



Moore Park Precinct Village & Car Park

Community Consultation Committee Meeting

No. 13

13 March 2026



Proposed Extended Working Hours

	Current Approved Hours **	Proposed Hours
Monday - Friday	7.00am – 6.00pm	6.00am – 6.00pm
Saturday	8.00am – 1.00pm	7.00am – 3.00pm
Sunday	No work	7.00am – 1.00pm
Public Holidays	No work	No work

Weekday Early Deliveries

Deliveries to start at 6:00am, limited to low-impact unloading activities with minimal noise to protect residents.

Saturday Work Schedule

Deliveries to start at 7:00am, limited to low-impact unloading activities with minimal noise to protect residents.

Sunday Low-Impact Works

Sunday works limited to low-impact, fit-out works with **no** heavy machinery and external noise.

Safeguards and Controls

Proposals include continuous noise monitoring and physical separation to minimise impact on nearby residents.

***Refer to SSDA9835 Extract on the following page*

Heavy machinery includes the following:

- Excavators, loaders, bulldozers
- Cranes, telehandlers
- Rollers, graders, scrapers
- Forklifts
- Large agricultural tractors
- Mining plant (haul trucks, draglines)

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[@Ryan Stewart] [@Amr Mohamed] FYI

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Proposed Extended Working Hours

Construction Hours

- C3. Construction works, including the delivery of materials to and from the site, may only be carried out between the following hours:
- between 7am and 6pm, Mondays to Fridays inclusive;
 - between 8am and 1pm, Saturdays; and
 - No construction work may be carried out on Sundays or public holidays.
- C4. Construction works on the days when events occur at SCG land must be undertaken in accordance with the following requirements unless prior approval for alternative arrangements is granted by Sydney Coordination Office and Transport Management Centre within TfNSW with respect to vehicle movements and SCSGT with respect to event noise and impacts:
- construction or associated works must cease at least two hours prior to an event;
 - no construction works are to be undertaken during an event; and
 - no construction works are to be undertaken for at least two hours after the completion of an event.
- C5. Activities may be undertaken outside of the hours in condition C3:
- if the delivery of oversized plant or structures has been determined by the police or other public authorities to require special arrangements to transport along public roads; or
 - in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
 - where the works and activities do not cause, when measured at the boundary of the most affected noise sensitive receiver:
 - Leq (15 minute) dB(A) noise levels greater than 5dB above the day, evening and night rating background level (RBL) as applicable; and
 - L1(1 minute) dB(A) or L_{Fmax} dB(A) noise levels greater than 15dB above the night RBL for night works;
 - continuous or impulsive vibration values greater than those for human exposure to vibration, set out for residences in Table 2.2 in "Environmental noise management - Assessing Vibration: a technical guideline" (Department of Environment and Conservation, February 2006); and
 - intermittent vibration values greater than those for human exposure to vibration, set out for residences in Table 2.4 in "Environmental noise management - Assessing Vibration: a technical guideline" (Department of Environment and Conservation, February 2006); or

CONSOLIDATED CONSENT

Note: For the purpose of this condition, the RBLs are those contained in an environmental assessment for the scheduled activity subject to this licence prepared under the Environmental Planning and Assessment Act 1979. Alternatively, the licensee may use another RBL determined in accordance with the NSW Noise Policy for Industry (EPA, 2017) and provided to the EPA prior to carrying out any works or activities under this condition.

- C6. The variation to the works hours in condition C5 must be approved in advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works.
- Notification of the activities in condition C5 must be given to affected residents before undertaking the activities or as soon as is practical afterwards.
- C7. All works that generate noise exceeding 75dB(A) L_{Aeq} (15mins) are subject to the intra-day respite periods, as approved by the Planning Secretary in the CNVMP in condition B28.

