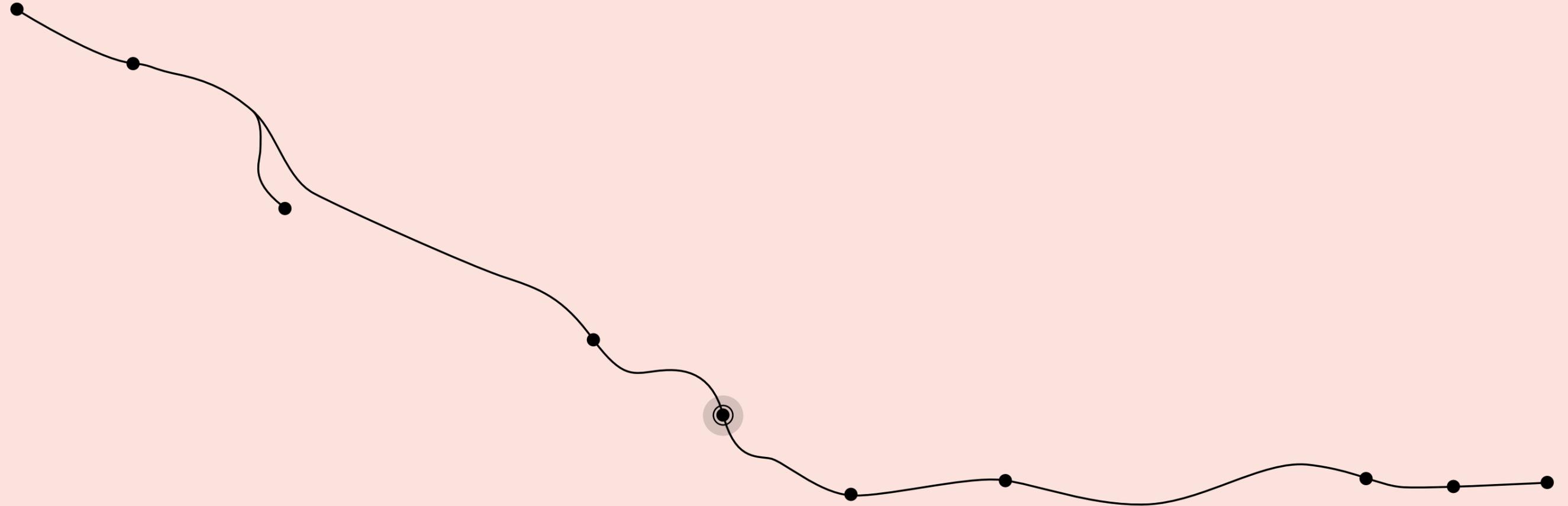

Appendix E

Built Form and Urban Design Report

Associated Development
Appendix E - Built Form and
Urban Design Report



Sydney
Metro
West

Sydney Olympic Park

REVISION	DATE	SUITABILITY CODE	TEAMBINDER DOCUMENT NUMBER	TB REVISION
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Amendment Record

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01

SOP - Introduction

1.1 Purpose of the report

Sydney Metro

This Built Form and Urban Design Report has been prepared by Sydney Metro who is seeking to deliver an over station development (OSD) and adjacent station development (ASD) at Sydney Olympic Park metro station as a part of the Sydney Metro West project.

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019 on this new stand-alone metro railway system, which is revolutionising the way Sydney travels.

The Sydney Metro West project forms part of the broader Sydney Metro network which includes:

- › The Metro North West Line
- › Sydney Metro City & Southwest
- › Sydney Metro West (this project)
- › Sydney Metro – Western Sydney Airport
- › Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney Central Business District.

