



Response to Submissions

Sydney Olympic Park Master Plan 2030 (Interim Metro Review)

April 2022

Sydney Olympic Park Authority

Level 8, 5 Olympic Boulevard Sydney Olympic Park

NSW 2127

Cover Page by Tim Throsby

DISCLAIMER

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Acknowledgement of Country

Sydney Olympic Park Authority acknowledges the Aboriginal peoples of Wann Country as the Traditional and Contemporary Custodians of the land, water and air of this place now known as Sydney Olympic Park. The Authority pays deep respect to Elders past, present and emerging and extends that respect to other Aboriginal and Torres Strait Islander peoples.

Sydney Olympic Park Authority is committed to creating a world leading precinct where Aboriginal and Torres Strait Islander peoples and cultures are visible, celebrated and valued. The Authority recognises the importance of paying respect to the world's oldest living culture and acknowledges their continued connection to the land.

Artist: Sheridan Blair
Year: 2020

Created at the SOPA Art Project in collaboration with
Murama Healing Space and Baabayn Aboriginal Corporation (2020)



Contents

1	Introduction	5
2	Proposed changes following public exhibition	6
3	Overview of submissions	8
4	Additional engagement	9
5	Response to submissions – public exhibition	10
5.1	Department of Planning and Environment	10
5.2	Public Authorities	11
5.3	Organisations	27
5.4	Sydney Olympic Park lease holders	27
5.5	Public submissions	34
6	Sydney Metro design development	39
7	Master Plan Changes	43
8	SEPP Amendments	45
9	Evaluation and Conclusion	46
Attachment 1 – Cox Architecture analysis		47

1 Introduction

This Response to Submissions (RtS) has been prepared in support of the proposed Sydney Olympic Park Master Plan 2030 (Interim Metro Review).

The Interim Metro Review details an amendment to the Sydney Olympic Park Master Plan 2030 (2018 Review) (Master Plan 2030) to address and accommodate the Sydney Metro West rail line and associated integrated station development within the Sydney Olympic Park Central Precinct.

The amendment is predominantly limited to changes to Section 5.2 of the Master Plan 2030 and comprises:

- integration of the Sydney Metro West station box into the Central Precinct
- integration of an east west pedestrian plaza from Olympic Boulevard to the Metro station
- location of a bus interchange on Figtree Drive
- refinement of the street hierarchy to integrate with the Metro station
- integration and connection of the Central Urban Park to the Abattoir Heritage Precinct
- integration of fine grain streets and through site links into the urban network
- amendments to the land use controls to better integrate the Metro station into the Central Precinct
- amendments to the building height controls and floor space ratio planning controls as necessary to optimise development feasibility

The Explanation of Intended Effects (EIE) and Planning Report, along with the supporting technical studies listed below were exhibited from 17 November 2021 to 15 December 2021.

Supporting studies:

- | | | |
|--|--|--|
| ➤ Connecting with Country | ➤ Urban Design Report | ➤ Transport Strategy |
| ➤ Acoustic Report | ➤ Design Review Report | ➤ Wind Comfort Study |
| ➤ Safety and Security Strategy | ➤ Community Facilities Strategy | ➤ Infrastructure Services Strategy |
| ➤ Place Design and Public Domain Framework | ➤ Commercial and Demand Feasibility Assessment | ➤ Retail Masterplan, Vision and Strategy |

At the conclusion of the public exhibition period, a total of 24 submissions were received. In addition, ongoing consultation with Sydney Metro has resulted in a request for two minor changes relating to a setback protrusion and increase in podium height to respond to access and logistic issues that have emerged during design development.

After consultation with Department of Planning and Environment (DPE), SOPA has decided to defer Site 46 from this Interim Metro Amendment. It will be reconsidered in the Master Plan 2050 review.

This report responds to the issues and concerns raised in the public submissions, and assesses the minor changes requested by Sydney Metro and DPE.

2 Proposed changes following public exhibition

SOPA has been able to provide commentary and justification to address all issues and concerns raised in the submissions received following public exhibition, and no changes are required resulting specifically from these submissions.

Discussions with the DPE however has resulted in SOPA deciding to defer Site 46 from this Interim Metro Amendment, to enable a full review as part of the comprehensive Master Plan 2050 review.

Sydney Metro, as a result of their detailed design progress, has also requested two minor changes to the amendment. These comprise a minor setback protrusion into the western side setback of Site 47 (identified in green on the image below) and an increase to the podium heights. To better identify and locate the requested changes, this report will use Sydney Metro's building identification numbers as per the image below.

The changes and reasons for these changes are detailed in Table 1 below.



Green Line depicts approximate location of 2.5m protrusion into western setback.

Since public exhibition, Sydney Metro have also advised they have committed to a design excellence process for all Sydney Metro West Stations. For consistency, Sydney Metro have requested development applications for the Metro sites would be subject to the Sydney Metro West Design Excellence Strategy in lieu of requirements in SOPA's Design Excellence Policy. SOPA has agreed to Sydney Metro's request for Metro Sites, excluding Site 48, and will include a new section in Appendix E of the Master Plan to reflect this.

SOPA also notes that numerous comments related to the broader Central Precinct which is beyond the three (3) specific sites of this amendment. SOPA will shortly be commencing a comprehensive review of Sydney Olympic Park in a new Master Plan 2050. SOPA will undertake early engagement with the stakeholders of the relevant submissions to ensure their comments

are integrated early in the analysis, assessment and consideration of this comprehensive Master Plan 2050 review.

Table 1 Proposed changes to Master Plan

Proposed change	Reason for change
Site 46 Deferral	<p>Site 46 in Master Plan 2030 is a consolidated site. However, due to the Metro acquisition of land, this site was divided into parcels of which a portion of site 46 was considered in this review. As a standalone site, this small portion of site 46 made it challenging to comply with measures such as the Apartment Design Guide (ADG) controls.</p> <p>Following consideration, SOPA's preference is now also to defer these sites for further review in the comprehensive Master Plan 2050.</p>
Site 47 setback protrusion	<p>As a result of design development, Sydney Metro has identified that to provide sufficient structural support and bracing for the commercial tower (Building 1), the structural walls of the overstation development need to be either aligned with the station box walls or structurally separated at a distance of 6m separation.</p> <p>Precinct Street B would not be able to accommodate a 6m separation without impacting building service access and pedestrian amenity of the street. As such, Sydney Metro's preferred approach is to structurally align the walls.</p> <p>This results in the need to protrude 2.5m into Precinct Street B setback to accommodate the lift pits, lift cores and fire stairs. The lifts cannot be located within the commercial building as the underground lift pits would not be able to be accommodated due to the station box being directly under the building.</p> <p>SOPA supports this change and the specific amendments to the Master Plan are addressed in Section 7.</p>
Podium height	<p>As a result of design development, Sydney Metro has identified the need to increase the podium heights across the three sites from 16m to 18m. This additional height is required to enable trucks and other service vehicles to access basements. The 4 storey height control would remain.</p> <p>In addition to this, the portion of the podium above the station services (Building 1) on Site 47 is required to be 24m in height. This is required to accommodate station services. A 5 storey height control would be imposed.</p> <p>SOPA supports these changes and the specific amendments to the Master Plan are addressed in Section 7.</p>

3 Overview of submissions

A total of **24 submissions** were received during the public exhibition period including:

- 6 submissions from public authorities:
 - City of Parramatta Council: whilst supportive overall of the proposed Metro station location, raised some specific concerns.
 - Department of Industry and Environment – Environment, Energy and Science Group (EES): provided general commentary on the proposal.
 - NSW Environment Protection Authority (EPA): provided general commentary and advice on the proposal.
 - NSW State Emergency Services (SES): provided general commentary relating to flood risk.
 - School Infrastructure NSW: generally supportive of the proposal and acknowledge that at completion, the Metro will promote sustainable travel.
 - Heritage NSW: supportive of the ‘Connecting with Country’ themes and sought clarification on level of Aboriginal Cultural Heritage assessment undertaken.
- 1 submission from a business organisation:
 - Business Western Sydney: supports the place making plan and outcomes of the proposal.
- 4 submissions from Sydney Olympic Park lease holders:
 - GPT: generally supports the proposal, and identified issues for clarification.
 - Mirvac: generally supports the proposal, and identified issues for clarification.
 - Fitzpatrick Investments Pty Ltd (prepared by Ethos Urban): supports the proposal and identified mapping clarification.
 - Dunnet Properties Pty Ltd (prepared by Higgins Planning): unsupportive of the proposal, submission sought clarification on specific building height and shadowing issues.
- 13 submissions from members of the public:
 - 2 Objections to the proposal.
 - 5 In support of the proposal.
 - 6 General comments.

In summary, most submissions received either supported, provided general comments or sought clarification on certain aspects of the proposal. The submissions that sought clarification on specific issues have all been addressed in detail in Section 5 of this report.

The 2 objections received from community members related to the location of the bus interchange on Figtree Drive and the proposed heights and quantum of park lands across the entire Central Precinct. These are addressed in Section 5 of this report.

4 Additional engagement

Engagement leading up to the exhibition of this Interim Metro Review, as a result of its confidential nature, was targeted to specific NSW government agencies and impacted leaseholders.

During exhibition however, the following additional engagement occurred:

- Updated webpages on both SOPA and Department of Planning and Environment (DPE) websites and inclusion on the NSW Planning Portal exhibition page.
- E-Newsletters sent to subscribers for Sydney Olympic Park precinct updates advising of the Interim Metro Amendment and where to review and provide comment.
- Project inclusion on the #mySOPEngage community engagement page on the SOPA website which included links to the NSW Planning Portal for information and submission lodgement.
- Social posts on DPE's LinkedIn and Twitter accounts inviting review and comments.
- Advertising in the Auburn Review and on the NSW Government noticeboard (Sydney Morning Herald and Daily Telegraph).
- Letters sent directly to precinct landowners advising of the Interim Metro Amendment and where to review and provide comment.
- Postcard drop (with Korean and Simplified Chinese translations) to residents and businesses in the precinct (and neighbouring areas) advising of the Interim Metro Amendment and where to review and provide comment.

5 Response to submissions – public exhibition

5.1 Department of Planning and Environment

The Department of Planning and Environment (DPE) has been engaged throughout the Interim Metro Review amendment process.

After consultation with Department of Planning and Environment (DPE), SOPA has decided to defer Site 46 from this Interim Metro Amendment (see image below). It will be reconsidered in the Master Plan 2050 review.

Site 46 in Master Plan 2030 is a consolidated site. However, due to the Metro acquisition of land, this site was divided into parcels of which a portion of Site 46 was considered in this review. As a standalone site, this small portion of Site 46 made it challenging to comply with measures such as the Apartment Design Guide (ADG) controls.

Following consideration, SOPA's preference is now also to defer these sites for further review in the comprehensive Master Plan 2050. SOPA will consider the benefits of re-amalgamating this smaller parcel with the original Site 46 built form envelopes, both with regards to gross floor area (GFA) increases and potential improved design outcomes and compliance with ADG controls.

Section 7 outlines the changes required to mapping and text to defer these sites from this amendment.



Image depicts: Metro site (including partial Site 46 now deferred).


5.2 Public Authorities

The following public authorities provided submissions:

- City of Parramatta Council (Council)
- Department of Industry and Environment – Environment, Energy and Science Group (EES)
- NSW Environment Protection Authority (EPA)
- NSW State Emergency Services (SES)
- School Infrastructure NSW (SINSW)
- Heritage NSW

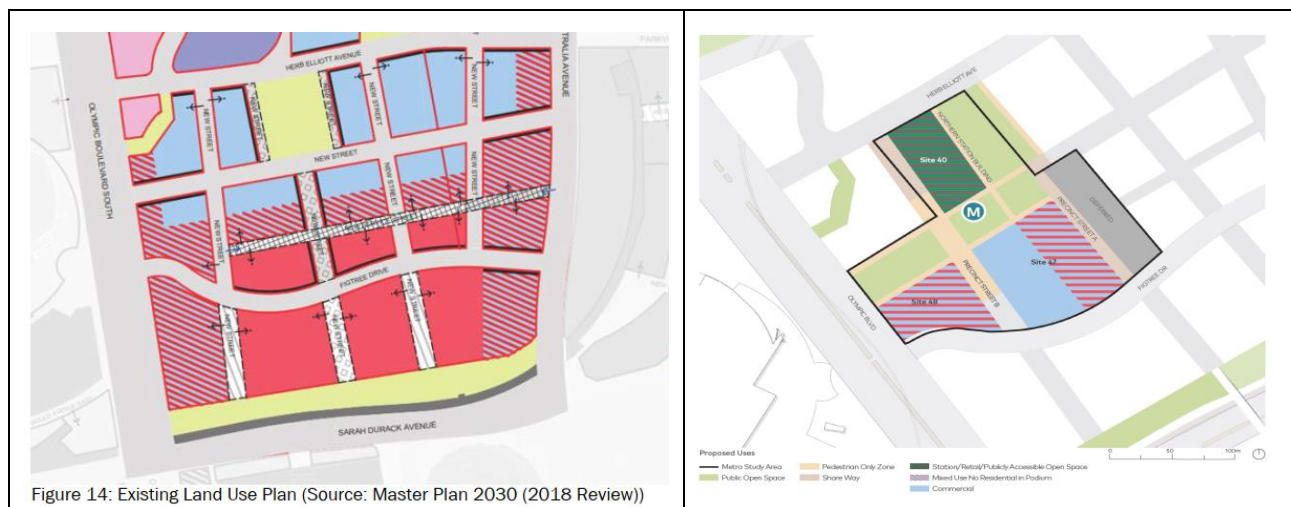
Table 5-1 Response to public authorities

Issue	Response
City of Parramatta Council	
Reduction of Green Space	<p>Council raised concern regarding the reduction in green space and its connection to the existing Abattoir Heritage Precinct.</p> <p>SOPA acknowledges that the overall size of the proposed Central Urban Park has been reduced. The combination however of the proposed Central Urban Park and Miluni Plaza, exceeds the initial size of the proposed Central Urban Park, and the new design remains consistent with the intent and character of the Central Urban Park as described in the current Master Plan 2030 (page 209) being:</p> <p style="padding-left: 40px;">“the intention for this park is to provide a pleasant, grassed open space surrounded with trees, seating and artworks as a focus for the precinct and a respite within the Town Centre. The park is to provide sunny and shady places, and opportunities for a range of activities, such as casual social interaction and casual seating for individuals and social groups”.</p> <p>Further, the current Master Plan 2030 (page 209) recognises that this park may be provided in two parts and sets out parameters for this outcome. SOPA and Sydney Metro have worked together to deliver both the Metro station requirements (necessary for the growth of Sydney Olympic Park and to improve access to major events and for future residents) and a desirable open space which is consistent with the Master Plan 2030 outcomes as follows:</p> <ul style="list-style-type: none"> ▪ predominately fronts Herb Elliot Avenue and the new North-South street.

Issue	Response
	<ul style="list-style-type: none"> ▪ maintains a maximum possible width to Herb Elliot Avenue and when including Central Park (3,500m²) and Miluni Plaza (6,300m²) equates to 9,800m² which exceed the nominated 5,780m² area in the Master Plan. The publicly accessible metro rooftop space will also compliment this open space. <i>[Note- the areas of Miluni Plaza and Central Urban Park were calculated to be 5,400sqm and 3,000sqm, respectively, in the documents submitted to DPE in August 2021. However, through development of the concept design the quantities have been reviewed to 6,300sqm for Miluni Plaza and 3,500sqm for Central Park].</i> ▪ the proposed open space has been designed to provide a distinctly different open space experience to existing spaces in proximity to the Central Precinct. This space will be for relaxed casual and informal recreation and as such has generous seating, landscaping and visual interest aspects. Spaces for more physical activity or large-scale community events will continue to be supported at the nearby Cathy Freeman and Bicentennial Parks. ▪ maintains orientation and frontage to the Abattoir Heritage Precinct, a further 8,600m² including extensive publicly accessible garden areas. Arguably this new design provides additional connections and view corridors as the Abattoir gardens will be able to be viewed from the Metro station roof top. <p>SOPA believes that the revised design comprising the combination of Central Urban Park, Miluni Plaza and the Metro station publicly accessible rooftop space provides a high quality desirable open space, improves pedestrian access and egress from major events and satisfies Sydney Metro's requirements for station design.</p> 

