Draft Revised Master Plan and Urban Design Report - August 2018

Prepared by e8urban pty ltd for the Department of Planning and Environment

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## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Executive Summary</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>1.0</strong> Introduction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>The Carter Street Precinct</td>
<td>4</td>
</tr>
<tr>
<td>1.2</td>
<td>Planning Background</td>
<td>5</td>
</tr>
<tr>
<td>1.3</td>
<td>Current Redevelopment</td>
<td>6</td>
</tr>
<tr>
<td>1.4</td>
<td>Study Purpose</td>
<td>7</td>
</tr>
<tr>
<td>1.5</td>
<td>Structure of this Report</td>
<td>8</td>
</tr>
<tr>
<td><strong>2.0</strong> Precinct Vision</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Vision and Objectives</td>
<td>9</td>
</tr>
<tr>
<td>2.2</td>
<td>Urban Design Objectives</td>
<td>10</td>
</tr>
<tr>
<td><strong>3.0</strong> Strategic Planning Context</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Metropolitan Planning Strategies and Context</td>
<td>11</td>
</tr>
<tr>
<td>3.2</td>
<td>Opportunities</td>
<td>12</td>
</tr>
<tr>
<td>3.3</td>
<td>Better Placed</td>
<td>13</td>
</tr>
<tr>
<td>3.4</td>
<td>Major Transport Initiatives</td>
<td>14</td>
</tr>
<tr>
<td>3.5</td>
<td>Sydney Olympic Park 2030 Master Plan</td>
<td>15</td>
</tr>
<tr>
<td><strong>4.0</strong> Current Planning Context</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>Precinct Location and Context</td>
<td>16</td>
</tr>
<tr>
<td>4.2</td>
<td>Current Public Transport</td>
<td>17</td>
</tr>
<tr>
<td>4.3</td>
<td>Roads Network</td>
<td>18</td>
</tr>
<tr>
<td>4.4</td>
<td>Heritage</td>
<td>19</td>
</tr>
<tr>
<td>4.5</td>
<td>Summary of Existing Auburn LEP 2010 Planning Controls</td>
<td>20</td>
</tr>
<tr>
<td>4.6</td>
<td>The Carter Street Precinct DCP</td>
<td>21</td>
</tr>
<tr>
<td>4.7</td>
<td>Lot Size Analysis</td>
<td>22</td>
</tr>
<tr>
<td>4.8</td>
<td>Public Open Space</td>
<td>23</td>
</tr>
<tr>
<td>4.9</td>
<td>Existing Walking and Cycle Network</td>
<td>24</td>
</tr>
<tr>
<td><strong>5.0</strong> Current Precinct Features</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1</td>
<td>Current Development Underway in the Precinct</td>
<td>25</td>
</tr>
<tr>
<td>5.2</td>
<td>Flooding - 1 in 100 Year</td>
<td>26</td>
</tr>
<tr>
<td>5.3</td>
<td>Landform and Natural Features</td>
<td>27</td>
</tr>
<tr>
<td>5.4</td>
<td>Existing Character Areas</td>
<td>28</td>
</tr>
<tr>
<td>5.5</td>
<td>Sydney Olympic Park Interface</td>
<td>29</td>
</tr>
<tr>
<td>5.6</td>
<td>Noise Impacts from Major Events at Sydney Olympic Park</td>
<td>30</td>
</tr>
<tr>
<td>5.7</td>
<td>Land Use Safety</td>
<td>31</td>
</tr>
<tr>
<td>5.8</td>
<td>Planning Constraints</td>
<td>32</td>
</tr>
<tr>
<td>5.9</td>
<td>Planning Opportunities</td>
<td>33</td>
</tr>
<tr>
<td><strong>The Revised Master Plan</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.10</td>
<td>The Draft Revised Master Plan</td>
<td>34</td>
</tr>
<tr>
<td>5.11</td>
<td>The Revised Structure Plan</td>
<td>35</td>
</tr>
<tr>
<td>5.12</td>
<td>Comparative Analysis of Built Form Changes</td>
<td>36</td>
</tr>
<tr>
<td>5.13</td>
<td>Superlot Distribution and Size</td>
<td>37</td>
</tr>
<tr>
<td>5.14</td>
<td>Street Network</td>
<td>38</td>
</tr>
<tr>
<td>5.15</td>
<td>Proposed Public Transport Network</td>
<td>39</td>
</tr>
<tr>
<td>5.16</td>
<td>Proposed Pedestrian and Active Transport Network</td>
<td>40</td>
</tr>
<tr>
<td>5.17</td>
<td>Proposed Parking Access and Servicing</td>
<td>41</td>
</tr>
<tr>
<td>5.18</td>
<td>Sydney Green Grid</td>
<td>42</td>
</tr>
<tr>
<td>5.19</td>
<td>Proposed Public Open Space Network</td>
<td>43</td>
</tr>
<tr>
<td>5.20</td>
<td>Views and Vistas</td>
<td>44</td>
</tr>
<tr>
<td>5.21</td>
<td>Proposed Primary School Location</td>
<td>45</td>
</tr>
<tr>
<td>5.22</td>
<td>Light rail stop and terminus indicative concept design</td>
<td>46</td>
</tr>
<tr>
<td>5.23</td>
<td>Built Form Ground Level Setbacks</td>
<td>47</td>
</tr>
<tr>
<td>5.24</td>
<td>Building Typologies</td>
<td>48</td>
</tr>
<tr>
<td>5.25</td>
<td>Proposed Streetwall Approach</td>
<td>49</td>
</tr>
<tr>
<td>5.26</td>
<td>Proposed Tower Locations</td>
<td>50</td>
</tr>
<tr>
<td>5.27</td>
<td>Public Domain Enclosure</td>
<td>51</td>
</tr>
<tr>
<td>5.28</td>
<td>Solar Access Analysis of Public Open Space</td>
<td>52</td>
</tr>
<tr>
<td>5.29</td>
<td>Allocation of Commercial and Retail Areas</td>
<td>53</td>
</tr>
<tr>
<td>5.30</td>
<td>Better Placed - Draft Revised Master Plan Assessment</td>
<td>54</td>
</tr>
<tr>
<td><strong>6.0</strong> Proposed Change to the Auburn LEP 2010 Planning Controls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td>Proposed Auburn LEP 2010 Modifications</td>
<td>55</td>
</tr>
<tr>
<td>6.2</td>
<td>Zoning</td>
<td>56</td>
</tr>
<tr>
<td>6.3</td>
<td>Floor Space Ratio</td>
<td>57</td>
</tr>
<tr>
<td>6.4</td>
<td>Maximum Height of Buildings</td>
<td>58</td>
</tr>
<tr>
<td>6.5</td>
<td>Land Reservation Acquisitions</td>
<td>59</td>
</tr>
<tr>
<td><strong>Appendix A</strong></td>
<td>Public Domain Strategy</td>
<td>60</td>
</tr>
<tr>
<td><strong>Appendix B</strong></td>
<td>Shadow Study</td>
<td>61</td>
</tr>
</tbody>
</table>
Executive Summary

