

Sydney Olympic Park

# Master Plan

# 2030

(Interim Metro Review)





# Planning Report Sydney Olympic Park Master Plan 2030 (Interim Metro Review)



Prepared for the Sydney Olympic Park Authority

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## 1 Introduction

This report has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of the *Sydney Olympic Authority* (SOPA) to support the Sydney Olympic Park Master Plan 2030 (Interim Metro Review) (**specifically Section 5.2 for the Central Precinct**) to address the future delivery of the Sydney Metro West Station within Sydney Olympic Park.

The current Sydney Olympic Park Master Plan 2030 (2018 Review) sets out the vision for the revitalisation of Sydney Olympic Park with a vibrant new town centre, educational facilities, shopping precinct, new homes, more jobs and increased open space and community facilities while enhancing the Park's role as the premier destination for cultural, entertainment, recreation and sporting events.

SOPA is pursuing an amendment to Chapter 5.2 of the Master Plan to facilitate and accommodate a new Metro Station within the Central Precinct, following the NSW Government's commitment to deliver Sydney Metro West within Sydney Olympic Park. Specifically, the amendments relate to lots within the Central Precinct referred to as the Metro Site Area outlined in the below figure.



Figure 1: Central Precinct and Metro Site Area (Source: Hatch/Roberts Day)

A key component of the amendment includes refinement and changes to the street network and changes to built form controls to enable the Metro Station and integrated station development.

### 1.1 Sydney Metro West and Sydney Olympic Park Metro Station

In November 2016, the NSW Government announced Sydney Metro West as the State's next major public transport project, with a direct connection between Greater Parramatta and the Sydney CBD.

Since 2016, Sydney Metro West has been expanded to form a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street, Sydney.

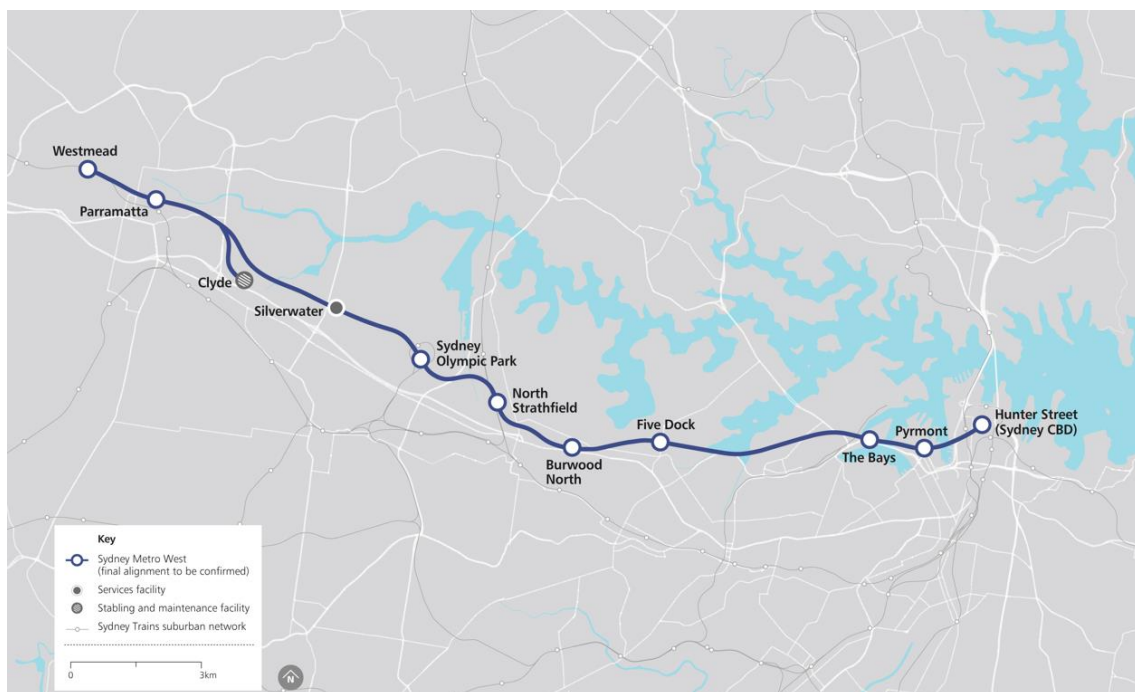


Figure 2: Sydney Metro West - indicative locations and alignment (Source: Sydney Metro)

The proposed Sydney Olympic Park Metro Station will be in the Central Precinct, situated to the south of the existing Olympic Park Train Station.

The Central Precinct is bounded by Murray Rose Avenue to the north, Australia Avenue to the east, Sarah Durack to the south and Olympic Boulevard to the west. Dawn Fraser Avenue and Herb Elliot Avenue in the north of the precinct have established urban characters comprising office buildings with continuous shopfronts along both streets, centred on the existing Railway Station. The remainder of the Central Precinct currently comprises low rise, large floorplate commercial and industrial buildings, hotels and residential flat buildings.

The current Sydney Olympic Park Master Plan 2030 (2018 Review) identifies that the Central Precinct will transform into a vibrant, high density mixed use town centre. The Metro Station will now form the heart of the town centre, with the proposed entrances between Herb Elliot Avenue and Figtree Drive.



The Metro Station is envisioned to reinforce Sydney Olympic Park's status as Australia's premier events, sporting and entertainment precinct - supporting the transit of more than 10 million people who visit or stay each year.

The Metro Station will provide connections to Parramatta CBD and Sydney CBD in 4 minutes and less than 15 minutes respectively. The Metro Station will provide for easy connections with the future Parramatta Light Rail, the T7 Olympic Park Line and local bus services.

To facilitate and accommodate the delivery of the Metro Station and associated development, SOPA is seeking to amend the Master Plan 2030 (2018 Review), specifically Section 5.2 for the Central Precinct. To reflect these changes, amendments to the *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) will also be required.

The Master Plan 2030 (Interim Metro Review) provides the opportunity to revisit targets and strategies set out in Section 5.2 of the Master Plan 2030, bringing them into alignment with the proposed Sydney Metro West Station within the Central precinct.

## **1.2 Planning Framework**

This report identifies and provides an assessment of the proposed amendments to the Master Plan 2030 (2018 Review) against the existing planning framework. The relevant strategic and statutory planning documents are addressed at Sections 3.1 and 3.2 respectively of this report, and include but are not limited to the following:

### Strategic Planning Framework

- Greater Sydney Region Plan
- Central City District Plan
- Greater Parramatta to the Olympic Peninsula
- Greater Parramatta Interim Land Use and Implementation Plan
- Greater Parramatta to the Olympic Park Peninsula (GPOP)
- Draft Placed-based Infrastructure Compact Pilot: A City Supported by Infrastructure
- Future Transport Strategy 2056

### Statutory Planning Framework

- Environmental Planning and Assessment Act 1979
- Sydney Olympic Park Authority Act 2001
- State Environmental Planning Policy (State Significant Precincts) 2005
- Master Plan 2030

## **1.3 History of Master Plan**

Following the success of the Sydney 2000 Olympic and Paralympic Games, the NSW Government established SOPA to direct the next phase of development at Sydney Olympic Park.

The Sydney Olympic Park Master Plan 2030 (Master Plan 2030) represents the far-reaching vision for the sustainable development of Sydney Olympic Park and has been prepared to guide its evolution into a specialist economic centre and urban parkland.

The stated purpose of Master Plan 2030 is to:

- provide a comprehensive approach to the long-term development of Sydney Olympic Park;
- ensure Sydney Olympic Park continues to evolve into an active, vibrant centre within metropolitan Sydney;
- protect Sydney Olympic Park's role as the premier destination for cultural, entertainment, recreation and sporting events;
- protect and enhance the public domain and the parklands;
- provide detailed planning/design principles; and
- provide controls to encourage development of Sydney Olympic Park that responds to its context, and which contributes to the quality of the built environment, future character and cultural significance of the Park.

Master Plan 2030 was the result of extensive stakeholder consultation and technical studies which examined traffic and access, noise management, social impacts, sustainability, equitable access and major event operations. It was approved by the Minister for Planning and Infrastructure on 8 October 2009, subject to numerous amendments.

The final version of Master Plan 2030 came into effect on 10 March 2010 and has been subsequently amended with the latest review adopted in 2018 (Master Plan 2030 (2018 Review)).

#### **1.4 Purpose of the Master Plan 2030 (Interim Metro Review)**

Clause 28 of *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) requires SOPA to undertake a review of the Master Plan five years from the date the Master Plan has effect and report the outcome of the review to the Minister for Planning. The regularity of these reviews ensure that the Master Plan remains current and relevant to the changing urban landscape in Sydney Olympic Park and the wider metropolitan area. The most recent Master Plan was approved in 2018 and is not required to be reviewed until 2023.

However, SOPA has identified the need for an interim amendment to address and accommodate Sydney Metro West and the associated integrated station development within the Central Precinct. This requires a comprehensive review of Section 5.2 of the Master Plan to be undertaken. It is noted that SOPA intends to undertake a comprehensive review of the Master Plan (2030) in its entirety by 2023, with the process commencing later this year.

Master Plan 2030 (Interim Metro Review) has been prepared in accordance with the requirements of the *Sydney Olympic Park Authority Act 2001* and the *SSP SEPP*.

The purpose of the Master Plan 2030 (Interim Metro Review) is to:

- explore the revision to the Metro sites, achieving the best solution for the Central Precinct
- respond to the significant, catalytic opportunity afforded by the Sydney Metro West
- enhance levels of accessibility and amenity to the Sydney Olympic Park and Parklands
- inform location and configuration of the Sydney Olympic Park Metro Station
- deliver the precinct-specific transport integration and operation outcomes, in conjunction with the Metro Station that the Sydney Olympic Park requires.

In summary, the amendments to the Master Plan 2030 (Interim Metro Review) include:

- integration of Sydney Metro West station box into the Central Precinct
- integration of an east west pedestrian plaza from Olympic Boulevard to the Metro Station
- location of the bus interchange on Figtree Drive
- refinement of the street hierarchy to integrate with the Metro Station
- integration and connection of Central Urban Park to the Abattoir Precinct
- integration of fine grain streets and through site links into the urban network
- amendments to the land use controls to integrate the Metro Station into the Central Precinct
- amendments to the building height controls and floor space ratio planning controls as necessary.

## 1.5 Project Team

The project team formed to deliver the SSD application is outlined in Table 1. This report should be read in conjunction with the supporting information and plans that are appended.

Supporting Documents	Consultant	Annexure
Connection with Country	Bangawarra	Annexure 1
Urban Design Report	Cox Architecture	Annexure 2
Public Domain Framework	Roberts Day	Annexure 3
Transport Strategy	WSP	Annexure 4
Acoustic Report	Wilkinson Murray/ RWDI	Annexure 5
Safety and Security	Intelligent Risk	Annexure 6
Commercial Demand and Feasibility Assessment	Hill PDA	Annexure 7
Community Facilities Strategy	Elton Consulting	Annexure 8
Wind Study	CPP	Annexure 9
Retail Masterplan, Vision and Strategy	Right Angle Studio	Annexure 10
Independent Design Review Report	SOPA	Annexure 11
Infrastructure Services Strategy	Cardno	Annexure 12

Table 1: Supporting documents and project team



## 2 Study Requirements

This Planning Report has been prepared in accordance with the Study Requirements issued by the *Department of Environment, Infrastructure and Planning* (DPIE) in April 2021. The scope of these Study Requirements sought to address the following:

- amendments to the Central Precinct layout, land use and building massing to facilitate the delivery of a Sydney Metro West station and its integration with this precinct
- housekeeping amendments to the existing Master Plan controls to reflect SOPA's obligations as a Green Star community, updated district or regional residential and employment targets and correct typographical errors.

Following discussions between SOPA and DPIE it was confirmed that the scope of changes to the Master Plan 2030 (Interim Metro Review) were to be limited to amendments to the Central Precinct layout to facilitate the delivery of a Sydney Metro West station only.

The relevant Study Requirements and assessment within this report are set out in Table 2 DPIE's Study Requirements below.

Relevant Study Requirement		Report Reference	Supporting Documentation
Planning, Place, Urban Design and Heritage			
1.1	Prepare an Urban Design Report.	Section 4, 6 and Section 8.	Annexure 2
1.2	Prepare a Public Domain Framework.	Section 6.1 and 8.6	Annexure 3
1.3	Prepare a Planning Report that:	The subject Planning Report has been prepared in response to this requirement.	
	<ul style="list-style-type: none"> <li>Identifies the existing planning framework, applicable strategic plans, key planning issues and relevant background;</li> </ul>	The existing planning framework is identified in Section 3.	
	<ul style="list-style-type: none"> <li>Assesses the proposed planning framework (see study requirement 2.2 below) against relevant State and local strategic plans, strategies and policies;</li> </ul>	An assessment of the proposed planning framework against relevant State and local strategic plans, strategies and policies is provided in Section 3 and 9 of this report.	
	<ul style="list-style-type: none"> <li>Identifies and justifies all proposed amendments to the master plan as a result of accommodating the metro</li> </ul>	The proposed amendments are identified and addressed in Section 8 of this report	
	<ul style="list-style-type: none"> <li>Respond to the study requirements;</li> </ul>	This table and the subject Planning Report have been prepared in response to the relevant planning Study Requirements.	
	<ul style="list-style-type: none"> <li>Explains and justifies the proposed approach to the master plan, planning controls, sub-precinct planning, development standards (height, FSR, heritage etc);</li> </ul>	The proposed approach is addressed in Section 6 and 8 of this report	
	<ul style="list-style-type: none"> <li>Identifies and addresses the implications of any proposed land uses;</li> </ul>	The proposed land use is addressed in Section 8 of this report	
	<ul style="list-style-type: none"> <li>Confirms or updates the vision for the precinct; and</li> </ul>	The vision for the precinct is addressed in Section 4	

Relevant Study Requirement		Report Reference	Supporting Documentation
	<ul style="list-style-type: none"> <li>Summarises the key outcomes of the various studies undertaken and how these have informed the planning controls for the precinct.</li> </ul>	The key outcomes of the various reports is addressed in Section 8 of this report.	
1.4	Prepare draft planning controls for the amendment to Central Precinct which includes zoning, maximum building heights, FSR, and appropriate development controls to inform future development of the precinct such as car parking rates, building footprints, street frontage, setbacks, open space and public domain, sun access to be enacted by a SEPP amendment or an amendment to Master Plan 2030. The draft controls are to be described in the Planning Report, an Explanation of Intended Effect (EIE), and draft amended Master Plan 2030 (2021 Interim Review) document.	The subject Planning Report has been prepared in response to this requirement.	
		Section 8	Annexure 2
1.6	Undertake an independent design review of the work as it proceeds (by the NSW State Design Review Panel or similar) GANSW.	Section 6	Annexure 11
<b>Social sustainability and Infrastructure</b>			
2.1	Prepare an updated Public Infrastructure Costings Report and updated Infrastructure Contributions Framework (ICF) investigating revised development contributions rates.	Section 8.20	-
2.2	Prepare an updated Community Facilities Strategy.	Section 8.11	Annexure 8
<b>Transport</b>			
3.1	Prepare an updated Transport Strategy.	Section 6.4 and 8.10	Annexure 4
<b>Amenity, Sustainability, Water &amp; Waste Management</b>			
4.1	The Planning Report is to address whether the proposed changes to the master plan require: <ul style="list-style-type: none"> <li>Any specific contamination assessment or update to the previous master plan assessment;</li> <li>A review of the existing acoustic controls and any further assessment to ensure that noise controls are adequate; and</li> <li>Any specific water assessment or update to the previous master plan assessment.</li> </ul>	Section 8.18  Section 8.15  Section 8.14  Section 8.17	Annexure 5
<b>Green Infrastructure, Ecology, Urban Forest and Greening</b>			
5.1	A green infrastructure plan is required to be prepared and included as part of the Public Domain Framework	Section 6.1	Annexure 3

Relevant Study Requirement		Report Reference	Supporting Documentation
Utilities Servicing			
6.1	Provide a Utilities and Infrastructure Servicing Report.	Section 8.17	Annexure 12
Economic Productivity and Job Creation			
7.1	Prepare a Commercial Demand and Feasibility Study.	Section 8.12	Annexure 7 and 10.
Consultation			
8.1	Consultation Overview	Section 3.2.5	

Table 2 DPIE's Study Requirements



## 3 Planning Framework

### 3.1 Strategic Planning Framework

#### 3.1.1 Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney that is to be implemented at a local level through District Plans.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of three unique but connected cities; the Eastern Harbour City, the Western Parkland City and the Central River City with Greater Parramatta at its heart.

Sydney Olympic Park is strategically positioned close to the Parramatta CBD and located within the Greater Parramatta and the Olympic Peninsula (GPOP) Economic Corridor—identified for future economic growth (Figure 3).

