



Carter Street Urban Activation Precinct and Sydney Olympic Park

Submission to Department of Planning and Infrastructure April 2014



Please direct all enquires about this submission to:

Karen Grega
CEO, Sydney Olympic Park Business Association
Telephone: 02 9746 1200
Mobile: 0418 965 936
Email: karen@sopba.com.au

SYDNEY OLYMPIC PARK BUSINESS ASSOCIATION

The Sydney Olympic Park Business Association (the Business Association) is the peak body representing business and key stakeholders within Sydney Olympic Park.

Established in May 2000, the Business Association was formed to provide a common voice in dealing with issues relating to the future of the Park.

The Business Association works to ensure that Sydney Olympic Park is developed and maintained as one of the world's leading sports, entertainment, exhibition, commercial, education, residential, recreational precincts. The association also seeks to preserve and promote the environmental sustainability of the precinct.

Representing the interests of its members to government and stakeholders, the business association seeks to influence government decisions and commercial activities in the areas of infrastructure, traffic, transport, parking, major events and marketing of the Park.

The association's membership includes some of Australia's leading companies in the industries of sports, property and finance and is governed by a 12-member board including CEO's of Accor, Allphones Arena, ANZ Stadium, Coca Cola, Commonwealth Bank of Australia, GPT Group, National Rugby League, Royal Agricultural Society, Sydney Olympic Park Authority, Tennis NSW, WatervieW in Bicentennial Park and Watpac.

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1. INTRODUCTION

The Sydney Olympic Park Business Association (the Business Association) welcomes the opportunity to provide feedback about the Carter Street Urban Activation Precinct (CSUAP).

Sydney Olympic Park is a thriving and dynamic destination and a significant contributor of economic benefits to the country. It ranks among Australia's top 20 performing locations for economic output ¹ and generates more than \$1 billion in economic activity per annum.

As one of the fastest growing precincts in Sydney, the Park has experienced exponential growth in its residential, business and visitor populations in recent times.

By 2030 the Sydney Olympic Park Authority Master Plan forecasts a daily population of more than 50,500 in addition to 15,000 visitors/event patrons, 14,000 residents, 5,000 students and 31,500 jobs/ employees.²

Moreover, the Sydney Olympic Park Authority has stated it will seek to explore opportunities to increase the activation of the Sydney Olympic Park precinct in advance of its review of the precinct's Master Plan³ making it likely that these figures will increase even further.

Already a major event destination, Sydney Olympic Park was also named as one of the key precincts to host conferences, exhibitions and entertainment during the closure of the Sydney Exhibition and Convention Centre up to 2016.

Despite the Park's expanded role as a premier business, residential and event precinct, little has been done since the 2000 Sydney Olympics by way of improving road access and egress to the Park, addressing traffic issues and providing public transport for the millions of people who use, live and work in the precinct. This lack of investment has adversely impacted upon the sustainability of the Park as the number of stakeholders and visitors continues to grow.

It is within this backdrop, that the Carter Street Urban Activation Precinct is proposed.

The Business Association supports the Carter Street Urban Activation Precinct and believes it provides a sound strategic framework to address the housing, employment, business and recreation needs of the precinct.

As a site immediately adjoining the Sydney Olympic Park precinct, the Carter Street UAP has an important relationship with the park. But its development presents several challenges as well as opportunities.

¹ Sydney Morning Herald, *The daily exodus from western Sydney* 5 April 2014

² Sydney Olympic Park Authority Master Plan 2013

³ Sydney Olympic Park Authority, 27 March 2014

The Park offers future residents of the Carter Street Precinct access to world class amenities and facilities, recreational use of its parklands and waterways, business and employment opportunities and access to major local and international events. Sydney Olympic Park will also develop as a specialised town centre for residents of Carter Street Precinct.

Along with these unique advantages, the urban activation of the Carter Street Precinct also presents major challenges to the Sydney Olympic Park precinct. It will create additional pressure to accommodate transport needs of commuters, it will stretch the capacity of road system that is inadequate to meet current capacity requirements and its residential community will need to co-exist alongside a major events precinct and its associated impacts.

If planned effectively the Carter Street Urban Activation Precinct provides the opportunity to improve public transport, ease traffic congestion on roads surrounding Sydney Olympic Park, connect communities on the boundaries of the Park and contribute to the Sydney Olympic Park precinct's vibrancy, appeal and potential.

This submission by the Business Association is prepared in consultation with neighbouring businesses and community groups and in consideration of commercial, residential, major event and visitor growth in Sydney Olympic Park and surrounding areas.

