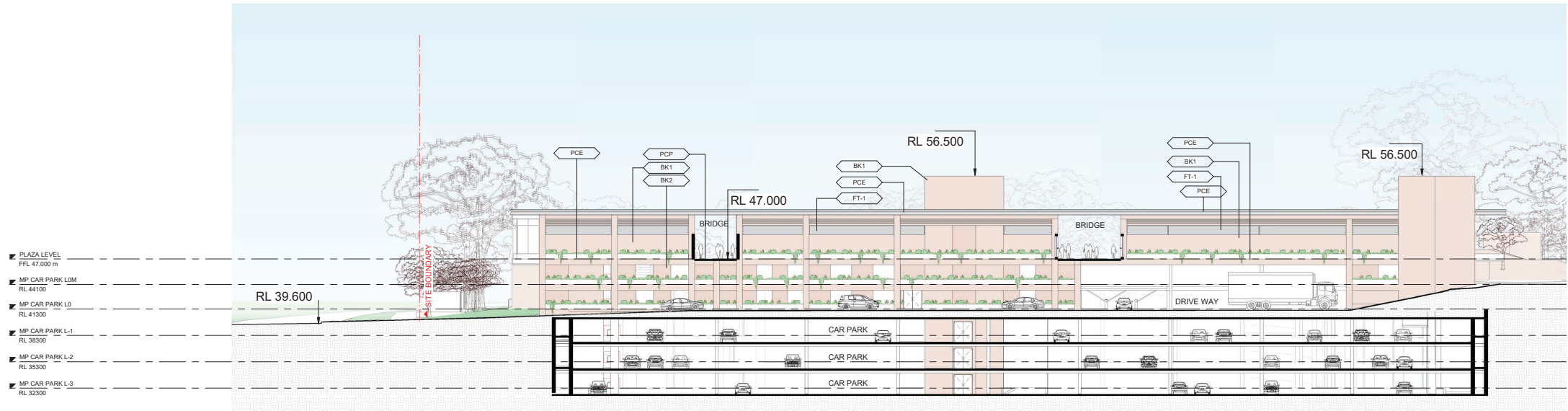


Figure 29: North-South Section (Gully)

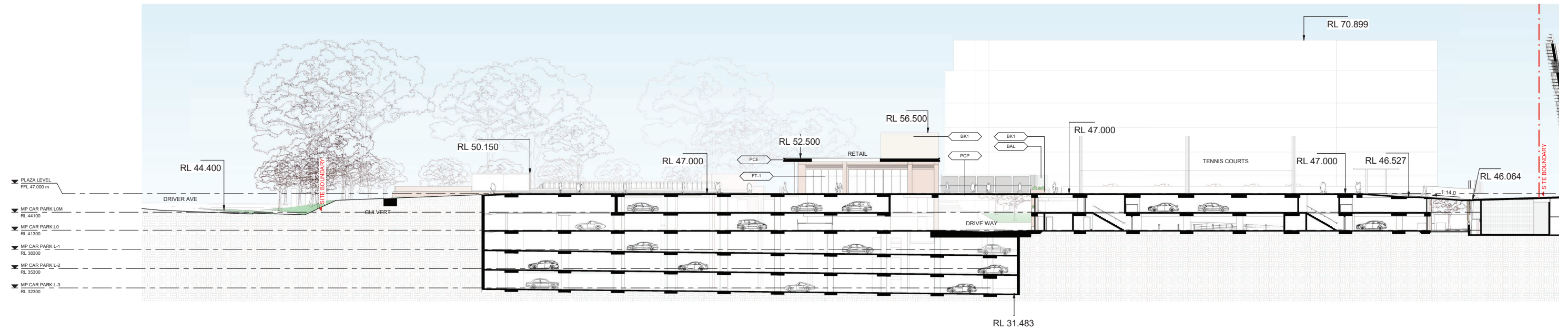


Figure 31: East-West Section

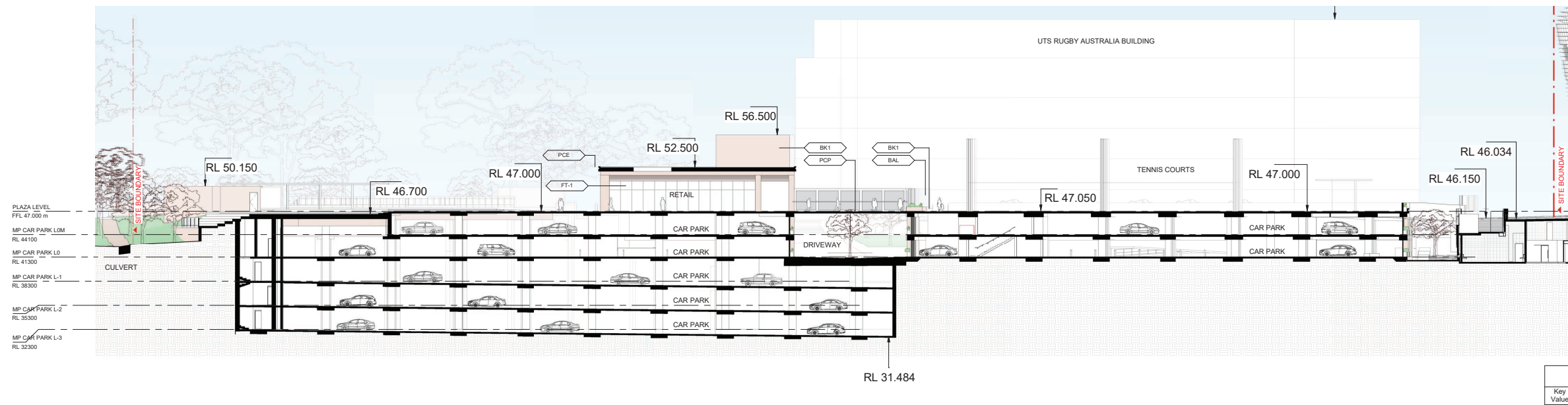


Figure 32: East-West Section



Figure 33: Village Precinct Key Plan

Vision

Heritage and Archaeology

The proposed Precinct Village and Car Park design poses no physical impact to any statutory listed heritage fabric or heritage items. Items of historical significance such as Busby's Bore has been acknowledged and referenced through landscaping and the material selection of the public domain.

The site has a rich, layered history which will be celebrated within the design of the Precinct Village and Car Park. There are numerous opportunities for heritage interpretation that are engaging and relevant to contemporary society. These include landscape design, fabric selection for public realm, inlays in landscape and text panels, site specific artworks, projects, existing sculptures, digital solutions and public program of activities/activations.

Heritage interpretation solutions/products would be selected dependant on the suitability of the location and its ability to reflect the proposed themes and stories. Refer to Heritage Impact Statement prepared by Artefact.



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



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



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



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

Environmental Impacts

Noise and Acoustic Privacy

The Village Precinct layout and architectural shaping have been reviewed by ARUP to ensure the design controls and mitigates noise. The location of sensitive residential neighbours has been considered. Continuing the design principles established for the SFS, the Village Precinct will be constructed of acoustically dense materials to ensure the Village Precinct noise transmission is controlled to within required limits. Please refer to ARUP's Noise and Vibration Assessment for further information.

The Village Precinct external areas are not expected to increase noise impacts on the nearby noise sensitive receivers or the Moore Park Precinct generally.

Operational noise emissions are predicted to comply with established criteria, and accordingly significant adverse acoustic impacts are not anticipated.



Figure 34: Entry from Moore Park Road

Reflectivity

The material pallet used across the Precinct has been developed to minimise reflectivity, with the use of earthy masonry as the dominant material.

Privacy

The Precinct Village is open to the public and as such is presented as an open and accessible plaza for the use of all. The proposal is that the Precinct is an extension of Moore Park.

However the activity areas are set back from the adjacent roadways and site edge, which provides visual privacy, while enhancing the parkland edge connection.



Figure 35: Car park Entry off Driver Avenue

Wind Impact on Surrounding Areas

The wind conditions in and around the SFS and Village Precinct are influenced by the surrounding buildings and topography, the orientation of the built form, the openness of the façades, and the design of the main stadium's and Village Precinct roofs.

Air flow will be encouraged to pass horizontally around and over the structures rather than inducing significant downwash that would adversely influence pedestrians.

Wind analysis testing will continue to be undertaken as the design is translated into the construction phase of the project to ensure the approved pedestrian amenity criteria are maintained.

Arup has undertaken a preliminary wind assessment provided under separate cover which demonstrates that appropriate comfort and safety criteria can be achieved for the intended purposes subject to implementation of the recommended mitigation measures during the detailed design process.



Figure 36: Corner of Driver Avenue and Moore Park Road

Vision

Services

Waste Management

The Precinct Village will be served by a waste room located within the loading dock to the west of the service road. This is accessed directly off the service road, with room for the removal of waste, from the waste room to the waste removal truck.

The loading dock is located at the northern end of the site, but is below the ground level at Moore Park Road and is fully enclosed at the end addressing Moore Park Road, which is envisaged to effectively reduce any noise impact from activity within the loading dock. It should also be noted that trucks enter and leave via the Driver Avenue entrance.