Issue	Response																
	<p>This design for open space with the combination of both green space and urban-style public space is more typical of the balanced composition for town centres.</p> <p>By way of comparison, the table below includes total areas of public open space areas in or near town centres. It is worth noting that the proposed Central Urban Park / Miluni Plaza are larger than any of these other urban spaces.</p> <table data-bbox="689 475 1487 970"> <tr> <th data-bbox="689 475 1205 566">Urban Space in Core</th><th data-bbox="1205 475 1487 566">Total Area Square Metres</th></tr> <tr> <td data-bbox="689 566 1205 627">Central Urban Park / Miluni Plaza SOP</td><td data-bbox="1205 566 1487 627">9,800</td></tr> <tr> <td data-bbox="689 627 1205 687">Corso Manly</td><td data-bbox="1205 627 1487 687">9,000</td></tr> <tr> <td data-bbox="689 687 1205 748">Abattoir Precinct SOP</td><td data-bbox="1205 687 1487 748">8,600</td></tr> <tr> <td data-bbox="689 748 1205 809">Green Square</td><td data-bbox="1205 748 1487 809">8,000</td></tr> <tr> <td data-bbox="689 809 1205 869">Central Park Chippendale</td><td data-bbox="1205 809 1487 869">7,500</td></tr> <tr> <td data-bbox="689 869 1205 930">Bondi Junction Mall</td><td data-bbox="1205 869 1487 930">4,500</td></tr> <tr> <td data-bbox="689 930 1205 970">Victoria Ave, Chatswood</td><td data-bbox="1205 930 1487 970">3,500</td></tr> </table> <p>The Place Design and Public Domain Framework (prepared by Hatch, Roberts Day, Turf and Civile) outlines how the Central Urban Park green space will provide a social focus for the neighbourhood, providing both opportunities for active and passive relaxation and recreation. This space will be complimented by Miluni Plaza which will not only provide a retail focal point and important egress capacity for major events, but will also provide an inviting day to day environment for residents, workers and visitors by establishing a comfortable environment with shade cover, understorey planting and water elements.</p> <p>The Metro station publicly accessible rooftop space is an aspirational design which extends landscaping in the Central Precinct to the rooftop of the northern station building, increasing available green space and creating interesting and quality multi-level connections to additional public open space experiences.</p>	Urban Space in Core	Total Area Square Metres	Central Urban Park / Miluni Plaza SOP	9,800	Corso Manly	9,000	Abattoir Precinct SOP	8,600	Green Square	8,000	Central Park Chippendale	7,500	Bondi Junction Mall	4,500	Victoria Ave, Chatswood	3,500
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Issue	Response
	<p>The combined areas of Central Urban Park and Miluni Plaza is 9,800m². This exceeds the nominated 5,780m² area in Master Plan 2030 for open space. In addition, this open space may be supported by the publicly accessible rooftop space as described above.</p> <p>The public domain framework has been carefully considered and curated to provide a legible design focusing on equity of access and choices in destination and experience. The framework prioritises people's needs and a diversity of available activities, both at grade and at a rooftop level within this central precinct.</p> <p>This framework also provides improved connection between the Abattoir Heritage Precinct and Central Urban Park. This is via the at grade shared street with the opportunity for well-integrated ground levels adjoining Herb Elliot Avenue. This element of the framework also increases the actual and perceived public domain area in Central Precinct. In addition, 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.</p> <p>Further, it is reiterated that this Interim Metro Review is restricted to the three (3) development sites directly affected by the delivery of Metro West. The comprehensive Master Plan 2050 review will further consider appropriate locations, quantum and type of green space required for future residents, workers and visitors. In this respect, SOPA will continue to work with Council to assist in providing connections to desirable spaces for not only the Sydney Olympic Park residents, but also the Carter Street and Wentworth Point residents who will also enjoy these areas.</p>
Proposed Residential Component	<p>Council is concerned with two aspects of the potential for increase in residential floor space being made available by this amendment, those being the location of residential apartments in proximity to event noise and increasing residential availability to improve development feasibility.</p> <p>This amendment does not change any land use zonings. The sites will remain zoned B4 mixed use under State Environmental Planning Policy (State Significant Precincts) 2005 (SEPP SSP).</p> <p>There is proposed to be a slight realignment on the Master Plan 2030 land use plan which identifies preferred locations for commercial and mixed use land uses, the final composition of land uses however will be determined at the development application stage, and as the sites are identified for mixed use, may or may not result in additional residential floor space.</p> <p>With regard to proximity to event noise, there has been no change to enable residential development closer to existing event venues and SOPA has consciously restricted residential uses from the podiums to protect future residents from any potential future noise impacts.</p>



As indicated in the supporting Acoustic Report (prepared by Wilkinson Murray, dated August 2021), the most significant event noise will emanate from the existing stadiums, and it is also acknowledged that noise will occur from event egress. This Interim Metro Review provides for suitable building envelopes and land uses (both vertically and horizontally). The detailed design of all future buildings will be required to consider their position within an event and lifestyle precinct and ensure appropriate mitigation measures such as glazing, floorplan design, density of awning structures and slab thicknesses are considered.

As per the recommendations in the Acoustic Report, SOPA will prepare a Central Precinct Acoustic Masterplan, as part of the Master 2050 review, which can more broadly identify and consistently manage noise concerns across the precinct as residential accommodation is occupied.


SOPA does not agree with Council's comment that residential development will compromise Sydney Olympic Park's event hosting capacity. Significantly dense developments have been approved and are currently being constructed in closer proximity to Accor Stadium, Qudos Bank Arena and Sydney Olympic Park Athletic Centre within the neighbouring Carter Street Precinct. Consistent with Council's approach, SOPA 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.


Issue	Response
	<p>More broadly, it is also emphasised that the proposed high density residential character for the Sydney Olympic Park town centre has been the approved land use in the current Master Plan 2030 and gazetted use in SEPP SSP for in excess of 5 years. This amendment fine tunes this widely agreed and approved direction for Sydney Olympic Park, which is also supported in the directions of the Central City District Plan and the Greater Sydney Region Plan.</p> <p>Regarding development feasibility, SOPA engaged Hill PDA as part of the planning due diligence to ensure that any changes to the planning controls on the proposed development sites do not make the sites unfeasible. The Hill PDA report concludes that the proposed changes do not make the sites unfeasible.</p>
Reduction in Commercial Floor Area and Retail Demand	<p>Council has raised concern with the perceived reduction of commercial floor area and demand for retail space on the three sites subject to this amendment.</p> <p>As noted previously, no change to land use zonings in SEPP SSP is proposed, so all sites will remain B4 mixed use and as such will continue to allow commercial and retail development.</p> <p>Site 40 however, which previously identified the potential for an 8 storey commercial building (9,070 m² GFA), has now been reduced to 2 storeys and identified for Station/ Retail/ Publicly Accessible Open Space (2,500m² GFA). This 6,570m² GFA reduction is the key loss to commercial land use in this amendment, however in order to deliver the Metro station and related infrastructure (eg, station services, vertical transport, ventilation etc) this is unavoidable.</p> <p>SOPA re-iterates that these changes only relate to three (3) specific sites, and that these changes are necessary to locate and construct the Metro station. The loss in commercial floor space is relatively minor across the entire Central Precinct and as identified in the Planning Report, will be redistributed to other sites either within the Central Precinct or in the adjoining Stadia Precinct under the comprehensive review.</p> <p>SOPA has based all decision making with regard to land use composition on expert analysis to ensure the development of the Town Centre and surrounds is not only commercially feasible, but also balances the site-specific event mode requirements, achieves high residential amenity and meets best practice sustainability objectives.</p> <p>Further SOPA has been investigating innovative ways to increase retail space within the Town Centre and adjoining precincts, specifically identifying where retail in particular supermarkets and associated food retailing could be positioned underground. This will be designed to accommodate the projected retail demand requirements. SOPA's intention for the Town Centre is to have activated and interesting street frontages at the ground level to create a vibrant centre.</p>

Issue	Response
Transport Strategy	<p>Council has commented that the proposed pre-loading space (40m wide Miluni plaza) may be insufficient, that private vehicle and freight access is constrained, that traffic impact estimates should not rely on Parramatta Light Rail (PLR) Stage 2 and that a Travel Management Association (TMA) be established.</p> <p>Planning for events at Sydney Olympic Park has been undertaken by Sydney Metro and Transport for NSW (TfNSW). The rail demand will be split between the Metro station and the existing T7 train station. TfNSW has yet to determine the exact future role of the existing T7 train station during events post-Metro.</p> <p>Operational modelling of event pedestrian movement and queuing has been undertaken by SOPA (WSP) and Sydney Metro. This modelling has demonstrated that there is adequate queuing space for departing event spectators in Miluni Plaza and along Olympic Boulevard without impacting the proposed alignment of PLR Stage 2 along Dawn Fraser Avenue.</p> <p>Although Council suggests that the day to day operation of the station will be immaterial as it needs to be designed for event volumes. SOPA provided the information and data (using 2019 data as background travel behaviour in a pre-covid context) to demonstrate that non-event peak demands, so use by future residents and workers, will also be catered for.</p> <p>With regard to servicing and freight access, most streets are local or shared streets so remain trafficable. 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.</p> <p>Load zone allocations have not been specified as yet for on street parking however these will be addressed at the next stage of site design development. All streets and intersections have however been designed to accommodate turning paths for service vehicles.</p> <p>Traffic estimates in the Transport Strategy (prepared by WSP, dated August 2021) do not rely on PLR Stage 2. The transport planning scenarios clearly acknowledge that PLR Stage 2 is an uncommitted project.</p> <p>The establishment of a Travel Management Association (TMA) is a concept that has yet to gain traction as a commercially sustainable approach in the 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.</p>

Issue	Response
Bus Servicing and Interchange	<p>Council has raised concern regarding the possible reduction of bus services.</p> <p>Bus services and interchange are the responsibility of Sydney Metro and TfNSW. SOPA has been, and expects to continue to be, consulted on the future bus service strategy and identified infrastructure requirements which will be scaled accordingly by TfNSW.</p>
Car Parking Provisions	<p>Council has suggested that car parking provisions should be further limited to help reduce private vehicle usage and increase use of public transport. Specifically, Council recommends using Council's CBD rates which are also consistent with the parking rates used by City of Sydney Council.</p> <p>SOPA considers that applying the car parking rates that apply 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, which were based on TfNSW recommendations for benchmarks for Greater Sydney, are lower than the existing Master Plan 2030 rates and 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. As such, SOPA maintains that the rates proposed are more suited to this location than Council's CBD rates.</p> <p>The rates are also consistent with those being applied to the adjacent development in the Carter Street precinct.</p> <p>Further, SOPA has sought to strike a balance between reducing car dependency and remaining commercially competitive with similar centres across Greater Sydney in the absence of a consistent approach to a metropolitan parking policy.</p> <p>SOPA also notes Council's comment regarding the current high provision of public parking associated with venues on site. A review of the existing parking stations on the site is not within the scope of this amendment as these parking stations are not within the Central Precinct. This issue will be explored further in the comprehensive Master Plan 2050 review.</p>
Cycling	<p>Council has raised concern that the Transport Strategy does not include cycle routes in the street hierarchy plan, and that inadequate active transport connectivity is provided to major cycleways.</p> <p>The Transport Strategy shows the cycling connections in Figure 3.8 and Figure 5.2 based on existing and future facilities. As this amendment applies to the Central Precinct only and broader connections will be addressed in the comprehensive Master Plan 2050 review.</p>

Issue	Response
	<p>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.</p> <p>Further, Council questioned whether an increase in event patrons would likely cycle to events if the cycle routes were segregated. Currently, 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:</p> <ul style="list-style-type: none"> ▪ 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 ▪ spectators regularly consume alcohol during an event
Urban Design	<p>Council seeks further details on built form designs, such as how the future buildings will meet the building depth provisions under the existing General Controls contained in Master Plan 2030 and what impact the height increase will have on shadowing of future development to the south.</p> <p>Cox Architecture were engaged to undertake further detailed analysis and testing to detail any additional effects on neighbouring sites. Cox's outcomes are summarised below, and the full analysis is at Attachment 1.</p> <p>Proof of concept plans were prepared to support the proposed amendments and examples of how possible design development of the built form could occur were developed. Typical floor plates prepared in these proof of concept plans are shown below.</p> <p>These indicate that the proposed commercial building depth of 25m complies with the existing Master Plan provisions.</p> <p>The proposed residential floor plates under the proof of concept are between 19 and 20.5m. The Master Plan provides an 18m provision (glass line to glass line) but does imply balconies can be situated outside this area. As such, despite a perceived exceedance of the provisions, the floorplates can in fact comply with the building depth provisions in the existing Master Plan (2018 review).</p>

Issue	Response
	 <p data-bbox="696 805 1070 821">Figure 10: Interim Metro Review - Tower typical floor plan</p> <p data-bbox="1585 805 1675 821">Scale: NTS</p> <p data-bbox="696 853 1590 901"> ■ Open Space ■ Indicative Building Core ■ Indicative Residential Floor Plate ■ Indicative Non-residential Floor Plate ■ Site 46 - Deferred </p> <p data-bbox="689 933 2020 1069">The proposed amendments to increase building heights is restricted to Site 47 only. Building heights at Site 47 are proposed to be increased from 20 Storeys to 45 Storeys (Table 3 in the Planning Report). The other sites subject to this amendment are not proposed to have any increased height provisions. Site 40 will actually have a reduced height, going from 8 storeys to 2 storeys.</p> <p data-bbox="689 1093 2020 1260">The purpose of this amendment is to establish appropriate and feasible building envelopes for each of the three Metro sites. Detailed designs of built form will occur at the development application stage and will need to take into consideration impacts on adjoining properties (including overshadowing) and compliance with controls not only including the General Controls in Master Plan 2030, but also in SEPP 65 and the Apartment Design Guidelines.</p> <p data-bbox="689 1284 2020 1356">Cox also prepared additional overshadowing analysis, based on the maximum building envelope. As noted by Cox, the built form used for this analysis is restricted to a single built form option as per the built form controls.</p> <p data-bbox="689 1380 1153 1412">The analysis provides a comparison of:</p>

Issue	Response
	<ul style="list-style-type: none"> ▪ the shadows cast by the Master Plan 2030 (2018 Review) that are not present in the Interim Metro Review (grey) ▪ the shadows common to both Master Plans, therefore not creating any additional impact (purple) ▪ the additional shadows as a result of the Interim Metro Review (red outline) <p>The comparative analysis illustrates that during the winter solstice, there is some additional overshadowing which predominantly falls outside Central Precinct. The additional overshadowing on Site 50 is very limited and considered to be negligible.</p>  <p>Figure 12: Master Plan 2030 controls vs Interim Metro Review - Winter Solstice (21st June) 12PM</p> <p>Full analysis included at Attachment 1.</p>
Community Facilities	<p>Council has raised concern regarding 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.</p> <p>SOPA, in consultation with Sydney Metro has undertaken extensive design consideration for this plaza. It has been designed as a space to provide a comfortable and inviting environment with shade cover, multi storey</p>

Issue	Response
	<p>planting and water elements to create an attractive and interesting public space for the many users expected at Sydney Olympic Park in every-day mode. The size and width of this space is also suitable to support the safe egress of major event patrons. These two requirements have been carefully balanced by SOPA and Sydney Metro to ensure a sustainable outcome.</p> <p>It should also be 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. As such these two uses are complementary and can be safely accommodated in Miluni Plaza.</p> <p>Council also raised concern regarding the amount of community centre space being provided and insufficient information relating to its proposed location.</p> <p>The Interim Metro Review maintains the requirement to provide a community facility aligned with future residential needs. As mentioned above, this review only relates to the three Metro sites and a comprehensive review will commence shortly, which will reassess community needs as part of the 2050 Master Plan SOPA intends to consult with Council further 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 SOP precinct, and potentially the neighbouring precincts of Carter Street and Wentworth Point, to ensure that the places and spaces are complementary to Council's existing facilities.</p>
Department of Industry and Environment – Environment, Energy and Science Group (EES)	
Threatened species and endangered ecological communities	<p>EES considers it would be unlikely that any adverse impact on any critical habitat or threatened species, population or ecological communities, or their habitats will result from this Interim Metro Review amendment.</p> <p>SOPA advises that all future development applications will need to undertake site specific ecological assessments.</p>
Flood risk	<p>EES considers that there are no flood risks management issues at this stage of consideration.</p> <p>SOPA advises that all future development applications will need to undertake site specific flood hazard assessments.</p>

Issue	Response
NSW Environment Protection Authority (EPA)	
Odour	<p>EPA raised that there has been a history of odour issues in the vicinity of Sydney Olympic Park.</p> <p>SOPA acknowledges the EPA's concern that the existing location of the Homebush Liquid Waste Treatment Plant (LWTP) has over preceding years resulted in odours impacting residents in the areas to the north of Sydney Olympic Park. SOPA is however also aware that the EPA has over many years 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.</p> <p>SOPA clarifies that the Master Plan amendments as exhibited are not a planning proposal but an amendment to three (3) existing sites within the existing approved Master Plan 2030. The zoning is not being amended, the buildings are in the same location as the existing building footprints, and the density is being slightly reduced. Given this and given the significant improvements the EPA has been able to deliver in relation to the operation of the LWTP, a notification on planning certificates in relation to potential odour impacts is not considered appropriate for sites within Sydney Olympic Park at this time.</p>
Noise	<p>EPA has raised concern that this amendment will allow residential receivers to be moved closer to existing noise generating event venues.</p> <p>SOPA notes the EPA's concern regarding moving the location of residential receivers into closer proximity to some of Sydney Olympic Park's event venues. This is however not correct and there have been no changes to land uses to any sites that allow for residential uses closer to venues.</p> <p>As discussed above, detailed design of all future buildings will still be required to consider their position within an event and lifestyle precinct and ensure appropriate noise mitigation measures such as glazing, floor plan layout, density of awning structures and slab thicknesses are considered.</p> <p>SOPA acknowledges the EPA's advice with regard to including noise management in the design excellence process. SOPA commits to this advice and will request the SDRP or SOPA's DRP include an independent noise expert on future panels for development on these sites.</p> <p>Consistent with the EPA's further advice, SOPA will also 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 they are moving into.</p>