It will highlight the need for the NSW Government to consider a number of recommendations in the planning of the Carter Street Urban Activation Precinct.

The scope of this submission addresses the issues of public transport, traffic congestion, accessibility, access and egress and major events in Sydney Olympic Park.

These improvements are essential if the Park is to provide adequate transport services to support the Carter Street Urban Activation Precinct and for the Park to continue to function according to community expectations and remain viable as one of Australia's rapidly expanding business and residential destinations and leading major events site.

2. SUMMARY OF RECOMMENDATIONS

The Sydney Olympic Park Business Association:

- 1. Strongly recommends establishing direct train services between Central and Olympic Park (via Strathfield) between 6am and 9.30am, Monday to Friday and from Olympic Park to Central (via Strathfield) between 4pm and 8pm, Monday to Friday.*
- 2. Strongly recommends establishing a direct non-stop, STA bus service during AM and PM peak hours between Strathfield Station and Sydney Olympic Park and Wentworth Point.*
- 3. Supports improvements to local and regional roads identified in the Carter Street UAP.*
- 4. Strongly recommends an integrated solution by 2019 with the construction of an off -ramp onto Hill Road travelling west be considered as part of the Carter Street UAP.*
- 5. Recommends Hill Road be reclassified from a local road to a major road to reflect its status as a strategic thoroughfare to and from Sydney Olympic Park.*
- 6. Strongly recommends the NSW Government address traffic issues at the Australia Avenue roundabout as part of the Carter Street Urban Activation Precinct measures to improve access and movement.*
- 7. Recommends that issues of road closures associated with major events be effectively communicated to affected groups through proactive communication strategies.*
- 8. Strongly recommends that building material specifications for residential developments in Carter Street allow for increased major event noise levels and light spillage.*
- 9. Supports the inclusion of a public positive covenant in relation to noise, light, vehicle and pedestrian access during major events.*

3. ISSUES

3.1 Lack of adequate public transport to and from Sydney Olympic Park to cope with increased resident and employee numbers projected for Carter Street Urban Activation Precinct.

One of the key challenges facing the Sydney Olympic Park precinct is the movement of large numbers of residents, employees, students and event patrons to and from the precinct.

Current transport services are inadequate to meet the needs of the thousands of people who require direct morning and afternoon peak public transport services between the CBD and the Park (via Strathfield) as a place of business, residence, work and study.

In 2015 the number of employees based in the Park will increase to around 16,460 with the completion of five new commercial developments, an 18% increase on 2013. By 2030 the Sydney Olympic Park Authority Master Plan forecasts a daily population of more than 50,500 in addition to 15,000 visitors/event patrons, 14,000 residents, 5,000 students and 31,500 jobs/ employees.⁴

The Carter Street Precinct is projected to bring in an additional 5500 residential dwellings (around 11,000 residents) and around 8,000 employees to service proposed offices, retail and light industrial businesses at the site.

The Business Association believes that improved public transport is crucial for the amenity and appeal of the Sydney Olympic Park and the Carter Street precinct and is critical to sustainable growth. This view is reflected in *Transport Impact Assessment* which states that a shift to public transport and a reduction in private vehicle use is critical to accommodating future growth within the Carter Street precinct.⁵

It is concerning that nothing in the NSW Government's Long Term Transport Master Plan suggests that these issues will be addressed between now and 2030.⁶

The Carter Street UAP provides an opportunity to address the current public transport issues to ensure Olympic Park Station meets the growing needs of current Park and Newington communities and future communities of the adjoining Carter Street and Wentworth Point Urban Activation Precincts.

Given that Sydney Olympic Park will be a transport 'hub' for the Carter Street UAP, the provision of efficient, reliable and frequent public transport options is a key cornerstone of the planning proposal.

The Business Association strongly supports new public transport initiatives to cater for proposed development growth contained in the Carter Street UAP.

⁴ Sydney Olympic Park Authority Master Plan 2013

⁵ Carter Street Urban Activation Precinct Transport Impact Assessment

⁶ NSW Long Term Transport Master Plan 2012

These include investigating options to run direct train services to Olympic Park, improving bus service coverage, frequency and hours of operation and investigation of a light rail connection to Parramatta.

However the Business Association believes improvements to public transport services and better utilisation of existing rail infrastructure need to be made as a matter of urgency to cater for existing demand.

