

# ETHOS URBAN

## Section 4.55(2) Modification Application SSD 9835

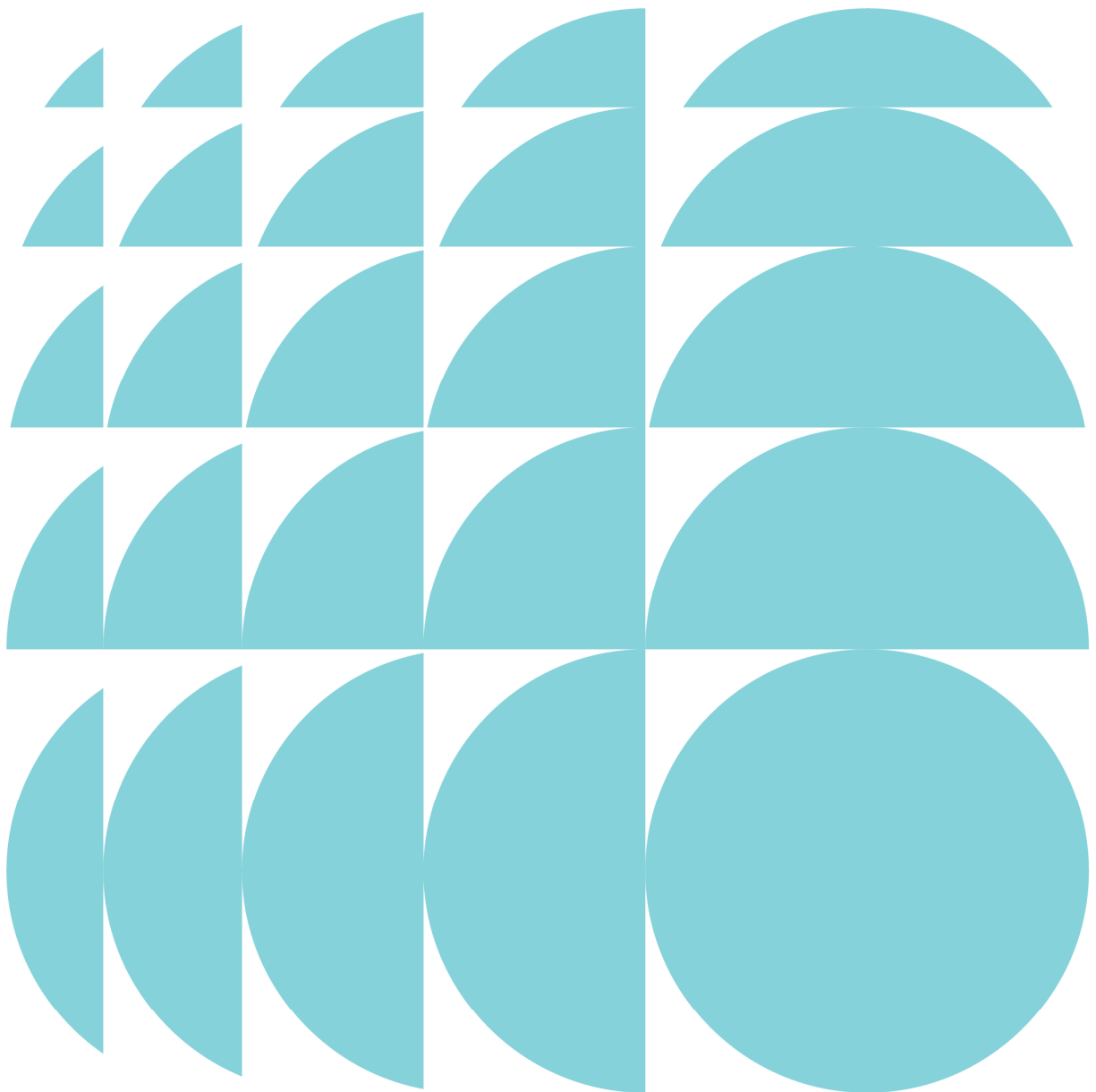
Precinct Village and Car Park

Sydney Football Stadium, 40-44 Driver Avenue,  
Moore Park

Submitted to NSW Department of Planning,  
Industry and Environment

On behalf of Venues NSW

15 October 2021 | 2210490



*Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.*

*We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.*

*We pay our respects to their Elders past, present and emerging.*

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- QS Statement
- Greater Sydney Parklands consultation letter

## 1. Introduction

This application has been prepared pursuant to Section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to modify State Significant Development (SSD) Consent 9835 relating to the Stage 2 detailed design, construction and operation of the Sydney Football Stadium (SFS) at 40-44 Driver Avenue, Moore Park. This application has been prepared on behalf of Venues NSW (formerly the Sydney Cricket and Sports Ground Trust), the future owner and operator of the SFS.

This application identifies the consent, describes the proposed modifications, and provides an assessment of the relevant matters contained in section 4.55(2) of the EP&A Act. This application is accompanied by addendum consultants reports and assessments (refer to the Table of Contents) and should be read in conjunction with the Environmental Impact Statement (June 2019), the Response to Submissions and Amended Proposal report (September 2019), and accompanying plans and technical assessments prepared for Stage 2 of the SFS redevelopment. The project has also been modified in six (6) previous occasions, as discussed further in **Section 1.1** below.

A concurrent modification to the Stage 1 Concept Proposal DA (SSD 9249) has been submitted under separate cover.

### Proposal background

Venues NSW is proposing to introduce a village community space, event plaza and multi-level car park to support the use of the SFS. The proposed modification will facilitate the immediate removal of the northern portion of the EP2 (Upper Kippax) on-grass parking area within Moore Park opposite the MP1 Car Park (proposed to be formalised via a condition of consent). The modification will also facilitate the removal of the southern portion of the EP2 (Lower Kippax) on-grass parking area prior to the commencement of operation of Stage 2 of the Precinct Village and Car Park. The removal of on-grass parking from EP2 (Upper and Lower Kippax) will enable the permanent use of this space as public open space consistent with the Moore Park Masterplan 2040. Parking on EP3 (Showground) will be progressively removed by Greater Sydney Parklands in consultation with Venues NSW, Transport for NSW and Moore Park Events Operations Group<sup>1</sup> pending successful development and implementation of precinct-wide transport plans with the view of removing all on-grass car parking in Moore Park once the Precinct Village and Car Park is operational.

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).*

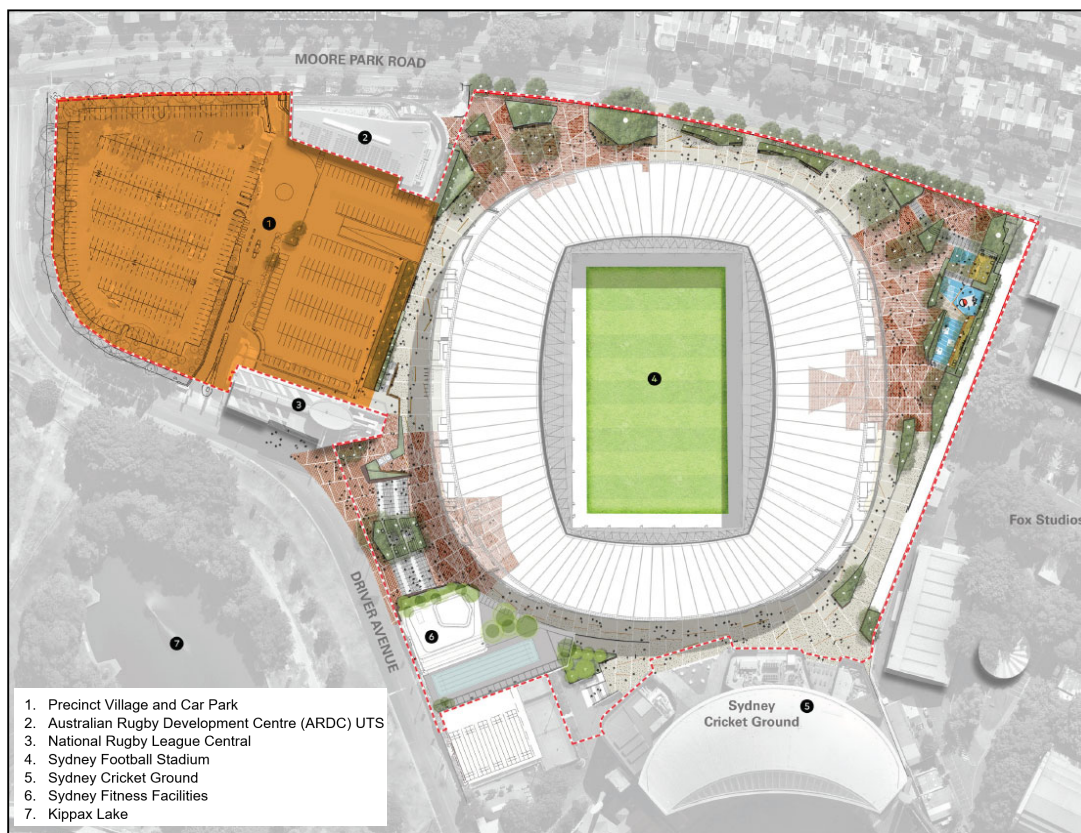
Principally, the proposed modification introduces a village community space and event plaza to complement the adjacent SFS and green space of the Centennial Parklands, while providing amenity for the community to sit, reflect, observe, congregate and pass through. To facilitate this, the currently approved 540 space at-grade car park will be replaced with an event plaza and Precinct Village above ground and a 1,500 space car park beneath. This will create a superior outcome whereby the currently approved car park will be repurposed into a more versatile community precinct space, ensuring the surrounding spaces of the SFS complement its distinctly 'event' focused character, and locate parking as unobtrusively as possible. The construction of the underground car park will catalyse the removal of on grass parking which currently has the capacity to accommodate 2,100 cars across the EP2 and EP3 parking areas. The overall reduction in car parking spaces post development is in line with Transport for NSW's objective to reduce car parking in the precinct.

<sup>1</sup> The Moore Park Event Operations Group (MEOG) is chaired and coordinated by the NSW Department of Premier and Cabinet. MEOG member agencies include the State Rail Authority (STA), Transport for NSW, NSW Police, Venues NSW, the City of Sydney, the NSW Taxi Council, the Bus and Coach Association, the Entertainment Quarter and Playbill Venues. MEOG develops operational plans to ensure the delivery of safe and successful events in the Moore Park sporting and entertainment Precinct and provides a forum for member agencies to work with event organisers on the effective traffic and parking operations in the precinct and its surrounds.

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, Venues NSW is responsible for the management, coordination and promotion of sports and entertainment venues across NSW.

## 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/Australian Rugby Development Centre (ARDC) and NRL Central buildings, both 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

### 1.1. Consent proposed to be modified

Development Consent 9835 was granted by the Minister for Planning and Public Spaces on 6 December 2019 for the detailed design, construction, and operation of the new Sydney Football Stadium pursuant to the Concept Proposal and following the concurrent Stage 1 works under SSD DA 9249. The approved development is defined in the consent as *“The development described in the EIS, Response to Submissions, and supplementary Response to Submissions including the works and activities comprising construction and operation of the Sydney Football Stadium, as limited by the conditions of this consent”*. A summary description of the approved development set out in the consent is that it comprises:

Detailed design, construction and operation of a new stadium comprising:

- 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 parking within the existing Moore Park Car park 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.

To date, SSD 9835 has been modified on five occasions, with one other modification application not determined at the time of writing. A summary of these modifications is provided below in **Table 1**.

**Table 1 Modifications to SSD 9835**

Modification	Approved	Description
Modification 1	3 April 2020	Amend Conditions B14 and B15 to enable the condition to be satisfied in accordance with the principles and framework prescribed by the <i>Contaminated Land Management Act 1997</i> .
Modification 2	14 December 2020	Reinstate fitness facilities that were previously available within the former SFS.
Modification 3	7 December 2020	<ul style="list-style-type: none"> <li>• alter the approved mezzanine slabs at the eastern and western stands and relocate the approved administration facilities.</li> <li>• design amendments to the south western glazed façade.</li> <li>• inclusion of an additional stadium signage condition.</li> </ul>
Modification 4	22 April 2021	Relocate the photovoltaic (PV) cells from the stadium's roof to Level 5 (above the eastern and western plant rooms) and a reduction in the amount of kilowatts peak (kWp) generated.
Modification 5	8 June 2021	Minor modification to correct plan revisions and dates.
Modification 6	Undetermined at the time of writing	Fit-out, use and operation of the eastern mezzanine of the stadium for the purpose of a dedicated training and administration facility for the Sydney Roosters NRL football club, known as the Sydney Roosters Centre of Excellence.



## 2. Strategic context

The strategic context of the approved SFS redevelopment has not materially changed since the Minister for Planning and Public Spaces granted consent to the Stage 2 SSD DA on 6 December 2019. DPIE considered that the redevelopment of the SFS was appropriate for the site given it was consistent with the relevant strategic plans of the State. This includes the following:

- Premier's Priorities
  - *Great Public Spaces* will be supported through the creation of a quality green, open and public space within the Precinct Village and the removal of on grass parking enabling the restoration of Moore park for community sports; and
  - *Increasing Tree Canopy* will be supported through the planting of 89 new trees that will contribute to the greening of the Precinct Village and SFS precinct.
- Objectives of the 2012 NSW Stadia Strategy for improving sporting facilities
  - By targeting investment for the precinct to become a multi-use hub with quality services and facilities, transport connectivity and highly activated entertainment that promotes optimum utilisation of the SFS's infrastructure; and
  - Two particularly relevant Stadia Strategy Design principles are being satisfied by the Precinct Village and Car Park are:
    - Transport Connectivity – Stadia should have good public transport access and appropriate parking capacity; and
    - Entertainment Precinct – Stadia should be surrounded by a vibrant entertainment precinct to enhance the match day experience.
- Greater Sydney Commission's A Metropolis of Three Cities – The Greater Sydney Plan as it would:
  - support the aim of building on existing social, economic and environmental assets of Sydney to improve the quality of life for all its residents and to uphold its status as one of the top cities of the world;
  - support the intention to create "great places that bring people together"; and
  - support the growth of the Eastern Harbour City through global competitiveness by designing the stadium equipped to attract international sporting events.
- The vision outlined in the GSC Eastern City District Plan as it would:
  - comply with its objective of "sustaining communities through vibrant public places, walking and cycling, and cultural, artistic and tourism assets";
  - provide services and social infrastructure to meet people's changing needs;
  - foster healthy, creative, culturally rich and socially connected communities; and
  - create and renew great places and local centres and respect the District's heritage.
- The State Infrastructure Strategy 2018-2038 Building the Momentum as it would:
  - deliver world class institutions to maintain strong cultural and sporting sectors and support the visitor economy;
  - provide a venue to support a strong creative and cultural sector to contribute to NSW's global competitiveness and Sydney's position as a world city.
- The City of Sydney's Sustainable Sydney 2030 as it would:
  - create a globally competitive facility;
  - target achieving a Leadership in Energy and Environmental Design Gold Rating and promote ecologically sustainable development;
  - provide increased integration with Moore Park precinct through the improved public domain;
  - enable more people to attend sporting and other events; and

- accommodate national sporting competitions, international sporting events and concerts.
- The NSW Future Transport Strategy 2056 as it would provide a new stadium near the CBD, a central public transport node, an established sports precinct and parklands, thus minimising walking and cycling distances and encouraging multi-purpose trips.
- Transport for NSW's Sydney's Cycling Future 2013 as it would promote and cater for bicycle use through the provision of bicycle parking provisions with end-of-trip facilities.
- Transport for NSW's Sydney's Walking Future as it would significantly enhance walkability in the local area. The project will enhance walkability between Moore Park Road and Driver Avenue, allowing pedestrians to more easily access the future green space within Moore Park east. Pedestrian access through to the main public transport node in the area (Moore Park light rail stop) will also be improved as a result of the project.
- The City of Sydney's Cycling Strategy and Access Plan by contributing to the following four key priorities:
  - Connecting the network;
  - Supporting people to ride;
  - Supporting business; and
  - Leading by example.
- The Moore Park Masterplan 2040 which prioritises greater integration between the precinct and surrounds for pedestrians and cyclists. In particular, this Modification Application has been made with reference to the Moore Park Master Plan 2040 which is a strategic framework document that outlines the opportunities for improvement and investment in Moore Park. The proposed modifications support a key outcome of this Master Plan in facilitating the removal of on-grass car parking within Moore Park, and as such is supported by the Greater Sydney Parklands who manage Moore Park as discussed further in **Section 5** below.
- The proposal would provide a direct investment in the region of approximately \$674 million, which would support 600 jobs for Stage 2 construction works and up to 300 additional operational jobs upon completion.

This Modification Application supports the continued achievement of the above outcomes and remains compatible with the strategic context of the site.

### 3. Description of modifications

#### 3.1. Modifications to the development

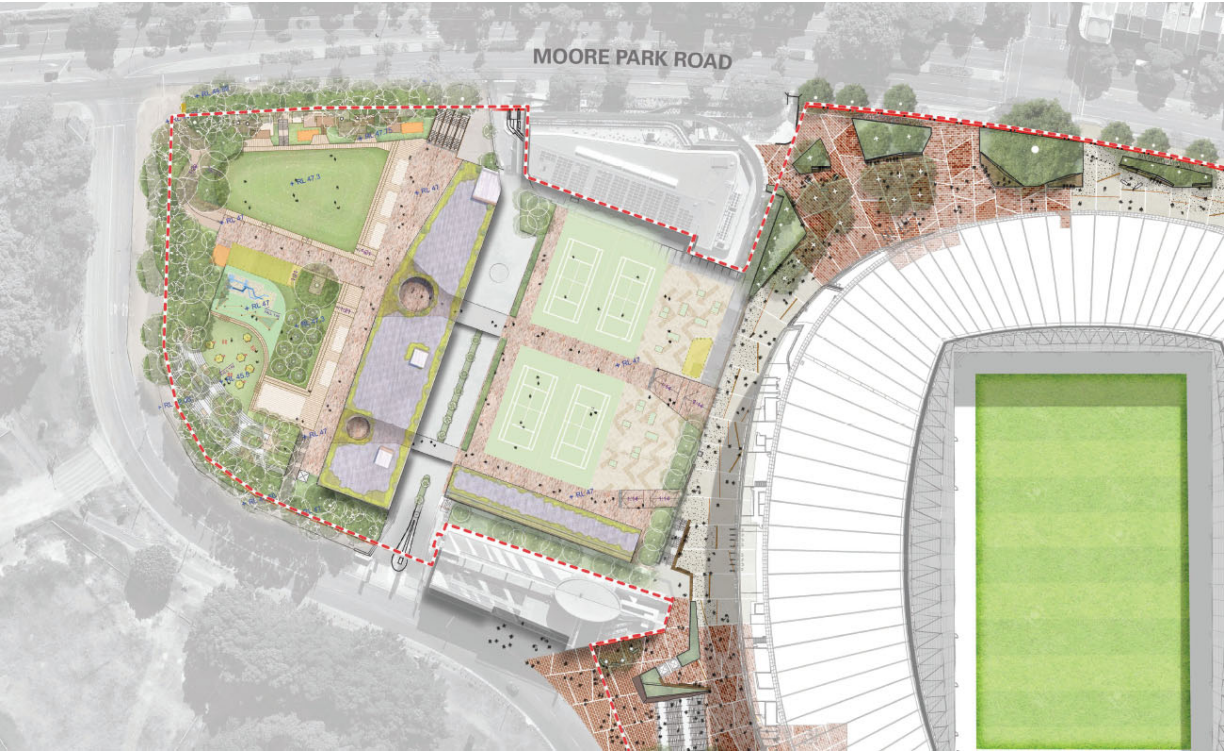
Venues NSW is proposing to repurpose the approved 540 space at-grade car park (MP1) at the western side of the SFS for a master planned Precinct Village and Car Park. It has been designed to align with the conditions and commitment established within SSD 9835, particularly relating to delivering a LEED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

- Up to a maximum of 1,500 space multi-level car park below the proposed 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;
  - 1,500m<sup>2</sup> 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.
- Inclusion of an additional condition of consent requiring the use of the northern portion of EP2 (Upper Kippax) to cease immediately and for the southern portion of EP2 (Lower Kippax) to cease prior to the commencement of operation of Stage 2 of the Precinct Village and Car Park.

**Figure 2** and **Figure 3** illustrates the proposed Precinct Village and Car Park as part of the SFS redevelopment. Detailed Architectural and Landscape Plans prepared by COX Architecture and Aspect Studios, respectively, have been provided at **Appendix A** and **B**.

DPIE's consolidated project description is included at Attachment A of this statement.