Issue	Response
Contaminated Land Management	<p>EPA identified that the subject land is currently not regulated under the Contaminated Lands Management Act although being located in proximity to other regulated landfills.</p> <p>SOPA acknowledges the EPA's concerns relating to contamination within Sydney Olympic Park. However, while Sydney Olympic Park does have a history of uncontrolled landfilling, the site was remediated for the 2000 Olympic and Paralympic Games.</p> <p>Remediation involved the consolidation of wastes into discrete mounds (landfills) and the areas outside the mounds being validated. The remediation and validation process was relied upon by the EPA to identify areas of ongoing contamination risk and to subsequently issue the Contaminated Lands Management Act Notice (Notice Number 28040) in respect of the areas requiring ongoing management of contaminants – which includes Bicentennial Park and the Former Golf Driving Range Landfill. The area subject to this amendment is outside these regulated landfills and as such is not considered a contaminated site as it is unlikely to pose a significant contamination risk.</p> <p>Regardless, at the development application stage, detailed contamination investigations and an assessment report will be required to be lodged with any development application lodged. This report will need to satisfy all SEPP 55 requirements. If at this stage any investigations identify potential contamination risks, the requirement for a Site Auditor could be imposed by the DPE as part of any development consent on a site by site basis.</p>
Water Quality	<p>EPA provided commentary regarding the importance of understanding capacity requirements of the existing stormwater harvesting and questioned the capacity of sewerage services to the site.</p> <p>SOPA is a 6-star Green Star community and continues to encourage and support a sustainable approach to development, including integrated stormwater harvesting and wastewater management through the Water Reclamation and Management Scheme (WRAMS). SOPA already has a complete network of recycled water in the precinct which provides recycled water for building and irrigation of the public domain and parks. SOPA also requires all developments to have dual pipe system to assure high water management targets.</p> <p>SOPA reiterates that this is a Master Plan amendment, not a Planning Proposal and as such a detailed schedule of upgrade works with associated timeframes would be pre-emptive. SOPA can however confirm that future development in the Central Precinct, including these three specific sites will be required to connect to the WRAMS system. SOPA is working in coordination with Sydney Water to develop an approach to ensure the adequate supply of recycled water.</p> <p>All future buildings will be required to ensure suitable infrastructure is provided to allow for connection to future recycled water supply.</p>

Issue	Response
	<p>Additionally, all development within Sydney Olympic Park is required to comply with the stormwater quality targets as specified in the “Stormwater Management and Water Sensitive Urban Design Policy” (Policy # POL13/4). As such, each development will need to address the objectives of this policy at the development application stage.</p> <p>SOPA is also an active member of the Parramatta River Catchment Group and is working closely with the team to achieve consistent water quality targets. SOPA also has the largest number of the stormwater quality control devices amongst the neighbouring councils including 46 GPTs, drainage pit baskets, numerous water quality ponds and bio-retention systems so is established in stormwater harvesting and wastewater management.</p> <p>The EPA also noted water vision, the water vision identified as the Spirit of Water Country in the Connecting with Country report prepared by Bangawarra is a holistic concept for the entire Sydney Olympic Park. This specific aspect acknowledges and respects the importance of the mangroves – as a place where two waters and many different ecologies meet. The mangroves are located within the Parklands areas outside the Master Plan boundary. SOPA has protection, maintenance, and education programs to encourage community interest and education around the importance of mangroves, including the importance to our indigenous ancestors and the aquatic ecological process.</p>
Seepage Water in Basements	<p>EPA note that development controls in relation to basement or underground car parking areas are important.</p> <p>SOPA agrees with EPA's comment, and re-iterates this is a site-specific Master Plan amendment as opposed to a Planning Proposal or development application. As such, each individual proposed development will need to take into consideration basement design, including safety measures when designing the specific built form. It would be anticipated that DPE would require this to be address through the SEARs and further undertake an assessment of the proposed design as detailed in any future EIS prior to determination.</p>
Waste and Resource Recovery	<p>EPA has recommended that the amendment could benefit from discussion on the management of waste and delivering circular economy approaches consistent with the <i>NSW Waste and Sustainable Materials Strategy 2041</i>.</p> <p>SOPA will shortly commence the comprehensive Master Plan 2050 review. SOPA is eager to explore the issues identified by EPA regarding implementing a circular economy approach to waste and resource holistically in this review. SOPA already supports the sustainable management of waste and as the State's major event precinct is keen to ensure food and beverage retailing in particular is delivered with minimal waste to landfill.</p> <p>As per the EPA's advice, SOPA will ensure future engagement with City of Parramatta addresses the most appropriate measures to service additional waste as the precinct develops.</p>

Issue	Response
NSW State Emergency Services (SES)	
Flood and emergency response	<p>SOPA notes SES's concern that a flood study does not form part of the current documentation. The subject site however is not identified as flood prone in the existing Homebush Bay Flood Study which was prepared by Olympic Coordination Authority (OCA). The City of Parramatta in consultation with SOPA will be preparing an updated floodplain management study in the next financial year, however given the distance from the nearby waterways and the elevated position of these three subject lots, flood hazard is highly unlikely.</p> <p>The development and subsequent improved infrastructure provided by this amendment, may however provide benefit to SES during periods of emergency response. Sydney Olympic Park remains supportive of being a Mass Care Facility and will ensure SES is further engaged during the comprehensive Master Plan 2050 review to determine if any additional measures across not only the Central Precinct but within the entire Master Plan boundary can be implemented or installed to further support requirements during emergency response events.</p>
School Infrastructure NSW (SINSW)	
Support	SINSW is supportive of the proposal and acknowledges that at completion the Metro rail line will provide positive public transport and access outcomes to promote increased sustainable travel.
Heritage NSW	
Connecting with Country	Heritage NSW states it 'supports the 'Connecting with Country' themes for planning, design and construction'.
Aboriginal Cultural Heritage assessment	<p>Heritage NSW questions what level of Aboriginal Cultural Heritage Assessment has been undertaken to inform the draft Master Plan.</p> <p>SOPA engaged Bangawarra to prepare a Connecting with Country report. The Bangawarra team included a Sydney Traditional Owner on this Country who has also been a former Indigenous Education Officer at Sydney Olympic Park and was therefore able to provide on-Country knowledges going back tens of millennia.</p> <p>The Connecting with Country report established a vision and detailed principles which has resulted in four key themes to appropriately connect to country. These being:</p> <ul style="list-style-type: none"> ▪ Bulima – Connect to Country ▪ Tucoerah – Gather ▪ Walama - Adapt ▪ Madutji – Interconnectedness

Issue	Response
	<p>These principles and appropriate design responses will continue to be developed in consultation with relevant Aboriginal knowledge owners at the development application stage.</p> <p>Note, an AHIMS search has been undertaken which showed no Aboriginal sites or Aboriginal places have been recorded or declared in or near the subject site.</p>
Heritage items	Heritage NSW is supportive of the proposed location of Central Urban Park adjoining the Abattoir Heritage Conservation Area (HCA) stating “this 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”.

5.3 Organisations

The following organisations provided submissions:

- Business Western Sydney

Table 5-1 Response to organisations

Issue	Response
Business Western Sydney	
Support	The Business Western Sydney organisation supports SOPA place making plan and outcomes, in particular the potential to position Sydney Olympic Park as a more attractive destination for private sector investment. The Business Western Sydney organisation see’s the potential for increased job creation, housing and commercial outcomes while also creating a walkable neighbourhood, strong retail and transport interconnections.

5.4 Sydney Olympic Park lease holders

The following lease holders provided submissions:

- GPT
- Mirvac

- Fitzpatrick Investments Pty Ltd (prepared by Ethos Urban)
- Dunnet Properties Pty Ltd (prepared by Higgins Planning)

Table 5-2 Response to lease holders

Issue	Response
GPT	
Supports – positive moves	<p>GPT outlined the following positive aspects of the Interim Metro Review:</p> <ul style="list-style-type: none"> ▪ strong focus and attention to Connecting to Country ▪ overall direction and collaboration in the preparation of the Interim Master Plan ▪ continual improvement to built form and public domain outcomes ▪ Metro integration with the public realm and connectivity via central escalators ▪ inclusion of open space above northern station box ▪ curation of the public realm, specifically Central Urban Park ▪ grid style street network and public domain structure ▪ connection to Abattoir and Stadia Precincts
Development Outcomes	<p>GPT seeks to have a similar review of controls for sites outside this amendment.</p> <p>This Interim Metro Review focuses on three (3) specific sites and has been progressed as a priority to align with Sydney Metro's delivery timeframes. SOPA intends on commencing the comprehensive Master Plan 2050 review, pertaining to the whole of Sydney Olympic Park, following this amendment at which time further design review will be tested to ensure development opportunities are optimised while still providing for essential and desirable amenity outcomes.</p>
Height Strategy	<p>GPT suggests that future review of heights across the remaining precinct be considered and balanced acknowledging transit-oriented development (TOD) growth principles.</p> <p>SOPA has been undertaking significant built form modelling to ensure development potential can be optimised while also considering the comfort and amenity of future residents, workers and users of the precinct.</p> <p>SOPA is also keen to see growth potential realised at a sustainable level and will work closely with stakeholders during the detailed assessment and any height reviews in the Master Plan 2050 review.</p>

Issue	Response
Floor Space Ration (FSR)/ Gross Floor Area (GFA)	<p>GPT recommended consideration of amended FSR controls should be maximised across the entire Central Precinct to take into consideration the opportunities and investment created by the Metro station.</p> <p>SOPA notes that this Interim Metro Review does equate to a 6,375m² loss of GFA on these specific three sites. As discussed in the Planning Report (prepared by Keylan Consulting, dated September 2021), this loss will likely be picked up across the precinct, specifically by:</p> <ul style="list-style-type: none"> ▪ investigation of other commercial sites to strengthen commercial delivery eg, investigate potential for increase in commercial floor space Sites 46 & 41 ▪ inclusion of likely GFA of an underground supermarket within the Central Precinct ▪ review of the uplift potential and use/floor space splits across the whole precinct in the comprehensive Master Plan 2050 review commencing shortly. <p>It should also be noted that, under the Master Plan 2030 land use table, the definition of “commercial” includes retail land use. Also the definition of retail in the Master Plan includes many uses not normally included in retail such as childcare centres & professional suites, which could easily be located in the higher podium levels thereby potentially achieving less net loss of commercial GFA across the three sites. This would be subject to demonstrating feasibility in any forthcoming development applications.</p>
Central Urban Park	<p>GPT seeks clarification around the delivery of the eastern edge of Central Urban Park, specifically the land which GPT owns.</p> <p>SOPA appreciates GPT’s attention to this portion of Central Urban Park. SOPA will continue to engage and work with adjoining landowners to ensure staging of the park and adjacent sites is co-ordinated to deliver a desirable day one experience for all users.</p>
GPT & Metro Interface	<p>GPT comments that there needs to be a holistic approach to design elements taken across the broader Central Precinct so this amendment is not to insular and does not create any amenity impacts to other development sites.</p> <p>SOPA has undertaken significant modelling and testing of not only the sites subject to this specific review, but also of potential impacts to adjacent sites. SOPA is confident that there will be no development loss or amenity impact on any adjacent sites. As mentioned above, the comprehensive Master Plan 2050 review will commence shortly at which point GPT will be closely engaged to ensure appropriate outcomes are achieved.</p>
Ground plan, activation, streetscape and road network	<p>GPT questions the approach to establishing an activated ground plane, specifically relating to servicing and car park access, and raises concern with Street D bisecting Site 46.</p>

Issue	Response
	<p>SOPA's approach to delivering an activated central precinct has determined that car park access and servicing is best located on local streets and lanes to reduce the impact on traffic flow and congestion on the main streets (eg. Herb Elliott Avenue and Figtree Drive). Access points have been identified for every site on non-metro land which represents a conservative approach.</p> <p>There is a desire, as demonstrated on the Metro sites, to consolidate basement parking across multiple sites where possible to reduce the impact on active frontages. All effort will be made to reduce or eliminate car park access along the shared streets of Precinct Street A (confined to the southern end near Figtree Drive) and Precinct Street C to prioritise pedestrian and cyclist movements.</p> <p>With regard to the concern that a proposed new road will bisect GPT's Site 46, the location of a north-south street (Street D) through Site 46 is essential for the circulation of the Central Precinct and has been a feature of each version of the Master Plan. This is to ensure that the superblocks that are a legacy characteristic of the 1995 Master Plan and brought back to a more human scale. It also provides one of only two north-south vehicle connections between Herb Elliot Avenue and Figtree Drive. Also, it creates a crucial intersection with Figtree Drive and Kookaburra Lane adjacent to the Mirvac Pavilions development.</p> <p>The removal of Street D would significantly reduce the resiliency of the precinct road network by creating only one north-south local road connection being Street E.</p>
Podium Vibrancy and activation	<p>GPT considers removing residential uses from podiums is a lost opportunity.</p> <p>SOPA has carefully considered this approach in the Interim Metro Review and clarifies that this restriction is limited to the three subject sites. SOPA believes that encouraging retail and commercial uses at the ground and podium levels will create a busier and more activated streetscape in this very central location, providing for the various services required by the future residential and working population.</p> <p>In addition, given these buildings will be located within this unique event precinct, and closest to the Metro station, it is considered that potential impacts from event noise and egress will be able to be better managed above the podium levels for future residents.</p>
Carparking	<p>GPT questions the expansion of reduced parking rates across the broader Central Precinct.</p> <p>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.</p>

Issue	Response
	<p>It is acknowledged that the timing of adjusted parking rates is important to commercial take-up in the absence of a common parking approach across Greater Sydney, however it has been demonstrated that it is difficult to reduce parking supply once it has been constructed.</p>
Mirvac	
Integrated Metro West Station	<p>SOPA appreciates Mirvac's support and positive comments.</p> <p><i>"Mirvac welcomes the proposed changes to integrate the Sydney Metro West Station into the Central Precinct and the pedestrian links between Figtree Drive to Olympic Boulevard and Herb Elliot Avenue. Increased pedestrian connectivity from Figtree Drive will greatly improve residential amenity and inclusion for our residents into the broader precinct"</i></p>
Figtree Drive upgrade	<p>Mirvac has provided commentary and feedback regarding recent traffic impacts along Figtree Drive (noting some of these have resulted from the establishment of the regionally significant health infrastructure facility (COVID 19 Vaccination Centre)), pedestrian safety and the bus interchange location.</p> <p>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 Interim Metro Review amendment.</p> <p>The future design of Figtree Drive will create a more traditional street design with parking spaces at the same level as the road and associated kerb and gutter. This will improve and better formalise the on-street parking on Figtree Drive and make pedestrian crossing locations easier to navigate.</p> <p>Upgrades to the intersection of Figtree Drive and Australia Avenue have also been identified to improve access for pedestrians, cyclists and buses accessing Figtree Drive.</p> <p>The bus interchange will be established on Figtree Drive adjacent to the Metro sites between Street B and Street A. There will be pedestrian facilities associated with the bus interchange in close vicinity of the interchange near Streets A and B to ensure safe crossings at critical desire lines to the Metro station.</p>
Fitzpatrick Investments Pty Ltd (prepared by Ethos Urban)	
Site 4B open space depiction	<p>Fitzpatrick Investments note concern that numerous images in the Urban Design Report depict open space on the eastern corner of Site 4B</p>

Issue	Response
	<p>SOPA acknowledges that the Urban Design Report (Cox Architecture, dated August 2021) does include an indicative building footprint and open space on Site 4B. These are indicative and illustrative only and is not reflected in the Interim Master Plan amendment.</p> <p>It is fully expected that the design and layout of future development will be subject to detailed site and design assessment, and independent design panel review.</p>
Site 4B access	<p>Fitzpatrick Investments seek assurance that vehicular access to Site 4B will be maintained 24 hours, 7 days per week inclusive of event mode.</p> <p>SOPA advises that full access will be maintained. Access will however be managed during event mode, and this will comprise a managed check point.</p>
Interface with Miluni Plaza	<p>Fitzpatrick Investments state they 'support the proposed 'Miluni West End' Plaza to the immediate south of Site 4B. SOPA is pleased that Fitzpatrick Investments are supportive of the location and intention of Miluni Plaza and encouraged by the intention to make this an active and engaging interface.</p> <p>Sydney Metro will be the lead in the detailed design of Miluni Plaza, however SOPA will be closely engaged. SOPA commits to also engaging and involving relevant landholders during this detailed design phase.</p>
Dunnet Properties Pty Ltd (prepared by Higgins Planning)	
Inconsistent building heights and overshadowing and view loss	<p>Dunnet Properties notes the proposed changes to heights within this review deviates from previous height principles and raises concern with regard to potential overshadowing and view loss on their site located to the south.</p> <p>The introduction of a Metro station to Sydney Olympic Park affords a catalytic opportunity for Sydney Olympic Park and specifically the sites within the Central Precinct in terms of access and increased development potential. This Interim Metro Review precedes the comprehensive Master Plan 2050 review to align with Sydney Metro's construction timeframes.</p> <p>Regarding building heights and scales, only Site 47 will see increased height provisions (Table 3 in the Planning Report). Site 40 will see a height decrease. The other sites subject to this amendment are not proposed to have any increased height provisions.</p>

Issue	Response
	<p>As identified above, Cox prepared additional overshadowing analysis, based on maximum building envelopes. The comparative analysis shows that Site 50 is already highly constrained by shadowing impacts, and any additional shadowing created by this amendment is very limited and considered to be negligible.</p> <p>Further improvement to solar access may occur through:</p> <ol style="list-style-type: none"> 1. Metro will need to demonstrate in future development applications that they are not unreasonably impacting on neighbouring sites. This will be assessed by both the relevant consent authority and through referral to the relevant design review panel. 2. Options for revised built form controls will be considered in the comprehensive Master Plan 2050 where SOPA will undertake detailed review to ensure adequate flexibility is provided on Site 50 to facilitate development potential. <p>With regard to view loss, Cox also provided additional view analyses. These are included in Attachment 1 and show that the view corridors are pre-dominantly maintained under the proposed amendment. Specifically, views to Sydney CBD, North Sydney, Sydney Olympic Park Parklands to the east remain completely undisturbed. Views to the Sydney Olympic Park Aquatic Centre and Athletic Centre and beyond to the Carter Street Precinct also remain completely unchanged.</p> <p>Minimal view loss occurs to the north and north-east, however this view corridor has always been restricted. Given the overall density increases in the Town Centre, it would be unrealistic to expect unobstructed view corridors in every direction.</p>
Independent design review	<p>Dunnet properties has questioned the independence of the Design Review Panel (DRP).</p> <p>The Interim Metro Review was subject to two DRP sessions. These were held on 13 April 2021 with the follow up session on 23 September 2021.</p> <p>SOPA advises that for all SOPA DRPs, the Government Architect, or her nominee is appointed as the Chair in accordance with SOPA's Design Excellence Policy.</p> <p>For this project, in both instances the Government Architect, Abbie Galvin, was the Panel Chair. Other members of the DRP included:</p> <ul style="list-style-type: none"> ▪ Oi Choong – Landscape Architect ▪ Caroline Pidcock – Architect / Biophilic Design

