1.1 Purpose of the document

This document provides an overview of the State Significant Development Application (SSDA) and its Environmental Impact Statement (EIS), including associated technical documents for the proposed redevelopment of the Sydney Football Stadium (SFS) at Moore Park. The EIS has been prepared in response to the technical studies, consultation and findings undertaken by Infrastructure NSW.

The complete EIS is a publicly available document that provides information on the project, including the environmental impact and the mitigation measures that will be implemented when undertaking the redevelopment. The EIS is used to inform the assessment of the development and is available on the NSW Department of Planning, Industry and Environment’s Major Projects website (www.planningportal.nsw.gov.au/major-projects).

The purpose of this document is to summarise the key information from the EIS regarding:

- proposed works;
- the steps involved in the assessment and delivery process;
- the potential environmental impacts of the redevelopment; and
- what can be done to mitigate or minimise these impacts.
1.2 Background

On 24 November 2017, the NSW Premier announced the replacement of the existing SFS with a new venue accommodating up to 45,000 seats on land administered by the Sydney Cricket and Sports Ground Trust at Moore Park. The redevelopment would facilitate a modern and competitive Tier 1 stadium and seek to improve:

- patron experience;
- crowd management;
- safety and security;
- accessibility;
- facilities for core tenants;
- operational efficiency;
- hospitality, food and beverage offerings; and
- broadcasting requirements.

SFS at the time was recognised as being the oldest top-tier rectangular stadium in Australia, and was seen to be lacking in facilities and standard user experiences that are required of modern stadiums. Ultimately for the reasons detailed in the Final Business Case Summary document (www.infrastructure.nsw.gov.au), the NSW Government decided that the redevelopment of the stadium would be the best possible outcome from a social, economic and environmental perspective.

The redevelopment would resolve the current operational inefficiencies, concerns for safety, security and compliance, and the key shortcomings in venue experience. The new stadium would also be charged with achieving a number of project objectives:

- reaffirming the Sydney Cricket and Sports Ground Precinct as the Eastern City’s premiere sporting destination by delivering a new rectangular-pitch stadium that is capable of hosting national and international-scale events equal to Sydney’s status as a global city;
- delivering a venue for the growth of men’s and women’s elite sport alike, as well as the ability to adapt to new sports and the rise of e-sports;
- ensuring that the redevelopment of the Sydney Football Stadium is informed and guided by carefully developed and appropriate urban design principles;
- building a stadium that is integrated with its surrounds including Centennial and Moore Parks and the surrounding residential and business areas;
- creating a publicly accessible entertainment and recreational facility;
- enhancing pedestrian connectivity;
- demonstrating excellence in environmental sustainability and design; and
- maximising the direct and indirect economic, social and cultural benefits to NSW from the project.
2.0 Planning history and process

The delivery of the new stadium is being undertaken in a two-stage planning approval process.

In June 2018, Infrastructure NSW lodged an SSDA with the NSW Department of Planning, Industry and Environment (DPIE) for the first stage of the project, known as ‘Stage 1’. Stage 1 sought approval for a concept plan for the new stadium and for demolition works. Stage 1 of the project was approved by the Minister for Planning on 6 December 2018.

Stage 1

Stage 1 of the planning approval process:

- initiated the first stage of physical works on the site including the demolition of the stadium and ancillary buildings, and tree removal;
- established the concept plan for the future stadium, setting out the planning and development framework used when detailing the design, construction and operation of the stadium; and
- established a Design Excellence Strategy that describes the competitive process being implemented for the detailed design of the stadium, to ensure that the future stadium design embodies a high quality development.

There are three minor modifications to the Stage 1 development consent, which can be accessed via the DPIE website (www.planningportal.nsw.gov.au/major-projects).

