

Sydney Olympic Park

# Master Plan

# 2030

(Interim Metro Review)





## Acknowledgement of Country

*Sydney Olympic Park Authority acknowledges the Aboriginal peoples of Wann Country as the Traditional and Contemporary Custodians of the land, water and air of this place now known as Sydney Olympic Park. The Authority pays deep respect to Elders past, present and emerging and extends that respect to other Aboriginal and Torres Strait Islander peoples.*

*Sydney Olympic Park Authority is committed to creating a world leading precinct where Aboriginal and Torres Strait Islander peoples and cultures are visible, celebrated and valued. The Authority recognises the importance of paying respect to the world's oldest living culture and acknowledges their continued connection to the land.*

**Artist: Sheridan Blair**  
**Year: 2020**  
**Created at the SOPA Art Project (2020)**



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## State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development

Cox Architecture in the accompanying Urban Design Report has undertaken an assessment of the proposed amendment against the Apartment Design Guide (ADG). This demonstrates that:

- The indicative residential floorplans within the Cox testing was undertaken with a maximum of eight residential units per core in accordance with guidance contained within the ADG;
- To test the impacts of the proposed amendment to the built form on adjoining sites indicative building envelopes and footprints were developed for these adjoining sites. The study found that through considered floor plan design and layout that the vast majority of buildings can achieve the ADG requirements; and
- All buildings, with the exception of the tower on Site 47 interfacing with Figtree Drive meet or exceed the requirements. With detailed design and considered floor plan and apartment mix, it may be possible that this tower can also achieve ADG compliance. This can be further explored in the design development process;

Notwithstanding, further analysis against the criteria in SEPP 65 and the Apartment Design Guide will be undertaken during the detailed design process at the SSD stage for each site.

## Emerging Design and Place SEPP

The NSW emerging *Design and Place SEPP* seeks to establish principles, matters for consideration and guidance to encourage innovative design that maximises public benefit. It seeks to provide an integrated instrument to include design and place requirements in the NSW planning system.

Specific to the Central Precinct, the emerging policy *inter alia* aims to ensure that Country is embedded as a foundation for place-based design and planning. As such, the Government Architect's Connecting with Country Draft Framework has been utilised to guide the urban design principles of the reconfigured Metro site in Central Precinct – connecting the precinct to Country.

In response to the Government Architect's Connecting with Country Draft Framework, SOPA engaged Bangawarra to develop a 'Connecting with Country Framework' to embed key themes into the Public Domain Framework. This overarching Framework seeks to ensure that as the precinct evolves, protection of Country is prioritised and all phases of development acknowledge the significance of Aboriginal culture past, present and future. In turn, the principles and themes established by Bangawarra have been integrated into all emerging design requirements within the Central Precinct and will now be highest order principle for all SOPA planning and design.

## Sydney Olympic Park Authority – Design Excellence

Olympic Park Authority actively promotes a high quality of design for the future development of Sydney Olympic Park. The Authority envisages a diverse, liveable and inclusive town centre that seamlessly integrates residential, commercial, retail and educational development with the existing major event venues and network of public spaces.

Exemplary design is a fundamental consideration in the assessment of all development proposals within Sydney Olympic Park. New built forms and connecting urban spaces need to respond sensitively to their context while also demonstrating innovation, sustainability, exceptional public amenity and visual attractiveness.

The Sydney Olympic Park ‘Design Excellence Policy’ (2018) establishes the process an Applicant is required to undertake to demonstrate that a proposed development can achieve design excellence. All development within the nominated Metro Sites must demonstrate compliance with the Sydney Olympic Park Design Excellence Policy (2018).

The Authority also has in place a Design Review Panel (DRP). The DRP has been established to provide credible and independent expert advice during the review of project proposals to ensure high quality development and a cohesive, safe and easily legible public domain at Sydney Olympic Park in line with Master Plan 2030 (2018 Review) and the 6 Star Green Star Communities rating.

The role of the DRP is to provide expert advice to the Authority on urban design, landscape, architecture, sustainability and other general design issues and to evaluate proposals objectively. Proposals that must be assessed by the DRP include:

- Winning ‘Design Excellence Competition’ designs;
- State Significant Development (SSD) projects that are not subject to the Design Competition process (being proposals over \$10M); and
- Authority projects as identified and nominated by the Director, Environment and Planning.