**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 (dashed)

Source: COX Architecture

### 3.1.1. Built Form and landscaping

The Precinct Village and Car Park has been designed to both physically and contextually integrate with the adjacent SFS and surrounding facilities, as well as the neighbouring Moore Park areas. The Precinct Village and Car Park proposal comprises:

- Replacing the existing at-grade MP1 Car Park with a multi-level car park providing up to 1,500 parking spaces. The car park is divided into two distinct spaces, either side of the entrance driveway which would remain in its approved location at Driver Ave. The car park is below the Precinct Village podium, and as such will be covered by this new precinct. The edges of the car park will be predominantly sleeved with other uses (including the existing ARDC building, the existing NRL building, and the approved stadium concourse) or will be screened by landscaping. An open lightwell (or 'gully') is proposed between the eastern and western car parks, providing natural ventilation and daylight to these floors. Licence plate recognition will be in place in the car park so as to provide increased entry and exit capacity and efficiency for vehicles, reducing queuing within Driver Ave during major events. During events all car parking will be pre-paid so that on egress transactions will not be required to be processed at the boom gates.
- The car park deck will accommodate four single-storey retail pavilions, which will be further divided to be used for food and beverage tenancies, a customer service kiosk, and ticketing window. Consistent with the approved development, and Conditions A2 and A6 of the consent, the fit-out and operation of these individual tenancies will be confirmed at an appropriate future stage. These buildings will utilise neutral, earthy materials and finishes (see Error! Reference source not found. below).
- Adjacent to these tenancies, are four (4) tennis courts and a tennis club building bordered by the existing ARDC building and the NRL building that are being retained and do not form part of this development. The tennis courts will be used as part of the approved Stadium Fitness Facilities and as flexible event spaces commensurate with the SFS concourse, as discussed further in **Section 3.1.3** below.
- There will be additional landscaped areas at the western periphery of the Precinct Village integrating with Moore Park including two grass lawns, a children's playground, and timber terraces bordering the lawn and retail pergolas to encourage informal seating and eating opportunities. Access to these spaces is via slopes and stairs located to maximise current desire lines through Moore Park East and beyond.
- The development as modified will require the removal of 39 trees, noting that 2 of these trees (301 and 302) are already approved for removal as part of the approved reconfiguration and reinstatement of the MP1 Car Park. The remaining 37 trees are within the centre of the existing MP1 Car Park or at select locations at the periphery of the precinct and will be unavoidably impacted by the proposed works. An additional 89 trees will be planted within the Precinct Village and Car Park, exceeding the tree replacement ratio of 1(tree lost):1.5 (trees replaced) in Condition C8 of the approved Concept Proposal DA.
- A further 20 bicycle parking spaces will be provided within the public domain of the Precinct Village, which will increase the total public bicycle parking spaces provided to at least 170 spaces. Retail staff of the Precinct Village choosing to ride their bicycles to the site will be permitted to park their bikes within the secure bike parking area being delivered as part of the approved development in accordance with Condition B50.





**Figure 4** The proposed retail pavilions

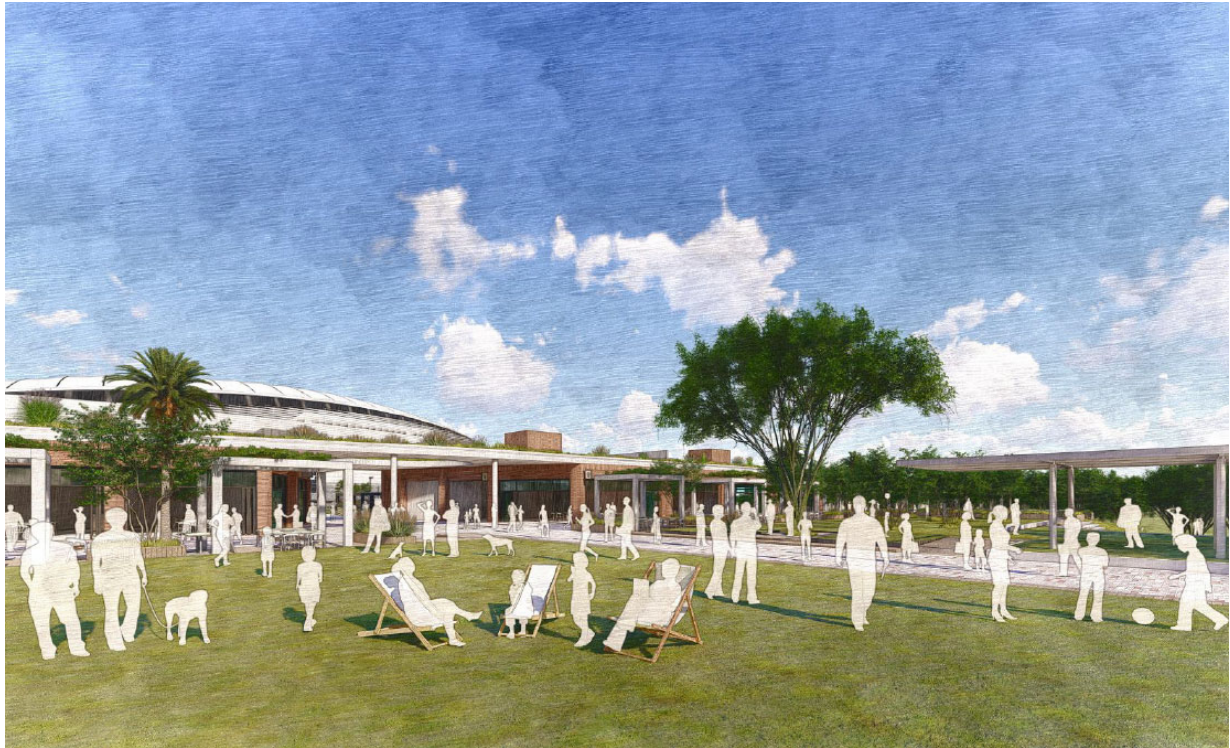
Source: Cox Architecture



**Figure 5** The Precinct Village and Car Park as viewed from the corner of Driver Avenue and Moore Park Road

Source: Cox Architecture





**Figure 6** Open space areas interfacing with the retail pavilions and Driver Avenue/Moore Park

Source: Cox Architecture



**Figure 7** The Precinct Village and Car Park as viewed from the corner of Driver Avenue

Source: Cox Architecture

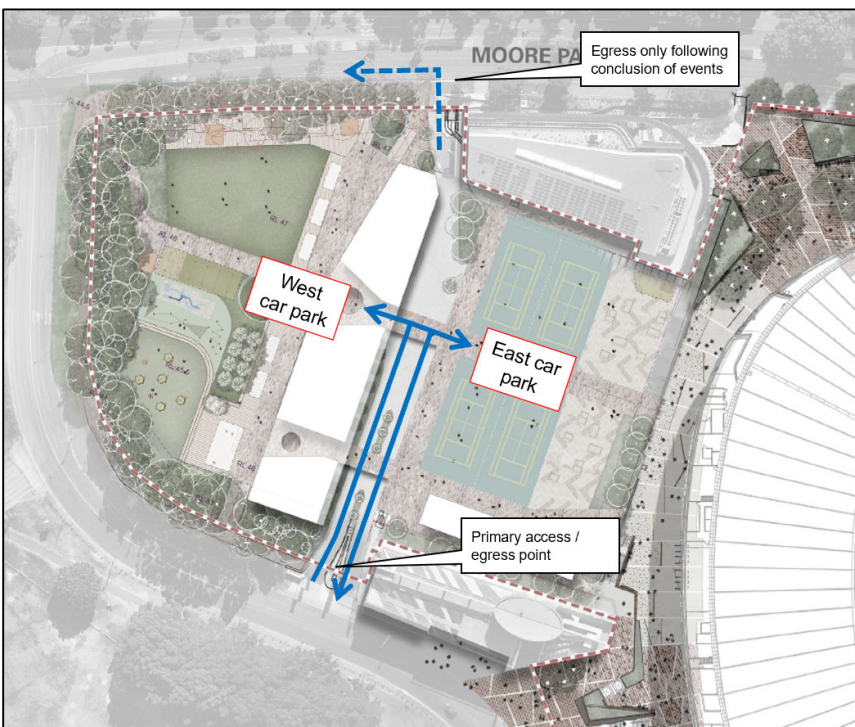
### 3.1.2. Access

It is proposed to enhance access arrangements for the Precinct Village and Car Park comprising the following:

- While access to the car park will primarily be via the approved driveway location along Driver Avenue for access and egress, it is proposed to provide an additional egress point directly onto Moore Park Road to be used only for events (see **Figure 8** below). The addition of direct egress onto Moore Park Road will complement the

existing approved Driver Avenue access point, particularly on event days where traffic generation is at its most significant. The implications of this modification are discussed in further detail in **Section 6.3**.

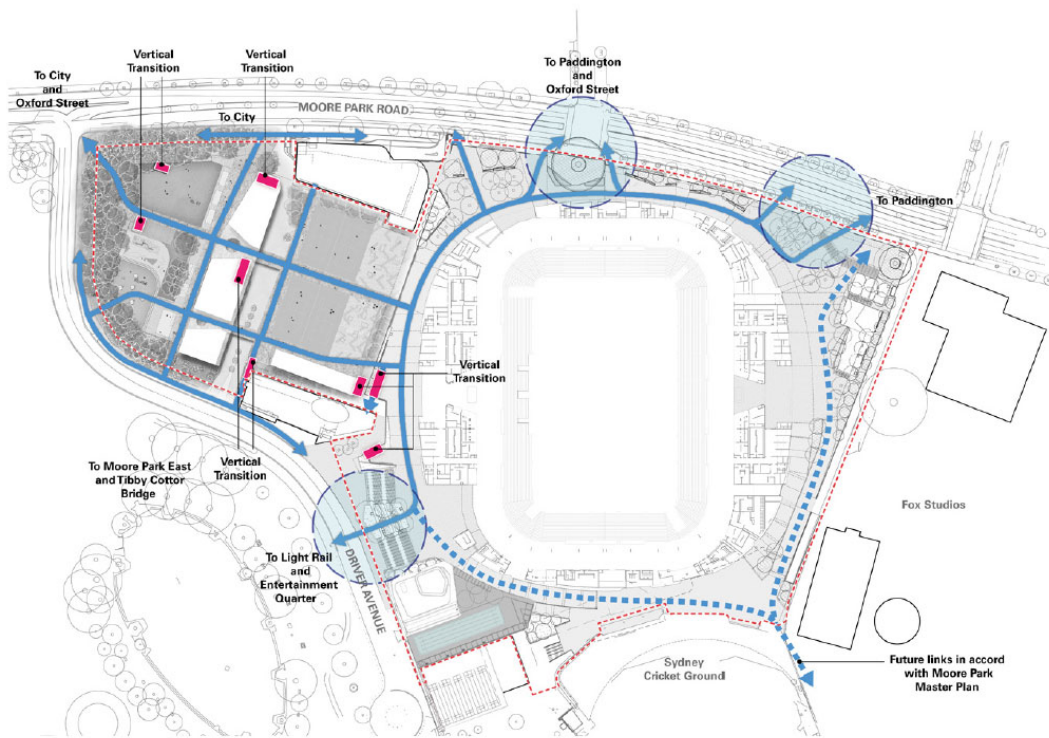
- Providing a dedicated operation/servicing vehicle area within the new car park, immediately west of the vehicle rejection roundabout. This loading dock has been designed in accordance with Australian Standards and includes five (5) service vehicle parking bays to supplement capacity provided within the stadium basement.
- Reconfiguring the drop off requirements for the elderly and mobility impaired by providing four (4) drop off spaces within the eastern car park in close proximity to the SFS entry point. Consistent with the approved DA, this drop off area will be managed by staff and arranged via a pre-booked system. An accessible path of travel is provided to the main stadium entry, with access via lifts. Also as outlined earlier, the Passenger Drop-Off and Pick-Up Facilities Plan will introduce a geo-fence to prevent rideshare vehicles (i.e.: Ubers) from accessing these facilities.
- Extending the drop off zone on Driver Avenue by approximately 35m compared to the approved arrangements, facilitated through removing the existing driveway to the EP2 (Upper and Lower Kippax) car parking area and thereby increasing the number of cars dropping off at any one time by six (6) vehicles once the development is complete.
- Providing free-flowing, level pedestrian access to and from the SFS concourse from Driver Avenue and Moore Park Road through the Precinct Village and Car Park. Pedestrians arriving from the light rail stop or Tibby Cotter Bridge to the south can access the Precinct Village directly across Driver Avenue or via the SFS concourse area.



**Figure 8** Proposed vehicle access strategy for the Precinct Village on event day only

Source: JMT Consulting





**Figure 9 Pedestrian routes through the Precinct Village and Car Park and greater precinct**

Source: Cox Architecture

### 3.1.3. Operation

The Precinct Village is proposed to be accessible from 8am to 11pm to align with the approved operating hours for the SFS as contained in Condition A19. As well as this, the tennis court operating hours are proposed to be the same as the operating hours for the recently approved Stadium Fitness Facilities contained in Condition A56, as these courts will likely form part of the integrated facility for use by Stadium Fitness Facilities Members and their guests.

Outside of these hours, general practice security arrangements will be implemented including CCTV and on-site security as part of the broader SFS precinct operations.

The car park is proposed to be automated, replicating the existing arrangements at the nearby Entertainment Quarter and will be accessible 24 hours a day, 7 days a week. Consistent with the Entertainment Quarter, the car park will be available to the general public as well as Roosters, NRL, ARU, members facilities patrons for non-event periods and SCG / SFS sporting and entertainment patrons during event periods.

With respect to anticipated events and types of activity, consistent with Condition of Consent A18, the use of the public domain areas within the Precinct Village on event days will be documented in the Event Management Plan currently under preparation. Consent for any stand-alone events (particularly on non-event days) that are not captured by Condition A17 and the Event Management Plan are not the subject of this DA and would be the subject of a separate future application if sought. **Table 2** below provides an indicative guide of how the Precinct Village may be activated on event and non-event days.

**Table 2 Use of the Precinct Village for events**

	Event Days	Non-Event Days
Gathering spaces	<ul style="list-style-type: none"> <li>• Live site for sold out events to encourage general public to enjoy the atmosphere</li> <li>• Merchandise vans and marquees selling event and team merchandise</li> </ul>	<ul style="list-style-type: none"> <li>• Informal gatherings/picnics by families and small groups</li> <li>• Garden style chairs and umbrellas</li> </ul>
Organised temporary activities/events	<ul style="list-style-type: none"> <li>• Pop up bars/tents/marquees</li> <li>• Mobile vans, ball kicking/hitting zone, etc</li> <li>• Marquees including stand up cash bar, cocktail style functions, or more formal sit down style functions involving internal AV and big screens</li> <li>• Accreditation/Media/Volunteer Centre and Ticket Collection facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Markets and stalls (e.g.: farmers market, book fair, etc)</li> </ul>
Amenities and circulation purposes	<ul style="list-style-type: none"> <li>• Cloaking area for concert and event patrons</li> <li>• Queuing/holding area for concerts allowing patrons who wish to arrive early to secure premium positions (e.g.: front of the stage) to enjoy the Precinct</li> <li>• Potential for public announcements/music</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for public announcements/music</li> </ul>
Active and passive outdoor recreational activities	<ul style="list-style-type: none"> <li>• Tennis court use (organised events)</li> </ul>	<ul style="list-style-type: none"> <li>• Tennis court use including personal training sessions for use by Stadium Fitness Facilities members</li> <li>• Children play, sitting &amp; eating, recreation (kicking footy, etc)</li> </ul>

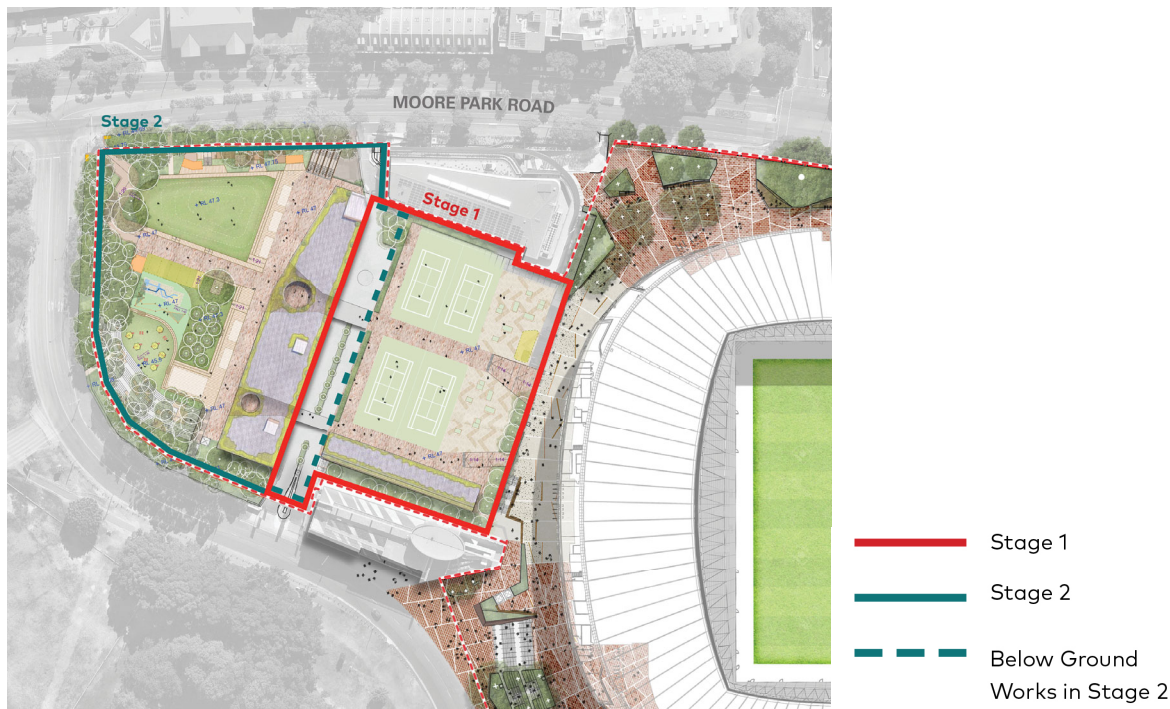
### 3.1.4. Construction Staging and Excavation

The Precinct Village and Car Park is proposed to be constructed in two (2) stages comprising:

- Stage 1, being the eastern car park, tennis courts and associated amenities, consisting of the area between the Rugby Australia and NRL Central buildings, immediately adjacent to the SFS concourse.
- Stage 2, being the western car park and remainder of the Precinct Village including the food and beverage offer, consisting of the residual area immediately adjacent to the proposed East Car Park, bounded by Driver Ave and Moore Park Road.

Stage 1 will be delivered concurrently with the opening of the SFS in 2022, while Stage 2 is proposed to be delivered after the SFS opening in 2023, being within 12 -15 months of the SFS's opening. At opening of the SFS, circa 50% of approved the MP1 car parking capacity will be available for use with the residual available at the completion of Stage 2.

Stage 2 (being the western car park) will continue to operate as a construction compound/site following the SFS's commencement (which will include Stage 1 of the Precinct Village and Car Park proposal). This means that it will not be available for parking.



**Figure 10 Construction staging for the Precinct Village and Car Park**

Source: Cox Architecture

The construction of Stage 1 of the Precinct Village and Car Park (i.e.: the eastern stage) is proposed to be undertaken currently with the final stages of the stadium's construction program. For this reason, the existing access and egress arrangements on Driver Avenue for construction vehicles will remain in place and be utilised for the Stage 1 (eastern) stage works. The stadium will continue to utilise the existing access and egress arrangements that are in place for construction vehicles, with the exception that deliveries will be limited to the Moore Park Road and Paddington Lane site entries and exits. At the completion of Stage 1, the existing Driver Avenue construction vehicle access and egress will be made good to become the permanent driveway for vehicles into and out of the Precinct Village and Car Park for events and non-events, as well as access for service vehicles into the stadium basement.

The construction of Stage 2 (i.e.: the western stage) will commence post the stadium and Stage 1 of the Precinct Village and Car Park commencing operation. A separate construction entry and exit into the site, adjoining the new operational driveway from Driver Avenue, will be provided to support Stage 2 construction activities. This will form a part of the detailed construction management plan and will be contained to within the western stage area boundary. In accordance with the currently approved CTPMP, construction must cease at least 2 hours prior to any event ensuring there will not be conflicts between construction vehicles and event patrons accessing the Precinct Village and Car Park.

Preliminary calculations indicate excavated fill volumes for removal off site are:

- Stage 1 East – 5,710m<sup>3</sup> / 11,991 tonnes
- Stage 2 West – 84,458m<sup>3</sup> / 177,360 tonnes

The implications for construction traffic movements and waste disposal are addressed in the Transport Assessment (**Appendix D**) and Contamination Statement (**Appendix L**) respectively.

### 3.2. Modifications to conditions of consent

The proposed modifications described above necessitate amending the consent conditions identified below. Words proposed to be deleted are shown in ~~**bold strike through**~~ and words to be inserted are shown in ***bold italics***.

**SCHEDULE 2 – PART A****Condition A2 (f):**

The construction of the detailed stadium and concourse public domain areas is well progressed. The Precinct Village and Car Park proposal does not impact the design or operation of these areas, rather, it will sensitively integrate with these approved areas. Accordingly, it is proposed to include the addendum architectural and landscape plans in Condition A2 in addition to those approved and enacted plans relating to the stadium and concourse public domain areas.

