5.3 Landform and Natural Features

Figure 22 provides a graphical representation of the topography in and around the Precinct. This land is generally flat rising to the east with the high points on Dawn Fraser Avenue and Birnie Avenue. The low point within the Precinct is in the approximate middle of Carter Street.

There is a significant level change between the northern Precinct boundary and Sydney Olympic Park, with large retaining walls managing the level differences between land fronting Edwin Flack Avenue and the northern sections of the Precinct.

The site sections (Figures 23 to 26) on the following pages highlight the topography and relative levels across the Precinct.
5.4 Existing Character Areas

The Precinct can be divided into six broad character areas, as detailed in Figure 27.

- **Employment Area**
  Located to the south of Carter Street, this area consists of employment uses such as warehousing and distribution, and is comprised of low scale buildings with large areas of surface car parking.

- **Core Renewal Area**
  The land north of Carter Street is currently undergoing significant change from low density employment uses to residential and mixed use development following the 2015 rezoning of Precinct.

- **Interface Area**
  Located between the Precinct and Sydney Olympic Park, the interface zone generally relates to the service requirements for Sydney Olympic Park. There are also significant level changes across the boundary, and there are no planned changes in this area by SOPA.

- **Creek Corridor Interface**
  Facing north over Haslams Creek, the creek corridor interface is defined by views over the water and north along the riparian corridor.

- **Precinct Gateways**
  Located in the east and west, these roads provide a transition between the urban character of Lidcombe and the parkland character of Sydney Olympic Park.

- **Activity Gateway**
  An extension of Dawn Fraser Avenue, consisting of existing retail clustered at the intersection of the Precinct and Sydney Olympic Park.
Narrow footpath and lack of street trees along Carter Street.

View to the south from Sydney Olympic Park across a site currently under construction for a mixed-use development.

View to the west across a site from Uhrig Road currently under construction for a mixed-use development.

Wide intersections to Carter Street for the numerous heavy vehicle movements undertaken during the day.

The existing electrical sub-station in the south east of the Precinct.

Coach parking running along the north edge of the Precinct on the Haslams Sydney Olympic Park Precinct.

A typical street within Sydney Olympic Park, with native trees and wide landscape verges.

Activity Gateway, Existing Built Form and Streetscape Character

Core Renewal Area, Existing Built Form and Streetscape Character

Interface Area Existing Built Form and Streetscape Character

Creek Corridor Interface, Existing Built Form and Streetscape Character

Precinct Gateways, Existing Built Form and Streetscape Character

View to the south from Sydney Olympic Park across a site currently under construction for a mixed-use development.

The entrance to car park P1 off Old Hill Link to the north of the Precinct.

The entrance to a pedestrian underpass that connects to car park P1 under Old Hill Link.

Coach parking running along the north edge of the Precinct on the Haslams Sydney Olympic Park Precinct.

A canalised section of Haslams Creek, where gas and liquid fuel pipelines cross the waterway.

A typical street within Sydney Olympic Park, with native trees and wide landscape verges.

A view to the far western edge of the Precinct across the canalised section of Haslams Creek.

The Haslams Creek Marker, a prominent feature that marks the approach to the Precinct from Newington.

View north at the dog-leg of Uhrig Road, showing the transition from the flat to steeper section of the street.

View looking north along Uhrig Road towards Sydney Olympic Park. The Olympic Stadium is visible on the left.
5.5 Sydney Olympic Park Interface

Land within Sydney Olympic Park forms the entire northern boundary with the Precinct, with event and destination venues and their ancillary support areas accounting for the majority of this interface.

The major focus for redevelopment and change provided for by the Sydney Olympic Park Master Plan 2030 is around Olympic Park Railway Station and the town centre to the north of the Precinct, with the areas directly adjoining the Precinct.

The nature of the current land uses adjoining the Precinct, coupled with a significant level changes of up to eight metres means that integration of pedestrian and vehicular routes across the shared boundary must be carefully considered and developed in coordination with the SOPA to ensure pedestrian safety, operational requirements and future land use opportunities are not compromised.

Figure 28 highlights the various interfaces along the boundary between the Precinct and Sydney Olympic Park.
5.6 Noise Impacts from Major Events at Sydney Olympic Park

A key requirement for the ongoing success of the major venues within Sydney Olympic Park is the ability to host major sporting events and music concerts.

