



Explanation of Intended Effects

Sydney Olympic Park Master Plan 2030 (Interim Metro Review)

October 2021



Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: Explanation of Intended Effects

Department reference number: DOC21/871535

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Acknowledgment of Country

The Department of Planning, Industry and Environment acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

The Department acknowledges the Aboriginal peoples of Wann Country as the Traditional and Contemporary Custodians of the land, water and air of the place now known as Sydney Olympic Park. The Authority pays deep respect to Elders past, present and emerging and extends that respect to other Aboriginal and Torres Strait Islander peoples.

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1.0 Introduction

The following information is provided as an Explanation of the Intended Effect under *Section 3.30 of the Environmental Planning and Assessment Act 1979* (the Act) for a proposed amendment to the *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) for Sydney Olympic Park.

The proposed SSP SEPP amendment is required to implement proposed updates to the Sydney Olympic Park Master Plan 2030 (Interim Metro Review) (to be concurrently exhibited) to facilitate the delivery of Sydney Metro West to Sydney Olympic Park town centre. The changes are intended to deliver a new station precinct for Sydney Olympic Park.

1.1 Proposed Master Plan 2030 (Interim Metro Review)

Sydney Olympic Park is identified as a State Significant Precinct in accordance with *State Environmental Planning Policy (State Significant Precincts) 2005*. Pursuant to this SEPP, the consent authority may only grant consent to development at Sydney Olympic Park that is consistent with the current Master Plan.

Following the commitment by the NSW Government to the delivery of Sydney Metro West within Sydney Olympic Park, Sydney Olympic Park Authority (SOPA) is pursuing an amendment to the Master Plan to accommodate the Metro station within Central Precinct (**Figure 1**).

