

The Hon. Paul Scully, MP
Minister for Planning and Public Spaces
52 Martin Place
SYDNEY NSW 2000

9 August, 2023

Sent via [email](#)

Dear Minister,

Re: Proposed Secondary Entrance to Sydney Football Stadium Car Park

I am writing to address the impending removal of the UTS campus forecourt on Moore Park Road to accommodate an additional car park exit from the Sydney Football Stadium (SFS). We echo BIKEast's objections to this plan on the grounds of safety, amenity, and the environment. At a time when international cities, including Sydney, are promoting public and active travel, this is an aberration. Because it puts car-centric design principles, and the convenience of a few, before people's health, the environment, and the needs of the many.

Cars first, pedestrians last

- SFS is proposing a new car park 'secondary' event exit to accommodate 350 cars during peak events.
- This will direct a single lane of cars onto Moore Park Road.
- The main 3-lane car park exit remains on Driver Avenue.
- The secondary exit will replace the existing UTS pedestrian plaza.
- UTS estimates that this will result in a 5-minute time saving for drivers and have expressed its opposition to Venues NSW.
- Despite these concerns, the plans were approved.

Zero public engagement should not mean a rubber stamp

Zero community consultation has enabled the development to be pushed through without debate. Nor has it been an agenda item on Community Consultative Committee meetings. This is concerning on a number of levels including its misalignment with the stadium's Green Travel Plan.

The car park project misaligns with multiple plans and strategic priorities

The Green Travel Plan aims to promote active transportation and reduce vehicle reliance. However, creating an additional car park exit for a minority of drivers at the expense of a major bike and pedestrian corridor and university forecourt does not support placemaking or mode shift targets. The proposal also misaligns with SFS Divergence from Redevelopment Goals which emphasise pedestrian and place amenities.

The City of Sydney and Transport for NSW have great policies informed by the Movement and Place Framework - none of which are supported by this project

Building a stadium for cars, not people, compromises the City of Sydney 2030-2050 Continuing the Vision goal of a *green, global and connected Sydney*.

In addition, the Transport for NSW [Road User Space Allocation Policy](#) aims to redress the human and environmental [damage](#) of 70-years of car-based planning. This policy, like the [Future Transport](#) and [Active Transport](#) strategies puts pedestrians first and private cars last.

Like City of Sydney, the policy emphasises: protection of vulnerable road users from cars, low and zero carbon alternatives, place activation, liveability, environmental protection and promotion of physical activity.

Like BIKEast, Bicycle NSW sees the SFS overflow car park to be a regressive step for a global city, with no redeeming features.

We therefore urge the City of Sydney to interrogate this proposed development:

1. How does demolishing a pedestrian plaza and compromising the safety of a heavily-utilised pedestrian and bicycle corridor square with the need to promote cycling and walking?
2. How does it connect people to place when the place is turned into a driveway?
3. How does the drive-through stadium model compare with international best practice for mass-transit during surge events such as the FIFA Women's World Cup?
4. What part of the consultation process and plan promotes equity and value when comparing modes - namely the convenience of 340 drivers per week versus thousands of active travellers?
5. What is fair about elevating a 5-minute time benefit to 340 drivers above the safety of everyone else not in a car?
6. What is the supporting business case for the SFS overflow car park?
7. Will this project be privately- or publicly-funded and how much subsidy is involved?
8. Why has there been zero public consultation for the proposal?

We appreciate your attention to these vital concerns, and we look forward to your response.

Yours faithfully,



Francis O'Neill
Head of Advocacy
Bicycle NSW



Peter McLean
Chief Executive Officer
Bicycle NSW

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.