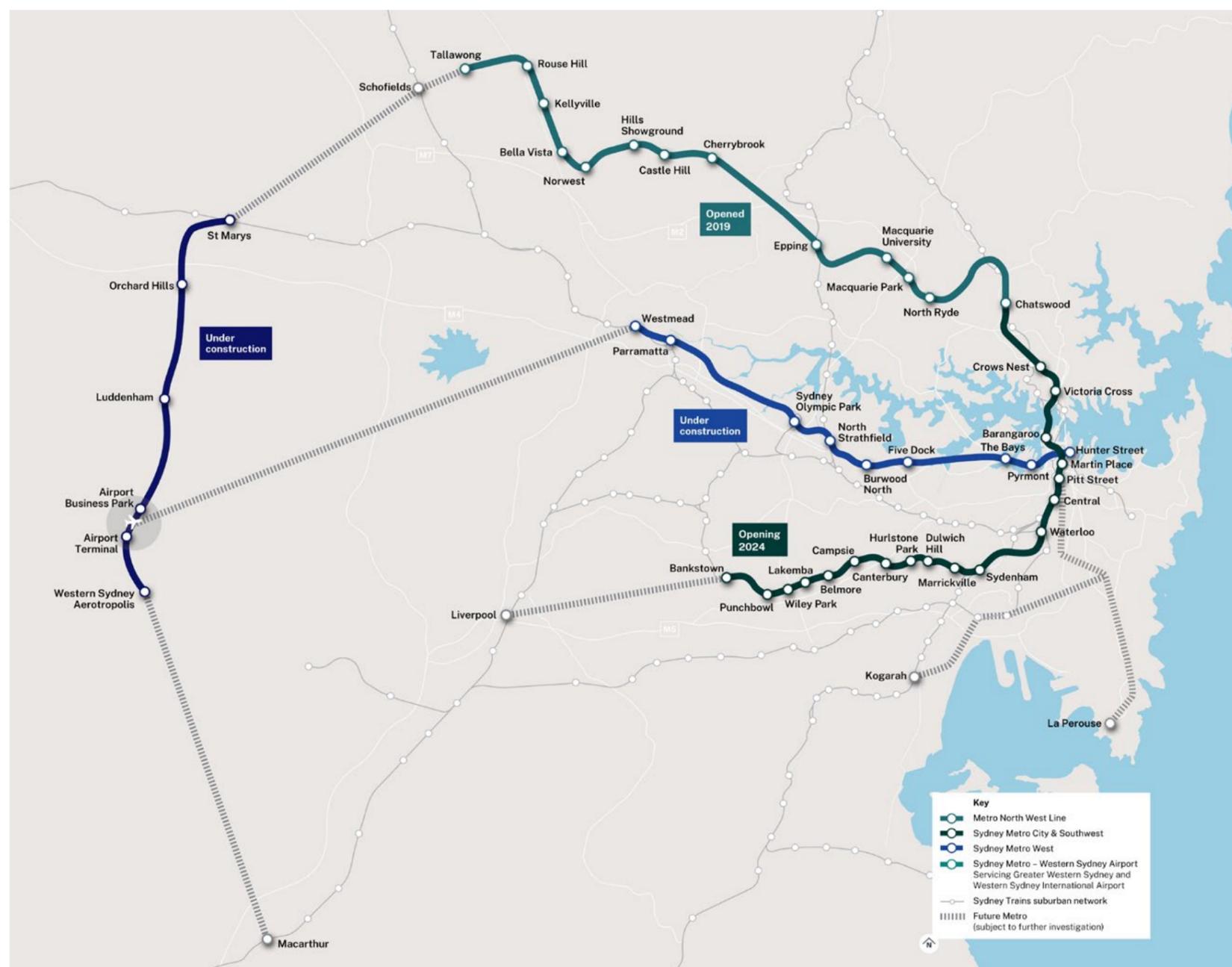


Figure 1: Sydney Metro network

1.2 Development summary

All Sydney Metro West stations are being designed to integrate with their surrounding areas, to make vibrant and attractive places that reflect the unique context and future aspirations for each place.