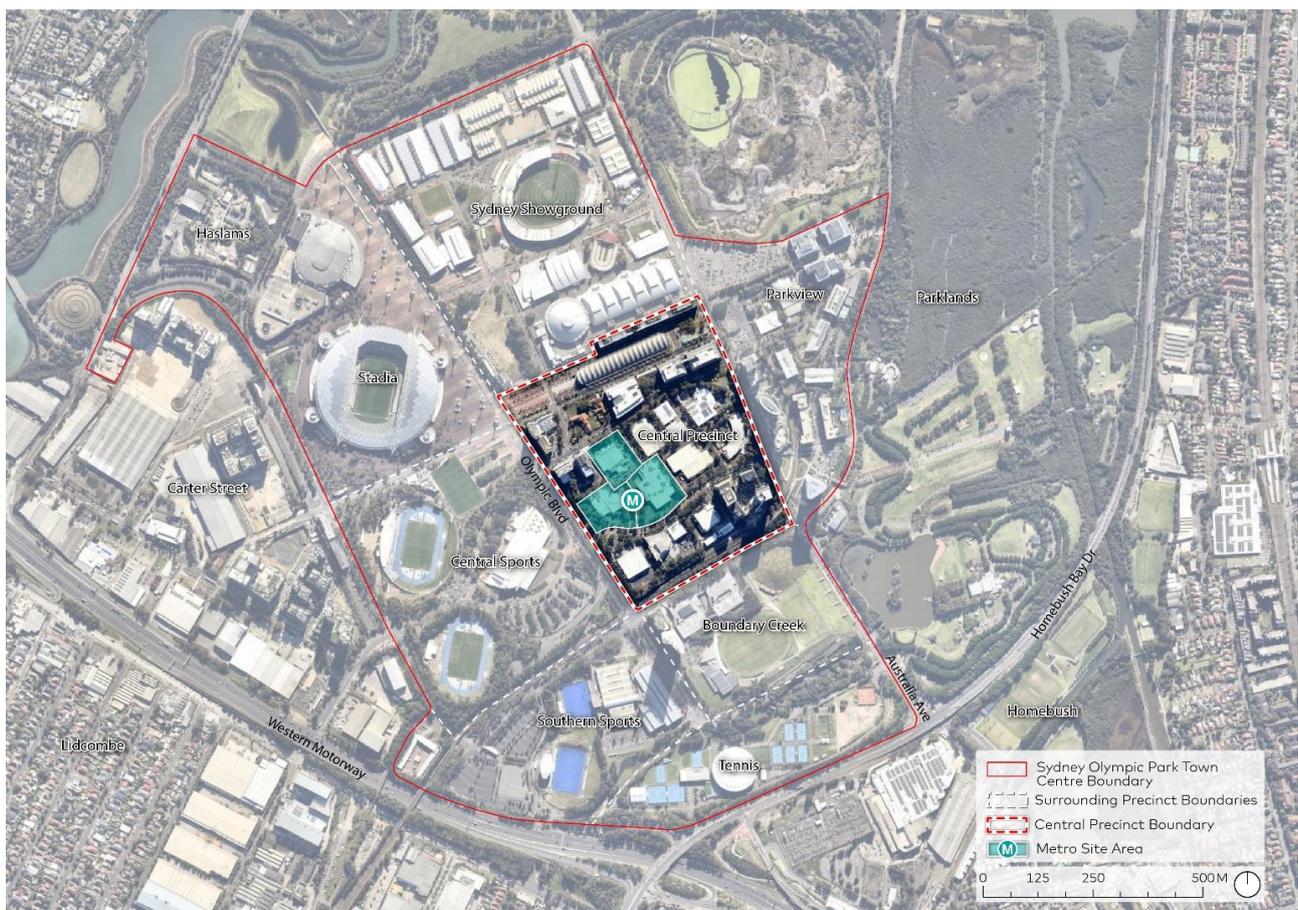


Figure 1: Sydney Olympic Park Town Centre: Central Precinct

The Sydney Olympic Park Master Plan 2030 (Interim Metro Review) proposes the following amendments to the built form and street network within the Central Precinct:

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

Sydney Olympic Park Authority has prepared the draft Sydney Olympic Park Master Plan 2030 (Interim Metro Review) in accordance with the Study Requirements (as amended) prepared by the Department of Industry and Environment dated April 2021 and engaged with relevant stakeholders.

1.2 Proposed Amendments to the State Environmental Planning Policy (State Significant Precincts) 2005

It is proposed to amend *State Environmental Planning Policy (State Significant Precincts) 2005* as it applies to Sydney Olympic Park, including related maps. The proposed amendments will apply to the Sydney West Metro sites, located within the block bounded by Herb Elliot Avenue to the north, Australia Avenue to the east, Olympic Boulevard to the west and Figtree Drive to the south; as shown outlined at **Figure 2**.

The sites can be described as three blocks:

- Site 40 – accessed from Herb Elliot Avenue
- Site 47 – accessed from Figtree Drive
- Site 48 – accessed from Figtree Drive

The proposal also includes modifications to Site 41, which falls outside of the Metro site, however requires consequential change as a result of the proposal. Site 41 is identified in **Figure 2**.



Figure 2: Sydney Olympic Park: Central Precinct Metro West sites

The Sydney Olympic Park Master Plan 2030 (Interim Metro Review) Planning Report has been prepared to inform the proposed amendment to SSP SEPP. The proposed amendments will make changes to the maximum height of buildings and maximum floor space ratio that apply to the Metro sites.

1.3 General Objectives and Intended Outcomes

The primary objective of proposed amendment to the SSP SEPP is to facilitate the delivery of a Sydney Metro West station in the Sydney Olympic Park town centre which is highly integrated with the surrounding public domain. The proposed amendments will allow for the reconfiguration of the Metro site through site-specific changes to maximum heights of buildings, maximum floor space ratios and amendments to the road network. This will enable the delivery of a range of multi-use public spaces, an active and walkable precinct, and buildings of high amenity.

The intended outcome of the proposed amendment to the SSP SEPP is to give effect to the draft Master Plan 2030 (Interim Metro Review) and embed improved urban design and place outcomes for the Metro site within the Master Plan into the statutory framework to deliver additional jobs and housing choices in a highly accessible location.