Rail services

Rail infrastructure is currently underutilised and not operating to optimal levels. Rail services to and from the park have deteriorated despite increased resident and employee populations. The most recent rail timetable which commenced in October 2013 removed all off peak direct rail services between the park stopping at Strathfield and replaced them with an all-day 10-minute shuttle service between the Park and Lidcombe. This does not meet the needs of commuters as Strathfield is the main transport hub for most connections. The number of rail services stopping at Lidcombe, and continuing on to Sydney Olympic Park have also been reduced.

Olympic Park train station is more than 14 years old, having been built for the Sydney 2000 Olympic Games. The station was designed to support large crowds travelling to and from the stadiums and sports grounds located in the Park and is located on a single track balloon loop spur line. The use of the train service is limited by the need to change trains at Lidcombe. With the increased residential community in and around the Park, trains delivering people to Sydney Olympic Park will also have return journey patrons.

To meet current and expected future demand for rail services the Business Association recommends the establishment of direct train services between Central and Olympic Park (via Strathfield) between 6am and 9.30am, Monday to Friday and from Olympic Park to Central (via Strathfield) between 4pm and 8pm, Monday to Friday.

The rail infrastructure connecting to Strathfield is already in place to establish direct morning and afternoon peak hour services between Olympic Park and the CBD with relatively minimal impact on the surrounding network. The proposed service would also encourage more people to travel along the inner west line from east to west during the morning peak, which would increase patronage on underused counter-peak services.

A frequent and direct rail service is also critical to support the SOP precinct current role as an employment hub and its evolution to a specialist economic centre in the future.

Sydney Olympic Park offers a viable option to alleviate the western Sydney jobs deficit and represents a more convenient and cost-effective location to live and work than the CBD. However the lack of transport services is greatly hindering its potential.

Bus services

The Business Association supports the proposal of additional bus services including a direct service to Parramatta and quicker services to Strathfield and Burwood contained in the Carter Street UAP. However these services are proposed to take place in a staged timeframe.

The Business Association asserts that there is the current need for direct bus services between Wentworth Point, Sydney Olympic Park and Strathfield.

The Park is currently underserved by fast, reliable bus services for commuters which remains a significant hindrance to greater jobs growth in the precinct. Due to the requirement of users to transfer at Lidcombe to access the main Sydney rail network, buses offer a faster and more convenient for visitors arriving from the east. However, bus services arriving at Sydney Olympic Park from Strathfield do not come frequently or reliably enough to be attractive for commuters.

The Commonwealth Bank, the largest employer in the Park with 5,600 staff currently funds its own bus services to maintain its workforce. A daily average of 1,006 CBA employees use the Commonwealth Bank's privately funded direct bus services between the Park and Strathfield (main hub for majority of employees) and Parramatta.

An express bus service from Wentworth Point, Sydney Olympic Park on to Strathfield and return could also accommodate future residents of the Carter Street Precinct.

RECOMMENDATIONS

- 1. Establish direct train services between Central and Olympic Park (via Strathfield) between 6am and 9.30am, Monday to Friday and from Olympic Park to Central (via Strathfield) between 4pm and 8pm, Monday to Friday.*
- 2. Establish a direct non-stop, STA bus service during AM and PM peak hours between Strathfield Station and Sydney Olympic Park and Wentworth Point.*

3.2 Inadequate access and egress to service Carter Street Urban Activation Precinct and increasing pressure and traffic congestion on surrounding precinct roads.

The Carter Street UAP recognises that access and egress to the precinct is important element for the amenity of the area and identifies road capacity as a key constraint to accommodate economic growth. The Carter Street UAP also recognises that the impact of Sydney Olympic Park commercial and residential expansion together with residential intensification at Wentworth Point places additional pressure to an already congested road network.⁷

As a major employment, business, event and growing residential precinct in western Sydney, it is imperative that the Park is connected and accessible to the wider Sydney network.

The Business Association believes that measures to ease traffic congestion are required to address limited road capacity to meet the requirements of the Park now and into the future. This is imperative to accommodate the Parks expanded role in relation to the adjoining Carter Street and Wentworth Point Urban Activation Precincts and to ensure this growth is sustainable.

The Business Association supports local traffic improvements contained in the Carter Street UAP Planning Report (Infrastructure Summary)⁸ and strongly supports the investigation of improvements to regional roads particularly Hill Road and Parramatta Road and Homebush Bay Drive and Australia Avenue.

However the Business Association puts forward two recommendations, not considered in the Carter Street UAP that will greatly ease traffic congestion around Sydney Olympic Park, the Carter Street precinct and surrounding arterial roads.

