

Environmental Impact Statement

Sydney Olympic Park Over Station
Development
Amending Concept SSDA



July 2025

sydneymetro.info



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EIS declaration

Project Details

Project name	Sydney Olympic Park Over Station Development – Building 1 Amending Concept SSDA
Application number	
Address	5-7 Figtree Drive, Sydney Olympic Park

Applicant details

Applicant name	Sydney Metro
Applicant address	Level 43, 680 George Street Sydney ,New South Wales, 2000 , AUS

Environment Impact Statement (EIS) prepared by

Name	Peter Strudwick - Director	Erin Crane - Associate Director
Qualification	BA Town Planning BTP UNSW	BA Business/Commerce (Property), Western Sydney University PG Dip Planning, University of Technology Sydney

Declaration

Name	Andrew Harvey
Qualification	Bachelor of Town Planning (UNSW)
Registration number	Registered Environmental Assessment Practitioner (REAP) No. 73066
Organisation registered with	Planning Institute of Australia (PIA)

The undersigned declares that this EIS:

- has been prepared in accordance with Part 8 Division 5 of the *Environmental Planning and Assessment Regulation 2021*.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or mis-leading;
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project.
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.

- has been prepared having regard to the *Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement*.
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature



Director (REAP No. 73066)

23. July 2025

Glossary and abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHD	Australia Height Datum
AIA	Arboricultural Impact Assessment
ASS	Acid Sulphate Soils
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	Biodiversity Conservation Regulation 2017
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
Central River City SEPP	<i>State Environmental Planning Policy (Central River City) 2021</i>
CTMP	Construction Traffic Environmental Plan
CWC	Connecting with Country
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
Draft Master Plan 2050	Sydney Olympic Park Draft Master Plan 2050
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	Environmental Planning and Assessment Regulation 2021

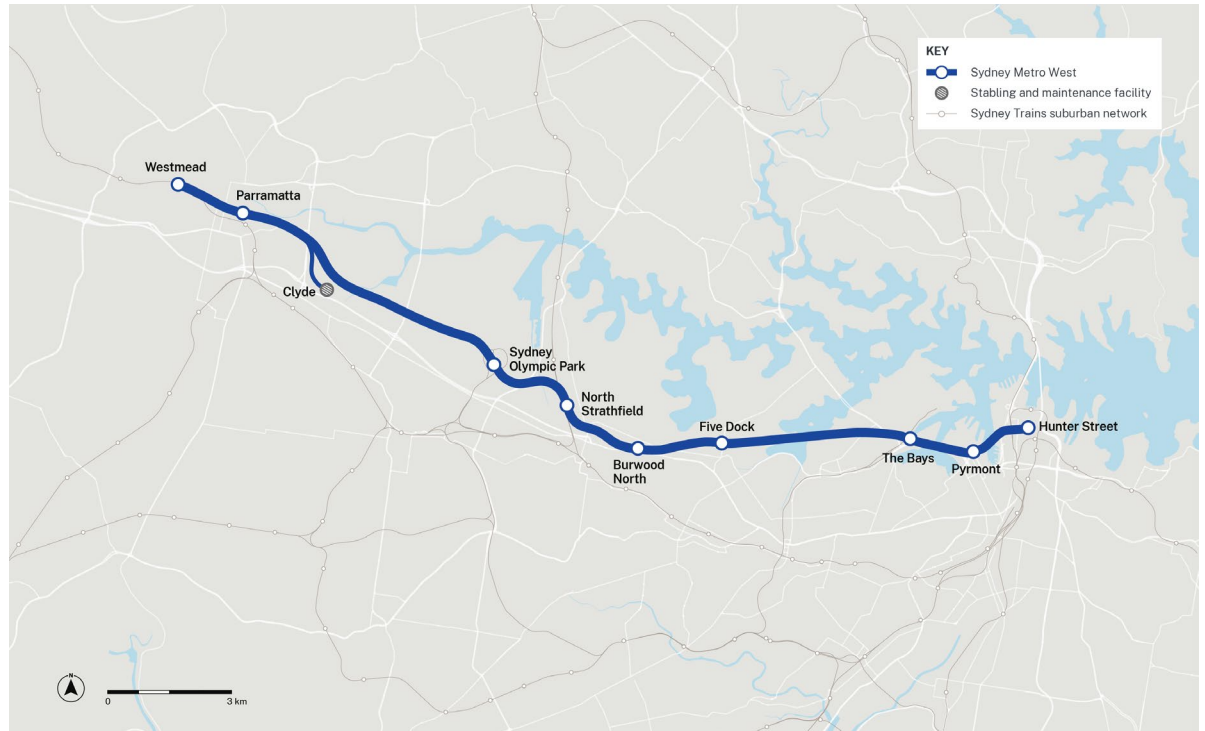
Reference	Description
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
HHIS	Historic Heritage Impact Statement
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
Master Plan 2030	Sydney Olympic Park Master Plan 2030 (Interim Metro Review)
NML	Noise Management Level
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OSD	Over Station Development
Resilience and Hazards SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
PMF	Probable Maximum Flood
PSI	Preliminary Site Investigation
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment

Reference	Description
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	5-7 Figtree Drive, Sydney Olympic Park
SOPA	Sydney Olympic Park Authority
SSD	State Significant Development
SSDA	State Significant Development Application
Transport and Infrastructure SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
Transport	Transport for New South Wales
VIA	Visual Impact Assessment
WMP	Waste Management Plan

infrastructure investment will provide fast, reliable, turn up-and-go metro services with fully accessible stations, link new communities to rail services and support employment growth and housing supply.

The Sydney Metro West station locations are shown in Figure 2 below.

Figure 2 Sydney Metro West



Source: Sydney Metro

Sydney Olympic Park over station and adjacent station development – planning background

Sydney Metro is delivering Sydney Olympic Park metro station in accordance with the Sydney Metro West Critical State Significant Infrastructure (CSSI) approvals. The over and adjacent station developments at Sydney Olympic Park are to be delivered under State Significant Development (SSD) consent(s) subject to the provisions of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Sydney Metro West has been approved as staged critical State Significant Infrastructure (CSSI) under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and comprises the following:

- The application for the concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (Concept and Stage 1 CSSI Approval) was approved on 11 March 2021.
- The application for all major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (Stage 2 CSSI Approval) was approved on 24 August 2022.
- The application for rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI Approval) was approved on 26 January 2023.

Development consent was granted on 28 August 2024 to the Concept SSDA (SSD-35283699) for Sydney Olympic Park Over and Adjacent Station Development, which includes three building envelopes above and adjacent to the

Sydney Olympic Park metro station. The Concept SSD consent provides conceptual approval of building envelopes, land uses, maximum building heights, a maximum gross floor area, pedestrian and vehicle access and associated car parking.

This Amending Concept State Significant Development Application (Amending Concept SSDA) is a new development application which seeks consent to a new concept proposal for the site being development that will require amendment of the existing Concept SSD consent (SSD-35283699), in relation to the building envelope and the description of the permitted land use that may be carried out in Building 1. No change is proposed to the approved building envelopes and land uses for Building 2 and Building 3 within the Concept SSDA site. Building 2 and 3 would remain as mixed use buildings with retail and commercial uses in the podiums with residential accommodation in the towers above.

Site location and context

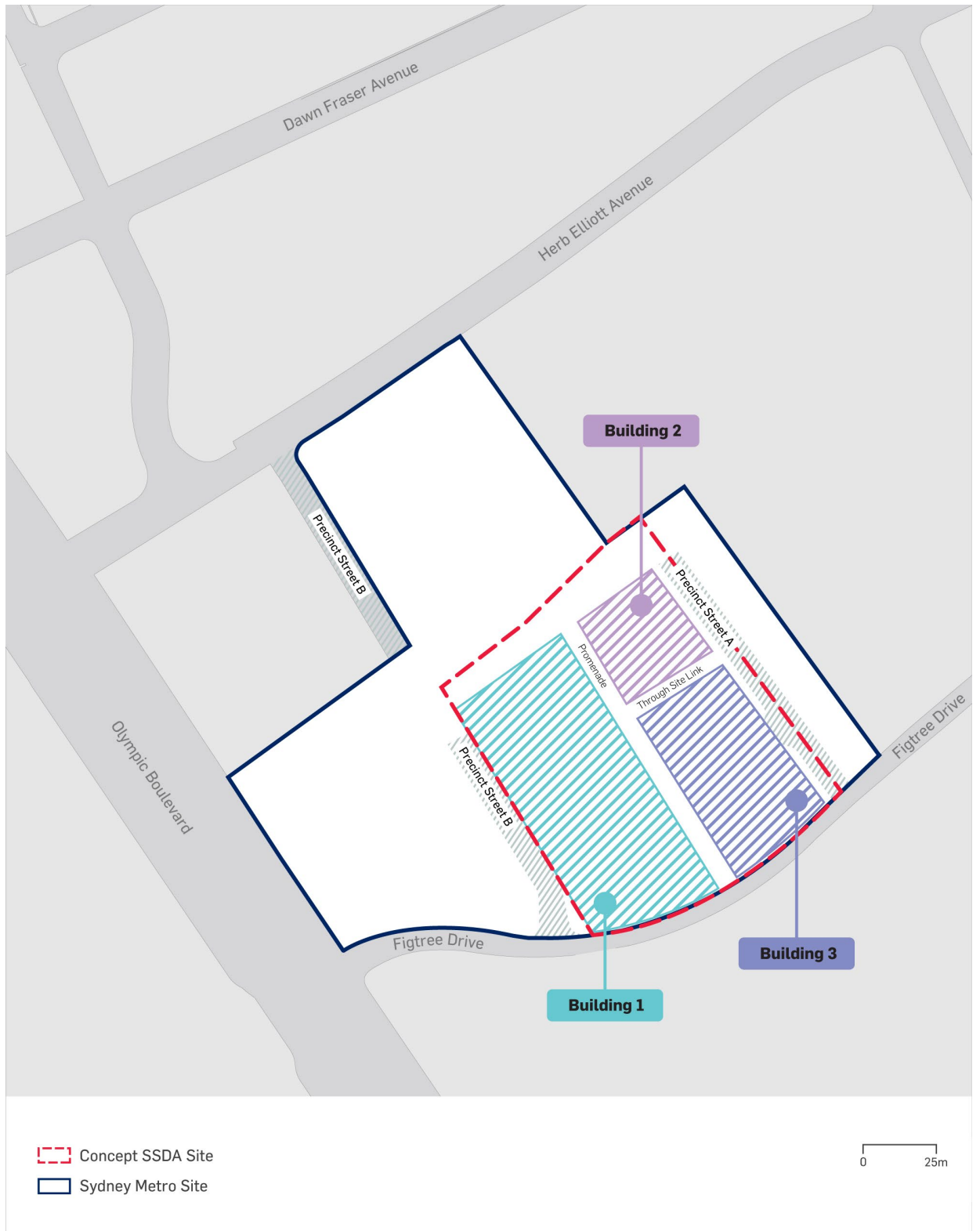
The site is located at 5-7 Figtree Drive, Sydney Olympic Park within the Parramatta local government area (LGA). The site is located within the 'Central Precinct' under the Sydney Olympic Park Master Plan 2030 (Interim Metro Review) (referred to within the EIS as Master Plan 2030). Under the Draft Sydney Olympic Master Plan 2050 (referred to within the EIS as Draft Master Plan 2050) the 'Central Precinct' has been renamed to the 'Urban Centre Precinct'. The precinct will accommodate a mix of land uses, buildings, and significant public and active transport, with tall and slender towers, between 20 and 45 storeys in height.

The broader site is bound by Herb Elliot Avenue to the north, Olympic Boulevard to the west and Figtree Drive to the south as shown below in Figure 3.

This Amending Concept SSDA relates to proposed Building 1, which is located at 5 Figtree Drive, Sydney Olympic Park and is legally described as part Lot 58 in DP 786296 and part Lot 59 in DP 786296. A detailed description of the site and surrounding context is provided in Section 2.2 of this EIS.

Works approved under the Stage 1 CSSI Approval are being carried out on the site at present with the previous buildings having been demolished. The site currently forms part of the growing Sydney Olympic Park town centre with a series of medium and high-rise commercial and residential buildings and hotels, with retail and active uses along the ground plane.

Figure 3 Site context



Source: Mott McDonald

The proposal

This Amending Concept SSDA seeks consent to modify the approved building envelope and land use for Building 1 within the Concept SSD site, approved under SSD-35283699. The design of the future built form will be assessed in future Detailed SSDA(s).

In line with the NSW Government's priority to increase housing supply in locations close to Sydney Metro West, the Amending Concept SSDA seeks to change the land use of the Building 1 tower from commercial to residential, noting residential uses within Buildings 2 and 3 are currently approved. Associated changes to the building height and floor plates will be required to accommodate the land use change.

More specifically, the proposed development seeks to amend the building envelope and description of land uses for Building 1 (under SSD-35283699) through:

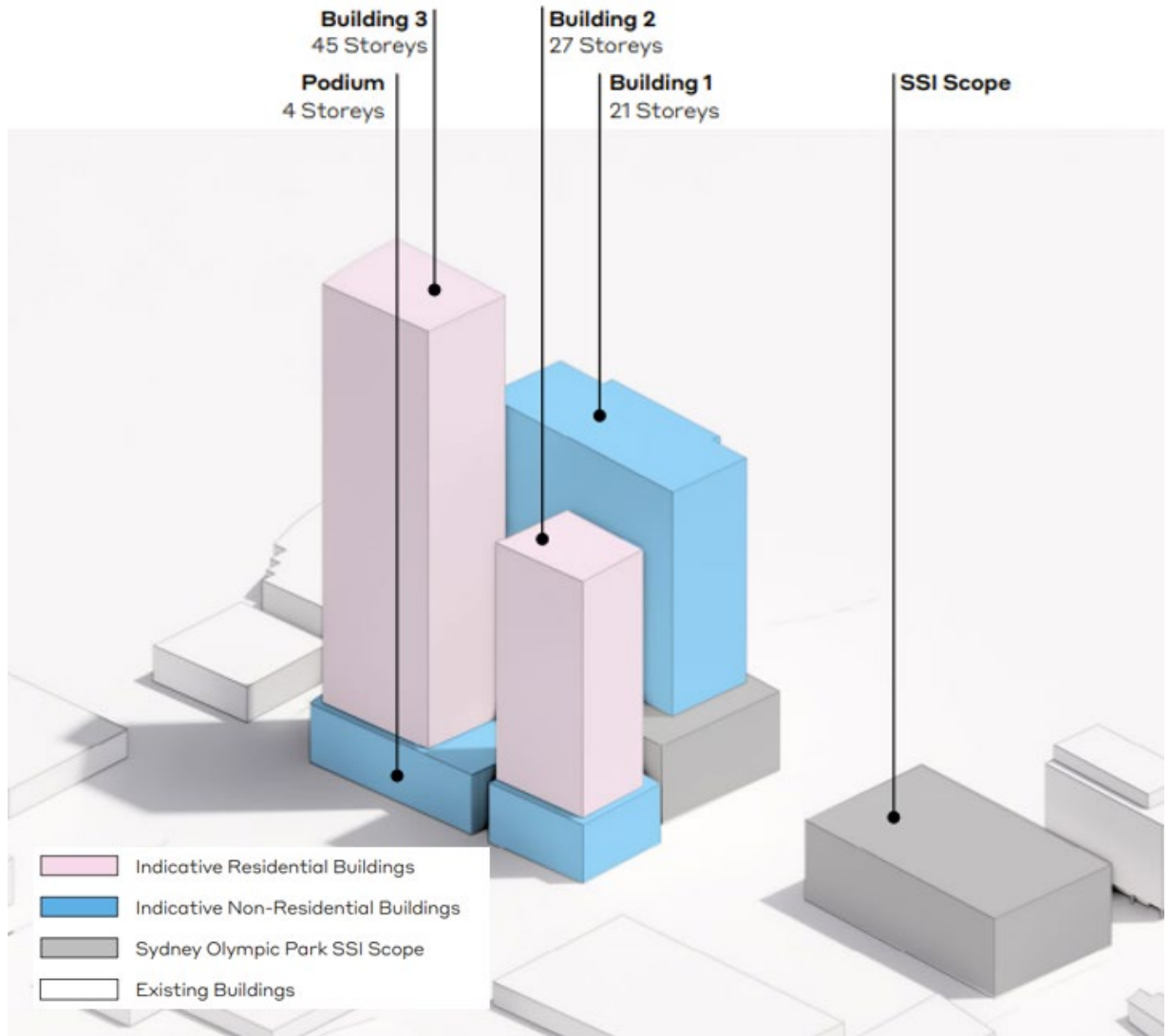
- converting the land use of the commercial building tower to a residential use with an associated 22,875m² of residential Gross Floor Area (GFA) (approximately 191 dwellings)
- reducing the commercial GFA from 27,841m² to 1,183m² and amend retail GFA from 555m² to 791m² to be delivered within the podium
- increasing the maximum building height from RL 122.00 to RL 151.00 and number of storeys from 21 to 34
- amending the building envelope of Building 1 to redistribute floor space to suit a residential land use.

The approved and proposed building envelope for Building 1 is set out in Figure 4 and Figure 5 respectively. The proposed development is consistent with the permissible building height for the site under the *State Environmental Planning Policy (Precincts – Central River City) 2021* (Central River City SEPP) and Master Plan 2030.

Other than the changes to the building envelope and description of land uses for Building 1 as set out above, no material changes are proposed for the remainder of the development for which consent was granted. In particular, no changes are proposed to Building 2 or Building 3 in the form in which they have been approved under the Concept SSD (SSD-35283699), or to the approved car parking for a maximum of 358 vehicles in a basement below Buildings 2 and 3. In addition, no changes are proposed to loading, vehicular, bicycle and pedestrian access arrangements as provided in the Concept SSD.

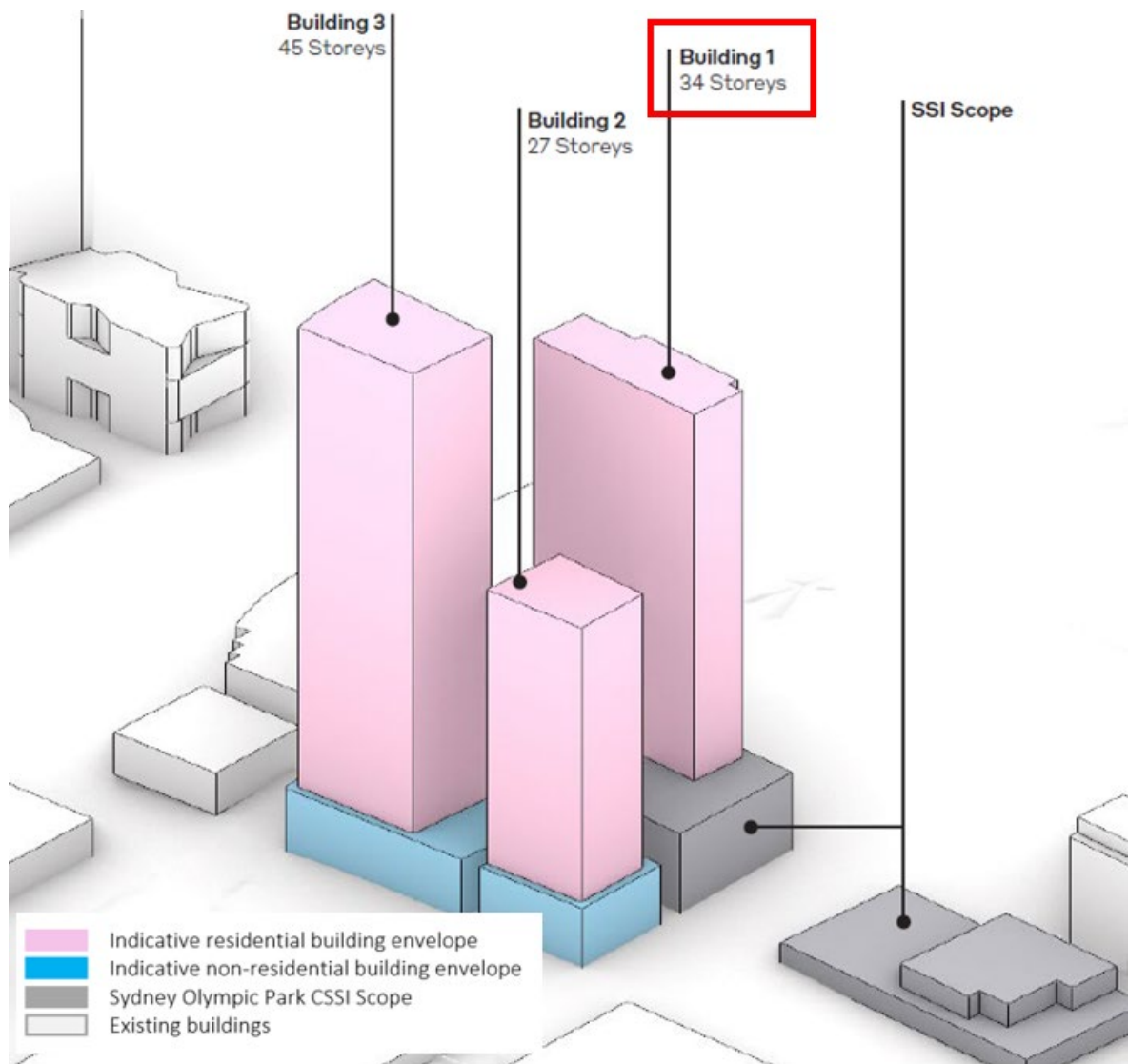
A detailed description of the amendments proposed under this Amending Concept SSDA are described in Section 3 of this EIS.

Figure 4 Sydney Olympic Park over station development and adjacent station development (SSD- 35283699) approved building envelopes



Source: Woods Bagot

Figure 5 Sydney Olympic Park amended proposed building envelopes



Source: Woods Bagot

It is requested that the Amending Concept SSDA is treated as a concept development application under section 4.22 of the EP&A Act. A subsequent Detailed SSDA is to be prepared seeking consent for the detailed design and carrying out of the proposed concept development.

The proposed development (subject of this Amending Concept SSDA) is SSD under section 4.36 of the EP&A Act because:

- section 2.6 of *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)* provides that development is SSD if the development is not permissible without consent under Part 4 of the EP&A Act and specified in Schedule 1 or 2 of the Planning Systems SEPP;
- the proposed development is not permissible without consent under Part 4 Division 4.1 of the EP&A Act by the operation of an environmental planning instrument; and
- the proposed development is specified in section 2(f) of Schedule 2 of Planning Systems SEPP, which outlines that Sydney Olympic Park is a site on which development that has an estimated development cost (EDC) of more than \$10 million is SSD. The proposed development has an EDC greater than \$10 million.

Project need and benefits

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for placemaking and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, leaving a legacy, and shaping Sydney for generations to come.

The proposed development will create a place-based outcome that successfully integrates transport infrastructure, open space, ground plane retail, commercial and residential land uses.

The Sydney Olympic Park metro station precinct acknowledges growth opportunities within Sydney Olympic Park and seeks to establish parameters to attract more businesses and residents in a well-connected location reducing reliance on private transport modes whilst continuing to ensure Sydney Olympic Park can operate and function as a world class event and sporting precinct.

In developing the existing approved Concept SSD proposal, alternative designs were explored in consultation with the Sydney Olympic Park Authority (SOPA) and the Sydney Metro Design Advisory Panel during the preparation of the Draft Master Plan 2030 (Interim Metro Review).

Responding to a change in Government priorities around housing delivery, alternative options were considered in preparation of this Amending Concept SSDA. Feasible alternatives are outlined in Section 2.4 of this EIS but were ultimately dismissed due to the overall merits of the development resulting from this proposal.

The proposal provides an optimal outcome at the site and is a balanced and feasible option as it will:

- provide additional housing by changing the permitted land use of the Building 1 tower from commercial to residential
- align with the NSW Government's priority to increase housing supply in locations close to Sydney Metro West
- recognise growth opportunities within Sydney Olympic Park and seek parameters to attract more businesses and residents in a well-connected location reducing reliance on private transport modes
- protect key view corridors at ground level from the town centre to the heritage precinct and to the aquatic centre
- encourage activated street frontages to increase the level of ground plane interaction and vibrancy.

Key impacts and mitigation measures

The key issues identified in the SEARs have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the assessment of environmental impacts in Section 6. It has been demonstrated that for each, the likely impacts will either be positive or can be appropriately mitigated. A summary of the key impacts and mitigation measures is outlined below:

- **Built form and urban design**

The existing Concept SSD is consistent with the built form controls of the Master Plan 2030 (Interim Metro Review). The Built Form and Urban Design Report (Appendix E), Indicative Reference Scheme (Appendix H) and the Design Excellence Strategy (Appendix L) provide the built form and design rationale that underpins the changes to Building 1.

Building 1 podium structure and surrounding public domain works form part of the CSSI approval. This Amending Concept SSDA proposes changes to the layout of commercial and retail spaces within the Building 1 podium, however the design remains integrated with the public domain and provides active frontages to encourage activity at the ground plane. The design of Building 1, in its context with Building 2 and 3 will create a human scale environment.

This Amending Concept SSDA proposes an increase in height of Building 1 from 21 to 34 storeys and the tower comprises a smaller, narrower floor plate. However, this remains substantially below the 149m (45 storey) height control permissible under the Central River City SEPP and will enable a suitable transition to the surrounding development, the station plaza and surrounding heritage context.

The Indicative Reference Scheme demonstrates that future Detailed SSDA(s) can comply with the relevant amenity criteria of the Apartment Design Guide (ADG). The proposed Design Guidelines (Appendix M) will guide future detailed design and ensure the project achieves quality design outcomes. Building 1 will be subject to the design excellence process set out in the Sydney Metro West Design Excellence Strategy (Appendix L).

The Indicative Reference Scheme and Urban Design Report demonstrate that the building envelope for Building 1, as amended, will facilitate a high quality mixed-use building which will contribute to the distinctive skyline that responds to the evolving height, scale and character of the area as envisaged under the Master Plan 2030.

- **Overshadowing**

This Amending Concept SSDA would increase the height of Building 1 from 21 to 34 storeys. This additional height has been assessed with a Shadow Impact Analysis (Appendix K). The analysis shows that the building can provide adequate solar access to existing and potential future developments in the precinct as well as communal open space, public spaces and nearby heritage items. Further shadow analysis will be undertaken at the Detailed SSDA(s) phase.

- **Residential amenity**

It has been demonstrated that the proposed changes to the Building 1 envelope will be capable of achieving high levels of amenity in future Detailed SSDA(s). The Indicative Reference Scheme (Appendix H) achieves adequate separation between the amended Building 1 envelope and the approved Building 2 and 3 envelopes and the adjacent property to the west. It also demonstrates how Building 1 can achieve solar access and cross ventilation, consistent with the requirements of the ADG.

- **Transport and access**

The Transport and Access Report (Appendix S) identifies that the revised mix of land uses associated with this Amending Concept SSDA would result in a significant decrease in vehicle trip generation for Building 1 and the overall Concept SSDA site. The reduced impacts on the surrounding road network will be further enhanced by the opening of the Sydney Metro West line. Along with walking and cycling options, active transport modes will be accessible and encouraged.

Parking provision and vehicle access relating to Building 1 will remain unchanged from the approved Concept SSD, with 358 car parking spaces being provided within the basement structure under Buildings 2 and 3 as approved.

The conversion of the Building 1 tower to residential above the podium will not alter the construction related traffic and parking impacts as assessed under the approved Concept SSD. Future Detailed SSDA(s) will be required to prepare Construction Vehicle Management Plan to determine appropriate vehicle routes and

traffic management measures. Construction vehicle movements associated with the proposal and development on surrounding sites would likely be restricted or limited during major events at Sydney Olympic Park, therefore limiting impacts to major events.

- **Reflectivity impact assessment**

The Reflectivity Impact Assessment (Appendix P) assumes a standard level of glazing for the façade of Building 1 which is typical of residential buildings. The assessment determined glare risk impacts to a number of locations, including vehicle routes and pedestrian locations. A number of the locations assessed were not subject to glare risk and where risk was present, it was limited to local façade areas in some instances. Overall, the anticipated glare risk is expected to be mitigated through architectural and façade treatments at the Detailed SSDA(s) phase which will reduce impacts to an acceptable level.

- **Wind impact**

A Wind Impact Assessment (Appendix O) considered the increase in building height associated with the amended Building 1 envelope, and the impacts this may have on wind safety and comfort criteria in the immediate surrounds, including Building 2 and 3. Overall, the Wind Impact Assessment concludes that wind comfort and safety can largely be achieved based on the intended usage of each area of the proposed development. Where exceedances occur, these impacts can be appropriately managed through architectural treatments to mitigate wind impacts and improve the overall comfort and safety of the scheme.

- **Noise impact**

A Noise and Vibration Impact Assessment (Appendix U) identifies that construction noise and vibration impacts would remain the same as those identified in the EIS for the approved Concept SSD, with the assessment noting that the required management plans will be prepared at the Detailed SSDA(s) phase. Further assessment has been undertaken to assess the relevant noise criteria for Building 1 and consider the operational impacts of the metro station on the more sensitive residential use located above the podium. Noise mitigation measures have been identified which will be delivered as part of the Stage 3 CSSI Approval, as outlined in Section 6.8.

- **Waste management**

A Waste Management Plan (WMP) (Appendix V) identifies that demolition and construction waste impacts will remain the same as the identified in the EIS for the approved Concept SSD, as well as waste vehicle service frequency, egress and ingress and loading dock arrangements. The WMP also estimates the volume of waste generated and potential bin sizes required for the residential use in Building 1.

The Amending Concept SSDA also allocates a waste storage area on the ground floor of Building 1, noting that 88m² and 33m² is required for residential and commercial/retail waste respectively. At this current point in time the waste storage is not adequately sized and therefore the collection and storage of waste from Building 1 will be refined as part of future Detailed SSDA(s).

- **Visual impact**

A Visual Impact Assessment (VIA) has been prepared (Appendix Q) to determine the potential visual impacts of the proposed Amending Concept SSDA. The VIA details the view impacts considering the current site conditions and the proposed development scenario.

Of the ten views analysed, the visual impact of one view was rated as medium, while the impact of the other nine views were each rated as either low or nil. The built forms proposed are not dissimilar in character, height or form to those within the surrounding visual context and the emerging context under the Master Plan 2030. The visual impact of the proposed development is considered acceptable within the context.

- **Economic and social impacts**

NSW Government policy, the Draft Master Plan 2050 and economic market conditions have been contributing factors to reconsidering the land use mix at this site. This Amending Concept SSDA maintains the opportunity to contribute to local jobs, services and amenities as part of a vibrant mixed-use precinct. Increased residential population will also result in increased retail expenditure which would contribute to a more stable market and secure revenue streams for local business.

Economic impacts are outlined in detail in Section 6.10 of the EIS. Social Impacts associated with the proposed amendments to Building 1 are outlined in detail in Section 6.11 of the EIS.

- **Other environmental impacts**

The EIS also assessed the impact of the proposed development with reference to the following environmental issues and finds the expected impacts to be acceptable:

- public space
- trees and landscaping
- ecologically sustainable development (ESD)
- biodiversity
- ground and water conditions
- water management
- flood risks
- hazards and risks
- contamination and remediation
- Aboriginal cultural heritage
- environmental heritage
- infrastructure requirements and utilities.

A thorough assessment of all potential environmental, social and economic impacts is provided at Section 6 of this EIS, as well as any relevant mitigation measures.

Community and stakeholder engagement

Sydney Metro has been engaging with the community, stakeholders and industry on Sydney Metro West project since 2017. Feedback gathered has helped shape the project, including station locations.

Specifically, community consultation has occurred at the following stages:

- Stage 1 CSSI Approval and Stage 3 CSSI Approval related community consultation
- Master Plan 2030 community consultation undertaken by SOPA as part of changes to the Master Plan (2018 Review).
- Community and stakeholder consultation during the development of the Sydney Olympic Park Over and Adjacent Station Development Concept SSDA EIS (SSD-35283699) and the public exhibition of the application by DPHI.

The outcomes of the community and stakeholder engagement are consistently incorporated into the Sydney Metro West project and have been incorporated into this Amending Concept SSDA as discussed in Section 5 and Appendix C of this EIS.

Conclusion and justification

The EIS has assessed the proposed development against the requirements of the SEARs (Appendix A), and the relevant planning instruments and policies (Section 4 and Appendix B).

The key issues identified within the SEARs have been assessed in Section 6 of the EIS. This assessment has been informed by specialist reports which include recommendations and mitigation measures. The assessment of key issues includes the mitigation measures which can be adopted to ensure the proposed development does not result in any significant unacceptable impacts. The mitigation measures are outlined at Appendix D.

The project is a positive development outcome for the site and surrounding area for the reasons outlined in Table 1.

Table 1 Summary of development outcomes

Matter	Response
Design Excellence	The design for Building 1 can achieve Design Excellence, subject to the submitted Design Guidelines and the Design Excellence Strategy.
Commonwealth and NSW Government’s housing priorities	The proposed development is consistent with the Commonwealth and NSW Government’s housing priorities and supports the NSW Government’s investment in public transport infrastructure and objectives of delivering greater housing supply along the Sydney Metro West line.
Strategic planning policies	<p>The proposed development has consideration of strategic planning policies, including:</p> <ul style="list-style-type: none"> • Greater Sydney Region Plan: A Metropolis of Three Cities • Our Greater Sydney 2056: Eastern City District Plan • Parramatta Local Strategic Planning Statement • Future Transport Strategy • Staying Ahead: State Infrastructure Strategy • Better Placed • Connecting with Country • Various SOPA policies and guidelines, including Master Plan 2030 and the Draft Master Plan 2050.
State and local development controls	The site is zoned B4 Mixed Use under the Central River City SEPP, with residential, commercial, and retail uses all being permitted with consent. The proposed development is consistent with the zone objectives and will enable Sydney Olympic Park to become an active and vibrant town centre in an accessible location, maximising public transport patronage and encouraging walking and cycling.

	<p>The statutory requirements of the relevant environmental planning instruments are achieved. The relevant instruments being:</p> <ul style="list-style-type: none"> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> • <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> • <i>State Environmental Planning Policy (Planning Systems) 2021</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> • <i>State Environmental Planning Policy (Precincts—Central River City) 2021</i> • <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> • <i>State Environmental Planning Policy (Housing) 2021</i>
<p>Minimises impacts on the natural environment</p>	<p>The site is currently cleared with cavern excavation and support works in progress in accordance with the Stage 3 CSSI Approval. A BDAR waiver was given for the Concept SSD and is also sought for the Amending Concept SSDA, as it is considered that the proposed development is unlikely to have significant impacts on biodiversity.</p> <p>Subject to the various mitigation measures recommended by the specialist consultants, the proposed development would not have any unreasonable impacts on natural environmental features.</p>
<p>Minimises impacts on the built environment</p>	<p>Subject to the various mitigation measures recommended by the specialist consultants, the proposed development would not have any unreasonable impacts on adjoining properties or public domain in terms of traffic, acoustic and amenity impacts.</p>
<p>Positive social impacts</p>	<p>The proposed Amending Concept SSDA's change in land use, notably has the potential to generate positive social impacts. Notably, it contributes to increased housing supply, immediately above the Sydney Olympic Park Metro Station, in accordance with the NSW Government's priorities for housing in accessible locations. It will continue the activation of the site and wider Sydney Olympic Park precinct. Where relevant, mitigation, enhancement and management measures have been identified, to address the other potential social impacts.</p>
<p>Positive economic impacts</p>	<p>The proposed development will deliver economic benefits, particularly in creating full time jobs during construction and will sustain direct and indirect jobs during its ongoing operation. The reduction in potential commercial floor space has been considered in Section 6 of this EIS.</p>

The site is suitable for the proposed development

The change in land use of Building 1 to residential above the podium will also generate additional retail spending in Sydney Olympic Park. Having a larger resident population would provide a more stable market that would help businesses have more secure revenue streams.

The site is considered highly suitable for the proposed development as:

- the proposal is consistent with the objectives and permitted land uses within the B4 Mixed Use Zone under the Central River City SEPP
- it will support the growth of Sydney Olympic Park as a key planned employment and housing growth centre
- the site is not subject to any significant environmental constraints
- the proposed development strongly aligns with the strategic planning objectives for the site and the NSW Government's housing priorities, and the National Housing Accord
- it supports the '30-minute city' concept of the Central River City. The aim of the 30-minute city concept is that residents of Sydney can reach one of three important regional centres in less than a half-hour by walking, biking, or public transport
- the proposed built form has considered the existing and emerging local character as envisaged by the Master Plan 2030 and Draft Master Plan 2050
- utility infrastructure is available to the site and required upgrades can be feasibly undertaken to service the scale of the proposed development
- the site has excellent access to public transport networks, being located above the metro station, as well as suitable access to surrounding road networks.

The proposed development is in the public interest

The proposed development is considered in the public interest as it is:

- consistent with the Central River City SEPP planning controls
- it responds to the current priorities of the Commonwealth and NSW Government to facilitate greater well located housing supply
- it will deliver new dwellings, and retain the delivery of commercial and retail floor space within the podium
- direct and indirect construction and operational jobs will be created
- it will deliver a viable development consistent with economic conditions, and which will support additional local spending in the precinct and around the metro station
- stakeholder engagement matters have been addressed by the design of the proposed development.

