

MEETING NOTES

Meeting # 15, Thursday 29 July 2021,
6:00 pm via technology

PRESENT VIA TECHNOLOGY			
Margaret Harvie (Chairperson)			
COMMUNITY REPRESENTATIVES PRESENT VIA TECHNOLOGY			
Linda Gosling	Vivienne Skinner	Sofie Mason-Jones	Robert Postema
Chelsea Ford	Julie Osborne	Tom Harley	Steve Rankin
LOCAL GOVERNMENT REPRESENTATIVES			
Mayor Danny Said (Randwick City Council)	Mayor Paula Masselos (Waverly Council)		
SYDNEY FOOTBALL STADIUM REPRESENTATIVES			
Peter Hynd , SFS Project Director, Infrastructure NSW	Julie Shires , Group General Manager Infrastructure Development, Venues NSW		
PRESENTERS AND GUESTS			
Jake Shackleton , Director - Infrastructure Management at NSW Department of Planning, Industry and Environment	Vlad Popovski , Senior Communication Officer, Infrastructure NSW	Josh Milston , JMT Consulting until 7.45 pm	Stephanie Ballango , Savills Australia
Rachel Trigg , Urbis			
APOLOGIES			
Cr Phillip Thallis (City of Sydney Council)	Suellen Fitzgerald (Chief Executive of Greater Sydney Parklands) - standing invitation		
MEETING NOTES			
Leanne Smith (Governance House Pty Ltd, Note Taker)			

1. AGENDA ITEM # 1: WELCOME & ACKNOWLEDGEMENT OF COUNTRY

Margaret Harvie *Acknowledged the Traditional Custodians of the various lands on which the meeting takes place and paid respects to Elders past, present and future, and extended that respect to Aboriginal people attending the meeting.*

Margaret Harvie Welcomed attendees to the fifteenth meeting of the Sydney Football Stadium (SFS) Redevelopment Community Consultation Committee (CCC) and opened the meeting at 6pm. Noted that the meeting was convened in particular to consider the Green Travel Plan, Event Traffic and Transport Management Plan, Passenger Pick-Up and Drop-Off Facilities Plan, and the Event Car Parking Plan, however, given the timing and re-schedule of the meeting the Agenda will also cover the usual business of the Committee. Welcomed all guest speakers to the meeting, and introduced the Committee to Jake Shackleton, Director of Infrastructure Management at the NSW Department of Planning, Industry and Environment (DPIE), joining the meeting as the permanent replacement to Erica van den Honert.

Jake Shackleton Discussed his current role at DPIE, and work with the team across a number of years.

2. AGENDA ITEM # 2: DECLARATIONS OF PECUNIARY & OTHER INTERESTS

No new actual, potential, or perceived conflicts of interest (pecuniary or other) were tabled.

3. APOLOGIES

The Committee noted apologies from Cr Phillip Thallis and Suellen Fitzgerald (standing invitation).

4. AGENDA ITEM # 3: PROJECT UPDATE: CONSTRUCTION PROGRESS / ACTIVITY

Peter Hynd

Highlighted:

- Cessation of works on 18 July 2021 due to the Public Health Orders;
- The small crew onsite to monitor security and essential equipment;
- One piece of urgent work undertaken in Regent Street on 21 July 2021 as notified to the community and residents (with Ausgrid requiring access to assets);
- The anticipated new round of Public Health Orders to be released in the next couple of days;
- The Premier's announcement with regard to construction work in the Sydney Basin (outside of the 8 impacted LGAs) with preparatory works permitted and recommencement on 31 July;
- John Holland's work to reconfigure all sites and review COVID safety plans – with the safety of workers and the community paramount;
- Continued vigilance with regard to all directions from NSW Health;
- An image of progress on the final day of work (prior to lockdown) noting: readiness to lift the southern truss; preparation of the roof fabric; the base for the northern stand score board, all seats in place for the western, southern, and northern stands (with the eastern stand nearing completion);
- A photograph demonstrating the apron of the building, including detailed design, shape and colour (including the bronze façade);
- One Modification in relation to the mezzanine – with the Eastern Mezzanine to be fit-out by the Sydney Roosters as a Centre of Excellence, with documentation submitted to the Department / to go on exhibition shortly (noting this as wholly within the building);
- Only one complaint lodged since the last meeting (received on 17 June and relating to workers parking in a residential street), with a Toolbox Talk undertaken and re-induction of employee/s by the sub-contractor;
- All communications available on the project website;
- A Project Update to be released in August and correspondence was emailed on the days of the meeting that regarding the re-starting of construction on 31 July;
- Noted letterbox drops about high voltage works to be distributed within the next few days;
- Monthly updates noise, vibration, and dust available from the website;
- Events are currently on hold.