The Carter Street Precinct

The Carter Street Precinct (the Precinct) is a 52 hectare area located to the south of Sydney Olympic Park, in the City of Parramatta Council (CoP) Local Government Area.

The Precinct is located 14 kilometres west of the Sydney CBD, 6 kilometres east of the Parramatta CBD, adjacent to Bicentennial Park and 2 kilometres south of the Parramatta River. Much of the land around the Precinct is undergoing rapid transformation and urban renewal with generally low density industrial uses transitioning into a residential neighbourhood.

The proximity to major employment areas, extensive regional public open space, established entertainment venues and existing public transport provide significant opportunities for future residents in the Precinct.

The Need for a Revised Master Plan

- Key Drivers for Change

In November 2015, the Precinct was rezoned to enable redevelopment for high density residential (for 5,500 dwellings) and associated retail, commercial and education uses. The rezoning included areas for public open space and recreation including a major new park and foreshore reserve fronting Haslams Creek, along the western edge of the Precinct.

The rezoning was based on an urban design study and master plan from which resulted in an amendment to the Auburn Local Environmental Plan 2010 (Auburn LEP 2010) and adoption of the Carter Street Precinct Development Control Plan 2016 (Carter Street Precinct DCP). Together, the Auburn LEP 2010 and DCP form the existing planning controls for the Precinct.

As a result of the 2015 rezoning, several sites within the Precinct are currently under construction and have received development approval.

