

Sydney Olympic Park Master Plan 2030 Interim Metro Review

Finalisation Report

June 2022





Acknowledgement of Country

The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elder's past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally, and economically.

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Sydney Olympic Park Master Plan 2030 Interim Metro Review

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1 Executive Summary

This report, along with supporting documents, outlines amendments to the *State Environmental Planning Policy (Precincts – Central River City) 2021* (SEPP PCRC) for Sydney Olympic Park, to amend height of buildings and floor space ratio controls and reconfigure the road network and open space areas.

The amendments to the planning controls relate to four sites (Site 40, 41, 47 and 48) in the Central Precinct, and allow for the delivery and operation of the proposed Sydney Olympic Park Metro Station, and the integration of the new station into the surrounding precinct.

The draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review), including an Explanation of Intended Effect, was publicly exhibited from 17 November 2021 to 15 December 2021. A total of 21 submissions were received, including:

- 11 from the local community
- 4 from landowners and leaseholders in Sydney Olympic Park
- 1 from an industry organisation
- 5 from NSW Government agencies and councils.

The key issues raised in the submissions include:

- Provision of sufficient open space to accommodate the increasing population
- Increased residential population and amenity impacts of major events hosted at Sydney Olympic Park
- How the proposed changes to the built form will impact on surrounding areas
- Impacts of traffic congestion and car parking
- Location and design of proposed bus interchange on Figtree Drive.

A discussion of the key issues and the response of the Department of Planning and Environment (the Department) can be found in the later sections of this report. A summary of all submissions and the responses to submissions prepared by Sydney Olympic Park Authority (April 2022) can be found at **Appendix A**.

1 Introduction

1.1 Overview

Sydney Olympic Park is a 640-hectare precinct in the Central River City. It includes 430 hectares of parkland and a 210-hectare Town Centre, which also includes all the major stadia of Sydney Olympic Park. The precinct and its surrounds are shown in **Figure 1**.

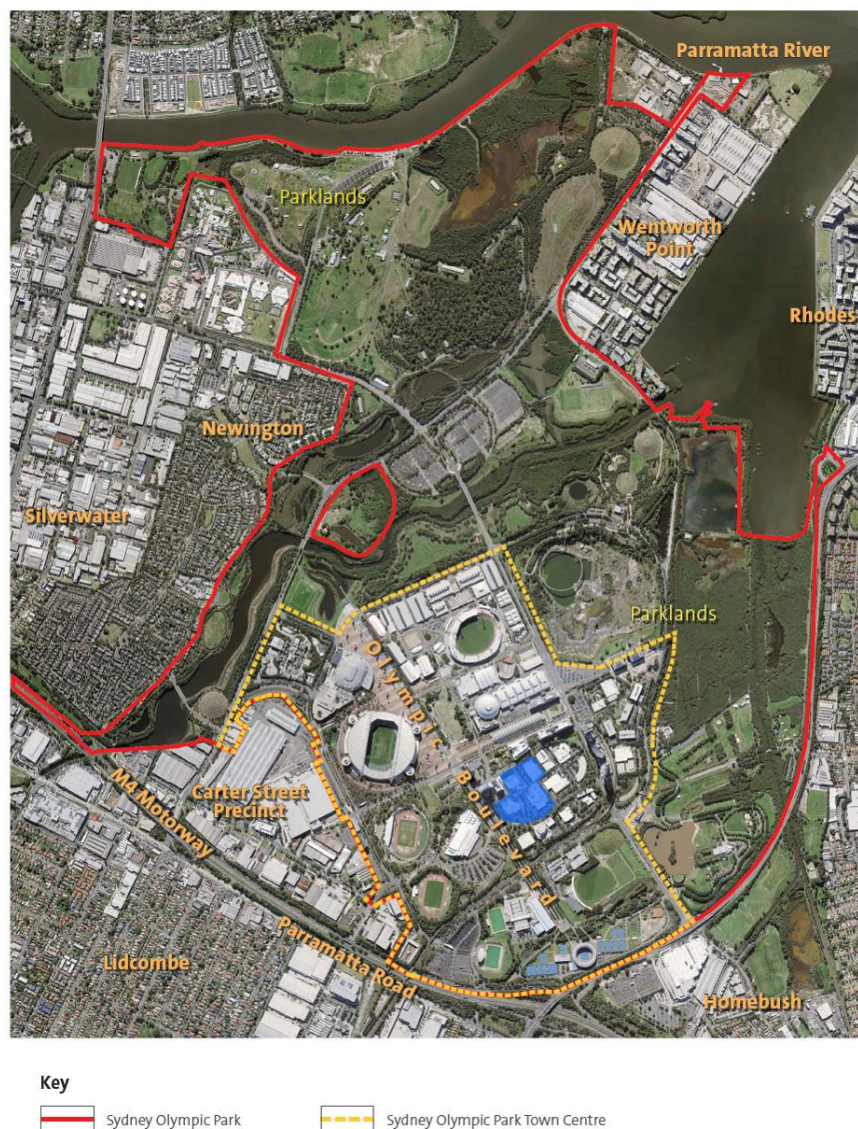


Figure 1: Aerial map of the Sydney Olympic Park precinct and surrounds. The subject sites are shown in blue.

Source: Sydney Olympic Park Authority, with site shading added by the Department of Planning and Environment

In November 2016, the NSW Government announced the Sydney Metro West project, which will provide a Metro train line service between Greater Parramatta and the Sydney CBD. Sydney Metro West will consist of a 24-kilometre underground dual rail line with stations at Westmead,

Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD, as well as a train stabling and maintenance facility at Clyde.

At Sydney Olympic Park, the proposed Metro Station will be delivered in the Central Precinct area, as shown by the red dashed line in **Figure 2**.

To allow for the delivery and operation of the proposed Metro Station amendments were made to the planning controls for four sites within the Central Precinct (sites 40, 47 and 48 are within the Metro site boundary and site 41 is adjacent to the Metro site boundary), including:

- amended development blocks and building setbacks to incorporate new streets and through-site links;
- amended areas of open space to deliver additional open space areas, and alter the previously proposed Central Urban Park to align with the new planned urban layout;
- amended the built form controls to enable the creation of an integrated, transit-oriented precinct around the Metro station;
- updated the Height of Buildings and Floor Space Ratio maps for Sydney Olympic Park under the *State Environmental Planning Policy (Precincts – Central River City) 2021*, to reflect these changes; and
- updated Section 5 and inserted Appendix E to the Sydney Olympic Park Master Plan 2030 (2018 Edition), to reflect these changes..

The draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review) package outlining the proposed amendments was publicly exhibited from 17 November 2021 to 15 December 2021, and a total of 21 submissions were received. Following exhibition, the Department undertook an extensive review of the issues raised in submissions, which informed the finalisation of the planning package.

This finalisation report describes the consultation process, summarises the key issues raised in submissions and how these issues have been addressed in order to finalise the planning changes.



Figure 2: Aerial map showing the Central Precinct of Sydney Olympic Park (in red dashed line).

Source: Place Design and Public Domain Framework by Hatch RobertsDay, turf, and Cville

1.2 Background and Context

In 2010, the then Minister for Planning declared Sydney Olympic Park a State Significant Site (now called a State Significant Precinct). Appendix 4 of the *State Environmental Planning Policy (Precincts – Central River City) 2021* (SEPP PCRC) sets out the key development controls (including land use zoning, floor space ratio and height of buildings) to guide future development of the Sydney Olympic Park precinct.

The development of Sydney Olympic Park is directed by the Sydney Olympic Park Master Plan 2030. This Master Plan is reviewed and updated every 5 years, with the current version of the Master Plan being the 2018 Review.

The Interim Metro Review was an ‘out of sequence’ modification to the master plan, to enable the delivery of the Sydney Metro Station at Sydney Olympic Park. This amendment does not replace the need for SOPA to undertake a full review of the Master Plan as it applies to the whole Sydney Olympic Park precinct, which is due in 2023.

Consolidation of State Environmental Planning Policies

As part of the government's suite of reforms to deliver a better planning system for NSW, the Department of Planning and Environment recently consolidated several existing State Environmental Planning Policies (SEPPs) to align with 9 focus areas of the NSW planning system. This saw 45 SEPPs consolidated into 11 new SEPPs, which came into effect on 1 March 2022.

No policy changes were made as part of this consolidation, and the SEPP consolidation did not change the legal effect of the SEPPs being repealed. Section 30A of the *Interpretation Act 1987* applies to the transferred provisions.

As this change occurred after the exhibition but before finalisation, the exhibited materials reference the former SEPPs. Most prominently for this proposal, the planning controls and maps for the Sydney Olympic Park precinct shifted from *State Environmental Planning Policy (State Significant Precincts) 2005* to *State Environmental Planning Policy (Precincts – Central River City) 2021*.

