

Scoping Report

Sydney Olympic Park Over and Adjacent
Station Development

Concept State Significant Development Application

January 2022



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Glossary and abbreviations

Term	Definition
ADG	Apartment Design Guide
BC Act 2016	<i>Biodiversity Conservation Act 2016</i>
Concept SSDA	A concept development application as defined in Section 4.22 the EP&A Act, as a <i>development application that sets 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 the subject of a subsequent development application or applications</i>
Council	City of Parramatta Council
CSSI	Critical State Significant Infrastructure
Detailed SSDA	The SSD Application(s) to be made after the Concept SSDA, to seek consent for the design and to physically carry out the proposal
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
FSR	Floor Space Ratio
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No. 55 – Remediation of Land
SEPP 65	State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings
SOP	Sydney Olympic Park
SOP Master Plan 2030 (Interim Metro Review)	Sydney Olympic Park Master Plan 2030 (Interim Metro Review)
SOPA	Sydney Olympic Park Authority
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SREP	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSDA	State Significant Development Application
Concept and Stage 1 CSSI Approval	SSI-10038, approved 11 March 2021, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 2 CSSI Approval	Application (SSI-22765520) seeking approval to carry out major civil construction works between The Bays and Sydney CBD including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 3 CSSI Application	Application (SSI-227-65520) seeking approval to carry out rail infrastructure, stations, precincts and operation of the Sydney Metro West line
State Significant Precinct SEPP	State Environmental Planning Policy (State Significant Precincts) 2005
Sydney Metro West	Construction and operation of a metro rail line and associated stations between Westmead and the Sydney CBD as described in Section 1.2
TfNSW	Transport for NSW

1 Introduction

1.1 Sydney Metro

This Scoping Report has been prepared by Sydney Metro who is seeking to deliver an over station development (OSD) and adjacent station development (ASD) at Sydney Olympic Park metro station as a part of the Sydney Metro West project.

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019 on this new stand-alone metro railway system, which is revolutionising the way Sydney travels.

The Sydney Metro West project forms part of the broader Sydney Metro network which includes:

- The Metro North West Line
- Sydney Metro City & Southwest
- Sydney Metro West (this project)
- Sydney Metro – Western Sydney Airport

The Sydney Metro network is shown on **Figure 1-1**.



Figure 1-1 Sydney Metro network

1.2 Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney Central Business District.

The main elements of Sydney Metro West are shown in **Figure 1-2**.

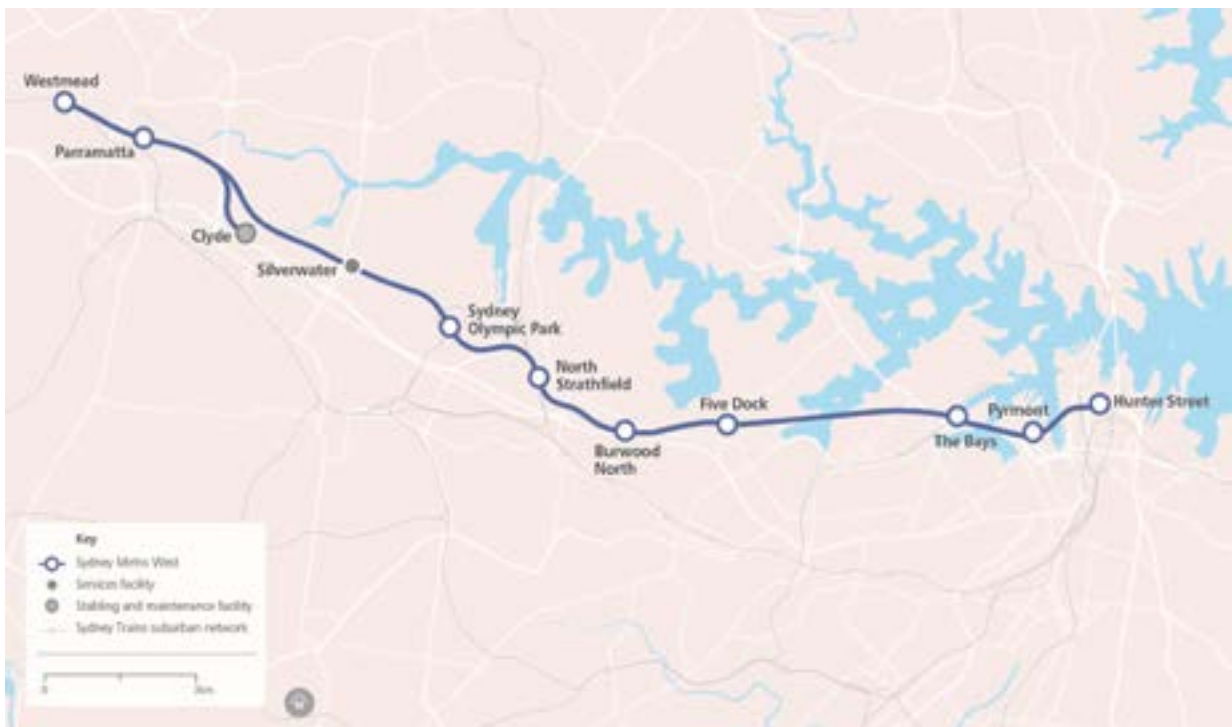


Figure 1-2 Sydney Metro West

Sydney Metro West is being assessed as a staged, critical State Significant infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays was approved on 11 March 2021. Applications for stages of the CSSI project currently underway include:

- All major civil construction works including station excavation and tunnelling between The Bays and Sydney CBD
- Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line.

1.3 Over station development and adjacent station development

All Sydney Metro West stations are being designed to integrate with their surrounding areas, to make vibrant and attractive places that reflect the unique context and future aspirations for each place.

The Sydney Metro West Environmental Impact Statement for the approved CSSI Concept identified that provision for future integrated station and/or precinct development could provide a range of uses, such as community facilities, new homes, shops, restaurants and commercial office space. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- encouraging precinct activation and use of Sydney Metro West across different times of the day and week
- creating opportunities to provide facilities that meet customer and community needs, attracting people to stations
- allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is making provision for over and/or adjacent station development at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street (Sydney CBD).

Sydney Metro will continue to work closely with the local community and stakeholders so that station precincts are welcoming hubs that build on the local character.

1.4 The proposed development

The purpose of this Scoping Report is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) to accompany a Concept State Significant Development Application (Concept SSDA) for the proposed development.

The proposed development will comprise of three new buildings on an area defined as site 47 within the Central Precinct of Sydney Olympic Park. Building 1 is proposed to be a commercial and retail building over Sydney Olympic Park metro station and Building 2 and Building 3 are proposed to be residential buildings with retail and community space adjacent to Sydney Olympic Park metro station.

Clause 2(f) of Schedule 2 of the SRD SEPP identifies Sydney Olympic Park as a site on which development that has a CIV of more than \$10 million is State significant development (SSD). 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.

The SSDA will seek consent for a concept proposal, within the meaning of section 4.22 of the EP&A Act. It will seek consent at a conceptual level for the proposed land uses, maximum building envelopes, maximum building heights, a maximum gross floor area, pedestrian and vehicle access, vertical circulation arrangements and associated car parking. SSDAs prepared by future development partners will seek development consent to carry out the development subject of the Concept SSDA.

To support the request for SEARs, this Scoping Report provides an overview of the proposal and its site location and context; a description of the concept proposal; the statutory context; key environmental and planning issues associated with the proposal; expected report and document deliverables; and the key stakeholders for consultation.

1.5 Interface with the station

The detailed design and fit-out of the Sydney Olympic Park metro station infrastructure will be integrated with the development to facilitate a cohesive station and precinct development.

To enable this, the podium envelope of Building 1 will form part of the Stage 3 CSSI Application. Approval for the podium envelope is not sought under this Concept SSDA.

However, approval for the proposed land uses within the podium associated with the proposed development will be sought under this Concept SSDA. Approval for land uses within the podiums directly related to the operation of the station will be sought as part of the CSSI Application.

Figure 1-3 illustrates the proposed Concept SSDA envelopes in blue and pink.

Figure 1-4 delineates the Building 1 podium envelope (shown in grey) sought under the Stage 3 CSSI Application from the SSD.

Further detailed plans will be submitted with the EIS that clearly delineate the Concept SSDA and the Stage 3 CSSI scope of works.