Stage 2

The second phase of the process, ‘Stage 2’, involves seeking consent for the design, construction and operation of the stadium and associated public domain. Stage 2 of the planning approval process is to be consistent with the planning and development framework established at Stage 1. This includes the approved building envelope, Urban Design Guidelines, Design Excellence Strategy, and the series of strategies and principles founded in the technical studies that accompanied the Stage 1 application relating to traffic and parking, noise management, etc.
### STAGE 2

<table>
<thead>
<tr>
<th>Preliminary</th>
<th>Environmental Impact Statement</th>
<th>Physical Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>A request was lodged for SEARs, and SEARs were issued incorporating feedback from agencies and councils</td>
<td>Stakeholder and community consultation was undertaken before lodgement</td>
<td>Construction of the new stadium: Late 2019 – Mid 2021</td>
</tr>
<tr>
<td>Project was refined on the basis of the early consultation, and preliminary design reviewed by the assessment panel</td>
<td>Infrastructure NSW prepared and submitted an SSDA to DPIE, which included supporting documents</td>
<td></td>
</tr>
<tr>
<td>DPIE exhibited the EIS and invited public submissions</td>
<td>DPIE may require Infrastructure NSW to respond to submissions and submit a preferred project report outlining proposed changes to minimise environmental impacts or address any other issues raised during the assessment of the application. Design changes will be reviewed by the assessment panel</td>
<td></td>
</tr>
<tr>
<td>DPIE assessment report is prepared with recommended conditions or refusal. Agencies and councils consulted by DPIE</td>
<td>Determination by the Minister, including if approved, any conditions of approval</td>
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WE ARE HERE
3.0 Project Description

The application seeks approval for the following:

• construction of a new stadium with up to 45,000 seats (plus an additional 10,000 person capacity in concert-mode), including the playing pitch, grandstands, sports and stadium administration areas, food and drink kiosks, corporate facilities and all other aspects of a modern stadium;

• operation and use of the stadium and surrounding site for a range of sporting and entertainment events;

• vehicular and pedestrian access and circulation arrangements, including a new basement level for back-of-house operations and internalised storage, deliveries, and servicing;

• reinstatement of the MP1 carpark following the completion of construction, including parking, new security measures, and a vehicular connection to the new stadium basement;

• public domain improvements including new landscaping and publicly accessible event and operational areas;

• pedestrian links between Moore Park and Paddington;

• new cycling facilities within the site;

• new stadium and wayfinding signage; and

• upgrades to physical infrastructure and utilities.

In June 2019, Infrastructure NSW lodged an SSDA with DPIE for the second stage of the project, known as ‘Stage 2’. Stage 2 seeks consent for the design, construction and operation of the stadium pursuant to the Stage 1 approval. The project is being assessed as State Significant Development under the Environmental Planning and Assessment Act 1979 as the redevelopment is for the purposes of a ‘recreation facility (major)’ and has a Capital Investment Value of more than $30 million.
3.1 Stadium and public domain design

The design of the stadium and surrounds achieves the complex requirements for a Tier 1 stadium, whilst also creating a unique and distinct destination that responds to its setting amongst Moore Park, Paddington, and the Sydney Cricket Ground. The ultimate design occupies a lesser volume than was otherwise permitted under the maximum approved building envelope.

The stadium has five (5) levels of facilities including a mezzanine level and four (4) tiers of seating, providing capacity for up to 45,000 seats. Seating is configured around a new rectangular playing pitch, with 100% drip-line roof coverage for all seats and a 360-degree pedestrian circulation zone within the stadium structure. A range of seating types have been provided including general admission, active supporter zones, members seating, corporate seating, and wheelchair accessible seats to ensure that the stadium meets the requirements of current and future patrons. In concert mode, additional standing capacity for 10,000 patrons would be provided on the playing field.

Other key design features of the stadium include:

- the stadium references the former SFS ‘saddle’ design, being taller on the eastern and western sides and reducing in height on the northern and southern sides (where it interfaces with Moore Park Road and the SCG).
- a single basement level is provided beneath the stadium, providing 360° vehicular circulation. The basement internalises storage, deliveries, servicing and back-of-house operations.
- the first level of the stadium provides a concourse that wraps around the entire seating bowl, for uninterrupted 360° circulation.
- the seating bowl includes new facilities for members, corporate boxes, media, teams, and officials, prayer rooms, improved bathrooms and change rooms, and seating for persons with mobility impairments across all stadium levels and ticketing types.
- the stadium roof is a sweeping concaved structure, designed with lightweight materials, and with areas for integrated solar panels.
- the stadium facade is finished in: bronze coloured aluminium louvres; glass curtain walls; and either sandstone coloured pre-cast concrete or brick walls at the concourse level.

