



**Planning &
Environment**

SYDNEY OLYMPIC PARK

Review of Master Plan 2030 and State Significant Precinct Planning Report



August 2016

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Glossary

EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
AHD	Australian Height Datum
CBD	Central Business District
DCP	development control plan
department	Department of Planning and Environment
FSR	floor space ratio
GFA	gross floor area
ha	hectare
LEP	local environmental plan
LGA	local government area
Minister	Minister for Planning
RMS	Roads and Maritime Services
SEPP	State Environmental Planning Policy
SOPA	Sydney Olympic Park Authority
SSP	State Significant Precinct
TfNSW	Transport for New South Wales
TMAP	Traffic Management and Accessibility Plan

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1 Introduction

This planning report has been prepared to provide guidance on the issues the department is likely to consider (in addition to issues raised in public submissions) in preparing a recommendation to the Minister for Planning on the Sydney Olympic Park Master Plan 2030 (2016 Review) and proposed amendments to Part 23 – Sydney Olympic Park in Schedule 3 of *State Environmental Planning Policy (State Significant Precincts) 2005* (State Significant Precincts SEPP).

The Sydney Olympic Park Master Plan 2030 (the Master Plan) provides a comprehensive approach to the long-term development of Sydney Olympic Park, ensuring that Sydney Olympic Park continues to evolve into an active, vibrant suburb within metropolitan Sydney. The Master Plan contains a number of planning principles and 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 including the establishment of a Town Centre, new urban activities and residential uses that will activate the precinct on a 18-24 hour / 7 day basis.

The Master Plan came into effect on 10 March 2010. The five-year review undertaken by Sydney Olympic Park Authority has considered a number of influences, which have developed since Master Plan 2030 was approved in 2010. These include:

- *A Plan for Growing Sydney* identifies the Olympic Peninsula as part of the Greater Parramatta Priority Growth Area. Sydney Olympic Park has a role in providing:
 - new office space to support growth in the ‘knowledge economy’;
 - enabling infrastructure to support growth and urban renewal; and
 - jobs close to home.
- Changes to traffic and access conditions arising from the WestConnex project and the proposed light rail corridor from Parramatta to Strathfield / Burwood via Sydney Olympic Park.
- The Wentworth Point and Carter Street Priority Precincts and the New Parramatta Road Urban Transformation Strategy, all located on the Olympic Peninsula, are contributing to the changing use and character of development immediately adjacent to Sydney Olympic Park.
- In the five years since Master Plan 2030 was approved 32% of total planned capacity identified in the Plan is either complete or committed for development.
- Many of the major leaseholders / landowners have specific aspirations for the Town Centre, based on their knowledge, experience and long term investment in Sydney Olympic Park.
- Impacts on the Sydney Olympic Park Parklands and the ability of the Park to continue to stage major events need to be taken into account.
- The need to facilitate activation and create a town centre that is vibrant and active 18-24/7, to support the growing communities in and around the Park and to enhance the event experience for visitors.
- Increased visitor numbers. Visitor numbers to the Park continue to grow in all categories: workers, students, sports participants and spectators, while resident numbers are also increasing. In the last 12 months there were 14.3 million visits to the Park, an average of 1.2 million visits per month. In order for the Park to continue to attract such high visitor volumes, it is important that the Park remains vibrant and relevant for all audiences.

The five-year review provides the opportunity to revisit the targets and strategies set out in Master Plan 2030 in light of the above and in conjunction with development occurring on the wider Olympic Peninsula and in Greater Western Sydney.

This planning report is structured as follows:

- **Part 1 Introduction:** outlines the background to the review of the Sydney Olympic Park Master Plan and proposed amendments to the State Significant Precincts SEPP
- **Part 2 Sydney Olympic Park:** provides a description of Sydney Olympic Park, Town Centre and its context
- **Part 3 Five Year Review:** provides background information in relation to the review, key influences and summary of community consultation strategy
- **Part 4 Sydney Olympic Park Planning Framework:** provides an overview of the planning framework for Sydney Olympic Park and Town Centre and its relevance to the review
- **Part 5 The Proposed Amendments:** provides a description of the proposed amendments to Master Plan 2030 and amendments to State Significant Precincts SEPP
- **Part 6 Key Considerations:** outlines how key issues have been investigated and addressed to date
- **Part 7 Infrastructure summary:** outlines the framework for the provision of infrastructure required to support the proposal
- **Part 8 Next steps:** outlines what will happen after the exhibition of the proposal.

2 Sydney Olympic Park

2.1 Location and Context

Sydney Olympic Park covers 640ha of land extending from the Parramatta River in the north to the M4 Motorway and Parramatta Road in the south. It is approximately 14km west of the Sydney Central Business District (CBD) and 8km east of the Parramatta CBD.

The larger Sydney Olympic Park site includes 430 ha of parkland and a 210 ha Town Centre which includes the Olympic Park Train Station. The Town Centre is generally bound by Hill Road, Pondage Link and Marjorie Jackson Parkway to the north, Homebush Bay Drive and the M4 Motorway to the south, Australia Avenue and Bennelong Road to the east and the Carter Street Priority Precinct to the west (refer to **Figure 1**).

The review and proposed amendments to the Master Plan and State Significant Precinct SEPP, the subject of this report, only relate only to land within the Sydney Olympic Park Town Centre as shown in **Figure 2**.

Vehicular access to the Town Centre is currently available from Australia Avenue/Homebush Bay Drive, Hill Road/Parramatta Road, Holker Street/Hill Road, Bennelong Parkway/Marjorie Jackson Parkway and Birnie Avenue/Parramatta Road. The introduction of WestConnex will provide Sydney Olympic Park motorists with easier access to and from the M4 Motorway and will include new eastbound access at Hill Road to the M4, new westbound access to Hill Road from the M4, widening of Hill Road between the M4 and Old Hill Link and improvements to westbound access to the M4 from Homebush Bay Drive.

Land ownership

The majority of land at Sydney Olympic Park is owned by the NSW Government. Three allotments in the south east of the Town Centre were recently sold into private ownership and are occupied or in the process of being occupied by residential apartment buildings. The NSW Government-owned land is subject to individual leases negotiated by Sydney Olympic Park Authority with third parties (refer to **Figure 3**).



Key

- Sydney Olympic Park
- Sydney Olympic Park Town Centre

Figure 1 Aerial photo of Sydney Olympic Park



Key

- Sydney Olympic Park Town Centre
- 1. Sydney Showground
- 2. The Arena
- 3. The Stadium
- 4. Athletic Centre
- 5. Aquatic Centre
- 6. Warm Up Arena
- 7. Hockey Centre
- 8. Sports Centre
- 9. Netball Central
- 10. Tennis Centre
- 11. Tom Wills Oval and Community Field

Figure 2 Sydney Olympic Park Town Centre

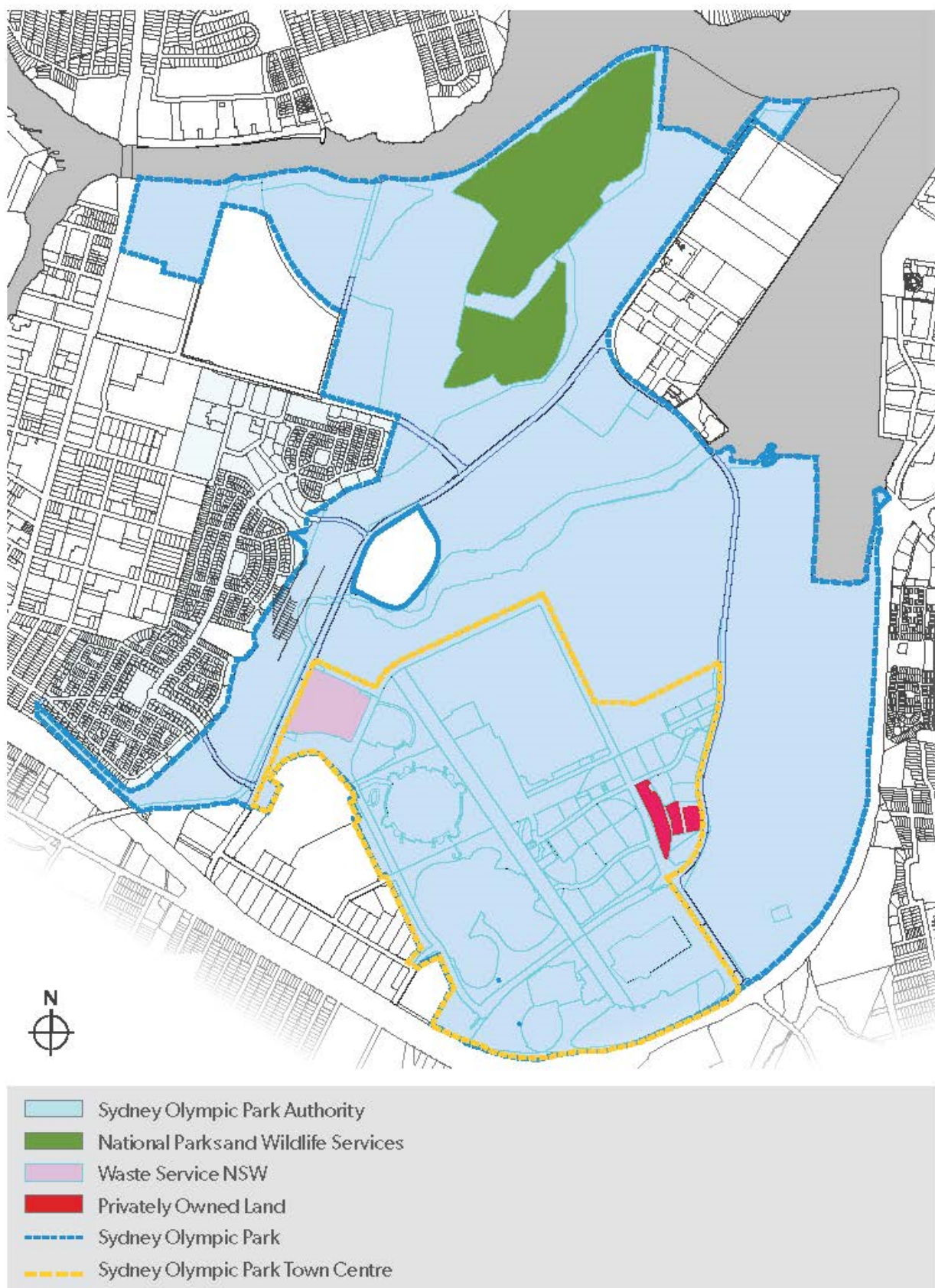


Figure 3 Land Ownership at Sydney Olympic Park

2.2 Surrounding Development

Sydney Olympic Park is located within the Greater Parramatta Priority Growth Area (refer to **Figure 4**). Surrounding development includes the recently rezoned Carter Street and Wentworth Point Priority Precincts, the established suburbs of Newington to the west and North Strathfield and Concord West to the east.

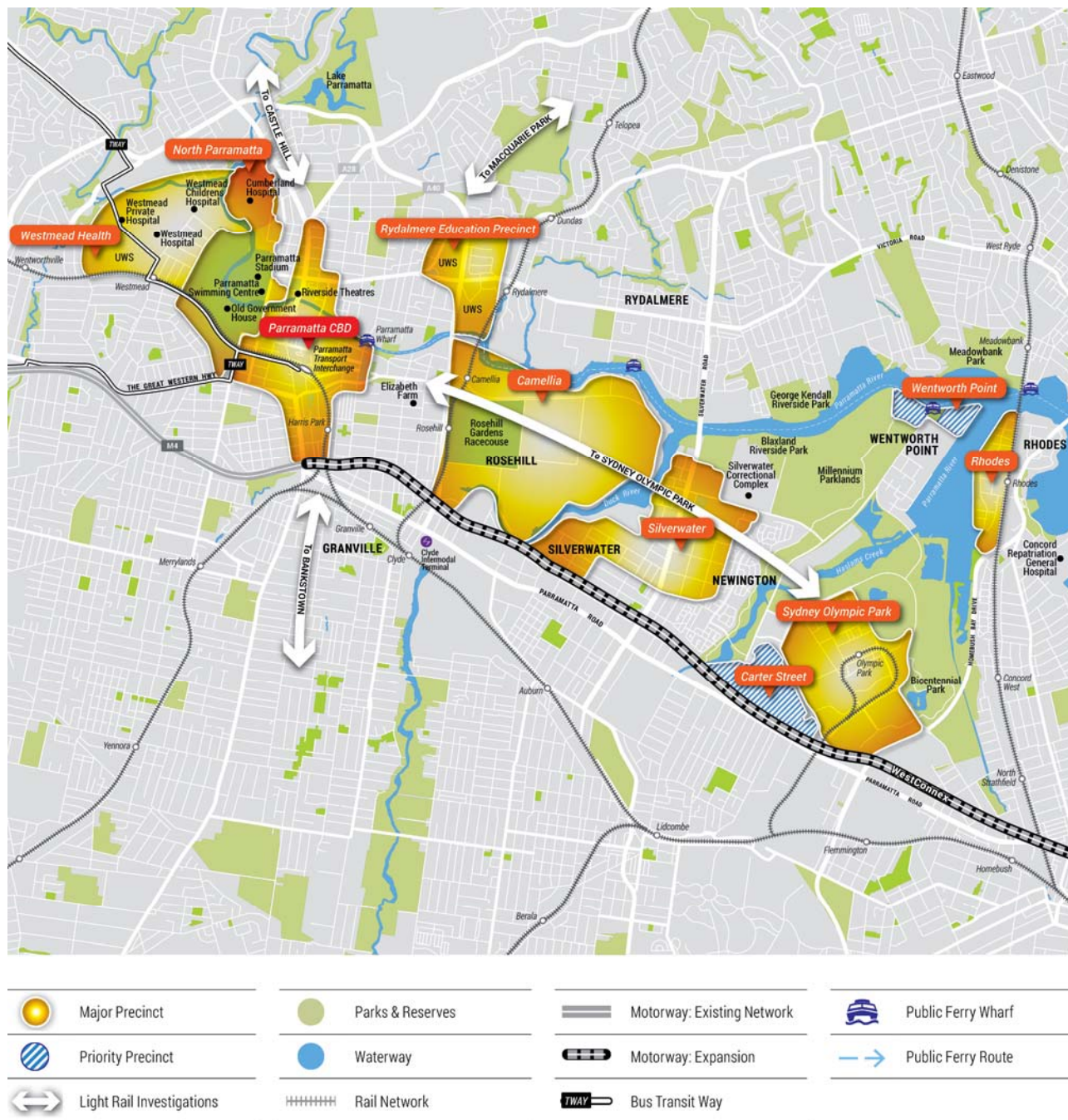


Figure 4 Greater Parramatta to Olympic Peninsula Priority Growth Area (A Plan for Growing Sydney)

Carter Street

To the south of Sydney Olympic Park is the Carter Street Priority Precinct. Rezoned in November 2015 to accommodate more than 5,500 dwellings (townhouses to apartments) in buildings of 4-20 storeys as well as employment uses along the M4 Motorway corridor, a mixed use village centre, primary school, a multi-

purpose community facility and a new 1.8 ha village park on Uhrig Road, as well as a new foreshore reserve along Haslams Creek south of John Ian Wing Parade.

Wentworth Point

To the north of Sydney Olympic Park is the suburb of Wentworth Point which is currently being developed for medium and high rise residential apartments. The land at the end of the peninsula was rezoned in June 2014 as the Wentworth Point Priority Precinct and provides for up to 2,300 dwellings, maritime uses and substantial areas of foreshore open space. At its completion, the entire Wentworth Point peninsula could accommodate up to 9,500 dwellings. This also includes a new local centre on Authority land at the ferry wharf. In May 2016 a new bridge across Homebush Bay for pedestrians, cyclists, buses and emergency vehicle access, sometimes referred to as a 'green bridge' was opened for use. Bennelong Bridge links Wentworth Point to the Rhodes peninsula and improves access from Wentworth Point to shops, employment and public transport in Rhodes.

Newington

To the west of Sydney Olympic Park across Haslams Creek is the former Athletes Village that is now known as Newington. It comprises medium density housing. This area is unlikely to be further redeveloped in the medium to long term.

North Strathfield and Concord West

To the east of Sydney Olympic Park across Homebush Bay Drive are the suburbs of North Strathfield and Concord West. Parts of these suburbs on the western side of the rail line are located in the Homebush Precinct in the draft New Parramatta Road Urban Transformation Strategy (the Strategy). This Strategy has been prepared by Urban Growth NSW and is the Government's 30 year plan for the Parramatta Road Corridor. While the draft Strategy identifies that the Homebush Precinct currently has 1,721 dwellings, this is projected to increase to approximately 17,354 dwellings by 2050.