This EIS demonstrates that the proposed concept development has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents, and the imposition of a condition requiring modification of the existing Concept SSD for consistency.

1. Introduction

This section of the report identifies the applicant for this Amending Concept SSDA, outlines the project background and provides an overview of the proposal.

The purpose and structure of the EIS is also detailed herein.

1.1. Background

1.1.1. Sydney Metro

Sydney Metro is Australia's biggest public transport program. New fast, easy and reliable metro rail services started in May 2019 in Sydney's North West and were extended to Sydenham in 2024 as part of the City & Southwest project.

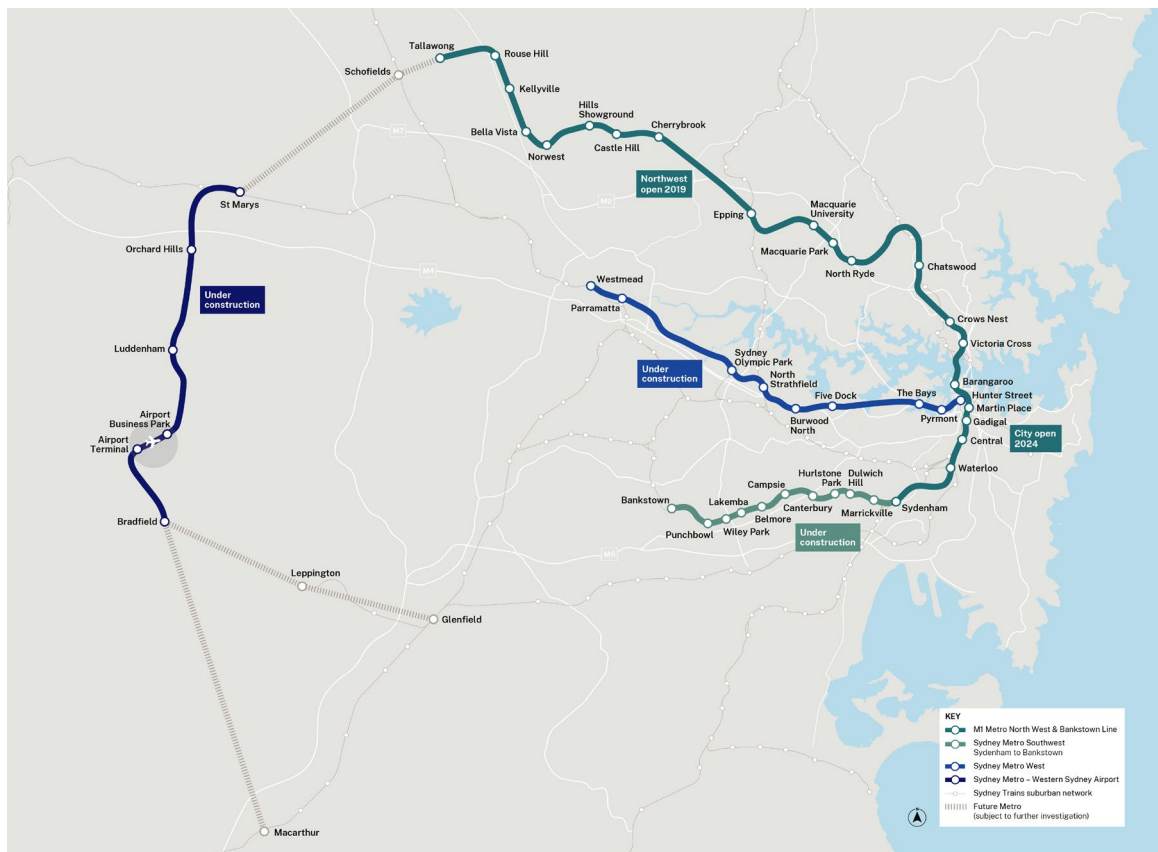
By 2032 Sydney will have a network of four metro lines, spanning 46 stations and 113km of new metro rail.

The metro network connects customers in the north west, west, south west and greater west to faster, more reliable and accessible transport. The metro network is shown in Figure 1 includes the operational M1 Line and three projects currently under construction:

- Southwest (under construction)
- West (under construction)
- Western Sydney Airport (under construction)

The Sydney Metro Network is shown in Figure 6 below.

Figure 6 Sydney Metro West network



Source: Sydney Metro

1.1.2. Sydney Metro West

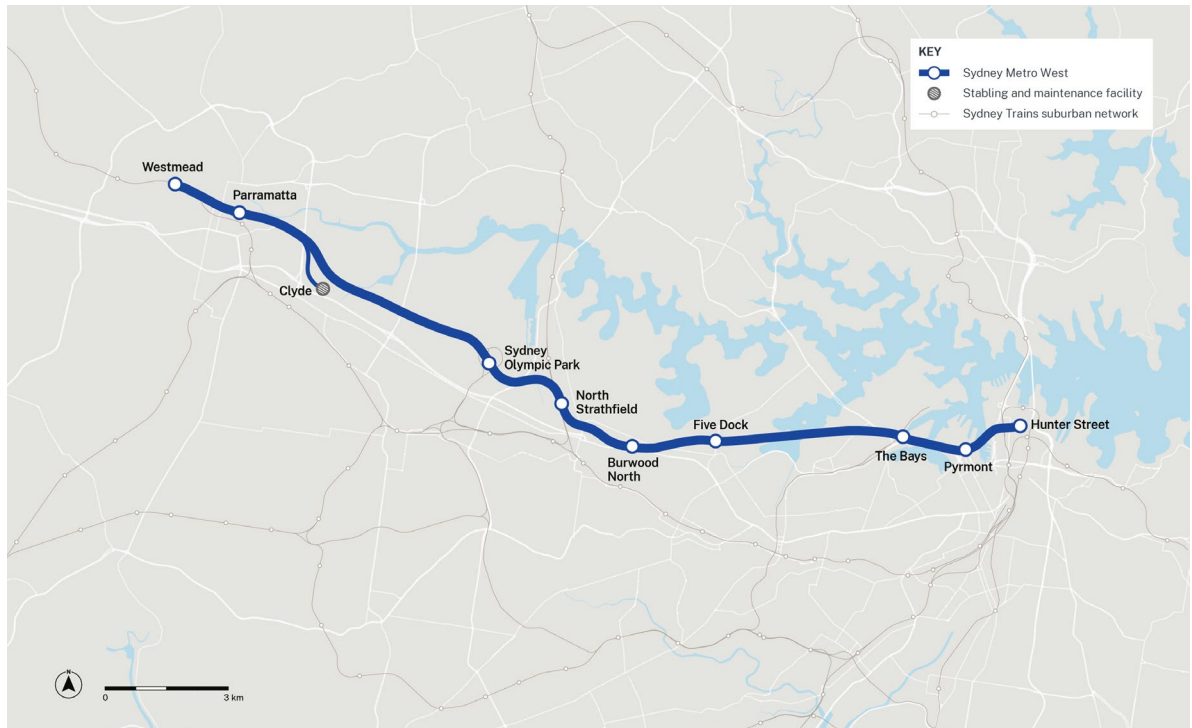
Sydney Metro West is a new underground railway which will double rail capacity between Greater Parramatta and the Sydney Central Business District (CBD), transforming Sydney for generations to come. The once-in-a-century infrastructure investment will provide fast, reliable, turn up-and-go metro services with fully accessible stations, link new communities to rail services and support employment growth and housing supply.

The delivery of Sydney Metro West is critical to keeping Sydney moving, and will:

- comprise a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD
- provide fast, reliable turn-up-and-go metro services with fully accessible stations
- link new communities to rail services and support employment growth and housing supply
- relieve the congested T1 Western Line, T9 Northern Line, and T2 Inner West & Leppington Line double the rail capacity between Parramatta and the Sydney CBDs
- significantly boost economic opportunities for Greater Parramatta
- allow customers fast and easy transfers with the T1 Western Line at Westmead, T9 Northern Line at North Strathfield, and the Sydney Trains suburban rail network and Sydney Metro in the Sydney CBD
- allow for transfers with the future Parramatta Light Rail Stage 1 at Westmead and Parramatta, as well as the planned Parramatta Light Rail Stage 2 at Sydney Olympic Park
- create an anticipated 10,000 direct and 70,000 indirect jobs during construction.

Sydney Metro West station locations are shown in Figure 7 below.

Figure 7 Sydney Metro West Network



Source: Sydney Metro

1.2. Sydney Olympic Park over and adjacent station development

1.2.1. Background and planning context

Sydney Metro is delivering Sydney Olympic Park metro station in accordance with the Sydney Metro West Critical State Significant Infrastructure (CSSI) approvals. The over and adjacent station developments at Sydney Olympic Park are to be delivered under State Significant Development (SSD) consent(s) subject to the provisions of Part 4 of the EP&A Act.

1.2.2. Critical state significant infrastructure

Sydney Metro West has been approved as staged critical State Significant Infrastructure (CSSI) under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and comprises the following:

- The application for the concept and major civil construction work for Sydney Metro West between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line (Concept and Stage 1 CSSI Approval) was approved on 11 March 2021.
- The application for all major civil construction and enabling works between The Bays and the Sydney CBD, including demolition, tunnelling, and station excavation for new metro stations associated with the Sydney Metro West railway line (Stage 2 CSSI Approval) was approved on 24 August 2022.
- The application for rail infrastructure, including fit-out of tunnels, construction, fit-out, and operation of metro stations and surrounding precincts and operation of the Sydney Metro West line (Stage 3 CSSI Approval) was approved on 26 January 2023.

1.2.3. State significant development

Development consent was granted on 28 August 2024 to the Concept SSDA (SSD-35283699) for Sydney Olympic Park Over and Adjacent Station Development. The Concept SSD consent provides conceptual approval of building envelopes, land uses, maximum building heights, a maximum gross floor area, pedestrian and vehicle access and associated car parking. This Amending Concept SSDA is a new development application which seeks consent to a new concept proposal for the site that will require amendment of the existing Concept SSD consent, in relation to the building envelope and the permitted land use that may be carried out in Building 1.

It is requested that this Amending Concept SSDA is treated as a concept development application under section 4.22 of the EP&A Act. A subsequent Detailed SSDA is required for the detailed design and delivery of the proposed development.

1.3. Relationship between SSD and CSSI

1.3.1. Sydney Olympic Park Over and Adjacent Station Development Concept consent – SSD 35283699

Development consent was granted on 28 August 2024 to the Concept SSDA (SSD-35283699) for Sydney Olympic Park Over and Adjacent Station Development, including:

- maximum GFA of 68,076 m² (excluding the station CSSI GFA) comprising:
 - 33,150 m² of residential accommodation (approximately 316 dwellings)
 - 1,389 m² of retail premises
 - 33,537 m² of commercial premises
- maximum building envelopes, maximum heights, and land uses for:
 - Building 1 – up to RL 122.00 (21 storeys) for commercial uses above a podium that incorporates the station services and non-station uses (commercial and/or retail) within the podium and basement
 - Building 2 – up to RL 118.00 (27 storeys) for retail and commercial uses in a 4 storey podium and residential tower above
 - Building 3 – up to RL 171.00 (45 storeys) for retail and commercial uses in a 4 storey podium and residential tower above
- car parking for maximum 358 vehicles in a basement below Buildings 2 and 3
- loading, vehicular, bicycle and pedestrian access arrangements.

This Amending Concept SSDA seeks consent for an amended concept proposal for the site including a change to the building envelope and land use for Building 1 to that for which consent was granted. No change is proposed to the concept for which consent was granted for Building 2 and Building 3.

1.3.2. Sydney Metro West CSSI approvals

Major civil construction work including station excavation and tunnelling at Sydney Olympic Park was assessed and approved under the Stage 1 CSSI Approval. The construction activities required to complete Sydney Olympic Station ready for operation were approved on 26 January 2023 under the Stage 3 CSSI Approval. The Stage 3 CSSI Approval (SSI-22765520) includes the following related to Sydney Olympic Park metro station:

- fit-out of tunnels including rail systems for metro train operations
- construction, fit-out and operation of metro station buildings and the surrounding metro precinct
- space for non-station uses at the metro station (e.g. retail and commercial)
- provisioning for over and/or adjacent station development within the metro precinct
- the structural elements and provision for utilities and services for non-station uses (e.g. retail and commercial facilities)
- transport network modifications such as new interchange facilities and integration with other transport nodes
- subdivision of station sites
- operation and maintenance of the Sydney Metro West line.

The proposed over station development (Building 1) has been designed to integrate with the Sydney Olympic Park metro station to ensure a cohesive station and precinct development.

The Stage 3 CSSI Approval includes the structural elements, utilities and services for the non-station uses (e.g. commercial and/or retail), and space for future lobbies, lift cores, access, loading docks and building services to enable the construction and operation of future over and adjacent station development. This includes the construction of the Building 1 podium to be delivered under the Stage 3 CSSI Approval.

Approval for the non-station uses within the podium are sought under the existing Concept SSD consent. The design of the non-station uses and interface between the station and the OSD is conceptual in nature and would be resolved through further design refinement under future Detailed SSDA(s). The fit-out and use of the non-station spaces in the podiums are subject to approval under future approval(s).

1.4. NSW Government priority for housing

In April 2023, the NSW Government announced it would conduct an independent review into Sydney Metro. The final Sydney Metro Review report, which was released on 7 December 2023, supports the NSW Government's priority to address the undersupply of housing across the State ([pg 11] Sydney Metro Independent Review Final Report Summary, 2023).

The report identified enhancements of Sydney Metro West and supported the requirement for the projects to be leveraged as a key driver of additional housing for the people of NSW. The new Sydney Metro West stations and the surrounding precincts were identified as opportunities to enable a large expansion of housing supply, and new employment and liveability opportunities. Maximising these new precincts as significant housing and city-shaping investments, with catalytic land use change triggered by the public transport intervention, especially at Sydney Olympic Park, was referenced ([pg 3] Sydney Metro Independent Review Final Report Summary, 2023).

In line with the NSW Government's priority to increase housing supply in locations close to Sydney Metro West, this Amending Concept SSDA seeks consent for development which comprises a change to the permitted land use of the Building 1 tower from commercial to residential.

1.5. Amending the existing concept approval

The proposal is for a new concept proposal which differs from the approved concept proposal, specifically in relation to the form of the building envelope and land use of Building 1, and requires the existing concept consent (SSD-35283699), to be amended accordingly (Amending Concept SSDA).

Section 4.22 of the EP&A Act provides for concept development applications to be made. A concept DA seeks consent for a concept proposal for the future development of a site. The approval of a concept proposal provides some certainty around the parameters of a proposal and a pathway for detailed applications to carry out the concept proposal, or parts of it, to be lodged and assessed in the future.

As outlined in Section 1.2.3 of this EIS, on 28 August 2024 the Minister for Planning and Public Spaces approved a Concept SSDA (SSD-35283699) for building envelopes and associated parameters for development over and adjacent to the Sydney Olympic Park metro station.

This Amending Concept SSDA seeks consent to a new concept proposal which amends the existing concept approval in respect of the building envelope and land use for Building 1. If approved, this new concept proposal will be carried out through the assessment and approval of subsequent Detailed SSDA(s).

The site 5-7 Figtree Drive, forms part of the broader Sydney Metro Sydney Olympic Park precinct site, as shown in Figure 10. This Amending Concept SSD only proposes to change the land use and building envelope of Building 1. No change is proposed to Building 2 or Building 3 which remain approved for commercial and retail land uses in the podium and residential land uses in the towers above under the Concept SSD consent.

It is requested that a condition be imposed on any consent for this Amending Concept SSDA pursuant to section 4.17(1)(b) of the EP&A Act, requiring the modification of the Concept SSD consent (SSD-35283699) upon the commencement of the Amending Concept SSDA consent, in accordance with the process under clause 67 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation). The amendment of the Concept SSD consent through such a condition would remove any inconsistency between the original concept approval and this application, upon commencement of the latter consent. This would remove any inconsistency between the Concept SSD consent and subsequent Detailed SSDA(s), for the purpose of section 4.24(2) of the EP&A Act.

Section 4.17(1)(b) of the EP&A Act provides that a condition of a development consent may be imposed requiring the modification or surrender of another development consent relating to the same land. To that end, section 4.17(5) of the EP&A Act provides:

“If a consent authority imposes (as referred to in subsection (1)(b)) a condition requiring the modification or surrender of a consent granted under this Act ..., the consent ... may be modified or surrendered subject to and in accordance with the regulations.”

This power to modify another existing consent pursuant to a condition imposed on a consent to a new application is distinct from the modification power under section 4.55 of the EP&A Act, as confirmed by the NSW Land and Environment Court in *Waverly Council v C M Hairis Architects (2002)* NSWLEC 180.

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, and Part 8, Division 5 of the EP&A Regulation, and the environmental assessment requirements of the SEARs. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

The proposed development has an EDC of more than \$10 million and is within a ‘specified site’ in Schedule 2(2) of the Planning Systems SEPP being the ‘Sydney Olympic Park Site’ (at (f)). It is not permissible without consent by operation of an environmental planning instrument and is therefore declared state significant development for the purposes of the EP&A Act. The proposed concept development is permissible with consent under the Central River City SEPP and accordingly, consent is sought to this Amending Concept SSDA under Section 4.38 of the EP&A Act. This EIS describes the precinct, its environs and the proposed concept development, and provides an

assessment of the proposed development in terms of the matters to be considered under Section 4.15(1) of the EP&A Act.

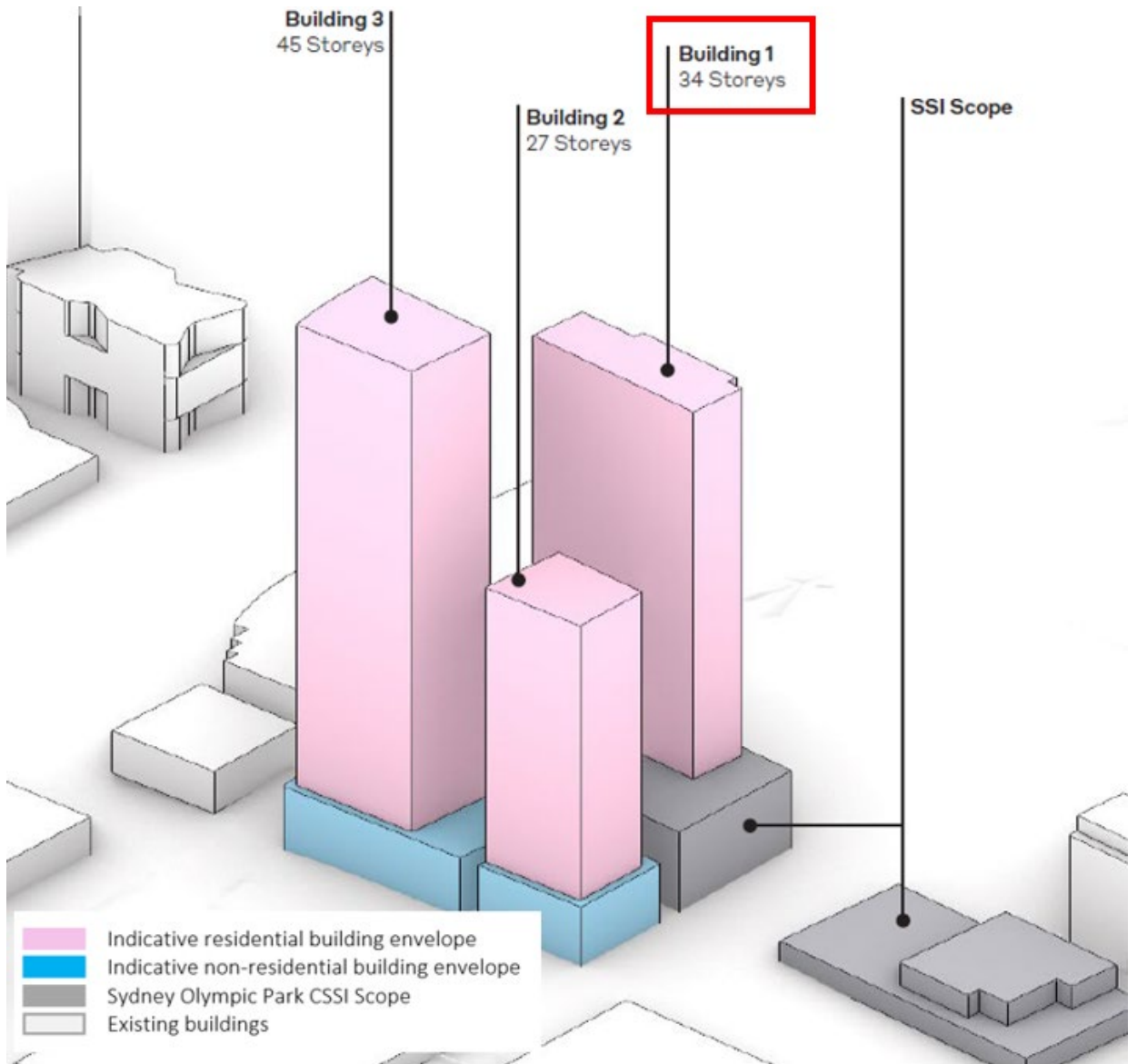
1.6. The proposal

This Amending Concept SSDA seeks consent to modify the approved building envelope and land use for Building 1 within the Concept SSD site, approved under SSD-35283699. This would align with the objectives of the NSW Government to increase housing supply in locations close to Sydney Metro West. This change of use will result in a taller building and reduced floor plate sizes within Building 1 only (refer to **Figure 5**). It will include:

- converting the land use of the commercial Building 1 tower to a residential use with an associated 22,875m² of residential Gross Floor Area (GFA)
- reducing the commercial GFA from 27,841m² to 1,183m² and the retail GFA from 555m² to 791m² to be delivered within the podium
- increasing the maximum building height from RL 122.00 to RL 151.00 and the number of storeys from 21 to 34
- amending the building envelope of Building 1 to redistribute floor space to suit a residential land use.

No changes are proposed to the approved envelopes or land uses for Building 2 or Building 3 as they were approved under the Concept SSD (SSD—35283699).

Figure 8 Sydney Olympic Park OSD Building 1 amended building envelope



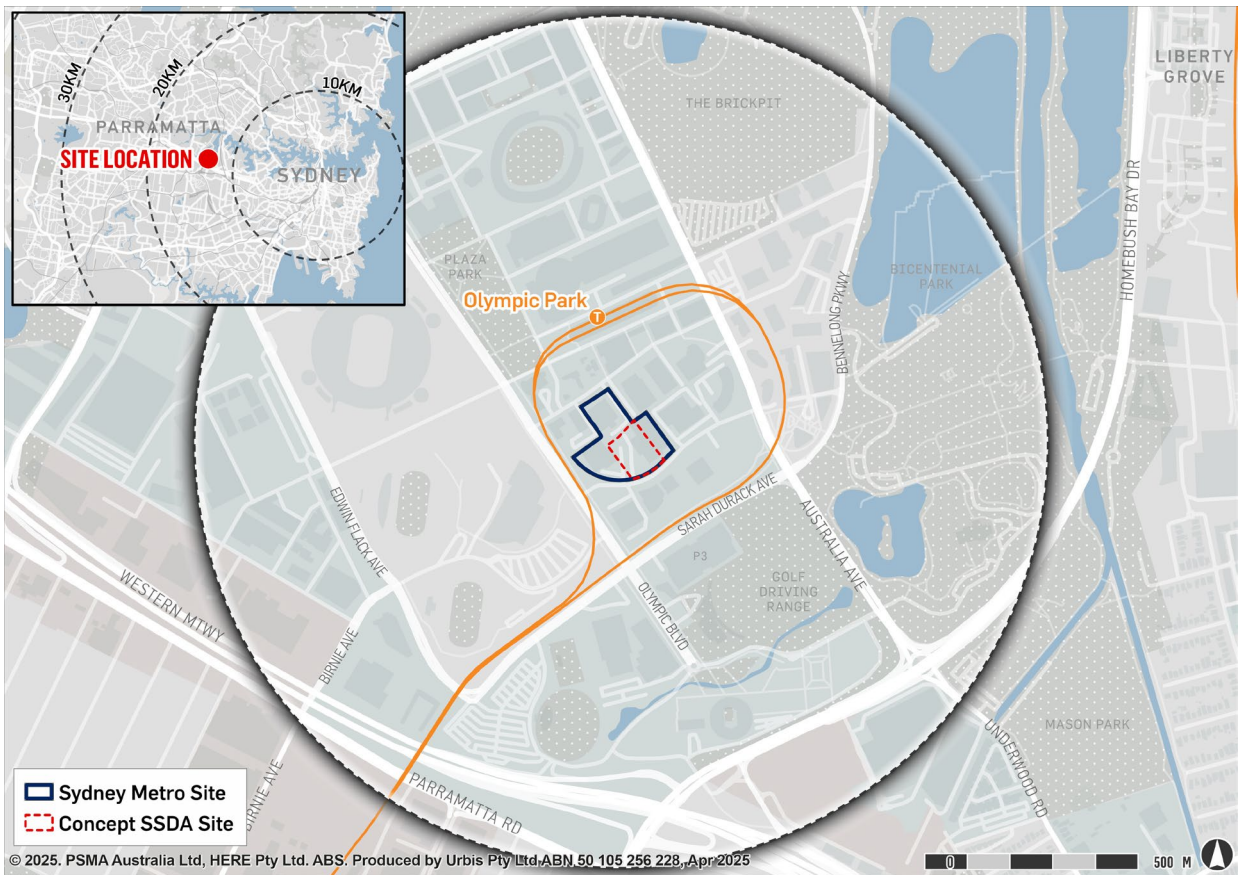
Source: Mott McDonald

The site is located at 5-7 Figtree Drive, Sydney Olympic Park, within the Parramatta Local Government Area. It is legally described as Lot 58 DP786296 and part of Lot 59 in DP 786296. The proposed Building 1 is located across both existing lots.

Part of the Sydney Metro West is under construction at the site in accordance with the Sydney Metro West CSSI approvals. Previous buildings and ancillary structures on the site have been demolished.

A map of the Sydney Metro Sydney Olympic Park precinct site (shown red) in its regional setting is provided in Figure 9 below.

Figure 9 Regional Context (Sydney Metro site shown red)



Source: Urbis

The key objectives for the proposed development and the way in which these have been achieved are summarised below.

Table 2 Amending Concept SSDA vision and objectives

Objective	Amending Concept SSDA Response
1. Align the project with the NSW Government’s housing priorities	The Amending Concept SSDA and conversion of Building 1 from commercial to residential above the podium aligns with the NSW Government’s priorities to increase housing supply in locations close to Sydney Metro West ([pg 11] Sydney Metro Independent Review Final Report Summary, 2023).
2. Align the project with the Sydney Metro Review	The Amending Concept SSDA also aligns with the final Sydney Metro Review Report, released on 7 December 2023, which supports the NSW Government’s priority to address the undersupply of housing across the state. In accordance with the review, the proposal supports Recommendations 4, 5, 10 and 12 of the of the Sydney Metro Independent Review Final Report Summary, which is to maximise housing in key precincts, where there will be

<p>3. Continue to deliver on the transformational impacts of Sydney Metro West</p>	<p>catalytic land use change triggered by the public transport intervention.</p> <p>The Amending Concept SSDA continues to build on the of Sydney Metro West through an OSD proposal which comprises a residential tower and a podium with ground floor commercial and retail uses. Future residents and businesses will benefit from being proximate to once-in-a-century infrastructure investment that will provide fast, reliable, turn up-and-go metro services with fully accessible stations. The Metro network will link residents of new communities to other communities, other rail services, as well as support employment growth and housing supply at Sydney Olympic Park.</p>
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1.7. Purpose and structure of this Environmental Impact Statement

This EIS addresses the environmental assessment requirements of the SEARs dated 17 December 2024. The structure and content of the EIS are outlined below.

Table 3 Structure of EIS

Chapter	Description
Chapter 1: Introduction (this chapter)	Outlines the key elements of Sydney Metro West and this Amending Concept SSDA, including the project’s history and previous approvals, as well as the purpose of this EIS.
Chapter 2: Strategic context	Provides justification of the Amending Concept SSDA and establishes the strategic context of the proposal.
Chapter 3: Project description	Provides a description of the Amending Concept SSDA.
Chapter 4: Statutory context	Provides an outline of the statutory approvals framework, including applicable legislation and planning policies
Chapter 5: Engagement	Outlines stakeholder and community engagement carried out to date, including during the preparation of this Environmental Impact Statement.
Chapter 6: Assessment of impacts	Provides a detailed summary of the results of the assessment of potential impacts of the project.
Chapter 7: Evaluation of the project	Provides a conclusion including justification for this proposal and an assessment of whether this proposal has achieved the objectives of the Sydney Metro West project and met the objects of the EP&A Act.

Supporting information has been provided where relevant as appendices. Refer to Appendix List within the Table of Contents on Page 5 of this EIS.

2. Strategic context

This section of the EIS describes the key features of the site and its relationship to its local context. It also discusses how the project aligns with relevant strategic planning policy. It identifies other projects that should be considered in assessing the cumulative impacts of the project and also outlines the potential feasible alternatives explored by the applicant.

2.1. Project justification

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for placemaking and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development means Sydney Metro is more than just a transport delivery agency, but also provides defining city building opportunities that revitalizes precincts and communities, leaving a legacy, and shaping Sydney for generations to come.

This Amending Concept SSDA creates a place-based outcome that successfully integrates transport infrastructure, open space, ground plane retail, commercial and residential land uses.

The Sydney Olympic Park metro station precinct acknowledges growth opportunities within Sydney Olympic Park and seeks to establish parameters to attract more businesses and residents in a well-connected location reducing reliance on private transport modes while continuing to ensure Sydney Olympic Park can operate and function as a world class event and sporting precinct.

The Amending Concept SSDA is consistent with the Central River City SEPP provisions. The Amending Concept SSDA has taken into consideration the relevant State, district and local strategic plans and policies that apply to the site, as outlined below.

2.1.1. NSW Government priorities

The Commonwealth and NSW Government's current strategic imperatives are focused on addressing the housing crisis and facilitating greater well-located housing supply. On a national level, the Commonwealth Government has established a National Housing Accord, which sets an aspirational target of building 1.2 million well-located homes over 5 years from mid-2024. In response, the NSW Government has set a five-year housing completion target of 377,000 new well-located homes to be built by FY 29 (National Housing Accord, 2022).

For the City of Parramatta, this means a dwelling completion target of 19,500 homes by FY29. The increased emphasis on housing supply is also evidenced in the NSW Government's various housing policy reforms, in particular through amendments to *State Environmental Planning Policy (Housing) 2021* (Housing SEPP), to facilitate greater transit-oriented development and affordable housing, particularly through floor space and height incentives.

The greater emphasis on housing supply is also expected to be reflected in updated planning priorities and housing targets set in the 'Greater Sydney Region Plan' and corresponding 'District Plans'. Updates to these plans are understood to have commenced in early 2024.

This Amending Concept SSDA responds to the general NSW Government priorities for new well-located homes, by facilitating the delivery of a greater housing supply close to Sydney Metro West.

2.1.2. Sydney Metro Review 2023

In April 2023, and in light of the NSW Government's housing priority, it was announced that the NSW Government would conduct an independent review into Sydney Metro. The final Sydney Metro Review Report, which was Sydney Olympic Park Over Station Development Amending Concept SSDA EIS

released on 7 December 2023, supports the NSW Government's priority to address the undersupply of housing across the state.

The report identified potential enhancements to Sydney Metro West and supported the requirement for the project to be leveraged as a key driver of additional housing for people in NSW ([pg 11] Sydney Metro Independent Review Final Report Summary, 2023). The new Sydney Metro West stations and the surrounding precincts were identified as opportunities to enable a large expansion of housing supply, and new employment and liveability opportunities. An opportunity was identified to maximise these new precincts as significant housing and city-shaping investments, with catalytic land use changes triggered by the public transport intervention, especially at Sydney Olympic Park ([pg 3] Sydney Metro Independent Review Final Report Summary, 2023).

In line with the NSW Government's priority to increase housing supply in locations close to Sydney Metro West, this Amending Concept SSDA, seeks consent for a concept which includes a change to the land use of the Building 1 tower from commercial to residential.

2.1.3. Greater Sydney Region Plan: A Metropolis of Three Cities

A Metropolis of Three Cities (the Region Plan) is a bold vision for three, integrated and connected cities that will rebalance Greater Sydney – placing housing, jobs, infrastructure and services within greater reach of more residents, no matter where they live.

The Region Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The Region Plan informs district and local plans, assists infrastructure agencies to align infrastructure delivery and informs the private sector and wider community of the growth management and infrastructure investment intentions moving into the future.

The vision for the plan is built on three 30-minute cities within Greater Sydney with the intent of improving access to jobs, services, entertainment and cultural facilities through different modes of transport.

The site is within the Central River City which is expected to grow from 1.3 million to 1.7 million people over the next 20 years. The vision for the Central River City will be supported by unprecedented public and private sector investment, guided by 10 strategic directions and four pillars relating to infrastructure and collaboration; liveability; productivity and sustainability. The proposed Amending Concept SSDA is consistent with the Region Plan, in particular the following objectives:

- *Objective 1: Infrastructure supports the three cities*

The Amending Concept SSDA is an OSD that will be located over the Sydney Olympic Park metro station, and therefore will encourage the use of the metro station by future residents and commercial tenants.

- *Objective 4: Infrastructure use is optimized*

The Amending Concept SSDA would provide residential uses in a location where the use of the future metro station can be optimised.

- *Objective 7: Communities are healthy, resilient and socially connected*

The location of the residential land uses above the podium, and the retained lower levels of commercial and retail will activate the ground plane, and encourage the use of public transport, walking and cycling on trip journeys.

- *Objective 10: Greater housing supply*

The Amending Concept SSDA would increase the number of residential dwellings from approximately 316 to 507 across the entirety of the site, which represents a substantial boost to housing supply with direct access to Sydney Metro West transport infrastructure.

- *Objective 11: Housing is more affordable and diverse*

The Amending Concept SSDA demonstrates that the additional residential dwellings will comprise a mix of dwelling typologies and sizes, in a highly accessible location

- *Objective 12: Great places that bring people together.*

The proposal would play a key role in creating a quality Sydney Metro Sydney Olympic Park precinct site.

- *Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30minute cities.*

The proposal would contribute to the provision of a 30-minute Central City, by contributing to the location of housing and employment at a site which directly benefits from immensely strong access to services, employment and public transport.

- *Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive*

Sydney Olympic Park, as part of the Greater Parramatta to Olympic Peninsula (GOP), has been identified as a strategic centre in the Greater Sydney Region Plan – A Metropolis of Three Cities. The proposal will strengthen the GOP by contributing to development that is consistent with the NSW Government's housing priorities.

2.1.4. Our Greater Sydney 2056: Central City District Plan

The Central City District Plan which applies to the site is a 20-year plan to manage growth in the context of economic, social and environmental matters, to implement the objectives of the Greater Sydney Region Plan.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas, and existing and future transport infrastructure to deliver growth aspirations.

The following objectives of the Central City District Plan are relevant to the Amending Concept SSDA:

- *C1: Planning for a city supported by infrastructure.*

The Amending Concept SSDA provides for increased housing directly above the Sydney Olympic Park Metro Station.

- *C4: Fostering healthy, creative, culturally rich and socially connected communities.*

The residential uses still encourage the use of public transport, walking and cycling when making journeys. Proximity to existing open space has not changed.

- *C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport.*

The Amending Concept SSDA would substantially increase the number of residential dwellings from approximately 316 to 507 across the entirety of the site, a net increase of 191 apartment dwellings (subject to a separate Detailed SSDA(s)) with high levels of walkability and good transport connections and close to employment opportunities. This increase in dwellings would further address the State Government's priority to increase housing supply in NSW.

- *C6: Creating and renewing great places and local centres and respecting the district's heritage.*

The Amending Concept SSDA contributes to the ongoing renewal of Sydney Olympic Park and appropriately respects heritage values.

- *C8: Delivering a more connected and competitive GPOP Economic Corridor.*

The Amending Concept SSDA would substantially increase the number of dwellings as noted above, whilst retaining a suitable amount of commercial floor space in a highly accessible location. It will ultimately support delivery of a more connected and competitive GPOP Economic Corridor, as it will connect a greater density of residents to employment and services.

- *C9: Delivering integrated land use and transport planning for a 30-minute city.*

The proposal would facilitate the integration of land use and transport planning contributing to the creation of a walkable and 30-minute city. The proposal would provide additional residential uses that are appropriately integrated in an area which will be serviced by the Sydney Olympic Park metro station.

- *C10: Growing investment, business and job opportunities in strategic centres.*

Sydney Olympic Park is identified as a strategic centre. The proposal retains approximately 1,183m² GFA of commercial and retail floor space in the podium of Building 1, supporting jobs growth.

- *C19: Reducing carbon emissions and managing energy, water and waste efficiency.*

The proposal facilitates the promotion of walkable neighbourhoods and low carbon transport options due to its proximity to the future Sydney Olympic Park metro station.

