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3.1 Introduction

Section 3 describes the planning framework for the next stage of development at Sydney Olympic Park. It focuses on 11 key principles that are designed to create a high quality town and support the identified Town Centre uses. They are:

3.1.1 Existing Site Elements

This principle describes the Town Centre's primary urban structure, important existing features and views, and a strategy to preserve and enhance them.

3.1.2 Sustainability

This principle describes how environmental and social sustainability will underpin the next stage of development.

3.1.3 Land Uses

This principle describes how new uses will be introduced to create a balanced land use mix and generate a viable, self sustaining Town Centre while enhancing existing event uses and requirements.

3.1.4 Public Domain

This principle describes the strategy for a safe, pleasant and comfortable public domain that will enhance connectivity and provide an appropriate setting for offices, institutions, venues, retail and dwellings. It identifies new and existing public spaces, the proposed street hierarchy and planned public art sites.

3.1.5 Landscape

This principle describes the strategy for preserving and enhancing the major landscape projects undertaken for the Sydney 2000 Olympic and Paralympic Games.

3.1.6 Access and Transport

This principle describes the transport strategy that will build on the Town Centre's significant location and promote a mix of vehicular and non-vehicular transport to allow an appropriately sized retail and commercial sector.

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3.1.7 Building Form and Height

This principle describes the strategy for creating urban form with a high amenity and quality by thoughtful distribution of building height and depth.

3.1.8 Major Event Capability

This principle describes the way in which Sydney Olympic Park's requirement to successfully host major events and to function properly as a premier major events precinct will be maintained and protected from inappropriate or conflicting development.

3.1.9 New Facilities and Local Infrastructure

This principle describes how a comprehensive and appropriately sized infrastructure will be developed to support new development.

3.1.10 Neighbourhood and Community

This principle promotes development that engages residents and workers in the daily life of the community, and includes opportunities for interaction, clarity of the public/private interface, provision of community facilities and amenity of the public domain.

3.1.11 Implementation

This principle describes the strategy needed to ensure coordinated and financially viable, Town Centre growth.

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3.2 Existing Site Elements

3.2.1 Existing Heritage and Olympic Legacy

The Town Centre's physical heritage includes historic State Abattoir buildings and plantings, Sydney 2000 Olympic and Paralympic Games venues, Sydney Showground venues and the open space setting designed for the Games. This Olympic setting was structured around three key principles:

- the Olympic Plaza and the Boulevard, as the main organising element of the urban core
- the landscape, including the tree lined streets, parks and green fingers (streets and linear parks running east to west that link the town with the parklands), and the Olympic Markers
- the water features.

The town's important physical elements will be preserved and enhanced by:
















- retaining Olympic Boulevard as the grand ceremonial and event axis
- maintaining the iconic sports venues, public spaces, light towers and artworks built for the Games
- retaining the iconic structures in the Sydney Showground
- designing Dawn Fraser Avenue and Murray Rose Avenue to form the primary east-west connection between the parklands and surrounding suburbs
- strengthening the green finger connections between the urban core and surrounding parklands with enhanced planting
- conserving heritage items, the State Abattoirs heritage conservation area, Showground Road, the Olympic Cauldron at Sydney Olympic Park and significant trees
- building height and envelope controls that complement these elements.

3.0 Planning Principles

Figure 3.1 Existing Heritage and Olympic Legacy



Key

 Olympic Boulevard and Plaza	 Green Fingers	 4 Olympic Cauldron at Sydney Olympic Park
 Iconic Structures	 Heritage Items	 5 State Abattoir heritage conservation area
 Key Water Elements	 1 Olympic Boulevard	 6 Pyramid Marker
 Major Parks	 2 Dawn Fraser Avenue	 7 Haslams Creek Marker
 Major Axes	 3 Murray Rose Avenue	 8 Bicentennial Marker

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3.2.2 Existing Views

Views assist in orientation and connect the Town Centre with the local and metropolitan environs. The Town Centre's street network and open space setting were designed to enhance existing topography and define ceremonial vistas. Important views will be preserved and enhanced by retaining:






- Fig Grove to mark the high point of the urban core and of Olympic Boulevard
- the vista to the Northern Water Feature and Newington Village along Olympic Boulevard
- the vista to the Tennis Centre along Olympic Boulevard
- views to the surrounding parklands
- eastern views to Sydney CBD and Chatswood
- local views to the former Olympic stadium (currently The Stadium) across the Yulang from the station and down Murray Rose Avenue.
- sun access and visual connection will be secured for Central Park and new buildings by creating a vista across Central Park to the Abattoir Gardens. Buildings fronting Central Park will have a view towards the station and Showground buildings.

3.0 Planning Principles

Figure 3.2 Views to and from the Town Centre



Key

-  Views to Sydney Olympic Park
-  Views from Sydney Olympic Park
-  Views along Olympic Boulevard
-  Views to The Stadium
-  Vista across Abattoir gardens

3.0 Planning Principles

3.3 Sustainability

The Sydney 2000 Olympic and Paralympic Games set a benchmark for innovative environmental design. Environmental sustainability will be integrated into the Town Centre's development by:







- ensuring the Town Centre is nationally and internationally recognised for excellence and innovation in urban design, building design and sustainability
- requiring that all development embodies a best practice approach to environmental sustainability principles by:
 - satisfying the Sydney Olympic Park Authority's corporate framework for sustainability, including the Environmental Guidelines Sydney Olympic Park 2008
 - minimising use of resources and production of waste and toxic materials
 - protecting and enhancing biological diversity
 - maximising renewable energy used and efficient energy practices
 - maximising use of sustainable resources and materials
 - designing for flexibility over time
 - using construction methods and operational management processes with the least possible environmental impact
 - promoting access and travel by public transport, walking and cycling
 - connection to recycled water and effective water demand management practices
 - continuing to manage the remediated lands and leachate drains
 - maintaining and extending recycled water systems to all new streets as required
 - ensure the highest and best use of land
- maintaining and extending the existing stormwater system that recycles water, promotes infiltration to subsoil, filters pollutants and sediments, and minimises loads on adjoining waterways
- ensuring that development has no impact on existing habitats in adjacent parklands
- maintaining the system of leachate drains associated with remediated land and developing on-site bioremediation.
- Integration of social sustainability will deliver liveable communities that provide opportunities for all members of the community including people with disabilities to exercise their rights: to live, learn, work and play, to feel safe, to belong, to raise a family and to grow old. Liveable communities that are more than just about increasing physical accessibility but include creating opportunities for social engagement, improving the quality of personal, social and business interactions and the way in which information is provided.

3.0 Planning Principles

Figure 3.3 Planned Sustainable Structure for the Park



Key

-  Station and 400m Radius (5 Minute Walk)/ 800m Radius (10 Minute Walk)
-  Parkland Including Important Habitat Preserved
-  Water Recycling Components
-  Landfill Retained
-  Increased Connectivity to Adjacent Residential Neighbourhoods
-  On-site bioremediation

3.0 Planning Principles

3.4 Land Uses

A balanced and diverse range of land uses has been planned for the Town Centre to ensure compatible use, prevent conflicts and accommodate the planned job and dwelling targets in order to ensure the development of a diverse, active and vibrant town Town Centre that supports the growing Olympic Peninsula community. In order to achieve this:

- existing venue facilities and major event uses will be retained north of Dawn Fraser Avenue, west of Olympic Boulevard and south of Sarah Durack Avenue
- commercial uses will be concentrated along Murray Rose Avenue, Dawn Fraser Avenue, Herb Elliot Avenue and new streets within the Central Precinct to promote a vibrant and compact Town Centre area and act as a noise barrier between the event areas and neighbouring residential precincts
- residential uses will be concentrated in areas with highest amenity, overlooking parklands and away from venues
- educational uses will be integrated with existing sports facilities as well as commercial and retail uses to promote day and night activation of these areas
- civic and community uses will be integrated throughout the Town Centre to complement retail and commercial uses within Central and Parkview
- retail uses, office and residential lobbies will be concentrated along all major streets within the commercial areas to activate the Town Centre
- opportunities will be created to encourage broader economic trading hours (18-24 hours) which will enhance the night time economy.