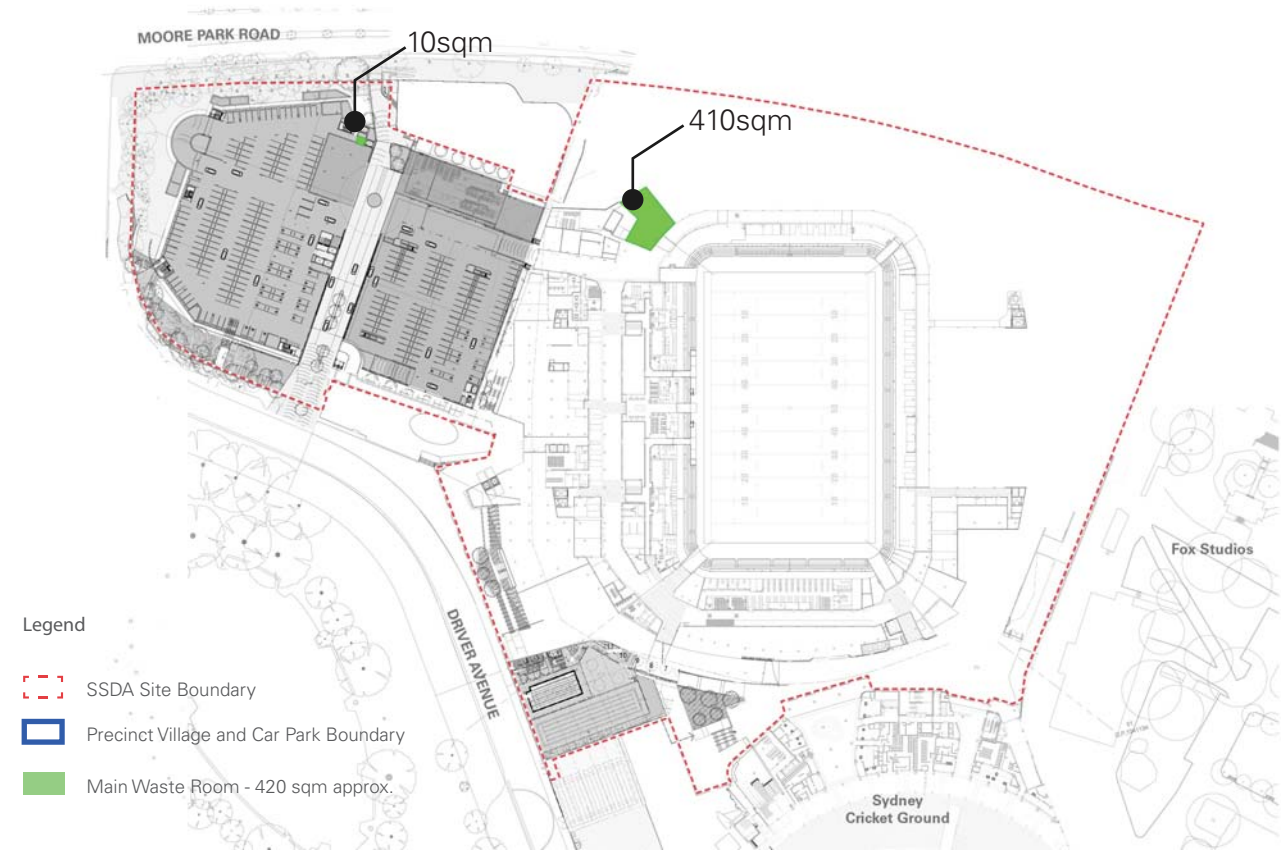


Figure 37: Waste Room



Mechanical Plant

The eastern car park is proposed to be naturally ventilated and the western car park is proposed to be mechanically ventilated.

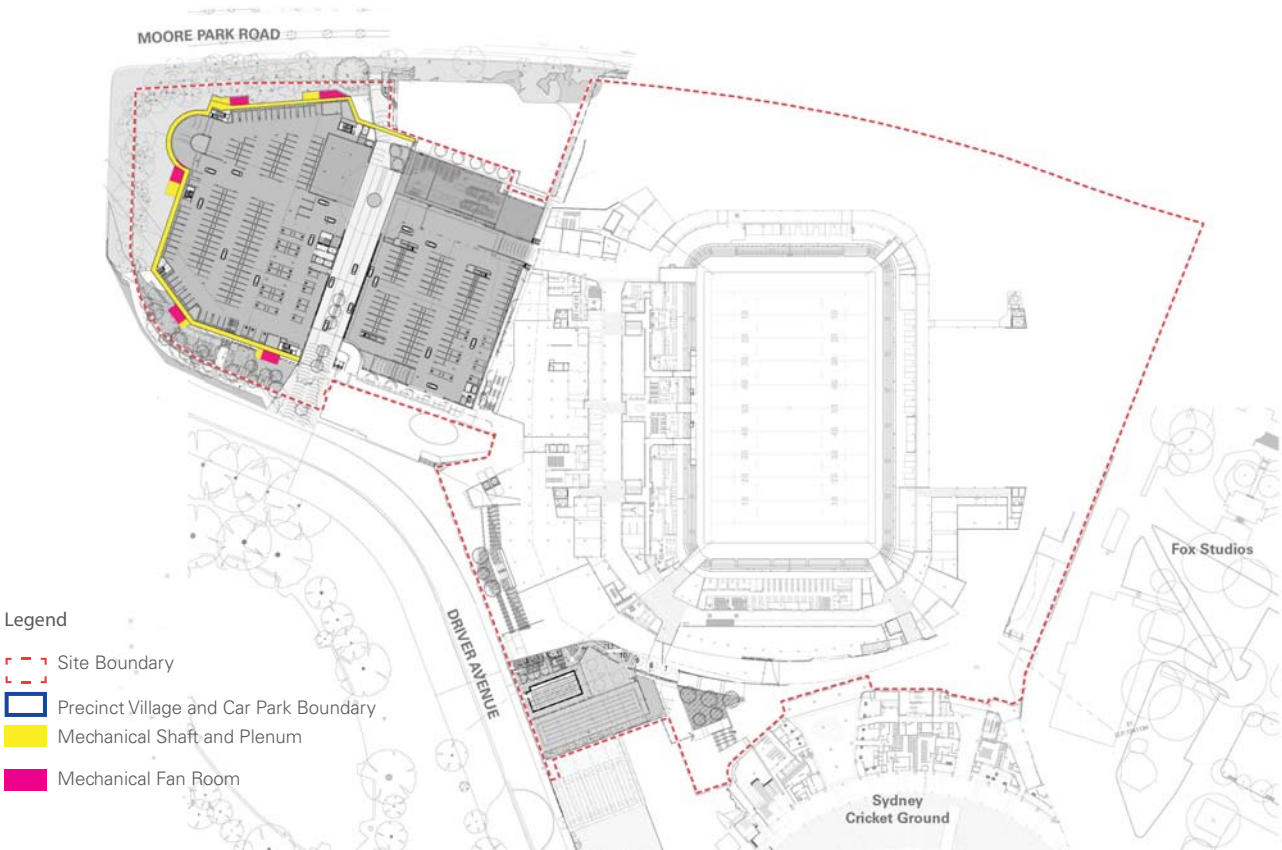


Figure 38: Mechanical Plant (Basement)

Loading Zones

The on-site loading area is a dock servicing food/catering deliveries as well as waste/recycling collection. The loading dock is located within the site boundary, with loading to occur via Driver Avenue.

Consistent with the loading strategy for SFS, Driver Avenue and the existing MP1 car park access way will be used as the primary access and egress point for service vehicles.

The loading area servicing the Precinct Village is located at the north-western end of the access way, adjacent to the rejection loop. The loading area includes a clearance height of 4.5m and has been designed in accordance with the requirements outlined in AS2890.2 (off-street commercial vehicle facilities).

Overall operational management of the loading area servicing the Precinct Village will be undertaken by VNSW.

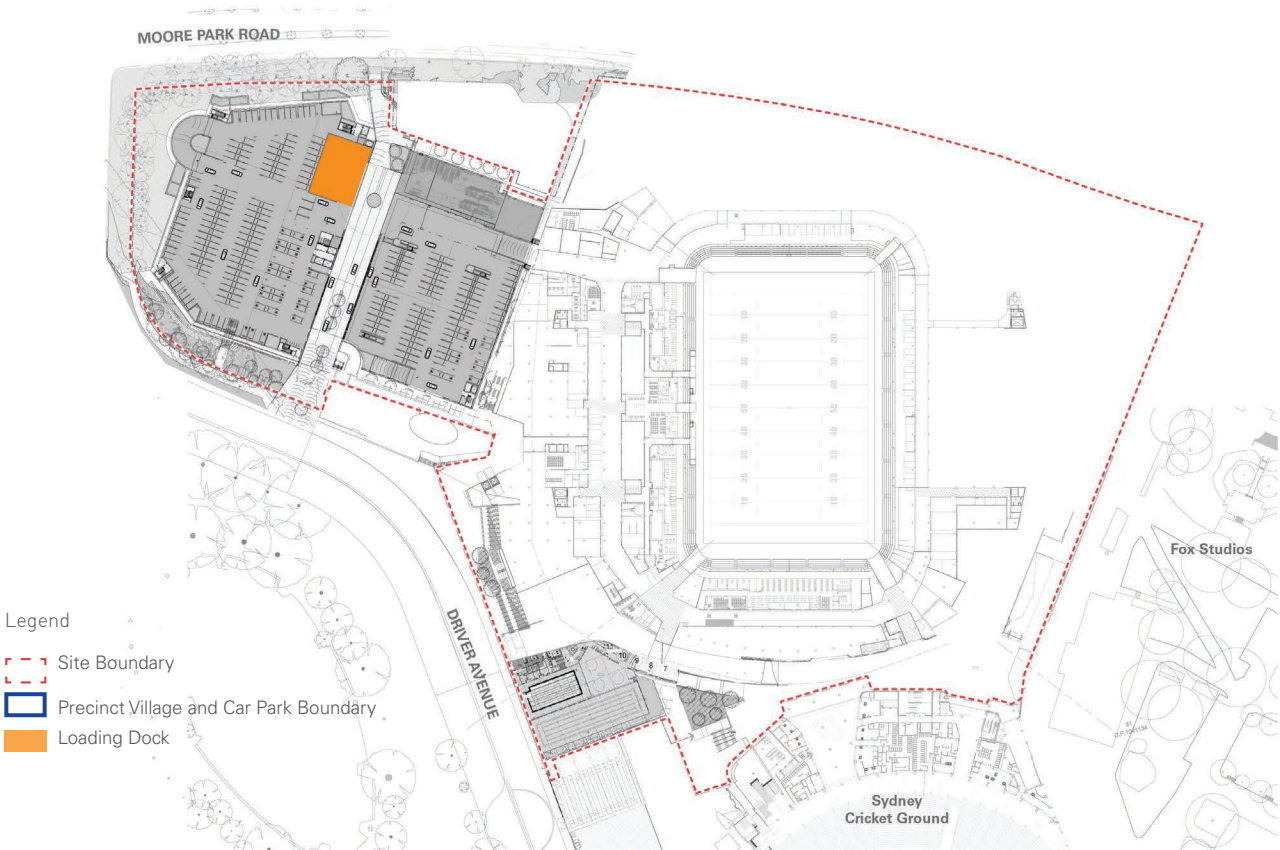


Figure 39: Loading Zones

Vision

Access and Circulation

The Precinct Village and Car Park is well served by public transport including buses and Light Rail along Anzac Parade.