Architectural Plans prepared by COX Architecture			
Dwg No.	Rev	Name of Plan	Date
A10.SP.30	A	Demolition Plan	29/07/2021
A13.B1.01	B	Level B1	02/09/2021
A13.B2.01	B	Level B2	02/09/2021
A13.B3.01	B	Level B3	02/09/2021
A13.L0.02	C	Level 0	02/09/2021
A13.L0M.01	C	Level 1	02/09/2021
A13.L1.03	E	Plaza	02/09/2021
A30.EW.02	B	Elevations East West	02/09/2021
A30.NS.02	B	Elevations North South	02/09/2021
A30.NS.03	B	Elevations North South 2	02/09/2021
A40.00.02	B	Sections North South	02/09/2021
A40.00.03	B	Sections East West	02/09/2021
A42.00.20	A	Phase 1 Sections	02/09/2021
A42.00.21	A	Phase 2 Sections	02/09/2021
A42.00.25	A	Phase 2 Sections	02/09/2021
A45.00.10	A	Phase 1 Egress Stair Sections	02/09/2021
A54.00.01	A	Stair Details	13/08/2021
Landscape Plans prepared by Aspect Studios			
Dwg No.	Rev	Name of Plan	Date
LA-010	2	Cover Sheet	06/09/2021
LA-011	2	Legend	06/09/2021
LA-101	2	Tree Retention and Removal Plan	06/09/2021
LA-201	2	Materials and Finishes Plan	06/09/2021
LA-202	2	Materials and Finishes Plan	06/09/2021
LA-401	2	Levels and Grading Plan	06/09/2021
LA-402	2	Levels and Grading Plan	06/09/2021
LA-501	2	Sections	06/09/2021
LA-502	1	Sections	06/09/2021

For completeness, it is proposed to amend Condition A6 to confirm that the fit-out of retail tenancies within the Precinct Village and Car Park will be the subject of a separate and future process.

**Condition A6**

This development consent does not approve:

- (a) any use for the areas marked as “out of scope” in the drawings listed in condition A2;
- (b) an underground ramp connecting between the basement of the stadium and the basement of the SCG;
- (c) the fit-out and use of the café and stadium shop within the stadium facing the public domain area of Fig-Tree Place **and within the Precinct Village**; and
- (d) the use of the gate / access point along the eastern boundary to provide connection between the site and the adjoining properties to the east / south-east. Notwithstanding this consent, any existing alternative agreements regarding gate / access points and connections between the site and adjoining property will continue to apply.

The NSW Government's announcement on 20 September 2021 makes clear that the Precinct Village and Car park Modification Application will ensure works to improve 'Upper Kippax' (i.e.: the northern portion of EP2) can begin immediately. The announcement also provides that:

- the Greater Sydney Parklands Trust Exposure Bill will legislate additional protections for Moore Park by making it an offence to park on this section of the grass; and
- once the car park is fully operational, all remaining on-grass parking will be removed from Moore Park.

To align with the NSW Government's announcement and address stakeholder feedback, a new condition of consent is proposed (Condition A57) to capture the proposed arrangement discussed above. This condition of consent would be imposed under Section 4.17(1)(c) of the EPA Act.

It is noted that the existing Condition D50 of SSD 9835 specifically requires that the Event Car Parking Management Plan consider the likely timelines for the progressive removal of on-grass car parking at Moore Park East, based on consultation with the Greater Sydney Parklands (Centennial Park and Moore Park Trust). Venues NSW is currently developing the Event Car Parking Management Plan in compliance with this condition. The Green Travel Plan prepared under Condition D14 will also assess the success of the adopted initiatives through a review process to assess travel demand and make refinements, as an ongoing commitment to sustainability. The retention of these Conditions is considered appropriate as they make suitable provision for the identification of transport initiatives in the lead up to the SFS's operation.

#### **Condition A57**

- On-grass event car parking associated with the use of the stadium within Event Parking 2 (EP2) Upper Kippax must cease immediately.***
- On-grass event car parking associated with the use of the stadium within EP2 Lower Kippax must cease prior to the commencement of operation of Stage 2 of the Precinct Village and Car Park.***

## **SCHEDULE 2 – PART B**

Some conditions in Part B of the consent reference the approved design of the MP1 Car Park for preparing detailed plans or documents prior to commencing the construction of the SFS. Works have already commenced for the delivery of the SFS, and as such, these conditions have already been satisfied and do not require further amendment (although parts of these conditions may be deleted if preferred by the Department of Planning, Industry and Environment). A few conditions of consent, however, have not been satisfied at the time of writing and are to be amended to reference the modified design and addendum technical assessments that accompany this application discussed further in **Section 5** of this report.

Further, it is proposed to modify Condition B49 because, whilst it has already been satisfied, it references the approved reinstatement of the MP1 car park which is latter referenced in condition D33 (discussed further below) and as such identifies outdated details that would need to be satisfied prior the occupation of the stadium and associated areas. Accordingly, it is proposed to amend Condition B49 to enable the staged occupation of the site.

#### **Condition B48**

Prior to installation of mechanical plant and equipment, the Applicant must incorporate the noise mitigation measures into the detailed design drawings (including location of the plant and equipment and the proposed acoustic louvres) to ensure that the operation of the equipment will not exceed the Project Amenity Noise Levels identified in the Stage 2 SSDA – Noise and Vibration Assessment prepared by ARUP dated 30 August 2019 **or dated 6 September 2021 if relevant**. The Certifying Authority must verify that all noise mitigation measures have been incorporated into the design of the stadium and any other proposed structures on the site.

#### **Condition B53**

Prior to the commencement of installation of outdoor lighting within the site, design details must be submitted for the approval of the Certifying Authority demonstrating compliance with the Lighting Statement prepared by Stowe Australia Pty Ltd dated 29 May 2019 **or Public Domain Lighting Strategy Rev 01 prepared by Arup**,



AS 1158.3.1:2005 Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements and AS 4282-1997 Control of the obtrusive effects of outdoor lighting.

#### Condition B49

Prior to the commencement of construction of the stadium structure, design plans must be submitted to the satisfaction of the Certifying Authority complying with the following requirements:

- (a) 50 car parking spaces are provided within the stadium basement for use during operation of the development;
- ~~(b) 540 car spaces are provided within the Moore Park Car Park 1 (MP1);~~
- ~~(c) appropriate number of disabled car parking spaces complying with AS 2890.6-2009 are provided within the stadium basement and the MP1;~~
- (d) the layout of the car parking areas, including driveways, grades, turn paths, sight distance requirements in relation to landscaping and / or fencing, aisle widths, aisle lengths, and parking bay dimensions, are in accordance with AS 2890.1-2004 and AS 2890.6-2009;
- (e) the loading areas within the basement of the stadium have a minimum height clearance of 4.5m;
- (f) the swept path of the longest vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, are in accordance with the latest version of AS 2890.2;
- ~~(g) the enhanced vehicle rejection facilities within the MP1 carpark, including the ingress and egress of the MP1 carpark, are designed to accommodate the swept path of a 14.5m non-rear steer bus; and~~
- ~~(h) the MP1 car park driveway and crossing are designed in accordance with the recommendations of section 6.4 of the Transport Assessment Report prepared by ARUP dated 31 May 2019.~~

*Prior to the commencement of construction of the Precinct Village and Car Park, design plans must be submitted for the intended staged delivery of the Precinct Village and Car Park to the satisfaction of the Certifying Authority complying with the following requirements:*

- (a) up to 1,500 spaces are provided within the Precinct Village and Car Park;*
- (b) appropriate number of disabled car parking spaces complying with AS 2890.6-2009 are provided within the Precinct Village and car park;*
- (c) the layout of the car parking areas, including driveways, grades, turn paths, sight distance requirements in relation to landscaping and / or fencing, aisle widths, aisle lengths, and parking bay dimensions, are in accordance with AS 2890.1-2004 and AS 2890.6-2009;*
- (d) the loading areas within the car park have a minimum height clearance of 4.5m;*
- (e) the swept path of the longest vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and*
- (f) the vehicle rejection facilities within the car park, including the ingress and egress of the car park, are designed to accommodate the swept path of a 14.5m non-rear steer bus.*

#### Condition B57

The Applicant must demonstrate to the satisfaction of the Certifying Authority that the Landscape masterplan, as approved in condition A2, continues to meet the applicable wind comfort criteria identified in the Wind Data Analysis prepared by ARUP dated 22 August 2019 **or dated 6 September 2021 if relevant**, particularly at the eastern boundary at the level split and realigned stairs.

## SCHEDULE 2 – PART D

The construction and occupation of the stadium and the proposed Precinct Village and Car Park will be completed in stages. In accordance with Condition D1 of the consent, the Planning Secretary will be notified in writing before the commencement of each stage, of the date of commencement and the development to be carried out in that stage.

Importantly, because the Precinct Village and Car Park will replace the MP1 car park (which is approved to be reinstated) and will be constructed in stages, it is necessary that Condition D33 be updated to reflect the modified development.

### Condition D33

At least six weeks prior to the occupation of the stadium (i.e. prior to occupation of the building for any purpose including office and administrative functions) and the public domain areas within the site or any other timeframe agreed in writing by the Planning Secretary, evidence must be submitted to the satisfaction of the Certifying Authority that demonstrates that:

- (a) construction works associated with the proposed **in stadium** basement car park and **at least 300 spaces in Stage 1 of the Village Precinct and Car Park** ~~the reinstatement of the MP 1 with the vehicle rejection facilities~~, have been completed and that ~~the car parking facility~~ **those car parking facilities and the vehicle rejection facilities** are operational;
- (b) ~~at least 540 car spaces are provided within the MP1 and~~ 50 car spaces are provided within the basement of the stadium;
- (c) disabled car parking spaces are provided in accordance with the requirements of the current version of AS2890.6;
- (d) all car parking and other vehicle parking / turning / manoeuvring arrangements are in accordance condition B49 **as relevant**;
- (e) all bicycle parking facilities comply with the requirements of condition B50;
- (f) consultation has been undertaken with ~~Centennial Park and Moore Park Trust~~ **Greater Sydney Parklands** to finalise the location of the bicycle parking spaces outside the site boundary and within the land owned by the ~~Centennial Park and Moore Park Trust~~ **Greater Sydney Parklands**; and
- (g) The required number of bicycle spaces have been designed and installed **for the applicable stage** at locations agreed with the ~~Centennial Park and Moore Park Trust~~ **Greater Sydney Parklands**.

**At least 6 weeks prior to the occupation of Stage 2 of the Precinct Village and Car Park and associated public domain areas, or any other timeframe agreed in writing by the Planning Secretary, evidence must be submitted to the satisfaction of the Certifying Authority that demonstrates that:**

- (a) **construction works associated with Stage 2 of the proposed Precinct Village and Car Park are complete and the car parking facility is operational.**
- (b) **a total of no more than 1,500 spaces are contained within the Precinct Village and Car Park.**
- (c) **disabled car parking spaces are provided in accordance with the requirements of the current version of AS2890.6;**
- (d) **all car parking and other vehicle parking / turning / manoeuvring arrangements are in accordance with condition B49 as relevant;**
- (e) **all bicycle parking facilities comply with the requirements of condition B50;**
- (f) **consultation has been undertaken with Centennial Park and Moore Park Trust to finalise the location of the bicycle parking spaces outside the site boundary and within the land owned by the Centennial Park and Moore Park Trust; and**
- (g) **the required number of bicycle spaces have been designed and installed for the applicable stage at locations agreed with the Centennial Park and Moore Park Trust.**

## 4. Statutory context

### 4.1. Section 4.55 of the EP&A Act

#### Substantially the same development

Section 4.55(2)(a) of the EP&A Act states that a consent authority may modify a development consent if “it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all)”. Section 4.55 establishes the power to “modify” a consent, and there is an extensive body of caselaw which assists in the task of determining whether a modification application meets the required statutory requirements.

As per *Sydney City Council v Ilenace Pty Ltd* [1984] 3 NSWLR 414, the concept of modification involves “alteration without radical transformation”. This approach was followed by Mason P in the NSW Court of Appeal in *Transport Action Group Against Motorways Inc v Roads and Traffic Authority* (1999) 104 LGERA 133 in the context of a modification to an activity approval under Part 5 of the EP&A Act.

In *Transport Action Group*, Sheller JA offered an alternative definition of “modify” in the following terms:

*I think it is correct to say that what there was meant by “modify” was a change which might add to or subtract from the proposed activity, the substance of which continued, and which was less than its wholesale rejection and replacement.*

In *Moto Projects (No 2) Pty Ltd v North Sydney Council* [1999] NSWLEC 280 (*Moto Projects*) the Court considered a modification application to delete an ingress ramp to a mixed-use development in North Sydney. As highlighted in the Council Assessment Report, Bignold J held at [56] that:

*The comparative task does not merely involve a comparison of the physical features or components of the development as currently approved and modified where that comparative exercise is undertaken in some type of sterile vacuum. Rather, the comparison involves an appreciation, qualitative, as well as quantitative, of the developments being compared in their proper contexts (including the circumstances in which the development consent was granted).*

The decision in *Moto Projects* makes clear that the comparative task in assessing whether a development is ‘substantially the same’ cannot be viewed as merely a quantitative assessment of development statistics, but must also include a contextual assessment of the qualitative nature of the approved and modified developments.

In *Ahmad Corp Pty Ltd v Fairfield City Council* [2018] NSWLEC 1526, the Court further held that while an application was quantitatively significant it did not materially change the essence of the development and not so large as to change its essence or render it something other than “substantially the same development”. More recently in *Aveo North Shore Retirement Villages Pty Ltd v Northern Beaches Council* [2020] NSWLEC 1035, the Court also held that a range of modifications to a development was “the same as what has been approved in substance and essence” and that the changes were an appropriate response to contemporary requirements (from 1980s villas to 2020 multi-unit residential blocks).

Having regard to this guidance, it is clear that the development, as proposed to be modified in this application, would continue to be substantially the same development as that originally approved under SSD 9835 in that:

- The proposed modifications do not change essential characteristics of the approved development, to the point where it is rendered something other than “substantially the same development”, including the overall design, capacity and operation of the SFS, the independent operation of Moore Park and the SCG, and the provision of both approved and potential future pedestrian connections to and from the site.
- The project will continue to provide vehicular parking at the MP1 Car Park site to meet demand generated by the SFS operations. While the project will increase the availability of parking at this specific location outside of events, it will also directly reduce parking within the precinct by enabling the removal of EP2 (Upper and Lower Kippax) on-grass parking. EP3 (Showground) will be progressively removed by Greater Sydney Parklands in consultation with Venues NSW, Transport for NSW and the Moore Park Events Operations Group pending the



car park development becoming operational and successful development and implementation of precinct-wide transport plans to reduce congestion in the precinct. As a consequence, car parking, parking demand, traffic generation or distribution as a consequence of the modification are comparable to the approved arrangements under the original development consent, and will be enhanced as a result of the other NSW Government led initiatives proposed to remove on grass parking from Moore Park.

- Facilitating the removal of the on-grass car parking responds to and addresses a key issue raised during consultation and submissions and directly responds to the Moore Park Master Plan 2040, and as such is consistent with the strategic plan for the future of the parklands and precinct and is in the public interest.
- The provision of ancillary retail space, additional open space, members facilities, and flexible event space is consistent with the approved use of the site and the intended operation of the SFS and greater sports and entertainment precinct. The modified project will continue to support the historical and long-term purpose of the site to be used for, and in connection with, sporting events.
- The Precinct Village and Car Park proposal does not alter the dominant use of the site of a Tier-1 stadium with a rectangular playing field, including the types and occurrence of events.
- The modified development will continue to achieve a LEED Gold Rating and implement energy efficiency, energy conservation and Water Sensitive Urban Design measures including but not limited to rainwater harvesting and reuse, a commitment to water efficient fixtures and energy efficiency electrical equipment, and the installation of photovoltaic cells. The proposed Precinct Village and Car Park will also have access to bicycle parking and end of trip facilities to promote sustainable transport options.
- The modified development relates to and complements the vision established in the Concept Proposal for the provision of a new stadium and associated public domain areas. The modified project will operate in the same way as the original development, in that the use of the stadium and associated precinct will be the same, with the nature of stadium events, ancillary facilities and traffic and transport arrangements being practically identical to the original approval allowing the existing SCG to continue to operate throughout the construction phases by hosting a range of sporting events with minimal disruption.
- As addressed in **Section 5** below, the modified development does not give rise to any additional environmental impacts beyond those previously considered in the assessment and determination of the Environmental Impact Statement that cannot be mitigated, managed or offset. Specifically, the following matters are of significance in the consideration of whether the modification is substantially the same:
  - There is no change to peak parking demand or traffic movements as a consequence of the modification application.
  - Pedestrian permeability and public access around the SFS will be maintained and enhanced by the modification application.
  - Suitable protection measures and methodologies for heritage items will be maintained.
  - There will be no significant change to the visual impacts of the Precinct Village and Car Park proposal, with views to the Precinct Village largely screened by surrounding buildings, or resulting in enhanced visual impacts by screening of car parking with new plaza spaces.
  - Operation of the Precinct Village will occur within the approved operating hours of the SFS and the terms of the Event Management Plan, including precinct noise limits, required under the existing development consent.
  - Construction will generally occur concurrently with the approved stadium works, reducing the overall time taken to complete the proposed works, and approved construction management protocols and procedures will be maintained.

### Environmental impacts

Section 4.55(3) of the EP&A Act requires a consent authority to take into consideration such of the matters referred to in section 4.15(1) as are of relevance to the development the subject of the application and the reasons given by the consent authority for the grant of the original consent.

The planning assessment of the proposed modified development remains generally unchanged with respect to these matters, with further assessment provided at **Section 6** below.

## 4.2. Compliance with statutory plans

The proposed modifications do not affect the developments compliance with the relevant environmental planning instruments, as demonstrated in the table below.

**Table 3 Compliance with the relevant environmental planning instruments**

Instrument	Comment
<i>Environmental Planning and Assessment Act 1979</i>	The proposed development, as modified, remains not inconsistent with the Concept Proposal set out in the terms of SSD 9249 and the concurrent modification to the Concept Proposal. This is detailed further in this assessment and the addendum technical studies.
<i>Biodiversity Conservation Act 2016</i>	<p>The Concept Proposal and Stage 1 DA was accompanied by a Biodiversity Development Assessment Report (BDAR) prepared by Jacobs. The 'Study Area' assessed in this BDAR included the former MP1 Car Park, and concluded that the site had been heavily modified from its original state. A waiver was subsequently issued in relation to the Stage 2 SSD DA on the grounds of the development being unlikely to impact biodiversity values in accordance with Clause 1.5 of the <i>Biodiversity Conservation Act 2016</i> and Clause 1.4 of the <i>Biodiversity Conservation Regulation 2017</i>. This waiver remains valid and appropriate.</p> <p>Specifically, this Modification Application does not alter the findings of the Biodiversity Development Assessment Report (BDAR) prepared by Jacobs, which concluded that there were no threatened ecological communities located in or directly adjacent to the development site, and that the vegetation on site was not a suitable habitat for any threatened or migratory species. The Precinct Village and Car Park proposal did not require the preparation of an offset strategy for the purchase and retirement of biodiversity credits. This modification also remains compliant with Conditions C8(d) and C56 of the Stage 1 DA, which were the outcome of recommendations of the BDAR.</p> <p>Accordingly, the consent authority is able to be satisfied that the modification to the originally approved development will not increase the impact of the development on biodiversity values.</p>
<b>State Environmental Planning Policies</b>	
SEPP (State and Regional Development) 2011	The proposed modifications do not alter the development's consistency with the relevant provisions of the SEPP.
SEPP (Infrastructure) 2007	The approved SFS required consultation with TfNSW (RMS) in accordance with Clause 104 of the SEPP. As detailed in the Transport Assessment provided at <b>Appendix D</b> , TfNSW has been consulted with regard to the Precinct Village and Car Park and will be provided with further opportunities to review this project during the public exhibition of the Modification Application.
SEPP No. 55 – Remediation of Land DRAFT SEPP – Remediation of Land	As detailed in the memorandum prepared by Douglas Partners at <b>Appendix L</b> , it is proposed to undertake supplementary testing, and if needed, remediation and validation, as part of the Precinct Village and Car Park project. If the contamination risks on the site are similar to those on the SFS site then the remediation approach is likely to be to cap and contain the ash and ACM-impacted fill beneath the finished car park structure. The Stage 2 conditions of consent (B22 and C32-34) remain valid and appropriate for managing the construction of the Precinct Village and Car Park in conjunction with the SFS.
DRAFT SEPP (Environment) 2017	The proposed modifications do not alter the development's consistency with the relevant provisions of the SEPP.
SEPP No. 64 – Advertising and Signage	The proposed modifications do not alter the development's consistency with the relevant provisions of the SEPP. No additional signage is proposed as part of this modification.
<b>Sydney Local Environment Plan 2012</b>	
Cl. 2.3 – Zone objectives and land use table	The site is zoned SP1 Special Activities, for the purposes of recreational facilities (major). The Precinct Village and Car Park remains permissible with consent and will achieve the objectives of the zone by contributing to the renewal of the SFS consistent with the existing and long-term vision for the use of the site and the Concept Proposal.