2.3 Sydney Olympic Park Town Centre – Existing Conditions

The Town Centre currently accommodates a variety of commercial, residential and community uses as well as a variety of open spaces and major event infrastructure. The Town Centre, has been divided into nine precincts:

- Central Precinct
- Sports and Education Precinct
- Stadia Precinct
- Sydney Showground Precinct
- Parkview Precinct
- Boundary Creek Precinct
- Tennis Precinct
- Southern Sports Precinct
- Haslams Precinct

The precinct boundaries fall along edges created by main streets, parklands and surrounding suburbs. The nine precincts are identified in **Figure 7** below.



Figure 5 Location of precincts within Sydney Olympic Park

The main areas for events are the Sports and Education Precinct, the Stadia Precinct and the Sydney Showground Precinct. The main residential areas are the Central Precinct which has also been identified as the commercial heart, the Parkview Precinct and the Haslams Precinct. These precincts also include associated retail and commercial uses. The main park and recreational use precincts are the Boundary Creek Precinct, the Tennis Precinct and the Southern Sports Precinct.

Central

The Central Precinct is bounded by Murray Rose Avenue, Olympic Boulevard, Sarah Durack Avenue and Australia Avenue. It is planned as a key mixed used, high density hub within the Town Centre, combining a range of commercial, retail and residential uses. The Olympic Park Train Station is located within a plaza in the north of the precinct, between Murray Rose Avenue and Dawn Fraser Avenue.

Existing commercial buildings consist of both contemporary buildings of 5-6 storeys in close proximity to Olympic Park Train Station (refer to **Figure 8**). Along Olympic Boulevard larger scale hotels and residential

buildings of up to approximately 18 storeys currently exist. Older, predominantly 2 storey large format commercial and 1-2 storey office / warehouse buildings are located in the south along Figtree Drive.

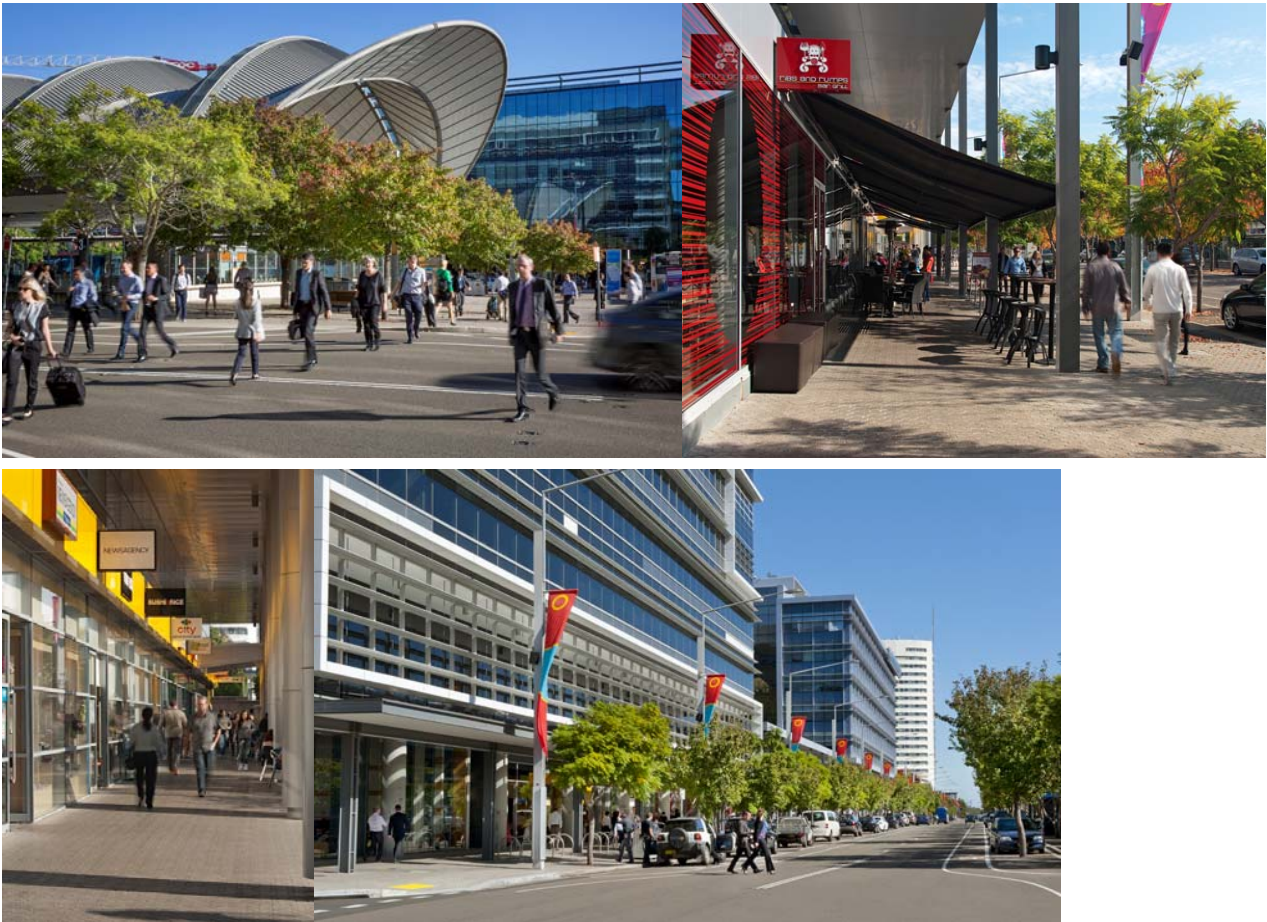


Figure 6 Existing buildings within the Central Precinct including Olympic Park Train Station (sources: Sydney Olympic Park Authority – Paolo Busato (top left), Sydney Olympic Park Authority – Ethan Rohloff (remainder))

Sports and Education (proposed to be renamed Central Sports)

The Sports and Education Precinct is located to the west of the Central Precinct. It is bounded by Dawn Fraser Avenue, Olympic Boulevard, Sarah Durack Avenue and Edwin Flack Avenue. Fronting onto the western side of Edwin Flack Avenue are 2 hotels, 6-8 storeys in height. The uses within this precinct include several large scale buildings, the Aquatic Centre, Athletics Centre and Athletics Warm Up Track plus associated parking, constructed for the Sydney 2000 Olympic Games.

Stadia

The Stadia Precinct is located north of the Sports and Education Precinct and is bounded by Dawn Fraser Avenue, Olympic Boulevard and the Carter Street precinct to the south west. It comprises ANZ Stadium, Qudos Bank Arena plus a number of major public spaces and a multi storey car park constructed for the Sydney 2000 Olympic Games (refer to **Figure 9**). These iconic, large scale buildings with distinctive sculptured roof profiles plus the landmark light towers represent part of a fitting legacy of the Sydney 2000 Olympic and Paralympic Games. Since 2010, some limited expansion to the existing venues has been undertaken within the provisions of Master Plan 2030.



Figure 7 ANZ Stadium and surrounding public spaces (sources: Sydney Olympic Park Authority – Rock Stevens / Sydney Olympic Park Authority – Natalie Boog)

Sydney Showground

The Showground Precinct is located adjacent to the Central and Stadia Precincts, in the north of the Town Centre. Olympic Boulevard, Murray Rose Avenue, Australia Avenue and Kevin Coombs Avenue form its boundaries. The precinct accommodates the Sydney Showground, Spotless Stadium, Sydney Olympic Park Sports Halls, plus a number of ancillary buildings associated with these uses. Cathy Freeman Park, including the Olympic Cauldron at Sydney Olympic Park, is located in the south western corner of this precinct (refer to **Figure 10**). Since Master Plan 2030, the main arena has had a major refurbishment and is now a very successful AFL and cricket venue known as Spotless Stadium. The exhibition halls have also been expanded along Grand Parade and Showground Road, adjacent to Cathy Freeman Park. The majority of this precinct is characterised by low rise, large footprint buildings providing a variety of event and exhibition spaces.



Figure 8 Cathy Freeman Park and the Olympic Games Cauldron (source: Sydney Olympic Park Authority – Paul K Robbins)

Parkview

The Parkview Precinct is located to the east of the Central Precinct and is bounded by Australia Avenue, Murray Rose Avenue and Bennelong Parkway. Parklands adjoin this precinct to the west and Brickpit Park to the north. New residential towers of up to 31 storeys have recently been completed to the west of this precinct, along Australia Avenue and commercial developments of 3-5 storeys have been developed along Parkview Drive and Murray Rose Avenue (refer to **Figure 11**). Since the adoption of Master Plan 2030, two new streets connecting the precinct to Bennelong Parkway, have also been completed as well as the first 2 stages of Brickpit Park.



Figure 9 Existing buildings within the Parkview Precinct (sources: Sydney Olympic Park Authority – Paul K Robbins (top and bottom right), Sydney Olympic Park Authority – Bella Zanesco (top right) and Sydney Olympic Park Authority – Paolo Buscato (bottom right))

Boundary Creek Precinct and Tennis Precinct

These two precincts are located in the south of the Town Centre, adjacent to the Central Precinct. Sarah Durack Avenue, Australia Avenue, Homebush Bay Drive and the M4 Western Motorway form the boundaries to the precincts whilst Shirley Strickland Avenue and Olympic Boulevard dissect the area. These precincts are home to Tom Wills Oval and Community Playing Field, Greater Western Sydney AFL Centre, Sydney Olympic Park Tennis Centre and associated facilities including multi storey and ground level parking (refer to **Figure 12**). A sustainable wetland leachate treatment system has been constructed between the oval and Boundary Creek. This, the AFL facilities and Tom Wills Oval and Community Playing Field have been developed since Master Plan 2030 was adopted.



Figure 10 Tom Wills Oval (Source: GWS Giants)

Southern Sports

Located in the south western corner of the Town Centre, the Southern Sports Precinct is bounded by Olympic Boulevard, Sarah Durack Avenue, Shirley Strickland Avenue and the M4 Western Motorway. Existing facilities located here include the Olympic Park Hockey Centre, Olympic Park Sports Centre and recently constructed Netball Central plus associated parking (refer to **Figure 13**).

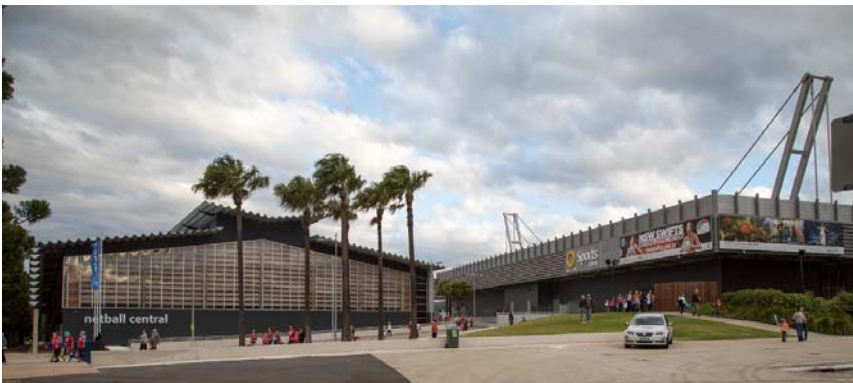


Figure 11 Netball Central and Olympic Park Sports Centre (sources: Sydney Olympic Park Authority (top), Sydney Olympic Park – Rick Stevens (bottom left), Sydney Olympic Park – Eden Connell (bottom right))

Haslams

Haslams Precinct is located in the north of the Town Centre between Hill Road, Pondage Link, Edwin Flack Avenue and Old Hill Link. It currently accommodates a waste services facility (current lease arrangements due to expire in 2025) and at-grade coach parking. This precinct has seen minimal development since Master Plan 2030, given the conflict of any proposed residential uses without the relocation of the waste services facility. Existing buildings within this precinct include warehouse and goods handling facilities along Hill Road and the administration and plant equipment for the waste services facility.

3 Sydney Olympic Park Planning Framework

The relevant Acts, environmental planning instruments and development controls applying to Sydney Olympic Park are:

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

3.1 Sydney Olympic Park Authority Act 2001

The *Sydney Olympic Park Authority Act 2001* (SOPA Act) requires the preparation of a master plan and its approval by the Minister for Planning to give it effect. The SOPA Act also states that an environmental planning instrument (EPI) must provide additional detail in relation to the application of the master plan and its public exhibition requirements. It also requires any master plan, or amendment to a master plan, to be consistent with the Parklands Plan of Management and Environmental Guidelines for Sydney Olympic Park.

3.2 State Environmental Planning Policy (State Significant Precincts) 2005

Sydney Olympic Park was declared a State Significant Site (now Precinct) by the Minister for Planning in 2010. Part 23 of the *State Environmental Planning Policy (State Significant Precincts) 2005* (State Significant Precincts SEPP) applies to Sydney Olympic Park. The State Significant listing of the precinct sets out statutory planning controls including land use zoning, floor space ratios and height of buildings to guide future development within Sydney Olympic Park.

For the purpose of the State Significant Precincts SEPP, the land identified in **Figure 12** is referred to as the Sydney Olympic Park Precinct. The key provisions within Part 23 of the State Significant Precinct SEPP as it relates to the Town Centre are summarised below: in **Table 1**.

Table 1 Summary of key provisions within State Significant SEPP in relation to the Town Centre

Clause	Key Provision
Land Use zone (Clause 9)	B4 Mixed Use
Objectives	<p>The objectives of Zone B4 Mixed Use are to:</p> <ul style="list-style-type: none">• protect and promote the major events capability of the Sydney Olympic Park site and to ensure that it becomes a premium destination for major events,• integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling,• ensure that the Sydney Olympic Park site becomes an active and vibrant town centre within metropolitan Sydney,• provide for a mixture of compatible land uses,• encourage diverse employment opportunities,• promote ecologically sustainable development and minimise any adverse effect of land uses on the environment,• encourage the provision and maintenance of affordable housing.
Development permitted without consent	Environmental protection works; Recreation areas.

Clause	Key Provision
Development permitted with consent	Roads; any other development not specified as either permitted without consent or prohibited
Prohibited development	Bulky goods premises; caravan parks; industries; moveable dwellings; resource recovery facilities; restricted premises; rural industries; sex services premises; truck depots; warehouse or distribution centres
Height of Buildings (Clause 18)	The height of a building on any land within the Sydney Olympic Park site is not to exceed the maximum height shown for the land on the Height of Buildings Map or the Reduced Level Map , whichever is applicable
Floor Space Ratio (Clause 19)	The maximum floor space ratio for a building on any land within the Sydney Olympic Park site is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map .
Exceptions to development standards (Clause 21 and 22)	Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating among other matters that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case
Public utility infrastructure (Clause 23)	Development consent must not be granted for development on land within the Sydney Olympic Park site unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.
Major events capability (Clause 24)	<p>Consent must not be granted to development on land within the Sydney Olympic Park site, unless the consent authority is satisfied that during major events traffic generated by the development:</p> <ul style="list-style-type: none"> • will not cause local road network and connections to the regional road network to become saturated or otherwise fail • is unlikely to prevent the effective management of crowd movement and transport services, and • is unlikely to compromise the effective functioning of major event infrastructure, and • does not conflict with the emergency management plans of government agencies or the emergency evacuation plans of major event venues.
Transport (Clause 25)	Development consent must not be granted for development on land within the Sydney Olympic Park site unless the consent authority is satisfied that the development includes measures to promote public transport use, cycling and walking.
Master Plan (Clause 26)	<p>Development consent must not be granted for development on land within the Sydney Olympic Park site unless it is of a minor nature or a temporary use, the consent authority has considered the master plan.</p> <p>Development consent must not be granted for development on land within 400 m of the Olympic Park Train Station unless the consent authority has considered</p>

Clause	Key Provision
	whether the car parking requirements specified in the master plan should be reduced in respect of that development.
Preparation and approval of a master plan (Clause 27)	A master plan (and any amendment of the master plan) must be prepared by the Sydney Olympic Park Authority and place on public exhibition for minimum 30 days.
Review of Master Plan (Clause 28)	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.
Design Excellence (Clause 30)	<p>Development consent must not be granted for development that is the erection of a new building or external alterations to an existing building unless the consent authority has considered whether the proposed development exhibits design excellence.</p> <p>Design competition required for the erection of a new building with a building height greater than 42 m above ground level (existing) or the erection of a new building identified as requiring a design competition in a master plan.</p>
Additional permitted uses – Site 62 (Clause 32)	A person may, with development consent, carry out development for the purpose of a high technology industry on Site 62 within the Sydney Olympic Park site