There is an extensive pedestrian network which connects the Precinct Village and Car Park to the surroundings.

The Precinct Village and Car Park scheme allows for the removal of parking from the Moore Park East Parklands (EP2).

The network supports walking, be it as a whole trip or just the final component of a journey made on alternative transport mode. This has been greatly enhanced by the connection of the Precinct Village and Car Park to Central station with the light rail.

The Precinct Village and Car Park sits within an extensive regional and local bike pathway network.

- Legend
- Site Boundary
 - Pedestrian Routes
 - Future Pedestrian Routes
 - Light Rail Stop
 - Event Parking
 - Event Bus Route
 - Main Vehicular Roads
 - Open Space
 - Sporting Fields
 - Pedestrian Entries
 - Bicycle Paths
 - Walking Catchment



Figure 40: Access and Egress

Service Access and Circulation

Service vehicle access the site via the existing entry off Driver Avenue.

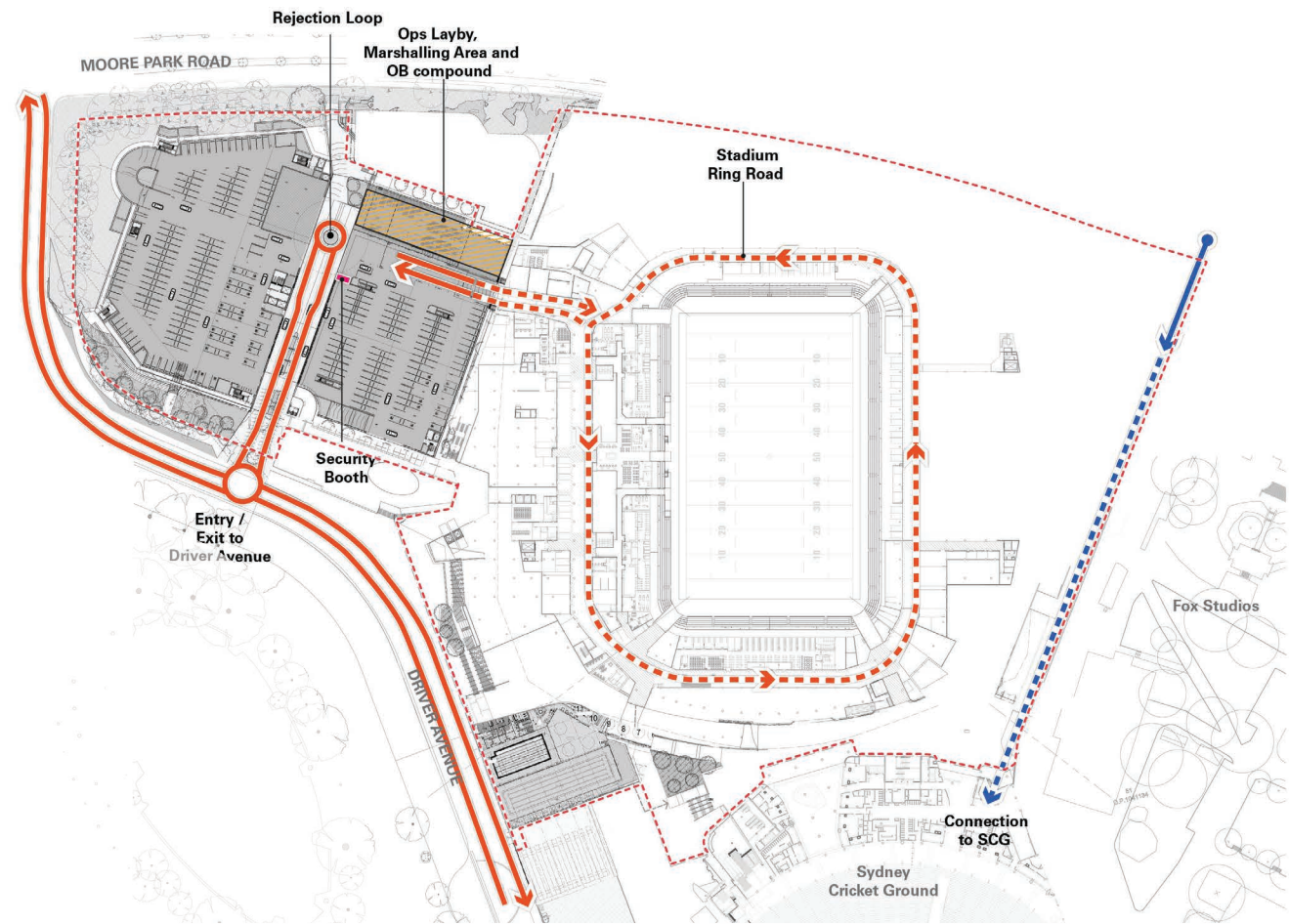
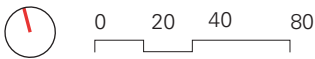


Figure 41: Servicing within the Stadium



Emergency Vehicle Access

Access to the Precinct for emergency vehicle is via Driver Avenue and also from Moore Park Road across the SFS podium.

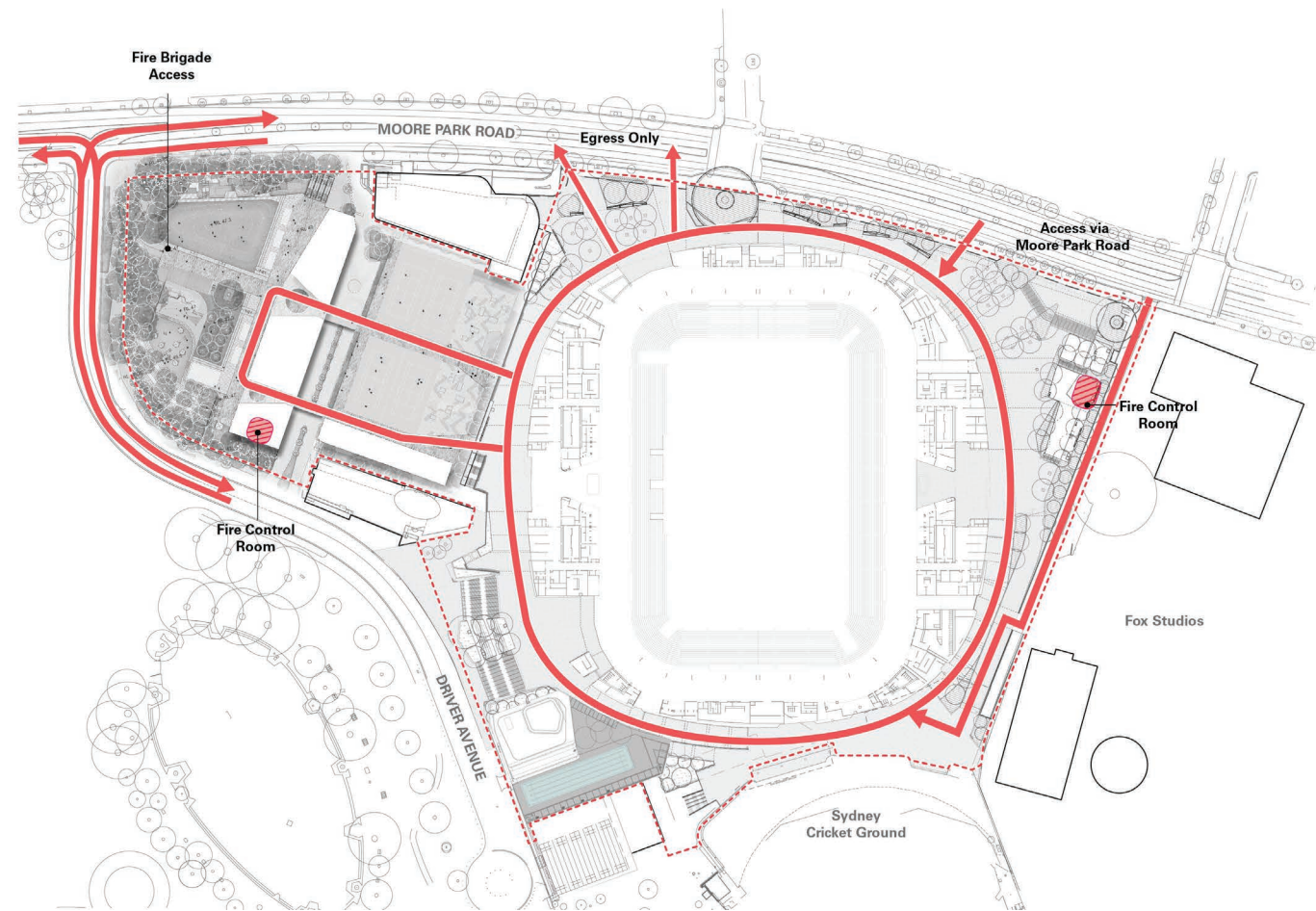


Figure 42: Emergency Vehicle Access

Vision

Non Event Day Pedestrian Circulation

Circulation is envisaged to be legible and seamless from the SFS podium and the surrounding neighbourhood.

