



**GPT RE Limited**  
ABN 27 107 426 504  
as Responsible Entity of  
General Property Trust  
AFSL 286511

Level 51  
MLC Centre  
19 Martin Place  
Sydney NSW 2000  
Australia

T: +61 2 8239 3555  
F: +61 2 9225 9318  
E: [gpt@gpt.com.au](mailto:gpt@gpt.com.au)  
[www.gpt.com.au](http://www.gpt.com.au)

26 June 2020

Mr Glenn Snow  
Director  
Transport Assessments  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Mr Snow

### **Re: Sydney Metro West – GPT Submission**

We write in relation to the exhibition of the Sydney Metro West (SSI-10038) project, a true “game changer” for Greater Western Sydney. The GPT Group (GPT) commend the NSW State Government for its foresight and commitment to deliver this key piece of public transport infrastructure that will ensure the long-term productivity, liveability and sustainability of the region, providing a fast, reliable and frequent rail service between Greater Parramatta and the Sydney CBD.

The new Sydney Olympic Park station will not only provide improved access to the many events and offerings across the precinct, but also will act as a catalyst for the further evolution of Sydney Olympic Park into a vibrant town centre. GPT has been working collaboratively with the NSW Government for over 10 years to masterplan and unlock the true potential of Sydney Olympic Park. We believe GPT and the NSW Government share a common vision to develop a world class town centre at Sydney Olympic Park to compliment the state-of-the-art metro service opening in 2030.

This submission is structured in two parts, the first provides comments on the broader precinct and placemaking requirements, the second provides comments in relation to the specific Stage 1 works and impacts to adjoining landholders. An executive summary and background information about GPT and its landholdings are also provided as follows.

### **Executive Summary**

GPT is supportive of the Sydney Metro West project and more specifically the delivery of a new station at Sydney Olympic Park. In summary, GPT make the following key points:

- GPT support a holistic and place-based approach to creating a future world leading town centre.
- The masterplan should build upon the foundations and outcomes already embedded within the Sydney Olympic Park Masterplan 2030, in particular the Central Precinct.

- Consider incorporating the key design principles developed by GPT through the next phase of station and precinct planning.
- Ensure stakeholder engagement with local landholders is consistent, including ongoing participation in a precinct committee/governance model (both from a development interface and ultimate place outcome).
- Construction impacts to surrounding local businesses and landholders are minimised as far as possible throughout delivery of Sydney Metro West.
- Consider the benefits of an alternative construction program for Sydney Olympic Park, with GPT open to further discussions to facilitate.

## Background

GPT is a long-term investor, developer, asset owner and precinct curator whose ambitions to deliver world class places are closely aligned with the NSW Government. Greater Western Sydney is where we expect the majority of NSW's population growth, jobs growth and infrastructure spending to be centred over the coming years. GPT is already a long-term investor in Greater Western Sydney and has \$3.9 billion in retail, commercial and logistics properties across this region, including \$360 million in commercial assets at Sydney Olympic Park. As investment in crucial infrastructure projects continues to materialise, GPT will continue to progress its development activity in Greater Western Sydney with \$1 billion in planned projects.

The announcement of the new metro station at Sydney Olympic Park and confirmation of its location on GPT's land, together with the opportunity to continue our working relationship with the NSW Government came as welcome news to GPT. GPT owns long term leaseholds of 5.2ha of contiguous properties within the Central Precinct at Olympic Park, which are poised to play a pivotal role in the shaping of this precinct (refer to **Figure 1**).



**Figure 1:** GPT sites (red outline), Metro station box (blue outline), Metro Construction Zone (shaded orange), GPT additional land (shaded green).



## 1. Precinct and Placemaking

GPT acknowledge and support the preliminary place and design principles identified for Sydney Olympic Park, recognition that the new station should support the creation of a new town centre already embedded within the principles of the Sydney Olympic Park 2030 Masterplan. In this regard it is noted the new Sydney Olympic Park station would support customers associated with commercial, residential, retail, hotel, education, sports, recreation, parklands and entertainment use.

It is considered critical that during the next phase of detailed design for the integrated station and precinct development that the town centre is looked at holistically and Sydney Metro not just focus on the land it has identified as necessary to physically construct the new station. The EIS identifies an intent in this regard to look beyond the station itself and take a broader place-based approach, which GPT strongly advocate. GPT and its lead designers BVN have been working closely with the Sydney Olympic Park Authority (SOPA) over a long period of time, resulting in the development of a cohesive master plan for the Central Precinct (where the new station will be located).

Given the depth and resolution of this work we believe there is benefit in sharing some of GPT's thinking and aspirations for the town centre (refer to **Table 1**). It is hoped that Sydney Metro use this as a foundation for integrating the new metro and ensuring the transport benefits can be leveraged to achieve a truly vibrant and world-class town centre.