The area surrounding the stadium functions as an extension of the existing public domain, creating a new public space between Paddington and Moore Park. The design approach is centred on creating three (3) key gathering places, or activity nodes, that align with the main stadium entrances and are connected by pedestrian areas in-between. The three nodes are as follows:

- ‘Busby’s Corner’ at the north eastern edge of the site provides stepped, multifunctional play and recreation platforms with fitness equipment and basketball hoops.
- ‘Fig Tree Place’ at the north western edge of the site accommodates timber decked seating, a sculpture garden, new fig trees and other tree and landscape planting.
- ‘Moore Park Terrace’ at the south western edge of the site marks the primary entrance to the stadium and provides two (2) grand stairways, trees, ground planting, and terraced seats.

120 trees and understorey planting are provided throughout the public domain, framing the edges of the site and shading the MPI carpark. Trees are being replaced at a ratio of approximately 3 new trees for every 1 removed.

Seating, lighting, drinking fountains are also provided throughout the public domain to encourage people to inhabit this space during event and non-event periods.
Moore Park Steps

Fig Tree Place

Busby’s Corner

Design Considerations

• 5.5m level change from top of timber amphitheatre to street level over 15.5m

Terraced landscape planting Seating terraces integrated with stairs

Artist impression only
3.2 Operation and use

Operational framework

The Event Management Strategy (Appendix Q of the EIS) sets out the operational management procedures and practices involved in the operation of the stadium. This includes the following key areas:

- event-day management responsibilities and complaint-handling procedures;
- management of pedestrian and crowd arrivals for a range of operating scenarios;
- stadium egress for a range of operating scenarios;
- vehicular access and rejection from the MPI car park and stadium basement;
- security;
- noise management; and
- emergency response and evacuation protocols.

A specific Anti-Social Behaviour Strategy has also been prepared (Appendix R of the EIS) and provides a mitigation plan for a safe and inclusive stadium environment. The Strategy was developed in consultation with a range of relevant stakeholders such as NSW Police.

Events

The stadium hosts a diverse range of sporting and entertainment events that vary on a season-to-season and year-to-year basis. Along with hosting a range of national sporting matches, the stadium will also host international sporting games and tournaments, concerts, and other special events.

No restriction is proposed on the number of events hosted. The exception to this is the number of concerts that will be maintained at six (6) per calendar year. This is consistent with the operation of the former stadium and ensures the new stadium can attract and host infrequent major events (eg: FIFA Women’s World Cup 2023 or Rugby World Cup 2027) that deliver the most significant per-event economic benefits to Sydney and NSW.

The stadium is expected to host approximately 52 events per year, and will be governed by the same time restrictions that applied to the use of the former stadium.

Public access to the site

Pedestrian access within the site has been improved by removing boundary security fencing and providing new publicly accessible areas surrounding the stadium. The ticket barriers and security line will primarily be at the stadium facade, and not the site boundary.

- Public access in periods of no events
  Pedestrians can access the site via the entrances on Moore Park Road and Driver Avenue, and move through the site via the north-western edge of the stadium. This creates a new pedestrian connection between Paddington and Moore Park that is accessible at all times of the day and year (except for certain special events). The south eastern corner of the site interfaces with the SCG, which is not currently designed to allow permanent public access in this location, and will be secured.

- Public access during concurrent SFS and SCG events
  When an event is being held at both the SCG and SFS, termed a ‘double-header’, the public pedestrian access and circulation arrangements will be the same as those adopted for non-event periods.

- Public access during SFS only events
  When the SCG is not in operation, all entrances and the entire 360° external perimeter of the stadium will be publicly accessible.

- Public access during special events
  Certain special events may require use of the forecourt areas and stadium exterior (eg: Rugby Sevens Tournament). The site may be secured at the site boundary to allow for additional patron spaces and activation. During this period, public pedestrian access may be restricted or may continue subject to security screening, depending on the operational and ticketing requirements of the specific event.