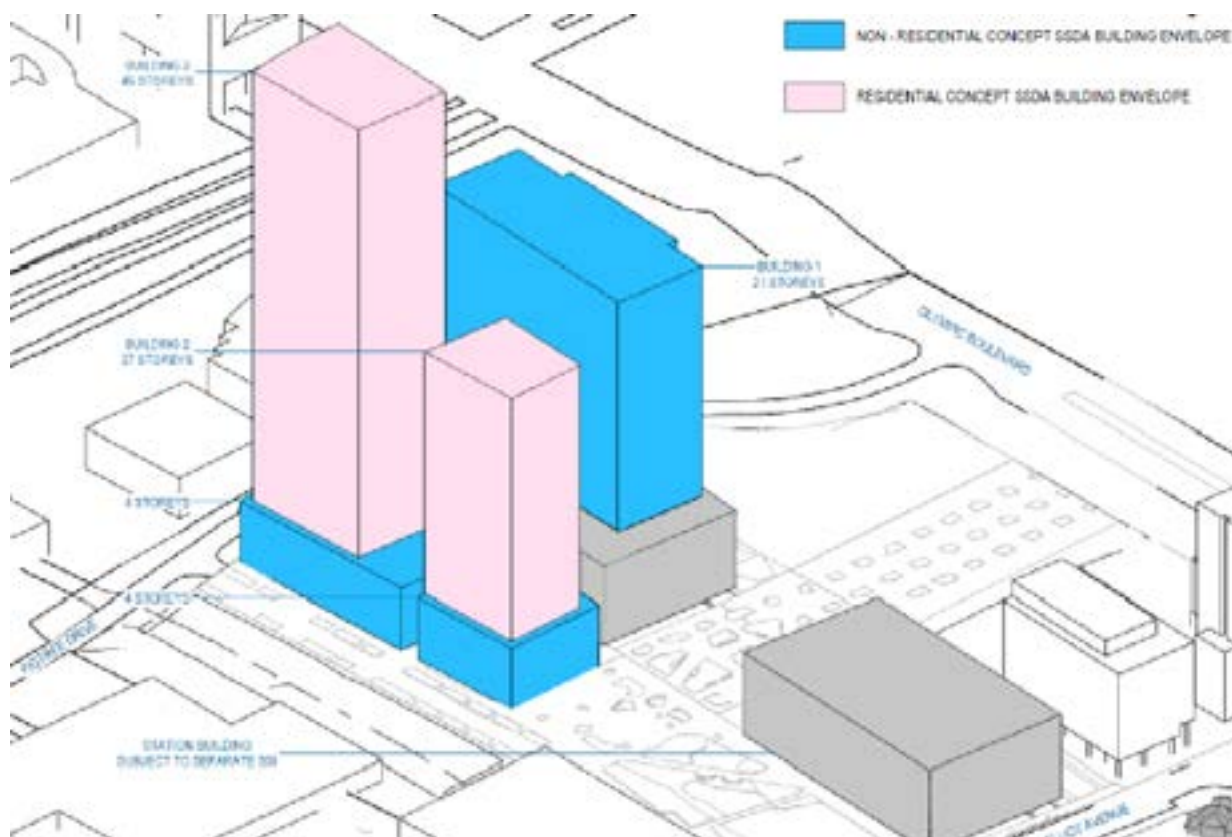


Figure 1-3 Proposed development concept building envelopes

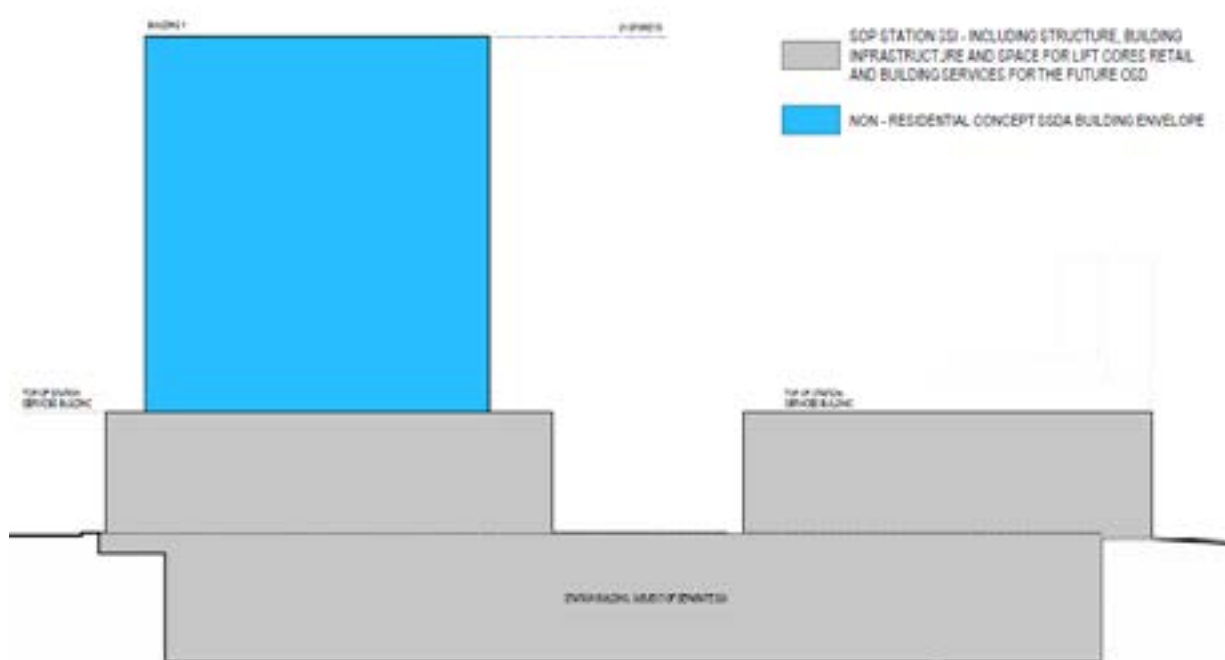


Figure 1-4 Delineation of SSDA and Stage 3 CSSI Application

1.6 Project alternatives

Under the provisions of *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), Schedule 2, Clause 7, and in accordance with *the State Significant Development Guide* prepared by the Department of Planning, Infrastructure and Environment (DPIE), there is a requirement to analyse any feasible alternatives for SSDAs.

Table 1 outlines three project alternatives: Do Nothing, Alternative Design and Proposed Design.

Table 1 – Project alternatives

Options	Assessment
Do Nothing	<p>The 'Do Nothing' alternative would result in the existing buildings on Sydney Metro land being demolished and the new metro station being constructed as per the CSSI with limited development over the station and no adjacent station development.</p> <p>'Do Nothing' without any associated development would result in a poor placemaking outcome, lack of activation around the station and would pass up the opportunity to deliver a city shaping project.</p> <p>The Sydney Metro West network will provide connectivity to and from Sydney Olympic Park and will be an asset to the overall precinct. The site remaining as is would not result in the best design outcome particularly in respect to the integration of the site with the metro station itself and public domain works.</p>

Options	Assessment
Alternative Design	Alternative designs have been explored, in consultation with the Sydney Olympic Park Authority (SOPA) and the Sydney Metro Design Advisory Panel having regard to the previous controls specified in the <i>State Environmental Planning Policy (State Significant Precincts) 2005</i> and the Draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review).
Proposed Design	<p>It is considered that the concept proposal provides for an optimised outcome at the site. It is considered that the proposed concept presents a balanced and feasible option as it will:</p> <ul style="list-style-type: none"> • Establish the indicative gross floor area and land uses for the site, including identifying a location for community facilities within Sydney Olympic Park • 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 from ground level from the town centres to the heritage precinct, and the other from the town centre to the aquatic centre • Encourage activated street frontages to increase the level of ground plane interaction and vibrancy.

2 Strategic context

2.1 Justification for the project

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for place-making 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, helping to leave a lasting legacy and shaping Sydney for generations to come. The proposed development will create a great place-based outcome that successfully integrates transport infrastructure, open space, ground plane retail, commercial and residential land uses.

The Sydney Olympic Park metro station will link new communities, support employment growth and diversity of housing supply. In addition, the proposed development will deliver community and social infrastructure with the inclusion of community facilities proposed within the Concept SSDA.

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.

2.2 Future context

The Draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review) (Draft SOP Master Plan (Interim Metro Review)) was placed on exhibition between 17 November 2021 and 15 December 2021.

The purpose of the Draft Sydney Olympic Park Master Plan (Interim Metro Review) is to consider the Sydney Olympic Park metro station and amend relevant planning controls to enable an integrated station precinct.

The Explanation of Intended Effects (EIE) outlines changes to the built form and street network in the Central Precinct of Sydney Olympic Park. As provided in the EIE, the following built form and street network amendments are proposed:

- Integration of Sydney Metro West station box into the Central Precinct
- Integration of an east west pedestrian plaza from Olympic Boulevard to the Metro Station
- Location of the bus interchange on Figtree Drive
- Refinement of the street hierarchy to integrate with the Metro Station
- Integration and connection of Central Urban Park to the Abattoir Precinct
- Integration of fine grain streets and through site links into the urban network
- Amendments to the land use controls to integrate the Metro station into the Central Precinct
- Amendments to the building height controls and floor space ratio planning controls as necessary.

In addition to the above, the Draft Sydney Olympic Park Master Plan (Interim Metro Review) will facilitate amendments to height and floor space ratio (FSR) controls under the State Environmental Planning Policy (State Significant Precincts) 2005 (State Significant Precinct SEPP) which apply to the site.

2.3 The site and surrounding context

2.3.1 Site location

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

Nearby strategic centres include Burwood and Rhodes and town centres at Auburn and Strathfield. Parramatta is the nearest metropolitan centre containing major infrastructure, commercial and residential development while Strathfield and Burwood are rapidly growing centres also in the vicinity of the site.

The proposed development is located within Sydney Olympic Park and is situated within the City of Parramatta Local Government Area (LGA). The site is in the Central Precinct of Sydney Olympic Park and defined as Site 47 in the Draft SOP Master Plan (Interim Metro Review).

The broader metro site is bound by Herb Elliot Avenue to the north, Olympic Boulevard to the west and Figtree Drive to the south. Site 47 is bound by Figtree Drive to the south, Site 46 to the east, Site 40 to the north and Site 48 west.

The site location is shown in **Figure 2-1** and **Figure 2-2**.



Figure 2-1 Broader site context



Figure 2-2 Site 47 outlined in dark blue

2.3.2 Site description

The site currently comprises commercial and mixed-use buildings and the Figtree Conference Centre (refer to **Figure 2-3** and **Figure 2-4**), all of which will be demolished to facilitate building the Sydney Olympic Park metro station. The site forms part of the large growing town centre with a series of medium and high-rise commercial, residential buildings and hotels with street retail.

In addition to the predominantly commercial development identified, the site includes landscaping, designated car parking area and internal access roads. The site is not mapped as flood prone land.

As described in **Table 2**, the site comprises part of Lot 59 in DP 786296 and Lot 58 in DP 786296, and comprises approximately 11,407m² of land.

Table 2: Site legal description

Street Address	Legal Description
5 Figtree Drive, Sydney Olympic Park	Lot 58 DP786296
7 Figtree Drive, Sydney Olympic Park	Lot 59 DP786296

To provide a point of visual reference for this Scoping Report, site photographs demonstrating current site conditions are provided in **Figure 2-3** and **Figure 2-4**.



Figure 2-3 View from Figtree Drive looking north-east to the site



Figure 2-4 View from Figtree Drive looking north-west to the site

2.3.3 Surrounding context

The site has an interface with various surrounding land uses which include:

- 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
- Qudos Bank Area and Stadium Australia are located less than 500m from the site to the north-west
- Sydney Olympic Park Aquatic Centre, Sydney Olympic Park Athletic Centre and Warm up Arena are located approximately 500m west of the site
- To the south are various commercial spaces, parks and sporting ovals
- 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.

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.

The suitability of the development with regards to its surrounding context will be assessed in the EIS.

2.4 Cumulative impacts

The EIS will address the expected cumulative environmental impacts of the proposed development, the delivery of Sydney Olympic Park metro station infrastructure under the CSSI application, and other proposed and ongoing developments in Sydney Olympic Park particularly in the town centre precinct.

Due to the unique nature of Sydney Olympic Park, consideration of the precinct during major events is also required. The cumulative impact of the proposed development and CSSI will be addressed as part of the EIS, particularly in respect to construction and operational impacts, including noise and traffic.

2.5 Agreement with other parties

Where relevant, the EIS will discuss agreements with other parties and agencies required to facilitate the delivery of the development.

3 The proposed development

3.1 The proposal

The Concept SSDA will seek consent for building envelopes above and adjacent to the Sydney Olympic Park metro station. The Concept SSDA specifically seeks consent for the following:

- Maximum building envelopes, including maximum building heights, podium height and ground and upper-level setbacks, in accordance with the SEARs massing diagrams and plans (**Appendix B**).
- Maximum building heights:
 - Building 1 approximately 21 storeys
 - Building 2 approximately 27 storeys
 - Building 3 approximately 45 storeys
- Land uses within the building envelopes:
 - Building 1: Commercial and retail
 - Building 2: Community, retail and residential
 - Building 3: Commercial, retail and residential
- Maximum gross floor area (GFA) of approximately 68,000m², comprising:
 - Approximately 32,790m² of residential accommodation (subject to confirmation as part of the Detailed SSDA)
 - Approximately 1,760m² of retail premises
 - Approximately 30,440m² of commercial premises
 - Approximately 2,380m² of community uses
 - Approximately 630m² of station uses
- Parking for approximately 358 cars
- Loading, vehicular and pedestrian access arrangements
- A Design Excellence Strategy
- Design guidelines
- Concept strategies including the following:
 - Utilities and services strategies
 - Stormwater, flooding, and drainage strategy
 - Ecologically Sustainable Development strategy

As the proposed development is for a concept proposal, pursuant to section 4.22 of the EP&A Act, future approval(s) will be sought for the detailed design and construction of the proposed development. The future approval(s) will be required to be consistent with this Concept SSDA.

Table 3 provides a numerical breakdown of the Concept SSDA and includes a nominal GFA allocation for the station and Building 1 podium. Note, the station and Building 1 podium are subject to separate planning approval under the CSSI Stage 3 Application and the stated GFA is indicative at this stage and will be subject to further design development under the CSSI Approval.

Table 3 – Numerical Overview

Concept Plan	Approximate Numerical Overview
Building 1	
Commercial GFA	26,690m ²
Retail GFA	1,200m ²
Station GFA (SSI)*	630m ²
Height	21 storeys
Building 2	
Community GFA	2,380m ²
Residential GFA	9,460m ²
Retail GFA	250m ²
Height	27 storeys
Building 3	
Commercial GFA	3,750m ²
Retail GFA	310m ²
Residential GFA	23,330m ²
Height	45 storeys
Combined	
Site Area	11,407m ²
Residential GFA	32,790m ²
Community GFA	2,380m ²
Retail GFA	1,760m ²
Commercial GFA	30,440m ²
SSI GFA*	630m ²
Total GFA	68,000m ²
Parking	358
FSR*	5.96:1

** GFA and FSR calculations include floor space attributed to the station which will be subject to a separate planning approval under CSSI Stage 3 Application and may be subject to change*

4 Statutory context

4.1 Key statutory requirements

This chapter describes the statutory planning process for the proposed development and identifies relevant State and local legislation and planning instruments which may apply to the Concept SSDA.