The Authority may also require other projects, which are not included above, to be referred to the DRP for advice and assessment. Projects should be presented to the DRP prior to lodgement of a development application. An Applicant may be required to attend more than one DRP review meeting depending on the significance of the project and the recommendations of the DRP.

## Sydney Olympic Park Authority - Design Review Panel

In accordance with the SOPA Design Excellence Policy, on 13 April 2021 the Authority convened a DRP to present the emerging Master Plan amendments to facilitate the introduction of Sydney Metro West into Central Precinct at Sydney Olympic Park.

The DRP focused on the proposal for the new Metro station to be located on an east west axis located off Olympic Boulevard and between Herb Elliot Avenue and Figtree Drive. The emerging revised plans for Central Precinct also comprised a circa 40m wide plaza linking Olympic Boulevard with the station entrance, as required for major event ingress and egress, and a revised central urban park.

The panel considered presentations and recommended nine key issues to be considered in the Master Plan Interim Metro Review, comprising:

1. Designing with Country;
2. Alternative Metro Option;
3. Accessibility;
4. Biophilic Design, Green Infrastructure and Landscaping;
5. Connections beyond Central Precinct;
6. Climatic and thermal comfort;
7. Development of the east-west street;
8. Acknowledgement of the Abattoir Precinct; and
9. Integration of designs with the Town Centre

A copy of the minutes of this DRP are included within **Annex 1**.

These key issues were consequently explored in detail by the design team in the development of the key design documents which support and underpin this Interim Metro Review to Master Plan 2030. In summary:

### **1. Issue: Designing with Country**

*The Panel noted that the design development must start with Country and this should commence as soon as possible. The design should respond to landscape and be cognisant of respecting and acknowledging the pre-colonial history of the site and the memories and stories. The Panel notes the emerging Draft Connecting with Country Framework and this site has the potential to use a true understanding of Country to create a distinction and character in the precinct.*

**Resolution:** SOPA engaged Bangawarra to develop a 'Connecting with Country Framework' to embed key themes into the Central Precinct Place Design and Public Domain Reference Design. With the aim of ensuring that as the precinct evolves, protection of Country is prioritised and that all phases of development acknowledge the significance of Aboriginal culture past, present and future. As a result of this work, the principles and themes have now been integrated into the Public Domain Framework and will now be highest order principle for all SOPA planning and design. These key themes comprise:

**Bulima** - Connect to Country

*Bulima is Spirit Country and the stories of local Lore that explain the importance of connecting to and respecting the spirit of Country.*

**Tucoerah** – Gather

*Tucoerah describes many diverse elements gathering and coming together to create a cohesive and productive environment that nurtures new life and ideas.*

**Walama** – Adapt

*Walama is a change in direction and the sophisticated and reflexive adaptations that are required for survival in constantly changing and evolving environments.*

**Madutji** – Interconnectedness

*Madutji explains connections, unions and the concept that all things are interrelated, no one thing exists on its own but instead, all things rely on each other for survival and protection.*

(Bangawarra Master Plan Themes 2021)

The Public Domain Framework seeks to guide the public domain development within the Central Precinct, which has been redesigned and integrates the principles and themes to ensure that all detailed design of the public domain going forward integrates Country from the outset. Similarly, the Public Domain Framework includes the integration of biophilic design, which will act as the founding principles for detailed design at the SSD stage.

**2. Issue: The Metro station entrance design**

*The Panel raised concerns regarding the SMW ‘split-level’ entrance option noting that whilst it created a coherent path of travel for major events, it would result in restricting views to the town centre from the West End Plaza and have the potential to disrupt the flow and connectivity of the town centre. The Panel also noted that this option would create a significant separation between the ground plane around the station entrance and the public square. Concerns around limited accessibility and disability inclusion were also raised given the 4.5m grade separation of the West End Plaza to the town centre public domain. Overall, it was noted that this transport option proposed in its current form does not contribute to a successful place and thus does not meet an objective of Future Transport 2056.*

**Resolution:** The north-south station entrance at grade option was tested in greater detail and it was considered that it presents the best outcome for the precinct. Most notably:

- The north-south option presents the best urban design outcomes promoting station integration with the precinct and stronger wayfinding;
- From a site safety and security perspective this option presents the better outcome with station entries visible from a public street and minimal places for concealment; and
- From an accessibility perspective this options removes the unnecessary levels change and the resulting perception of inaccessibility making the town centre and station entries equally and attractively accessible to all people.