Because the site will be publicly accessible there is a greater opportunity for the community to use the site for informal active and passive recreation. The stadium structure itself will also accommodate an externally-facing merchandise store and food and drink premises to service the day-to-day needs of staff and visitors to the precinct.
Pedestrian access to the site – no event
Source: Aspect Studios

Pedestrian access to the site – event only held at the SFS
Source: Aspect Studios

Pedestrian access to the site – concurrent SCG and SFS events
Source: Aspect Studios

Pedestrian access to the site – special events
Source: Aspect Studios
### 3.3 Construction

The construction of the stadium follows the demolition and site preparation works completed at Stage 1.

Construction and testing are expected to occur over approximately 36 months and are targeted to commence in late 2019. This will enable the new stadium to open in March 2022 (subject to obtaining appropriate approvals).

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<thead>
<tr>
<th>Stage</th>
<th>Indicative Timing</th>
<th>Subject of Stage</th>
<th>Subject of this Stage</th>
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<tbody>
<tr>
<td>Stage 1: Site establishment</td>
<td>January 2019</td>
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<tr>
<td>Stage 1: Demolition of stadium roof, structure and ancillary buildings (exc. Cricket NSW)</td>
<td>January 2019 – September 2019</td>
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<tr>
<td>Stage 1: Demolition of Cricket NSW building and indoor wickets</td>
<td>September 2019 – October 2019</td>
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<td>Stage 2: Construction of new stadium</td>
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<td>Including the following works within this program:</td>
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<td>- Earthworks</td>
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<tr>
<td>- Piling</td>
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<td>- Concrete structure</td>
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<td>- Roof construction</td>
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<td>- Internal facade and fit-out</td>
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<td>- Facade</td>
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<td>- External works</td>
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<tr>
<td>Stage 2: Testing and commissioning (subject to this application)</td>
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<td>Stage 2: Commencement of stadium operation</td>
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Hours of work
All works on site will be completed within standard construction hours, unless otherwise notified by DPIE in writing as verification of unusual circumstances. Work will occur between:
• 7am and 6pm Monday to Friday;
• 8am and 1pm Saturday; and
• No work on Sundays or public holidays.
No construction works are to be permitted for a period before, during, after events at the SCG.

Site Protection
Fencing will be maintained around the perimeter of the construction site to control access and protect pedestrians using the surrounding footpaths. The fence line will generally follow the existing property boundary and will not impede existing pedestrian footpaths along Moore Park Road and Driver Avenue. No work zones are proposed outside of the site on surrounding footpaths, roads, or parklands.

Tree removal
Stage 2 will retain and remove additional trees beyond those previously considered under the Stage 1 application. Any trees removed will be replaced at a ratio of approximately three new trees planted for every one removed (inclusive of those trees removed at Stage 1 during demolition works). In total seven (7) trees are to be removed and one tree that was previously approved for removal will be retained. Trees to be retained include:
• the Moreton Bay Fig adjacent to the Moore Park Road frontage of the site (known as ‘Tree 125’);
• the Hills Weeping Fig in the north eastern corner of the site near Paddington Lane (known as ‘Tree 231’);
• the trees immediately to the south of the Sydney Cricket Ground (SCG) outdoor practice wickets and to the rear of the Members’ Stand, and all other trees in the realm of the SCG that are outside of the project boundary; and
• all but one existing street tree along Moore Park Road and Driver Avenue and surrounding the car park.

Significant tree planting and landscaping is to be provided as part of the final development – approximately 120 new trees planted in addition to shrubs, grasses, and groundcovers.

Construction compound
The existing MP1 car park has been used as a construction compound during Stage 1 demolition works. It is proposed to continue this arrangement during the construction of the stadium. The car park will be used for on-site waste processing (ie: the separation of waste streams, storage and processing), stockpiling, loading and deliveries, materials storage and handling, site sheds and other construction management activities. The MP1 car park will then be reinstated prior to the operation of the stadium.
4.0 Stakeholder and community consultation

Ethos Urban facilitated stakeholder and community consultation (see Appendix HH of the EIS) during the preparation of the EIS. The consultation program included engagement and collaboration with the local community, neighbours, key stakeholders, and government agencies to present the proposal and gather feedback.