2.1.5. Parramatta Local Strategic Planning Statement

The Parramatta Local Strategic Planning Statement (Parramatta LSPS) provides the framework for the City of Parramatta Council to undertake land use planning and decision making over the next 20 years.

The planning priorities which are relevant to the site and Amending Concept SSDA are discussed below.

- *Objective 4: Focus housing and employment growth in the GPOP and Strategic Centres; as well as stage housing release consistent with the Parramatta Local Housing Strategy.*

The Amending Concept SSDA would provide additional residential dwellings in a location that can optimise the use of the Sydney Olympic Park metro station, as well as the broader Sydney public transport network as principal modes of transport.

- *Objective 7: Provide for a diversity of housing types and sizes to meet community needs into the future*

The Amending Concept SSDA would substantially boost housing supply in Sydney and deliver an additional 191 dwellings at the site (subject to a future Detailed SSDA(s)). With additional dwellings, the Amending Concept SSDA provides the opportunity for varying dwelling typologies and sizes, in a highly accessible location.

- *Objective 10: Improve active walking and cycling infrastructure and access to public and shared transport*

The Amending Concept SSDA maintains the range of approved pedestrian and cycle routes throughout the site. Easy pedestrian connection between the available transport services are still enabled.

- *Objective 11: Build the capacity of the Parramatta CBD, Strategic Centres, and Employment Lands to be strong, competitive and productive*

The proposed development would strengthen the GOP by contributing to its continued growth. A greater amount of residents and workers can reside within the future OSD and are therefore better connected to Sydney CBD and Parramatta, with improved access to employment opportunities.

2.1.6. Future Transport Strategy

The Future Transport Strategy (Future Transport) was released 5 September 2022 as an update to Future Transport 2056: Shaping the Future (Future Transport 2056), which was published in 2018. Future Transport updated the Transport for NSW Long Term Master Plan. It takes into account events, such as the COVID-19 pandemic, drought, bushfires, floods and global upheaval which has altered the trajectory of many social, economic and cultural trends in NSW. The vision and objectives relevant to the site and the Amending Concept SSDA are outlined below.

- *C1 Connectivity is improved across NSW: Enhance 30-minute metropolitan cities*

The Amending Concept SSDA supports the 30-minute city concept, where people can conveniently access jobs and services within 30 minutes by public or active transport. The proposal would provide additional residential dwellings in an area which is well served by public transport, jobs, goods and services.

- *C2 Multi-modal mobility supports end to end journeys: Support car-free, active, sustainable transport options*

The Amending Concept SSDA seeks to deliver additional residential dwellings above and adjacent to the Sydney Olympic Park metro station. The proposal retains the envisaged provision of bicycle parking and end of trip facilities on Level 3 above the station podium (Building 1) and in Basement Level 1 of Buildings 2 and 3, however the final locations would be determined in future Detailed SSDA(s). This will help to reduce reliance on private vehicles and increase the use of active and public transport.

2.1.7. Staying Ahead: State Infrastructure Strategy 2018-2038

The NSW Infrastructure Strategy 2022-2042 (SIS) sets out Infrastructure NSW's independent advice to the NSW Government on the state's infrastructure needs and strategic priorities towards 2038. It is framed around 9 long-term objectives, and 57 recommendations aimed at improving outcomes and living standards across the state. Objective 10 of the SIS seeks to Integrate infrastructure, land use and service planning. Key strategic directions under this objective are to coordinate integrated land use planning to address future housing, employment and industry needs and regularly update planning regulation and land use controls to reflect current circumstances.

The Amending Concept SSDA is aligned with key recommendations, including the recommendation to "*deliver more housing, jobs, amenities and services in location where there is spare capacity in existing and planned infrastructure*". This includes directing planning and growth around existing and planned transport networks, including public transport infrastructure such as passenger rail stations and interchange hubs. The proposal contributes an additional 191 dwellings as part of the over station development, maximising the amount of housing and future residents on the site.

2.1.8. Better Placed

Better Placed is the NSW Government Architect's integrated design policy for the built environment in NSW. It provides seven distinct design objectives to guide development of the built environment, which include the following:

- **Better Fit: Contextual, local and of its place**

A vibrant human-scale public domain is proposed under the Concept SSD consent and the Stage 3 CSSI Approval, with the promenade, plaza and through-sitelinks where the main entrances to the station and developments are located via adjoining small-scale plazas.

- **Better Performance: Sustainable, adaptable and durable**

Minimum rating requirements are set to 5 Star Green Star Building for the new residential building proposed under this Amending Concept SSDA.

- **Better for Community: Inclusive, connected and diverse:**

The Amending Concept SSDA results in a mix of uses including retail, commercial in the podium and residential in the tower above, complemented by public open space to be delivered under the Concept SSD consent and Stage 3 CSSI Approval, which would provide multiple opportunities for social integration.

- **Better for People: Safe, comfortable and liveable:**

The Amending Concept SSDA provides additional dwellings in Building 1. The mixed-use nature of the development is retained. The diversity of uses would provide 24-hour surveillance to public domain areas, buildings and the Sydney Olympic Park metro station entries.

- **Better Working: Functional, effective and fit for purpose:**

The Amending Concept SSDA proposal has been designed in a coordinated manner alongside the metro station development, to provide a development which provides mixed land uses that seamlessly integrate with Sydney Metro West.

- **Better Value: Creating and adding value:**

The proposal would create value and quality of life for future residents, visitors and office workers at the site.

- **Better Look and Feel: Engaging, inviting and attractive:**

Landscaping and public domain improvements to be delivered under the Concept SSD consent and Stage 3 CSSI Approval will create a vibrant and engaging precinct.

2.1.9. Connecting with Country

The Connecting with Country Framework is a system for developing connections with Country that will inform the planning, design, and delivery of projects in NSW. The framework seeks to improve the health and wellbeing of Country to achieve three strategic goals:

- reduce the impacts of natural events such as fire, drought, and flooding through sustainable land and water use practices
- value and respect Aboriginal cultural knowledge with Aboriginal people co-leading design and development of all NSW infrastructure projects
- ensure Country is cared for appropriately and sensitive sites are protected by Aboriginal people having access to their homelands to continue their cultural practices.

The Connecting with Country Framework identifies various outcomes for Country including 'Better Places' which is outlined further in Section 4 which explores opportunities for 'Designing with Country'. Country-centred design approach includes:

- supporting living systems: Earth, Water, Sky

- providing ‘in-between spaces’ and ‘indirect connections’
- considering cultural landscapes and building scale.

The Amending Concept SSDA will provide an opportunity for residential towers to celebrate views across Western Sydney Plains, over the Parramatta River to the Blue Mountains and therefore provides opportunity to connect to the Country, both earth and sky.

The proposed Amending Concept SSDA, does not alter the approved public domain and opportunities for small scale public areas throughout the precinct to provide places to meet and discuss (yarning circles), rest or learn (healing places for youth, man or woman), or exercise are considered essential for healthy and engaged community. There remains opportunity to implement further specific design responses through the Detailed SSDA(s) design development process in line with the Connecting with Country Framework.

2.1.10. Other relevant guidelines and policies

The following other guidelines and policies, relevant to Sydney Olympic Park and the site specifically, are considered below (Table 4).

Table 4 Other relevant guidelines and policies

Policy	Comment
Guide to Transport Impact Assessment	The Transport for NSW Guide to Transport Impact Assessment (Transport Guide) prescribes the traffic generation considerations relating to major developments. The Transport Guide establishes the grounds for traffic impact assessment in terms of daily traffic volumes and peak traffic volumes for the additional residential dwellings. A Transport and Access Report has been prepared with regard to the Transport Guide. Refer to Appendix S.
Development near Rail Corridors and Busy Roads – Interim Guideline	Development Near Rail Corridors and Busy Roads aims to facilitate the effective planning, design and assessment of development in or adjacent to rail corridors and busy roads. This guideline has been addressed in the Noise and Vibration Impact Assessment at Appendix U.
NSW Planning Guidelines for Walking and Cycling	The concept proposal allows for the provision of an area to store bicycles within the proposed buildings. Details regarding the provision of bicycle infrastructure would be further developed through subsequent Detailed SSDA(s).
Sydney Olympic Park Access Guidelines 2015	The purpose of these Guidelines is to provide information concerning the requirements for an accessible built environment that enables independent, equitable and inclusive access for all people. The future Detailed SSDA(s) would be accompanied by an Accessibility Report.
Sydney Olympic Park Event Impact Assessment Guidelines	The proposal would not impact the major event capability of Sydney Olympic Park. Pedestrian and car park access points and infrastructure access nodes would be located in suitable places and developed to

Policy	Comment
<p>Sydney Olympic Park Urban Elements Design Manual</p>	<p>suitable standards. Details relating to construction activity would be further examined during detailed design.</p> <p>The Urban Elements Design Manual seeks to ensure the seamless integration of new urban spaces within the Town Centre with the existing public realm designed to serve major sporting and leisure venues.</p> <p>Ground floor public domain activation has been considered as essential in developing a successful precinct. No changes to the approved public domain are sought. Smaller, intimate public spaces are proposed throughout the development, along the promenade and adjoining larger public areas in the town centre.</p>
<p>Sydney Olympic Park Environmental Guidelines</p>	<p>The Sydney Olympic Park Environmental Guidelines seek to set a high standard of environmental performance and work to continually improve the sustainability of Sydney Olympic Park.</p> <p>This Amending Concept SSDA is supported by an ESD Report, attached as Appendix R which identifies and responds to relevant state and local government policy, and statutory planning instruments in support of the Amending Concept SSDA.</p> <p>Further, the Concept SSD sets an ESD framework for the Amending Concept SSDA and aligns with the vision and priorities set out in the Master Plan 2030, and the sustainability issues and objectives of the <i>Environmental Guidelines, Sydney Olympic Park 2008</i>. The <i>Environmental Guidelines</i> are considered as relevant for this Amending Concept SSDA.</p> <p>The Environmental Guidelines are proposed to remain under the Draft Master Plan 2050.</p>
<p>Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy</p>	<p>This policy sets SOPA’s requirements for stormwater management associated with development design, planning and construction. No change is sought to the approved Integrated Water Cycle Management Plan approved under the Concept SSD.</p> <p>The report aims to provide a hydraulic and water quality analysis as well as design of on-site detention systems and water quality treatment measures to demonstrate the feasibility of the Amending Concept SSDA from a stormwater and water quality perspective at a conceptual level.</p> <p>Water sensitive urban design elements are proposed as part of the treatment train that will provide an adequate level of detention and treatment to achieve the stormwater quality targets.</p>
<p>Sydney Olympic Park Safety and Security Policy</p>	<p>The Safety and Security Management Plan Requirements Policy requires applicants for development to embed safety and security as an integral part of the process of planning and development.</p>

Policy	Comment
	<p>The proposed diverse uses would provide 24 hours surveillance to public domain areas, buildings and metro entries. The approved retail uses along the ground floor would provide activities through the day. The approved landscaping elements and resistant materials would deter vandalism and graffiti on ground level walls.</p> <p>A CPTED Assessment undertaken as part of the approved Concept SSD outlined how the principles of CPTED could be incorporated into the detailed design stages of the project. This Amending Concept SSDA continues to incorporate a number of CPTED principles and provides adequate opportunity for the implementation of further CPTED principles in the future design.</p>
<p>Sydney Olympic Park Noise Management Plan</p>	<p>The Noise Management Plan outlines how other noise issues (other than noise from major events) are managed within Sydney Olympic Park.</p> <p>A Noise and Vibration Impact Assessment has been prepared (Appendix U) which establishes noise and vibration assessment criteria for the construction and operation of the Amending Concept SSDA. The assessment criteria are based on relevant state guidelines and legislation and are considered appropriate for the Amending Concept SSDA of this nature.</p>

2.2. The site and surrounding context

2.2.1. Site location

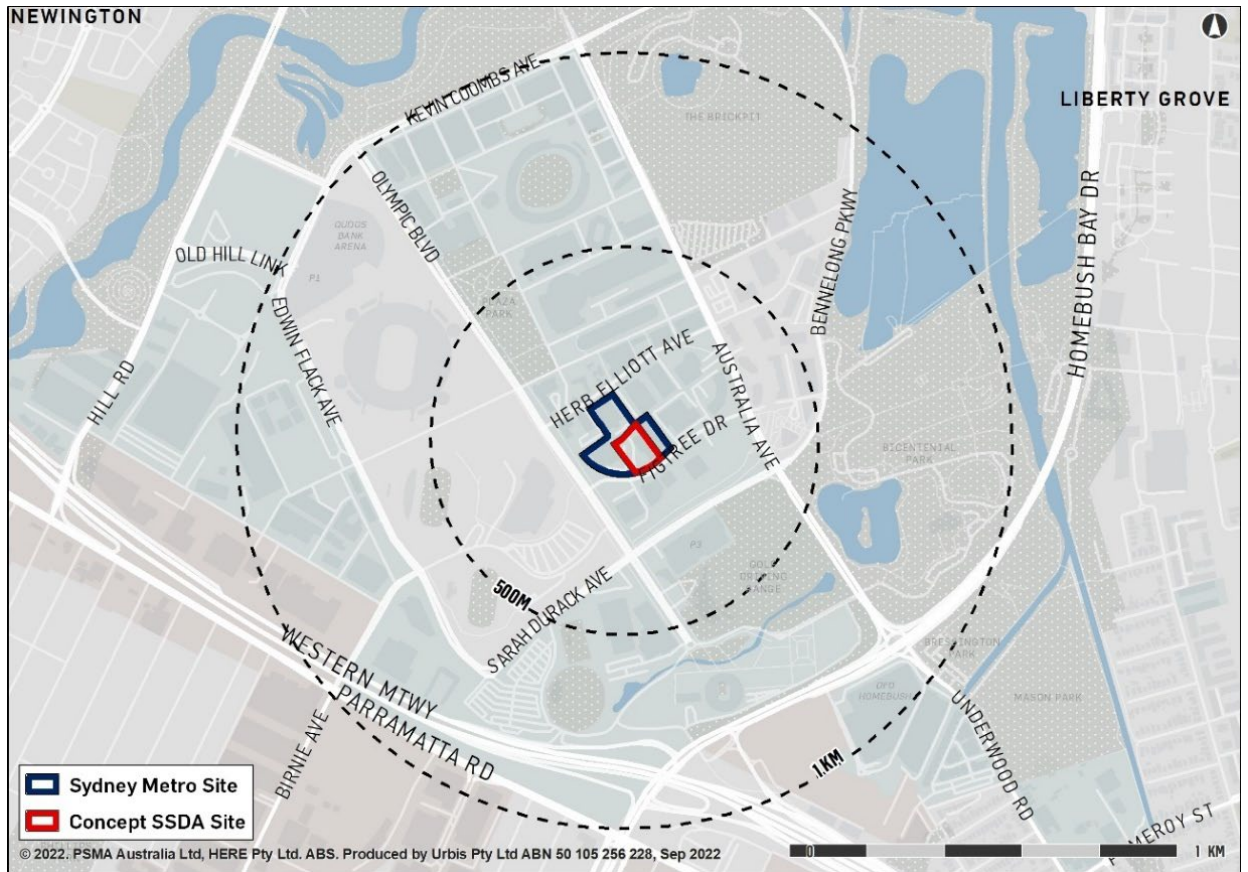
The site is located at 5-7 Figtree Drive, Sydney Olympic Park within the Parramatta local government area (LGA). The site comprises part of Lots 58 and 59 in Deposited Plan 786296 and is currently owned by Sydney Metro.

The site is centrally located between the Parramatta and Central Sydney CBD, approximately 13km to the west of Sydney CBD and 11km to the east of Parramatta CBD.

Nearby strategic centres include Burwood to the east, and Rhodes to the north, with town centres at Auburn and Strathfield to the west and east respectively. Parramatta is the nearest metropolitan centre containing major infrastructure, commercial and residential development.

The location of the Amending Concept SSDA site, including Buildings 1, 2 and 3 is illustrated in Figure 10 below (identified as “Concept SSDA Site”).

Figure 10 Local context map



Source: Urbis

2.2.2. Site description

The site relates to the Sydney Olympic Park OSD approved under SSD 35283699, which includes Building 1, 2 and 3 (Figure 10 and Figure 11 – shown in red outline). Building 1, the subject of this Amending Concept SSDA is labeled and hatched in light blue in Figure 11.

Works approved under the CSSI approvals are being carried out on the site at present and the previous buildings have been demolished. The site currently forms part of the growing Sydney Olympic Park town centre with a series of medium and high-rise commercial, residential buildings and hotels, with street retail.

The key features of the site are described in Table 5 further below.

Figure 11 Site identification



Source: Urbis

2.2.3. Site and locality overview

The table below provides a consolidated overview of the site and locality features.

Table 5 Site and locality description

Characteristic	Description
Key Site Features	
Country	Wann-gal Country

Characteristic	Description
Address	5-7 Figtree Drive, Sydney Olympic Park
Legal description (title particulars)	Part Lot 58 & Lot 59 DP 78296
Zoning	B4 Mixed Use
Number of existing lots	2 registered lots
Existing use / structures	The site is currently undergoing works approved under the CSSI approvals. All previous structures have been demolished.
Site area	11,407m ² for the entire Concept SSD site with approximately 5,657m ² for the Building 1 site only.
Site frontage	<p>The Sydney Olympic Park metro station precinct is bounded by the following roads:</p> <ul style="list-style-type: none"> • Figtree Drive to the south • Olympic Boulevard to the west • Herb Elliott Avenue to the north <p>The site is located within the Sydney Olympic Park metro station precinct and has a primary frontage to Figtree Drive.</p>
Vehicular/site access	Vehicular and driveway access is from Figtree Drive to the south.
Adjacent land uses north	<p>To the north is the Abattoir Heritage Precinct, which is located on the opposite side of Herb Elliott Avenue. Directly behind the heritage precinct is the Olympic Park Train Station, Sydney Showground and Sydney Olympic Park Sports Hall.</p> <p>Qudos Bank Arena and Accor Stadium are located less than 500 metres from the site to the north-west.</p>
Adjacent land uses east	East of the site is predominantly a mixed-use area with frontage to Australia Avenue. Further east are notable green spaces including Bicentennial Park and Badu Mangroves.
Adjacent land uses south	To the south are various commercial spaces, parks and sporting ovals.
Adjacent land uses west	Sydney Olympic Park Aquatic Centre, Sydney Olympic Park Athletic Centre and Warm up Arena are located approximately 500m west of the site.
Topography	The site is situated on the highest location in Sydney Olympic Park's Central Precinct and is 25.7m above sea level. The centre of the site is the highest point. The site has an approximate fall of 3m in all directions

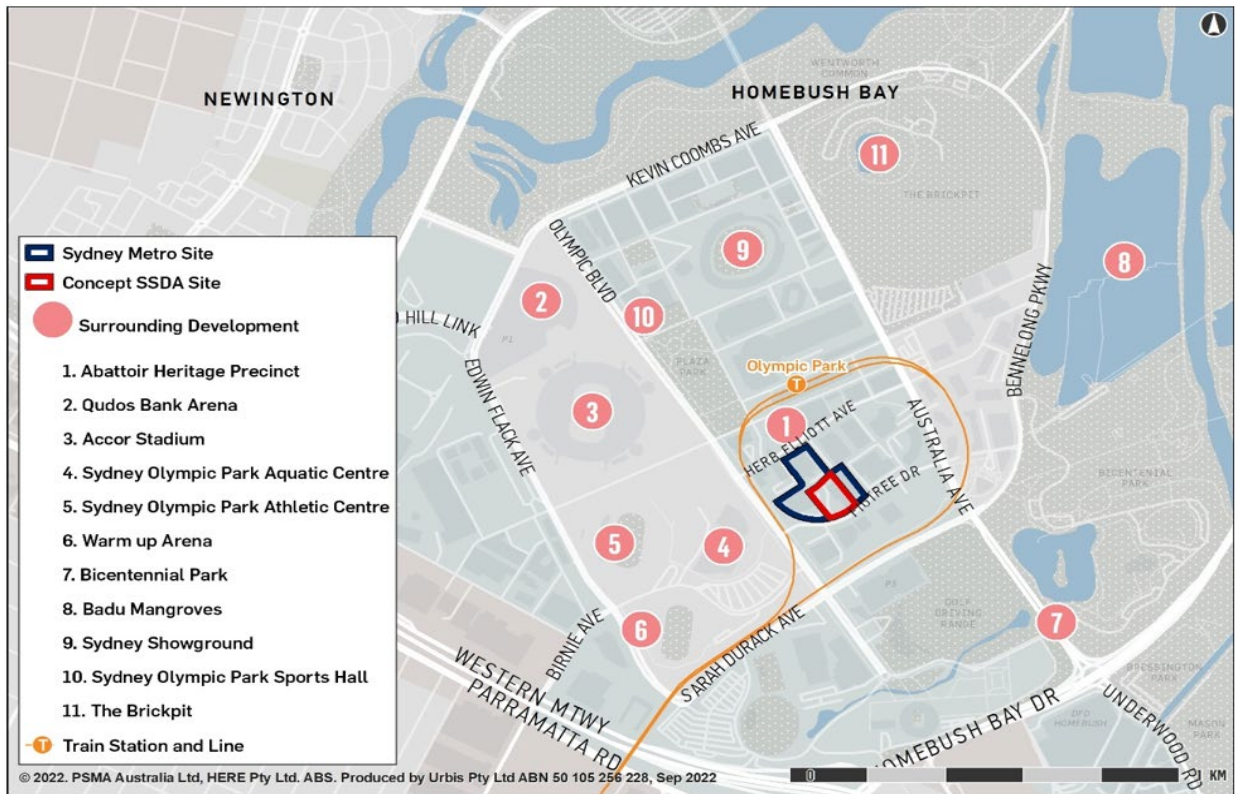
Characteristic	Description
	radiating out from the centre. The site does not consist of National Parks, scenic landscapes, conservation areas or culturally important landscapes.
Vegetation	The site is currently undergoing works approved under the CSSI approvals. All vegetation within the site has been approved for removal.
Heritage	The site is not identified as a heritage item, nor is it located within a heritage conservation area. However, the site is in proximity to the Abattoir Heritage Precinct, which is located on the opposite side of Herb Elliott Avenue.
Aboriginal archaeology	The study area does not hold any archaeological scientific values, and no archaeological finds have been discovered in the study area.
Bushfire	The site is not bushfire prone land.
Biodiversity	A BDAR waiver under Section 7.9 (2) of the <i>Biodiversity Conservation Act 2015</i> was issued as part of the approved Concept SSD. It was considered that the development is not likely to have any significant impact on biodiversity values on the site. An updated BDAR waiver has been lodged on 16 July in relation to this Amending Concept SSDA.
Geotechnical	Geotechnical challenges existing on the site, include a high ground water table, interaction with future structure (such as the Sydney Metro and tunnels), and existing structures and servicing given the site is a brownfield environment.
Acid sulfate soils	The site has a low chance to be affected by acid sulfate soils.
Contamination	Sources of potential contamination were identified by Sydney Metro (2020b and 2021) as part of the Stage 1 CSSI Approval. It is anticipated that remediation of the construction footprint would be completed prior to construction.
Surrounding locality	
Public transport	<p>There are existing bus and rail services to Sydney Olympic Park. The existing Olympic Park Station is located 200 metres north of the broader metro site and is served by the T7 Olympic Park Line on the Sydney Trains suburban rail network, which operates as a shuttle between Olympic Park and Lidcombe. The site itself will accommodate the future Sydney Olympic Park metro station providing direct and convenient access for residents.</p> <p>Bus services provide a primary form of public transport for Sydney Olympic Park. Three bus routes service numerous existing bus stops within Sydney Olympic Park.</p>

Characteristic	Description
	<p>The following bus stops are within 100m of the site:</p> <ul style="list-style-type: none"> • Dawn Fraser Avenue opposite Olympic Park Station • Sydney Olympic Park, Aquatic Terminal <p>The bus routes provide services to and from Strathfield, Parramatta, Burwood, Rhodes, Chatswood, and North Ryde.</p>
Major roads	<p>The site and the Sydney Olympic Park metro station are bound by local and state roads, including Olympic Boulevard to the west. Further west is the alignment of the Great Western Highway, which provides a major east-west connection between Western Sydney and Sydney CBD.</p>
Open space	<p>The wider Sydney Olympic Park context, is anchored by significant areas of open space, including wetland, the Sydney Olympic Park facilities and Bicentennial Park, and further passive recreation areas along the Haslam's creek, Homebush Bay and the Parramatta River.</p>
Social infrastructure (schools/hospitals etc.)	<p>Sydney Olympic Park is a premiere sport and entertainment precinct with significant amounts of existing open space, sport and recreation facilities. There are also existing community facilities in proximity to the site, including Newington Community Centre, and Wentworth Point Community Centre and Library. There are existing local health facilities and schools, including Auburn and Concord Hospital, as well as Newington and Wentworth Point Primary School.</p>
Sydney Olympic Park Precinct	<p>The site is located within Sydney Olympic Park, which is a State Significant Precinct. It is regarded internationally as a world-class sporting and event precinct. It is occupied by various events, and recreation facilities, including Accor Stadium and Bicentennial Park. Sydney Olympic Park is developing into a thriving urban community that accommodates over 20,000 residents, workers and students, daily.</p> <p>The height and density of the surrounding built form will increase in the future following the implementation of the Sydney Olympic Park Master Plan 2030 and the Draft Master Plan 2050.</p>

2.2.4. Surrounding development

Sydney Olympic Park is a declared State Significant Precinct under section 2.7 of the Central River City SEPP. Sydney Olympic Park is undergoing significant urban development and transition into an exemplar and sustainable urban community. A diagram of the surrounding development is provided below (refer Figure 12) including the approved and likely future major projects which may be relevant in the cumulative impact assessment of the proposal, summarised in Section 6.14. The height and density of the surrounding built form is expected to increase in the future following the implementation of the Master Plan 2030 and the Draft Master Plan 2050.

Figure 12 Surrounding Development



Source: Urbis

2.2.5. Sydney Olympic Park Master Plan context

The site is identified as being centrally located within the Sydney Olympic Park Master Plan, in both the Sydney Olympic Park Master Plan 2030 and Draft Master Plan 2050. The Draft Master Plan 2050 was exhibited between 28 October 2024 and 29 November 2024. Once the Draft Master Plan 2050 is finalised, it will replace the Master Plan 2030.

An overview of how the site is situated in both of the Master Plan contexts, is provided below.

Master Plan 2030

The Master Plan 2030 is a vision for the sustainable development of Sydney Olympic Park. The aim of the Master Plan 2030 is to guide the revitalisation of Sydney Olympic Park with a vibrant town centre, educational facilities, a shopping precinct, new homes and jobs, new open space and communities and the integration of Sydney Metro West. The Master Plan 2030 outlines a projected daily population of 34,000 workers, 20,000 visitors, 23,500 residents and 5,000 students to ensure an active precinct 18-24 hours a day, seven days a week.

The site of the Amending Concept SSDA forms part of the Master Plan 2030 Central Precinct. The site is identified as 'site 47' as shown below in Figure 13. The Central Precinct is framed by Murray Rose Avenue to the North, Olympic Boulevard to the West, Australia Avenue to East and Sarah Durak Avenue to the South. The Central Precinct is envisaged to accommodate a mix of land uses, including residential, commercial and mixed use (residential/commercial) uses. The character and built form of the Central Precinct are envisaged as various multi-storey tower forms, ranging from 2-45 storeys, interspersed with open space and an integrated street network.

The site within the Master Plan 2030 Central Precinct context is shown below in Figure 13 and Figure 14.

Figure 13 Master Plan 2030 Central Precinct: Sydney Metro site (blue) and Amending Concept SSDA site (red)



Metro Site Boundary

Source: Master Plan 2030

Figure 14 Master Plan 2030 Central Precinct: illustrative layout



Source: Master Plan 2030

Draft Master Plan 2050

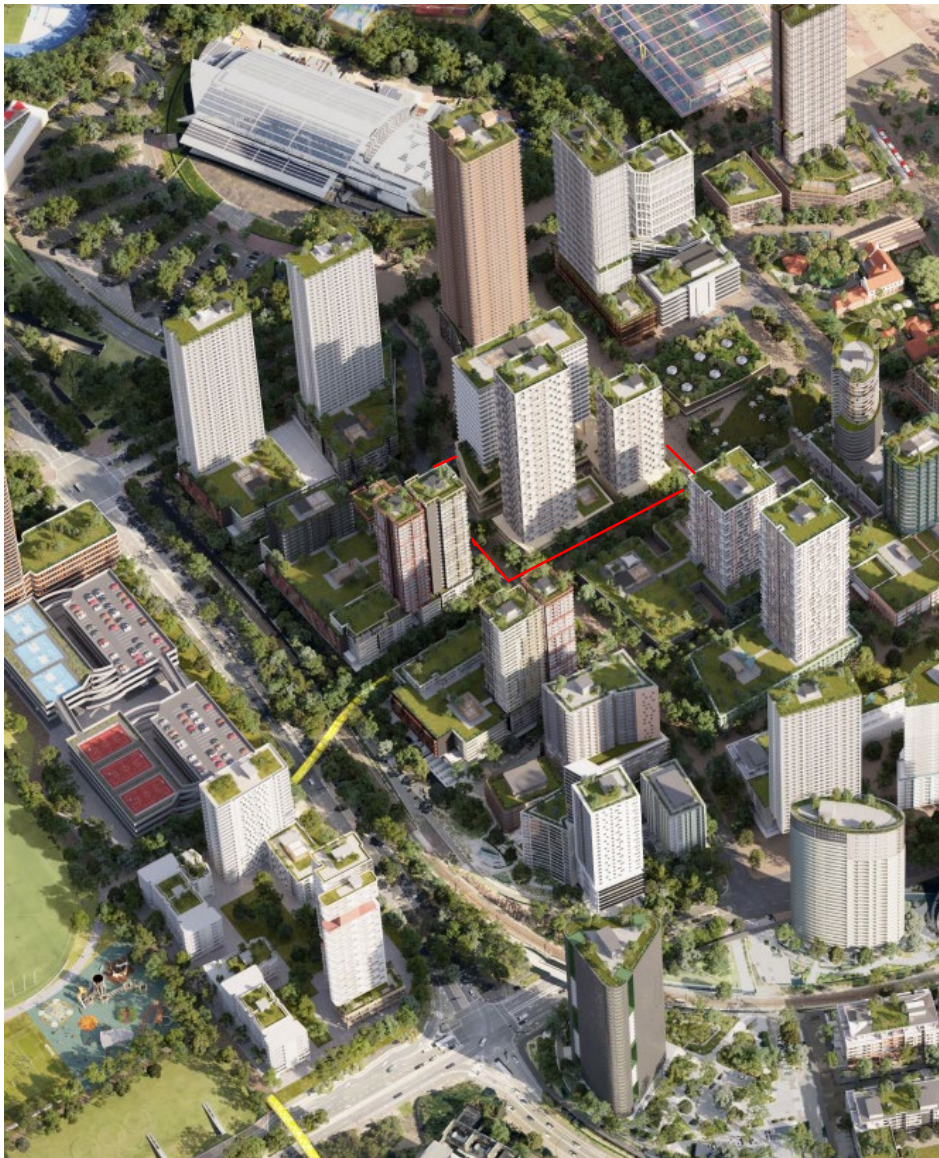
The Draft Master Plan 2050 is intended to replace the Master Plan 2030, as noted above. It intends to deliver a total of up to 13,000 homes, 32,000 jobs, new hotel accommodation, new education and health facilities, new community sports and leisure centres, and further cultural and community infrastructure, including open space and a library. The Draft Master Plan 2050 aims to rebalance the delivery of jobs and homes across the precinct, which is evident in the revised employment aspirations (32,000 jobs targeted by 2050, reduced from 34,000 targeted in 2030)

The Draft Master Plan 2050 was exhibited from 28 October 2024 to 29 November 2024, alongside a Draft Explanation of Intended Effect and is currently being finalized by SOPA. An aim of the Draft Master Plan 2050 is to provide a comprehensive approach to the development of Sydney Olympic Park and deliver a diverse mix of housing anchored by neighbourhood facilities, as well as support job growth. The Draft Master Plan 2050 also aims to leverage off the significant investment of public transport infrastructure delivered by the Sydney Metro West project.

An illustrative render of the intended outcome for Draft Master Plan 2050 and the Urban Centre, is shown below at Figure 15.

This Amending Concept SSDA has considered and addressed the Master Plan 2030 and Draft Master Plan 2050 in accordance with the requirements of the Central River City SEPP and the EP&A Act. Consideration of the Master Plans is detailed in Section 4 of this EIS.

Figure 15 Concept illustrative render of Urban Centre

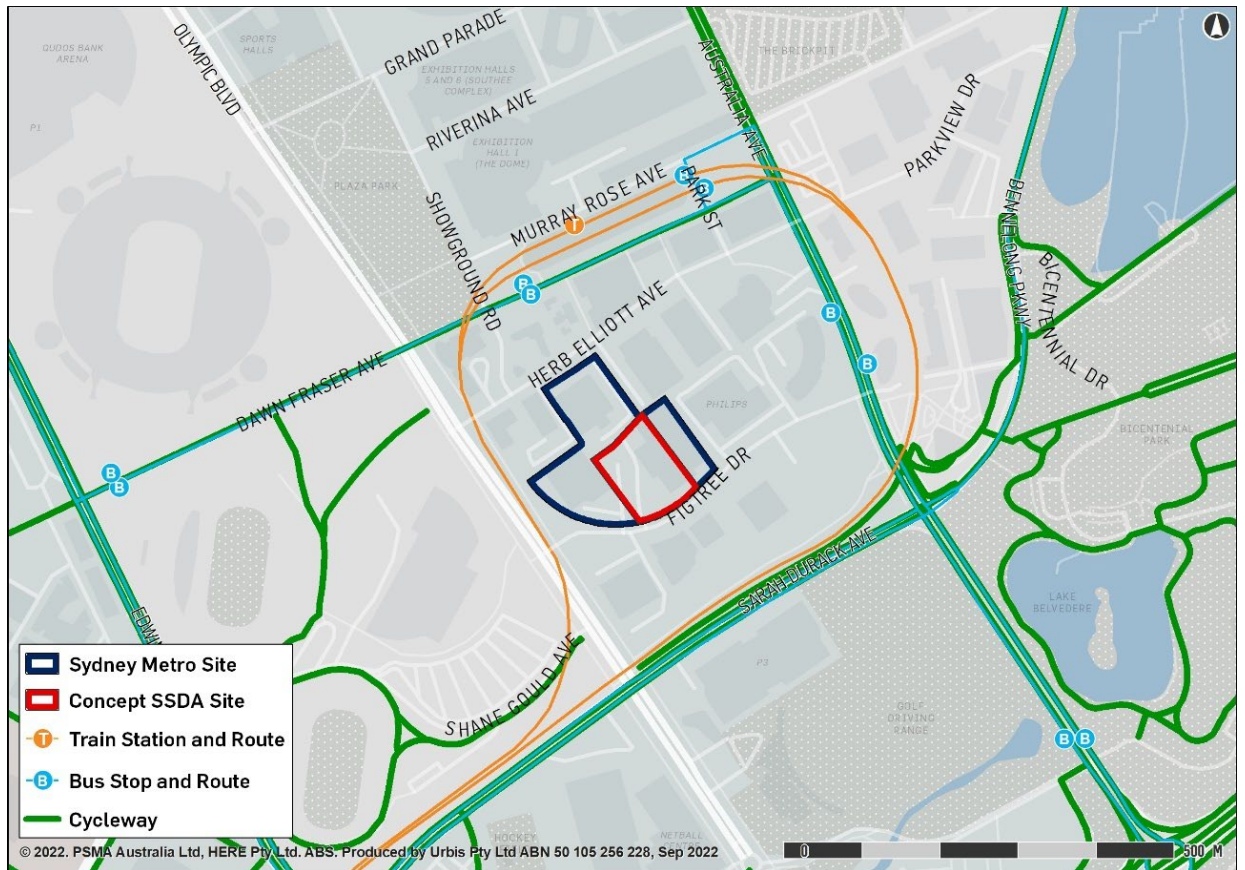


Source: SOPA

2.2.6. Transport and accessibility

The site remains in a highly suitable and accessible location, that will ultimately benefit from a future connection to Sydney Metro West. Figure 16 below provides an overview of the relevant transport services within proximity to the site, including relevant roads, bus, rail and active transport connections.

Figure 16 Existing transport network



Source: Urbis

2.2.8. Utilities and Infrastructure

The site is serviced by a full range of utilities and services, including stormwater drainage, sewage, potable water, telecommunications, gas and electrical. Utility and service connections will be provided as part of future Detailed SSDA(s), and in accordance with Concept SSD consent (SSD—35283699), as amended.

2.2.9. Easements and covenants

The certificate of title for the site lists the relevant easements and dealings that apply to the site. These matters are detailed in the below table with the proposed action listed against each.