WestConnex and Hill Road

Hill Road is one of two principle access points to the Carter Street precinct, as well as providing access between Parramatta Road, Sydney Olympic Park, Silverwater industrial precinct and residential precincts in Wentworth Point and Newington. This road also provides access between Parramatta Road and Silverwater Road via Holker Street.

The Business Association is strongly supportive of the construction of the Hill Road on-ramp proposed as part of the WestConnex Motorway which has potential to improve liveability and amenity of the area for the growing community of residents in Sydney Olympic Park, Wentworth Point, Carter Street and Newington, improve access to and from these areas for employees and event patrons and maintain these precincts' appeal for residential, recreational and business purposes.

However the WestConnex Hill Road on-ramp provides an incomplete solution for the area where leaving the park will be easier but there is currently no planned improvement on arrival.

⁷ Carter Street Urban Activation Planning Report p10

⁸ Ibid section 6

The Business Association believes this situation can be rectified by adding an off-ramp onto Hill Road for west bound traffic as part regional road investigations contained in the Carter Street Urban Activation Precinct Plan.

The construction by 2019 of an off-ramp onto Hill Road travelling west, not currently included in the WestConnex project, would provide a complete and integrated solution and allow for the following scenarios which will greatly reduce congestion at the site:

- Those heading from the east (e.g. from the city) would be able to continue along the M4 and exit at Hill Road
- Residents of Carter Street Precinct and Wentworth Point travelling back from the CBD or the east would be able to exit at Hill Road.
- Those heading from the north (e.g. from North Ryde) would be able to access the M4 at Homebush/Flemington and exit at Hill Road.

To accommodate increased demand on Hill Road from the provision of the new ramps and construction of the M4 East, the Business Association believes Hill Road should be reclassified from a local to a major road to reflect its status as a major strategic thoroughfare to and from Sydney Olympic Park and the Carter Street precinct.

Australia Avenue roundabout

The Australia Avenue roundabout is currently the main gateway for traffic in and out of Sydney Olympic Park.

Due to the volumes and makeup of the main feeder roads of M4, Homebush Bay Drive, Silverwater Road and Parramatta Road, it is estimated that up to 80% of the daily car movements enter and leave via Australia Avenue.

However, the thoroughfare's ability to deliver the growing number of park and neighbouring resident, employees and visitors safely and efficiently has been severely limited due to traffic congestion. This will be further compounded by the growth in employee and residents as a result of the Carter Street UAP.

The roundabout, which is already at maximum capacity and a major traffic bottleneck during peak hours and weekends, does not have the capacity to carry the increased population that will move into the area over the next 5-10 years.

Traffic congestion generally occurs:

- In the weekday afternoon peak period when residents make their journey home and park employees exit the park.
- On weekend afternoons when many people are entering and exiting DFO shopping centre
- During park events when there is a high volume park visitors.

The roundabout is a constant source of negative feedback from employees, visitors, event organisers and business visitors alike traveling to and from Sydney Olympic Park during major events, visiting Bicentennial Park and weekdays at peak times. There is increasing demand by residents and businesses to address the issue.

The expansion of DFO retail centre located at the junction of Underwood Road, Homebush and the Australia Avenue roundabout has also added further pressure. The centre now has 1,000 car spaces and is open seven days a week 10am -6pm. The redevelopment of DFO makes it a major retail centre which attracts shoppers from the all parts of Sydney, not just neighbouring residents. In March 2014, DFO saw almost 215,000 visitors to the centre, an increase of 75% from the same time the previous year. On current projections, the number of shoppers visiting the centre is only set to rise.

Traffic build up at the Australia Avenue roundabout causes long delays on Underwood Road which also impedes access to Homebush Business Park.

Relieving traffic congestion at the Australia Avenue roundabout is critical to accessibility for residents and employees of the Sydney Olympic Park and future residents of Carter Street Precinct, patrons to the nearby DFO retail centre and event patrons.

The Business Association urges the NSW Government considers traffic management measures to ease congestion at the Australia Avenue roundabout as part of its planning for the Carter Street Urban Activation Precinct Plan.

RECOMMENDATIONS

3. *The Business Association supports improvements to local and regional roads identified in the Carter Street UAP.*
4. *Strongly recommends an integrated solution by 2019 with the construction of an off -ramp onto Hill Road travelling west be considered as part of the Carter Street UAP.*
5. *Recommends Hill Road be reclassified from a local road to a major road to reflect its status as a strategic thoroughfare to and from Sydney Olympic Park.*
6. *The Business Association strongly recommends the NSW Government address traffic issues at the Australia Avenue roundabout as part of the Carter Street Urban Activation Precinct measures to improve access and egress.*

3.3 Maintaining Sydney Olympic Park as one of Australia's premier major event precincts and mitigating impacts to new residential communities

The ability for Sydney Olympic Park to continue to attract major local and international sporting, entertainment and business events is vital to its role and function as one of Australia's premier major event precincts and generator of enormous economic benefit to the state.