The consultation activities were designed to address the Secretary’s Environmental Assessment Requirements, and ensure all stakeholders were informed about the proposal and had the opportunity to provide feedback prior to submission of the Stage 2 application. The feedback received during the initial consultation process has been considered during the finalisation of the Stage 2 application.

A Community Consultative Committee (CCC) was also established and consulted prior to the lodgement of the Stage 2 application, in accordance with the requirements of the Stage 1 approval.

- **23,000** Letterbox drops
- **29** Stakeholder letters sent
- **2** Newspaper advertisements
- **15** Email enquiries
- **2** Phone enquiries
- **3** Community information sessions
- **20** Stakeholder groups briefed
5.0 Design excellence

The ultimate design of the stadium is the result of a competitive design alternatives process, which occurred after the Stage 1 application was submitted and before the Stage 2 application was lodged. The process followed the *Sydney Football Stadium Design Excellence Strategy* endorsed by the NSW Government Architect.

- Infrastructure NSW invited designers to participate in a competitive tender for the design of the external stadium architecture (façade, roof and structure) and the public domain. The competition entries were judged by a site-specific design panel, chaired by the (then) NSW Government Architect, against:
  - the design excellence requirements contained in Clause 6.21(4) of the *Sydney Local Environment Plan 2012*;
  - the Good Design Objectives contained in ‘Better Placed’, which is a NSW Government policy for achieving good built environment outcomes; and
  - the *Sydney Football Stadium Urban Design Guidelines* which were developed and adopted as part of the Stage 1 application.

The design consortium of Cox Architecture and Aspect Studios was selected by the panel as the winner of the competitive process.

The consortium was then formally appointed by INSW to translate the winning competition entry into the plans and design statements exhibited as part of the Stage 2 application.

The ultimate plans and design statements were reviewed by the panel to confirm that they were largely consistent with the winning competition entry, as a means of safeguarding the integrity of the winning design. The panel will be further involved during the planning of construction to ensure the design is fully realised.

The *Competitive Design Alternatives Report* (Appendix E of the EIS) and *Design Integrity Assessment* (Appendix F of the EIS) confirms that the ultimate design for the stadium and public domain achieves design excellence, as endorsed by the panel.
6.0 Transport

Vehicle access
The redeveloped SFS will use Driver Avenue and the MPI carpark as the primary access and egress point for vehicles to the site, and will no longer use Paddington Lane. Access to the stadium basement is provided from the MPI carpark and will be controlled by boom gates. Those vehicles rejected at the boom gates, or those seeking to turn around, will utilise a new vehicle turn-around facility (roundabout) provided within the MPI car park.

Emergency vehicles will access the site via Driver Avenue and Paddington Lane and from the separate SCG entrance on Driver Avenue.

Pedestrian access
A key outcome of the development has been to increase pedestrian access and the permeability of the site. By removing the boundary fencing and providing new public domain areas around the stadium, the development delivers a new pedestrian link between Moore Park and Paddington. This shortcuts the existing route around the site via Driver Avenue.

Public transport
Arup has assessed the adequacy of public transport in the area and initiatives for the future stadium to better integrate with the public transport network and encourage its use. The site will benefit from a new light rail stop on the eastern side of Anzac Parade (approximately 2-5mins walk), regular bus services and special event buses, and connections from surrounding railway stations. Initiatives are proposed to further encourage the use of public transport such as not providing any additional parking, including the price of transport in the event ticket, providing travel information to spectators at the point of ticket purchase, and providing information on public transport timetables, pedestrian and cycle routes and facilities on the website.

Other modes
No change is proposed to existing arrangements for coaches, special event buses, or bicycles used to access the site. Further opportunities to accommodate taxis and rideshare services (ie: Uber, Lyft etc) in the surrounding precinct have been explored in the Transport Assessment (Appendix H of the EIS) and in consultation with Transport for NSW. These arrangements may be pursued separately in consultation with key stakeholders such as local residents and businesses, Transport for NSW, and the Centennial Park and Moore Park Trust.