As the SEPP consolidation was enacted prior to finalisation, this report references the new SEPPs, however for clarity also references the former SEPP, where relevant.

For more information regarding the Consolidated State Environmental Planning Policies, please see: www.planning.nsw.gov.au/Policy-and-Legislation/State-Environmental-Planning-Policies/Consolidated-state-environmental-planning-policies

1.3 Proposal Summary

The Interim Metro Review proposal has amended the planning controls in Central Precinct at Sydney Olympic Park to allow for the delivery and operation of the proposed Sydney Olympic Park Metro Station, and integration of this station into the surrounding precinct.

Specifically, the amendments related to three sites in the Central Precinct, being Site 40, 47, and 48, as shown in **Figure 3**, and included:

- Amended the street and building site layout to incorporate new streets and through-site links, as shown in **Figure 4**.
- Amended the locations of land uses under the Master Plan, as shown in **Figure 4**.
Note: on the Land Zoning Map for Sydney Olympic Park in *SEPP (Precincts – Central River City)*, all relevant sites are zoned B4 Mixed Use – this was not changed under this proposal.
- Provided capacity for a new bus interchange on Figtree Drive, connected to the Sydney Olympic Park Metro Station.
- Amended the quantum of open space (as shown in **Figure 4**) to:
 - Provide for a new 6,300m² public plaza to create a connection between Olympic Boulevard and the new Central Urban Park and Metro Station,
 - Provide for a new publicly accessible open space on the rooftop of the Metro Station adjacent to the Central Urban Park, and
 - Reduce the size of the Central Urban Park by 2,280m², from 5,780m² to 3,500m².

- Amended permissible building heights, as shown in **Figure 5**, to:
 - Site 40 - Reduced the permitted height of buildings from 8 storeys (33m) to 2 storeys (16m).
 - Site 47 - Increased the permitted height of buildings directly over the southern end of the station box (in the south-west corner) from 20 storeys (74m) to 45 storeys (149m).
 - **Note:** Building height controls were updated in both the Master Plan and Height of Buildings Map for Sydney Olympic Park in *SEPP (Precincts – Central River City)*
- Amended the permitted podium heights on:
 - Sites 47 and 48 - from 8 storeys on the western part of Site 48, and 5-8 storeys on Site 47 and the eastern part of Site 48, to 4 storeys (18m) on the central section of Site 47 and the western part of Site 48, 5 storeys (24m) on the western part of Site 47 (over the station box) and retained the existing 5-8 storey podium control on the eastern edge of Site 47.
- Amended Floor Space Ratio (FSR) controls, as shown in **Figure 6**:
 - Reduced FSR on Site 40 from 3.6:1 to 0.3:1,
 - Increased FSR on western part of Site 48 from 6.5:1 to 6.6:1,
 - Increased FSR on eastern part of Site 48 from 6.5:1 to 7:1,
 - Increased FSR on western part of Site 47 from 3.6:1 to 7:1, and
 - **Note:** Floor space ratio controls were updated in both the Master Plan and Floor Space Ratio Map for Sydney Olympic Park in *SEPP (Precincts – Central River City)*.



Figure 3: Aerial map showing the subject sites outlined in blue. *Source: Response to Submissions by Cox Architecture (April 2022)*

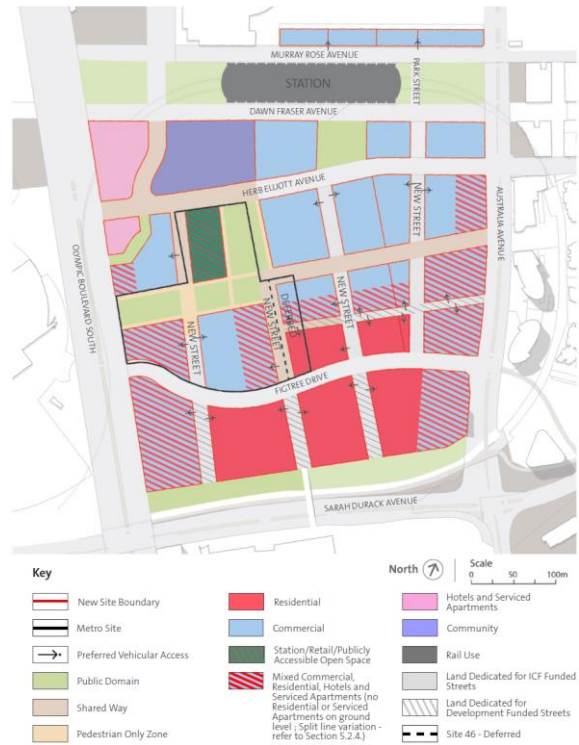


Figure 4: Master Plan land use changes between the previous 2018 Review (left) and the new Interim Metro Review (right). The plans also show the changes to development blocks, street network, and open space arrangements contained in this proposal.

Source: Sydney Olympic Park Authority



Figure 5: Building height control changes between the previous Master Plan 2018 Review (left) and new Interim Metro Review (right).

Source: Sydney Olympic Park Authority



2 Exhibition Details

2.1 Exhibition and Submissions Period

The Interim Metro Review proposal package was exhibited from 17 November 2021 to 15 December 2021.

A total of 21 submissions were received. All submissions received by the Department have been considered in the finalisation of the proposal. A summary of key issues and resolution of these issues is outlined in Sections 3 and 4 of this report.

2.2 Exhibited Materials

The following documentation was publicly exhibited as part of the proposal package:

- Explanation of Intended Effects
- Planning Report
- Supporting technical studies:
 - Connecting with Country Report
 - Urban Design Report
 - Place Design and Public Domain Framework
 - Transport Strategy
 - Acoustic Report
 - Safety and Security Strategy
 - Commercial Demand and Feasibility Assessment
 - Community Facilities Strategy
 - Wind Comfort Study
 - Retail Masterplan, Vision and Strategy
 - Design Review Report
 - Infrastructure Services Strategy

These documents were made available on the NSW Planning Portal at www.planningportal.nsw.gov.au/draft-sydney-olympic-park-master-plan-2030

2.3 Public Notice


A notice was placed in the local newspaper, the Auburn Review, advising of the details of the proposal and its public exhibition. It appeared on Page 2 in both the 23 November 2021 and 7

December 2021 editions of the paper. A notice was also included in the Government Noticeboard that appeared in the 24 November 2021 editions of both the Daily Telegraph and Sydney Morning Herald.

A QR code and the 'www.planning.nsw.gov.au/sop' URL were included in the notices, which linked to the NSW Planning webpage containing information about the exhibition. Digital traffic from the notices was tracked, with the following results:

- 5 scans of the QR code
- 246 unique visits to the 'www.planning.nsw.gov.au/sop' page

It is noted that the 'www.planning.nsw.gov.au/sop' URL was also provided on the engagement postcards (see below), and therefore the figure represents the total visits using this URL.



The image shows a notice from the NSW Government. At the top left is the NSW Government logo, which consists of a red stylized flower above the text 'NSW GOVERNMENT'. The main heading is 'Have your say on the draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review)' in a large, bold, blue font. Below this is a dotted line. The text continues: 'A new Metro station is proposed at Sydney Olympic Park as part of the NSW Government's commitment to deliver Sydney Metro West. To deliver an integrated station precinct, we must change the planning controls for the Central Precinct of Sydney Olympic Park.' This is followed by the bolded text 'Have your say by Wednesday 15 December 2021'. Then it says 'We will publicly exhibit the proposed changes to the draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review) until **Wednesday 15 December 2021**.' Below this, it says 'To give the Department of Planning, Industry & Environment your feedback and views on the proposed changes to the master plan:' followed by a bulleted list: 'scan the QR code, or' and 'visit planning.nsw.gov.au/sop'. To the right of the text is a square QR code. To the right of the QR code, vertically, is the text 'BLZ LP2926'.

Figure 7: Notice of the public exhibition, as published in the Auburn Review

2.4 Notification to Landowners

A letter was sent to all 229 landowners within the Central Precinct area (**Figure 2**) at the start of the exhibition period. The letter provided details of the exhibition period and engagement opportunities and invited submissions on the proposal.

2.5 Notification of Key Stakeholders

The Department advised stakeholders of the exhibition, including local councils and State Government agencies. The organisations notified were:

- City of Parramatta Council;
- Cumberland Council (neighbouring council, as the project was near the LGA border);
- Create NSW;
- NSW Government Architect;
- Greater Sydney Commission (now the Greater Cities Commission);
- Heritage NSW;
- NSW Environment Protection Authority;
- NSW Health;
- Western Sydney Local Health District Centre for Population Health (a branch of NSW Health);
- NSW Office of Sport;
- NSW State Emergency Service;
- School Infrastructure NSW;
- Sydney Water;
- Transport for NSW; and
- Parramatta Light Rail Project Office (a branch of Transport for NSW).