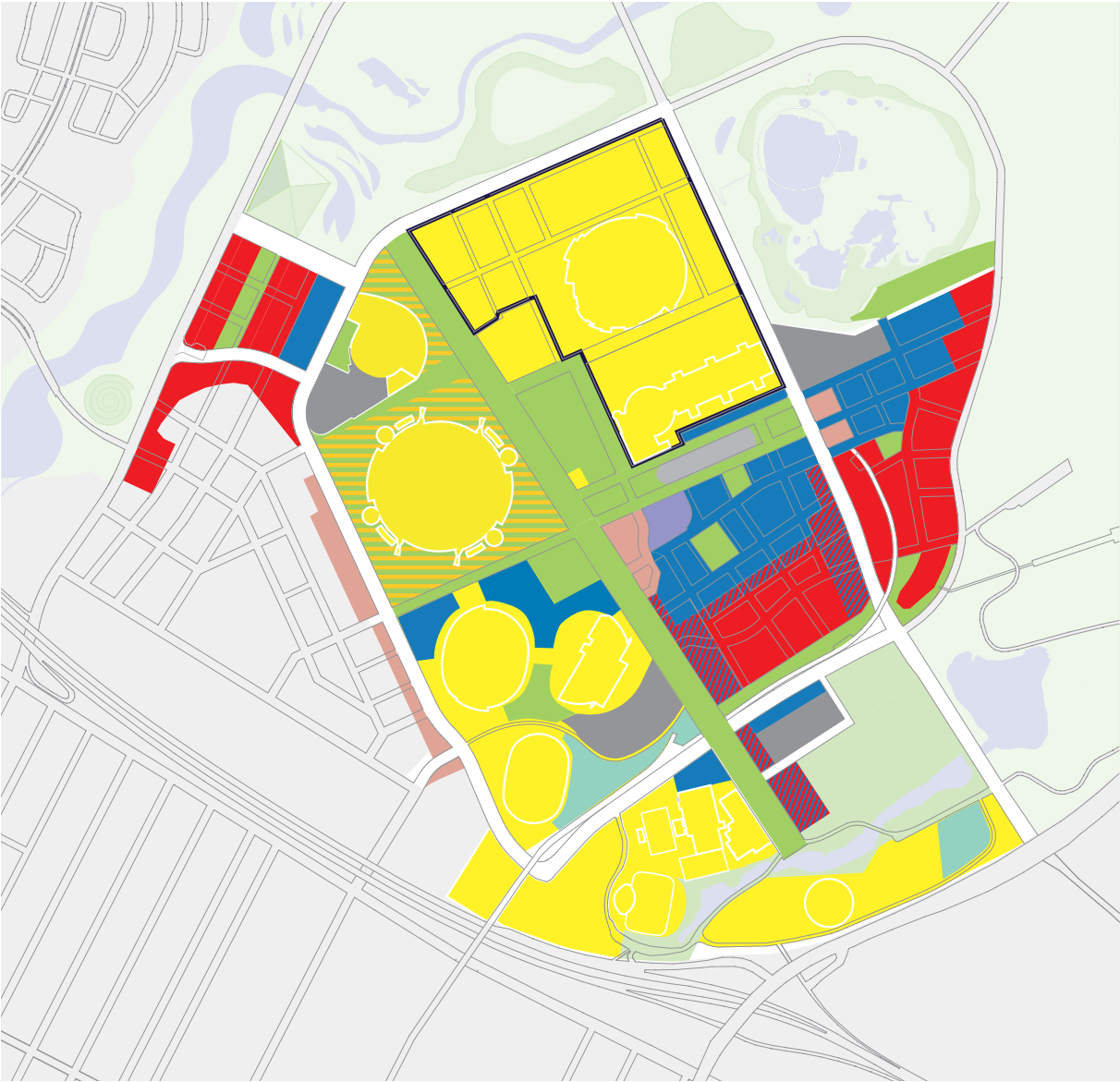
Land uses will support a viable and vibrant Town Centre by:

- ensuring active frontages along all major streets
- generating an attractive, memorable and liveable place
- promoting higher density development
- supplementing the existing event uses with a comprehensive range of residential, commercial, retail and educational uses
- balancing the mix of uses to support a viable public transport system
- better utilising existing facilities and developing new infrastructure, including streets, parks, community facilities, transport and utilities
- complementing adjoining urban and parkland uses
- creating a flexible mix of uses that can adapt to development cycles.












(For specific land use provisions, see *Figure 3.4 Illustrative Uses for the Town Centre.*)

3.0 Planning Principles

Figure 3.4 Illustrative Uses for the Town Centre



Key

- | | | |
|--|--|---|
|  Public Open Space |  Sports/Event/Entertainment |  Community |
|  Residential |  Transport/Parking |  Hotels and Serviced Apartments and Commercial |
|  Commercial |  Subject to Future Master Plan |  Education |
|  Mixed Commercial and Residential |  Mixed Commercial, Event, Entertainment | |

3.0 Planning Principles

3.5 Public Domain

Sydney Olympic Park's public domain in 2016 is characterised by mainly large public spaces that have been designed for crowds visiting the site during major events. Some smaller urban parks have been established within Parkview and Central Precincts. The public domain will be overlaid by a new network of urban parks and streets to meet the needs of residents, workers, students and visitors to create a Town Centre that is an attractive, memorable and liveable place. The expanded public space network will reinforce Sydney Olympic Park's strong legacy of design excellence by:

- providing for a broader range of recreational uses
- combining with the street network to form a framework for landscape within the Town Centre
- promoting security and natural surveillance
- creating more restful and shaded areas within the Town Centre
- ensuring high standards of planning, design and detailing in all public domain projects.

3.5.1 Public Space Strategy

The strategy for new and existing public spaces is described below and shown in *Figure 3.5 Planned Public Open Space*. Design guidelines and future character statements for new public spaces are included in *Appendix B*.

Events Places

The scale, character and events orientation of Olympic Boulevard, Yulang Square and Station Square will be retained, with some minor improvements to enhance their amenity. Future redevelopment of areas immediately surrounding The Stadium will provide greater amenity and activation of Sydney Olympic Park and create opportunities for a vibrant 18-24/7 economy to develop in non-event periods.

Urban Parks and Places

Urban parks and places throughout the Town Centre have an important place making role. Civic functions and heritage associations inform the character and use of these spaces, as well as performing a key role in events management and event experience improvement. They will be created or retained with improvements to enhance their amenity.

As the Town Centre's primary urban park, Cathy Freeman Park provides unique recreational and occasional event opportunities. Its character will be retained and enhanced.

The new urban park in Central Precinct will inform the character, identity and attractiveness of the precinct.

3.0 Planning Principles

Venue and Building Forecourts

New forecourts addressing Olympic Boulevard and Edwin Flack Avenue are proposed at the entrances to sports venues.

Many of the larger new buildings will provide forecourts at street level. Forecourts to major new buildings enhance and extend the public domain. They will extend the sidewalk, provide small urban public spaces and improve access across blocks and between streets.

Local Parks

New local parks will create a focus for community life, underpin a strong sense of place and provide open space within precincts for a range of informal uses such as children's play, seating, walking and small social gatherings for residents and visitors. A new Campus Green is proposed as a focal point for the Central Sports Precinct.

Landscaped Corridor

Existing landscaped corridors that link to the parklands will be retained and supplemented. These corridors provide habitat for local fauna, improve water quality and offer an alternative to street based pedestrian and bicycle movement.