Table 6 Restrictions, covenants and easements

Reference	Description	Action
Lot 58 DP 786296		
Easement (s) – Right of Way	Appurtenant to the land, created by: DP 235225	Benefits the lot. No action proposed
Lot 59 DP 786296		
Easement (s) – Right of Way	Appurtenant to the land, created by: DP 235225	Benefits the lot. No action proposed

2.3. Agreements with other parties

Detailed SSDAs would be subject to the Sydney Olympic Park Local Infrastructure Contributions Framework. Sydney Olympic Park Over Station Development Amending Concept SSDA EIS

A determination of this Amending Concept SSDA will not trigger a contribution as the determination does not authorise the carrying out of development without further consent. The value of any contribution would be determined as part of the future Detailed SSDA(s).

2.4. Feasible alternatives

Clause 192(1)(c) of the *Environmental Planning and Assessment Regulation 2021* (the Regulation) requires an analysis of any feasible alternatives to the Amending Concept SSDA, including the consequences of not carrying out the development.

The project team examined several feasible alternatives to the Amending Concept SSDA as outlined below.

Table 7 Alternatives to the Amending Concept SSDA

Option	Discussion
<p>Option 1 - do nothing</p>	<p>The ‘Do Nothing’ scenario considers retaining the existing built form for Building 1 approved under SSD – 35283699. Currently there are 3 approved building envelopes and land uses, being:</p> <ul style="list-style-type: none"> • Building 1: Commercial and retail • Building 2: Retail, commercial and residential • Building 3: Retail, commercial and residential <p>In this scenario, Building 1 would be retained (RL 122.00 (21 storeys)) for commercial uses above a podium that incorporates the station services and non-station uses (commercial and/or retail) within the podium and basement.</p> <p>The ‘do nothing approach’ would result in the retention of Building 1 as a solely commercial building, in addition to the commercial and residential uses proposed within Building 2 and Building 3. This approach would not be aligned with the NSW Government’s current priorities to maximise housing supply close to Sydney Metro West.</p> <p>This option would therefore not contribute to the optimal and maximum quantum of housing that could be delivered on the site.</p>
<p>Option 2 - alternative design</p>	<p>Various design alternatives were explored as part of the original concept proposal approval under SSD – 35283699. Maintaining the approved building envelope of Building 1 and changing the proposed land use only was ruled out as it would result in poor residential amenity as the tower form and floor plates approved under the Concept SSD were specifically developed to suit a commercial land use. The proposed taller tower with greater setbacks and smaller floor plates will provide a building envelope which is narrowed and better suited to residential apartments, has</p>

Option 3 – Concept proposed in this application

been demonstrated to achieve the relevant amenity standards set out in Apartment Design Guide and is still integrated with the structure of the station below.

The proposed concept takes into consideration the NSW Government's recent policy priorities around significantly increasing housing supply close to Sydney Metro West. More specifically the proposal now responds to the Sydney Metro Review report released on 7 December 2023, which notes the need for Sydney Metro West to support the NSW Government in addressing the currently undersupply of housing across NSW.

The proposed conversion of Building 1 from commercial above the podium to residential responds to the key recommended enhancements that can be made to Sydney Metro West to make it a key driver for the expansion of housing supply and livability.

3. The Proposal

3.1. Project overview

This Amending Concept SSDA seeks consent to modify the approved building envelope and land use for Building 1 within the Concept SSD site, approved under SSD-35283699. This would align with the objectives of the NSW Government to increase housing supply in locations close to Sydney Metro West. The Amending Concept SSDA seeks to change the land use of the Building 1 tower from commercial to residential, noting residential uses within the towers in Buildings 2 and 3 are currently approved.

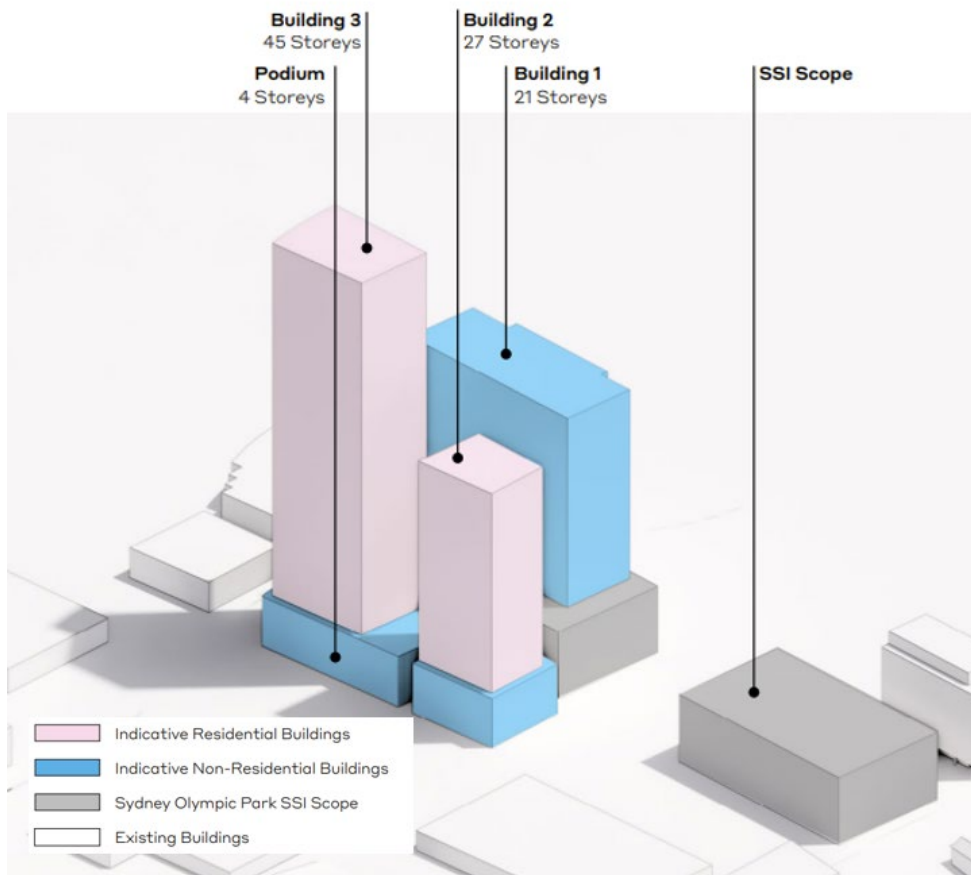
The Amending Concept SSDA seeks to:

- convert the land use of the commercial Building 1 tower to a residential use with an associated 22,875m² of residential GFA
- reduce the commercial GFA from 27,841m² to 1,183m² and amend the retail GFA from 555m² to 791m² to be delivered within the podium
- increase the maximum building height from RL 122.00 to RL 151.00 and the number of storeys from 21 to 34
- amend the building envelope of Building 1 to suit a residential land use.

The approved and proposed amended building envelope for Building 1 is set out in Figure 17 and Figure 18 respectively. Figure 19 and Figure 20 illustrate the approved and proposed amended site plans including tower dimensions and building separations. The proposed development will not exceed the permissible building height for the site under the Central River City SEPP and the heights envisaged by Master Plan 2030.

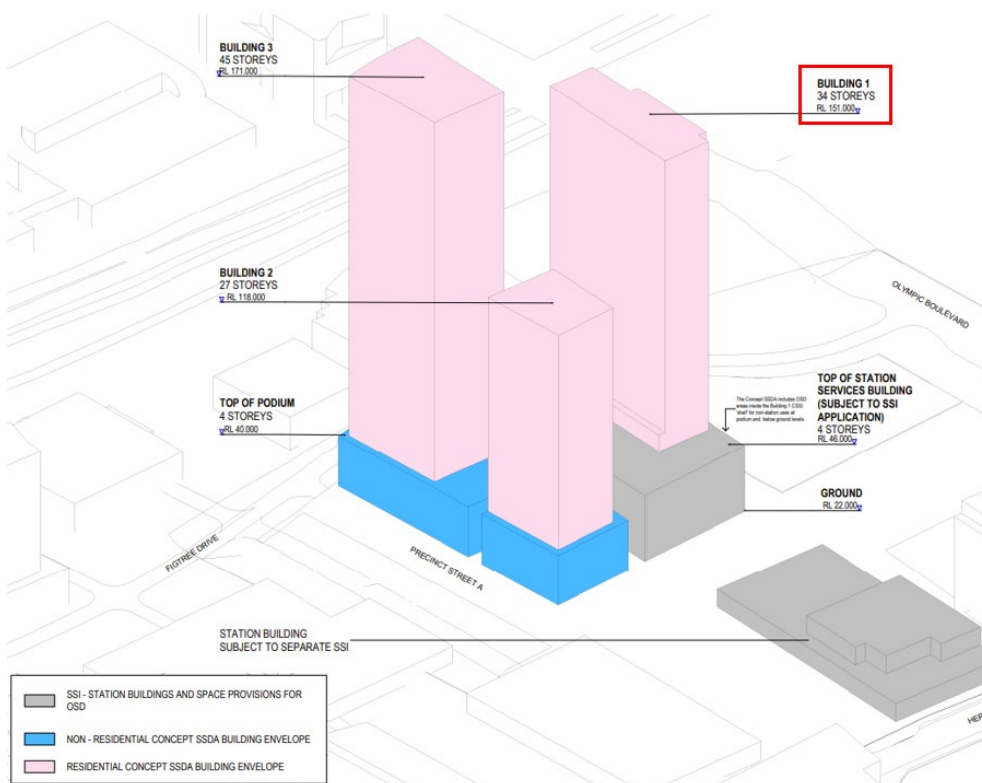
No changes are proposed to the forms of Building 2 or Building 3 approved under Concept SSD (SSD-35283699), or to the approved car parking for a maximum of 358 vehicles in a basement below Buildings 2 and 3. In addition, no changes are proposed to loading, vehicular, bicycle and pedestrian access arrangements as approved in the Concept SSD.

Figure 17 Sydney Olympic Park OSD & ASD (SSD- 35283699) approved building envelopes



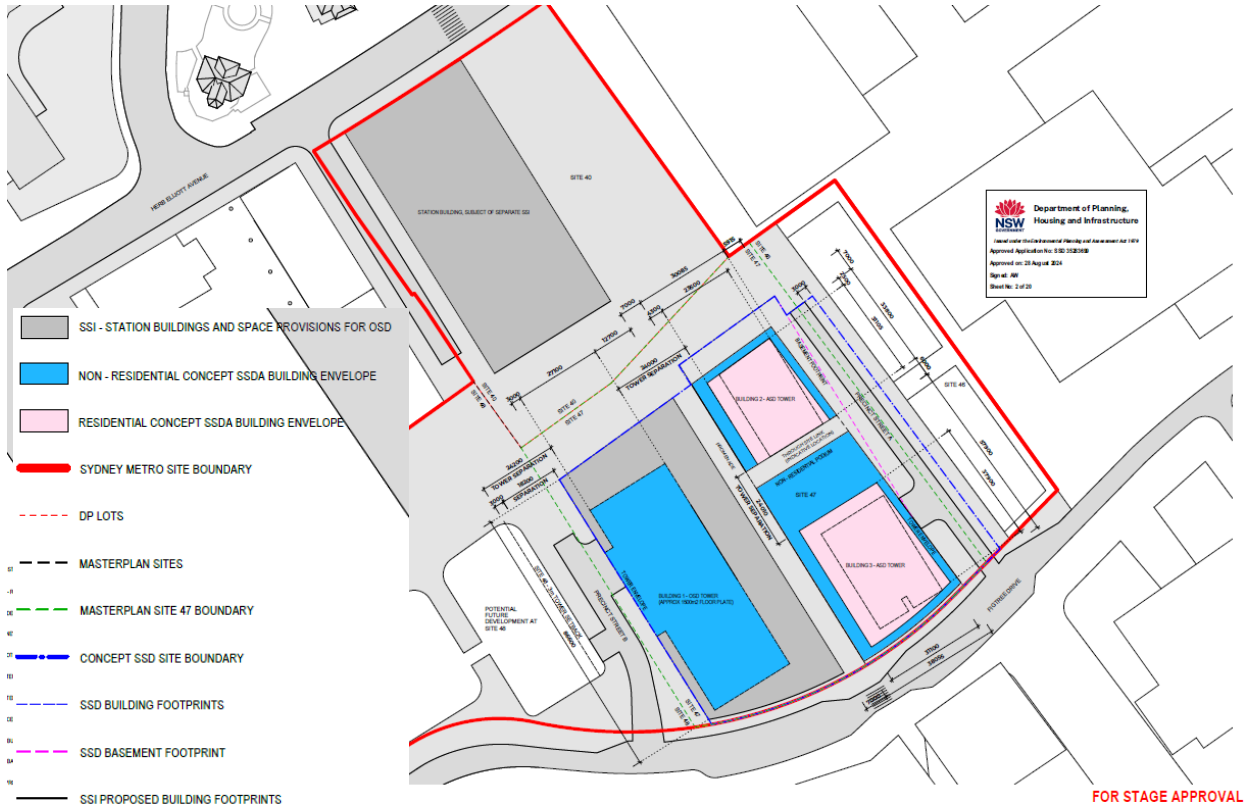
Source: Woods Bagot

Figure 18 Sydney Olympic Park OSD Building 1 amended building envelope



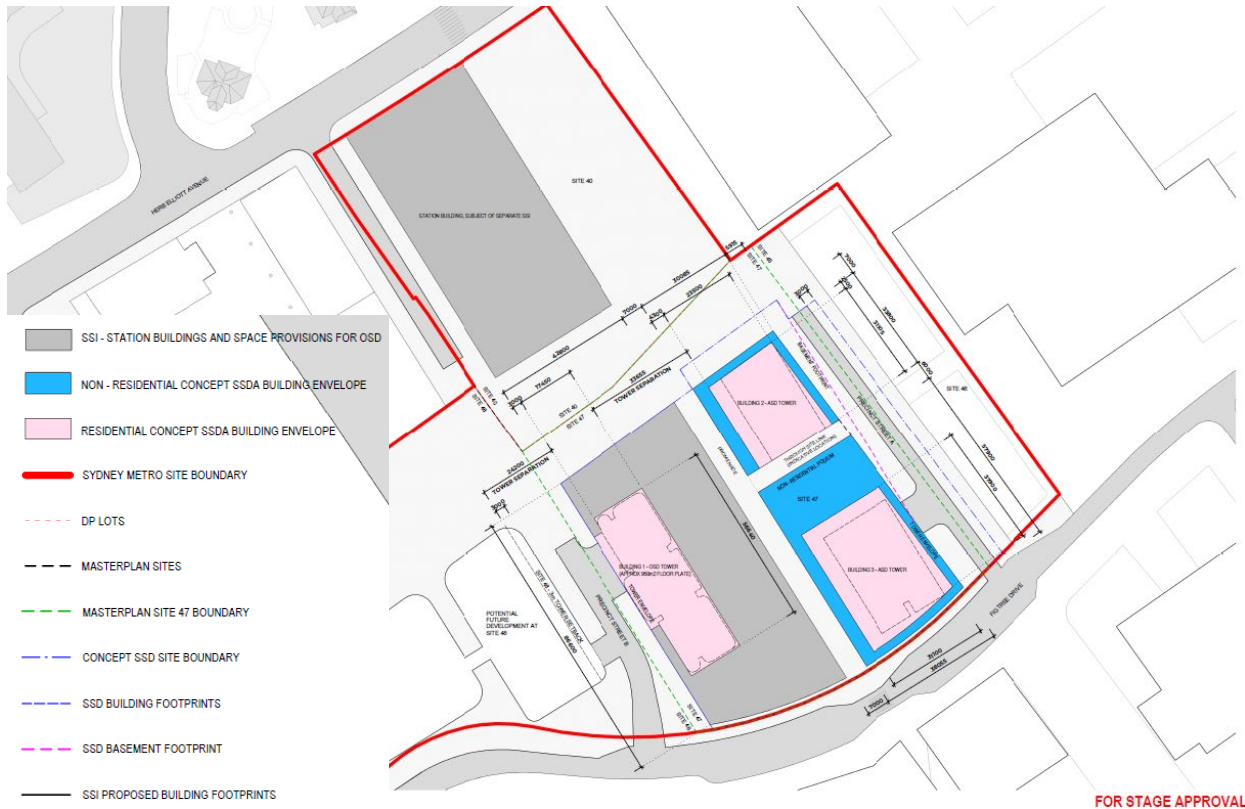
Source: Woods Bagot

Figure 19 Sydney Olympic Park OSD (SSD- 35283699) approved site plan



Source: Woods Bagot

Figure 20 Sydney Olympic Park OSD amended site plan



Source: Woods Bagot

As outlined in the EIS for the approved Concept SSD, it is anticipated that subdivision will likely occur in two stages. The first stage being a subdivision to create separate lots for station and the proposed Amending Concept SSDA uses within the station. This will occur under CSSI approvals. The second stage would be strata subdivision of the development in the approved concept proposal by the future developer (i.e., under a future Detailed SSDA approval). This approach remains unchanged and there is no additional subdivision proposed in this Amending Concept SSDA.

Table 8 below provides a numerical overview of proposed changes to the Concept SSD (SSD-35283699) for Building 1, including GFA which formed part of the CSSI for the station and Building 1 podium. Table 9 provides a numerical summary of the overall changes to the Concept SSD including maximum GFA and total number of dwellings.

Table 8 Numerical overview of changes to building 1

Concept Plan – Building 1	Approved numerical overview	Proposed numerical overview	Scope of amendments
Residential GFA	0 m ²	22,875 m ²	+22,875 m ²
Commercial GFA	27,841 m ²	1,183 m ²	-26,658 m ²
Retail GFA	555 m ²	791 m ²	+236 m ²
Total GFA (ex. CSSI)	28,396 m ²	24,849 m ²	-3,547m ²
Height (RL)	122	151	+29m
Storeys	21	34	+13

Table 9 Numerical overview of proposed changes to Concept SSD (SSD-35283699) (with rounding)

Concept Plan - SSD-35283699	Approved overall numerical overview	Proposed overall numerical overview	Scope of amendment
Residential GFA	33,150 m ²	56,025 m ²	+22,875 m ²
Commercial GFA	33,537 m ²	6,880 m ²	-26,658 m ²

Retail GFA	1,389 m ²	1,625 m ²	+236 m ²
Total GFA (ex. CSSI)	68,076 m ²	64,530 m ²	-3,547 m ²
Dwellings	Approx. 316 (Buildings 2 & 3) 5% affordable housing commitment	Approx. 507 (Buildings 1, 2 & 3) 5% affordable housing commitment	+191
Car parking spaces	358	No change	NA

This Amending Concept SSDA requests that consent is granted with a condition imposed pursuant to section 4.17(1)(b) of the EP&A Act, requiring the existing Concept SSD consent to be modified.

Such a condition and a modification made pursuant to it would provide consistency between the Concept SSD consent and any consent granted to the development proposed in this Amending Concept SSDA.

A condition of this type is given effect by section 4.17(5) of the EP&A Act which provides that if a consent authority imposes a condition requiring the modification or surrender of a consent under section 4.17(1)(b), that consent may be modified subject to and in accordance with the EP&A Regulations. Clause 67 of the EP&A Regulation provides that modification of a development consent may be made by written notice to the consent authority and that the notice takes effect, according to its terms, when the consent authority confirms receipt of the notice.

3.2. Project area

The site is located at 5-7 Figtree Drive, Sydney Olympic Park and comprises part of Lot 59 in DP 786296 and Lot 58 in DP 786296 and is approximately 11,407m² in area. This remains unchanged from the approved Concept SSD 35283699.

Refer to Section 2 of this EIS for a detailed description of the site and surrounding context.

3.3. Building 1 amendments

3.3.1. Building 1 built form

This Amending Concept SSDA seeks consent for a new concept proposal which changes the tower envelope for Building 1 to accommodate a residential use. Specifically, the changes to the proposed tower envelope are:

- increase building height from 21 storeys (RL 122) to 34 storeys (RL151)
- reduce the size of the tower floorplate from approximately 1500m² to 950m².

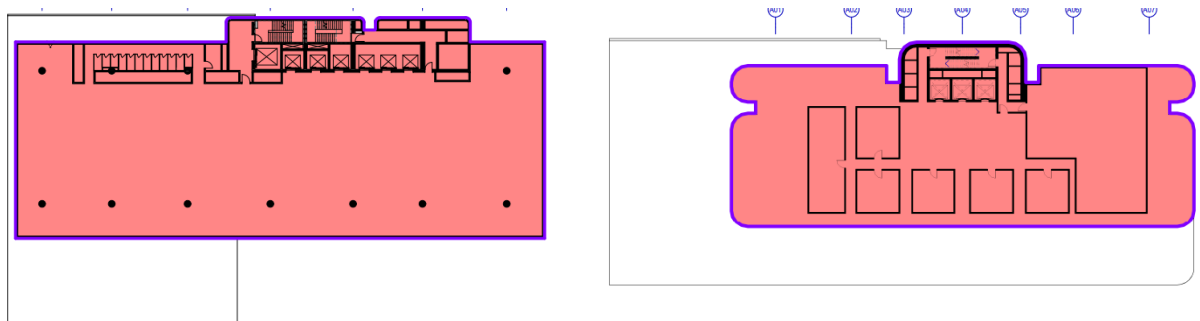
Figure 18 above illustrates the difference between the approved and proposed building envelope, with the proposed envelope presenting a taller, more slender building form.

The approved envelope for Building 1 had approximate dimensions of 86.6 metres by 27.1 metres. This would be reduced to approximately 56.64 metres by 17.45 metres. Consequently, the revised tower form will result in increased tower separation between buildings. Separation between the Building 1 tower and Building 2 and 3 towers will increase from 24 metres to 33.65 metres. The Building 1 tower envelope will remain hard against the western boundary, maintaining a minimum 24.2 metre separation to potential future development at the adjacent site to the west.

Figure 19 and Figure 20 above illustrate the amended tower dimensions and increase in building separation.

Figure 21 below illustrates the typical approved tower floorplate for the commercial building versus the proposed typical residential floorplate.

Figure 21 Typical approved (left) and proposed (right) building 1 tower floorplan



Source: Woods Bagot

3.3.2. Building 1 land uses

As outlined above in Table 8, the following changes are proposed to the land uses in Building 1:

- introduce 22,875 m² residential GFA (approximately 191 dwellings)
- reduction in commercial floor area from 27,841 m² to 1,183 m² (reduction of 26,658m²)
- increase in retail GFA from 555 m² to 791 m² (increase of 236m²)

The Station GFA (delivered under the CSSI approvals) in the podium of Building 1 will be approximately 944m², which has been refined from 884m². The Station GFA (CSSI floor space) is not final and is provided for assessment purposes only. It has not been included as part of the total GFA calculations for Building 1. Residential access and some residential amenities would be provided in the podium.

The proposed conversion of the tower of Building 1 is anticipated to accommodate up to 191 dwellings, based on an indicative unit mix of:

- 58 x 1 bedroom
- 102 x 2 bedroom
- 31 x 3 bedroom

The unit mix has been provided as part of the Indicative Reference Scheme as an example of what the proposed Building 1 envelope could accommodate. No approval is sought for the unit mix as part of this Amending Concept SSDA, as this would be sought through future Detailed SSDA(s).

3.3.3. Integration with Sydney Olympic Park metro station

Consistent with the approved Concept SSD, this Amending Concept SSDA has been designed to integrate with the Sydney Olympic Park metro station to ensure a cohesive station and precinct development.

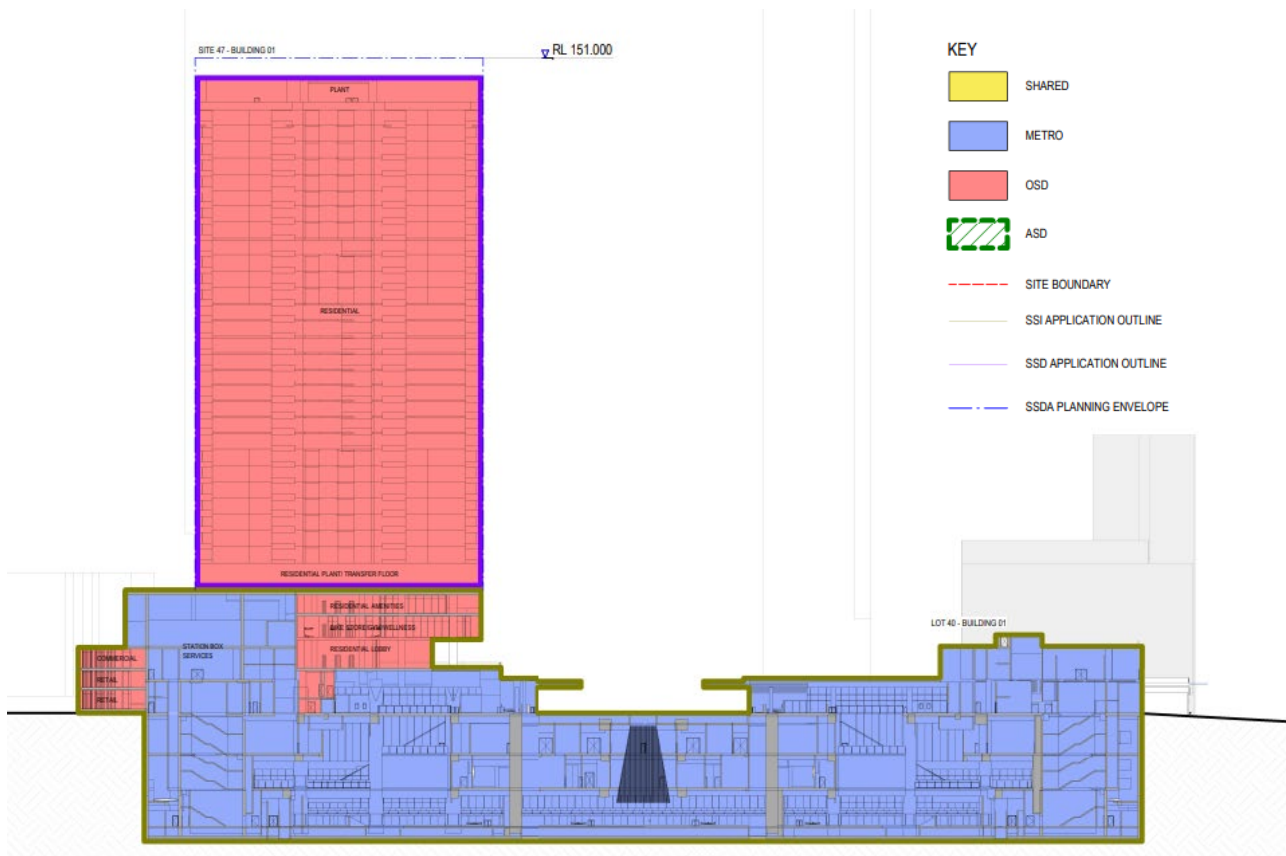
To facilitate this integration, the podium for Building 1 will be delivered under the Stage 3 CSSI Approval. It will provide non-station spaces within the podium, which are included in the concept proposal in this Amending Concept SSDA.

The Stage 3 CSSI Approval includes the structural elements, utilities and services for non-station uses (e.g. commercial and/or retail, as well as residential amenities to support the residential tower above) within the metro station. Consent for the fit-out and use of these spaces will be sought under future Detailed SSDA(s).

The CSSI approvals make provision for over station development, including structural elements up to the podium level to enable the future construction of over station development and space for future lobbies, lift cores, access, parking, loading docks and building services. The interface between the station and the tower buildings is conceptual in nature and would be resolved through further design refinement. Demarcation plans have been provided in the Indicative Reference Scheme at Appendix H, and the proposed OSD land uses within the CSSI building levels are shown below in Figure 23.

Delineation between the OSD scope of works for Building 1 (as amended) and the metro station is illustrated below in Figure 23.

Figure 22 Metro and OSD integration



Source: Woods Bagot

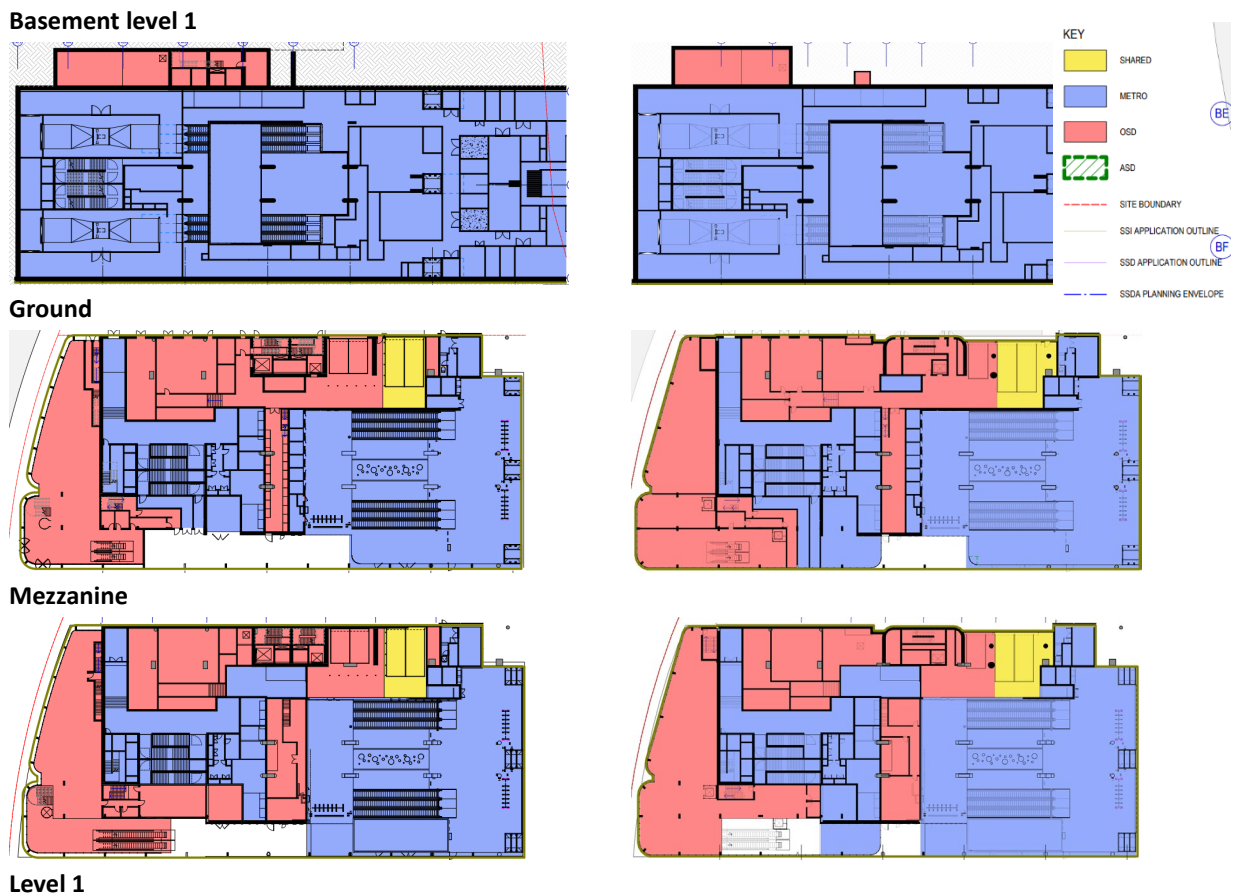
3.3.4. Building 1 podium

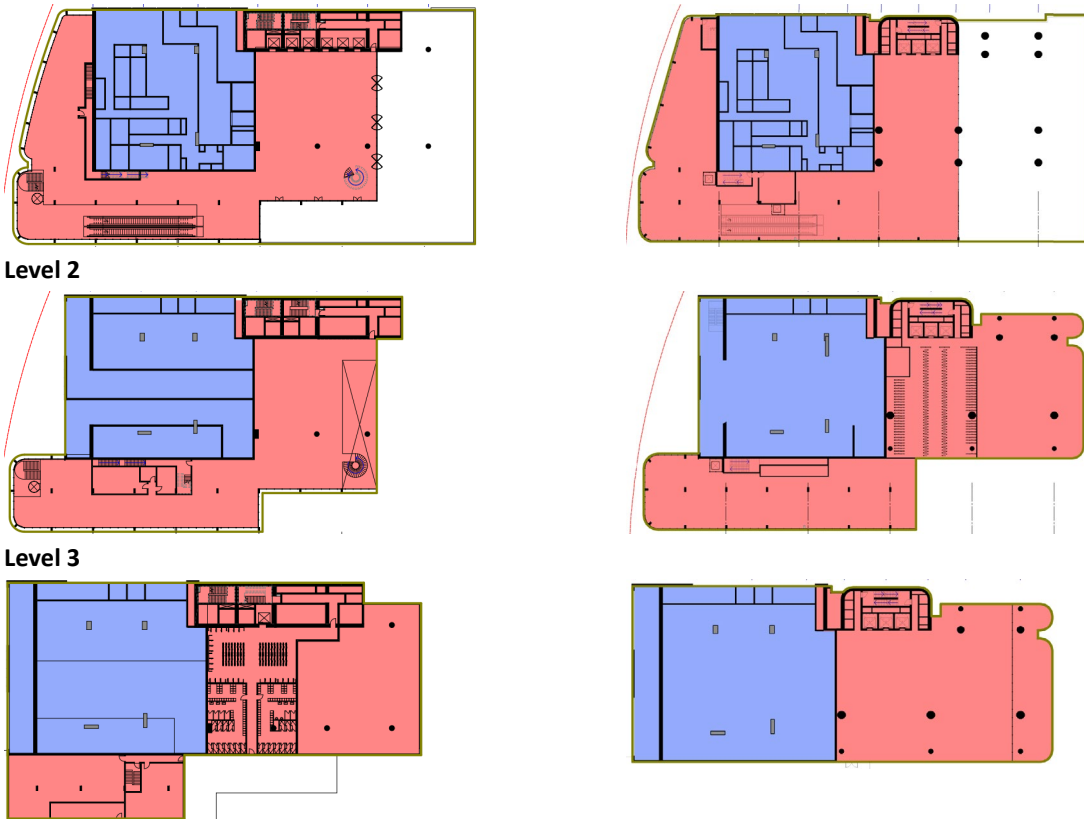
The approved Concept SSDA included OSD areas inside the podium structure of Building 1 (constructed under the CSSI), which are set aside for non-station uses at podium and below ground levels. A reconfiguration of the non-station areas within the Building 1 CSSI podium structure is proposed to support the amended tower form and residential land use. Layout amendments for non-station areas in the Building 1 CSSI podium structure are proposed across basement level 2, basement level 1, ground, mezzanine, and levels 1 – 3. The proposed layout amendments within the OSD areas of the CSSI podium structure will accommodate:

- ground and first floor retail units
- first and second floor commercial tenancy
- residential and commercial lobbies
- communal open space and residential amenities proposed across levels 1 - 3
- reconfiguration of building service areas
- revised lift core arrangement suited to the proposed residential tower floorplate.

Figure 23 below provides a comparison between the approved (left column) versus the proposed (right column) floor plans for the integration of OSD land uses within the CSSI 'shell' component of Building 1.

Figure 23 Approved (left) and proposed (right) building 1 CSSI podium layout by level





Source: Woods Bagot

3.4. Pedestrian access and connectivity

This Amending Concept SSDA proposes pedestrian entry to the Building 1 ground floor residential lobby from the central promenade. Retail entries to Building 1 will be from the central promenade and Figtree Drive frontage.

Pedestrian entries to the metro station for Building 1 remain unchanged from the approved Concept SSD. Pedestrian circulation around the broader site, and proposed access points to Buildings 2 and 3 are also unchanged from the approved Concept SSD.

Figure 24 Ground level interface with public realm



Source: Mott McDonald

3.5. Vehicle access and parking

Vehicle access points, service vehicle arrangements, parking layouts and parking numbers remain unchanged from the approved Concept SSD. Car parking for maximum 358 vehicles is provided in seven basement levels below Buildings 2 and 3. This shared basement parking will provide parking for the residents and users of Building 1.

This Amending Concept SSDA includes bicycle parking for Building 1 residents, which will be provided on level 3 accessible via a dedicated lift within the building’s loading dock.

The land use change proposed by this Amending Concept SSDA is anticipated to reduce peak vehicle trips and significantly reduce the vehicle trip generation of the overall site. Refer to the Transport and Access Report at Appendix S and Section 6 of this EIS for further information.

3.6. Infrastructure and services

The Utilities and Services Infrastructure Assessment at Appendix X provides an indication of utility connections and relocation of existing services which will be required to enable the Amending Concept SSDA.

Where utilities and services are not provided under the CSSI approvals, the provision of services for the OSD would be the responsibility of the future developer and any connections to, or augmentation of existing services would form part of the future Detailed SSDA(s).

3.7. Design excellence and design quality

3.7.1. Design excellence

Sydney Metro has a long-standing commitment to design excellence as an outcome and has led the way in setting new benchmarks for delivery of excellence in design for major infrastructure projects. The Sydney Metro West Design Excellence Strategy (Appendix L) outlines Sydney Metro's approach to deliver design excellence across the Sydney Metro West project. The strategy was approved by the Government Architect NSW in August 2022.

The Design Excellence Strategy sets out how design excellence is considered from inception of ideas and concepts that define expectations, through design development and procurement to delivery.

The Design Excellence Strategy is not being amended as part of this Amending Concept SSDA and will apply to future Detailed SSDA(s) for Buildings 1, 2 and 3. The Strategy provides an alternative design excellence pathway to the SOPA Design Excellence Policy. This approach is consistent with the approved Concept SSD.