2.6 Additional Engagement and Notification

Additional community engagement and notification activities undertaken included:

- Email notifications sent to subscribers of the Department's Sydney Olympic Park page at www.planning.nsw.gov.au/sop. Two emails were sent, a notification on 17 November 2021, and a reminder on 8 December 2021. Statistics were:
 - 17 November Email: Sent to 262 email addresses, open rate of 61.3%, click rate of 18.4%, and
 - 8 December Email: Sent to 259 email addresses, open rate of 54.8%, click rate of 9.3%.

Note that 'open rate' refers to the percentage of emails sent that were opened by the recipients, and 'click rate' refers to the percentage of emails sent where the recipient clicked a link in the email.

- Notifications posted on the Department's official Twitter and LinkedIn social media channels on 17 November 2021. The Twitter post received 12 engagements and had a reach of 299, while the LinkedIn post received 422 engagements and had a reach of 11,600. Both posts relied on organic reach only.

Note that 'engagements' refers to the number of interactions with the post, and include things such as liking, commenting, or sharing a post. 'Reach' refers to how many individual people saw the post. 'Organic' refers to posts that are made without the use of paid promotions on a social media network and rely on people coming across them 'organically' – viewing them on their feeds from accounts they follow, or through content shared by those they are connected with.

- A postcard with information about the exhibition was letterbox-dropped to all addresses within the Central Precinct of Sydney Olympic Park and the buildings immediately surrounding this precinct, totalling 2,950 residences and businesses.
- Updated webpages on SOPA and the Department's websites, explaining the proposal and informing website visitors as to how they can view the proposal documents and make a submission.
- E-Newsletters sent by SOPA to subscribers of Sydney Olympic Park precinct updates, providing information on the proposal and where to review and make a submission.
- Creation of a dedicated project page on SOPA's community engagement website, #mySOPEngage, which included links to the NSW Planning Portal for information, proposal documents and lodgement of submissions.

3 Submissions Summary

3.1 Submissions Received

The Department received 21 submissions in response to the exhibition of this proposal. Copies of all non-confidential submissions received during the exhibition period are on the Department's website and **Table 1** provides a summary of submissions, collated into major stakeholder groups. Section **4 Consideration of Key Issues** of this report addresses the key matters raised in submissions, while **Appendix A** contains SOPA's Response to Submissions report, which provides responses to all issues raised in individual submissions. The Department is satisfied with SOPA's responses to submissions.

Table 1: Summary of submissions

Stakeholder Group	Number of Submissions
Community	11
Landowners and leaseholders in Sydney Olympic Park	4
Industry Groups	1
State Government Departments/Agencies	4
Local Government	1
Total	21

State and local government submissions were received from:

- City of Parramatta Council,
- NSW Environment Protection Authority (EPA),
- NSW State Emergency Service (SES),
- School Infrastructure NSW, and
- Heritage NSW.

3.2 Issues Raised

All submissions received were reviewed by department staff and have been considered in the final proposal package.

The key issues raised in the submissions include:

- Impacts of the proposed built form changes on other sites, including overshadowing.
- Locating residential apartments near/within a lively events precinct, and the potential dual impact of reduced amenity for those residents, and that providing residences in this location may limit the ability of the Sydney Olympic Park precinct to host major events.
- The proposed provision of open space, and that it is insufficient for the proposed population.
- Car parking rates – several submissions discussed that the rates should be increased/decreased from the proposed.
- Impact of additional traffic caused by the proposal on the surrounding road network, which is already constrained in several areas.
- Location and design of proposed bus interchange on Figtree Drive.

4 Consideration of Key Issues

4.1 Precinct-Wide Strategic Planning

Departure from Historic Planning Strategy Regarding Building Heights

Issue

An element of the proposal is to provide taller buildings within the centre of the Central Precinct area, next to the Metro station. A submission raised that this proposal represented a departure from the historic built form strategy and principles for the Central Precinct, which allocated the tallest buildings to be along the Olympic Boulevard frontage. The submission stated this could also have additional amenity impacts on other sites outside of the sites subject to this proposal.

Response

The proposal included changes to the permitted maximum building heights and floor space ratios (as shown in **Figure 5** and **Figure 6**), which saw the redistribution of density on the affected development blocks to centre on the new Metro station. In doing so, it establishes a mixed-use transit-oriented built form around this new public transport hub, while maximising solar access to the planned open space areas.

This redistribution is considered an appropriate strategic response to the addition of the new Metro station, which was not confirmed when the last iteration of the Master Plan 2030 was being created and approved. The concentration of density has been located to minimise impacts on adjoining sites, as shown in the additional modelling prepared for the precinct (refer to SOPA's Response to Submissions report at **Appendix A**).

The matter of potential additional amenity impacts on other sites outside of the sites subject to this proposal are addressed separately in Section 4.2 under 'Overshadowing', and in SOPA's Response to Submissions report at **Appendix A**.

Consistency with Broader Strategic Plans – Master Plan Land Use Changes

Issue

The proposal included changes to the locations nominated for residential and non-residential land uses in the Master Plan.

City of Parramatta Council stated that this proposal resulted in a reduction in non-residential floor area, which was inconsistent with the strategic intent for the precinct - specifically, that it:

- erodes the role of Sydney Olympic Park as a commercial office precinct for retention and growth, as identified in the Greater Sydney Commission's *Greater Sydney Region Plan – A Metropolis of Three Cities*

- represents a departure from the historical strategic planning approach for the Central Precinct as presented in the Sydney Olympic Park Master Plan 2030 (2018 Review), including the principle in Part 3 “*locating commercial and retail land uses around Olympic Park Station and close to local bus service corridors*”.

Council’s submission also raised concerns that the proposal increased the amount of residential floorspace and located residential uses closer to major venues, which would compromise Sydney Olympic Park’s event hosting capacity.

Response

It is noted that the land use location changes apply only to the Land Use Plan in the Sydney Olympic Park Master Plan 2030 –no change was made to the existing B4 Mixed Use zoning applicable under SEPP (*Precincts – Central River City*).

The Department considers that the changes to the Land Use Plan in the Master Plan does not jeopardise the strategic role of Sydney Olympic Park as a commercial precinct, as the amendments are confined to a select few sites, preserve a large section of Site 47 for commercial-only uses, and the remainder of sites affected are mixed use, which provides for the option of commercial or residential uses dependent on the needs of the market in this precinct at the time of development. Further, if the mixed-use sites included in this proposal are developed for residential, additional controls require their podiums to be commercial uses. Additionally, there is substantial commercial development potential is retained throughout the rest of Central Precinct, and the broader Sydney Olympic Park.

The Department also considers that the principle of locating commercial and retail uses around Olympic Park Station and close to local bus service corridors (as per Part 3.7 of the Sydney Olympic Park Master Plan 2030 (2018 Review)) is maintained, with the commercial area of Central Precinct concentrated between the existing Olympic Park Station and the future Metro Station, and within the 5-minute walking catchment to existing bus stops around the Central Precinct, and future stops along Figtree Drive.

Further, it is noted that the upcoming Sydney Olympic Park Master Plan 2050 Review presents an opportunity to review provision of commercial floorspace on a holistic basis for the whole of the Sydney Olympic Park precinct, including investigating opportunities to provide additional areas for commercial land uses.

Regarding the comments that residential land uses are encroaching closer to the major venues of Sydney Olympic Park, and that this will impact the event hosting capacity of Sydney Olympic Park, it is firstly noted that the land use changes apply only to the Land Use Plan contained in the Master Plan, which guides preferred locations for land uses – as noted above, the formal land use zoning of B4 Mixed Use across Central Precinct, set under the SEPP, continues to apply. Additionally, in the Land Use Plan, the proposal provides only a minor additional area of residential land uses further north, on the eastern edge of the subject site. This additional area is not closer to the venues of Sydney Olympic Park than any existing residential area.

Further, as SOPA noted in their Response to Submissions, all residences are subject to public positive covenants and Section 88 certificates which acknowledge potential noise impacts from the major sport and entertainment events in the precinct. At the Development Application stage,

proposals for specific buildings are further assessed to ensure they employ appropriate measures to mitigate and minimise noise impacts on future residents and tenants. Accordingly, the Department considers that the proposal will not have any impact on Sydney Olympic Park's event hosting capacity.

Permissible Uses in Podiums

Issue

A submission was received which opposed the proposal to remove residential as a permissible use in the building podiums, stating that having residential uses in podiums contributes to vibrancy of the town centre. The submission also raised concerns that the sections diagrams in the Place Design and Public Domain Framework suggested that this approach would be extended beyond the Metro sites to the rest of the Central Precinct. The submission stated that the mix of land uses in podiums should be assessed on a case-by-case basis for each development application, and if concerns related to noise and amenity impacts on residents living close to the Metro station, then the prevention of residential uses in podium should only apply to the Metro sites.

Response

In their Response to Submissions report, SOPA provided clarification that the proposal to remove residential as a permissible use in podiums only related to the three Metro sites.