Sydney Olympic Park will remain a major event precinct in the future and increased residential densification should not come at the expense of the amenity and appeal of the park during major events.

The Business Association is of the view that the residential development at Carter Street Precinct can coexist with major events held at Sydney Olympic Park. However it believes mitigations need to be put in place to maintain the viability of the Sydney Olympic Park as a major events venue and also to preserve the liveability of the area in terms of access, noise and light issues for residents.

Sydney Olympic Park has an event capability of up to 250,000. Major events have a positive economic impact for NSW and enhance the image of the state. In June and July 2013 alone events in ANZ stadium generated \$50 million in economic benefit for NSW.

Future developments will not only see an increase in the number of events but also the expansion of the Park's event capacity.

ANZ Stadium's recent masterplan includes building a retractable roof and reconfiguring its stands to optimise the stadium's capacity and ability to attract additional major events for NSW.

The closure of the Sydney Entertainment Centre for a period up to 2016 provides more opportunities for events to be held at Sydney Olympic Park.

An additional 10,000 m² expansion of the Sydney Showground Exhibition Centre opened in 2014. This will ensure that the state has new, increased facilities to attract and accommodate major exhibitions, conferences and functions which benefit the state as a whole.

A Netball School of Excellence (Netball Central), currently under construction, is due to open in August 2015 ensuring additional netball events for the Park, in addition to the 2015 World Netball Championship.

The Business Association believes that the key major event operations issues are:

- preserving the major event infrastructure, venue spaces and operational features of the site that make it suitable and attractive to promoters of major events.
- the need to mitigate noise, light and access impacts of major events on nearby residential communities.

- development related traffic generation and associated traffic activity is a limiting factor for Sydney Olympic Park, effecting the capacities of the local road networks and connections to the regional network during major event periods.
- the need for restrictions, closures or imposition of controlled areas for pedestrians and traffic when public domain places and spaces, and roads or road like places are occupied for major event purposes.
- the scale and complexity of precinct operations associated with mass movement of event patrons by public transport, and the associated need to provide dedicated transport services and routes during major event periods.

The Carter Street UAP planning proposal acknowledges that, when the precinct is developed, residents and employees will need to be accommodated by neighbouring event closures and enforcement of on-street parking time limits. The Business Association recommends that issues of road closures associated with major events be effectively communicated to affected groups through proactive communication strategies.

In terms of noise mitigation measures, the Business Association agrees with the recommendations contained in Noise Assessment study⁹. These include having physical barriers and creating buffer distances, apartment design and improved glazing. In addition to these measures the Business Association strongly recommends that building material specifications for the residential developments in the Carter Street Precinct take into account and allow for increased major event noise levels and light spillage.

With reference to traffic management during major events, the Business Association agrees with the recommendation contained in the Carter Street UAP that the non-SOPA controlled roads over which SOPA has authority to prepare and implement traffic management be revised, such that streets that provide access to residences and businesses, such as Carter Street and Uhrig Road are removed, and new residential streets are not added.¹⁰

The Business Association also supports the proposal that the Sydney Olympic Park Authority includes provisions for a public positive covenant relating to specific impacts in regard to noise and lighting, restriction on vehicle and pedestrian access, and security measures associated with events within Sydney Olympic Park.

⁹ Carter Street Urban Activation Precinct Noise Assessment

¹⁰ Carter Street Urban Activation Precinct Transport Assessment

RECOMMENDATIONS

7. *The Business Association recommends that issues of road closures associated with major events be effectively communicated to affected groups through proactive communication strategies.*
 8. *Strongly recommends that building material specifications for the residential developments in Carter Street allow for increased major event noise levels and light spillage.*
 9. *Supports the inclusion of a public positive covenant in relation to noise, light, vehicle and pedestrian access during major events.*
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FUNDING OF HILL ROAD OFF RAMP

Cost of Off-Ramp from M4 onto Hill Road

The Business Association estimates that the establishment an off ramp onto Hill Road would cost around \$140 million where \$100 million is allocated for construction and \$40 million is allocated for land acquisition.

