

**24<sup>th</sup> November, 2025**

## **WHAT INDEPENDENT BUSINESS CASE?**

### **SAVE BURSWOOD PARK ALLIANCE REVEALS THE FACTS BEYOND THE SPIN**

The Save Burswood Park Alliance has examined the very brief summary of the governments business case for the Burswood Park Motor Racing Precinct, now once again rebranded as the Perth Park multi-use track. How's that for spin.

We draw your attention to the following facts:

On the 25th November at her media conference Deputy Premier and Treasurer Rita Saffioti stated "The project will deliver significant economic returns for Western Australia, as highlighted in the business case **independently** prepared by ACIL Allen,".

Interestingly the Deputy Director of Rita's own Department of Creative Industries, Tourism and Sport (CITS) is married to an Executive Director of ACIL Allen and he signed off this particular business case. This sounds like conflict of interest and a lack of independence don't you think?

Save Burswood Park Alliance is not sure the Premier and Treasurer know what an independent business case looks like. As economic experts tell us, an independent business case can certainly use data provided by the proponent, but it should not rely only on that data if the goal is to ensure true independence, objectivity, and credibility. **We note that in the fine print on the 6-page summary of the business case ACIL Allen highlight that the business case relies only on the information provided by the government and has not sought to verify any data independently.** The government has not indicated the source of the data they provided to ACIL Allen and what it includes. We suspect that the attendance data which underpins the business case is based on figures provided by Supercars Australia, who we know routinely overstate them significantly. FOI disclosure and independent analysis in other states consistently confirms this to be the case, most recently in Newcastle NSW.

The benefits estimated are based in significant increases in tourism visitation which is dependent primarily on the Supercars event. We ask a number of questions including:

1. Why would tourists come to WA to watch this event when they can travel to many parts of Eastern Australia more cheaply and watch exactly the same event.
2. Has the government counted motor sports fans who already attend Wanneroo Supercars event in their figures (attribution of PESP – 100%). If so, this is not a business case which follows best practice guidelines.

3. Why do the quantified costs remain static over the 30-year period analysed whereas the quantified benefits increase from \$25 million in 2027 (although we now know the Supercars event won't now start until 2028) to \$50 million in 2055? We also note that the projected tourism returns on investment in the recent budget remain static, regardless of the taxpayer-funded investments made by the government.
4. Why has the government not costed other items such as noise mitigation and traffic management which the community were assured by Andrew Pike (Main Roads Motorplex then PESP now Perth Park Project Manager) would be part of the costings, including suggestions such as background and event noise monitoring, providing double glazing to impacted residents, noise barriers around the circuit and a curtain wall on Optus Stadium.

Save Burswood Park Alliance Co-Chair Dr Robin Harvey says "our community deserves better than a business case based solely on outcomes that the state government wants us to believe, based solely on figures we can't see and therefore don't trust. We call on the government to release the full business case and subject it to independent scrutiny. We will happily enlist respected experts to do so."

*For more information, please contact Dr Robin Harvey on 0419 282 705*