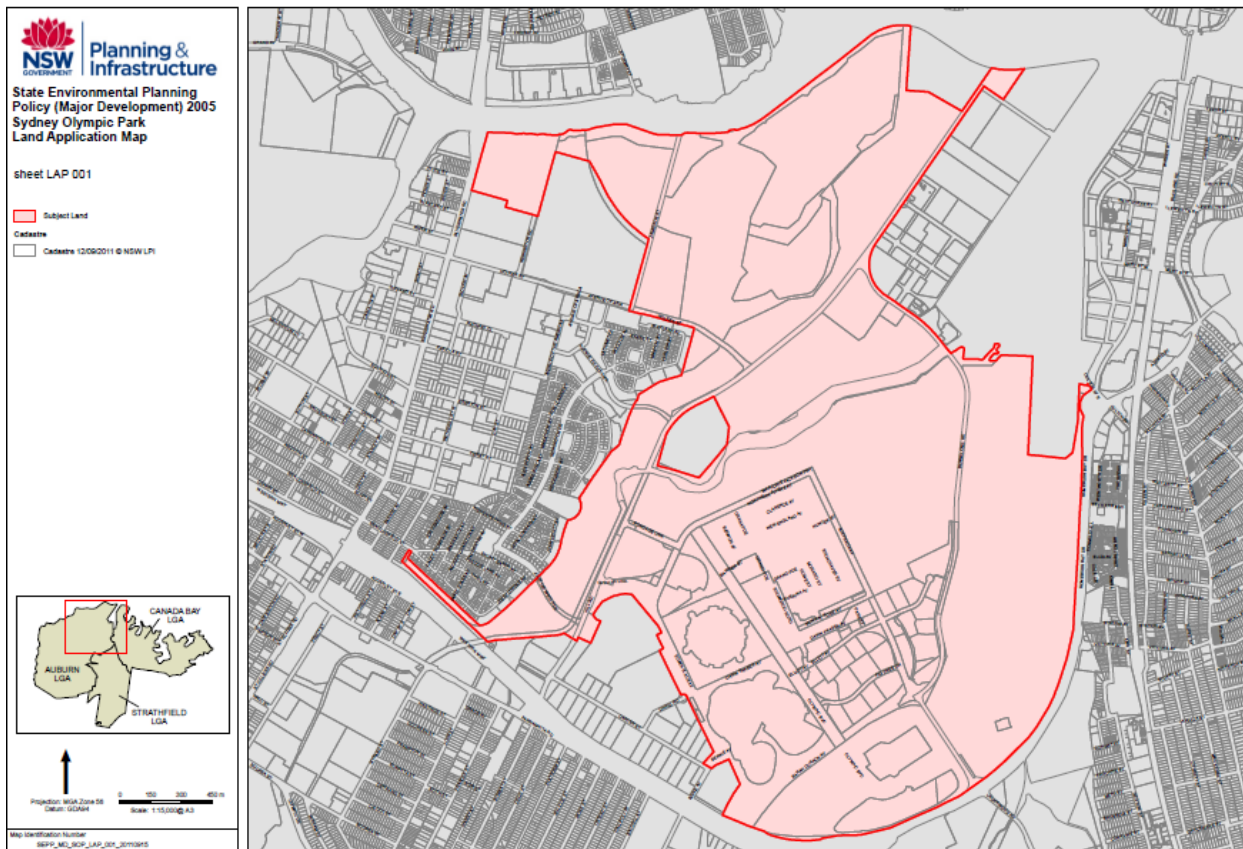


Figure 12 Land to which Sydney Olympic Park - State Significant Precincts SEPP applies

3.3 Sydney Olympic Park Master Plan 2030

The Sydney Olympic Park Master Plan 2030 has been prepared in accordance with the requirements of the SOPA Act and the State Significant Precincts SEPP. Master Plan 2030 applies to the entire Sydney Olympic Park site as defined in Part 23 of the State Significant Precincts SEPP. The planning and design objectives and controls contained within the Master Plan 2030 however relate only to the Sydney Olympic Park Town Centre (the Town Centre) as shown below in **Figure 13**.



Figure 13 Land covered by Master Plan 2030

4 The Five Year Review

Both Master Plan 2030 and the State Significant Precinct SEPP contain provisions that Master Plan 2030 should be reviewed every five years. The review process ensures that the planning framework for Sydney Olympic Park remains current and relevant to the changing urban landscape within Sydney Olympic Park, Greater Western Sydney and the wider metropolitan area.

4.1 Key Influences

The 2016 Review has been influenced by a number of factors. These factors are discussed below.

A Plan for Growing Sydney

A *Plan for Growing Sydney* identifies the Olympic Peninsula as part of the Greater Parramatta to Olympic Peninsula Priority Growth Area. Sydney Olympic Park has a role in:

- facilitating the regeneration of sites for commercial office space to support growth in the 'knowledge economy' and provide jobs close to homes;
- providing opportunities for increased residential and educational land uses;
- maintaining and expanding event venues;
- a mixed land use development strategy for the Town Centre with both significant housing and employment opportunities;
- ensuring that events continue to be a fundamental feature of regular Sydney Olympic Park operations;
- ensuring that best practice environmental sustainability principles are incorporated into all future development and operations at Sydney Olympic Park; and
- providing high quality passive and active recreation opportunities within the Town Centre and adjacent Parklands.

Access and Transport Influences

Since the Master Plan came into effect in 2010, there have been a number of major transport infrastructure announcements that have an impact on Sydney Olympic Park. The greatest of which are WestConnex and the Light Rail connection from Parramatta to Strathfield, as well as the recently completed Bennelong Bridge.

WestConnex will provide Sydney Olympic Park motorists with easier access to and from the M4 corridor by providing:

- new eastbound access at Hill Road to the M4.
- New westbound access to Hill Road from the M4
- Widening of Hill Road between M4 and Old Hill Link
- improvements to westbound access to M4 from Homebush Bay Drive

Completion of the new bridge across Homebush Bay for pedestrians, cyclists, buses and emergency vehicle access has significantly reduced travel distance between Wentworth Point and Rhodes Train Station and improved access to Sydney Olympic Park, including the Town Centre and Parklands, for the residents of Rhodes.

The proposed Parramatta Light Rail link between Westmead and Strathfield will significantly improve access to and from Sydney Olympic Park and link its Town Centre to adjacent precincts as well as future destinations along the Olympic corridor.

Wentworth Point and Carter Street Precincts

The Wentworth Point and Carter Street Priority Precincts and the New Parramatta Road Urban Transformation Strategy are contributing to the changing use and character of development immediately adjacent Sydney Olympic Park. These precincts, together with background regional growth have resulted in increased pressure on traditional gateways to the Olympic Peninsula.

Event Operations

Sydney Olympic Park has maintained its status as the premier sports and entertainment precinct in Sydney and Australia. In addition to a series of major annual signature events such as the Royal Easter Show, State of Origin and NRL Grand Final, Bledisloe Cup, APFA Tennis International, it has been host to large special events such as the Rugby and Netball World Cups, AFC Asian Football Cup and FIFA Qualifying matches as well as a popular venue for major concerts, entertainment and exhibition events, sporting championships and school sports carnivals. With the new Sydney International Convention Exhibition and Entertainment Precinct (SICEEP) at Darling Harbour currently under construction, Sydney Olympic Park has experienced a significant increase in the number of exhibitions and events held at the site, particularly community events that are generally staffed on weekends but also events during mid-week. These types of events are likely to have spin-off economic benefits to the Town Centre as exhibitors, visitors and participants come to Sydney Olympic Park and will stay and spend money on entertainment, food and beverage. However, they also have the potential to impact upon the Town Centre as a result of road closures or other disruptions.

Increased Visitor Numbers

Visitor numbers to Sydney Olympic Park continue to grow in all categories: residents, workers, students, sports participants and spectators. In the last 12 months there were 14.3 million visits to Sydney Olympic Park, an average of 1.2 million per month. It is important that Sydney Olympic Park and the Town Centre remain vibrant and relevant for all those audiences.

Stakeholder Feedback

Many of the major leaseholders / landowners have specific aspirations for Sydney Olympic Park and the Town Centre, based on their knowledge, experience and long term investment in Sydney Olympic Park. These include the need to facilitate activation in the precinct and create a town centre that is vibrant and active 18-24 hour /7 days a week, to support the growing communities in and around the Park and to enhance the event experience for visitors.

4.2 Community Consultation

As part of the review, SOPA developed a Consultation Strategy to guide engagement with key stakeholders, including relevant government agencies and Sydney Olympic Park landowners/leaseholders to seek input into the review of Master Plan 2030. A summary of consultation undertaken by SOPA including matters raised is provided in **Appendix A**.

5 The Proposed Amendments

This section of the report provides a summary of the proposed changes to the Sydney Olympic Park Master Plan 2030 and proposed amendments to the State Significant Precincts SEPP. A summary of the proposed amendments to Master Plan 2030 on a precinct basis is provided in the Summary of Proposed Planning Changes document.

5.1 Revitalised Vision for the Town Centre

An important part of the review involved recognising how Master Plan 2030 worked in achieving the vision for the larger Sydney Olympic Park site and how it facilitated the Town Centre's evolution into a vibrant mixed use centre and urban parkland.

The review found that the principles that underpinned the original Master Plan 2030 remain unchanged for the Town Centre, namely:

- the regeneration of sites for commercial office development;
- the introduction of additional residential and educational uses;
- maintaining and expanding event venues;
- adopting a mix use land use strategy for the site providing a precinct with both significant housing and employment opportunities;
- recognition that events continue to be a fundamental feature of regular Sydney Olympic Park operations; and
- the application of best practice to environmental sustainability in development and operations within the Town Centre.

The review builds on the guiding principles of the original Master Plan 2030 and has adapted the existing vision for the Town Centre as follows:

Sydney Olympic Park will be the urban hub of the Olympic Peninsula, providing a comprehensive range of facilities and services that support residents and workers and enables business to prosper.

Visitors will enjoy a unique array of activities and services that support and complement all events and create a vibrant day and night economy.

The Town Centre will be accessible to residents, visitors and workers and will seamlessly integrate with its surrounding communities and the rest of Sydney through a network of public transport, streets, pedestrian and cycleways.

Building on the Park's attributes the Town Centre will embody the Olympic values and principles of Master Plan 2030, to create a distinctive, sustainable and exemplary urban centre.

The future vision for the Town Centre includes the following revisions to the future targets of the precinct (refer to Table 2).

Table 2 Revised projected figures for Master Plan 2030

Master Plan 2030	Master Plan 2016 Review (review)
14,000 residents in 6,000 homes	23,500 residents in 10,700 homes
31,500 jobs	34,000 jobs
5,000 students	5,000 students

5.2 Urban Structure and Land Use

Master Plan 2030 (2016 Review) builds on the existing Master Plan and the current urban structure of the Town Centre and includes:

- Reinforcement of key streets and further additions to the street network. Olympic Boulevard, Dawn Fraser Avenue and Murray Rose Avenue continue to form the core of the Town Centre.
- The placement of major land uses in the Town Centre, generally as follows:
 - major events and sporting activities located to the west and south of Olympic Boulevard;
 - the Showground to the north;
 - commercial uses concentrated close to the civic core; and
 - residential uses generally to the east and south east overlooking the Parklands.

The most substantial structural changes to the Master Plan are in the Stadia and Central Precincts. The existing open areas around ANZ Stadium are envisaged to provide a broad range of complementary commercial, retail, recreational, institutional and venue uses. New streets within the Central Precinct are proposed to improve connectivity, provide a finer grain network, promote pedestrian activity, create active frontages and provide separate service access.

Similarly, two new streets are proposed for the Parkview Precinct to improve connectivity and provide for separate service and car park access.

In terms of land use, the following amendments are proposed:

- Additional residential uses within the Central and Parkview Precincts to the south of the designated commercial or civic core which is to be maintained as 'commercial' use, providing jobs closer to homes and taking better advantage of the considerable amenity of this area;
- Expansion of existing retail uses beyond the commercial or civic core to combine with commercial and other compatible uses along Herb Elliott Avenue, Olympic Boulevard, Australia Avenue and further to the south to provide a broader range of retail options for residents and workers as well as visitors to Sydney Olympic Park.
- Greater definition of a street based retail along key streets in the Central Precinct.
- Educational uses to be integrated with existing sports facilities as well as commercial and retail uses to promote day and night activation in these areas.
- Civic and community uses throughout the Town Centre to complement retail and commercial uses.
- Protection of a commercial core within Central and Parkview Precincts to support jobs growth at Sydney Olympic Park.

The current land uses for the Town Centre are shown in **Figure 14** and the proposed land uses in **Figure 15**.

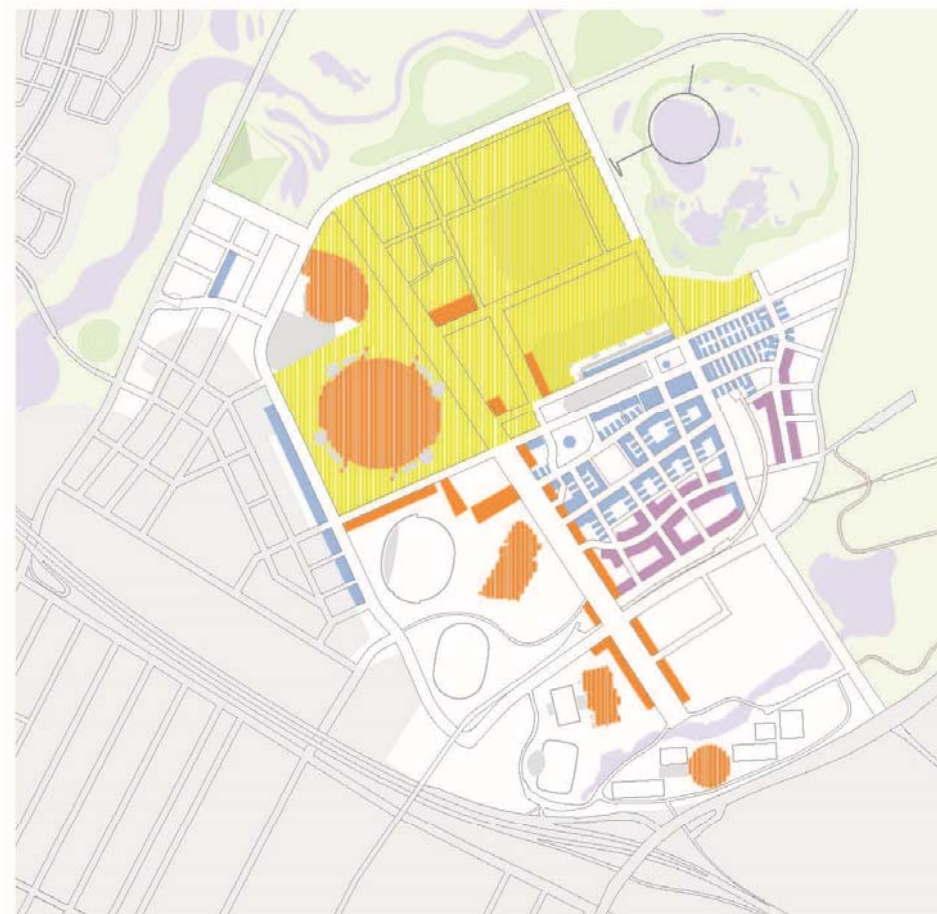
To support the proposed land use changes, active street frontages have been identified more extensively through the Central and Parkview Precincts. **Figures 16 and 17** illustrate the changes between the existing and reviewed master plan.



Key

- | | |
|--|---|
|  Primary Retail Uses (Mandatory) |  Special Event Retail Zone |
|  Themed Retail Uses |  Secondary Retail Uses |
|  Themed Retail Component Allowed within Venue | |

Figure 16 Proposed Active Street Frontages (Master Plan 2030 (2016 Review))



Key







- | | |
|---|--|
|  Primary Retail Frontages and double height active frontage (Mandatory), minimum 90% of the frontage. Double height lobbies can occupy up to 20% |  Special Event Retail Zone |
|  Themed Retail Uses, minimum double height active frontage |  Secondary Active frontages, minimum 75% of the frontage. Lobbies can occupy up to 50% (Preferred frontage for lobbies) |
|  Themed Retail Component Allowed within Venue |  Residential Address/ Primary Pedestrian Access |

Figure 17 Proposed Active Street Frontages (Master Plan 2030 (2016 Review))

Overall, Master Plan 2030 (2016 Review) provides for development of an additional 460,000m² GFA above that contemplated as part of the existing Master Plan 2030. The revised development targets, based on land use, are identified in **Table 3** below.

Table 3 Revised Development Targets (Gross Floor Area) by land use category

Land Use	Master Plan 2030 (m ²)	
	Master Plan 2030 (m ²)	2016 Review (m ²)
Residential	575,000	855,000
Commercial Office	479,000	412,000
Venues (additions to exist)	130,000	110,000
Education	105,000	186,000
Temporary Accommodation	81,000	192,000
Transport Infrastructure	51,000	51,000
Retail	33,000	100,000
Community Facilities	31,000	37,000
Entertainment	15,000	17,000
TOTAL	1,500,000	1,960,000

The proposed development yields, by precinct are provided in **Table 4** below.