3.7.2. Design quality

Site Specific Design Guidelines (Appendix M) have been prepared for this Amending Concept SSDA to inform the built form, heritage, integration with the public domain and Sydney Olympic Park metro station, movement and connectivity and legacy outcomes of the development.

The Design Guidelines will apply to future detailed SSDA(s) and include guidance on:

- **Land use and function:** to identify uses that support and contribute to the delivery of unique, attractive and vibrant urban centres that provide a sense of connection and identity for local communities and visitors.
- **Places and spaces:** to ensure the scale of development reflects existing and desired future character of Sydney Olympic Park.
- **Access and connectivity:** to prioritise walking and other modes of active transport in the design of stations, interchanges and associated developments.
- **Environment and sustainability:** to deliver a sustainable development demonstrating excellence against national and international benchmarks and certification systems.
- **Connecting with Country:** to develop an understanding of the Country through which Sydney Metro West will travel and address Aboriginal cultural values into the Sydney Metro West project in a way that is culturally respectful, that generates cultural discussion and responses and pays respect to Traditional Owners, Knowledge Holders and the wider Aboriginal Communities

The Design Guidelines identify benchmark projects that demonstrate the design quality aspirations for the site. These benchmarks have been selected to showcase the minimum quality expected in relation to:

- integrated design outcomes

- showcasing high quality design and contribute positively to the Sydney Olympic Park skyline
- architecture that responds to adjoining buildings and streetscape character and scale
- design that provides a high-quality public space that is integrated, connected, active, safe and comfortable for customers and pedestrians
- high quality entry needs of a civic station and commercial building above, with associated servicing
- materials and finishes that are high quality and appropriate to the context
- integration of public art and public domain elements that contribute to experience place
- façade and services integration that contribute towards best practice sustainability outcomes.

Future Detailed SSDA(s) must consider and address these design guidelines to ensure they achieve the vision for the site as established in the Concept SSD.

3.8. Ecologically sustainable development

An Ecologically Sustainable Development (ESD) Report (Appendix R) has been prepared to set out an ESD strategy to guide the future Detailed SSDA(s).

Sustainability targets and rating requirements within the report are correlated across a range of current and emerging regulatory, policy, statutory planning and Sydney Metro requirements, and market recognised standards, drivers and trends. Minimum sustainability rating requirements for Building 1 (as amended) are outlined below in Table 10. Sustainability rating requirements in relation to Buildings 2 and 3 remain as per the approved SSDA.

Table 10 Building 1 ESD strategy

Component	Minimum Rating Requirements
Building 1	<ul style="list-style-type: none"> • 5 star Green Star Buildings • 4.5 star NABERS Energy for Apartment Buildings (without GreenPower) • 4.5 NABERS Water for Apartment Buildings • 5.5 star (+25%) NABERS Energy for Offices (base building) (without GreenPower) (Commitment Agreement) • 5 star NABERS Water for Offices • 30% less potable water consumption when compared to a reference building • Average 7 star NatHERS rating • Minimum individual 6 star NatHERS rating • Basix Energy 63 • Basix Water 60

3.9. Timing, stages and sequencing

Sydney Metro’s preferred scenario is that the proposed buildings be completed prior to commencement of Sydney Olympic Park metro station operations. However, staging could be influenced by market conditions, demand and other factors.

Notwithstanding, the method of procurement may be subject to change in the future. As such, this would be confirmed in subsequent Detailed SSDA(s).

The planning process and indicative timing for the various streams under the preferred staging scenario are outlined in Table 11 below. This remains consistent with the intended timing of the approved SSDA.

Table 11 Preferred staging and indicative timing

Work Stream	Indicative Timing
Sydney Olympic Park metro station excavation and tunnelling works	2023-2025
Sydney Olympic Park metro station box construction and fit out works (below and above ground, including building grids, column loading, building infrastructure and services to enable the construction of the proposed building)	2025-2028
Proposed building works (above station)	To be determined by a future developer(s)
Proposed building fit out works	To be determined by a future developer(s)
Public domain works	Prior to 2032
Sydney Metro West opens for passenger services	2032

3.10. Subdivision

Subdivision approval is not sought under this Amending Concept SSDA.

The Stage 3 CSSI Approval includes subdivision of the relevant sites, including the station precincts and ancillary facilities as required to allow for separate occupation or development of parts of the land within the station precincts. Subdivision in the Stage 3 CSSI Approval may be carried out to divide land for the purposes of (but not necessarily limited to):

- the station
- the spaces to be used for non-station uses
- over station development (including within and between the over station development(s) and elements at and below ground level)
- adjacent station development
- public roads and public open space
- the management of residual land.

The Stage 3 CSSI approval will allow subdivision to create the individual lots for the station, the development sites, the public domain and the public roads. The Stage 3 CSSI approval does not allow strata or stratum subdivision within the proposed buildings, and this requires separate approval in the future Detailed SSDA(s).

Subdivision may be further considered in the Detailed SSDA(s) (but not necessarily limited to):

- Strata subdivision of any basement levels located beneath public roads or public open space which is to be dedicated to SOPA
- Strata subdivision of Building 1 including the subdivision within Building 1
- Strata subdivision of Buildings 2 and 3 (including within the buildings).

4. Statutory context

This section of the report provides an overview of the key statutory requirements relevant to the site and the Amending Concept SSDA including:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (EP&A Regulations)*
- *NSW Biodiversity Conservation Act 2016 (BC Act)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)*
- *State Environmental Planning Policy (Precincts—Central River City) 2021 (Central River City SEPP)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*

Consideration is also required to be given to the following matters:

- Approved Concept SSDA (SSD-35283699) for Sydney Olympic Park Over and Adjacent Station Development (the Concept SSD subject to this amendment)
- Critical State Significant Infrastructure (SSI) Approvals for the Sydney Metro West line and station infrastructure, including Stage 1 (SSI-10038), Stage 2 SSI-19238057 and Stage 3 (SSI-22765520)
- Sydney Olympic Park Master Plan 2030
- Draft Sydney Olympic Park Draft Master Plan 2050 and related amendments to the Central River City SEPP (exhibited from 28 October – 29 November 2024)

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. Statutory requirements

The following sections provide a summary of the relevant statutory requirements having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at Appendix B.

4.1.1. Power to grant approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined below.

Table 12 Power to grant approval

Matter	Consideration
Declaration of SSD	<p>Section 2(f) of Schedule 2 of the Planning Systems SEPP specifies Sydney Olympic Park as a site on which development that has an EDC of more than \$10 million is SSD. The Amending Concept SSDA has an EDC of more than \$10 million. As such, the proposal is SSD.</p> <p>As the development is not permissible without consent under Part 4 of the EP&A Act by the operation of an environmental planning instrument, it is declared to be SSD pursuant to section 4.36 of the EP&A Act.</p>
Consent Authority	<p>Pursuant to section 4.22 of the EP&A Act, a Concept DA may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be subject of a subsequent development application(s). The proposal in this case is an Amending Concept SSDA.</p> <p>Pursuant to section 4.5 (a) of the EP&A Act, the Minister for Planning is the consent authority for this Amending Concept SSDA as the applicant, Sydney Metro is a public authority (being constituted as a NSW Government agency under s 38 of the <i>Transport Administration Act 1988</i>, and therefore a public authority constituted under an Act for the purposes of the definition of a public authority in the EP&A Act). The Minister may delegate this function to staff within the DPHI.</p>

4.1.2. Permissibility

The permissibility of the Amending Concept SSDA is outlined in Table 13.

Table 13 Permissibility

Matter	Consideration
Land use(s)	<p>The Amending Concept SSDA seeks consent for a concept proposal which includes converting the approved land use for Building 1 from commercial (above the podium) to residential with an associated 22,875m² of residential GFA. Building 1 will maintain 1,183m² of commercial GFA and 791m² retail GFA within the podium. The overall proposed land uses for Building 1 and the podium beneath it include residential accommodation, commercial premises and retail premises.</p>
Land use zone(s)	<p>The site is zoned B4 Mixed Use under the provisions of the <i>State Environmental Planning Policy (Precincts—Central River City) 2021</i>.</p>
Permissibility	<p>Pursuant to section 7 of Appendix 4 of the Central River City SEPP, residential accommodation, commercial premises and retail premises are all permitted with consent in the B4 Mixed Use zone.</p>

4.1.3. Other approvals

No other approvals required to carry out the proposed Amending Concept SSDA have been identified.

4.2. Pre-conditions to granting consent

Table 14 outlines the pre-conditions to exercising the power to grant consent to the Amending Concept SSDA and the section where these matters are addressed within the EIS.

Table 14 Pre-conditions

Statutory Reference	Pre-Condition	Section in EIS
Resilience and Hazards SEPP – section 4.6(1)	<p>Under the SEPP a consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.</p> <p>As established in SSD-35283699, there is moderate risk of groundwater contamination and low risk of soil contamination within the subject site. However, it is likely that the site can be made suitable for its proposed use, following the completion of any remediation works required.</p> <p>It is anticipated that remediation of the station box construction footprint including the Building 1 podium footprint would be completed prior to construction of the proposed tower. There are no proposed changes to the remediation works under the CSSI approvals.</p>	Section 6.12
EP&A Act – Section 4.24 Concept Development Consent	<p>The Concept SSD consent applies to the site. Section 4.24 (2) of the EP&A Act provides that while any consent for a concept development application for a site remains in force, the determination of any further development application in respect of the site cannot be inconsistent with the concept consent.</p> <p>This proposal seeks a condition be imposed on the grant of consent requiring modification of the Concept SSD consent (SSD-35283699). The modification would be to the approved land use and building envelope for Building 1 to permit a residential land use.</p> <p>The proposed approach is facilitated by section 4.24(3) of the EP&A Act which permits the modification of a consent granted to a concept development application in accordance with the Act, and 4.17(1)(b) of the EP&A Act which allows a condition of consent to be imposed which modifies an existing consent in accordance with the EP&A Regulation.</p>	Section 4

Statutory Reference	Pre-Condition	Section in EIS
<p>Section 66 EP&A Regulation – Contributions plans for certain areas of Sydney</p>	<p>Under section 66 of the EP&A Regulation a development must not be determined by the consent authority unless a contributions plan has been approved for the land.</p> <p>The Sydney Olympic Park Local Infrastructure Contributions Framework is the relevant contribution plan. A determination of this Amending Concept SSDA will not trigger a contribution as the determination does not authorise the carrying out of development without further consent. The value of any contribution required would be determined as part of future Detailed SSDA(s).</p>	<p>Section 4</p>

4.3. Mandatory considerations

Table 15 outlines the relevant mandatory considerations to be taken into account by the consent authority when determining whether to grant consent and the section where these matters are addressed within the EIS.

Table 15 Mandatory consideration

Statutory Reference	Mandatory Consideration	Section in EIS
EP&A Act and Regulations		
Section 1.3 Objects of the Act	<p>The relevant objects are:</p> <p>(a) <i>to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,</i></p> <p>(b) <i>to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i></p> <p>(c) <i>to promote the orderly and economic use and development of land,</i></p> <p>(d) <i>to promote the delivery and maintenance of affordable housing,</i></p> <p>(e) <i>to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</i></p> <p>(f) <i>to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i></p> <p>(g) <i>to promote good design and amenity of the built environment,</i></p> <p>(h) <i>to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i></p> <p>(i) <i>to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</i></p> <p>(j) <i>to provide increased opportunity for community participation in environmental planning and assessment.</i></p>	Throughout EIS and Appendix B
Section 4.15 (1)(a)(i) Relevant environmental planning instrument	<p>All relevant EPIs will be addressed in the EIS, these include;</p> <ul style="list-style-type: none"> • Resilience and Hazards SEPP Remediation of Land • Planning Systems SEPP • Transport and Infrastructure SEPP • Central River City SEPP • Biodiversity and Conservation SEPP • Sustainable Buildings SEPP 	Section 4 and Appendix B

- Housing SEPP

Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	Relevant proposed instruments include draft amendments to the Central River City SEPP as part of the Draft Master Plan 2050. Draft Master Plan 2050 proposes amendments to the Central River City SEPP including the conversion of the existing B4 zoning to MU1, however this will not impact permissibility of the Amending Concept SSDA. There are no changes to the built form controls relating to the site proposed by the draft Central River City SEPP amendments.	Section 4 and Appendix B
Section 4.15 (1)(a)(iii) Relevant development control plan	Not relevant as development control plans do not apply to state significant development under cl 2.10 of the Planning Systems SEPP.	NA
Section 4.15 (1)(a)(iiia) any planning agreement or draft planning agreement	None relevant.	NA
Section 4.15 (1)(a)(iv) relevant matters prescribed by the Regulations.	Section 66 of the Regulations, <i>Contributions for certain areas of Sydney</i> applies. This section requires that a development application cannot be determined by a consent authority unless a contributions plan has been approved for the land to which the application relates. The Sydney Olympic Park Local Infrastructure Contributions Framework is the relevant contribution plan. A determination of this Amending Concept SSDA will not trigger a contribution as the determination does not authorise the carrying out of development without further consent. The value of the contribution would be determined as part of the future Detailed SSDA(s)	Section 4
Section 4.15(1)(b) the likely impacts of that development,	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Section 6
Section 4.15(1)(c)	The suitability of the site for the development	Section 7
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations	Section 7
Section 4.15(1)(2)	The Public Interest	Section 7

Other EPIs

<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p>	<p>Section 2.122 and Schedule 3 of the Transport and Infrastructure SEPP requires certain traffic generating developments to be referred to Transport, which may include the proposed development based on the quantum of GFA proposed.</p> <p>This Amending Concept SSDA will be referred to Transport as a traffic generating development. The Amending Concept SSDA may also be referred to the relevant utility service providers to confirm that the siting and layout of the proposed buildings will not impact on relevant easements and/or infrastructure corridors.</p> <p>Engagement with Transport has occurred on numerous occasions through various working groups. Further detail regarding the engagement undertaken is outlined in Section 5 of this EIS.</p>	<p>Appendix S</p>
<p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p>	<p>Chapter 10 of the Biodiversity and Conservation SEPP is the relevant planning instrument for land within the Sydney Harbour Catchment.</p> <p>No significant adverse impacts on the Sydney Harbour Catchment are anticipated given the proposal is a concept proposal. Subsequent Detailed SSDAs will assess stormwater run-off, sediment and erosion control, and water quality impacts.</p>	<p>NA</p>
<p><i>State Environmental Planning Policy (Housing) 2021</i></p>	<p>Chapter 4 and Schedule 9 of the Housing SEPP set out the design quality requirements for residential apartment development in NSW.</p> <p>This Amending Concept SSDA seeks consent only for a proposed concept, with design being subject of future Detailed SSDA(s). Nonetheless, the Report, provided at Appendix E demonstrates compliance with the Housing SEPP and Apartment Design Guide can be achieved.</p>	<p>Appendix E</p>
<p><i>State Environmental Planning Policy (Planning Systems) 2021</i></p>	<p>Section 2(f) of Schedule 2 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> identifies Sydney Olympic Park as a site on which development that has an estimated development cost of more than \$10 million is State significant development (SSD).</p> <p>As outlined in Table 12, as the development is not permissible without consent under Part 5 of the EP&A Act by the</p>	<p>Section 4</p>

operation of an environmental planning instrument, it is declared to be SSD.

State Environmental Planning Policy (Precincts – Central River City) 2021

Appendix 4 of the Central River City SEPP applies to Sydney Olympic Park. The State Significant listing of the precinct sets out statutory planning controls including land use zoning, floor space ratios and height of buildings to guide future development within Sydney Olympic Park.

Section 4
Appendix B

Land use zones (App. 4 section 9)

Pursuant to section 7 of Appendix 4 of the Central River City SEPP, the subject site is zoned B4 Mixed Use. Section 9 permits residential, commercial and retail uses with consent. The consent authority must have regard to the objectives for development in the B4 Mixed Use zone.

The Amending Concept SSDA is consistent with the objectives for development in the B4 Mixed Use zone and will ensure Sydney Olympic Park becomes an active and vibrant town centre in an accessible location, maximising public transport patronage and encouraging walking and cycling.

Building height (App. 4 section 18)

This Amending Concept SSDA seeks to increase the building envelope height of Building 1 from RL122 (21 storeys) to RL 151 (34 storeys), which will not exceed the permissible building height for the site (149m above ground) under Section 18, nor the maximum 45 storeys envisaged by the Master Plan 2030.

Floor space ratio (App. 4 section 19)

The FSR of the Amending Concept SSDA is 5.74:1. This will not exceed the permissible FSR control which is 7:1.

Master plan (App. 4 section 26)

Development consent must not be granted for development on land within the Sydney Olympic Park site to which a master plan applies unless the consent authority has considered that master plan.

The current masterplan which applies is the Master Plan 2030. Draft Master Plan 2050 and related amendments to the Central River City SEPP were exhibited from 28 October – 29 November 2024 and has not yet been approved by the Minister. This Amending Concept SSDA includes consideration of the current (Master Plan 2030) and draft (Draft Master Plan 2050) master plans at Section 4 of this EIS. A compliance

assessment against the 2030 Master Plan is provided at Appendix B.

Design excellence (App. 4 section 30)

The applicable design excellence strategy is the Sydney Metro West Design Excellence Strategy, as endorsed by the GANSW. The strategy will ensure that Building 1 can achieve design excellence and satisfy the requirements of Section 30 of the Central River City SEPP at Detailed SSDA stage.

Other Legislation

Biodiversity Conservation Act 2016 Part 7 and Part 8 (2) (BC Act)

Section 7.9 of the BC Act 2016 requires preparation of a biodiversity development assessment for SSD that is assessed under Part 4 of the EP&A Act.

Appendix T

While this would ordinarily be required, section 7.9(2) of the BC Act 2016 allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values. A BDAR waiver request was submitted to the Department on 11 February 2022 as part of SSD-35283699. The delegate of the Environment Agency Head and the delegate of the Planning Secretary determined that the development is not likely to have any significant impact on biodiversity values. Consequently, a BDAR waiver was granted on 28 February 2022.

As this Amending Concept SSDA amends the description of the proposal, an updated BDAR Waiver Request has been submitted on July 16, and is attached with this application at Appendix T.

This proposal includes no additional impacts on biodiversity values and as such does not warrant further assessment under the BC Act.

4.4. Consideration of Sydney Olympic Park Master Plan

As outlined above in Table 15, section 26 of Appendix 4 of the Central River City SEPP provides that development consent must not be granted for development on land within the Sydney Olympic Park site to which a master plan applies unless the consent authority has considered that master plan.

The current Master Plan which applies is the Sydney Olympic Park Master Plan 2030. Master Plan 2030 sets out the intended land uses and built form controls for each site within the Sydney Olympic Park Precinct. Master Plan 2030 identifies the Metro site (5-7 Figtree Drive Olympic Park) as site 47. The location of the site within the Master Plan 2030 context is detailed in Section 2.2.5 of this EIS.

The Draft Master Plan 2050 was exhibited between 28 October 2024 and 29 November 2024, and seeks to update the Master Plan 2030 and will be the relevant Master Plan that applies, once finalised and approved by the Minister. Draft Master Plan 2050 also involves draft amendments to the Central River City SEPP, including the conversion of the existing B4 Mixed Use to MU1 Mixed Use, aligning with recent employment reforms. The Sydney Olympic Park Over Station Development Amending Concept SSDA EIS

proposed residential land use for which consent is sought in the Amending Concept SSDA would also be permissible under a MU1 Mixed Use zone. There are no proposed amendments to the Central River City SEPP which would conflict with the proposed Amending Concept SSDA.

This Amending Concept SSDA considers the both the Master Plan 2030 and Master Plan 2050 vision and development controls, as required by section 26 of Appendix 4 of the Central River City SEPP. It is noted that the requirement is only to consider the applicable Master Plan, and the Amending Concept SSDA is entirely consistent with the provisions of Central River City SEPP.

A summary assessment of this Amending Concept SSDA against the key provisions of the Master Plan 2030 and Draft 2050 Master Plans is provided below at Table 16. A detailed assessment against the current Master Plan 2030 is included at Appendix B.

Table 16 Master Plan key controls

Master Plan Component	2030 Master Plan	Draft 2050 Master Plan	Consistency
Site identification	Site 47	Site 11UC	N/A
Floor space ratio	7:1	7:1	Consistent The FSR of the Amending Concept SSDA is 5.74:1.
Land use mix	Commercial only shown for site of Building 1.	Min 50% non-residential	Not consistent Refer to discussion above
Height	45 storeys / 149m	22 storeys shown for Building 1 zone, 45 storeys shown for Buildings 2 and 3	Consistent with Master Plan 2030, not consistent with Draft Master Plan 2050 Building 1 proposes a maximum height of RL 151 (34 storeys) which is an increase from the approved Concept SSD. Draft Master Plan 2050 reflects the approved Concept SSD building height for Building 1.
Setbacks	0m primary setback 2.5m secondary tower setback (tower core at western site of site 47 acceptable)	Active frontages required and 3m setback above street wall. 2.5m setback required to Figtree Drive.	Consistent with Master Plan 2030, not consistent with draft Master Plan 2050 Refer to Building Envelope Plan at Appendix G. It is noted that the Draft 2050 Master Plan does not include a setback allowance

Master Plan Component	2030 Master Plan	Draft 2050 Master Plan	Consistency
			for the tower core to align to the western boundary.
Solar access	Prescribed solar access requirements (varied %) for surrounding public open space.	Sun protected areas prescribed.	Consistent Refer to Shadow Impact Assessment at Appendix K.
Podium controls	4 storey / 18m (max 5 storeys/ 24m where station services included)	4 storey street wall	Consistent Refer to Building Envelope Plan at Appendix G.
Active frontages	Active frontages required to northern and eastern elevations of Building 1. Secondary active frontage required on southern elevation.	Active frontages required to northern and southern elevations of Building 1.	Consistent Refer to Building Envelope Plan at Appendix G and Indicative Reference Scheme at Appendix H.
Parking	Maximum parking rates prescribed – see Section 2.5 Appendix E Interim Metro Review	Maximum parking rates prescribed – see Section 3.8.5 Draft Master Plan 2050.	Consistent Refer to Section 6.5 and Transport and Access Report at Appendix S.

As noted above, the Amending Concept is entirely consistent with the provisions of Central River City SEPP. However as can be observed in the table above, the land use mix proposed does not precisely align with the land use mix envisaged for the site under Master Plan 2030 or Draft Master Plan 2050.

In line with the NSW Government’s priority to increase housing supply in locations close to Sydney Metro West, this Amending Concept SSDA seeks consent for a concept proposal involving a change to the permitted land use of the Building 1 tower from commercial to residential.

Sydney Metro has been engaging with SOPA to amend the Draft Master Plan 2050 to enable appropriate land use provisions across the Sydney Metro site as well as the Urban Precinct, to support the delivery of a vibrant and activated precinct, whilst also delivering on the NSW Government’s priorities for housing.

5. Community engagement

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved. It identifies who has been consulted, how the consultation was carried out, the issues raised and the project response.

Engagement with public authorities and key stakeholders was undertaken to inform this EIS. A detailed engagement table is provided as Appendix C which details the way in which issues raised during the preparation of the Amending Concept SSDA Scoping Report and EIS have been addressed in the EIS.

5.1. Overview of engagement to date

5.1.1. Sydney Metro

Sydney Metro has been engaging with the community, stakeholders and industry on Sydney Metro West since 2017. Feedback gathered has helped shape the project, including station locations. Early engagement with the community and stakeholders began in June 2017 and continued into 2018. Further engagement for the project followed the announcement of confirmed station locations between Westmead and The Bays in October 2019.

Specifically, community consultation has occurred at the following stages:

- Stage 1 CSSI application and Stage 3 CSSI application: Community consultation prior to lodgement of Stage 1 CSSI application and Stage 3 CSSI application and the public exhibition of the applications by the former Department of Planning and Environment.
- Master Plan 2030: Community consultation (carried out by Sydney Olympic Park Authority) that was undertaken as part of changes to the Master Plan (2018 Review).
- community and stakeholder consultation during the development of the Sydney Olympic Park Over and Adjacent Station Development Concept SSDA EIS (SSD-35283699) and the public exhibition of the application by DPHI.

Consultation has proactively sought feedback and comments on Sydney Metro West through different forums and channels to inform the development phase and the scope of issues to be assessed as part of the environmental assessment process. Key stakeholders for Sydney Metro West include (but are not necessarily limited to):

- State government agencies (including but not limited to Department of Planning, Housing and Infrastructure, SOPA, other sections of Transport for NSW, NSW Environment Protection Authority, Heritage NSW, Port Authority of NSW and Schools Infrastructure NSW).
- local government (Cumberland City Council, City of Parramatta, Burwood Council, Strathfield Council, City of Canada Bay, Inner West Council and the City of Sydney).
- public utilities and business and industry groups near the project.
- special interest groups including Local Aboriginal Land Councils, Aboriginal stakeholders, and sporting associations and groups.
- the broader community.

5.1.2. Sydney Olympic Park Metro Station – Over and Adjacent Station Development Concept Approval SSD 35283699

The following targeted engagement with the community and stakeholders was undertaken during the preparation of the Sydney Olympic Park Over and Adjacent Station Development Concept SSDA EIS (35283699).

Scoping report

In February 2022, a Scoping Report relating to SSD 35282699 was made available to the public on the DPHI's Major Projects website. Sydney Metro sent an email to registered stakeholders, and distributed flyers to properties within 500 metres of the site, informing them of the release of the Scoping Report. Details were also published on the Sydney Metro website and the project's interactive portal.

Public exhibition of the EIS

The EIS and accompanying technical reports and plans were placed on public exhibition by DPHI from 16 November 2022 to 13 December 2022. This provided stakeholders and the community an opportunity to review the information, have their questions answered by Sydney Metro and, if they chose, prepare and make a submission to DPHI.

Consultation activities

The following consultation activities were carried out by Sydney Metro to support public exhibition of the EIS:

- letterbox notifications (approximately 3,500 leaflets were posted before the information sessions)
- newspaper advertisements
- emails to those who had signed up for news/alerts
- Sydney Metro website updates
- Sydney Metro Connect App
- place manager outreach including phone calls, emails and door knocking
- social media posts.

Community information sessions

Sydney Metro hosted two community information sessions where displays and information about the approved Concept SSD EIS were available. These sessions were held on Monday 28 November from 11am – 2pm and 4pm – 7pm at the Novotel, Olympic Boulevard, Sydney Olympic Park.

Members of the community were invited to attend these sessions, to meet expert members of the Sydney Metro West team and have any questions answered. Visitors were not required to make a booking and were able to drop in anytime within the advertised periods. There was a total of 19 visitors at the two community information sessions.

Copies of the EIS and summary booklet (described below), and information boards were available for visitors to view at all of the information sessions. Project newsletters, contact cards and fridge magnets (with website links, contact email and phone numbers) were also available for visitors to take away.

Several information boards were presented around the room, such as an overview of Sydney Metro West and an overview of the Sydney Olympic Park OSD and ASD. The display also featured looped videos about the proposal, including videos featuring project experts explaining the more complex aspects of Sydney Metro West, such as the planning process and placemaking.

Additional consultation has been carried out, specifically in relation to this Amending Concept SSDA during the preparation of the EIS. This is outlined below in **Section 6**.

Virtual community engagement

Sydney Metro launched an interactive portal to provide an informative and accessible way for the community to view and access this EIS and all other relevant project information.

Community members were able to explore interactive maps and learn what to expect from the project. The portal displays information from the EIS, as well as outlines of the proposed building envelopes at the station. There were 8,311 visits to the interactive portal during the exhibition period.

5.2. Engagement For Amending Concept SSDA

Scoping report

In November 2024, a request for the SEARs and a Scoping Report for this Amending Concept SSDA was submitted to DPHI. The Scoping Report was made available to the public on DPHI's Major Projects website.

The Scoping Report was referred to the relevant agencies and responses from the following parties, which were incorporated into the SEARs issued by DPHI on 17 December 2024.

- Sydney Olympic Park Authority (SOPA)
- City of Parramatta
- Department of Climate Change, Energy, the Environment and Water (Heritage)
- Department of Climate Change, Energy, the Environment and Water (Water)
- Department of Climate Change, Energy, the Environment and Water (Biodiversity)
- Fire and Rescue NSW
- Transport for NSW (TAHE)
- Sydney Metro Corridor Protection
- Sydney Water

Government agencies

Sydney Metro participates in on-going consultation with the following relevant government agencies:

- Ongoing fortnightly briefing meetings with DPHI Assessments Team to discuss Amending Concept SSDA including overview of proposed developments and key issues
- Monthly meetings with SOPA to discuss preparation of the Draft Master Plan 2050 and Amending Concept SSDA and attendance at meetings between Sydney Metro and SOPA
- Presentation to the Sydney Metro Design Advisory Panel (DAP) and Government Architect on 7 November 2024

Detailed engagement activities are outlined

Engagement to be carried out

The NSW Department of Planning Housing and Infrastructure will place this EIS on public exhibition for a minimum of 28 days. During the exhibition period, government agencies, stakeholders and the community can review this EIS and make a written submission to DPHI for consideration in its assessment of this proposal.

DPHI will:

- publish the DA and EIS on the Major Projects website
- give public notice of the exhibition in accordance with the requirements in the EP&A Regulation.

Following the exhibition of the EIS, DPHI will publish all submissions received on the Major Projects website. Where relevant, a response to submissions will be prepared by Sydney Metro to respond to any issues raised. DPHI may also require a response to issues raised in agency advice or feedback, which can also be in the submissions report. The Submissions Report will be made publicly available on the DPHI website. Anyone making a public submission will receive a letter notifying them of the publication of the Submissions Report on DPHI's website.

Ongoing engagement

Sydney Metro will continue to work with key stakeholders and the local community regarding this proposal, to ensure ongoing opportunities to provide feedback.

During the planning and development phase of the project, Sydney Metro would continue to engage the local community and stakeholders via dedicated place managers. Place managers play a vital role in building and maintaining strong relationships with local communities and businesses during the planning and delivery of the project. Their key role is to engage with the community, address concerns and provide accurate and transparent information to ensure the community's understanding of Sydney Metro West and any potential impacts.

Future engagement and consultation around the planning associated with this proposal would be guided by Sydney Metro's Overarching Community Communications Strategy (OCCS) and any statutory requirements of the SSD. The OCCS includes details on the approach to:

- ongoing consultation with key stakeholders, local councils and other government agencies
- approaches and communication tools to support consultation with diverse communities; people who come from culturally and linguistically diverse backgrounds; speak languages other than English; vulnerable communities; and Aboriginal and Torres Strait Islander communities
- provision of regular updates to the nearby community and development and implementation of a community complaints and response management system.

Further engagement will also be undertaken in the preparation and exhibition of future Detailed SSDA(s) for the over and adjacent station developments.

6. Assessment of impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed Amending Concept SSDA and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

A detailed SEARs compliance table has been provided within Appendix A which confirms all matters within the SEARs have been addressed.

This Section of the Report should be read in conjunction with the key appendices outlined below in Table 17.

Table 17 Key Appendices

Key Appendix	Reference
SEARs compliance table	Appendix A
Statutory compliance table	Appendix B
Community engagement table	Appendix C
Proposed mitigation measures table	Appendix D

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1. Design excellence and design quality

6.1.1. Design excellence

Sydney Metro has a long-standing commitment to design excellence as an outcome and has led the way in setting new benchmarks for delivery of excellence in design for major infrastructure projects. The Sydney Metro West Design Excellence Strategy (Appendix L) outlines Sydney Metro's approach to deliver design excellence across the Sydney Metro West project. The strategy was approved by the Government Architect NSW in August 2022.

The Design Excellence Strategy sets out how design excellence is considered from inception of ideas and concepts that define expectations, through design development and procurement to delivery.

The Design Excellence Strategy is not being amended as part of this Amending Concept SSDA and will apply to future SSDA(s) for Buildings 1, 2 and 3. The Strategy provides an alternative design excellence pathway to the SOPA Design Excellence Policy. This approach is consistent with the approved Concept SSD.

6.1.2. Design quality

Site-Specific Design Guidelines (Appendix M) have been prepared for this Amending Concept SSDA to provide design parameters around built form, heritage, integration with the public domain and Sydney Metro station, movement and connectivity and intended legacy outcomes to ensure design quality. The Design Guidelines have

been updated to reflect the amended building envelope and land use mix of Building 1, proposed by this Amending Concept SSDA.

The design outcomes within the Design Guideline for the proposed development outcomes are underpinned by the following design objectives:

- ensuring an easy customer experience,
- being part of a fully integrated transport system,
- being a catalyst for positive change,
- being responsive to distinct context and communities, and
- delivering an enduring and sustainable legacy for Sydney.

Design quality is also supported by the GANSW's Better Placed framework which aims to deliver good design outcomes through desired architecture, public places and environments across NSW. The framework provides best practice design processes which align with a clear set of established objectives to achieve quality design outcomes. A response to the seven applicable objectives of the Better Placed framework and how they relate to the proposal to modify the approved building envelope and land use for Building 1 within the Concept SSD site is summarised below. No change is proposed to the approved building envelopes and land uses for Building 2 and Building 3 within the Concept SSDA site.

- **Better Fit – contextual, local and of its place:** The proposed Amending Concept SSDA considers the built form controls of Master Plan 2030 and Draft Master Plan 2050, including street wall controls, tower setbacks and proposed active street frontages to the northern, eastern and southern elevations. The podium responds to the human scale and context to complement the proposed public domain with the appropriate placement of retail, station and commercial entry points. The taller yet slimmer Building 1 tower form responds to the future desired local context and precinct character.
- **Better performance – sustainable, adaptable and durable:** The proposed building envelope of Building 1 incorporates passive design principles by ensuring the tower floor plate can achieve adequate solar access, cross ventilation and natural ventilation. 73% of the apartments have dual aspect façade orientation and most of the apartments are arranged around north-eastern and north-western façades providing high solar access to approximately 78% of living areas. Specific sustainability targets and rating requirements for the site are outlined in the ESD Report (Appendix R). A 5 Star Green Star rating is targeted for Building 1, in this proposal.
- **Better for community – Inclusive, connected and diverse:** The proposed Amending Concept SSDA continues to provide ground floor retail and commercial uses within the building podium which provide opportunity for social integration. A mix of apartment typologies is anticipated to be provided within the Building 1 residential tower. The approved access and connectivity requirements under Appendix M, remain unchanged.
- **Better for people – safe, comfortable and liveable:** Building 1, will be a mixed-use development with commercial and retail in the podium, and a residential tower above. Passive surveillance to the public domain, including station entries will be further enhanced through the introduction of residential uses at Building 1 which will include balconies. Retail uses along the Promenade will encourage activity at the ground plane and further enhance surveillance opportunities.
- **Better working – functional, effective and fit for purpose:** The amended design of Building 1 has been designed in a coordinated manner alongside the metro station, to provide a development that seamlessly integrates the mix of land uses.

- **Better value – creating and adding value:** The proposed Amending Concept SSDA would create and add value by addressing the housing needs of the community, and co-locating housing with transport infrastructure, employment opportunities, services and amenities. Providing a residential tower for Building 1 will result in approximately 191 additional dwellings than the approved Concept SSD.
- **Better look and feel – engaging, inviting and attractive:** Building 1 would continue the diverse mix of uses on the site, contributing to an active precinct and engaged community. In accordance with the Design Guidelines (Appendix M), Building 1 would utilise complementary materials and finishes as Buildings 2 & 3 to ensure a cohesive and attractive neighbourhood. This includes façade materials, colours, tones and texture that demonstrate a strong connection to the environmental context of Sydney Olympic Park. Plants and other green roof elements will also be encouraged.

The approved Concept SSD consent (SSD-35283699) has demonstrated that design quality can be achieved through the implementation of Site-Specific Design Guidelines, and the Guidelines are now updated to reflect the new concept proposal with changes to the building envelope and land use mix of Building 1.

Both the Site-Specific Design Guidelines (Appendix M) and the Design Excellence Strategy (Appendix L) will guide future Detailed SSDA(s) over the site to ensure that a high standard of design quality is achieved on the site in accordance with the GANSW framework and relevant policies.

6.2. Built form and urban design

The Built Form and Urban Design Report (Appendix E) and Indicative Reference Scheme (Appendix H) have been prepared to demonstrate the type of built form development outcome which can be achieved at the site.

The Indicative Reference Scheme design demonstrates that the proposed envelope of Building 1 can accommodate a successful place-based outcome that can integrate transport infrastructure, ground plane retail, commercial and residential land uses.

Specifically, the Indicative Reference Scheme demonstrates the capacity to provide a fine-grain commercial offering within the building podium which will cater for the needs of the future community. The active frontages along the laneways and streets will support a vibrant town centre while the tower design will create a distinctive skyline that responds to the evolving height, scale and character of the area. The fine grain commercial offering and ground floor activation remains consistent with the approved Concept SSD.

The proposed envelope for Building 1 has been tested and assessed with consideration of potential impacts which may arise from the built form, including:

- residential amenity
- overshadowing and solar access
- reflectivity
- wind impacts
- visual impacts.

The specific aspects of the built form, as amended for Building 1 are discussed further below.