Construction Hours Extracts from SSDA 9835 MOD10

Reference: Consolidated Conditions, SSDA9835-MOD10-Approved 17 March 2025

Proposed Extended Working Hours

Reasons for extended working hours:

- Larger concrete pours in the summer and autumn months require an early start to avoid working in unsafe conditions in the sun and heat.
- Project has moved from noisy demolition and excavation phase to quieter structure and fitout phase. No increased noise or vibration impact to sensitive receivers above baseline figures.
- Will enable allow delivery vehicles to be taken into the site prior to 7am (and off surrounding streets).
- Will assist in timely delivery of the project, ensuring no impact to Rugby World Cup in 2027.
- Low noise impact works proposed on Sundays – works internal to the building resulting in non-audible works to nearest sensitive receivers.

FACTOR	IMPACT ON PROGRAM	MITIGATION SOUGHT
Weather delays	Lost working days and rescheduled activities	Earlier weekday deliveries to recover time
Heat shutdowns	Reduced safe working hours	Low-impact Sunday internal works
Concrete sequencing	Narrow pour windows restrict flexibility	Ensuring materials arrive before 7am
Access constraints	Delayed mobilisation	Pre-7am non-audible site setup via deliveries

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[@Ryan Stewart] [@Amr Mohamed] FYI

Cate Gehrig, 2026-02-27T23:21:52.644

Proposed Extended Working Hours

Control Measures

MITIGATION AREA	CONTROL MEASURE	OUTCOME
Noise compliance	Pulse White Noise assessment	Demonstrated adherence to criteria
Traffic and deliveries	No queuing/idling prior to approved hours	Reduced disturbance near residences and nearby arterial roads
Sunday works	Basement-only, low-impact activities	No audible external impacts
Monitoring	Continuous noise monitoring via Site Hive monitors	Rapid identification and rectification of issues
Community interface	Clear communication & complaint protocol	Transparent engagement and quick response

Proposed Extended Working Hours – Construction Travel Path

Moore Park – Precinct Village and Car Park
Construction Traffic and Pedestrian Management Plan

4.13 Construction Vehicles and Plant

All loading and unloading of materials shall be done within the site. Trucks are not to queue on the maintenance gate driveway or on public roads; traffic controllers shall manage the ingress and egress. Trucks unable to immediately enter the site shall queue at a remote location. All drivers of trucks and construction vehicles shall be issued this CTPMP and shall be made aware of the truck and vehicle routes.

All plant and heavy machinery will be placed or parked within the site. No plant or machinery shall be placed on the street. No vehicles to be left on local roads unless approval has been obtained for a one-off occasion from Council. All vehicles, plant, and equipment shall be operated in accordance with NSW Road Rules 2014.

Truck marshalling areas and operations are not required for the project. Trucks will be called to site as required and will wait inside the site boundary. BESIX Watpac will use online logistic management software Veyor or similar to ensure vehicles do not come to site too early or queue on surrounding streets.

Primary Construction Vehicle Approach Routes

North:

- Eastern Distributor, Moore Park Road, right into Driver Avenue

South:

- South Dowling Street, Cleveland Street, Anzac Parade, Moore Park Road, right into Driver Avenue

West:

- Parramatta Road, City Road, Cleveland Street, Anzac Parade, Moore Park Road, right into Driver Avenue.

Secondary Construction Vehicle Approach Routes

East:

- Oxford Street, Moore Park Road, left into Driver Avenue

Due to the location of the site to adjoining residential areas, the use of construction vehicles from Moore Park Road, east of Driver Avenue is to be limited. As indicated in red Figure 7 this route is deemed a secondary construction vehicle approach for the Project.

Due to the close proximity of the site to Eastern Distributor, it is expected that there will be minimal construction vehicle movements (approximately 10 movements a week) along Moore Park Road, east of Driver Avenue.

The use of Moore Park Road, east of Driver Avenue is to only occur on an as required basis, this will be communicated to the project stakeholders within site inductions and toolbox talks.

CCC Query 05 March 2026:

What is the approved Construction Vehicle path of travel?