Table 4 Revised Development Target (Gross Floor Area) by Precinct

Precinct	Master Plan 2030 (m ²)	
	Master Plan 2030 (m ²)	2016 Review (m ²)
Sydney Showground	70,000	70,000
Central Sports	165,000	180,000
Central	570,000	785,000
Parkview	320,000	427,000
Haslams	208,000	208,000
Tennis	27,000	27,000
Stadia	40,000	137,000
Boundary Creek	60,000	76,000
Southern Sports	40,000	50,000
TOTAL	1,500,000	1,960,000

5.3 Built form and Height

As part of the review it is proposed to increase the maximum height of buildings along Olympic Boulevard, Edwin Flack Avenue (45 storeys) and Australia Avenue (30 storeys) to enhance the Town Centre's already distinctive skyline, promote the use of smaller floor plates and to create more slender tower forms. The revised master plan includes a control to limit the maximum floor plate of all towers to 800m² (GBA).

The remainder of the Town Centre will be subject to built form and height controls that protect views, define streets, maximise solar access to open space and enhance connectivity throughout the Town Centre and adjoining areas. The key changes to building heights are within the Central, Parkview and Stadia Precincts and include:

Central Precinct

- Introduction of three new tower zones:
 - 45 storeys along Olympic Boulevard (South) comprising an 8 storey podium building with tower above and corresponding increase in building height from 122 m to 149 m;

- 20 storeys within the central portion of the precinct consisting of 4-8 storey podium building with towers above and increasing building height from between 30-33 m to 74 m;
- 30 storeys along Australia Avenue consisting of 6-8 storey podium buildings with towers above, and increasing the building height in this area from 30-33 m to 102 m; and
- Increase in the height of buildings on the northern side of Sarah Durack Avenue from 30 m to 33 m.

Parkview Precinct

- Introduction of two new tower zones comprising:
 - 30 storeys on eastern side of Australia Avenue and at its intersection with Murray Rose Avenue, consisting of 6-8 storey podium buildings with towers above (an increase in building height from 33 m to 102 m);
 - 15 storeys consisting of 6- 8 storey podium buildings with towers above (an increase in building height from 24 m to 50 m);
- Increase in the height of buildings on the western side of Bennelong Parkway from 15 m to 26 m.

Stadia Precinct

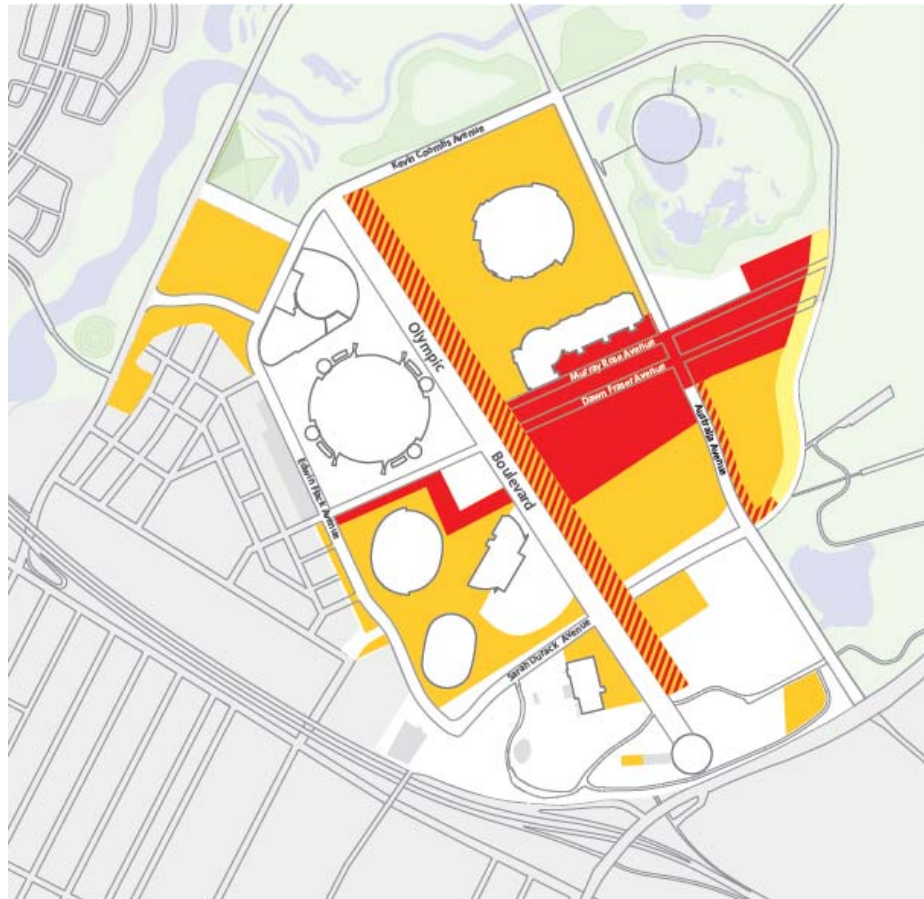
- Maximum building heights at RL 42 (8-10 storeys) and RL 23 – RL 42 (4-10 storeys) around ANZ Stadium
- 45 storey tower zone on the western side of Edwin Flack Avenue (an increase in height from 9 m (2 storeys) to 149 m (45 storeys) comprising an 8 storey block edge buildings with towers above).

Boundary Creek and Southern Sports Precinct

A new development site has been identified in the Boundary Creek Precinct. This site has a 9m height limit. A new site for Venue Expansion has been identified in the Southern Sports Precinct, with a maximum building height at RL 27 (3 storeys) to integrate with existing height of the Sports Centre.

No changes to heights in other precincts are proposed.

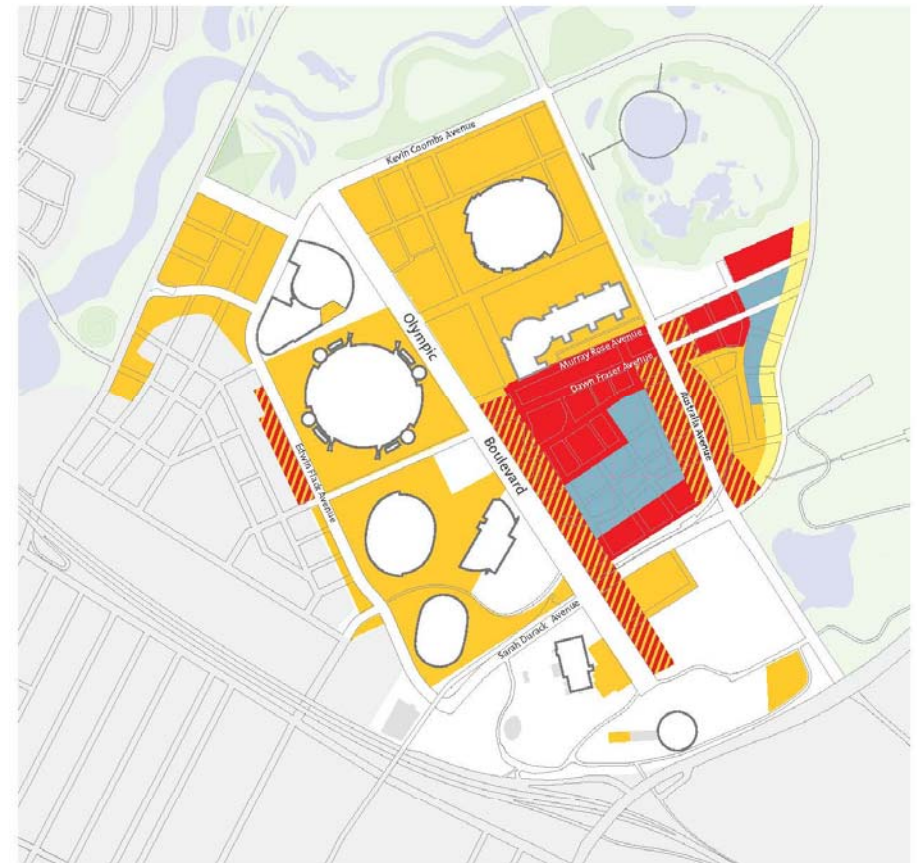
Figures 18 and 19 illustrate the changes between the existing and reviewed master plan. The proposed heights within the Town Centre are shown in Figure 3.13 – Illustrative Building Heights in Section 3 and the Building Heights Plan for each precinct within Section 5 of the revised Master Plan (2016 Review).



Key

- Iconic Structures
- 4 Storey – Landscaped Building Fabric
- 6 (+/- 4) Storey – Building Fabric
- 8 Storey – Urban Spine Buildings
- 6 – 8 Storey – Wall Buildings with Integrated Towers (up to 30 Storeys)

Figure 18 Current building height plan under existing the Master Plan 2030



Key

- Iconic Structures
- 6 Storey – Park Edge Buildings
- 6 (+/- 4) Storey – Buildings
- 6-8 Storey – Wall Buildings
- 4-8 Storey – Wall Buildings with Integrated Towers (ranging 15-20 Storeys)
- 8 Storey – Wall Buildings with Integrated Towers (ranging 30-45 Storeys)

Figure 19 Proposed building heights plan under Master Plan 2030 (2016 Review)

5.4 Floor Space Ratio

Generally, an increase in floor space ratio (FSR) is proposed on all underdeveloped sites within the Town Centre. The key changes to Floor Space Ratio controls are in the Central, Parkview and Stadia Precincts and include:

Central Precinct

- Increase in the proposed FSRs within the central portions of the precinct (generally from 2.5:1 and 3.5:1 to 3.6:1)
- Increase in FSR to 4.5:1 on sites located on the western side of Australia Avenue (currently 2.5:1 and 3.5:1)
- An FSR of 8:1 and 6.5:1 for sites on the eastern side of Olympic Boulevard (currently 6.5:1 and 5:1 respectively))
- Increase in FSR from 2.5:1 to 3.2:1 for sites along the southern edge of the precinct.

Central Sports Precinct (previously Sports and Education Precinct)

- Increase in FSR to 4:1 from 2:1 for new consolidated site to east of Athletic Centre, at the western edge of Fig Grove

Stadia Precinct

- Increase in FSR to 4:1 from 2:1 for the Coach Parking site, on western side of Edwin Flack Avenue
- Increase provision for additional Gross Floor Area above existing ANZ Stadium floor space from 12,000m² to up to 69,500m²
- Expand boundary for additional Gross Floor Area to include new development surrounding ANZ Stadium

Parkview Precinct

- Increase in FSR ranging up to 3:1, 4:1, 4.5:1 and 5.5:1 (currently 2.5:1) for sites and fronting onto Murray Rose Avenue
- Increases in FSR ranging up to 2.2:1, 2.5:1 and 3:1 (currently 2:1) for sites south of Parkview Drive

Boundary Creek and Tennis Precincts

- Increase in FSR from 4.5: to 5.5:1 for new consolidated site at corner of Olympic Boulevard and Sarah Durack Avenue
- New FSR control of 2:1 for new development site to the north of P3 Public Car Park, fronting Sarah Durack Avenue.

Southern Sports Precinct

- Removal of FSR for Netball Centre- project completed
- Provision of up to 7,400m² of Gross Floor Area to accommodate venue expansions (if required)

No changes to the FSR controls within the Sydney Showground or Haslams Precincts are proposed.

The proposed FSRs within the Town Centre are shown on the Floor Space Ratios Plan for each precinct within Section 5 of Master Plan 2030 (2016 Review). The proposed FSRs for the Town Centre are also shown on the Floor Space Ratio Map for Sydney Olympic Park within the State Significant Precincts SEPP.

Design Excellence

It is proposed to retain the existing Master Plan provision which enables a bonus floor space allocation of up to 10% if the consent authority is satisfied that the proposed development exhibits design excellence. This potential to achieve bonus floor space for design excellence is not explicitly stated in the design excellence provision in clause 30 of the State Significant Precinct SEPP. As part of the proposed amendments to the SEPP, clause 30 is proposed to be amended, consistent with section 4.6 of the Master Plan 2030.

In addition, the number of sites within the Town Centre for which a design competition is required has been increased from the existing 17 to 42.

5.5 Building Zone and Setbacks

The proposed changes to the setback controls within the Town Centre include:

Central Precinct

- The continuation of the existing 5- 10 m setback control above podium level that applies to buildings fronting Olympic Boulevard and along Sarah Durack Avenue (i.e. southern boundary of Site 50)
- 3m setback to Australia Avenue frontages for future street widening for Light Rail corridor
- New 5m landscaped setback to future residential streets connecting Figtree Drive with the new east west park and south facing frontages overlooking the new east west park.
- 90% build-to line extended to most new street frontages
- New 2m setback above 6 storeys for all frontages except Olympic Boulevard

Central Sports Precinct

- Railway corridor setback increased from 5 m to 6m.

Stadia Precinct

- Provision of a 5 m setback for buildings to south western frontage of Olympic Boulevard
- Introduction of a 90% build to line for new development fronting Dawn Fraser Avenue, Edwin Flack Avenue (both sides) and buildings fronting the new through-site link north west of ANZ Stadium
- Provision of a 2 m setback above 8 storey podium control for new development on the Coach Parking site on the north western side of Edwin Flack Avenue
- New 10m setback for future street easement to south western frontage of the Coach Parking site – opposite future Residential and Local Centre sites in the Carter Street Precinct.

Parkview Precinct

- Provision of a new 3 m landscaped setback control for majority of development fronting onto Bennelong Parkway
- Provision of 5 m landscaped setback to Sites 62A and 62B on the western side of the main north-south street
- New 2m setback above 6 storeys for all frontages
- Identification of two landscaped urban forecourt setbacks (publicly accessible)

Boundary Creek and Tennis Precincts

- Introduction of 90% build to line along part of the northern and eastern boundaries of site fronting Shirley Strickland Avenue and Rod Laver Drive (Site 109)
- Provision of 10 m wide setback along both sides of Boundary Creek (vegetated riparian corridor)

- Provision of two new commercial buildings zones to the north of P3 Car Park

The proposed controls for each precinct are shown on the Building Zones and Setbacks Plan for each precinct within Section 5 of the revised Master Plan (2016 Review). No change to the State Significant Precincts SEPP is proposed.

5.6 New Through-site Links

A number of new through-site links are proposed to improve connectivity and promote pedestrian activity within the Town Centre and to the surrounding areas including the Parklands. **Figures 20 and 21** illustrate the changes between the existing and reviewed master plan.

Central Sports Precinct

- Provision of two new through-site links, comprising:
 - 8.5 m wide through-site link from Dawn Fraser Avenue and Fig Grove in the north connecting to Lorraine Crapp Walk and the centre of the Precinct
 - Proposed 9 m wide through-site link from Sarah Durack Avenue in the south, connecting to Shane Gould Avenue has been relocated towards the centre of the site

Stadia Precinct

- Provision of new through-site links within proximity to ANZ Stadium, namely:
 - 20 m wide corridor around the perimeter of ANZ Stadium
 - 20 m wide east-west through-site link, to the south of P1 Car Park and connecting Edwin Flack Avenue and Olympic Boulevard
- Provision of two 20 m wide through-site links through Coach Parking site on the western side of Edwin Flack Avenue

Parkview Precinct

- New 6 m wide through-site link within southern portion of precinct, extending southwards and connecting to pedestrian and cyclist bridge to Parklands
- Proposed link between sites 61 and 62, connecting Murray Rose Ave and Parkview Drive, replaced by new service street.

The proposed controls for each precinct are shown in Figure 3.6 – Street Hierarchy in Section 3 and the Building Zones and Setbacks Plan for each precinct within Section 5 of the revised Master Plan (2016 Review). No change to the State Significant Precincts SEPP is proposed.