3.5.2 Streets and Street Hierarchy

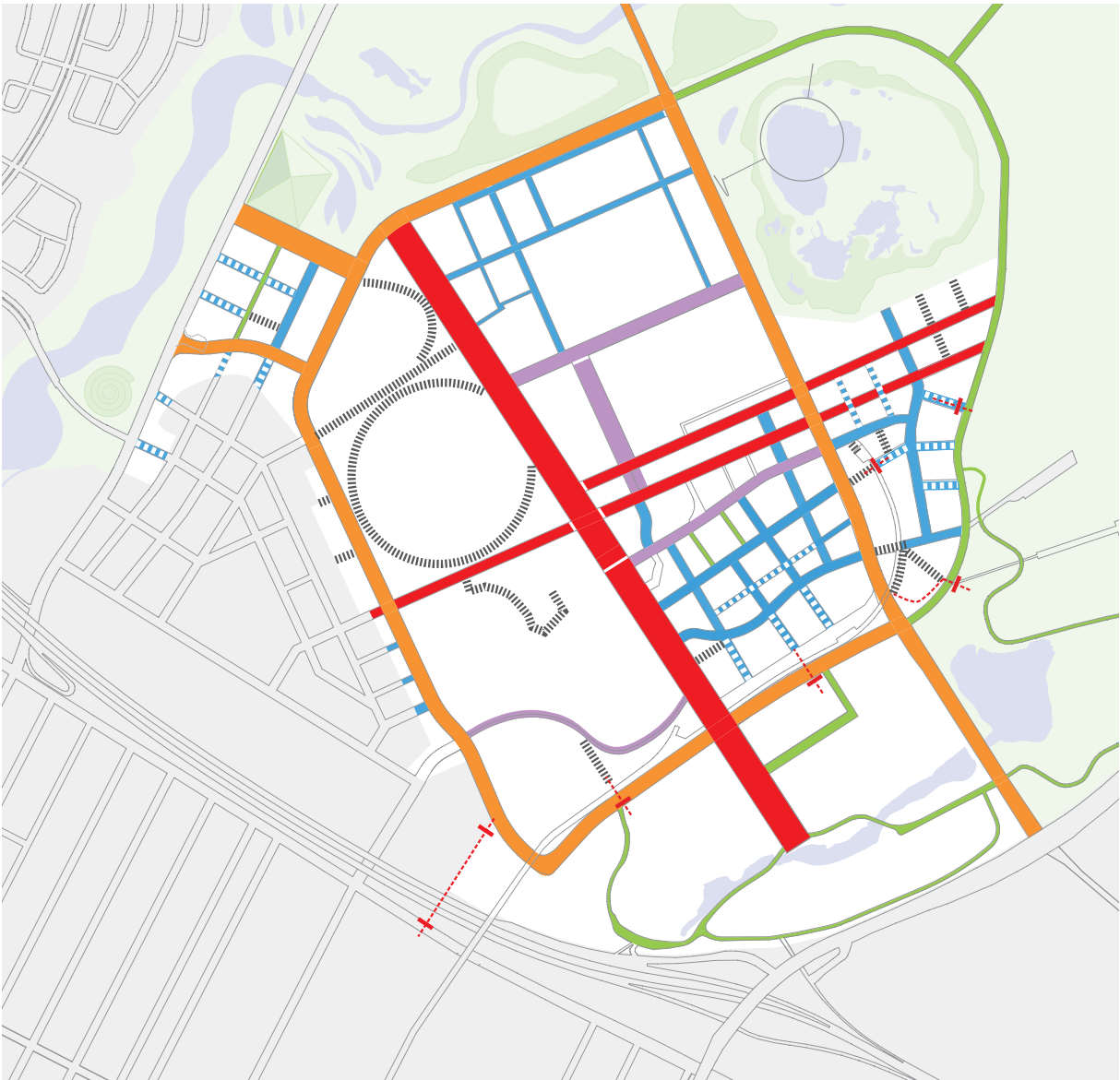
The existing street hierarchy will be reinforced and supplemented to support a full range of uses and create a connected, safe and legible public domain. The existing Civic Streets and Perimeter Avenues create a framework that will be filled out with a fine network of new Town and Local Streets.

The new streets will extend and improve the existing network by:









- developing a hierarchy of major streets, through streets and local streets
- allowing casual surveillance with clear sight lines and view corridors
- linking streets and public spaces to form a robust, flexible and high quality public domain
- preserving and enhancing existing significant natural and cultural features
- extending parkland connections with new streets, bridges and view corridors
- creating a range of well scaled public streets that act as social spaces and support efficient movement and access for vehicles, cyclists and pedestrians
- minimising carriageways to control traffic speeds consistent with the street hierarchy

3.0 Planning Principles

Figure 3.6 Street Hierarchy



Key

- | | |
|---|---|
|  ICF Funded Civic Streets |  ICF Funded Local Streets |
|  ICF Funded Perimeter Avenues and Connecting Streets |  Pedestrian Connections or Bridge Pedestrian Connections |
|  ICF Funded Park Edge Streets |  Development Funded Streets |
|  ICF Funded Town Streets |  Through Site Link |

3.0 Planning Principles

- facilitating solar access and good access to the adjoining lots and public spaces
- providing a well scaled street and block structure suited to six to eight storey commercial and residential buildings as well as the taller towers
- retaining or reflecting existing street patterns where appropriate.

The street layout and hierarchy is described below and shown in *Figure 3.6 Street Hierarchy*. Each street is designed to suit its role and locality. A plan and a section of each street with a more detailed description is provided in *Appendix C*. Within the hierarchy, streets are broadly classified as either 'ICF funded structuring streets' or 'development funded streets'.

ICF funded structuring streets will be funded through the *Sydney Olympic Park Local Infrastructure Contribution Framework* and development funded streets are to be constructed by developers as part of the site development costs. In both cases, land is to be dedicated to Sydney Olympic Park Authority as public streets.

The ICF funded structuring streets are:

- Civic Streets
- Perimeter Avenues
- Town Streets
- Service Streets
- some Local Streets
- some Park Edge Streets.

The development funded streets are:

- some Local Streets
- some Park Edge Streets
- all Through Site Links.

Civic Streets

The Civic Streets are the primary organising streets extending across the Town Centre and are characterised by their generous scale, special materials and design. They form the main axes and provide boundaries to some of the nine precincts. All are a legacy of the Sydney 2000 Olympic and Paralympic Games and they are the most important streets during events.

Olympic Boulevard will be retained as the primary event and ceremonial axis. Dawn Fraser Avenue and Murray Rose Avenue will be retained and extended.

Perimeter Avenues

Perimeter Avenues form a ring road with native landscaping around the town. They connect to nearby arterial roads and are the main street conduit for arrival and departure from the town. They will be retained for circulation and character.

3.0 Planning Principles

Town Streets

Town Streets are the main non-residential streets within the Sydney Showground, Central and Central Sports Precincts. Town Streets are to be designed to have a more formal urban character and are to be lined with retail and other active frontages.

Service Streets

Service Streets provide an important function within commercial and mixed use areas where retail frontages along streets would be excessively fragmented by carpark and service entries.

Service Streets can be dedicated to vehicular access and queuing, as well as loading bays, fire escapes and other essential building services. This allows a high level of pedestrian amenity free from driveways and loading bays along key street frontages.

The new Service Street to be delivered in Central Precinct must be located underground.

Local Streets

Local Streets complement the street network by providing access through precincts between the larger streets. These streets are crucial for accommodating higher density, providing alternative routes through the precincts and supplementing traffic capacity of the street network generally. They reflect local conditions and connect Town Streets. Local Streets will be increased to develop a fine urban grain, allowing active street frontages, good permeability and varied uses.

Park Edge Streets

Park Edge Streets contribute to the landscape character of Sydney Olympic Park. All Park Edge Streets are designed to integrate the adjacent park planting with the streetscape.

Existing Park Edge Streets at the edge of the parklands have extensive native planting and will be retained. New Park Edge Streets adjacent to local parks are also proposed.

Through Site Links

Through site links are publicly accessible movement easements that extend the core street network by providing greater pedestrian and visual access through large developments and improve visual and physical permeability generally.

They are to be constructed as part of site development and they are generally to be on axis with streets. The links may provide access to car parking as well as direct, secure and clear pedestrian connections to the street network. Through site links can be landscaped to suit the character of the rest of the site but must be publicly accessible 24/7.

3.0 Planning Principles

3.5.3 Public Art

Sydney Olympic Park has a public art strategy to create a unique collection of artworks and facilities in the public domain that will contribute to the sense of a creative community within the built and parklands environments.

New artworks and sites identified as specific artwork sites for the development of major stand alone or integrated site-specific works are shown on *Figure 3.7 Public Art Sites*.

Sydney Olympic Park has an existing collection of public artworks that were commissioned for the Sydney 2000 Olympic and Paralympic Games. These artworks were designed to be integral with the public domain and it is intended that they be preserved and enhanced by new development wherever possible. Installations that may be compromised by new development will require the original artist's collaboration to reposition or reconfigure the work so as to preserve its aesthetic value and meaning.