Following the adoption of the existing planning controls in 2015, there have been a number of infrastructure and development initiatives that need to be considered in the planning for the Precinct. They are:

- The proposed upgrades and widening of Hill Road which impacts the western end of the Precinct, as part of the M4 Motorway westbound off ramp.
- The revision of the Sydney Olympic Park Master Plan and the opportunity to further align the planning of Sydney Olympic Park and the Precinct.
- The proposed Parramatta Light Rail (Stage 2) project, with a potential stop and terminus to be located on Uhrig Road at the centre of the Precinct. The business case for the light rail is currently underway.
- The potential for a station in Sydney Olympic park as part of the proposed Sydney Metro West. The business case for Sydney Metro West is currently underway.

These initiatives have required the need to review the current planning controls, including the current public domain structure and development pattern.

The draft revised Master Plan provides a holistic framework for addressing these recent infrastructure and planning initiatives.

Outcomes of the Draft Revised Master Plan

The draft revised Master Plan was developed iteratively with input from State and local Government stakeholders as well as the landowners within the Precinct.

The draft revised Master Plan has built on and refined the existing planning controls to articulate new land use, public domain, transport and access, together with environmental and built form outcomes.

The key changes in the draft revised Master Plan include:

- An increase in the size of the proposed central public open space from 2.98 hectares to 3.4 hectares – to allow for more active and passive recreation.
- Relocation of the school into the heart of the Precinct, providing a better relationship with the central public open space and core of the Precinct, together with improved pedestrian accessibility for residents.
- A refinement of the public domain structure to define view corridors and vistas that integrate the Precinct with the surrounding landscape and landmarks as well as to further emphasise east to west pedestrian and cycle connectivity, linking key destinations such as the village centre, school, Haslams Creek and public open space areas.
- Amending the layout and design of various roads and laneways, to improve traffic, accessibility, connectivity and to embody best practice in planning cycleways.
- Changes to key street designs to accommodate road and public transport initiatives.
- Defining a finer grain pedestrian network to increase permeability and diversity of the public domain in the village centre around a proposed light rail stop and terminus.
- Identifying a second activity node on the foreshore of Haslams Creek, creating the potential for waterside activity.
- An update to the built form strategy based on a perimeter block and tower typology.
- Providing two additional local parks in the west and east of the Precinct to further expand the local ‘Green-Grid’ and provide diverse opportunities for local active and passive recreation (subject to further land use safety investigations).

The focus of this Report has been the land to the north of Carter Street, with limited modifications proposed to the employment land (currently zoned B6 Business Enterprise) between Carter Street and the M4 Motorway.

Floor Space Ratio

There has been no overall increase in the Floor Space Ratio (FSR) across the Precinct. Since the introduction of the existing planning controls in 2015, the land holdings across the Precinct have been consolidated by six landowners. In order to assist orderly development, where there are multiple FSR controls within a single landholding, they have been averaged out or altered to reflect land consolidation and staging of development.

Height of Buildings

There have been modifications to the height of building controls across the Precinct allowing up to 36 storeys. This has been done to facilitate a new approach to built form, to incorporate lower street fronting blocks and taller slender towers.

Changes to Carter Street Precinct DCP

The structure of the Carter Street DCP has been retained, however updated control diagrams have been provided to articulate the desired outcomes of the draft revised Master Plan.

Proposed scope of changes to the planning controls

Implementation of the draft revised Master Plan will require modifications to both the current Auburn LEP 2010 and Carter Street Precinct DCP planning controls applying to the Precinct.

Proposed Changes to the Auburn LEP 2010

Land Use Zoning

The major change to these controls is the relocation of the primary school site, zoned SP2 Infrastructure (School). In order to facilitate the key objective of improving the relationship between the primary school and the central public open space the Auburn LEP 2010 controls will be amended to reflect the new location.

Carter Street Precinct - Draft Revised Master Plan and Urban Design Report | Page 4
The Urban Renewal Outcomes

The key outcomes of the draft revised Master Plan are highlighted on the adjacent plan and include:

- Approximately 5.3 hectares of public open space.
- Around 5,500 new dwellings for a future projected population of about 12,100 residents (no change to the total dwellings provided by the existing planning controls).
- Up to 42,000 sqm of commercial and retail employment space.
- A new primary school for up to 1,000 students.
- Building heights ranging from 24 m (7 storeys) up to 115 m (36 storeys).
- The potential for additional pedestrian and/or active transport bridges over Haslams Creek to connect to Newington.
- A potential future light rail stop and terminus within the village centre.

Key Features of the Draft Revised Master Plan

Figure 1 highlights some of the key design features of the draft revised Master Plan which are listed below.