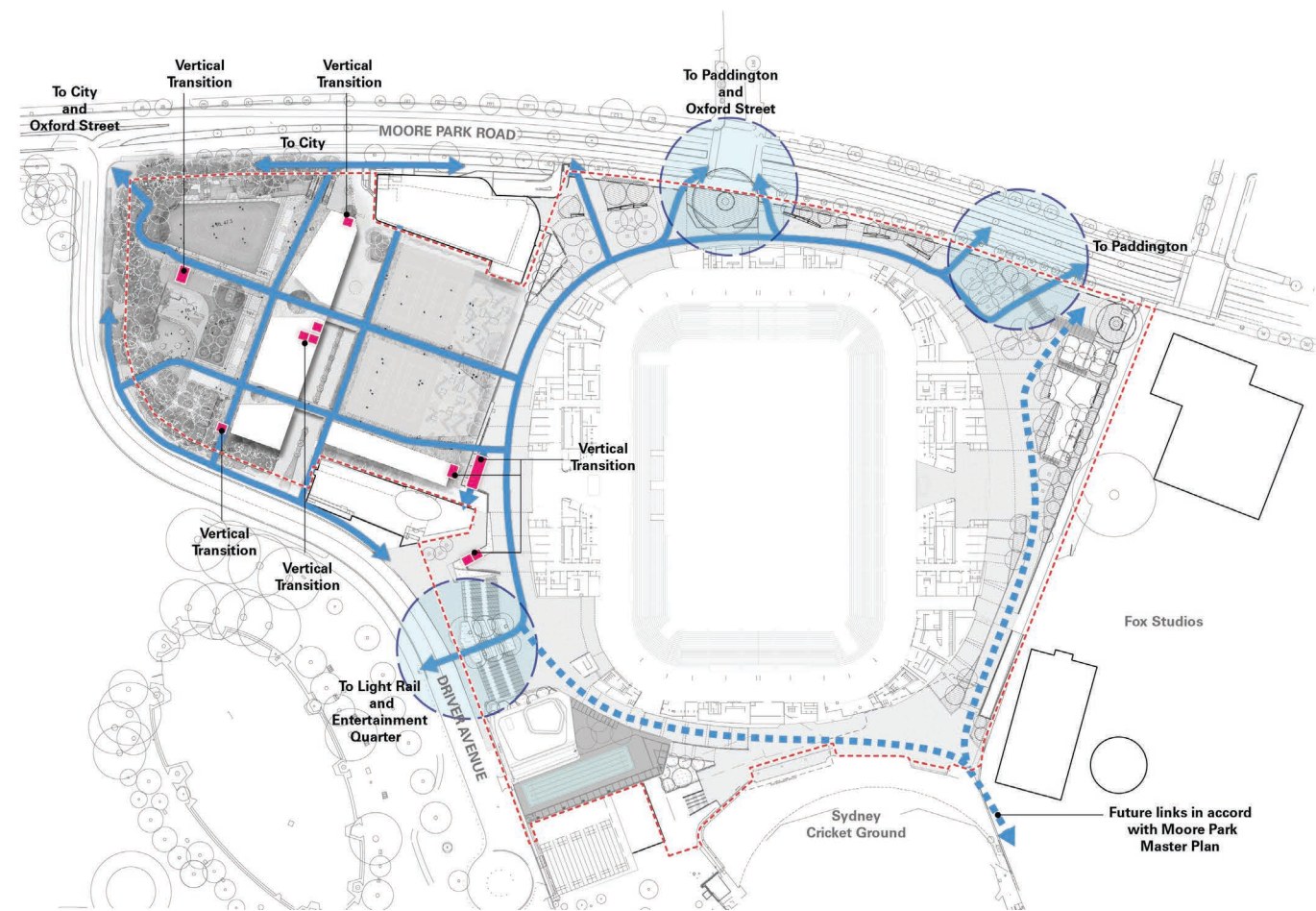
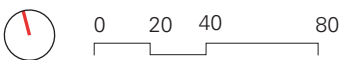


Figure 43: Non-Event Day Pedestrian Circulation



Circulation at Grade, Access to Stadium Fitness Facilities (SFF)

Circulation at grade is to be legible, clearly marked and safe. Pedestrians circulate through the car park to a vertical transition up to the plaza level or to the accessible drop off zone.

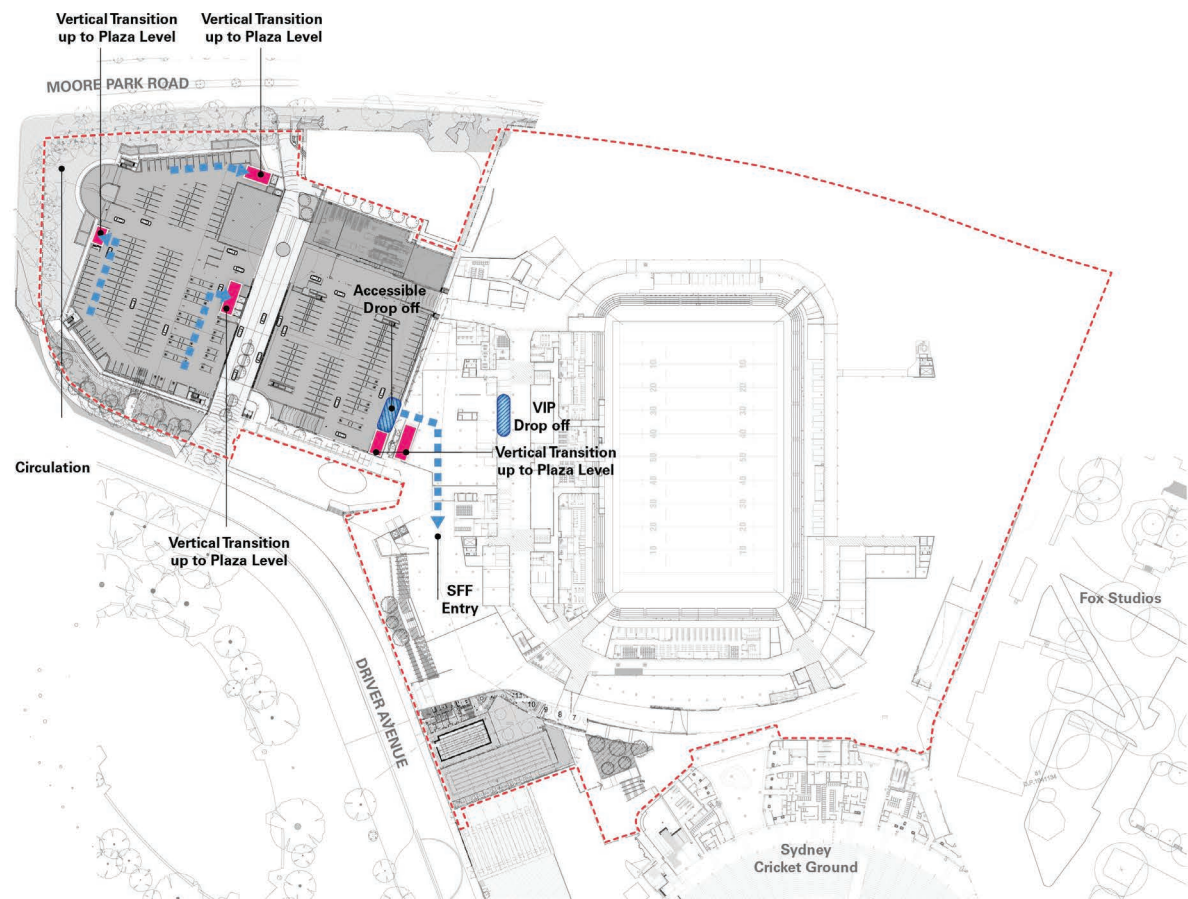


Figure 44: Circulation at Grade, Access to Stadium Fitness Facilities (SFF)

Non Event Day Car Drop Off and Pick Up

The strategy for non event day parking is the same as the current strategy, where drop off and pick up is along Drivers Avenue for Uber’s and Taxi’s. Disabled drop off is in the eastern car park (as per the event day disable and VIP drop off).

