

INQUIRY INTO SYDNEY STADIUMS STRATEGY

Name: Mr jason Burcher

Date Received: 24 May 2018

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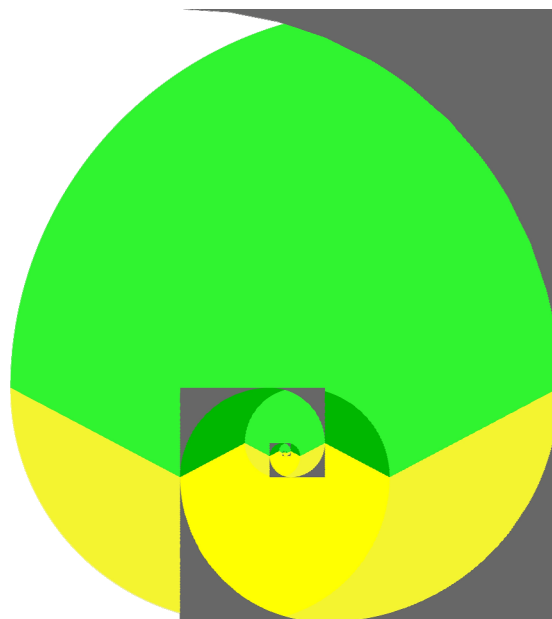
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WESTERN SYDNEY STADIUM

A BRIEF STUDY OF THE PROPOSED PLAN, IT'S ASSOCIATED IMPACTS AND POSSIBLE ALTERNATIVES

Prepared by: Jason Burcher

July 24th, 2016



INTRODUCTION:

(excerpt from Infrastructure NSW website - 24th July, 2016)

“A planning application has been lodged for the first stage of the new Western Sydney Stadium to be constructed on the site of the existing Pirtek Stadium at Parramatta.

The new 30,000 seat rectangular stadium will be used for a range of sports including rugby league, football, rugby union and other events including concerts. It will accommodate more fans, provide an improved game day experience and bring wider community benefits to Western Sydney. Construction is due to commence in 2017 with the new Stadium to open in 2019.

The existing Stadium will be demolished to enable the construction of the new Stadium on the site with demolition work expected to commence in early 2017 [and] would involve the staged removal of the entire demolition zone including existing stands, buildings and the Parramatta Swimming Centre.”

FACTS:

- Parramatta’s Pirtek Stadium is estimated to generate approximately \$29m in economic activity from it’s approximately 20-23 games per annum.
- It is forecast that a new Western Sydney Stadium will generate approximately double the economic benefit of the existing Pirtek Stadium and thus deliver approximately \$58m from 40-46 games per annum.
- The new stadium is proposed to be serviced by a new light rail, the route for which is yet to be determined but is expected to run within 400m of the site.
- Demolition of the existing Pirtek Stadium is planned to commence late 2016 and the new Western Sydney Stadium opened in 2019.
- Despite received a \$7.8 million upgrade in 2007 delivering new filtration systems for it’s four pools and waterslides, a new entrance, new change rooms, kiosk and program room, major remedial works, waterslide repairs and bench seating for 460 spectators, Parramatta Memorial Pool is in the way of the new stadium and thus must be demolished.
- Appropriate funding has not been allocated for the construction of a replacement public pool with suitable amenity to support the swim schools, polo associations, diving teams, local schools and community who rely on the existing facilities, and the cost of a replacement is estimated to be between \$25m and \$40m (basic pools, no diving or water slide facilities). These community organisations face an uncertain future under the current proposal.
- The NSW Government has declared the former government lands of Parramatta a State Significant Site which exempts the Western Sydney Stadium project from instruments fundamental to our planning system such as the NSW Heritage Act 1977.
- No alternatives to building a new Western Sydney Stadium in place of the existing Pirtek Stadium have been floated as part of this process.
- No attempt has been made to engage with local residents or the broader community of Parramatta and Greater Western Sydney in guiding the present Development application, though football fans from 2 codes were surveyed.

OPTION 1 – Parramatta Park (Existing Plan)



The original decision to build a new Stadium within the environs of historic Parramatta Park back in the 1980s was highly controversial, with initial attempts failing on legal grounds and a subsequent appeal to the Supreme Court ending in failure. Eventually legislation was passed to wind back protections set out to preserve the natural landscape character of Parramatta Park and facilitate construction of a new Stadium on the site of the former Cumberland Oval.