Instrument	Comment
Cl. 4.3 – Height of buildings Cl. 6.19 – Sun access planes	No building height or sun access plane development standard applies to the site.
Cl. 4.4 – Floor space ratio	No floor space ratio development standard applies to the site.
Cl. 5.10 – Heritage conservation	The site is not identified as being of heritage significance, but is located within the Sydney Cricket Ground Heritage Conservation Area and above the line of 'Busby's Bore', a State heritage item. The site is also within proximity of a number of heritage items and conservation areas. Artefact has assessed the Precinct Village and Car Park ( <b>Appendix I</b> ) and confirms that the Precinct Village and Car Park proposal has sensitively responded to its heritage context. Refer to <b>Section 6.5</b> below.
Cl. 6.21 – Design excellence	A competitive design process was undertaken for the SFS redevelopment, which was determined to have achieved design excellence. In accordance with the adopted Design Excellence Strategy and the conditions of consent, the Design Integrity Panel has reviewed the proposed Precinct Village and Car Park and concluded that the proposed modifications are consistent with the Panel's review of the competition design and do not alter the conclusions of the Panel.
Cl. 7.1 – Car parking	No maximum rate for car parking applies to stadia. The proposed modification will facilitate the following via a new condition of consent: <ul style="list-style-type: none"> <li>the immediate removal of the northern portion of the EP2 (Upper Kippax) on-grass parking area; and</li> <li>the removal of the southern portion of EP2 (Lower Kippax) prior to the operation of Stage 2 of the Precinct Village and Car Park.</li> </ul> The removal of on-grass parking at EP2 (Upper and Lower Kippax) will enable the permanent use of this space as public open space consistent with the Moore Park Masterplan 2040. EP3 (Showground) will be progressively removed by Greater Sydney Parklands in consultation with Venues NSW, Transport for NSW and Moore Park Events Operations Group pending successful development and implementation of precinct-wide transport plans with the view of removing all on-grass car parking in Moore Park once the Precinct Village and Car Park is operational.
Cl. 7.15 – Flood planning	Localised flooding occurs in each instance from a 2-year Average Recurrence Interval (ARI) up to a 100-year ARI event, with significantly deeper and more widespread flooding occurring during the Probable Maximum Flooding (PMF) event. The Precinct Village and Car Park has been reviewed by Arup in the addendum statement at <b>Appendix F</b> and discussed in <b>Section 6.6</b> below.
Cl. 7.20 – Development requiring or authorising the preparation of a development control plan	Section 4.23 of the EP&A Act outlines that a staged development application can take the place of a site specific DCP to satisfy this provision. Accordingly, the approved Concept Proposal and Stage 1 DA fulfils Clause 7.20 of the Sydney LEP 2012. The proposed Precinct Village and Car Park remains not inconsistent with the Concept Proposal, as amended and proposed to be modified under a separate modification submitted concurrently with this modification.

### 4.3. Consistency with the Concept Proposal

Under Section 4.24 of the EP&A Act, whilst a Concept Proposal remains in force, any further detailed application cannot be inconsistent with the consent for the Concept Proposal.

A concurrent Section 4.55 Modification Application is also being pursued for the Concept Proposal to delete Condition C39 and amend Condition A2 to introduce a secondary building envelope for the Precinct Village and Car Park that is subservient to the stadium and consistent with the process for the approved Stadium Fitness Facilities.

An assessment against the key elements of the Concept Proposal has been provided in the sections below. Detailed discussions concerning the mitigation measures and strategies proposed under the Concept Proposal are also addressed in the appended technical assessments and the following sections, as relevant. In summary, the amended development remains consistent with the Concept Proposal including the building envelope as modified so that the consent authority is able to be satisfied that the development consent as modified by this application will not be inconsistent with the modified Concept Proposal.

## 5. Engagement

Extensive consultation has been carried out through design development to inform this modification.

The key stakeholders that have now been consulted in the preparation of this Modification Application include: Greater Sydney Parklands, Transport for NSW (TfNSW), Infrastructure NSW (INSW), Department of Planning, Industry and Environment (DPIE), NSW Treasury, City of Sydney, the SFS Design Integrity Panel (DIP), University of Technology Sydney (UTS), Australian Rugby Union (ARU), National Rugby League (NRL), SFS Community Consultation Committee (CCC), Community Groups (Saving Moore Park, Paddington Society, etc) and Sports Ground Members and Hirers. The development concept and intent has generally been well received by the various stakeholder groups. The removal of the on-grass parking and the introduction of well-appointed community spaces to be used on both non-event and event days have been highlighted as key benefits of the Modification Application.

It is emphasised that this proposed Modification Application also responds to and addresses a key issue that was raised during consultation and in the submissions received for the Concept Proposal DA and subsequent Stage 2 SSD DA. The removal of on-grass carparking in Moore Park was identified by members of the community as a key precursor to the successful operation of the precinct during the original exhibitions of the Concept Proposal DA and Stage 2 SSD DA.

The consultation outcomes arising from engagement with key groups prior to the lodgement of this Modification Application in relation to the proposed changes and the concurrent modification to the Concept Proposal and Stage 1 SSD DA (9249), are summarised below.

### Community Consultative Committee

The Precinct Village and Car Park proposal was presented to the CCC on 24 August 2021, and members were invited to provide their feedback during the meeting and in subsequent written correspondence. Feedback was largely positive for the project enabling the removal of on-grass car parking, enhancing public amenity, reducing pedestrian and vehicle conflicts on Driver Avenue, and activating the precinct, with all remaining feedback related to detailed design and assessment issues. The following are some key issues raised and a summary in response to those issues:

- Venues NSW land should be transferred to the Greater Sydney Parklands – the Precinct Village and Car Park will utilise the existing MP1 members car park space which is on Venues NSW land under the *Sporting Venues Authorities Amendment (Venues NSW) Bill 2020*. The land has been in the care of Venues NSW and its predecessors since 1903. Both the former MP1 car park and the proposed Precinct Village and Car Park form an essential operational area for the precinct, and as such will continue to be managed in an integrated way as part of this sporting and entertainment precinct.
- How will a human scale be achieved – as detailed in the Architectural Design Statement (**Appendix A**), the Precinct Village and Car Park has been scaled for intimacy, being sensitively positioned into the existing project site and designed to be screened by existing buildings adjoining the MP1 project site and the SFS and concourse. The single storey buildings and significant supplementary landscaping provide a sense of enclosure to create distinct spaces and reinforce the human scale. The Precinct Village will provide an appropriate transition in built form between Moore Park, the existing ARDC and NRL buildings, and the approved SFS.
- How does the delivery of the project support construction process efficiencies – the proposed staged construction of the Precinct Village and Car Park (as discussed in **Section 3.1.4** above) offers the following advantages:
  - it prioritises works that are immediately adjacent to the SFS to enable these interface public domain areas and parking and members facilities to be completed and available at the commencement of SFS operations;
  - it significantly improves the arrival experience and the use of the site;
  - it ensures there is no need to demobilise and remobilise the whole of the site and therefore reduces the overall construction timeline for the delivery of the Precinct Village and Car Park;
  - it ensures that construction adjacent to the stadium is not occurring while the stadium is in operation to minimise disruption and reduce the timeline for the delivery of the Precinct Village and Car Park through completing the first stage of works concurrently with the stadium rather than following; and

- it may also provide significant procurement advantages for the efficient use of public funds by the NSW Government by being able to avoid site establishment costs and leveraging the existing workforce and supply chains already in place.
- Concern is raised for managing traffic volumes – JMT Consulting has completed detailed traffic modelling of the cumulative traffic movements resulting from the approved SFS and the proposed Precinct Village and Car Park during the PM peak hour, being the most critical period for road operation as determined under the Concept Proposal. The modelling confirms that the Precinct Village and Car Park will not significantly impact the operation of the road network, including the intersections of Driver Avenue and Moore Park, and Driver Avenue and Lang Road. Refer to **Appendix D** for further discussion.
- How will rideshare vehicles be required to use the drop-off and pick-up areas – consistent with the approved SFS redevelopment, a number of operational transport management plans are required to be prepared prior to the SFS' commencement, including a Passenger Pick-up and Drop-off Facilities Plan pursuant to Condition D18 of SSD 9835. Condition D18 requires the Plan to include details of dedicated passenger pick-up / drop-off facilities for taxis, coaches, kiss-and-ride and rideshare services for the development and in conjunction with other stakeholders and landowners in the Moore Park Precinct (among other things). Ongoing discussions with Transport for NSW have included the introduction of a 'geo-fence' to prevent users within a designated exclusion zone from hailing ridesharing services. This would direct rideshare users to the appropriate pick-up and drop-off area outside of the immediate vicinity of the site. Other initiatives that are currently being discussed and negotiated with Transport for NSW and NSW Police as the relevant authorities include the use of traffic controllers during events to control and direct traffic. Importantly, the Precinct Village and Car Park improves the drop off/pick up arrangements by removing the traffic and pedestrian conflicts and increasing the length of the proposed drop off zone – refer to **Section 5.5** below for details.
- Parking should include a 2-hour free period for the community – the pricing structure for the car park will be subject to further review and detail prior to the operation of the car park.
- What commitment is there that on-grass carparking will be removed from EP2, and EP3 – on 20 September 2021, the NSW Government announced its commitment to the progressive removal of on-grass car parking to create more open space for the community, commencing with the immediate removal of the northern portion of the EP2 (Upper Kippax) on-grass parking area. The proposed Precinct Village and Car Park (including a new condition of consent as described in **Section 3.2** above) is the catalyst to remove on-grass parking from EP2 (Upper and Lower Kippax) within Moore Park opposite the MP1 car park as announced by the NSW Government. This will enable the permanent use of this space as public open space consistent with the Moore Park Masterplan 2040. EP3 (Showground) will be progressively removed by Greater Sydney Parklands in consultation with Venues NSW, Transport for NSW and Moore Park Events Operations Group pending the car park development becoming operational and successful development and implementation of precinct-wide transport plans to reduce congestion in the precinct. .

### City of Sydney Council

Venues NSW briefed the Lord Mayor, a Councillor, Chief Executive Officer, and Director of Planning on 15 September 2021. The removal of all on-grass car parking without the introduction of any new/additional infrastructure to meet parking demand was raised. This conflicts with the broader NSW Government requirements to ensure inclusivity and cater for all patron needs, including those travelling from across metropolitan Sydney, regional NSW or interstate, those with young families or the mobility impaired who may not be able to rely on or utilise public transport.

The Precinct Village and Car Park proposal was presented to and discussed with representatives of Council on 29 July 2021. Key issues discussed during the meeting included the quantum of parking available within the precinct, changes to mode share, consideration of pedestrian connections, and consultation completed with other key stakeholders. The matters raised by Council have been principally addressed in the Transport Statement prepared by JMT Consulting (**Appendix D**), with key matters and responses summarised as follows:

- Whether there is a change in precinct parking – as discussed in **Section 6.3** below, the Modification Application will reduce the total car parking capacity in the precinct. The NSW Government has announced immediate removal of the northern portion of the EP2 (Upper Kippax) on-grass parking area within Moore Park opposite the MP1 Car Park. This will be formalised via the condition of consent proposed to be introduced by the Precinct Village and Car Park proposal. The condition of consent will also facilitate removal of on-grass parking from EP2 (Lower Kippax) prior to the operation of Stage 2 of the Precinct Village and Car Park. EP3 (Showground) will be progressively removed by the Greater Sydney Parklands in consultation with Venues NSW, Transport for



NSW and the Moore Park Events Operations Group pending the carpark development becoming operational and successful implementation of precinct-wide transport plans to reduce congestion in the precinct. The Modification Application will increase parking supply in the Moore Park precinct outside of event days, however, precinct parking demand is not expected to significantly change as a result. As discussed further in the Transport Assessment at **Appendix D** and **Section 6.3**, previous surveys undertaken at the nearby Entertainment Quarter (EQ) car park demonstrates that there is significant parking supply available on a typical non-event day at this car park, with the car park never reaching 43% of total capacity on a weekday.

- Whether the mode share has changed for the project – the transport mode share for events can vary based on a number of factors including the type of event, start time, weather, and the opposition team location which determines where the fan base is travelling from. Patrons will actively shift their mode and time of travel based on these factors. For the purposes of assessing the Precinct Village and Car Park, the mode share established for the Stage 2 DA is adopted, which was developed in consultation with TfNSW, modelling, and surveys (including for events where the EP2 (Upper and Lower Kippax) and EP3 (Showground) on-grass car parking was available). The Green Travel Plan (GTP) under Condition D14 will continue to apply to the Precinct Village and Car Park to implement measures that will ensure non-private vehicular modes of transport are the preferred mode of travel to/from the project site. As part of the GTP, it is noted that Venues NSW has continued to promote integrated ticketing for events, encouraging the use of public transport when travelling to and from events.
- Whether pedestrian connections to Tibby Cotter Bridge and in relation to Foveaux Street will change – Pedestrians arriving from the light rail stop or Tibby Cotter Bridge to the south can access the Precinct Village directly across Driver Avenue or via the SFS concourse area through the main western staircase which will be open to the public at all times of the day. Pedestrians travelling towards Oxford Street will primarily use the pathways within Moore Park East and not conflict with vehicle traffic entering or exiting the car park. Just 2% of pedestrians are forecast to utilise the Moore Park Road southern footpath, which will be subject to traffic control following the conclusion of events to manage interactions between pedestrians and vehicles. The precinct Village and Car Park proposal will allow for high quality linkages between the Precinct Village and the broader Moore Park area, including the EQ and Centennial Parklands.
- How does the delivery of the project support construction process efficiencies – the intent and benefits of staging the construction and operation of the Precinct Village and Car Park is addressed above.
- What are the impacts of additional excavation on trees and Busby's Bore – an Arboricultural Impact Assessment and Heritage Impact Statement accompany this assessment at **Appendices I** and **M** and are discussed further in **Sections 6.5** and **6.9**.

## Department of Planning, Industry and Environment

Preliminary discussions have occurred as part of the scoping process, in addition to a pre-lodgement meeting held on 22 July 2020. The items raised in this meeting included the intended planning pathway and timing, the occupancy of the site, technical assessments to accompany the modification application, and the intended operation of the amended project. These matters have been addressed in this Modification Application. A subsequent response to the scoping request was issued on 7 September 2021, and is addressed as follows:

- Biodiversity Development Assessment Report or a BDAR waiver obtained from the relevant authority – this is discussed in **Section 4.2**. The BDAR waiver issued for the Stage 2 SSD DA included the MP1 Car Park, and remains valid and appropriate. The consent authority is able to be satisfied that the modification to the originally approved development will not increase the impact of the development on biodiversity values.
- Aboriginal Cultural Heritage Assessment Report (ACHAR) – an ACHAR was prepared by Curio Projects, and submitted as Appendix CC of the Stage 2 SSD DA. The MP1 Car Park, on which the Precinct Village and Car Park will be located, formed part of the study area investigated in this ACHAR. A subsequent Aboriginal Cultural Heritage Management Plan (ACHMP) was prepared for the project in accordance with Condition D41 of the consent. Artefact has prepared an addendum ACHMP (**Appendix I**), confirming that the soils within the extent of the proposed works have already been impacted by the former Sydney Sports Ground and, therefore, the project site has a nil to low level of Aboriginal archaeological sensitivity. Artefact confirm that the Precinct Village and Car Park proposal may progress under an Unexpected Finds Policy, and without further formal archaeological assessment.
- Quantity Surveyors Report – provided under separate cover.

- Site survey plans – provided at **Appendix T**. It should be noted that the site survey plans identify ground levels and confirmed locations of existing easements and utilities. Prior to commencement of works, further investigations will be undertaken to verify the location of utilities consistent with standard construction methodologies. It should also be noted that the main trunk of Busby's Bore is found on the revised survey plan as located during the early construction works for the SFS. As documented in the archaeological report, Busby's Bore will not be impacted by the proposal and no impact will occur to the nearby spur of Busby's Bore which is an item listed on the Sydney Water s.170 Heritage Register as item 4571074 and on the Sydney LEP 2012 as item 2420164.
- Process for engaging with the Government Architect and the SFS Design Integrity Panel with the aim of demonstrating design excellence – refer to the Design Integrity Assessment Report provided at **Appendix B**.
- Preliminary Construction Management Plan (CMP) – as discussed in **Section 6.16**, the Stage 2 SSD consent contains several conditions relating to construction management, including Condition B22 requiring the preparation of a detailed Construction Environmental Management Plan and a suite of sub management plans relating to construction pedestrian and traffic management, construction noise and vibration, construction waste, air quality, and biodiversity. Condition A55(d) requires updates of approved management plans within three months of modifications being approved. Accordingly, there is a suitable mechanism within which the contractor once appointed can update these approved plans to capture the Precinct Village and Car Park works.
- Construction and Operational Waste Management Plan – as discussed in **Section 6.16** and **Section 6.17**, Condition D41 of the Stage 2 SSD consent requires that an operational waste management plan to be prepared prior to the occupation of the SFS and submitted to the certifying authority for any purpose including office and administrative functions and the public domain areas within the site. Venues NSW is leading the preparation of the waste management plan to fulfill Condition D41 and will incorporate the Precinct Village and Car Park to ensure waste management is undertaken responsibly, in accordance with legislative requirements and in a manner that ensures the amenity and safety standards of the SFS are maintained.

### Greater Sydney Parklands

Venues NSW has worked collaboratively with the Greater Sydney Parklands through the preparation of this modification. The Greater Sydney Parklands has issued a letter of support confirming the Precinct Village and Car Park proposal sits entirely within Venues NSW land and its construction would not have any direct impacts on Greater Sydney Parklands in the Moore Park Precinct, whether that be green space or the Moore Park Entertainment Precinct. Importantly the Greater Sydney Parklands highlights the Precinct Village and Car Park proposal would support the Moore Park Masterplan 2040 by providing alternative car parking spaces on event days. The NSW Government's proposed Greater Sydney Parklands Trust Exposure Bill would legislate additional protections for Moore Park by making it an offence to park on this section of the grass, to pursue the objective of progressively removing car parking from the grass at Moore Park and allowing the area to be refurbished for much needed community sports and passive recreation.

### Design Integrity Panel

The adopted Design Excellence Strategy for the SFS redevelopment approved under the Concept Proposal DA requires that the established Design Integrity Panel review design development initiatives, confirm that the design aligns with the scheme presented during the competition process, and that design excellence is maintained.

The Panel considered the Precinct Village and Car Park proposal on 13 August 2021 and provided feedback. Following consideration of the Panel's feedback, the Panel confirmed that the proposed modifications are consistent with their review of the competition design in relation to the Sydney LEP 2012, the objectives of Better Placed, and the project-specific Urban Design Guidelines, and that it does not alter the Panel's conclusion that the design demonstrates design excellence (see the report at **Appendix B**).

The Design Integrity Panel provides an appropriate forum and process for design development and review, to robustly and independently hold the project team to account. The implementation of the adopted Design Excellence Strategy and continued support of the Design Integrity Panel in respect to this proposed modification accordingly negates the need for further and separate engagement with the NSW Government Architect.

## 6. Assessment of impacts

Section 4.55(3) of the EP&A Act requires a consent authority to take into consideration such of the matters referred to in section 4.15(1) as are of relevance to the development the subject of the application and the reasons given by the consent authority for the grant of the original consent.

The planning assessment of the proposed modified development remains generally unchanged with respect to the above matters. The following matters however warrant further assessment.

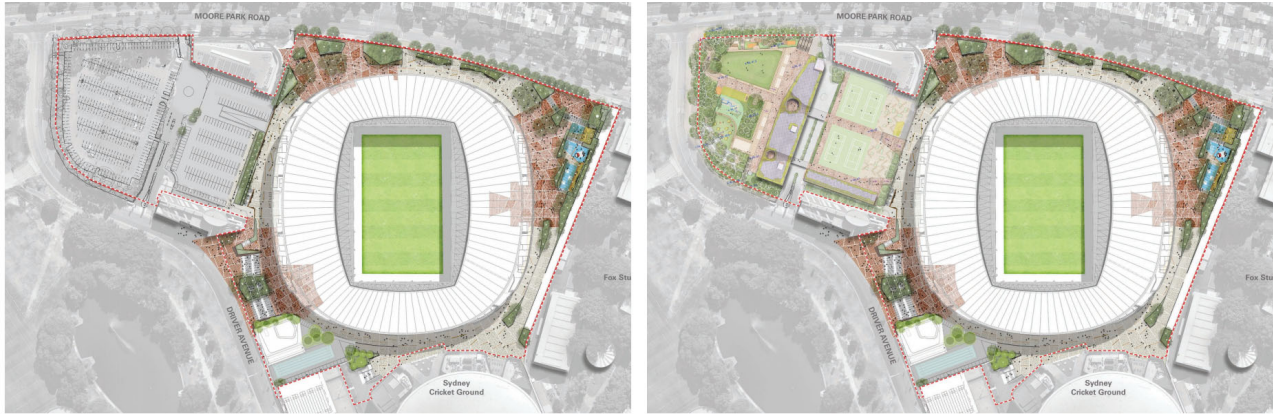
The approved mitigation measures are addressed at Attachment B of this statement.

### 6.1. Built form and Urban Design

The proposed Precinct Village and Car Park have been designed to sensitively integrate with the approved SFS, public domain, and the site surrounds.