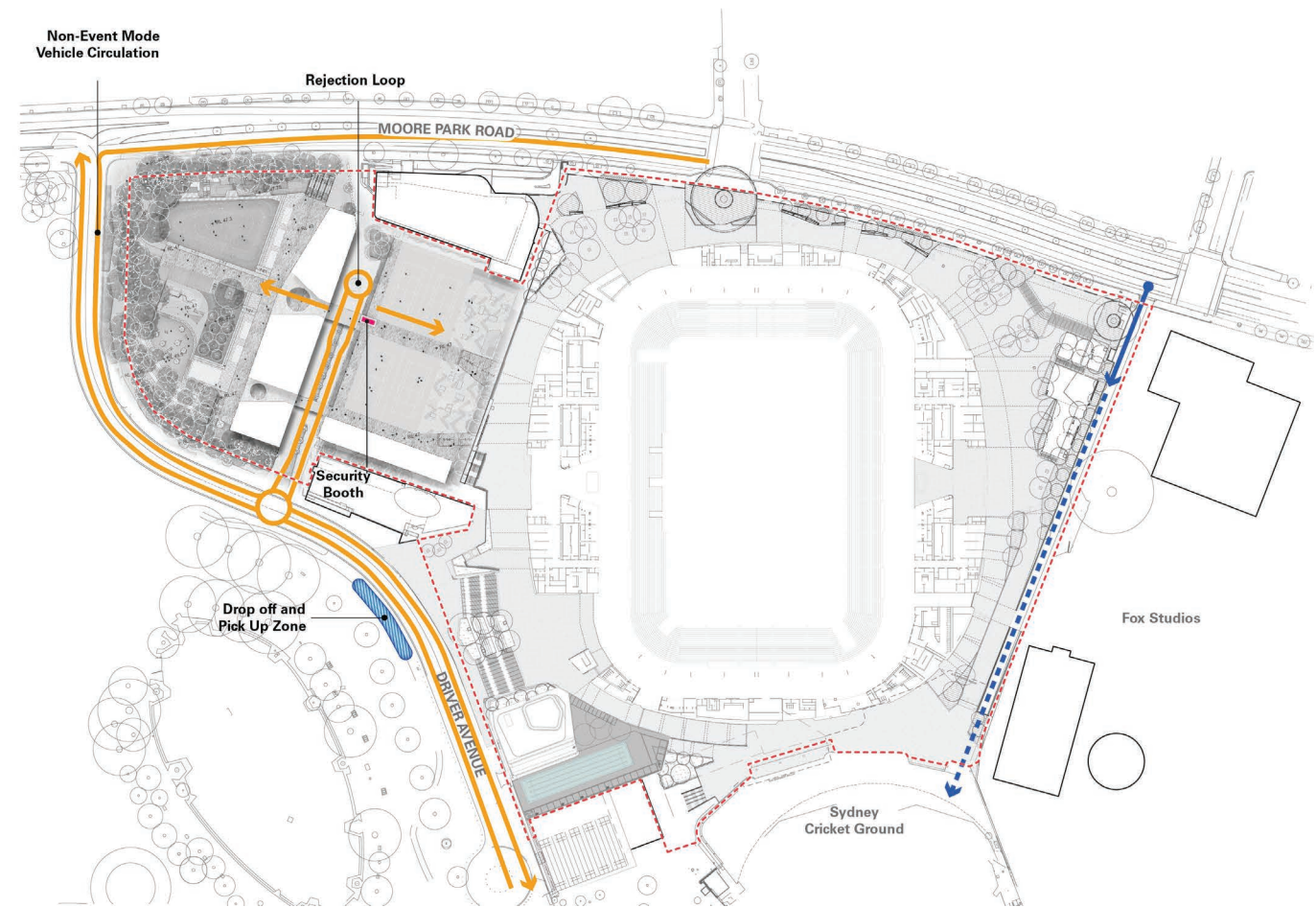


Figure 45: Non Event Day Car Drop Off and Pick Up

Environmental Issues

The Precinct Village and Car Park has been sensitively designed to take advantage of natural/ passive ventilation to the eastern two level car park, which sits away from adjacent buildings by 6m. The western car park is mechanically ventilation in the whole, but where the eastern edge addresses the service/vehicle gully air intake will be passive.

The building has taken advantage of the existing grades to allow for storm water to be channelled around the site in such a ways as not adversely affect the current conditions.

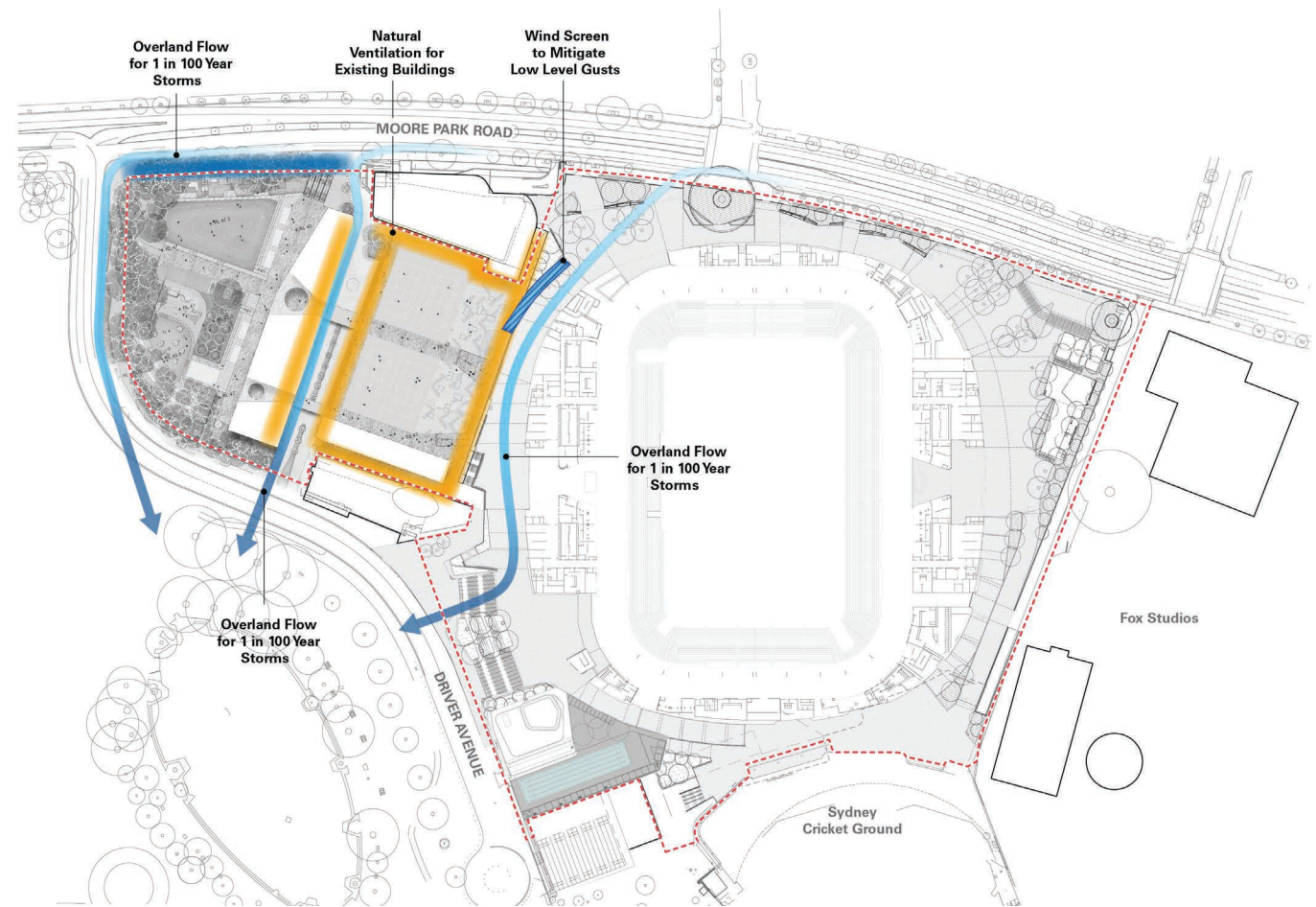


Figure 46: Environmental Issues

Vision

Event Day Pedestrian Circulation

Pedestrian move away from SFS in normal egress conditions is envisaged across the Event Plaza and into the car park via easily recognisable and navigable vertical circulation cores. Pedestrians can also leave on foot across the Precinct Village towards Paddington, Surry Hills to Central Station, through the F&B eat street area. The paths across Precinct Village and Event Plaza will be clear, well lit and legible.

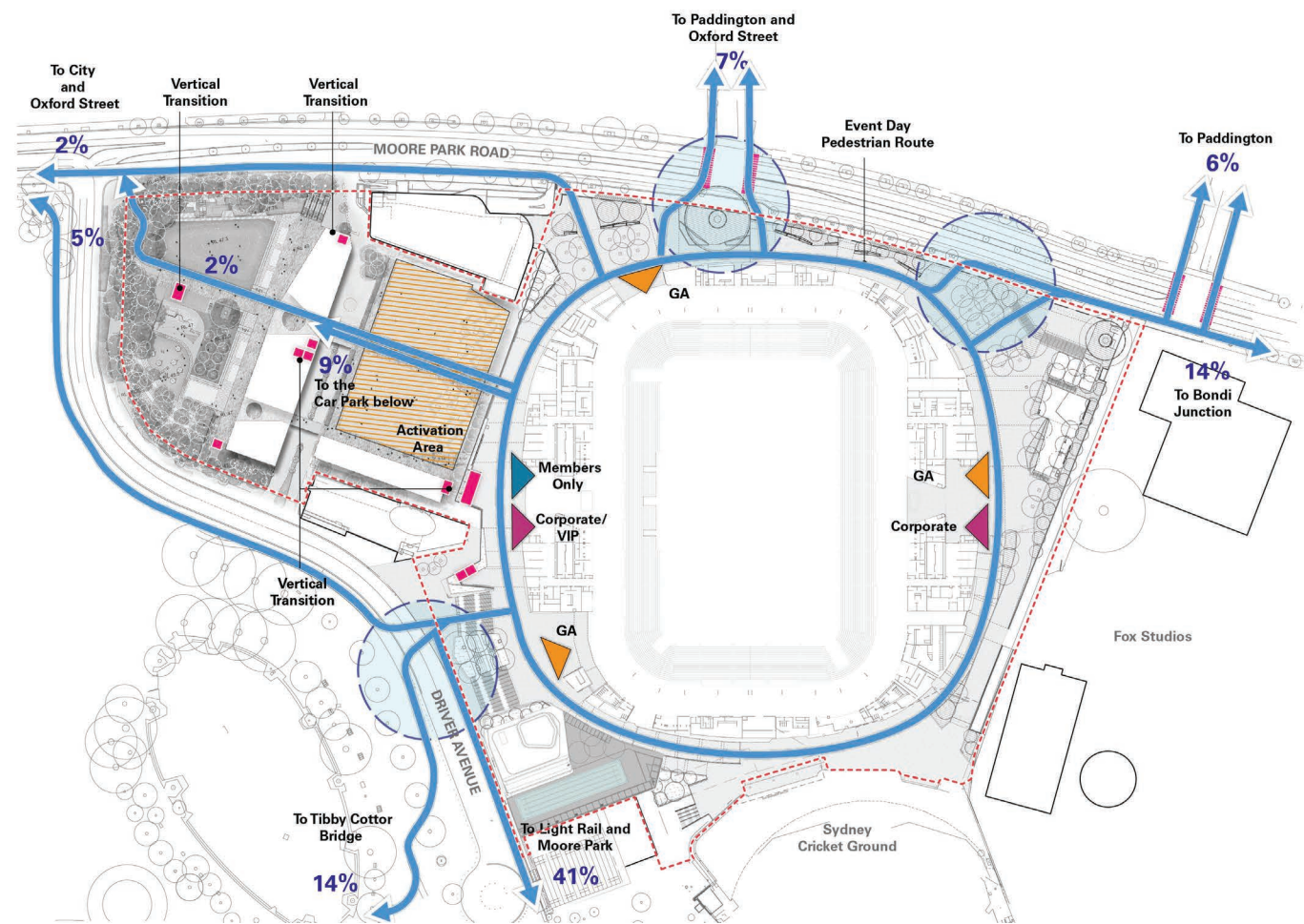


Figure 47: Event Day Pedestrian Circulation

International Events Pedestrian Circulation

In international events the secure line is moved away from SFS to provide a safe secure experience. With this in mind the secure line will be located at the western edge of the event plaza on the bridges, where bag check would take place. The stadium will remain the secure line for ticketed entry.