A range of strict caveats were placed on the repurposed land, requiring that the stadium be built low in the landscape to minimise visual impact and that it would not grow beyond the footprint of the existing Cumberland Oval. While the new stadium was designed well to sit low in the landscape, the 4-acres proposed to be alienated from Parramatta Park under the plan quietly grew to 18.5-acres.

While promising to address some of the complains with the existing stadium, such as a lack of suitable standing areas, archaic restrooms, change rooms and catering facilities, the proposal to build a new larger stadium of far greater area and double the height in the same location risks delivering a disastrous and expensive outcome for Parramatta Park and local community, while exacerbating some major issues currently experienced with the existing stadium such as insufficient traffic capacity along O'Connell Street and lack of suitable parking facilities.

(At a glance - Benefits)

- Historically significant place in terms of Rugby
- Maintains co-location with Parramatta Leagues Club
- Offers co-location with potential future light rail route
- Familiar location for supporters

(At a glance - Consequences)

- Casts long shadow over O'Connell Street Public School in winter months.
- Severely diminishes Parramatta Park's natural landscape character.
- Severely impacts on the world heritage listed views from Old Government House.
- Fails to address issues with co-location and eliminates opportunity for future co-location of related activities.
- Fails to address and instead intensifies existing traffic capacity issues along O'Connell Street, despite an expected 44% increase in travel demand forecast to be generated by new stadium.
- Fails to address and rather intensifies existing lack of car parking with only ~500 spaces including in the present plan, despite an expected 44% increase in travel demand forecast to be generated by the new stadium,
- Eliminates valuable community amenity
- Leaves Parramatta City Council and ratepayers 10s of millions out of pocket



The Turkish Council of State has ordered the demolition of three luxury apartment blocks due to their severe impact on the historic cityscape of Istanbul and important views of the 6th century Hagia Sophia, securing key drawcard for more than 40-million international tourists per annum. (Original unaltered image: Avrupa Gazette, Turkey - 2014)



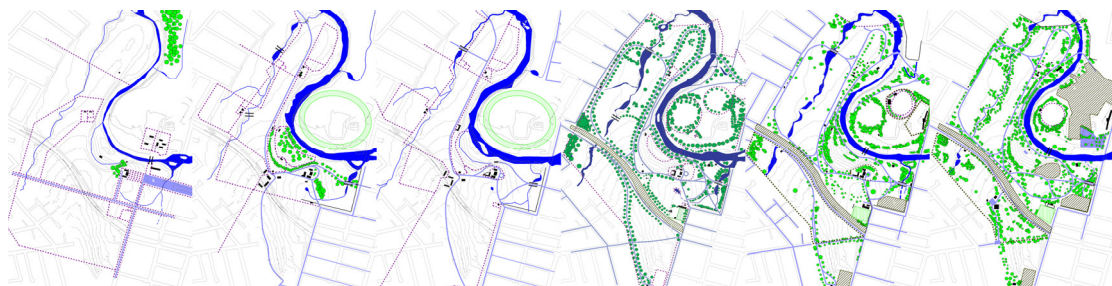
Central Park was established on 778-acres by the New York Legislature in 1857 in response to a public campaign seeking more open space on the island of Manhattan. That same year, as one of the earliest acts of the first bicameral government of New South Wales, 240-acres of the former Governor's Domain was dedicated as a Park for promoting the health and recreation of the people of Parramatta. 65-acres have been added to Central Park since that time while Parramatta Park has shrunk by ~50-acres. (Aerial image: Sergey Semonov - 2016) (Insert image: Map of Central Park, New York City c1870- Geographicus/Knapp)

(Immediate Costs and Impacts)

- Western Sydney Stadium construction cost: \$300m
- Loss of economic value due to period without a stadium: \$58m (2 x \$29m)
- Loss of existing investment in pool: \$31.25m (\$25m + ~80% of \$7.8m)
- Construction cost of replacement equivalent aquatic facilities: \$60m (new pools, diving and water slide infrastructure)

(Longer Term Impacts)