**Table 1: Key Design Principles for Consideration**

Key Design Principle	Commentary
 <p><b>Vibrant town centre</b></p>	<p>The mix of retail, community, commercial, residential, hotel and potentially tertiary education, all underpinned by a metro, will allow the town centre to always feel busy on a day to day basis and not just in event mode. It is critical that the life and vibrancy of the town centre at ground level is directly supported and not diminished through underground metro station access points that would see people removed from interacting at ground level. The role and function of the metro station across all modes therefore needs to be carefully considered.</p>
 <p><b>Community Green Space</b></p>	<p>The current design and place principles identified for Sydney Olympic Park indicate a main station entry and focus around a large open space.</p> <p>Sydney Olympic Park already has some great community green spaces, such as Cathy Freeman Park. GPT believes a more successful placemaking outcome revolves around a series of smaller more contained spaces that are activated by retail and dining with other more passive spaces surrounded by residential. Opportunities for a layering and multi-level approach to community spaces has also been identified. By adopting this strategy, it will ensure the existing prominent green spaces fulfil their role within the open space hierarchy.</p>

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**Event Mode**



GPT welcome the recognition that the new metro and surrounding public domain will need to support the day to day activities of an active, progressive and vibrant urban place along with accommodating through intelligent and intuitive design the more infrequent large scale events that occur at Sydney Olympic Park. GPT also aspires to create a place outcome that supports Sydney Olympic Park as a destination beyond its historic and current association with sports and entertainment.

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**Intuitive Interchange**



The concept description for the new metro station identifies that in addition to the main/focal entry between Herb Elliot Avenue and Figtree Drive, a second northern entry off Dawn Fraser Avenue is also proposed. It is assumed this second entry to the station would be via tunnel (over 100m long) under the heritage Abattoir precinct. It is questioned whether such an entry is sound from a placemaking perspective, noting it would be to the detriment of the activation and vibrancy of the town centre, taking people off the street and funnelling them underground.

An at-grade solution should be investigated in terms of providing direct and convenient access from the main station entry north towards Dawn Fraser Avenue and the existing Sydney Trains Olympic Park Station. This solution would encourage activation of the ground plane as well as improve safety for visitors thru passive surveillance.

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**East-west permeability**



Connections to and through the town centre are critical, not only to cater for game day or event mode, but also to promote the visual and physical access.

The importance of east-west permeability through the town centre is broader than just during event mode. East-west streets and lanes have importance as they prevent the town centre core from being a full stop to the potential redevelopment to the sites to the east and start to set up a framework of pedestrian focused movement.

Barriers to east-west pedestrian flows and visibility because of the station design should be avoided.

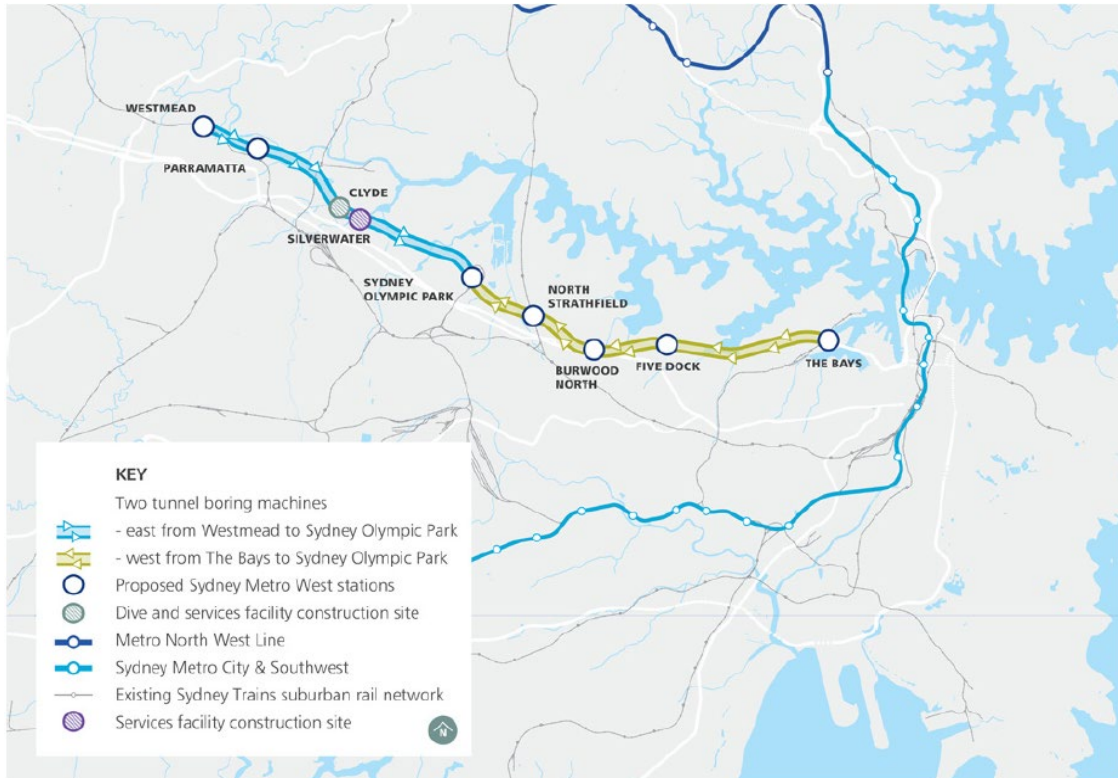
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**2. Sydney Olympic Park Stage 1 works**

As detailed within the EIS, the Sydney Olympic Park construction site would be used to:

- Demolish existing buildings
- Carry out the excavation of the new metro station (to a depth of about 25 metres)
- Retrieve the tunnel boring machines driven east from the Westmead metro station construction site and west from The Bays Station construction site (refer to **Figure 2**).