1. A centrally located east west pedestrian spine that will link the Precinct to Newington and Sydney Olympic Park.
2. A village centre with a fine-grain street network and active lane-ways.
3. A new primary school for up to 1,000 students.
4. A re-configured primary school site adjacent to the central public open space located on the east west spine in the core of the Precinct.
5. Opportunities for new pedestrian and cycle bridge over Haslams Creek.
6. Re-planning of the area west of Hill Road, with a clear visual link between the central public open space and the Haslams Creek Marker.
7. A future green link along the south side of Carter Street to facilitate active transport.
8. An enlarged central public open space in the core of the Precinct, that includes potential multi-use sports fields.
9. A new local pocket park in the south east of the Precinct with a focus on active recreation (Subject to further land use safety investigations).
10. A new local park adjoining Haslams Creek for passive recreation (Subject to further land use safety investigations).

Figure 1: Draft revised Master Plan
1.0 Introduction

This Section provides an overview of the Precinct location, a brief summary of the existing planning controls for the site and the steps undertaken in the development of the draft revised Master Plan.
1.1 The Carter Street Precinct

The Precinct is located within Greater Parramatta and Olympic Peninsula, and within the CoP Local Government Area. The Precinct comprises of approximately 52 hectares of former industrial land in a small number of land holdings. The Precinct was rezoned in 2015 to enable redevelopment for up to 5,500 residential dwellings in high-density development, with associated retail, commercial and educational uses.

The Precinct has the opportunity to provide a significant number of new homes and jobs. However, whilst the Precinct has been rezoned it is still predominantly dependant on road-based freight and car access for local workers. Public transport accessibility is limited, relying on the local bus network to connect to Lidcombe Station and Olympic Park Station.

The Precinct is rapidly undergoing an urban renewal process, with significant residential and employment development following rezoning. The proposed westbound off-ramp from the M4 Motorway upgrades and the widening of Hill Road, along with the proposal to connect Sydney Olympic Park to Parramatta by light rail offer an opportunity to support the redevelopment of the Precinct. In addition the proposed Sydney Olympic Park Station as part of the Sydney Metro West proposal could also support the Precinct’s renewal and improves accessibility.

Urban Design Opportunities

The refinement of the Precinct can leverage the benefits of the locality to define the unique qualities of the Precinct. Key opportunities include:

- Encouraging active transport as a primary means of transport for all local journeys and trips.
- Connecting the Sydney Green Grid links to Sydney Olympic Park and the Parramatta River.
- Enhancing the Haslams Creek corridor and providing public open space connections to Homebush Bay and Lidcombe.
- Encouraging low car ownership.
- Providing flexible and multiple use community infrastructure by combining sports fields with public open space.
- New homes and jobs.

Figure 2: Precinct Location
1.2 Planning Background

2015 Carter Street Master Plan and Precinct Rezoning

Following the preparation of a Master Plan the Precinct was rezoned in November 2015 to enable redevelopment for:

- A high density urban community with a minimum 5,500 dwellings, including a range of housing options.
- Buildings with maximum heights up to 29.9m (8 storeys) to 72m (22 storeys).
- Employment uses along the M4 Motorway corridor, with building heights up to 24m (6 storeys).
- A mixed-use village centre and village plaza focused around Uhrig Road.
- A new primary school.
- A new community facility.
- New public open space including 2.98 hectares adjoining the proposed school site, a 1,200 sqm village park on Uhrig Road, and a new 0.93 hectare linear foreshore reserve along Haslams Creek south of John Ian Wing Parade.

The rezoning incorporated new land use zones and controls into Auburn Local Environmental Plan 2010 (Auburn LEP 2010) and Carter Street Precinct Development Control Plan (Carter Street Precinct DCP). The outcome of the review of the existing planning controls will result in an amendment to the Auburn LEP 2010 and Carter Street Precinct DCP.

1.3 Current Redevelopment

Since rezoning, several Development Applications within the eastern portion of the Precinct have been approved or are currently being assessed by the CoP. These applications relate to both subdivision and construction of residential apartments and some retail/commercial uses. Construction work has commenced on some of these sites. In addition, several landowners have prepared preliminary planning proposals and master plans for their sites.

A map showing the location of these Development Applications is shown in Section 5.1 of this report.