6.2.1. Building 1 podium

The Amending Concept SSDA retains the 4-storey podium for Building 1 and its integration with the metro station. Building 1 is located directly above the station and station services building and has been designed to integrate

with the metro station infrastructure which is being delivered under the Stage 3 CSSI Approval. The Building 1 podium built form structure will be delivered under the Stage 3 CSSI Approval.

This Amending Concept SSDA includes minor internal amendments to the layout of non-station spaces within the CSSI podium structure. The approved and proposed podium layout for Building 1 is detailed at Section 3 of this EIS. Amendments include:

- revised ground and first floor retail unit layout
- first and second floor commercial tenancy
- residential and commercial lobbies
- additional communal open space and residential amenities across levels 1-3
- reconfiguration of building service areas
- revised lift core arrangement to suit the proposed residential floor plate.

Commercial and retail uses, as well as residential entry points within the podium will ensure activation throughout the day and evening, to create a lively and safe environment for pedestrians.

The height of the 4-storey (18 metres) podium for Building 1 has been maintained to create a human scale environment, noting that the height of the street walls makes a significant contribution to the experience of place. The podium heights of Buildings 2 and 3 remain unchanged (16-18 metres) which adds uniformity of character to streetscapes and the public domain.

The podium for Building 1 continues to provide a zero metre setback to the identified 'build to' lines (north, west and south) and the non-residential uses identified in the Master Plan 2030 built form controls.

6.2.2. Building 1 tower

The height of the envelope plays a key role in defining the scale of the proposed building and forming the new Sydney Olympic Park Skyline. Building 1, in this proposal, will present as a more slender, taller tower form when compared to Building 1 in the approved Concept SSD.

Building 1 envelope is proposed to be amended from 21 storeys (RL 122.00) to 34 storeys (RL 151.00), representing a 13 storey/29 metre increase in height which is still below the maximum permitted building height (45 storeys/149 metres) prescribed in the Central River City SEPP. Building 1, in its context will be 20 metres lower than the approved envelope for Building 3 (RL 171), offsetting the taller building and providing visual interest between the tower forms.

Building 1 tower floor plate has reduced from approximately 1,500m² to 950m² to suit the proposed residential land use and anticipated apartment layout. The gross floor area of Building 1 has reduced from 28,396m² to 24,849m² (3,547m² reduction). The reduced GFA, combined with the taller tower form results in an overall reduction in building bulk when compared to the commercial tower.

Building 1 tower setbacks from the podium will be maintained at a minimum of 2.5 metres to all edges, except a portion of the tower core zone permitted against the western boundary in accordance with the Master Plan 2030. Given the slenderer form of Building 1, the separation distance between Buildings 1, 2 and 3 and surrounding development will increase. Building 1 will provide a minimum 24.2 metre separation to the potential future tower to the west.

6.3. Environmental amenity

6.3.1. Residential amenity

The Built Form and Urban Design Report (refer Appendix E) alongside the Indicative Reference Scheme (Appendix H) demonstrate how the proposed land uses could be distributed within the proposed Building 1 envelope to achieve high levels of residential amenity.

An assessment of the Indicative Reference Scheme against the key amenity criteria contained in the Apartment Design Guide (ADG) is set out below and further detailed in Chapter 4 Housing SEPP Assessment Report (Appendix J), which also includes a design statement that addresses the 9 design quality principles of the Housing SEPP.

Visual privacy

The ADG requires separation between adjacent windows and balconies to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:

- 24m between habitable rooms / balconies
- 18m between habitable and non-habitable rooms
- 12m between non-habitable rooms.

The amended Building 1 envelope will achieve visual privacy by providing:

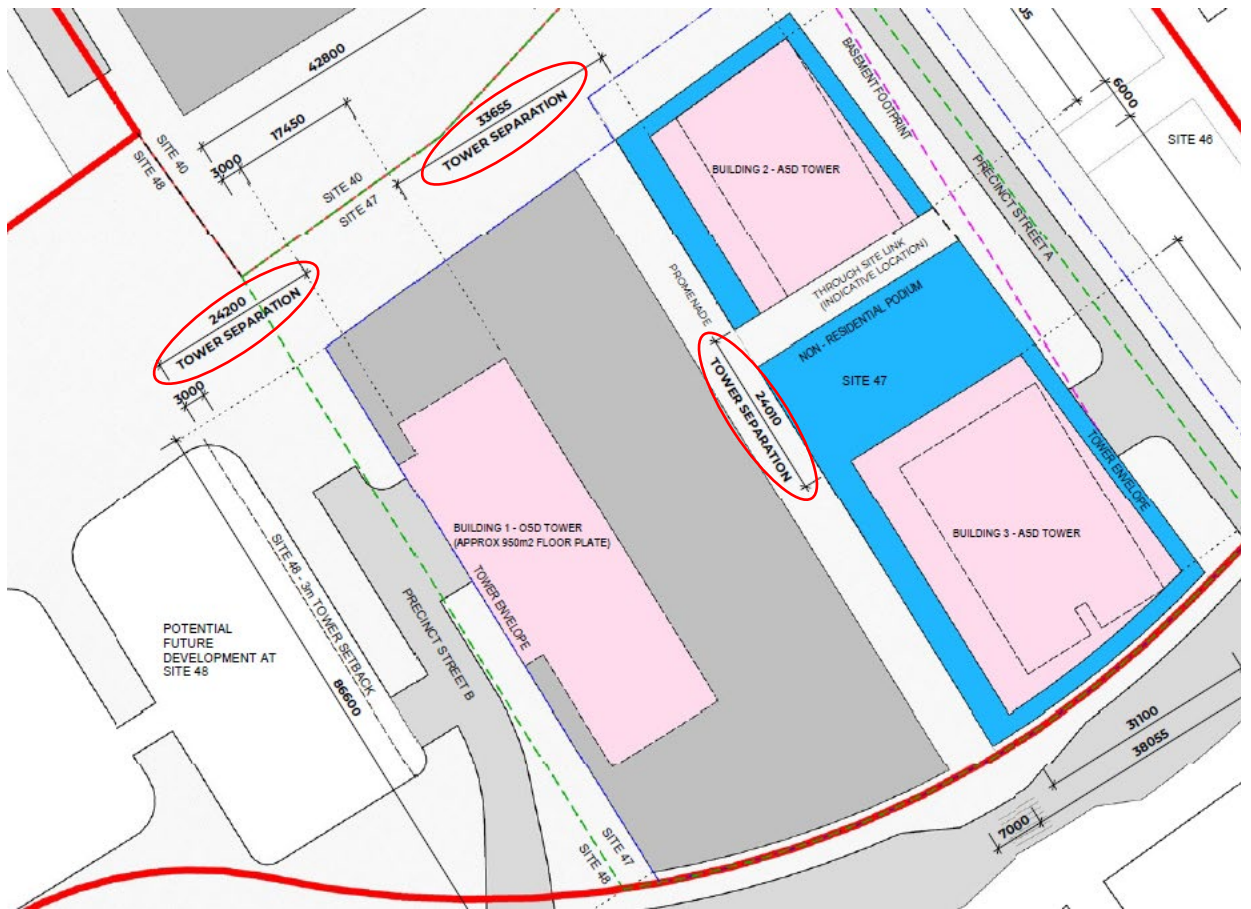
- 24.2m minimum tower separation to future development on the site to the west
- 33.6m minimum tower separation to Buildings 2 & 3 across the central promenade, which has substantially increased from the 24m in the approved scheme.

The Indicative Reference Scheme for the Amending Concept SSDA has oriented apartments within Building 1 to minimise overlooking and to enhance visual privacy.

A key factor influencing the building envelope for Building 1 and the orientation of apartments is the need to structurally align the envelopes with the station columns below, while limiting travel distances to the building core. On the western edge, part of the tower has a zero metre setback aligned with the building podium. This is limited to the core, building structure, essential egress circulation and services, and non-habitable rooms. The protrusion of the core zone on the western edge is permitted under the Master Plan 2030 built form controls.

The amended building envelope for Building 1 achieves building separation and visual privacy as required by the ADG and as demonstrated in Figure 25 below.

Figure 25 Building Separation



Source: Mott McDonald

Solar access to apartments

The ADG requires that living rooms and private open space of at least 70% of apartments receive a minimum of two hours direct sunlight between 9am and 3pm in mid-winter. The ADG also seeks to ensure that a maximum of 15% of apartments proposed in a building receive no direct sunlight between 9am and 3pm at mid-winter.

A Chapter 4 Housing SEPP Assessment (Appendix J) considers the reconfiguration of Building 1 and the capability to achieve solar access. In accordance with the requirements under the ADG, the following can be achieved for Building 1 by the Indicative Reference Scheme:

- approximately 77% of apartments receive 2 hours or more of direct sunlight between 9am and 3pm at mid-winter
- no apartments receive no direct sunlight between the periods of 9am and 3pm at mid-winter.

The amended Building 1 envelope is therefore capable of complying with the solar access design criteria under the ADG.

Natural ventilation

The Indicative Reference Scheme (Appendix H) demonstrates ADG compliance can be achieved for natural ventilation. The main objective of this design criteria is to ensure the number of apartments with natural cross

ventilation is maximised to create comfortable indoor environments. Specifically, ADG Design Criteria 4B-3 requires that:

- at least 60 percent of apartments are naturally cross ventilated in the first nine storeys of the building.
- overall depth of a cross-over or cross-through apartment does not exceed 18 metres, measured glass line to glass line
- apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.

The Chapter 4 Housing SEPP Assessment (Appendix J) confirms that Building 1 can achieve cross ventilation to 73% of apartments in the first nine storeys (levels 5-8). All those apartments have balconies and can therefore be adequately ventilated.

Taking into account the amended tower form of Building 1, apartments in the Indicative Reference Scheme can achieve compliance with the natural ventilation design criteria of the ADG.

Communal open space

A minimum area of communal open space of 25% of the site area is required under the ADG. Of the 25%, a minimum of 50% direct sunlight to the principal useable part of the communal open space is required for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter). Communal open space is required to enhance residential amenity and to provide opportunities for landscaping.

The amendment of Building 1 to facilitate a residential use requires consideration of communal open space to ensure the new residential population has sufficient access to a variety of spaces and amenities. The Indicative Reference Scheme (Appendix H) illustrates how Building 1 will include communal open space at levels 1, 2, 3 and the rooftop. The Indicative Reference Scheme suggests that Building 1 could accommodate approximately 1888m² communal open space.

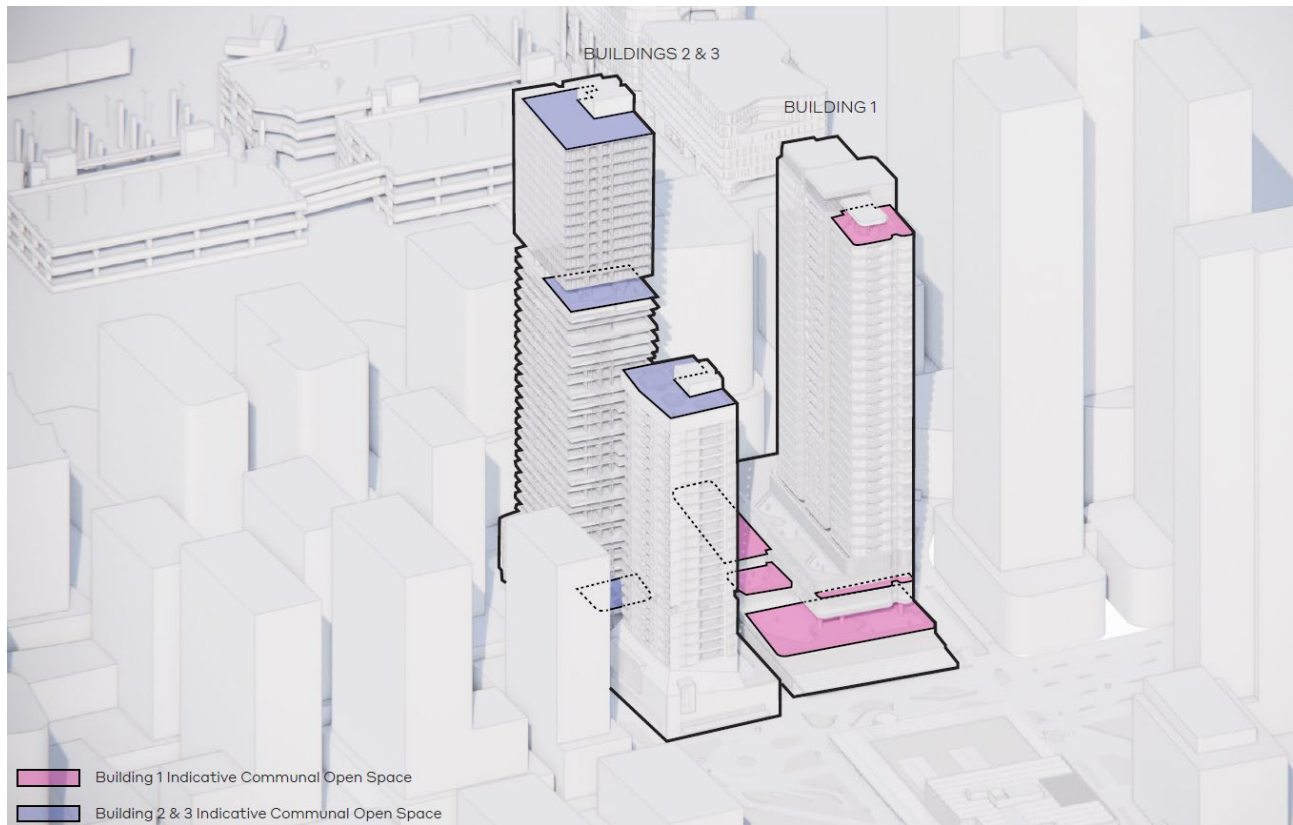
Communal open space will be distributed across buildings as depicted below in Figure 26. Overall, 30% of the Indicative Reference Scheme provides 30% of the total site area as communal open space.

74% of the communal open space in the Indicative Reference Scheme achieves at least 2 hours of sunlight between 9am and 3pm on 21 June. This Amended Concept SSDA complies with the ADG requirements for communal open space.

Table 18: Communal Open Space Provision

Site Area	Communal Open Space Provided	Area percentage	ADG minimum
11,407m ²	3,455m ²	30%	25%

Figure 26 Communal Open Space Distribution



Source: Mott McDonald

Apartment mix and size

The conversion of Building 1 from commercial to residential above the podium will result in the additional dwellings at the site. The mix and size of these will be determined in the Detailed SSDA(s). Notwithstanding, the Indicative Reference Scheme for Building 1 demonstrates how the envelopes can achieve a range of apartment types and scales (see **Table 19**). The indicative apartment sizes of Building 1 comply with the minimum requirements of Objective 4D-1 of the ADG.

Table 19 Indicative Apartment Mix – Building 1

Apartment Type	Number of Apartments	Proportion	Size Range (Approx.)	ADG (min. size)
Studio/ 1-bedroom	58	30.4%	59-62m ²	50m ²
2 – bedroom	102	53.4%	86m ² to 88m ²	75m ²
3 – bedroom +	31	16.2%	123m ²	90m ²

Lighting

The site is an area of medium district brightness and would be of low sensitivity. This is due to the concentration of hotels and low-rise commercial buildings in this location and adjacent residential towers. Brightly lit sporting,

recreational, entertainment and transport facilities nearby, such as the Accor Stadium and the existing Olympic Park Station, contribute to the high night-time lighting levels.

Additional lighting from the future buildings on the site would be seen in an area of high district brightness where there are brightly lit streets, public domain and other public transport facilities. Lighting impacts at the site would be subject to a future Detailed SSDA(s) and would be consistent with the surrounding brightly lit night scene.

6.3.2. Solar access to communal open space

Solar access to private and public open space was considered alongside the solar access controls outlined in the Master Plan 2030.

Both the Master Plan 2030 and the ADG require that 50% of communal open space is to achieve direct sunlight to the principal area of that communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter). The Draft Master Plan 2050 does not include specific solar access controls for communal open space.

Based on the solar access analysis in the Chapter 4 Housing SEPP Assessment (Appendix J), 74% of the communal open space provided in the Indicative Reference Scheme across all three buildings, achieve at least 2 hours of sunlight between 9am and 3pm on June 21 (mid-winder). This exceeds the 50% minimum required under the ADG design criteria and confirms that solar amenity will be achieved.

6.3.3. Overshadowing

A Shadow Impact Analysis (refer Appendix K) has been prepared to demonstrate the overshadowing impacts of the proposed buildings on surrounding properties and key public spaces (during summer and winter solstice and the spring and autumn equinox). The cumulative impact of the existing and future buildings has also been assessed as part of the analysis.

The Shadow Impact Analysis considers the solar impact analysis requirements of the Master Plan 2030, which requires:

“For any building over 25m, describe the impact of development on solar access to surrounding development to a radius of 100m”

It is noted that the Draft Master Plan 2050 does not specifically require a solar impact analysis to be undertaken, but does require that:

“Taller towers must be sited to provide solar access to development sites to the south and to existing and future public open spaces”

The following figures from the Shadow Impact Analysis show the overshadowing impact within the existing context and the overshadowing impact within the Master Plan 2030.

Figure 27 Winter Solstice – Existing Context



21 June - 9 am

Source: Sydney Metro



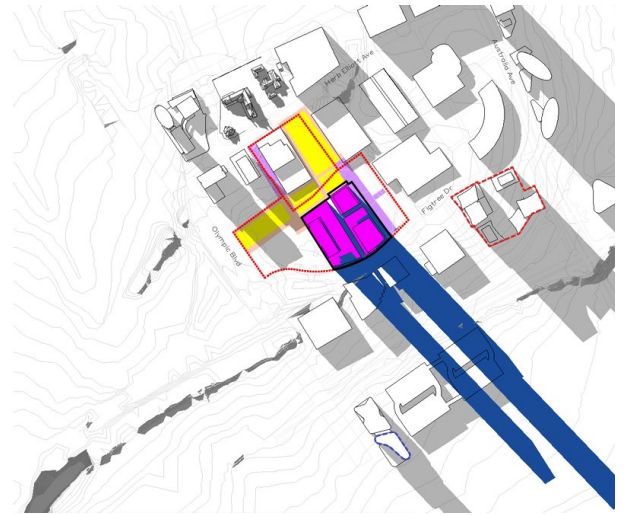
21 June – 11 am

Source: Sydney Metro



21 June – 1 pm

Source: Sydney Metro

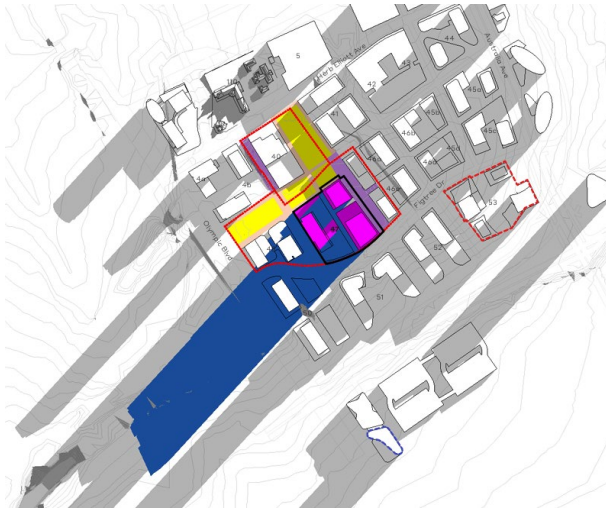


June 21 – 3pm

Source: Sydney Metro

- SSD Concept Design
- SSD Concept Design Shadow
- Public Open Space
- Pedestrian Only Zones
- Share Way
- Sydney Metro Site Boundary
- SSD Site Boundary
- Mirvac Pavilion Apartments
- Boomerang Apartments

Figure 28 Winter Solstice - Overshadowing Impact on 2030 Master Plan Context



21 June – 9 am

Source: Sydney Metro



21 June – 11 am

Source: Sydney Metro



21 June – 1 pm

Source: Sydney Metro



21 June – 3 pm

Source: Sydney Metro

- SSD Concept Design
- SSD Concept Design Shadow
- Public Open Space
- Pedestrian Only Zones
- Share Way
- Sydney Metro Site Boundary
- SSD Site Boundary
- Mirvac Pavilion Apartments
- Boomerang Apartments

Impacts to surrounding properties

As illustrated above, the Shadow Impact Analysis (Appendix J) diagrams consider the amended Building 1 envelope, as well as the approved envelopes for Buildings 2 and 3 (under SSD-3528399) to understand impacts of the proposed concept on surrounding properties. The analysis also assesses the overshadowing impacts on proposed future surrounding built form shown in the approved Master Plan 2030.

The proposed Building 1 envelope of 34 storeys is within the maximum 149 metres Central River City SEPP height control and 45 storeys envisaged by the Master Plan 2030.

Impacts to public spaces

Section 8.7 Solar Access of the Master Plan 2030 requires:

“The prescribed proportions of primary public spaces within the Metro Site Area are to achieve a minimum of 2 hours of sunlight between 9am and 3pm at the winter solstice (21 June).”

Draft Master Plan 2050 similarly identifies these spaces as ‘sun protection areas’ within figures 4.1.7 and 4.1.8 of the Draft Master Plan 2050.

The prescribed proportions of primary public open space within the Master Plan 2030 are identified in the figure below.

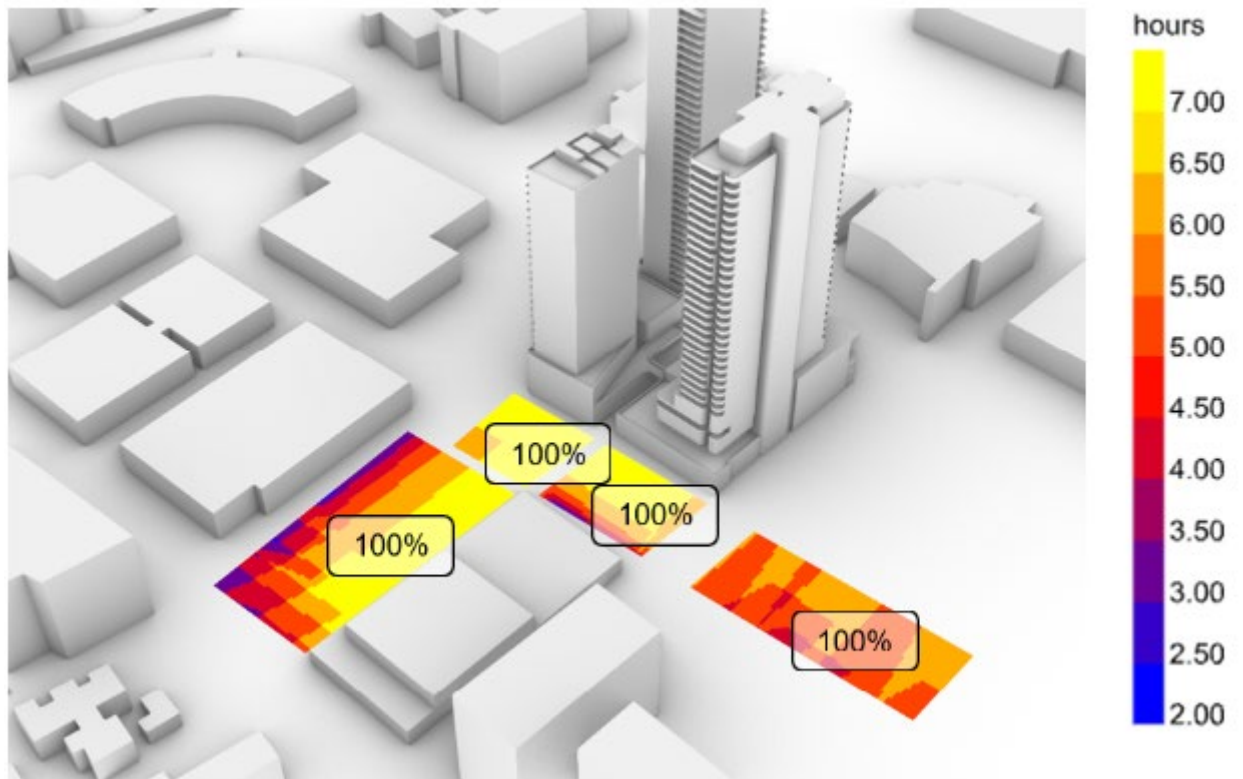
Figure 29 - Solar Access Requirements to Public Open Space (Master Plan 2030)



Source: SOPA

The figure below confirms that the identified public open spaces will not result in any unacceptable shadowing from the proposed buildings as they are located north of the site of the Amending Concept SSDA.

Figure 30 - Solar Access Achieved to Public Open Space (Looking at the site from the north east)



Source: Mott McDonald

The analysis undertaken demonstrates that the required proportion of primary public spaces can achieve a minimum of 2 hours of sunlight between 9:00am and 3:00pm at the winter solstice with consideration of the proposed building envelopes. The Amending Concept SSDA will not result in any unreasonable overshadowing to public spaces.

6.3.4. Reflectivity

A Reflectivity Impact Assessment (refer Appendix P) has been prepared to assess the Amending Concept SSDA for any glare resulting from sunlight glancing off a possible façade based on the Indicative Reference Scheme and any impact on vehicles and pedestrians moving around the site and/or nearby roads. The reflectivity of Building 1 is anticipated to be reduced when compared to the Approved Concept, due to residential buildings typically having a lower volume of reflective surfaces than commercial buildings (i.e. residential facades are likely to use mixed materials whereas commercial facades are predominantly glass).

Methodology

The reflectivity assessment considered the potential reflectivity impacts from Building 1, on six different local road routes and multiple pedestrian locations centred around the site. The reflectivity impacts of the revised Building 1 envelope on Buildings 2 and 3 has also been considered.

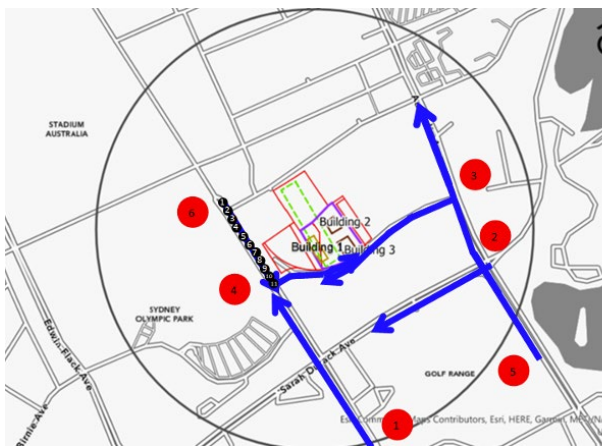
It is noted that there many existing approach routes for passenger vehicles (drivers), relevant to the development and which were considered in the assessment. These include the following:

- Route 1: Drivers travelling north-north-west along Olympic Boulevard

- Route 2: Drivers travelling west-south-west along Sarah Durack Avenue
- Route 3: Drivers travelling west-south-west along Figtree Drive
- Route 4: Drivers travelling east along Figtree Drive
- Route 5: Drivers travelling north-north-west along Australia Avenue
- Route 6: Drivers travelling south-south-east along Olympic Boulevard.

Along the ground plane and public domain of the surrounding area, there is existing landscaping and provision of floor space for commercial uses and therefore it is established that pedestrian will be utilising the outdoor ground floor area and may be impacted by glare from the building facades. Seven locations were assessed, based on potential locations that pedestrians will be utilising with views to the facades. Driving routes and pedestrian locations are shown below.

Figure 31 Driver Routes and Pedestrian Locations



Drive Route Locations

Source: Sydney Metro



Pedestrian Locations

Source: Sydney Metro

Only the existing surrounding built form and approved envelopes of Buildings 2 and 3 have been considered in the assessment, with reference also made to the façade and assessment criteria in the Central City Precincts SEPP and the Master Plan 2030 and Draft Master Plan 2050.

Potential impacts

The analysis assumed standard glazing is used for all facades without external shading and future developments that might block glare. An acceptable veiling luminance limit of 500 cd/m² was used for drivers to determine the potential impact.

Results from the simulations show that there are 11 instances (listed below) where risk of disability glare is present. Four of these 11 cases are associated with Buildings 2 and 3 and have not changed from the analysis completed in the Concept SSDA.

- driving route 3 – Building 1
- driving route 4 – Building 1
- driving route 3 – Buildings 2 and 3
- driving route 4 – Buildings 2 and 3

- pedestrian 1 – Building 1
- pedestrian 1 – Building 2 and 3
- pedestrian 2 – Building 1
- pedestrian 3 – Building 1
- pedestrian 5 – Buildings 2 and 3
- pedestrian 6 – Buildings 2 and 3
- pedestrian 7 – Buildings 2 and 3.

Given that pedestrians are likely able to move and/or look away from the glare source, the risk of disabling glare affecting pedestrians is low. Contrarily, drivers travelling along routes 3 and 4 are at risk of experiencing disabling glare, with a maximum LV of >10,000 cd/m² from Buildings 2 and 3 and 8,492 cd/m² from Building 1 expected for receptors on each route respectively.

The impacts are expected in the morning (and mid-morning), evening and would in some instances be limited to local façade areas. The remainder of the location and routes were not found to be characterised by glare risk.

Mitigation measures

Based on the analysis results, it was confirmed that resulting glare risks can be easily mitigated through architectural means at detailed design stage. These mitigations can be used individually, or in combination, to reduce the total glare the driver experiences to an acceptable value. Mitigation measures include:

- using a less reflective glazing – reduces the amount of light that is reflected from the façade
- different material – using a non-reflective material or materials with increased roughness, will help to control the impact of reflections
- shielding the façade – introducing a non-reflective structure, design, or landscaping that shields the glazed façade will help to control the impact of reflections
- changing built form – incorporating different built forms can help disperse light reflections. Note that concave-built forms should be avoided as these will instead concentrate sunlight, exacerbating the glare risk.

Subject to the implementation of mitigation measures at detailed design stage, reflectivity risks will be acceptable from the proposed Amending Concept SSDA.

6.4. Visual impact

A Visual Impact Assessment (VIA) has been prepared (Appendix Q) to determine the potential visual impacts of the proposed Amending Concept SSDA. The VIA details the view impacts considering the current site conditions and the proposed development scenario.

The VIA establishes the visual character of the site and its immediate surrounds to be used as a baseline factor against which to judge the level of change caused by the Amending Concept SSDA.

6.4.1. Existing environment

The surrounding visual context of Sydney Olympic Park includes a developed core with a wide range of large floor plate commercial buildings as well as high density residential and hotel developments. This core is surrounded by

large sporting facilities including stadium and event structures and large areas of paved and soft open space including plazas, parklands, and environmental conservation lands.

The wider visual context includes significant areas of open space, including wetlands, Sydney Olympic Park facilities and Bicentennial Park. Within the wider visual context, particularly to the north of Sydney Olympic Park are large areas of wetlands and a number of waterways including Haslam's Creek, Homebush Bay and the Parramatta River.

6.4.2. Potential impacts

A visual catchment analysis has been prepared to determine which elements of the proposal may be visible to surrounding areas. The extent of the visual catchment is illustrated in the Viewshed Map, depicted below. The Viewshed Map concludes that the upper most part the proposed buildings are likely to be visible dependent on intervening built form and vegetation, from distant locations including large areas of Sydney Olympic Park, Bicentennial Park, Newington, Meadowbank, Putney, and Rhodes.

Figure 32 Viewshed map



Source: Urbis

In addition to a viewshed analysis, a range of views have been assessed including close, medium and distant views so that a representative sample of the types of views that are likely to be experienced by the public are considered. The ten views chosen to be assessed are outlined in the figure below.

Figure 33 View location map



Source: Urbis

Of the ten views analysed, one viewpoint was rated as having nil visual impact (VP 1), eight viewpoints were rated as low impact (VP 2-8 and 10) and one viewpoint (VP 9) was rated as having medium visual impact.

Viewpoint 9, (from the corner of Showground Road and Murray Rose Avenue) was rated as having medium visual impact as noted above. The proposal will add a new contemporary built form into the view, as shown in Figure 34 below. Contributing factors to the medium impact rating is that the viewpoint is a medium distance from the subject site and has a high degree of public domain. However, it was found that this view would be highly compatible with the desired future character of the area. Furthermore, it would not block views to any scenic elements including public spaces or heritage items.

The Amending Concept SSDA will expand the existing tower cluster and add additional compatible forms to the existing Sydney Olympic Park skyline as envisaged under the Master Plan 2030 and the Draft Master Plan 2050.

Figure 34 View 9 – corner of showground road and Murray Rose Avenue indicative view



Source: Urbis

In summary, the proposed built form results in primarily low visual effects on the majority of baseline factors such as visual character, scenic quality and view place sensitivity from public domain view locations in most views.

The built forms proposed are not dissimilar in character, height or form to those within the surrounding visual context and the emerging context under the Master Plan 2030 and the Draft Master Plan 2050.

From distant views, the proposal is viewed within a wide visual composition amongst existing buildings, which reduces the visibility and visual impact of the proposal. In this regard, the significance of the visual change (impact) was rated as primarily low, with only one viewpoint being rated as medium.

The visual impact of the building envelopes proposed by this Amending Concept SSDA is considered acceptable within the context.

6.5. Traffic transport and accessibility

A Transport and Access Report has been prepared (Appendix S) to assess the Amending Concept SSDA against the relevant transport strategy and policy, highlighting the potential transport related impacts associated with the construction and operation of the proposed development.

6.5.1. Existing environment

The Transport and Access Report considers the existing conditions, including the existing land use context and parking arrangements, as well as transport networks, including active and public transport and the current performance of the road network.

Land use context

Building 1 will accommodate residential apartments, with commercial and retail spaces located on the podium and ground floor. Car parking will be available in the basements of Buildings 2 and 3 as per the approved Concept SSD.

The existing land use characteristics of Sydney Olympic Park within the vicinity of the site includes:

- Mixed use zoning applying to the subject site, extending further to the north, east, south and west to Stadium Australia and Sydney Olympic Park
- Public recreation zoning east of the subject site, with environmental, conservation and management land uses within this zoning parcel.

Road network

The surrounding road network is comprised of the following roads:

- Figtree Drive: to the south is a two-lane, two-way undivided local road that provides a through connection for traffic between Australia Avenue and Olympic Boulevard and also provides access to a number of high-density residential dwellings and commercial businesses
- Olympic Boulevard: to the west is a four-lane, two-way divided road which provides access to the Sydney Olympic Park and provides a key public transport route
- Herb Elliot Avenue: to the north, is a two lane, two-way undivided local road which provides access to off-street parking, recreational, commercial and retail land uses.

The surrounding intersections perform at a reasonable level, with slightly restricted maneuverability and free-flow speeds across the local road network. It is noted that vehicle volumes in these location during peak periods generally do not result in notable delays. It is considered that there is potential for congestion at Australia Avenue/Sarah Durack Avenue based on the modelling undertaken in the Transport and Access Report.

Bus services

Buses provide the greatest public transport network coverage for Sydney Olympic Park. The main routes servicing the precinct include:

- 525 – Parramatta to Strathfield
- 526 – Burwood to Rhodes Shopping Centre
- 533 – SOP to Chatswood via Rhodes and North Ryde

Rail services

The existing Olympic Park Station is located 250 metres north of the site and is served by the T7 Olympic Park Line on the Sydney Trains suburban rail network, which operates as a shuttle between Olympic Park and Lidcombe. The subject site includes the future SOP metro station which will provide improved rail connectivity to greater Sydney from Metro West network.

Active Transport

The pedestrian network in Sydney Olympic Park is well established, with wide footpaths and large, paved pedestrian areas for the movement and storage of large crowds during event mode.

The cycle network surrounding the site is shown and is well developed, consisting of on-road and off-road cycle routes on the following roads, Australia Avenue; Sarah Durack Avenue; Edwin Flack Avenue; Dawn Fraser Avenue; Bennelong Parkway.

6.5.2. Potential impacts

Traffic impacts on local road network

The proposed conversion of Building 1 from commercial to residential above the podium will result in different traffic impacts when compared to the approved Concept SSD due to the different travel behaviours associated with the revised land use mix. The Transport and Access Report has found that the conversion of land use in Building 1 from commercial to residential above the podium has significantly reduced the vehicle trip generation of the overall site.

Notably, the proposed amendments do not seek to increase the number of parking spaces provided on site, which ultimately will limit traffic generation. All car parking (approximately 358 spaces) will be provided in the shared basement under Buildings 2 and 3 as approved.

The number of vehicle trips in the AM and PM peak have been based on the (former) *RMS Guide to Traffic Generating Development* for the residential component of the development. This assessment has been revised to include the residential component now proposed for Building 1. The anticipated peak hour vehicle trips is detailed in Table 20 below.

Table 20 Estimated AM and PM Peak Hour Vehicle Trips

Peak	Land use	Building 1		Building 2		Building 3		Totals ³	
		In	Out	In	Out	In	Out	In	Out
AM	Commercial/ Retail ¹	8	2	14	3	11	3	33	8
	Residential ²	3	11	1	6	3	13	7	30
	Totals	11	13	15	9	14	16	40	38
PM	Commercial/ Retail	2	8	3	14	3	11	8	33
	Residential	9	2	5	1	10	3	24	6
	Totals	11	11*	8	15	13	13*	32	38*

1Commercial trips assume 80% turnover of allocated spaces in peak hour.