The Region Plan provides broad Priorities and Actions which focus on the following 4 key themes:

- Infrastructure and collaboration;
- Liveability;
- Productivity; and
- Sustainability.

Sydney Metro West seeks to support the delivery of the ‘30-minute city’ and provides a mass transit link to connect the Central River City (Greater Parramatta) and the Eastern Harbour City (Sydney CBD).

The Master Plan 2030 (Interim Metro Review) is consistent with the Regional Plan and it addresses the future delivery of the Sydney Metro West Station within Sydney Olympic Park and amends the Master Plan to facilitate and accommodate the new Metro Station within the Central Precinct.

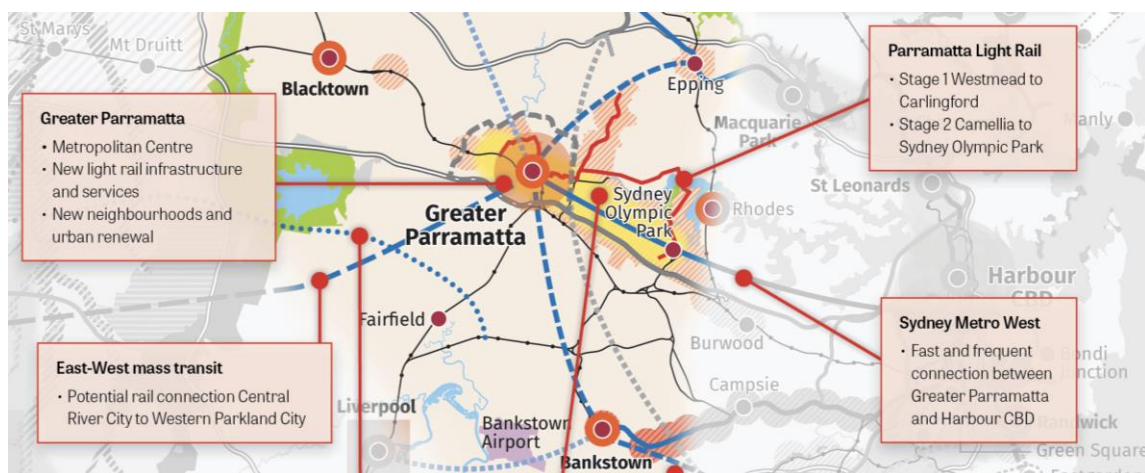


Figure 3 Sydney Olympic Park's strategic location (Source: Greater Sydney Region Plan)

### 3.1.2 Central City District Plan

The *Central City District Plan* (District Plan) seeks to manage growth in the context of economic, social and environmental matters in the Central City. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Central City District.

Sydney Olympic Park is identified by the District Plan as *Quarter 4: Olympic Park Lifestyle Super Precinct* within the Greater Parramatta and the Olympic Peninsula (GPOP). The District Plan includes key actions for the GPOP including:

- Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GPOP Economic Corridor
- Prioritise transport investments that enhance access to the GPOP Economic Corridor and between centres within the GPOP Economic Corridor
- Co-locate health, education, social and community facilities in strategic centres along the GPOP Economic Corridor.

In addition, Sydney Olympic Park is identified as a Strategic Centre within the District Plan, which establishes a base target of 45,000 jobs for the area by 2036. The District Plan provides a specific planning action to strengthen Sydney Olympic Park through approaches that:

- explore opportunities to attract public and private sports, health and physical education and tertiary education facilities as anchor tenants to activate the Sydney Olympic Park town centre
- coordinate land use and infrastructure planning around the future for Stage 2 and Sydney Metro West stations at Olympic Park.

The proposed Master Plan 2030 (Interim Metro Review) is in accordance with the identified planning actions of the District Plan. In particular, the amendments support the growth of this strategic centre, create efficient transport connections and will facilitate the delivery of a 30 minute city.

Integrating job growth with new transport infrastructure will deliver a well-connected region improving business-to-business transactions and enabling skilled workers to access a larger number of jobs.

### 3.1.3 Greater Parramatta to the Olympic Peninsula

In October 2016, the Greater Sydney Commission (GSC) released the *Greater Parramatta and the Olympic Peninsula* (GPOP), which covers 60 square kilometres in the middle of Greater Sydney and spans 13 kilometres from east to west.

Centrally located in Greater Sydney, GPOP is an urban renewal area that consists of four key economic hubs with dedicated industry, research and development and workforce capabilities.

The GPOP houses the GPOP Economic Corridor which includes the precincts of Westmead, Parramatta North Precinct, Parramatta CBD, Rydalmere, Camellia, Silverwater, Granville and Sydney Olympic Park. A number of these precincts provide urban services.



Figure 4 GPOP (Source: Greater Sydney Commission)

Sydney Olympic Park is identified as the Lifestyle Super Precinct and its role will continue to offer a mix of living, recreation and entertainment options with activation supported by businesses and educational institutions that specialise in providing services to these sectors.

The proposed development of the Sydney Metro West and associated changes within the Central Precinct provides opportunities and ensures the future needs of the community are met.

### 3.1.4 Greater Parramatta Interim Land Use and Implementation Plan

In July 2017, the then Department of Planning and Environment, in collaboration with City of Parramatta and GSC, prepared an *Interim Land Use and Infrastructure Implementation Plan* (LUIIP) for the GPOP. This plan is given strategic weight through an existing Ministerial 9.1 Direction.

The interim LUIIP identifies how more jobs, homes and essential services will be accommodated in the priority growth area over the next 20 years. It includes a land use framework to guide future redevelopment of the priority growth area, identifies key actions for the short term and allows government agencies to identify and plan for the infrastructure required to unlock its potential.

Key transport initiatives like the Parramatta Light Rail and Sydney Metro West present an exciting opportunity to plan for jobs and housing. While the Interim Plan considers some urban renewal opportunities afforded by Parramatta Light Rail. The plan acknowledges that further opportunities provided by Sydney Metro West will be considered once planning for the underground metro railway line has further progressed.



### **3.1.5 Draft Placed-based Infrastructure Compact Pilot: A City Supported by Infrastructure**

In November 2019, the GSC released the *Draft Place-based Infrastructure Compact Pilot: A City Supported by Infrastructure* (GPOP PIC) for the Greater Parramatta Olympic Park area. The GPOP PIC was exhibited from 7 November to 18 December 2019. The GPOP PIC analyses infrastructure needs and costs and aims to ensure growth logically aligns with infrastructure.

The GPOP PIC identifies Sydney Olympic Park as a Phase 2 Precinct. The Phases identify the intention to inform the next iteration of district planning and subsequent local planning processes. The Phase 2 priorities on aligning growth with future city-shaping infrastructure, namely Sydney Metro West and the Parramatta Light Rail Stage 2.

In particular, the GPOP PIC identifies that a review of the Sydney Olympic Park Master Plan (2018 Review) is required to unlock new potential enabled by a new Metro Station and potential light rail stops, part of which this Interim Metro Review will unlock.

### **3.1.6 Future Transport Strategy 2056**

The *Future Transport Strategy 2056* (Transport Strategy) acknowledges the vital role transport plays with regards to land use, tourism, and economic development. The Strategy is supported by a suite of plans to achieve a 40-year vision for transport in NSW to cater for the estimated increase in population to 12 million by 2056.

The transport strategy states the TfNSW's commitment to major infrastructure programs, with the delivery of a \$72.2 billion investment in transport projects, including Sydney Metro West, servicing the Sydney Olympic Park area.

*...Sydney Metro West will build on improvements made by Sydney Metro North West, and provide much needed capacity across the metropolitan rail network to support patronage growth and urban renewal opportunities. These networks will be progressively developed through a range of infrastructure investments that will make key improvements to the city-shaping and city-serving corridors, as well as upgrade local roads, and walking and bicycle paths....*

The transport strategy focuses on the role of transport in delivering movement outcomes that support the community for the future.

### **3.1.7 State Infrastructure Strategy 2018-2038**

The State Infrastructure Strategy 2018-2038 (SIS) sets out the NSW Government's infrastructure needs and priorities over the next 20 years to support a growing population and a growing economy.

The strategy sets out major project improvements and opportunities in need of exploration, to provide people and businesses the access to the services and support they need. The strategy highlights the infrastructure demand and the need for change over the next 20 years. In transport, changing travel preferences have contributed to higher bus and rail use than forecast in 2012.

Demand for rail travel is forecast to more than double over the next 20 years. With growth in car travel forecast to moderate, a greater proportion of travel is expected to be by public transport in the future.

The Strategy recommends the Sydney Metro West project to be the priority of rail network extensions, ensuring mass transit accessibility between the three cities (as outlined in the Greater Sydney Region Plan). Sydney Metro West will provide this capacity boost, expanding mass transit capacity on services in the corridor.

### **3.1.8 City of Parramatta Local Strategic Planning Statement City Plan 2036**

The City of Parramatta's Local Strategic Planning Statement (LSPS) contains priorities and actions to help achieve this vision for Greater Parramatta at the core of the Central River City. The LSPS sets out the 20 year vision for land use planning in the City of Parramatta. However, it is noted, the City of Parramatta's planning instruments do not precede over the SOPA's planning functions.

The LSPS acknowledges Sydney Olympic Park as a lifestyle precinct, which will continue to offer a mix of living, recreation and entertainment options with activation supported by businesses and educational institutions that specialise in providing services to these sectors. In particular, the LSPS establishes a housing target of 8,190 additional dwellings and 16,500 additional jobs by 2036 for Sydney Olympic Park.

The LSPS identifies the challenges and opportunities that the Parramatta LGA will encompass over the next 15 years, including, the delivery of Parramatta Light Rail and Sydney Metro West to tie the Greater Parramatta and Olympic Peninsula corridor together and provide improved connectivity between the Parramatta CBD and the Sydney CBD.

### **3.1.9 City of Parramatta Community Strategic Plan (2018-2038)**

The City of Parramatta's Community Strategic plan is a 25 year plan for the Parramatta LGA. The plan outlines the community shared vision and aspirations for the future, and to set out strategies to achieve said visions. The plan contains 6 strategic objectives and formalises several transformational ideas for the City of Parramatta, and Sydney Olympic Park relating to:

- The economy
- The environment
- Connectivity
- People and neighbours
- Culture and sport
- Leadership and governance.

The strategic plan outlines the future of Sydney Olympic Park to be transformed into a thriving urban centre providing employment opportunities, housing, and retail.

The Interim Metro Review supports these goals through the appropriate revision of residential, commercial, and retail uses within Sydney Olympic Park, alongside the major infrastructure and transport upgrades.

### **3.1.10 Government Architect NSW's Better Placed**

Better Placed is an integrated design policy for the built environment of NSW. It seeks to capture our collective aspiration and expectations for the places where we work, live and play. A well-designed built environment is healthy, responsive, integrated, equitable and resilient.

#### **Objective 1: Better Fit**

The purpose of the Master Plan 2030 (Interim Metro Review) is to inform and direct the future development (particularly the Sydney Metro West) within the Central Precinct. It ensures that future development is derived from its context and setting, ensuring the buildings and spaces resonate and respond to the surrounding environment.

#### **Objective 2: Better Performance**

The design principles outlined within the Master Plan 2030 (Interim Metro Review) encapsulate the highest performance standards in accordance with the objectives of Better Placed. As such, future development within the Central Precinct will encompass the principles of sustainability, adaptability and durability.

#### **Objective 3: Better for Community**

The Master Plan 2030 (Interim Metro Review) focuses on ensuring that the development of the public realm within the Central Precinct facilitates and reinforces equitable environments. This is ensured by providing diverse transport opportunities and land use types to support engaging places and resilient communities.

#### **Objective 4: Better for People**

The Central Precinct and broader Sydney Olympic Park streets, spaces and buildings are carefully designed to consider the safety, comfort and liveability of its users. The Master Plan 2030 (Interim Metro Review) accounts for ensuring optimal living conditions for the people inhabiting the future development.

#### **Objective 5: Better Working**

The Master Plan 2030 (Interim Metro Review) supports the Central Precinct's vision and principles in an optimal and efficient matter. It considers the long-term functionality of the Central Precinct and broader Sydney Olympic Park, incorporating factors such as its users evolving lifestyles, minimising the need for future changes.

#### **Objective 6: Better Value**

The Master Plan 2030 (Interim Metro Review) takes into consideration the efficiency and productivity of good design, high quality construction and the benefits that arise as a result. As a result, any future development within the Central Precinct will invest in good design practices, in return providing long term environmental and economic benefits.

## Objective 7: Better Look and Feel

The Master Plan 2030 (Interim Metro Review) ensures the aesthetic quality and visual setting of future development, including the Sydney Metro West is inviting, engaging and attractive.

### **3.1.11 Greener Places**

Greener Places is a design framework for urban green infrastructure. It seeks to capture our collective aspiration and expectations in planning, designing and delivering green infrastructure in urban areas across NSW. Well-designed green infrastructure responds to 4 key principles: integration, connectivity, multifunctionality, and participation.

#### Principle 1: Integration

Greener Places considers green infrastructure as being integrated with other urban infrastructure such as built form, transport infrastructure, and water management systems to create high-quality urban environments.

The Master Plan 2030 (Interim Metro Review) acknowledges the role that the Sydney Metro West project plays as a catalyst in enhancing landscapes, through the implementation of green infrastructure investment. The outcome of integrating green infrastructure contributes positively to air and water quality, energy use, and local habitat.

#### Principle 2: Connectivity

Connectivity is a key principle to ensure accessibility, permeability and legibility within the precinct and wider area. The introduction of Sydney Metro West will connect Sydney Olympic Park to the wider Sydney Region.

The notion of connectiveness can be reflected through the Central Precinct Street network and transport system. These systems work as a web to connect those living, working, studying and visiting the precinct to places, events and natural spaces. The realignment of existing streets and provision of new streets will create a highly pedestrianised street network within Central Precinct that will safely link people to place of activity.

#### Principle 3: Multifunctionality

The Master Plan 2030 (Interim Metro Review) enhances the capacity of green urban spaces within the Central Precinct. It focuses on ensuring the quality, quantity and accessibility of multifunctional green urban spaces are present as part of the Sydney Metro West project and throughout the broader Central Precinct.

#### Principle 4: Participation

Better solutions often appear when a diverse set of people participate. Embracing diversity and collecting knowledge, opinions, and perspectives from a wide range of users such as community, workers, Indigenous groups, and visitors will provide more balanced and inclusive solutions.



The Master Plan 2030 (Interim Metro Review) is the result of a collaboration of community involvement, as well as participation from several government agencies and private organisations. The combined participation, resources and shared knowledge from the abovementioned groups maximises the benefits of proposed green spaces.

### **3.1.12 Practitioner's Guide to Movement and Place**

The role of the guide is to provide a common structure for place-based transport and city and town planning across NSW. Built form indicators that are used as criteria for evaluating movement and place include: access and connection, amenity and use, green and blue, comfort and safety and character and form.

The Master Plan 2030 (Interim Metro Review), as a movement-related project is guided by the movement and place principles. It aims to provide safe, reliable and efficient movement of people and goods between Sydney Olympic Park and other regions and strategic centres.

The proposed Sydney Metro West and associated development planning has thoughtfully considered the amenity of places, the needs of all users, impacts on local economies and contribution towards protecting Sydney Olympic Park's urban greenspaces and waterways.

### **3.1.13 Connection to Country (Draft) Framework**

The ambition of Connecting with Country is that everyone who is involved in delivering government projects will adopt the following commitment:

*"...Through our projects, we commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will care for us...."*

Sydney Olympic Park holds cultural significance for all the Aboriginal peoples of the region as a place to come together to care for Country and culture. The contemporary Park nurtures the thriving mangrove and threatened ecological systems of Country amongst the emerging built environment. The future of this place celebrates an ecologically rich centre, unique to Sydney, that draws knowledge of Country and viable, connected ecosystems through the Master Plan.

A ceremonial heart of the precinct echoes the enduring spirit of Country, as the place people come together peacefully to enact culture and share the benefits of caring for all aspects of Country.

The proposed Master Plan 2030 (Interim Metro Review) draws on these aspects of Country, allowing the Central Precinct design to be a place that will thrive for the people that live, work and commute to the Sydney Olympic Park but also for the creatures, plants, air and water. Overall, highlighting the significance of the Central Precinct redevelopment in response to Country.

## 3.2 Statutory Planning Framework

### 3.2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) sets out the statutory planning framework for NSW. The Act aims to promote the orderly and economic use and development of land, facilitate ecologically sustainable development and integrate economic, environmental and social considerations as part of the decision-making processes for environmental planning and assessment matters.

The applicable approval process for all applications, including those within SOPA, are determined by reference to the relevant environmental planning instruments and other controls. All development at Sydney Olympic Park is subject to the provisions of the *EP&A Act*.