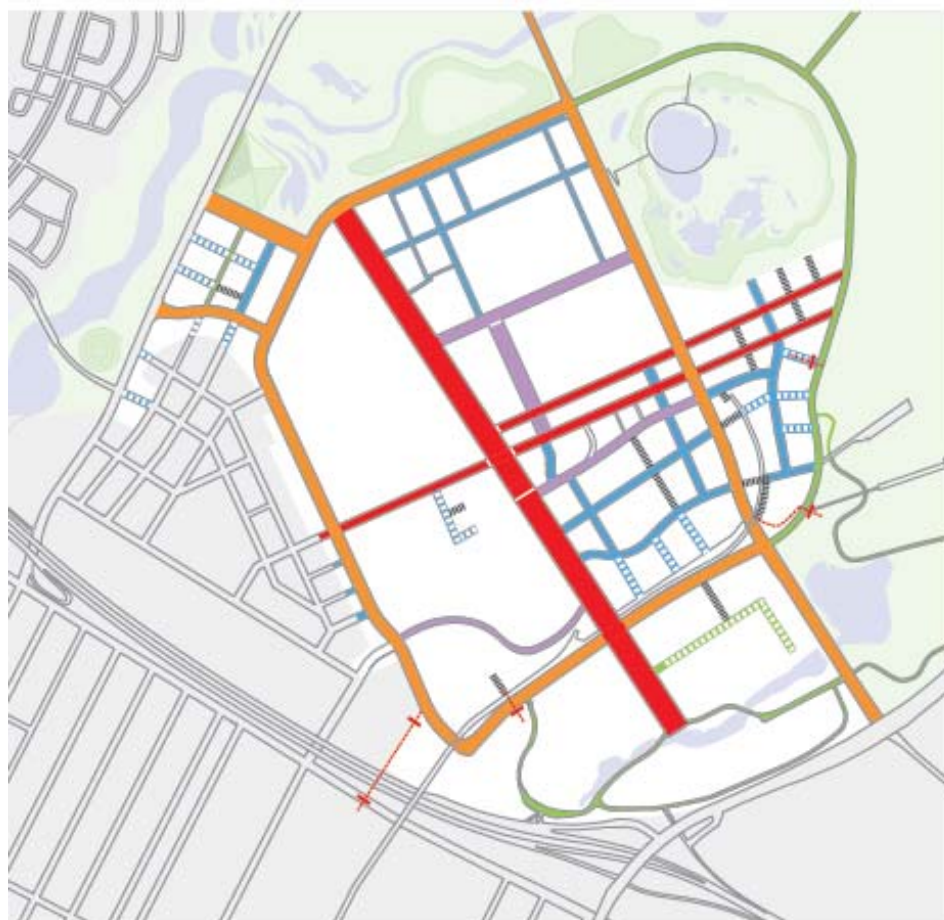


Figure 20 Street Hierarchy including through-site links within Town Centre under current Master Plan 2030

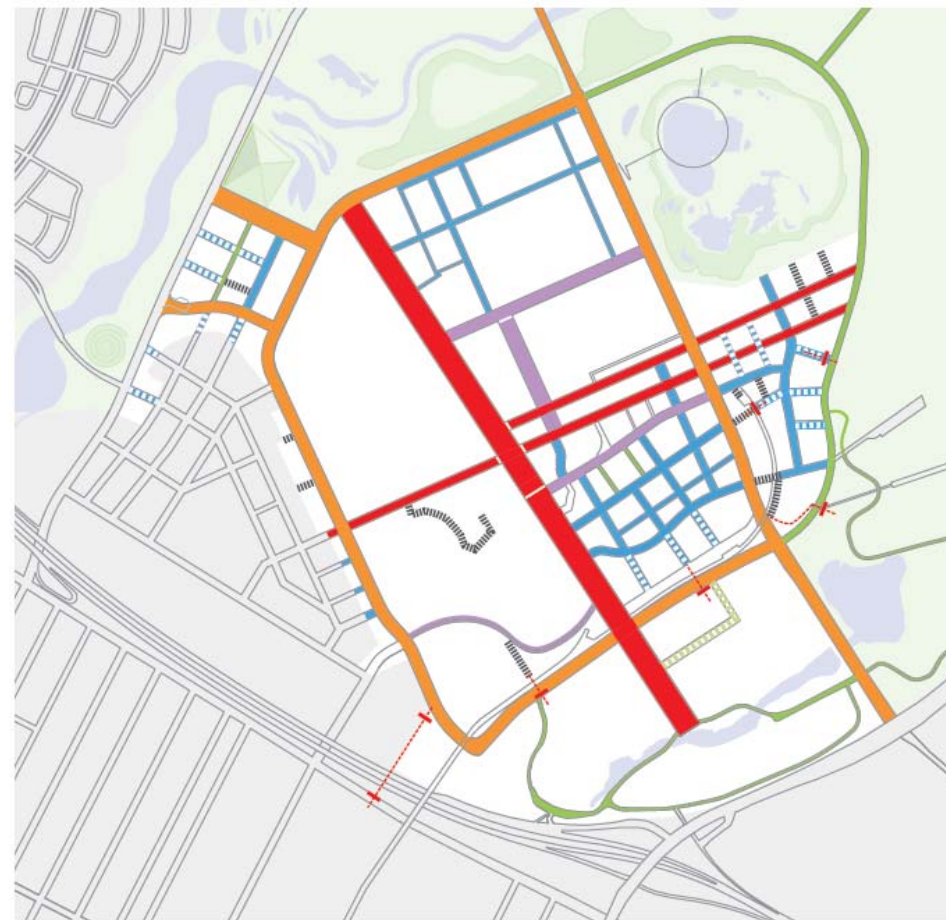


Figure 21 Proposed Planned Street Hierarchy including through-site links within Town Centre

5.7 Public Open Space

The proposed changes to open space within Master Plan 2030 (2016 Review) are as follows:

New Park in Central Precinct

A park proposed in Central precinct under the existing master plan is proposed to be relocated to a more central location within the commercial core which has better sun access and views to iconic structures. The total size of the park is proposed to be increased to 5,780m².

New linear Park in Central Precinct

The existing Master Plan identifies a landscape corridor to the south of the Central precinct, adjacent to Sarah Durack Drive. The current review proposes an increase in size to 10,510m² and a major upgrade including new activities, play court and new paving to the Olympic Boulevard end. A pedestrian overpass will also provide access across the railway corridor and Sarah Durack Avenue, to the southern precincts of the Town Centre.

Parkview Precinct

A small local park that was identified in the existing master plan will be enlarged to 2,400m² and reconfigured to better service the residents and workers within the Parkview precinct. This park will be soft landscaped including planting, paving, furniture and lighting.

In addition, the following existing areas of open space are proposed to be upgraded:

- Fig Grove – amenity improvements including possible new seating and shelter.
- Brickpit Park – provision of contemporary high quality outdoor fitness equipment and future connection to extended pedestrian network.
- Cathy Freeman Park – activation of edges, upgrades including pavements, lighting, irrigation and landscaping.
- New facilities proposed for the Tom Wills Community Oval in the Boundary Creek Precinct
- Woo-la-ra Park – upgrades to this park, including new activities and enhancement of surrounds, will enable greater use by all Olympic Peninsula communities.

New urban forecourts are required where existing significant trees are to be retained:

- Central Precinct:
 - site at corner Australia Avenue and Figtree Drive
 - site at corner Australia Avenue and new East-West Street
- Parkview Precinct:
 - site at corner Australia Avenue, Murray Rose Avenue and Dawn Fraser Avenue

The proposed amendments to each precinct are shown in Figure 3.5 – Planned Public Open Space in Section 3 (reproduced below in **Figure 23**, compared with the existing situation in **Figure 22**) and the Land Uses Plan for each precinct in Section 5 of Master Plan 2030 (2016 Review). No change to the State Significant Precincts SEPP is proposed.



Figure 22 Planned Public Open Space within the Town Centre under the existing Master Plan 2030



Figure 23 Planned Public Open Space within the Town Centre (2016 Review)

5.8 Heritage

As part of the review, the following amendments are proposed (refer to **Figure 24**):

1. A new heritage item, Olympic Cauldron at Sydney Olympic Park, will be included reflecting this item's State Heritage Register listing.
2. Conservation Area A- State Abattoirs will be amended to remove Showground Road from its boundary, consistent with the findings of *Abattoir Heritage Precinct Conservation Management Plan 2013*.
3. Conservation Area B - Millennium Parklands will be renamed to 'Newington Armament Depot and Nature Reserve'.



Figure 24 Proposed changes to Heritage Map

5.9 Other Miscellaneous Amendments

The 2016 review has resulted in a number of other miscellaneous amendments to the State Significant Precincts SEPP in relation to Sydney Olympic Park. These are summarised in the Explanation of Intended Effect.

6 Key Considerations

The following is an assessment of the key environmental impacts of the proposed amendments to the Sydney Olympic Park Master Plan 2030 and State Significant Precincts SEPP amendment as described in the preceding sections of this report. Only consideration of those matters relevant to the proposed amendments have been addressed. The key considerations are as follows:

- Access, traffic and transport;
- Economic considerations;
- Noise;
- Community infrastructure;
- Views;
- Overshadowing;
- Odour;
- Environmental Guidelines; and
- Parklands Plan of Management.

6.1 Access, Traffic and Transport

Traffic generation is one of the key constraints to development at Sydney Olympic Park. As part of the review, a high level traffic and transport assessment was undertaken by WSP Parsons Brinckerhoff (refer to **Appendix B**). The assessment considered the impact of an additional 460,000 m² of GFA above that contemplated in the existing master plan in terms of traffic generation, performance of roads and intersections, parking, public transport usage and travel demand management within and outside of the Town Centre.

Traffic generation

First-principles modelling was undertaken to quantify the anticipated change to traffic generation as a result of the proposed changes to land use. A summary of this analysis is provided below in **Tables 5 and 6**.

Table 5 Estimated AM peak hour traffic generation – Sydney Olympic Park

Land use	Existing Master Plan		Proposed amendments to Master Plan	
	Yield	Vehicles	Yield	Vehicles
Residential	6,350 dwellings	1,210	10,700 dwellings	1,330
Commercial	479,000 m ²	7,950	412,000 m ²	6,590
Venues	130,000 m ²	2,160	110,000 m ²	1,730
Education	105,000 m ²	340	186,000 m ²	600
Temporary accommodation	81,000 m ²	260	192,000 m ²	610
Retail (10,000-20,000m ²)	33,000 m ²	550	-	-
Retail (30,000-40,000m ²)	-	-	100,000 m ²	3,700
Community Facilities	31,000 m ²	100	37,000 m ²	120
Entertainment	15,000 m ²	250	17,000 m ²	270
Total				
All land uses	1,500,000 m ²	12,820	1,960,000 m ²	14,950

As shown in Table 5, the proposed changes to land use within the Town Centre generate around 2,130 (17%) additional vehicles when compared to the existing master plan. Commercial and retail uses would generate the majority (around 69%) of AM peak hour traffic and residential development would generate approximately 9% of total traffic under the proposed changes.

Further analysis has been undertaken to determine the effects of changes to proposed land uses (i.e. increased residential and reduced commercial development) on the directional generation of traffic. A summary of this analysis is provided in **Table 6**.

Table 6 Future AM peak hour traffic distribution – Sydney Olympic Park

Land use	Existing Master Plan			Proposed amendments to Master Plan		
	Total vehicles	Inbound	Outbound	Total vehicles	Inbound	Outbound
Residential	1,210	270	940	1,330	290	1,040
Commercial	7,950	6,920	1,030	6,590	5,740	850
Venues	2,160	1,080	1,080	1,730	865	865
Education	340	290	50	600	520	80
Temporary accommodation	260	130	130	610	305	305
Retail	550	275	275	3,700	1,850	1,850
Community facilities	100	90	10	120	100	20
Entertainment	250	125	125	270	135	135
Total						
All land uses	12,820	9,180	3,640	14,950	9,805	5,145

As shown in Table 6, the proposed changes to land use within the Town Centre when compared to the existing master plan generate approximately 625 (7%) additional inbound and approximately 1,505 (41%) additional outbound vehicles movements. Overall, the results of the high level analysis indicate that the proposed changes to land use within the Town Centre would increase AM peak hour traffic generation by around 17%, with the majority of the increase travelling in the opposite direction to the dominant traffic flow (i.e. an increase in residents travelling outbound in the AM peak and inbound in the PM peak). Based on this analysis, the additional peak hour traffic impacts of the changes to land uses proposed are anticipated to be relatively minor.

Road and Intersections Upgrades

The analysis identifies a number of upgrades to roads and intersections within the short and longer term to manage the impact of development anticipated under the existing master plan and additional traffic generation as a result of this review. A summary of the proposed road and intersection upgrades is provided in **Tables 7 and 8**. Many of the upgrades were identified in 2010 to support anticipated development as part of the existing master plan and as part of the current review are required to be brought forward and / or are now under investigation as part of the *Olympic Peninsula Regional Transport Infrastructure Investigations* being undertaken by Roads and Maritime Services (RMS).

The funding of these road and intersection upgrades will be managed through one of a number of mechanisms:

- Sydney Olympic Park Authority's Local Infrastructure Contributions Framework;
- Special Infrastructure Contribution (SIC) for State and regional roads. As the SIC has not yet been finalised, a clause will be inserted into the State Significant Precincts SEPP that requires satisfactory arrangements to be made for State and regional infrastructure prior to development consent being given for proposed development.

- Other agreements negotiated directly with proponents by Sydney Olympic Park Authority.

Infrastructure is discussed further in Section 7 of this report.

Table 7 Short-term intersection upgrades

No.	Intersection	Proposed upgrade
Surrounding Road Network		
1	Silverwater Road/ Holker Street	<ul style="list-style-type: none"> • Prohibit right turn from Silverwater Road (northbound) into Holker Street by infilling the turning lane to create a median. • Change Holker Street to three lanes westbound and one lane eastbound. • Potential additional works: create a tidal flow arrangement on Holker Road with 2/2 and 1/3 east/west lane configurations.
2	Parramatta Road/ Hill Road/ Bombay Street Parramatta Road/ Birnie Avenue	<ul style="list-style-type: none"> • Ban right turn from Bombay Street (south approach). • Alter Hill Road (north approach) to provide one left turn lane, one left and through lane and one right turn lane. • Provide slip lane for Parramatta Road west approach left turn into Hill Road.
3	Parramatta Road/ Birnie Avenue	<ul style="list-style-type: none"> • Birnie Avenue widened from two to three lanes northbound and from three to four lanes southbound. • Ban right turn from Parramatta (eastbound) into Birnie Avenue South by closing turning lane. • Elevate pedestrian/cycle path behind existing bridge piers
4	Carter Street/ Hill Road	<ul style="list-style-type: none"> • Signalise intersection. • Add right turn bay from Hill Road northbound into Carter Street
5	Carter Street/ Birnie Avenue	<ul style="list-style-type: none"> • Extend concrete medians and line marking to enforce left in/left out only to Carter Street.
6	Homebush Bay Drive	<ul style="list-style-type: none"> • Convert roundabout into two signalised intersections. • North intersection: <ul style="list-style-type: none"> - Australia Avenue north approach – two through lanes + left turn slip lane (50 m upstream) - Homebush Bay Drive west approach – one left turn slip lane (100 m upstream) + two right turn lanes - Underwood Road south approach – two through lanes + one right turn lane (30 m long turn bay) - 4 Homebush Bay Drive east approach – one-way eastbound (two lanes). • South intersection: <ul style="list-style-type: none"> - Australia Avenue north approach – one through lanes + two right turn lanes (right most right turn lane is only 30 m in length) - Homebush Bay Drive west approach – one-way westbound (two lanes) - Underwood Road south approach – two through lanes + left turn slip lane (50 m upstream) - Homebush Bay Drive east approach – one left turn slip lane (50 m upstream) + two right turn lanes.
Sydney Olympic Park Local Road Network		
7	Hill Road/ Holker Street	<ul style="list-style-type: none"> • Works required to open the Holker Street Busway to general traffic outside of events: <ul style="list-style-type: none"> - signalise intersection

No.	Intersection	Proposed upgrade
		<ul style="list-style-type: none"> - lane configuration works: middle lane westbound on Hill Road and middle lane southbound on Holker Street changed to through only.
8	Australia Avenue/ Kevin Coombs Avenue/Marjorie Jackson Parkway	<ul style="list-style-type: none"> • Works required to open the Holker Street Busway to general traffic outside of events: <ul style="list-style-type: none"> - signalise intersection - add right turn lane from Holker Street southbound into Kevin Coombs Avenue - ban right turn from Marjorie Jackson Parkway westbound into Holker Street
9	Australia Avenue/ Murray Rose Avenue	<ul style="list-style-type: none"> • Signalise intersection. • Provide two new right turning bays: Australia Avenue southbound into Murray Rose Avenue and Australia Avenue northbound into future extension of Murray Rose Avenue.
10	Australia Avenue/ Herb Elliott Avenue/ Parkview Drive	<ul style="list-style-type: none"> • Signalise intersection. • Provide two new right turning bays: Australia Avenue southbound into Herb Elliott Avenue and Australia Avenue northbound into Parkview Drive.
11	Australia Avenue/ Figtree Drive	<ul style="list-style-type: none"> • Signalise intersection. • Prohibit right turn from Australia Avenue southbound into Fig Tree Drive, enforced by extension of median. • Widen existing pavement on Figtree Drive. • Possible four-way intersection integrating access to development site 3.
12	Australia Avenue/ Sarah Durack Avenue/ Bennelong Road	<ul style="list-style-type: none"> • Provision of left turn slip lane from Bennelong Road to Australia Avenue. • Widen Sarah Durack Ave eastbound from two to three lanes at intersection with Australia Avenue. • Widen Australia Avenue southbound from three to four lanes at intersection with Sarah Durack Avenue/Bennelong Road.
13	Edwin Flack Avenue/ Uhrig Road/ Dawn Fraser Avenue	<ul style="list-style-type: none"> • Signalise intersection, allowing two lanes for each leg. • Potential additional works: add right turn bays for all legs of the intersection.
14	Edwin Flack Avenue/ Birnie Avenue/ Shane Gould Avenue	<ul style="list-style-type: none"> • Signalise intersection. • Widen Shane Gould Avenue at intersection. • Add two new left turn lanes: Edwin Flack Avenue northbound into Birnie Avenue and Birnie Avenue eastbound into Edwin Flack Avenue. • Add new right turning bay from Edwin Flack Avenue northbound into Shane Gould Avenue. • Potential additional works: add two right turn bays: Edwin Flack Avenue southbound into Birnie Avenue and Shane Gould Avenue westbound into Edwin Flack Avenue
15	New Central precinct road network proposed by the <i>Master Plan Review</i>	<ul style="list-style-type: none"> • Implement revised Central precinct road network strategy including: <ul style="list-style-type: none"> - A new east-west access road between Herb Elliott Avenue and Figtree Drive. - A new north-south street aligned with pedestrian bridge over Sarah Durack Avenue.
16	Bennelong Parkway / Murray Rose Avenue	<ul style="list-style-type: none"> • Signalise intersection. • Widen Bennelong Parkway and Murray Rose Avenue at intersection.