The site is located within Sydney Olympic Park which is administered by Sydney Olympic Park Authority (SOPA). As such, the relevant legislation, planning instruments and policies relating to the site are as follows:

- Environmental Planning and Assessment Act 1979 (EP&A Act)
- Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)
- Biodiversity Conservation Act 2016 (BC Act)
- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (State Significant Precincts) 2005
- State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (SEPP 65) and accompanying Apartment Design Guide
- State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Draft Design and Place State Environmental Planning Policy
- Draft SOP Master Plan (Interim Metro Review)

Table 4 – Key Statutory Requirements

Matter	Guidance
Power to grant consent	<p>The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilitates the making of environmental planning instruments which guide the way in which development should occur across the State, including State environmental planning policies (SEPPs) and local environmental plans (LEPs)</p> <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 development proposed is a Concept SSDA.</p> <p>The Minister of Planning and Public Spaces or the Independent Planning Commission are the consent authorities for SSD. The Minister may delegate this function to staff within the DPIE.</p>

Matter	Guidance
Permissibility	<p>SOP was declared a State Significant Site (now Precinct) by the Minister for Planning in 2010.</p> <p>Appendix 11 of the State Significant Precincts SEPP applies to SOP. 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 SOP.</p> <p>As noted previously, both the State Significant Precinct SEPP and SOP Master Plan 2030 are undergoing a review of the current planning controls to facilitate Sydney Metro West and the proposed development. The existing zoning for the subject site will remain unchanged for the purposes of the amendment.</p> <p>Pursuant to Clause 7 of the State Significant Precincts SEPP, the subject site is zoned B4 Mixed Use.</p> <p>As such, the proposed residential accommodation, community facilities (including an information and education facility), commercial premises and retail premises are permitted with consent.</p>
Pre-conditions to exercising the power to grant approval	<p>State Environmental Planning Policy No 55 – Remediation of Land</p> <p>State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) requires the consent authority to consider whether the subject land of any rezoning or DA is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can be suitably remediated for that purpose.</p> <p>The EIS will outline how the site is able to be made suitable for the proposed land uses with the support of a Stage 1 Contamination Report.</p>
Mandatory matters for consideration	<p>Biodiversity Conservation Act 2006</p> <p>Clause 7.9 of the Biodiversity Act 2016 applies to SSDA and requires SSDA to be accompanied by a Biodiversity Development Assessment Report (BDAR) report unless it is determined the proposal is not likely to have any significant impact on biodiversity values.</p> <p>A BDAR Waiver is provided in Appendix C of this Scoping Report which requests the requirement for a BDAR Report to be waived as no vegetation removal is proposed under the concept SSDA.</p> <p>State Environmental Planning Policy (Infrastructure) 2007</p> <p>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) requires certain traffic generating developments to be referred to TfNSW, which may include the proposed development based on the quantum of GFA proposed.</p> <p>The Concept SSDA may also be referred to the relevant utility service providers to confirm that the siting and layout of the proposed development will not impact on relevant easements and/or infrastructure corridors.</p>

Matter	Guidance
	<p>State Environmental Planning Policy 65: Design Quality of Residential Flat Development</p> <p>State Environmental Planning Policy 65: Design Quality of Residential Flat Development (SEPP 65) was introduced in 2002 and reviewed in 2015. The SEPP aims to improve the design quality of residential flat development. It contains various design principles and provides guidance for evaluating the merit of design solutions.</p> <p>The EIS will detail how the proposed Concept SSDA will facilitate a development outcome which complies with the principles within SEPP 65 and associated Apartment Design Guide (ADG).</p> <p>State Environmental Planning Policy (State and Regional Development) 2011</p> <p>Clause 2(f) of Schedule 2 of the SRD SEPP identifies Sydney Olympic Park as a site on which development that has a CIV of more than \$10 million is State Significant Development (SSD). As the development is not permissible without consent under Part 5 of the EP&A Act by the operation of an environmental planning instrument, it is declared to be SSD.</p> <p>State Environmental Planning Policy (State Significant Precincts) 2005 (State Significant Precinct SEPP)</p> <p>SOP was declared a State Significant Site (now Precinct) by the Minister for Planning in 2010.</p> <p>Appendix 11 of the State Significant Precincts SEPP applies to SOP. 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 SOP.</p> <p>As noted previously, Placemaking NSW have undertaken a review of the State Significant Precinct SEPP and SOP Master Plan 2030 to facilitate Sydney Metro West and the proposed development.</p> <p>The existing zoning for the subject site will remain unchanged for the purposes of the amendment, however, the building height and FSR controls are proposed to be amended in relation the Metro site.</p> <p><u>Land use zones:</u></p> <p>Pursuant to Clause 7 of the State Significant Precincts SEPP, the subject site is zoned B4 Mixed Use.</p> <p>As such, the proposed residential, community facilities (including an information and education facility), commercial and retail uses are permitted with consent.</p> <p>The proposed Concept SSDA is consistent with the zone objectives and will ensure SOP becomes an active and vibrant town centre in an accessible location, maximising public transport patronage and encouraging walking and cycling.</p> <p>The existing zoning for the subject site will remain unchanged for the purposes of the Draft SOP Master Plan 2030 (Interim Metro Review).</p>

Matter	Guidance
	<p><u>Building Height</u></p> <p>The proposed development adopts the proposed SEPP controls for building height recently on exhibition.</p> <p>The proposed building heights are outlined below:</p> <ul style="list-style-type: none"> • Building 1 approximately 21 storeys • Building 2 approximately 27 storeys • Building 3 approximately 45 storeys <p>The Concept SSDA will comply with the height limit.</p> <p><u>Floor Space Ratio</u></p> <p>As with the building height, the development adopts the proposed SEPP controls for FSR recently on exhibition. The proposed floor space ratio to be permitted on site 47 is 7:1. The FSR of the proposed development is 5.96:1.</p> <p><u>Design Excellence</u></p> <p>Sydney Metro proposes to use its Design Excellence Evaluation Panel (DEEP) process as an alternative 'design competition' under Appendix 11, cl 30(4) of State Significant Precincts SEPP, refer to further information in Section 6.3.</p> <p>Sydney Metro is seeking endorsement from the Secretary (pursuant to Clause 30(4) of the State Significant Precinct SEPP) for the DEEP process to be utilised in lieu of the currently approved SOP design competition procedures.</p> <p>The alternative design competition process will be detailed in the design excellence strategy submitted with the EIS.</p> <p>Sydney Olympic Park Master Plan 2030 (Interim Metro Review)</p> <p>As identified above, SOPA in consultation with Sydney Metro, have prepared an amendment to the SOP Master Plan referred to as the Interim Metro Review to facilitate and accommodate the metro station within Central Precinct.</p> <p>In summary, the amendments to the Master Plan include:</p> <ul style="list-style-type: none"> • Integration of Sydney Metro West station box into the Central Precinct; • Integration of an east west pedestrian plaza from Olympic Boulevard to the metro station; • Location of the bus interchange on Figtree Drive; • Integration and connection of Central Urban Park to the Abattoir Precinct; • Integration of fine grain streets and through site links into the urban network; • Amendments to the land use controls to integrate the metro station into the Central Precinct; and • Amendments to the building height controls and floor space ratio planning controls as necessary. <p>The EIS for the Concept SSDA will be prepared in view of these amendments to the SOP Master Plan.</p>

Matter	Guidance
	<p>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</p> <p>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (deemed SEPP) provides planning principles for development within the Sydney Harbour catchment. Sydney Olympic Park falls within the Sydney Harbour Catchment area.</p> <p>Planning principles for land within the Sydney Harbour Catchment relate water quality, flooding, maintaining visibility to the water and cumulative environmental impacts.</p> <p>The Concept SSDA will be broadly consistent with the relevant Planning Principles of the Sydney Harbour Catchment SREP. No significant adverse impact on the Sydney Harbour Catchment are anticipated given the proposal relates to a concept proposal.</p> <p>The subsequent detailed SSDAs will address stormwater run-off, sediment and erosion control, and water quality in greater detail.</p> <p>Draft State Environmental Planning Policy (Design and Place)</p> <p>Draft State Environmental Planning Policy (Design and Place) was introduced in 2020 and currently remains in draft. The draft SEPP puts place and design quality at the forefront of development. The EIS will detail how the proposed Concept SSDA will facilitate a development outcome which complies with the principles and objectives of the draft SEPP should it be implemented.</p>

4.2 Other relevant legislation and policies

In addition to the above, the following policies apply to the site and will need to be considered as part of the SSDA.

- NSW State Plan 2021 and Premier's Priorities
- Greater Sydney Region Plan;
- Central City District Plan;
- Future Transport 2056;
- Sydney Olympic Park Master Plan 2030 (Revised);
- Sydney Olympic Park Access Guidelines 2015;
- Sydney Olympic Park Event Impact Assessment Guidelines;
- Sydney Olympic Park Urban Elements Design Manual;
- Sydney Olympic Park Environmental Guidelines;
- Sydney Olympic Park Design Excellence Strategy;
- Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy;
- NSW Planning Guidelines for Walking and Cycling; and
- Draft Connecting with Country Framework

5 Engagement

5.1 Engagement carried out

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. A summary of feedback from this consultation, and how it has been considered in the development of Sydney Metro West, is included in the Scoping Report for the Concept and Stage 1 CSSI Approval. Specifically for a proposed development at Sydney Olympic Park, the following aspects were identified:

- Alignment with precinct master planning processes
- Coordination and alignment on staging and implementation of masterplan outcomes and other infrastructure

Further engagement for the project followed the announcement of confirmed station locations between Westmead and The Bays in October 2019. From 30 April to 28 June 2020, Sydney Metro exhibited Concept and Stage 1 CSSI Approval and asked for the community to provide feedback.

5.2 Community views

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.

The Concept and Stage 1 CSSI Approval was placed on public exhibition by the Department of Planning, Industry and Environment, from 30 April 2020 to 26 June 2020.

The Submissions Report for the Concept and Stage 1 CSSI Approval includes an overview of consultation in relation to the project.

In relation to the scope of this proposal, the key issues and comments raised in these submissions were related to:

- Property and land use, specifically related to future development around stations
- Station design and place making

Sydney Metro has been working closely with Placemaking NSW through the development of the project. Placemaking NSW has undertaken community consultation in amending planning controls for the station precinct. These controls will be incorporated into the final proposal where relevant.

5.3 Engagement to be carried out by applicant

Sydney Metro will continue to engage with stakeholders and the community to ensure they are informed and have opportunities to provide feedback on Sydney Metro West during future planning phases, including during public exhibition of the Environmental Impact Statement for this proposal.

Sydney Metro will ensure the community is aware and engaged at subsequent assessment and approval stages of the project.

The EIS will include a detailed consultation summary, including all pre-lodgement consultation undertaken up to submission of the Concept SSDA. Key stakeholders for Sydney Metro West include (but are not necessarily limited to):

- Nearby communities
- State government agencies (including but not limited to Sydney Olympic Park Authority; Department of Planning, Industry and Environment; Placemaking NSW; Greater Sydney Commission, other sections of Transport for NSW, NSW Environment Protection Authority, Heritage NSW, Port Authority of NSW and Schools Infrastructure NSW)
- City of Parramatta Council
- 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.

In addition to the formal exhibition period, Sydney Metro will continue to engage with the community and key stakeholders and seek their views on this proposal as part of the State Significant Infrastructure process which is running in parallel.

6 Assessment of impacts

Based on the preliminary environmental assessment undertaken the following environmental matters have been identified for consideration as part of the concept SSDA:

- Compliance with strategic and statutory plans
- Urban design and built form
- View and visual impacts
- Impacts on the public domain
- Wind impacts
- Heritage impacts
- Traffic, access, and parking
- Interface with the Sydney Olympic Park metro station (CSSI Approval)
- Utilities, infrastructure, and services
- Ecologically sustainable development
- Aeronautical impacts
- Noise and vibration impacts
- Contamination
- Construction management
- Social and economic impacts
- Safety and security
- Development contributions
- Design excellence

These issues are discussed in more detail below. Furthermore, additional issues including (but not limited to) waste management, stormwater and flooding, accessibility, Building Code of Australia (BCA) compliance, and crime prevention through environmental design will also be addressed as a part of the EIS.