Issue	Response
	<ul style="list-style-type: none"> ▪ Gareth Collins – Architect and Urban Design Sustainability ▪ Julian Bott – Sustainable Design / Engineer ▪ Robyn Thompson – Access and Inclusion <p>All of these Panel members are independent to SOPA. Staff are not included on the Panel.</p> <p>SOPA considers this to be a truly independent design review and would question the need for referral to the SDRP which would likely have the same Panel Chair and possibly the same or an overlap of the panel's members.</p>
Feasibility – precinct wide	<p>Dunnet Properties have suggested that if the justification for increasing the building heights on Sites 40, 47 and 48 is to support new infrastructure investment on these locations are valid, then the same justification could also be expanded across the entire Central Precinct.</p> <p>SOPA reiterates that the proposed amendments to increase building heights is restricted to Site 47 only. Building heights at Site 47 are proposed to be increased from 20 Storeys to 45 Storeys (Table 3 in the Planning Report). The other sites subject to this amendment are not proposed to have any increased height provisions. Site 40 will have a reduction in height, going from 8 storeys to 2 storeys.</p> <p>As mentioned above, SOPA will shortly commence the comprehensive Master Plan 2050 review. During this review, any appropriate height amendments across the entire precinct will be considered.</p>

5.5 Public submissions

The following submissions were provided from members of the public:

Table 5-3 Response to public submissions

Submission #	Issue/ Question	Response
1	Support	None required
2	Support	None required
3	Support	None required

Submission #	Issue/ Question	Response
4	General Comments Bus Interchange – is Figtree Drive an appropriate location?	<p>The new Metro station will not only serve the Central Precinct but also the suburbs surrounding Sydney Olympic Park including Wentworth Point, Newington and Carter Street. Feeder buses therefore are essential to transport residents in these surrounding developments to the Metro station. Various investigations have been undertaken into the most appropriate location for a bus interchange to support this function, serve local residents, workers and visitors to the expanded town centre and also not be impacted by regular events in the precinct.</p> <p>It has been determined that Figtree Drive is the most appropriate location to meet all of these requirements. 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.</p>
5	General Comments T7 Line – will it be made redundant?	<p>The future role of the T7 train line has yet to be determined by TfNSW. The rail congestion relief that the Sydney Metro West will provide the T1 Western Line through Lidcombe will be a direct benefit of the Metro project. This will mean that the link between Lidcombe and Olympic Park station will remain important as residents, workers and visitors will now have access to more seats on trains through Lidcombe.</p> <p>Additionally, the T7 train line provides access from a broader train line catchment so will remain valuable to the precinct to provide broader public transport options.</p>
6	General Comments T7 Line – existing train noise concerns.	<p>The issue of rail noise of existing infrastructure impacting on development lies with the operator, being TfNSW and the NSW EPA.</p> <p>SOPA, as a result of this consultation, will be contacting TfNSW and forwarding the relevant submissions to ensure they are made aware of this noise concern.</p>
7	Support T7 Line – direct train line required. Education site – location and access comments.	<p>This amendment does not relate to modifications to the existing rail alignment.</p> <p>This amendment does not relate to any future education sites.</p>

Submission #	Issue/ Question	Response
	<p>Light Rail – alignment and interchange location suggestions.</p> <p>Retail – increase in variety required.</p> <p>Stadiums – need to transform abandoned stadiums.</p>	<p>Parramatta Light Rail (PLR) Stage 2 is in the planning and development stage and the project is being led by TfNSW. While consideration of the PLR Stage 2 proposed alignment has been undertaken, this amendment specifically relates to the land use amendments associated with delivery of the Metro station.</p> <p>Master Plan 2030 sets out a plan to revitalise Sydney Olympic Park with a vibrant new town centre, including a shopping precinct. Delivery of the Metro line will likely bring forward this investment and as such a variety of new retail offerings.</p> <p>Sydney Olympic Park is NSW's major event precinct and accommodates the state's premier event, Accor Stadium. It is anticipated that the Metro, which will significantly improve access, will attract more events and as such additional users to Sydney Olympic Park. Additionally, SOPA is currently planning increased recreational uses in and around the Stadia Precinct to support the increasing event and residential nature of Sydney Olympic Park.</p>
8	<p>Support</p> <p>Education site – location.</p> <p>T7 Line – direct train line required.</p>	<p>This amendment does not relate to any future education sites.</p> <p>This amendment does not relate to modifications to the existing rail alignment.</p>
9	<p>General Comments</p> <p>T7 Line – existing train noise concerns.</p>	<p>The issue of rail noise of existing infrastructure impacting on development lies with the operator, being TfNSW and the NSW EPA.</p> <p>SOPA, as a result of this consultation, will be contacting TfNSW and forwarding the relevant submissions to ensure they are made aware of this noise concern.</p>
10	<p>Object</p> <p>Bus Interchange – location is not suitable along Figtree Drive.</p>	<p>The new Metro station will not only serve the Central Precinct but also the suburbs surrounding Sydney Olympic Park including Wentworth Point, Newington and Carter Street. Feeder buses therefore are essential to transport residents in these surrounding developments to the Metro station. Various investigations have been undertaken into the most appropriate location for a bus interchange to support this function, serve local residents, workers and visitors to the expanded town centre and also not be impacted by regular events in the precinct.</p>

Submission #	Issue/ Question	Response
		It has been determined that Figtree Drive is the most appropriate location to meet all of these requirements. 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.
11	Support	None required
13	<p>General Comments</p> <p>Connection – need underground tunnels and/ or aboveground travelators .</p> <p>Connection – connection links between Metro and T7 line.</p> <p>Bus Stop Locations – where are the proposed to be located</p> <p>Parking rates – more parking needed for residential.</p>	<p>This proposal does not include underground tunnels or aboveground travelators to connect the Metro, T7 train station, Accor Stadium and the RAS site. Given the distances and constraints (rail line, easements etc), underground tunnels are not considered appropriate at this stage for the site. Further review of site wide connections will occur in the comprehensive Master Plan 2050 Review commencing early in 2022.</p> <p>This proposal will however create improved connections to not only Accor Stadium, but other Sydney Olympic Park venues as such reducing and easing pedestrian travel distances. It is generally considered safer to provide pedestrian connections at street level where traffic is not a major consideration.</p> <p>This amendment specifically relates to the built form surrounding the Metro station. The broader comprehensive Master Plan 2050 Review will address connections between transport nodes and specifically providing strong visual connections and enjoyable pedestrian experiences.</p> <p>The bus interchange will be established on Figtree Drive adjacent to the Metro sites between Street B and Street A. The next stop will be at the existing bus stops in Australia Avenue. There will be pedestrian facilities associated with the bus interchange in the vicinity of the bus interchange near Streets A and B. Crossing facilities at the intersection of Figtree Drive and Australia Avenue will also be maintained.</p> <p>An upgrade of Figtree Drive will also occur in order to adequately service buses. The detailed civil design for the upgrade of Figtree Drive will consider all sight lines and vehicle turning paths to meet Australian Standards and TfNSW road design guidance and consider all road users.</p> <p>The rates proposed (developed in conjunction with TfNSW) are in line with other centres of similar scale, number of centre to centre connections and their land use function such as Chatswood and precincts on an upgraded Parramatta Road.</p>

Submission #	Issue/ Question	Response
	<p>Supermarket – need for a supermarket.</p> <p>Library and Community Spaces – to include local history section.</p>	<p>The introduction of the Metro will significantly improve public transport options thereby reducing the reliance and need for private vehicles.</p> <p>IGA recently opened at the ground level of the Pavillions Development. Further development of the Central Precinct will include various retail offers including another supermarket.</p> <p>The proposed community space anticipated to be located on Site 47a and envisaged to include a library. SOPA would support and encourage a local history section in the future library.</p>
20	<p>Objects</p> <p>Building heights – all heights should be limited to 8 storeys.</p> <p>Park Lands – more parklands required with low rise buildings.</p> <p>Sustainability and Densities – lower densities will be more sustainable and enhance property values.</p>	<p>The proposed high density residential character for the Sydney Olympic Park Town Centre has been the approved land use in the current Master Plan 2030 and gazetted use in SEPP SSP for in excess of 5 years. This Interim Metro Amendment fine tunes this widely agreed and approved direction for Sydney Olympic Park, which is also supported in the directions of the Central City District Plan and the Greater Sydney Region Plan.</p> <p>The Interim Metro Review provides Central Urban Park, Miluni Plaza and the rooftop green space to support the Central Precinct. The comprehensive Master Plan 2050 review will further review the locations and quantum of other green space/ park areas in the Central Precinct to support the resident and worker populations. SOPA notes more broadly that Sydney Olympic Park holds a significant portion of regional open space which is also readily available to Sydney Olympic Park residents.</p> <p>Sydney Olympic Park achieved a 6 Star Green Star rating in 2019. All future development is required to also achieve the nominated Green Star rating for its specific land use. The increased densities within Sydney Olympic Park, as mentioned above, respond to infrastructure investment and strategic government direction to accommodate a growing population.</p>

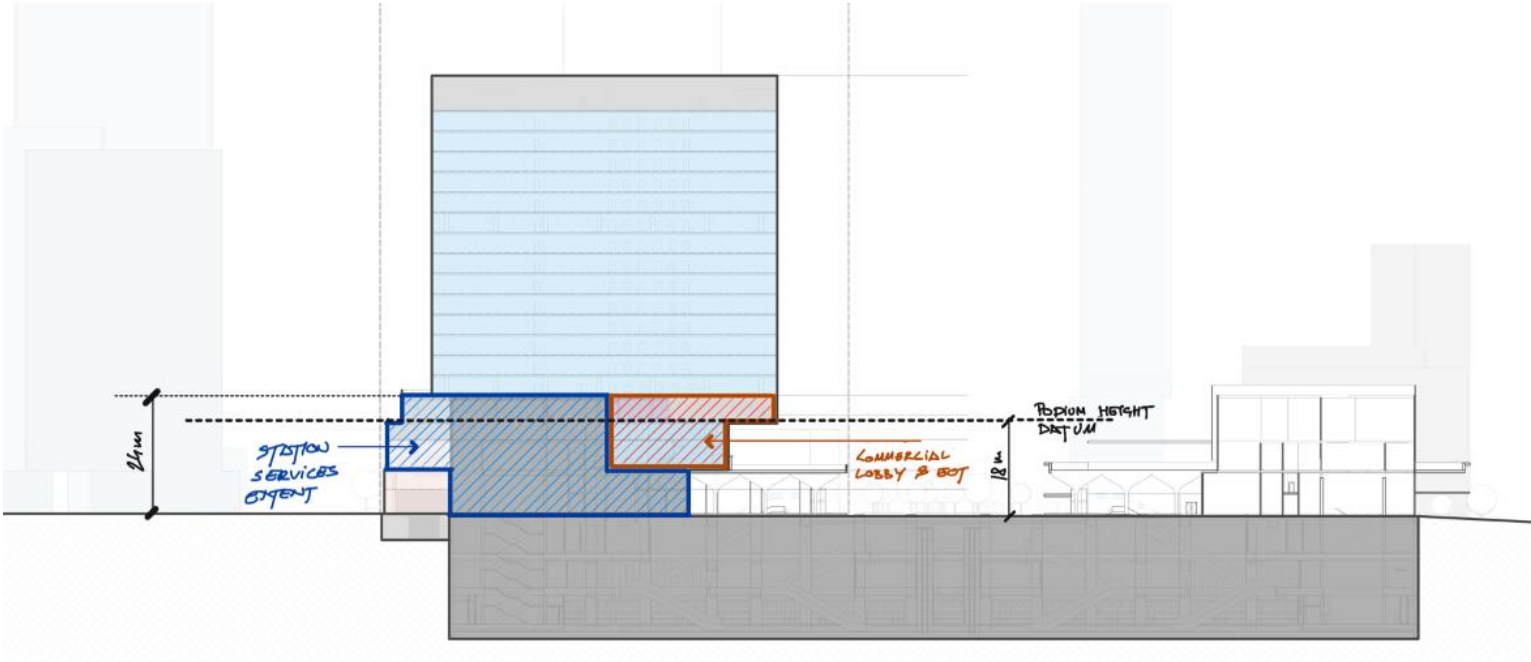
6 Sydney Metro design development

Sydney Metro and SOPA have an ongoing commitment to consultation and engagement regarding the Interim Metro Review. SOPA understands that Sydney Metro has been proceeding to detailed design and had anticipated minor changes as the plans progressed.

Sydney Metro has now identified two minor changes required to deliver the commercial tower on the western portion of Site 47 and to accommodate servicing of buildings. These changes comprise a change to the setback provision along the western portion of Site 47 and an increase in the podium heights.

Issue	Response
Site 47 setback protrusion	<p>Sydney Metro has requested that a 2.5m building protrusion be allowed along the western side setback of Site 47 (see image on Page 6). The need for this change to the setback is to provide sufficient structural support and bracing for the commercial tower. Sydney Metro advised that the structural walls need to be either aligned with the station box walls or structurally separated at a distance of 6m separation.</p> <p>Sydney Metro determined the more appropriate approach would be to align the structural walls and restrict the additional built form to the lifts, lift overruns and fire stairs for the over station development (OSD). The lift pits and lift cores for the OSD remain unable to be accommodated in the general floor space as the overruns cannot be positioned below ground level due to the location of the station box.</p> <p>This 2.5m protrusion into the western setback would extend 32m along the Precinct B Street building elevation. Sydney Metro initially requested an additional 12m extending further to the south to include building services (toilets), however SOPA was unsupportive of this as these services can be accommodated within the building footprint.</p> <p>This 2.5m protrusion into the setback will have some impact on access and pedestrian movement along Precinct Street B and to the western portion of the mid block connection. SOPA has considered the unique technical requirements needed to build the underground station, the value the station will bring to the precinct and the surrounding proposed pedestrian network and determined that this protrusion into Precinct Street B is acceptable. Precinct Street B will be enhanced as a service/ access way to predominantly service the metro station and over station development, with safe pedestrian thoroughfare being maintained. North-south pedestrian connections will be maintained at Precinct Street A, or along Olympic Boulevard.</p> <p>SOPA has considered this requested change and accepts that Sydney Metro has encountered challenges in locating the lift pits and lift cores.</p> <p>SOPA notes that Precinct Street B is predominantly envisaged to be used as a service lane, with the primary pedestrian access being the through site link from the Metro station and bus interchange and along Precinct Street A.</p>

Issue	Response
	<p>Further, SOPA has been advised that this minor change will not impact on solar design and that Sydney Metro will ensure a positive architectural design outcome on this façade.</p> <p>SOPA is confident that during future design review processes, suitable façade treatments can be implemented to ensure a positive amenity outcome and final designs can be achieved without impact on solar access to neighbouring sites.</p> <p>As such, SOPA accepts this request for a 2.5m protrusion, for a length of 32m along the western side of Site 47.</p>
Podium heights	<p>Sydney Metro has requested that the podium heights be increased across the three sites from 16m to 18m. The reason for this increase is to provide adequate height to allow trucks and other service vehicles to access basements. A 4 storey height control would remain.</p> <p>In addition to this, Sydney Metro have identified the need for the portion of the podium above the station services on Site 47 (Building 1) to have a further increased height to 24m to accommodate the station services. It is proposed to allow the 24m podium height limit for this portion of the station services, with a corresponding 5 storey height control.</p> <p>SOPA has considered these issues and taken a common-sense approach to this request. It is considered increasing the heights by 2m while maintaining the 4 storey limit will result in a negligible visual or amenity impact across these three sites. SOPA also appreciates the need for significant underground basement access and as such SOPA is supportive of this request.</p> <p>Further, SOPA has taken into account the benefit of having the station services contained fully within the podium levels on Site 47 (Building 1) to allow the tower footprint to be fully available for commercial tenants. SOPA has also considered the visual impact of this requested increase and given the natural level differences have determined that any visual impact would likely be negligible.</p> <p>Further, the proposed change occurs on the southern portion of the site so as not impacting the connection with Miluni Plaza and although being greater in height, will remain restricted to 4 levels (see image below - section is through the station box and station services looking west).</p>

Issue	Response
	 <p>SOPA considers this request reasonable as there is benefit in keeping the station plant within the podium levels to make the entire commercial floor plate available and given the nature ground level changes, this difference height increase when maintain the same number of levels (4) is likely to have a negligible visual impact.</p>

7 Master Plan Changes

Changes required following exhibition are detailed below:

Urban Design Report

Update report

Urban Design report will be updated to reflect the following:

- Deferral of Sites 46 from the Sydney Olympic Park Master Plan 2030 (Interim Metro Review) requiring amendments to mapping through-out report.
- Block Structure – remove mid block connection between Precinct B and the mid block north-south connection.
- Setbacks – update to reflect additional 2.5m protrusion on western elevation of Building 1.
- Street Wall and Podium Heights – update to reflect 18m podium height limit (4 storeys) and 24m (5 storeys) for the station services portion of Building 1 podium.
- Floor Space Ratios and Yields – section to be updated to reflect Site 46 being deferred. Table and plan on page 27 to be updated as below:

Site	Site Area	Non-residential GFA	Residential GFA	Total GFA	FSR (n:1)
40	9,070	2,500	0	2,500	0.3
47	11,428	32,860	47,336	80,196	7
48	8,447	10,219	45,201	55,420	6.6
Total	28,945	45,609	92537	138,116	4.8

- Built Form – aerial views to be updated to remove Site 46 from images.