No.	Intersection	Proposed upgrade
		<ul style="list-style-type: none"> Provide right-turning bays from Bennelong Parkway southbound to Murray Rose Avenue westbound, and from Murray Rose Avenue eastbound to Bennelong Parkway southbound.

Table 8 Long-term road network upgrades

No.	Intersection	Proposed upgrade
Surrounding Road Network		
1	M4 Motorway widening	<ul style="list-style-type: none"> Widening of M4 Motorway to three lanes east of Homebush Bay Drive. Estimated capacity increase of 400 vehicles per hour due to reduction of traffic on Parramatta Road.
2	M4 Motorway/ Hill Road eastfacing ramps (eastbound onramp and westbound offramp)	<ul style="list-style-type: none"> New ramps to Hill Road (eastbound on-ramp and westbound off-ramp) between M4 Motorway and Hill Road. Estimated capacity increase of 400 vehicles per hour created by new point of access to and from M4 Motorway.
3	Uhrig Road extension	<ul style="list-style-type: none"> Extend Uhrig Road to Parramatta Road. Estimated capacity increase of 300 vehicles per hour created by new point of access to and from Parramatta Road.
4	Use of the Mousehole by general traffic	<ul style="list-style-type: none"> Use of the Mousehole by general traffic to access the M4 eastbound. Alternative to east-facing ramps at Hill Road. Estimated capacity increase of 400 vehicles per hour created by new point of access to and from M4 Motorway.
5	Homebush Bay Drive to Parramatta Road direct link	<ul style="list-style-type: none"> Direct, two-way road connection between Homebush Bay Drive and Parramatta Road (east of Homebush Bay Drive).

Public and Active Transport

Existing heavy rail and bus services have increased significantly since the existing master plan came into effect. Building upon this, in the future it is proposed that:

- the potential for a rapid transit line through Sydney Olympic Park should be incorporated into the current joint federal and state government scoping study into the rail needs of Western Sydney.
- the potential for a future rapid transit station within Sydney Olympic Park should be preserved.
- train capacities and services should be progressively increased in response to increased patronage
- light rail is included and provided for as part of the Master Plan Review. The light rail route through Sydney Olympic Park is yet to be determined but planning in this Strategy is consistent with planning for the Parramatta Light Rail project and urban design has not precluded the options on various streets.
- the future bus infrastructure strategy includes:
 - implementation of traditional infrastructure solutions at key points of congestion;
 - leveraging the benefits of Bennelong Bridge across Homebush Bay;
 - a formal on-street bus interchange in proximity of the existing heavy rail station; and
 - the use of existing event bus priority infrastructure by timetabled services.
- The future active transport strategy includes:
 - leveraging the benefits of Bennelong Bridge; and
 - leveraging the benefits of the new WestConnex commuter cycleway.

Whilst the majority of major events occur on weekends when road capacities are less constrained, a growing number of medium and major events are staged on weekday evenings. It will therefore become increasingly

important that event related journeys utilise public transport. To achieve this the maintenance of existing event operations are recommended, with the following modifications:

- consolidate all event bus operations into an extended Plaza Bus Terminal to free up the road network surrounding precincts targeted for uplift (above the Baseline Master Plan yields); and
- reduce the duration and extent of event road closures throughout Sydney Olympic Park, particularly south of Herb Elliott Avenue.

The above recommendations in relation to event planning will be implemented by SOPA.

Non-Car Mode Share Targets

A non-car mode share of 28% for Sydney Olympic Park has been achieved, which exceeds the 25% target nominated by the 2010 (baseline) transport study. The traffic analysis recommends that a non-car mode share of 40% be targeted. The transport study also recommends that a higher stretch target of around 60% should be adopted, based on:

- Recent significant increases in public transport patronage to and from Sydney Olympic Park;
- Increased residential development within Sydney Olympic Park, which is likely to increase the population which both lives and works within Sydney Olympic Park; and
- Continued future focus on, and investment in, public transport servicing Sydney Olympic Park such as Parramatta Light Rail.

The revised non-car mode share targets have been incorporated into the master plan with controls which require all non-residential development in the Town Centre to prepare and implement a Work Place Travel Plan outlining how the development will comply with Master Plan 2030 transport strategies and the relevant mode share target for utilisation of public transport and minimisation of car travel during peak commuter periods (refer to section 4.8.1 of the master plan).

Parking

The proposed changes in Master Plan 2030 (2016 Review) generate a net increase in parking supply of 6,560 additional car parking spaces which includes 1,340 and 4,730 additional spaces for retail and residential uses, respectively. The supply for private car parking generated by commercial development would however be less by approximately 840 spaces.

The report recommends that the parking provisions for residential development are monitored and reviewed as development within the Town Centre progresses and that further consideration of the separation of parking spaces and dwellings during the sale of residential units should be considered in the future, in line with current market trends for lower car ownership. Together these measures could achieve a significant drop in the provision of parking whilst also supporting more sustainable travel.

It is envisaged that on-street spaces would be utilised by local retail, community uses, and casual visitors to Sydney Olympic Park and the Town Centre. Future reductions in parking provisions should be linked to and supported by major public transport improvements to provide practical, alternative non-car travel modes. By maintaining commercial / office development within the Central Precinct, as proposed, in close proximity to Olympic Park Station and the proposed Transport Interchange, a balanced approach to public transport and public parking provision can achieve sustainable transport outcomes in the Town Centre.

Conclusion

Based on the high level analysis undertaken, the additional traffic impacts of the land use changes proposed by Master Plan 2030 (2016 Review), are anticipated to be generally manageable subject to the implementation of the above initiatives and recommendations. To assess the impacts of all future development at Sydney Olympic Park, surrounding developments and through traffic, wider area integrated transport model outputs are required. An area wide model of the Olympic Peninsula Road network (and beyond) will provide greater clarity and quantification of anticipated future transport performance. This modelling will need to consider cumulative effects of all future developments, in conjunction with proposed upgrades to future transport networks that may mitigate these impacts. The department will work with

SOPA, Transport for NSW and Roads and Maritime Services in the further development of integrated, collaborative modelling to confirm the strategic transport and traffic analysis undertaken to date, and respond to issues raised during exhibition.

6.2 Economic Considerations

Hill PDA Consulting were commissioned to undertake development feasibility testing and land use demand forecasting of Master Plan 2030 (2016 Review). The key findings of this study are provided below. A copy of the report is included at **Appendix C**.

The current Master Plan 2030 has a gross floor area capacity of 1,500,000m² of which 490,000m² of GFA is completed or committed for development. The remaining capacity is 940,000m² of GFA in the current Master Plan. Key market findings indicate a growing demand for residential development and a corresponding decline in commercial office space development. This is demonstrated by an increase in development applications for the conversion of existing commercial building sites to residential in the Town Centre and other competing centres. Retail expenditure modelling also indicates a significant growth in demand for retail floor space within the Town Centre with potential for a regional shopping centre.

Market research undertaken suggests that market take-up rates per annum for the Town Centre should be revised as set out in **Table 9**.

Table 9 Market take-up rates per annum

	Master Plan 2030 (2010)	Hill PDA
Residential (units / pa)	414	575
Commercial (m ² /pa)	23,770	10,000
Retail (m ² /pa)	1,680	4,400

The retail floor space take up is likely to occur in a major block of 50,000-60,000m² if a regional shopping centre is accommodated within Central Precinct. The balance of retail take up will be proportional to development in other precincts within the Town Centre.

A key concern in the research is the market potential for residential development to “crowd-out” existing and potential commercial office uses. The review addresses this concern by nominating a commercial core in the Town Centre that is exclusively for commercial uses. An expanded shopping /entertainment centre is likely to improve the prospect of attracting more office space as the Town Centre becomes more activated during the day. The revised Master Plan 2030 (2016 Review) targets are set out in **Table 10**.

Table 10 Revised land use targets

Residential (Units)	10,700
Commercial GFA (m²)	412,000
Retail GFA (m²)	100,000

The revised master plan provides increased capacity for residential and retail and recognises a likely reduction in the take up of commercial floor space. The commercial capacity remains well above current demand take up forecast but with the advent of the Parramatta Light Rail, the expanding educational demand and the likely growth of retail it is considered prudent to provide surplus capacity.

The fulfilment of the retail target has the potential to affect existing retail centres surrounding Sydney Olympic Park. While it is recognised that this is a long term (14 year) target, the department will work

further with SOPA during and following exhibition to further assess the current conclusions that the amended retail target will have minimal impact on existing retail centres.

6.3 Noise

Parts of Sydney Olympic Park are subject to high levels of noise, primarily from sporting and entertainment activities undertaken in the Stadia, Sydney Showground, Central Sports, Boundary Creek, Tennis and Southern Sports precincts. Sydney Olympic Park Authority continues to use 'public positive covenants' to ensure landowners and lessees acknowledge the environmental and operational conditions that arise from events.

As part of the 2016 Review, Wilkinson Murray was commissioned to review and update existing acoustic provisions for the proposed changes, which relevantly include proposed increases in building heights within the Town Centre to accommodate additional residential uses (refer to **Appendix D** for a copy of the report). The primary focus of these guidelines is to minimise potential acoustic impacts of sporting and entertainment venues on other land uses within and around the park. The review considered the following noise sources:

- ANZ Stadium;
- Spotless Stadium;
- Traffic associated with events and day-to-day operation of the Park;
- The Royal Easter Show outdoor carnival;
- Plant noise produced by commercial developments; and
- Rail link.

Other considerations incorporated into the review included:

- the reduced screening effect of development that is lower than the heights within the existing Master Plan (e.g. the first stages of site 60 are several storeys lower than the permitted maximum height);
- changes which allow for commercial offices to be used for education uses;
- a greater proportion of Central and Parkview Precincts are now mixed use, resulting in greater flexibility in the location of residential uses;
- provisions contained within section 48A of the *Sydney Olympic Park Authority Act 2001* which set maximum noise threshold at Sydney Olympic Park;
- Seating and facilities modifications in Spotless Stadium that provide additional shielding;
- Modifications to barrier buildings in and around the Stadia precinct; and
- Slight reconfiguration of the Royal Easter Show carnival area to reflect current operations.

Indicative building locations and proposed heights provided by Sydney Olympic Park Authority were factored in to the noise modelling. The impact of the different scenario noise sources were considered individually and in their combined effect on the acoustic suitability for residential development of different areas of the Park. Each source was modelled at heights of 20m, 40m and 80m above ground, to reflect the impact of the least screened portions of mid-rise buildings, high-rise buildings, and towers respectively.

The report found that while the Central and Parkview Precincts are affected by noise and residential development in these areas will require varying levels of noise mitigation (such as acoustic facades), there are no areas within either of these precincts where residential development would be unsuitable (refer to noise plans reproduced in **Figures 25-27**). The noise plans have been incorporated into the revised master plan (refer to Figures 4.7 and 4.8 within Section 4 of Master Plan 2030 (2016 Review)).

Commercial developments are expected to be far less sensitive to noise. Potential noise exposure for commercial developments within the Stadia Precinct is dominated by ANZ Stadium activities (sporting events

and concerts). Given that such events will normally occur outside standard business hours, it is anticipated that there will be no substantive effect on commercial land uses.

Master Plan 2030 (2016 Review) retains noise controls from the existing master plan, which include the following:

- new development acknowledges through the use of public positive covenants that it is located within a major sport and entertainment event precinct that may be subject to high noise events from time to time;
- development applications are to be accompanied by a noise impact assessment report prepared by a qualified acoustic consultant; and
- residential, hotels and serviced apartments, commercial and education developments are to comply with set maximum noise criteria.

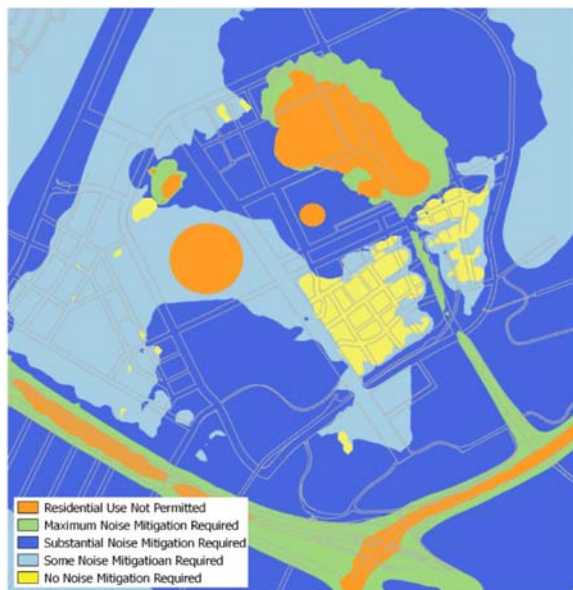


Figure 25 Acoustic suitability for residential development under 25 m building height



Figure 26 Acoustic suitability for residential development 25 m to 50 m building height

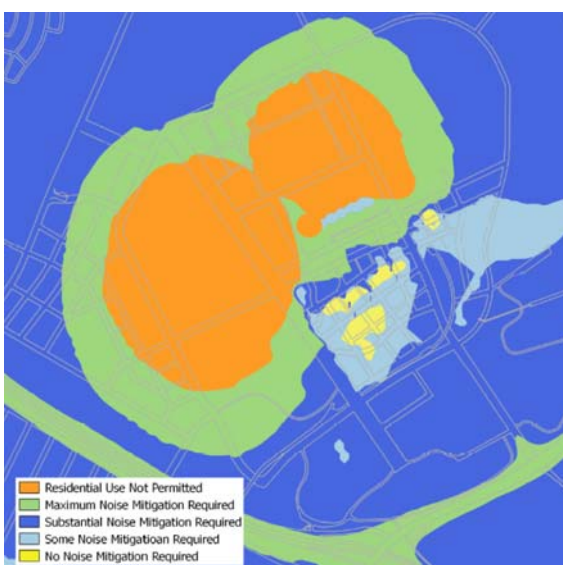


Figure 27 Acoustic suitability for residential development over 50 m building height

6.4 Community Infrastructure

A Community Facilities Strategy to support the review has been prepared by Elton Consulting (refer to **Appendix E**). The strategy has considered the likely needs and demands for community infrastructure based on revised population forecasts for the site and the likely demographic characteristics of the future residential and workforce populations. Existing community infrastructure within the Town Centre and that in surrounding areas has been examined in order to identify potential gaps in community infrastructure.

Identified community infrastructure requirements are summarised in **Table 11** below and shown in **Figure 28**.