1.4 Study Purpose

e8urban (Urban Planners and Designers) working in close collaboration with Scape Design (Landscape Architects and Public Domain) and Frank Turquoise (Active Transport), have been commissioned by the Department of Planning and Environment (DPE) to prepare a Revised Master Plan for the Precinct, together with refined development controls.

The principal reason for updating the Master Plan is to address the major infrastructure proposal planned in and around the Precinct, including:

- The upgrades and widening of Hill Road, providing increased access to the Precinct.
- The proposed Parramatta Light Rail (Stage 2) connecting Westmead Hospital to Sydney Olympic Park and the Precinct with a stop and terminus located on Uhrig Road. A business case for this is currently underway.
- The potential for a station in Sydney Olympic Park as part of the proposed Sydney Metro West. The business case for the Sydney Metro West is currently underway.

This study includes:

- A draft revised Master Plan for the Precinct (i.e. an illustrative representation of the public domain, land use, transportation and built form outcomes defined by the proposed planning and design controls for the Precinct).
- Development of a revised Structure Plan. The Indicative Structure Plan defines the high level urban design and planning objectives for the Precinct.
- Amended Auburn LEP 2010 provisions including:
  - Land Use Zoning.
  - Floor Space Ratio (FSR).
  - Height of Buildings.
  - Land Reservation Acquisitions.
- Amended DCP controls for:
  - Built form.
  - Public domain and public open space areas.

Study Process

This study has been informed by a range of investigations including:

- Site inspections.
- A review of the background reports and existing planning controls.
- Production of a 2D and 3D site and context model.
- Regional and local site and context analysis and mapping.
- Development of site specific opportunities and constraints.
- Site based testing and yield analysis.

Consultation

Since August 2017 the project team have consulted with key stakeholders, including:

- City of Parramatta Council (CoP).
- Roads and Maritime Service (RMS).
- Sydney Olympic Park Authority (SOPA).
- Transport for NSW (TfNSW).
- The Department of Education (DoE).
- Landowners.

1.5 Structure of this Report

This Report consists of seven sections:

1. Introduction
2. Precinct Vision
3. Strategic Planning Vision
5. Current Precinct Features
6. The Revised Master Plan
7. Proposed Changes to Auburn LEP 2010 Planning Controls

The Public Domain Strategy and shadow studies are provided as Appendices.
2.0 Precinct Vision

This Section details the vision and urban design objectives for the Precinct which align with the current Auburn LEP 210 and the Carter Street Precinct DCP.
2.1 Vision and Objectives

Precinct Vision

The current Carter Street Precinct DCP details a vision and Precinct Objectives. It is proposed to use these as a basis for the draft revised Master Plan, modifying them as a result of the proposed planning and design changes presented in this report.

The urban renewal of the Precinct will support Sydney Olympic Park in its role as a Strategic Centre and deliver a mix of housing, employment and retail services. Residents and workers will benefit from easy access to existing and future public transport, an upgraded regional road network, world class public open space, and entertainment and recreational facilities.

Precinct Objectives

- To support Sydney Olympic Park in its role as a strategic centre by providing a mix of housing, retail, employment and services.
- To ensure that development occurs in a coordinated manner consistent with the Precinct Vision.
- To ensure the key elements of the Precinct are delivered whilst providing a degree of flexibility in the final layout and design of the Precinct.
- To locate residential uses close to Sydney Olympic Park to optimise access to facilities, outlook and amenity.
- To develop a village centre in the area surrounding Uhrig Road to support the incoming population, focused around a ‘main street’ with fine grain laneways and a retail spine with a central village plaza.
- To develop a secondary active street along Haslams Creek, providing local small-scale services, retail and opportunities for outdoor dining.
- To locate employment uses at the south of the Precinct, providing good access to Parramatta Road and the M4 Motorway, and to form a buffer for the adjacent nearby residential uses.
- To accommodate the proposed Parramatta Light Rail (Stage 2) extension into the Precinct.
- To contribute to regional active transport infrastructure consisting of connected and dedicated footpaths, shared paths and access to public transport stations and stops.
- To ensure key regional infrastructure upgrades, such as the future Hill Road widening are integrated into the Precinct and provide high quality public domain outcomes.

2.2 Urban Design Objectives

The development of the draft revised Master Plan has been guided by urban design, land use and built form objectives. These are detailed on the following pages.
Land Use and Built Form Objective 1:
Define central public open space with a clear and consistent urban edges.

Land Use and Built Form Objective 2:
Retain employment uses to the south of Carter Street as a buffer against the M4 Motorway.