SOPA stated that limiting podium uses to retail and commercial will work to create a more active and livelier public domain, provide the floorspace for services required by the future populations, and that event noise and amenity impacts on residents can be better managed above podium level. The Department agrees with this approach and considers that limiting uses in podiums on the Metro sites to retail and commercial uses to be an appropriate mechanism to achieve an active public domain and provide strong accessibility to population-supporting services.

The Department also agrees that this limiting of residential uses to above podium level surrounding the Sydney Olympic Park Metro Station is an appropriate strategy to assist in managing amenity impacts in this location, however, should be used in concert with other design and operational strategies to manage amenity impacts.

Review of Built Form Controls across the Central Precinct

Issue

Several long-term leaseholders requested that the development controls for their sites also be reviewed and included in this proposal to maximise the opportunities associated with the new Metro station, and offset the reduction in total GFA arising from this proposal.

Response

This proposal focused on the three specific sites that form the construction site for the Sydney Metro station, to enable the delivery of this station and its operational needs within Sydney Metro's construction timeframes, while providing an integrated precinct around the future station.

SOPA advised a comprehensive review of the Master Plan has commenced, aiming to be completed in 2023. This review will provide an opportunity to consider additional development opportunities arising from the provision of a new Metro station in the Central Precinct. It is considered that this two-stage approach is an appropriate strategy to ensure both the timely delivery of the Sydney Metro West project, and provide a high-amenity integrated precinct around the Sydney Olympic Park Metro Station.

4.2 Built Form and Urban Design

Compliance with Master Plan and Apartment Design Guide Built Form Controls

Issue

Some submissions raised questions as to whether the proposed new development block arrangements would be able to facilitate buildings that were compliant with the existing General Controls in the Sydney Olympic Park Master Plan 2030 (2018 Review) and with the NSW Apartment Design Guide (the ADG). Specifically, concerns related to whether building forms would be compliant with the building depth controls contained in the Master Plan and the ADG.

Response

Section 4.6.3 Building Depth Controls of the Sydney Olympic Park Master Plan 2030 (2018 Review) establishes a maximum building depth (glass line to glass line) of 18m for all residential building floorplates, and a preferred maximum building depth of 25m for commercial buildings (without atria or light wells). The NSW Apartment Design Guide includes design criteria at Objective 4D-2 that habitable room depths are to be a maximum 2.5 times the ceiling height, and in open plan layouts, the maximum room depth is 8m.

The Department requested that SOPA provide additional analysis to demonstrate that the proposed new development blocks could deliver building forms compliant with the Master Plan 2030 and the ADG. This was provided by SOPA in its Response to Submissions report. The response assesses the proof-of-concept plans provided by Cox Architecture, which represent one of several potential schemes which could be developed on the site under the proposed controls. The proof-of-concept plans have a commercial tower with a 24m depth, and residential towers with depths of 19-20.5m.

The concept commercial tower complies with the Master Plan control. While the residential tower forms exceed the 18m (glass line to glass line) control, the exceedance is relatively minor (being 1-2.5m beyond the control), which could reasonably be corrected at detailed design stage to deliver a compliant built form. Alternately, as suggested in SOPA's Response to Submissions, the 19-20.5m floorplates shown could be kept, and include balcony space (which is excluded from the 18m depth control), which could deliver a compliant building using these floorplates.

The provided floorplates could also reasonably comply with the ADG requirements regarding apartment depths, as a 19-20.5m deep floorplate could contain two apartments with open plan living areas of a maximum 8m each on the opposite sides of the building, with an access corridor and/or a non-habitable room in between.

Given the above, the Department considers that the proposal has acceptably demonstrated that compliance is achievable.

Additionally, the Department conducted internal urban design analysis to confirm whether the proposal could reasonably achieve compliance with the requirements of the Apartment Design Guide. This analysis found that overall, such compliance was achievable, noting that each future development will be subject to site-specific design responses.

Overshadowing

Issue

Submissions raised concerns that the proposed changes to the built form, particularly the proposed building heights, would create additional overshadowing impacts on surrounding properties. Submitters were also concerned that insufficient information was provided during the public exhibition period to adequately assess overshadowing impacts of the proposal.

Response

In response to these submissions, the Department requested that SOPA provide additional analysis to demonstrate the impact of the proposed built form changes, including any additional overshadowing. As part of the Response to Submissions report, SOPA provided shadow diagrams at 9am, 12pm, and 3pm on the winter solstice (21 June) and the equinoxes (21 March and 21 September). It is noted that as the planning controls do not dictate specific building envelopes, the analysis used general building envelopes that were compliant with the planning controls, which represents one of a range of potential built form outcomes. The Department considers this an acceptable approach to take at this strategic planning stage, and notes that all future developments will be subject to site-specific design examination and assessment of overshadowing impacts.

The modelling provided also assessed the proposal's impact on the ability of Site 50 – to the south of the proposal, on the opposite side of Figtree Drive – to deliver a residential development that complies with sun access requirements. Currently the site contains a 2-storey commercial/light industrial building, however it is zoned for high-density mixed use, which could include residential towers. The modelling undertaken by Cox Architecture for SOPA's Response to Submissions tested a theoretical built form of 2 residential towers against Objective 4A-1 of the ADG, which requires that 'living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight at mid-winter'. The modelling found that one tower achieved compliance, with 70.7% of apartments meeting the requirement, while the other did not, with 61.4% compliant. The main area of difference between overshadowing on the towers is some additional overshadowing of the lower levels on the north-eastern side of the northern tower, which is considered reasonably likely to occur regardless of the changes made in this proposal. Additionally, it is noted that this is an indicative built form only, and there is significant opportunity and flexibility available on the site to deliver a built form which achieves compliance with this and other requirements of the Master Plan and ADG.

On assessment of this additional information, the Department considers that the future overshadowing potentially caused by the proposal is minimal, and will have a limited, acceptable impact. For reference, the overshadowing diagram for 12pm on 21 June (winter solstice) is provided

below at **Figure 8**, and all overshadowing diagrams and modelling are included in the urban design analysis provided as part of the Urban Design Report (**Appendix B**) and additional analysis in Attachment 1 of the response to submissions (**Appendix A**).

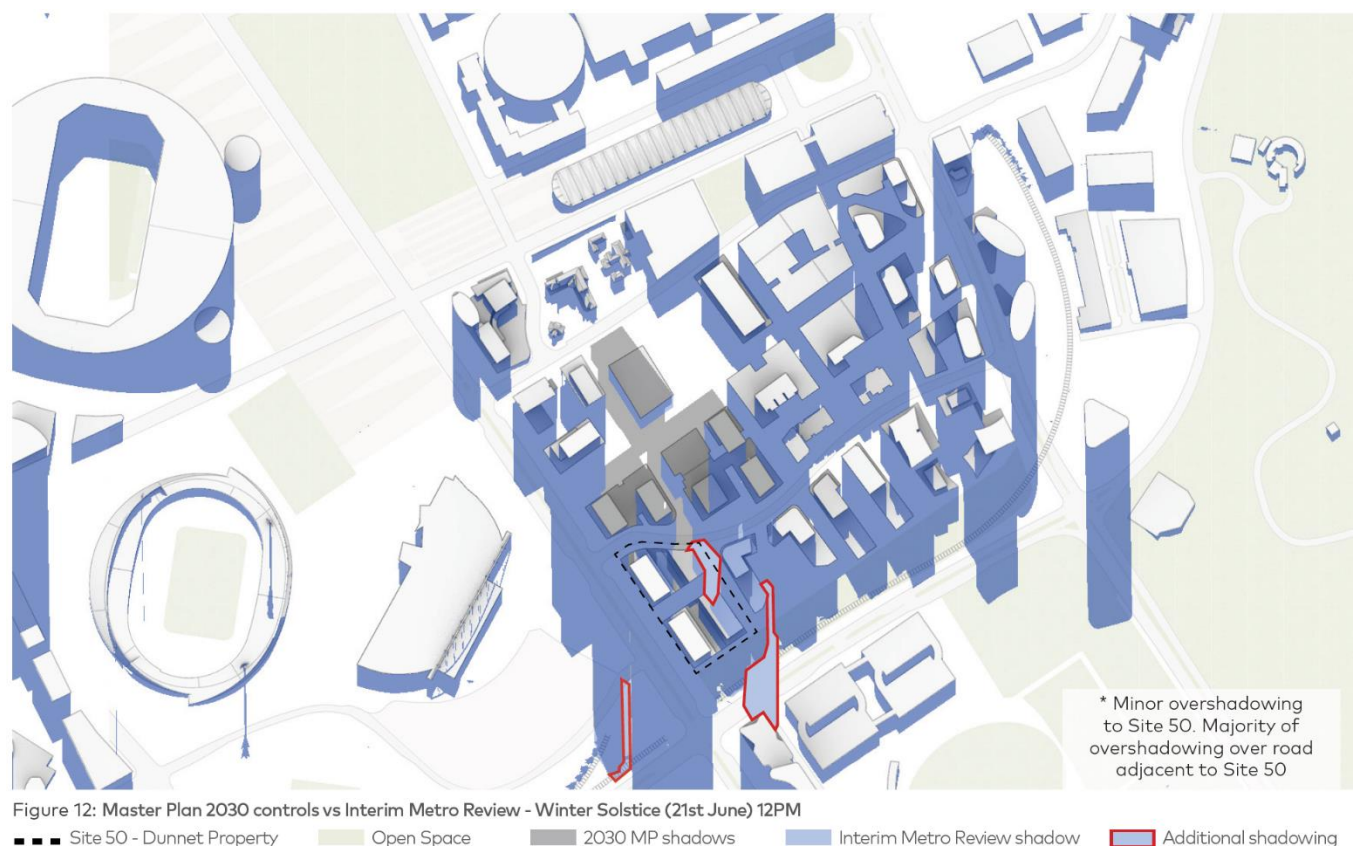


Figure 8: Overshadowing diagram for 12pm on 21 June (winter solstice), with additional areas of overshadowing caused by the proposal shown in red outline.