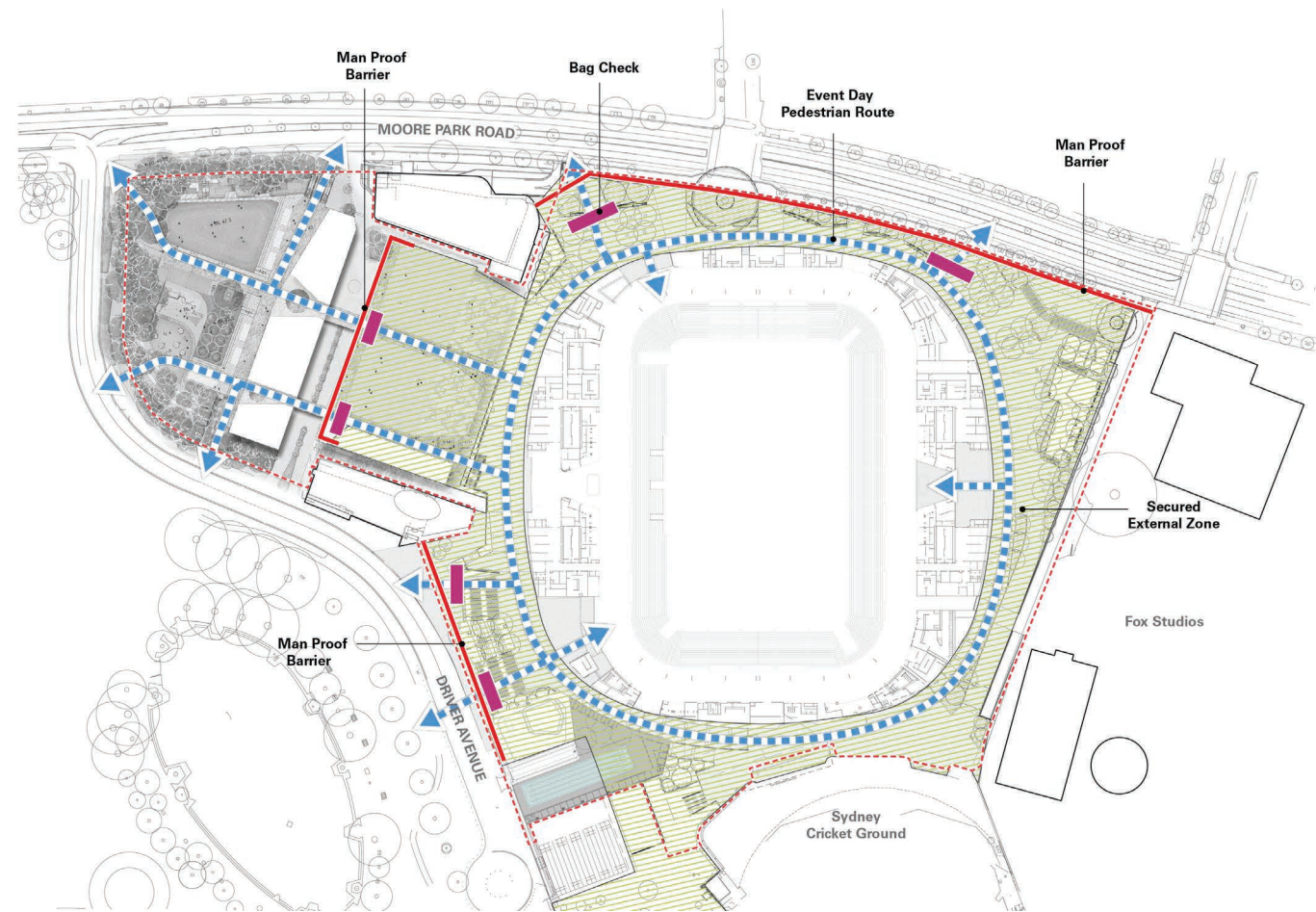


Figure 48: International Events Pedestrian Circulation

Event Day Car Drop Off

Traffic is proposed to enter the car park site from the Driver Avenue entrance, as they currently do now. A longer taxi/uber drop off zone is located on the southern side of Driver Avenue. Driver Avenue past the HVM barriers is pedestrianised similar to the current event overlay.

Refer to the traffic report for details.

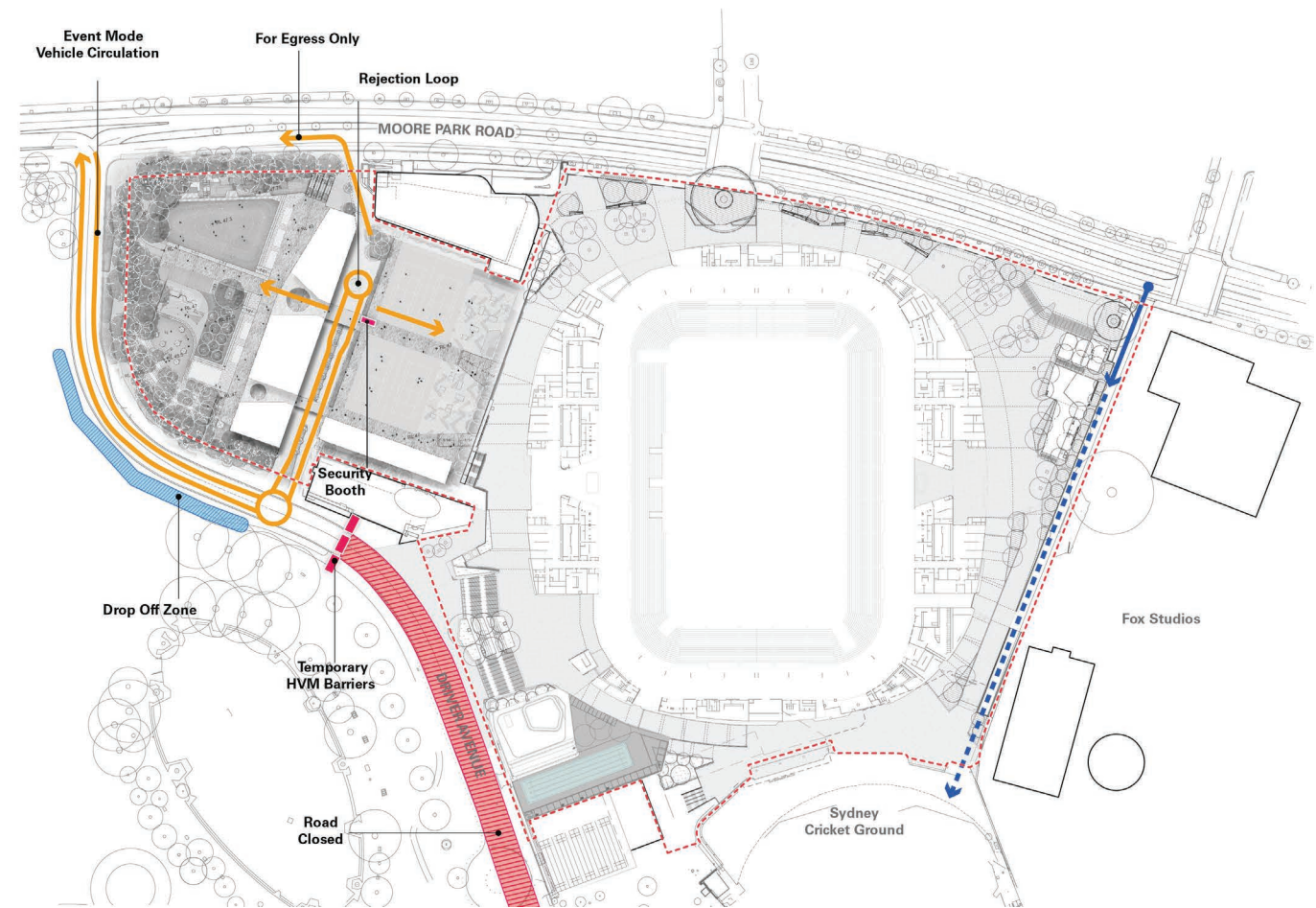


Figure 49: Event Day Car Drop Off

Event Mode Accessible and VIP Drop off and Pick Up

Event Day VIP drop off is located on the ground level of the eastern car park. Event day VVIP drop off is located within the stadium service road and is accessed via the service road ramp through the eastern car park.

Refer to the traffic report for details.

