



Royal Agricultural Society of NSW

23 April 2014

Mr. Michael File
Director Strategic Sites
NSW Department of Planning & Infrastructure
GPO Box 39
Sydney
NSW 2001

Dear Mr File

Re: Carter Street Lidcombe Urban Activation Precinct

The Royal Agricultural Society of NSW (RAS) has been domiciled at Sydney Olympic Park (SOP) since 1998 having moved from our previous site at Moore Park. The RAS operates Sydney Showground at SOP and is the home of the annual Sydney Royal Easter Show as well as hosting various music events such as Big Day Out, Soundwave and Stereosonic, the GWS Giants AFL team and many significant exhibitions and events throughout the year attracting thousands of annual visitors from NSW, Interstate and from around the World. The RAS has enjoyed witnessing and being an integral part of the SOP site as it has evolved since the Olympic Games of 2000. The RAS looks forward to playing a significant role in the continued growth of this significant precinct, development of which is crucial to the achievement of the targets set by the Sydney Olympic Park Master Plan 2030 which we endorse and support.

The RAS has had the opportunity to review the draft documentation on exhibition in relation to the Carter Street Urban Activation Precinct and is broadly supportive of this ambitious and revolutionary proposal but makes the following specific comments for consideration:

1. Noise

- Sydney Olympic Park is arguably Australia's leading major event precinct and must be a place that event organisers and the like enjoy doing business and not a precinct on which major events are unnecessarily impeded by new residential development and, as such residential development must be able to accommodate major event activity, not the other way around. The RAS is significantly concerned by the proximity of proposed development along Edwin Flack Avenue in particular and the lack of buffer between this development and the recreational venues such as ANZ Stadium and Sydney Showground. Venues such as ANZ Stadium and Sydney Showground create significant noise during major events such as State of Origin matches, the Sydney Royal Easter Show and various music festivals and the proximity of the development will only lead to noise related issues from new residents.

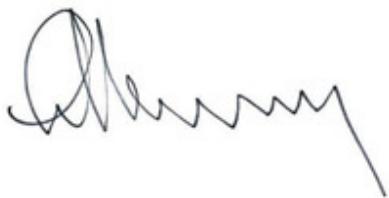
Reference should be made to **SYDNEY OLYMPIC PARK AUTHORITY ACT 2001 - SECT 48A Legal proceedings and other [noise abatement action](#)** which provides a specific mechanism to protect major events from noise complaints as prescribed in the legislation.

- Consideration should be given to a significantly increased setback and/or the construction of a significant commercial strip between any residential development and Edwin Flack Avenue.

2. Transport

- Sydney Olympic Park is the location of one of NSW's premier heavy rail train stations, however transport by this means is fettered by the lack of direct train services to and from the City and Parramatta. Olympic Park train station is unlikely to be an attractive means of transport to Carter Street residents while ever direct services are not available. It is crucial to the development of this precinct and support of those who choose to live and work here that transport both to and from the City is made as convenient as possible and, as such regular direct commuter train services to and from Olympic Park Station to the City and Parramatta must form a high priority in relation to the delivery of the proposal.
- As referred to in section 3.4 Access and Movement in the Carter Street Lidcombe Urban Activation Precinct Planning Report Vol 1 February 2014, the Western Sydney Light Rail Network proposes to create a direct connection from SOP to Parramatta and again is a high priority for this precinct if the Carter Street Activation proposal is to succeed. The continued absence of this vital link will act only as an Achilles heel to the success of the development.
- The proposal has identified upgrades, improvements to and additional services in relation to buses. It is of interest that the NSW Government proposes to replace a significant volume of buses in the Eastern Suburbs by construction of a Light Rail Service from Circular Quay to Kingsford in an attempt to provide a more efficient method of public transport. Whilst buses form a critical part of the public transport system it is of interest that the Carter Street Urban Activation Precinct seeks more of what by definition appears to be an inferior solution.
- The proposal suggests the encouragement of walking and cycling to such venues as Olympic Park Station for the onward journey but makes no mention of bicycle storage facilities or change rooms that must form part of such a proposition if commuters are to see benefit in such solutions.

Yours sincerely



Michael Kenny
Chief Executive