Source: Cox Architecture

4.3 Open Space and Social Infrastructure

Provision of Open Space

Issue

Submissions from Council and community members raised concerns about a reduction in the quantum and functionality of open space proposed in the Central Precinct and commented on their desire to see more open space provided, particularly given the increase in residential development proposed.

In a late submission (received via email) Sydney Metro raised concern in relation to the proposed publicly accessible rooftop open space on the northern station building. Specifically, that Sydney Metro are yet to finalise a reference design, determine its feasibility and tender the construction of the buildings. It was requested to remove the reference to publicly accessible rooftop open space.

Response

This proposal amended the open space that is to be provided in the Central Precinct, providing a net increase of 4,020m² of open space compared to that proposed in the Master Plan (2018 Review). The open space to be provided comprises:

- A Central Urban Park of 3,500m² (noting that this park has been reduced by 2,280m², from the 5,780m² proposed in the 2018 Review)
- A new 6,300m² public plaza, called Miluni Plaza, running from Olympic Boulevard to Central Urban Park and the Metro Station

This net increase results in a substantial improvement to the open space provision in the area. The Department considers that the proposed provision provides an appropriate quantity and style of open space that is compatible with the future high-density urban character of the Central Precinct area. The reasons for this are:

- The overall provision of 9,800m² of open space across the Central Urban Park and Miluni Plaza provides a quantum of open space in exceedance of other similar benchmark urban areas, including Green Square (8,000m²) and Central Park at Chippendale (7,500m²)
- The provision of both a grassed, green space (Central Urban Park) and an urban plaza (Miluni Plaza) provide for great flexibility and a variety of uses that will effectively serve the future populations of residents, workers, and visitors

Some submissions stated that the reduction in the size of the Central Urban Park was inappropriate, as it was reducing the area of green open space available locally to the future population of Central Precinct. These concerns are noted, however the Department considers that the additional open space in close proximity to the proposal sites, including several local parks, and a regional park (Bicentennial Park) provide the area with suitable green open space to meet the needs of future populations. Additionally, the proposed Central Urban Park is consistent with the locational desires and character intent included in *Appendix B – New Public Spaces* of the Master Plan (2018 Edition).

Additionally, embellishments of surrounding existing open spaces – namely, Cathy Freeman Park, the Abattoir Gardens, and Stock Route Park – are included in the updated Sydney Olympic Park Infrastructure Contributions Framework as part of this proposal. These embellishments will improve the flexibility of these existing spaces, which will expand their usability for the future residents, workers, and visitors to the subject sites, and the broader Sydney Olympic Park precinct.

In response to Sydney Metro's concerns about the proposed publicly accessible rooftop open space, the Response to Submissions at **Appendix A** notes this space as an aspirational design which extends landscaping in the Central Precinct to the rooftop of the northern station building. The rooftop space will provide an elevated visual connection which will bring an enhanced dimension and interest to the public space and outlook from surrounding developments. SOPA advised it will work with Sydney Metro throughout the design process to ensure that the rooftop open space is provided.

The Department notes Sydney Metro's and SOPA's comments. The proposed rooftop open space, in conjunction with the new Miluni Plaza, secure open space benefits for the Central Precinct and offset the reduction to Central Urban Park. The rooftop open space would provide a good outcome for the community, improving pedestrian access to open space. Accordingly, the Department is

supportive of the approach taken in the proposed Master Plan that the Metro station rooftop will serve as a publicly accessible open space adjacent to Central Urban Park.

Social Infrastructure

Issue

Submissions expressed the need for more social infrastructure, noting the increase in residential floor space commensurate with an increase in community centre space and that more detail is needed in terms of its location. Concern was also raised about the dual use of Miluni Plaza as a both as public open space for residents, workers, students and visitors and as an egress space for major events.

Response

In response to the amount of community centre space and details of its location, SOPA advised the following:

- the amendment maintains the requirement to provide a community facility aligned with future residential needs.
- a comprehensive review of the Master Plan is due in 2023, which will reassess community needs as part of the 2050 Master Plan. It is intended to consult further with Council on the needs of the community, including the specific locations to ensure that adequate space is incorporated into the revised Master Plan for all residents within the Sydney Olympic Park precinct, and potentially the neighbouring precincts of Carter Street and Wentworth Point, to ensure that the places and spaces are complimentary to Council's existing facilities.
- the proposed community space is anticipated to be located on Site 47a within the proposed mixed-use building on the southern side of Miluni Plaza, which extends to Central Urban Park.

The Community Facilities Strategy accompanying the amendment acknowledges the potential for up to 45-storeys in residential building height, but no change in the projected resident population number (23,500 people by 2030). It states the broader potential population changes that the Metro station precinct will deliver will be reviewed in the next comprehensive review of the Master Plan 2050 (expected in 2023). It is noted that SOPA has commenced this review in 2021.

The design intent for Miluni Plaza is to provide a comfortable and inviting environment with shade cover, multi storey planting and water elements to create an attractive public space for users expected at Sydney Olympic Park in everyday mode. The 40m wide plaza accommodates the safe egress of major event patrons. SOPA noted that major event egress is limited to a short time period at the conclusion of major events (of which there are approximately 20 per year) and that this generally occurs outside the usual residential and worker recreational times.

The Department considers the responses relating to the community centre space and use of Miluni Plaza acceptable. There will be a requirement to reassess social infrastructure needs holistically for Sydney Olympic Park during the next review of the Master Plan.

4.4 Traffic and Parking

Carparking

Issue

There were varied views expressed in submissions relating to the proposed car parking rates. Some submissions expressed the need for more residential car parking, noting a number of dwellings in Sydney Olympic Park are not accompanied with a private car park space. Additionally, concern was raised with the potential expansion of the reduced maximum parking rates across the broader Central Precinct given that the Metro is not planned to be operational until 2030.

In contrast, the City of Parramatta Council expressed that the car parking provisions should be further limited from that proposed, to help reduce private vehicle usage and increase use of public transport. Council recommended using the rates proposed in Council's Parramatta CBD Planning Proposal, which are also consistent with the parking rates used by the City of Sydney Council.

Response

SOPA noted the challenge of striking a balance between reducing car dependency and remaining commercially competitive with similar centres across Greater Sydney.

SOPA's justification for the proposed car parking rates are as follows:

- The previous adoption of car parking rates in the current Master Plan 2030 have applied similar parking rates for the T7 train station across a catchment of 400m of the existing T7 train station catchment. Following this approach, it has been deemed appropriate to apply the proposed rates across the entire Central Precinct.
- Applying the car parking rates relevant to the Central River City (Parramatta CBD) and Eastern Harbour City (Sydney CBD) are too low based upon the proposed future level of public transport access to Sydney Olympic Park. The rates proposed (based on TfNSW recommendations) are lower than the existing Master Plan 2030 rates. Additionally, they are in line with other centres of similar scale, number of centre-to-centre connections and land use functions, such as Chatswood and precincts along the upgraded sections of Parramatta Road.
- The rates are consistent with those being applied to the adjacent development in the Carter Street precinct.

TfNSW advised the recently developed car parking rates for the Carter Street Precinct and the Parramatta Road Corridor (Homebush Precinct) are largely appropriate and should be adopted for the Metro site. It was also noted the proposed car parking rates are lower than some of the surrounding precincts in Sydney Olympic Park. TfNSW are generally supportive of lower parking rates for station precincts, if applied consistently across the entire precincts within the Master Plan.

Given the above, the Department considers the proposed rates acceptable, noting the proposed Metro will significantly improve public transport options, thereby reducing the potential reliance for private vehicles. Any future reductions in parking provisions should be linked to and supported by major public transport improvements to provide practical, alternative non-car travel modes. Parking

provisions for residential development should be monitored and reviewed as development within the precinct progresses.