Response:

Refer Section 4.13 of the TfNSW's Approved Construction Traffic and Pedestrian Management Plan (extracts shown)

Reference: Moore Park Precinct Village & Car Park Construction Traffic and Pedestrian Management Plan, Prepared by Commercial Traffic Control, Rev 07.0 —17/05/2025

Proposed Extended Working Hours – Construction Travel Path

Moore Park – Precinct Village and Car Park
Construction Traffic and Pedestrian Management Plan



Figure 7 Construction Vehicle Approach Routes

Primary Construction Vehicle Departure Routes

North:

- Left out of Driver Avenue, Moore Park Road, Eastern Distributor

South:

- Left out of Driver Avenue, Moore Park Road, Fitzroy Street, South Dowling Street

East:

- Right out of Driver Avenue, Moore Park Road, Oxford Street.

West:

- Left out of Driver Avenue, Moore Park Road, South Dowling Street, Cleveland Street

Secondary Construction Vehicle Departure Routes

East:

- Oxford Street, Moore Park Road, left into Driver Avenue

Due to the location of the site to adjoining residential areas, the use of construction vehicles from Moore Park Road, east of Driver Avenue is to be limited. As indicated in blue in Figure 8 this route is deemed a secondary construction vehicle departure for the Project.

Due to the close proximity of the site to Eastern Distributor, it is expected that there will be minimal construction vehicle movements (approximately 10 movements a week) along Moore Park Road, east of Driver Avenue.

The use of Moore Park Road, east of Driver Avenue is to only occur on an as required basis, this

will be communicated to the project stakeholders within site inductions and toolbox talks.



Figure 8 Construction Vehicle Departure Routes

4.14 Arrival and Departure Route to Site

It is illegal to park a truck exceeding 4.5 tonnes on a roadway for more than one hour unless signs are installed allowing such and illegal to barricade/reserve a section of roadway without the prior approval of Council. Vehicles shall leave site in a forward direction.

The number of construction vehicles associated with the PV&C construction works at its peak is relatively low—approximately 20 movements per hour. This is considered acceptable in the following context:

- The site benefits from excellent access via the arterial road network, in particular direct access via the Eastern Distributor (Bondi) off-ramp.
- Vehicles approach the site from several different directions, distributing the traffic load across a number of access routes.
- This volume of traffic is significantly lower than that previously generated by main SFS construction works.

BESIX Watpac will continue to collaborate with the TfNSW operations team and respond to requests from TfNSW as required through an approach of adaptive management to manage the road network impacts of the project. An adaptive management process is applied where

Moore Park – Precinct Village and Car Park
Construction Traffic and Pedestrian Management Plan

there is an occurrence of unplanned incidents within the surrounding road network that could temporarily restrict/disrupt construction activities. The management and response to unplanned incidents on the surrounding road network is managed by TfNSW.

Whilst works would not be impacted within the project boundary, impacts would be felt through vehicular movements to/from the site. Adaptive management processes involve:

- TfNSW operations staff contacting BESIX Watpac prior to planned roadwork or major events.
- Application of communication protocols within the site and to subcontractors (for example concrete suppliers) involved in key tasks on that day to factor the network delay into their schedules.
- Confirmation of on-site space requirements and ability to cater for on-site vehicle queuing and concurrent delays leaving site.
- Redirection of vehicles onto alternate approved traffic routes around the incident, if possible.
- Monitoring of traffic conditions via casual surveillance and/or traffic web applications.

CCC Query 05 March 2026:

What is the approved Construction Vehicle path of travel?

Response:

Refer Section 4.13 of the TfNSW's Approved Construction Traffic and Pedestrian Management Plan (extracts shown)

Proposed Extended Working Hours – DPHI Requirements

CCC Query 05 March 2026:

If the CCC provide approval to the request of extended hours during in the CCC forum, would the CCC have the opportunity to provide comment once it was issued to DPHI, prior to DPHI approving it?

Response Savills:

If the extended hours were the basis of a modification to the application to the SSDA9835, DPHI would almost certainly publicly exhibit the proposal on the Planning Portal. The CCC Members would be entitles to make a submission of the modification application during the exhibition period.