3.0 Planning Principles

Figure 3.7 Public Art Sites



Key

-  Parks, Landscape Corridors, Public Squares, Forecourts and Boulevards
-  Sites for New Permanent Works
-  New Curatorial/Temporary Sites

3.0 Planning Principles

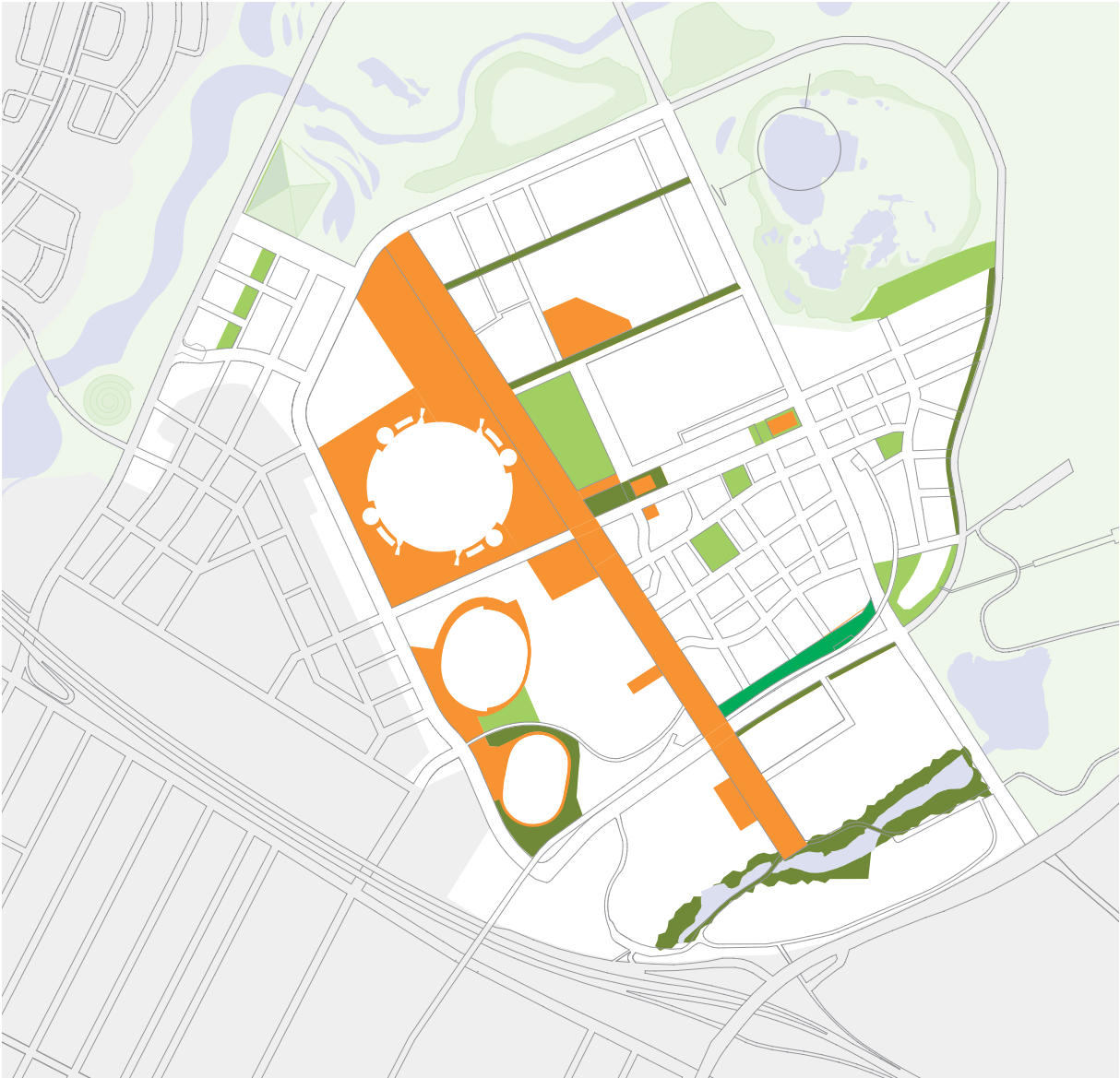
3.6 Landscape

The Olympic legacy and parklands create a unique landscape that will be preserved and enhanced by:






- protecting the site's significant trees and parks
- protecting and strengthening significant Olympic landscape projects, including the 'green fingers', Olympic Markers, Olympic Boulevard planting and urban forest
- defining public spaces and streets with trees of appropriate scale and species, and creating suitable wildlife habitats
- linking existing vegetation planting with new plantings of native species to strengthen and develop local ecology
- maintaining the established primary palette of endemic and native species that support local wildlife and reflect the location of nearby parklands
- enlivening this primary palette with appropriate exotic plant species and colour
- providing landscape to enhance the environmental amenity of the town through thoughtful provision of shade and sunlight, increasing humidity, lessening the diurnal temperature range and dampening noise
- enhancing streets through well proportioned landscaped setbacks suited to the street character
- increasing the landscaped area with well designed courtyard gardens
- providing for and promoting landscape in private developments
- integrating landscaping in private developments with landscaped corridors
- establishing and protecting suitably planted riparian setback zones
- creating a landscape linkage from Bicentennial Park through Central Precinct to the Boulevard.

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Figure 3.8 Landscape Strategy



Key

-  Parklands
-  Public Squares and Boulevards
-  Landscape Corridors
-  Parks
-  Landscape Linkage

3.0 Planning Principles

3.7 Access and Transport

To enable Sydney Olympic Park to continue to host large events while also accommodating new commercial and residential uses, transport and access can be improved by:

- targeting a journey to work non-car mode share split of 40% in line with other specialised activity centres in the metropolitan area. Increasing that target to 60% when major public transport infrastructure comes online
- monitoring and, if necessary, adjusting the quantity of high traffic generating land uses to match road and public transport capacities
- strategically locating commercial and retail land uses around Olympic Park Station and close to local bus service corridors
- continuing the operation of high quality major event public transport services to sustain existing high public transport mode shares
- maintaining regular public transport services, road access and parking supply sufficiently during major events
- designing a street network that supports bicycles, vehicles and pedestrian use
- building more efficient metropolitan rail and bus connections
- integrating transport service planning with adjacent suburbs, to reduce the reliance on private vehicle use for trips under 5 km
- spreading the commuter peak hours and promoting public and shared private commuter transport as alternatives to private motor cars
- meeting accessibility needs across the entire local transport and street network
- providing for new streets within sites to facilitate vehicle access
- providing a service street within Central Precinct.