2.0 Explanation of Provisions

2.1 Amendments to Height of Building Map

The existing SSP SEPP Height of Buildings Map (SEPP_SSP_SOP_HOB_001_20170919) is shown in **Figure 3**. It is proposed to make amendments to the site extents shown in the map to better align the height controls with the Metro site design and amend the maximum building heights that apply to the Metro sites.

The proposed amendments to the Height of Buildings Map are shown in **Figure 4** as follows:

- Site 40 – Decrease the maximum building height to 16m (currently 33m) to provide for the station box;
- Site 47 – Increase the maximum building height to 149m (currently 74m), reduce extent of height control in the north of the site;
- Site 48 – No change to maximum building height (149m), reduce extent of height control in the north of the site; and
- Site 41 (non-Metro site) – No change to maximum building height (33m), increase the extent of the maximum building height control to the west of the site.

The proposed variation to the height control seeks to provide a diverse and distinctive skyline for the Central Precinct and reinforce the Metro station location and the associated activity and amenity of the site. The proposed change to the extent of the height control for Site 48 is to facilitate the plaza, an open space area to the north of the site. This plaza space will have a dual purpose as a key civic space within the emerging town centre and an important marshalling space during major event egress. The 40m wide plaza space was identified as a key built form requirement within the proposed Master Plan 2030 (Interim Metro Review) to allow for a major event egress.

An Urban Design Study with specific consideration of the future built form vision for the Metro sites has been undertaken. The Study details further urban design testing of built form concepts for the Metro sites to determine an appropriate built form outcome for the sites. The Urban Design Study notes that taller buildings should be located on the southern edge of the plaza space to maximise the views and amenity from and allow natural light into the public domain. In addition, the allocation of height across Central Precinct will also create a distinctive skyline identity for Sydney Olympic Park.

The amendment also seeks to alter the extent of the height control for Site 41 (which corresponds with the legal boundary of Lot 50 in DP747909) to achieve an improved urban form comprising a continuation of the urban street edge from Herb Elliot Avenue to Central Linear Park. The change to Site 41 is also due to the change in space allocation to the adjacent park. No change is proposed to the maximum building height for Site 41.

The proposed amendments to the SSP SEPP height control will exclude plant and lift overruns, communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like as defined in clause 2, Part 1, Appendix 11 of *State Environmental Planning Policy (State Significant Precincts) 2005* for building height (or height of building).