Master Plan 2030 (Interim Metro Review) - Section 5

Figure 5.5 Central Precinct Site Boundaries Plan

Updated to remove inclusion of sites '46E' and '46F'.

Figure 5.6 Central Precinct Site Floor Space Ratios Plan

Updated to reflect deferral of Site 46. FSR will revert back to 3.6:1 and be reassessed during the comprehensive Master Plan 2050 review.

Figure 5.7 Central Precinct Land Uses Plan

No change required

Figure 5.8 Central Precinct Building Heights Plan

No change required

Figure 5.9 Central Precinct Building Zones and Setbacks Plan

Updated to depict amended setback along the western side of Site 47. Compromises 32 meters allowing a 10.5m setback.
Updated to revert back to 2.5m setback for Site 46C
Updated to remove 3m setback dividing Site 46

Master Plan 2030 (Interim Metro Review) - Appendix E

1.3.8 Pedestrian Laneways

Update to remove western portion of Site 47 Pedestrian Laneway

1.4.1 Master Plan Site Boundaries	Update to remove reference to Sites '46E' and "46F'
1.4.2 Public Domain	Update to remove reference to Sites '46E' and "46F'
1.4.3 Street Widths	Update to remove reference to Sites '46E' and "46F'
1.5 Public Domain Master Plan (Technical)	Update to remove reference to Sites '46E' and "46F' and Basement Entry Locations
Part 2: Built Form Controls, General Controls and Guidelines	Add new Section 2.1 Design Excellence - to detail design excellence process for the Metro sites.
2.3.1 Floor Space Ration	Update to remove reference to Site 46 FSR (FSR will revert to current FSR under existing Master Plan being 3.6:1)
2.3.4 Build to Line	Update to remove reference to Site 46
2.3.5 Setbacks	Update to depict amended setback along the western side of Site 47. Compromises 32 meters allowing a 10.5m setback. Update to remove reference to Site 46
2.3.6 Block Structure	Update to remove reference to Sites '46E' and "46F'
2.3.8 Street Wall and Podium Heights	Updated to depict an 18m high street wall podium across the subject sites. In addition, depicts the 24m high street wall podium on Site 47a and subsequent 5 storey limit. Update to remove reference to Site 46
2.3.9 Active Frontages	Update to remove reference to Site 46

8 SEPP Amendments

Changes required following exhibition are detailed below:

Explanation of Intended Effects	
Amendments to Floor Space Ratio Map	Amend as per below: <ul style="list-style-type: none">• Site 47 – Increase the FSR to Part 7:1
Figure 6: Proposed SSP SEPP Floor Space Ration Map	Update to remove Z1A reference on map. Z1A purple colour to be amended to W2 colour.

9 Evaluation and Conclusion

This report has considered the matters raised in submissions received in response to the public exhibition of Sydney Olympic Park Master Plan 2030 (Interim Metro Review) and Sydney Metro's requirements resulting from their detailed design work.

Submissions were received from public authorities, community organisations, lease holders and the general public. Most submissions either supported the proposal or sought specific clarifications. All clarifications have been addressed in detail in Section 5 of this report.

Sydney Metro requested two minor changes to enable the delivery of the commercial building on Site 47 and to accommodate service requirements. These two changes have been addressed in Section 6 and SOPA considered they are minor in nature and will not create any unacceptable amenity impacts and therefore supports the changes.

After consultation with DPE, SOPA has decided to defer Site 46 from this Interim Metro Amendment. It will be reconsidered in the comprehensive Master Plan 2050 review.

The proposed amendment is therefore considered to warrant approval for the following reasons:

- Information and justification has been provided to address all comments received during exhibition of the proposal.
- The proposed amendment will result in better land use outcomes for the integration of the new Metro station into the Central Precinct.
- The proposed amendment responds to the significant, catalytic opportunity afforded by the Sydney Metro West, specifically:
 - enhancing levels of accessibility and amenity to Sydney Olympic Park and the parklands,
 - informing location and configuration of the Sydney Olympic Park Metro Station, and
 - delivering the precinct-specific transport integration and operation outcomes, in conjunction with the Metro station that Sydney Olympic Park requires.

Based on the responses to submissions in this report, in addition to the material provided in the original Planning Report and supporting documentation, DPE has now been provided with sufficient information and documentation to progress the approval of this Master Plan amendment.

Attachment 1 – Cox Architecture analysis

Sydney Olympic Park Response to Submissions

April 2022



COX

Response to Submissions

Views

In their submission to the exhibition of the Interim Metro Review Dunnet Properties Pty Ltd raised concerns regarding loss of views compared to the potential development outcomes within the Master Plan 2030. Additional view analysis to significant landmark structures and views was requested and is included in the following pages.

The Interim Metro Review explores a potential revision to the Central Precinct that responds to the significant, catalytic opportunity afforded by Sydney Metro West and the enhanced levels of accessibility and amenity that it provides.

The views assessed on the following pages compare the potential built form and view impacts between the Master Plan 2030 and the Interim Metro Review and Site 50 (Figure 1) owned by Dunnet Properties Pty Ltd.

A qualification for the view analysis is that the indicated built form represents just one of many permutations of how the surrounding sites and Site 50 may be developed under the controls within the Master Plan 2030 and the Interim Metro Review as both Reviews prescribe only land use, zoning, height of building, primary and secondary setback controls, rather than defined building envelopes.

Massing of the Central Precinct and surrounding context has been completed to model views to the east, north, north-east and west of Site 50 in order to analyse the impacts on those views.

The views in the following pages are modelled from approximately 30-32 storeys above the ground within Site 50. This view point has been selected as it provides a mid-point to evaluate impacts on the views from Site 50 to the surrounds.

Figures 2, 4, 6 and 8 presents a potential built form that is permissible under the controls of the currently approved Master Plan 2030, which was developed prior to the announcement of Sydney Metro at Sydney Olympic Park. Of particular relevance to the view analysis, the maximum heights proposed under the Master Plan 2030 are 45 storey on Site 48, 8 storeys on Site 40 and 20 storeys on Site 47.

Figures 3, 5, 7 and 9 represents the potential built form permissible under the Interim Metro Review. This Master Plan amendment recognised the importance of Metro as a significant landmark in the Central Precinct skyline and the role it would play as the central heart of activation. For these

reasons the Interim Metro Review proposed a number of amendments to the maximum building heights across the Metro Sites. Site 40 was decreased to a 2 storey maximum, Site 48 retained a 45 storey height limit and Site 47 was reviewed and increased to a 45 storey height limit.

The submission made by Dunnet Properties highlights that any additional view analysis must demonstrate that the proposed changes do not result in any unreasonable view loss of iconic landscape.

The following Figures 3, 5, 7 and 9 demonstrates that a significant majority of views to iconic landscapes are not impacted by the Interim Metro Review.

Significant views to the Pacific Ocean and Chatswood, St Leonards, North Sydney, Sydney CBD, Parramatta River, Bicentennial Park to the east, all views to the south, and views to Sydney Olympic Park Aquatic Centre and Athletic Centre, Parramatta CBD and the Blue Mountains to the west are not impacted.

Views to the north and north east are impacted with district scale views to parts of the Parramatta River, Haslams Creek, Newington Nature Reserve and the Royal Agricultural Showgrounds being moderately obstructed when compared to the potential built form permissible under Master Plan 2030. Overall, the analysis demonstrates that approximately 320 degrees of views from Site 50 are not impacted under the Interim Metro Review and significant views to the Olympic venues, and the Sydney CBD are also retained.

The following built forms presented in the views convey maximum building envelopes. As the Metro Sites are subject to Design Excellence Requirements, there is an opportunity for additional view loss mitigation through the design process.

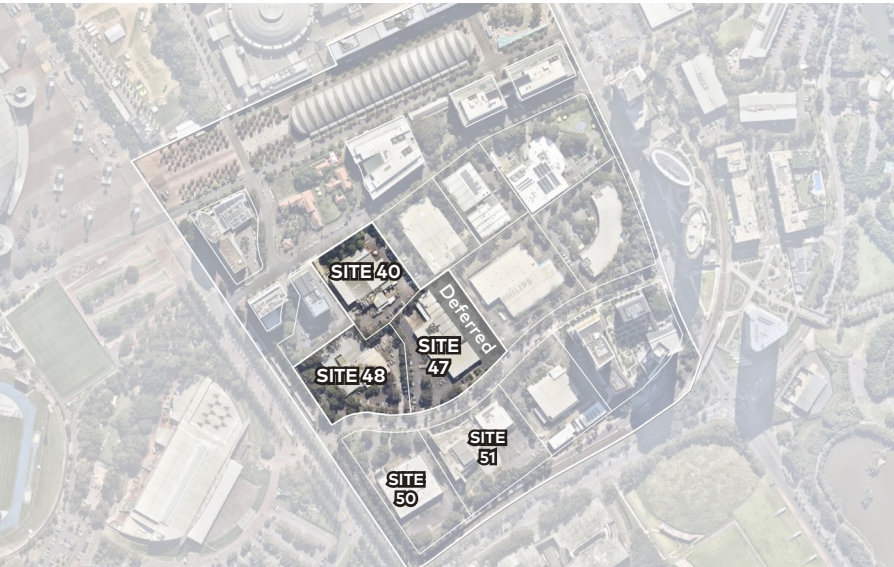


Figure 1: SOP Master Plan Site Reference



Figure 2: Master Plan 2030 views from Site 50 to the east

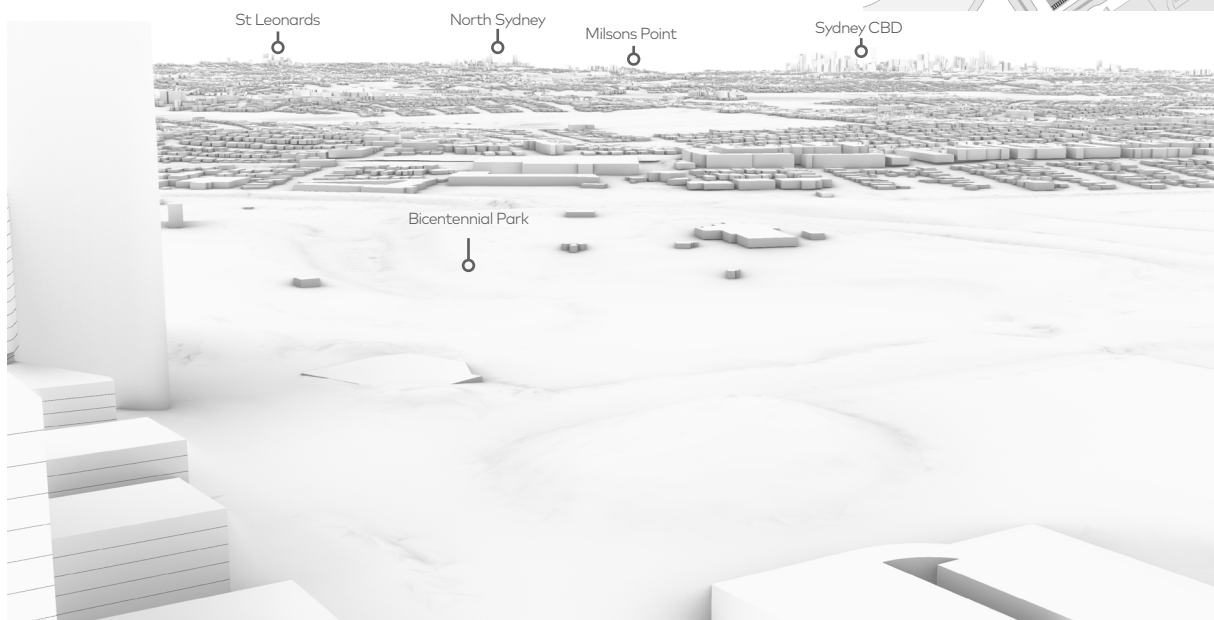


Figure 3: Interim Metro Review views from Site 50 to the east

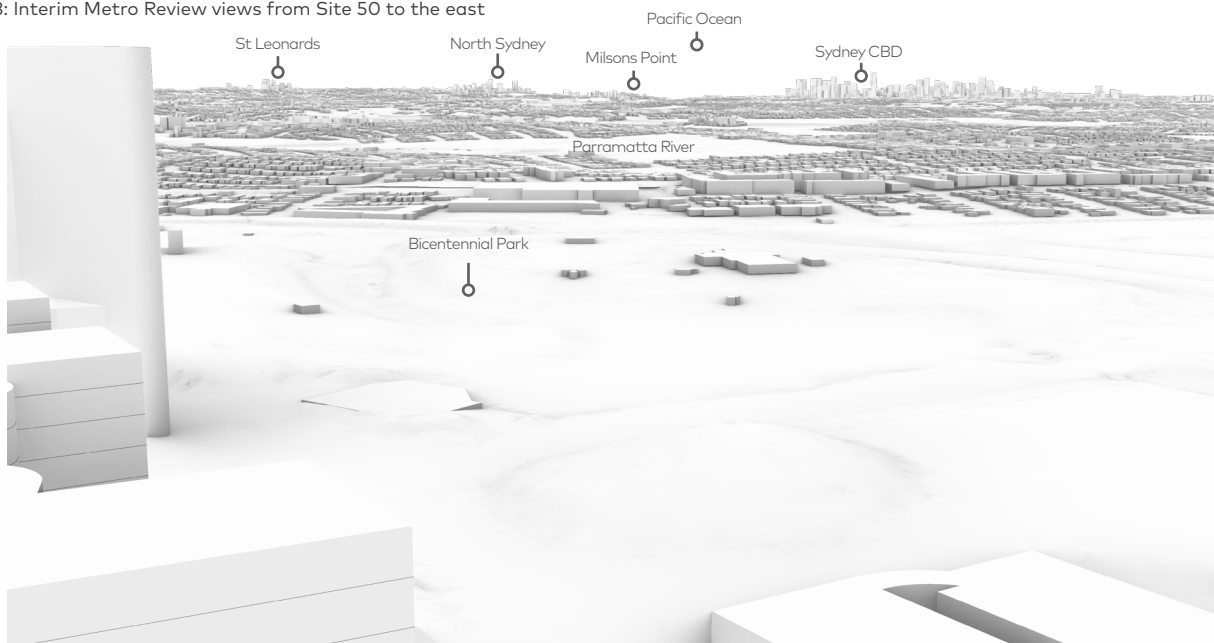


Figure 4: Master Plan 2030 views from Site 50 to the west

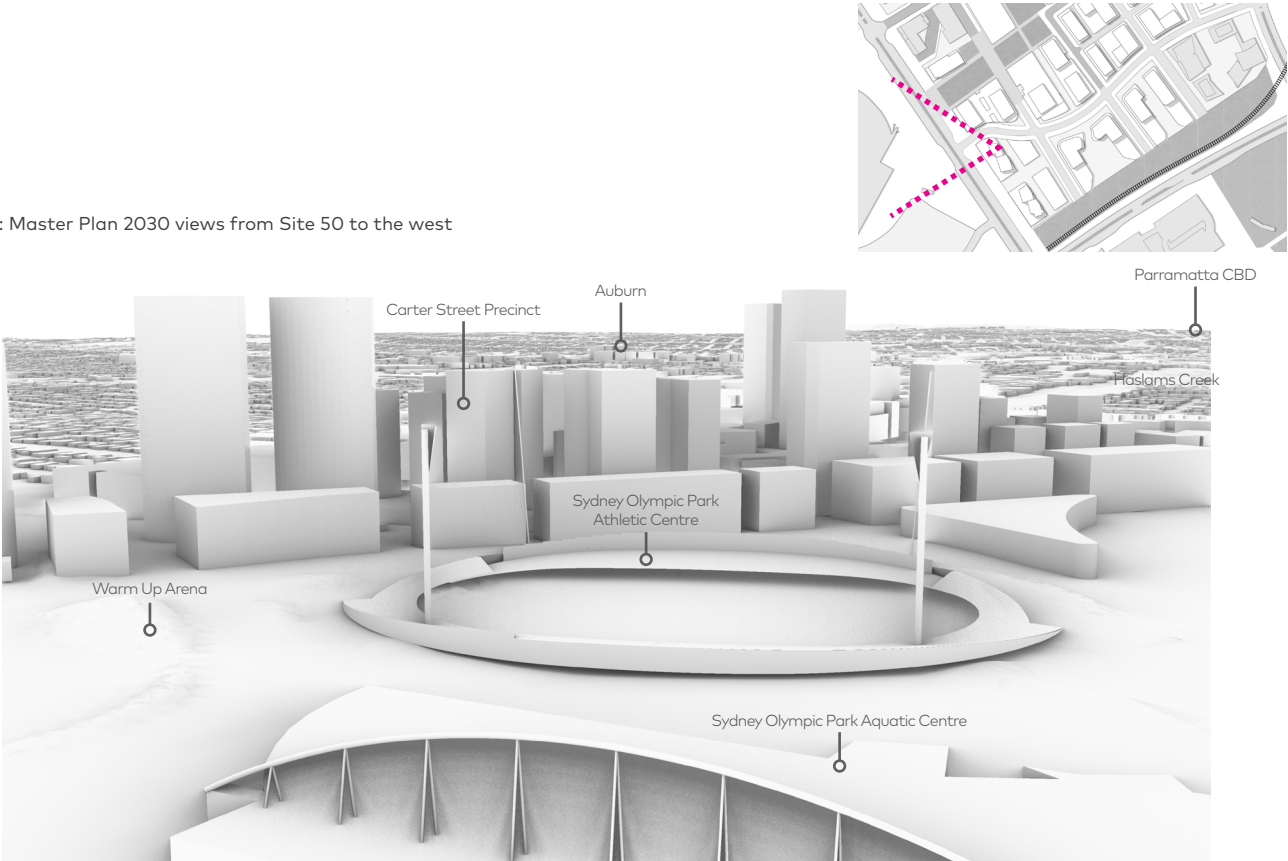
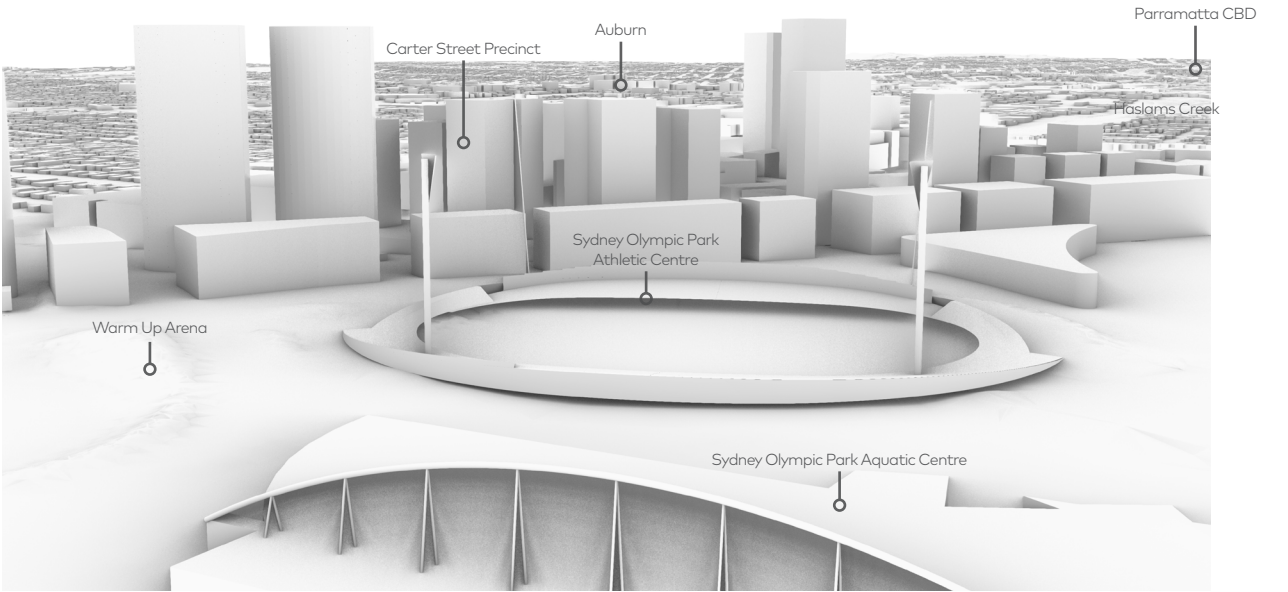