The noise generated by these events, coupled with the noise from major roads such as the M4 Motorway will require development within parts of the Precinct to meet additional acoustic criteria, such as double glazing and acoustic screening of external spaces such as balconies.

The requirements for additional acoustic treatment varies with both horizontal and vertical distance from the major noise sources, such as the Olympic Stadium. Figures 29 and 30 illustrate the noise contours within the Precinct for development above and below 25 metres in height.

These considerations will influence the planning of the northern portion of the Precinct, in particular changes to the height of buildings controls which currently limit significant amounts of residential floor space above the 25 metre level.

Figure 29: Noise below 25 metres, Sydney Olympic Park Master Plan 2030 (Source SOPA)

Figure 30: Noise above 25 metres, Sydney Olympic Park Master Plan 2030 (Source SOPA)
5.7 Land Use Safety

A series of fuel and gas pipelines traverse the Precinct within an underground services easement along private landholdings on the south side of Carter Street.

The easement is up to 40 metres wide and runs parallel to Carter Street for the full width of the Precinct. At the western edge of the Precinct (adjacent to Haslams Creek) these pipelines protrude out of the ground to cross the Haslams Creek.

As part of revising the Master Plan, further work including a Land Use Safety Study (the Study) has been undertaken. This Study assessed the injuries, fatalities and other risks posed by the pipelines to people as defined through residential and other sensitive land uses.

The Study identified two areas (Area 1 and 2) where residential and sensitive land uses (such as childcare centres) are not suitable and are shown in Figure 31.

Area 1 shows the land residential land uses are not suitable.

Area 2 shows where sensitive land uses (such as child care centres, schools and hospitals) are not suitable.

Figure 31: Land use safety zones
5.8 Planning Constraints

Planning constraints that need to be considered in reviewing the existing planning controls include:

1. The pipelines running along Carter Street create an area that is potentially unsuitable for residential and sensitive land uses.
2. The Hill Road widening, including location of signalised intersections.
3. Existing Development Applications have defined the superlot and public domain layout in certain areas within the Precinct.
4. The location of the proposed Parramatta Light Rail stop and terminus is determined by functional alignments and geometry.
5. Level changes in land between the northern boundary of the Precinct and Sydney Olympic Park could potentially impact transition and pedestrian and vehicular movement.
6. The requirement to maintain access for heavy vehicles that service the employment uses based on the south side of Carter Street.
7. The noise and reduced amenity of land adjoining the M4 Motorway.
8. Noise from the Olympic Stadium that has the potential to impact residential amenity.
9. Riparian setbacks from Haslams Creek.

Figure 32: Existing planning constraints
5.9 Planning Opportunities

Key planning opportunities that need to be considered in reviewing the existing planning controls include:

1. Improve public transport accessibility with the new Parramatta Light Rail (Stage 2) stop and terminus and potential bus interchange on Uhrig Road.

2. A village centre with finer grain streets and public spaces that respond to the increased patronage from light rail users.

3. A central east-west pedestrian spine that links the key destinations within the Precinct.

4. Co-location of the proposed new primary school with the central public open space creating a community heart that is well accessible to all residents within the core of the Precinct.

5. Activation of Haslams Creek with a secondary activity centre.

6. Activation of the canal in the west of the Precinct as a public domain feature.

7. Creating opportunities for strong physical and visual connections to Sydney Olympic Park to the north.

8. Potential for additional public open space areas in the west and east of the Precinct on land within the pipeline easement.

9. Connections across Haslams Creek to better integrate the Precinct with Newington.

10. Redefine the built form strategy to locate more of the density in the blocks to the north of Carter Street.

Figure 33: Existing planning opportunities
6.0 The Revised Master Plan

This section presents a draft revised Master Plan. It details the Structure Plan that informs the Indicative draft revised Master Plan and the design and planning of the key public domain, land use, transport and built form elements.
6.1 The Draft Revised Master Plan

The draft revised Master Plan for the Precinct is derived from the Structure Plan presented later in the section. It provides a vision for the public domain, built form and key land use elements within the Precinct.