Vehicle parking
No new parking for general patrons of the stadium will be provided. The Sydney Cricket and Sports Ground Trust will continue to liaise with operators of external parking venues in relation to the provision and management of off-site parking during the scheduling and hosting of events at the new stadium.

Parking for members and employees of the Sydney Cricket and Sports Ground Trust will be reinstated on the site within the MPI carpark, which represents the only publicly accessible carpark on the site. It provides 540 at-grade parking spaces, which is approximately 60 spaces less than the former MPI carpark. This reduction is needed to accommodate a new driveway from MPI to the stadium basement and a vehicle turn-around facility (roundabout) within car park.

To offset this, 50 parking spaces will be provided within the new stadium basement. Parking within the basement will be restricted to authorised users including stadium and sports administrators, hirers, media/broadcasting and medical and support staff.
Bicycle parking
Dedicated bicycle parking for staff and patrons will be provided on site to promote the use of sustainable modes of transport. This includes providing:

• bicycle parking racks for up to 90 bicycles along Moore Park Road frontage of the site. These will be available for the public to use.

• bicycle parking for up to 75 bicycles and end of trip facilities (showers, lockers etc) for use by permanent staff within the stadium basement.

Travel demand
As the stadium capacity will not increase from current conditions, the number of people travelling to the stadium during peak periods will remain unchanged. Based on the assessment of transport modes under a range of different scenarios, the future transport network has the capacity to accommodate the expected travel demand to the SFS, and the demand of concurrent events at the SCG and SFS.
7.0 Noise

Events
An assessment of the potential noise generated during events, including amplified music and announcements and crowd noises, has been conducted against the relevant noise criteria. It confirms that the change to the stadium shape from a ‘saddle’ shape to a ‘bowl’ shape, with higher tiered seating and facades, will reduce the current event noise levels to surrounding receivers. The stadium will comply with the established noise limits for concerts and sporting events and is not expected to increase noise emissions when compared to the former SFS. In some instances, there is the potential for events to exceed the noise criteria (such as different configurations of concert speakers facing south or in the middle of the field), however, during these events noise can be appropriately mitigated through measures such as operating speakers at lower volumes.

Event noise management
It is proposed to install a new permanent noise monitoring system on the site (see the Event Noise Management Fact Sheet as part of Appendix X to the EIS). This is an automated and calibrated noise mentoring system that replaces the manual noise monitoring used by the former stadium. The contemporary proposed system provides real-time data on noise that is emitted from the site and has numerous advantages.

The stadium will be subject to a Noise Management Plan that will test and review event noise during the initial phase to ensure noise levels are adhered to.
Construction

A noise emission criterion was established at Stage 1 of the planning process, which has been used to determine the construction impacts of the development. The noise emission criteria may be exceeded at stages of the construction process for residences on Moore Park Road, Cook Road, local streets of Paddington, the Rugby Australia building and Fox Studios.

These predicted exceedances represent a conservative worst-case 15 minute period. They are linked to the use of excavators, impact drills, angle grinders, electric saws and like equipment. In practice, this equipment is used in short durations and not concurrently. The actual noise levels for each stage of the construction process are expected to be lower than those predicted.

Construction works on the site will be managed with a detailed Noise and Vibration Management Plan specifying equipment that can be used on site, construction hours, schedule of activities, policies for work, and detailed noise emission levels. The appointed contractor will be required to comply with the management plan, which will include such measures as scheduling noise activities during the day and not in the afternoon or morning where possible, and coordinating works with the Centennial Park and Moore Park Trust/organisers of recreational events held at Moore Park to limit disruptions. No works are planned to occur between 6pm and 7am, meaning the proposal does not breach the sleep disturbance criteria for surrounding residences.
8.0 Visual impact

An assessment of the visual impacts of the detailed stadium design has been completed for public and private views. The assessment considers 31 public and private locations and in each case uses site photographs informed by survey data to show what the new proposed stadium will look like within an existing view, as compared to the former SFS, and the approved maximum building envelope. The modelling confirms that the detailed stadium design will have a lesser impact than the approved building envelope, is comparable in scale and form to the former stadium, and ultimately will not significantly change the nature or extent of views.