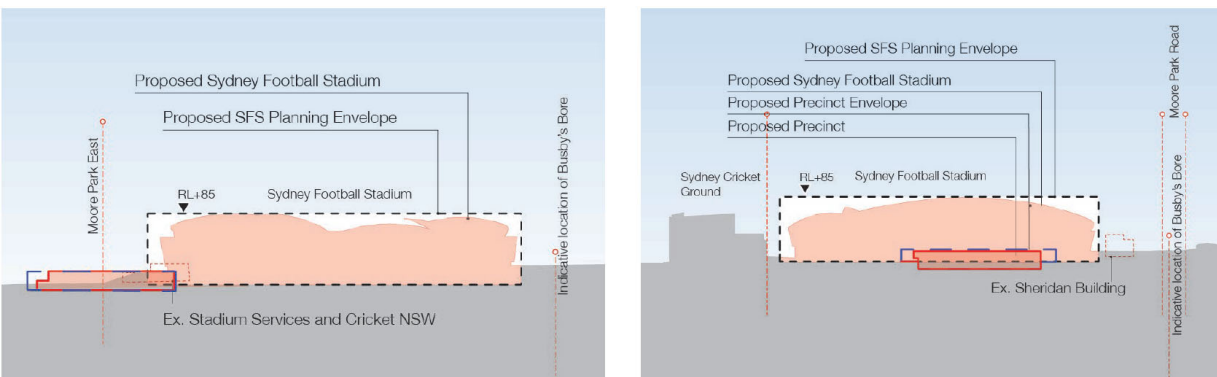
- The Precinct Village and Car Park has been scaled for intimacy, being sensitively positioned into the existing project site and designed to be screened by existing buildings adjoining the MP1 Car Park and the SFS and concourse, in addition to significant supplementary landscaping. The retail pavilion located on the car park deck is further modest in scale, reading as predominantly one storey in height, ensuring it is not visually dominant in the streetscape. The Precinct Village will provide an appropriate transition in built form between Moore Park, the existing ARDC and NRL buildings, and the approved SFS.
- The project will significantly enhance the interface between the SFS redevelopment site and Moore Park, providing a new green interface to Moore Park including kids play areas and open lawn that can be used for passive and active recreation (see **Figure 11** below). This 'green edge' softens the transition between the sporting and entertainment precinct and Moore Park, and is an improved outcome from the currently approved at-grade car park which would be reinstated under the current terms of the approval.
- The Precinct Village and Car Park will also significantly improve the activation of Driver Avenue and Moore Park East outside of events. The Precinct Village open space areas and retail pavilion complement the sports and entertainment function of the site while encouraging community activation and use of the site on a day-to-day basis. The site appears as part of the parkland with activity glimpsed through landscaping.
- The materials and finishes proposed for the Precinct Village and Car Park are primarily neutral masonry, complementing the approved SFS and Stadium Fitness Facilities, with the brickwork to match the materiality of the approved stairs on Driver Avenue, the existing Driver Avenue wall, and brick buttresses. The brick colour will aim to match the existing wall with simpler detailing to reflect the language of the SFS's recessed panels.
- All Precinct spaces are easily and seamlessly connected to each other to ensure a logical and legible journey across and around the Precinct Village. Sloped public domain areas and stairs are located with careful consideration of the current desire lines through Moore Park East, promoting access to the site and through movements from Paddington to Moore Park on a daily basis. Pedestrian movement is significantly enhanced overall as a result of the Precinct Village and Car Park site, with the public no longer required to walk through or around the MP1 Car Park to access the SFS and Moore Park Road. The MP1 Car Park as approved presents a major barrier to pedestrian movements.
- The proposed Precinct Village and Car Park sits within the new building envelope specified for this ancillary area of the SFS redevelopment site (see **Figure 12** below), and does not impact the approved SFS design and its compliance with the building envelope established under the Concept Proposal including the maximum height and depth specified in the conditions of consent.





**Figure 11 Overview of change and improved interface and public benefit provided by the Precinct Village and Car Park as compared to the reinstated MP1 car park**

Source: Cox Architecture



**Figure 12 Compliance with the Precinct Village and Car Park building envelope**

Source: COX Architecture

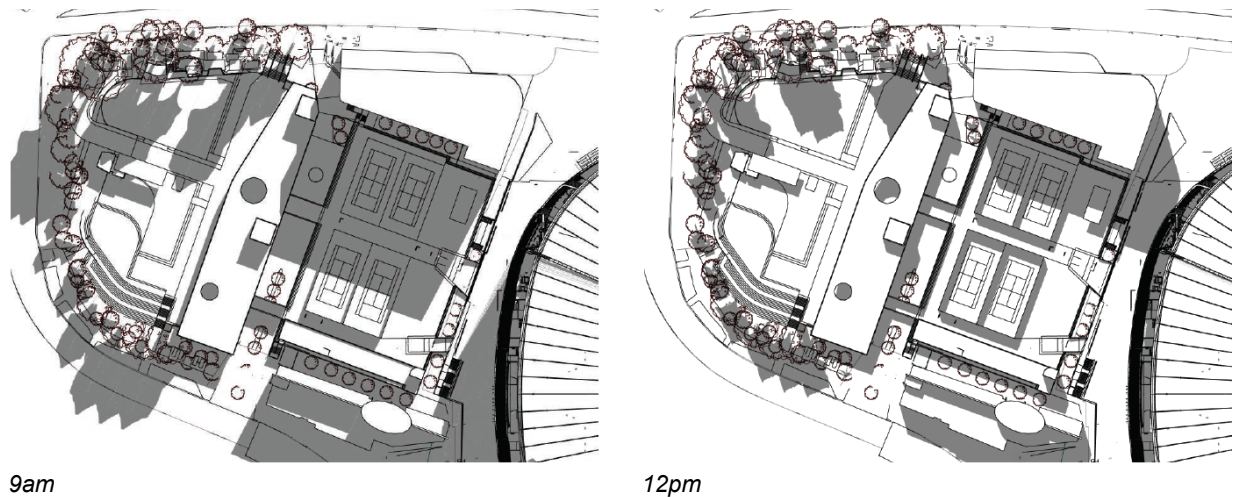
## Design integrity and design excellence

The adopted Design Excellence Strategy for the SFS redevelopment requires that the Design Integrity Panel review design development initiatives and confirm that the design aligns with the scheme presented during the competition process and that design excellence is maintained. The Panel confirmed (see **Appendix B**) that the proposed modifications are consistent with the Panel's review of the competition design in relation to the Sydney LEP 2012, the objectives of *Better Placed*, and the project-specific Urban Design Guidelines, and does not alter the Panel's conclusion that the design demonstrates design excellence.

## 6.2. Environmental Amenity

### 6.2.1. Overshadowing

The addendum Architectural Design Report at **Appendix A** provides overshadowing plans for the proposed Precinct Village and Car Park. The proposed built form will generate minor additional overshadowing in the morning (9am-12pm) during the worst-case instance of mid-winter (21 June). Shadows will fall largely on Driver Avenue or internal to the site. There will be no new or additional overshadowing of Kippax Lake, any nearby residences, or the SCG field of play. No additional shadows are produced during the lunch time and afternoon hours in mid-winter.



**Figure 13 Overshadowing at mid-winter (21 June)**

Source: Cox Architecture

### 6.2.2. Visual Impacts

An Addendum Visual Impact Assessment (VIA) has been prepared by Ethos Urban and is provided at **Appendix G**. This assessment asserts that given the comparatively minimal built form scale of the proposed modifications, a new VIA is not required. Rather, assessment of the Modification Application would be most appropriate if undertaken against key issues identified as part of the initial scoping stage. The key findings are summarised below.

- The Precinct Village and Car Park proposal complies with relevant planning controls and is considered to represent skilful design. On this basis, it is a reasonable proposal within the meaning of this term established by the court case 'Tenacity' (refer to **Appendix G** for details).
- The retention of most existing, established vegetation along the site's perimeter and within Moore Park itself will effectively screen much of the Precinct Village and Car Park from view within the public domain.
- The replacement of a large, at-grade car park with open space, recreation areas, and retail pavilions, ensures the Precinct Village and Car Park proposal is both more consistent with the overall character of the SFS precinct and represents an improved visual condition to what currently exists.
- The ARDC building and the Rugby League Central building ensure the proposed tennis courts and built form are largely screened from the public domain including from Moore Park Road and the residential properties on its northern side, and from long range axial views along Driver Avenue to the south.
- Providing a large, curated and publicly accessible open space at the highly visible western edge of the site significantly improves the relationship of the site with the adjoining Moore Park, in particular through a more compatible landscape and visual character. The combination of curated parkland and small pavilion buildings references the visual character of parts of the broader Moore Park and Centennial Park parkland complex.
- The new built form is of a scale, form, orientation, and detail that ensures it will not be a prominent new element in the landscape when viewed from Moore Park. In particular, while under one roof, separating the retail premises into three distinct pavilion forms at the ground plane with pathways between further modulates its appearance and overall bulk and scale.

Given the above, the Addendum VIA concludes that the proposed modifications will not give rise to new, significant, and unacceptable visual impacts.

### 6.2.3. Visual Privacy

The proposed Precinct Village and Car Park will not impact the visual privacy of nearby residences along Moore Park Road to the north of the site. Separation distances from dwellings exceed 60 metres, and the proposed retail premises, tennis courts, car park, and open space areas are sensitively integrated into the site being screened by retained and supplementary vegetation and the existing Rugby Australia building that forms the northern boundary of

the MP1 Car Park. All other residential dwellings are located to the east of site, and as such the Precinct Village and Car Park is screened by the approved SFS.

#### 6.2.4. Wind

A Wind Impact Assessment has been prepared by ARUP and is appended to this report at **Appendix N**. This report provides an analysis of wind conditions in the areas as relevant to the development and identifies any additional adverse impacts that may arise by virtue of the proposed modifications. Given the generally low-rise scale of the Precinct Village and Car Park proposal, the assessment identifies that it will have a minimal impact on local wind conditions, namely:

- wind conditions at the majority of locations around the site would be similar to the existing conditions and classified as suitable for pedestrian standing and walking;
- the open nature of the site means that the wind conditions would be similar to the nearby parkland areas, which are classified as suitable for pedestrian standing and meeting the wind speed associated with the pedestrian sitting criterion (4 m/s, 11 kph) for about 80-90% of the time;
- while areas immediately around the proposed pavilions will have an improved wind climate, some areas of outdoor seating may require temporary or permanent screening to improve the local wind conditions for patrons, however, this can be confirmed at the appropriate future stage (noting that the detailed fit-out and operation of the retail premises will be the subject of separate applications);
- the tennis courts are expected to meet the standing comfort classification, which is appropriate for sporting activities; and
- there are no safety concerns with the development.

The modelling determines the suitability of the surrounding pedestrian wind environment with consideration of the relevant safety criterion, and the comfort criterion under the Sydney DCP 2012. The Sydney DCP 2012 comfort criterion is a target and was established for the purposes of assessing buildings within a streetscape and not strictly development of this scale, nature and setting.

#### 6.2.5. Impacts on recreational zones

The Precinct Village and Car Park takes the place of the MP1 Car Park adjoining Moore Park, forming the eastern interface with the parklands. The Precinct Village and Car Park proposal will not adversely impact Moore Park and associated recreational activities, and represents an improved interface to Moore Park. The Precinct Village and Car Park is the catalyst to commence the removal of on grass parking immediately from the northern part of EP2 (Upper Kippax) and facilitate the removal of EP2 (Lower Kippax) prior to the operation of Stage 2 of the Precinct Village and Car Park. The removal of all on-grass parking from EP2 (Upper and Lower Kippax) will enable the area to be refurbished for community sports and passive recreation by Greater Sydney Parklands.

- All proposed works are located within the boundaries of Venues NSW land (formerly the SCSGT), which does not form part of the public parklands within Moore Park.
- The delivery and operation of the Precinct Village and Car Park forms part of the strategy for the removal of EP2 (Upper and Lower Kippax) on-grass event car parking within Moore Park, and the removal of the EP3 (Showground) on-grass event car parking. While realising these benefits will occur progressively, they will significantly enhance public recreational opportunities within Moore Park, positively impacting the accessibility and integrity of this open space area. This outcome is supported by the Greater Sydney Parklands managing Moore Park.
- The modified project responds to and activates the Driver Avenue and Moore Park Road frontages of the site and Moore Park, representing a significantly improved urban outcome. As currently approved, the MP1 Car Park is restricted to members and authorised personnel only and provides only car parking. While the initial stage of the project (where only the eastern car park is operational) does not alter the degree of activation between Driver Avenue and the existing MP1, the proposed Precinct Village and Car Park as completed will provide publicly accessible open space, retail premises, and event spaces that are available to the public and include passive and active recreation opportunities. It presents a more landscaped and inviting interface to Moore Park.

- The Precinct Village and Car Park will not generate any additional or new overshadowing of Kippax Lake. Moore Park also remains shadow free by mid-morning in mid-winter.
- No change is proposed to the approved operational arrangements for the SFS including the types and occurrence of events.
- No change is proposed to the design or location of the SFS entrances. The Precinct Village and Car Park will enhance the ability of pedestrians to travel between Paddington and Moore Park via the fully accessible stadium concourse.
- The proposed Precinct Village and Car Park will also not impede the delivery of future pedestrian links between the SFS site and Fox Studios, and down the eastern side of the site, consistent with the vision in the greater precinct under the *Moore Park Master Plan 2040*. This link is still possible via the approved stadium concourse, and subject to further separate works by others responsible for Fox Studios and the Entertainment Quarter.
- Landscaping is integrated into the Precinct Village and Car Park to complement the approved SFS design and provide an enhanced landscaped interface to Moore Park. 89 trees will be planted as part of the redevelopment, in-line with the planting replacement strategy approved for the SFS redevelopment in the event that trees are required to be removed as part of the works.

### 6.3. Transport and accessibility

JMT Consulting has prepared an addendum Transport Assessment (**Appendix D**) assessing the anticipated operational and construction impacts of the proposed Precinct Village and Car Park in the context of the approved SFS and the existing transport network.

#### 6.3.1. Parking provision

The level of parking demand generated by different events types at the SFS was considered in detail as part of the transport assessments supporting both the Stage 1 (SSD 9249) and Stage 2 (SSD 9835). The parking demands generated by different event types were noted to be as follows:

- Peak SFS event – 5,500 car spaces / 14,850 people arrive by car;
- Concert – 6,315 car spaces / 17,050 people arrive by car; and
- Peak Double Header – 5,980 car spaces / 16,150 people arrive by car.

The existing Entertainment Quarter car park experiences delays for exiting vehicles due to design constraints and the inability to turn left onto Lang Road after 10pm in the evening. Satellite parking at Randwick Racecourse has also been trialled, however, it has had relatively low utilisation because of the transfer from the parking area to light rail and to the SFS itself. In this context, it is important that there is successful development and implementation of precinct-wide transport plans in consultation with Venues NSW, Transport for NSW and the Moore Park Events Operations Group prior to other portions of parking on Moore Park (including the southern portion of EP2 (Lower Kippax) and EP3 (Showground) being removed by Greater Sydney Parklands. The introduction of transport initiatives will ensure congestion is reduced in the precinct.

It is noted that Venues NSW has continued to promote integrated ticketing for events, and encouraging the use of public transport when travelling to and from events. While this has always been subject to discussions between individual clubs and TfNSW, integrated ticketing has been successfully implemented in the past and will continue to be championed in the ongoing operations of the SFS through the development and implementation of the Green Travel Plan under Condition D14 of the consent.

#### Event days

The Precinct Village and Car Park project is a keystone to the strategy for removing on-grass car parking within Moore Park. The Modification Application will facilitate the removal of the EP2 (Upper and Lower Kippax) on-grass parking area within Moore Park opposite the MP1 Car Park, and therefore, does not increase the total car parking capacity in the precinct, but rather relocates the car parking from EP2 within the development resulting in a minor decrease at the completion of Stage 2 of approximately 1,140 spaces during events (see **Table 4** below).

Subject to the imposition of the proposed new conditions outlined at **Section 3.2**, **Table 4** demonstrates the parking within the precinct as a result of:



- the immediate cessation of on-grass parking on EP2 (Upper Kippax) associated with events at the stadium on Upper Kippax prior to the stadium opening;
- the provision of 300 parking spaces at the completion of Stage 1 of the Precinct Village and Car Park site, which is intended to occur concurrently with the stadium opening;
- the cessation of on-grass parking associated with events at the stadium on Lower Kippax upon the commencement of use of up to 1,200 car parking spaces as Stage 2 of the Precinct Village and Car Park.

The Moore Park Masterplan 2040 identifies a key strategy of removing parking on the green spaces in the Moore Park sporting precinct (EP2 and EP3), although it acknowledges that the removal of these spaces can only be facilitated through the creation of supplementary spaces elsewhere or successful take up of transport initiatives. The Modification Application will enable EP3 (Showground) to be progressively removed by Greater Sydney Parklands in consultation with Venues NSW, Transport for NSW and the Moore Park Events Operations Group pending the successful development and implementation of precinct-wide transport plans, with the view of removing all on-grass car parking in Moore Park once the Precinct Village and Car Park is operational to reduce congestion within the precinct. A total of 4,350 event day spaces would be provided in the Precinct once all on-grass car parking is removed.

For clarity, the Moore Park Master Plan 2040 is a document prepared by (former) Centennial Parklands and Moore Park Trust. Venues NSW does not have the jurisdiction to amend that strategic master plan. Notwithstanding this, Greater Sydney Parklands is supportive of the proposal. Venues NSW and Greater Sydney Parklands have worked collaboratively to develop the Precinct Village and Car Park project.

The delivery of additional car parking on top of the 540 spaces currently approved within the MP1 Car Park will have a positive impact on parking provision within the precinct. It will facilitate the relocation of the EP2 (Upper and Lower Kippax) parking areas, and in doing so will provide parking in closer proximity to the SFS and enable the Moore Park green space to be free for public recreation even during events.

As outlined earlier, Venues NSW is currently developing the Event Car Parking Management Plan required to be produced under Condition D50 of SSD 9835 and in doing so will consider alternative strategies to provide car parking for the SFS patrons on event days including targets in the Green Travel Plan (GTP) to reduce the overall parking demand in the precinct and redistribution of the existing car parking on Moore Park East (including EP3) in the satellite parking areas consistent with the Moore Park Masterplan 2040. The Green Travel Plan prepared under Condition D14 will also assess the success of the adopted initiatives through review process to assess travel demand and make refinements, as an ongoing commitment to sustainability. The Event Car Parking Management Plan and Green Travel Plan will ensure suitable provision is made for the identification of transport initiatives.

**Table 4 Event day car parking provision**

Car park	Car park type	Number of event day parking spaces			
		<i>As per current SFS approval (SSD 9835)</i>	<i>On Stadium Opening</i>	<i>With Precinct Village and Car Park Proposal (Stage 1)</i>	<i>With Precinct Village and Car Park Proposal (Stage 2)</i>
Members Car Park (MP1)	Permanent car park	540	0*	300	1,500
Event Parking 2 (EP2)	Event car parking (grass)	1,000 (Upper & Lower Kippax)	350 (Lower Kippax)	350 (Lower Kippax)	0
Event Parking 3 (EP3)	Event car parking (grass)	1,100	1,100	1,100	0 – 1,100**
Sydney Boys / Girls High School	Event car parking	750	750	750	750

Car park	Car park type	Number of event day parking spaces			
		As per current SFS approval (SSD 9835)	On Stadium Opening	With Precinct Village and Car Park Proposal (Stage 1)	With Precinct Village and Car Park Proposal (Stage 2)
Moore Park Golf Club	Event car parking	100	100	100	100
Entertainment Quarter	Permanent car park	2,000	2,000	2,000	2,000
<b>Total</b>		<b>5,490</b>	<b>4,300</b>	<b>4,600</b>	<b>4,350 – 5,450</b>

Source: JMT Consulting

\* Stage 1 of the Precinct Village and Car Park project is intended to open concurrently with the stadium. However, in the event that the Precinct Village and Car Park is delayed due to unforeseen circumstances, the NSW Government will proceed with the opening of the stadium. On this basis, Table 3 considers the 'On Stadium Opening' scenario whereby parking is not available within the MP1 car park site (now the Precinct Village and Car Park site) and parking from EP2 Upper Kippax has been removed.

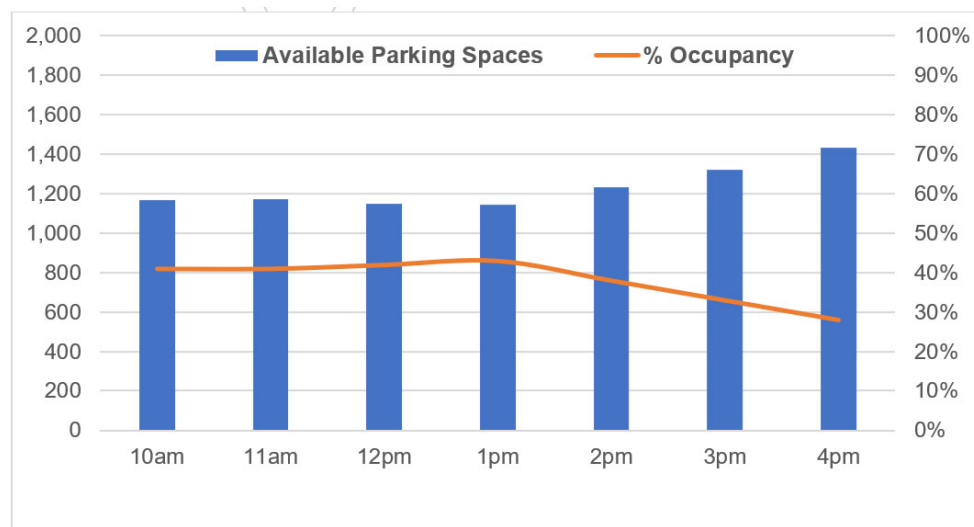
\*\* It is intended that all car parking in EP3 will be removed by the Greater Sydney Parklands once both stages of the Precinct Village and Car Park are operational and the precinct-wide transport plans have been developed and implemented.

As outlined in Section 6.4 of the Transport Assessment, the Event Car Parking Management Plan specified in Condition D50 of SSD 9835 requires consideration of satellite car parking areas, such as Randwick Racecourse, to accommodate parking demands for major events held at the SFS. This approach is consistent with the Moore Park Master Plan 2040 which notes that on-grass parking would not be removed until supplementary parking in dispersed locations has been created. The need for additional satellite parking areas will be discussed as part of pre-event planning to be undertaken by the MEOG.

