

11 November 2019

NSW Department of Planning, Industry & the Environment
320 Pitt St,
SYDNEY NSW 2000

Information submitted via the NSW Department of Planning Major Projects Website

To whomever it may concern,

Re: Application number SSD-10342

Please find below a second submission regarding the above referenced Application.

The Royal Agricultural Society of NSW (RAS) is extremely concerned that the proposed project is not accompanied by a significant and integrated plan to improve public transport to and from Sydney Olympic Park (SOP) in advance of the redeveloped stadium being re-opened. To optimise attendance to the future events to be held at Stadium Australia and for which the project is being undertaken, investment in the arrival/departure experience to underpin the substantial investment should be a key component of the project. We accept, that the major events such as State of Origin & Grand Finals will qualify for the major event transport network including the substantial special event bus provision, however, we are concerned that for smaller events that don't qualify for this service, the attendance will be sub optimal due directly to a poor public transport provision resulting in a reduced return on investment for the State.

The proposed Parramatta Light Rail Stage 2 (PLR2) project would contribute significantly to resolving the issue raised. The NSW Government has a golden opportunity to significantly increase seven day a week, lucrative Business Event activity at SOP through delivery of the proposed RAS Master plan and PLR 2 will undoubtedly boost attendance, connecting SOP directly to the burgeoning suburbs of Wentworth Point, Melrose Park and Parramatta, filling hotel rooms, café's and restaurants and optimising economic activity of significant benefit to the State. It would also introduce a direct and, importantly, familiar link between Stadium Australia and BankWest Stadium, enhancing the opportunity to strategically cross-pollinate attendees and venues.

Government's recent announcement regarding the proposed stops for the future Western Metro project is to be commended. For the RAS this is of particular significance as the proposed new infrastructure would enable us to re-direct a current sizeable annual Sydney Royal Easter Show public transport investment directly into the support of NSW agriculture instead and would be welcomed by our many stakeholders. The reality of this and the proposed opening date of 2030 means however, that based on your current targets, the renovated Stadium would have been open for some seven years prior to West Metro becoming operational. For the Stadium to receive such a large investment only to continue to send its customers in and out via the Lidcombe shuttle is, in our view a missed opportunity and one that we would be surprised to see anywhere else in the world at such a prestigious event precinct, let alone in other Australian States. As discussed above however, the RAS plans to improve our existing site at SOP to optimise the business event capability, coupled with the improved Stadium infrastructure, the exceptional large scale public transport capability bodes well for the long-term future of NSW's premier business and sporting event precinct.

Thank you for your attention, should you require any further information or need to make contact with us regarding this matter please contact RAS head of Project Development, Jonathan Seward on 9704 1281 or at jseward@rasnsw.com.au.

Yours faithfully



Brock Gilmour
CHIEF EXECUTIVE

Royal Agricultural Society of NSW

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