Decisions made under the EP&A Act must have regard to the objects of the Act established under Section 1.3, as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,
- (c) to promote the orderly and economic use and development of land,
- (d) to promote the delivery and maintenance of affordable housing,
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),
- (g) to promote good design and amenity of the built environment,
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
- (j) to provide increased opportunity for community participation in environmental planning and assessment.

The Interim Metro Review is consistent with the objectives of the Act as it facilitates the orderly and economic use of land through the delivery of Sydney Metro West and promotes good design and amenity of the built environment.

### 3.2.2 Sydney Olympic Park Authority Act 2001

The *Sydney Olympic Park Authority Act 2001* (SOPA Act) sets out the status of the SOPA as a statutory body representing the Crown, identifies its principal functions and identifies the land on which those functions may be exercised.

Section 3 sets out the objects of the SOPA Act as follows:

The objects of this Act are to make all reasonable attempts to—

- (a) ensure that Sydney Olympic Park becomes an active and vibrant centre within metropolitan Sydney, and
- (b) ensure that Sydney Olympic Park becomes a premium destination for cultural, entertainment, recreation and sporting events, and
- (c) ensure that any new development carried out under or in accordance with this Act accords with best practice accessibility standards and environmental and town planning standards, and
- (d) ensure the protection and enhancement of the natural heritage of the Millennium Parklands.

Section 6 of the SOPA Act identifies SOPA to be the statutory body representing the Crown. SOPA is therefore a public authority for the purposes of the EP&A Act.

Master Plan 2030 and the Interim Metro Review have been prepared in accordance with section 18 of the SOPA Act which provides that:

- (1) For the purpose of assisting it in the exercise of its functions under this Act, the Authority is to prepare and maintain a master plan for Sydney Olympic Park.
- (2) The master plan may make provision for or with respect to the following—
  - (a) the development and use of land and buildings,
  - (b) the provision of public transport services,
  - (c) the management of roads,
  - (d) the protection, enhancement and use of waterfront areas, parklands and areas of natural vegetation,
  - (e) the use and management of the public domain.
- (2A) Provisions of the master plan may apply to the whole or any part of Sydney Olympic Park.
- (3) The Authority, in preparing the master plan, must ensure that public notice of the draft plan is given in a newspaper circulating throughout the State.
- (4) The master plan has no effect unless it is approved by the Minister for Planning. The Minister may not approve the master plan unless it complies with the requirements of the environmental planning instrument referred to in subsection (7).
- (5) The Minister for Planning must not approve the master plan, or any amendment of the master plan, unless that Minister has considered whether the master plan or the amendment is consistent with the Environmental Guidelines.
- (6) The master plan for Sydney Olympic Park must be consistent with the plan of management for the Millennium Parklands under Division 3 of this Part.
- (7) An environmental planning instrument (within the meaning of the Environmental Planning and Assessment Act 1979) or the regulations made under that Act, or both, must make provision for or with respect to the application and effect of the master plan and public exhibition requirements for the master plan.

The 2018 Review was also undertaken in accordance with the requirements set out in section 18 of the SOPA Act. It is noted that the review commenced in 2015 but it took until 2018 to adopt.

### **3.2.3 State Environmental Planning Policy (State Significant Precincts) 2005**

*State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) was gazetted on 25 May 2005. The SSP SEPP aims to facilitate the development or protection of important urban sites of economic, environmental or social significance to the State for a public purpose and is the primary environmental planning instrument which applies to development of the site.

Sydney Olympic Park is identified as a SPP in Annexure 11 of the SEPP. Clause 26 of Annexure 11 of the SSP SEPP sets out the requirements and approval of a Master Plan, as follows:

- (1) Development consent must not be granted for development on land within the Sydney Olympic Park site to which a master plan applies unless the consent authority has considered that master plan, except as provided by subclauses (2) and (3).
- (2) Consideration of a master plan is not required if the consent authority is satisfied that—
  - (a) the development involves a temporary use of the land, and
  - (b) the development is of a minor nature.
- (3) Development consent must not be granted for development on land within 400 metres of the Olympic Park Train Station unless the consent authority has considered whether the car parking requirements specified in the master plan should be reduced in respect of that development.

Clause 27 of the SEPP sets out the requirements for the preparation and approval of a Master Plan, including any amendments, as follows:

- (1) A master plan must be prepared by the Authority as a draft plan and publicly exhibited in accordance with the relevant community participation plan.
- (2) (Repealed)
- (3) Submissions made in accordance with the relevant community participation plan must be taken into consideration.
- (4) A master plan that is approved by the Minister may be in the same form or a different form as the draft plan that is publicly exhibited.
- (5) The approval of a master plan by the Minister must be publicly exhibited in accordance with the requirements (if any) of the relevant community participation plan.
- (6) The provisions of this clause apply to the amendment of a master plan in the same way as they apply to a master plan.

Clause 28 makes provision for the review of the Master Plan, as follows:

The Authority is to review a master plan as soon as possible after the period of 5 years from the date the master plan has effect and is to report on the outcome of the review to the Minister.

The Interim Metro Review has been undertaken in accordance with the requirements of clauses 27 and 28 of the SSP SEPP.



### 3.2.4 Relationship to other Planning Documents

Other documents that are relevant to development at the Sydney Olympic Park include:

- Sydney Olympic Park Authority Regulation 2018
- Sydney Olympic Park Environmental Guidelines 2008
- Sydney Olympic Park, Parklands Plan of Management 2010
- State and Environmental Planning Policies;
  - SEPP (Infrastructure) 2007
  - SEPP 65 Design Quality of Residential Apartment Development
  - SEPP 64 Advertising and Signage
  - SEPP 55 Remediation of Land
  - SREP Sydney Harbour Catchment 2005
  - SEPP Building Sustainability Index: BASIX 2004
  - SEPP 19 Bushland in Urban Areas
  - SEPP (Coastal Management) 2018
- Draft Design and Place State Environmental Planning Policy (SEPP)

The Interim Metro Review is consistent with the key directions set out within the abovementioned state planning policies.

### 3.2.5 Consultation Context

The new Sydney Metro station announced for Sydney Olympic Park presents an opportunity to capitalise on this development and breathe new life into Sydney Olympic Park as an iconic location for Greater Sydney and Australia. As a result, this Interim Metro Review proposes changes to the current Sydney Olympic Park Master Plan 2030 as the first step in the exciting new future for Sydney Olympic Park with changes that allow for the planning and construction of the new Metro station.

The Master Plan 2030 (Interim Metro Review) outlines changes to the built form and street network in the area in the Central Precinct of Sydney Olympic Park to incorporate the planned metro station. The proposed changes are focused only on the Central Precinct and the areas impacted by the location of the new metro station.

To date, engagement for the Master Plan 2030 (Interim Metro Review) has been targeted at key stakeholders directly impacted by the proposed amendments including NSW government agencies and impacted leaseholders, due to the confidential nature of the current stage of the Sydney Metro project.

Nevertheless, Sydney Olympic Park Authority has been engaging with community and stakeholders across a range of projects over the past three years, such as the Parklands Future Directions Project, Stadia Public Domain Design project and Homify co-design project, in addition to regular stakeholder forums. The feedback resulting from these projects and ongoing stakeholder engagement has influenced the proposed amendments being exhibited in the Master Plan 2030 (Interim Metro Review).

Key themes that have emerged from recent engagement initiatives are:

- Develop a clear and bold vision that defines an identity for Sydney Olympic Park and celebrate its unique story and moments in time (past, present and future)
- Increase activation in the precinct and provide a diversity of uses and experiences that make people feel welcome and a sense of community. Deliver a plan that makes the precinct come to life every day, not just on event days
- Build on the Park's success, including affordable commercial rates and a willingness to embrace more development. The precinct needs to be attractive for more businesses and industries in an authentic and sustainable way (not superficial)
- Integrate with surrounding suburbs and improve connectivity within the precinct as well as with Greater Sydney
- Embody best-practice sustainability practices across all areas - environmentally, socially, financially and through governance
- Leverage the opportunities presented with Greater Parramatta and Olympic Peninsula corridor and the Sydney Metro project to realise the potential for Sydney Olympic Park.

During public exhibition of the Master Plan 2030 (Interim Metro Review), the Authority will undertake the following consultation with key stakeholders and the community to inform and seek feedback about the proposed Interim Metro Review:

- Project information published on the Sydney Olympic Park and #mySOP engagement hub, with opportunities for the Sydney Olympic Park community of residents, workers, businesses, students and visitors and for the general public to understand the proposed amendments and provide written feedback
- Project information available in hard copy at locations in Sydney Olympic Park (subject to COVID restrictions)
- Social media messaging to highlight the exhibited Master Plan 2030 (Interim Metro Review) and the opportunity to provide feedback
- Project fact sheet and FAQs
- Written correspondence and meetings with major leaseholders in the precinct
- Email notifications sent through SOPA's communications channels and through partner/stakeholder networks targeting relevant community groups and stakeholders.

The engagement during public exhibition will also seek to invite community and stakeholders to register for more information and to be involved in shaping the new Place Vision, Strategy and Master Plan 2050 for Sydney Olympic Park as part of a bigger community and stakeholder engagement strategy that will commence in September/October 2021.

The Place Vision and Strategy will set the long-term strategic framework to guide decision making across Sydney Olympic Park, for today, tomorrow and well into the future. It will become a guide book that is shared by community and stakeholders and that is used to communicate the identity and unique narrative for the Park together with guiding principles for bringing the precinct to life.

SOPA is committed to best-practice community engagement and has developed a Community Engagement Framework to guide its engagement activities. The Place Vision, Strategy and Master Plan will be underpinned by extensive engagement and will be co-designed with the Sydney Olympic Park community, local businesses and key stakeholders.

## 4 Intent of Master Plan 2030 (Interim Metro Review)

### 4.1 Proposed Vision

The Interim Metro Review envisages a vibrant and diverse centre, that is active 24/7 throughout the year. The Central Precinct is proposed to be the active heart of Sydney Olympic Park.

The guiding principles for the interim review included:

- A vibrant, activated town centre
- Arrival experience to a world class premier event destination
- Safe and secure
- Highly pedestrian streets connecting the Metro Station, retail areas and public open spaces
- Interchanges with other modes of transport
- Station that services the commercial core and high density residential areas
- Capacity and level of service for ongoing delivery of world class events
- Development of a sustainable and resilient precinct.

The Urban Design Report prepared by COX Architecture (Annexure 2) outlines SOPA's vision for the precinct as follows:

*...The precinct will continue to transform into a vibrant, high-density mixed-use Town Centre with a strong commercial office and retail area to the north and a residential character along Figtree Drive...*

The northern part of the Central Precinct on Herb Elliott Avenue will provide a wide range of complementary civic, retail, commercial, educational, community and entertainment uses. This diverse mix of uses will ensure high levels of amenity for residents, workers and visitors during the day and into the evening. The southern part of the Central Precinct on Figtree Drive will be a high-density residential area focused along a green corridor created by the wide landscaped setbacks along Figtree Drive, and the linear park along the railway line. The nomination of a Metro Station within the Central Precinct fundamentally changes the potential accessibility, amenity and commercial appeal of Sydney Olympic Park, and necessitates a revision of the current Master Plan to respond to the opportunities created by Sydney Metro West. For the Central Precinct, opportunities to respond to the Metro Station include:

- Update the Town Centre and the broader public realm within the precinct to address the new desire lines for access to and from the station
- Activate the Abattoir heritage precinct by improving the interface with the Central Urban Park and Metro Station
- Integrate public transport interchanges, including the T7 rail station, existing and new bus routes/ stops and potential light rail stops on Dawn Fraser Avenue as part of Stage 2 of the Parramatta Light Rail.

In addition to the above opportunities, Sydney Olympic Park is challenged to provide an acceptable balance of infrastructure within the public realm to cater for large scale crowds and movement, during event mode, whilst ensuring that a high amenity and high quality spaces are provided for residents, workers and daily visitors.

## 5 Designing with Country

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 *Connecting with Country Framework* has been utilised to guide the urban design principles of the reconfigured Metro site in Central Precinct – connecting the precinct to Country.

*The Connecting with Country Draft Framework* is a guiding document for developing connections with Country that can inform the planning, design, and delivery of built environment projects in NSW. The Framework aims to identify and create opportunities to value Aboriginal wisdom and knowledge in the design, planning and management of open spaces and the built environment.

With reference to Central Precinct, the guiding principle of the Framework is that:

*...Planning commits to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will care for us...*

This emerging Framework has been used to assist the development team establish a set of urban design themes that seek to underpin the guiding urban design principles for the Central Precinct and set out how Country has been embedded.

Accordingly, SOPA appointed Dharawal knowledge keeper and spatial designers, Bangawarra to lead on developing the key themes to assist in the cultural, place making, and design development to inform the emerging design principles with a Connecting with Country focus.

On 28 May 2021 Bangawarra facilitated a Designing with Country Co-Design workshop with the SOPA and Metro teams.

The aim of the workshop was to introduce the emerging development of Central Precinct to Bangawarra and discuss the key principles of Country which are relevant to Sydney Olympic Park and the emerging Central Precinct. From this, an overarching Vision linking Sydney Olympic Park to Country, and four key themes were identified.

In summary Bangawarra notes that the Country known as Sydney Olympic Park has been known for millennia as a place where two waters and different ecologies meet; where saltwater and freshwater combine. The area is characterised by mudflats, swamps and mangroves which provide nutrient rich mud and protect the complex structures and shallow estuaries of the mangrove environment.

These key themes identified by Bangawarra hang off this understanding and knowledge of Country. The 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.

The Public Domain Framework seeks to use these key themes to help guide and connect the development of Central Precinct to Country. In doing so, the principles established by Bangawarra are embedded in controls created to guide the development of the built environment.

Accordingly, the guiding principles contained within the *Connecting with Country Draft Framework* have been addressed and integrated into the establishment of the Central Precinct urban design development controls. In turn, the requirements of the emerging *Design and Place SEPP* have been met and incorporated into the controls for the precinct.

## 6 Structure Plan

A Structure Plan for the Central Precinct has been prepared by Cox Architecture (Annexure 2). The proposed structure of the Central Precinct presents a town centre heart that is anchored around the new Metro Station.

It is noted SOPA has undertaken an Independent Design Review (Annexure 11) of the Structure Plan prepared by Cox Architecture.

The Central Urban Park (directly north-east of the station) is identified as a core green space for the Central Precinct, with the major movement corridors extending off the park (Figure 5).

A finer grain of streets and pedestrian only thoroughfares bisect the Central Precinct to improve connection to the Metro/bus interchange to enable permeability in the Central Precinct. The provision of a wide north-south and east west-connection presents the opportunity for better solar access to the streets, public domain and buildings and safe egress of event patrons through to the Metro Station.



Figure 5: Proposed Structure Plan (Source Cox Architecture)

The concept remains consistent with the previous Master Plan 2030 (2018 Review) and minimises new streets that cross leaseholder boundaries, which creates greater flexibility in staging options for the Central Precinct. The Structure Plan provides an indication of the distribution of uses across the Central Precinct with commercial uses and mixed-use to the north and residential uses to the south.

## **6.1 Public Domain Framework**

The Central Precinct Place Design and Public Domain Framework (Annexure 3) places significant focus on the importance of public domain, pedestrian accessibility and the establishment of Sydney Olympic Park as a great place to live, work and play. The Framework identifies a vision for Sydney Olympic Park to transform into a vibrant mixed use precinct that is supported by a public domain that functions during both everyday and event mode.

The Framework articulates a clear set of public domain principles, objectives and guidelines for managing incremental delivery of high amenity and multifunctional public domain and is to be used as a guide for all developers in the design and delivery of these important public spaces.

The need to consider the human scale to adequately respond to future density within the precinct is significantly highlighted throughout the Framework. A focus on walkability, tree canopy, activity and amenity has led to a pedestrian prioritised street network supported by public transport, active frontages and natural assets.

The Framework objectives set out the requirements for the urban canopy and green infrastructure for both people and habitat. The provision of green infrastructure such as vertical greening and green roofs, in addition to the planting of trees, varying in height and canopy coverage enables Sydney Olympic Park to create a connected ecosystem of diverse, locally native species.

The Public Domain Framework identifies the development of public spaces including:

- Central Urban Park
- West End Plaza
- Metro Plaza
- East End Plaza
- Shared Streets
- Pedestrian Laneways



Figure 6: Public Domain Framework (Source: Hatch/ Roberts Day)

## 6.2 Indicative Built Form Plan

The Indicative Built Form Plan represents just one of many permutations of transformation which may occur within the Central Precinct as a response to the Metro Station (Annexure 2).

The Master Plan 2030 (Interim Metro Review) seeks to locate density in the areas of highest activity around the Metro Station and adjoining Australia Avenue and Olympic Boulevard.