A review of car parking rates and potential for further reduction for the whole Sydney Olympic Park precinct will be undertaken at the next full review of the Master Plan 2050.

Traffic and Vehicle Access

Issue

Submissions identified recent traffic impacts along Figtree Drive. One submission commented that the traffic estimates should not rely on the proposed Parramatta Light Rail Stage 2 (PLR), given the project has not received funding. Assurance was also sought that vehicle access will be maintained to sites affected by the proposed shared way and streets. In particular, the need to identify how property access and businesses fronting non-trafficable streets will be serviced. Additionally, there was a suggestion for the establishment of a Travel Management Association (TMA) to centrally manage green travel planning for the precinct.

Response

In regard to recent traffic impacts along Figtree Drive, SOPA noted some of these have resulted from the establishment of the regionally significant health infrastructure facility (COVID 19 Vaccination Centre). The management of the local parking and traffic as a result of the vaccination clinic is considered an existing operational issue rather than a strategic planning element of the Interim Metro Review amendment.

Traffic estimates in the Transport Strategy (August 2021) do not rely on PLR Stage 2 and the transport planning scenarios acknowledge that PLR Stage 2 is an uncommitted project.

With regard to servicing and freight access, most streets are local or shared streets and remain trafficable. SOPA advised servicing points for each site have been nominated on local streets and lane ways, however consolidated access such as shared basements, will be encouraged to improve outcomes for pedestrians and achieve active frontages aboveground. SOPA indicated load zone allocations have not been specified for on street parking, as these will be addressed at the next stage of site design development. All streets and intersections have been designed to accommodate turning paths for service vehicles

In response to the suggestion of a TMA, SOPA noted this is a concept that has yet to gain traction as a commercially sustainable approach in the Greater Sydney context and remains the responsibility of TfNSW. The success of such an initiative requires broader application across Greater Sydney linked with parking policy and adequate levels of capacity on existing public transport services. SOPA will consider, in conjunction with TfNSW, the value of a TMA as the project progresses.

4.5 Public and Active Transport

Bus Servicing and Interchange

Issue

Submissions raised issues about the reduced bus services from surrounding suburbs to the proposed Metro station and potential traffic impacts that may be associated with the proposed bus interchange on Figtree Drive. In particular, that Figtree Drive is a narrow road and that a bus interchange would impact pedestrian safety. It was also noted that more direct bus connections between the proposed Metro station and Newington and Silverwater are needed to cater for residents, workers and visitors from surrounding suburbs.

Response

The proposed Metro station will not only serve the Central Precinct but also the suburbs surrounding Sydney Olympic Park. Therefore, bus connections are essential to transport residents, workers and visitors from the Metro station to surrounding suburbs, including Wentworth Point, Newington and Carter Street.

Various investigations have been undertaken into the most appropriate location for a bus interchange to support bus connections and to reduce the possible impacts from regular events in the precinct. Figtree Drive was determined to be the most appropriate location for a bus interchange. The new Appendix E – Interim Metro Review of the Master Plan illustrates street sections and typology plans for Figtree Drive which accommodate separate pedestrian paths, bus pull in and travel lanes with a speed limit of 30km/h. An additional 8m wide road reservation is also identified. Further, the detailed civil design for the upgrade of Figtree Drive will address and ensure safety issues, sight lines and vehicle turning paths are suitable for all road users.

The future design will also consider the increase in volumes of traffic expected with the redevelopment of the Central Precinct into a mixed-use high-density community. These considerations will be assessed in detail at the development application stage.

In regard to bus servicing between the proposed Metro station and surrounding suburbs, Sydney Metro and TfNSW will determine whether there is a need for increased services. SOPA has advised that it has been consulting with TfNSW on the future bus service strategy and requirements for infrastructure which will be scaled accordingly by TfNSW.

Walking and Cycling Connections

Issue

Submissions noted that the Transport Strategy does not include cycle routes in the street hierarchy plan, and that no adequate active transport connectivity is provided to major cycleways such as the M4 shared path or the Parramatta Valley Cycleway.

Submissions also identified the need for a tunnel or above ground travelator to connect patrons from Stadium Australia and the RAS Showground to the proposed Metro station and Olympic Park

train station. In addition, there is a need for improving the pedestrian experience between the proposed Metro station and train station.

Response

The subject amendment applies to the Central Precinct only and broader pedestrian and cycling connections will be addressed in the comprehensive Master Plan 2050 review (due in 2023).

SOPA noted the street hierarchy and speed zones allow for low-speed streets (30 km/h) which support on street cycling, rather than infrastructure intensive and higher cost segregated bike lanes. The general traffic volumes on some of the streets nominated are also unlikely to meet design guidelines for such segregated facilities.

Sydney Olympic Park has one of the most extensive off-road shared path networks and supply of dedicated cycling parking at venues in Australia and it still achieves low mode shares to cycling. Typical reasons for lower cycling mode shares to events include:

- limited number of spectators living within a cycle catchment of a regional sports and entertainment venue;
- most events occur at night (and finish late) when it is less safe or attractive to cycle;
- people typically travel in groups or as families to events with varying levels of cycling experience which provide an inconsistent journey time for a time sensitive activity; and
- spectators regularly consume alcohol during an event.

In regard to pedestrian connectivity from entertainment venues to the proposed Metro station and train station, SOPA advised given the distances and constraints, including the rail line and easements, underground tunnels are not considered appropriate at this stage for the site. Additionally, it is considered safer to provide pedestrian connections at street level where traffic is not a major consideration.

4.6 Environmental

Key environmental issues raised in submissions and responses to these issues have been summarised in **Table 2**

Table 2 Key environmental issues and responses

Issue	Summary	Response
Contamination	The NSW Environment Protection Authority (EPA) advised that as the proposal did not contain any information needed to satisfy the requirements of <i>SEPP 55 – Remediation of Land (1998)</i> , this work should be undertaken to ensure that the sites are appropriate, or can be remediated to be made appropriate, for the proposed land uses. The NSW EPA also advised that the	SOPA advised that as part of the remediation of the Sydney Olympic Park precinct in preparation for the 2000 Olympics and Paralympics, lands contaminated with uncontrolled landfilling were consolidated into discrete mounds, and the areas outside these mounds were validated. SOPA notes that the subject sites are outside these

Issue	Summary	Response
	<p>Department may want to consider involvement of an EPA-accredited Site Auditor during the contamination management process.</p> <p><i>Note that in the Department of Planning and Environment's consolidation of State Environmental Planning Policies that came into effect on 1 March 2022, the requirements and functions of SEPP 55 – Remediation of Land 1998 are now contained within the new State Environmental Planning Policy (Resilience and Hazards) 2021.</i></p>	<p>mounds, and so are 'unlikely to pose a significant contamination risk'. Regardless, detailed contamination investigations which meet the requirements of SEPP 55 (now SEPP (Resilience and Hazards)) will be included at development application stage.</p> <p>The Department considers this to be a suitable approach at this strategic stage of the planning process, and it is noted that no changes to the zoning of the land is proposed. The Department also notes that if investigations reveal any potential contamination risks, it reserves the right to require the involvement of an accredited Site Auditor in the contamination investigation and remediation process.</p>
Flooding	<p>NSW State Emergency Service (SES) noted that it was unable to provide a detailed assessment of the proposal as no flood study or floodplain risk management study was available for the subject sites and emphasised the importance of planning for flooding risks.</p>	<p>Advice from the Department's Energy and Science division (now Environmental and Heritage) state that it "<i>considers that there are no flood risk management issues at this stage of consideration of the draft masterplan, which mainly impacts building heights and floor space ratios. Necessary detailed designs of the proposed Olympic Park Metro Station are still to be finalised.</i>" The response also noted that further consideration of flood risk implications will be required at future stages of the design process.</p> <p>The Department considers that this suitably addresses flood risk at this stage in the process, and further considerations to be examined at future stages of the design and development process.</p>
Waste Management	<p>The NSW EPA suggested that the proposal and supporting controls would benefit from referencing and integrating</p>	<p>SOPA expressed an interest in integrating these strategies and circular economy principles in the</p>