### 3. Issue: Pedestrian Accessibility

*The Panel noted shared streets for pedestrians and cyclists can cause safety issues, particularly for people with vision impairment. It is desirable, where possible, to separate cycling from pedestrians. The design also needs to address accessibility at the street level and provide safe spaces to cross roads, park vehicles in designated disabled parking areas, and investigate the potential for shuttle bus loading zones to be incorporated into the design.*

*The Panel note that glass buildings at the ground plane can prove difficult for vision impaired people to safely navigate due to reflective glass facades at the ground plane and recommend further attention be given to materiality at ground level in future stages.*

**Resolution:** Pedestrian accessibility has been considered in the development of the Public Domain Framework and Transport Strategy; this will be further integrated into the design at the design development during the SSD stage. In particular, as a legacy of the Sydney 2000 Olympic and Paralympic Games, the NSW government has invested significantly in creating an urban realm that is navigable for peoples will all levels of mobility. The establishment and support for the Sydney Olympic Park Access Committee has led to the maintaining of standards through new developments.

This commitment to accessibility has seen Sydney Olympic Park host many events such as the Invictus Games. The urban environment will be future ready as the general population ages and the precinct becomes an established residential community. The legacy of inclusion of the Sydney 2000 Olympic and Paralympic Games will be embedded in the creation of an accessible street network within Sydney Olympic Park. The Sydney Olympic Park Access Committee will continue to be involved in the design development of sites and SOPA is committed to creating a genuine accessible and inclusive precinct.

In addition to the above, the Public Domain Framework includes the following design guidelines for shared streets:

- *Tactile delineation band provided between footpath and vehicle zone; and*
- *Curbs should be avoided, but pedestrian paths of travel alongside vehicle zones should be provided for people with ambulatory, vision, and cognitive disabilities*

SOPA is currently developing Access and Inclusion Guidelines to provide a direction for access and inclusion across the design and development of the built environment, strategic planning, customer experience and ongoing event operations at Sydney Olympic Park.

### 4. Issue: Biophilic design, green infrastructure and landscaping

*Combined with designing with Country, the Master Plan should also be developed with biophilic design principles, combining nature and regenerative principles into the design. The Panel noted that the landscape should be developed with a rich combination of place specific native planting which speaks to its site and responds to the different seasons. The Panel emphasised that biophilia combines more than landscaping including maximizing landscape, flowering species,*

*allowing people to access smell and touch plants. Biophilic design should be considered, with designing with Country from the outset.*

**Resolution:** Similar to designing with Country, the Public Domain Frameworks seeks to ensure that the emerging and detailed design incorporates biophilic principles with specific place principles detailing “Urban Canopy and Green Infrastructure for people and habitat”, and “A regenerative and resilient precinct.”. in addition, design guidelines included relate to canopy cover, green walls and roofs, deep soil and soft landscaping.

## 5. Issue: Cruciform – Town Centre Connectivity Beyond Central Precinct

*The Panel noted the cruciform planning structure/ordering element should be considered thoroughly beyond a simple diagram. Particularly in relation to the connections / terminations around the edges and links to the wider precinct. Accordingly, in order for the cruciform concept to work, it is noted that this should not be confined to the Central Precinct. Instead, the design development needs to look beyond the Central Precinct to connect to key attractions but also create active links and a sequence of landscaped spaces and townscape qualities so that visitors and residents alike are drawn into the central precinct. Accordingly, the landscape character of the cruciform streets and public domain should act as a marker for orientation and wayfinding from within the site and beyond.*

**Resolution:** Connections outside the Precinct extend beyond the Metro site, however, the Place Design and Public Domain Framework has strengthened and further considered linkages outside Central Precinct including the wider town centre and parklands beyond. The east-west street has been designed as a pedestrianised street within the town centre and connects to Olympic Boulevard and the Aquatic Centre to the west. To the east, the east west street provides connection to the Parkview Precinct. Notably to the south, the public domain will connect through to the residential area south of Figtree Drive, and further through to the adjacent southern precinct (currently the P3 car park) via a pedestrianised bridge over the railway and road.