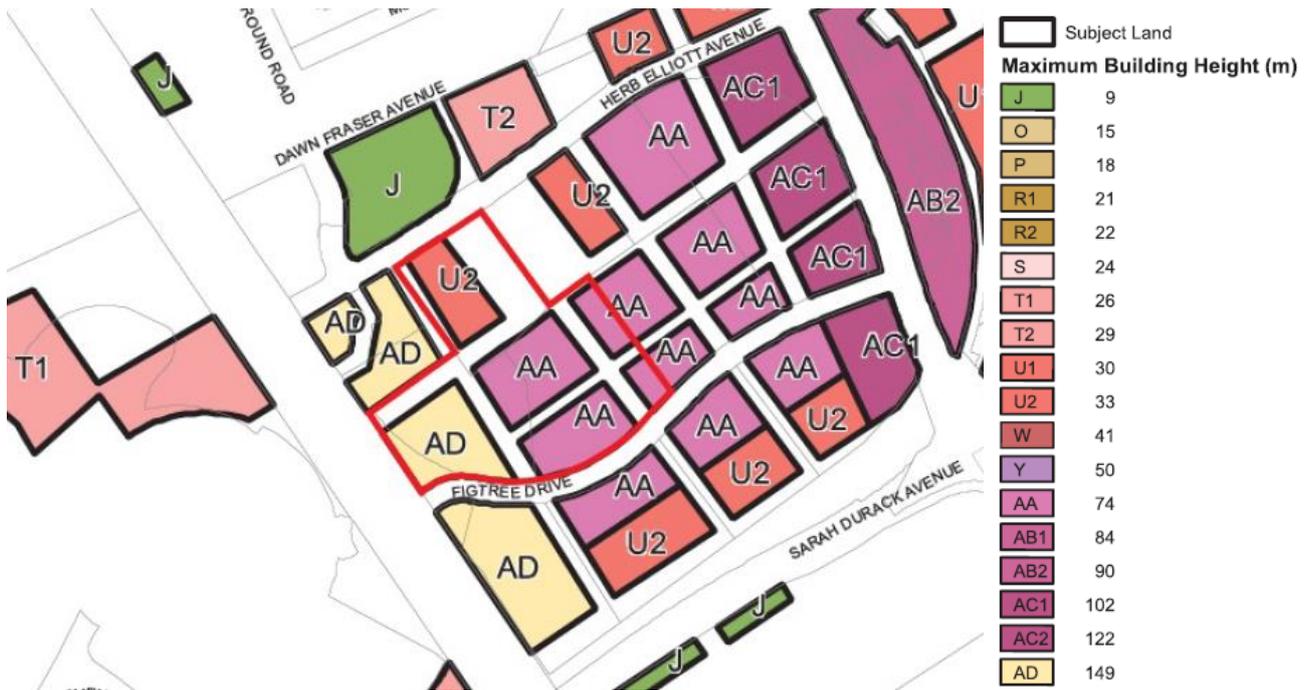


Figure 3: Existing SSP SEPP Height of Buildings Map (SEPP_SSP_SOP_HOB_001_20170919)