Proposed Extended Working Hours – DPHI Requirements

CCC Query 11 March 2026:

The definition of noisy works

Response:

According to **Safe Work Australia**, work is considered noisy when it exposes workers to:
85 dB(A) or higher averaged over an 8-hour day, or
140 dB(C) peak noise, which can cause immediate hearing damage.

Common examples include machinery, high-power tools, plant, heavy equipment, and impact tools.



Heritage Interpretation Busby's Bore- Update

Busby's Bore Design Update



Figure 19: Indicative plan of Busby's Bore shaft area at Plaza level. Work in progress. (Source: ASPECT Studios)

- 1 Salvaged shaft material display including glass cover with interpretive text
- 2a: Interpretive Panel,
- 2b: Historical timeline integrated into seating
- 3: Ground plane tunnel paving marker

LH1 [@Amr Mohamed]

Loredana Hibberd, 2025-11-14T01:11:20.101

AM1 0 done

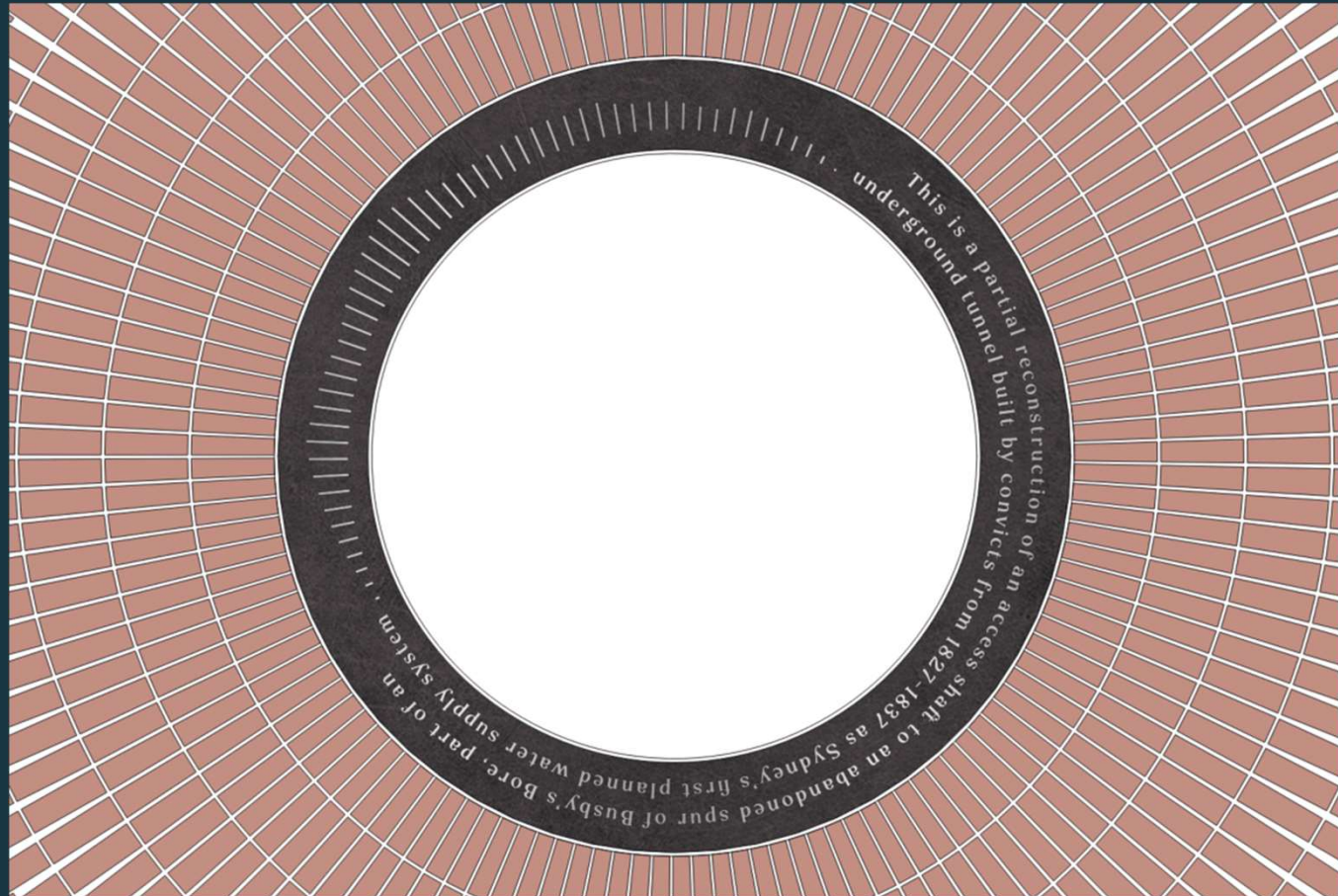
Amr Mohamed, 2025-11-14T01:46:02.344



Busby's Bore Design Update

1 Salvaged shaft material display
including glass cover with
interpretive text

*Reference: Moore Park Precinct Village & Car Park Heritage
Interpretation Plan Prepared by Artefact Heritage and Environment
10 December 2025*



Busby's Bore Design Update

2a: Interpretive Panel,

Reference: Moore Park Precinct Village & Car Park
Heritage Interpretation Plan Prepared by Artefact
Heritage and Environment 10 December 2025

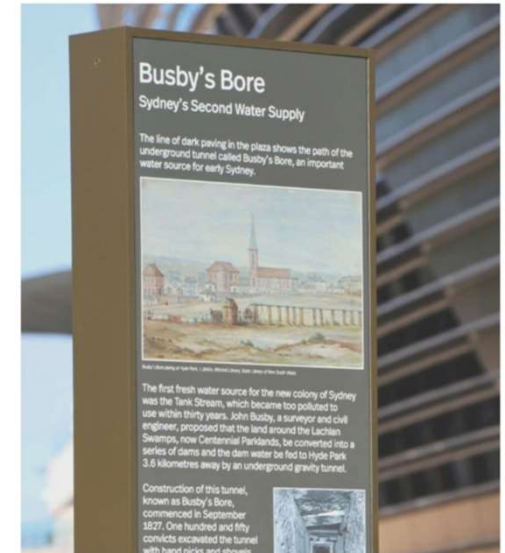
7.3.2 Interpretive panel

