

**Submission  
No 254**

## **INQUIRY INTO SYDNEY STADIUMS STRATEGY**

**Name:** Mr george conomos

**Date Received:** 25 May 2018

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## NSW LEGISLATIVE ASSEMBLY

RE: PROPOSED NEW STADIUM

25.5.2018

### Business Plan

- I understand the Berejiklian NSW Government is finalising a business plan for a new stadium to replace Allianz.
- Regardless of the business plan, the demolition and replacement of Allianz will commence this year.
- Business plan seriously flawed :-
  - In business plan for a stadium with a capacity of 45 - 50,000 has not been established. History of attendances clearly indicates stadium of this is ludicrous.
  - there is no mention of carparking provisions in business plan.
  - Business plan totally flawed as the cost of providing carparking has not been included. - negative impact of parking on public recreation park namely Moore Park not mentioned - justification for 45,000+ stadium not satisfactorily established.
  - impact of 45,000 stadium on surrounding not considered.
  - impact on traffic on locality and transport routes out of city not mentioned.

### Size of the Stadium

#### Proposal

- Size of the stadium is projected to be 45 - 55,000.
- Why so large when clearly average crowds to the NRL, rugby union and soccer are less than 18,000 during to regular season.
- Only on few occasions has the crowd exceeded 30,000 in the last 20 years.
- The demand is not there based on historical records of Allianz.

### Big Games

- Any big games could be transferred to SCG and Homebush.

#### 2013 Australian Football Code Crowds

##### CODE REGULAR SEASON FINALS

A-League 13,041 25,713 NRL 15,400 31,365

Super Rugby 17,500 14,020

### Premier League Grounds

- The Premier League is one of the most successful sporting competition in the world.
- Yet so many of the home grounds of international known clubs have a capacity of 20-40,000. See below.
- And yet business plan is based on 45-55,000, where history of attendance shows this is totally unwarranted and excessive.

### PREMIER LEAGUE GROUNDS

#### TEAM GROUND CAPACITY

Burnley Bradford City 39,000

Wolverhampton Wanderers Blackpool 38,000

Manchester United Watford 34,000

Liberty Stadium Swansea 33,000

Coventry City Southampton 32,000

Arsenal Swindon Town 32,000

Manchester Bournemouth 28,000

### Smaller Boutique Stadium required

- How can the NSW Government justify an additional cost of 45,000 to 55,000 capacity stadium?
- What we need in Sydney is smaller stadiums 25,000 to 30,000 and grounds near railway station or other public transport.
- Stadium with a capacity of 25-30,000 will optimise viewer experience.

- A smaller stadium would considerably reduce the cost.
- A smaller stadium would have less impact on the surrounding residential areas.

#### Carparking

- There is no mention of carparking provisions in business plan.
- How can the NSW Government produce a business plan without providing carparking?
- We were told at one of the open days, carparking will be considered in future This is dumb or dishonest.
- Business plan totally flawed as the cost of providing carparking has not been included.
- As no carparking provisions has been made for the proposed new stadium, it appears business plans assume carparking will continue on public park namely Moore Park.

#### Moore Park

- Why wasn't continuation of carparking on Moore Park mentioned in business plan.
- This is dishonest.
- Concerned about protests?
- I and the community totally object to any carparking on Moore Park.
- Moore Park's use as a "convenient" car parking facility for Allianz and the SCG must be stopped.
- Moore Park is very valuable and important recreation resource for the inner city including Darlinghurst, Paddington, Surry Hills, Redfern, Waterloo.
- It is projected that these and other surrounding areas are to increase population by 100,000 in next 10 years.
- Centennial Park often operates on full capacity on nice weekends.
- Only way Moore Park can be optimised for recreation like Sydney Park is the removal of carparking.

#### Moore Park funding

- Centennial Park Trust is dependent on funds from carparking for Allianz and SCG to maintain parks.
- Moore Park requires funds to allow the current parking areas to be developed into beautiful recreation park for residents located in Darlinghurst, Paddington, Surry Hills, Waterloo and Redfern.
- A multi-use recreational park similar to Sydney Park is required.
- And yet no will or funds are available.
- Carparking takes precedence over people.

