



11 March 2026

NSW Planning Portal
Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Sir/ Madam,

Reference: Submission in relation to GOP Water Cycle Project

On behalf of the Deposited Plan – DP 270188 – Newington Village Precinct 3, we write to you in relation to the Great Parramatta and Olympic Peninsula Water Cycle Project. Deposited Plan – DP 270188 is a community association located at the Precinct of Newington Village, which is in close proximity to Sydney Olympic Park and the abovementioned project would have significant impact to the residents around Newington.

This submission relates to the pipeline alignment associated with the proposed river release infrastructure described in the GOP Water Cycle Project Scoping Report.

The Scoping Report included on the proposal states that infrastructure locations and routes were selected to minimise environmental, social and financial impacts while supporting sustainable growth in the Greater Parramatta and Olympic Peninsula corridor. However, a review of the document suggests that the alignment through Hill Road / Wentworth Point / Newington is inconsistent with several of the project's stated objectives and selection criteria.

More detail on these elements has been provided in the following sections:

Loss of Public Open Space in a High-Density Community

The potential loss or prolonged closure of public open space, including the play park and dog park, would have a disproportionate impact on the local community.

Newington, Wentworth Point and surrounding areas are characterised by high-density apartment living, where many residents do not have access to private gardens or outdoor recreational space. As a result, local parks and community open spaces play a critical role in supporting:

- physical activity
- children's play
- pet exercise
- social interaction
- mental wellbeing.

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These facilities are not simply recreational amenities but are essential infrastructure supporting the liveability of the neighbourhood.

The removal or extended disruption of these spaces during construction would therefore significantly affect local families and pet owners.

Where impacts to public open space cannot be avoided, the project should demonstrate that it has:

- minimised the duration of any closures
- considered alternative construction methods or alignments
- provided temporary replacement facilities where feasible.

Protecting access to public open space is particularly important in dense urban environments where such spaces are limited and heavily relied upon by the community.

Child Safety and School Access

A key concern for residents is the potential impact of increased construction traffic on pedestrian safety, particularly for children travelling to and from school.

The Wentworth Point and Olympic Park area includes a growing number of families with school-aged children. Many children rely on walking, cycling and local pedestrian crossings to travel safely to nearby schools and recreational facilities.

Any increase in heavy vehicle movements associated with construction activities may create additional safety risks at:

- pedestrian crossings
- shared paths and cycleways
- local streets with high pedestrian use
- school travel routes during peak morning and afternoon periods.

In a high-density residential precinct such as Wentworth Point, where walking and cycling are actively encouraged through urban planning and transport strategies, it is essential that construction traffic management plans prioritise pedestrian safety.

The Environmental Impact Statement should therefore clearly address:

- the expected volume of construction vehicle movements
- school travel routes and pedestrian corridors
- proposed traffic management and safety measures
- restrictions on heavy vehicle movements during school peak times.

Ensuring that construction activities do not compromise the safety of children and other pedestrians should be treated as a primary planning consideration.

We strongly encourage ongoing community participation through formal submissions, so that these perspectives are formally captured as part of the project assessment process. Continued community input is essential to ensure that the full range of local impacts and viewpoints are properly considered during planning and environmental assessment.

Impact on a Walkable and Cycle-Oriented Community

Newington and the surrounding Olympic Peninsula were intentionally designed as walkable, cycle-friendly neighbourhoods following the Sydney 2000 Olympic Games redevelopment. The suburb was planned with an emphasis on pedestrian connectivity, extensive shared paths and cycleways, reduced dependence on private vehicles and accessible neighbourhood parks and community spaces.

This planning approach has helped establish Newington as a highly walkable community, where residents regularly move between homes, schools, parks and local services on foot or by bicycle.

The proposed construction works risk placing disproportionate strain on this carefully designed urban environment. Increased construction traffic, temporary road changes, and disruption to shared paths and open space could significantly affect the ability of residents to move safely and easily around their neighbourhood.

In particular, the potential impacts include:

- reduced safety for pedestrians and cyclists
- disruption to established cycle networks
- increased traffic in areas designed to prioritise walking and active transport
- reduced accessibility to parks, playgrounds and community facilities.

In a community where many residents rely on walking and cycling as primary modes of local transport, such disruptions can have an outsized impact compared with car-oriented suburbs.

Infrastructure projects should therefore take special care to ensure that construction activities do not undermine the walkability and accessibility that form a core part of Newington's planning design and community identity.

Where feasible, alternative infrastructure routes that minimise disruption to pedestrian and cycling networks should be prioritised.

Proposed alternative route

Further to above, we would also like NSW Planning to consider some potential alternate routes and compare them to our current options as proposed on the Scoping Report, as the Newington Precinct believe this could lead to a more effective approach for the project. For instance, if the plan involves heading up Hill Road, it seems practical to consider Holker Street as a viable alternative. Holker Street, especially along Newington, stands out as one of the few roads in the area that's almost twice as wide as needed. This opens up the possibility of temporarily removing the bus lanes and allocating more space for car lanes, which could greatly facilitate any construction activities.

Additionally, if there are concerns regarding the prison, an alternative could be at routing through the industrial area of Silverwater. This adjustment would allow us to bypass sensitive areas while still maintaining flexibility in our planning. Once we navigate past Silverwater, any remaining questions will likely revolve around the finer points of design requirements and logistics.

Comparing these alternatives with our current route, it seems both Holker Street and Silverwater offer wider roads and fewer residential disruptions. The temporary reconfiguration of Holker Street, in particular, could provide much-needed space without causing major inconvenience. Routing through Silverwater addresses any security concerns and keeps us within industrial zones, which are likely more accommodating for construction-related traffic.

Summary

Thank you for your time to review and consider this submission. The owners at Newington Precinct P3 would appreciate being updated as matters progress with the proposed Master Plan as this will have a significant impact on Newington. We respectfully request that the Department ensure that alternative pipeline alignments are fully assessed and that the Environmental Impact Statement carefully considers community safety, public open space impacts, and cumulative construction impacts in the Hill Road, Newington and Wentworth Point area.

Yours sincerely,



Sailesh Shakya

Community Managing Agent (For and On Behalf of Newington Precinct P3)

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