9.0 Contamination

A Detailed Site Investigation has been completed for the site (Appendix J of the EIS), and the findings of the investigation have been verified by an independent site auditor. It assesses the general conditions of the site, including any soil contamination and groundwater quality, and ultimately makes a decision on the suitability of the site to continue to be used as a stadium. Testing was completed of 101 soil samples from 74 boreholes drilled on the site. The testing confirmed that the site is suitable for continued use as a stadium, and that no remediation is required.
The new stadium represents the next phase in the history of the precinct, ensuring that the site remains at the heart of major sporting events in NSW and that the history of the site and precinct is carried on.

10.1 Non-indigenous heritage

Curio Projects has prepared a Heritage Impact Statement (HIS) (see Appendix T of the EIS) that considers the potential impacts of the redevelopment on the heritage values of the site and surrounds. The assessment considers potential physical, archaeological, and visual impacts.

Physical

The construction of the new stadium occurs on the site of the former stadium, and other secondary modern buildings, which are not identified heritage items. Excavation and earthworks required for the construction of the new stadium basement will not physically impact any identified heritage items.

Archaeological

The primary known archaeological resource within the site is Busby’s Bore, which is a heritage significant tunnel running beneath the south east corner of the site. A construction methodology has been prepared to specifically manage works on the site with the potential to impact Busby’s Bore, including establishing a physical exclusion zone and installing vibration monitoring devices. Busby’s Bore is located outside of the proposed development excavation zone.

There is a low to moderate chance of encountering other archaeological deposits associated with the previous use of the site. Those areas identified as having moderate potential are predominantly located outside of the area of excavation for the stadium basement. A combination of archaeological supervision and an ‘unexpected finds protocol’ is proposed to manage the potential uncovering of archaeological deposits. An Archaeological Research Design and Excavation Methodology has been prepared that includes an archaeological management program.

Visual

The Heritage Impact Statement also assesses the potential for the stadium to impact on views and vistas to and from surrounding heritage items and heritage conservation areas. It confirms that the stadium will have a neutral or positive visual impact on heritage values, and that the design of the stadium and public domain responds to the heritage values of the site. The detailing of the stadium and public domain makes appropriate reference to the qualities of the surrounding area.

10.2 Indigenous archaeology

Curio Projects has also prepared an Aboriginal Cultural Heritage Assessment Report (Appendix CC of the EIS) addressing the consultation, investigation, and assessment of Aboriginal cultural heritage and Aboriginal archaeology. Whilst there are no known artefacts or potential archaeological deposits within the site, relics have been uncovered in the surrounding area indicating that Aboriginal people have occupied this area and that there is the potential for Aboriginal sites. A combination of archaeological supervision and an ‘unexpected finds protocol’ is proposed to manage the potential uncovering of archaeological deposits.

10.3 Heritage interpretation

Heritage interpretation is a key element of the design of the stadium and public domain, ensuring that the history and significance of the site is celebrated. The Heritage Interpretation Strategy (Appendix DD of the EIS), identifies opportunities to communicate the historical and cultural significance of the site including both Aboriginal and non-indigenous significance. Heritage interpretation measures will be further refined through a process of community consultation and stakeholder engagement and coordinated with other public art initiatives.
Potential Interpretive Elements

- Concrete ground plane
- Brick feature paving
- Mass Planting (with native scrub species)
- Gadigal interpretive elements (such as language engravings)
- Australian hardwood timber seating / opportunities for engraved concrete
- Busby's Bore service shafts interpretive elements
- Busby's Bore paving interpretation (1m blocks to demarcate 1m built per day)
- Female sport pioneers and achievement
- Play and exercise elements (to be inspired by former rifle range)
- Bronze inlays of sports records (to follow the line of the speedway)
- Open, legible connections to parkland
- Active fitness/exercise area to expand of stadium programming
The design for the stadium and public domain references the sustainability strategies and building principles considered at Stage 1. The stadium will achieve a LEED (Leadership in Energy and Environmental Design) Gold rating, which is used all over the world to assess how a building reduces its impact on the environment as well as economic and social requirements. The LEED certification process is the most widely used green building rating system in the world.

