



THE LORD MAYOR OF SYDNEY
CLOVER MOORE

2 July 2018

Public Works Committee
Legislative Council
By email public.works@parliament.nsw.gov.au

Dear Chair

Public Works Committee: Inquiry into Sydney Stadiums Strategy

Thank you for the opportunity to provide the Public Works Committee with additional information for its inquiry into Sydney Stadiums. A corrected transcript is at **Attachment A** and detailed information in response to questions on notice is at **Attachment B**.

Infrastructure NSW Meeting

The State Government did not consult or meet with me or the City before it changed its priority and announced on 29 March that it would rebuild Allianz Stadium. However, I have reviewed my diary and confirm that Infrastructure NSW met with me on 9 May 2018.

That briefing was **so inconsequential that I did not remember it**. I was provided with general footprint diagrams, not detailed plans. I did not receive detailed information about environmental impacts, such as traffic congestion, loss of parkland or residential amenity. The only documentation provided was a copy of the PowerPoint presentation (see **Attachment C**).

Additional Information

The proposal to demolish and rebuild the Allianz Stadium is an **unjustified and scandalous expenditure of approximately \$700 million of public money**.

The State Government made its decision **without consultation with the City of Sydney or the local community**, and without a **consideration of all impacts**, especially on precious open public space at Moore Park and the adjacent residential precincts.

Moore Park is vital for increasingly densely-populated inner city communities. It has been continually degraded by successive governments and is **seriously threatened by the mega-entertainment precinct implied as part of the business case for demolishing and rebuilding Allianz Stadium**.

On 8 June 2018, the NSW Government released its **final business case** for the Sydney Football Stadium. The documents confirm that there is **no compelling case to knock down and rebuild the stadium** in the face of strong public opposition.

The final business case includes misleading and incomplete information for each of the three key areas of concern that form the 'case for change'— safety, security and compliance; venue experience; and operational inefficiencies. Examples include:

- The LEED Guide and Green Guide are **not mandated compliance policies in NSW**.
- The Sydney Cricket and Sports Ground Trust has just **won an international award for security** (2018 StadiumBusiness Venue Technology Award for their Venue Operations Centre and digital upgrade forming part of investment in security across the SCG and Allianz).
- The SCG Trust won the **2016 for its 'advanced technology offering'** (2016 StadiumBusiness Venue Technology Award for its interconnected solution—Superscreens, IPTV and app).

The extremely low benefit-cost ratio (BCR) of 0.94 appears to exaggerate the cost of refurbishment and the financial gain from redevelopment. It includes **benefits** such as tackling childhood obesity and enhancing community pride. There is no way to verify the BCR as capital expenditure estimates have been deleted from the document.

The final business case confirms community fears that the rebuild option is designed to **convert a sporting stadium into a mega-entertainment precinct**. It suggests that a key driver for the redevelopment is higher financial performance from additional member and premium-product seats, with **expansion into the public domain and parkland** as an 'entertainment boulevard' with events at Kippax Lake and along Driver Avenue.

- **I recommend that the Committee seek expert advice to carefully interrogate the claims and assumptions in the benefit-cost analysis and final business case.**

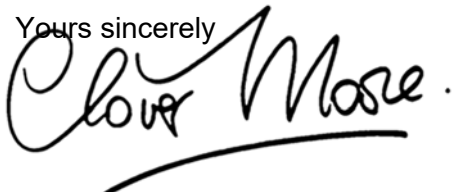
The current Sydney Football Stadium is an award-winning facility by one of Sydney's best architects, Philip Cox. It is a Tier 1 stadium with capacity for over 40,000 patrons. It was designed to optimise viewing conditions, minimise the effects on residential areas and produce a building appropriate to its parkland environment. The existing stadium, if refurbished, could increase crowd capacity by five to ten per cent and could provide a greater proportion of general admission seats than the redevelopment and maintain current levels of club fixtures, without serious construction disruption.

Using just the financial assumptions in the final business case, the **capital costs of refurbishment is at least \$60 million less** than demolition and redevelopment. This could provide new local sporting infrastructure, an outer western Sydney sporting venue in Penrith, or improvements to the much-loved Leichhardt and Brookvale stadiums.

- **I ask the committee to recommend that the NSW Government retain and refurbish the existing Sydney Football Stadium, with remaining funds reallocated to local and active sporting infrastructure across NSW.**

If you have any questions regarding the City's submission, you can contact Laurie Johnson, Program Manager – Public Domain Strategy, on 9265 9333 or at ljohnson@cityofsydney.nsw.gov.au.

Yours sincerely



Clover Moore
Lord Mayor of Sydney

- Attachments:
- A. Corrected transcript
 - B. Response to questions on notice
 - C. Documentation from Infrastructure NSW
 - D. City of Sydney Traffic Modelling Report

Attachment B Response to Questions on Notice

TRAFFIC IMPACTS (page 71 of transcript)

Mr JUSTIN FIELD: *Has there been any work done by the City of Sydney that could spell out what the likely impacts of this [Moore Park Stadium proposal] are going to be?*

Traffic congestion is a major issue in the area surrounding the Stadium

The Centennial Park and Moore Park Trust (CPMPT) is aware of the **existing traffic congestion in the area** surrounding the stadia on non-event days and the **impact of events on the road network** as a result of the traffic generated by the large number of on-site car parking spaces.

The traffic consultant's report, prepared as part of the CPMPT *Moore Park Masterplan 2040* identifies **lengthy delays leaving car parks following events**. This is due to significant levels of existing non-event traffic congestion on surrounding roads.