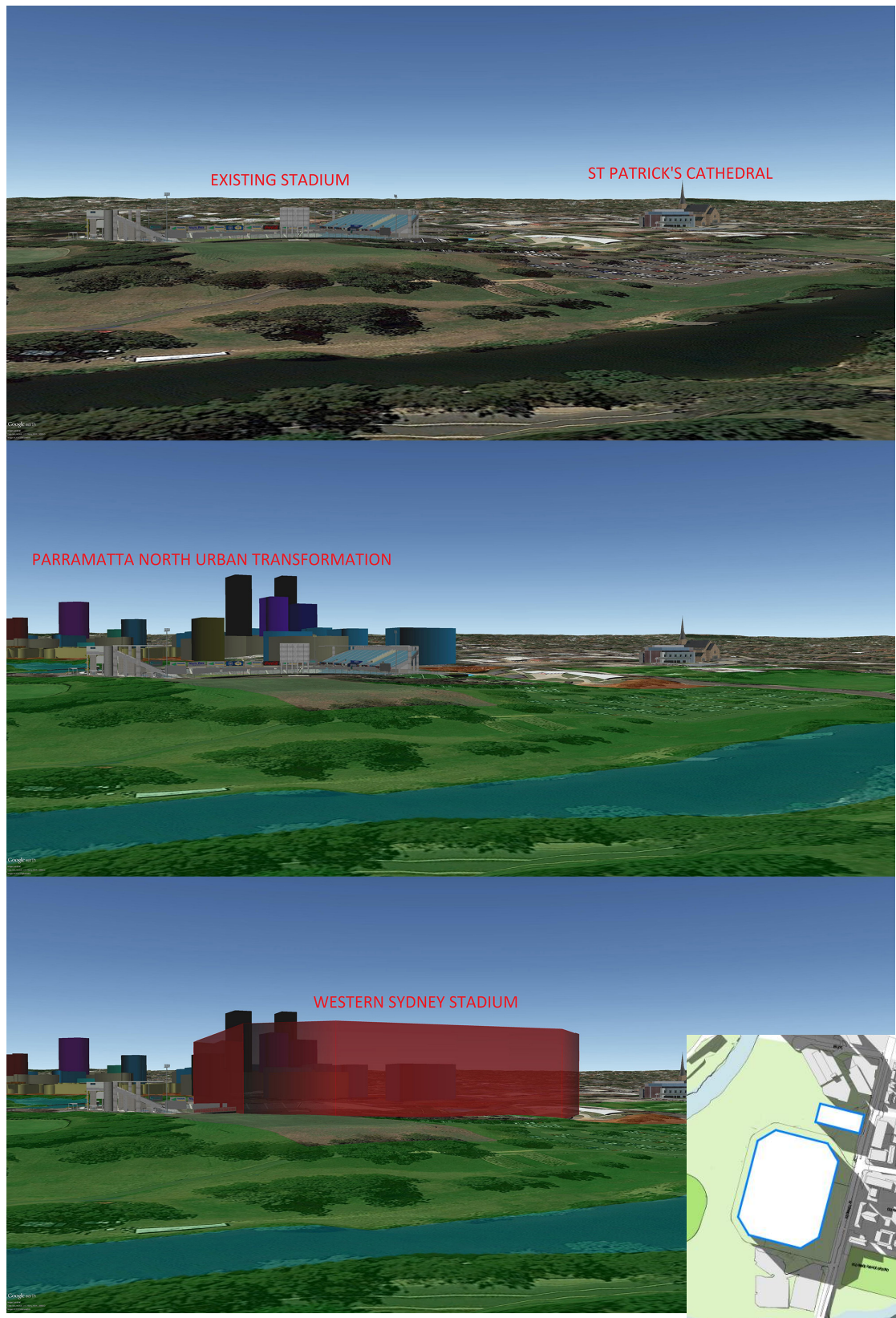
- Forced alienation of RE1 public recreation zoned open landscape in Parramatta Park South driven by need to find alternative location to meet public and private recreational needs of community including replacement aquatic facilities as well as a new home for the PCYC and other organisations.
- Severe damage to UNSECO World Heritage Listed views and vistas in Parramatta Park.
- Permanent damage to Parramatta's most important heritage landscape along with it's national and international significance
- Substantial narrowing of the range of activities possible within Parramatta Park North (Sports Precinct).
- Permanent reduction in the potential as a destination for both foreign and domestic visitors.
- Permanent alienation of scarce and vital green space in close proximity to the Parramatta CBD.