Issue	Summary	Response
	<p>the principles contained in several waste management strategies, including:</p> <ul style="list-style-type: none"> • NSW Waste and Sustainable Materials Strategy 2041 (Department of Planning, Industry and Environment, June 2021), • Better Practice Guide for Resource Recovery in Residential Developments (EPA, April 2019), • Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities (EPA, December 2012), • Better Practice Guide for Public Place Recycling (NSW Department of Environment and Conservation, May 2005), and • As well as the principles and strategies to deliver a circular economy in the precinct. <p>The NSW EPA also recommended that waste management approaches should be discussed with the City of Parramatta Council to ensure the sites can be appropriately serviced by Council.</p>	<p>Master Plan and that it will explore these issues on a precinct-wide level in the upcoming Master Plan 2050 Review. SOPA has committed to future engagement with the City of Parramatta Council regarding waste servicing as the precinct develops.</p> <p>The Department considers this an appropriate response for this stage of the process. Further consideration of waste management can be completed as part of the upcoming comprehensive review of the Sydney Olympic Park Master Plan.</p>
Water Quality	<p>The NSW EPA raised the following key matters:</p> <ul style="list-style-type: none"> • It is important that any supporting development controls in relation to basement or underground car parking areas require the installation of measures to collect and manage any seepage waters that will prevent pollution of waters. • The provision of a dual-pipe service to the site that support the use of recycled water. 	<p>NSW EPA's comment regarding development controls to manage any seepage waters for basement or underground car parking is noted. Each individual proposed development will need to take into consideration basement design, including safety measures when designing the specific built form. The development application stage would require the consideration of any potential for seepage waters prior to approval.</p>

Issue	Summary	Response
	<ul style="list-style-type: none"> • How the amendment could contribute and use water from the Sydney Olympic Park's Water Reclamation and Management Scheme (WRAMS). • It is unclear if the provision of sewerage services can be provided to the site at this time and raised concerns about the environmental and public health impacts from sewage overflows. 	<p>SOPA noted it continues to encourage and support a sustainable approach to development, including integrated stormwater harvesting and wastewater management through the WRAMS. It requires all developments to have dual pipe system to assure high water management targets, noting a detailed schedule of upgrade works with associated timeframes would be pre-emptive. Future development in the Central Precinct, including the subject sites for this amendment, will be required to connect to the WRAMS system. SOPA advised it is working in coordination with Sydney Water to develop an approach to ensure the adequate supply of recycled water. All future buildings will be required to ensure suitable infrastructure is provided to allow for connection to future recycled water supply.</p>
Noise	<p>One submission expressed that the Master Plan should address the noise impacts associated from the existing train line on housing in Sydney Olympic Park. Additionally, NSW EPA raised comments relating to the issue of noise including:</p> <ul style="list-style-type: none"> • the proposal would allow residential receivers closer to existing noise generating event venues; • clarification that proposed dwellings have taken into account the noise mitigation and management measures outlined in the Acoustic Report; • noise management be included in the design excellence process; 	<p>The issue of noise associated from the existing train line is a matter of consideration for TfNSW and NSW EPA. SOPA has advised it intends to forward relevant submissions to TfNSW and NSW EPA for consideration.</p> <p>In regard to comments by NSW EPA, there are no proposed changes to land uses to any sites that allow for residential uses closer to entertainment venues. Detailed designs of all future buildings will be required at a development application stage, including an assessment of the positioning of buildings within an event and lifestyle precinct. Additionally, the development application stage would require appropriate noise mitigation measures are considered in the</p>

Issue	Summary	Response
	<ul style="list-style-type: none"> the inclusion of guidelines for managing noise in relation to the proposed Metro station; and identify measures that ensures purchasers of residential premises and tenants are aware of the mixed land uses of the area and the potential noise generating activities to be audible and potentially impinge on acoustic amenity. <p>Council expressed concern on the encroachment of additional residential GFA into the proposed commercial core, therefore requiring the need for greater noise mitigation to achieve acoustic suitability for residential development. In addition, concern for residential uses adjoining the proposed plaza, a key arterial thoroughfare for pedestrian traffic during events. It was suggested that commercial uses would be more suitable for areas subject to high noise levels and traffic volumes.</p>	<p>design of buildings, for example glazing, floor plan layout, density of awning structures and slab thicknesses.</p> <p>SOPA noted it will request the State Design Review Panel or SOPA's Design Review Panel include an independent noise expert on future panels for development on these sites.</p> <p>Consistent with NSW EPA's advice, SOPA noted it will ensure 'public positive covenants' and Section 88 certificates acknowledge potential noise impacts from the major sport and entertainment events. This ensures all new residents are made aware of the lively entertainment precinct which are they are moving into.</p> <p>The Department notes Council's concern. The Acoustic Report (August 2021) accompanying the amendment identifies the most significant event noise will emerge from the existing stadiums, and it is also acknowledged that noise will occur from event egress. The Interim Metro Review provides for suitable building envelopes and land uses. Detailed design of all future buildings will be required at a development application stage, including noise mitigation measures.</p> <p>As part of the next full review of the Master Plan, SOPA indicated it will prepare a Central Precinct Acoustic Master Plan, which can more broadly identify and consistently manage noise concerns across the precinct as residential accommodation is occupied.</p> <p>Given the above, the encroachment of residential uses further north into</p>

Issue	Summary	Response
		the indicative commercial core acceptable.
Odour	NSW EPA's submission noted the risk of potential odour impacts from the nearby Homebush Liquid Waste Treatment Plan (LWTP) to Sydney Olympic Park (including the Central Precinct) during a worst-case emission scenario. A recommendation was made that a statutory mechanism such as notifications on Planning Certificates should be sought that ensures any future residences and tenancies are made aware of any potential odour impacts.	<p>Over years, the NSW EPA has required the LWTP to implement a series of system rectifications and upgrades that have been successful in minimising odours providing a substantial improvement for the community. It is noted there are no proposed zoning changes, and the buildings are in the same location as the existing building footprints of the approved Master Plan 2030. Further, the density is being slightly reduced.</p> <p>Given the above and that residential uses have already been approved in the Master Plan, the Department considers it more appropriate that notification of potential odour impacts on planning certifications be considered as part of the next comprehensive review of the Master Plan. This ensures the holistic review of odour impacts on uses within the Sydney Olympic Park Precinct,</p>

4.6 Heritage

Aboriginal Heritage

Issue

Heritage NSW supported the Connecting with Country themes, but sought information on what Aboriginal Cultural Heritage assessment has been undertaken to inform the draft Master Plan. They also advised that upfront assessment of Aboriginal archaeological and cultural values in consultation with the Aboriginal community should be undertaken to inform the Master Plan.

Response

SOPA have clarified that the team from Bangawarra (who prepared the Connecting with Country report provided in the proposal package) included a Traditional Owner on this Country who was able to provide extensive knowledge of Country in this area.

SOPA also noted that appropriate design responses to the themes in the Connecting with Country report would be developed in consultation with Aboriginal stakeholders at the development

application stage, and that a search of the Aboriginal Heritage Information Management System database showed no Aboriginal sites or places recorded or declared in or near the subject site.

Given the information provided, the Department is supportive of the approach taken, and that consultation and open involvement of Aboriginal stakeholders will continue throughout the development process.

European Heritage

Issue

Heritage NSW noted that while there are no State Heritage items within the Central Precinct, the state significant 'State Abattoirs Heritage Conservation Area' (HCA) adjoins the proposal area. Heritage NSW expressed their support of the proposed Central Urban Park adjoining the State Abattoirs Heritage Conservation Area, and that it *"is considered to have a positive heritage outcome as it will allow for better integration between the HCA and the Central Precinct, and greater public interaction with and appreciation of the HCA."*

Response

The support of Heritage NSW of the proposed approach in relation to the adjoining state significant State Abattoirs Heritage Conservation Area is noted.

5 Post-Exhibition Amendments

Post-exhibition assessments by the Department and further design development by Sydney Metro led to additional minor changes to the Master Plan shown.

The amendments from the exhibited version were:

- **Site 47 secondary setback** – provide an exception to the 2.5m secondary setback for a 32m long section along the western edge of the tower above the underground Metro station (Building 1). In this section, the building form for the tower can extend to the development block edge, however the protrusion in to the 2.5m secondary setback can only be for building services, vertical circulation, structural support (and related purposes) for the tower. The 2.5m secondary setback continues to apply to the rest of Site 47. This change occurred as a result of design development, as the underground lift overruns and structural support for this section of the building would not be able to be accommodated with the 2.5m setback in place, due to the station box being directly below.

- **Podium heights** – The exhibited package proposed to amend the podium height to 4 storeys (16m) across all development blocks on Sites 47 and 48. This has been amended post-exhibition, with podium heights being increased from 16m to 18m, while retaining the 4-storey control. The additional height will enable trucks and other service vehicles to access basements.

Additionally, the podium height for the southern portion of Site 47 has increased further to 24m (5 storeys). This change has been made so that all station services for the Metro station can be accommodated in the podium.

- **Removal of changes to western section of Site 46** – The exhibited proposal included proposed amendments to the planning controls for the development sites on the western section of Site 46. However, the Department had concerns that the proposed controls and site constraints would mean these sites were unable to deliver a built form with appropriate levels of amenity as required by the *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65). Following discussions with the proponent, the proposed changes to this section of Site 46 have been removed from the amendment.