Figure 34 highlights some of the important 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 proposed stop and terminus for the potential Parramatta Light Rail (Stage 2) within the village centre.
4. A re-located 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 bridges 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.
9. A new local pocket park in the south east of the Precinct with a focus on active recreation for young people (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 34: Draft revised Master Plan
6.2 The Revised Structure Plan

The Structure Plan for the Precinct has been revised. The draft revised Structure Plan illustrates the overarching framework for the growth of the Precinct. While it generally reflects a continuation of the existing planning controls, key changes have been made to the distribution of public open space, the location of the proposed primary school and the street grid. The draft revised Structure Plan also proposes changes to land uses within the sensitive areas identified within the Land Use Safety Study.

The new draft revised Structure Plan is intended as a guide to demonstrate how the vision, urban design objectives and key outcomes for the Precinct may be achieved.

It is recognised that over time there may be minor deviations from the revised Structure Plan, where the vision, principles and key outcomes are still achieved.

The overarching objective of the revised Structure Plan is to:

- Support Sydney Olympic Park in its current role as a strategic centre by providing a mix of housing, retail, employment and services.
- Ensure that development occurs in a coordinated manner consistent with the vision and development principles for the Precinct.
- Ensure the key elements of the Precinct are delivered whilst providing a degree of flexibility in the final layout and design of the Precinct.
- Locate residential uses close to Sydney Olympic Park to optimise access to facilities, outlook and amenity.

(Continued overpage)
- 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.

- Develop a secondary active street along Haslams Creek, providing local small-scale services, retail and opportunities for outdoor dining.

- 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.

- Accommodate the proposed Parramatta Light Rail (Stage 2) into the Precinct.

- Contribute to regional active transport infrastructure consisting of connected and dedicated footpaths, shared paths and access to public transport stations and stops.

- Ensure key regional infrastructure upgrades, such as the future Hill Road widening, are integrated into the Precinct and provide high quality public domain outcomes.

The draft revised Structure Plan is shown in Figure 35.
6.3 Comparative Analysis of Built Form Changes

Figures 36 to 39 on this page provide a comparison between the proposed public domain and potential built form derived from the existing planning controls and the draft revised Master Plan.

Key changes proposed for in the draft revised Master Plan include:

- An increase in size of the central public open space from 2.98 hectares to 3.4 hectares.
- Improved spatial connection between the central public open space and public open space associated with Haslams Creek.
- The relocation of the primary school site from the north of the Precinct to a site east of the central public open space.
- Variation of built form within individual superlots.
- An increase in slender towers, with the majority of towers located in the block directly north of Carter Street.
6.4 Superlot Distribution and Size

The draft revised Master Plan includes a number of amendments to the existing planning controls.

The proposed changes to the superlots from the Current Master Plan are planning controls are due to:

- Changes to street reservations, due to upgrades to Hill Road and modifications to Uhrig Road to accommodate a light rail stop and terminus, as part of proposed Parramatta Light Rail (Stage 2).
- Locations and quantum of public open space, based on an objective to improve amenity, create better regional Green-Grid links.
- The location of the proposed Carter Street Primary School site to create a better relationship to the central public open space.
- Approach to built form, that reduces the general height of development on street interfaces.
- Identification of view corridors that create visual links and connections to surrounding natural features and iconic buildings within Sydney Olympic Park.
- Land use safety considerations along Carter Street and land to the west of Hill Road adjacent to Haslams Creek where the planning risks are greatest and land is not suitable for certain types of development.

The diversity in superlot sizes and dimensions will provide a varied public domain with diverse built form and finer grain pedestrian streets in the areas with the highest levels of pedestrian activity such as around the light rail terminus stop within the village centre on Uhrig Road.

The draft revised Master Plan provides for a series of superlots for development as detailed in Figure 40.

Figure 40: Proposed superlot sizes
6.5 Street Network

The draft revised Master Plan street network has been developed to balance the needs of pedestrians and vehicular traffic, and to integrate with the wider road system. The street hierarchy is detailed in Figure 41.