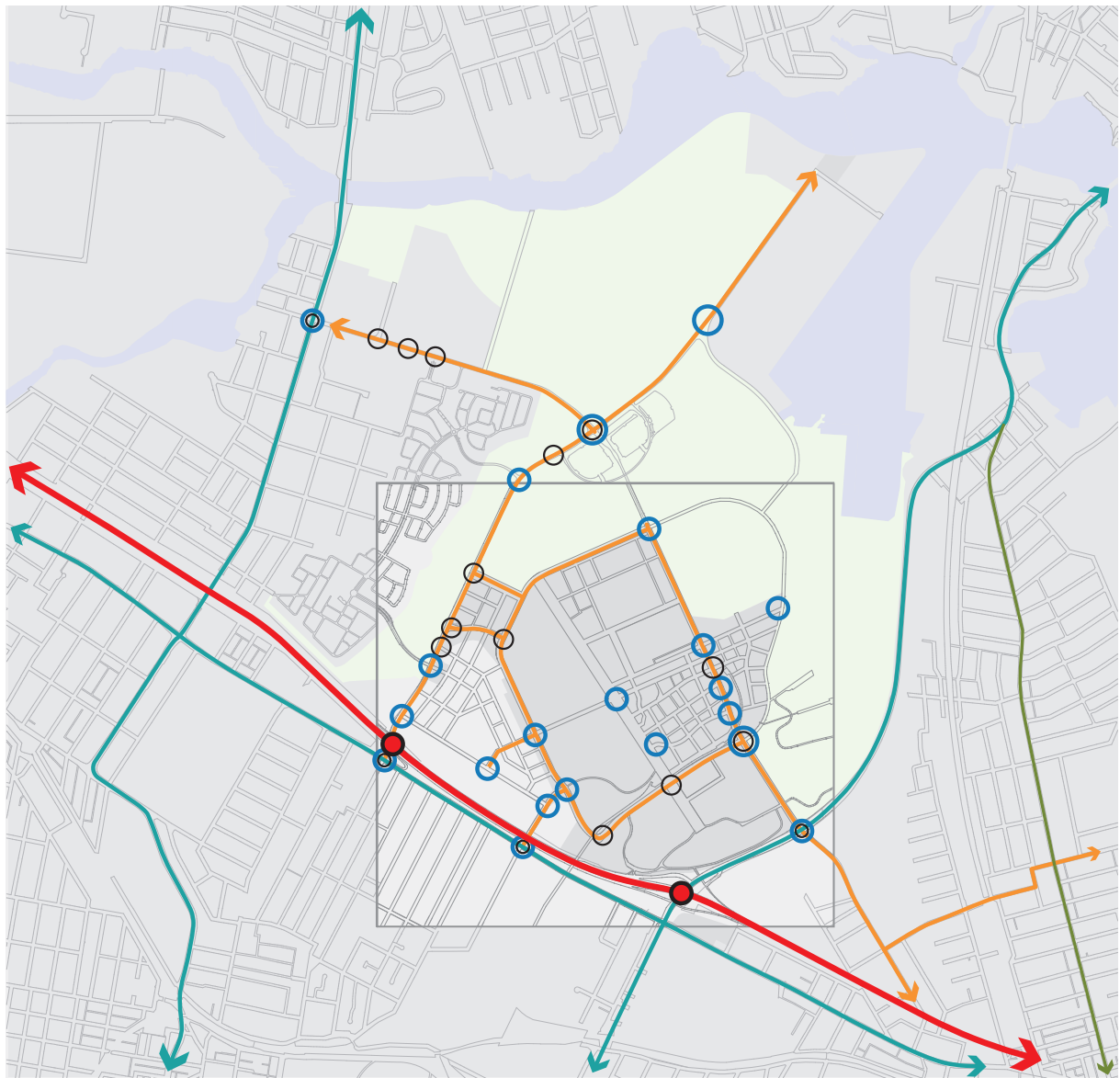
3.7.1 Vehicular Access

Vehicular access can be managed to support *Master Plan 2030 (2018 Review)* by:

- expanding the existing street network
- improving connections to:
 - major arterial roads such as Parramatta Rd and Silverwater Rd
 - arterial roads, the M4 Motorway (WestConnex) and Homebush Bay Drive, including east facing ramps on the M4 Motorway (WestConnex)
- upgrading the traffic capacity of local intersections by installing traffic signals and lane reconfiguration

3.0 Planning Principles

Figure 3.9 Vehicular Access Plan



Key

- | | |
|--|---|
|  Motorway |  Intersection to be Upgraded |
|  Arterial |  Existing Signalized Intersection |
|  Sub-arterial |  Local |
|  Collector |  Improved Access to/from Upgraded Motorway |

3.0 Planning Principles

- maintaining access at all times to all land uses by providing convenient alternative access routes when event road closures are in place
- supporting higher densities by providing an interconnected, fine grain street system within Central and Parkview precincts
- supporting a mixed use commercial centre within Central Precinct by providing a dedicated service street.

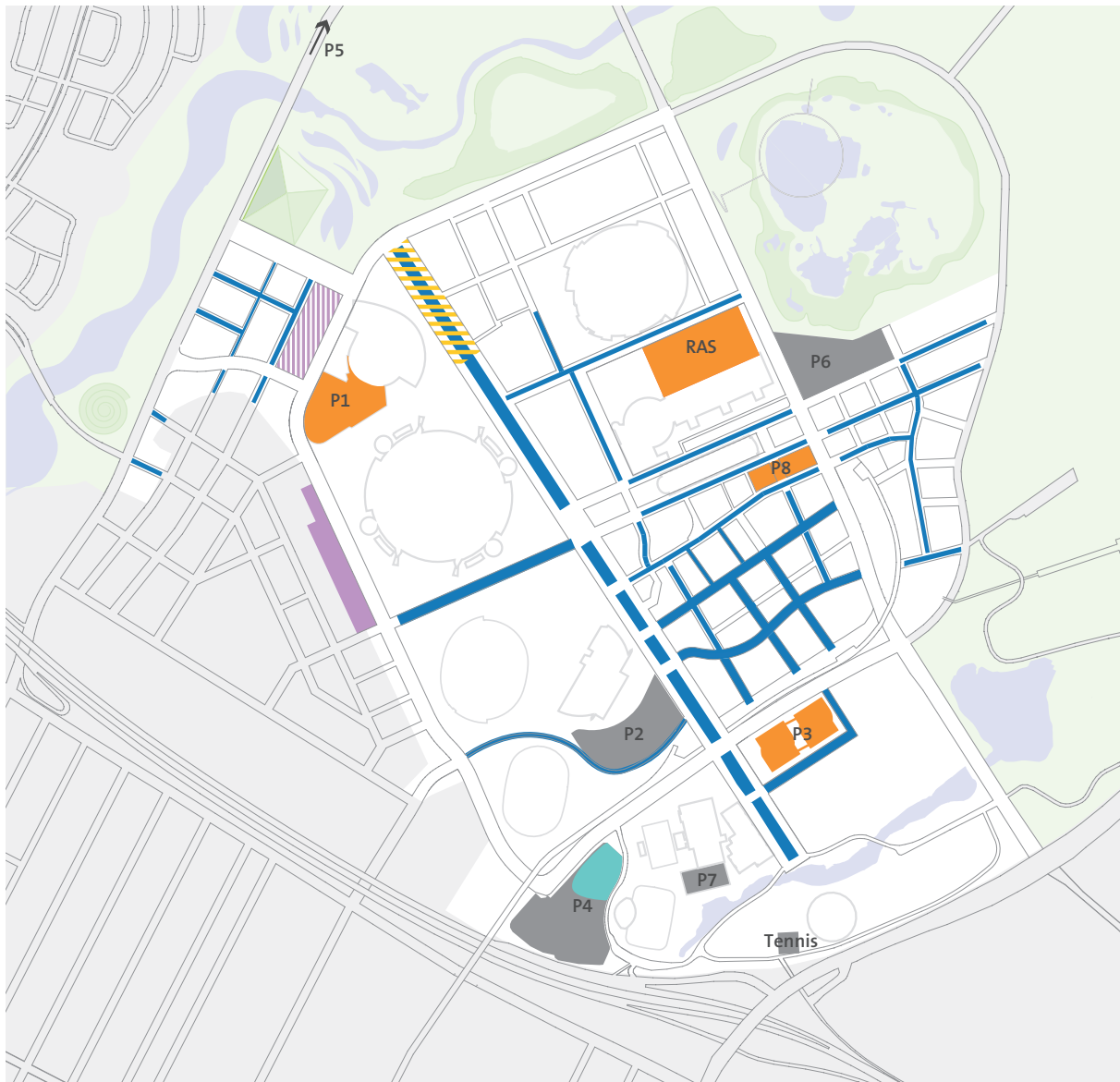
3.7.2 Parking

Parking effectiveness may be improved by:









- locating car parks fully underground where possible to ensure active uses on ground level
- ensuring dedicated major event car and coach parking areas are utilised during non-event periods
- managing parking provision to promote alternative forms of transport
- managing car parks for complementary uses, for example, office parking during the day and event parking at night
- creating new structured and on street public parking spaces to accommodate the new population and uses while maintaining the 10,000 public parking spaces required for events
- creating more convenient and accessible parking for daily use, particularly to serve the Showground, Central and Stadia Precincts
- managing and redistributing existing public car parking supply to more effectively meet new land use requirements
- effectively using variable message signs to manage access routes to car parking during events
- using enhancements in technology to improve methods of payment, enforcement and turnover of parking
- designing and locating car park entries off main streets to minimise visual impact and improve street capacity
- improving pedestrian access to carparks and pedestrian amenity in carparks
- integrate new structured Coach and VIP parking into redevelopment of the Coach Parking Site.