Figure 5: Interim Metro Review views from Site 50 to the west



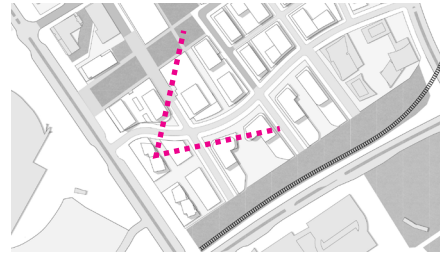


Figure 6: Master Plan 2030 views from Site 50 to the north-east

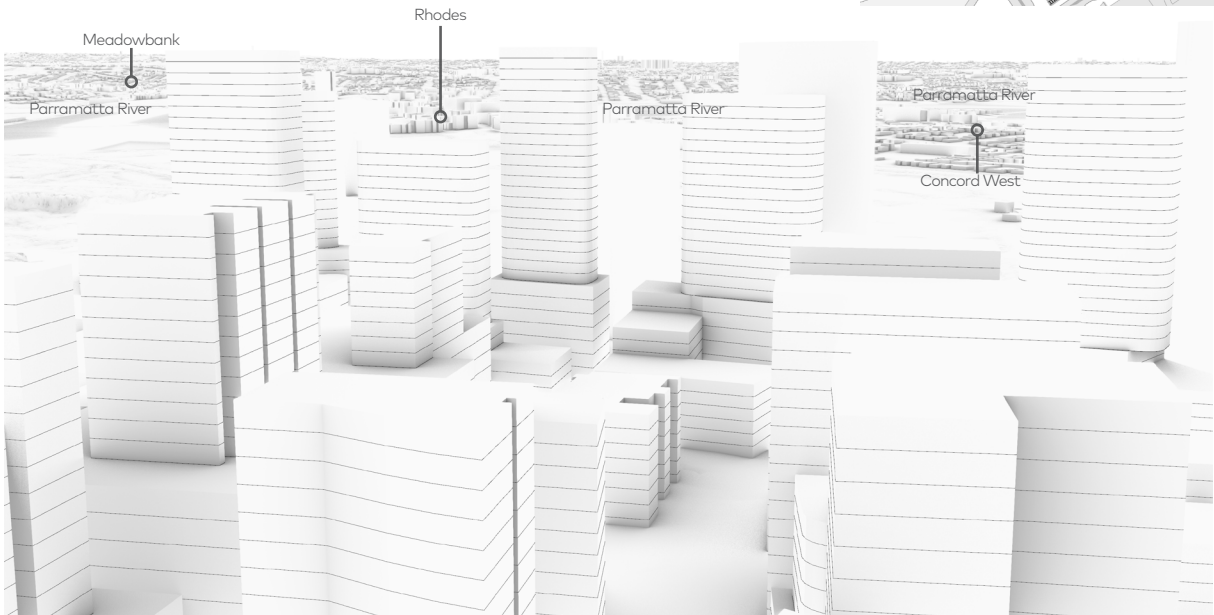


Figure 7: Interim Metro Review views from Site 50 to the north-east





Figure 8: Master Plan 2030 views from Site 50 to the north

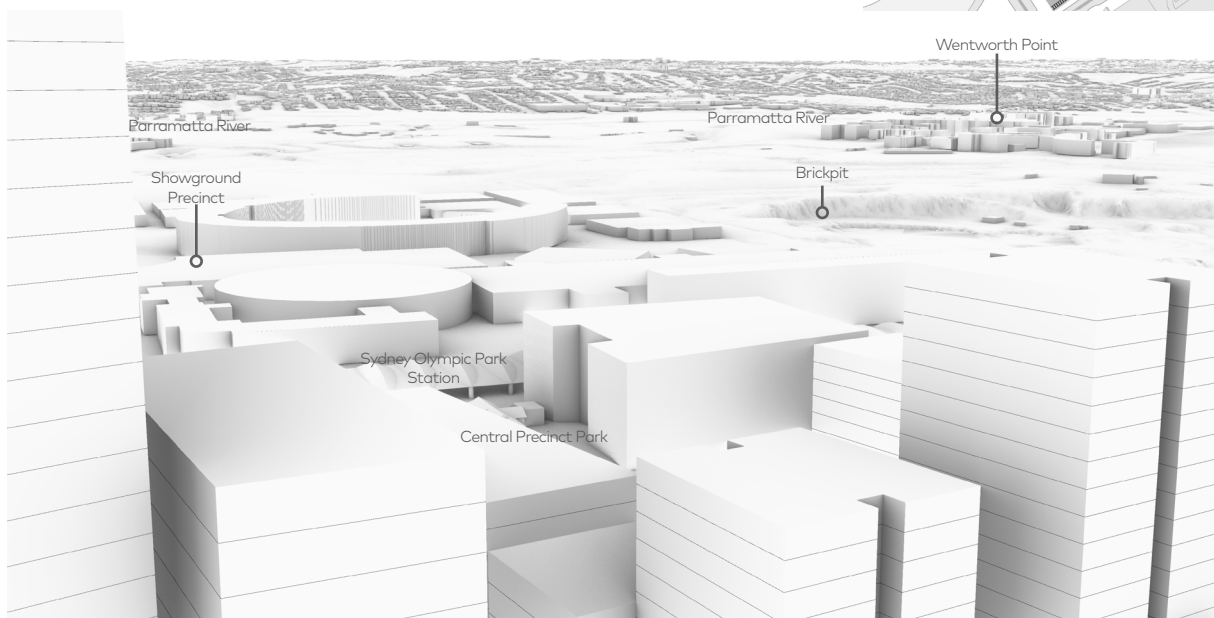
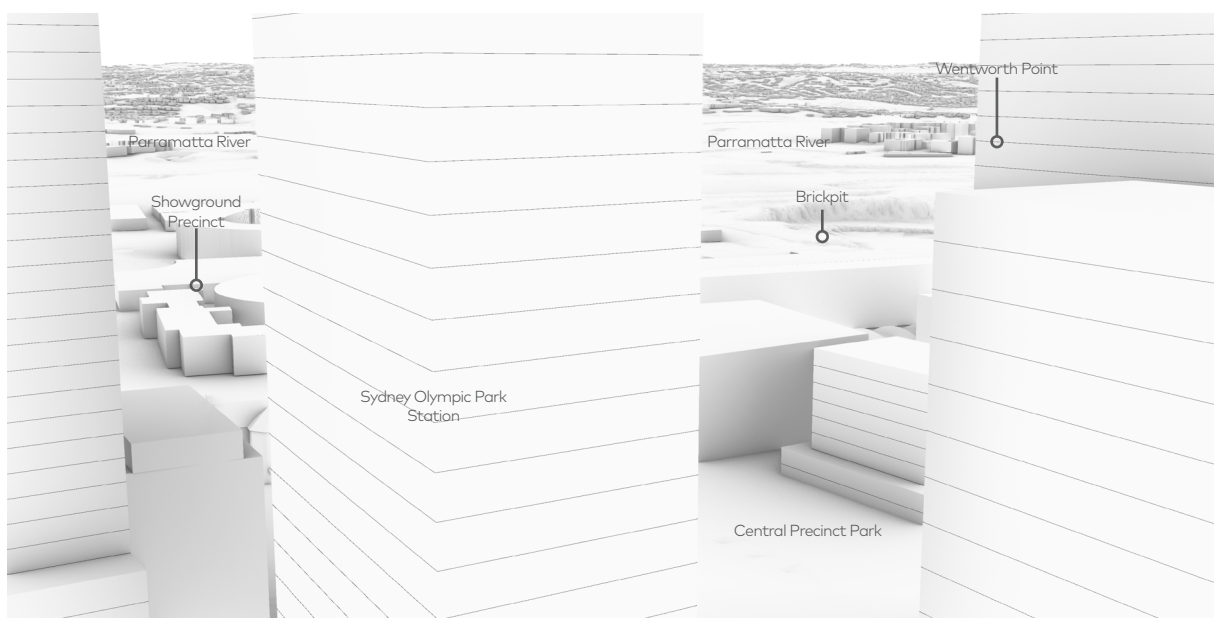


Figure 9: Interim Metro Review views from Site 50 to the north



Building depth provisions

The City of Parramatta Council submitted a request for additional detail to be provided that would demonstrate the Interim Metro Review can comply with the building depth provisions under the current Master Plan 2030 Part 4.0.

The existing SOP Master Plan identifies the following building depth controls under section 4.6.3.

4.6.3 Building Depth Controls

To encourage naturally lit and well ventilated buildings with generous courtyards and setback and avoid bulky buildings that block views and impede ESD requirements:

1. *Ensure the maximum building depth is 18m (glass line to glass line) for all residential building floorplates.*

2. *The preferred maximum commercial building depth without atria and light wells is 25m.*
3. *Ensure all workstations on an office floor (excluding the core and other ancillary spaces) are 12m or less from an external window or an atrium (as described in part 4.6.6) for buildings up to 8 storeys high.*
4. *Underground car parking is to be concentrated under the building footprint and fully under natural ground level.*

The proposed plans under the Interim Metro Review provides suggestions on building envelopes. The proof of concept plans were completed as examples as to how the design development of the built

form could occur. The typical floor plans shown in the Proof of Concept are presented below.

The Proof of Concept demonstrates that the commercial building depth of 24m adheres to the 25m maximum provision.

The indicative residential floor plates within the Proof of Concept is suggested to be 20m deep. However the provision of 18m (glass line to glass line) implies that balconies can be situated outside of this area, which are included within the 20m depth of the Proof of Concept. Therefore the proposed residential building floorplates can comply with the building depth provisions under the current Sydney Olympic Park Master Plan 2030 Part 4.0.



Figure 10: Interim Metro Review - Tower typical floor plan

Scale: NTS

Open Space Indicative Building Core Indicative Residential Floor Plate Indicative Non-residential Floor Plate
Site 46 - Deferred

Additional Overshadowing

In their submission to the exhibition of the Interim Metro Review Dunnet Properties Pty Ltd raised concerns about additional overshadowing impacts compared to the potential development outcomes within the Master Plan 2030. The Interim Metro Review explores a potential revision to the Central Precinct that responds to the significant, catalytic opportunity afforded by Sydney Metro West and the enhanced levels of accessibility and amenity that it provides.

The following provides a comparative analysis of overshadowing, within and adjoining the Central Precinct, between the potential built form of the Master Plan 2030 and the Interim Metro Review.

A qualification for the overshadowing analysis is that the built form represents just one of many permutations of how the surrounding sites and Site 50 may be developed under the controls within the Master Plan 2030 and the Interim Metro Review as both Reviews prescribe only land use, zoning, height of building, primary and secondary setback controls, rather than defined building envelopes.

Under the Interim Metro Review Site 48 remains unchanged when compared to Master Plan 2030, however, the proof of concept depicting 2 towers in the following Figures is a concept only as it will be up to future developer and architect of this site to ensure that the building design protects the amenity of adjacent sites.

For Site 47 it should be noted that the Scoping Report, which was recently exhibited, shows this site developed for buildings heights of 21, 27 and 45, significantly less than the possible 45 storeys across the whole site.

The diagrams present shadow analysis taken on the 21st of June (Winter Solstice), 21st of March (Equinox) and 21st of September (Equinox), at times ranging between 9am, 12pm and 3pm.

The diagrams identify shadows cast by the Master Plan 2030 that are not present in the Interim Metro Review in grey. That is, less of an overshadowing impact is caused by the Interim Metro Review.

The shadows in purple are common to both the Master Plan 2030 and the Interim Metro Review and represent areas where there is no net impact caused by the Interim Review. The areas outlined in red indicate areas where additional overshadowing occurs as a result of the proposed built form within the Interim Metro Review.

The comparative analysis of the Master Plan 2030 and Interim Metro Review illustrates that during the winter solstice (Figures 11,12 and 13), there is some additional overshadowing which predominantly falls outside Central Precinct. While there are some additional narrow strips of shadow within the Central Precinct from the Interim Metro Review, these are considered likely to have a negligible effect on surrounding sites. With regards to Site 50, additional overshadowing resulting from the Interim Metro Review is very limited and considered to be negligible.

The analysis provided in Figures 14-19, shows a minimal increase in overshadowing of Site 50 during the equinox between the hours of 12-3pm.

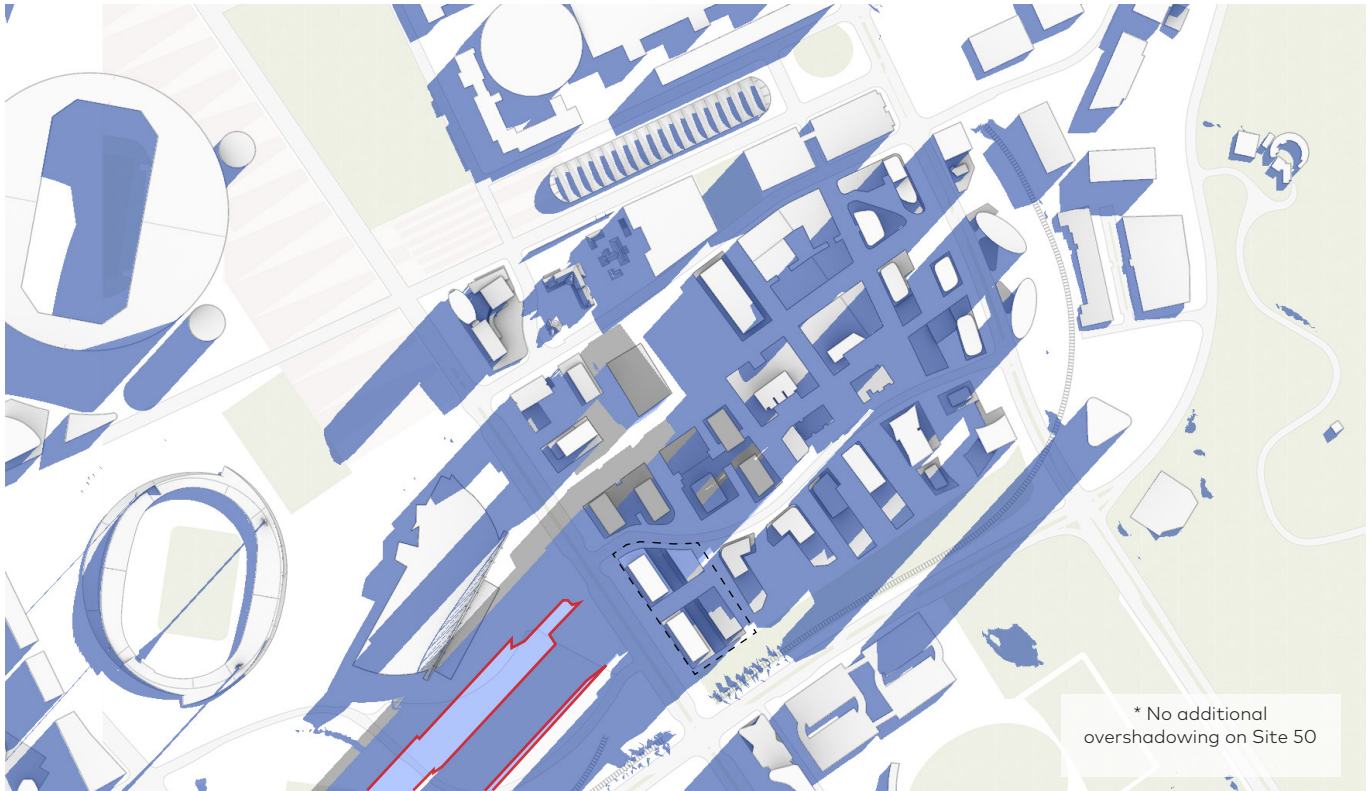


Figure 11: Master Plan 2030 controls vs Interim Metro Review - Winter Solstice (21st June) 9AM