Provided an update on the [Public Art Plan](#), reporting:

- The Plan is available on website; <https://www.infrastructure.nsw.gov.au/media/2953/sydney-football-stadium-public-art-plan.pdf>
- Announcement of the commissioning of Tony Albert to create a seating design across the stadium;
- The theme of "Two Worlds Colliding – Water and Land", akin to the crashing of waves on a beach, with abstract designs featuring local topography / Country.
- The set colour palette and virtual 3D model - with the design dropped in (as demonstrated);
- Tony is a prominent and well-respected artist.

5. AGENDA ITEM # 5: CORRESPONDENCE / ISSUES ARISING

Danny Said

Queried whether the project is now two weeks behind schedule?

Peter Hynd

Responded by noting this as a difficult question to answer, with the included program contingencies they are confident that works can be caught up.

Highlighted unknowns in relation to workforce, essential workers, and restrictions relating to people within the 8 LGAs (with 990 people clocked in on the last day prior to the shutdown) – he suggested that the stadium may not be as impacted as other projects.

Reported continuing work with John Holland and focus on the public health issue.

Linda Gosling

Requested information about the electrical works in Regent Street, and the remaining timeline - including reinstatement of the road and paving.

ACTION # 1

Peter Hynd to confirm the timeframe for remaining electrical works in Regent Street, including restoration of the road and paving, and to circulate a response in the coming 2 weeks.

Robert Postema

Supported the selection of Tony Albert, noting his stature and works, including *YININMADYEMI Thou didst let fall* in Hyde Park, an acknowledgement of Aboriginal and Torres Strait Islander men and women who served in the military.

6. AGENDA ITEM # 4: ACTIONS ARISING FROM THE LAST MEETING

The Committee noted the Actions arising from the previous meeting completed or related to the agenda items of this meeting.

7. AGENDA ITEMS # 6 & 7: INTRODUCTION & OVERVIEW – STAKEHOLDER CONSULTATION PROCESS

- Julie Shires** Requested that the presentations / plans shared with the Committee be kept confidential as it is work in progress – pending official release of the planning documentation.
- Expressed regret that the meeting could not proceed face to face, suggesting that questions be tabled at the end of the presentations, allowing for robust discussion.
- Referred to the circulated material including detail of the Transport Management Plans and Social Impact Monitoring Program (SIMP) and introduced the presenters including: Stephanie Ballango, planning consultant who is effectively managing the process and a good point of contact for any questions; Josh Milston, transport consultant; and Rachel Trigg, social planner.
- Margaret Harvie** Requested that any questions be tabled via the chat functionality, to assist with preparation of the meeting notes.
- Stephanie Ballango** Discussed the process around preparation of the various Management Plans highlighting:
- Venues NSW stakeholder engagement and consultation - seeking the views of the local community, agencies, approvers, and influencers - as nominated in the conditions of consent (including residents of adjoining land);
 - The intent of the consultation process is to ensure preparation is transparent, that expectations are understood and appropriately addressed, and that Venues NSW can demonstrate it has undertaken the consultation required by the conditions of consent;
 - Commencement of consultation with various agencies, including operational teams within Venues NSW (e.g. Event Management, Heritage, Security, Safety and Wellbeing etc.), City of Sydney, Transport for NSW and Greater Sydney Parklands;
 - Engagement with NSW Police and other nominated stakeholders is proposed over the coming weeks;
 - Venues NSW is committed to engaging with the Committee during the preparation and evolution of the Plans through to finalisation;
 - Proposal to reconvene on 24 August to complete additional consultation and engagement – with the aim to demonstrate consideration of the feedback and progress of the Plans (but not to provide solutions at that stage);
 - Reports to continue throughout the year as the Plans progress.

8. AGENDA ITEM # 8: OPERATIONAL TRANSPORT PLANS

Circulated information relating to D14: Green Travel Plan; D16: Event Traffic and Transport Management Plan; D18: Passenger Pick up and Drop off Facilities Plan; and D50: Event Car Parking Management Plan were taken read.