A freestanding double-sided interpretive panel is proposed to be installed near the shaft display, measuring 1100mm x 350mm in size to fit a 1800mm x 350mm sign, containing approximately 300 words of text on each side, with historical images/plans on one side and excavation photographs on the other. The panel would be full colour print and be mounted within a free-standing frame that may be fixed into the ground. The sign should follow the same design and material format as the existing Busby's Bore interpretive and wayfinding signage located at Sydney Football Stadium, ensuring visual consistency across the site. See Figure 26.



Figure 25: Render of possible location for interpretive panel. Indicative location only.
(Source: ASPECT Studios)

Examples



Busby's Bore Design Update

2b: Historical timeline integrated into seating

Reference: Moore Park Precinct Village & Car Park Heritage Interpretation Plan Prepared by Artefact Heritage and Environment 10 December 2025

7.3.3 Historical timeline

The interpretive panel will be accompanied by a timeline highlighting key dates and milestones in the development and construction of Busby's Bore and discovery of the abandoned spur and access shaft. The timeline is proposed as an integrated feature within the seating, with key event details presented on small folded interpretive panels set into the seating surface, and corresponding years displayed on the front face of the seating's retaining wall. The timeline could follow a similar design approach as the existing seating inserts across the Sydney Football Stadium site and consist of folded 3mm thick aluminium. With exact dimensions to be confirmed. The panels would feature interpretive text and dates of key events related to the history of Busby's Bore. see 7.3.3.1.