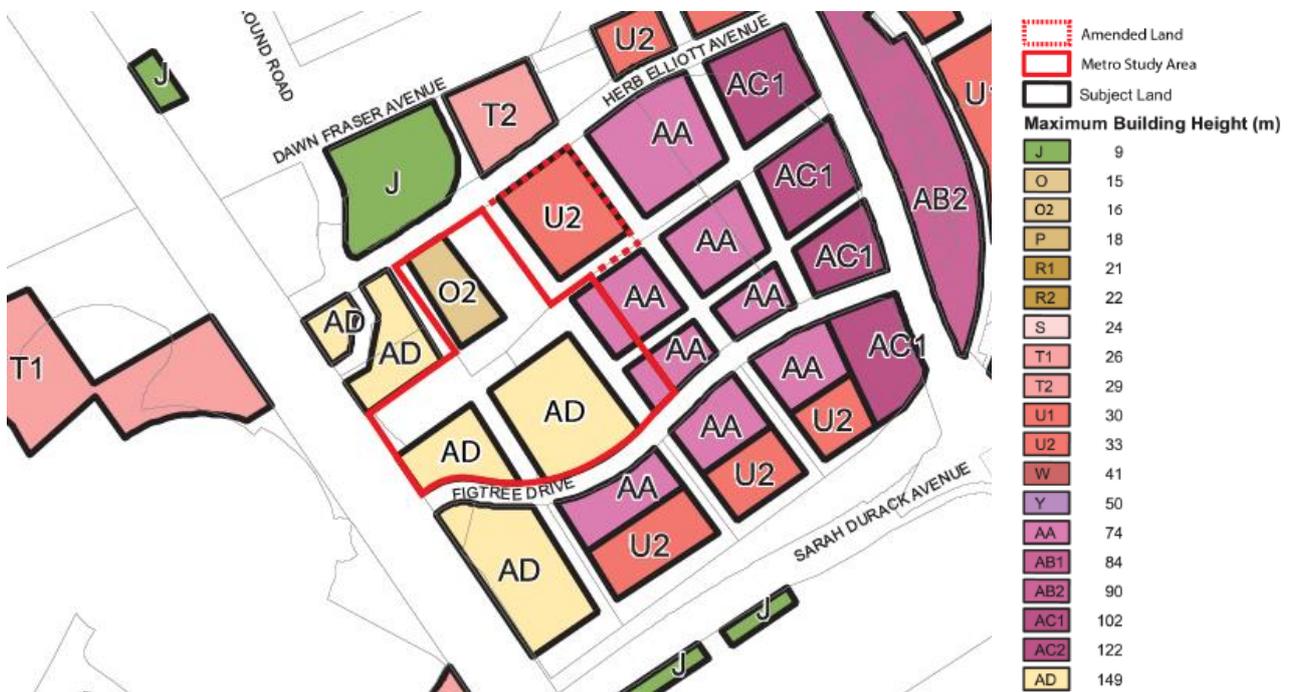


Figure 4: Proposed SSP SEPP Height of Buildings Map

2.2 Amendments to Floor Space Ratio Map

The existing SSP SEPP Floor Space Ratio Map (SEPP_SSP_SOP_FSR_001_20170607) is shown in **Figure 5**. It is proposed to amend the floor space ratios that apply to the Metro sites.

The proposed amendments to the Floor Space Ratio Map are shown in **Figure 6** as follows:

- Site 40 – Decrease the FSR to 0.3:1 (currently 3.6:1) to provide for the station box;
- Site 47 – Increase the FSR to part 7:1 and part 5.1:1 (currently 3.6:1); and
- Site 48 – Increase the FSR to 6.6:1 (currently 3.6:1).

The proposed amendments to the floor space ratio map are to accommodate the proposed changes to the maximum building heights on the Metro sites to facilitate development of the Metro station and retain the development capacity of the sites to provide additional jobs and housing choices. The amendments to the Floor Space Ratio (FSR) controls seek to complement the proposed building heights as tested in the Urban Design Study to determine an appropriate built form outcome for the sites.