Land Use and Built Form Objective 3:
Reduce the height of new buildings as they get closer to the edge of Haslams Creek.

Land Use and Built Form Objective 4:
Create a second activity centre on Haslams Creek for waterfront activities (such as dining), and to serve the local community in the west of the Precinct.

Land Use and Built Form Objective 5:
Create a consistent scale for north south streets.

Land Use and Built Form Objective 6:
Locate the primary school adjacent to the central public open space, and in a central location which is easily accessible.

Public Domain Objective 7:
Create a system of cycle paths that link key destinations and connect to the wider active transport network.

Public Domain Objective 8:
Link into the wider Sydney Green Grid opportunities such as the link to the Parramatta River along Haslams Creek.
3.0 Strategic Planning Context

This Section provides a summary of the State Government policies, initiatives and infrastructure projects that support the urban renewal of the Precinct.
3.1 Metropolitan Planning Strategies and Context

**Greater Sydney Region Plan 2018**

In March 2018, the Greater Sydney Commission (GSC) released the Greater Sydney Region Plan alongside the State Infrastructure Strategy 2018-2038 and TfNSW's Future Transport 2056 to align land use, transport and infrastructure outcomes for Greater Sydney.

The Greater Sydney Region Plan establishes a 40-year vision to 2056 for Greater Sydney to be a metropolis of three cities, the Western Parkland City, the Central River City and the Eastern Harbour City. The Precinct is located within the Central River City.

The Greater Sydney Region Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities and services.

The Greater Sydney Region Plan identifies the Greater Parramatta and Olympic Peninsula as an urban renewal area and economic corridor of which the Precinct forms a part, as an integral element of the vision of the Central River City.

It acknowledges that Sydney Olympic Park will continue to serve as a 'lifestyle precinct' and that areas surrounding Sydney Olympic Park will need to 'inspire a lifestyle of wellbeing, healthy activity and celebration in a unique setting that attracts allied and like-minded business'.

Investment in public transport infrastructure including the proposed Parramatta Light Rail (Stage 2) and Sydney Metro West can assist to support urban renewal of Sydney Olympic Park and surrounds.

**Figure 3:** Greater Sydney Regional Plan, Structure Plan (Source Greater Sydney Commission)

**Figure 4:** Plan of Greater Sydney's "Three Cities" (Source Greater Sydney Commission)
Central City District Plan

In March 2018, the Greater Sydney Commission (GSC) released the Central City District Plan, which includes actions focused around infrastructure and collaboration, liveability, productivity and sustainability.

The draft revised Master Plan for the Precinct is consistent with the Central City District Plan. One of the planning priorities of the Central City District Plan emphasises the need to align infrastructure delivery with urban renewal. The draft revised Master Plan is supported by the proposed Parramatta Light Rail (Stage 2), proposed Sydney Metro West, and by providing expanded public open space and active transport infrastructure within the Precinct.

The Central City District Plan identifies the Precinct as part of the Greater Parramatta urban renewal area, and will continue to provide housing and jobs. The Precinct maximises the area’s employment lands along the south of Carter Street by transitioning to higher order employment uses and will support employment growth over the medium to longer term.

The Central City District Plan includes planning priorities for sustainability, delivering high quality public open space and providing urban tree canopy cover. The Revised Master Plan for the Precinct will deliver high quality, accessible public open space to support Sydney’s Green Grid and increase tree canopy throughout the Precinct. The Revised Master Plan will provide for a network of walking and cycling facilities to encourage an active community which is less reliant on car travel for short trips.

Interim Greater Parramatta Land Use and Infrastructure Implementation Plan

In July 2017, the Department of Planning and Environment (the Department) released a Interim Land Use and Infrastructure Implementation Plan for the Greater Parramatta Growth Area (Interim LUIIP). The Greater Parramatta Growth Area is shown in Figure 6.

The main purpose of the Interim LUIIP is to develop a land use framework to guide future redevelopment of the Greater Parramatta Growth Area and identify and plan for infrastructure needed to unlock its potential (see Figure 6).

The Growth Area is divided into 12 Precincts with the Precinct being part of the Sydney Olympic Park and Carter Street Precinct.