The Connection to the south east, which comprises a strong desire line to Bicentennial Park via the pedestrian bridge over Bennelong Parkway is reinforced by the public domain streetscape and landscaping. To the north, the pedestrian connection is proposed to be strengthened through the Abattoir Precinct by a paved shared street joining the Metro site and the Abattoir Precinct and the existing heavy rail station.

## 6. Issue: Climatic Comfort

*The design should be supported by and consider climatic comfort. The design should be developed in response to the emerging climatic extremes within the precinct such as; heat, solar access, rain, and wind. It was noted by the panel that a more detailed analysis of how built forms such as street trees, awnings, colonnades/covered walkways and building massing can help ameliorate negative micro-climatic conditions, (particularly wind and solar) in particular for the proposed*

*public courtyard. Iterative wind and thermal comfort modelling should be undertaken as the Master Plan develops to inform building heights, setbacks and planning controls.*

**Resolution:** The microclimatic conditions of the town centre have been explored at a high a level form both a wind and solar microclimatic perspective. Whilst it is noted subsequent detailed assessment is required at the SSD stage, the studies demonstrate that that the building envelopes, land uses and design intent will not result in unacceptable amenity effects in the public domain.

In particular, the wind analysis completed by CPP was undertaken with building envelopes and thus containing no additional microclimatic mitigation such as awnings, colonnades or adjacent street landscaping. The analysis demonstrates that the proposed land uses are acceptable from a wind microclimatic perspective which will only be improved through the addition of such microclimatic mitigation.

The solar analysis undertaken by Cox demonstrates that the public open space areas and building facades/units can achieve a reasonable amount of solar access.

Nevertheless, a more detailed and site specific assessment of wind and solar would be undertaken at the SSD stage, in particular to maximise solar access to individual units.

## 7. Issue: Development of the East-West Street

*The Panel noted that the east-west cruciform street should be developed as a park-like street; with more planting and greenery. This would alleviate the perceived excessive width of the West End 'throat'. Further, the Panel raised concerns regarding the width of the West End and considers that the width has been led by the relatively minor number of major events which take place in the precinct per year. Whilst the Panel acknowledge the key issues around safety and amenity of crowd movement at large events, it was recommended that SOPA test these requirements with the Metro team once more.*

**Resolution:** The Transport Strategy, which has been developed in consultation with the Public Domain Framework includes a movement and place assessment which seeks to delineate the streets into Main Roads, Main Streets, Local Streets and Civic Spaces.

The width of the plaza space has been development in consultation with Sydney Metro West and undergone rigorous pedestrian modelling undertaken by WSP. The width must remain at 40m for the safe passage of event crowds to the Metro station.

The Public Domain Framework explores in detail how the plaza can be utilised for both day-to-day use and during major event egress. Through detailed landscape design, the Public Domain Framework explores how planting and trees assist in the alleviation of the plaza width. This can be further alleviated during non-major event days through activation.

The plaza space, Miluni Plaza, has been divided into three spaces with distinct characters. The largest area, Miluni West, comprises lines of a variety of trees for weather comfort and to guide crowds of people existing from the stadium to the Metro station. Water play is also included into

the plaza spaces. The central plaza area is a transit space for the entry/exit from the northern and southern station buildings. The eastern plaza will form a forecourt adjacent to the community space to be provided within Site 47.

#### 8. Issue: Acknowledgement of the Abattoir Precinct

*The Panel acknowledged the cultural heritage significance of the Abattoir Precinct, and recommended that the design ensures clear and cohesive connections and design integration with this part of the Precinct.*

**Resolution:** The Public Domain Framework explores how the European heritage in the Central Precinct can be drawn into the design development, physically and visually; further detailed design on the linkages through the Abattoir Precinct can be developed at the detailed design stage.

One of the guiding principles of the Public Domain Framework is to connect Abattoir Heritage Precinct to the Central Urban Park. This has been planned by the layout of the park visually connecting with Abattoir Precinct and physically connecting across the shared street.