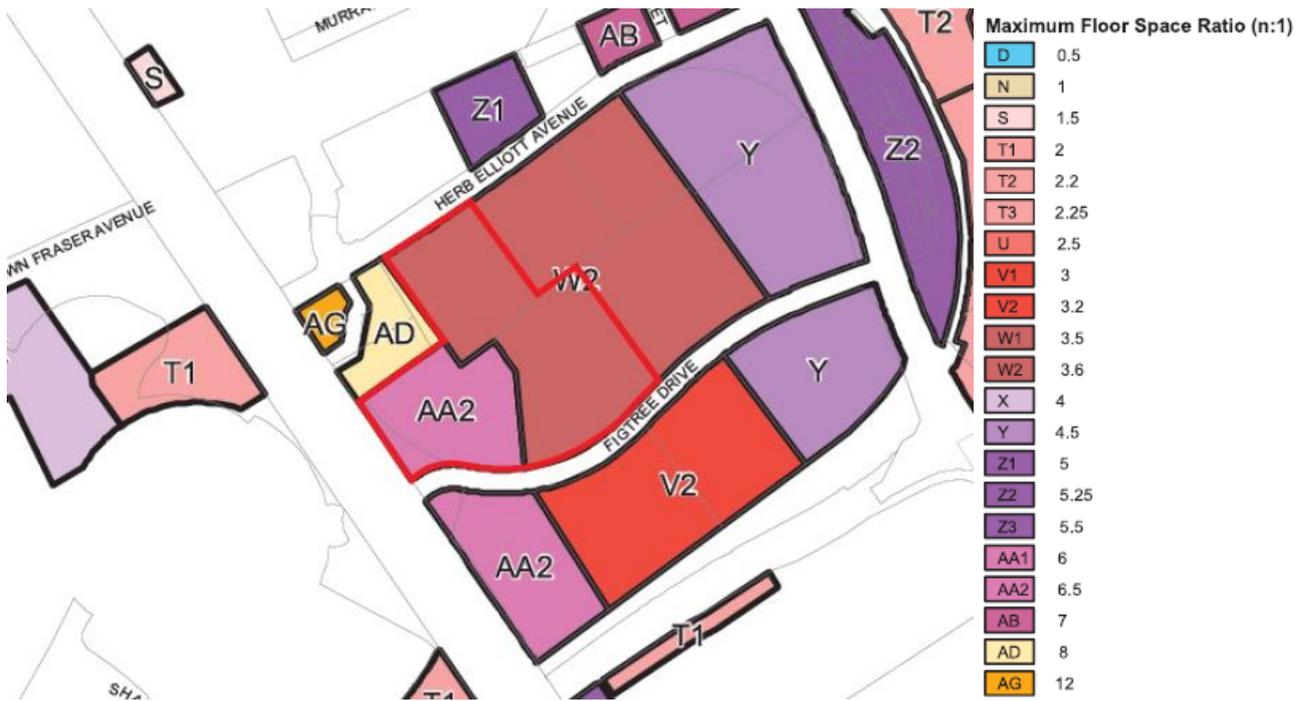


Figure 5: Existing SSP SEPP Floor Space Ratio Map (SEPP_SSP_SOP_FSR_001_20170607)

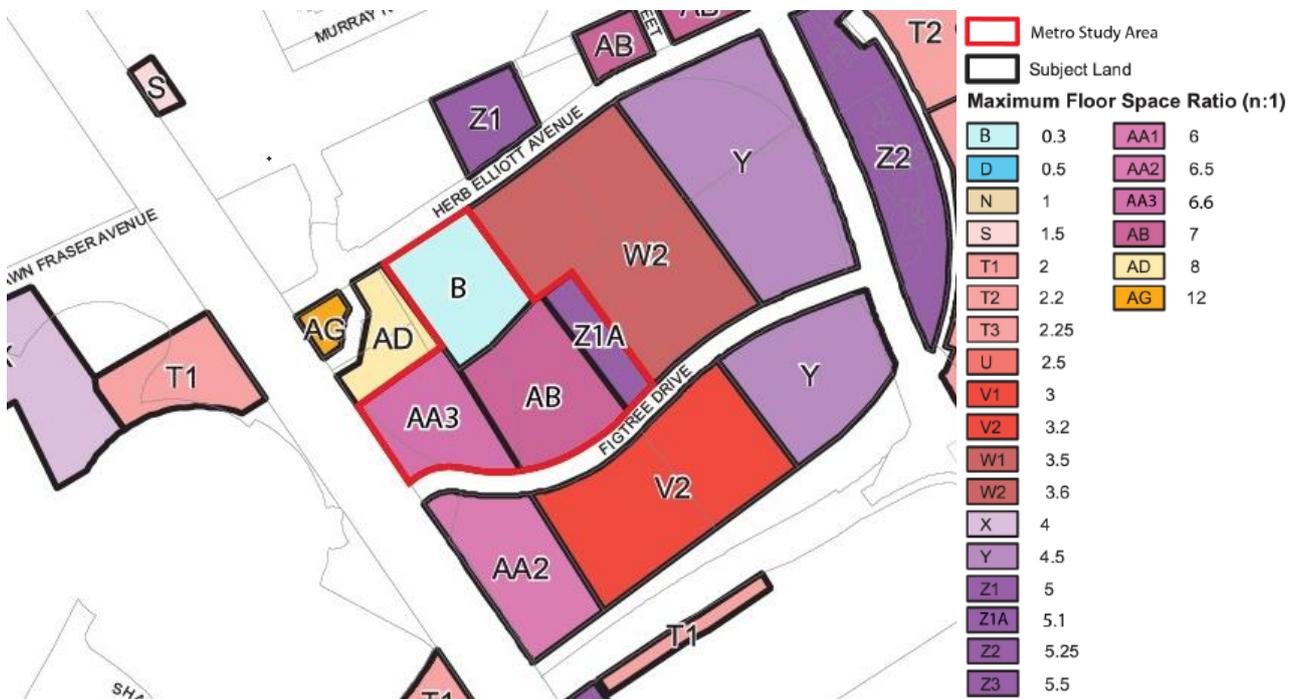


Figure 6: Proposed SSP SEPP Floor Space Ratio Map