Existing Moore Park event traffic congests busy major road corridors such as Oxford Street, Anzac Parade, Moore Park Road and Cleveland Street, as well as the Eastern Distributor and Sydney Harbour Tunnel and Bridge. This has acute impacts on a number of major bus routes.

People living and working in the areas surrounding the stadia experience the impacts of event traffic, which often **brings local roads to a standstill** in Surry Hills, East Redfer, Waterloo, Zetland, Kensington, Paddington and the City Centre.

The City recently completed a **traffic study along Moore Park Road**—the *Bondi Junction to City Cycleway Traffic Modelling: Traffic modelling report* (Attachment D). RMS typically requires this type of assessment when the City is looking to install a (mainly off-street) cycleway.

The modelling report shows **Moore Park Road, Anzac Parade and Flinders Street with a level of service C and D** in the *normal* AM and PM peak hours respectively. This is without the thousands of additional vehicle trips generated by stadium events. As part of the modelling report, the consultant conducted a queue analysis and observed “excessive queuing” on Moore Park Road as a result of traffic volumes - this was on a typical day when no events were occurring at Moore Park.

The modelling report included traffic counts which showed that:

- 2400 vehicle movement along Moore Park Road in a one hour period during the am peak
- 2500 vehicle movement along Moore Park Road in a one hour period during the pm peak

Recent information from RMS shows the vehicle movement along Moore Park Road today is consistent with the City's 2015 counts. They also provide an average annual daily traffic (AADT) volume of 30,200 on the road.

The NSW Government should be completing significant traffic assessment for a development of the scale of the stadium redevelopment. The City is ***not aware of any similar or appropriate assessment of the traffic impacts of the Stadium redevelopment.***

The ***Alexandria to Moore Park Connectivity Upgrade***, which joins into St Peters interchange to manage up to 120,000 vehicles exiting WestConnex each day, will feed directly into the Moore Park precinct. Despite numerous requests to RMS and the Minister for Roads and Ports, the City is yet to receive traffic projections for this project and no business case has been released. The limited available information and the resistance to full disclosure indicates the project will have significant congestion impacts.

Moore Park Events Operation Group

The Moore Park Events Operation Group (MEOG) meets monthly to debrief on events held in the previous month and to plan for events in the upcoming month. The group is chaired by the Transport Management Centre (TMC) and is attended by all the major transport and operational stakeholders for the area. The City understands this is the only site in New South Wales where such regular traffic and event planning is required.

The necessity for this extensive traffic planning is the direct result of high volumes of background traffic, added to by event patrons, who are encouraged to use convenient on-site parking.

The very nature of MEOG indicates there is already a major traffic issue during Moore Park Stadium events.

On-site parking generates traffic and congestion

The *Moore Park Masterplan 2040* proposes to remove informal (on grass) event day parking and redirect vehicles to expanded existing car parks including Moore Park Golf Course, ES Mark Athletics Field and Entertainment Quarter. This does not form part of the stadium redevelopment proposal.

The traffic report for the Masterplan shows problems with all options for increasing car parking at existing sites. There is a high financial cost, including additional traffic works such as new traffic signals.

A link to the Moore Park Masterplan traffic study is available here: <https://bit.ly/2Ilwd9i>

The report raises significant concerns for increasing the capacity of the Entertainment Quarter car park, stating that it already creates significant traffic congestion following events due to 2000+ vehicles exiting the car park shortly after events.

While the *Sydney Football Stadium Redevelopment Transport and Accessibility Strategy May 2018* claims no increase in on-site car parking, the City is concerned that ***the stadium redevelopment will require, and therefore secure, future car parking increases.*** The CPMPPT has shown a long standing desire to provide more formalised parking on the site. In

2011, it proposed a new 2500 car parking structure, followed in 2015 with some 6000 additional permanent parking spaces. Two large underground parking stations, with a capacity for 3000 vehicles, were also proposed on the western side of Moore Park, between the Eastern Distributor and Anzac Parade and four storey car parks were proposed for Moore Park Road and the southern end of Moore Park.

Additional parking in the areas around the stadium will encourage more people to drive across the metropolitan area to Moore Park, increasing congestion. Given the cost of these parking facilities, the owners will be under pressure to fill them as often to cover the cost.

Traffic Generation

Every parking space provided at a key destination will generate extra traffic. Any stadium redevelopment must be accompanied by ***NSW Government commitments for no additional permanent parking and removal of all informal parking on sports fields and parkland in the Moore Park area.***

During an event, the site is served by some 6000 car parking spaces. Most of this parking loads and unloads within a two hour window before and after the event. This equates to some 3000 trips per hour or four saturated traffic lanes.

INFRASTRUCTURE NSW BRIEFING (Page 74 of transcript)

Mr SCOT MacDONALD: *Ms Moore, earlier you were asked some questions about meeting with Infrastructure NSW. I would suggest that you check your diary and maybe take the question on notice. We are getting different advice from Infrastructure NSW.*

The Hon. TAYLOR MARTIN: *But you cannot recall plans being put in front of you or being shown footprint designs?*

The Lord Mayor's diary confirms a meeting with that Infrastructure NSW on 9 May 2018. The briefing provided no detailed information or plans as shown by the presentation (copy at Attachment C). The only documentation provided was a copy of the presentation.

During the briefing, representatives of Infrastructure NSW stated that the State Significant Development Application would be publicly exhibited for a period of 42 days. The subsequently lodged application is being exhibited for only 27 days between 14 June and 11 July 2018, too short for meaningful community consultation on such a significant development.