The evolving landscape of Parramatta Park (Image: Parramatta Park Landscape Masterplan 2002)



Disposal of public land in and around the Parramatta CBD has lead Parramatta City Council's former plan to open up the waterfront via the delivery of a multi-purpose events space and venue for performances and celebrations being shelved; and the relatively small, heavily constrained and flood prone site set to be filled, narrowed and culverted to provide a new home for the Museum of Applied Arts & Sciences. (Images: Parramatta City Council & NSW Government)



Basic 3D modelling created using information contained in the Environmental Impact Statement of the Western Sydney Stadium illustrates the evolving view north as seen from Old Government House in Parramatta Park.
 (Insert: EIS modelling shows overshadowing of O'Connell Street School)

OPTION 2 – Rosehill (Entertainment Quarter)



With the reduction and consolidation of land historically occupied by the Clyde Refinery along with the impending renewal of the industrial lands in both Camellia and Rosehill, there is an opportunity to find a home for the Western Sydney Stadium.

The creation of a new entertainment precinct is a central part of the revitalisation plans for this former place of heavy industry. An ideal fit in terms of zoning and co-location, siting the new Western Sydney Stadium here may be a great opportunity to help supercharge activation and renewal of this enormous area.

If constructed next to Rosehill Racecourse, Parramatta's new stadium could benefit from the established rail infrastructure already servicing the racecourse as well as the planned future light rail interchange in the north-western part of the precinct. This convenient location also offers excellent vehicle access and affords stadium patrons the additional convenience of using Parramatta River ferry services.

(At a glance - Benefits)

- Avoids need to demolish Parramatta's existing aquatic facilities
- Avoids need to find funds for replacement aquatic facilities
- Eliminates need for Parramatta's teams and spectators to make do without a stadium in Parramatta for upwards of 2 years
- Avoids the loss of economic activity generated by approximately 46 matches
- Avoids diminishing Parramatta Park's natural landscape and world heritage values
- Avoids expensive opportunity cost in terms of heritage tourism
- Eliminates the driving force behind further alienation of Parramatta Park's open landscape in Parramatta Park South (former Golf Course and May's Hill Precinct).
- Facilitates a renewed Parramatta Park North which retains it's natural landscape and existing active recreational facilities, while allowing Pirtek

stadium to be demolished following delivery of it's replacement rather than two years prior

- Renders a large and centrally located site available for other purposes such as a much more desirable future location for the Museum of Applied Arts & Sciences along with space for a new home for the PCYC and other public and private recreational groups within Parramatta Park's designated Sports Precinct.
- Provides superior public and private transport for stadium patrons with co-located James Ruse Drive, Parramatta Rd and M4 Motorway as well as the existing Carlingford heavy rail (future light rail) and Rosehill Station, the planned Parramatta to Sydney Olympic Park light rail and the Parramatta River ferry service.
- Offers space for more than double the number of on site parking spaces
- Is located in a suitable area still in close proximity with the Parramatta CBD ripe for renewal and in close proximity to the nearby Rosehill Racecourse Precinct and Camellia Precinct
- Parramatta Leagues Club will no longer suffer a damaging hit to their bottom line on match day due to unavailability of parking for regular club patrons.

(At a glance - Consequences)

- Distance between Parramatta Leagues Club and Stadium increased



Rosehill Gardens Racecourse Masterplan, Camellia (MELF Property Group)