- Josh Milston** Introduced himself to the meeting, noting that he had last met with the CCC in 2020, with involvement in the project since 2018 (Stage 1 DA).
- Discussed the purpose of the session to provide an overview, demonstrate preliminary insights and to seek feedback on the Plans, with solutions to be based on that feedback (noting that the same presentation is being provided across stakeholder groups).
- Provided a PowerPoint Presentation to the meeting highlighting:
- Considerations including transport strategy, changes to the transport environment (particularly the light rail; the Moore Park Master Plan 2040 and the broader Moore Park Traffic and Transport Management Plan prepared by Transport for NSW;
 - The four plans as separate with a number of cross-over points, to be prepared together / concurrently, given these synergies and requirement for an integrated approach;
 - The stadium footprint as relatively small, in relation to the broader precinct, with any measures implemented needing to be cognisant of other stakeholders / long term requirements of the broader precinct;
 - Different event types and different transport modes;
 - Obtaining of transport data from various sources and illustration of those sources and individual findings;
 - Collection of data in 2021 (pre lockdown) and under normal conditions across the Sydney Cricket Ground and Moore Park precinct;
 - Undertaking of post-game surveys through the ticketing provider (including questions around the event day experience) as an effective form of data collection;
 - Supplementation by manual / traditional interview surveys;
 - The two data sets providing a picture of current travel trends (and including data re car parking / understanding of occupancy including numbers in each area);
 - 2021 pedestrian movement data;

- A high proportion of people leaving the precinct in May 2021 using the Tibby Cotter Bridge towards Central Station;
- High trends in relation to light rail usage (representing more than 20% of trips on event days – higher than the former bus usage statistics);
- Slight reduction in car mode share compared to 2018 (from 35% versus 40% for AFL and 46% versus 52% for NRL);
- Demonstration of the north drop-off point on Driver Avenue for Taxis and Ubers;
- Carparks as well utilised, with more parking in the event precinct versus the local neighbourhood.

Discussed [Developing Indicators](#) including:

- Review of data by Venues NSW on an ongoing basis;
- Reference to indicators included in the slides and - determining success indicators, baseline data sources and how data will be collected, and progress / monitoring moving forward;
- Provided examples including Mode Share on event and non-event days, cycling and Public Transport usage, Car parking and Walking; and success indicators including a reduction in the number of people driving; increased take-up in bicycle parking; increased light rail usage; reduction in reliance on temporary event car parking; increased use of Devonshire Street walking route (including the wayfinding strategy) etc.
- Noted physical capacity constraints in relation to light rail use;
- The zero-target in relation to pedestrian crashes and incidents.

Reported the [next steps](#) including:

- Continuing consultation with key agencies including Transport NSW, City of Sydney, and NSW Police;
- Commencement of solutions development, with plans to be developed in August and September and a draft tabled for feedback in October (with end of year endorsement by the Department).

COMMUNITY QUESTIONS & FEEDBACK

Julie Osborne

Requested a copy of the Moore Park Traffic and Transport Management Plan.

ACTION # 2

Josh Milston to liaise with Transport for NSW regarding sharing of the Moore Park Traffic and Transport Management Plan with the CCC, and to report back.

Julie Osborne

Sought detail of strategies to push people away from unpreferred travel mediums.

Josh Milston

Reported the intent of the Moore Park Masterplan 2040 to progressively remove temporary event day car parking and introduction of a range of measures. Noted satellite parking to be considered at four locations including Randwick Racecourse, ES Marks Fields, the Moore Park Golf Club, and the Entertainment Quarter.

Further noted mention of Light Rail in the Green Traffic Plan and identification of measures to encourage its use.

Sofie Mason-Jones

Requested confirmation that the data sets include both daytime and evening events and for detail of any differences in the patronage of different transport modes between the sporting codes/ general trends.

Josh Milston

Confirmed:

- That all data sets measure both daytime and evening events (with the post event patron surveys done for every single event);
- That patronage of modes is different but highlighting impacting factors including the code and team, and where people are coming from (irrespective of day or evening events);
- That the Plan will include a list of factors that influence how people travel;
- Example provided of how travel varies between a Sunday night event (with more families attending) and a weeknight (post working day) event.

Tom Harley

Reported data showing that nighttime patrons are more likely to drive to games.

Julie Osborne

Sought information on why use of Tibby Cotter Bridge has increased.

Josh Milston

Suggested that this was influenced by wayfinding, completion of light rail construction works and a desire to avoid waiting in a queue for the light rail.

Chelsea Ford

Queried whether Developed Indicators, specifically Success Indicators, will be quantified over a timeline.