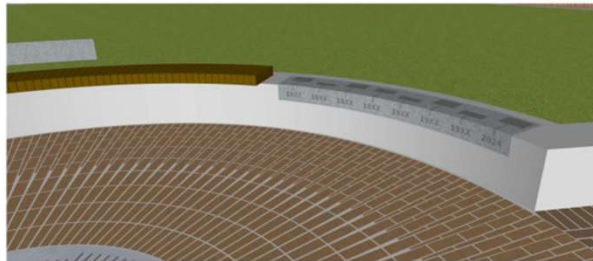


Figure 27: Render of seating area with timeline panels indicated. (ASPECT Studios)

Examples



Busby's Bore Design Update

CCC Query 05 March 2026:

What happens to the surplus bricks that were salvaged? Are they thrown away?

Response:

In line with Artefact's Heritage Interpretation Plan Section 4.4.2 Key Recommendations the following is to occur:

"Use of surplus material: Retain a portion for future repairs; surplus may be donated to museums, stone programs, or heritage stonemasons."

There were 1,140 bricks salvaged of that approximately 50% were broken on removal. Usable fragments have been retained, irrecoverable pieces were discarded.

Reference: Moore Park Precinct Village & Car Park Heritage Interpretation Plan Prepared by Artefact Heritage and Environment 10 December 2025