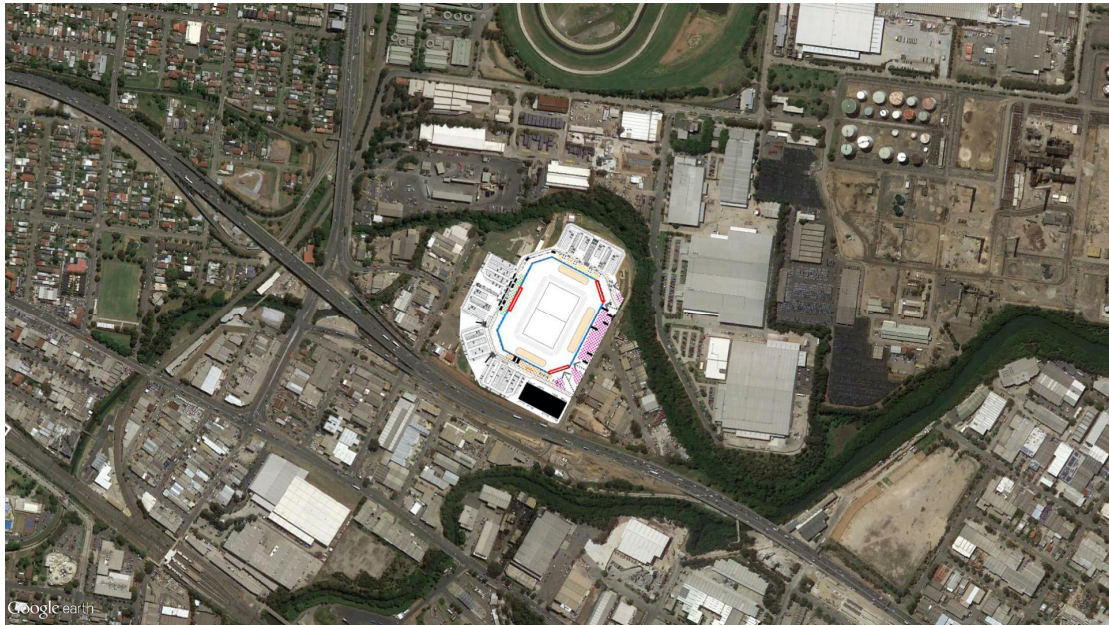
(Immediate Costs and Impacts)

- Western Sydney Stadium construction cost: \$300m
- Purchase of Industrial zoned land (Lot 3 DP 843591, Lot 4 DP 623497 and Lot 1, Lot 3 and part of Lot 2 DP 1192911 or Lot 4 DP 623497, Lot 101 DP 811924, Lot 2 DP 607036 and part of Lot 2 DP 1192911)

(Longer Term Impacts)

- None

OPTION 3 – Clyde (Valvoline Raceway)



Originally identified as the most suitable location to build Parramatta's first American style stadium back in the early 1980s, the present home of the Sydney Speedway remains worthy of consideration as a possible future site for Western Sydney Stadium. The circuit's history stretches back to 1977 and has been home to many of Australia's most competitive racers over its 39 year existence.

While there is no immediate need for the Speedway to move away from its present location, changes in land use and urban renewal in the surrounding areas does perhaps warrant consideration of what might offer the best possible outcomes in the longer term. Accordingly, there may be an opportunity for the NSW Government to propose a land swap arrangement whereby Sydney Speedway might be accommodated 14km west within the vicinity of the Sydney Motorsport Park at Eastern Creek.

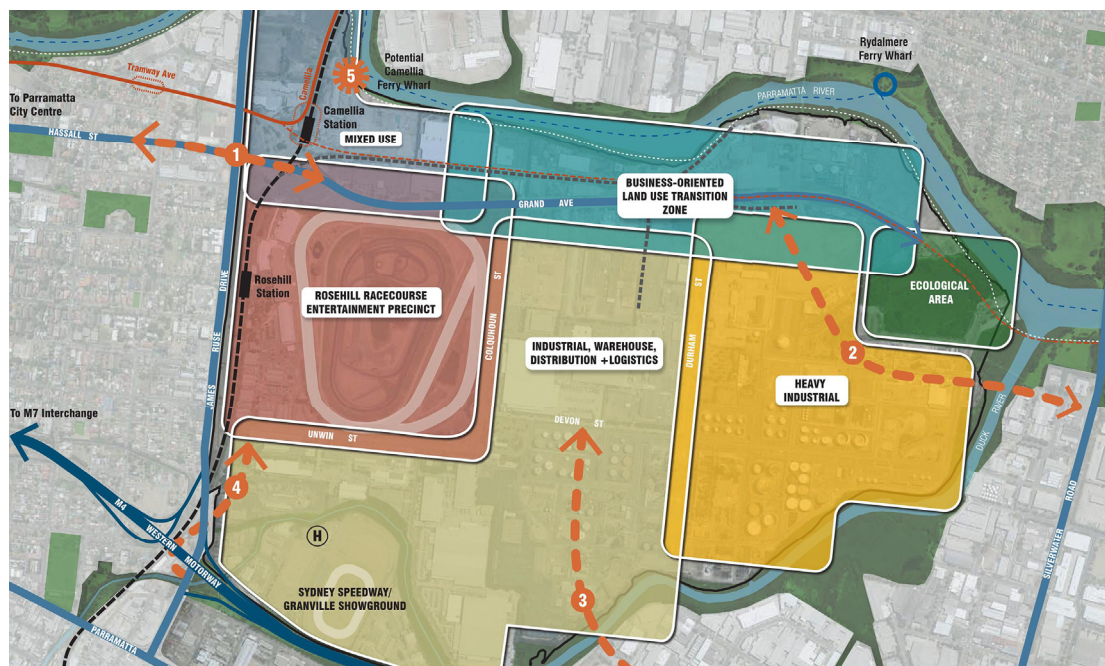
(At a glance - Benefits)