The streets and road network within the Precinct has been developed to:
- Integrate with the Sydney Olympic Park and Lidcombe, and provide connectivity to Newington and Wentworth Point.
- Incorporate Parramatta Light Rail stop and terminus on Uhrig Road.
- Incorporate the Hill Road upgrade.
- Provide pedestrian crossings at key connectivity nodes.
- Provide a clear street hierarchy incorporating existing, upgraded and new public roads and streets.
- Create a fine grain street road network in the village centre including pedestrian-focussed streets and trafficable public laneways.
- Extend and compliment the quality landscape and public domain character of Sydney Olympic Park into the Precinct, in particular along of Hill Road, Uhrig Road and Birnie Avenue.
- Provide a high quality pedestrian, cycle and vehicular access into the Precinct from the west along a Green Spine road with median planting.
- Provide compatibility with CoP Urban Design Guidelines.
- Create an attractive, safe and comfortable streetscape for pedestrians and cyclists comprised of consistent quality surface treatments, street furniture and tree plantings.
- Limit heavy vehicle traffic in residential areas with a proposed tonnage restriction on the Green Spine.

Appendix A (Public Domain Strategy) of this report details the proposed street typologies and design.

Legend
- The Precinct
- Motorway
- Arterial Road
- Primary Road
- Local Road
- Lane/Shareway
- Green Spine Road
- Proposed tonnage restriction
- Proposed intersection
- Proposed signalised intersection
- Pedestrian bridge

Figure 41: Proposed street network
6.6 Proposed Public Transport Network

The Precinct is currently served by the Olympic Park Railway Station connecting to Lidcombe, a Metro bus service to Parramatta CBD which runs from Parramatta Road to the south of the Precinct. A range of local buses run through the Precinct connecting to Lidcombe, Sydney Olympic Park and Wentworth Point.

A proposed light rail stop and terminus as part of the Parramatta Light Rail (Stage 2) project will provide additional high frequency public transport links to Parramatta, Sydney Olympic Park and Westmead.

The draft revised Master Plan proposes a new street network which will require changes to the local bus routes to extend services into the new village centre and proposed primary school. This will allow for a potential transport interchange between buses and light rail on or close to the light rail stop and terminus on Uhrig Road. Due to the convergence of separate bus services on Uhrig Road there may be a requirement for bus stops to the north and south of the intersection with the Green spine.

A new metro station is proposed at Sydney Olympic park as part of the Sydney Metro West project (subject to business case). The new metro station at Sydney Olympic Park would significantly improve access to the Precinct from both Sydney CBD and Parramatta CBD.

The proposed public transport network is detailed in Figure 42 and will be subject to further development once the business case for the Parramatta Light Rail (Stage 2) has been determined.

Figure 42: Proposed public transport routes and services
6.7 Proposed Pedestrian and Active Transport Network

Ease of pedestrian movement and accessibility are key drivers for the design of the public domain of the draft revised Master Plan.

The draft revised Master Plan includes a network of interconnected pedestrian and cycle paths providing links to major destinations within and outside the Precinct.

Future connections to Sydney Olympic Park to the north could be provided for with a series of integration points on the boundary between the Precinct and Sydney Olympic Park. These are identified for future investigation and consultation with the SOPA.

Figure 43 provides an overview of the proposed pedestrian and active transport network.

Key features of the pedestrian and cycle network include:

- An east west pedestrian spine that links Haslams Creek in the west with the village centre and potential light rail stop and terminus on Uhrig Road in the east of the Precinct.
- A range of dedicated and shared path cycle routes that provide connectivity within the Precinct and links to sub-regional routes and paths.
- A safe crossing point between the proposed primary school and central public open space in the core of the Precinct.
- Pedestrian crossings at major signalised intersections.
6.8 Proposed Parking Access and Servicing

Consideration of vehicle access has informed the draft revised Master Plan, with a servicing strategy developed to minimise direct access to basement parking and service areas from main streets and pedestrian routes.

The servicing strategy for the draft revised Master Plan identifies preferred access to basements and service areas from north south oriented side roads and lanes.

The preferred parking and servicing strategy is illustrated in Figure 44.
6.9 Sydney Green Grid

The redevelopment of the Precinct will contribute to the Sydney Green Grid network with new public open spaces and active transport connectivity.

The draft revised Master Plan provides public open space connections to Sydney Olympic Parklands and Parramatta River to the north.

Figure 45 highlights how the proposed public open space network will integrate with the Sydney Green Grid and regional open space network of parks, environmental areas and waterways.

Figure 45: Proposed public open space (in the context of the regional open space network).