2Residential trips rate based on the number of parking spaces allocated.

3Does not include loading dock or station servicing movement.

**Rounded totals have been used where applicable to inform a conservative approach to trip estimation*

Intersection modelling to the future year 2036, with the traffic modelling showed that future intersection performance across the local network is similar with and without the Amending Concept DA. There is minor

congestion at the intersection of Australia Avenue with the surrounding road network, however this impact is not expected to be unacceptable.

It is anticipated the estimated proportion of car trips will significantly reduce compared to the existing mode share given the establishment Sydney Metro West metro line, bus interchange facility and improved active transport links associated with the approved Concept SSD and the Stage 3 CSSI Approval.

Ultimately the Transport Access Report concludes that the car parking provision remains consistent with the Master Plan 2030 and Draft Master Plan 2050 and car trips will reduce significantly. As such, the proposed Amending Concept SSDA will not have an unacceptable impact to the local road network and intersection performance.

Vehicular access

Vehicular access to Building 1 and the loading docks remains accessible via 'Precinct Street B' which is being delivered as part of the Stage 3 CSSI Approval. This street has largely been designed as service route shared zone, that intends to still be shared by vehicles, cyclists and pedestrians. Egress and ingress will continue to be an at-grade egress and ingress point, that will operate as right-in, left-out. The design of the loading dock for the commercial land uses and waste servicing remains unchanged.

Car parking

There is no proposed change to the total proposed parking spaces (358) as a result of this Amending Concept SSDA. Parking remains located in the shared basement under Buildings 2 and 3 as per the approved Concept SSD.

The proposed provision of parking is within the Master Plan 2030 and Draft Master Plan 2050 maximum rates. Given the proximity of the site to a range of public transport links, the proposed number of spaces is considered appropriate.

Construction traffic impacts

The proposed change in use from commercial to residential of the Building 1 tower does not alter the construction traffic impacts of the development.

Construction traffic management will adhere to the principles outlined in the approved Concept SSD, with specific vehicle routes determined based on vehicle size and suitability. Detailed SSDA(s) will include Construction Vehicle Management Plans to ensure the safety of workers and road users near the construction site. The primary objectives of these plans are to:

- minimise the impact of construction vehicle traffic on the road network
- ensure continuous, safe, and efficient movement of both pedestrian and vehicular traffic for the public and construction workers
- install advance warning signs to inform users of changed traffic conditions
- describe the construction vehicles and their volume accessing the site
- provide information on changed access arrangements and proposed external routes for construction vehicles entering and exiting the site.

Construction vehicles movements associated with the proposal and development on surrounding sites would likely be restricted or limited during major events at Sydney Olympic Park, therefore limiting its impacts to major events.

6.5.3. Mitigation measures

Based on the above assessment, the following mitigation measures and recommendations have been identified. These mitigation measures are consistent with those identified for the approved Concept SSD:

- active travel user safety should be prioritised on Precinct Street B, as it is expected to see high volumes of cyclists and other vulnerable users during peak hours accessing Building 1's end-of-trip facilities. To minimize conflicts with vehicles, low speeds and appropriate signage should be implemented.
- car share spaces should be provided in basements to reduce the need for individual car ownership and comply with the Master Plan 2030.
- a detailed Construction Traffic Management Plan should be prepared for the construction phase as part of the future Detailed SSDA.
- a Travel Plan should be developed to reduce car trips and promote the use of sustainable transport as part of the future Detailed SSDA.

6.6. Wind impacts

A Pedestrian Wind Assessment considering the amended building envelope of Building 1 has been prepared in support of this Amending Concept SSDA (Appendix O). The Pedestrian Wind Assessment provides a qualitative assessment of the likely impacts of the proposed additional height of Building 1 on the local pedestrian-level wind conditions.

6.6.1. Methodology

Historical weather data was used for the analysis and obtained from the Bureau of Meteorology (BOM) weather station at Bankstown Airport, which is situated 13 kilometres southwest of the site. The wind climate was modelled using hourly data, with detail regarding frequency and amplitude of wind event noted. The surrounding environment was generally modelled as flat ground.

Baseline wind conditions for the subject site were assessed as being safe and comfortable for sitting purposes.

There is no specific wind performance criteria within the Master Plan 2030, however the Master Plan 2030 requires the submission of a wind assessment for buildings over 25 metres tall. The Draft Master Plan 2050 includes specific wind criteria. Therefore, the Computational Fluid Dynamic simulation results have been assessed against the Draft Master Plan 2050 requirements. The computational simulations were undertaken in accordance with relevant Australian standards and industry best-practice guidelines.

6.6.2. Potential impacts

The Pedestrian Wind Assessment Computational Fluid Dynamic Modelling, provides a qualitative assessment based on the Draft Master Plan 2050 'comfort' and 'safety' criteria which for comfort are: uncomfortable; walking; standing and sitting, and for safety, are safe and unsafe.

The results of the wind comfort assessment are largely compliant with the intended usage of each area of the site, when assessed against the Draft Master Plan 2050 wind comfort criterion. However, there are several safety exceedances found around the proposed buildings. The locations, causes and possible mitigations are discussed below.

Table 21 Wind assessment summary – safety exceedances

Safety Exceedance Area	Impact	Possible Mitigation Measures (subject to detailed design)
Building 1 top of podium	Unsafe condition caused by down wash and wind acceleration around building corner	<ul style="list-style-type: none"> Fixed or retractable canopies or awnings to protect patrons. 1.5m balustrading along the upper podium level.
Building 2 north corner	Unsafe condition caused by wind acceleration around building corner when experiencing westerly wind	<ul style="list-style-type: none"> Architectural screening in critical positions. Landscape screening in critical positions. Such as an evergreen tree canopy can provide a wind break to the exposed facades. These trees will need to be mature and evergreen to be an effective mitigation strategy. Roughing elements (e.g., louvers or banners, etc.) as a means of diffusing the energy contained in the wind.
Building 3 south corner	Unsafe condition caused by wind acceleration around building corner, and wind channeling between buildings	<ul style="list-style-type: none"> Architectural screening in critical positions. Landscape screening in critical positions. Such as an evergreen tree canopy can provide a wind break to the exposed facades. These trees will need to be mature and evergreen to be an effective mitigation strategy. Roughing elements (e.g., louvers or banners, etc.) as a means of diffusing the energy contained in the wind.

There are some areas that may require further mitigation, depending on their intended use. These areas are discussed below, with reference to potentially relevant mitigation strategies outlined in Section 4.4 of the Wind Assessment. These are summarised in the table below.

Table 22 Wind assessment summary – areas which may require further mitigation depending on intended use

Location in Building	Comment
Ground Level	Largely satisfies standing criterion, with small area on the north of Building 2 satisfied strolling criterion.
Podium	Overall satisfies strolling criterion, which is suitable for walking in retail areas and active street frontages. If the space is intended for sitting, mitigations (items 1, 2, 3 and 5, in section 4.4) are required to achieve sitting criterion.

Plazas	Satisfy standing criterion. If regular events are expected on the plazas, mitigation (items 2,4 and 5, in section 4.4) is required to achieve sitting criterion.
Retail and Commercial Area	If any of the retail and commercial area is intended for outdoor sitting or dining, mitigation (items 1 and 2, in section 4.4) should be considered to achieve sitting and dining criteria.

Overall, the Pedestrian Wind Assessment concludes that wind comfort and safety can largely be achieved based on the intended usage of each area of the proposed buildings. Where exceedances occur (outlined above), these impacts can be appropriately managed through architectural treatments to mitigate wind impacts and improve the overall comfort and safety of the scheme. However, if there are further refinements to the uses are made during detailed design i.e., for areas to accommodate public events and outdoor seating, mitigation measures would be required and can be accommodated in the Detailed SSDA(s) phase.

6.6.3. Mitigation measures

Potential mitigation strategies, noted in the assessment, including the following:

- fixed or retractable canopies or awnings to protect patrons
- architectural screening in critical positions
- balustrading along the upper podium level
- landscape screening in critical positions. Such as an evergreen tree canopy can provide a wind break to the exposed facades. These trees will need to be mature and evergreen to be an effective mitigation strategy
- roughing elements (e.g., louvers or banners, etc.) as a means of diffusing the energy contained in the wind.

These mitigation measures are made generally and are not made to any specific Building i.e., Building 1, 2 or 3. They will need to be considered throughout the future detailed design stage and incorporated into a future Detailed SSDA(s). Assessment at the Detailed SSDA stage should include updated wind modelling incorporating any required mitigation measures.

6.7. Waste management

A Waste Management Plan (WMP) has been prepared (Appendix V). to identify and quantify the various waste streams which may be generated from construction and operation and outline the relevant management strategies. This WMP is indicative and subject to revision upon detailed design.

The WMP outlines management measures to manage, reuse, recycle and safely dispose of construction and operational waste.

6.7.1. Existing environment

The site is currently cleared and undergoing bulk earthworks in accordance with the CSSI approvals. Waste generated through demolition and site preparation has been considered as part of the CSSI approvals, as discussed further below.

The approved Concept SSD and approved building envelopes established concept arrangement for construction and operational waste management, all of which will ultimately be detailed as part of future Detailed SSDA(s). The WMP submitted with this Amending Concept DA considers the conversion of Building 1 from commercial to Sydney Olympic Park Over Station Development Amending Concept SSDA EIS

residential above the podium. It outlines the waste assessment and infrastructure requirements for servicing 1,183m² of commercial space, 791 m² of retail space, and 22,875m² of residential space located in Building 1.

6.7.2. Potential impacts

Construction and demolition waste

The waste generated by the demolition of existing buildings and excavation and construction of the station box, basement, ground plane and podium elements required for the station is associated with the CSSI approvals and has therefore has not been considered further in the updated WMP which reflects the proposed changes to Building 1.

Generally, it is anticipated that the construction phase for the tower will require concrete, steel and sheet piles that will be imported on the site. Detailed waste streams generated by the development of Building 1 will be finalised at the Detailed SSDA(s) stage.

During the construction of the proposed buildings, a designated area for onsite storage of waste, construction materials, and new supplies to be identified, secured, and comply with Work Health and Safety standards. Additional site controls, such as odour covers and secondary containment areas, to be implemented to manage noise, odour, erosion, surface water runoff, and dust, especially during extreme weather. Using different coloured or clearly labelled skips, will help workers correctly dispose of each type of waste, reducing cross-contamination and the risk of loads being rejected during off-site processing.

Operational waste

The waste generation assumptions have been updated, based on the conversion of Building 1 from residential to commercial above the podium. Commercial and retail waste generation is still considered for the non-station spaces within the podium. Waste generation estimates have been made using the City of Sydney Guidelines for Waste Management in New Development for consistency with the benchmarks used within the Master Plan 2030 and Draft Master Plan 2050. It's anticipated that co-mingled and general waste streams will be generated, with the WMP noting estimated volume of waste generated and potential bin sizes required.

It is noted that the Draft Master Plan 2050 (which is likely to apply for future Detailed SSDAs) does not provide any waste generation rate benchmarks however notes that the City of Sydney 'Guidelines for Waste Management in New Development' (City of Sydney, 2018) benchmarks were used. For consistency, waste generation rates from the City of Sydney 'Guidelines for Waste Management in New Development' (City of Sydney, 2018) were used to inform the waste assessment for the WMP.

The figure below depicts the waste types and generation rates for Building 1 on a daily and weekly basis (Table 4-4) from the WMP.

Figure 35 Waste types and generation rates for Building 1 (WMP Table 4-4)

Table 4-4 Waste types and generation rates for Building 1 (day/week)

Use	GFA (m ²)	General waste (L)		Recycling (L)	
		Day	Week	Day	Week
Commercial*	1,183	177	887	296	1,479
Retail*	791	198	1,384	1,582	11,074
Residential	22,875	3,274	22,920	3,274	22,920

* 7-day week operation assumed for retail and residential uses; 5-day week assumed for commercial uses

Source: Mott McDonald

The figure below includes the waste storage and handling space requirements for Building 1 (Table 4-5) from the WMP.

Figure 36 Waste types and generation rates for Building 1 (WMP Table 4-4)

Table 4-5 Waste storage and handling space requirements for Building 1

Use	Waste stream	Bin Size (litres)	No. of bins after compaction	Area required m ² (excluding manoeuvring space)	Area required m ² (including manoeuvring space and **)
Commercial /Retail	General waste*	660	1	13	29
	Recycling	660	10		
	Bulky waste	N/A	N/A	-	4
Residential	General waste*	660	9	31	72
	Recycling	660	18		
	Bulk and problem waste	N/A	N/A	-	16

* General waste compaction ratio 2:1 assumed

** 0.15 m clearance in between bins has been included for manoeuvring and cleaning

** Minimum aisle space of 1.2m

** Bin wash area 4m²

** Stationary compactor/bin press 4m²

Source: Mott McDonald

The Amending Concept SSDA Indicative Reference Scheme allocates an approximate 95m² waste storage area on the ground floor. The WMP notes that 88m² and 33m² is required for residential and commercial/retail waste respectively. Based on the indicative reference design layout for Building 1, the waste storage (approximately 95m²) is not adequately sized and therefore the collection and storage of waste from Building 1 will be refined as part of future Detailed SSDA(s).

Waste from Building 1 will be collected directly from the central waste storage room (approximately twice weekly) located on the ground floor, and which is accessible from the loading area. Waste vehicle egress and ingress will be from Precinct Street B loading dock. A swept path analysis will be completed for Building 1 as a part of the Detailed SSDA(s).

6.7.3. Mitigation measures

Approval is currently sought only for the Amending Concept SSDA, and waste requirements should be further considered during the detailed design phase. The following mitigation measures are therefore relevant:

- A detailed WMP to be submitted with future Detailed SSDA(s) to demonstrate how the operational waste storage requirements have been addressed in the final building design.
- Waste storage areas and waste management on the site should relate to the GFA and mix of uses and, as a minimum, consider the relevant Master Plan at the time of submission of future detailed SSDA(s). If there are no specific guidelines on waste generation rates, the City of Sydney 'Guidelines for Waste Management in New Development' should be adopted to inform the WMPs for future Detailed SSDA(s).

6.8. Noise and vibration

A Noise and Vibration Impact Assessment (NVIA) (Appendix U) has been prepared to assess the noise and vibration during construction and operation of the proposed scheme and provides a preliminary assessment in terms of impacts at the nearest sensitive receiver locations. Feasible and reasonable noise and vibration mitigation measures will be considered to reduce the impacts below the stipulated criteria.

6.8.1. Existing environment

In order to assess the baseline noise levels at the site, baseline noise monitoring was undertaken as part of the Concept and Stage 1 CSSI Approval. The monitoring included ambient and background noise logging and was completed between March and July 2019.

Noise sensitive receivers surrounding the site are similar distances away from any major roads or other noise emitting sources and background noise environment is relatively consistent throughout the proposed site area. Two noise catchment areas (NCAs) were defined as part of the NVIA. NCA 1 included predominantly commercial land use receivers and NCA2 includes predominantly residential receivers. Noise management levels were then established for each of the NCAs for day, evening and night periods. Sleep disturbance criteria was also established, although the majority of works would be undertaken during standard hours.

6.8.2. Potential impacts

Construction noise and vibration impacts

Noise levels have been predicted for the proposed construction scenarios which are outlined in section 4.3.1 of the NVIA.

The nearest residential receiver is more than 100 metres from the construction works, therefore construction noise impacts are expected to be limited. An exceedance of noise management levels by less than 5 dB has been predicted at the nearest residential receiver. This is consistent with the Approved Concept. This can be appropriately managed by the application of feasible and reasonable noise management and mitigation measures, that will be addressed in the Construction Noise and Vibration Management Plan.

Vibration levels have been predicted for the proposed construction scenarios which are outlined in section 4.3 of the NVIA. Vibration criteria for both human response and structural damage were established to determine the potential vibrational impacts as a result of the proposal.

Exceedances of the human response criteria could occur up to 100 metres away. These impacts are typical for a project of this nature and highlight the importance of appropriate consideration in the Construction Noise and Vibration Management Plan (CNVMP).

Cumulative construction impacts

Building 1 is intended to follow the construction of the Sydney Olympic Park metro station. However, the integrated nature of the delivery of Building 1 and Sydney Olympic Park metro station may lead to concurrent construction of some components of the station and proposed buildings. A detailed construction program would need to be developed by the site contractors for the proposed works which would include duration and timing of the construction.

Further, the main access routes for construction vehicles would be determined at a later stage and the potential noise impacts at sensitive receivers would be assessed accordingly. Given the existing traffic volumes through the site, low construction traffic frequency and the ability of workers to use the existing public transport network, the traffic noise impacts from construction activities are likely to be negligible.

Operational noise and vibration impacts

The concept design has considered the following noise and vibration sources:

- building services noise and vibration emissions from nearby station infrastructure
- event noise
- traffic noise intrusion
- Sydney Metro train operations

Noise generated by the proposed development is expected to be attributed to a few major items of plant, including the following:

- heat pumps
- cooling towers
- stair pressurisation fans
- generators.

Heat pumps, stair pressurisation fans and cooling towers are anticipated to be located at the rooftop of Building 1 with suitable acoustic louvres to meet the required noise criteria. Smaller heat pumps are also located on the commercial podium to service the retail and commercial areas of the Amending Concept SSDA. Acoustic louvres and absorption within the plant room have been incorporated in the design to control noise breakout. Throughout the detailed design the cumulative impact of noise emissions from plant associated with the operation of Building 1 would be assessed. Appropriate noise mitigation would be included in the design to meet the noise criteria. With consideration of potential noise intrusion for Building 1, external noise intrusion will be controlled by the acoustic performance of the facade. The NVIA outlines specific glazing standards required to achieve acoustic amenity, as follows:

- **residential**
 - single laminated glass at least 10.38mm thick, or
 - insulated glass unit (igu) with 4mm/12mm air gap/4mm glazing.
- **office**
 - single laminated glass at least 9.38mm thick, or
 - igu with 4mm/12mm air gap/4mm glazing.

The NVIA also includes a preliminary noise assessment of the potential impacts of the Sydney Olympic Park metro station on Building 1, given the introduction of the residential land use directly above the metro station. The following mitigation measures have been recommended for the proposed development, to be delivered under the CSSI Approval:

- tunnel ventilation fans (TVF) and track exhaust fans (TEF)
 - inclusions of both environmental-side and track-side acoustic attenuators.
- draught relief shafts
 - draught relief dampers have been provided to allow the draught relief air path to be isolated during operation of the TVF
 - use of mechanical services bends and plenums to attenuate down duct noise levels.

- cooling towers
 - use of acoustic louvres as screening around the cooling towers.
- exhaust & stair pressurization fans
 - inclusion of environmental-side acoustic attenuators.

With the implementation of the above, noise mitigation in the mechanical design, all of which are considered feasible and reasonable mitigation, compliance is predicted with the criteria presented in Section 4.2.3. of the NVIA. Vibration from rail traffic is not expected to be an issue for the proposed development.

Overall, the noise and vibration impacts associated with the Amending Concept DA are considered to be acceptable, subject to the implementation of feasible and reasonable mitigation measures detailed below.

6.8.3. Mitigation measures

The following mitigation measures and recommendations are proposed for the Amending Concept SSDA:

- major noise and vibration emitting sources from the proposed development have been identified, such as traffic and plant, and should be treated to meet the established criteria with the use of standard acoustic treatments
- prior to the commencement of major construction works the contractor should develop a detailed Construction Noise and Vibration Management Plan at the Detailed SSDA stage
- further investigation should be undertaken in the detail design stage to manage predicted exceedances to non-residential sensitive receivers and nearby commercial receivers
- noise mitigations for the external façade will need to be explored at the Detailed SSDA stage due to high noise events within the sporting and entertainments venues in Sydney Olympic Park
- feasible and reasonable management measures and work practices should be implemented such as the standard mitigation measures outlined in the Sydney Metro Construction Noise and Vibration Strategy
- the indicative operational noise and vibration mitigation measures should be refined as part of the detailed design
- noise and vibration intrusion to the proposed development from the station and tunnel, from sources such as rail induced noise and vibration, public address systems, station plant noise and ventilation equipment, is expected to be controlled at the source and within the station and tunnel envelopes. Mitigation measures identified within the NVIA should be delivered under the CSSI approval.

It is expected that the implementation of standard acoustic mitigation measures would be sufficient to meet all operational noise and vibration criteria established in this report in line with the SEARS. Mitigation measures relating to noise and vibration impacts are detailed further in Appendix B.

6.9. Ecologically sustainable development

An Ecologically Sustainable Development (ESD) Report (Appendix R) has been prepared in support of this Amending Concept SSDA. The report identifies the design initiatives and features of the proposed development that hold the potential to reduce the overall impact on the environment. It specifically considered the revised land use mix proposed for Building 1, including residential.

Section 192(f) of the EP&A Regulation requires consideration of the principles of ecologically sustainable development (ESD). ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- intergenerational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing, and incentive mechanisms

There a number of policy drivers that influence the ESD requirements for the Building 1, in addition to the sustainability vision of Master Plan 2030 and Draft Master Plan 2050. This includes the NSW Government's net zero, circular economy and climate change policy frameworks. The ESD report identifies a number of existing environmental considerations that have informed the ESD approach and targets for Building 1. This includes, but is not limited to:

- future climate projections, including that maximum temperatures are projected to increase by 1.9 degrees and minimum temperatures are projected to increase by 2 degrees
- the sun path and levels of direct sunlight
- wind direction and velocity which varies seasonably. Prevailing northeast, east and south wind directions are observed in summer. A strong, prevailing west wind direction is observed in winter with comparatively greater velocity than that observed in summer
- sun hours, including direct sunlight exposure to Building 1 and public spaces.

6.9.1. Potential impacts

The potential impacts of the project relate to its capability to contribute towards climate responsive design and sustainable transport uptake on the site. The following potential impacts are noted:

- **Sun path:** Building 1 has a high exposure to direct sunlight in the afternoon and low angle sunlight from the northwest. Measures will be required to mitigate and manage thermal and visual discomfort to building occupants
- **Wind:** The variable seasonal wind direction facilitates effective indoor natural ventilation
- **Solar hours:** The proposed development building envelope and floor plate is aligned to reduce direct sunlight exposure from the northwest and limit low angle sunlight from the west. Good levels of direct sunlight are maintained to the public spaces throughout the year
- **Solar reflectivity:** During summer afternoons, solar reflectance attributed to the proposed development of the building envelope of Building 1 impacts the public space. During summer mornings, solar reflectance attributed to the proposed building envelope generally impacts the Master Plan 2030 and Draft Master Plan 2050 development context to the east
- **Visual comfort:** The proposed development building envelope experiences varying daylight access performance at lower and upper levels, primarily due to overshadowing due to the Sydney Olympic Park Master Plan (Interim Metro Review) development context.

The Building 1 envelope responds to sun path and overshadowing, wind effects and urban heat to deliver a high quality private and public and open space (described further in Appendix E). The floor plate has been designed to reduce direct sunlight exposure from the north west and limit low angle sunlight from the west. Further mitigation measures should be considered at the detailed SSDA stage.

The ESD report identifies the relevant sustainability targets which will apply to future Detailed SSDA's which have the potential to reduce the overall environmental impact. These are detailed below in section 6.9.2 Mitigations measures. Buildings 2 and 3 sustainability targets remain as per the approved Concept SSD.

With the implementation of design initiatives and sustainability targets outlined below, the Amending Concept SSDA will maintain the health, diversity and productivity of the environment for future generations by minimising the consumption of energy and water, and waste generation.

6.9.2. Mitigation measures

The report identifies the design initiatives and features of the proposed development that hold the potential to reduce the overall environmental impact. It specifically considers the proposed land use mix within Building 1, and establishes the following sustainability targets:

- 5 star Green Star Buildings
- 4.5 star NABERS Energy for Apartment Buildings (without GreenPower)
- 4.5 NABERS Water for Apartment Buildings
- 5.5 star (+25%) NABERS Energy for Offices (base building) (without GreenPower) (Commitment Agreement)
- 5 star NABERS Water for Offices
- 30% less potable water consumption when compared to a reference building
- average 7 star NatHERS rating
- minimum individual 6 star NatHERS rating
- Basix Energy 63 (Building 1)
- Basix Water 60.

6.10. Economic Impacts

The Amending Concept SSDA has the opportunity to contribute to housing supply, employment opportunities and economic growth in Sydney Olympic Park. This section of the EIS considers the potential economic impacts of the proposal in accordance with the SEARs, which requires consideration of:

“the potential social and economic impacts of the proposed change of land use and demonstrate how the proposed land use mix would support the vibrancy and vitality of the wider Central Precinct/Urban Centre within the Sydney Olympic Park.”

6.10.1. Existing environment

NSW Government Priority for Housing

This Amending Concept SSDA seeks consent for a concept proposal which includes a change to the permitted land use of the Building 1 tower from commercial to residential. The introduction of residential land uses to Building 1 has been driven by an evolving policy environment and directly aligns with the NSW Government's priority to increase housing supply in locations close to Sydney Metro West.

As outlined in Section 1.4 of this EIS, in April 2023, the NSW Government announced it would conduct an independent review into Sydney Metro. The final Sydney Metro Review Report, which was released on 7

December 2023 identified enhancements of Sydney Metro West and supported the requirement for the projects to be leveraged as a key driver of additional housing for the people of NSW.

The new Sydney Metro West stations and the surrounding precincts were identified as opportunities to enable a large expansion of housing supply, and new employment and livability opportunities. Maximizing these new precincts as significant housing and city-shaping investments, with catalytic land use change triggered by the public transport intervention, especially at Sydney Olympic Park, was referenced ([pg 3] Sydney Metro Independent Review Final Report Summary, 2023).

Draft Master Plan 2050

The Draft Master Plan 2050 aims to rebalance the delivery of jobs and homes across the precinct. The shift between the current Master Plan 2030 and Draft Master Plan 2050 towards maximizing opportunities for housing delivery is evident in the revised employment aspirations (32,000 jobs targeted by 2050, reduced from 34,000 targeted in 2030).

Draft Master Plan 2050 includes supporting Economic Inputs (SGS, 2024) which specifically call out a need to re-think Sydney Olympic Park’s jobs and population balance.

The report also calls out the need to maximise the investment in Sydney Metro West and the social and economic benefits that it creates. While there is a need to accommodate a range of different land use functions and activities in Sydney Olympic Park, the benefits of transitioning the precinct to a thriving suburb are reflected in the opportunity to put as many people close to public transport infrastructure as is suitable for the precinct.

The Draft Master Plan 2050 vision and Economic Inputs support a case for increased residential populations in this location as part of a vibrant mixed-use precinct which will also deliver jobs, services and amenities for residents.

Economic conditions

Economic conditions have changed markedly since the approval of the Concept SSD. In particular, the proliferation of remote working which increased as a result of the Covid-19 pandemic. Public and private sector companies increasingly provide flexible and hybrid working conditions. An indicator of this shift is public transport data and increasing office vacancy rates across major office markets, including Parramatta CBD and comparable office markets close to Sydney CBD, including North Sydney and Crows Nest/St Leonards. This structural change between the period of January 2020 and 2025, in both Parramatta and comparable office markets is shown below (Refer **Table 23**).

Table 23 Impact of Structural Change to Office Market Vacancy

CBD	January 2020 office vacancy rates	January 2025 office vacancy rates	Five year change
Parramatta	3.2%	20.0%	16.8%
Macquarie Park	4.6%	18.9%	14.3%
Chatswood	3.7%	17.7%	14%
Crows Nest/St Leonards	7.0%	30.5%	23.5%

North Sydney	7.6%	23.7%	16.1%
Sydney	3.9%	12.8%	8.9%

As outlined in the table above, Parramatta has experienced a significant increase in office market vacancy. Its therefore expected Sydney Olympic Park will face a similar challenge as it develops, particularly because Parramatta CBD is nearby and is considered the preferred and premiere office market destination, despite experiencing vacancies itself.

6.10.2. Potential impacts

As outlined above, this Amending Concept SSDA seeks to amend the approved building tower envelope and the land use of Building 1 above the podium from commercial to residential to align the proposal with the objectives of the NSW Government to increase housing supply in locations close to Sydney Metro West.

As detailed in Section 3 of this EIS, the change of land use when compared to the Concept SSD Approval, results in 26,658 m² less potential future commercial floor space at the site. This Amending Concept SSDA maintains the ability to contribute to local jobs and economic activity on the site in direct proximity to the metro station. The Amending Concept SSDA overall (Buildings 1, 2 and 3) will provide 8,505m² of commercial and retail floor space. This will result in approximately 372 construction jobs, 505 ongoing direct jobs and 368 ongoing indirect jobs.

The Amending Concept SSDA presents potential economic benefits resulting from the addition of approximately 191 additional apartments in Building 1. It is noted that the additional residents will contribute to additional retail spending in the local area, including surrounding business including those along the commercial and retail frontage associated with the metro station. The average household retail expenditure of new households is estimated to be around \$46,500 (in \$2025). This would equate to total retail expenditure by these new households of around \$8.9 million per annum (in \$2025).

Having a larger resident population would provide a more stable market that would help businesses have more secure revenue streams.

Overall, the Amending Concept SSDA seeks to deliver on a NSW Government priority for housing and maximize the social and economic benefits of the investment into Sydney metro infrastructure. The proposed land use mix maintains opportunity to contribute to local jobs, services and amenities as part of a vibrant mixed-use precinct.

6.10.3. Mitigation measures

No mitigation measures are considered necessary as the proposal is considered beneficial for the existing environment.

6.11. Social impacts

A Social Impact Assessment (SIA) has been prepared to identify and analyse the potential positive and negative social impacts associated with the proposed development.

6.11.1. Methodology

A SIA social baseline, field study, impact scoping and assessment was undertaken to complete the SIA. The methodology was informed by the guidance contained within the SIA Guideline and Technical Supplement (DPHI 2023).

The potential social impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain). This risk assessment methodology has been applied from the DPHI SIA Guideline: Technical Supplement (2023) and is outlined in Section 6 of the SIA.

6.11.2. Existing environment

With regards to the existing social context, Sydney Olympic Park precinct is undergoing significant urban development and transition into an exemplar and sustainable urban community.

Sydney Olympic Park is set to benefit immensely from the Sydney Metro West line. This new metro line will enhance connectivity between Sydney Olympic Park, Parramatta, and Sydney CBD, transforming the area into a more accessible and vibrant destination.

The Sydney Metro West line will provide a direct and efficient link to both Parramatta and the Sydney CBD. This will not only facilitate easier access for residents and visitors but also stimulate further commercial and residential development in the area. The metro line is expected to significantly reduce travel times, making Sydney Olympic Park an even more attractive location for businesses and events.

The current proposal site is strategically positioned between the Parramatta CBD and Central Sydney CBD, approximately 13km to the west of Sydney CBD and 11km to the east of Parramatta CBD. This prime location places the site within close proximity to several key strategic centres, including Burwood and Rhodes, as well as town centres such as Auburn and Strathfield.

6.11.3. Assessment of impacts

A summary of the potential positive and negative social impacts identified are provided in the table below, presented by impact significance.

Table 24 Social Impact Assessment

Impact Category	Description	Mitigated Assessment	Recommendations Provided
Way of life	<ul style="list-style-type: none"> Increased housing supply in an accessible location 	High positive for residents existing and future, workers and visitors.	Yes. Refer to Section Way of Life (6.2.1) of the SIA.
Community	<ul style="list-style-type: none"> Contribution to effective activation of the site and immediate surrounds 	Low positive for existing and future residents, workers and visitors.	Yes. Refer to Section Community (6.2.2) of the SIA.
Accessibility	<ul style="list-style-type: none"> Access to existing social infrastructure and services 	Medium positive for residents existing and future, workers and visitors.	Yes. Refer to Section Accessibility (6.2.3) of the SIA.

Culture	<ul style="list-style-type: none"> Access to appropriate transport and transport infrastructure 	Low positive for residents existing and future, workers, transport users and visitors.	Yes. Refer to Section Accessibility (6.2.3) of the SIA.
	<ul style="list-style-type: none"> Celebration of local culture through design 	Medium positive for residents existing and future, workers and visitors (in the immediate, local and regional social locality); and the local First Nations Community.	Yes. Refer to Section Culture (6.2.4) of the SIA.
Health and wellbeing	<ul style="list-style-type: none"> Creating a safe and connected community 	Medium positive for residents existing and future, workers and visitors, in particular residents and workers within the proposal.	Yes. Refer to Section Health and Wellbeing (6.2.5) of the SIA.
Surroundings	<ul style="list-style-type: none"> Wellbeing impacts related to noise amenity 	Low negative for existing and future residents, workers and visitors.	Yes. Refer to Section Health and Wellbeing (6.2.5) of the SIA.
	<ul style="list-style-type: none"> Visual amenity and overshadowing in public domain 	Low negative for residents and workers surrounding the site.	No.
Livelihoods	<ul style="list-style-type: none"> Potential reduction in ongoing employment opportunities 	Low positive for future workers in the immediate, local and regional social locality.	Yes. Refer to Section Livelihoods (6.2.7) of the SIA.
Decision-making systems	<ul style="list-style-type: none"> Ability for the community and stakeholders to have their say 	Low positive for stakeholders across the immediate, local and regional social localities.	Yes. Refer to Section Health and Wellbeing (6.2.8) of the SIA.

Impact Category	Description	Recommendations Provided
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Cumulative social impacts	<p>A discussion on cumulative impacts is outlined in Section 6.3 of the SIA. This includes the following cumulative social impacts:</p> <ul style="list-style-type: none"> ▪ Ongoing impact to resident wellbeing ▪ Potential impact to resident access and safety from increased visitors to the area ▪ Potential reduction in residential amenity due to increased construction noise, particularly from the ongoing Metro project 	<p>Yes. Refer to Section Cumulative Impacts (Section 6.3) of the SIA.</p>
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6.11.4. Mitigation measures

The following mitigation, enhancement and management measures below are based on the identified social impacts and benefits and their risk ratings, and are summarised from the SIA:

- **Way of life – increased housing supply in an accessible location:** The proposal will provide a diversity of housing in an area of identified need, in alignment with SOP Affordable Housing Policy. No further mitigation measures or enhancements have been incorporated.
- **Community – activation of the site and wider Sydney Olympic Park Precinct:** The proposal will retain commercial and retail spaces (up to 8,505m2 GFA), which will continue to contribute to the fine grain retail offering within Sydney Olympic Park. It has also been designed to coordinate with the new Sydney Olympic Park Metro Station, to attract users from the station to these spaces and facilitate better movement through the site. No further mitigation measures or enhancements have been incorporated.
- **Accessibility – access to existing social infrastructure and services:** Private open space is designed to provide additional amenities to residents of the three buildings. Ground level retail and commercial in the podium will ensure continued activation. Additionally, extensive indoor residential amenities have been provided within the podium for gyms, yoga studios, media rooms and lounges. Garden terrace areas at the podium provide spaces for outdoor dining, relaxation and social activities.
- The proposed mixed-use development includes retail at ground level, fine grain commercial in the podium, with residential apartments above, supporting a vibrant and diverse precinct.
- The Sydney Olympic Park Local Infrastructure Contributions Framework (ICF) will apply to future detailed design applications. The value of the contribution would be determined as part of the future Detailed SSDA(s).
- **Accessibility – access to appropriate transport and transport infrastructure:** Reference should be made to the Transport and Access Report (Appendix S), which includes further transport and access related mitigation measures. No further mitigation measures and enhancements have been incorporated beyond this.
- **Culture – celebration of local cultural through design:** The Connecting with Country Framework has informed the design and integration of cultural considerations into the proposal. The Built form and Urban Design Report (Appendix E) demonstrates that several elements to recognise and celebrate local culture have already been incorporated into the design. No further mitigation measures and enhancements have been incorporated.
- **Health and wellbeing – creating a safe and connected community:** The proposal incorporates a number of spaces and facilities for incoming residents to meet and interact with each other. Provision for communal open spaces and residential amenities are included in within the podiums and mid-level terraces. No further mitigation measures and enhancements have been incorporated.

- **Health and wellbeing – wellbeing impacts related to noise:** The Noise and Vibration Impact Assessment (Appendix U) identifies mitigation measure related to noise amenity. No further mitigation measures and enhancement measures have been incorporated beyond this.
- **Surroundings – visual amenity an overshadowing in public domain:** While the development will affect views and create some overshadowing, the impact is considered reasonable by the Shadow Analysis and Solar Impact Study (Appendix N) given the emerging visual context. No further mitigation measures or enhancements have been incorporated beyond this.
- **Livelihood – potential reduction in ongoing employment:** The additional apartments will boost retail spending in Sydney Olympic Park, with the mixed-use designation enhancing financial viability and employment opportunities. No further mitigation measures or enhancements have been incorporated.
- **Decision making systems:** Sydney Metro will continue to work with key stakeholders and the local community regarding this proposal, to ensure ongoing opportunities to provide feedback. During the planning and development phase of the project, Sydney Metro will continue to engage the local community and stakeholders via dedicated place managers. No mitigation and enhancement measures are considered necessary.