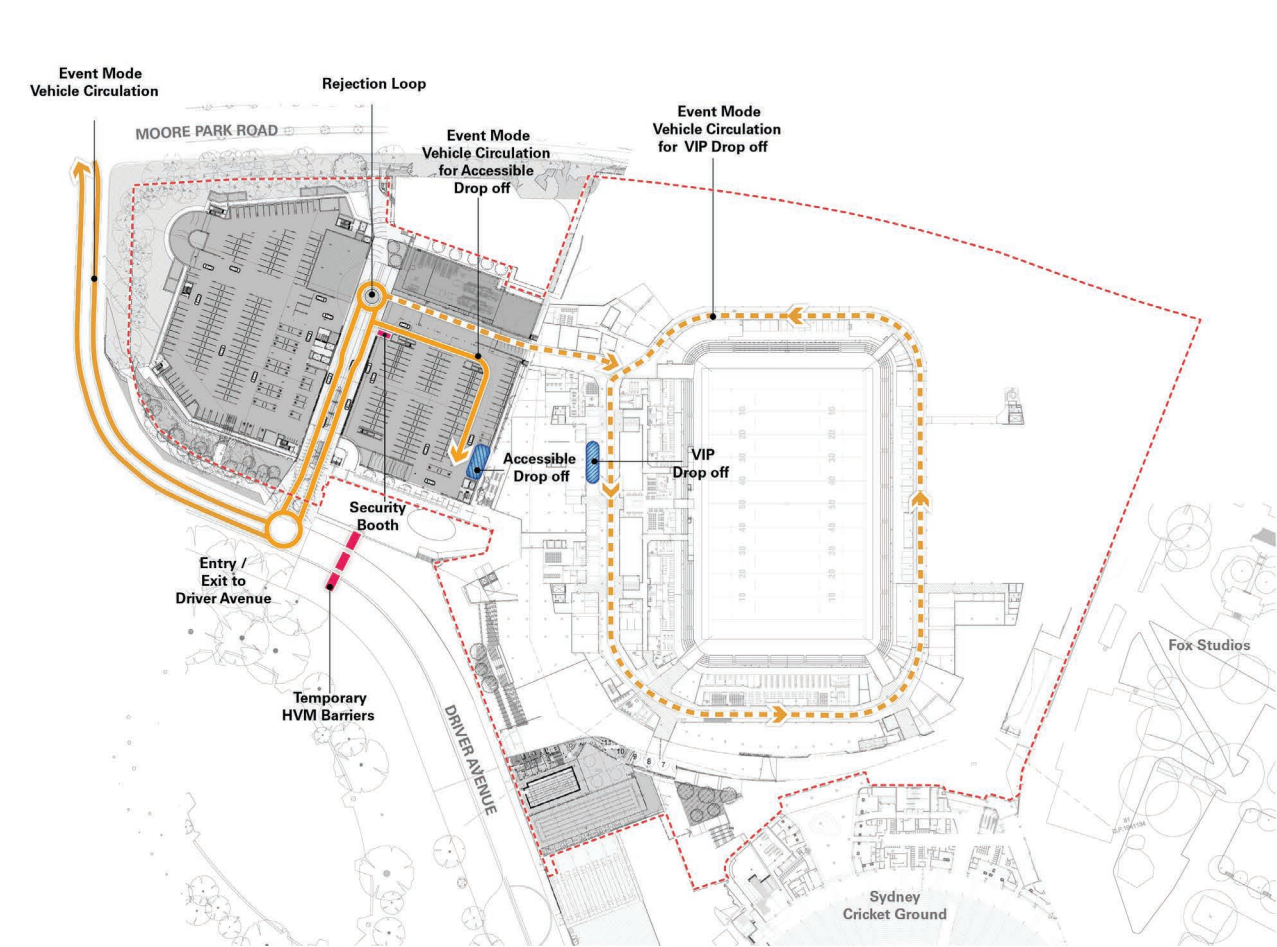


Figure 50: Event Mode Accessible and VIP Drop off and Pick Up

Vision

Accessibility

Precinct Context

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

- Provisions for a DDA compliant access to and within the site has been incorporated through the following:
- A Persons Requiring Universal Access (PRUA) drop off area has been located within the Precinct Car Park East.
- PRUA patrons have compliant access from the Level 0 car park drop off area to accessible lifts with direct access to Precinct Village Plaza level. Six accessible lifts have been provided.
- PRUA patrons on non-event days have compliant access from the drop off area on Drivers Avenue to lifts located within the Moore Park Steps entry plaza. These accessible lifts are sized to fit two wheelchairs and have direct access to the stadium concourse level.
- Compliant circulation paths are provided throughout the Precinct Plaza level with areas to stops and rest to ensure the site remains accessible for those with impairments.
- There are three compliant entry access ramps into the Precinct Village. The pathway entering from the corner of Drivers Avenue and Moore Park Road is 1:20. The two access ramps leading onto the Stadium concourse from the tennis courts are 1:14

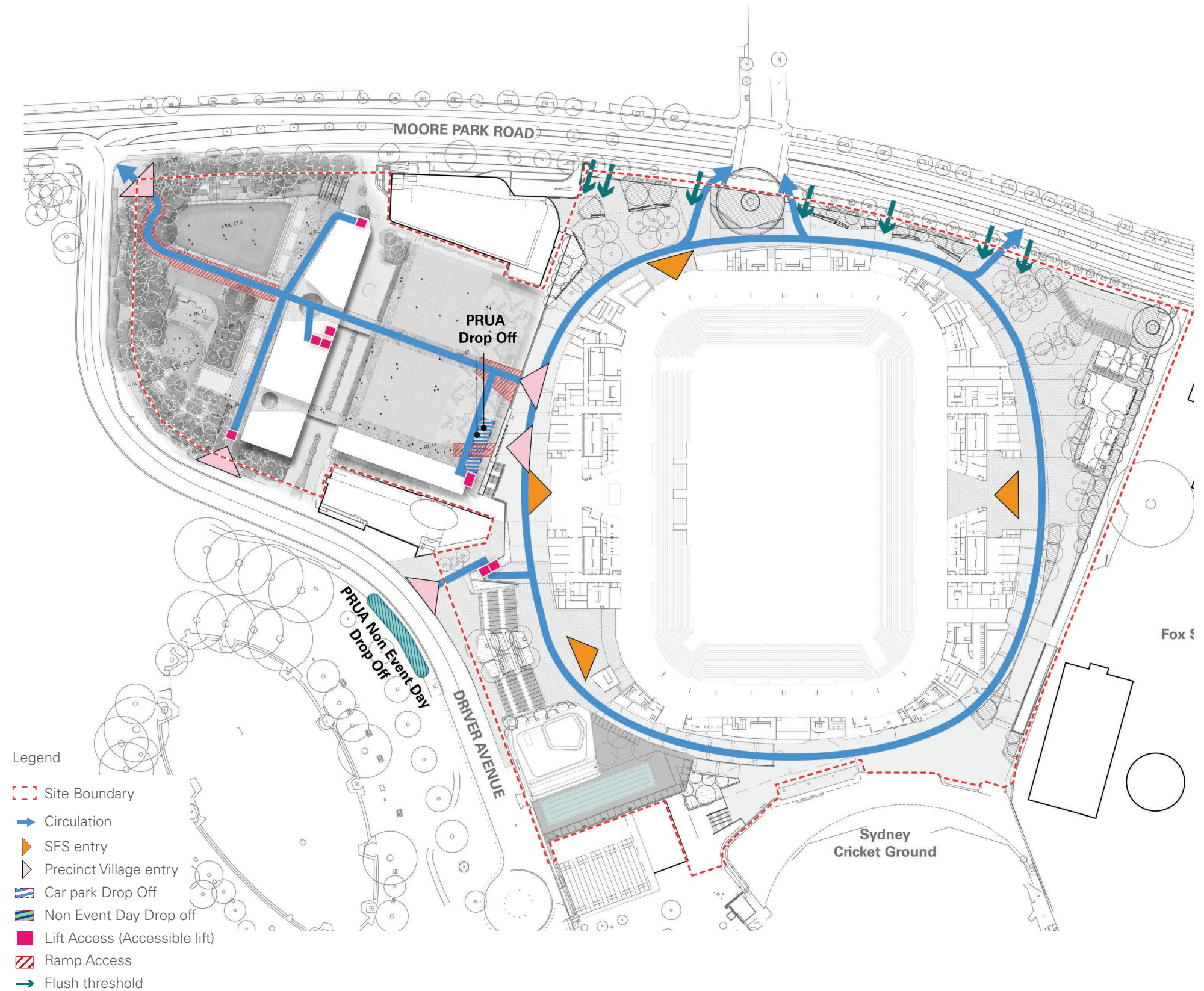
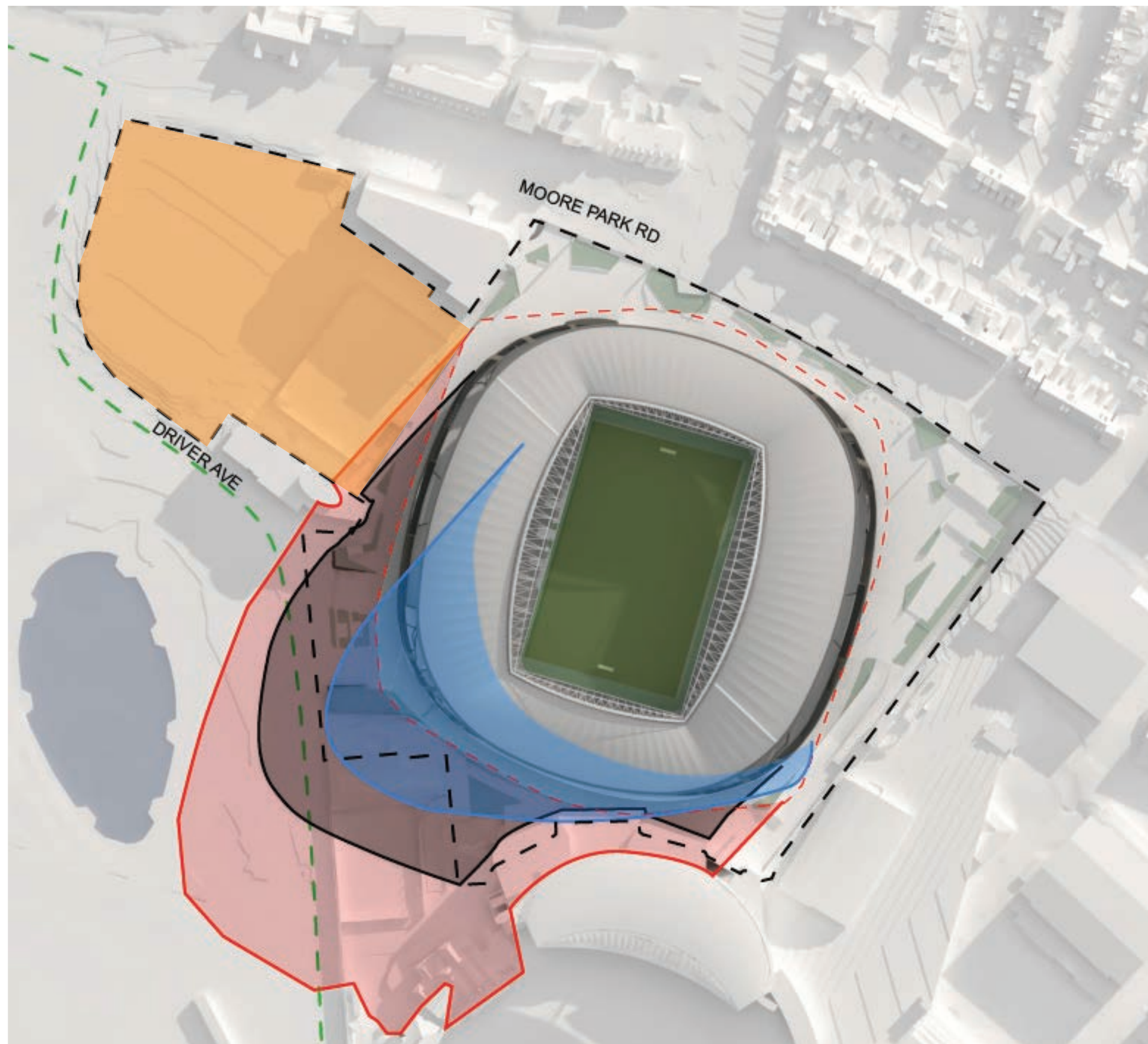