The Sydney Metro West Environmental Impact Statement for the approved CSSI Concept identified that provision for future integrated station and/or precinct development could provide a range of uses, such as community facilities, new homes, shops, restaurants and commercial office space. Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- › encouraging precinct activation and use of Sydney Metro West across
- › different times of the day and week
- › creating opportunities to provide facilities that meet customer and community needs,
- › attracting people to stations
- › allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro is making provision for over and/or adjacent station development at Westmead, Parramatta, Sydney Olympic Park, Burwood North, The Bays, Pyrmont and Hunter Street (Sydney CBD).

Sydney Metro will continue to work closely with the local community and stakeholders so that station precincts are welcoming hubs that build on the local character.

The proposed development will comprise of three new buildings on an area defined as site 47 within the Central Precinct of Sydney Olympic Park. Building 1 is proposed to be a commercial and retail building over Sydney Olympic Park metro station and Building 2 and Building 3 are proposed to be residential buildings with retail and community space adjacent to Sydney Olympic Park metro station.

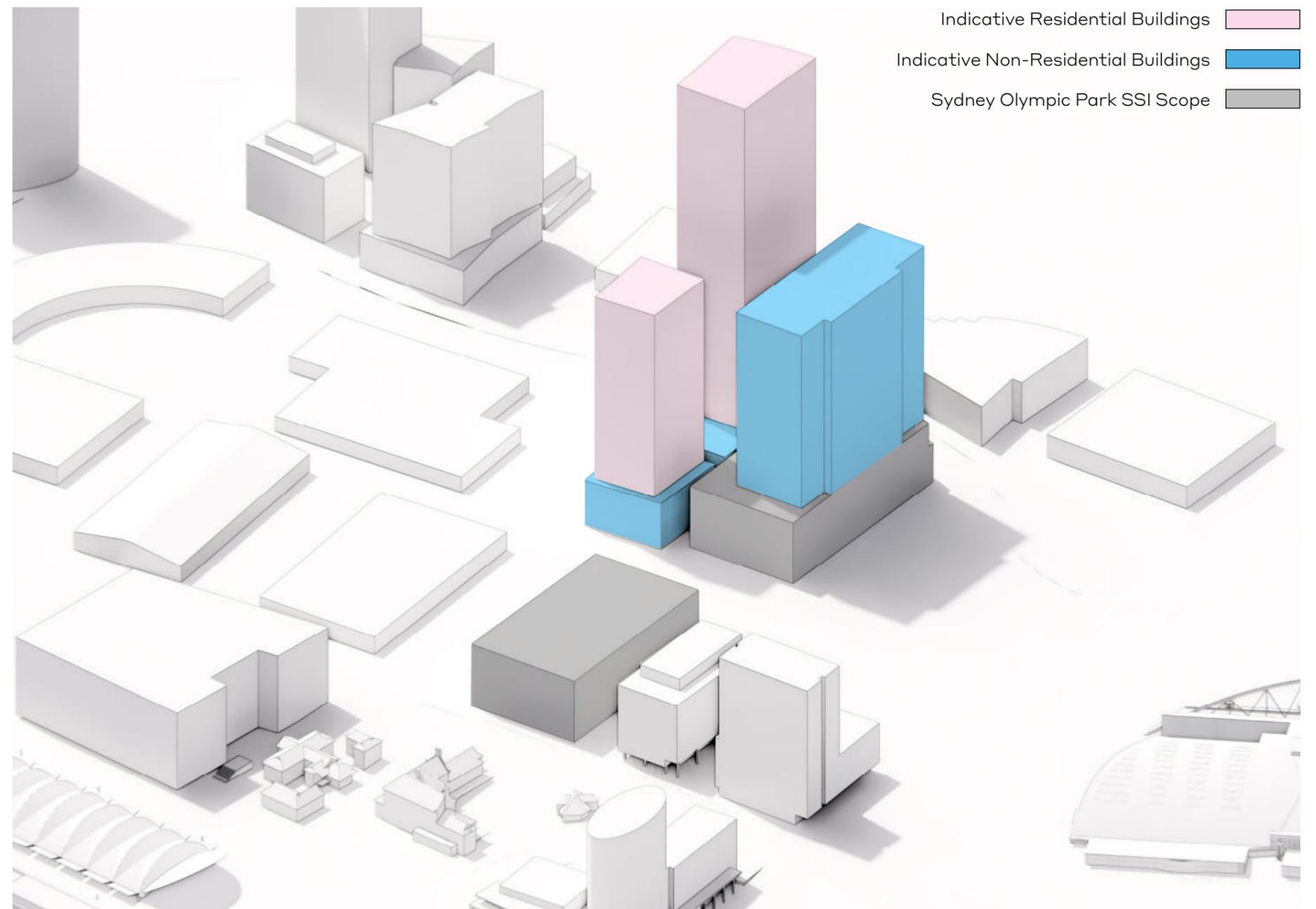


Figure 2: SSD scope and Sydney Olympic Park metro station infrastructure

1.3 Development vision

The construction of Sydney Metro West represents an exciting opportunity to incorporate global best practice for place-making and environmentally sustainable development, and to apply innovative thinking to create new city icons. The delivery of integrated station and precinct development enables Sydney Metro to be more than just a transport project, but also a defining city building opportunity that revitalises precincts and communities, helping to leave a lasting legacy and shaping Sydney for generations to come. The proposed development will create a great place-based outcome that successfully integrates transport infrastructure, open space, ground plane retail, commercial and residential land uses.

The Sydney Olympic Park metro station will link new communities, support employment growth and diversity of housing supply. In addition, the proposed development will deliver community and social infrastructure with the inclusion of community facilities proposed within the Concept SSDA.

The Sydney Olympic Park metro station precinct acknowledges growth opportunities within Sydney Olympic Park and seeks to establish parameters to attract more businesses and residents in a well-connected location reducing reliance on private transport modes whilst continuing to ensure Sydney Olympic Park can operate and function as a world class event and sporting precinct.