Stephanie Ballango	Reported opportunity to work towards ultimate targets / working with the base line.
Chelsea Ford	Discussed the importance of step change and for inclusion of a percentage target in writing (even if low). Referred to the Transport Data Slide and the 90% of patrons travelling to cricket, AFL and NRL matches by car as quite high, with even a small percentage change within 12 months having an impact.
Josh Milston	Reported the importance of contextualizing the data and comparing an event year on year (noting variables between codes and events). Suggested that the feedback around targets would be taken on board and considered.
Vivienne Skinner	Asked what is being done to change driver behaviour? Noted the Committee's desire for a decision about when parking will end on Moore Park. Reported that the Roosters are using buses to transport patrons from Bondi Junction, as a positive strategy to encourage public transport use – with desire for the plans to show how behaviour will be modified.
Josh Milston	Indicated that the next session on 24 August will provide an update following discussions with key stakeholders (but may not include final outcomes / with strategies to meet the objects of the plans to be tabled towards the end of the year). Further discussed requirement to consider conflicts between stakeholder outcomes.
Vivienne Skinner	Reiterated desire to understand when cars will be stopped from parking on Moore Park.
Julie Shires	Highlighted that the meeting on the 24 th won't provide a solution but will demonstrate the next phase of planning.
Chelsea Ford	Said that there is a requirement for clear articulation of the concerns for each stakeholder (stated transparently and frankly) – with the CCC being clear in its desire for reduction / cessation of cars parked on Moore Park.
Julie Shires	In response to a query regarding the need to call this meeting at (relatively) notice, she talked to the desire to consult the CCC at the time of the consultation with other stakeholders, and allowing sufficient time to consider and account for concerns raised by the CCC.
Margaret Harvie	In response to Robert Postema comment in chat alerted to Roberts previous presentations on local traffic issues. Sought confirmation that this information had been provided to the Traffic Consultant? Suggested the value in preparing of a summary of feedback previously provided by the CCC, then the CCC can add any missing detail. Further confirmed desire to understand decisions going forward and have the CCC understand the reasons for decisions based on the range of stakeholders input and needs.
Danny Said	Discussed car parking costs, convenience and logistical issues for patrons travelling from all over Sydney – with human behaviour and safety at the heart of the issue and solution – with requirement to find close parking and accessibility via Light Rail (noting the convenience of the Light Rail stop in front of the Racecourse - stating that parking on Moore Park is no longer required).
Paula Masselos	Discussed requirement for the Plans to consider and reference the Bondi Junction interchange, opportunities, and the impact of increased local traffic.
Josh Milston	Responded by noting consideration of people moving to different parts of the environs including data around moving to and from the east, wayfinding strategies and cycleway planning (including the existing infrastructure). The meeting adjourned for a short break at 7.25 pm and resumed at 7.30 pm . Tom Harley left the meeting at 7.25 pm .
Josh Milston	Discussed review of the comments and questions in the Zoom chat (see detail in Attachment A), and emerging themes and responded as follows: <ul style="list-style-type: none"> ▪ Confirmation that he has received Robert's previous presentations and this has informed thinking around the operational plans; ▪ The Plans will consider the staging of the cycleway on Moore Park Road (in place for at least the next two years until the Oxford Street Cycleway is complete);

- Different mode share between codes: with the AFL having lower mode share than the NRL historically (due to the spread of the catchment / accessibility to light rail and public transport etc.)

Sofie Mason-Jones

Noted NRL attendance as lower, with desire to understand the trend (clarified as proportional).

Robert Postema

Highlighted issues around holding bays for buses and hire cars to avoid blocking residential streets.

Further noted requirement for discussion around geo-bubbles.

ACTION # 3

Josh Milston to ensure that he has received a copy of all Presentations tabled by Robert Postema.

SUMMARY

The Committee summarised matters raised for consideration during the consultation/ in preparation of the plans including:

- CF: the concerns of different stakeholders and step change data;
- SMJ: Likely timeframes for progressive removal: trigger or percentage step change to be included in the August documentation (with response that this is more likely towards the end of the year);
- VS: Original understanding that cessation of car parking on Moore Park would correlate with the opening of the new stadium, noting funds set aside to invest in the Park that cannot be utilised until parking ceases: with requirement to know the date on which car parking will cease on Moore Park;
- LG – desire for specific mode share information (including aspirational targets); and desire for policy to address over-parking in surrounding areas during events as an issue of safety. Request that if it is a Council issue they be alerted on the need for this by INSW as part of this Plan (on event days there needs to be more than the usual Council policing of illegal parking which is very often inadequate)
- SR: Requirement to include the consequences of not meeting targets, and the need to consider all options (outside of parking on grasslands);
- RP: Desire to see possibilities with regard to the Racecourse / with the need for someone to be tasked to liaise with Greater Sydney Parklands and the AJC;
- Question as to whether Uber usage will increase?
- Reiteration of desire for the date of cessation of car parking on Moore Park.