In regard to cumulative impacts, given there is an increase in both residents and visitors as result of the proposed Amending Concept SSDA. Therefore, a comprehensive plan of management and an event management plan are recommended at the Detailed SSDA stage. A Construction Noise and Vibration Management Plan should also be prepared at the Detailed SSDA stage in consideration of the potential cumulative impacts with surrounding development on existing residents.

6.12. Infrastructure requirements and utilities

6.12.1. Methodology

A Utilities and Infrastructure Servicing Assessment (Appendix X) has been prepared to identify existing infrastructure, identify required augmentation, outline the connection strategy and provide key considerations for each utility/service associated with the indicative reference scheme. Specifically, the assessment considers utility servicing requirements with consideration of the revised land use mix for Building 1.

Where utilities and services are not provided under the CSSI approval, the provision of services for Buildings 1, 2 and 3 would be the responsibility of the future developer and any connections to, or augmentation of existing services would form part of the future Detailed SSDA.

6.12.2. Potential impacts

The Utilities and Infrastructure Servicing Assessment concludes that stormwater, wastewater, potable water, recycled water, telecommunications, electrical and gas services are available to the proposed development site. Indicative connection points and relocations were identified within the report. Proposed telecommunications connections are to be coordinated with service providers as the building services design develops.

The designs within the assessment and the feasibility applications submitted are schematic only, and will require the following in the future:

- consultation will be undertaken with asset authorities during the preparation of the Detailed SSDA(s)

- investigation will be undertaken for an integrated water management provision via dual-pipe controls for the development in line with the wider GPOP recycled water initiatives, as recommended by Sydney Water. (April 23, 2023)
- if any reticulation amplification is required beyond 2026, planning will be reassessed as part of S73 application, as recommended by Sydney Water.

Additionally, a number of existing services will require relocation as a part of the construction works and future work will be required to provide servicing for the proposed development. Further information will be included as part of future Detailed SSDA(s).

This Amending Concept SSDA does not provide for physical works and where utilities and services are not provided under the CSSI approvals, the provision of services for Buildings 1, 2 and 3 would be the responsibility of the future developer and any connections to, or augmentation of existing services would form part of the future Detailed SSDA(s).

6.12.3. Mitigation measures

As noted above, the Utilities and Infrastructure Servicing Assessment has identified that the designs within the assessment and the feasibility applications submitted are schematic only, and will require the following in the future:

- consultation will be undertaken with asset authorities during the preparation of the Detailed SSDA(s).
- investigation will be undertaken for an integrated water management provision via dual-pipe controls for the development in line with the wider GPOP recycled water initiatives, as recommended by Sydney Water.
- if any reticulation amplification is required beyond 2026, planning will be reassessed as part of S73 application, as recommended by Sydney Water.

Additionally, several existing services will require relocation as a part of the construction works and future work will be required to provide servicing for the proposed development. Further information will be included as part of future Detailed SSDA(s).

6.13. Other impact assessment

This section of the report addresses matters in which detailed assessment was completed previously under the approved Concept SSD. The previous assessment is considered relevant and therefore, these matters have been considered and summarised within the table below as relevant to this Amending Concept SSDA. This section outlines the findings of the assessments and the key mitigation measures proposed to ensure compliance with the relevant standards or performance measures.

The following table assesses matters previously completed under the approved Concept SSD and includes a standard assessment of matters in accordance with the SEARS requirements.

Table 25 Standard Assessment Matters

Issue (per SEARs)	Assessment	Mitigation Measures
<p>Public Space</p>	<p>Consistent with the approach in the approved Concept SSD, public spaces would be delivered under the Stage 3 CSSI Approval and the approved Concept SSD via future development partners through Detailed SSDA(s). This Amending Concept SSDA maintains the ability to deliver all or part of the length of Precinct Street A public domain, subject to consultation with SOPA and discussions regarding development contributions.</p> <p>Detailed SSDAs will need to integrate with the public space design that is set out in the Stage 3 CSSI Approval.</p> <p>The Built Form and Urban Design Report submitted with this Amending Concept SSDA includes updated ground plane and public domain interface analysis to ensure the revised layout of Building 1 will integrate with and complement surrounding public spaces.</p> <p>In accordance with the Design Guidelines, the ground plane will continue to provide fine grain commercial offerings to activate adjacent public spaces and benefit the wider community. Additionally, retail and commercial spaces for future residents and metro users will be located at ground level, adjacent to the public domain, to enhance user experience and provide high amenity.</p> <p>The principles of CPTED, as identified in CPTED Report submitted with the approved Concept SSDA have informed the amended envelope design of Building 1. The recommendations and mitigation measures of the CPTED Report remain relevant to the proposal, as amended and are detailed at Appendix D.</p>	<p>The mitigation measures relating to crime prevention from the approved Concept SSD remain relevant to this Amending Concept SSDA.</p> <p>No additional measures have been identified relevant to this Amending Concept SSDA.</p>
<p>Trees and Landscaping</p>	<p>Reflecting on Country and heritage has been a fundamental design principle which underpins the landscape and public domain concept of the approved Concept SSD. This Amending Concept SSDA maintains proposed public open space at the ground level and a consistent approach to landscaping as required by the Design Guidelines.</p> <p>Future detailed design would ensure that the public domain areas create clear and legible connections around the metro station entrances. The following targets have been set for tree planting in each area by the Master Plan 2030:</p> <ul style="list-style-type: none"> • Station Boulevard: 30% 	<p>N/A</p>

	<ul style="list-style-type: none"> • Station Plaza: 10% • Town Centre Plaza: 15% • Town Centre Park: 30% • Streets: 20% <p>Preliminary landscape tests have indicated that the proposed design can achieve the tree canopy coverage targets with Precinct Street A.</p> <p>The amended envelope proposed for Building 1 includes adequate spatial allocation for communal open space and resident facilities which will also incorporate landscaping. Opportunities for landscaping within Building 1 will be explored further at detailed design stage.</p>	
Biodiversity	<p>This Amending Concept SSDA will not pose any unacceptable impacts on biodiversity values and does not warrant further assessment under the BC Act.</p> <p>A BDAR waiver request was submitted to the Department on 11 February 2022 as part of the approved Concept SSD (SSD-35283699). The delegate of the Environment Agency Head and the delegate of the Planning Secretary determined that the development is not likely to have any significant impact on biodiversity values. Consequently, a BDAR waiver was granted on 28 February 2022.</p> <p>As this Amending Concept SSDA amends the description of the proposal, an updated BDAR Waiver Request has been submitted on July 16, and is attached with this application at Appendix T.</p>	N/A
Ground and Water Conditions	<p>A Geotechnical Report was submitted with the approved Concept SSD which provided an assessment of the anticipated subsurface ground conditions and other geotechnical considerations for the SSD site. This assessment and recommended mitigation measures are considered adequate to support the Amending Concept SSDA. The built form of the podium of Building 1 including associated ground level impacts and excavation activities will be completed under the CSSI approvals.</p> <p>The soils at the proposed construction site are mainly residual clays and are not expected to be highly erodible. However, sediment or dust could become an issue during very wet or dry weather conditions. Erosion and sediment control will be managed using standard construction methods, as outlined in a Construction Environmental Management Plan (CEMP) and Material Management Plan.</p>	<p>The mitigation measures relating to geotechnical matters from the approved Concept SSDA remain relevant to this Amending Concept SSDA.</p> <p>Mitigation measures are outlined in Appendix D.</p> <p>No additional measures have been identified relevant to</p>

Water Management

The geotechnical information for the Building 1 footprint is considered reasonable. Although data for Buildings 2 and 3 is limited, it is sufficient for the concept stage assessment. Further soil condition investigations and potential groundwater impact assessments may be needed for the Detailed SSDA(s) for buildings 2 and 3.

Despite the site's geotechnical challenges, such as a high groundwater table and a brownfield environment, these can be effectively managed with appropriate mitigation measures.

A Preliminary Integrated Water Management Plan was submitted with the approved Concept SSD to demonstrate the feasibility of proposed development from a stormwater and water quality perspective at a conceptual level. This assessment and the recommended mitigation measures remain relevant to this Amending Concept SSDA.

The proposed development, as amended, remains capable of satisfying the proposed stormwater drainage system and water quality strategy contemplated in the approved Concept SSDA. The proposed stormwater drainage and runoff system for the site will comply with the main design considerations summarised below:

- Post development stormwater runoff connections into existing drainage infrastructure will match the predevelopment case where feasible.
- On-Site Detention is to be situated above the 100-year ARI flood levels to facilitate discharge into potentially fully charged stormwater pipes.
- Management of water quantity to ensure no increase in stormwater discharge rate from the sites for the 1EY and 100-year ARI storms.

The conceptual water quality strategy was underpinned by Water Sensitive Urban Design principles. The following treatments are proposed to be implemented within the project site:

- Rainwater tank
- Stormfilters
- Gross pollutant traps
- Bio-retention basin (rain gardens/tree pits).

The change of land use within the Building 1 tower and revised envelope design does not result in any additional stormwater impacts which would warrant further assessment or departure from the drainage and water quality approach supported in the approved Concept SSD.

this Amending Concept SSDA.

The mitigation measures relating to water management from the approved Concept SSDA remain relevant to this Amending Concept SSDA.

Mitigation measures are outlined in Appendix D.

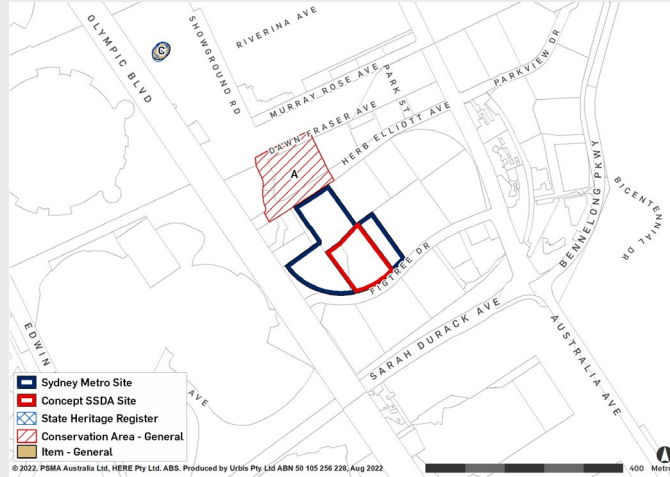
No additional measures have been identified relevant to this Amending Concept SSDA.

Flood Risks	<p>As established in the approved Concept SSDA, the proposed development has no effect on the overland flooding within or downstream of the site up to the 1% annual exceedance probability (AEP) climate change flood event and only minimal on-site impacts in the probable maximum flood (PMF). Access and evacuation are readily achievable from the site up to the PMF event. The proposed development will not worsen flood hazard or trafficability on adjacent roads.</p> <p>There is no anticipated cumulative flood impacts expected in up to the 1% AEP flood event.</p> <p>The amended building envelope for Building 1 will not result in any unacceptable flood impacts or any additional impacts as assessed in the approved Concept SSDA. The mitigation measures from the approved Concept SSDA remain relevant to this Amending Concept SSDA.</p>	<p>The mitigation measures relating to flooding from the approved Concept SSDA remain relevant to this Amending Concept SSDA.</p> <p>Mitigation measures are outlined in Appendix D.</p> <p>No additional measures have been identified relevant to this Amending Concept SSDA.</p>
Hazards and Risks	<p>The proposal is not adjacent to or on land in a pipeline corridor. Therefore, a hazard analysis is not required. The SEARs relating to hazards and risks does not apply.</p>	<p>N/A</p>
Contamination and Remediation	<p>As established in the approved Concept SSDA, there is a moderate risk of groundwater contamination and a low risk of soil contamination within the Concept SSDA site. The potential contamination identified within the Contamination Report (submitted with the approved Concept SSD) could be appropriately managed through mitigation measures, including further consideration during construction and completion of remedial works if required.</p> <p>The proposed development, as amended does not warrant additional contamination investigations to confirm site suitability. The mitigation measures identified in relation to the approved Concept SSDA remain relevant to this Amending Concept SSDA.</p> <p>In accordance with <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>, it is likely that the Amending Concept SSDA site can be made suitable for its proposed use, following the completion of any remediation works required.</p>	<p>The mitigation measures relating to contamination and remediation from the approved Concept SSDA remain relevant to this Amending Concept SSDA.</p> <p>Mitigation measures are outlined in Appendix D.</p> <p>No additional measures have been identified relevant to this Amending Concept SSDA.</p>
Aboriginal Cultural Heritage	<p>An Aboriginal Cultural Heritage Report (ACHAR) was submitted with the approved Concept SSD to identify Aboriginal cultural heritage values within the study area, conduct consultation with Aboriginal stakeholder groups and</p>	<p>The mitigation measures relating to Aboriginal Cultural Heritage from the approved Concept</p>

<p>Environmental Heritage</p>	<p>to assess impacts to Aboriginal heritage that may result from the proposed development.</p>	<p>SSDA remain relevant to this Amending Concept SSDA.</p>
	<p>The ACHAR confirmed that the site does not hold any archaeological scientific values. As no archaeological finds have been discovered in the study area, the impact of the proposed development has been assessed as having no harm and no cumulative impacts to the Aboriginal heritage of the region.</p>	<p>Mitigation measures are outlined in Appendix D.</p>
	<p>This Amending Concept SSDA does not pose any additional impacts to items of Aboriginal cultural heritage significance. The proposed development as amended does not include any proposed excavation activities.</p>	<p>No additional measures have been identified relevant to this Amending Concept SSDA.</p>
	<p>The ACHAR included general recommendations and mitigation measures which remain relevant to this proposal. Further assessment may be required at Detailed SSDA stage. Unexpected finds protocols are to be implemented if any aboriginal objects, or potential objects, are uncovered during the proposed development.</p>	
	<p>A Historic Heritage Impact Statement (HHIS) was submitted with the approved Concept SSDA to address the extent of impact on heritage items in the vicinity of the site including built and landscape items, conservation areas, views and settings.</p>	<p>N/A</p>
	<p>The HHIS assessed the impacts of the approved Concept SSDA on State and locally listed heritage items in proximity to the site. The HHIS identified the following State and local heritage items located in the vicinity of the site:</p> <ul style="list-style-type: none"> • State Heritage Register (SHR) Listing No. 01839 - Olympic Cauldron at Sydney Olympic Park. • <i>State Environmental Planning Policy (Precincts – Central River City) 2021</i> items: <ul style="list-style-type: none"> ○ State Abattoirs HCA (Item A) ○ Abattoir Heritage Precinct Sydney Olympic Park (Within Item A) ○ Olympic Cauldron at Sydney Olympic Park (Item C). • <i>State Regional Environmental Plan No.24 (Homebush Bay Area) 1993</i> items: <ul style="list-style-type: none"> ○ State Abattoir locality - The Vernon Buildings, the Maiden Gardens and the Railway Garden within the Historic Abattoir Administration Precinct (Item 1) ○ State Abattoir locality – The Avenue of Palms (Item 2) 	

- State Abattoirs Heritage Conservation Area (Area No.1).

Figure 37 Location of heritage items in proximity of the site



The HHIS found that the approved Concept SSD would have little to no impact on the heritage significance of nearby heritage items due to:

- the 600m separation of the site from the Olympic Cauldron having nil impacts on the physical or visual setting.
- 130m separation from the Abattoir Precinct which is further separated by parklands, pedestrian circulation the Station box.
- appropriate tower setback controls which reduce visual impact
- significant views to and from the Abattoir Precinct from Olympic Boulevard, Herb Elliott Avenue, Dawn Fraser Avenue and the existing Olympic Park Railway Station will largely remain as is, with tower development blending into the existing built development.
- there were no significant overshadowing impacts from the approved Concept SSD building envelopes because the heritage items are located to the north of the site.

The proposed development, as amended maintains a consistent site layout, building footprint and general arrangement of the approved Concept SSD. The development, as amended maintains all of the design attributes outlined above which were considered important in mitigating heritage impacts. It is acknowledged that Building 1 will now provide a taller, more slim tower form. Building 1 tower is now subject to increased setbacks from the podium and the

	<p>site boundaries resulting in greater building separation due to the smaller floor plate.</p> <p>A Shadow Impact Analysis (Appendix K) has been prepared based on the amended Building 1 envelope. The analysis demonstrates that the proposed Building 1 envelope is capable to provide solar access for both existing properties and the potential future envelopes for the precinct shown in the Master Plan 2030. Again, shadow impacts to heritage items are not anticipated due to these being located to the north of the site.</p> <p>The Visual Impact Assessment (Appendix Q) confirms that visual impacts from significant view points will be primarily low, consistent with the approved Concept SSD. The proposed building envelopes will not block views to any scenic elements including public spaces or heritage items.</p> <p>There are no additional shadow impacts or visual impacts relating to the heritage items and the proposal continues to include all design elements which were considered important from a heritage perspective. As such, this Amended Concept SSDA continues to provide little or no heritage impacts which would warrant further assessment or specific mitigation measures.</p>	
Bush Fire Risk	The site is not identified as being bush fire prone land.	N/A
Aviation	The development does not propose a helicopter landing site (HLS) and is not anticipated to have any impacts on the flight paths of any nearby airport, airfield or HLS.	N/A
Construction, Operation and Staging	<p>A Construction Management Statement (CMS) was submitted with the approved Concept SSD EIS, which highlights the key principles of constructability and the key mitigation measures to be taken to ensure the community are considered and impacts are kept to a minimum.</p> <p>A Construction Environmental Management Framework (CEMF) has been prepared for the site under the Stage 3 CSSI Approval which details the construction impacts associated with the site. The construction, operation and staging for the proposed development would also be subject to future Detailed SSDA(s) but should align with the principles in the CEMF for the Stage 3 CSSI Approval, especially if construction</p>	<p>The mitigation measures relating to construction and staging from the approved Concept SSD remain relevant to this Amending Concept SSDA.</p> <p>Mitigation measures are outlined in Appendix D.</p>

Contributions and Public Benefit	activity for the development occurring concurrently with the station construction.	No additional measures have been identified relevant to this Amending Concept SSDA.
	Both the CMS and CEMF remain relevant to this Amending Concept SSDA, and this proposal does not alter the potential construction delivery scenarios outlined in these documents. This proposal will not result in any additional construction or staging-related impacts or cumulative impacts. The mitigation measures outlined in the CMS remain relevant to this Amending Concept SSDA and are outlined in Appendix D.	
	The determination of this Amending Concept SSDA will not trigger a contribution as the determination does not authorise the carrying out of development without further consent. The value of any contribution would be determined as part of the future Detailed SSDA(s). At that stage, the precise floor space and specific details would be known.	N/A

6.14. Cumulative impact methodology

The Sydney Olympic Park metro station, once completed and operational, will be a catalyst for change in the Sydney Olympic Park area.

As of January 2025, there are no significant development proposals, under assessment or approved, within the immediate locality that need to be considered in terms of cumulative impacts.

This EIS and accompanying specialist reports have considered the cumulative impacts of the following development proposals and activities within the vicinity of the site:

- approved Concept SSD (SSD – 35283699) and amendments proposed by this Amending Concept SSDA,
- Sydney Metro West CSSI Approvals (i.e., the station and ancillary works),
- event modes associated with the operation of Sydney Olympic Park
- 1 Parkview Drive, Sydney Olympic Park (Master Plan 2030 sites 2A and 2B)
- 6 Australia Avenue and 2 Herb Elliott Avenue, Sydney Olympic Park (Master Plan 2030 sites 43 and 44)

It is noted that neighboring sites owned by the Sydney Metro to the west and east have not been considered as part of the cumulative assessment as they do not meet the criteria established in **Table 2** of the DPHI’s Assessing Cumulative Impact Guide. The timing for the development of these sites is unknown.

The supporting technical studies have used the ‘incremental assessment’ approach as described in the guide by defining the existing baseline condition as being inclusive of the Sydney Metro West CSSI Approvals and the Concept SSD consent then assessing the likely change in baseline conditions as a result of the Amending Concept SSDA.

The cumulative impact of the above elements has been assessed and determined to be acceptable subject to appropriate mitigation measures and future design development as part of the future Detailed SSDA(s). This is further considered in Section 6 and 7 of this EIS. It is noted that not every matter has a cumulative impact.

Sydney Metro will continue to monitor for future projects' within the vicinity of the site and consider cumulative impacts.

7. Justification of the proposal

This section of the report provides a comprehensive evaluation of the proposal having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

In summary, this Amending Concept SSDA seeks consent to a concept proposal for the site which includes amending the Concept SSD consent (SSD-35283699), in relation to the building envelope and the description of the permitted land use that may be carried out in Building 1. Specifically, the proposal seeks to amend the approved building tower envelope and the land use of Building 1 above the podium from commercial to residential. Future Detailed SSDA(s) would be sought for the detailed design and construction. The proposed development has been carefully considered to minimise its potential impacts, as explored below.

7.1. Project design

This Amending Concept SSDA seeks to amend the permissible building envelope and land uses identified for Building 1. While conceptual in nature, the sitting, scale and set out of the podium and tower forms has been carefully considered to mitigate environmental impacts. The building envelope for Building 1 has been designed and tested to ensure a high degree of amenity and design excellence can be achieved at Detailed SSDA stage.

The suitability of Building 1 to accommodate residential uses as well as the proposed height increase of Building 1 has been rigorously tested through the preparation of an Indicative Reference Design Scheme (Appendix H). As confirmed in the assessment provided at Appendix J, the concept residential tower envelope in the Amending Concept SSDA and Indicative Reference Scheme design have the potential to meet Chapter 4 Housing SEPP principles and achieve the guideline standards within the ADG. Other design related amenity considerations including overshadowing, solar access to communal open space and public spaces, reflectivity, and pedestrian wind impacts have also been examined to in particular consider the impacts of the envelope changes proposed to Building 1. As outlined in Section 6.3 of this EIS, there are no unacceptable urban design, or environmental amenity impacts as a result of this proposal. The proposed development can satisfy the design requirements of the ADG.

In support of this Amending Concept SSDA, a Design Excellence Strategy (Appendix L) and Design Guidelines (Appendix M) have been provided which will guide the future detailed design across the site, including the detailed design of Building 1 as a residential tower. The Design Excellence Strategy and approach remains consistent with the approved Concept SSD.

For Building 1, the Design Excellence Strategy provides an alternative design excellence pathway as a substitute for the competitive design process requirements of SOPA's Design Excellence Policy as set out in Master Plan 2030. This is consistent with the approved Concept SSD. No changes are proposed by this Amending Concept SSDA to the design excellence process required for Buildings 2 and 3.

7.2. Strategic planning consistency

The Amending Concept SSDA remains consistent the strategic planning objectives for the site as it would capitalise on the NSW Government's investment in public transport infrastructure by locating additional jobs and housing above a new metro station in Sydney Olympic Park. The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for placemaking and environmentally sustainable

development, and to apply innovative thinking to create new city icons. The proposed development would take advantage of the NSW Government's investment by creating a vibrant precinct that is well connected to transport and provides opportunities for place-based design and transit-orientated development.

The Amending Concept SSDA specifically responds to the Commonwealth and NSW Government's strategic imperatives which are focused on addressing the housing crisis and facilitating well-located housing supply. The Sydney Metro Review Report, released in December 2023 identified an opportunity to maximise new metro precincts as significant housing and city-shaping investments, with catalytic land use changes triggered by the public transport intervention, such as at Sydney Olympic Park.

Amending the approved Concept SSD to change the proposed land use of Building 1 tower to residential directly aligns with the NSW Government's priority to increase housing supply in locations close to Sydney Metro West.

The Sydney Olympic Park metro station precinct provides significant opportunity within Sydney Olympic Park to attract more businesses and residents in a well-connected location, reducing reliance on private transport modes while continuing to ensure Sydney Olympic Park can operate and function as a world class event and sporting precinct.

Specifically, the proposed development is consistent with the following key strategic plans:

- **NSW Government Priorities:** In response to the National Housing Accord, the NSW Government has set a five-year housing completion target of 377,000 new well-located homes to be built by FY 29. For City of Parramatta, this means a dwelling completion target of 19,500 homes by FY29. This Amending Concept SSDA responds to the general NSW Government priorities for new well-located homes, by facilitating the delivery of a greater housing supply above the metro station. The proposed development will also assist in strengthening the NSW economy by creating significant construction and operational job opportunities as well as the delivery of employment floor space.
- **Greater Sydney Region Plan – A Metropolis of Three Cities:** The proposal supports integrated land use and transport planning by providing jobs and housing above a new metro station, which is consistent with the regional plan.
- **Central City District Plan:** The proposed development assists in realising the potential of the GPOP. The proposed development aligns with the economic growth and infrastructure investment by placing significant housing directly above Sydney Metro infrastructure. The proposal includes the retention of employment floor space within the podium of Building 1 and on the ground plane, around the metro station.
- **Future Transport Strategy 2056:** The proposed development seeks to deliver residential, commercial and retail uses above the new Sydney Olympic Park metro station. The proposal does not alter the approved space for bicycle parking to reduce reliance on private vehicles and increase the use of active and public transport. In addition, the proposed development supports the 30-minute city concept.

Overall, the proposed development is consistent with the strategic planning objectives for the site and would support the NSW Government's investment in public transport infrastructure and the delivery of well-connected place focused communities.

7.3. Statutory planning consistency

The relevant State and local environmental planning instruments are outlined in Section 4 of this EIS and assessed in Appendix C. The proposal is considered to be compliant with the relevant statutory requirements, as follows:

- The proposed development is consistent with the objects of the EP&A Act including facilitating ESD and the achievement of strategic aims of Regional and State Planning Policies.

- This EIS and supporting documents have been prepared in accordance with the EP&A Regulation and address each of the SEARs.
- The site is zoned B4 Mixed Use under the Central River City SEPP, where residential, commercial, and retail uses are permitted with consent.
- This Amending Concept SSDA is consistent with the zone objectives and would assist Sydney Olympic Park to become an active and vibrant town centre in an accessible location, maximising public transport patronage and encouraging walking and cycling.
- The amendments proposed to Building 1 remain consistent with the maximum building height control and FSR control under the Central River City SEPP.
- The proposal is capable of achieving design excellence, subject to the amended Site Specific Design Guidelines and Design Excellence Strategy. DPHI have previously determined that the proposed development would not be likely to have any significant impacts on biodiversity and therefore a BDAR is not required. An updated BDAR Waiver Request has been submitted with this application on July 16 nonetheless due to the change in project description.
- The Indicative Reference Scheme demonstrates that the building envelopes can comply with the relevant planning controls, including achieving adequate residential amenity as per Chapter 4 of the Housing SEPP and the ADG requirements.
- The Amending Concept SSDA has considered the Master Plan 2030 and the Draft Master Plan 2050. An assessment of the proposal against the key land use and built form controls is included in Section 4 of this EIS. The Amending Concept SSDA aligns with the vision and objectives of both Master Plans and is entirely consistent with the with the relevant provisions of the Central River City SEPP.

7.4. Community views

Sydney Metro has been engaging with the community, stakeholders and industry on Sydney Metro West project since 2017. The feedback gathered has helped shape the project, including station locations.

Specifically, community consultation has occurred at the following stages:

- Stage 1 CSSI Approval and Stage 3 CSSI Approval related community consultation
- Master Plan 2030 community consultation (carried out by Sydney Olympic Park Authority) undertaken as part of changes to the Sydney Olympic Park Master Plan (2018 Review).
- Community and stakeholder consultation during the development of the Sydney Olympic Park Over and Adjacent Station Development Concept SSDA EIS (SSD-35283699) and the public exhibition of the application by DPHI.

In relation to this Amending Concept SSDA, a request for the SEARs and a Scoping Report was made public on DPHI's Major Projects Portal in November 2024. The Scoping Report was referred to the relevant agencies and responses were received as outlined in Section 5 of this EIS.

Upon submission of this EIS, this Amending Concept SSDA will be publicly exhibited for a minimum of 28 days. As soon as practicable after the DA is submitted, DPHI will:

- publish the DA and EIS on the major projects website
- give public notice of the exhibition in accordance with the requirements in the EP&A Regulation

Following the exhibition of the EIS, DPHI will publish all submissions received on the major projects website. Where relevant, a response to submissions will be prepared by the applicant to respond to any issues raised. DPHI may also require a response to issues raised in agency advice or feedback, which can also be in the submissions report. The Submissions Report will be made publicly available on the DPHI website. Anyone making a public submission will receive a letter notifying them of the publication of the Submissions Report on the DPHI website.

Sydney Metro will continue to work with key stakeholders and the local community regarding this proposal, to ensure ongoing opportunities to provide feedback. Future engagement and consultation around the planning associated with this proposal would be guided by Sydney Metro’s Overarching Community Communications Strategy (OCCS) and any statutory requirements of the SSD.

7.5. Environmental impacts

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined in the summary table below.

Table 26 Environmental Impact Summary

Matter	Summary
Impacts on the natural environment	<p>This Amending Concept SSDA will not result in any unacceptable impacts on the natural environment.</p> <p>The proposal addresses the principles of ESD as set out in clause 193 of the EP&A Regulation.</p> <p>An ESD strategy has been developed for this Amending Concept SSDA which aligns sustainability targets and rating requirements with various regulatory, policy, statutory planning, and Sydney Metro standards, as well as market trends. These targets and requirements showcase the incorporation of best practice sustainable building principles into the proposed development's design.</p> <p>The ESD strategy achieves the principles of <u>inter-generational equity</u> as the proposed development will maintain the health, diversity and productivity of the environment for future generations by minimising the consumption of energy and water, and waste generation.</p> <p>DPHI have previously determined that the approved Concept SSD would not be likely to have any significant impacts on biodiversity and therefore a BDAR is not required. Nonetheless, an updated BDAR Waiver Request has been submitted with this Amending Concept SSDA on July 16 to reflect the updated project description.</p>

Impacts on the built environment

Design Quality and Design Excellence

This amending Concept SSDA is supported by Design Guidelines and a Design Excellence Strategy to ensure future Detailed SSDA(s) and future built form achieves design excellence and a high degree of amenity within the site and for surrounding areas.

Built Form and Urban Design

As outlined in **Section 6**, the built form and urban design outcomes are considered acceptable and generally consistent with the development anticipated for the site in accordance with the relevant controls.

Environmental Amenity

As outlined in **Section 6**, the proposed building envelope has been tested through an Indicative Reference Scheme to ensure that a high degree of residential amenity and compliance with the ADG can be achieved. Overshadowing, solar access to communal open space and public spaces, reflectivity and wind impacts were also found to be acceptable.

Visual Impacts

The analysis and photomontages within the Visual Impact Assessment determined that the revised building envelope for Building 1 would not result in any unacceptable visual impacts from key perspectives.

Traffic, Transport and Accessibility

As outlined in Section 6 and the Transport Access Report, this Amending Concept SSDA provides parking provisions consistent with the Master Plan 2030 and Draft Master Plan 2050. Car trips will reduce as a result of the change in land use mix and the proposed Amending Concept SSDA will not have an unacceptable impact to the local road network and intersection performance.

Noise and Vibration

The introduction of residential land use directly above the metro station will require additional mitigation measures to be implemented under the CSSI approvals to podium plant and equipment. Subject to implementation of the required mitigation measures, compliance can be achieved with the specified noise criteria. Overall, the noise and vibration impacts associated with the Amending Concept SSDA are considered to be acceptable, subject to the implementation of feasible and reasonable mitigation measures.

Other Impacts

Section 6 of this EIS provides a comprehensive assessment of potential impacts on the natural and built environment. Where impacts have been identified, these are not unacceptable in nature and can be appropriately managed through the relevant mitigation measures as summarised in Appendix D to this EIS.

Social impacts	<p>Section 6.11 of this EIS and SIA (Appendix W) consider the proposed Amending Concept SSDA's change in land use, resulting in additional residents and a theoretical reduction in employment opportunities. On this basis it identified a range of potential social impacts, and the need for mitigation, enhancement and management measures. Many of the social impacts have been initially considered and addressed through the design of the proposed Amending Concept SSDA. Notably it contributes to increased housing supply, immediately above the Sydney Olympic Park Metro Station, in accordance with the NSW Government's priorities for housing in an accessible location. Where relevant, the mitigation, enhancement and management measures can be implemented at the Detailed SSDA stage.</p>
Economic impacts	<p>The change of land use in the concept, when compared to the Concept SSD Approval, removes 26,658m² of potential future commercial floor space.</p> <p>This Amending Concept SSDA maintains the ability to contribute to local jobs and economic activity on the site in direct proximity to the metro station. Potential economic benefits resulting from the addition of approximately 191 additional apartments in Building 1 include additional retail expenditure of \$8.9M per annum (in \$2025). This would contribute to a more stable market that would help businesses have more secure revenue streams.</p> <p>Overall, the Amending Concept SSDA seeks to deliver on a NSW Government priority for housing and maximize the social and economic benefits of the investment into Sydney metro infrastructure. The proposed land use mix maintains opportunity to contribute to local jobs, services and amenities as part of a vibrant mixed-use precinct.</p>

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within Section 6 and as summarised in Appendix D to this EIS.

7.6. Suitability of the site

The site is considered highly suitable for the proposed development for the following reasons:

- The site is zoned B4 Mixed Use under the Central River City SEPP, where residential, commercial, and retail uses are permitted with consent.
- This Amending Concept SSDA is consistent with the zone objectives and would assist Sydney Olympic Park to become an active and vibrant town centre in an accessible location, maximising public transport patronage and encouraging walking and cycling.
- The site is not subject to any significant environmental constraints which would prohibit development.
- The development of the site strongly aligns with the strategic planning objectives for the locality, including the NSW Government priorities, the Greater Sydney Region Plan, the Central City District Plan and Future Transport Strategy 2056.
- The site has excellent access to public transport networks, being located above and adjacent to the metro station, as well as suitable access to surrounding road networks.

- The proposed development supports the '30-minute city' concept of the Central River City and would support the growth of Sydney Olympic Park as a key planned employment and housing growth centre.
- Utility infrastructure is available to the site and required upgrades can be feasibly undertaken to service the scale of the proposed development.
- Development of this site will not compromise any existing heritage values.
- The site is within an existing urban environment and development is not likely to have any significant impacts on biodiversity values.

7.7. Public interest

The Amending Concept SSDA is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and satisfactorily addresses all the relevant State and local planning controls.
- This Amending Concept SSDA specifically responds to the current strategic priorities of the Commonwealth and NSW Government's which are focused on addressing the housing crisis and facilitating greater well-located housing supply.
- No adverse environmental, social or economic impacts will result from the proposal.
- The Amending Concept SSDA will enable delivery of approximately 507 dwellings through future Detailed SSDA(s). A minimum of 5% of these dwellings will be for affordable housing.
- The Amending Concept SSDA will enable delivery of commercial and retail floor space, providing employment, leisure and placemaking opportunities conveniently located near public transport.
- The Amending Concept SSDA will generate employment opportunities during construction stages as well as ongoing direct and indirect jobs.
- The conversion of Building 1 to a residential land use above the podium will result in additional local spending which will boost the vibrancy of the local area by supporting investment from new retail and hospitality businesses.
- Matters raised during the stakeholder engagement have been addressed by the design of the project or the assessment of the impacts of the project.

Having considered all relevant matters, the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

8. Conclusion

In conclusion, the Amending Concept SSDA has been thoroughly assessed, taking into account its economic, environmental, and social impacts. The design of Building 1 minimises potential negative impacts, and the proposal land use mix is consistent with relevant strategic planning initiative, government strategic policies and regional plans.

The project complies with all relevant State and local environmental planning instruments, demonstrating statutory planning consistency. It also adheres to the principles of ecologically sustainable development, considering inter-generational equity.

Community views have been considered and addressed in the project design and impact assessment. The potential environmental impacts have been assessed, and measures have been proposed to mitigate, minimise or manage these impacts.

The site has been deemed highly suitable for the proposed development, considering various factors such as the locality, site attributes, and potential hazards. The project is also in the public interest, aligning with relevant federal, state, and local strategic plans and studies, and providing benefits to the health and safety of the public.

This project represents a thoughtful and responsible approach to urban development, balancing economic growth, environmental sustainability, and social considerations. Given the comprehensive evaluation and the measures taken to address potential impacts, the proposed development is deemed appropriate for the site. Approval is recommended, subject to appropriate conditions of consent and implantation of the recommended mitigation measures.

9. Disclaimer

This report is dated 23 July 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Metro (**Instructing Party**) for the purpose of Environmental Impact Statement (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A SEARs Compliance Table

Appendix B Statutory Compliance Table

Appendix C Stakeholder and Community Engagement Table

Appendix D Mitigation Measures

Appendix E Built Form and Urban Design Report

Appendix F Architectural Renders

Appendix G Building Envelope Plan

Appendix H Indicative Reference Scheme

Appendix I Demarcation Plans

Appendix J Chapter 4 Housing SEPP Assessment

Appendix K Shadow Impact Assessment

Appendix L Design Excellence Strategy

Appendix M Design Guidelines

Appendix N Solar Impact Study

Appendix O Wind Report

Appendix P Reflectivity Report

Appendix Q Visual Impact Assessment

Appendix R Ecologically Sustainable Development Report

Appendix S Transport and Access Report

Appendix T BDAR Waiver Request

Appendix U Noise and Vibration Impact Assessment

Appendix V Waste Management Plan

Appendix W Social Impact Assessment

Appendix X Utilities and Services Report

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