The concept design aims to facilitate a diversity of both built form and uses, including retail, food and beverage, framing dedicated pedestrian spaces, shareways and active streets, commercial buildings and non-residential podiums, courtyard apartments on a podium, and tower apartments. This approach will ensure the development of active street frontages.

In response to a finer grain of streets and pedestrian connections, the built form is also proposed to be of a finer grain, allowing for reduced site coverage of buildings and a more permeable Central Precinct.



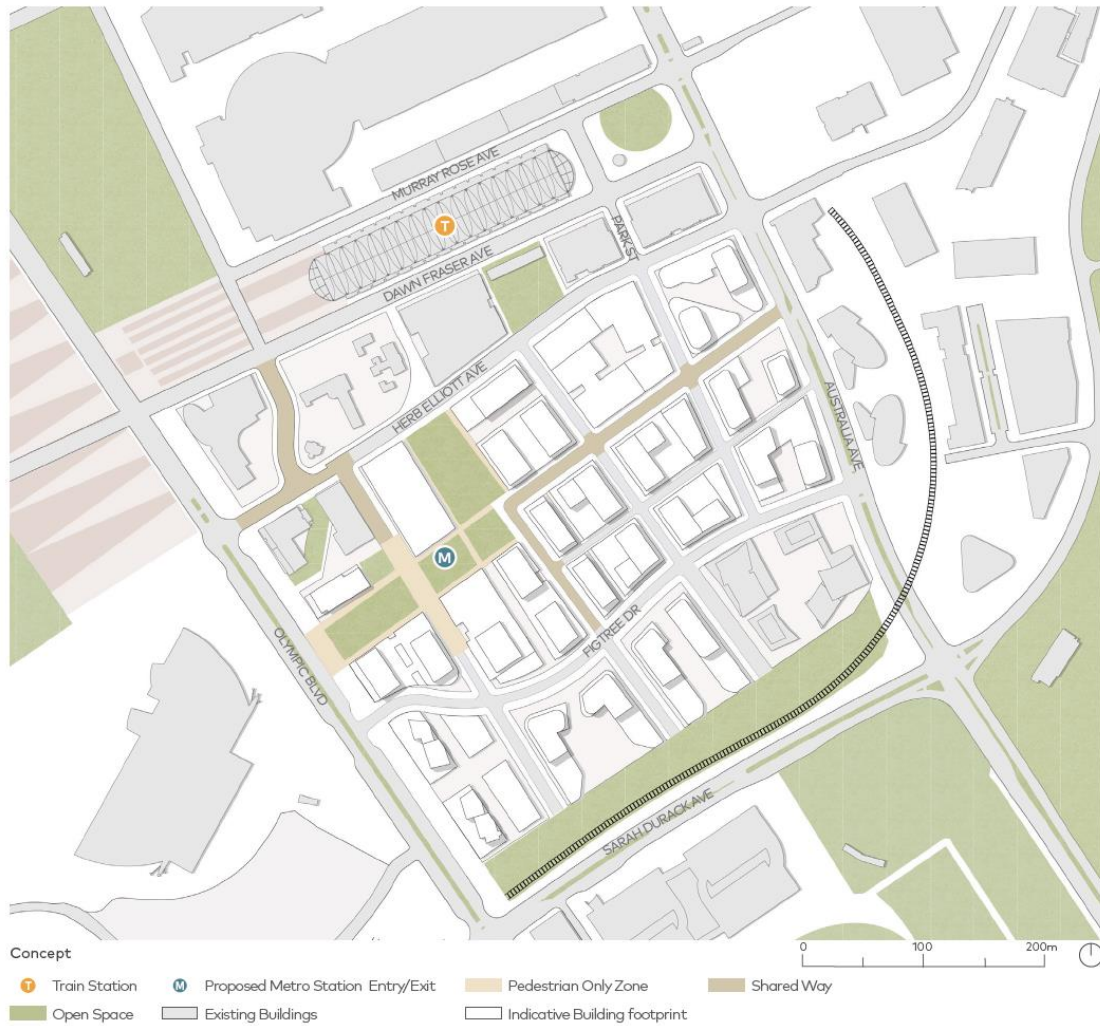


Figure 7: Indicative Built Form Plan (Cox Architecture)

### 6.3 Street Hierarchy

A Street Hierarchy Plan has been developed which aims to deliver the required amount of through-street traffic to activate the spaces around the Metro Station, whilst also considering circulation needs for events within Sydney Olympic Park (Annexure 2).

The design provides the opportunity to create a series of traffic-calmed, local streets with a strong focus on the pedestrian experience and safety.

Pedestrian movement towards the Metro Station, especially during event mode will be funnelled along Olympic Boulevard, to the West End, which will be a pedestrian plaza. The 40m wide pedestrian plaza (working title Miluni Plaza) will act as the pedestrian heart for the Precinct providing primary activity and movement around the station entry.



Figure 8: Street Hierarchy Plan (Source Cox Architecture)

## 6.4 Public Transport

A network of buses, heavy rail and proposed light rail, in addition to a Metro Station presents Sydney Olympic Park with a unique opportunity to support the development of a 30 minute city as envisioned under the Regional Plan, District Plan and GPOP.

The provision of alternative, efficient and attractive modes of transport such as walking, cycling, buses, light rail and Metro will encourage a healthy and active population, reduce car dependency and create a safer pedestrian environment. The Central Precinct will work towards building a sustainable, mixed use, transit oriented development, in which those visiting and living within the area can rely on transport.

The Metro Station will support the existing heavy rail, by giving access to the major destinations and attractions at Sydney Olympic Park while catering for the everyday users and residents of the site.

The proposed bus interchange along Figtree Drive and potential future Parramatta Light Rail (Stage 2) along Dawn Fraser Avenue will also provide further public transport support for those within the Central Precinct.

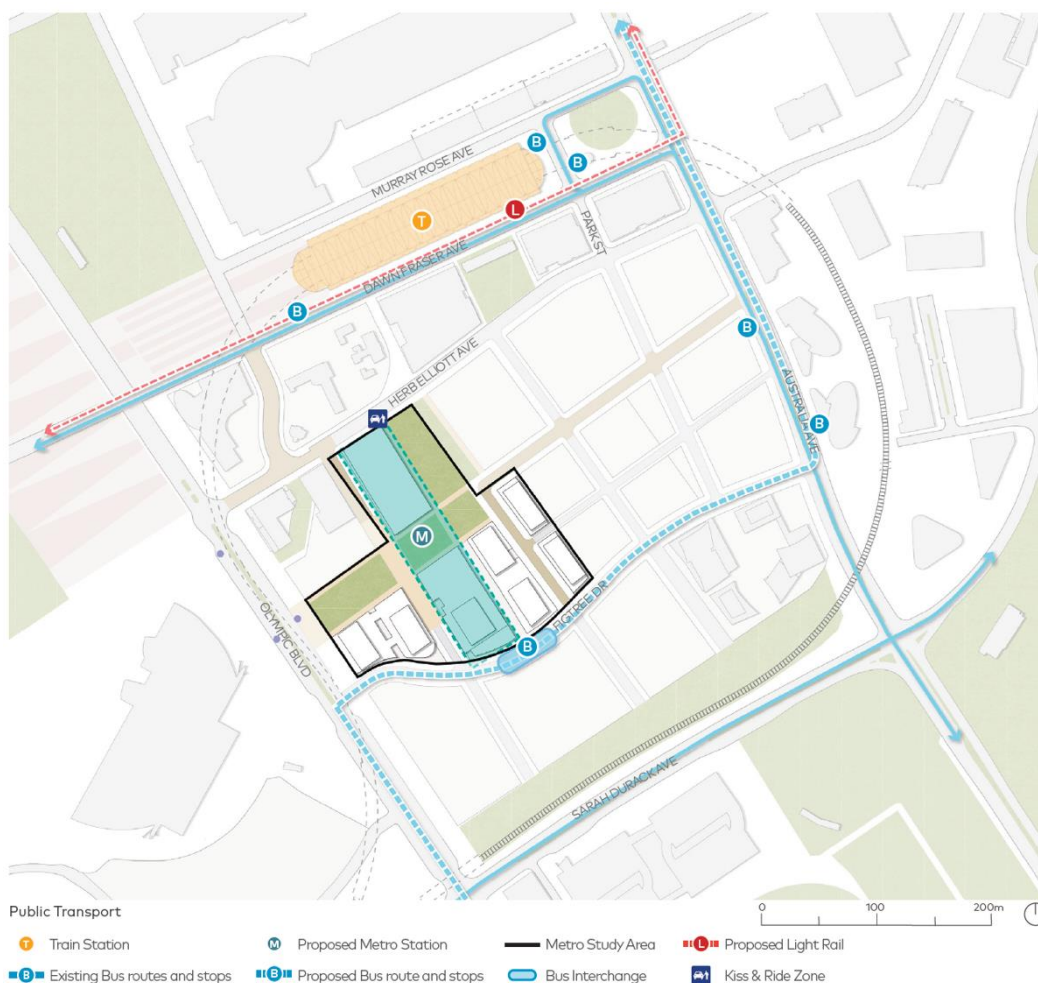


Figure 9: Public Transport Plan (Source: Cox Architecture)

## 7 Key Considerations

The Interim Metro Review has been undertaken in relation to a range of both internal and external influences to Sydney Olympic Park, such as:

- SOPA and Community aspirations for the Central Precinct
- Transport and Access
- Sydney Olympic Park specific considerations including:
  - Event operations
  - Noise management
  - Views and view analysis.

The following assessment examines these considerations in relation to the proposed Sydney West Metro proposal.

### 7.1 Transport and Access

Extensive background investigations allowed the Master Plan 2030 to identify the need for various upgrades to transport including new public transport infrastructure and services, road upgrades and travel demand management measures.

While the majority of these remain relevant, there is greater certainty around particular major infrastructure projects including the Sydney Metro West line and the Concept Parramatta Light Rail (Stage 2).

These key pieces of infrastructure will significantly reduce the travel distance within the greater Sydney area and will improve access to Sydney Olympic Park and Parklands.

The proposed public transport infrastructure will inevitably increase accessibility to and from the precinct with the increased capacity of the Central Precinct.

### 7.2 Sydney Metro West

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

Sydney Olympic Park Metro Station will be located south of the existing Olympic Park Station in the heart of the growing town centre and central precinct. A Metro Station at Sydney Olympic Park will reinforce its status as Australia's premier events, sporting and entertainment precinct supporting the transit of more than 10 million people who visit or stay each year. Sydney Olympic Park Metro Station will:

- Support the T7 Olympic Line and bus services for major event visitation and reinforce Sydney Olympic Park's status as Australia's major event, sport and entertainment precinct
- Connect the precinct to Sydney's primary employment and service centres, servicing business and residential communities within and surrounding Sydney Olympic Park



- Serve as a transport hub, providing an easy, efficient, and accessible interchange with the proposed Parramatta Light Rail Stage 2, T7 Olympic Line and bus services.

### 7.3 Event Operations

Master Plan 2030 (2018 Review) supported the objective of Sydney Olympic Park maintaining its status as the premier sports and entertainment precinct in Sydney and Australia. In particular, Master Plan 2030 (2018 Review) acknowledged that:

- planning must ensure that the existing world class event traffic and transport facilities and operations are not compromised through the conflicting needs of increased development; and
- regular transport operations should utilise event transport infrastructure where possible to maximise the use of government assets.

The annual event calendar at Sydney Olympic Park is anchored by certain major signature events including:

- Sydney Royal Easter Show
- NRL Grand Final
- NRL State of Origin
- Bledisloe Cup
- APIA Tennis International.

Sydney Olympic Park continues to host to large special events which in the past have included the AFC Asian Cup, Rugby World Cup, along with other major concerts such as Adele, Taylor Swift and more recently the Fire Fight Concert for Bushfire Relief.

Due to the size and scale of facilities at Sydney Olympic Park, it has the capacity to accommodate multiple events on a single day.

The Master Plan 2030 (Interim Metro Review) identifies the important role that events contribute to Sydney Olympic Park, highlighting the demand for further, permanent activation of the precinct, to optimise the community and financial benefits associated with these events.

The proposed Sydney Metro West will be a major contributor to increase access to the Sydney Olympic Park. With the addition of Sydney Metro West, the public transport catchment significantly increases.

As such, it is envisaged that the addition of the Metro will account for higher public transport mode shares during regular event periods.

Pedestrian movement towards the Metro Station, especially during event mode will be funnelled along the western pedestrian plaza, known as the Miluni Plaza. The Mulini Plaza will act as the pedestrian heart for the precinct providing primary activity and movement around the station entry.

The Miluni Plaza provides an acceptable level of contingency for crowd management operations throughout the operation of events at Sydney Olympic Park (Figure 10), during peak transit times during events. The 40m plaza ensures that pedestrian safety is optimised,

whilst ensuring the urban realm remains at a scale suitable for day to day residents and users.

As detailed in the Transport Strategy (Annexure 4) a pedestrian level of service (LoS) D has been adopted for event pedestrian flows. LoS D is considered acceptable and best practise for event precincts globally as:

- Customers accept a lower pedestrian level of service than commuters (LoS C) due to the one-off nature of the experience and awareness of attending an event with large crowds
- LoS D retains customer safety and but does not result in the over design of the urban realm
- LoS D provides a level of contingency for crowd management operations in the event of adverse conditions, including incidents or delays in transport services.

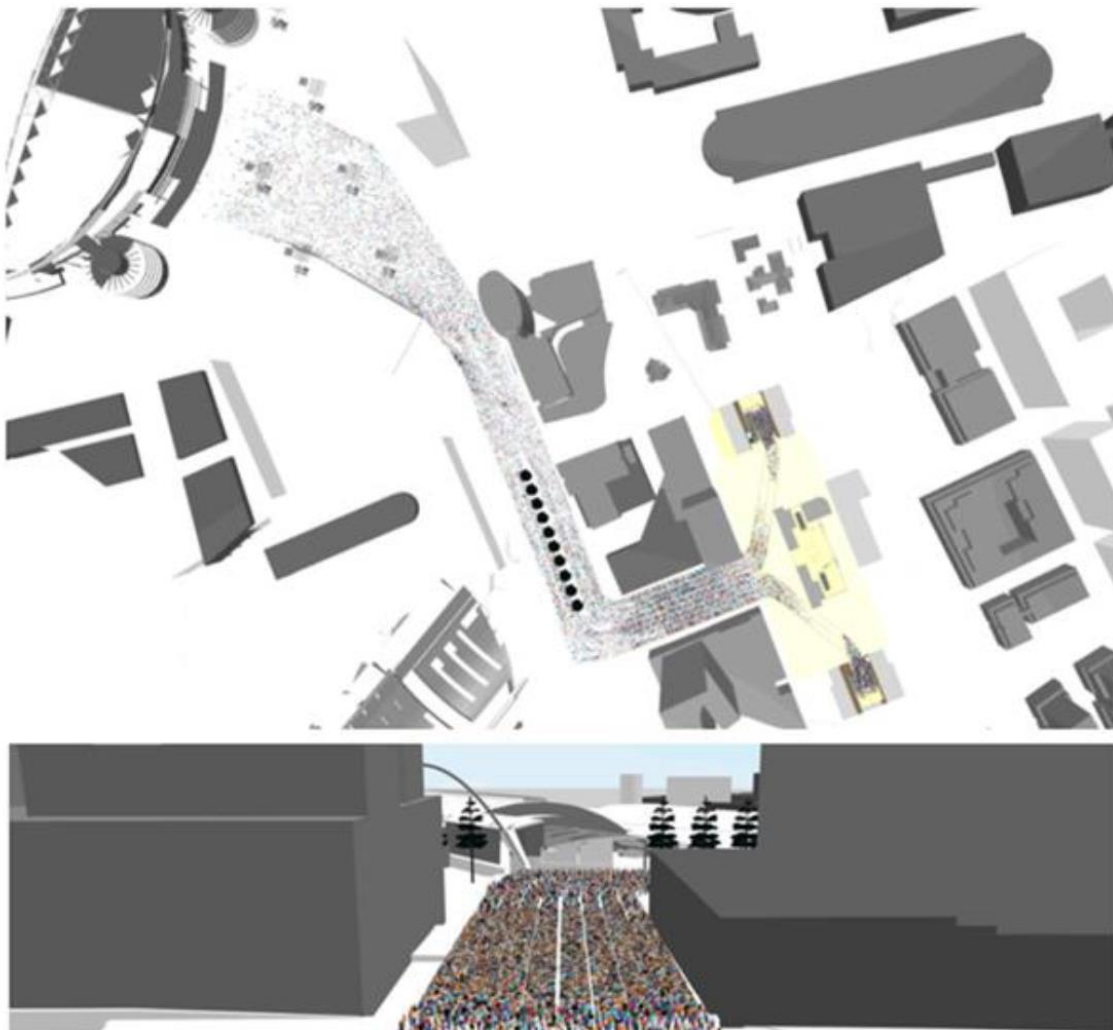


Figure 10: Precinct even pedestrian modelling undertaken by Sydney Metro for reference design (Source: WSP)

## **7.4 Noise Management**

Areas within Sydney Olympic Park are subject to high levels of noise, primarily from sporting and entertainment activities.