Margaret Harvie

Suggested that the next meeting on the 24th be structured around the matters raised by the CCC, both in the past and at this meeting.

Josh Milston

Thanked the committee for their feedback. Left the meeting at **7.45 pm**.

9. AGENDA ITEM # 8: SOCIAL IMPACT MONITORING PROGRAM

The circulated presentation was taken as read.

Rachel Trigg

Discussed her background and experience as a Social Planner.

Provided a PowerPoint Presentation to the meeting highlighting:

- The initial material tabled as the bones for the Social Impact Monitoring Program (SIMP) and the first of an iterative process;
- A SIMP required under Condition 49 of approval for operation of the stadium (and does not cover the construction period);
- Inclusion of both event and non-event days;
- The primary focus of the monitoring are those matters that are within the control of Venues NSW (in partnership with other Agencies);
- Proposed completion of this by year-end as per the suite of Transport Plans;
- Requirement for review and approval by DPIE;
- Commencement of discussions to inform the framework;
- Initial consultation with DPIE, the City of Sydney and relevant Venues NSW Operational Managers has occurred;
- Consultation with NSW Police and the Centennial Parklands and Moore Park Trust will occur shortly;
- Details of Condition 49 included in the pack – commencing with the Social and EC Impact Assessment undertaken as part of the approval process;
- Consideration of requirements and best practice aligned with the work of other communities;
- Principles including being easy to understand, meaningful, aligned, consistent, practical, and measurable;

- SIMPS traditionally prepared for mining and extraction projects in NSW;
- Proposing to prepare SIMP for the Sydney Football Stadium in a way that is easy to understand including whether movement measures are successful;
- Monitoring and measurement over time (and also used by DPIE in relation to compliance);
- Alignment with other Plans associated with the stadium with an impact on people;
- Key design features – being measurable against available data (with KPIs).

Discussed the [Initial Draft Framework](#) highlighting:

- Structuring around outcomes (with colour changes showing the different areas of outcome);
- Desire for input into the proposed outcomes;
- Framing of the outcomes as positive;
- The document to change over time / not a static document;
- Seeking of feedback around proposed targets including review, frequency, and response;
- Targets as quantitative (with a qualitative target used where a numeric target is not available);
- Referencing to source data;
- Provided an example – “Seamless and non-intrusive patron departure from events to minimise impact to surrounding residents” – monitored through complaints / NSW Police data etc.;
- “Positive Management of Alcohol Consumption” – noting work with Venues NSW teams around monitoring data.

Sofie Mason-Jones Asked if a SIMP was in place for the previous stadium (confirmed as no) and whether the current SIMP is being informed by the social impact of the previous stadium’s operations.

Julie Osborne left the meeting at **8.05 pm**.

Rachel Trigg Noted SIMPs are a new requirement for non-mining projects.

Linda Gosling Suggested surveying of nearby residents as well as patrons.

Rachel Triggs Discussed requirement to consider a mechanism to capture this feedback / for consideration.

Linda Gosling Tabled the need to consider the ease of making complaints around anti-social behaviour, lights, and noise etc.

Vivienne Skinner Sought clarification that both events and concerts would be captured in the Plan and whether concerts would be limited to 6?

Rachel Trigg Confirmed that references to events include all event types. Confirmed that concerts would be limited to 6 per year, as per the Conditions of Consent, and indicated section of the Initial Draft Framework where this limit is stated.

Further discussed the process for making complaints to Venues NSW, with a Complaint Management Policy and Process possibly added to the Plan.

Linda Gosling Asked whether the Plan will include the baseline numbers in the next iteration.

Robert Postema Discussed previous problems with litter and solutions including placing bins in the park and surrounding streets – a measurable and effective solution.

Further discussed issues of alcohol pre-loading at surrounding venues requiring consideration.

Rachel Triggs Discussed what a SIMP can and cannot do – noting that it does not fix an issue but rather is a mechanism to get an organisation to make change – with the data showing if implemented solutions are effective (i.e. a distinction between a Monitoring Program and a Management Plan). Highlighted requirement to cross-reference all Plans.