6.1 Compliance with strategic and statutory plans

The EIS will outline how the proposed development is consistent with the strategic and statutory planning framework, as outlined in **Section 4**.

6.2 Urban design and built form

The EIS will assess the massing, scale and density of the proposed envelopes and detail how the building envelopes will complement existing and proposed development surrounding the site within the context of Sydney Olympic Park.

The building envelopes will undergo a rigorous design development and review process aligning with the scale and complexity of the project at subsequent SSDAs.

The SSDA will include design guidelines to inform the future detailed design of the buildings and public domain.

A Built Form and Urban Design Report will be submitted with the EIS and will detail the rationale for the siting and layout of the proposed development, including future design considerations such as ground plane interface, relationship with the future metro station, and proposed massing and land use composition.

In addition, the EIS will include shadow studies demonstrating any overshadowing impacts that result from the proposed building envelope.

6.3 Interface with the CSSI Approval

The proposed built form will be highly integrated with the Sydney Olympic Park metro station which is subject to a CSSI approval and does not form part of the scope of this Concept SSDA. Thereby, the interface between the Sydney Olympic Park metro station and the site will be broadly addressed in the Concept SSDA.

The EIS will address how the Concept SSDA has been designed to ensure that both elements will be able to work alongside one another during the construction and operation phases of the development.

6.4 View and visual impacts

The EIS will outline the potential visual impacts of the Concept SSDA and outline strategies to minimise visual impact. In addition, a visual impact assessment and photomontages will accompany the application.

Further consideration will also be given to the proposed development and its cumulative impact on surrounding development from both an urban design and visual perspective. The overall visual impact of the proposal needs to complement surrounding development and not distract or disrupt any surrounding viewpoints or vistas.

6.5 Impacts on the public domain

The public domain and interface with adjoining neighbours will comprise an integrated design response.

The proposed development has been developed considering the station design, and it is noted that all public domain works form part of the CSSI.

The design team has oversight of both the CSSI and proposed development to ensure a consistent and an integrated approach. The EIS will include high level details of the public domain works and the consideration which has been given to the interface with adjoining neighbours.

6.6 Wind impacts

Wind impacts will be considered and discussed in the EIS and a Wind Impact Assessment will be submitted with any recommended mitigation measures required to deliver a comfortable pedestrian environment.

6.7 Heritage impacts

The site is near the “Abattoir Heritage Precinct” which is a heritage listed site. This item will be considered as part of the EIS. The proposed built form will be assessed to review the relationship between the “Abattoir Heritage Precinct” and the proposed built form. A Heritage Impact Statement will be submitted with the EIS.

In addition, a Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment Report will be submitted with the EIS identifying any cultural heritage values, impacts and mitigation measures to be considered in the detailed SSDAs. In particular, these reports will address any potential impacts not previously assessed as part of the CSSI Application (e.g. excavation for basement carparking underneath Buildings 2 and 3).

6.8 Traffic, access, and parking

A Transport Impact Assessment report will be provided as part of the EIS and consider the potential impact of the proposed development on the road network.

The report will analyse parking requirements, existing and expected traffic impacts on the local road network and the design of proposed vehicular entry points.

The Transport Impact Assessment will further identify management and mitigation measures which may need to be considered as part of subsequent detailed SSDAs.

6.7 Utilities, infrastructure and services

The EIS will broadly address the existing capacity and future requirements of the development for the provision of utilities, infrastructure and services. Subsequent detailed SSDAs will need to consider utilities, infrastructure and services in greater detail.

6.8 Ecological sustainable development

The EIS will address the principles of Ecologically Sustainable Development (ESD) and will set out an ESD Strategy to inform the future detailed design of the proposed development. Detailed BASIX and Section J requirements will be addressed under future detailed design SSDA(s), as consistent with industry best practice.

The EIS will also address how the relevant sustainability requirements in the Sydney Metro Sustainability Framework (Sydney Metro, 2020) are to inform the detailed design of the development and how the development has been designed to promote the use of sustainable transport initiatives.

6.9 Aeronautical impacts

The EIS will identify any impacts of the proposal on the prescribed airspace for Sydney Airport, including impacts of cranes required for construction.

6.10 Biodiversity

A Biodiversity Assessment Wavier Request is submitted to DPIE concurrent with this Scoping Report (**Appendix C**). The request demonstrates that the proposal will not result in any significant impact on biodiversity value and therefore the requirement to complete a BDAR is not considered necessary as part of the Concept SSDA.

6.11 Noise and vibration impacts

A noise and vibration impact assessment will be undertaken as part of the EIS and will assess the impacts of the proposed development from surrounding land uses including the proposed metro station, Olympic Park Rail Line and Sydney Olympic Park events.

The noise and vibration impact assessment will also identify the noise and vibration generating sources and activities likely to occur at construction and during operation. The assessment will outline any measures to minimise and mitigated potential noise and vibration impacts on surrounding landowners, which will require further consideration in subsequent detailed SSDAs.

6.12 Contamination

As outlined in **Section 4**, SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

Contamination will be considered, and investigations will be undertaken for the basement carpark beneath Buildings 2 and 3 and will be included in the EIS to ensure the site is suitable for the proposed use. Specifically, a Stage 1 Contamination Report will be submitted to confirm the site is suitable for the land uses proposed.

6.13 Construction management

A Construction Environmental Management Framework has been prepared for the site under the Stage 3 CSSI Application which details the construction impacts associated with the site. The framework will address traffic management during construction including cumulative impacts from Sydney Metro construction and surrounding development sites. The EIS will detail the application of the framework to the works proposed under the SSDA.

6.14 Social and economic impacts

The social and economic impacts resulting from the proposal will be detailed in the EIS, as well as separately in a Social Impact Assessment and Economic Impact Assessment.

Anticipated social and economic benefits include:

- Provision of significant floor space for community uses;
- Activation of the Sydney Olympic Park Town Centre to attract more businesses and residents in a well-connected location reducing reliance on private transport modes;
- Land uses integrated with the Sydney Metro;
- Integrated open space to deliver a high quality place-based outcome; and
- Employment opportunities during construction and operation at a later stage.

6.15 Safety and security

The EIS will broadly outline how specific Crime Prevention through Environmental Design (CPTED) principles (i.e. surveillance, access control, territorial re-enforcement and

space/activity management) have been considered in the building massing and outlined consideration for the Concept SSDA to deter crime, manage space and create a safe environment for users.

6.16 Development contributions

The EIS will need to consider the application of the Sydney Olympic Park Local Infrastructure Contribution Framework (ICF). These matters will be the subject of further consultation with SOPA.

6.17 Design excellence

The EIS will be accompanied by a Design Excellence Strategy outlining how design excellence will be achieved in accordance with clause 30 of State Significant Precinct SEPP. The Design Excellence Strategy will set out an alternative 'competitive design process' based on Sydney Metro's design excellence strategies for the City and South West project for endorsement by the Secretary to satisfy clause 30 of State Significant Precinct SEPP.

Any future detailed DA would outline the design excellence process undertaken and demonstrate that design excellence has been achieved.

6.18 Impact on adjoining properties

Given the location of the site within the Sydney Olympic Park, the EIS will need to consider the potential for impacts of the OSD on adjoining properties specifically in relation to solar access, built heritage and visual privacy. It will also need to detail how these impacts can be further mitigated as part of future detailed SSDA(s).

6.19 Residential amenity

The EIS will demonstrate that Buildings 2 and 3 are capable of delivering residential development in accordance with SEPP 65 and the ADG. A statement addressing the detailed design's capability to achieve the SEPP 65 design quality principles and the ADG design objectives and criteria will be provided with the EIS.

Detailed consideration of SEPP 65 and the ADG will be undertaken as part of any future detailed design SSDA for Buildings 2 and 3.

6.20 Impact on adjoining properties

Given the location of the site within the Sydney Olympic Park, the EIS will need to consider the potential for impacts of the OSD on adjoining properties specifically in relation to solar access, built heritage and visual privacy. It will also need to detail how these impacts can be further mitigated as part of future detailed SSDA(s).

6.21 Residential amenity

The EIS will demonstrate that Buildings 2 and 3 are capable of delivering residential development in accordance with SEPP 65 and the ADG. A statement addressing the detailed design's capability to achieve the SEPP 65 design quality principles and the ADG design objectives and criteria will be provided with the EIS.

Detailed consideration of SEPP 65 and the ADG will be undertaken as part of any future detailed design SSDA for Buildings 2 and 3.

7 Expected deliverables

To assist in confirming the SEARs, the following are the expected reports and document deliverables to support the EIS for the Concept SSDA:

- 3D Digital Model
- Site Survey
- Quantity Surveyor's Assessment
- Building Envelope Plans
- Indicative Architectural Plans, including Overshadowing Plans
- Built Form and Urban Design Report
- Design Verification Statement (ADG Assessment)
- Visual and View Impact Assessment
- Heritage Impact Statement
- Archaeological Assessment and Aboriginal Cultural Heritage Assessment Report
- Stage 1 Contamination Assessment
- Wind Impact Statement
- Social Impact Assessment
- Economic Impact Assessment
- Traffic and Parking Assessment
- Utilities Assessment
- Structural Adequacy Statement
- Design Excellence Strategy
- ESD Strategy
- CPTED Assessment
- Noise and Vibration Assessment
- Construction Environmental Management Framework
- Construction & Operational Waste Management Plans
- Stormwater Management Assessment
- Flooding Assessment
- Accessibility Assessment
- Stakeholder and Community Engagement summary

8 Conclusions

The purpose of this report is to request SEARs for the preparation of an EIS for a Concept SSDA for the delivery of the proposed development, as part of Sydney Metro West.

This SEARs request outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposal is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

The proposed development represents an exciting and unique opportunity to contribute to the legacy of Sydney Metro and will shape Sydney for generations to come. The proposed development will create a great place-based outcome that successfully integrates transport infrastructure, open space, ground plane retail, commercial and residential land uses.

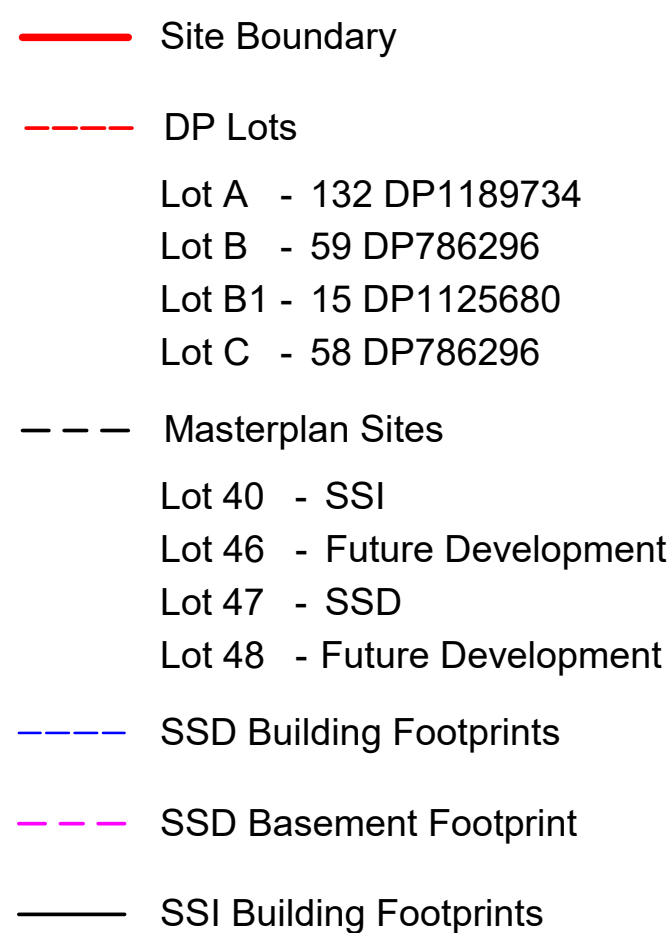
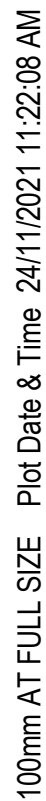
The information detailed in this Scoping Report is considered sufficient to enable the Secretary to issue the SEARs to guide the preparation of the EIS.