The Business Association believes the off-ramp can be funded through:

- Stamp duty from the sale of new units in Sydney Olympic Park, Carter Street and Wentworth Point with ongoing revenue as units are resold
- Sales of Roads and Maritime Services land
- Council rates
- Tolls, especially from event patrons travelling from the east to events in Sydney Olympic Park who currently enter the Park via the Australia Avenue roundabout.

Auburn Council

- Section 94 contributions are now likely to be closer to \$40 million for Homebush Bay West Development Control Plan plus a further \$40 million for Sydney Olympic Park and Carter Street.
- Annual council rates at \$1000 per unit will generate around \$23.6 million.

NSW Government:

- The sale of Roads and Maritime Services land at Wentworth Point is reported to bring in \$200 million (footnote)
- Stamp duty on apartment sales (22,100 apartments across the 3 areas x \$600,000 average price x 5%)

These measures would generate a total of \$663 million. This is on the initial sale of these units only. Ongoing revenue will be generated as units are resold. Given that \$663 million is likely to be generated from Sydney Olympic Park, Wentworth Point and Carter Street, allocating \$140 million for the construction of the off-ramp appears to be a practical use of this revenue with positive PR value for government.

Increased Government revenue from tolls:

- Additional ongoing revenue will be generated through toll charges for drivers travelling from the east for major events exiting the M4 at Hill Road. The majority currently enter toll-free via the Australia Avenue roundabout.

APPENDIX: The changing nature of Sydney Olympic Park

Sydney Olympic Park - A growing residential community

The Park has a growing residential community as well as currently servicing both Wentworth Point and Newington on its doorstep. The following provides a summary of the current key residential sites:

- Sydney Olympic Park - By 2015 the Park residential population will increase from 500 to around 2760 with the completion of Australia Towers Stage 3. Meriton will commence work in 2015 at 100 Bennelong Parkway on a 10 storey residential development of approximately 300 apartments and see an additional 600 residents.
- Wentworth Point - there are currently 1550 apartments which equates to 3,200 residents. It is one of eight Urban Activation Precincts and will result in 7,700 dwellings and 20,000 people living in the Wentworth Point area.
- Carter Street Lidcombe has also been announced as an urban activation precinct with a projected 5,500 dwellings (11,000 residents) on the doorstep of Sydney Olympic Park.

Major business, employment and recreation precinct

Sydney Olympic Park has grown to currently accommodate more than 150 businesses, more than 14,000 employees and 1,500 students.

- In 2015 the number of employees based in the Park will increase to over 16,460 with the completion of five new commercial developments, an 18% increase on 2013 and a 262% increase on 2006.

Since 2006 major relocations to the Park have included Commonwealth Bank - 5,600 staff, Lion-802, Thales Australia -560, Jemena-500, GWS Giants -100.

- 13.9 million people visited the Park in 2013 which includes over 700,000 business visitors. This is up nearly 50% on 2006 at 9.3 million.
- Adjoining Carter Street precinct employee numbers are expected to grow to 8,000 with the development of the Urban Activation Precinct, a 129% increase from 2013.

Premier event destination

- ANZ Stadium attracts 1 million spectators annually to around 50 major events including International concerts, State of Origin, NRL Grand Final, Bledisloe Cup (contracted until 2021), Socceroos World Cup qualifiers and Swans games, AFL club matches, Sydney T20 Big Bash League teams and international 20Twenty Cricket matches. It is one of the busiest sporting venues in Australia.
- ANZ Stadium's recently master plan includes building a retractable roof and reconfiguring its stands to optimise the stadium's capacity and attract more events.
- The closure of the Sydney Entertainment Centre for a period of refurbishment provides more opportunities for events at Sydney Olympic Park.
- An additional 10,000 m2 expansion of the Sydney Showground Exhibition Centre provides opportunities to secure major national and international conferences and exhibitions for NSW.
- The Sydney Showground is the home of Australia's largest annual event, the Royal Easter Show which brings 900,000 visitors to the Park. It is also home to AFL's newest team, the GWS Giants.
- In January 2015 the FIFA Asian Cup competition, the biggest football competition ever held in Australia will include seven games in Sydney Olympic Park.
- In August 2015 the Netball World Cup will be played totally in Sydney Olympic Park with 16 competing nations.
- The Sydney Telstra 500 V8 Supercars race is held over three days in the first weekend in December.
- A Netball School of Excellence (Netball Central) , currently under constructions, is due to open in August 2014 ensuring additional netball events for the Park, in addition to the 2015 World Netball Championship.