Busby's Bore Design Update

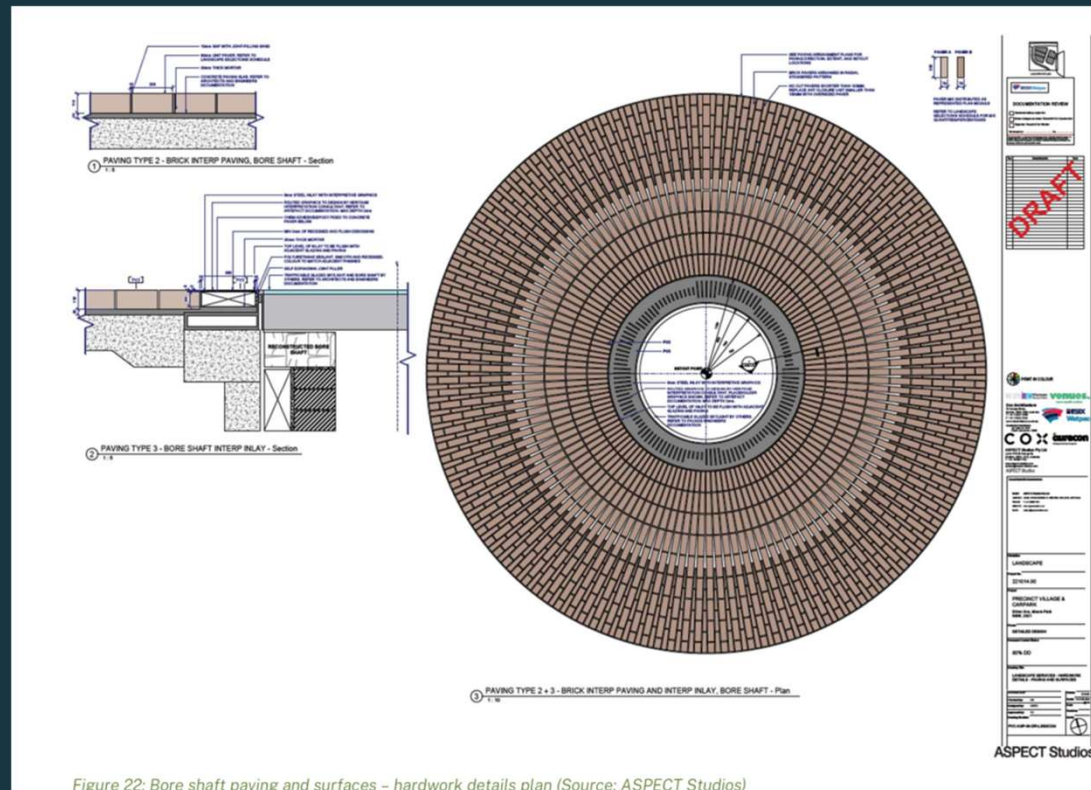
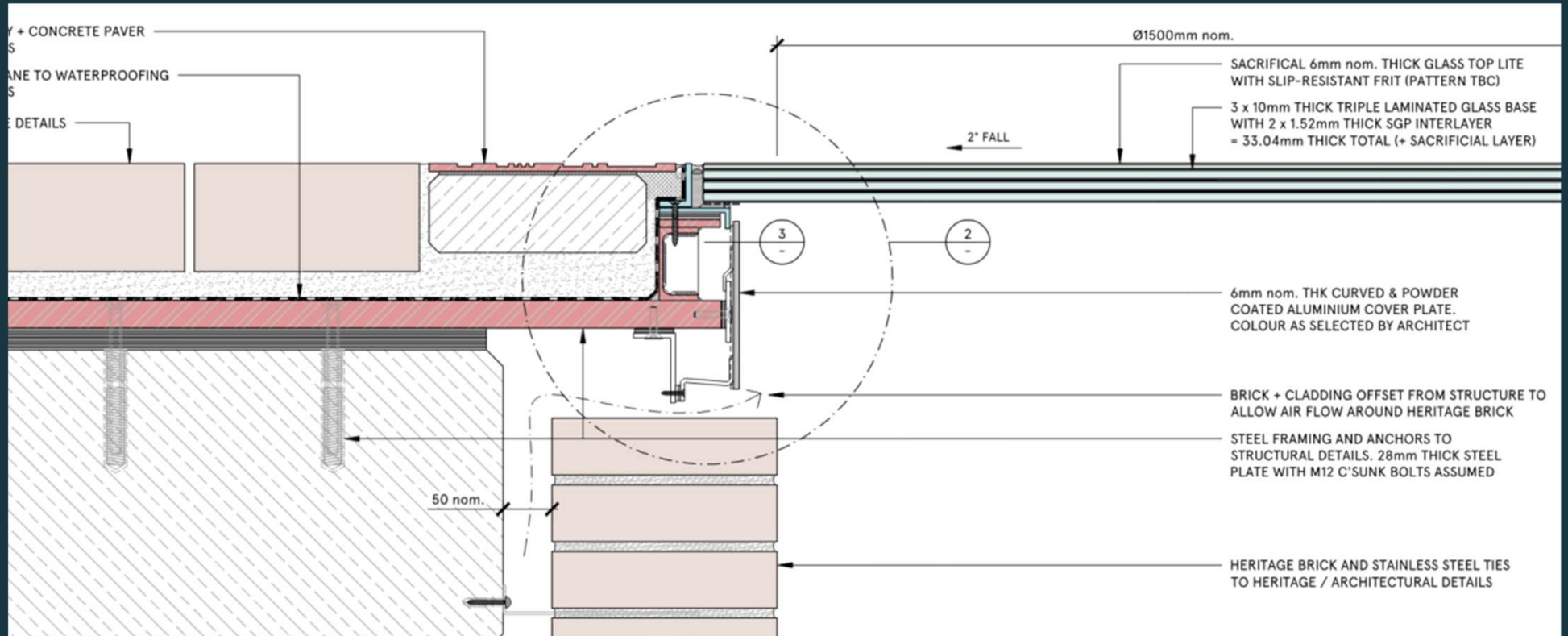
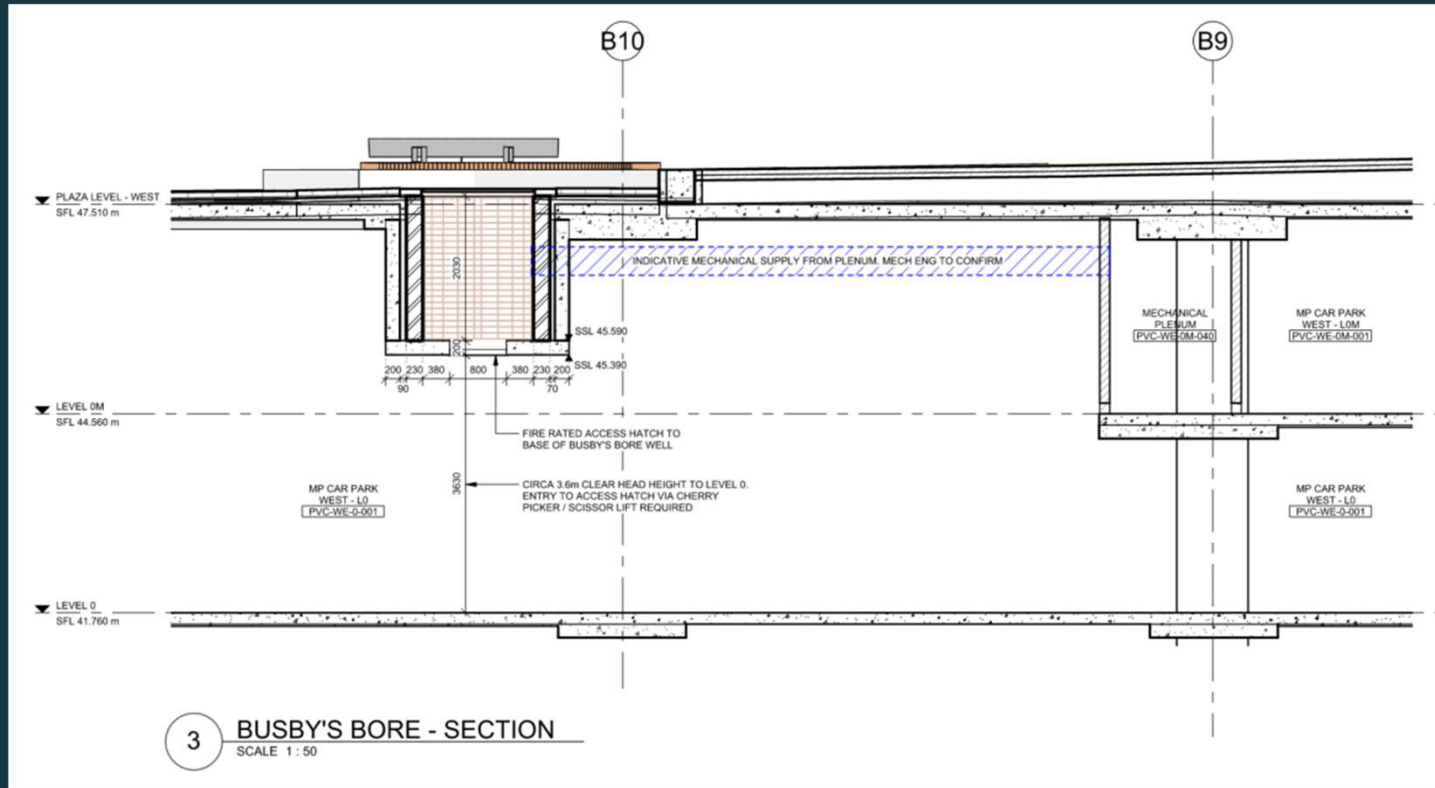


Figure 22: Bore shaft paving and surfaces - hardwork details plan (Source: ASPECT Studios)

Busby's Bore Design Update



Busby's Bore Design Update





Project Update

Project Works (Next 6 months)

Activity@	March 2026	April 2026	May 2026	June 2026	July 2026	August 2026
Wester Carpark						
Concrete Works	X	X	X	X		
Services and Finishes	X	X	X	X	X	X
Landscape and External Works			X	X	X	X
Eastern Carpark						
Concrete Structure	X	X	X	X		
Services and Finishes			X	X	X	X
Landscape and External Works				X	X	X

AM1 [@Loredana Hibberd] updated

Amr Mohamed, 2026-03-03T21:41:34.532

West Carpark

Site Entry

L00

Level 0M

East Carpark

Basement 01

Level 00

Plaza

An architectural rendering of a modern building with a parking lot and lush landscaping. The building features a mix of brick, stone, and large glass windows. In the foreground, a white SUV with license plate DB-6007 is parked. A blue car is also visible in the parking lot. The scene is surrounded by various trees, including palm trees, and greenery. A dark blue banner with the word "Questions" is overlaid on the image.

Questions