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Standard	Amenity – Noise	N	General	<ul style="list-style-type: none"> Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) NSW Industrial Noise Policy (Environment Protection Authority, 2000) NSW Road Noise Policy (Environment Protection Authority, 2011) Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990) 	Section 6.13
Detailed	Built environment and Design Excellence	N	General	<ul style="list-style-type: none"> Refer to Scoping Report Sydney Metro Design Excellence Strategy (currently being prepared for Sydney Metro West) Sydney Olympic Park Design Excellence Policy 	Section 6.2, 6.3, 6.4 and 6.19
Standard	Social	N	General	<ul style="list-style-type: none"> Social Impact Assessment Guidelines for State Significant Projects (Department of Planning Industry and Environment, 2021) 	Section 6.16
Standard	Economic	N	General	<ul style="list-style-type: none"> Refer to Scoping Report 	Section 6.16

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Standard	Heritage – Aboriginal	N	Consultation with RAPs	<ul style="list-style-type: none"> • National Parks and Wildlife Act 1974 • Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW 2011 • Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 • Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010 • Assessments undertaken as part of the CSSI applications 	Section 6.6
Detailed	Amenity – visual	Y	General	<ul style="list-style-type: none"> • Draft Guidelines for Landscape and Visual Impact Assessment (3rd edition) • Refer to Scoping Report 	Section 6.3
Standard	Hazards and risk – land contamination	N	General	<ul style="list-style-type: none"> • Protection of the Environment Operations Act 1997 • Contaminated Land Management Act 1997 • Managing Land Contamination: Planning Guideline (SEPP 55) • Guidelines on the Duty to Report Land Contamination • SEPP 55 – Remediation of Land • National environment protection (assessment of site contamination) measure • Assessments undertaken as part of the CSSI applications 	Section 6.14 and Section 4.1

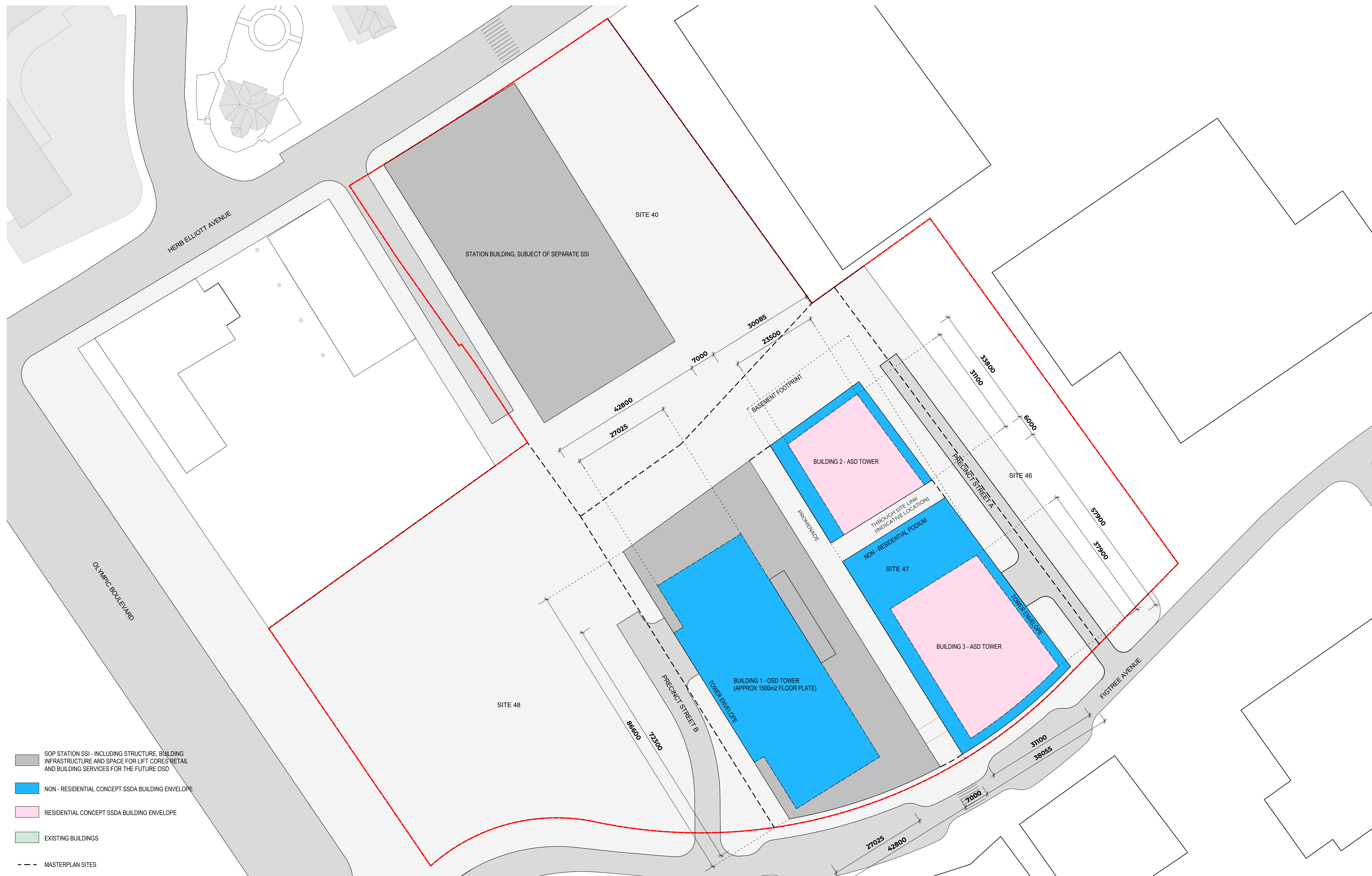
Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Standard	Access – Traffic and Parking	Y	Specific	<ul style="list-style-type: none"> State Environmental Planning Policy (Infrastructure) 2007 Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2013) NSW Bicycle Guidelines (RTA, 2003) Guide to Traffic Generating Developments Version 2.2 (RTA, 2002). 	Section 6.7
Standard	Biodiversity – native vegetation and native fauna	N	Specific	<ul style="list-style-type: none"> BDAR Waiver sought 	Section 6.12 and Section 4.1
Standard	Heritage – historic	N	General	<ul style="list-style-type: none"> Heritage Act 1977 Australia ICOMOS Charter for the Conservation of Places of Significance, Burra Charter 2013 Assessing Significance for Historical Archaeological Sites and 'Relics' 2009 Skeletal Remains; Guidelines for Management of Human Skeletal Remains 1998 Assessments understand as part of the CSSI applications 	Section 6.6
Standard	Hazards and Risk – Wind	N	N/A	<ul style="list-style-type: none"> Refer to Scoping Report 	Section 6.5
Standard	Access – port and airport facilities	N	Specific	<ul style="list-style-type: none"> Obstacle Limitation Surface Refer to Scoping Report 	Section 6.11

Level of assessment	Matter	CIA	Engagement	Relevant government plan, policies and guidelines	Scoping report reference
Standard	Social – Safety and Security	N	General	<ul style="list-style-type: none"> • CPTED • Refer to Scoping Report 	Section 6.17
Standard	Infrastructure – utilities and services	N	Specific	<ul style="list-style-type: none"> • Refer to Scoping Report 	Section 6.9
Standard	Ecological sustainable development	N	N/A	<ul style="list-style-type: none"> • Refer to Scoping Report • Sydney Metro Sustainability Framework (Sydney Metro, 2020) 	Section 6.10
Standard	Social – Safety and Security	N	General	<ul style="list-style-type: none"> • CPTED • Refer to Scoping Report 	Section 6.17
Standard	Infrastructure – utilities and services	N	Specific	<ul style="list-style-type: none"> • Refer to Scoping Report 	Section 6.9
Standard	Ecological sustainable development	N	N/A	<ul style="list-style-type: none"> • Refer to Scoping Report • Sydney Metro Sustainability Framework (Sydney Metro, 2020) 	Section 6.10