A comprehensive Noise Assessment and proposed noise management guidelines has been prepared (Annexure 3).

The impact of different scenario noise sources was considered individually and cumulatively on the acoustic suitability for residential development within the Metro sites. This assessment included the impact of stadium events which include spectator numbers of up to 80,000 attendees.

The review examines the impact of noise generating activities and scenarios such as:

- Sporting events in Stadium Australia
- Concerts in Stadium Australia
- Carnival noise (Royal Easter Show)
- Late night party noise
- Football (Spotless Stadium)
- Traffic and rail noise
- Metro Station event Crowd.

The findings of the noise report are discussed in detail in Section 8 of this report.

## **7.5 Views and View Analysis**

Master Plan 2030 (2018 Review) identifies a series of important views to, from and within Sydney Olympic Park.

The network of streets and open space were designed to enhance existing topography and define the ceremonial vistas, in particular the Olympic Axis defined by Olympic Boulevard.

The Master Plan 2030 (Interim Metro Review) seeks to identify and protect the remaining views of these iconic buildings and structures as addressed within the Urban Design Report (Annexure 2).

## 8 Findings and Outcomes

### 8.1 Metro Station Location

The Sydney Metro West Metro Station has been located centrally within the Central Precinct Town Centre. It is situated at the intersection of the primary East-West and North-South Green Links, leveraging pedestrian activity and anchoring the Town Centre and adjoining open space. The following key priorities were considered in selecting the station location:

- Interchange with other modes of transport
- Impact on Metro travel times
- Capacity to support commercial, retail and residential development
- Provide town centre activation
- Limited site constraints – contaminated land, underground T7 rail corridor and existing and proposed surrounding building basements
- Property acquisition
- Event requirements – crowd dispersal, marshalling and separation, safety.

The Metro Station (Figure 11) provides excellent connectivity to the sporting and event venues such as the Stadia precinct for large scale events. The Metro Station will support the existing heavy rail station to the north, while the proposed bus interchange along Figtree Drive and proposed Light Rail along Dawn Fraser Avenue will also provide further public transport support for those within the precinct.

The location of the Metro Station will require amendments to the planning controls for the relevant sites within Master Plan 2030 (2018 Review). Given the Metro Station location, the Central Precinct Master Plan (Figures 12 and 13) and Site Boundaries Plan will need to be updated to reflect the Metro site area and boundaries. The Metro Site Area is outlined in blue below.



Figure 11: Proposed Sydney Metro West station location (Source: COX Architecture)





Figure 12: Central Precinct Master Plan (Source: Master Plan 2030 (2018 Review))



Figure 13: Proposed Central Precinct Master Plan (Source: Master Plan 2030 (Interim Metro Review))

## 8.2 Land Use

The Central Precinct is zoned B4 Mixed Use under the SSP SEPP, which facilitates a wide variety of uses. The Central Precinct Land Uses Plan within the Master Plan 2030 (2018 Review) provides a finer grain breakdown of uses within the precinct. The Master Plan 2030 (Interim Metro Review) seeks to amend this plan to incorporate the new Metro Station.

The Master Plan 2030 (Interim Metro Review) proposes a variety of land uses across the Central Precinct in keeping with the original intention of maintaining a commercial and mixed-use town centre with a transition to residential to the south of the Central Precinct.

The new Metro Station is identified to integrate into both the built form of the site and to contribute to the activation of the streetscape by locating below ground or elevating any associated station infrastructure above the ground plane. The primary retail areas are to be delivered within the Town Centre adjoining the multi-modal transport interchange and open space anchored by the Metro.

The Central Urban Park, adjacent to the station, is identified to act as a core green space for the Central Precinct, with the major movement corridors, including the East-West and North South Green Corridors, extending off the park. Also, a publicly accessible open space area could potentially be provided on the Metro Station northern building roof, in proximity to the park area.

The identified mixed use residential buildings are located around the areas of greatest amenity and accessibility. These buildings are broadly focused around the Metro Station and the open spaces towards the southern boundary of the Precinct, ensuring that the surrounding streets are provided with an active frontage.

Non-residential uses form the transition to the north of the Precinct ensuring that the Central Precinct is a vibrant balance for working, recreating and living opportunities. This approach also ensures that an appropriate buffer is provided between the mixed-use residential buildings and the sporting and events precincts to mitigate against potential amenity impacts.

The proposed land use controls are supported by a Commercial Demand and Feasibility Assessment prepared by Hill PDA (Annexure 7). This assessment underlines the need to provide non-residential uses in the town centre and to retain employment uses within podium levels. This report also recommends that residential areas only be provided above podium level within towers. This approach is reflected within the land use controls and will facilitate active street frontages within the town centre.

This strategy is also supported from an acoustic perspective as locating residential uses above podium level will result in improved amenity impacts for future residents. This is further detailed in Section 8.14 of this report.

Figures 14 and 15 illustrates the changes to the land uses within the Central Precinct between the Master Plan 2030 (2018 Review) and the Master Plan 2030 (Interim Metro Review) for the Metro site.

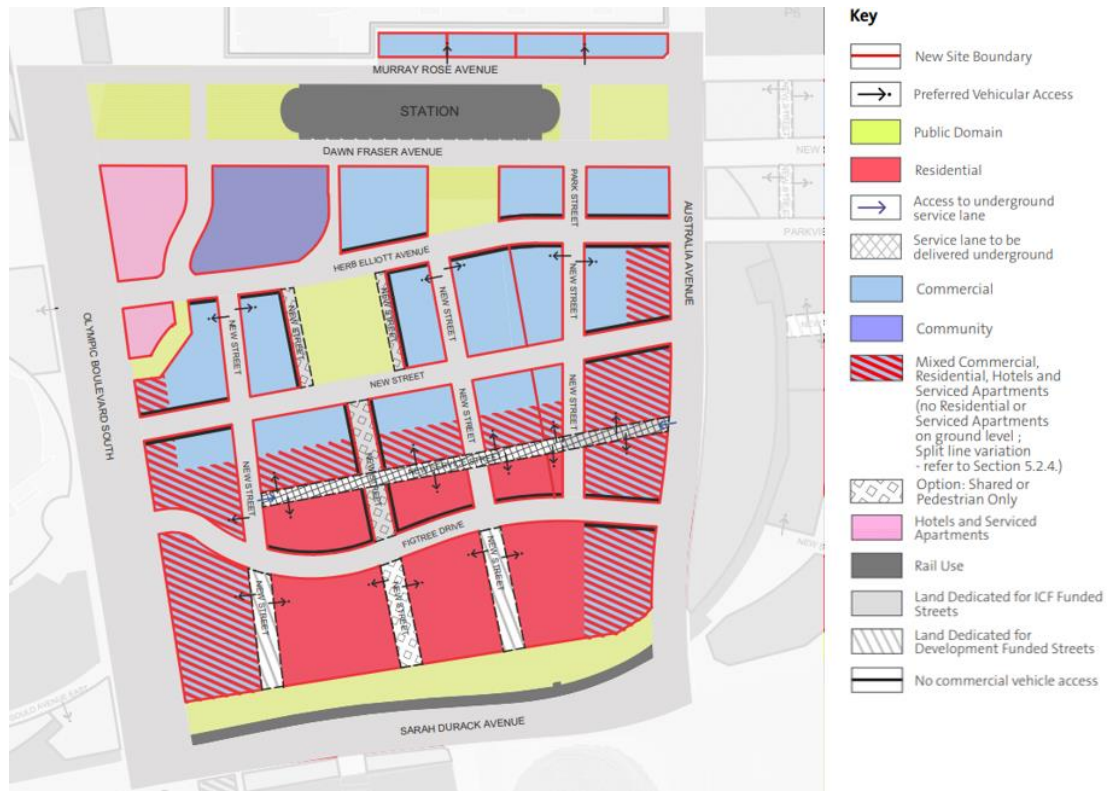


Figure 14: Existing Land Use Plan (Source: Master Plan 2030 (2018 Review))



Figure 15 Proposed Land Use Plan - Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)



## 8.3 Urban Design

### 8.3.1 Building Height

The SSP SEPP establishes a variety of building heights for the Central Precinct ranging from 9 metres to 149 metres. The Master Plan 2030 (2018 Review) establishes a building height controls in storeys, which includes podium heights.

The Master Plan 2030 (Interim Metro Review) seeks amendments to the existing building height controls within the Metro Site Area of the Central Precinct. These changes include:

Site	Existing Height Control: Master Plan (2018) Review	Proposed Height Control: Master Plan (2030) Review
Site 40	1 to 8 storeys (33m)	2 storey (16m)
Site 46	20 storeys (74m)	20 storeys (74m)
Site 47	20 storeys (74m)	45 storeys (149m)
Site 48	45 storeys (149m)	45 storeys (149m) (no change)

Table 3: Amendments to Building Height Controls

The Master Plan 2030 (Interim Metro Review) maintains the existing height of 45 storeys to Olympic Boulevard. This placement of height will ensure a statement skyline and recognisable town centre.

Figures 16 and 17 illustrates the changes to the building heights within the Central Precinct between the Master Plan 2030 (2018 Review) and the Master Plan 2030 (Interim Metro Review).

The proposed amendments to building heights are based upon a Building Height Strategy as detailed within the Urban Design Report prepared by Cox Architecture (Annexure 2). The proposed building heights respond to the principles of density and height defining the Metro Station location while transitioning to open space areas to the south.

The Building Height Strategy aims to deliver a modulated and diverse built form within the site that sympathetically responds to adjoining areas and existing developments and reinforces the high levels of amenity and solar access within the primary open spaces and consolidating heights around the town centre.

### 8.3.2 Street Wall and Podium Heights

The Master Plan 2030 (2018 Review) provides street wall and podium heights of between 5 to 8 storeys. The Master Plan 2030 (Interim Metro Review) street wall and podium heights of 4 storeys will ensure a significant contribution to the experience of place and add uniformity of character on streetscapes and within the public domain.

To achieve this, the Master Plan (Interim Metro Review) proposes that all mixed use buildings within the Metro Site Area comprise of a 4 storey and 16 metre high street wall podium. In addition, the northern station building will be subject to a maximum 16 metre height limit.

This approach seeks to enhance the pedestrian experience by providing a human scale to the podium height. The proposed podium heights are illustrated below.





Figure 16: Existing Building Height Plan (Source: Master Plan 2030 (2018 Review))

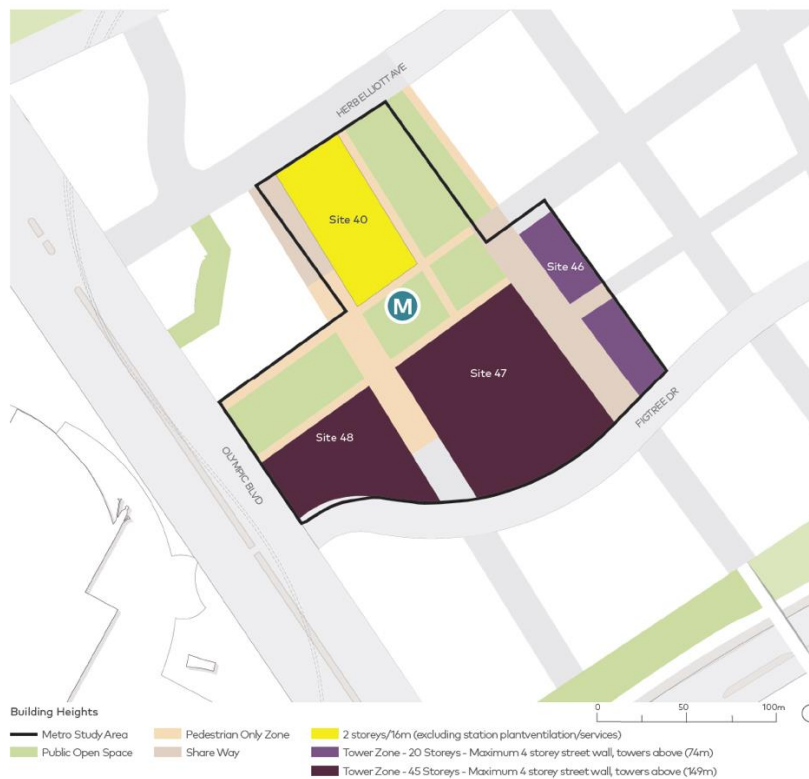


Figure 17: Proposed Building Heights Plan – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)

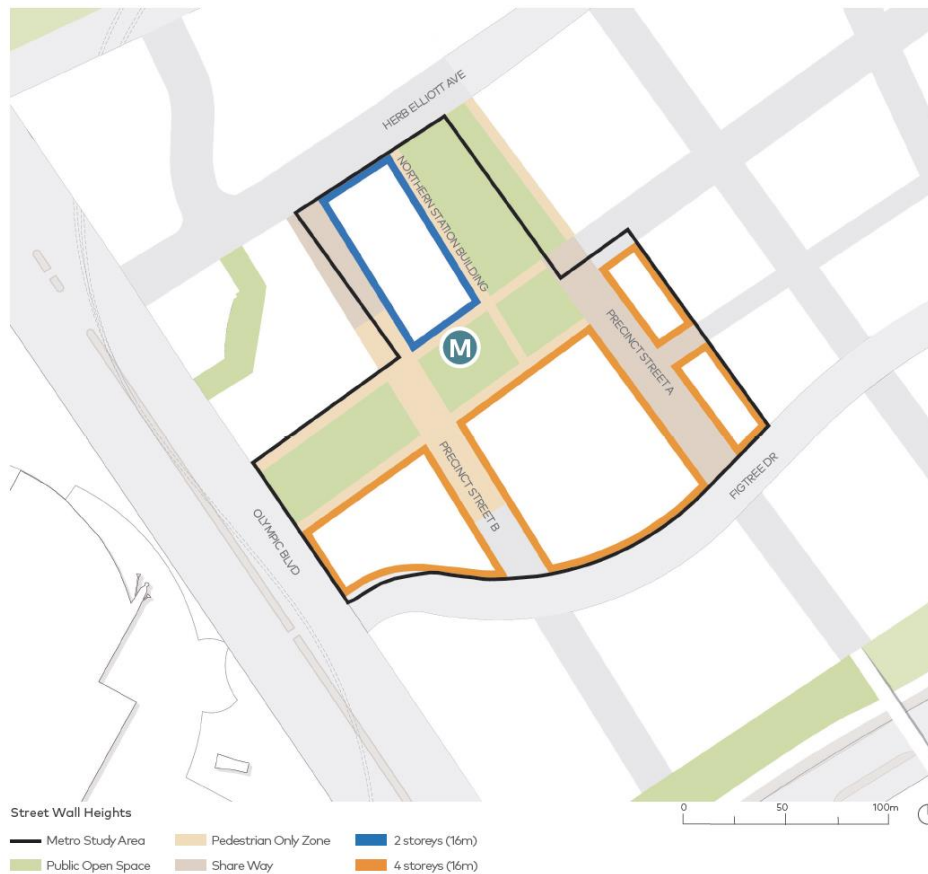


Figure 18: Proposed Street Wall & Podium Heights – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)

### 8.3.3 Gross Floor Area

The SSP SEPP establishes a range of Floor Space Ratios (FSR) for the Central Precinct ranging from 3.6:1 to 12:1.

The Master Plan 2030 (2018 Review) also provides an FSR which corresponds with the SSP SEPP and overlays it onto the block layout for the Central Precinct.

The Master Plan 2030 (Interim Metro Review) seeks to amend the existing FSR within the Metro Site Area of the Central Precinct. These changes include:

Site	Existing FSR Control: Master Plan (2018) Review	Proposed FSR Control: Master Plan (2030) Review
Site 40	3.6:1	0.3:1
Site 46	3.6:1	5.1:1 (part of site)
Site 47	3.6:1 to 6.5:1	7:1
Site 48	6.5:1	6.6:1

Table 4: FSR Control Amendments

The below Figures 19 and 20 illustrate the amendments to the FSR controls within the Central Precinct between the Master Plan 2030 (2018 Review) and the Master Plan 2030 (Interim Metro Review).

A breakdown of the proposed FSR's and associated residential and non-residential yields is provided in the below table.

Site	Site Area	Non-residential GFA	Residential GFA	Total GFA	FSR (n:1)
40	9,070	2,500	0	2,500	0.3
46 (part)	3,771	5,330	14,023	19,353	5.1
47	11,428	32,860	47,336	80,196	7
48	8,447	10,219	45,201	55,420	6.6
Total	32,716	50,909	106,560	157,469	4.8

Table 5: Proposed FSR and GFA Yields

Importantly, the existing and proposed controls do not establish a minimum non-residential FSR requirement for mixed-use buildings. However, this is effectively managed through land use controls which require non-residential uses to be located within podiums with residential uses located above.