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Figure 3.10 Parking Plan



Key

- | | |
|--|---|
|  On Grade Off Street Car Parking |  Proposed Short Term Coach Parking |
|  Structured Car Parking |  On Street Bus Terminals (Event Mode Only) |
|  Structured underground Coach Parking (Minimum 100) |  Proposed Coach Parking |
|  On Street Parking | |
|  Public Carpark Number | |

3.0 Planning Principles

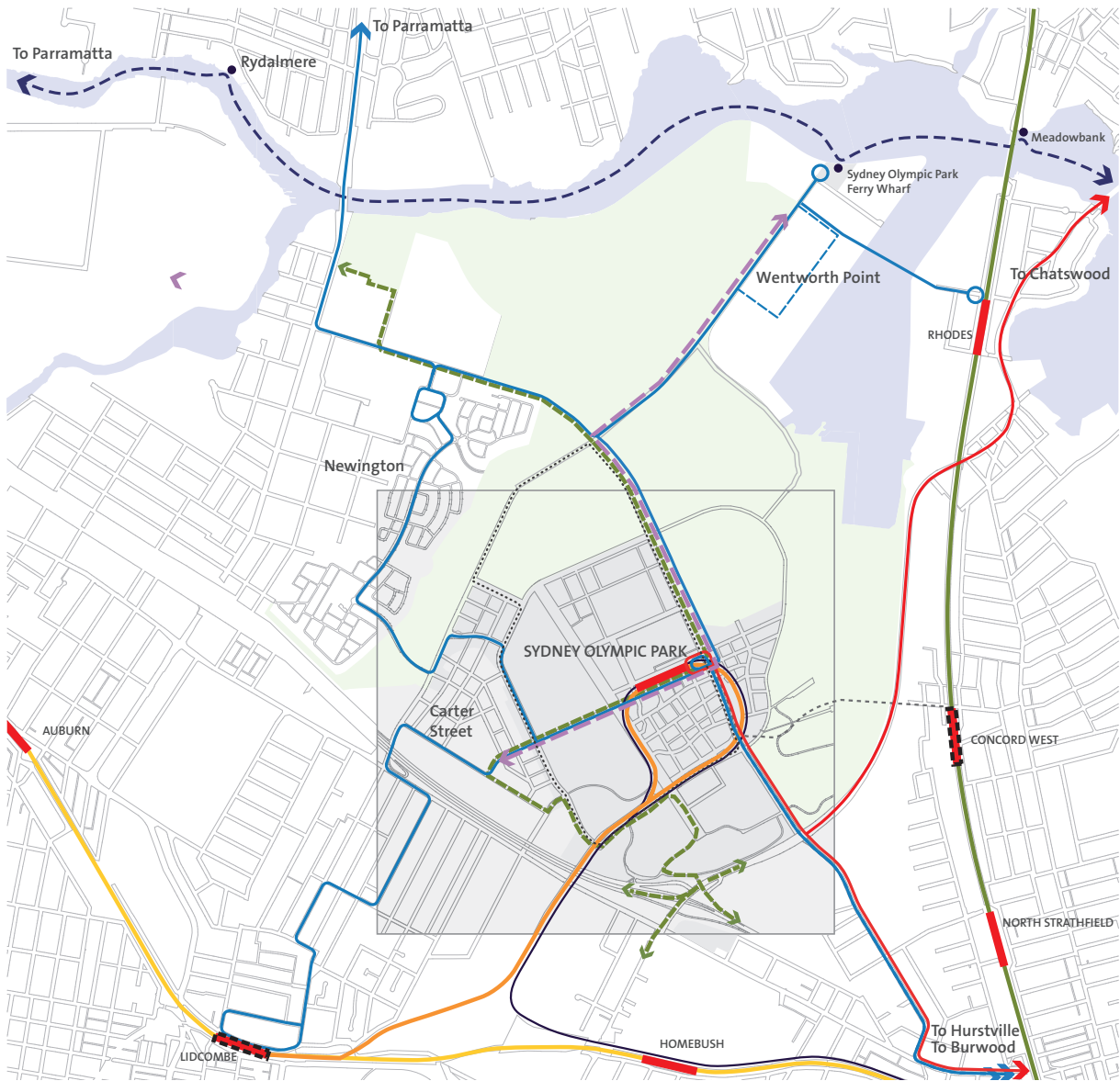
3.7.3 Public Transport

Public transport access can be improved by:

- encouraging more frequent bus, rail and ferry services
- establishing the Light Rail Corridor between Parramatta and the Carter Street Precinct via Wentworth Point and Sydney Olympic Park will enhance connections to and from the precinct
- designing street upgrades to ensure adequate width for future transit opportunities
- establishing bus service corridors on the key axes of Dawn Fraser Avenue and Australia Avenue
- providing bus priority on routes into Sydney Olympic Park
- improving regional and metropolitan bus connections through cross-regional bus services
- developing a local bus network that connects the adjacent areas of Wentworth Point and Carter Street Precinct to Sydney Olympic Park
- investigating driverless shuttle services in Sydney Olympic Park and surrounding precincts, similar to the current Smart Shuttle trials underway within Sydney Olympic Park
- establishing a shuttle bus service to improve access between the Town Centre and the major activity centres and car parks
- continuing to operate high quality event rail and regional bus services that maintain existing public transport mode shares
- continuing to provide integrated event ticketing and the requirement of pre-booked parking for large events to support public transport use
- continuing the event parking restriction scheme in adjacent suburbs during large events
- improving transport information and marketing programs
- maintaining potential for a future Sydney Metro West link between Western Sydney and Sydney CBD to stop at Sydney Olympic Park
- improving Lidcombe Station to facilitate intermodal transfers to the Olympic Sprint Line (T7)
- improving Concord West Station to facilitate pedestrian access from Sydney Olympic Park
- promoting the use of event bus infrastructure for timetabled bus services
- providing a street network that facilitates walking and cycling to public transport stops.

3.0 Planning Principles

Figure 3.11 Public Transport Plan



Key

- | | | |
|---------------------------|----------------------------------|--|
| Local Bus | Ferry Route/Ferry Wharf | Northern Line/Newcastle/Central Coast Line |
| Suburban Bus | Walking Route to Concord West | Stations to be upgraded |
| Utilise Event Bus routes | Olympic Sprint-Lidcombe Shuttle | Direct Event Rail Services |
| Potential SOP shuttle Bus | Western Line/Blue Mountains Line | Future Light Rail indicative route |
| Future Local Bus | | |

