



Infrastructure NSW

Macquarie House,

Level 15, 167 Macquarie Street,

Sydney NSW 2000

Dear Infrastructure NSW,

This letter is written on behalf of the Alliance of Moore Park Sports (AMPS) in response to the Stage 2 EIS for the Sydney Football Stadium Redevelopment currently on public exhibition.

AMPS is a collective of the sporting clubs and governing bodies who are the core tenants of the Sydney Cricket Ground, the former Sydney Football Stadium/ the redeveloped Sydney Football Stadium, and the Moore Park precinct – where many of our offices are based. AMPS members include the Chief Executive Officers and other representatives from Sydney Football Club, Sydney Roosters, Sydney Swans, Waratahs/NSW Rugby Union, Cricket NSW, Cricket Australia, AFL NSW/ACT, NRL and Rugby Australia.

The nature of the membership of AMPS means we have a wide reaching and diverse community catchment area – the AMPS sporting club's supporter footprint extends from Kiama, up to the NSW Central Coast region and west to Blacktown. The geographic concentrations of fans vary across each sporting code yet we all call the Moore Park Sporting precinct – the Sydney Cricket Ground (SCG) and the redeveloped Sydney Football Stadium (SFS) home. This large geographic spread of fans and the one central multi-code precinct creates a unique challenge in regards to transport and match attendance for our respective fans, many travelling 30+ kms to a home fixture and lacking access to efficient and direct public transport options.

AMPS members independently utilise sports research agencies to undertake extensive fan research throughout each season in an effort to provide the best possible match day experience for fans and members. When reviewed collectively a commonality across all research conducted, irrespective of the code, identified a strong segment of the fans attending our sporting matches are young families and those aged about 50 years old, who among others selected driving/getting a lift as their preferred mode of transport. The significance and necessity placed on car parking close to the stadium was a common theme among the AMPS fan base. A pertinent example of this is displayed by the 2017/18 fan survey conducted by Sydney FC following their final season before the redevelopment of the SFS began. 61% of fans ranked having a car park/s close to the stadium as an important factor when determining whether to attend a Sydney FC match. This year despite relocating to a stadium which is closer to public transport options, most Sydney FC fans still preferred to drive to matches.

The AMPS collective sports' fan feedback about stadium accessibility preferences and the direct correlation to the importance of car parking in the Moore Park precinct was quantitatively reiterated by the studies



conducted for the SFS Redevelopment Transport Assessment ('The Assessment') for the Stage 2 development application, specifically shown on page 13. These studies showed that 48% and 34.9% of attendees at a half full and peak (sporting) events respectively identified driver/passenger as their mode choice. The AMPS fan and member feedback in conjunction with The Assessment data unequivocally displays the high importance of sufficient car parking options in the future Moore Park precinct for sporting event attendees.

Whilst the light rail is intended to improve the physical accessibility to the Moore Park precinct as well as the negative perception Moore Park's stadiums have when ranked on public transport convenience, factors such as the distance needed to travel to an event for the primary users of the stadiums – sporting fans, is an important part of the planning and functionality narrative of the new stadium precinct. A prime example of this is a Sydney Swans fan and his family who live in Parramatta. Even with the implementation of the light rail, it will mostly likely still be quicker, easier and perceived to be safer for a family to attend a match at the SCG by using their private vehicle than catching multiple modes of public transport.

As modelled in The Assessment, page 33, AMPS echo the forecasted data displaying the preference towards private vehicles will still outweigh public transport usage. In light of this, AMPS raises concerns regarding the Moore Park 2040 Masterplan which proposes the gradual removal of event parking from EP2 and EP3. These two event only car parking spaces account for 44.7% of the total event parking available to AMPS member sporting clubs and governing bodies for their fans, sponsors, corporate guests and operational requirements. This figure excludes the Sydney Boys and Sydney Girls High School parking as it is only open for selected events. AMPS urge Infrastructure NSW not to improve one aspect of transport; the light rail and diminish another; car parking as it would have a counteractive effect and be a missed opportunity to create a multi-mode accessible precinct raising the fan approval rating of the venues.

Furthermore the elimination of EP2 and EP3 significantly reduces the parking which is within close proximity to both the SCG and the redeveloped SFS. Whilst these areas in their current form are not ideal for attendees with prams or those who are mobility impaired their elimination with no close or sufficient car parking alternative would be a step backwards in terms of increasing accessibility for vulnerable users and a significant deterrent for a large proportion of our sports fans; families and the aging community. Creating pre-arranged drop off areas in MP1 is not an adequate solution for these fans. Similarly the design improvements for disabled access and family friendly spaces within the stadium are pointless if this segment of attendees isn't able to comfortably access the stadiums through long stay, accessible parking.

AMPS would also like to highlight the need for careful consideration of satellite parking areas or 'park and ride' locations which rely on existing car parking infrastructure across the city. Due to television broadcast services often dictating week day evening match fixtures, for example Thursday night NRL matches, a broader study of travel patterns and parking usage in potential locations would need to be conducted to ensure city commuters who already utilise such informal arrangements do not impact the viability of this solution for the Moore Park precinct.

Finally whilst the increase in event staff has been provisioned not to affect peak travel periods as stated in The Assessment, it may affect the parking allocation in MP1 and Entertainment Quarter car park which would be the only permanent event parking in close proximity to the respective stadiums if the Moore Park Masterplan phase out is achieved. The Assessment provisions to increase cycling uptake of the event



stadium staff however this is dependent on the proximity to the stadium of which staff live. The Assessment does not however provision for the hirer's in-house and externally contracted operation staff and their accessible parking requirements. AMPS recommend these requirements be considered when discussing the car parking requirements and planned reductions.

AMPS trusts Infrastructure NSW will take into consideration the necessity and strong benefit fans travelling long distances for sporting events receive from accessible car parking options within the Moore Park precinct. Furthermore AMPS emphasises the high utilisation and preferential rating of event car parking particularly of sports fans regardless of the event being half full or at capacity, as demonstrated by AMPS fan research and the Sydney Football Stadium Redevelopment Transport Assessment.

There is an expectation from fans that adequate car parking for all requirements, decreased mobility supporters, operational, corporate, members and the public will remain as they have never known the precinct without it. A world class precinct should have a multi-mode accessibility solution which is able to cater for its primary function as a host of sporting events and the fans which attend.

Yours sincerely,

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