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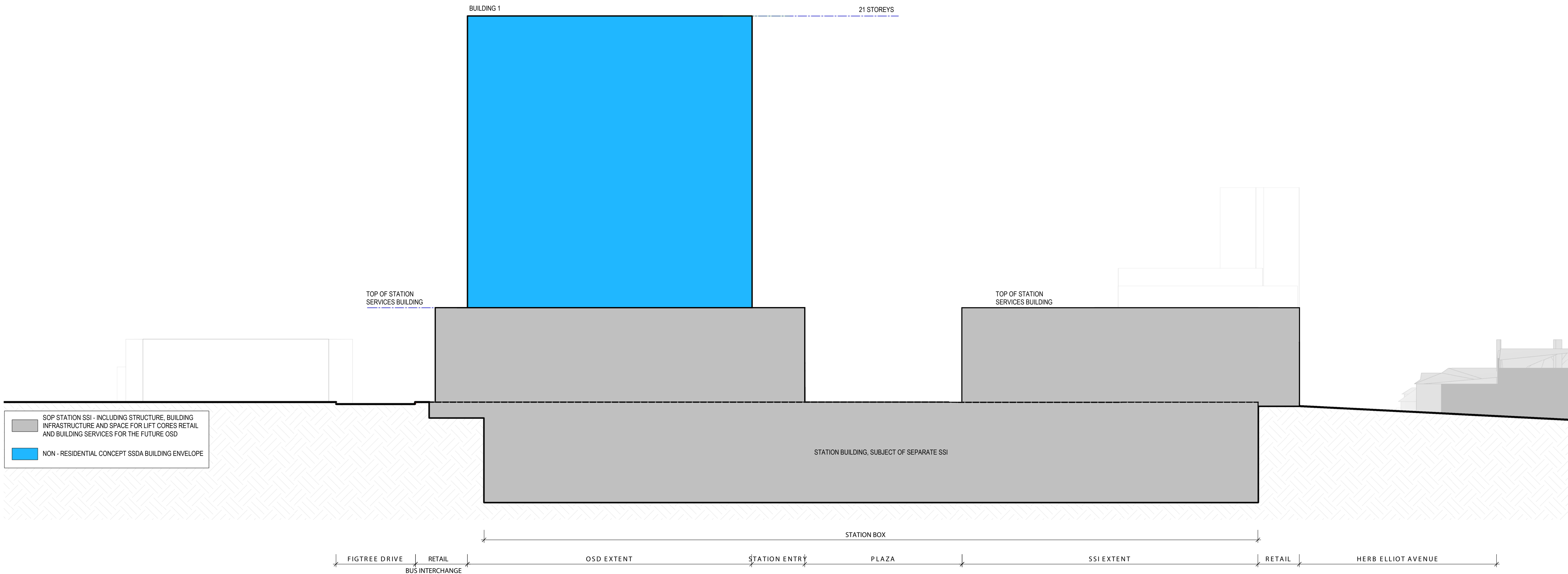
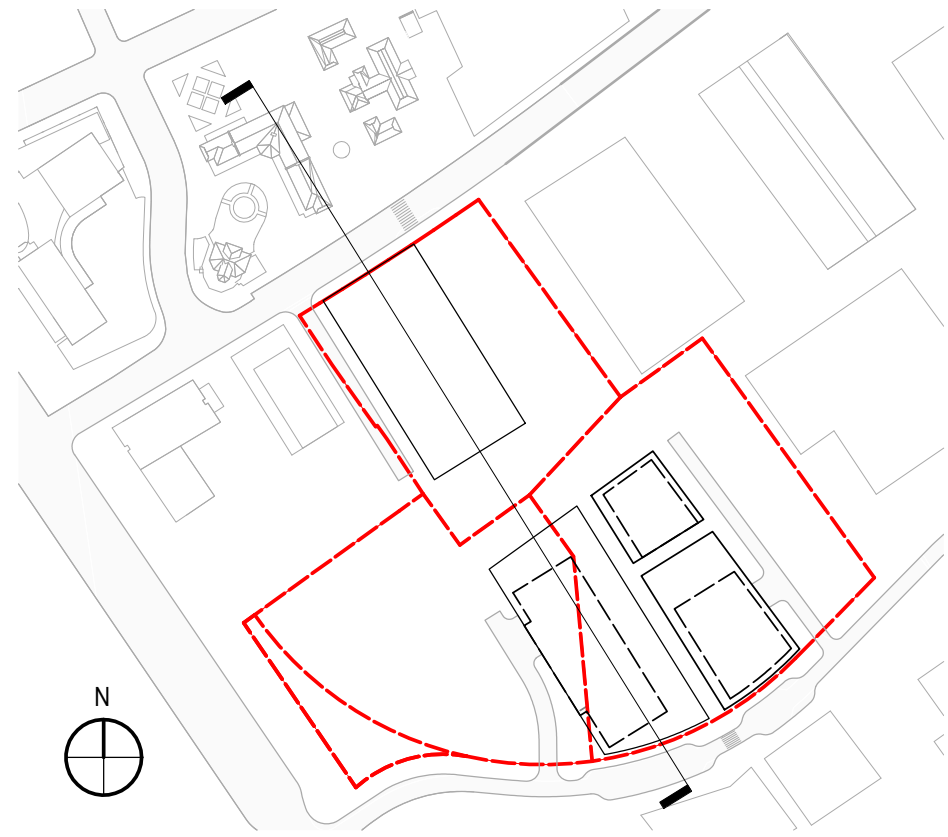
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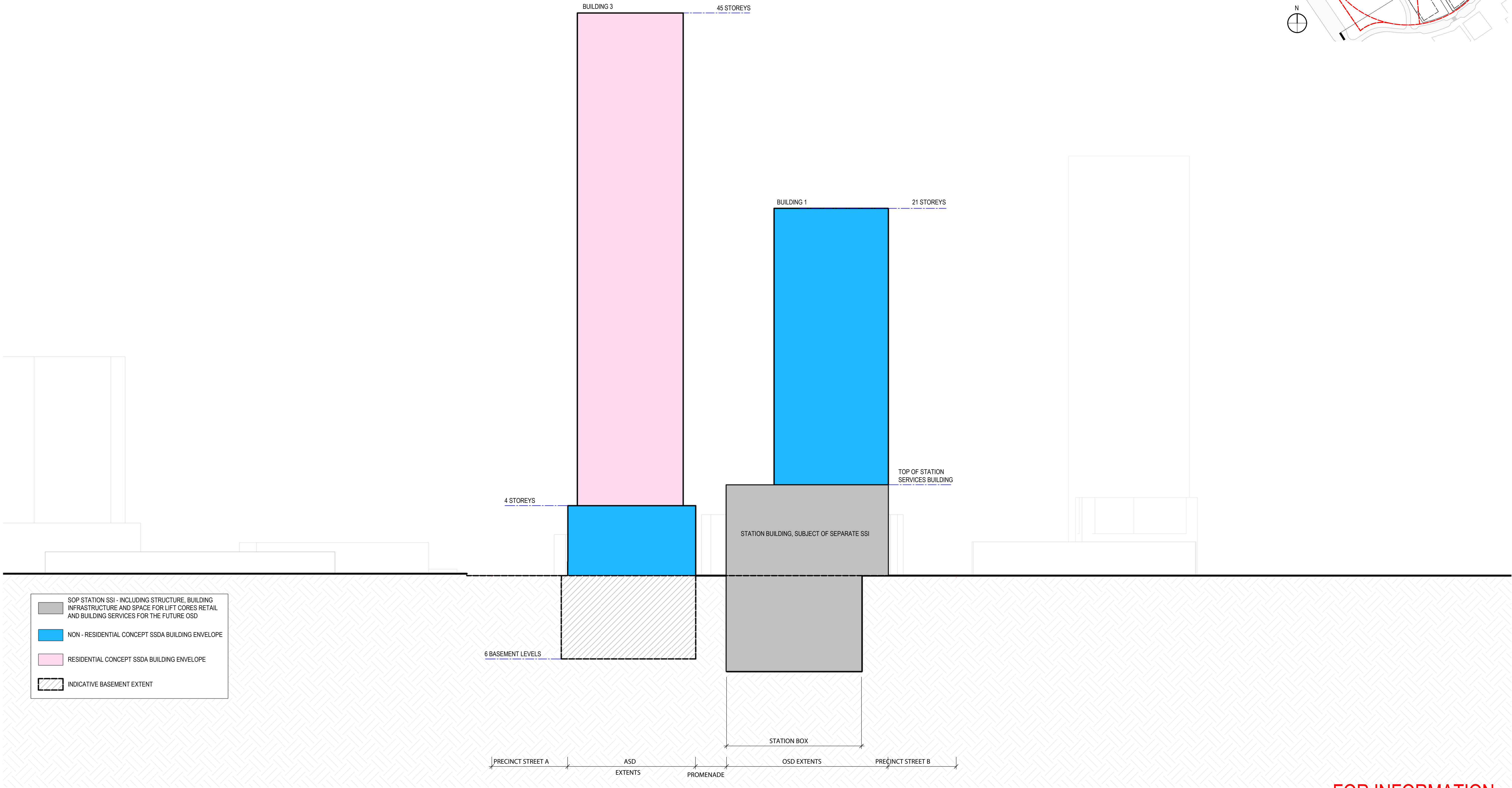
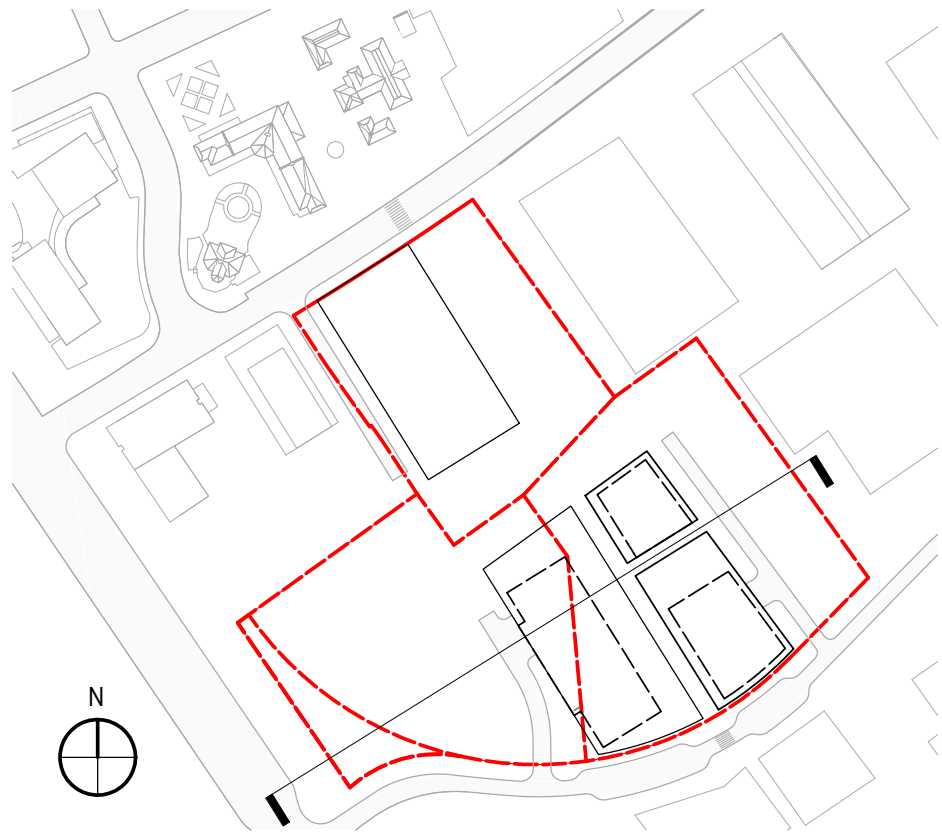
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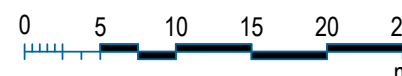
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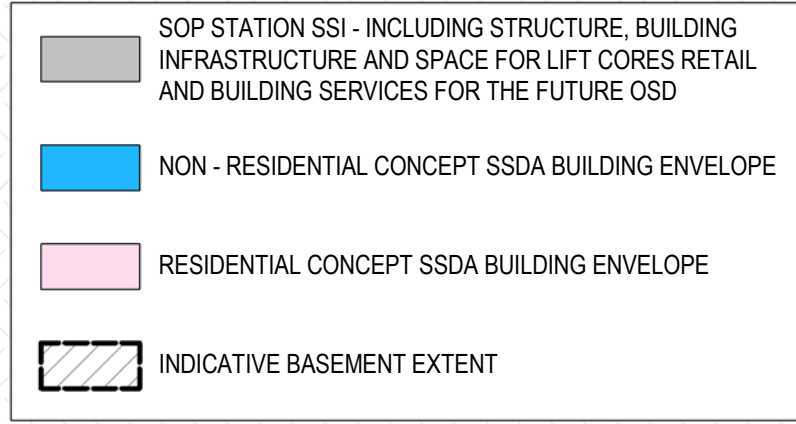
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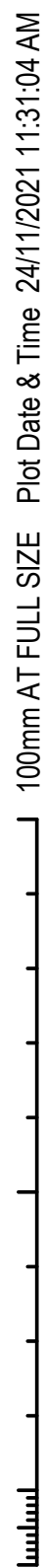
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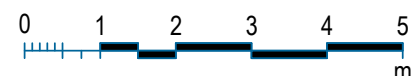
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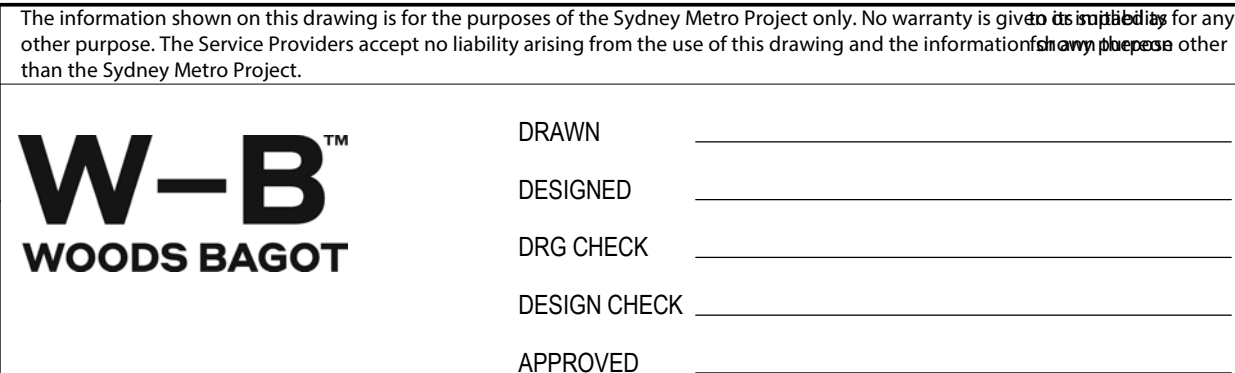


A horizontal scale bar with a blue line and vertical tick marks. The bar is divided into five equal segments, each labeled with a number from 0 to 5. The unit 'm' for meters is indicated at the end of the bar.

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DECEMBER 2021

PUBLIC

Sydney Metro West BDAR Waiver Request

Sydney Olympic Park
Over Station
Development and
Adjacent Station
Development

wsp



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Sydney Metro BDAR Waiver Request

Sydney Olympic Park Over Station Development and Adjacent Station Development

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REV	DATE	DETAILS
D	01.12.21	Final Issue

	NAME	DATE	SIGNATURE
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Reviewed by:	Josie Stokes	29.11.21	
Approved by:	Alex Cockerill	29.11.21	

WSP acknowledges that every project we work on takes place on First Peoples lands.