3.0 Planning Principles

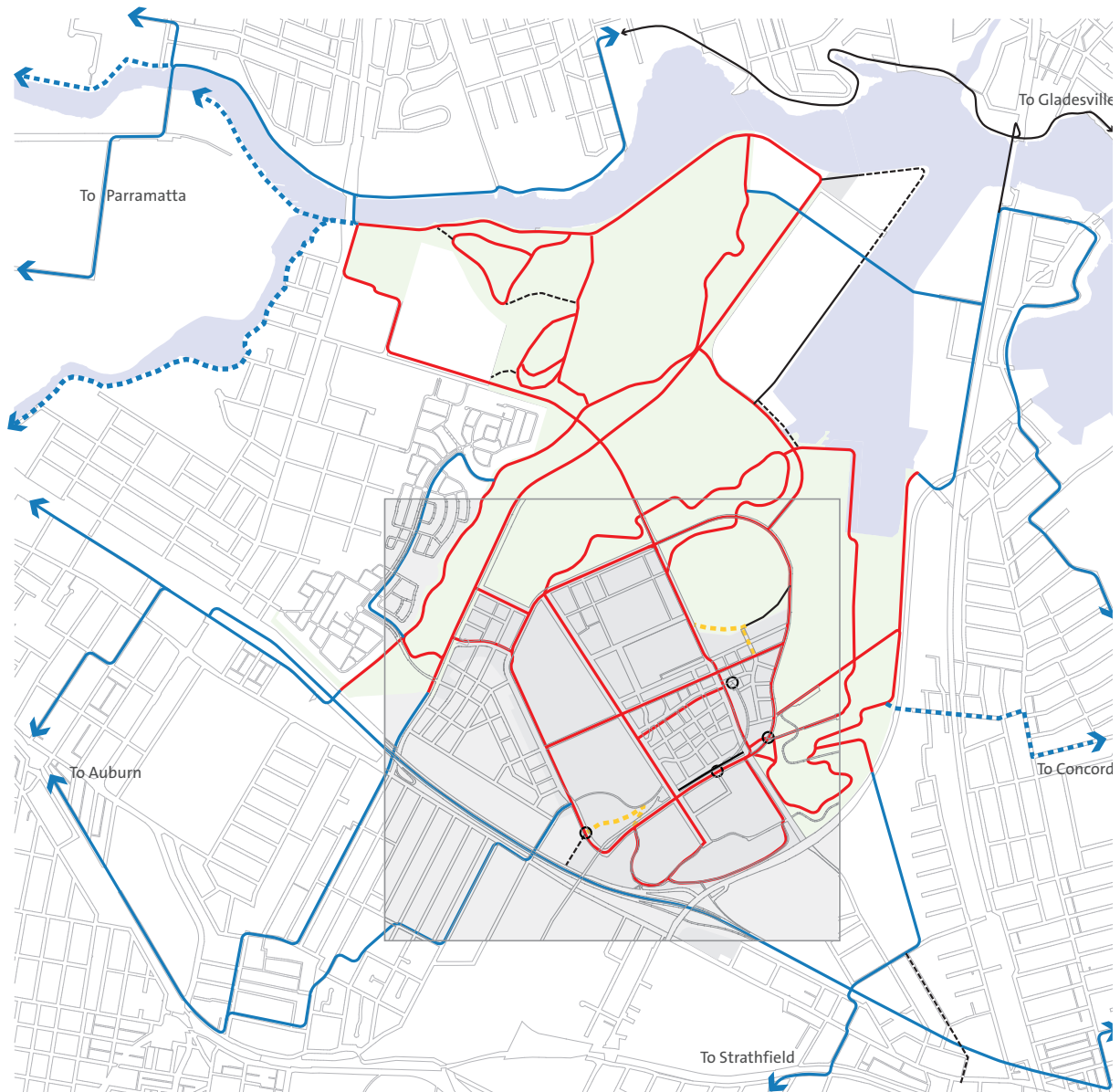
3.7.4 Pedestrian and Bicycle

Pedestrian and bicycle access may be improved by:








- targeting a specific bicycle/pedestrian mode share split of eight per cent.
- adopting best practice cycling guidelines
- designing pleasant, safe and connected local streets to encourage walking and cycling, including intersections that facilitate pedestrian use
- providing an enhanced bicycle network, including new routes; improved connections to existing routes; and better end of trip facilities for cyclists, including commuter bicycle parking
- requiring new commercial and residential developments to offer secure bicycle storage and change/shower facilities
- providing well signposted and safe through site connections to the regional cycleway network
- continuing to prioritise pedestrians in public spaces during large events
- providing a safe and connected shared pathway network in the parklands for health and fitness, and recreational needs
- completing missing linkages in the wider peninsula bicycle and walking network
- ensuring key places are linked by direct bicycle and walking paths
- providing state-of-the-art bicycle parking facilities at key interchanges such as Olympic Park Railway Station
- use level changes to create grade separated connections/crossings over busy streets and railway corridors.

3.0 Planning Principles

Figure 3.12 Pedestrian and Bicycle Routes



Key

- | | |
|---|---|
|  Cycleways and On Road Cycle Lanes within Olympic Park |  Future Metropolitan Cycleway |
|  Metropolitan Cycleway |  Future Shared Pedestrian/Cycleway |
|  Shared Pedestrian/Cycleway |  Future Local Cycleway |
|  Grade Separated Crossings | |

3.0 Planning Principles

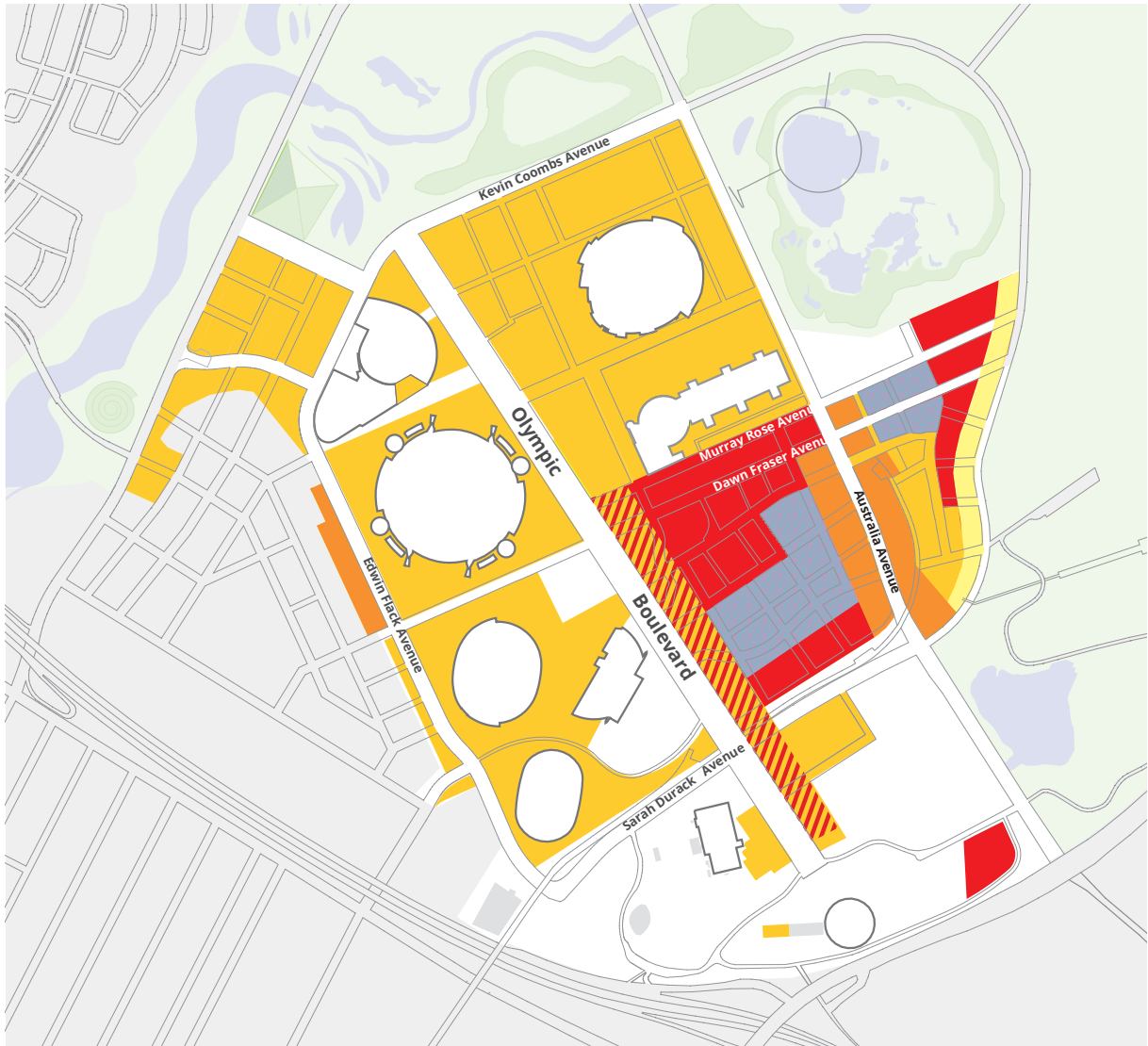
3.8 Building Form and Height

New buildings will contribute to a mixed use, compact, and well defined Town Centre and reinforce Sydney Olympic Park's strong legacy of design excellence. This legacy can be maintained and improved by:








- designing buildings to provide for active retail, commercial or residential frontages along streets
- scaling buildings to street widths and open spaces
- designing buildings to reinforce and complement streets and public spaces
- protecting and enhancing the amenity of open spaces and key views into and from the site
- ensuring that new buildings have minimal or no impact on adjacent parklands, especially those with natural habitats
- retaining existing venues and facilities and allowing complementary infill development around these where possible
- ensuring that building envelopes enable the highest standards of sustainable design
- managing height transitions and building setbacks to minimise wind turbulence
- locating the towers and tallest buildings along Olympic Boulevard, Australia Avenue and Edwin Flack Avenue
- using larger commercial buildings to buffer quieter residential areas from events, noise and traffic
- consolidating large commercial buildings in the Central Precinct to create a retail and commercial hub close to Olympic Park Station
- consolidating a smaller secondary commercial hub into an identifiable precinct around the intersection of Dawn Fraser Avenue, Murray Rose Avenue and Australia Avenue within Parkview Precinct
- ensuring building separation to allow privacy and solar access for residential development
- grouping lower scaled residential buildings together in neighbourhoods close to the station and parklands to create communities and a finer grain urban form
- locating buildings in the Central Sports Precinct to complement existing venues and landscape features, define the public domain and promote a campus-style environment
- developing a variety of residential dwelling types to encourage a diverse and sustainable community
- locating carparking fully underground on all site (except for sites located on the Authority's contaminated (remediated) lands), including sloping sites
- limiting floor plate size for all towers over 15 storeys to maintain a skyline of slender buildings.