#### Carparking at new stadium

- Parking for the new stadium should be provided entirely on SCG Trust grounds.
- The grounds are big enough.
- Unfortunately, due to poor short-term planning including the building of NRL headquarters, Rugby Australia building, optimisation of the SCG Trust grounds has been negatively impacted. Location of New Stadium
- Allianz is on the periphery of the city and causes major traffic delays to general public on the way home to Kensington, Kingsford, Randwick, Coogee, Maroubra and Malabar.
- It is not convenient to Central Railway Station requiring a big trek up Fitzroy Street.
- Causing major bottleneck.
- Emergency vehicles would be caught up in traffic jams.
- The problem is exacerbated when the SCG and Allianz are used simultaneously.
- A smaller stadium would minimise disruption in surrounding areas.

#### Maintenance

- One reason given for the demolition of the stadium is the "stadium is falling apart."
- Who failed maintaining the building since it was built 30 years ago? The NSW Government or SCG Trust.
- If it is the SCG Trust they are being rewarded for their neglect.
- The harbour bridge is now 86 years old because it is maintained. Non-Compliance
- Another reason given for the demolition of the stadium was it does not totally comply.

- That maybe true for a crowd of 45,000 but that rarely happens.
- How many buildings in Sydney of that age and older fully comply?  
My guess – not many.

#### Waste

- Please stop wasting money on rebuilding the stadium.
- Channel funds to:-
  - Transport
  - Hospitals
  - To the west
  - To major country centres to encourage people to move from Sydney.
- Please stop wasting money on rebuilding the stadium. Spend it on critical issues.
- In today's SMH dated 25 May 2018,  
“ standing room only on train crowds spiral out of control.....peak loads on some lines reach as high 185% above threshold for overcrowding. “

#### Influences on Decision

- It is apparent the SCG Trust has too much influence on decision making from influential people within the Trust.
- The Tibby Cotter bridge is an example of the waste due to influence that nobody uses.
- I understand a second bridge is proposed 200 metres away from the Tibby Cotter bridge to accommodate Sydney High School students to cross Anzac Parade. What a waste!

#### Mismanagement of projects

- It has been projected building cost of new stadium will be \$705,000.
  - Based on NSW Government project history ( see below ), cost is more likely to be \$1,000,000.

SMH 17 September 2015

The NSW government could have saved up to \$25 million on the cost of the \$38 million Albert "Tibby" Cotter Walkway had it followed different procurement processes, a damning audit into the bridge has found.

The Acting Auditor-General, Tony Whitfield, has identified multiple deficiencies in the business case and contracting for the walkway, which is rarely used outside event days at Moore Park.

Mr Whitfield's report, released on Thursday morning, highlights the government's failure to plan for the bridge's construction before the 2015 World Cup. When the government eventually realised it wanted to have the bridge in place for the World Cup, the subsequent rush to build the project came at significant extra expense to taxpayers.

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Sydney light rail extension a 'horror story' of missed deadlines and billions in cost overruns

10 April 2018 [www.news.com.au](http://www.news.com.au)

In Surry Hills, some businesses have already shut up shop forever including once booming cafes and restaurants.

A simmering feud between Spanish construction giant Acciona and the state government has now exploded into open warfare. On Saturday, The Australian reported that Acciona was demanding an extra \$1.2 billion to complete the tram line claiming it was misled on the complexity of moving underground utilities.

That's on top of a \$500 million budget blow out which could see the cost of line doubled from original estimates.

The pair are set to face off in court on Friday.

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SMH December 2016

The cost to the NSW government of paying a private consortium to operate Sydney's new light-rail line for 15 years has surged by 70 per cent, blowing out to almost \$938 million.

In a further blow to the project, Transport for NSW has blamed the significant increase in the operating cost from its estimates before it was put to tender "in part on the more superior level of service than [was] originally anticipated".

The operating cost is separate from the \$2.1 billion capital cost of building the 12-kilometre light-rail line from Circular Quay to Kensington and Randwick in the city's south-east and buying the trams that will run on it.

The latter blew out by \$549 million in 2014 due to "mispricing and omissions" in the business case a year earlier – not "customer improvements in the original scope" as the government had claimed at the time.

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WestConnex motorway cost blows out by \$1.4 billion

SMH 20 November 2015

The cost of the WestConnex motorway has ballooned to \$16.8 billion, the state and federal governments announced on Friday, as they released a new business case for the toll road.

The price tag for 33-kilometre motorway was first quoted at \$10 billion when proposed in 2012, and the project remains at least eight years from completion.

George Conomos