Table 11 Identified community infrastructure

Item	Proposed provision within Master Plan 2030 (2016 Review)	Enhancement / embellishment of existing	Comment
Local parks	<p>Central Precinct</p> <ul style="list-style-type: none"> Urban Park – Central 5,780m² located on site 40/41. Combination of hard and soft landscaped areas including planting, paving, furniture and lighting, etc Central Linear Park – 10,510m². Major upgrade of existing landscaped park area including new activities, play court and new paving to Olympic Boulevard end <p>Parkview</p> <ul style="list-style-type: none"> Local Park – Parkview approximately 2,400 m² located on 66a. Soft landscaped park including planting, paving, furniture and lighting, etc 	<ul style="list-style-type: none"> Fig Grove – amenity improvements, consideration of seating, shelter Brickpit Park – contemporary high quality outdoor fitness equipment (e.g. incorporation of crossfit type equipment – pull up, dip bars etc. as well as fitness trail linkages) Cathy Freeman Park – activation of edges, upgrade Woo-la-ra Park – upgrade, enhancement of surrounds to enable greater community use. Significant demand for Woo-la-ra Park is likely to emanate from both Wentworth Point and wider district demand) 	New parks identified in Master Plan 2030 (2016 review). Local Infrastructure Contributions Framework (ICF) updated to provide for land acquisition and works including upgrade of existing facilities.
Playing fields	<ul style="list-style-type: none"> Archery Centre – creation of a new sporting field on currently under-utilised land at Archery Centre. Involves surface upgrade, irrigation, lighting, parking arrangements and amenities 	<ul style="list-style-type: none"> Tom Wills Community Field – access, lighting, amenities, irrigation Newington Armory – access, amenities, lighting, irrigation, multipurpose sportsfield space Wilson Park (3 fields) – upgrade of park, community access to premier field. Some 	<p>Upgrades to Tom Wills Community Field are currently underway.</p> <p>Other fields are managed by the Sydney Olympic Park Authority and can be upgraded for use by Sydney Olympic Park's future community as it develops.</p>

Item	Proposed provision within Master Plan 2030 (2016 Review)	Enhancement / embellishment of existing	Comment
		<p>demand on Wilson Park will come from Sydney Olympic Park but demand also generated from Wentworth Point and wider district.</p> <ul style="list-style-type: none"> • Athletics Warm Up Arena - potential use of area in middle of Athletics Warm Up Arena as publicly accessible sports field 	
Indoor Sports Court	No new provision	Enhancement of existing Sports Halls to increase community access/utilisation. Creation of multipurpose indoor sports courts	Sydney Olympic Park Authority to ensure that one (1) of the five (5) Sydney Olympic Park Sports Centre courts be community accessible
Library	<ul style="list-style-type: none"> • 2030 residential population (25,000) and approximately 28,000 workers – 2,200 sqm library space 		Branch library to be incorporated into new 'cultural hub' multi-purpose building. ICF updated to incorporate 2,500-3,000m ² facility
Multipurpose community centre	<ul style="list-style-type: none"> • 2030 residential population (25,000) and 10% usage by workers – 1,400 sqm community centre space 	<ul style="list-style-type: none"> • Use of existing Sydney Olympic Park Authority facilities for function/space for hire functions 	Potential locations for cultural hub / multi-purpose building have been identified in Master Plan 2030 (2016 review) ICF amended to incorporate 2,500-3,000m ² facility.
Child Care	<ul style="list-style-type: none"> • 11 new centres (based on 80 places per centre) 		Child care facilities to be negotiated by Sydney Olympic Park Authority as part of development agreements for individual sites
Public schools	<ul style="list-style-type: none"> • Discussions are ongoing with Department of Education and Communities regarding school provision in Town Centre 		Two potential school sites have been identified in Master Plan 2030 (2016 review)



Figure 28 Community Facilities Plan (Master Plan 2030 (2016 Review))

6.5 Views

The existing master plan identifies a series of important views to, from and within Sydney Olympic Park. Recent development in areas such as Rhodes, have impacted on distant views of the iconic buildings at Sydney Olympic Park, in particular ANZ Stadium. The proposed amendments to heights within the Town Centre will result in less expansive views across the Town Centre. However, in considering increases in height, SOPA has sought to identify and protect remaining views of iconic buildings and other structures, including planning controls which require the positioning and separation of tower buildings so that existing

vistas along streets and views to the adjacent Parklands and other significant land marks are not significantly impacted upon (refer to section 4.6.8 of the master plan).

In particular, the maximum height of envisaged buildings surrounding ANZ Stadium have been set at a height to retain the visual dominance of key Olympic icons such as the roof line of the Stadium and the surrounding light towers.

Whilst the proposed amendments will result in the potential loss of views to iconic structures from certain locations, the overall impact is considered reasonable in terms of the site's future context and form of development to occur in a mixed use Town Centre around a train station. The proposal will have acceptable view impacts and the principle of view sharing is still achieved.

6.6 Overshadowing

Master Plan 2030 (2016 Review) retains a number of planning controls that aim to minimise the impact of taller building forms on the level of solar access to other development and public open space within the Town Centre and surrounding properties. These controls relate to:

- the location and envelopes of taller building forms;
- all buildings with north facing frontages affected by proposed tower buildings to have full solar access for a minimum of 2 hours between 9am and 3pm on 30th June;
- the public domain and a requirement to receive a minimum 2 hours of direct sunlight between 9.00 am and 3.00 pm on 30 June; and
- a requirement that residential and mixed use buildings be designed in accordance with the solar access provisions of the Apartment Design Guide (SEPP 65), which seeks acceptable levels of solar access to dwellings and their private open space.

An assessment of the proposed increases in height within the Town Centre in relation to overshadowing of the Town Centre, public domain and surrounding properties has been undertaken at 9.00 am, 12.00 noon and 3.00 pm on June 21, September 21 and December 21 (refer to Shadow Diagrams reproduced in **Figures 29-31** and **Appendix F**).

On June 21 at 9.00 am, buildings within the Town Centre cast shadow over the south-east corner of the Central Sports Precinct including part of the Aquatic Centre and warm up arena. The proposed taller building forms fronting Edwin Flack Avenue within the Stadia Precinct will cast shadow over a linear strip of land and future residential development within the Carter Street Priority Precinct to the south-west. By 12 noon, a reduced area of the Carter Street Priority Precinct is overshadowed by these buildings and by 3.00 pm, this precinct is not affected by development within the Town Centre. The two main areas of open space within the Central Precinct (i.e. new central park and Cathy Freeman Park) receive a good level of sunlight throughout the day. These spaces are generally not affected by overshadowing as a result of future development from 12 noon onwards. Other areas of open space including the new linear local park along the southern portion of the Central Precinct and within the Parkview Precinct also receive good levels of solar access between 9.00 am and 12 noon. The proposed development in mid-winter (June 21), the worst time of year, does not result in a significant impact in terms of overshadowing to adjoining properties or the public domain. At other times of the year, the Town Centre including areas of public open space and surrounding properties will receive good levels of solar access.

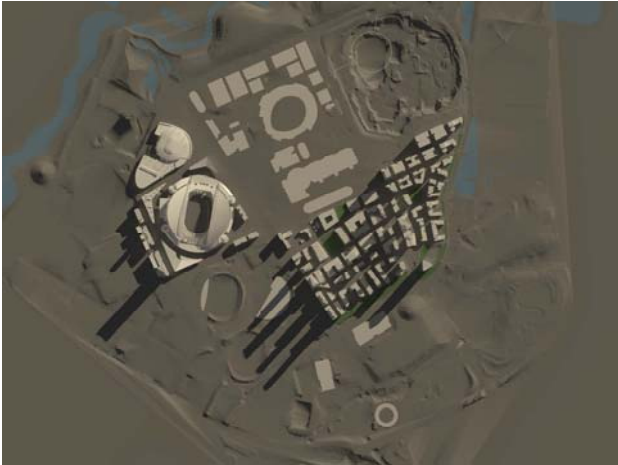


Figure 29 Shadow diagrams at 9.00 am June 21

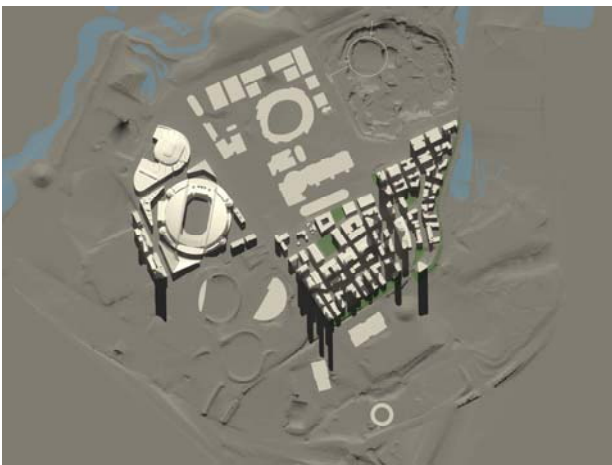


Figure 30 Shadow diagrams at 12 noon June 21

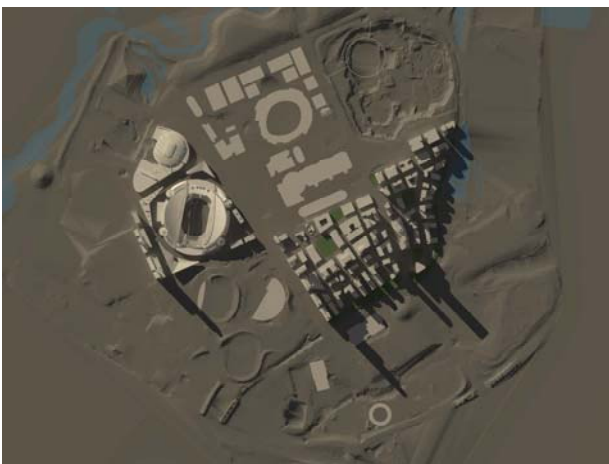


Figure 31 Shadow Diagrams at 3.00 pm June 21

6.7 Odour

The existing Homebush Bay Liquid Waste Treatment Plan (LWTP) and the Auburn Resource Recovery Centre are located in the Haslams Precinct. The EPA currently regulates the LWTP under an Environmental Protection Licence and has been working with Transpacific Industries Pty Ltd, the operator of the facility to

deliver substantial improvements in relation to odour controls at the plant over the last 12 years. As discussed in section 2.3, the Haslams Precinct has seen minimal development since Master Plan 2030 came into effect. No change to the Haslams Precinct is proposed as part of this review.

6.8 Environmental Guidelines Sydney Olympic Park 2008

The Environmental Guidelines for Sydney Olympic Park were first approved by the Sydney Olympic Park Authority Board in February 2008. The guidelines apply to the larger Sydney Olympic Park site. Through implementation of the Environmental Guidelines, the Authority seeks to set a high standard of environmental performance and work to continually improve the sustainability of Sydney Olympic Park and the business activities of Sydney Olympic Park Authority. The guidelines set out the commitments and objectives to prevent pollution, conserve habitat and species, reduce resource consumption and to preserve the Park's unique features and heritage and in doing so demonstrate best practice by example and its commitment to the principles of ecologically sustainable development (ESD).

In relation to the Sydney Olympic Park Master Plan 2030 (2016 Review), before the Minister for Planning approves any amendment to the master plan, the Minister is to consider whether the master plan or the amendment is consistent with the Environmental Guidelines. This requirement is set out in Section 18 of the Sydney Olympic Park Authority Act 2001.

An assessment of the Sydney Olympic Park Master Plan 2030 (2016 Review) in relation to the general commitments in the Environmental Guidelines is provided in **Appendix G**.

6.9 Parklands Plan of Management 2010

Under the Sydney Olympic Park Authority Act 2001, the Authority is obliged to protect, maintain and improve the Parklands as a means of promoting their recreational, historical, scientific, educational and cultural value. The legislation requires that these objectives are translated into a practical management plan. The Parklands Plan of Management Plan reflects the commitment of the Authority and the NSW National Parks and Wildlife Service to cooperatively and holistically manage adjoining public lands to ensure the best use of and protection for the Parklands by improving them for diverse community use, including educational, art, cultural and scientific programs and protecting environmentally significant areas and endangered species. The plan identifies the various public uses allowed and those uses that are not permitted as well as the management techniques and priorities for different areas of the Parklands.

Clause 18(6) of the Sydney Olympic Park Authority Act 2001 requires the Sydney Olympic Park Master Plan 2030 to be consistent with Parklands Plan of Management. An assessment of the Sydney Olympic Park Master Plan 2030 (2016 Review) in relation to the Parklands Plan of Management is provided in **Appendix H**.

7 Infrastructure

The current Infrastructure Contributions Framework (ICF) requires contributions of money or land from developers to provide infrastructure to support development under Master Plan 2030. The review proposes managing State and local contributions separately depending on the type of infrastructure.

7.1 State contributions

The Department is preparing a Special Infrastructure Contribution (SIC) for the Greater Parramatta Priority Growth Area. A SIC is a financial contribution paid during the development process to help fund State and regional infrastructure.

The Department is investigating and modelling the capacity of future development to pay the contribution. While the SIC is being prepared, a clause will be included in the State Significant Precinct listing that requires a consent authority to be satisfied that satisfactory arrangements have been made for State and regional infrastructure prior to giving development consent.

A draft SIC framework is due for public exhibition at the end of 2016.

State infrastructure the NSW Government has already committed to build in the region includes the Hill Road off ramp (\$140m) and the Light rail (\$1bn).

Additional State and regional infrastructure could include:

- further regional road and intersection upgrades
- upgrades to local and regional bus networks
- upgrades to existing rail service
- upgrade to Woo-la-ra Park

7.2 Local contributions

Since 2010, new infrastructure has been funded through Sydney Olympic Park Authority's Infrastructure Contributions Framework (ICF). This includes new roads (Murray Rose Avenue and Parkview Drive extensions), road and intersection upgrades (Australia Avenue, Bennelong Parkway, Olympic Boulevard) and utility upgrades (expansion of the recycled water scheme) and new parks such as Brickpit Park.

Sydney Olympic Park Authority has updated the existing ICF to account for the local infrastructure required for the proposed changes (refer to **Table 12** and **Figure 32**). A copy of the revised ICF is also included at **Appendix I**.

The ICF also describes the:

- administrative arrangements for local infrastructure contributions
- expected future development in the Park
- infrastructure required to meet that development and its capital cost
- how to equitably share the cost of infrastructure among land developers
- contributions that will be included in planning agreements that are negotiated with developers and that are used to fund infrastructure.

The Sydney Olympic Park Authority will seek both land and monetary contributions from developers to which the ICF applies.

The total contribution will depend on:

- the area of the site the subject of the proposed development
- development potential (measured in gross floor area) available for the site

- total proposed GFA in the development.

As regional infrastructure will now be funded through the SIC for Sydney Olympic Park, the monetary contribution base rate in the ICF has been reduced from \$298/m² to \$205/m² of GFA. It is important to note that both payments combined are likely to result in a net increase in infrastructure levies. However, exact rates for the regional contribution cannot be finalised until a detailed capacity to pay analysis and development of infrastructure schedules has concluded, and a final SIC Plan has been exhibited and finalised.

Table 12 Summary of local infrastructure costs

Item	Description	Total (\$m)
Roads and footpaths	Streets and laneways Pedestrian bridges and footpaths	\$75
Parks, recreation and public domain	Town Centre public domain Parklands spaces and facilities Play courts and fields	\$54
Community facilities	Branch library Cultural hub Multi-purpose community centre	\$18
Public transport	Travel demand management Precinct shuttle bus services Rail station access infrastructure Local bus stops and laybys Regional bus terminal	\$20
Traffic management	Road intersections – road closures Pedestrian crossings Crowd management	\$25
Environmental infrastructure	Recycled water headworks Stormwater control Drainage	\$26
Total		\$218



Key

ICF - Local Infrastructure

- New Streets/Utilities
- New Open Space
- Possible Location for New Community Facilities

- New Intersection
- New Intersection Upgrades
- New Pedestrian Links

Regional Infrastructure

- New Intersection Upgrades
- M4 Motorway Widening
- Light Rail

Figure 32 Proposed local and regional infrastructure to be provided at Sydney Olympic Park

8 Next Steps

Community information sessions will be held during the public exhibition period. The wider Park community and stakeholders will be able to attend sessions to learn more about the review, ask questions and provide feedback to the project team.

During the exhibition period, formal public submissions on the proposal are invited. Sydney Olympic Park Authority will also undertake additional stakeholder and community consultation during the public exhibition period including:

- Exhibition letters to stakeholders/adjacent landowners
- Newspaper advertisements
- Website updates
- Stakeholder and community briefings
- Community drop in sessions
- Community Information Flyer
- Social media posts, including short videos

At the conclusion of the public exhibition period, SOPA will make an assessment, consider all issues and where relevant, modify the master plan. This may include undertaking additional technical studies.

The Department will then consider the proposed amendments to Master Plan 2030 and Part 23 Sydney Olympic Park within the State Significant Precincts SEPP, the matters raised in the submissions and undertake an assessment of the proposal before making recommendation to the Minister for Planning.

Appendix A Community Consultation

As part of the review, Sydney Olympic Park Authority developed a Consultation Strategy to guide engagement with key stakeholders, including relevant government agencies and Sydney Olympic Park landowners/leaseholders to seek input into the review of Master Plan 2030.