An analysis of the proposed amendments to the FSR controls and resultant yields is provided in the Commercial Demand and Feasibility Assessment prepared by Hill PDA (Annexure 7). This report identifies the following key changes between the Master Plan 2030 (2018 Review) and the Master Plan 2030 (Interim Metro Review):

- a loss in non-residential uses of 51,935m<sup>2</sup>
- a gain of residential GFA of 45,560m<sup>2</sup>
- an overall loss of 6,375m<sup>2</sup> of GFA

The redistribution of commercial and residential GFA and overall loss of 6,375m<sup>2</sup> of GFA is discussed in Section 8.12 of this report.

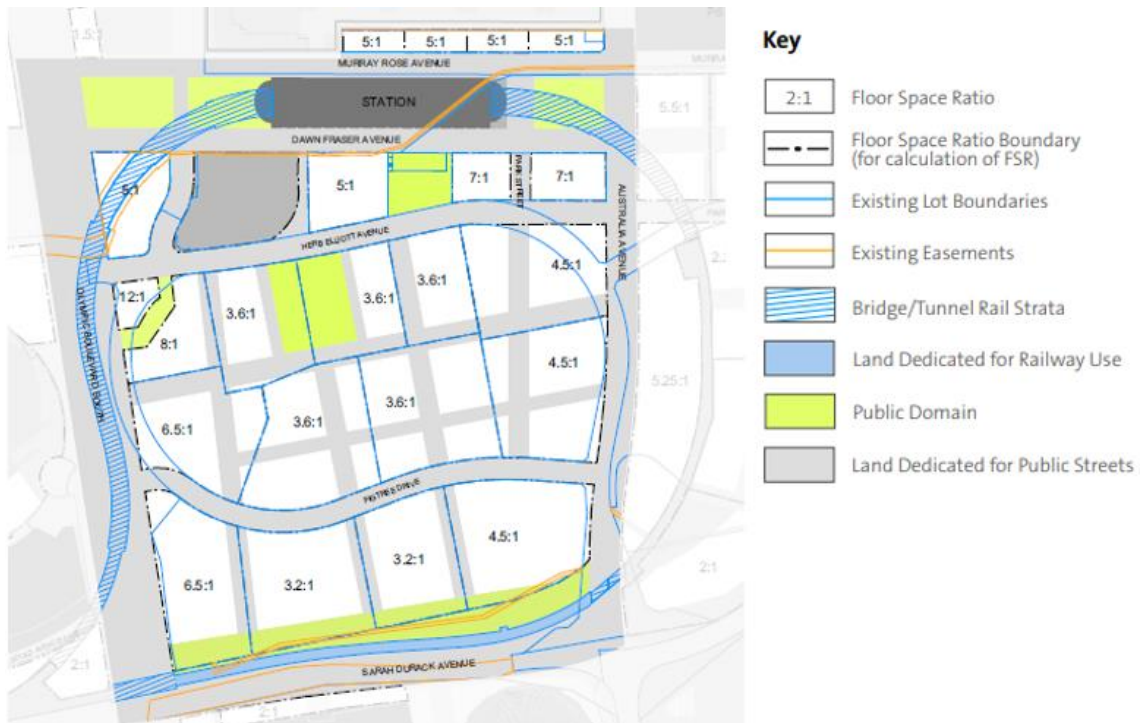


Figure 19: Existing FSR Plan (Source: Master Plan 2030 (2018 Review))



Figure 20: Proposed FSR Plan – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)

#### 8.4 Building to Line and Setbacks

Master Plan 2030 (Interim Metro Review) seeks to reinforce ‘build to line’ and setback principles established by the Master Plan 2030 (2018 Review).

In relation to *build to line*, these principles seek to define and frame primary public spaces and active streets with built form that contributes to a sense of place and pedestrian-scaled experiences.

The Master Plan 2030 (Interim Metro Review) proposes that buildings within the mixed use sites to the south of the Central Park largely define the park and Precinct Street A.

This is to be achieved by requiring 90% of the building, in future development to be built to the boundary, providing a strong presentation. The northern station building and Precinct Street B interfaces are not subject to the same Build to Line guideline.

The Master Plan 2030 (Interim Metro Review) establishes the following setbacks for the Metro Site Area (Figure 22):

- NIL primary setbacks to the ground floor are proposed on all mixed use buildings with an interface to the Central Park, Olympic Boulevard, Figtree Drive, Precinct Street A, Precinct Street B and the shareway on Site 46
- A 3 metre primary setback is provided to the remainder of Site 46.
- A 2.5 metre secondary setback above the podium is applicable to all mixed use buildings with an interface to the Central Park, Figtree Drive, Precinct Street A, Precinct Street B and the share way on Site 46.
- A minimum 5 metre and maximum 10 metre secondary setback is applicable to any buildings above the podium on the Olympic Boulevard interface.

These built form controls will ensure a high level of street activation as well as protecting the amenity of future built form elements and the objectives of the Master Plan.



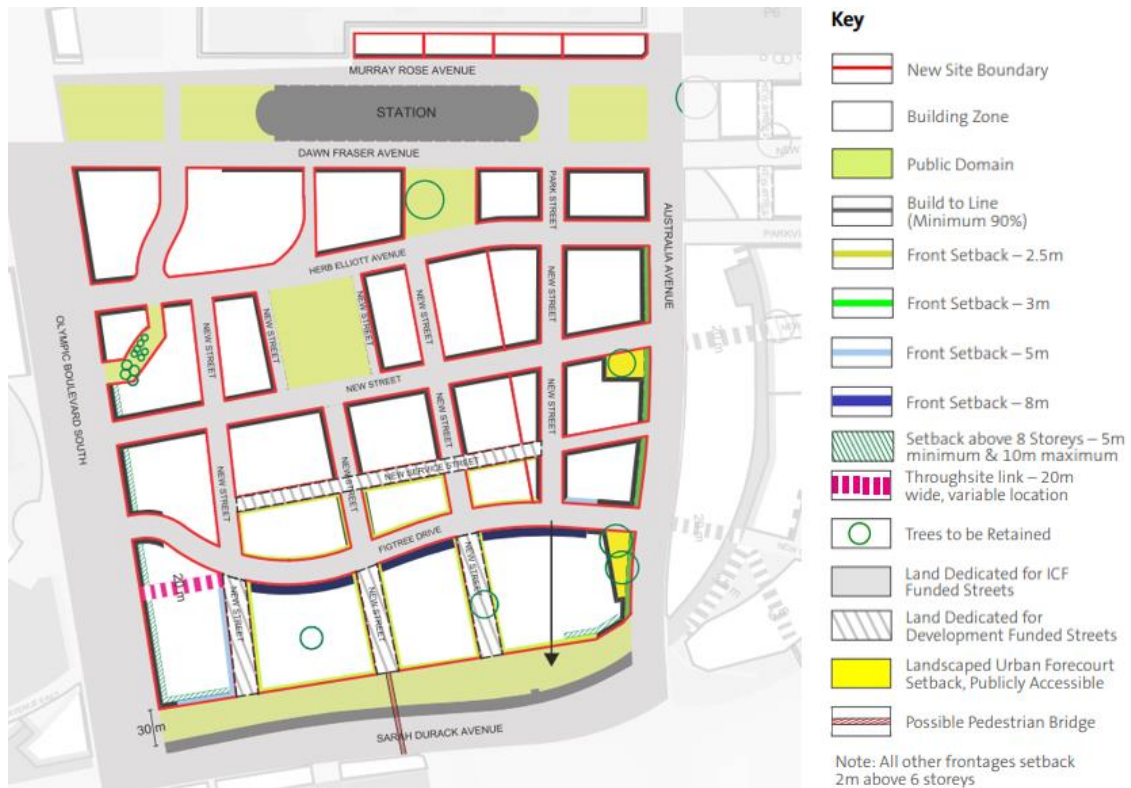


Figure 21: Building Zones and Setbacks Plan (Source: Master Plan 2030 (2018 Review))



Figure 22: Setbacks Plan - Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)



Figure 23: Building Line Plan – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)

## 8.5 Active Frontage

Section 4 of the Master Plan 2030 (2018 Review) includes an Active Frontage Plan for the wider Sydney Olympic Park.

An Active Frontages Guideline has been prepared by COX Architecture in support of the Master Plan 2030 (Interim Metro Review) (see Figure 24). This plan proposes that active frontages comprise of shops, businesses, food and beverage, community or civic uses, and/or Metro Station entries.

The intention of the Active Frontages Guideline is to:

- provide a highly amenable pedestrian experience
- to ensure active uses are in areas of high pedestrian activity and amenity
- to ensure ground floor uses activate the public domain and streets and provide passive surveillance

The active frontages guideline is applicable to:

- buildings within the mixed use sites that address the Central Park and Olympic Boulevard
- buildings interfaces to Precinct Street A
- northern station building interfaces to the Central Urban Park and Herb Elliott Avenue

Interfaces to Precinct Street B and Figtree Drive are secondary active frontages and in addition to the uses listed above may also comprise services, garage entries and larger tenancies.

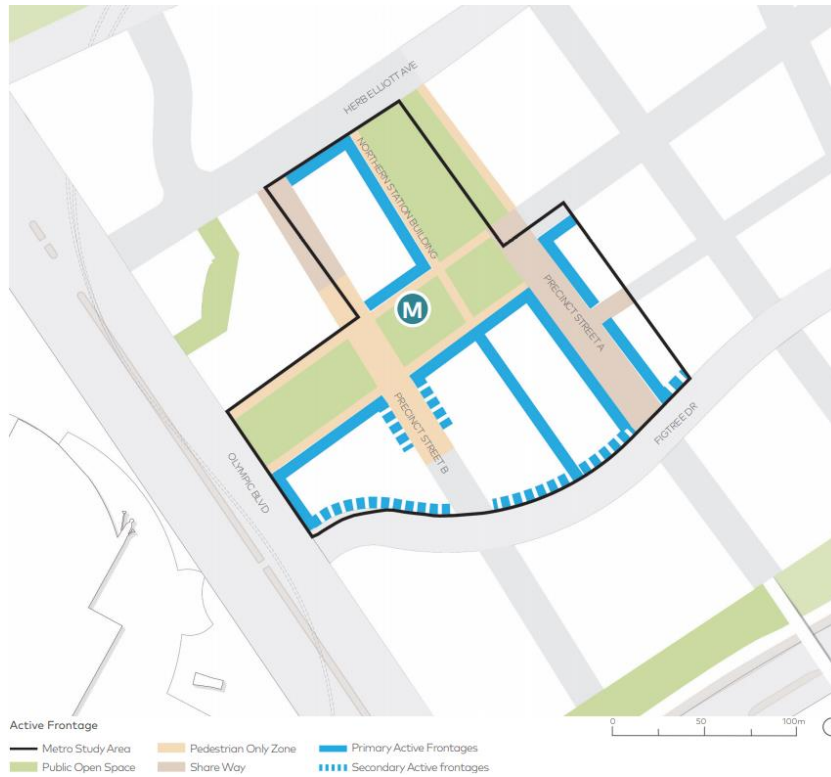


Figure 24: Active Frontage Plan – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)

## 8.6 Public Domain and Open Space

The Master Plan 2030 (Interim Metro Review) proposes numerous public open spaces that vary in both scale and function (see Figure 25) from the Master Plan 2030 (2018 Review).

The Metro Station in the Central Precinct will be anchored by the adjacent Central Urban Park which will act as a core open space for the area, providing a central meeting and gathering space for residents and visitors. A publicly accessible rooftop open space will also be provided on the Metro Station northern building roof.

This will be supported by the Miluni Plaza which is a pedestrian-only, multi-purpose space. The Miluni Plaza will also serve as a gathering and movement corridor for the everyday users and as a crowd management space during events.

Shareways are provided on Precinct Street A and B and the service lane on Site 46.

It is considered that the configuration of the public domain and open space will improve permeability through the Central Precinct. In addition, these areas will be suitably activated through the location of non-residential uses at ground level.

As detailed in Section 8.7, new solar access guidelines are proposed within the Central Precinct to ensure the primary public spaces receive suitable access to sunlight.

Based on the above, it is considered that the Metro Site Area will be provided with a suitable public domain and open space areas that achieve a high level of amenity.



Figure 25: Public Domain and Open Space – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)



## 8.7 Solar Access

The Master Plan 2030 (Interim Metro Review) proposes new solar access guidelines which seek to ensure high levels amenity for those using the primary public spaces within the Metro Site Area.

This amendment prescribes the minimum proportions of the public spaces in the Metro Site Area that are to achieve a minimum of 2 hours of sunlight between 9am and 3pm at the winter solstice (June 21). These proportions are detailed below in Figure 26 and include:

- 75% of the Central Urban Park must receive 2 hours of sunlight between 9am and 3pm
- 60% of the West End Plaza must receive 2 hours of sunlight between 9am and 3pm
- 55% of the Central Plaza must receive 2 hours of sunlight between 9am and 3pm
- 90% of the East End Plaza must receive 2 hours of sunlight between 9am and 3pm

The Metro Site Area and wider Central Precinct is envisioned to transform into a high density urban area. Noting the area's future context, the proposed solar access guidelines will ensure the primary public spaces within the Central Precinct are provided with suitable access to sunlight.

In addition, there are large areas of open space located throughout Sydney Olympic Park that will receive uninterrupted solar access that are available to residents and visitors.



Figure 26: Solar Access – Master Plan 2030 (Interim Metro Review) (Source: Cox Architecture)

## 8.8 Safety and Security

A Safety and Security Strategy (Annexure 6) was prepared for the Central Precinct which considers the amendments proposed under the Master Plan 2030 (Interim Metro Review).

The strategy provides an assessment of the proposed amendments against Crime Prevention Through Environmental Design (CPTED) principles and provides a Strategic Security Risk Assessment.

The key issues raised in the Safety and Security assessment are as follows:

- The need to deter opportunistic crime common to public domain spaces
- Terrorism risks are higher when SOP is hosting events, however there is a residual terrorism risk outside of event periods that needs to be considered in the development and ongoing management of the Central Precinct
- The nature and general level of crime is not expected to change significantly (or adversely), and the amendments will promote multiple uses of the Central Precinct during the day, at night and during events. Activity levels are likely to positively contribute to crime prevention.

The Safety and Security Strategy identifies that these issues can be managed via a consistent and cohesive approach to safety and security that includes:

- Taking a risk-based approach to design of the Metro, integrated development, public domain and all future site developments. The design shall be flexible to the varying needs and operating modes of the Precinct and to changes in the safety and security risk environment
- Adopting Crime Prevention Through Environmental Design measures that will contribute to a minimisation of all forms of crime
- Implementing security systems and infrastructure for sites that is discrete but effective, and integrated with the site surrounds
- Enabling SOPA rangers (for the public domain) and site personnel to actively monitor, respond and manage issues promptly.

The Safety and Security Strategy also identifies that the following planning controls should be utilised to effectively manage safety and security matters:

- New developments shall involve detailed consideration of safety and security to address Crime Prevention Through Environmental Design (CPTED) requirements
- Completion of a Safety and Security Management Plan as a mandatory element of a State Significant Development (SSD) application
- Requirement for applicants to consider the proposed development's wider context
- Completion of a Security Risk Assessment by a licenced security consultant (Class 2A).

Based on the above, it is considered that future development within the Metro Site Area can be successfully managed from a safety and security perspective.

## 8.9 Surrounding Existing and Approved Development

Given the transitioning nature of Sydney Olympic Park, the Central Precinct contains several recently constructed developments together with active development consents for future development.

Recent developments within the Central Precinct are primarily located at the edges, mainly to the north, fronting Dawn Fraser Avenue, and to the south-east. The location of these buildings is identified in Figure 27. The proposed amendments to the Master Plan 2030 (Interim Metro Review) have taken these buildings into consideration to ensure the vision for the Central Precinct is maintained.

In addition, there is an existing active development approval over Lot 4B. On 19 October 2007 the then Minister for Planning approved MP 06\_0273 for the staged construction of two commercial buildings comprising an eight storey building fronting Herb Elliot Avenue (northern building) and a 10 storey building fronting Olympic Boulevard (southern building).

The northern building has been constructed, however, the southern building which adjoins the proposed East-West Green Link is yet to be constructed.

Notwithstanding, the amendments proposed under the Master Plan 2030 (Interim Metro Review) have taken this approval into consideration and do not restrict its future construction.

In particular, the identified southern building within Lot 4B is wholly located outside of the Metro Site Area. On this basis, it will not impact on the future delivery of the Miluni Plaza.