3.0 Planning Principles

Figure 3.13 Illustrative Building Heights



Key

-  Iconic Structures
-  6 Storey – Park Edge Buildings
-  6 (+/- 4) Storey – Buildings
-  5-8 Storey – Wall Buildings
-  4-8 Storey – Wall Buildings with Integrated Towers (ranging 10-20 Storeys)
-  5-8 Storey - Wall Buildings with Integrated Towers (ranging from 30-32 Storeys)
-  8 Storey – Wall Buildings with Integrated Towers (ranging 30-45 Storeys)

3.0 Planning Principles

3.9 Major Event Capability

Sydney Olympic Park is the premier major events precinct in NSW, hosting major cultural, entertainment, recreation and sporting events. Sydney Olympic Park's established major event capability is the result of a special combination of unique physical, spatial, technological and organisational characteristics that allow it to host an unparalleled diversity of major event performances, competitions and displays.

Sydney Olympic Park has an established hosting and operational capacity to support major events across a range of venues, for several concurrent events, in single or multi-venue formats. The site's large venues attract extensive patron crowds, so that major public transport operations are required, safety and security are paramount, and large public domain spaces are desirable.

3.9.1 Major Event Hosting Capacity

The major event hosting capacity of Sydney Olympic Park will be maintained and protected to ensure the precinct will continue to be capable of successfully hosting major international, national and regional events while functioning as Australia's premier major events destination.

Master Plan 2030 (2018 Review) aims to protect the major event hosting capacity by identifying key considerations which must be taken into account during implementation of the Master Plan. The key major event hosting capacity considerations are:

- upgrading major event infrastructure, venue spaces and operational features of the site that make it suitable and attractive to promoters of major events
- acknowledging the logistical requirements of major event venues for expansive, controlled and prolonged use of public roads and public spaces; these are needed for event setup and staging, crowd management, implementation of safety plans, and commercial operations
- maintaining a public domain with enough spaces, corridors and facilities to accommodate 'at once' event crowds up to 250,000 people, depending on the nature of the event
- facilitating the continued existence and expansion of the range of different venue types and enough proximate space for them to expand or reconfigure as required with a combined patron seating capacity of 150,000 patrons, depending on configuration and overlay
- retaining a suitable combination of venue types, venue locations, venue support facilities, public spaces, and operational flexibility for the precinct's capacity to accommodate up to 400,000 people on site 'at once', including the resident and day worker population of the Town Centre.

3.0 Planning Principles

3.9.2 Major Event Operations Capacity

The event operations capacity of Sydney Olympic Park will be maintained and protected to ensure the precinct will continue to be capable of facilitating the staging of major events in all venues and in the public domain as and when required.

Master Plan 2030 (2018 Review) aims to protect the major event operations capacity through the incorporation of key related issues into its design, and the expectation that they will also be taken into account during implementation. The key major event operations capacity issues are:

- acknowledging that development related traffic generation and associated traffic activity is a limiting factor for Sydney Olympic Park, affecting the capacities of the local road networks and connections to the regional network during major event periods
- understanding the constraints and dynamics of public car parking capacity compared to private car parking provision, and the related implications of car parking volume and user profile on major event traffic and transport operations
- recognising the need for restrictions, closures or imposition of controlled areas for pedestrians and traffic when public domain places and spaces, and roads or road like places are occupied for major event purposes
- acknowledging the scale and complexity of precinct operations associated with mass movement of event patrons by public transport, and the associated need to provide dedicated transport services and routes during major event periods
- understanding that some facilities, infrastructure, services and technology within the public domain are critical in maintaining the capability of the precinct for major event purposes
- recognising the extensive crowd safety, event overlay, and emergency management requirements of the public domain for major events
- understanding that high levels of site flexibility are required on a time-critical basis for many major event operational functions and interventions, and the variability of operation tactics for different major event types on different event days.

3.9.3 Major Event Impact Assessment Guidelines

Sydney Olympic Park Authority has prepared guidelines for use by it, the consent authority and/or developers to determine whether a particular development proposal is compatible with Sydney Olympic Park's requirement to successfully host major events and to properly function as a premier major events precinct.

3.0 Planning Principles

3.10 New Facilities and Local Infrastructure

In addition to a range of existing infrastructure, new infrastructure will be required to meet the needs of new residents, workers, students and visitors under *Master Plan 2030 (2018 Review)*. *Sydney Olympic Park Authority Local Infrastructure Contribution Framework (2018 Review)* (ICF 2030) provides an outline of the scope, cost and timing of this required infrastructure.

The Community Facilities Strategy examines and identifies future community needs for community facilities and open space. The Strategy includes recommendations for community infrastructure within the Town Centre development area and across Sydney Olympic Park to meet future needs. The Strategy will be used to identify priority projects as development occurs.

The Framework requires that:

- the Local Infrastructure Contributions Framework (ICF) will provide funding for open space upgrades, new parks and community facilities.
- public facilities and services be provided as part of, or in conjunction with, new development where appropriate, and
- local infrastructure be implemented in a timely manner to meet population needs.

The categories of proposed new infrastructure are summarised in *Table 3.1 New Facilities and Infrastructure* and in *Figure 3.14 Proposed New Infrastructure*.

In addition, satisfactory arrangement provisions are included in SEPP (State Significant Precincts) 2005 to ensure that development is not carried out prematurely before capital commitments for necessary supporting infrastructure are secured.

Table 3.1 New Facilities and Infrastructure

Category	Sub Category
Roads and Road-like places	Existing Street Upgrades New Streets
Parks, Recreation and Public Domain	New Open Space – Town Centre Existing Open Space Upgrades – Town Centre Existing Open Space Upgrades – Parklands New Sports Courts Public access to minimum one (1) outdoor playing field and one (1) indoor sports court
Community Facilities	Library/Multi-Purpose Community Centres in accordance with the recommendations of the Community Facilities Strategy
Public Transport	Local Shuttle Railway Station Upgrade
Traffic Management	Local Roads and Intersections Upgrade
Environmental Infrastructure	Recycled Water Infrastructure

Regional infrastructure, including Parramatta Light Rail will be partially funded through the *Greater Parramatta Special Infrastructure Contribution*.

3.0 Planning Principles

3.14 Proposed New Infrastructure



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

3.0 Planning Principles

3.11 Neighbourhood and Community

In addition to the facilities required to support a community of more than 24,000 residents, the Master Plan supports interaction within the community through:

- provisions that improve the public/private interface, such as:
 - active frontages along streets, i.e. shops and buildings and lobbies
 - clearly defined building address and building entries
 - maximising entry points directly accessible off public streets
 - enabling passive street surveillance from the private domain.
- provisions that encourage community life, in particular:
 - a well designed, safe, and accessible public domain
 - a permeable and interconnected pedestrian networks
 - good access to community facilities.

3.12 Implementation

Master Plan 2030 (2018 Review) supports financially viable redevelopment through density, infrastructure improvement and land use opportunities. The Master Plan will generally be implemented in distinctive phases by facilitating development along the main axes initially, then progressively developing the remaining precincts.

Three phases are planned:

- short term – development is focused in the Central and Parkview Precincts
- medium term – development is focused in the Stadia Precinct and continues in Central and Parkview
- long term – development will infill the Central, Parkview and Haslams Precincts, as well as completing Central Sports Precinct.

While each precinct will be developed ideally as a single phase, there may be several stages within each phase. The aim will be to:

- ensure development proceeds to allow each phase to be complete and operable in itself
- ensure the construction of streets and public spaces associated with adjoining development are coordinated to enable the public domain to be built simultaneously
- ensure that construction of new infrastructure, streets and open spaces are programmed to coincide with each development phase and completed prior to the commencement of subsequent phases.

3.0 Planning Principles

Figure 3.15 Indicative Implementation of Phased Development



Key

- Existing Development
- Short Term Development
- Medium Term Development
- Long Term Development