Sustainability initiatives pursued in the development include but are not limited to:

- installing photovoltaic panels (solar panels) to offset the stadium during daytime operations, reducing energy consumption and operational costs to Government;
- designing the pitch and playing surface to reduce demand for irrigation by 80%, and using rainwater harvesting and bore water to further reduce demand for non-potable water;
- using a high proportion of native vegetation to enhance the green setting of the site;
- diverting 90% of all demolition and construction waste from landfill to recycling;
- completing a life-cycle assessment of the structure that identifies further opportunities to improve the environmental performance of the building when selecting the detailed construction materials;
- installing digital monitoring systems to manage and reduce energy demands in real-time; and
- prioritising pedestrian circulation and permeability on the site, providing bicycle parking for staff and visitors, and other measures to encourage the uptake of sustainable modes of transport.
12.0 Mitigation measures

A ‘mitigation measure’ is a commitment to undertake further assessment, testing or work in order to mitigate an impact that might occur as a result of development. In the context of the Stage 2 development application, the mitigation measures comprise recommendations of how the detailed design, construction, and operation of the stadium will be advanced and controlled. The mitigation measures demonstrate Infrastructure NSW’s commitment to managing environmental impacts associated with development, and would be imposed in conjunction with any other condition of consent if planning approval is granted.

The mitigation measures are detailed in Section 8 (Table 26) of the EIS, and include measures for the stadium and public domain, including:

- construction
- transport and accessibility
- heritage
- noise and vibration
- biodiversity and trees
- waste management and contamination
- wayfinding
- public art
- lighting
- reflectivity
- safety, security and anti-social behaviour
- flooding
- sustainability
- operation of the stadium

13.0 Next steps

The Environmental Impact Statement, and all technical studies, are available for public comment on NSW Department of Planning, Industry and Environment’s Major Projects website (www.planningportal.nsw.gov.au/major-projects). These documents inform the assessment of the proposed development by the Department of Planning, Industry and Environment, which will be an ongoing process and include a response by Infrastructure NSW to any submissions received during this exhibition process.
14.0 Appendix list

The EIS and appendices listed can be found on the NSW Department of Planning, Industry and Environment’s Major Projects website: www.planningportal.nsw.gov.au/major-projects

- A. Secretary’s Environmental Assessment Requirements
- B. Architectural Design Statement + Architectural Plans
- C. Landscape and Public Domain Statement + Landscape Plans
- D. Site Survey
- E. Competitive Design Alternatives Report
- F. Design Integrity Assessment
- G. Urban Design Report
- H. Transport Assessment
- I. Wayfinding and Signage Strategy
- J. Detailed Site Investigation (Contamination) + Site Auditor Statement
- K. SEPP 64 Assessment
- L. Compliance with the Approved Concept Proposal
- M. Environmentally Sustainable Design Strategy + Life Cycle Assessment
- N. CPTED Report
- O. Addendum Social and Economic Impact Assessment
- P. Stormwater Management Plan
- Q. Event Management Strategy
- R. Anti-Social Behaviour Strategy
- S. Operational Waste Management Plan
- T. Heritage Impact Statement + Archaeological Research Design and Excavation Methodology
- U. Infrastructure Management Plan + Emergency Diesel Storage
- V. DDA Compliance Statement
- W. Visual and View Impact Assessment
- X. Noise and Vibration Impact Assessment
- Y. Control of Obtrusive Effects of Outdoor Lighting
- Z. Environmental Wind Assessment
- AA. Construction Management Plan + Air Quality Impact Assessment
- BB. Facade Reflectivity Statement
- CC. Aboriginal Cultural Heritage Assessment Report
- DD. Heritage Interpretation Strategy
- EE. Biodiversity Development Assessment Report & Addendum
- FF. BCA Assessment Report
- GG. Groundwater Assessment
- HH. Consultation Outcomes Report
- II. Geotechnical Investigation
- JJ. Arboricultural Impact Assessment
- KK. Structural Design Certification
- LL. Security and Risk Assessment Statement
- MM. Fire Engineering DA Letter