The Interim LUIIP also identifies various infrastructure initiatives for the Precinct, including:
- Hill Road widening, including a new intersection at John Ian Wing Parade and Hill Road.
- Intersection upgrades along Carter Street, at Hill Road and Birnie Avenue.
- Proposed Parramatta Light Rail (Stage 2), currently being planned.
- A future primary school.
- New cycleways.
3.2 Opportunities

In acknowledging that green space is a key hallmark of liveability, the Government Architect NSW proposed a network of high-quality green space that connects local centres, public transport hubs, and major residential areas. Known as the Sydney Green Grid, it is an integral part of the Greater Sydney Region and District Plans.

The objective of the Sydney Green Grid is to deliver an interconnecting network of public open space that will keep the city cool, encourage healthy living, enhance biodiversity and ensure ecological resilience.

Linkages between public open spaces are fostered within the wider public realm through enhancing creek corridors, transport routes, suburban streets, footpaths and cycle ways.

The Central City District Plan provides an overview of regional public open space opportunities and potential projects that will link existing public open space areas to each other.

The projects and opportunities that are relevant to the Precinct are as follows:

**Parramatta River**

Parramatta River is the primary river corridor leading to Sydney Harbour and the point of convergence for the many tributaries that make up the rest of the catchment. Its east-west alignment, extensive foreshore areas, wetlands and regional parklands establish it as both an important regional destination and linking corridor. The significance of this corridor and its contribution to a connected public open space network is critical. Parramatta River is identified as the Central City District’s key active recreation link and regional public open space corridor.

**Parramatta Light Rail**

The Parramatta Light Rail project Stages 1 and 2 have the capacity to transform regional public open space access and connections from the south-east portion of the district to regional public open space. This new infrastructure corridor has the opportunity to become a tree-lined transit boulevard providing access to regional public open spaces such as Bicentennial Park.

**Upper Haslams Creek and Wyatt Park**

Haslams Creek forms the western boundary of the Precinct, the urban renewal of the Precinct will provide public access along this edge and the potential for a new pedestrian and cycle link between the Precinct and the Parramatta River in the north.

An extract from the Green Grid plan is shown in Figure 7.

3.3 Better Placed

Better Placed has been developed by the Government Architect NSW to deliver a strategic approach to the planning and design of urban places.

It offers guidance and best practice solutions for those involved in to make the most of the opportunities that will arise as we develop new spaces and places.

The draft revised Master Plan responds to the seven objectives of Better Placed, this is discussed in Section 6.20 of this report.

Figure 7: Extract from the Central City District Plan (Source Greater Sydney Commission)
3.4 Major Transport Initiatives

Parramatta Light Rail (Stage 2)

Parramatta Light Rail is a major NSW Government infrastructure project. Stage 1 includes 16 light rail stops from Westmead to Carlingford via the Parramatta CBD and Camellia. Stage 1 has received planning approval, with construction scheduled to commence in late 2018.

In October 2017, the NSW Government announced the preferred route for Parramatta Light Rail (Stage 2), which will connect to Stage 1 and run north of the Parramatta River through the Ermington, Melrose Park and Wentworth Point to Sydney Olympic Park and Carter Street. The announcement of Stage 2 and its stop and terminus at Carter Street provides opportunity to service the new population in the Precinct.

The NSW Government has committed to delivering Stage 2 subject to a business case. TfNSW is expected to complete a final business in late 2018.

Sydney Metro West

Sydney Metro West (SMW) is a Sydney Metro project to deliver an underground metro railway that will link the Parramatta and Sydney CBDs.

The NSW Government has committed to providing a new metro station at Sydney Olympic Park, however this infrastructure is in early planning with the exact station location not yet known.

A Metro Station in Sydney Olympic Park can service the Precinct. A business Case for Sydney Metro West is being prepared.

Hill Road Upgrades

RMS will soon start preparing the M4 Motorway to Hill Road westbound off ramp Environmental Assessment documentation for submission to the Department of Planning and Environment. The assessment documentation is a modification to the existing M4 Motorway widening project approval to include construction of the off ramp.

Key features of the M4 Motorway to Hill Road upgrades include:

- Widening and upgrading Hill road to the intersection of John Ian Wing Parade
- Upgrade of the John Ian Wing Parade intersection to a four-way intersection to provide improved connectivity between the east and west of the Precinct.
3.5 Sydney Olympic Park 2030 Master Plan

The Sydney Olympic Park Master Plan 2030 was released in 2010. A review of the Sydney Olympic Park Master Plan 2030 commenced in 2016 and is nearing finalisation.