### Non-event days

The proposed modifications will increase parking supply in the Moore Park precinct outside of event days, however, parking demand is not expected to significantly change as a result.

Previous surveys undertaken at the nearby Entertainment Quarter (EQ) car park demonstrates that there is significant parking supply available on a typical non-event day at this car park, with the car park never reaching 43% of total capacity on a weekday (see **Figure 14**). Accordingly, the Transport Assessment at **Appendix D** confirms that increased parking supply supported by an appropriate car park pricing structure will not lead to increased parking demands and traffic generation by SFS users compared to that already considered as part of planning for the venue.



**Figure 14** Parking data of the Entertainment Quarter car park outside of events

Source: JMT Consulting

### 6.3.2. Traffic generation and movement

#### Event days

The proposed modification will result in a minor decrease in parking within the precinct during events. Specifically, to the north of the precinct, adjacent to the new SFS, parking will be reallocated from the EP2 grassed area (Upper and Lower Kippax) and EP3 (Showgrounds) to this new car park immediately adjacent to the new SFS.

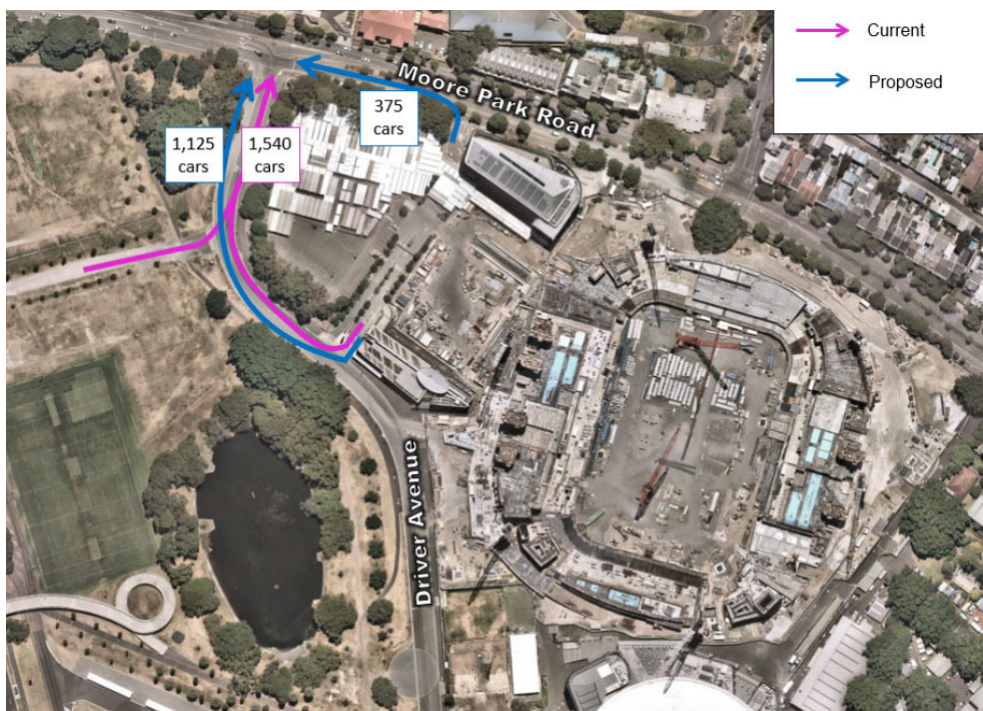
Given this, the Transport Assessment identifies that traffic volumes entering the precinct on event days will not be significantly different as a result of the proposed modifications, with the Driver Avenue/Moore Park Road intersection continuing to accommodate ingress and egress movements into this northern car parking area.

The new proposed driveway onto Moore Park Road used during events ensures traffic exiting the car park will be split between two exit points, rather than solely concentrated through the southern approach of the Driver Avenue/Moore Park Road intersection. This will result in some 415 cars less exiting the precinct via Driver Avenue and ensures a more manageable distribution of traffic flow onto Moore Park Road and the connecting arterial roads (see **Figure 15**).

Given the above analysis in relation to event day traffic impacts, the report concludes that:

- the level of traffic generation and movement will not be altered as a result of the proposed modifications; and
- the redistribution of egress onto Moore Park Road will result in a more balanced road network outcome.

As such, the proposed modifications will not result in any additional event day traffic impacts beyond those that were assessed and considered acceptable as part of SSD 9835.



**Figure 15** Traffic distribution at the conclusion of events

Source: JMT Consulting

#### Non-event days

The retail pavilion as part of the Precinct Village will comprise approximately 1,500m<sup>2</sup> of GFA. A travel demand analysis indicates that a relatively small number of additional trips will be generated as a result of this, which are predicted to be:

- AM Peak hour: 50 trips; and

- PM Peak hour: 104 trips.

In addition to this, analysis indicates that approximately 480 vehicle movements could be generated on arrival and departure to the Precinct Village during 2,400 person functions held in the flexible open space on the site, comprising 288 private vehicles that would park in the Car Park.

Modelling of the cumulative traffic movements resulting from the approved SFS and the proposed Precinct Village and Car Park during the PM peak hour, being the most critical period for road operation as determined under the Concept Proposal, confirms that the Precinct Village and Car Park proposal will not significantly impact the operation of the road network. The intersections of Driver Avenue and Moore Park, and Driver Avenue and Lang Road, will continue to operate at acceptable levels of service.

### **Green Travel Plan**

In accordance with Condition D14 of the consent, a Green Travel Plan will be prepared for the site identifying measures to encourage sustainable and active transport uses and to assess the success of the adopted initiatives through review process to assess travel demand and make refinements, as an ongoing commitment to sustainability.

Condition D14 requires consideration of integrated ticketing across event types, which includes the costs associated with public transport in the price of tickets to encourage the use of public transport. As detailed as part of the Concept Proposal and subsequent Stage 2 SSD DA, integrated ticketing is the subject of discussions between individual clubs and TfNSW and currently applies to all NSW Waratahs and Sydney FC games. Other codes are required to negotiate the terms of integrated ticketing directly with TfNSW, noting that these negotiations are outside of the direct control of Venues NSW. TfNSW are currently in discussions with key stakeholders, but these discussions are ongoing and are not finalised.

### **6.3.3. Broader Moore Park Precinct transport considerations**

The public transport initiatives are a whole of Precinct mandate managed and coordinated by TfNSW in consultation with the broader MEOG which includes representatives from GSP and VNSW along with other precinct wide stakeholders. An action plan was developed by TfNSW in Q3 2021 to outline the various initiatives being considered, evaluated, and to be operationalised. The Moore Park Precinct Transport Action Plan has been developed to achieve operational improvements to traffic and transport in the Moore Park precinct.

To facilitate ongoing demand, TfNSW has identified short term actions through the Moore Park Transport Access Plan to support continued growth in the precinct. The Action Plan focuses on transport actions, such as intersection changes, bus and light rail service changes and measures to improve traffic and pedestrian flow in the vicinity of the Moore Park precinct. It is focused on short term transport improvements in the one to two-year horizon.

In the longer term, TfNSW has developed its Future Transport Program, which guides the transport framework and provides strategic direction for investment in infrastructure and services over the next 20-40 years. The objective of the action plan as noted by TfNSW is to:

- deliver infrastructure and services to address existing demand and cater for growth into the future;
- enhance connectivity now and into the future; and
- provide a safe transport network for everyone, particularly vulnerable road users.

One of the key moves identified in the Moore Park Master Plan 2040 is the gradual removal of existing on-grass event car parking in Moore Park. The reduction of 1,140 event car parking spaces, proposed to be implemented by Greater Sydney Parklands following the successful development and implementation of precinct-wide transport plans, is consistent with this Master Plan. The delivery of the Precinct Village and Car Park project will provide an alternate parking opportunity and facilitate the staged removal of the event on-grass parking areas.

To accommodate parking demands during events at Moore Park, Venues NSW in conjunction with TfNSW and the MEOG, are investigating opportunities to provide parking in locations outside of the immediate Precinct (e.g. Randwick Racecourse).



#### 6.3.4. Other operational considerations

In addition to private vehicle parking and traffic generation associated with the operation of the comprehensive SFS redevelopment, the Transport Assessment has also assessed the proposed Precinct Village and Car Park with respect to bicycle parking, loading and servicing, pedestrian movements, point-to-point transfers, and emergency vehicles.

- Additional bicycle parking for the public and staff will be provided as part of the modified project, to meet the demand profile established for the approved DA. Strategies to encourage cycling to and from the site will continue to be pursued for the project such as promoting bicycle parking and cycle paths to patrons following the purchase of tickets to events via the relevant ticketing providers website, improving wayfinding to bicycle parking locations within the precinct as part of public domain works, and the development of a transport access guide for the precinct as part of the Green Travel Plan.
- The Transport Assessment confirms that the western concourse of SFS is able to accommodate the assumed change in ingress and egress movements caused by the proposed Precinct Village and Car park and the main walkway through the plaza is sufficiently wide to accommodate the expected ingress and egress flows during event mode. The project presents the opportunity to address existing pedestrian/vehicle conflict points along Driver Avenue as the majority of pedestrians will head to the south and west of the venue, towards key transport hubs, which do not conflict with the proposed vehicle access and egress routes.
- The Precinct Village and Car Park proposal will use Driver Avenue and the access ramp from the car park as the primary access and egress point for service vehicles to the basement of the SFS. If the vehicle is authorised for entry it will be allowed to gain access into the basement ring road. If unauthorised, it will be rejected and will complete a 180 degree turn at the vehicle rejection roundabout and leave the car park consistent with the approved security process for the stadium. A further loading dock will also be provided within the car park to service the proposed retail tenancies and is considered to be more than adequate to service the expected demands. All loading and servicing areas are designed in accordance with Australian Standards and will be subject to a Service Area and Loading Dock Management Plan in accordance with Condition D29.
- The drop off and pick-up zone on Driver Avenue for point-to-point transfers has been increased as a result of the proposed modifications. This will reduce the extent of existing traffic congestion on Driver Avenue prior to the commencement of events in the precinct and provide for an improved transport outcome.
- The four (4) spaces providing within the MP1 car park for persons requiring assistance have been relocated to within the eastern car park in close proximity to the SFS entry point. The Precinct Village and Car Park proposal, therefore, maintains the same accessibility standards.
- The site will continue to be accessible to emergency vehicles, including ambulances and fire trucks, will have the ability to enter the precinct village directly via the western concourse area if required.

#### 6.3.5. Construction impacts

A detailed construction traffic pedestrian management plan (CTPMP) was developed for the SFS redevelopment and endorsed by Transport for NSW in February 2020. The construction of the proposed Precinct Village and Car Park, which is integrated with the approved SFS precinct, will be consistent with the methodology and protocols of this endorsed CTPMP, however, minor amendments will be required to incorporate the staged delivery of this area. The CTPMP will be amended and Venues NSW will seek endorsement through the Transport Coordinator prior to construction commencing consistent with the current conditions of consent. No change is proposed or warranted to the construction related conditions or Mitigation Measures, which remain applicable to the proposed Precinct Village and Car Park.

#### 6.4. Noise and vibration

Arup has prepared an Addendum Noise and Vibration Impact Assessment (**Appendix E**) to assess the operational and construction impacts associated with the proposed Precinct Village and Car Park. The assessment confirms that the cumulative construction and operational noise emissions are predicted to comply with the approved criteria, noise management levels and event noise limits.

#### 6.4.1. Operational noise and vibration

The predicted noise emissions from the Precinct Village and Car Park relate to patron noise and music, operational traffic, mechanical plant or equipment, and the proposed new loading dock required to operate the proposed facilities. These potential noise emissions have been assessed by Arup and summarised as follows:

- Noise generated by music and up to 2,400 patrons in the flexible event space has been assessed against the event day and non-event day night time noise criteria. The modelling confirms that the predicted noise levels resulting from the use of the facilities are within the event and non-event noise limits established for this site, and as such the noise impacts are predicted to be insignificant. Arup confirms that no changes will be required to the operational conditions of the consent.
- Vehicle movements associated with the operation of the proposed facilities are also predicted to be minor and well below the 2 dB 'minor impact' criteria. Moore Park and Anzac Parade already experience high traffic volumes and as such the additional vehicle movements will not impact the ambient noise environment.
- The location, type, and size of building services plant that may emit noise to the surrounding environment will be the subject of further design development during detailed design stage, and indicative advice provided at this stage will be revised once the mechanical services design package is finalised. A preliminary mechanical design has been developed which indicates that noise emissions will be well below the operational noise criteria at the nearest sensitive receivers and can be treated with acoustic attenuators to further mitigate noise.
- The proposed loading dock is located within the car park, which is at a sunken level and is largely screened from surrounding residential receivers. A conservative assessment predicts that loading dock noise emissions will comply with night-time noise criteria, and hence the noise criteria throughout the day.

#### 6.4.2. Construction noise and vibration

A Construction Noise and Vibration Management Plan (CNVMP) has been approved for the SFS redevelopment, including subsequent modifications to include the Stadium Fitness Facilities, in compliance with Condition B28 of the consent. The proposed Precinct Village and Car Park will also utilise the approved CNVMP.

Modelling of the noise levels associated with the construction of the Precinct Village and Car Park demonstrates that the proposed works will not increase noise emissions significantly (a 2 dB increase in considered barely perceptible by the average person) at most receivers. The worst affected residences along Moore Park Road are not anticipated to experience significant increases in construction noise levels to the larger distance to, and shielding from Precinct Village and Car Park works, as compared with the previously approved SFS works.

The most significant increases and exceedances as a result of the proposed works are predicted at both the NRL and the UTS and Rugby Australia buildings, with increases of up to 15 dB over construction impacts from the SFS and exceedances of 17 dB of normal levels. However, the occurrence of the predicted noise levels would be infrequent due to the low likelihood of all the additional proposed equipment operating concurrently with construction equipment working on the SFS. These predicted noise levels, therefore, represent an infrequent worst-case scenario and can be managed in accordance with the approved CNVMP, and as may be required to be potentially modified following determination of this modification.

The approved Methodology Statement - Working Near Busby's Bore is recommended by Artefact to be revised and updated to reflect the proposed Precinct Village and Car Park project (as discussed in **Section 6.5** below). The currently approved Methodology Statement outlines the approved (and deemed appropriate) methodology which was developed during the Stage 1 works and have been successfully implemented to date during the Stage 2 works for undertaking vibration intensive works in the vicinity of Busby's Bore to minimise the risk of structural damage. In accordance with Artefact's recommendations, the Methodology Statement will be updated prior to commencement of works to ensure that vibration intensive works in the vicinity of Busby's Bore continue to be undertaken in a manner that minimises any risk of structural damage. DPIE may be minded to impose a condition of consent to this effect.

#### 6.5. Heritage and archaeology

Artefact has prepared an Addendum Heritage Impact Statement (**Appendix I**) and addendum Aboriginal Cultural Heritage Management Plan (**Appendix I**) to address the addition of the Precinct Village and Car Park to the site.

## Archaeology

The Precinct Village and Car Park proposal includes the bulk excavation of an area that once comprised the Sydney Sports Ground. This facility was demolished in 1986 using modern methods of bulk soil excavation and fill, and protocols for the removal of materials including remains of the Sydney Sports Ground infrastructure such as grandstands and track remains. Artefact confirms, therefore, that there is a nil to low likelihood of archaeological remains predating or dating from the Sydney Sports Ground in the study area and that these remains would be of low to moderate local significance if encountered.

Artefact recommend that the 'Unexpected Finds' management strategy be applied to this area, such as the methodology and research design in Section 7 of the Construction Heritage Management Plan (CHMP) that was developed for the construction programme of the approved SFS.

Further, the currently approved ACHMP under Condition B41 of the consent will be updated to reflect the Precinct Village and Car park. It will be provided to the Registered Aboriginal Parties (RAP) for their information and consultation, which will continue throughout the construction phase. A representative from the La Perouse LALC will be on site during all test and salvage excavation works and RAPs will be invited to be involved in the archaeological supervision of bulk excavation in areas where natural sands may be present.

## Busby's Bore

It is estimated that the western car park could be 2m from the upper limit of Busby's Bore. This ensures that the project will not impact the fabric of Busby's Bore. However, the proposed works may be within the 360° three (3) metre curtilage surrounding the Bore and its shafts. Accordingly, it is recommended that an updated Construction Heritage Management Plan (CHMP) be prepared including an updated Methodology Statement for working near Busby's Bore, including specific measures adopted to avoid direct and vibrational impacts to the spur and shafts of Busby's Bore in this location. As part of this methodology, where excavation works for the project are in the vicinity of Busby's Bore and its shafts, they must be monitored by an appropriately qualified archaeologist under the supervision of an accredited excavation director.

## Built heritage

Other items of built heritage will not be significantly impacted by the project, with Artefact concluding that built heritage within 250m of the study area will be subject to minor temporary (visual) impacts and neutral permanent (visual) impacts as a result of the Precinct Village and Car Park proposal.

The project is minor in scale and largely screened from surrounding heritage items, however, the Statement identifies that the intent to remove hardstand car parking that is not visually congruent with the Parklands and return this part of the site to public spaces will have a positive impact. The Precinct Village and Car Park proposal will further enhance the heritage significance of the study area through plantings and grassed areas that will reflect the historical natural ecology of the area. Any detrimental impacts are identified as being from the construction phase of the project, which will be temporary.

The Heritage Interpretation Strategy prepared under Conditions B46 and D9 will continue to apply to the Precinct Village and Car Park.

## 6.6. Stormwater management and flooding

An addendum Stormwater and Flooding Assessment has been prepared by ARUP and is provided at **Appendix F**.

### 6.6.1. Stormwater

The Precinct Village and Car Park proposal aligns well with the approved SFS design in the context of the proposed stormwater infrastructure. The overall drainage strategy for the site will not be significantly impacted by the development, with stormwater from the site continuing to discharge to the Sydney Water mains and ultimately draining to Driver Avenue to the south.

## **Infrastructure**

The assessment confirmed that the existing 600mm diameter Sydney Water stormwater drain that runs north to south through the existing MP1 car park will need to be relocated to follow the western extent of the Precinct Village.

## **Water quality**

In compliance with Condition B47 of the consent, water sensitive urban design (WSUD) elements are proposed as part of the Precinct Village and Car Park development to meet stormwater quality pollutant reduction targets. Preliminary MUSIC modelling has been completed confirming that the targets will be achieved.

## **Water quantity**

As the existing MP1 car park is predominantly impervious, the Precinct Village and Car Park proposal is not anticipated to increase the total volume of stormwater runoff from the site. Arup confirms that replacing the impervious above-ground car park with the plaza with green spaces that will act to slow stormwater runoff in comparison to the existing site.

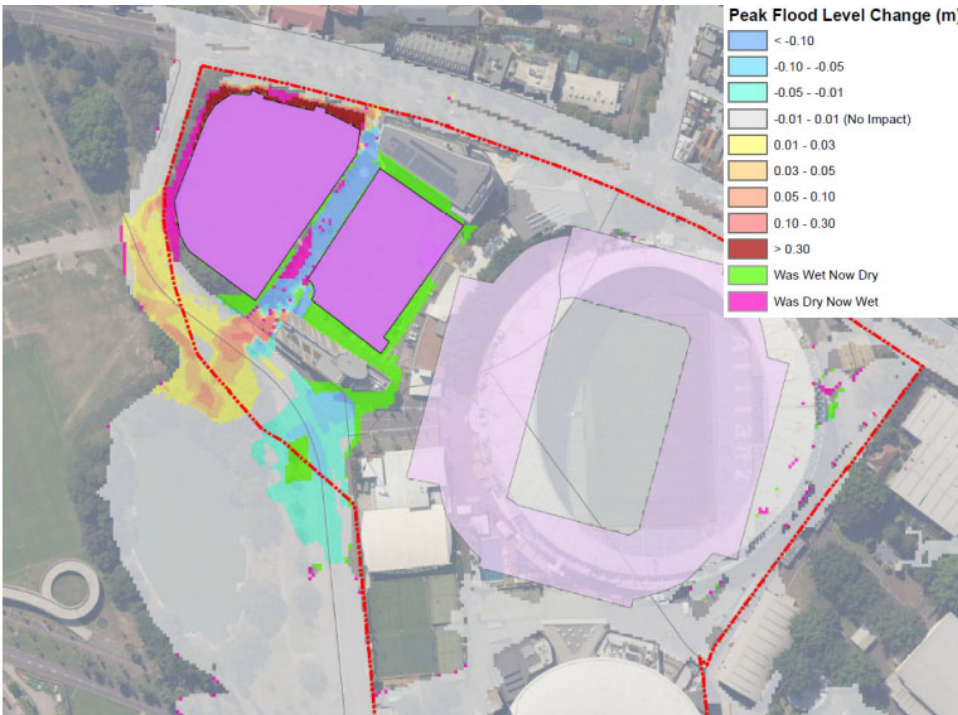
However, due to the reduction in flood storage, the development has the potential to displace and concentrate flows both through the site and in the area downstream. To mitigate these potential impacts the Precinct Village and Car Park proposal includes OSD comprising a 450m<sup>3</sup> OSD tank adjacent to Moore Park Road and the UTS Rugby Australia building and a 150m<sup>3</sup> OSD tank within the footprint of the eastern car park. The volumes of this OSD will be further refined during detailed design phase of the project in consultation with Sydney Water following submission of the Section 73 application.