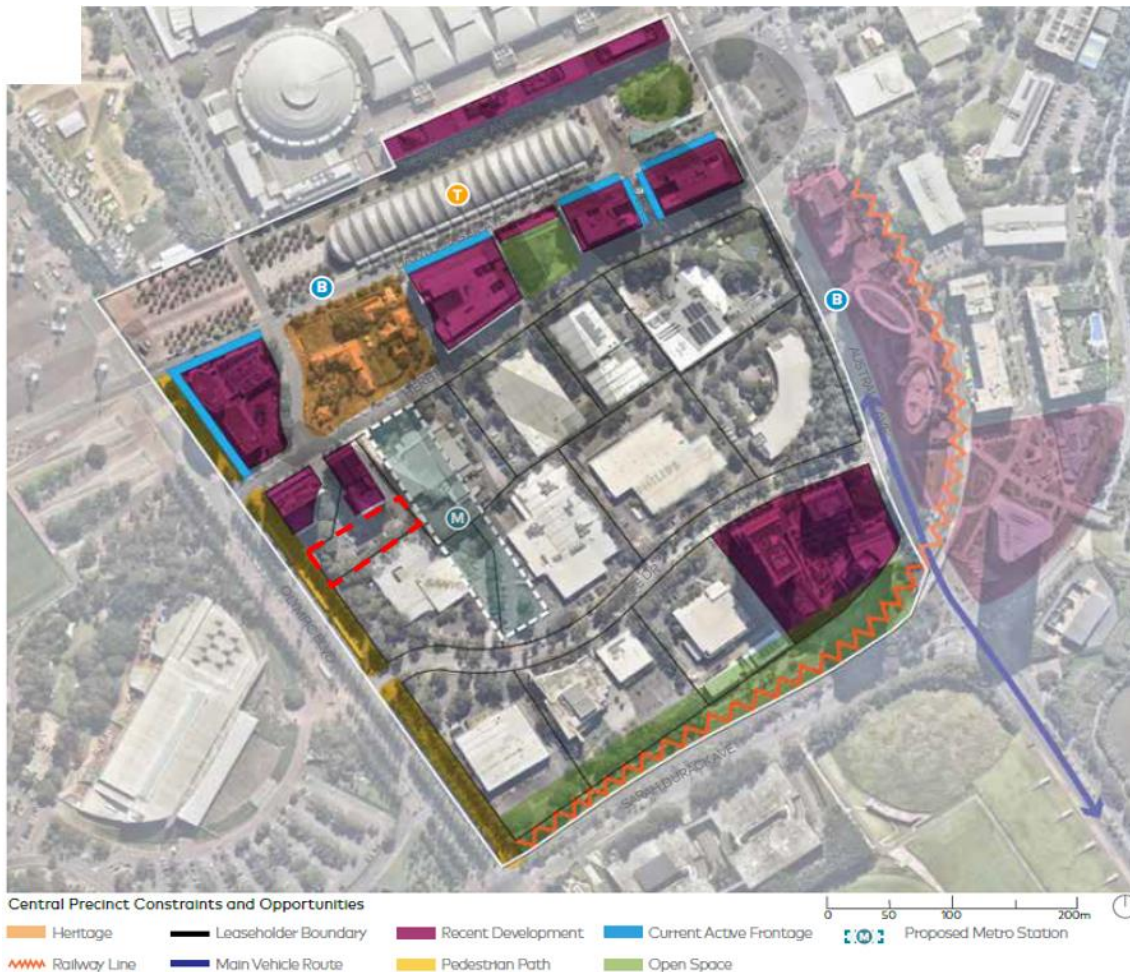


Figure 27: Map of recent developments – indicative location of Stage 2 commercial building on Lot 4B outlined in red (Source: Cox Architecture)

### 8.10 Traffic and Transport

A Transport Strategy (TS 2021) has been prepared and is included at Annexure 4. This report seeks to review and update information relating to transport planning within the Central Precinct.

The TS 2021 considers both the existing and future transport conditions for Sydney Olympic Park and provides a detailed analysis of the following:

- Transport integration
- Event mode transport integration
- Event mode pedestrian analysis
- Traffic and parking



### **8.10.1 Transport Integration**

The TS 2021 identifies that Sydney Metro West will significantly improve the connectivity and capacity to and from the Central Precinct, and the wider Sydney Olympic Park area. In particular, WSP note that with Sydney Metro West (SMW), the combined public transport capacity:

- increases by five times compared to existing services
- doubles the capacity compared to that assessed in the Master Plan 2030 (2018 Review)

Sydney Metro West also significantly increases the catchment of the Central Precinct, with a possible travel time of under 45 minutes between the Central Precinct and the entire Sydney CBD. In addition, Sydney Metro West provides access to a number of strategic centres including:

- Epping
- North Sydney
- Chatswood
- Bondi Junction

Additionally, Sydney Metro West increases accessibility to key residential areas to support the commercial and educational land uses proposed in the Central Precinct, including:

- GOPP (including Parramatta and Westmead)
- Blacktown and surrounding suburbs
- Inner west (from Concord through to Balmain/Glebe)
- Sydenham to Bankstown urban renewal corridor.

Sydney Metro West, together with improved active transport connectivity, will provide reliable, safe and attractive alternatives to private vehicle travel. As a result, the TS 2021 identifies that there is the opportunity to reduce the associated traffic generation and parking requirements for the proposed developments within the Central Precinct.

### **8.10.2 Event Mode Transport Integration**

TS 2021 identifies that during event operations, the addition of Sydney Metro West will significantly increase public transport mode share for regular and major events.

Currently during regular events, the public transport mode-share is approximately 40%, which is considerably less compared to a major event at approximately 70%. The drop in public transport mode-share between regular and major events can be attributed in part due to reduced connectivity and the availability of car parking.

The public transport catchment significantly increases with the addition of Sydney Metro West. TS 2021 proposes that with the addition of a new Metro Station within the Central Precinct, a higher public transport mode share can be achieved during regular events.

During major events in the precinct, the TS 2021 anticipates that special events buses will continue to operate after the introduction of SMW. This scenario retains the existing public transport mode share of approximately 70%, with the majority (60%) accommodated by the two rail modes (Heavy Rail and Metro).

TS 2021 acknowledges that proposed development and future transport operations do not preclude the ability for event bus operations to be consolidated at the Plaza Terminal, located on Olympic Boulevard, adjacent to Qudos Bank Arena. The relocation of event bus services from the Aquatic Terminal to an extended Plaza Terminal would allow uninterrupted road access to the Central Precinct.

With the addition of Sydney Metro West and potentially Parramatta Light Rail Stage 2, the improved catchment and convenience may result in a further increased public transport mode share. TS 2021 has adopted a stretch target of 80% for public transport. This target would be reliant on:

- continued operation of the T7 Olympic Park line operating between Central and Blacktown
- SMW operating at frequencies consistent with the commuter peak periods
- inclusion of Parramatta Light Rail Stage 2
- reconfigured special event bus routes to operate between SOP and areas not serviced by the light or heavy rail network

Based on the above, the delivery of Sydney Metro West, facilitated through the proposed amendments under the Master Plan 2030 (Interim Metro Review) will significantly improve the public transport mode-share for events held at Sydney Olympic Park.

### **8.10.3 Event Mode Pedestrian Analysis**

An *Event Pedestrian Assessment* is provided within the TS 2021. In order to maximise pedestrian movement and safety the key event functional design requirements which influenced the location of the Metro Station included:

- the ability to replicate the event loading of Olympic Park station splitting crowds by direction
- the potential to utilise the open space, parks and streets to queue crowds (i.e. not development sites)
- no sterilisation of space for event use only by incorporating spectator queuing requirements into the landscape
- the ability for crowds to disperse into the Central Precinct retail area during delays
- reduced crowd management until turn into east-west new street
- the ability for event crowds to access and dwell within Central Precinct near Metro Station on arrival
- limiting the amount of streets that are required to be closed during events

The TS 2021 also identifies the need to a 40 metre wide plaza in response to estimated event demand egress arising from the Metro Station. The West-End has been suitably designed in response to this requirement.

The spatial requirements for event queuing in the approach to the Metro Station requires the closure of Olympic Boulevard to traffic north of Figtree Drive and the relocation of the Aquatic Bus Terminal to the northern end of Olympic Boulevard.

The key spatial requirements are outlined below and are illustrated in Figure 28 below.

- Station Loading - 1,000sqm (2,000 pax = 2 train loads)
- Pre-loading West – 2,000sqm (4,000 pax = 4 train loads)
- Pre-loading East – 2,000sqm (4,000 pax = 4 train loads)
- Eastern footpath of Olympic Boulevard – 1,200sqm (2,400 pax = 2.4 train loads)
- Southbound carriageway of Olympic Boulevard – 2,000sqm (4,000 pax = 4 train loads)
- Northbound carriageway of Olympic Boulevard – 2,000sqm (4,000 pax = 4 train loads)
- Grand total of space required – 10,200 sqm (20,400 pax)
- Pre-loading safety corridor = 2 metres (located either in the centre of queuing or on the edge of the Western Plaza)



Figure 28: Spatial Requirements for event loading of Metro Station (Source: WSP)

TS 2021 concludes that the amendments under the Master Plan 2030 (Interim Metro Review) improves Sydney Olympic Park's ability to host major events at Stadium Australia and Qudos Bank Arena.

#### 8.10.4 Parking

Due to the delivery of a Metro Station within the Central Precinct, and potential Parramatta Light Rail Stage 2, there is an expectation that parking rates at Sydney Olympic Park are adjusted to be more aligned with those of other centres within Greater Sydney which have similar provisions of public transport.

TS 2021 has adopted new maximum parking rates for Metro sites which are more restrictive than those currently in SOP Master Plan 2030 (2018 Review). The proposed car parking rates have been informed by more recent rates developed for the Parramatta Road Urban Transformation (Homebush Precinct), Chatswood (Willoughby Council) and the Carter Street Precinct.

The revised maximum car parking rates for each use are outlined below.

Land Use	Master Plan 2030 (2018 Review)	Master Plan 2030 (Interim Metro Review)
Office and commercial	1 space/80 m2	1 space/110 m2
Restaurants	1 space/50 m2	1 space/70 m2
Club	1 space/50 m2 1 space/2 staff	1 space/70 m2 1 space/2 staff
Hotels, serviced apartments and boarding houses	1 space/accommodation 1 space/2 staff	1 space/accommodation 1 space/2 staff
Education		
• Schools	1 space/2 staff	1 space/2 staff
• Tertiary	1 space/2 staff	1 space/2 staff
• Childcare	1 spaces/4 children and suitable drop-off 1 space/2 staff	1 spaces/4 children and suitable drop-off 1 space/2 staff
Retail		
• Supermarkets	4 spaces/100 m2	4 spaces/100 m2
• Local Retail	1 space/50 m2	1 space/70 m2
• Themed Retail	1 space/50 m2	1 space/70 m2
Residential		
• Studio	N/A	0 space/dwelling
• 1 bedroom	1 space/dwelling	0.6 space/dwelling
• 2 bedroom	1.2 spaces/dwelling	0.9 space/dwelling
• 3 bedroom	1.5 spaces/dwelling	1.2 space/dwelling
• 4 bedroom	2 spaces/dwelling	1.4 space/dwelling
• Visitors	0.25 space/dwelling	0.2 space/dwelling

Table 6: Proposed car parking rates

Notwithstanding, the establishment of tighter parking supply controls in line with the introduction of Sydney Metro will be a key influence in driving more sustainable travel behaviours.

### 8.11 Community Facilities

Community Facilities Strategy (CFS) for Sydney Olympic Park Master Plan 2030 (Interim Metro Review) (Annexure 8) reviews and updates the existing CFS in response to the delivery of a Sydney Metro West within the Central Precinct. The CFS identifies that the key contrasts between the Master Plan 2030 (2018 Review) and the Master Plan (Interim Metro Review) for the Metro Site Area in Central Precinct are:

- a reduction of the Central Urban Park to 3,500m<sup>2</sup>, as land is allocated to the future Sydney Metro West station building
- the provision of approximately 5,400m<sup>2</sup> of public plaza space, which could be used by residents, workers, students and visitors to spend time and gather in passive and low impact (e.g. non-sport based) activities in non-event mode
- the indication of approximately 3,500m<sup>2</sup> of community centre space in a Sydney Metro West building (Lot 47), co-located with the green park space and public plaza space.



The key findings from the CFS are detailed below:

### **Local open spaces**

- The CFS identifies a potential reduction in green park space (by 40%) as the Central Urban Park is reduced in size. However, the public domain design includes a new major plaza area adjacent to the park. The plaza will cater for multiple simultaneous uses such as everyday retail, dining and community events but can also cater for large crowds walking to the Metro after major events. A public open space area is also envisaged on the Metro Station roof.
- The potential for building heights of up to 45 storeys will create a high density residential community, which will influence their needs regarding access to and utilisation of community facilities.
- The park space is likely to be within 200m (ground level) of all future high density residents in the Central Precinct, but does not meet the size suggestion of 0.5-2ha for a local park as per the NSW GA Greener Places 2020 (3,600sqm equating to 0.36ha).
- The CFS identifies possible mitigation measures given reduction in green park space. These include:
  - The embellishment of the Abattoir Gardens (0.06ha);
  - Delivery of a public green park on top of the Sydney Metro West station northern building;
  - The embellishment of Cathy Freeman Park (2.59ha); and
  - Active (e.g. walking and cycling) and safe connections from the Central Precinct to larger or more embellished local open spaces should be supported.

### **Active and sporting spaces**

- Due to the requirement of the Sydney Metro West Station and the Central Precinct to be able to accommodate large crowd numbers in event mode, this is not a suitable location for the delivery of any active or sporting spaces.

### **Community and cultural centres**

- The proposed 3,500m<sup>2</sup> of community centre floorspace in a Sydney Metro West Station building should be always accessible to residents (i.e. in event and non-event mode), and should incorporate spaces and amenity which support the needs of diverse users, as well as multiple uses at the one time (i.e. multifunctional).
- The co-location with the Central Urban Park (green park space) and plaza spaces should foster an activated local centre and can be supported by strong visible and physical connections.
- The nomination of a 3,500sqm community centre:
  - Aligns with recommendations for floorspace in SOPA's Local Infrastructure Contributions Framework; and
  - Reflects current recommendations in the CoP's Community Infrastructure Strategy (2020) for the delivery of a regional level community hub in SOP of 3,000-3,500sqm (based on benchmarks for community floorspace and library floor space provision, as well as guiding principles for community hubs with no change to NSW State Library standards).

Based on the above, the reduction of the Central Urban Park to 3,500m<sup>2</sup> is considered to be acceptable as it can be offset through the identified mitigation measures and the accessibility of open spaces within Sydney Olympic Park.

The nomination of a community centre within the Lot 47 Over Station Development (OSD) Building will provide significant public benefits to the wider community and aligns with both SOPA's Local Infrastructure Contributions Framework the CoP's Community Infrastructure Strategy (2020).

### **8.12 Commercial Demand and Feasibility**

Commercial Demand and Feasibility Assessment (Annexure 7) for the Central Precinct in relation to the Master Plan 2030 (Interim Metro Review) provides an analysis of the proposed amendments to the FSR controls and resultant yields in the Central Precinct.

This Assessment identifies the following key changes between the Master Plan 2030 (2018 Review) and the Master Plan 2030 (Interim Metro Review):

- a loss in non-residential uses of 51,935m<sup>2</sup>
- a gain of residential GFA of 45,560m<sup>2</sup>
- an overall loss of 6,375m<sup>2</sup> of GFA

As a result of the proposed amendments, there is a loss of GFA floor space in the order of 6,375m<sup>2</sup>, particularly for non-residential floor space. Residential floor space is proposed to be increased to improve development feasibility.

Notwithstanding, the assessment identifies that the reduction in non-residential GFA can be strengthened by:

- investigation of other commercial sites to strengthen commercial delivery eg, investigate potential for increase in commercial floor space site 46 & 41
- inclusion of likely GFA of underground supermarket and retail connections to the Metro station
- review uplift potential and floor space splits across the whole precinct in the 2050 Master Plan review commencing later this year
- under the MP land use table, commercial actually includes retail and retail includes many uses not normally included in retail (eg, child care centres & professional suites) which could easily be located in higher podium levels

Given the flexibility between the commercial and retail land uses in the Master Plan 2030 (Interim Metro Review), it is recommended that the current commercial GFA allocation is reviewed and that retail demand is assessed overtime to ensure that the Metro Site Area will deliver enough retail space to meet forecast demand.

Notwithstanding, the Commercial Demand and Feasibility Assessment notes that the potential loss of retail and other employment spaces can be made upon the balance of sites in the Central Precinct. This approach is supported by the Sydney Olympic Park Retail Masterplan Vision and Strategy (Annexure 10).