#### 9. Issue: Integration of designs with the Town Centre

*The Panel noted the challenge of design development with various stakeholders and noted the importance of considering the GPT town centre and Metro designs holistically to ensure seamless integration of both sites.*

**Resolution:** The Public Domain Framework has been developed to holistically integrate neighbouring development sites together as the central precinct develops. Since the DRP, the neighbouring landholder GPT is no longer pursuing amended controls for their site under this amendment. Nevertheless, SOPA continues to involve and engage neighbouring landowners and stakeholders where relevant. Subsequent to this amendment, SOPA will undertake a full five year review of the Master Plan; of which these stakeholders will have the opportunity to be involved in from the outset.

Moreover, the design of Central Urban Park and the surrounding pedestrianised and shared streets will result in a seamless town centre with no clear division between the Metro site and Central Precinct. The SOPA and Metro design teams have worked tirelessly to ensure that the Public Domain Framework meets Metros needs but provides a public domain of the highest quality for the current and future residents/workers/visitors of Sydney Olympic Park and beyond.



## Sydney Metro West Design Advisory Panel

Independent of the SOPA DRP, Sydney Metro West also undertook independent design review of the emerging design for the Metro station and surrounding development site (within the Metro site). This Design Advisory Panel (DAP) which convened on 14 April 2021 was undertaken as part of a larger, Sydney Metro West design review process. The following matters were explored by the DAP:

- Consideration of the station entrance options;
- Extent of the plaza space;
- Emerging street configuration; and
- Wind conditions at the site

These themes were consequently explored in greater detail by both Sydney Metro West and the SOPA design teams. In summary:

- The DAP were presented options for the Metro station entrance; it was found after testing that the north-south station entrance option presents the best outcome in terms of accessibility in the public domain, public open space, integration with the town centre and event egress.
- The panel noted the extent of the plaza space between the station and Olympic Boulevard. The DAP considered that this space should be carefully designed. Since the DAP meeting, the Metro landscape architect and SOPA landscape architects have explored options for this space to ensure it meets the day-to-day and event management use of the precinct. Further, SOPA crowd modelling continues to stress the importance of the width of this plaza for event egress.
- Subsequent to the DAP, amendments have been made to the configuration of the town centre to rationalise the street network, maximise the park and increase the amount of pedestrianised and share streets.
- The panel noted that the street level retail and commercial offering should be reviewed. This level of detail will be explored in greater detail in further design development and is discussed in the Retail Strategy and Commercial Feasibility Report.
- A subsequent wind study demonstrates that the envisaged built form and street configuration would provide sufficient comfort for the proposed uses within the town centre. Notwithstanding, further analysis is recommended at the detailed design stage.

## Summary of Independent Design Review

The SOPA design team throughout the design development process have engaged the advice provided by the independent design experts and developed independent design guidelines for the precinct to inform the eventual SSD proposals.

The Master Plan Interim review has been assessed against the guidance contained within the *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* and the emerging *Design and Place SEPP*. The guiding principles contained within the SEPP and the emerging SEPP do not preclude the Master Plan amendment. These policies and guidance will be considered in more detail at the design development stage.

It is considered that the proposed amendment to the Master Plan 2030 to facilitate the delivery of Sydney Metro West is not of sufficient scale or impact to consult NSW Heritage Council at this stage. Nevertheless, it is noted that NSW Heritage Council will be notified of the Master Plan 2030 (Interim Metro Review) as part of the statutory exhibition process.

Given both the SOPA DRP and Sydney Metro DAP were satisfied with the emerging design for this Master Plan review; design changes were made in response to the DRP and DAP; and the development envelopes and land uses are not considered to materially impact on the overall prospective of the precinct, it was considered that no further design review panels are necessary at this stage.

Nevertheless, all development within the nominated Metro Sites must demonstrate compliance with the Sydney Olympic Park Design Excellence Policy (2018). Through this policy, SOPA's DRP has been established to provide credible and independent expert advice during the review of project proposals to ensure high quality development and a cohesive, safe and easily legible public domain at Sydney Olympic Park in line with Master Plan 2030 and the 6 Star Green Star Communities rating. Accordingly, SOPA commits to undertaking further design review of the Central Precinct on an as-needs basis.

