

2 May 2022

Department of Planning and Environment
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

Dear Sir/Madam

Re: Sydney Metro West SSI-22765520 – GPT Submission

We write in relation to the exhibition of the Sydney Metro West (SSI-22765520) project, involving the major civil construction (consisting of tunnel fit-out, station building and fit-out) and operation of the “game changing” metro line between Westmead and Sydney CBD. This submission follows on from the GPT Group’s (GPT) earlier submission made in relation to Stage 1 of the Metro West project (SSI-10038).

Once again GPT commend the NSW 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.

GPT is a long-term investor and developer whose ambitions to deliver world class places are closely aligned with the NSW Government and SOPA. GPT’s long term leasehold properties that integrate and directly adjoin the new station precinct at Olympic Park are poised to play a pivotal role in the ultimate success and shaping of this precinct (refer **Figure 1**). GPT is committed to realising our place vision and playing our part in developing a world class place. We provide the following comments for your consideration.

1. Precinct, Placemaking and Approach to Design

GPT supports the overall proposed approach to ensuring design quality and placemaking is achieved across the various station precincts, including the focus on embedding Country through this process. With the establishment of a Design Advisory Panel and future Design Review Panel, it is recommended that appropriate representation is included from the Sydney Olympic Park Authority (SOPA) on these panels in relation to the Olympic Park station precinct.

Activation

The decision to remove the underground northern access to Dawn Fraser Avenue is considered a positive design move and will support greater pedestrian activation and vibrancy of the precinct. GPT is supportive of Sydney Metro’s approach with respect to its Place and Urban Design principles, in particular its endeavours to “support an intense

mixed-use precinct, with a diverse range of businesses and uses, to create a vibrant day and night-time economy, and activate the public domain.”

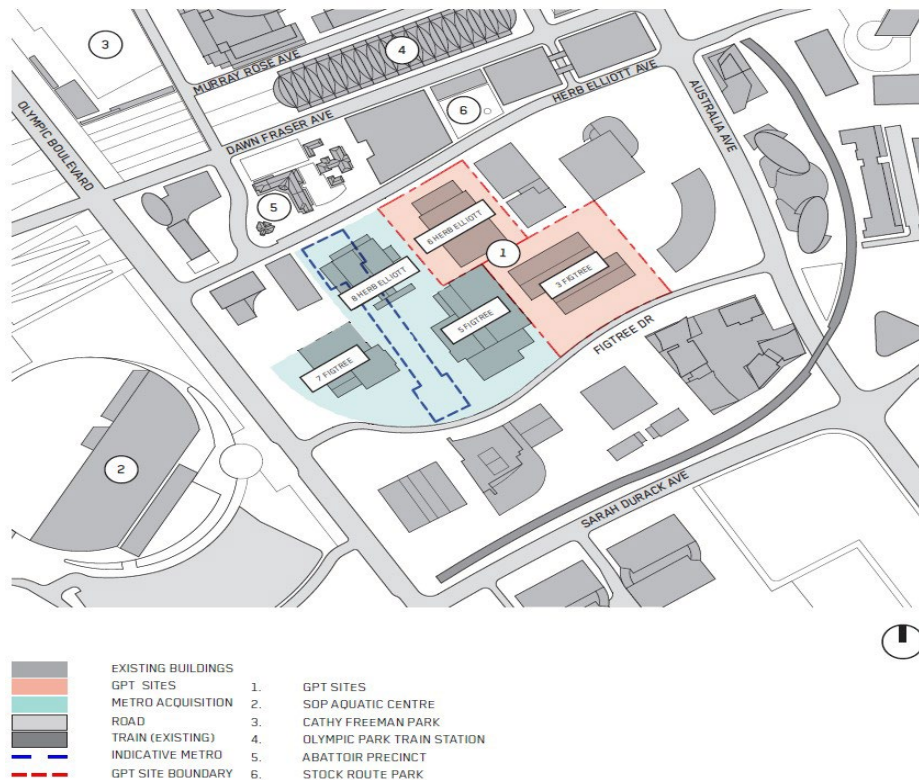


Figure 1: GPT sites (shaded red) and relationship to Metro Precinct (shaded blue).

Whilst the Design Guidelines articulate “Active uses at ground level (fine grain)”, Chapter 9 does not articulate the nature of these uses. There is also no detail around the expected use and function of the “space for non-station use” above ground level and within the station box proper. Given GPT’s interests neighbouring the precinct, we would appreciate briefing on these proposed uses and relationship to our future plans and the Central Precinct as a whole.

Strategic Alignment

Section 9.3 Placemaking notes relationships to existing planning instruments, however, there does not appear to be acknowledgement of the Place Vision & Strategy currently being led by SOPA, sought to guide its upcoming Master Plan 2050. While still under development, it is important there is alignment with the new vision and 2050 Master Plan being developed by SOPA for the Town Centre and broader Olympic Park precinct.