Figure 51: Accessibility of Precinct Context





Legend

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

Solar Access and Overshadowing

Diagrams have been prepared to indicate solar access and overshadowing of and by the Precinct Village and Car Park and adjoining buildings and public opens spaces adjoining the site at Moore Park (including Kippax Lake). The diagrams are taken between 9am and 3pm during the winter solstice, equinox and summer solstice.

The following diagrams concentrate on the Precinct Village and demonstrate the minimal impact of the proposed development compared to that of the approved stadium project. The Precinct Village maintains 50% solar access to all outdoor active spaces from 11 - 2pm on the 21st June.

Figure 52: 21st June, 9am



Vision

Shadows - Winter

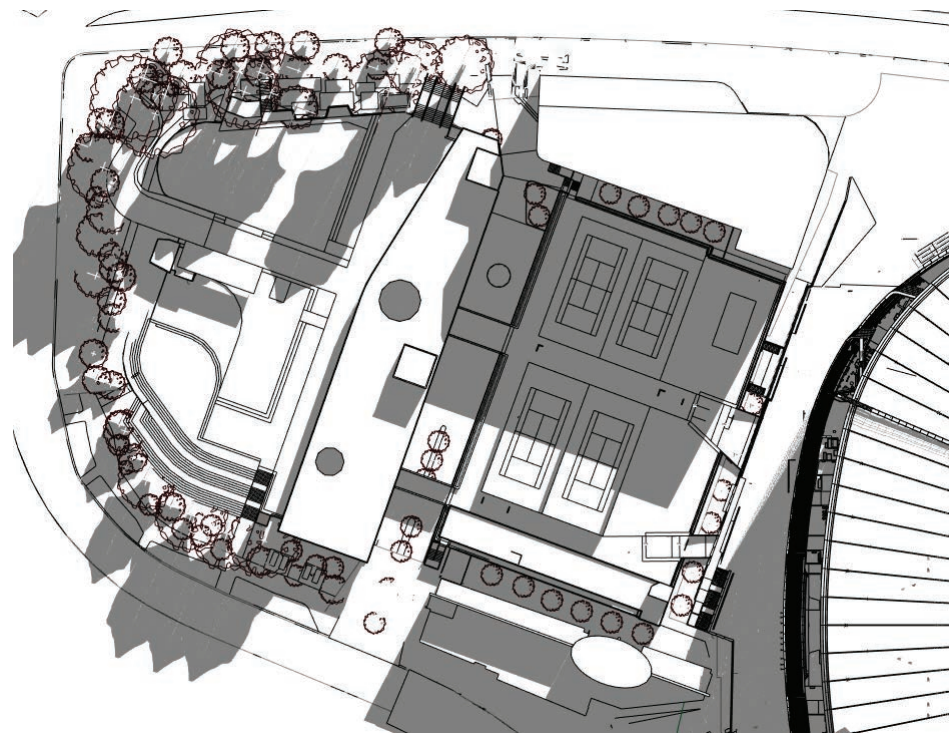


Figure 53: 21st June, 9am



Figure 54: 21st June, 12pm

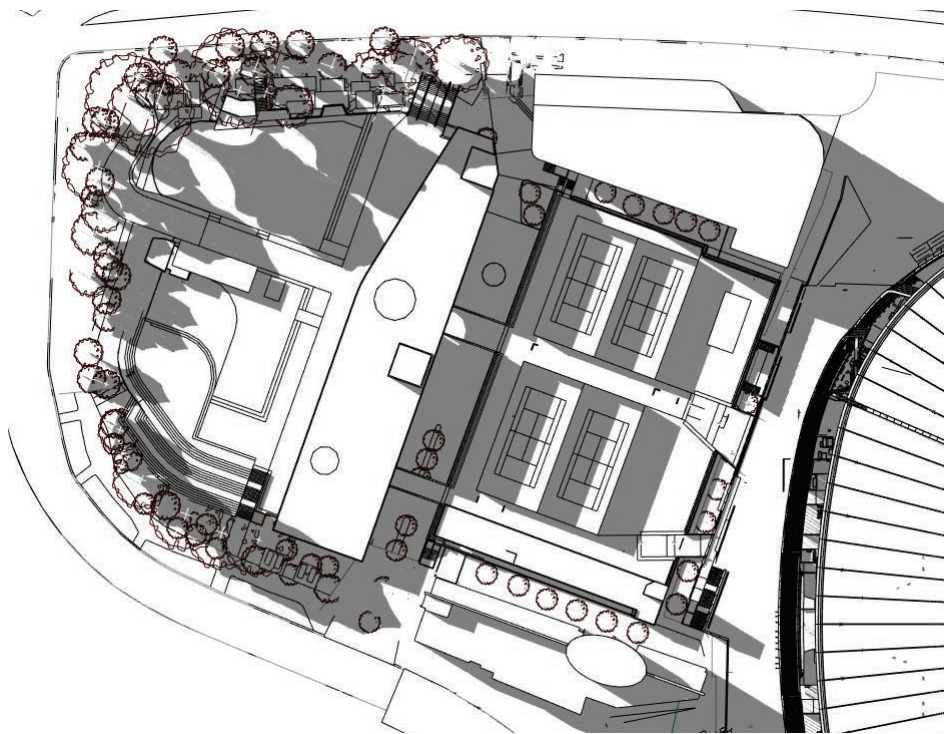


Figure 55: 21st June, 3pm



Shadows - Summer

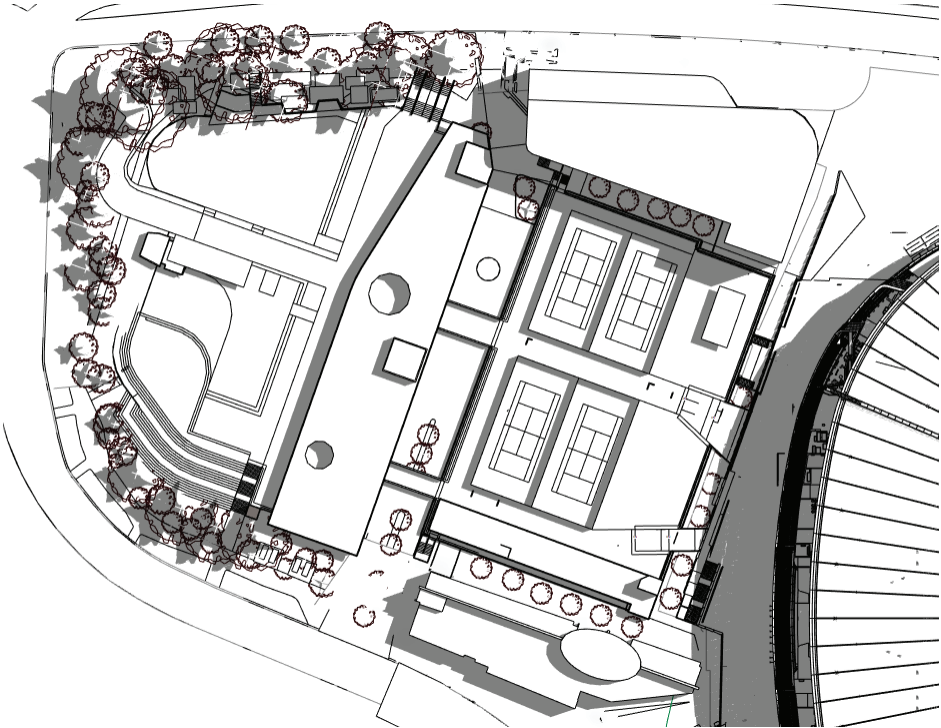


Figure 56: 22nd Dec, 9am



Figure 57: 22nd Dec, 12pm



Figure 58: 22nd Dec, 3pm