## Annex 1 – SOPA Design Review Panel Minutes

## SYDNEY OLYMPIC PARK AUTHORITY DESIGN REVIEW PANEL (DRP) INTERIM REVIEW OF MASTER PLAN – MINUTES

<b>Project</b>	Central Precinct, Interim Master Plan Review for Metro West Station	
<b>Date</b>	13 April 2021	
<b>Design Review Panel</b>	Abbie Galvin, DRP Chair Oi Choong Caroline Pidcock Gareth Collins Julian Bott Robyn Thompson	Government Architect Landscape Architect Architect / Biophilic Design Architect and Urban Design Sustainable Design / Engineer Access and Inclusion
<b>GPT</b>	Ben Needham Ciaran Durney	GPT BVN
<b>SOPA Specialists</b>	Angela Koepp Tom Payne Mike Horne Gareth Mills Lachlan Abercrombie Shirin Adorbehi	Roberts Day - Public Domain Design Roberts Day - Public Domain Design Turf – Landscape Design WSP – Traffic and Transport Cox - Architecture Cox - Architecture
<b>SOPA Representatives</b>	Vivienne Albin, Richard Seaward, David Martin, Hassan Narimani, Craig Bagley, Dylan Sargent, Sally Hamilton	

### SOPA OVERVIEW:

SOPA provided an overview of the existing Master Plan 2030 and Metro development site to date, a brief introduction to the history of Sydney Metro West (SMW) and outlined the key issues for the precinct and Master Plan in the delivery of SMW to the precinct. A SMW station in the centre of the Central Precinct is a catalyst for the redesign of the town centre.

Studies being prepared to inform the Master Plan Interim Amendment were outlined and presentations of work to date were provided including:

- Place Design and Public Domain Framework – Hatch Roberts Day / Turf
  - An overview of the Place Design and Public Domain Framework. It was noted that the challenges and opportunities of the Central Precinct include the vision to provide a vibrant and mixed use precinct, balance of density and public domain should be resilient and multi-functional.
- Overview of current Metro emerging design – SOPA
  - Two schemes:
    1. Base Case - Two pavilion schemes located on the northern and southern side of the West End Plaza or 'throat'. This scheme has been the emerging scheme until recently and allows for views along the West End Plaza into the town centre; and
    2. Emerging Scheme - The 'split-level entry' option which comprises a semi-submerged station box with lower grade separation to the Metro station concourse with 4.5m of steps up over into the town centre.
- GPT Residual Land – Draft Urban Design – BVN
  - Concept proposals developed by BVN on behalf of GPT for the adjoining land holding to the east of the Metro site. GPT developed design principles for the site and how these principles feed through to the neighbouring sites, such as large scale supermarket spaces should be confined to the basement – freeing up ground floorplates for other complementary retail.

### PANEL ADVICE:



The Panel discussed the design work to date and noted:

- The Central Precinct will be the most active of all precincts within Sydney Olympic Park; as such, a variety of scales and forms should be developed for creation of an active town centre around a public square with the Metro providing a sense of arrival. Given the 42m wide West End (throat) is almost the same dimensions as Parramatta Square it should look to be something more ambitious than a queuing area;
- It was noted by the Panel that six events per year should not lead the design of the precinct – especially the West End. More work needs to be undertaken on the resolution of the West End and the relationship with Olympic Boulevard. Also, in relation to the Metro split-level entry, the Panel were concerned with the level implications of the ‘base case’ scheme with the raised Metro platform and the resultant implications of these levels on the public domain;
- The Panel did not support the Metro split-level entry scheme in its current form, albeit noting it was developed to solve the level issues of the base case scheme, and noted that further design should avoid replicating Olympic scale infrastructure and landscapes;
- The Central Precinct design should be developed to create and uphold biophilic principles within the park; including a specific response to nature which should be unique to Sydney Olympic Park;
- More detail and understanding of the cruciform as a planning structure should be developed. The cruciform should link through to meaningful destinations / connections at each end and beyond;
- The Panel noted that the design and form of the town centre needs to take into consideration microclimatic conditions, with a thermal comfort analysis with particular focus on solar access, wind, and wet weather;
- The design should reference and acknowledge both the Indigenous and European heritage of the precinct, including the grid of figtrees and the abattoir precinct history;
- The Panel queried the 24/7 nature of the GPT proposal. It was considered that this relied on densities found in urban centres such as Hong Kong and raised concerns that the projected densities within the central precinct might challenge the proposed 24/7 intent; and
- The design should clearly delineate public and private space and clarify the road network, pedestrian zones and cycle ways.