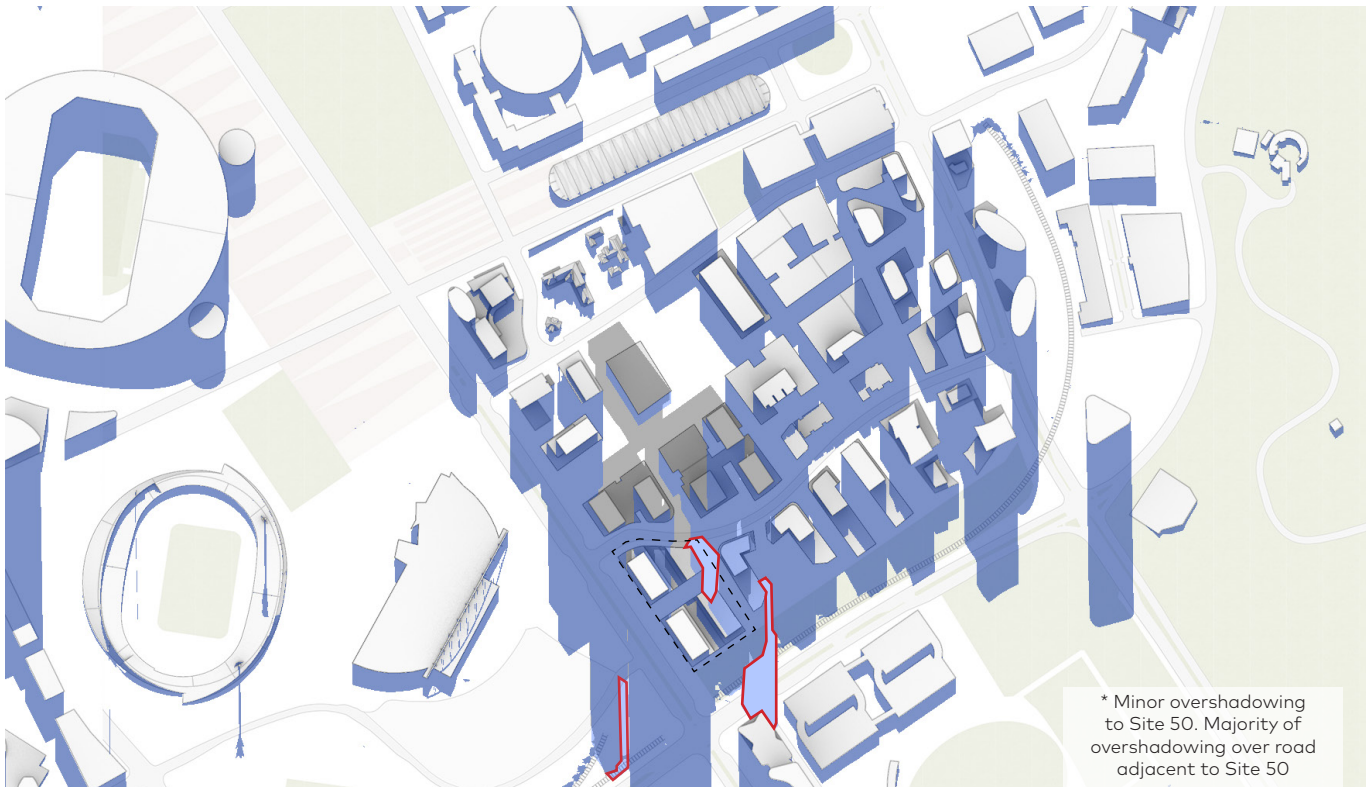


Figure 12: Master Plan 2030 controls vs Interim Metro Review - Winter Solstice (21st June) 12PM

■ ■ ■ Site 50 - Dunnet Property
 ■ Open Space
 ■ 2030 MP shadows
 ■ Interim Metro Review shadow
 ■ Additional shadowing

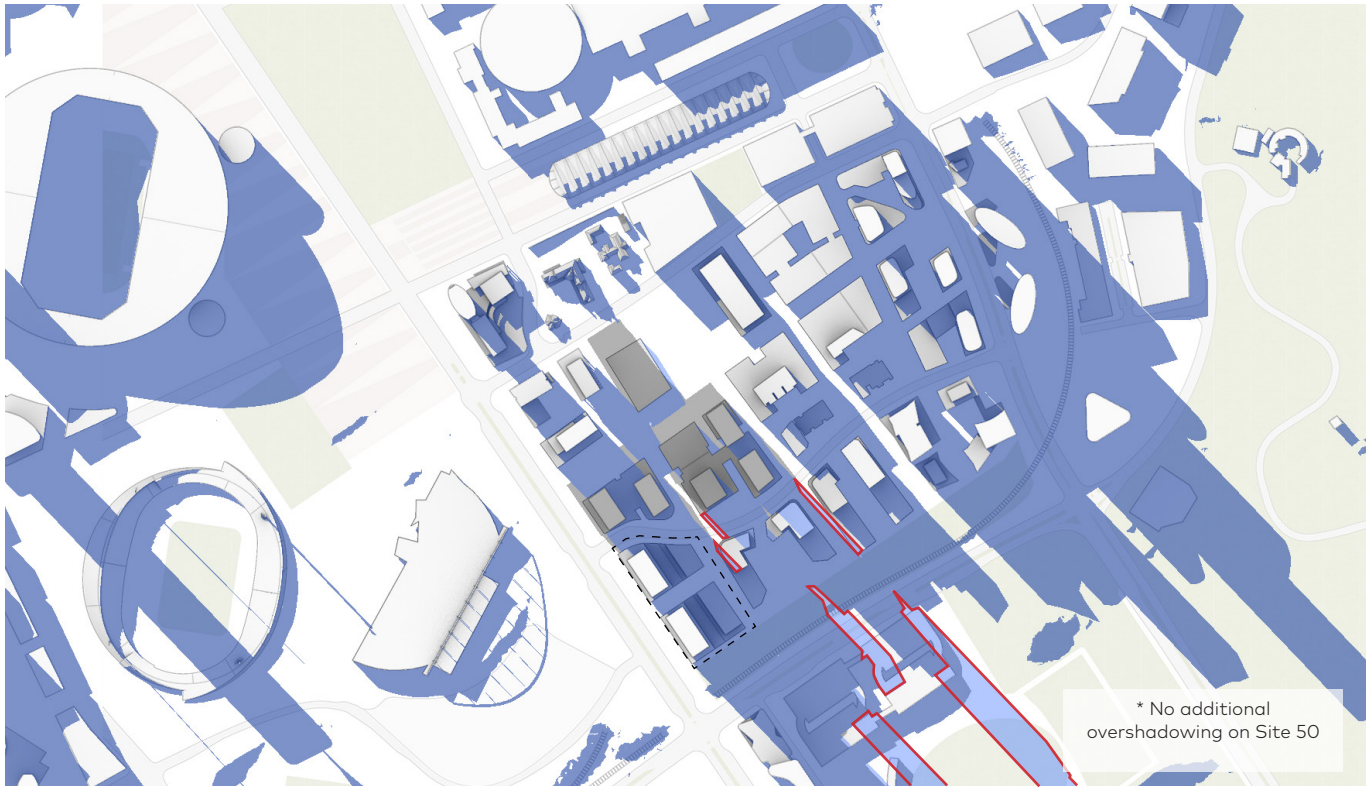


Figure 13: Master Plan 2030 controls vs Interim Metro Review - Winter Solstice (21st June) 3PM

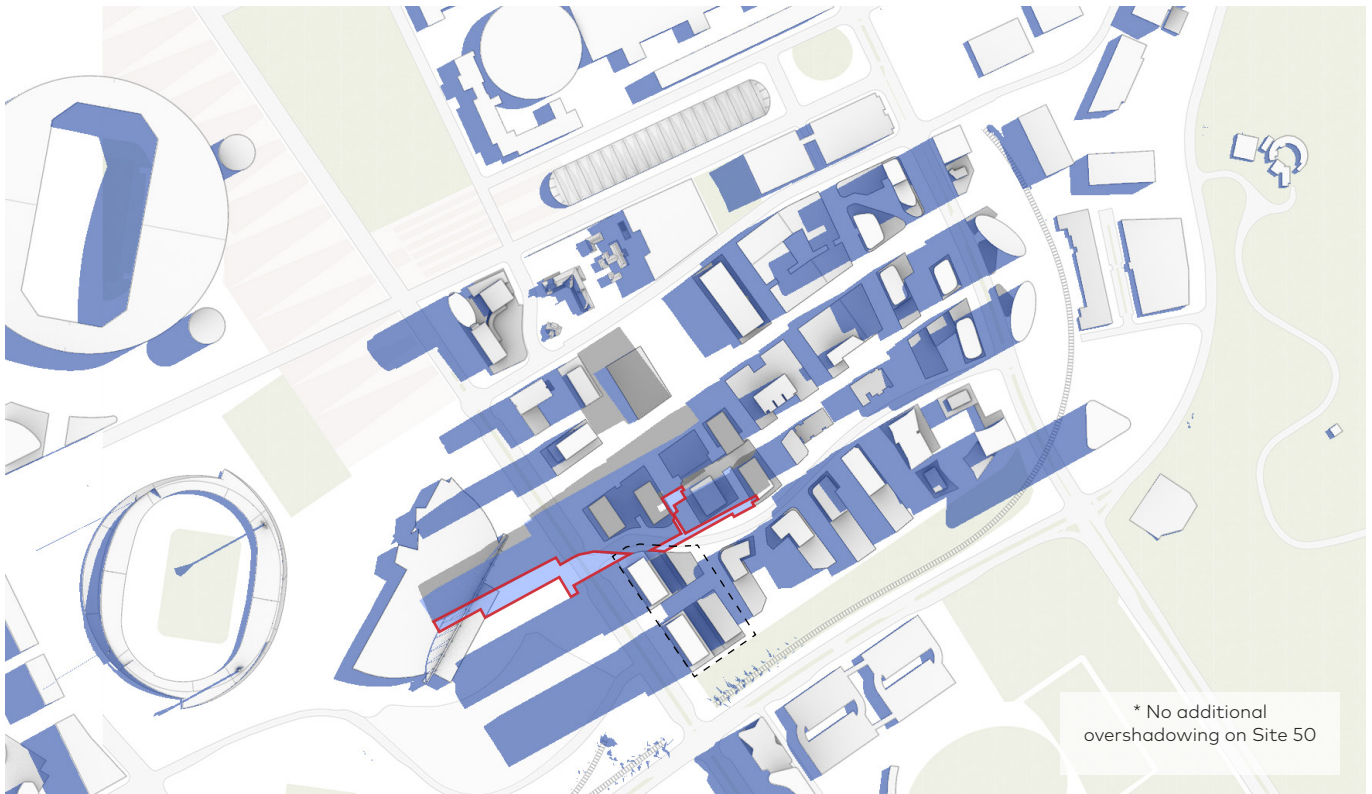


Figure 14: Master Plan 2030 controls vs Interim Metro Review - Equinox (21st March) 9AM

■ ■ ■ Site 50 - Dunnet Property ■ Open Space ■ 2030 MP shadows ■ Interim Metro Review shadow ■ Additional shadowing

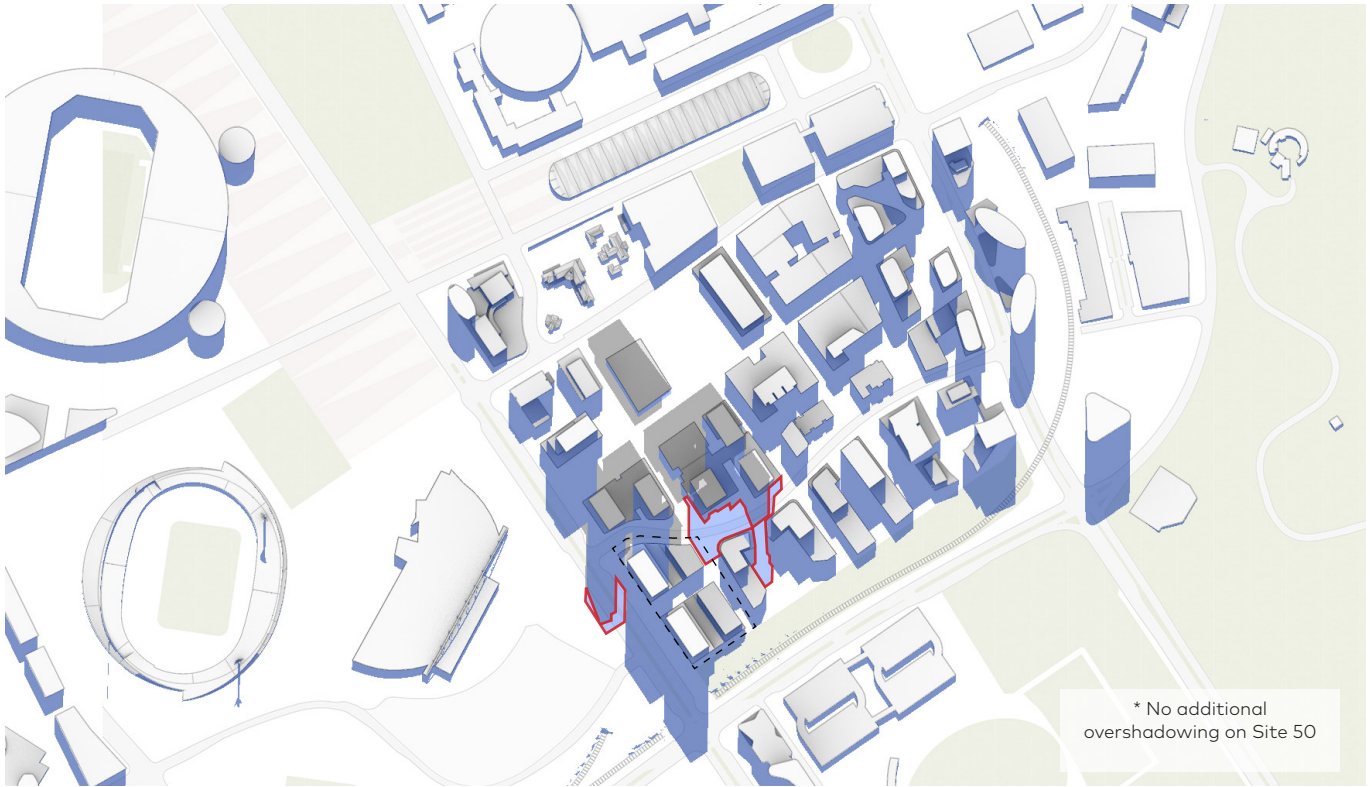


Figure 15: Master Plan 2030 controls vs Interim Metro Review - Equinox (21st March) 12PM

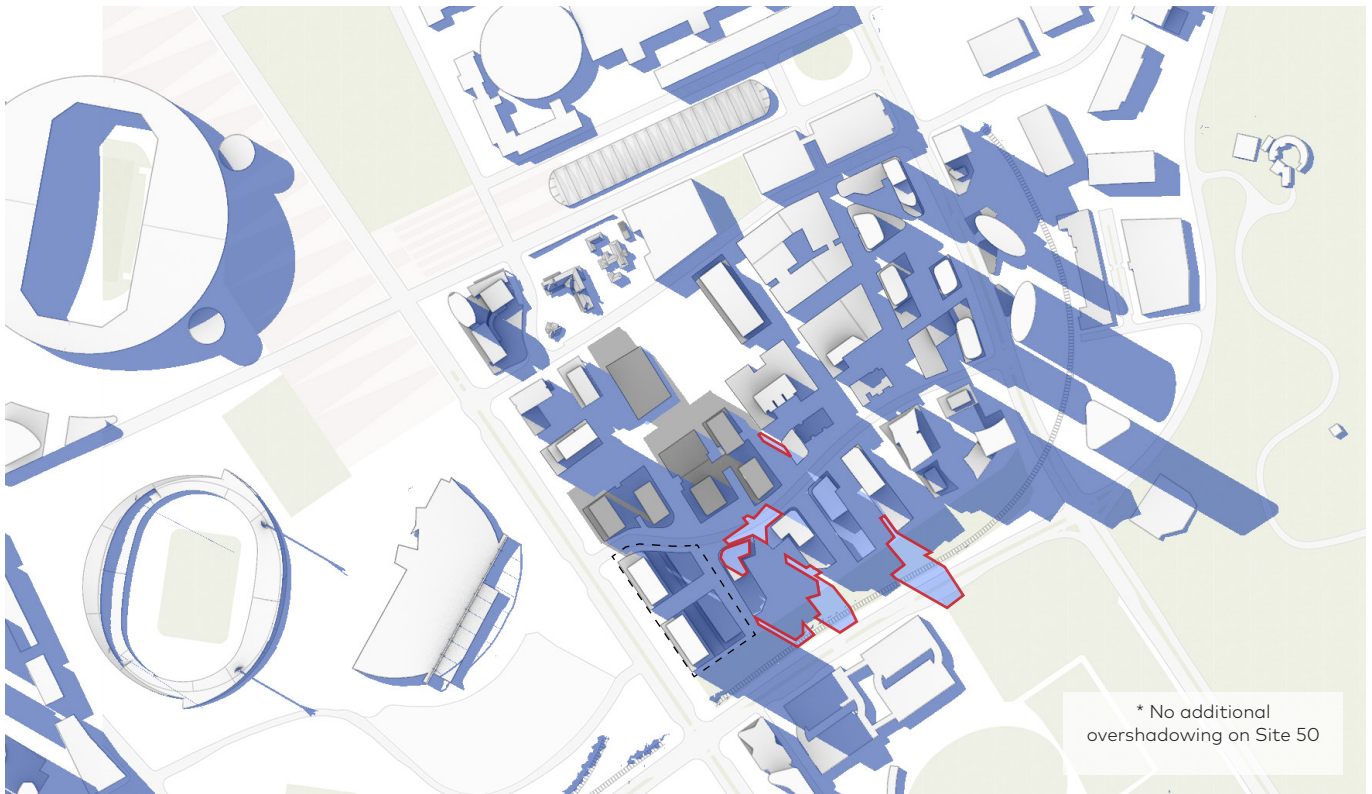


Figure 16: Master Plan 2030 controls vs Interim Metro Review - Equinox (21st March) 3PM