We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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Glossary

ASD	adjacent station development
BC Act 2016	<i>Biodiversity Conservation Act 2016</i>
BDAR	Biodiversity Development Assessment Report
Concept SSDA	A concept development application as defined in Section 4.22 the EP&A Act, as a <i>development application that sets 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 the subject of a subsequent development application or applications</i>
Concept and Stage 1 CSSI Approval	SSI-10038, approved 11 March 2021, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West railway line
CSSI	Critical State Significant Infrastructure
DPIE	Department of Planning, Industry and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
OSD	over station development
Stage 2 CSSI Approval	A current application (SSI-22765520) relating to major civil construction works between the Bays and Sydney CBD including station excavation and tunnelling, associated with the Sydney Metro West railway line
Stage 3 CSSI Application	A current application (SSI-227-65520) relating to rail infrastructure, stations, precincts and operation of the Sydney Metro West railway line

1 Introduction

1.1 Project background

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney Central Business District.

Sydney Metro West is being assessed as a staged, critical State Significant Infrastructure (CSSI) application under section 5.20 of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

The approved Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process, application number SSI-10038), was approved by the Minister for Planning and Public Places on 11 March 2021. A full Biodiversity Development Assessment Report (BDAR) was prepared to support this application (Jacobs, 2020).

Stage 2 of the planning approval process includes all major civil construction works between The Bays and Sydney CBD. An Environmental Impact Statement for major civil construction works between The Bays and Sydney CBD (Stage 2 of the planning approval process, application number SSI-19238057) is currently on exhibition and a BDAR Waiver Request prepared by Jacobs (2021) for Stage 2 was determined by the Department of Planning, Industry and Environment (DPIE) on 24 June 2021.

Stage 3 of the planning approval process is seeking planning approval to enable the approved Concept to be realised by undertaking the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of Sydney Metro West. The EIS is currently being prepared and a BDAR Waiver Request for Stage 3 was prepared by AECOM (2021) and determined by DPIE on 16 November 2021.

The BDAR Waiver Request accompanies the scoping report requesting the SEARs for the preparation of an Environmental Impact Statement (EIS) to accompany a Concept State Significant Development Application (SSDA).

1.2 Purpose of this report

This BDAR Waiver Request has been prepared for Sydney Metro to accompany the scoping report requesting the SEARs for the preparation of an EIS to accompany a Concept SSDA. The concept SSDA seeks to deliver an over station development (OSD) and adjacent station development (ASD), herewith referred to as ‘the proposed development,’ at Sydney Olympic Park metro station as a part of the Sydney Metro West Project.

This BDAR Waiver Request is site specific and in addition to the proposed development site it covers the area adjacent and to the east of Olympic Boulevard that may be required to support future construction and operational activities.

This BDAR Waiver Request draws on information from the following reports:

- Stage 1 BDAR (Jacobs, 2020)
- Stage 2 BDAR Waiver Request (Jacobs, 2021)
- Stage 3 BDAR Waiver Request (AECOM, 2021)

2 Project overview

2.1 Sydney Metro

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019 on this new stand-alone metro railway system, which is revolutionising the way Sydney travels.

The Sydney Metro West project forms part of the broader Sydney Metro network which includes:

- The Metro North west Line
- Sydney Metro City & Southwest
- Sydney Metro West (this project)
- Sydney Metro – Western Sydney Airport

The Sydney Metro network is shown on **Figure 2.1** below.

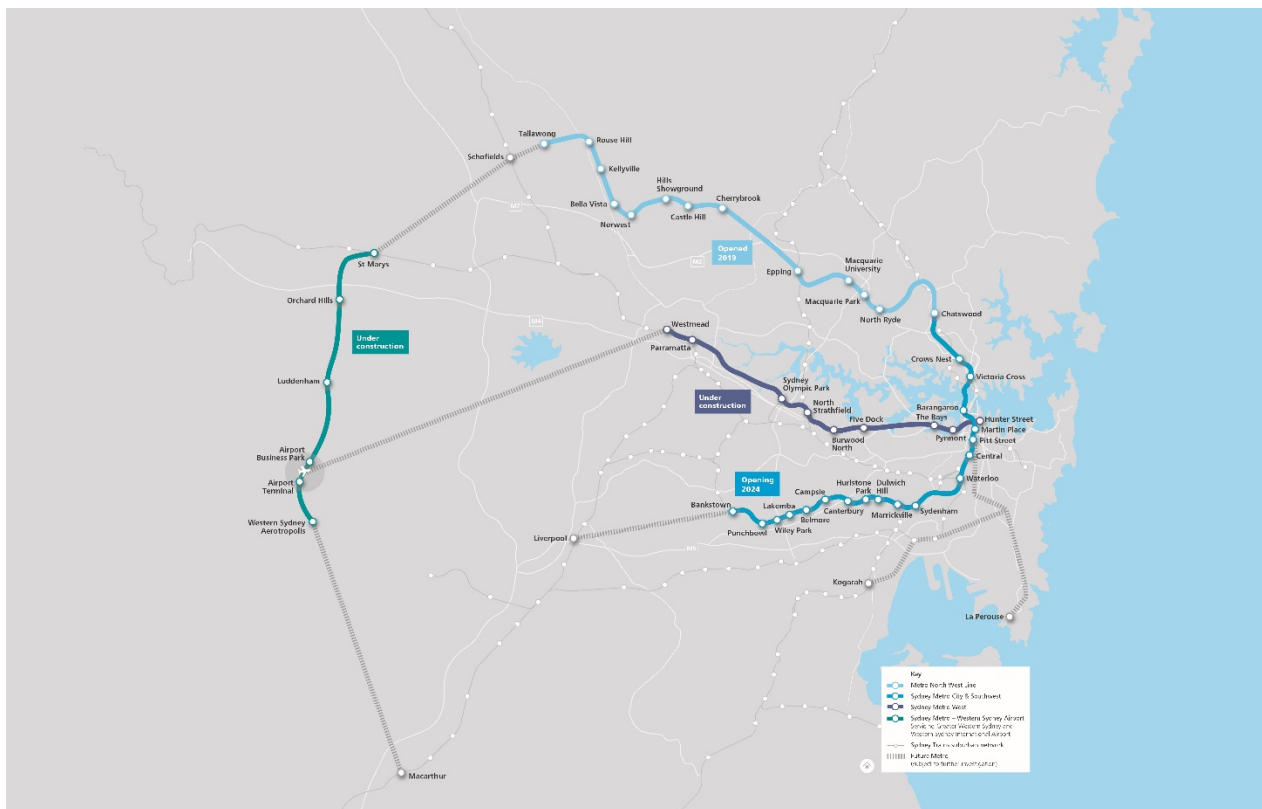


Figure 2.1 Sydney Metro network

2.2 Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney Central Business District.

The main elements of Sydney Metro West are shown in **Figure 2.2** below.



Figure 2.2 Sydney Metro network

Sydney Metro West is being assessed as a staged, critical State Significant infrastructure (CSSI) application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The approved Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West), application number SSI-10038, were approved on 11 March 2021. Stages of the CSSI planning approval process currently underway include:

- All major civil construction works including station excavation and tunnelling between The Bays and Sydney CBD (Stage 2 of the planning approval process)
- Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro line (Stage 3 of the planning approval process).

2.3 Over station development and Adjacent Station Development

All Sydney Metro West stations are being designed to integrate with their surrounding areas, to make vibrant and attractive places that reflect the unique context and future aspirations for each place.

The Sydney Metro West Environmental Impact Statement for the approved CSSI Concept identified that provision for future integrated station and/or precinct development could provide a range of uses, such as community facilities, new homes, shops, restaurants and commercial office space.

Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- encouraging precinct activation and use of Sydney Metro West across different times of the day and week
- creating opportunities to provide facilities that meet customer and community needs, attracting people to stations
- allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is making provision for over and/or adjacent station development at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street (Sydney CBD). Where required, Sydney Metro would deliver some development at the same time as the station. Other development would be delivered separately and would be subject to future planning approvals.

Sydney Metro will continue to work closely with the local community and stakeholders so that station precincts are welcoming hubs that build on the local character.

2.4 The Proposed Development

The proposed development will comprise of three new buildings on Site 47 within the Central Precinct of Sydney Olympic Park. Building 1 will be a commercial and retail building over the Sydney Olympic Park metro station and Building 2 and Building 3 are proposed to be residential buildings with retail, commercial and community space adjacent to the Sydney Olympic Park metro station.

The Concept SSDA for the proposed development will seek consent for a concept proposal within the meaning of Section 4.22 of the EP&A Act. It will seek consent for the proposed land uses, maximum building envelopes, maximum building heights, a maximum gross floor area, and associated car parking. In addition, the Concept SSDA will establish a design excellence framework, design principles and an ESD strategy to inform future detailed SSDAs.

Figure 2.3 below illustrates the proposed Concept SSDA envelopes proposed.

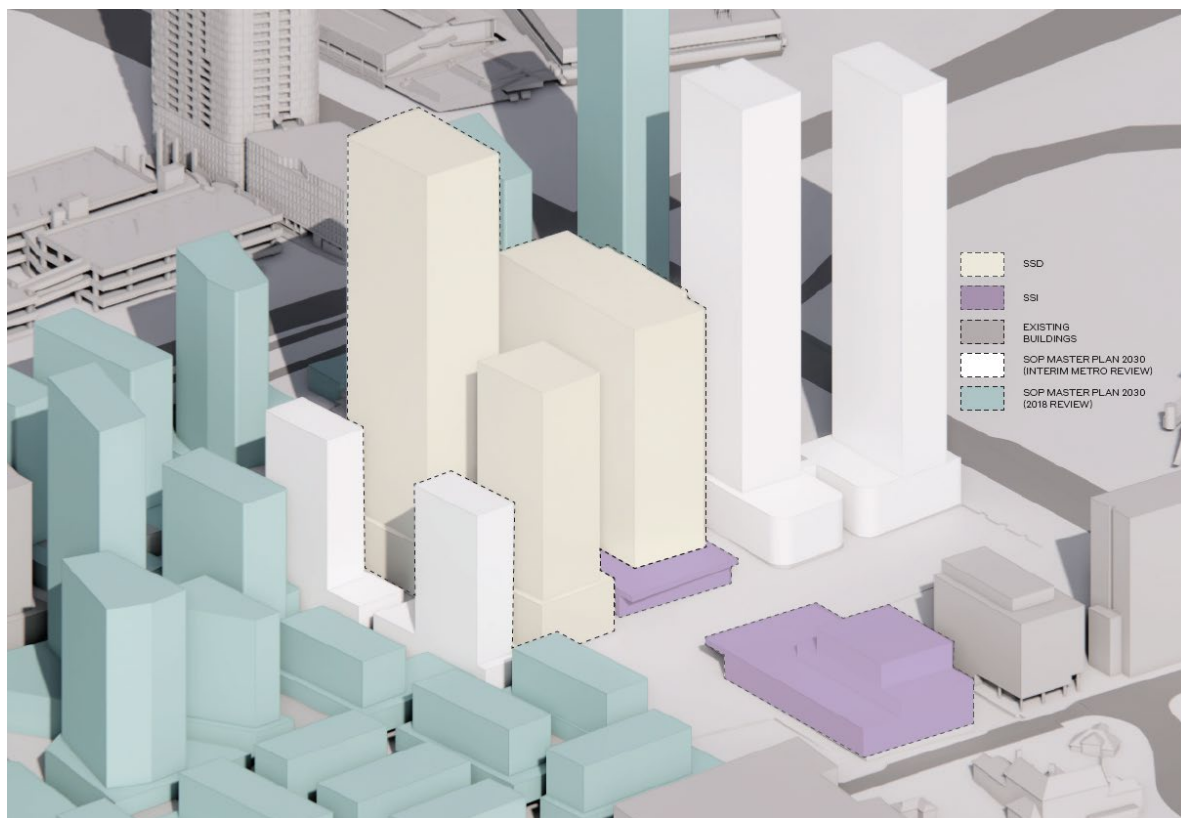


Figure 2.3 Proposed building envelopes

3 BDAR Waiver Request information

The following section provides the detail required in the Biodiversity Development Assessment Report (BDAR) waiver fact sheet. Tables 1 and 2 as provided in the BDAR Waiver fact sheet are included below.