Therefore, the existing planning controls applicable to this section of the site have been retained. It is also noted that this issue was raised in GPT's submission (a long-term leaseholder within the precinct) regarding the impact the planning controls proposed on these sites would have on the ability for GPT to redevelop their adjoining sites to the east. The removal of this section of Site 46 from the amendment has also resolved this concern and can be addressed through the next comprehensive review of the Master Plan.

- **Size of Miluni Plaza and Central Urban Park** – The exhibited planning report identified the provision of approximately 5,400m² of public plaza space and the Place Design and Public Domain Framework identified Central Urban Park as being reconfigured to 3,000m². However, through development of the concept design, the quantities have been increased to 6,300m² for Miluni Plaza and 3,500m² for Central Urban Park.

- **Amendment to map titles and references in SEPP (Precincts — Central River City) 2021** – The names and Map Identification Numbers of all maps under *SEPP (Precincts — Central River City) 2021* relating to the Sydney Olympic Park precinct have been updated to refer to *SEPP (Precincts — Central River City) 2021* rather than *SEPP (State Significant Precincts) 2005*. Additionally, all references to the titles of maps relating to the Sydney Olympic Park precinct in the text of *SEPP (Precincts — Central River City) 2021* have been updated to the new map titles.
- **Design Excellence** - Since public exhibition, Sydney Metro have advised that they have committed to a design excellence process for all Sydney Metro West Stations. For consistency, development applications for the Metro sites (integrated with or above the Metro station) will be subject to the Sydney Metro West Design Excellence Strategy. Accordingly, this has been outlined in Appendix E in the updated Master Plan.

6 Consistency with Statutory and Strategic Frameworks

Environmental Guidelines Sydney Olympic Park 2008

Before the Minister for Planning approves any amendment to the Master Plan, the Minister is to consider whether the amendment is consistent with the *Environmental Guidelines for Sydney Olympic Park* (Environmental Guidelines), as set out in section 18 of the *Sydney Olympic Park Authority Act 2001*. As part of the comprehensive review of the Sydney Olympic Park Master Plan 2030 (2018 review), the Department undertook an assessment of the Master Plan in relation to the general commitments of the Environmental Guidelines.

The guidelines set out the commitments and objectives to prevent pollution, conserve habitat and species, reduce resource consumption and to preserve the Park's unique features and heritage. The general commitments are:

- Involving People;
- Social Capital;
- Liveable Places;
- Environment Protection;
- Development Planning & Design;
- Adaptive Management; and
- Asset Functionality.

The Department has reviewed the assessment completed in 2018 and the amendments proposed as part of the Interim Metro Review. It is considered no further assessment is required. The Interim Metro Review is in accordance with the general commitments and objectives of the Environmental Guidelines.

It is noted that an assessment of Master Plan against the Environmental Guidelines will be undertaken as part of the full review of the Sydney Olympic Park Master Plan (due in 2023).

Parklands Plan of Management 2010

Clause 18(6) of the *Sydney Olympic Park Authority Act 2001* requires the Sydney Olympic Park Master Plan to be consistent with the plan of management for the Millennium Parklands. The *Parklands Plan of Management 2010* (Parklands Plan) is the relevant plan of management for the site. The principal objective of the Parklands Plan is to provide a statutory scheme of operations as the basis for managing the Sydney Olympic Park. As part of the comprehensive review of the Master Plan in 2018, the Department determined the Master Plan (2018 review) is not inconsistent with any provisions contained in the Parklands Plan.

The Department reviewed the Interim Metro Review amendments against the Parklands Plan and considers the amendment is consistent with the Parklands Plan.

Greater Sydney Region Plan and Central City District Plan

The Greater Sydney Region Plan (Region Plan) sets the planning framework for the five districts which make up the Greater Sydney Region. It establishes a 40-year vision to 2056 for Greater Sydney to be a metropolis of three cities, enabling most people in Greater Sydney to commute to their nearest city within 30 minutes.

The Region Plan supports the Greater Parramatta and the Olympic Peninsula (GPOP) Collaboration Area, which Sydney Olympic Park forms part of, as an integral part of the vision of a metropolis of three cities. It acknowledges that Sydney Olympic Park will continue to serve as a lifestyle ‘super precinct.’

Sydney Metro West seeks to support the delivery of the ‘30-minute city’ and provide a mass transit link to connect the Central River City (Greater Parramatta) and the Eastern Harbour City (Sydney CBD).

The Interim Metro Review amendment to the Master Plan supports the future delivery of the Sydney Metro Station within the Central Precinct of Sydney Olympic Park.

The Central City District Plan (District Plan) provides a guide for implementing the Greater Sydney Region Plan at a district level and acts as a bridge between regional and local planning. The District Plan establishes planning priorities and actions to guide planning in the precinct.

The amendment is consistent with the District Plan as it:

- supports the growth of Sydney Olympic Park Strategic Centre;
- creates efficient transport connections and helps facilitate the delivery of a 30-minute city;
- promotes job growth with new transport infrastructure; and
- supports liveability outcomes through an activated public domain and open space.

Future Transport Strategy 2056

Future Transport Strategy 2056 is an overarching strategy prepared by the NSW Government to achieve a 40-year vision for the NSW transport system. The Strategy outlines a vision, strategic directions and customer outcomes, with infrastructure and services plans underpinning the delivery of these directions across the state. The Strategy works with the Region and District Plans and aims to deliver integrated solutions to transport. A focus is on the role of transport in delivering movement and place outcomes that support the character of the places and communities of the future.

The transport strategy states the TfNSW’s commitment to major infrastructure programs, with the delivery of a \$72.2 billion investment in transport projects, including Sydney Metro West, servicing the Sydney Olympic Park area. The amendment facilitates and accommodates a new Metro Station within the Central Precinct.

The transport strategy prepared by WSP (August 2021) accompanying the amendment focuses on the role of transport in delivering movement outcomes that support the community for the future.

Greater Parramatta Interim Land Use and Infrastructure Implementation Plan

The Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (LUIIP) is given statutory weight through a Ministerial section 9.1 Direction. The purpose of the LUIIP is to develop a land use framework to guide future redevelopment of the Greater Parramatta Growth Area and identify and plan for infrastructure needed to unlock its potential. The growth area is divided into twelve precincts, including the Sydney Olympic Park Lifestyle Super Precinct.

Key transport initiatives like the Parramatta Light Rail and Sydney Metro West present an opportunity to plan for jobs and housing. While the Interim Plan considers some urban renewal opportunities afforded by Parramatta Light Rail. The plan acknowledges that further opportunities provided by Sydney Metro West will be considered once planning for the underground metro railway line has further progressed.

Infrastructure Funding and Delivery

The construction of the proposed Metro station, and associated integrated station development, will require new and upgraded public infrastructure. SOPA has two key mechanisms to manage the delivery of public infrastructure including:

- Sydney Olympic Park Authority Local Infrastructure Contributions Framework (LICF), and
- Development agreements negotiated directly with proponents by SOPA.

The LICF requires developers of land in Sydney Olympic Park to be responsible for the provision, extension or augmentation of public infrastructure within Sydney Olympic Park that is required to support new development.

As part of the redevelopment of the core sites to facilitate the Sydney Metro West station and integrated station development, the public infrastructure requirements that have been identified as additional or amended from the existing Master Plan LICF schedule of works are listed in **Table 3**.

Table 3 Infrastructure Delivery and Funding

Source: Planning Report Interim Metro Review August 2021 prepared by Keylan Consulting Pty Ltd

Item	Proposed Infrastructure	Proposed Funding Mechanism/source	Staging
	New Open spaces		
1.1	Central Urban Park	Metro Voluntary Planning Agreement / supplemented by SOPA Contribution	Stage 1

Item	Proposed Infrastructure	Proposed Funding Mechanism/source	Staging
1.2	Pedestrian Plaza (Event Marshalling Area and Town Square)	Metro Voluntary Planning Agreement	Stage 1
1.3	Transit Plaza space	Station Works	Stage 1
1.4	Pedestrian promenade from Herb Elliot to Figtree Drive.	Station Works	Stage 1
	Community Facilities (total 3,500sqm GFA nominated for Site 47)		
2.1	Library	Developer Voluntary Planning Agreement / supplemented by SOPA Contribution	Stage 2
2.2	Multi-Purpose Community Facility	Developer Voluntary Planning Agreement / supplemented by SOPA Contribution	Stage 2
	New Streets		
3.1	Precinct Street A (Figtree Drive to Central Park)	Developer Voluntary Planning Agreement	Stage 2
3.2	Precinct Street B (Not including Figtree Drive to Central Linear Park)	To be negotiated	Stage 1
	Intersection and Street Upgrades		
4.1	Australia Avenue / Figtree Drive	Metro Contribution	Stage 1
4.2	Olympic Boulevard / Figtree Drive	Metro Contribution	Metro Contribution
4.3	Bus Layover Figtree Drive	Station Works	Metro Contribution