■ ■ ■ Site 50 - Dunnet Property ■ Open Space ■ 2030 MP shadows ■ Interim Metro Review shadow ■ Additional shadowing

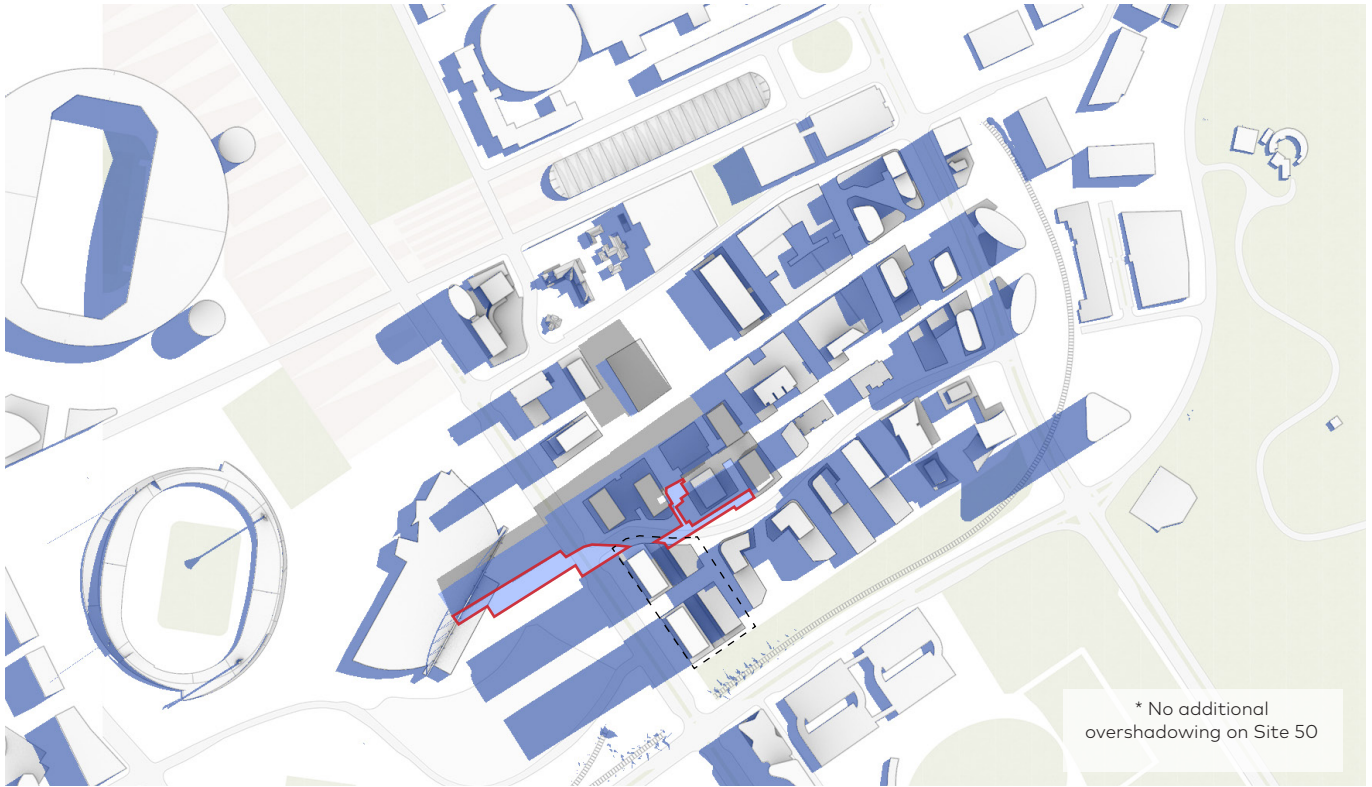


Figure 17: Master Plan 2030 controls vs Interim Metro Review - Equinox (21st September) 9AM

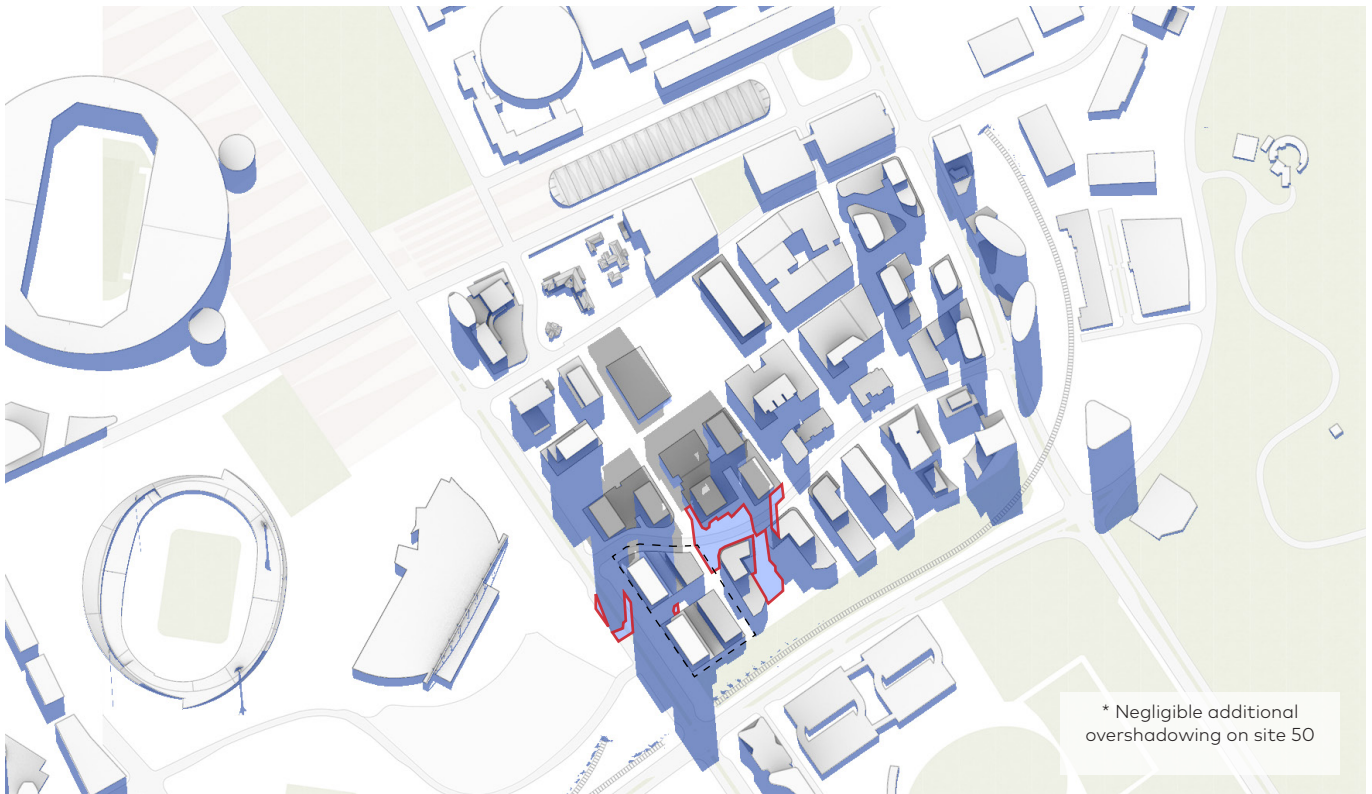


Figure 18: Master Plan 2030 controls vs Interim Metro Review - Equinox (21st September) 12PM

- - - Site 50 - Dunnet Property
 Open Space
 2030 MP shadows
 Interim Metro Review shadow
 Additional shadowing

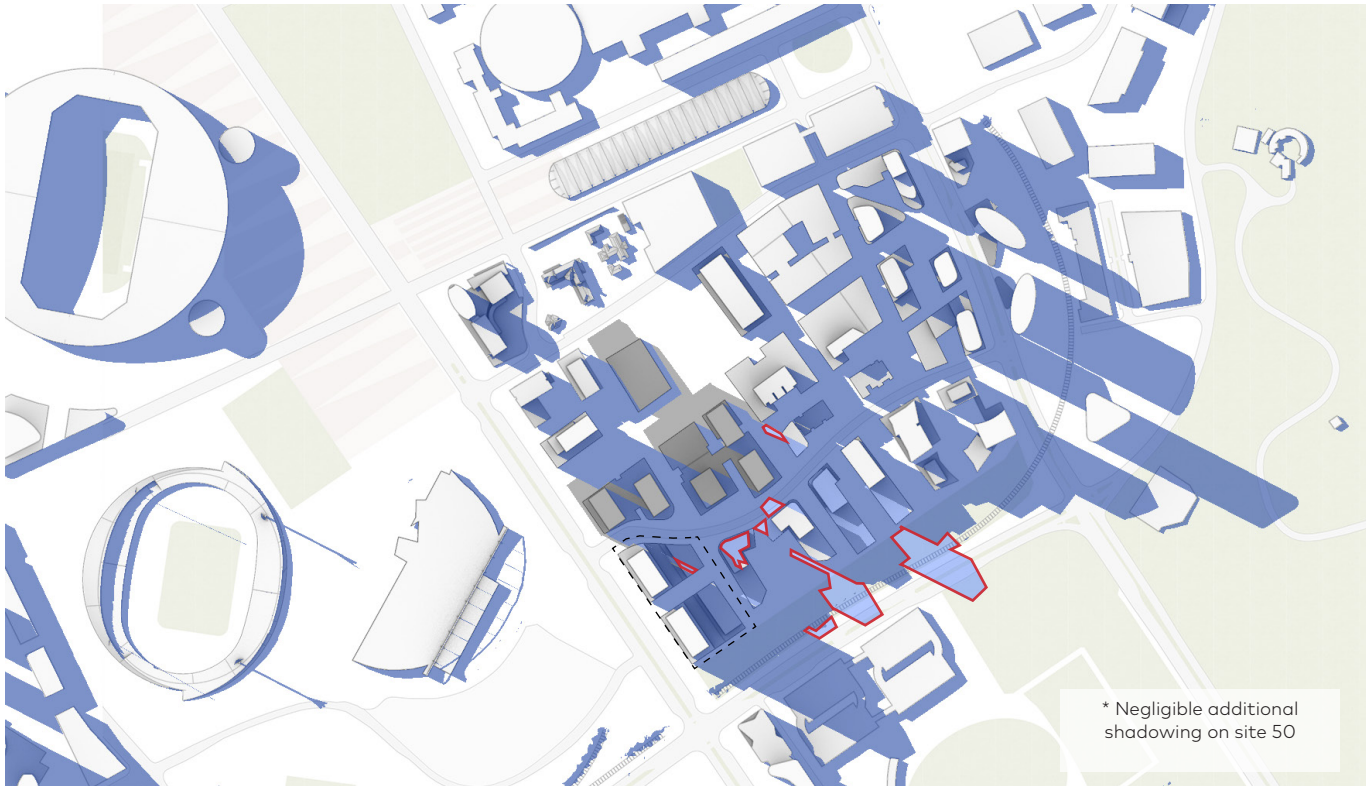


Figure 19: Master Plan 2030 controls vs Interim Metro Review - Equinox (21st September) 3PM

■ ■ ■ Site 50 - Dunnet Property ■ Open Space ■ 2030 MP shadows ■ Interim Metro Review shadow ■ Additional shadowing

Overshadowing impacts to the south

The Apartment Design Guide (ADG) requires living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours, cumulative direct sunlight between 9 am and 3 pm during mid winter in the Sydney Metropolitan Area. Additionally, only a maximum of 15% of apartments in a building can receive no direct sunlight between 9 am and 3 pm during mid winter.

A qualification for the overshadowing analysis is that the built form represents just one of many permutations of how the surrounding sites and Site 50 may be developed under the controls within the Master Plan 2030 and the Interim Metro Review as both Reviews prescribe only land use, zoning, height of building, primary and secondary setback controls, rather than defined building envelopes.

All solar access analysis shown in Figures 20 and 21 has been assessed on the 21st of June between the hours of 9am-3pm.

The Proof of Concept shown in the images to the right represents one of many options as to how the development potential of Site 50 may be realised and is limited to a single typical floorplan replicated across all levels of the towers.

Even without considering the site in detail (envelopes have been modelled not detailed building designs), one building exceeds the ADG requirements for solar access (70.7%). There is confidence that through architectural consideration of floor plans, apartment layouts and mix of typologies, that both towers on Site 50 can readily meet or exceed ADG requirements with regards to solar access. Moreover, both sites 48 and 50 are design excellence sites and each will need to respond to the precinct context, which would only improve amenity including solar access.

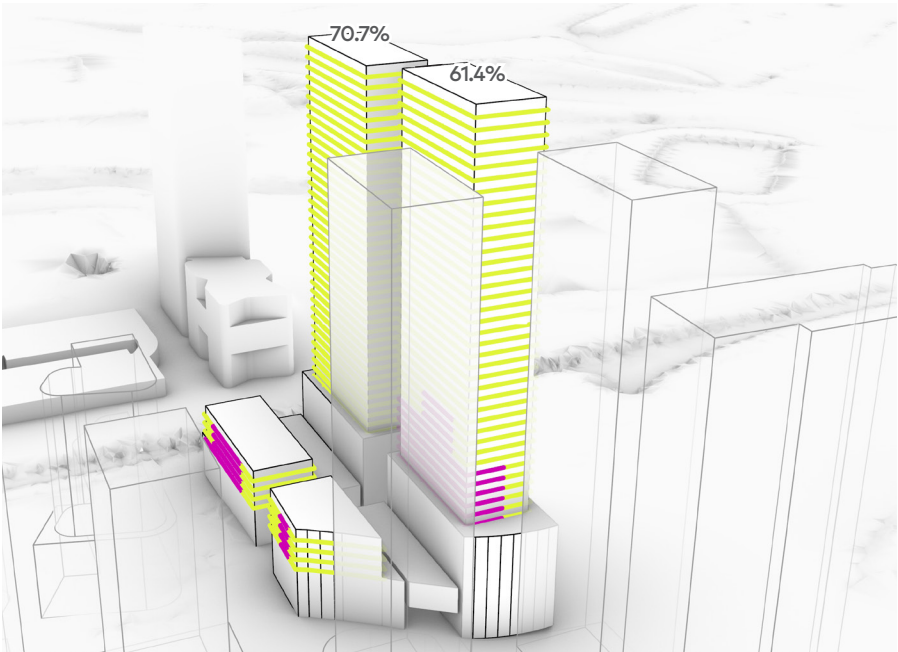


Figure 20: Site 50 existing orientation (South Perspective) with Interim Metro Review context

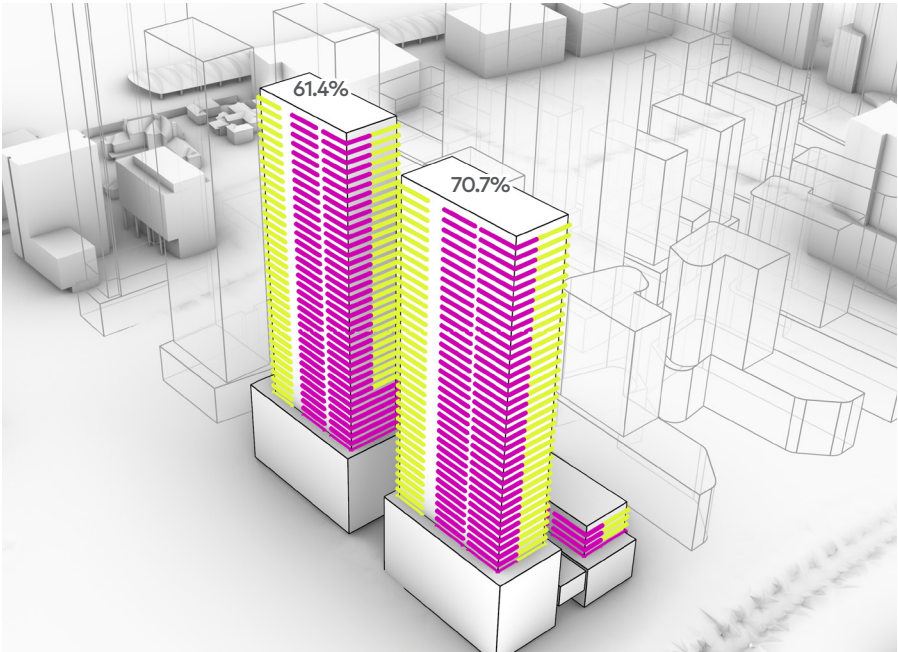


Figure 21: Site 50 existing orientation (North Perspective) with Interim Metro Review context

Passed - solar analysis Failed - solar analysis

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the *Journal of the American Medical Association* (JAMA) and the *New England Journal of Medicine* (NEJM) are the most widely cited journals in the field of medicine.

The *Journal of the American Medical Association* (JAMA) is a peer-reviewed medical journal that publishes research, clinical practice, and medical education. It is published weekly by the American Medical Association (AMA).

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