- Avoids need to demolish Parramatta's existing aquatic facilities
- Avoids need to find funds for replacement aquatic facilities
- Eliminates need for Parramatta's teams and spectators to make do without a stadium in Parramatta for upwards of 2 years
- Avoids the loss of economic activity generated by approximately 46 matches
- Avoids diminishing Parramatta Park's natural landscape and world heritage values
- Avoids expensive opportunity cost in terms of heritage tourism
- Eliminates the driving force behind further alienation of Parramatta Park's precious open landscape in Parramatta Park South (former Golf Course and May's Hill Precinct).
- Facilitates a renewed Parramatta Park North which retains its natural landscape and existing active recreational facilities, while allowing Pirtek stadium to be demolished following delivery of its replacement rather than two years prior

- Renders a large and centrally located site available for other purposes such as a much more desirable future location for the Museum of Applied Arts & Sciences along with space for a new home for the PCYC and other public and private recreational groups within Parramatta Park's designated Sports Precinct.
- Offers a more suitable long term use of the land currently occupied by the Parramatta Speedway.
- Provides superior public and private transport for stadium patrons with co-located James Ruse Drive, Parramatta Rd and M4 Motorway as well as the existing Carlingford heavy rail (future light rail), the western line with Clyde and Granville Stations
- Provides space for more than double the number of on site parking spaces
- Is located in a suitable area still in close proximity with the Parramatta CBD ripe for renewal and in close proximity to the nearby Rosehill Racecourse Precinct and Camellia Precinct as well as the existing urban renewal areas of Clyde and Granville
- Parramatta Leagues Club will no longer suffer a damaging hit to their bottom line on match day due to unavailability of parking for regular club patrons.

(At a glance - Consequences)

- Distance between Parramatta Leagues Club and Stadium increased



Urban renewal of Camellia, Rosehill and Clyde (Camellia Discussion Paper - Parramatta City Council)

(Immediate Costs and Impacts)

- Western Sydney Stadium construction cost: \$300m
- Purchase of Industrial zoned land (Lot 4 DP 1116474)

(Longer Term Impacts)

- None

OPTION 4 – Homebush (Sydney Olympic Park)



Sydney Olympic Park, New South Wales' premiere sporting destination has recently been absorbed into Parramatta's local government area. Matches held at ANZ Stadium versus Pirtek Stadium already prove to be substantially more profitable for the Parramatta Eels and far more convenient for fans.

The NSW Government have also invested \$220-million buying back control of ANZ Stadium with \$700-million about to be spent transforming it into a permanent rectangular configuration with new seating and a retractable roof, whereby cementing ANZ Stadium as the premiere destination for Rugby League and Football in Sydney's West.

The introduction of a new light rail line connecting Sydney Olympic Park with the Parramatta CBD is yet another reason why it is impossible to ignore this as a potential future home for the Parramatta Eels, Western Sydney Wanderers and Greater Sydney Rams.