### **6.6.2. Flooding**

The assessment confirms that the proposed modifications will have some potential impacts on flooding, principally, by virtue of the fact that the Precinct Village's footprint partially blocks the overland flows that were almost entirely unobstructed in the at-grade MP1 car park. As identified above, two tanks will be installed as part of the Precinct Village and Car Park to address this change.

This comprises localised increases of up to 50mm on and adjacent to Driver Avenue immediately adjacent the site, which can be further mitigated through grading adjustments in the detailed design and construction phase. A reduction in flood depth is observed adjacent the UTS Rugby Australia building, adjacent the NRL building and adjacent the SFS site. Further, while modelling indicates relatively high flood depths in the 1% AEP at the northern edge of the Western Car Park there will similarly be no penetrations in the external wall below the 1% AEP +500mm or PMF level and all openings/penetrations to basement levels including lifts, egress stairs, ventilation etc will be constructed up to the 1% AEP +500mm or PMF level (whichever is greater).

Consistent with the approved SFS redevelopment, including the Stadium Fitness Facilities, the project will be subject to an Emergency Flood Evacuation Management Plan to be prepared, submitted, and approved by the Certifying Authority prior to occupation in accordance with Condition D30 of the consent.



**Figure 16** 1% AEP flood depth change map

Source: Arup

## 6.7. Security and CPTED

Intelligent Risks has prepared an addendum Security Risk and CPTED Assessment (**Appendix K**) assessing the risks for the Precinct Village and Car Park and providing an overall assessment of the suitability of the proposed modifications and any required strategies. The assessment confirms that strategies have been identified for the project, including both design and operational controls, that will be addressed as part of the detailed design plans for construction and the future operation of the Precinct Village and Car Park in-line with the wider strategies being developed for SFS.

## 6.8. Contamination

An assessment been prepared by Douglas Partners (**Appendix L**) which confirms that the type of contaminants within the Precinct Village and Car Park site are anticipated to be similar to the greater SFS site, which has been assessed and validated, and includes ash-impacted fill and sporadic asbestos-containing material. The following is proposed to be completed for the Precinct Village and Car Park:

- undertaking a supplementary detailed site investigation to confirm the contamination status of the site and assess whether the procedures in the existing RAP are required to be followed, are sufficient, or whether an amended RAP is required (this would best be undertaken as a condition of approval);
- remediation in accordance with the RAP, if remediation is required;
- waste classification of all materials to be removed to ensure this work is undertaken lawfully;
- validation of the remediation works if such works are required; and
- preparation of a long-term Environmental Management Plan (EMP) which will outline management protocols that will need to be followed during the operation of the site, if such management is required.

Condition C34 of the consent requires that the Site Auditor confirm satisfactory completion of each stage of works relating to soil or ground water contamination by the issuance of Interim Audit Advice. Condition D53 further requires that prior to the occupation of the stadium or any other public domain areas within the site, that a Section A1 Site Audit Statement or a Section A2 Site Audit Statement that is signed by a NSW EPA- accredited Site Auditor



is provided to the Planning Secretary, certifying that all parts of the site are suitable for the proposed land use. The existing conditions of consent, therefore, require that the site is investigated and made suitable for its intended use.

## 6.9. Tree removal and retention

Tree IQ has completed a detailed assessment (**Appendix M**) of the trees within the project site to identify tree removal and protection required as part of the Precinct Village and Car Park. It is noted that many of the trees that are located around the project site perimeter are planted close together resulting in suppression and an impacted crown form, and a number of the trees are in fair or poor health and/or structural condition, as evidenced by a reduced crown density, moderate and high volumes of deadwood, and wounds in various stages of decay and bark inclusions.

Of the 39 trees that are required for removal, 2 of these trees are already approved to be removed as part of the reconfiguration and reinstatement of the MP1 Car Park under SSD 9835 (as detailed in **Figure 17**), and 32 of the trees are identified of low significance. One tree (147) is identified as being a priority for retention, however, it is located within the footprint of excavation works and cannot be retained.

Tree IQ confirms that new tree planting using healthy, advanced size specimens could replace the loss of amenity from tree removal within a short time period. To this effect, 89 trees are proposed to be planted within the Precinct Village and Car Park, maintaining and exceeding the tree replacement ratio of 1(tree lost):1.5 (trees replaced) specified in Condition C8 of the approved Concept Proposal DA.



**Figure 17** Proposed tree removal plan (trees already approved for removal clouded orange)

Source: Cox Architecture

## 6.10. Sustainability

LCI has prepared an Environmentally Sustainable Development Strategy (**Appendix J**) assessing the proposed Precinct Village and Car Park against the relevant assessment requirements and conditions of consent. The assessment confirms that the modified development can still achieve a Gold LEED rating in accordance with the Stage 1 commitments through implementing a range of sustainability measures outlined in this framework, which will continue to be investigated and detailed in the next construction and operational phases of the development. The modified development also remains consistent with the relevant planning policies, goals and strategic planning



objectives in the NSW Energy Efficiency Action Plan, the NSW Resources Efficiency Policy (GREP), and the Sustainable Sydney 2030.

### 6.11. Lighting

Arup has prepared a Public Domain Lighting Strategy specific to the Precinct Village and Car Park identifying measures to promote safety and site activation while also controlling obtrusive lighting. The lighting strategy ensures that pedestrian links through the site and the pick-up and drop-off locations are legible and comfortably lit for public use. Preliminary modelling confirms that the proposed lighting strategy will comply with AS 4282 – Control of Obtrusive Effects of Outdoor lighting, and ensure there is no unwanted light spill, trespass, and glare lighting. Compliance with the Australian Standards will be further confirmed prior to the installation of any public domain lighting as required under Condition B53 of the consent.

### 6.12. Geotechnical

A Geotechnical Report has been prepared by ARUP and is appended to this report at **Appendix P**. This report provides an analysis of the subterranean conditions of the site, as well as the suitability of the proposed modifications through comments and recommendations. The assessment confirms that:

- Natural soil and rock on site are likely to be non-aggressive with extremely low risk of Acid Sulfate Soil and the groundwater level is anticipated to be above the bulk excavation level.
- Excavation works will be required to be undertaken to facilitate the proposed basement car parking, to approximately RL32 (11m below ground surface level), and while standard excavation processes would remain suitable for these works, a dilapidation survey should be undertaken on the adjoining buildings prior to development activity commencing.
- There is a chance that an abandoned spur of Busby's Bore is present within the south western corner of the site, however, the exact location, depth and extent of Busby's Bore is not known. As discussed in **Section 6.5** above, the Precinct Village and Car Park proposal will not impact the fabric of Busby's Bore but may require works within its curtilage, and as such further investigations are recommended to be pursued as part of this project as discussed further in **Section 6.5**.
- Temporary ground anchors may be required as well as temporary batter slopes as part of the construction of the Precinct Village and Car Park, which will be confirmed as part of the detailed design and construction phase.
- Further testing existing fill on the site to confirm whether there are any potential contaminants and the process for managing or remediating the site is also discussed further in **Section 6.8**.

### 6.13. Infrastructure

Arup has prepared an Infrastructure Services Strategy (**Appendix O**) in consultation with utility providers, which confirms that some amplification works will be required to service the modified development and limit any impact from the new development. This includes works to the sewage network and electrical lines. Further detailed design and consultation with utility providers will be completed and incorporated into the detailed design of the Precinct Village and Car Park for construction.

### 6.14. Accessibility

Before Compliance has prepared a DDA Compliance Statement (**Appendix R**) for the proposed Precinct Village and Car Park. It confirms that the Precinct Village and Car Park can comply with the 2010 Disability (Access to Premises–Buildings) Standards and the National Construction Code Deemed-to-Satisfy Provisions, or has Performance Solutions to provide acceptable functional designs. Overall the Precinct Village provides for an enhancement in precinct accessibility by providing additional accessible paths of travel between Driver Avenue and the stadium concourse. Further assessment will be completed at the detailed design stage, in accordance with Condition AN4.

### **6.15. Building Code of Australia**

Blackett Maguire Goldsmith has prepared has assessed the proposed Precinct Village and Car Park and confirms at **Appendix S** that the project can comply with the provisions of the BCA if the recommendations in the assessment are adopted. Further assessment will be completed at the detailed design stage in accordance with standard practice and a number of the conditions of consent.

### **6.16. Construction management**

**Section 3.1.4** outlines how construction will be staged and managed. The Stage 2 SSD consent contains several conditions relating to construction management, including Condition B22 requiring the preparation of a detailed Construction Environmental Management Plan and a suite of sub management plans relating to construction pedestrian and traffic management, construction noise and vibration, construction waste, air quality, and biodiversity. The CEMP and all sub management plans have been approved by the relevant authority being Transport for NSW, DPIE or the Certifying Authority and are being successfully implemented through the construction of the SFS and SFF. Condition A55(d) requires updates of approved management plans within three months of modifications being approved. Accordingly, there is a suitable mechanism within which the contractor once appointed can update these approved plans to capture the Precinct Village and Car Park works.

## 6.17. Waste management

Figure 37 of the Architectural Design Statement prepared by Cox identifies the waste storage areas and demonstrates that the Precinct Village will be served by a waste room located within the loading dock to the west of the SFS service road. This waste room will be accessed directly off the service road, with room for the storage and removal of waste from the waste room to the truck. Waste rooms within the SFS will also be used to service the Precinct Village and Car Park.

The Precinct Village loading dock and rejection roundabout has been designed to accommodate the safe and efficient movement of vehicles of up to 12.5m and 19m in length respectively. Waste vehicles are typically 9.5m in length (or less) and therefore will comfortably be able to turn around within the site boundary.

The waste management procedures will align with the SFS waste management plan by way of timing of waste collection and frequency. Twice daily (or if necessary, more frequently) collection will be facilitated within the retail, commercial spaces and tennis court area to dispose of waste into the bin rooms. Collection of waste from the bin rooms will then be facilitated daily (either each morning or evening) to transfer the waste from the bin rooms into the compactors found within the waste management compound in the north west quadrant of Level 0 (basement) of the SFS for commercial collection and transport to off-site waste facilities.

Condition D41 of the Stage 2 SSD consent further requires that an operational waste management plan to be prepared prior to the occupation of the SFS and submitted to the certifying authority for any purpose including office and administrative functions and the public domain areas within the site. The waste management plan must (among other things), detail the type and quantity of waste to be generated during operation of the development, describe the handling, storage and disposal of all waste streams generated on site, consistent with the *Protection of the Environment Operations Act 1997*, *Protection of the Environment Operations (Waste) Regulation 2014* and the Waste Classification Guideline (Department of Environment, Climate Change and Water, 2009). It is required to detail the materials to be reused or recycled either on or off site, and detail the licensed contractor responsible for the removal of trade waste from the site. Venues NSW is leading the preparation of the waste management plan to fulfill Condition D41 and will incorporate the Precinct Village and Car Park at the relevant stage to ensure waste management is undertaken responsibly, in accordance with legislative requirements and in a manner that ensures the amenity and safety standards of the SFS are maintained.

In addition to the physical storage and removal of waste, SSD 9835 established recycling performance targets to reduce the amount of waste generated year on year. By 2025, a 55% recovery target is proposed.

## 6.18. Social and economic impacts

Ethos Urban has prepared an addendum Social and Economic Impact Assessment (**Appendix H**) in response to the proposed Precinct Village and Car Park and the extensive assessment completed to date for the approved SFS.

### 6.18.1. Social impacts

The addendum assessment confirms that proposed Precinct Village and Car Park would result in a minimal social change and is unlikely to amplify existing impacts or generate additional impacts beyond those identified and approved as part of the previous assessments and frameworks developed for site, including 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.

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 areas 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 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; and
- there will be no impact on personal property rights as the proposed facilities are located on Venues NSW (formerly SCSGT managed land).

The Precinct Village and Car Park proposal 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 impact.

The assessment notes that the Precinct Village and Car Park will result in the SFS redevelopment construction program being extended by approximately 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. In this respect, it is recommended that the construction management plans conditioned in the Stage 2 SSD DA be updated or an addendum prepared to minimise potential impacts to sense of community during construction. This includes ongoing communication with the surrounding community to keep 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.

There will be limited impacts to sense of community due to changes to amenity, noise and traffic as demonstrated in the assessments completed to support this modification which confirm that the operational impacts of this facility are within acceptable criteria and are manageable.

#### **6.18.2. Economic impacts**

The development of the Precinct Village and Car Park will replace existing car parking from MP1 and relocate the EP2 on-grass parking (Upper and Lower Kippax) within Moore Park to the SFS site under a new public domain with 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 component of the development 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 the proposed tennis facilities previously existed within the Precinct and as such are not expected to lead to an increase in membership numbers.

The ancillary retail spaces provided as part of the Precinct Village will support a small increase in direct employment at the site. Consent for the fitout and specific use of these tenancies will be subject to separate future planning approvals.

The further construction involved in the project as a result of the modification 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.

#### **6.19. Reasons given for granting consent**

The proposed modification does not alter the development insofar as the matters identified by the Minister as the reasons for granting the original development consent. These include:

- the Tier 1 stadium which will ensure that NSW's sporting facilities are competitive into the future;
- the new stadium aims to provide an enhanced experience for patrons, improved access and egress in and around the stadium, improved facilities for a more diverse range of sports and events, and better integration with the neighbouring precincts;
- the stadium is expected to result in \$674 million capital investment, support approximately 600 construction jobs and 300 additional operational jobs (noting that the amended project is now expected to result in a \$828 million capital investment value supporting additional employment);

- the project is permissible with development consent, and is consistent with NSW Government policies including the NSW Stadia Strategy, A Metropolis of Three Cities - The Greater Sydney Plan, NSW Future Transport Strategy 2056 and the Eastern City District Plan;
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level; and
- the project is in the public interest.

## 7. Justification of modified project

This Modification Application seeks consent for the replacement of the MP1 car park within the Precinct Village and Car Park as part of the SFS redevelopment. The proposed modification will facilitate the immediate removal of the northern portion of the EP2 (Upper Kippax) on-grass parking area within Moore Park opposite the MP1 Car Park and removal of EP2 (Lower Kippax) prior to the operation of Stage 2 of the Precinct Village and Car Park to enable the permanent use of this space as public open space consistent with the Moore Park Masterplan 2040. Other portions of parking on Moore Park (including the southern portion of EP2 (Lower Kippax) and EP3 (Showground)) will be progressively removed by Greater Sydney Parklands in consultation with Venues NSW, Transport for NSW and Moore Park Events Operations Group pending successful development and implementation of precinct-wide transport plans with the view of removing all on-grass car parking in Moore Park once the Precinct Village and Car Park is operational.

The project as a whole and as modified is considered to be appropriate and supportable with regard to the social, economic, and environmental impacts as:

- The proposed Precinct Village and Car Park relates to and delivers on the vision established in the Concept Proposal for the provision of a new stadium and associated public domain areas, remains substantially the same development, and is not inconsistent with the terms of the Concept Proposal and Stage 1 DA (9249) as modified.
- The proposed built form is modest in scale, being designed to sit within the MP1 car park and be largely screened by existing buildings, mature trees and the stadium, effectively concealing the building footprint within the approved precinct. The resulting massing visible from the public domain is restrained and has been designed to complement the architectural detailing of the approved stadium and Stadium Fitness Facilities.
- The proposed Precinct Village and Car Park will not result in significant new or adverse environmental impacts that cannot be mitigated, managed, or offset. It will also not undermine the achievement of sustainability initiatives or give rise to any adverse social or economic impacts.
- While the initial stage of the project (where only the eastern car park is operational) does not alter the degree of activation between Driver Avenue and the existing MP1, the proposed Precinct Village and Car Park as completed will provide publicly accessible open space, retail premises, and event spaces that are available to the public and include passive and active recreation opportunities. It presents a more landscaped and inviting interface to Moore Park and improves permeability through the precinct with new pedestrian routes that improve walkability, accessibility and safety.
- The complete project will increase the availability of open space and public domain areas and will reduce disruption to and increase opportunities for recreation in Moore Park, whilst ensuring that sufficient parking continues to be provided within the precinct ensuring accessibility and equity for vulnerable, mobility-impaired patrons and disadvantaged visitors who are not able to practically use public or active transport. This fundamentally responds to and addresses a key issue raised during consultation and submissions received in relation to the Concept Proposal DA and subsequent Stage 2 SSD DA, as well as achieving the key directions set under the Moore Park Master Plan 2040.
- Upon its completion, the Precinct Village and Car Park proposal improves permeability through the precinct with new pedestrian routes that improve walkability, accessibility and safety.

In accordance with section 4.55(2) of the EP&A Act, the Minister may modify the consent as:

- the consent, as proposed to be modified, is substantially the same development as that originally approved; and
- the resultant environmental impacts are considered appropriate in the circumstance and can be appropriately managed and mitigated.



## Attachment A. Updated project description

Modified project summary table, with reference to the main components of the project as detailed in DPIE's assessment of the Stage 2 SSD DA.

Aspect	Description	Cumulative modified project
Project summary	Stage 2 of the redevelopment of the SFS comprising the detailed design, construction, and operation of the new stadium with a basement carpark, associated public domain works within the site, reinstatement of the MP1 car park, landscaping, tree removal and associated infrastructure works.	Stage 2 of the redevelopment of the SFS comprising the detailed design, construction, and operation of the new stadium with a basement carpark, associated public domain works within the site, provision of a new car park, provision of stadium fitness facilities, landscaping, tree removal and associated infrastructure works.
Site area	8.7 hectares	8.9 hectares
Development components of the new stadium	<p>Design and construction of the new stadium within the building envelope as approved by the Concept Proposal, comprising:</p> <ul style="list-style-type: none"> <li>Up to 45,000 seats on four tiers of seating (Levels 1, 2, 3 and 4)</li> <li>Additional 10,000 person capacity playing field in concert mode.</li> <li>A basement level accommodating pedestrian and vehicular circulation zones, car parking spaces, facilities for teams/officials and media.</li> <li>A pedestrian circulation zone at the ground (concourse level) within the stadium structure, food and beverage facilities, and services.</li> <li>A mezzanine level above the concourse level with operational areas.</li> <li>Food and drink kiosks, corporate and media facilities, and other administration areas on the seating levels.</li> <li>Roof cover over all permanent seats and a rectangular playing pitch.</li> <li>Video replay/scoreboards on the northern and southern ends of the seating bowl.</li> <li>Accessible terraces at various levels of the stadium.</li> </ul>	<p>Design and construction of the new stadium within the building envelope as approved by the Concept Proposal, comprising:</p> <ul style="list-style-type: none"> <li>Up to 45,000 seats on four tiers of seating (Levels 1, 2, 3 and 4)</li> <li>Additional 10,000 person capacity playing field in concert mode.</li> <li>A basement level accommodating pedestrian and vehicular circulation zones, car parking spaces, facilities for teams/officials and media.</li> <li>A pedestrian circulation zone at the ground (concourse level) within the stadium structure, food and beverage facilities, and services.</li> <li>A mezzanine level above the concourse level with operational areas.</li> <li>Food and drink kiosks, corporate and media facilities, and other administration areas on the seating levels.</li> <li>Roof cover over all permanent seats and a rectangular playing pitch.</li> <li>Video replay/scoreboards on the northern and southern ends of the seating bowl.</li> <li>Accessible terraces at various levels of the stadium.</li> </ul> <p>Design and construction of integrated Stadium Fitness Facilities at the basement level, ground level and podium level of the stadium.</p> <p>Design and staged construction of Precinct Village and Car Park including a supporting event plaza, Precinct Village above ground, and a 1,500 space car park beneath in place of the MP1 car park.</p>
Height	<ul style="list-style-type: none"> <li>Maximum RL 85m (38.5m building height) on the east and west</li> <li>Maximum RL 69.15m (22.5m building height) to the north and south.</li> </ul>	<ul style="list-style-type: none"> <li>Maximum RL 85m (38.5m building height) on the east and west</li> <li>Maximum RL 69.15m (22.5m building height) to the north and south.</li> <li>Maximum RL 55.65m for the Stadium Fitness Facilities</li> <li>Maximum RL 56.5m for the Precinct Village and Car Park</li> </ul>
Public domain areas within the site	Removal of existing fences to Moore Park Road, removal of 9 trees and the construction and establishment of the public domain within the site, including:	Removal of existing fences to Moore Park Road, removal of 46 trees and the construction and establishment of the public domain within the site, including:

Aspect	Description	Cumulative modified project
	<ul style="list-style-type: none"> <li>A new public arrival plaza from Moore Park Road and public spaces with accessible connections to the stadium concourse.</li> <li>Hard and soft landscaping works including planting of 117 new trees.</li> <li>Three publicly accessible areas (event and non-event days).</li> <li>Public art installation.</li> </ul>	<ul style="list-style-type: none"> <li>A new public arrival plaza from Moore Park Road and public spaces with accessible connections to the stadium concourse.</li> <li>New public arrival open space at Driver Avenue, with accessible connections to the stadium concourse via the Precinct Village and Car Park.</li> <li>Hard and soft landscaping works including planting of 209 new trees.</li> <li>Three publicly accessible areas (event and non-event days).</li> <li>Public art installation.</li> </ul>
Bulk earthworks	<ul style="list-style-type: none"> <li>Bulk earthworks on the site with excavation required for basement and piling.</li> </ul>	<ul style="list-style-type: none"> <li>Bulk earthworks on the site with excavation required for basement and piling.</li> <li>Bulk earthworks on the site with excavation required for the car park.</li> </ul>
Signage	<ul style="list-style-type: none"> <li>Four signage zones on the four facades of the stadium (each being 30m x 5m)</li> <li>Wayfinding signage integrated with the public domain areas.</li> </ul>	<ul style="list-style-type: none"> <li>Four signage zones on the four facades of the stadium (each being 30m x 5m)</li> <li>Wayfinding signage integrated with the public domain areas.</li> </ul>
Vehicular access	<ul style="list-style-type: none"> <li>Vehicular access to the site via the MP1 carpark with vehicle rejection facilities.</li> <li>A ramp connecting to the new basement car park from the MP1.</li> <li>Retention of the Paddington Lane access for emergency vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicular access to the site via the car park with vehicle rejection facilities.</li> <li>An additional egress point directly onto Moore Park Road to be used only for events</li> <li>A ramp connecting to the new basement car park from the car park.</li> <li>Retention of the Paddington Lane access for emergency vehicles.</li> </ul>
Pedestrian access	<ul style="list-style-type: none"> <li>At-grade pedestrian access to the site from Moore Park Road.</li> <li>Pedestrian access to the site via stairs and two lifts from Driver Avenue.</li> <li>Provision of SO restricted basement parking spaces for use by staff/ hirers.</li> </ul>	<ul style="list-style-type: none"> <li>At-grade pedestrian access to the site from Moore Park Road and Driver Avenue.</li> <li>Pedestrian access to the site via stairs and two lifts from Driver Avenue.</li> <li>Provision of SO restricted basement parking spaces for use by staff/ hirers and car park.</li> </ul>
Car parking and loading bays	<ul style="list-style-type: none"> <li>Provision of three loading bays within the basement.</li> <li>Three spaces for outside broadcast vehicles</li> <li>Reinstatement of the MP1 car park and provision of 540 car spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of three loading bays within the basement.</li> <li>Provision of five loading bays within the car park.</li> <li>Three spaces for outside broadcast vehicles.</li> <li>Replacement of the MP1 car park and provision of up to 1,500 car spaces.</li> </ul>
Bicycle parking	<ul style="list-style-type: none"> <li>Provision of 90 patron bicycle parking spaces fronting Moore Park Road.</li> <li>Provision of 50 bicycle parking spaces for staff members under the stairs adjacent to the MP1 car park with end-of-trip facilities within the basement.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of 90 patron bicycle parking spaces fronting Moore Park Road.</li> <li>Provision of bicycle parking spaces for staff members under the stairs adjacent to the MP1 car park with end-of-trip facilities within the basement, for a minimum of 5% of full-time equivalent staff members.</li> </ul>
Jobs	<ul style="list-style-type: none"> <li>Approximately 600 new full-time equivalent (FTE) jobs during construction.</li> <li>Approximately 300 FTE jobs at the stadium once the stadium is operational.</li> <li>Indirect employment of 346 part time equivalent jobs in hospitality, accommodation and entertainment industries.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 600 new full-time equivalent (FTE) jobs during construction, including additional jobs associated with the fitness facilities and Precinct Village and Car Park.</li> <li>Approximately 300 FTE jobs at the stadium once the stadium is operational, including additional jobs associated with the fitness facilities and Precinct Village and Car Park.</li> </ul>

Aspect	Description	Cumulative modified project
		<ul style="list-style-type: none"><li>• Indirect employment of over 346 part time equivalent jobs in hospitality, accommodation and entertainment industries.</li></ul>

## Attachment B. Updated mitigation measures

The content and measures in the approved final mitigation measures remain applicable to the modified project. The scope of some of these measures have been updated below for completeness, without changing the overall outcomes of these measures.

Words proposed to be deleted are shown in ~~**bold strike through**~~ and words to be inserted are shown in ***bold italics***.

Ref No.	Mitigation measure
<b><u>Design and operation</u></b>	
<b>D/O-BF</b>	<b>Built form</b>
D/O-BF1	Design development and the assessment of design integrity shall occur in accordance with the process outlined in the Design Excellence Strategy (2018) prepared by Infrastructure NSW and endorsed by the NSW Government Architect.
D/O-BF2	The detailed fit-out, operation, and signage for the tenancy and merchandise store <del>and the Precinct Village</del> are to be the subject of separate and future approval.
D/O-BF3	Details of the content, materiality, and illumination of signs within the stadium facade zones will be submitted to the Secretary for endorsement prior to the issue of the relevant Construction Certificate.
D/O-BF4	Detailed design of the public domain is to be coordinated with the design for the Moore Park Road separated cycleway, if the cycleway is progressed by Council and/or Transport for NSW before the issue of a Construction Certificate for the public domain works.
D/O-BF5	Detailed design of the public domain is to ensure the level application of bricks laid on a sand substrate or an appropriate alternative. Tactile markers are to be provided at the top and bottom of stairs in accordance with relevant access design codes.
D/O-BF6	Engage with the CPMP Trust with regard to potential improvements to pedestrian links between the Tibby Cotter Bridge and stadium, around Kippax Lake. This is to occur in concurrence with the detailed design of the stadium, noting that it would not be within Infrastructure NSW and/or the SCGS Trust's jurisdiction to obtain the necessary development approvals.
<b>D/O-TA</b>	<b>Transport and accessibility</b>
D/O-TA1	Traffic Management Plans will be developed where required, in consultation with key stakeholders such as NSW Police prior to special events occurring on the site, in order to manage vehicle and pedestrian movements before, during and after events, consistent with the existing arrangements.
D/O-TA2	The SCGS Trust/ Infrastructure NSW will consult with TfNSW in determining the final Event Transport Management Plan for the stadium. This will include formal arrangements for dedicated taxi and rideshare locations, if appropriate.
D/O-TA3	The Green Travel Plan is to be finalised in consultation with TfNSW, with reference to the Plan prepared by Arup (31 May 2019), and implemented as part of the operation of the stadium. The Plan is to include provisions for a two-yearly review system to assess travel demand and make refinements to the initiatives.
D/O-TA4	SCGS Trust will liaise with the Moore Park Transport Working Group and TfNSW on the development of the updated transport strategy (Moore Park Traffic and Transport Management Plan) for the Moore Park sporting precinct, including consideration of signage and wayfinding.
<b>D/O-HER</b>	<b>Heritage</b>
D/O-HER1	Prepare a detailed heritage interpretation plan confirming the final interpretative elements to be installed on the site with consideration of the following: <ul style="list-style-type: none"> <li>• The Heritage Interpretation Strategy prepared by Curio Projects (May 2019).</li> <li>• Coordination with public art.</li> <li>• Consultation with the, local Aboriginal community, the SCG Museum staff and SCGS Trust.</li> </ul>
D/O-HER2	The La Perouse Local Aboriginal Lands Council should be consulted during preparation of the detailed heritage interpretation plan, in order to seek input into the plan with regard to Aboriginal cultural heritage significance.
<b>D/O-NV</b>	<b>Noise and vibration</b>
D/O-NV1	An initial noise desktop assessment of the entire external façade and ancillaries will be completed to assess the potential for wind induced noise from each element type at the detailed design stage. Consideration of aero-acoustic noise shall be considered with particular focus on the wind-induced noise mechanisms listed in Section 4.3.5 of the Noise and Vibration Impact Assessment prepared by Arup (31 May 2019). Measures will be incorporated into the relevant Construction Certificate drawings as required.



Ref No.	Mitigation measure
D/O-NV2	Noise emissions from any external mechanical plant are to be treated such that noise emission complies with Noise Policy for Industry's project amenity noise level criteria at all surrounding receivers. This may require the use of acoustic louvres, enclosures, barriers or attenuators. Measures will be incorporated into the construction drawings as required.
D/O-NV3	A review of noise emissions following the commencement of stadium operations is to occur within nine (9) months of issuing the final Occupation Certificate. This review will inform the final Noise Management Plan in consultation with Consent Authorities, relevant stakeholders and a suitably qualified acoustic consultant.
<b>D/O-BIO</b>	<b>Biodiversity and trees</b>
D/O-BIO1	The artificial microbat roost structure will be provided as indicated in the Landscape Plans prepared by Aspect Studios.
D/O-BIO2	Infrastructure NSW and the appointed contractor should consult with the CPMP Trust prior to the commencement of operations to identify any practicable management measures to mitigate impacts of event crowds to mature figs and other associated vegetation around Kippax Lake.
<b>D/O-W</b>	<b>Waste</b>
D/O-W1	Prepare an operational waste management plan prior to operation for staff training and induction outlining the following: <ul style="list-style-type: none"> <li>• roles and responsibilities for all key stakeholders that will manage waste on site;</li> <li>• staff responsibilities including what materials are appropriate for each stream, the procedures involved in sorting, recommendations on how to minimise waste generation, and instructions on how to operate machinery safely;</li> <li>• data collection and the recycling and performance targets;</li> <li>• an annual review of on-site contamination rates by on-site staff, and disposal facilities through independent audits as necessary; and</li> <li>• appropriate communication channels for all stakeholders.</li> </ul>
<b>D/O-WF</b>	<b>Wayfinding</b>
D/O-WF1	The Trust will liaise with TfNSW prior to operation regarding announcements when alighting from the trains and appropriate messaging for commuters during event times, to assist in wayfinding from Central Station to the stadium.
D/O-WF2	The Trust will liaise with the CPMP Trust regarding the ongoing use of temporary variable message boards after major events to assist in crowd dispersal and wayfinding.
D/O-WF3	Internal wayfinding shall be detailed in the construction drawings with reference to the recommendations and material palette, signage typologies, typography, iconography, and map standards contained in Section 5 of the Wayfinding and Signage Strategy prepared by Aspect Studios (29 May 2019).
<b>D/O-PA</b>	<b>Public art</b>
D/O-PA	Engage a site-specific public art panel to review the procurement of public art, including heritage interpretation measures as necessary, in accordance with the Public Art Strategy prepared by Aspect Studios.
<b>D/O-L</b>	<b>Lighting</b>
D/O-L1	All applicable outdoor lighting is to be design, installed, and operated in accordance with the relevant Australian Standards; AS4282 and/or AS/NZS 1158.3.1.
<b>D/O-REF</b>	<b>Reflectivity</b>
D/O-REF1	All external materials and finishes that are visible from a public road and footpath are to have a spectral reflectivity of less than 20%.
<b>D/O-CM</b>	<b>Communications</b>
D/O-CM1	Infrastructure NSW and the SCSG Trust will participate in the Moore Park Working Group to ensure that the detailed design gives consideration to integration with the actions of other Working Group members.
D/O-CM2	Upon commencement of the operations of the stadium, details on the adult change facilities provided on-site will be submitted to the National Public Toilet map and included on the SFS website.
<b>D/O-SEC</b>	<b>Safety, security, and anti-social behaviour</b>
D/O-SEC1	Intelligent Risks, or a similarly qualified and experienced security consultant, will collaborate with designers during the preparation of construction plans to facilitate recommendations for security and risk mitigation.
D/O-SEC2	The stadium will be supported by Standard Operating Procedures (SOPs) and policies. Intelligent Risks, the SCSG Trust, security contractors, and NSW Police will collaborate in the development of SOPs for the stadium. The Trust

Ref No.	Mitigation measure
	will be responsible for ensuring that SOPs and associated documents are drafted, and implementing a program to regularly review and update as necessary
D/O-SEC3	A CCTV network for the site is to be designed and installed in consultation with a suitably qualified security consultant with a Class 2A licence under the <i>Security Industry Act 1997</i> to monitor the site. Signage is to be installed at site entries advising visitors that CCTV is in operation throughout the precinct
D/O-SEC4	A lighting strategy is to be designed and implemented in consultation with a suitably qualified lighting expert to ensure that the CCTV network is effective, and the building and public domain will be lit during the night including: <ul style="list-style-type: none"> <li>• Precinct entries and exits</li> <li>• Building entries and exits</li> <li>• Pathways</li> <li>• Stairs and lifts</li> <li>• Signage</li> <li>• Carparking lighting to the relevant Australian Standards</li> </ul>
D/O-SEC5	The following specific measures are to be included in the final detailed construction drawings: <ul style="list-style-type: none"> <li>• Use of robust and graffiti resistant materials or coatings within the public realm and the ground floor facade</li> <li>• Integrate services such as external power and water within various part of the site to accommodate potential future events, markets or performances</li> <li>• Fencing to the south-eastern corner of the site is to be an open palisade style of an appropriate height to restrict access while allowing surveillance to be maintained throughout the precinct</li> <li>• Install wayfinding signage that indicates limitations of access around the southern edge of the stadium.</li> </ul>
D/O-SEC6	Develop a process for periodic reviews of the site once operational, to identify and implement rectification works that may arise from specific incidents to ensure the site continues to provide a safe and functional space for its intended use.
D/O-SEC7	The following security measures are to be incorporated into the management program for the site: <ul style="list-style-type: none"> <li>• Develop conditions of entry including prohibited and restricted items with regard to the recommendations of Anti-Social Behaviour Mitigation Plan in Section 6 of the Anti-Social Behaviour Mitigation Strategy dated 28 May 2019. These conditions of entry will be publicised at the venue and other appropriate platforms, such as the stadium website.</li> <li>• Schedule site maintenance and security patrols.</li> <li>• Develop conditions for the screening of items brought into the stadium.</li> </ul>
D/O-SEC8	An Alcohol Management Plan is to be prepared prior to the commencement of operations including the recommendations on alcohol management in the Anti-Social Behaviour Mitigation Plan in Section 6 of the Anti-Social Behaviour Mitigation Strategy (28 May 2019).
<b>D/O-FL</b>	<b>Flooding</b>
D/O-FL1	An emergency response plan is to be prepared prior to the commencement of stadium operation to detail flood evacuation routes from the stadium site. The plan should form part of staff induction and training programs.
<b>D/O-ESD</b>	<b>Sustainability</b>
D/O-ESD1	The detailed design of the stadium is to achieve a minimum of LEEDv4 Gold rating, with consideration of the initiatives in the Environmentally Sustainable Design Strategy (May, 2019), and will be certified prior to occupation.
D/O-ESD2	The reduction measures nominated in the Life Cycle Assessment (March 2019) are to be reviewed and considered during detailed design and prior to the issue of the relevant Construction Certificate, including a progressive assessment of operational energy and water.
<b>D/O-O</b>	<b>Operation</b>
D/O-O1	The number of concerts at the stadium is not to exceed six (6) per calendar year, with an average of four (4) per year over any rolling five (5) year period between the Sydney Football Stadium and Sydney Cricket Ground.
D/O-O2	The operation of the stadium will be governed by the continuance of the time restrictions for noisy activities as detailed in Table 9 of the EIS.
D/O-O3	The Event Management Strategy prepared by the Trust will be updated as necessary following the detailed design and construction of the stadium, and formalised and implemented for the operation of the stadium. This Plan will consider road closures.
<b>Construction management</b>	
CM-1	Prepare a detailed Construction Environmental Management Plan prior to the commencement of works on the site including all required technical management plans and with consideration of other nominated mitigation measures.

Ref No.	Mitigation measure
CM-2	The CEMP is to include a Dust Management Plan with consideration of the recommendations in Section 6 of the Air Quality Impact Assessment prepared by Wilkinson Murray (May 2019).
CM-3	The CEMP is to include details on the following as nominated requirements by NSW Police: <ul style="list-style-type: none"> <li>• Notification of any road closures during demolition and construction work.</li> <li>• Adequate lighting of the work site at night.</li> <li>• The work site to be secured at night or during periods of inactivity.</li> <li>• Security patrols of the work site by contracted licensed security guards.</li> <li>• All engineers, workers, visitors, security guards, etc be vetted and to follow instructions and warnings as stipulated in a formal induction process.</li> <li>• Police be offered a familiarisation tour of the work site.</li> <li>• Notification of any suspicious activity or objects in or around the work site during demolition and construction work.</li> <li>• A list of key contacts on the work site.</li> </ul>
CM-4	The CEMP is to include provisions for works to adhere to the <i>Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2014</i> , as relevant.
<b>CM-TA</b>	<b>Transport and accessibility</b>
CM-TA1	A detailed Construction Pedestrian and Traffic Management Plan and associated Traffic Control Plan(s) will be developed with the appointment contractor and the Sydney Coordination Office, confirming the detailed construction methodology and specific measures for safely managing construction traffic in the surrounding area.
CM-TA2	No roads or footpaths are to be obstructed as part of the proposed works.
CM-TA3	The appointed contractor will consult with TfNSW (Sydney Coordination Office) at regular intervals where construction of the new stadium overlaps with the duration of construction works for the Sydney Light Rail project.
CM-TA4	Construction works are to not occur during the 2 hours prior to the commencement of an event at the SCG, during the event, and for at least 2 hours after the conclusion of the event.
<b>CM-HER</b>	<b>Heritage</b>
CM-HER1	An archaeological induction is to be prepared for all on site contractors, particularly those involved in the bulk excavation works, to familiarise workers with the recommendations and practices outlined in the Archaeological Research Design and Excavation Methodology prepared by Curio Projects (May 2019), and the process should they encounter an unexpected archaeological resource.
CM-HER2	The detailed Construction Environmental Management Plan is to include details of periodic site visits by the project archaeologist during site works, to verify the nature of any subsurface deposit and assess the potential for any potential archaeological resource to exist and be impacted. In zones of moderate archaeological potential, a program of archaeological supervision is to be implemented. A program of archaeological salvage or monitoring is to be implemented if any significant archaeological resource is encountered during the development that alters the level of supervision required, as confirmed by the archaeologist.
CM-HER3	Prepare and educate all on site contractors on the Unexpected Heritage Finds Protocol and Unexpected Aboriginal Finds Policy. Should any suspected archaeological resource/relic be encountered, a stop works would be required in the area of the find, and the project archaeologist contacted.
CM-HER4	The detailed Construction Environmental Management Plan is to include details of the implementation of the Methodology Statement – Working Near Busby's Bore (August 2018) <b>and updated Methodology Statement prepared for the car park</b> , and incorporate all necessary measures into the detailed Construction environmental Management Plan and site inductions as required. The heritage specific recommendations of the Noise and Vibration Impact Assessment prepared by Arup (31 May 2019) are also to be included.
<b>CM-NV</b>	<b>Noise and vibration</b>
CM-NV1	A Construction Noise and Vibration Management Plan shall be prepared, including the final details of the types of plant to be used and updated estimates of the likely levels of noise and the scheduling of activities. The Plan will have reference to the recommendations in the Draft Construction Noise and Vibration Management prepared by Arup (August 2019).
CM-NV3	'Toolbox talks' will be held at regular intervals as specified in the Construction Environmental Management Plan with contractors, including discussion of noise and vibration mitigation, monitoring and assessment. These topics will also be covered under induction processes.
CM-NV4	High noise activities will be programmed to occur during the daytime hours wherever possible. In the event that these works are approved to occur out-of-hours, noisy activities should be scheduled early in the night to minimise the impact on adjacent residents.

Ref No.	Mitigation measure
CM-NV5	The contractor will adhere to the minimum working distances in Table 23 of the Noise and Vibration Impact Assessment prepared by Arup (31 May 2019), <b>and</b> the Methodology Statement – Working Near Busby's Bore (August 2018), <b>and the updated Methodology Statement prepared for the car park</b> . Should vibration intensive equipment, such as rock hammers, vibratory rollers or compactors be required at the eastern site boundary, it is recommended that monitoring be carried out at commencement of these activities to assess any potential impacts on sound stages within Fox Studios.
CM-NV6	The contractor is to detail intra-day respite periods for any highly intrusive activities, and a schedule of fortnightly (or any other agreed timescale) discussion with the Kira Child Care Centre and UTS to verify the appropriateness of the proposed respite periods.
<b>CM-BIO</b>	<b>Biodiversity and trees</b>
CM-BIO1	A Tree Protection Plan is to be prepared by the Project Arborist which assesses the degree of impact to any Tree Protection Zones and provides strategies and mitigation measures for how to minimise or mitigate these impacts. Consideration should be afforded to the recommendations in the Arboricultural Impact Assessments prepared by Tree IQ (30 May 2019 <b>and October 2021</b> ). Tree 125 and Tree 231 are to be retained and protected.
CM-BIO2	Infrastructure NSW and the appointed contractor should avoid impacts to street trees on both sides of Moore Park Road and vegetation in the centre median of Moore Park Road in the vicinity of the site wherever practical. The removal of the one nominated tree on Moore Park Road will occur only with the permission of the relevant land owner and in accordance with the terms of the final development consent.
CM-BIO3	Site inductions will include identifying those environmental features to be protected and measures that are to be implemented, including provisions for when fauna is found on site.
<b>CM-CON</b>	<b>Contamination and waste</b>
CM-CON1	Imported topsoil to the site is to meet the Recreational/ Recreational Open Space criteria defined in Schedule B1 of the <i>National Environmental Protection Measure, As Amended</i> (2013).
CM-CON2	Any virgin excavated natural material classification should take into account historic and any additional results.
CM-CON3	The detailed Construction Environmental Management Plan must set-out clear protocols in the event of an unexpected find, with reference to the Unexpected Contamination Finds Protocol_V2.1 (June 2019) prepared by Lendlease.
CM-CON4	The preliminary waste classifications outlined in the Detailed Site Investigation (Contamination) prepared by Douglas Partners (May 2019) are to be amended based on any 'unexpected finds', where appropriate.
CM-CON5	Any waste transported off-site is waste classified in line with EPA guidelines and taken to an appropriately licensed facility.