Based on the above, the redistribution of commercial to residential GFA and overall loss of 6,375m<sup>2</sup> of GFA within the Central Precinct is unlikely to impact on its longer term viability. The occupiers of the additional commercial floor space will contribute to the critical mass needed to support non-residential uses. In addition, opportunities to provide additional commercial GFA are capable of being achieved within the Central Precinct (underground supermarket and retail associated with the Metro) and wider Sydney Olympic Park.

### **8.13 Wind Impacts**

A Wind Comfort Study has been prepared by CCP (Annexure 9). This report identifies the wind comfort criteria, according to the Lawson Criteria, for the entire Central Precinct and all adjacent areas affected by the Master Plan 2030 (Interim Metro Review).

The findings of this report identify that the comfort conditions within Central Precinct are expected to be suitable for most outdoor activities. In particular,

- the majority of the Central Precinct is identified as being suitable for most outdoor activities, with outdoor furniture such as café style seating to be incorporated
- outdoor café style seating is supported within the West-End subject to mitigation measures including in the form of vertical screening or planter boxes
- the wind modelling with podiums at 4 storeys is not identified as a potential issue

The proposed location and layout of the built form are considered appropriate based on the above report and proposed mitigation measures.

### **8.14 Noise Management**

An Interim Amendment 2021 Review of the Sydney Olympic Park Master Plan Noise Management Guidelines (Interim Noise Review) has been prepared (Annexure 5). This review addresses the amendments to the Central Precinct layout, land use and building massing to facilitate the delivery of a Sydney Metro West station and its integration with this precinct.

The Interim Noise Review provides a high-level review of potential noise issues within the Central Precinct arising from public events, entertainment and hospitality. In addition, the report provides an analysis of the acoustic suitability of the Central Precinct for residential development.

Following detailed noise modelling, the Interim Noise Review recommend that a Central Precinct Acoustic Masterplan is prepared which will need to address the following aspects:

- Strict hours of operation for various food and beverage uses (weekdays, weeknight, weekend days/nights, special events). The purpose of this approach is to allow more relaxed noise limits within approved hours with no noise outside so residents know when noise emitting sources will stop.
- Manage people noise from outdoor dining and drinking differently to music and the establishment of strict limits for music.
- For mixed use buildings, no residential uses are to be provided within podiums. The purpose of this is to ensure residential uses are more distant from noise sources and potentially setback so shielding is also provided.
- For residential buildings, use of podiums for ancillary residential uses (communal open space such as gyms, pools and movie rooms). This is to ensure residential units are more distant from noise sources and potentially setback so shielding is also provided.

- In relation to apartment layout, bedrooms should be located away from areas which overlook active zones.
- Establish internal noise criteria to suit the precinct such that the facade design (windows and doors) and the use of winter gardens are also critical in reducing noise and residents can choose to keep these closed at times when they need to reduce external noise.
- Address cumulative noise where limits on hours and patron numbers are attached to individual tenancies, but with some flexibility to allow small changes where impacts can be managed. This will ensure the internal noise limits can be achieved from cumulative noise emissions.

The noise modelling undertaken for the Metro Site Area supports the land use and building height (podium) amendments proposed under the Master Plan 2030 (Interim Metro Review). Limiting residential uses to above podium level will improve the residential amenity of future occupants, while providing commercial uses at ground and podium level will contribute to the development of an active frontage and public domain.

### **8.15 Contamination**

Section 5.2 of the Master Plan 2030 (2018 Review) does not contain any specific contamination controls for the Central Precinct.

Notwithstanding, any future development application within the Central Precinct will be required to address site contamination in consideration of State Environmental Planning Policy No. 55 – Remediation of Land.

### **8.16 Heritage**

The Central Precinct contains the State Abattoirs Conservation Area. Section 5.2 of the Master Plan 2030 (2018 Review) does not contain specific heritage controls for this conservation area.

In addition, no changes to the existing planning controls within this part of the Central Precinct are proposed under the Master Plan 2030 (Interim Metro Review). Notwithstanding, relevant heritage provisions are contained at Annexure 11 Sydney Olympic Park site of the SSP SEPP.

### **8.17 Infrastructure Capacity**

An Infrastructure Services Strategy has been prepared to inform the infrastructure delivery process and urban development for the Central Precinct (Annexure 12). This report details the ability to service the Central Precinct with potable water, sewer, stormwater, gas, electricity and telecommunications.

The Infrastructure Services Strategy concludes that the proposed amendments to the Master Plan 2030 (Interim Metro Review) can be supported by the relevant services including electricity, alternative energy systems, water, sewer, gas and telecommunications.



### 8.18 Sustainability

The Sydney 2000 Olympic and Paralympic Games set a benchmark for innovative environmental design and sustainability remains at the forefront of all decision-making affecting building design and construction at Sydney Olympic Park.

Since this time, the park has evolved its sustainability principles and objectives culminating in achieving a 6-star Green Star Communities rating in 2019.

The Environmental Guidelines for Sydney Olympic Park (2021 Draft) provide the framework for achieving high levels of sustainability and liveability and must be referred to in all planning, design and construction projects at the Park as detailed below:

*...Sydney Olympic Park Authority (SOPA) continues to develop Sydney Olympic Park under the guidance of Sydney Olympic Park Master Plan 2030 with the aim for the area to be an internationally admired example of sustainable urban renewal and development, successfully integrating world-class events, venues and parklands with a new community of residents, students and visitors and the valued legacy of the Sydney 2000 Olympic and Paralympic Games (Environmental Guidelines 2021)...*

The Sustainability Planning Principles (Section 3.3) and Controls (Section 4.2) of Master Plan 2030 (2018) also apply to Central Precinct and Metro Site Area. These controls relate to:

- Ecologically Sustainable Design
- Environmentally Sustainable Materials
- Climate Change Adaptation
- Required Environmental Ratings.

The required environmental ratings as per Section 4.2 of Master Plan 2030 (2018 Review) apply to the Metro sites with the addition of the following for Mixed Use buildings for design competition sites:

- Minimum 5 Star Green Star rating from the Green Building Council of Australia; and/or
- Demonstration of world's best practice sustainable building design and as-built using an alternative rating tool such as WELL, Living Building Challenge, or other recognised rating scheme can be negotiated with SOPA
- Evidence of registration and certification of any of the above rating tools will be required to be submitted to SOPA.

### 8.19 Design Excellence

Sydney 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 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 Design Review Panel include:

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

The Authority may also require other projects, 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.

### ***Design Competition***

Under State Significant Precincts SEPP, Sydney Olympic Park Section 30 - Design Excellence, Clause 3: Development consent must not be granted to the following development unless a design competition has been held in relation to the proposed development:

- The erection of a new building with a building height greater than 42 metres above ground level (existing)
- The erection of a new building identified as requiring a design competition in a master plan.

Development sites 46 (E & F), 47 and 48 are all proposed to exceed 42m in height so are required to comply with this design competition requirement. The Site 40 height limit is 16m so will not be required to comply with Clause 30.

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## 8.20 Infrastructure Funding and Delivery

The construction of a Metro Station at Sydney Olympic Park, and associated integrated station development, will require new and upgraded public infrastructure.

SOPA has two key mechanisms to manage the delivery of public infrastructure being:

- Sydney Olympic Park Authority Local Infrastructure Contributions Framework
- Development agreements negotiated directly with proponents by SOPA.

The Infrastructure Contributions Framework (ICF) requires developers of land in Sydney Olympic Park to be responsible for the provision, extension or augmentation of public infrastructure within Sydney Olympic Park that is required to support new development. The infrastructure requirements include modified, upgraded, and new: streets and walkways; open space, recreation, and public domain; community facilities; public transport; traffic management; and utility services.

The purposes of the ICF are as follows:

- To facilitate the future development of Sydney Olympic Park being adequately supported by local infrastructure
- To define an infrastructure contributions framework that:
  - is equitable and transparent
  - is based on a convenient infrastructure demand measure for the purpose of calculating the contributions amounts (that is, gross floor area)
  - enables the provision of the local infrastructure to appropriate levels that reflect and balance environmental standards, community expectations and funding priorities
  - provides financial certainty to both SOPA and to developers of land in Sydney Olympic Park
  - includes contributions that are set at a level that encourages the orderly and efficient development of land in Sydney Olympic Park.

### Overview of infrastructure contribution rates

The ICF provides that SOPA can seek both land and monetary contributions from developers of land to which the ICF applies. The total contribution that SOPA will seek from a developer under the ICF will depend on the following:

- The area of the site the subject of the proposed development
- The development potential (measured in gross floor area) available for the site under Master Plan 2030
- The total amount of gross floor area proposed in the development.

The ICF is designed to take into account infrastructure contributions (including any land, money or other material public benefit that the applicant has elsewhere dedicated or provided free of cost within the area or previously paid to the consent authority in respect of development) on a notional basis. In this context, and for the purposes of determining monetary contributions under the ICF a contributions floor space 'credit' will apply to each site.

SOPA does not accept the dedication of land in part or in full satisfaction of a requirement for a monetary contribution under the ICF, as any requirement to dedicate land (whether under free-hold or lease-hold) includes the transfer of applicable development potential to the balance of the development site.

The ICF in monetary terms is expressed as a dollar rate per square metre of Gross Floor Area (GFA) above the credit of 1:1 Floor Space Ratio (FSR). The ICF is subject to indexation based on the Producer Price Index (PPI) indices.

At the time of the endorsement of Master Plan 2030 (2018 Review) the ICF base rate was \$205 per m<sup>2</sup> of GFA above 1:1 FSR.

The rate as at 30 June 2021 is \$228 per m<sup>2</sup> of GFA above 1:1 FSR.

### **Infrastructure Delivery Plan – Metro Interim Review**

As part of the redevelopment of the core sites to facilitate the Sydney Metro West station and integrated station development, the following public infrastructure requirements have been identified as additional or amended from the existing Master Plan ICF schedule of works:

- Construction of new open spaces
- Delivery of community facilities
- Construction of new streets
- Intersection upgrades.

This infrastructure will be delivered via the following agreed mechanisms with Sydney Metro West:

- Station Works – Metro construct and meet all costs as relating to the station development
- Metro Voluntary Planning Agreement – Sydney Metro West deliver works in-kind (as agreed by SOPA) in lieu of cash contributions relating to the ICF
- SOPA Contribution – SOPA provides a cash contribution from the ICF to supplement construction
- Metro Contribution – Metro provides a cash contribution for items to be delivered by SOPA
- Developer Voluntary Planning Agreement – Developer delivers works in-kind (as agreed by SOPA) in lieu of cash contributions relating to the ICF.
- Developer Funded – Developer delivers & meets all costs of infrastructure



In order to deliver the required infrastructure for each category above, the proposed funding source and stage of delivery in Table 7 below. Final arrangements will be made in agreement with Sydney Metro West.

Item	Proposed Infrastructure	Proposed Funding Mechanism/Source	Staging
	<b>New Open Spaces</b>		
1.1	Central Urban Park	Metro Voluntary Planning Agreement / supplemented by SOPA Contribution	Stage 1
1.2	Pedestrian Plaza (Event Marshalling Area and Town Square)	Metro Voluntary Planning Agreement	Stage 1
1.3	Transit Plaza space	Station Works	Stage 1
1.4	Pedestrian promenade from Herb Elliot to Figtree Drive.	Station Works	Stage 1
	<b>Community Facilities</b> (total 3,500sqm GFA nominated for Site 47)		
2.1	Library	Developer Voluntary Planning Agreement / supplemented by SOPA Contribution	Stage 2
2.2	Multi Purpose Community Facility	Developer Voluntary Planning Agreement / supplemented by SOPA Contribution	Stage 2
	<b>New Streets</b>		
3.1	Precinct Street A (Figtree Drive to Central Park)	Developer Voluntary Planning Agreement	Stage 2
3.2	Precinct Street B (Not including Figtree Drive to Central Linear Park)	To be negotiated	Stage 1
	<b>Intersection and Street Upgrades</b>		
4.1	Australia Avenue / Figtree Drive	Metro Contribution	Stage 1
4.2	Olympic Boulevard / Figtree Drive	Metro Contribution	Stage 1
4.3	Bus Layover Figtree Drive	Station Works	Stage 1

Table 7: Infrastructure Delivery and Funding

## 9 Conclusion

### 9.1 Proposed Amendments to Master Plan 2030 (Chapter 5.2)

The proposed amendments to the Master Plan 2030 as a result of the Interim Metro Review relate to Section 5.2 Central precinct controls. In summary, the amendments to the Master Plan 2030 include:

- integration of Sydney Metro West station box into the Central Precinct
- integration of a pedestrian plaza from Olympic Boulevard to the Metro Station
- location of the bus interchange on Figtree Drive
- refinement of the street hierarchy to integrate with the Metro Station
- integration and connection of Central Urban Park to the Abattoir Precinct
- integration of fine grain streets and through site links into the urban network
- amendments to the land use controls to integrate the Metro Station into the Central Precinct.

These amendments require changes to the existing built form controls and associated maps within the Master Plan 2030 (2018 Review) including:

- Figure 5.4 Town Centre Precinct Illustrative Plan
- Figure 5.5 Central Precinct Site Boundaries Plan
- Figure 5.6 Central Precinct Site Floor Space Ratios Plan
- Figure 5.7 Central Precinct Land Uses Plan
- Figure 5.8 Central Precinct Building Heights Plan
- Figure 5.9 Central Precinct Building Zones and Setbacks Plan
- Inclusion of the following new controls and associated maps for the Central Precinct:
  - Central Precinct Active Frontage Guideline
  - Central Precinct 'Building to Line' Guideline
  - Central Precinct Solar Access Guideline
- Inclusion of the following new controls and associated maps for the Metro Site:
  - Place Design and Public Domain Framework
  - Built form controls, general controls and guidelines
  - Street section and typology plans.

These proposed amendments to Section 5.2 under the Master Plan 2030 (Interim Metro Review) are required to reflect the future delivery of the Sydney Metro West and the creation of a viable town centre.

Development sites have been reconfigured, with changes to the street and road network to facilitate Sydney Metro West while remaining consistent with the aims and objectives of the Masterplan 2030 (2018 Review) and related planning legislation.

### 9.2 Recommend Amendments to SSP SEPP

The Master Plan 2030 (Interim Metro Review) has resulted in several changes to the Central Precinct controls at Sydney Olympic Park, particularly relating to land use, height of buildings, floor space ratio and active street frontage controls.

These changes predominantly relate to Section 5.2 of the Master Plan 2030, however, minor changes will be required to the Height of Buildings Map and Floor Space Ratio Map of the

SSP SEPP. The purpose of this is to align the proposed building heights and FSR controls with the required amendments under the Master Plan 2030 (Interim Metro Review) to accommodate the Sydney Metro West Station within the Central Precinct.

The proposed changes to these key planning controls are outlined in the Explanation of Intended Effects (EIE).

### **9.3 Consistency with Strategic Planning Framework**

Section 3 of this report outlines and provides an assessment of the relevant State and local strategic plans, strategies and policies that relate to the Master Plan 2030 (Interim Metro Review). These strategic documents include:

- Greater Sydney Region Plan
- Central City District Plan
- Greater Parramatta to the Olympic Peninsula
- Greater Parramatta Interim Land Use and Implementation Plan
- Draft Placed-based Infrastructure Compact Pilot: A City Supported by Infrastructure
- Future Transport Strategy 2056
- State Infrastructure Strategy 2018-2038
- City of Parramatta Local Strategic Planning Statement City Plan 2036
- City of Parramatta Community Strategic Plan (2018-2038)
- Government Architect NSW's Better Placed
- Greener Places
- Practitioners Guide to Movement and Place
- Connection to Country (Draft) Framework

The amendments proposed under the Master Plan 2030 (Interim Metro Review) are considered to align with the existing strategic planning framework as it will facilitate the development of the GPOP and support the delivery of a 30 minute city.

### **9.4 Next Steps and Proposed Outcomes**

The proposed amendments to Section 5.2 under the Master Plan 2030 (Interim Metro Review) and associated amendments to the SSP SEPP will be lodged with DPIE for public exhibition and consideration.

Matters raised in submissions will be assessed by DPIE and where required or appropriate further stakeholder consultations and / or technical assessment of the Master Plan 2030 (2018 Review) will be undertaken.

DPIE will subsequently prepare an Assessment Report which will respond to the issues raised in the submissions and make any further changes or adjustments to the Master Plan 2030 (Interim Metro Review). Once finalised, the revised Master Plan 2030, together with the proposed amendments to the SSP SEPP will be forwarded to the Minister for Planning and Public Spaces for approval.

Upon gazettal of the SEPP amendments and approval of the amended Master Plan 2030 (Interim Metro Review), future development at Sydney Olympic Park will be assessed against the revised statutory provisions.

This will ensure that future development within the Central Precinct appropriately responds to the delivery of the future Sydney Metro West station within the Town Centre.