

24 November 2021

The Planning Secretary
Department of Planning, Industry and Environment,
Locked Bag 5022, Parramatta NSW 2124 Sydney, NSW 2000
Via the Major Projects website
Attention: Ferdinando Macri

Submission - Sydney Football Stadium SSD9835 Modification 7 Precinct Village and Carpark - University of Technology Sydney and Rugby Australia

Thank you for the opportunity to comment on the above modification to the Sydney Football Stadium SSD approval. I have been engaged by UTS to review the proposed modification and provide a response on its behalf, and on behalf of Rugby Australia.

UTS's and Rugby Australia's interests in relation to the SIMP and Stadium primarily relate to their operations within the Rugby Australia House at the corner of Moore Park Rd and Driver Avenue. This building is the head office of Rugby Australia and houses UTS Health's Sport and Exercise and Physiotherapy programs, used by approximately 1,100 staff, students and researchers.

UTS and Rugby Australia are currently engaging with Venues NSW in relation to the project to manage impacts and respond to opportunities presented by the proposed modification.

UTS and Rugby Australia offer the following comments in support of the proposal:

- UTS and Rugby Australia strongly support the development of the new precinct as part of a genuine international sporting and health and fitness research hub; and,
- UTS and Rugby Australia strongly support the proposal's integration of carparking and servicing into the precinct to provide a superior design quality and operational streamlining for this significant public facility and the park.

UTS and Rugby Australia request that the following issues are addressed as part of the assessment of the modification and in any approval:

1. The need to ensure that any short term impacts on Rugby Australia House arising out of the construction are well managed, including in particular any constraints on loading facilities for Rugby Australia and UTS operations;
2. The provision of longer-term solutions for servicing and loading of Rugby Australia House by larger vehicles (which has been significantly impacted by recent changes to Moore Park Rd due to the cycleway and the reduced entry driveway arrangements directly arising out of the stadium construction).

In particular, it is noted that proposed new service road at level 0 of the proposed modification design appears to be at or near the level of the basement of Rugby Australia House. There appears to be an opportunity to provide integrated servicing directly into the Rugby Australia House basement through minimal design changes at or near the western end of the OB compound (or possibly through the western end OB compound, which is not utilised outside major events). It is noted that if such a change can be accommodated this would provide a long-term solution to the current servicing constraints for Rugby Australia House and could remove the need for service vehicles to access the building directly from Moore Park Road.

Alternatively, opportunities for fully resolved longer-term loading solutions at both the UTS (western) end of the building and the Rugby Australia (eastern) end of the building at Moore Park Road level must be delivered as part of the public domain and traffic design of the proposed modification;

3. Careful design of the public domain interface with Rugby Australia House, including consultation with UTS and Rugby Australia about the details of the design and the seamless integration of the public domain with whatever long-term solution is implemented for servicing of Rugby Australia House (which could include relocation of some existing kerbing, bollards, vehicle barriers or other building infrastructure); and,
4. The investigation of mechanisms to ensure reasonable and competitive pricing of the proposed car parking outside of event times so that there can be an uptake of the parking provision in the development by UTS and Rugby Australia staff, students and visitors, with flow-on effects to benefit residents in the local area impacted by pressure on on-street parking.

In particular, although UTS and Rugby Australia operations rely on a mix of transport options, including public transport, active transport and private vehicles, operations will again be impacted by a shortage of carparking in the area when staff and student building occupancies return to pre-Covid-19 levels. This increases pressure on the on-street parking in the Paddington area, impacting on residents and their visitors, many of whom rely on on-street parking. UTS and Rugby Australia see an opportunity to help relieve pressure on the on-street parking in the area through increased uptake of off-street parking that will be provided in the new facility, but only if the pricing of that parking outside event times is competitive for Rugby Australia House users (and for those of the other similar facilities in the international sporting and health and fitness research hub precinct). We would prefer that such an arrangement be built into any approval conditions for the car park to ensure it would be preserved over the longer term.

Thank you again for the opportunity to comment on the proposed modification. If you wish to discuss any of the issues raised in this submission or if you require clarification in relation to any comments, please do not hesitate to contact me.

Yours faithfully



Alan Cadogan, Director

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