(At a glance - Benefits)

- Avoids need to demolish Parramatta's existing aquatic facilities
- Avoids need to find funds for replacement aquatic facilities
- Eliminates need for Parramatta's teams and spectators to make do without a stadium in Parramatta for upwards of 2 years
- Avoids the loss of economic activity generated by approximately 46 matches
- Avoids diminishing Parramatta Park's natural landscape and world heritage values
- Avoids expensive opportunity cost in terms of heritage tourism
- Eliminates the driving force behind further alienation of Parramatta Park's precious open landscape in Parramatta Park South (former Golf Course and May's Hill Precinct).
- Facilitates a renewed Parramatta Park North which retains it's natural landscape and existing active recreational facilities, while allowing Pirtek

stadium to be demolished following delivery of it's replacement rather than two years prior

- Renders a large and centrally located site available for other purposes such as a much more desirable future location for the Museum of Applied Arts & Sciences along with space for a new home for the PCYC and other public and private recreational groups within Parramatta Park's designated Sports Precinct.
- Offers better scope for future crowd capacity growth.
- Provides superior public and private transport for stadium patrons with co-located Homebush Bay Dr, Parramatta Rd and M4 Motorway as well as Sydney Olympic Park Station as well as the future light rail proposed to run from Parramatta CBD to Strathfield.
- Provides an order of magnitude more on site parking spaces
- Falls within the newly defined Local Government Area for Parramatta and serves as Greater Sydney's premiere sports precinct.
- Parramatta Leagues Club will no longer suffer a damaging hit to their bottom line on match day due to unavailability of parking for regular club patrons.
- Games have already demonstrated to be significantly more profitable for the club when held at Sydney Olympic Park verses Pirtek Stadium
- Games have already demonstrated to be more convenient for patrons than those held at Pirtek Stadium.

(At a glance - Consequences)

- Distance between Parramatta Leagues Club and Stadium increased



ANZ Stadium, Sydney Olympic Park, Parramatta (Ben Fewtrell – 2012)

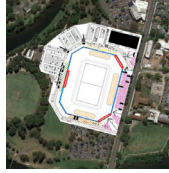
(Immediate Costs and Impacts)

- None

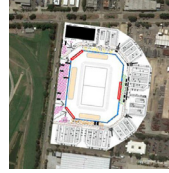
(Longer Term Impacts)

- None

**OPTION 1
PARRA PARK**



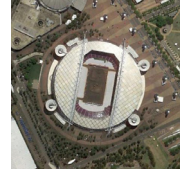
**OPTION 2
ROSEHILL**



**OPTION 3
CLYDE**



**OPTION 4
HOMEBUSH**



Leaves Parramatta without a stadium for upwards of 2 years
Requires demolition of Parramatta's Memorial Pools
Costs Parramatta City Council and rate payers 10s of millions
Diminishes Parramatta's economic potential in terms of tourism
Diminishes Parramatta's natural environment and green space
Places Western Sydney Stadium's success at odd with other priorities
Forces development of open landscape in Parramatta Park South
Maintains historic colocation of Eels ground and Leagues Club

YES
YES
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Presents solution to present lack of public transport
Presents solution to present traffic congestion issues
Presents solution to present lack of on site car parking
Provides space for future expansion
Preserves or enhances Parramatta Park's landscape character
Makes a far superior site available for a relocated MAAS
Protects Parramatta's water polo, diving clubs and swim schools
Harnesses investment in WSS to help drive urban renewal
Offers a superior planning outcome for the broader community

YES
NO
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YES

SHORT TERM COST (2yrs)

\$599,250,000

\$400,000,000

\$380,000,000

\$0

LONG TERM COST (50yrs)

\$1,800,000,000*

\$0

\$0

\$0

COMMULATIVE COST (50yrs)

\$2,399,250,000

\$400,000,000

\$380,000,000

\$0

* ~1% of Inner Sydney's local income from international tourism minus the forecasted increase in economic benefit from the WSS.

COST BENEFIT COMPARED TO OPTION 1 (2yrs)

n/a

\$199,250,000

\$219,250,000

\$599,250,000

COST BENEFIT COMPARED TO OPTION 1 (50yrs)

n/a

\$1,999,250,000

\$2,019,250,000

\$2,399,250,000

COMMULATIVE COST BENEFIT V OPTION 1 (50yrs)

n/a

\$2,198,500,000

\$2,238,500,000

\$2,998,500,000