Table 3.1 BDAR Waiver Request information requirements

TABLE 1: BDAR WAIVER REQUEST INFORMATION REQUIREMENTS	
Proponent name	Sydney Metro
Project name	Sydney Metro West, Sydney Olympic Park Over Station Development and Adjacent Station Development Concept SSDA
Name and ecological qualifications of person completing Table 2	Lukas Clews (BAM Accreditation No. BAAS17060), Master of Scientific Studies, Graduate Certificate in Applied Science, Bachelor of Science, Diploma in Conservation and Land Management.
Site details	<p>Sydney Olympic Park metro station</p> <p>The site is centrally located between the Parramatta CBD and Central Sydney CBD, approximately 13km to the east of Sydney CBD and 11km to the west of Parramatta CBD.</p> <p>Nearby strategic centres include Burwood and Rhodes and town centres at Auburn and Strathfield. Parramatta is the nearest metropolitan centre containing major infrastructure, commercial and residential development while Strathfield and Burwood are rapidly growing centres also in the vicinity of the site.</p> <p>The proposed development is located within Sydney Olympic Park and is situated within the City of Parramatta Local Government Area (LGA). The site is in the Central Precinct of Sydney Olympic Park, specifically identified as Site 47 in the Draft Sydney Olympic Park Master Plan (Interim Metro Review).</p> <p>The broader Metro site is bound by is Herb Elliot Avenue to the north, Olympic Boulevard to the west and Figtree Drive to the south. Site 47 is bound by Figtree Drive to the south, Site 46 to the east, Site 40 to the north and Site 48 west.</p> <p>Site 47 forms part of Lot 59 in DP 786296 and part of Lot 58 in DP 786296, and comprises approximately 11,407m² of land.</p> <p>Local Government Area: Parramatta</p>
Description of existing development site, i.e., the area of land that is subject to the proposed development application	<p>The site currently comprises commercial and mixed-use buildings and the Figtree Conference Centre, all of which will be demolished to facilitate building the Sydney Olympic Park metro station. The site forms part of the large growing town centre with a series of medium and high-rise commercial, residential buildings and hotels with street retail.</p> <p>In addition to the predominantly commercial development identified, the site includes landscaping, designated car parking area and internal access roads. The site is not mapped as flood prone land.</p>
Location map	Refer Figure 3-1
Site Map	Refer Figure 3.2
Proposed development	<p>The proposed development would involve three new buildings on site 47 within the Central Precinct of Sydney Olympic Park. Building 1 will be a commercial and retail building over the Sydney Olympic Park metro station and Building 2 and Building 3 are proposed to be residential buildings with retail and community space adjacent to the Sydney Olympic Park metro station.</p> <p>The Concept SSDA does not propose the removal of any vegetation. Vegetation removal has been considered under the SSI and therefore does not require further detailed consideration as part of the Concept SSDA.</p>
Impacts on biodiversity values	Refer to the completed Table 2 below for potential impacts on Biodiversity Values.

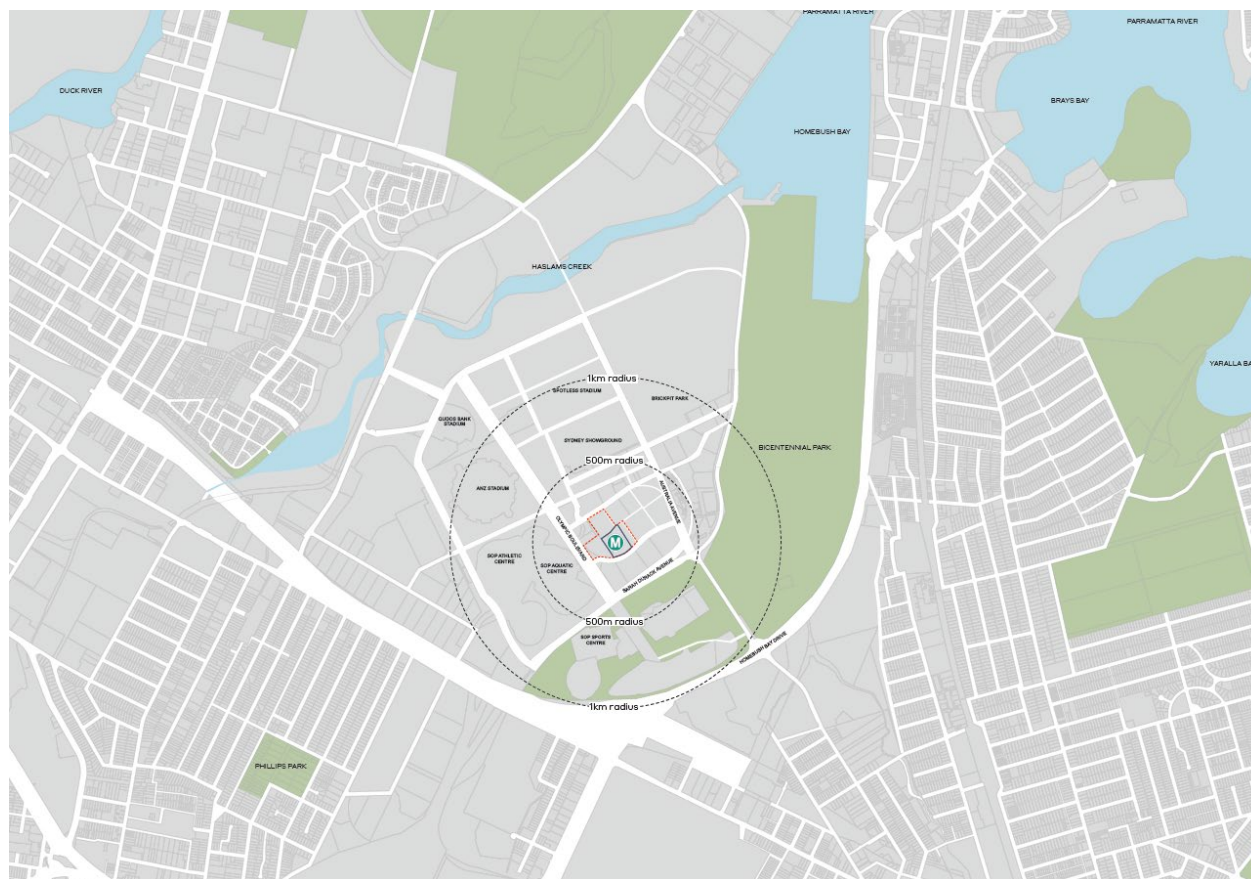


Figure 3.1 Location map



Figure 3.2 Site map

Table 3.2 Impacts of the proposed development on biodiversity values

TABLE 2: IMPACTS OF THE PROPOSED DEVELOPMENT ON BIODIVERSITY VALUES			
Biodiversity value	Meaning	Relevant (✓ or NA)	Explain and document potential impacts including additional impacts prescribed under the BC Regulation Attach additional supporting documentation where appropriate
Vegetation abundance - 1.4(b) BC Regulation	Occurrence and abundance of vegetation at a particular site	NA	Vegetation on adjacent streets is planted, but generally native, with the canopy layer being dominated by <i>Corymbia maculata</i> (Spotted Gum), <i>Eucalyptus sideroxylon</i> (Mugga Ironbark), <i>Eucalyptus saligna</i> (Blue Gum) and <i>Araucaria cunninghamii</i> (Hoop Pine). The Concept SSDA does not propose the removal of any vegetation. Vegetation removal has been considered under the SSI and therefore does not require further detailed consideration as part of the Concept SSDA.
Vegetation integrity 1.5(2)(a) BC Act	Degree to which the composition, structure and function of vegetation at a particular site and the surrounding landscape has been altered from a near natural state	NA	As the native vegetation cannot be assigned to a PCT, it is not possible to assess vegetation integrity by undertaking an assessment of the composition, structure or function of the vegetation according to the field methods outlined in Section 5.3 of the BAM. A vegetation integrity score cannot be determined in accordance with Section 5.4 of the BAM as there are no PCTs that will be impacted.
Habitat suitability 1.5(2)(b) BC Act	Degree to which the habitat needs of threatened species are present at a particular site	✓	The Concept SSDA does not propose the removal of any vegetation.
Threatened species abundance 1.4(a) BC Regulation	Occurrence and abundance of threatened species or threatened ecological communities, or their habitat, at a particular site	✓	No threatened species or threatened ecological communities have been identified within the proposed development site. The Concept SSDA does not propose the removal of any vegetation.
Habitat connectivity 1.4(c) BC Regulation	Degree to which a particular site connects different areas of habitat of threatened species to facilitate the movement of those species across their range	✓	Site 47 is located within a highly disturbed landscape where the majority of habitats have been cleared. The Concept SSDA does not propose the removal of any vegetation.
Threatened species movement 1.4(d) BC Regulation	Degree to which a particular site contributes to the movement of threatened species to maintain their lifecycle	✓	Threatened species with a low-moderate chance of occurring within the locality include the Grey-headed Flying-fox, Swift Parrot and Little Lorikeet. They are powerful flyers capable of covering large distances between habitat patches. The Concept SSDA <i>does not propose the removal of any vegetation</i> . No barriers to movement will be introduced and no further fragmentation of habitats will occur as a result of the proposed development. Site 47 is not part of a recognised movement corridor between breeding grounds, foraging grounds, or other habitats important for the lifecycle of species such as staging points for migration.
Flight path integrity	Degree to which the flight paths of protected animals	✓	Site 47 is located within a predominately urban landscape. The proposed development would be developed at existing ground level (for station services infrastructure, the level

TABLE 2: IMPACTS OF THE PROPOSED DEVELOPMENT ON BIODIVERSITY VALUES			
1.4(e) BC Regulation	over a particular site are free from interference		commensurate with surrounding development) and would not result in any obstruction to overflight patterns of threatened or other protected species.
Water sustainability 1.4(f) BC Regulation	Degree to which water quality, water bodies and hydrological processes sustain threatened species and threatened ecological communities at a particular site.	NA	No threatened species or threatened ecological communities have been identified on the proposed development site that are being sustained by water quality, water bodies and hydrological processes.

4 Conclusion

The proposed development will be located in the heart of the Sydney Olympic Park town centre. It would comprise of three new buildings on an area defined as site 47 within the Central Precinct of Sydney Olympic Park. Building 1 is proposed to be a commercial and retail building over Sydney Olympic Park metro station and Building 2 and Building 3 are proposed to be residential buildings with retail and community space adjacent to Sydney Olympic Park metro station.

Vegetation on adjacent streets is planted, but generally native, with the canopy layer being dominated by *Corymbia maculata* (Spotted Gum), *Eucalyptus sideroxylon* (Mugga Ironbark), *Eucalyptus saligna* (Blue Gum) and *Araucaria cunninghamii* (Hoop Pine).

The Concept SSDA does not propose the removal of any vegetation.

No threatened species or threatened ecological communities have been identified within site 47.

Site 47 is not part of a recognised movement corridor between breeding grounds, foraging grounds, or other habitats important for the lifecycle of species such as staging points for migration.

No barriers to movement will be introduced and no further fragmentation of habitats will occur.

Flight path integrity will not be impacted. The proposed development would be developed at existing ground level (for station services infrastructure, the level commensurate with surrounding development) and would not result in any obstruction to overflight patterns of threatened or other protected species.

Water quality, water bodies and hydrological processes do not sustain threatened species at the development site.

As the Concept SSDA does not propose the removal of any vegetation, will not impact flight path integrity or water quality, it is considered the proposed development is unlikely to have a significant impact on threatened species or their habitats.

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