Transport Interchange

GPT supports the delivery of an integrated transport interchange at SOP, providing connectivity between various public transport modes (e.g. Sydney Metro, Parramatta Light Rail and SOP Bus Interchange). It would be appreciated if further detail could be provided around the basis for the identified passenger demand forecast for the 2036 AM peak (2,700 customers accessing the metro station and 3,810 customers egressing).

GPT generally supports the proposed approach to the station entry locations, along with the varied use from “Day to Day” to occasional “Event Mode”. However, we believe that positioning and focussing the “Day to Day” entries and associated pedestrian movements to the northern and southern ends is a missed opportunity and will potentially undermine the collective objective of creating an activated and vibrant Town Centre. Sydney Metro should give consideration as to how the Metro Station entries can be utilised to support a successful Town Centre.

Public Realm

Precinct Street A is identified on several Figures within Chapter 9 as “delivered by others”, we assume this is to be delivered as part of the Sydney Olympic Park Over and Adjacent Station Development (SSD- 35283699), and request that GPT is closely consulted with on the design of this shared zone given the importance of the continuation heading North.

The eastern edge of the new open space to be provided in the north-east (Central Urban Park) is located on GPT’s leasehold (6 Herb Elliot Ave / Site 41). There are however no details or clarity around expectations and timing for when this area of Park is to be delivered. If there is a desire to have this Park activated in line with day one operations of the future Metro, then this eastern portion of the park will be important to delivering this precinct (as depicted in **Figure 2** prepared by SOPA in support of the proposed Interim Master Plan Update).

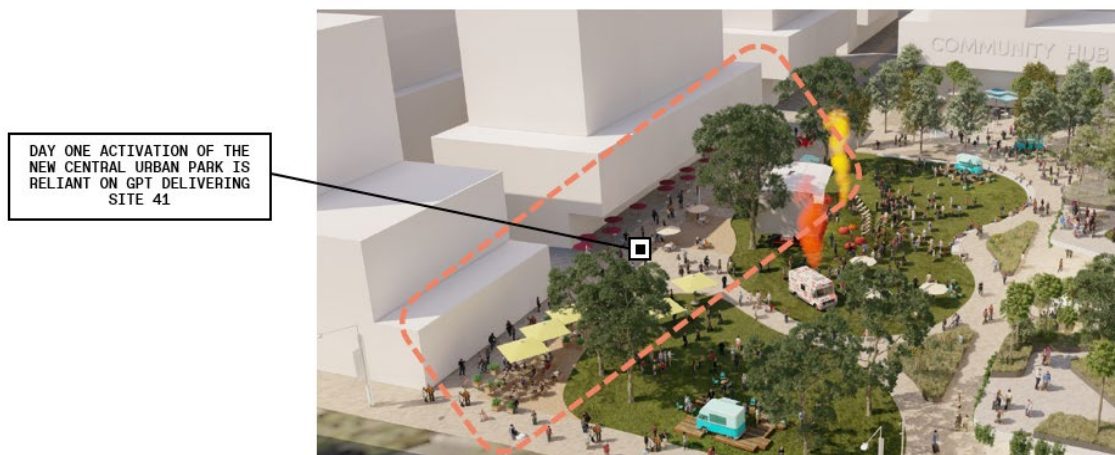


Figure 2: Central Urban Park and reliance on GPT land for activation

2. Construction Activities – Impact to Local Occupants

Overview

Activities and impacts (e.g. construction noise, traffic, hoardings, etc) detailed within Chapter 9 of the EIS are acknowledged. As a neighbouring stakeholder, GPT and its existing Tenants look forward to open communication with Sydney Metro regarding construction activities, measures to minimise impacts and potential disruption to existing tenants on 6 Herb Elliott Ave and 3 Figtree Drive.

Traffic, Transport and Parking

The primary truck egress and access points and directions are generally supported. Entry and exit to/from the site from the east along Herb Elliot Avenue and Figtree Drive should as proposed be restricted/limited to ensure impacts to existing tenants within the Town Centre

are minimised. Advance notice of when secondary access/egress are planned to be used is requested. While noting the need as part of the holistic transport network and interchange to remove on-street parking spaces, it is requested as part of developing a parking management plan that existing tenants are also notified and involved in this process.

Trees

Further detail is requested around the approach to retaining/protecting existing trees (where reasonable to do so) along the eastern boundary while works are being undertaken in order to assist with mitigating impacts on existing tenants.

Noise

As identified within the EIS, the nature of the works will 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. Adoption of suitable respite periods across the day will be necessary to minimise impacts.

We thank you for the opportunity to provide our feedback on the EIS and if it would be beneficial GPT and/or its consultant team are available to discuss our submission further. I can be contacted on ben.needham@gpt.com.au or 03 9605 8517.

Best Wishes



Ben Needham
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The GPT Group

Cc Sally Hamilton, SOPA