The identified types of uses and activities to occur to facilitate the station excavation and TBM retrieval works would include spoil storage and removal, water supply, water treatment and disposal, material storage as well as office facilities, worker amenities and parking.



**Figure 2:** Indicative tunnelling sequencing (*Source: Sydney Metro West EIS*)

Noting the intention of Sydney Metro to compulsory acquire 3 of GPT’s assets to deliver the new metro, GPT as an adjoining landholder will also need to consider the potential future impacts from construction on its commercial properties and tenants at 3 Figtree Drive and 6 Herb Elliot Avenue.

The key disruption and environmental impacts that Sydney Metro should be cognisant of in progressing with the project are as follows:

## 2.1 Air Quality

The proposed works have the potential to cause dust impacts for surrounding development. Whilst not considered a sensitive land use, the tenants within GPT’s commercial buildings should still be afforded due consideration and measures implemented to ensure impacts are appropriately minimised. The relative proximity of the spoil storage area to 6 Herb Elliot Avenue will require attention in this regard.

## **2.2 Noise and Vibration**

The nature of the works has the potential to adversely impact the quiet enjoyment of the surrounding commercial buildings, in particular GPT's adjoining assets at 3 Figtree Drive and 6 Herb Elliot Avenue. GPT has an obligation to protect the amenity of its existing tenants and accordingly seeks assurance from Sydney Metro that all reasonable and feasible measures will be employed to minimise and mitigate impacts. Provision of an acoustic shed across the full length of the excavation site for the full duration of all noisy works will therefore be critical. Adoption of suitable respite periods across the day will also be necessary to minimise impacts.

With the intent to excavate and undertake spoil removal 24 hours per day and there being no sensitive land uses directly adjoining the construction site, Sydney Metro could focus more intensive works and activity outside of business hours.

## **2.3 Traffic and Transport**

Works at Sydney Olympic Park are proposed to involve trucks entering and exiting the construction site to the north-east along Herb Elliot Drive (directly passing GPT's 6 Herb Elliot Drive). The location of the access point in relation to 6 Herb Elliot Drive along with the concentration and quantum (over 306 trucks per day) of construction traffic along Herb Elliot Drive will need to be carefully considered and managed. We recommend investigating options to rotate access points given the protracted program and likely impact to local businesses.

The EIS notes the potential for partial or full closure of Herb Elliot Drive to facilitate the construction works. Any such proposal will need to ensure the continued access and use of parking at 6 Herb Elliot Drive. Further, any proposal to relocate the taxi rank parking should not be at the expense of existing on-street parking in front 6 Herb Elliot Drive. These spaces provide an important function for our existing tenants.

## **2.4 Management Plans**

As detailed above, there are a range of impacts that will need to be appropriately managed and accordingly implementation by Sydney Metro and its contractors of detailed and comprehensive management plans will be essential. It is expected as is typical that suitable conditions requiring preparation and implementation of detailed plans will be imposed.

## **2.5 Consultation**

As a key stakeholder and landlord ongoing consultation with GPT during the construction works will be critical. GPT in this regard would welcome participation with any future Community Consultative Committee that is established.

**2.6 Program**

The construction methodology described within the EIS proposes for the Tunnel Boring Machines (TBMs) for the Western and Eastern sections to be retrieved at Sydney Olympic Park. It is noted that there is an 18-month lag period between these two TBMs being retrieved (refer **Figure 3**). Clarification is sought from Sydney Metro as to why there is such a significant time difference. There is an opportunity to review this approach when considering the potential benefits that could be realised in having these TBMs retrieved at a similar timeframe.

The potential benefits may include:

- Reduced disruption and impacts on the wider Sydney Olympic Park precinct; and
- Ability to bring forward station works delivery along with surrounding development.

Alternatively, the Sydney Olympic Park could be used as the launch site for the eastern and western TBMs.



**Figure 3:** Indicative program for Stage 1 construction works at Sydney Olympic Park  
(Source: Sydney Metro West EIS)

Thank you for the opportunity to provide comments on the Sydney Metro West project. We are genuinely excited about what the future holds for Sydney Olympic Park and look forward to contributing towards its success.

Should you wish to discuss any aspects of this submission please don't hesitate to contact the undersigned at [ben.needham@gpt.com.au](mailto:ben.needham@gpt.com.au) or 03 9605 8517 .

Yours sincerely

**Ben Needham**  
Senior Development Manager  
The GPT Group