## RESOLUTION:

The Panel deliberated and resolved that the following themes should be considered and integrated further into design development:

### 1. Design with Country

The Panel noted that the design development must start with Country and this should commence as soon as possible. The design should respond to landscape and be cognisant of respecting and acknowledging the pre-colonial history of the site and the memories and stories. The Panel notes the emerging Draft Connecting with Country Framework and this site has the potential to use a true understanding of Country to create a distinction and character in the precinct.

### 2. Metro ‘Split-Level’ Option

The Panel raised concerns regarding the SMW ‘split-level’ entrance option noting that whilst it created a coherent path of travel for major events, it would result in restricting views to the town centre from the West End Plaza and have the potential to disrupt the flow and connectivity of the town centre. The Panel also noted that this option would create a significant separation between the ground plane around the station entrance and the public square. Concerns around limited accessibility and disability inclusion were also raised given the 4.5m grade separation of the West End Plaza to the town centre public

domain. Overall, it was noted that this transport option proposed in its current form does not contribute to a successful place and thus does not meet an objective of Future Transport 2056.

### **3. Accessibility**

The Panel noted shared streets for pedestrians and cyclists can cause safety issues, particularly for people with vision impairment. It is desirable, where possible, to separate cycling from pedestrians. The design also needs to address accessibility at the street level and provide safe spaces to cross roads, park vehicles in designated disabled parking areas, and investigate the potential for shuttle bus loading zones to be incorporated into the design.

The Panel note that glass buildings at the ground plane can prove difficult for vision impaired people to safely navigate due to reflective glass facades at the ground plane and recommend further attention be given to materiality at ground level in future stages.

### **4. Biophilic Design, Green Infrastructure and Landscaping**

Combined with designing with Country, the Master Plan should also be developed with biophilic design principles, combining nature and regenerative principles into the design. The Panel noted that the landscape should be developed with a rich combination of place specific native planting which speaks to its site and responds to the different seasons. The Panel emphasised that biophilia combines more than landscaping including maximizing landscape, flowering species, allowing people to access smell and touch plants. Biophilic Design should be considered, with designing with Country from the outset.

### **5. Cruciform – Town Centre Connectivity Beyond Central Precinct**

The Panel noted the cruciform planning structure/ordering element should be considered thoroughly beyond a simple diagram. Particularly in relation to the connections / terminations around the edges and links to the wider precinct. Accordingly, in order for the cruciform concept to work, it is noted that this should not be confined to the Central Precinct. Instead, the design development needs to look beyond the Central Precinct to connect to key attractions but also create active links and a sequence of landscaped spaces and townscape qualities so that visitors and residents alike are drawn into the central precinct. Accordingly, the landscape character of the cruciform streets and public domain should act as a marker for orientation and wayfinding from within the site and beyond.

### **6. Climatic Comfort**

The design should be supported by and consider climatic comfort. The design should be developed in response to the emerging climatic extremes within the precinct such as; heat, solar access, rain, and wind. It was noted by the panel that a more detailed analysis of how built forms such as street trees, awnings, colonnades/covered walkways and building massing can help ameliorate negative micro-climatic conditions, (particularly wind and solar) in particular for the proposed public courtyard. Iterative wind and thermal comfort modeling should be undertaken as the Master Plan develops to inform building heights, setbacks and planning controls.

### **7. Development of the East-West Street**

The Panel noted that the east-west cruciform street should be developed as a park-like street; with more planting and greenery. This would alleviate the perceived excessive width of the West End 'throat'. Further, the Panel raised concerns regarding the width of the West End and considers that the width has been led by the relatively minor number of major events which take place in the precinct per year. Whilst the Panel acknowledge the key issues around safety and amenity of crowd movement at large events, it was recommended that SOPA test these requirements with the Metro team once more.

### **8. Abattoir Precinct**

The Panel acknowledged the cultural heritage significance of the Abattoir Precinct, and recommended

that the design ensures clear and cohesive connections and design integration with this part of the Precinct.

#### **9. Integration of designs with the Town Centre**

The Panel noted the challenge of design development with various stakeholders and noted the importance of considering the GPT town centre and Metro designs holistically to ensure seamless integration of both sites.



Abbie Galvin  
**DRP Chair**  
**Chair**  
**13 April 2021**