Further discussed pre-loading as a matter outside of the control of Venues NSW – and distinction between communication with surrounding premises versus responsibility.

Paula Masselos Expressed support for the cultural diversity inclusions (with suggestion that she may be able to provide additional input offline).

Rachel Trigg In response to a question from Chelsea Ford, she confirmed that the ‘review frequency’ section of the framework would apply from the stadium opening and will be ongoing.

The Committee expressed gratitude for the clarity of Rachels presentation

Steve Rankin Reiterated comments about requirement for complaints processes to be easy and transparent.

Jake Shackleton Thanked the Committee for inviting him to attend the meeting, highlighting the benefits of hearing the issues and inviting CCC members to continue to provide feedback.

MEETING CONCLUSION & NEXT STEPS

Julie Shires Discussed the importance of keeping the momentum going, thanking the Committee for their participation and comments, noting the next meeting scheduled for 24 August.

Chelsea Ford Discussed the benefits of having all stakeholders participate in a joint consultation.

ACTION # 4 **Julie Shires** to consider and communicate the feedback that there is need for a consultation session involving all stakeholders.

10. AGENDA ITEM # 9: NEXT MEETIG DATE

The next meeting date was confirmed as **24 August 2021 at 5.30 pm**, noting that COVID-19 restrictions would still be in force, **with the meeting to be held via technology.**

11. CLOSE OF MEETING

There being no further business, the Chair closed the meeting at **8.30 pm**.

ACTIONS ARISING

01_07/21	Peter Hynd	To confirm the timeframe for remaining electrical works in Regent Street, including restoration the road and paving, and to circulate a response out of session.
02_07/21	Josh Milston	To liaise with Transport for NSW regarding sharing of the Moore Park Traffic and Transport Management Plan with the CCC, and to report back. <i>TfNSW was asked about this on 7 August 2021. TfNSW noted that while the document won't be made public it will be shared through the Moore Park Events Operations Group (MEOG)</i>
03_07/21	Josh Milston	To ensure that he has received a copy of all Presentations tabled by Robert Postema.
04_07/21	Julie Shires	To consider and communicate the feedback that there is need for a consultation session involving all stakeholders.

ATTACHMENT A – Questions / Comments tabled via Chat

Julie Osborne	Suggested that while the data sets are interesting, it is assumed that the plan will transition people to the preferred modes i.e. not to drive but to use public transport.
Julie Osborne	In response to a query regarding increased use of Tibby Cotter, she suggested this as connected to the Light Rail getting crowded on exit, with wait time being up to an hour / quicker to walk to Central Station.
Sofie Mason-Jones	Noted that whilst people don't like walking around in circles (i.e. Tibby Cotter) they do prefer moving. Suggested that the lights at the intersection of Anzac Parade and Moore Park Road don't allow enough flow of pedestrians.
Sofie Mason Jones	Have surveys of the available parking in the broader precinct been undertaken?
Linda Gosling	Can double-headers be avoided by clever programming? Can we have the precise mode share targets? How will illegal parking and driving on event days be policed?
Robert Postema	Has JM been provided with the various presentations done about past traffic issues in the precinct? Suggested that it is hard to give feedback at this early stage other than to say, from a community viewpoint, there is a strong desire to ensure the issues raised in those presentations are addressed.
Linda Gosling	What is the progress on integrated ticketing?
	There seems to be a substantial difference in the numbers of people driving for AFL vs NRL. Is there any analysis as to why this is the case and what the implications are in terms of (say) transition away from parking on Moore Park.
Robert Postema	There is no reference to the (now temporary) cycleway on Moore Park fitting into the plans (or not)?
Julie Osborne	Thought that the cycleway was relocating to Oxford Street?
Robert Postema	Discussed the two-year hiatus assuming completion of construction in two years, in the meantime there are previously identified safety issues.
Sofie Mason Jones	With regard to SSI Approval Condition D50 (c) "consider the likely timelines of the progressive removal of on-grass car parking on Moore Park East based on consultation with Centennial and Moore Park Trust" . Will the timelines show progressive removal (and by what triggers or percentages this will occur)?
Steve Rankin	Can we have the clear KPI / level for each year until it is finished and also the planned closure of the park land and clear consequences / penalties for non-compliance.
Tom Harley	Your summary of our patronage is quite right. Our fans come from all over Sydney and beyond and our average crowd is 31,000+. We have integrated ticketing ready to go. This season, parking has been removed from Upper Kippax. If I may talk on behalf of all codes and clubs, a viable alternative is what is required so that material behavioural change can occur.