This Sydney Olympic Park Master Plan 2030 sets out a long-term vision for the sustainable development of Sydney Olympic Park as a world class events destination supported by residential, commercial and employment uses, educational facilities and extensive parklands.

The Precinct is framed by three Sydney Olympic Park Precincts:
- Haslams Precinct
- Stadia Precinct
- Sports and Education and Southern Sports Precinct

The Sydney Olympic Park Master Plan 2030 contains a number of proposals for the Sydney Olympic Park Precincts which will impact on the Precinct, in particular along the interface with Haslams Creek and the frontage of Edwin Flack Avenue.

The following briefly examines each adjacent Sydney Olympic Park Precinct and their future land uses.

**Haslams Precinct Interface**

The Haslams Precinct is located at the northern edge of the Precinct. The area currently accommodates the Auburn Resource Recovery Centre and Liquid Waste Facility and a large coach parking area.

The Sydney Olympic Park Master Plan 2030 assumes that in time the current land uses will be replaced by a residential neighbourhood overlooking the parklands and Haslams Creek.

The Sydney Olympic Park Master Plan 2030 envisages Haslams Precinct as a leafy neighbourhood with generous shared courtyards, street tree planting and a new linear park extending between Old Hill Link in the south and Old Pondage Link in the north to align with an existing Olympic Marker. Apartment buildings are to be seven storeys in height with provision for home offices within a retail strip addressing a new local park.

These land uses provide the opportunity for a good interface in the north of the Precinct with a new network of streets further enhances link to the public open space areas to the north.

**Stadia Precinct interface**

The Stadia Precinct is located north of Dawn Fraser Avenue and includes the Olympic Stadium, Acer Arena and major public spaces. To preserve these iconic venues, public spaces and light towers, only new development associated with the major venues is proposed.

The large buildings with their sculptural roofs and the iconic light towers present an enduring image of the Sydney 2000 Olympic and Para-Olympic Games to be retained to preserve the legacy and event function uses.

The Stadia Precinct extends across Edwin Flack Avenue abutting the Precinct and is to provide for the retention of the existing bus parking site in the short term with longer term non residential uses such a hotels providing a buffer to the Precinct.

The ongoing programme of major events will have implications for noise attenuation for future residential development within the northern section of the Precinct. Due to the large volume of pedestrian activity during major events, access between the Stadia Precinct and the Precinct will need to be carefully managed and developed in coordination with the SOPA.

**Sports and Education Precinct interface**

The Sports and Education Precinct is located to the east of the Precinct. There is the long term opportunity to form a connection to this area from the east.

There is a vegetated, high level earth embankment (former railway track) that defines the Precinct boundary to the south east. The Sydney Olympic Park Master Plan 2030 identifies this embankment and old bridge over the M4 Motorway and Parramatta Road as a possible future pedestrian and cycle link.

The level of future change within the Sports and Education Precinct will not have a significant impact on the development of the Precinct, however it may present longer term opportunities for road of pedestrian links on the extension of Carter Street in the south east of the Precinct.
4.0 Current Planning Context

This Section provides a summary of the Precinct’s location, relationship to the broader urban area with regards to environment, public open space, transport, land use and built form patterns.
4.1 Precinct Location and Context

The Precinct (approximately 52ha) is located immediately south west of Sydney Olympic Park. The Precinct is defined by the M4 Motorway to the south and Haslams Creek to the east.

Carter Street is the main east-west road through the Precinct while Uhrig Road provides a link to Sydney Olympic Park Town Centre and the Railway Station.

Entry to the Precinct is from Parramatta Road via underpasses at Hill Road and Birnie Avenue.

The Precinct forms a gateway to Homebush Bay, Wentworth Point and Sydney Olympic Park and has excellent regional access to Parramatta Road and the M4 Motorway.

To the west beyond the rejuvenated Haslams Creek is the suburb of Newington with detached dwellings and low rise apartments (the former Olympic Village site). North of the Precinct are the extensive woodlands and wetlands, Millennium Parklands, Blaxland Riverside Park, together with Haslams Creek and Wentworth Point.

Immediately north east of the Precinct is Sydney Olympic Park beyond this Bicentennial Park and Rhodes. To the south, across the M4 Motorway and Parramatta Road is the suburb of Lidcombe with detached housing, industrial uses, Lidcombe Town Centre and Train Station.

The local area is in a state of change and transition with major growth underway or planned. The Precinct location is shown in Figure 11.