Key consultation mechanisms which have been undertaken by the Sydney Olympic Park Authority include:

- **Sydney Olympic Park Authority Board** – Sub-committees formed to focus on Precinct Activation Research and oversee Master Plan Review.
- **State Agencies** – introductory workshop and targeted meetings with Transport for NSW, Roads and Maritime Services, Sydney Trains, Department of Premier & Cabinet, the Department of Education and Communities, Office of Sport, the Department of Health, the Environment Protection Authority and the Office of Environment and Heritage to consider matters such as traffic and transport, school requirements, noise, odour and contaminated lands management as well as liaison with the Greater Sydney Commission in the development of a strategic vision for the Greater Parramatta to Olympic Peninsula.
- **Key stakeholders** - The Sydney Olympic Park community includes the 13+ million people who engage with the Park each year – some of whom share a geographic location and others that share common interests. Whilst the expectations and level of interaction with the Park differ between the two groups, both groups are equally important to the success of Sydney Olympic Park. Sydney Olympic Park has established relationships with key community stakeholders that represent the different communities and has engaged with these stakeholders from the outset of the project at a stakeholder workshop and through ongoing communications. These include:
 - local councils including Auburn Council (now Cumberland Council), City of Parramatta Council and City of Canada Bay Council,
 - Business groups including Sydney Olympic Park Business Association, Sydney Business Chamber, Business Events Sydney,
 - Destinations NSW,
 - University of Western Sydney,
 - Green Building Council of Australia,
 - Bicycling NSW,
 - NSW Institute of Sport and
 - Australian Olympic Committee.
- **Major Venues/Landholders/Leaseholders** – introductory workshop and one-to-one meetings to discuss issues and aspirations.

State Agencies

The key issues and concerns raised by State Agencies during preparation of the draft amendments to Master Plan 2030 and the Sydney Olympic Park State Significant Precinct listing are outlined below.

Traffic and transport

- traffic demand management is critical in promoting sustainable public transport, walking and cycling. The current 25% mode share target should be reviewed and increased, with further improvements required to bus and train frequencies through dedicated public transport priority in order to reduce car mode share
- need to promote public transport through the provision of transport connections as well as cycling, parking and direct pedestrian links in the precinct
- support the provision of the future underground Metro station

- Parramatta Light Rail route should be indicative at this stage
- concern regarding traffic conditions in the subregion, and the impact on key intersections within Sydney Olympic Park and at Parramatta Road/Birnie Avenue and Parramatta Road/Hill Road intersections during weekday peak periods, through use of Sydney Olympic Park as a traffic bypass.
- funding arrangements for traffic and transport infrastructure upgrades

Community facilities

- concern regarding the capacity of existing and planned primary schools and high schools in the area to cater for the growing population at Sydney Olympic Park and adjacent growth areas on the Olympic Peninsula.
- the suitability of available site in Central Sports Precinct for secondary school purposes

Noise

- need for noise mitigation through siting, orientation and design of residential buildings

Major Landowners/leaseholders

The key issues and concerns raised by the major landholders/leaseholders are summarised below:

- enhance the unique qualities of Sydney Olympic Park
- More flexibility for commercial and residential development to be mixed use
- ensure commercial and residential development interfaces are handled sensitively
- ensure that Major Events are not jeopardised by increased residential uses
- ensure integration of residential and retail uses with commercial offerings at Sydney Olympic Park
- where possible provide parking for commercial vehicles on site to minimise parking issues
- support from landholders for further improvements to local intersections serving the precinct
- support for retail and community facilities to serve the needs of both employees and future residents, and to complement events at Sydney Olympic Park
- support for public transport such as improved bus and train frequencies to support sustainable travel
- support for improving access throughout the Town Centre through better pedestrian amenity, local shuttle etc
- local and subregional road network access and congestion issues

Key Stakeholders

Key stakeholders were asked about the best things about Sydney Olympic Park that needed to be preserved and what could be improved for the future.

Sydney Olympic Park is already well-loved by the community for:

- its parklands and open spaces
- the diversity of events that are staged in its world class venues, and
- being well-designed, well maintained and accessible.

Stakeholders agreed that Sydney Olympic Park would be a better place if there was:

- more things to do more of the time – more street life and more activation.
- provision for a greater range of transport and traffic options, in particular a light rail corridor,
- improved connectivity and moveability around the precinct.
- Continued focus on environmental sustainability as a priority.
- provision for community facilities and services locally so that the community doesn't need to travel elsewhere for basic needs.

Appendix B Traffic and Transport Strategy

See separate document

Appendix C Feasibility and Market Testing

See separate document

Appendix D Noise Management Guidelines

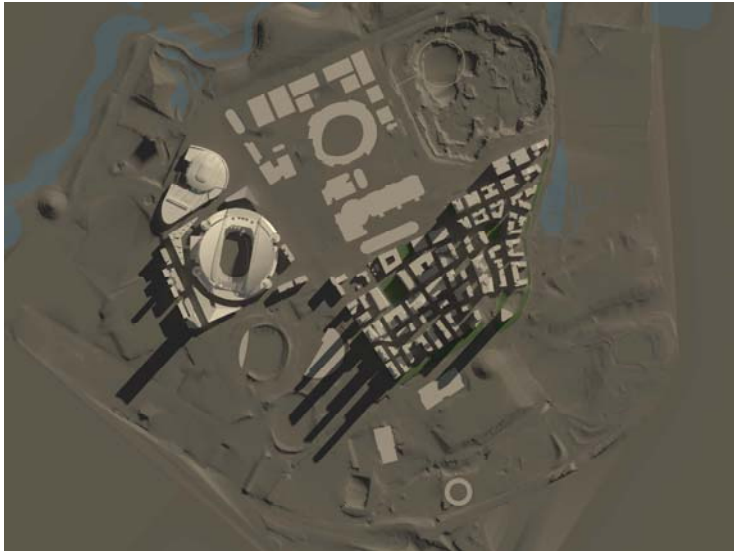
See separate document

Appendix E

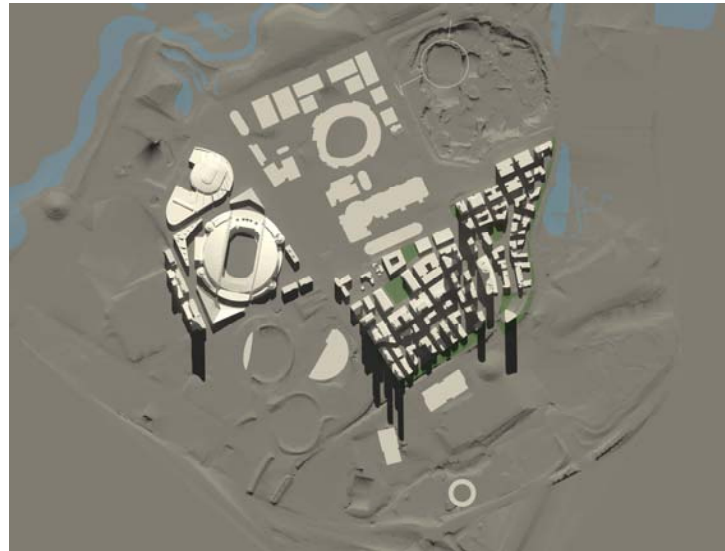
See separate document

Community Facilities Strategy

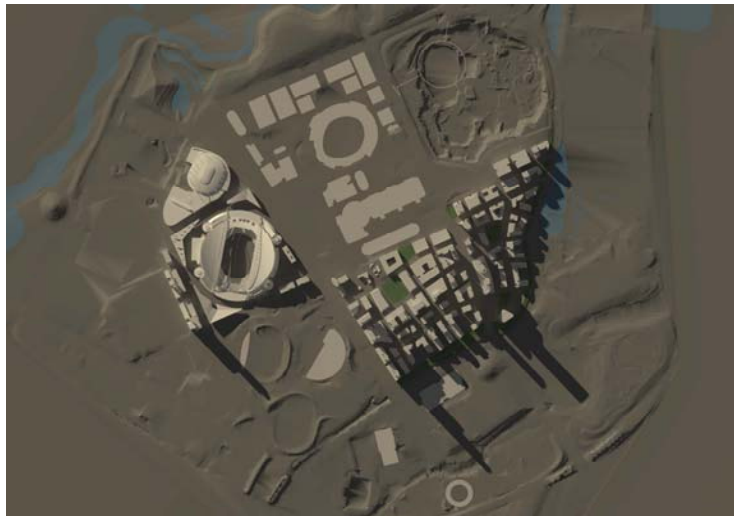
Appendix F Shadow Diagrams



9.00 am June 21



12 noon June 21



3.00 pm June 21



9.00 am September 21



3.00 pm September 21



12.00 noon September 21



9.00 am December 21



3.00 pm December 21



12.00 noon December 21

Appendix G Environmental Guidelines Sydney Olympic Park 2008 Assessment

General Commitments

An assessment of the Sydney Olympic Park Master Plan 2030 (2016 Review) in relation to the general commitments in the Environmental Guidelines is set out below:

Table 13 Environmental Guidelines - General Commitments

General Commitments	Environmental Guidelines	Sydney Olympic Park Master Plan 2030 (2016 Review)
Involving people	People exist as a part of the environment not apart from it. Encouraging a high level of community involvement and promoting a strong sense of community identity with the local environment and the more important elements of it (through opportunities in volunteering, education and tour programs, participation in environmental conservation initiatives, and learning from a range of information sources) is an important way of strengthening peoples appreciation of and relationship to the environment.	<p>Recognising that community input plays an important part in plans for the future of Sydney Olympic Park, a Consultation Strategy was prepared to engage with key stakeholders and the Sydney Olympic Park community. The review process involved a series of research projects, community and stakeholder consultations, technical studies and workshops.</p> <p>The proposed amendments to the master plan are a response to not only the release of <i>A Plan for Growing Sydney</i> which nominates the precinct as a major new development area within the Greater Parramatta to Olympic Peninsula Priority Growth Area but also changing economic and social conditions as well as feedback received as part of the consultation strategy from key stakeholders and the Sydney Olympic Park community.</p>
Social capital	To build and nurture the social capital of Sydney Olympic Park, the principles of social equity and opportunity, and designing for people and communities, will be applied in the future development of the Town Centre and parklands. Public spaces and community facilities will be designed and operated to make positive contributions to recreation and leisure opportunities, cultural celebration, intellectual stimulation, spiritual expression, and otherwise generally seek to enhance the emotional and physical health and well-being of inhabitants.	<p>The proposed amendments to the master plan include the introduction of a broader range of urban activities within the precinct, such as residential and retail uses (an increase of 275,000 m2 and 67,000 m2, respectively), that will help activate the precinct on a 18 - 24 hour, 7 days a week basis, before and after major events.</p> <p>The master plan also provides for:</p> <ul style="list-style-type: none"> a new community 'hub' building (2,500 – 3,000m2) that will include a library and multi-purpose community space where the community can

General Commitments	Environmental Guidelines	Sydney Olympic Park Master Plan 2030 (2016 Review)
		<p>engage in a range of affordable and accessible services and facilities:</p> <ul style="list-style-type: none"> • a new school site; • improved access to pathways, trails and passive open space throughout the precinct including: <ul style="list-style-type: none"> - additional areas of centrally located, highly accessible areas of local open space in the Central and Parkview Precinct; - access and connectivity to the existing community playing field adjacent to Tom Willis Oval to be improved, together with upgrading amenities and lighting; - investigate opportunities for the provision of a new playing field at the Archery Centre; - embellishment of existing playing fields at the Armory and Wilson Park; • new childcare centres (likely to be provided by the private sector / non-government organisations).
Liveable Places	<p>Liveable places are the stage for the public lives of all in a community. They are the parks and plazas where families gather to celebrate, public events are performed, workers seek lunch-time respite, children play, sporting competitions are held, and where cultures mix. They are the streets in front of homes and businesses where friends run into each other, and where exchanges both social and economic take place.</p>	<p>The proposed amendments to the master plan aim to create a more liveable place, throughout the year, and in particular, outside of event times and during the day and night. In addition to providing opportunities for additional residential and retail floor space, the introduction of taller building forms along Olympic Boulevard, Edwin Flack Ave (45 storeys) and Australia Avenue reinforces the urban structure of the precinct and the major north-south streets that define the town centre. These taller building forms also screen residential uses from event noise.</p> <p>The remainder of the Town Centre will be subject to the built form controls that are contained within the master plan, and which are designed to achieve a number of urban amenity outcomes including the protection of views, clear definition of streets, preservation / creation of open spaces with good access to sunlight and improved connectivity and permeability throughout the Town Centre and adjoining areas. The propose</p>

General Commitments	Environmental Guidelines	Sydney Olympic Park Master Plan 2030 (2016 Review)
		amendments to the master plan also include additional areas of open space.
Environmental Protection	Contemporary environment protection standards tend to focus on minimising further environmental loss and compliance with defined statutory performance targets – whereas in a world seeking sustainable development there is a need to go further and reverse established trends by: reducing consumption of resources, repairing damage from pollution of the environment, and preventing incremental loss of biodiversity.	The planning principles within the master plan continue to provide an emphasis on protection of flora and fauna, protecting the quality of land and water systems and improving the efficiency of water and energy consumption, the adaptive re-use of heritage buildings and requiring that all new development embodies a best practice approach to environmental sustainability principles.
Development Planning and Design	The nature of an urban place, the viability of its local economy, the quality of life it supports, and the significance of its contribution to wider society is very much dependent on the adequacy of the environmental planning and development design that underpin it and the resultant character, diversity, scale, layout, aesthetics of the place, its uses and physical attributes	The master plan will continue to be the guiding document to manage the evolution of the precinct into a mixed use precinct set within an urban parkland. The master plan incorporates best practice planning and design principles that will promote a sustainable place to support the changing business, event, visitation, worker and resident needs of the precinct into the future.
Adaptive Management	Sydney Olympic Park is a rapidly evolving place that will be influenced on an ongoing basis by changing economic, social and environmental conditions. In this context it is important to be able to continuously respond to and/ or anticipate the changing needs and values of the place and its environment over time, which is best accommodated by an adaptive management and continuous improvement approach to development and operations.	Adaptive management – making continuous adjustments to plans and programs in light of new information or understanding is important for Sydney Olympic Park. The five-year review has considered and is proposed to be amended in response to a number of influences, which developed since Master Plan 2030 was approved in 2010. These have included: <ul style="list-style-type: none"> the release of A Plan for Growing Sydney in 2014, which identifies the Olympic Peninsula as a major new development area within the Greater Parramatta to Olympic Peninsula Priority Growth Area; a growing interest in residential development within the precinct; the rezoning of Priority Precincts at Wentworth Point and Carter Street; access and transport improvements resulting from planned transport projects (i.e. WestConnex and the Western Sydney Light Rail project); and

General Commitments	Environmental Guidelines	Sydney Olympic Park Master Plan 2030 (2016 Review)
		<ul style="list-style-type: none"> the need for increased activation of the town centre outside of major events.
Asset Functionality	The built and natural physical assets of a place are the foundation to its character, resilience, fitness for purpose, and overall contribution to its roles in support of society. The environmental sustainability of a place like Sydney Olympic Park is highly influenced by good initial design of the built assets, the selection of materials for their construction, the efficiency of their operating regimes, and the demand for ongoing maintenance.	The proposed amendments to the master plan do not give rise to any change in relation to asset functionality.

Appendix H Parklands Plan of Management 2010 Assessment

Under the *Sydney Olympic Park Authority Act 2001*, the Authority is obliged to protect, maintain and improve the Parklands as a means of promoting their recreational, historical, scientific, educational and cultural value. The legislation requires that these objectives are translated into a practical management plan. The Parklands Plan of Management Plan reflects the commitment of the Authority and the NSW National Parks and Wildlife Service to cooperatively and holistically manage adjoining public lands to ensure the best use of and protection for the Parklands by improving them for diverse community use, including educational, art, cultural and scientific programs and protecting environmentally significant areas and endangered species. The plan identifies the various public uses allowed and those uses that are not permitted as well as the management techniques and priorities for different areas of the Parklands.

Clause 18(6) of the *Sydney Olympic Park Authority Act 2001* requires the Sydney Olympic Park Master Plan 2030 to be consistent with Parklands Plan of Management.

The Sydney Olympic Park Master Plan 2030 (2016 Review) includes all land identified as the 'Parklands'. The land use and planning provisions contained within the Master Plan, and which are the subject of the 2016 review, relate only to the Sydney Olympic Park Town Centre and do not include any land forming part of the 'Parklands'. The Master Plan is not inconsistent with any provisions within the Parklands Plan of Management. Whilst the proposed amendments to the Town Centre may place some additional pressure on the Parklands to provide for specific types of recreation, the impact is not considered to be significant given the range of recreation opportunities currently provided for and / or envisaged within the revitalised Sydney Olympic Park Town Centre, as set out in the 2016 review.

Appendix I Framework

See separate document

Local Infrastructure Contributions