1.4 Secretary's environmental assessment requirements

This report has been prepared to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the concept SSDA on 18 February 2022 which states that the Environmental Impact Statement (EIS) is to address the following requirements:

ITEM	SEARs requirement	Where addressed in report
3. Built Form and Urban Design	Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach	Section 2 and 3
	Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscapes and existing and future character of the locality.	Section 4
	Demonstrate how the building design will deliver a high-quality development, including considerations of facade design, articulation, activation, roof design, materials, finishes, colours, any signage and integration of services.	Section 5 and 6
	Assess how the development complies with the relevant accessibility requirements.	To be addressed in future detailed SSDAs



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Figure 3: Artist's impression of future promenade (indicative)

02

SOP - Context Analysis

2.1 Regional context

Greater Sydney Region Plan 2018 - A Metropolis of Three Cities, identified Sydney Olympic Park as a Key Strategic Centre placed between the River City and the Harbour City. New Central Precinct is envisioned as a thriving urban centre with a vibrant mix of homes and jobs and a prime destination for cultural, entertainment, recreation, and sports events.

Existing adjoining areas are also rapidly changing. The Parramatta Road corridor, the Carter Street Precinct, the North Strathfield corridor, Wentworth Point, Camellia, and the former Lidcombe Hospital site are developing new housing and employment uses at higher densities. Over the coming decades, the cumulative effect of these developments will alter the form and function of the region.

Sydney Olympic Park's location at the geographic heart of Sydney and its infrastructure legacy from the Sydney 2000 Olympic and Paralympic Games have ensured excellent road access from most places in the greater metropolitan area. It offers rich metropolitan attractions, extensive sporting and recreational facilities, and generous public spaces that are ideal for hosting major events. Sydney Olympic Park embraces more than five kilometres of Parramatta River frontage. This includes the shores of Homebush Bay. Sydney Olympic Park's extensive parklands are of significance for the whole community and, as they mature, will play an increasingly important role in Sydney's recreational and environmental life.

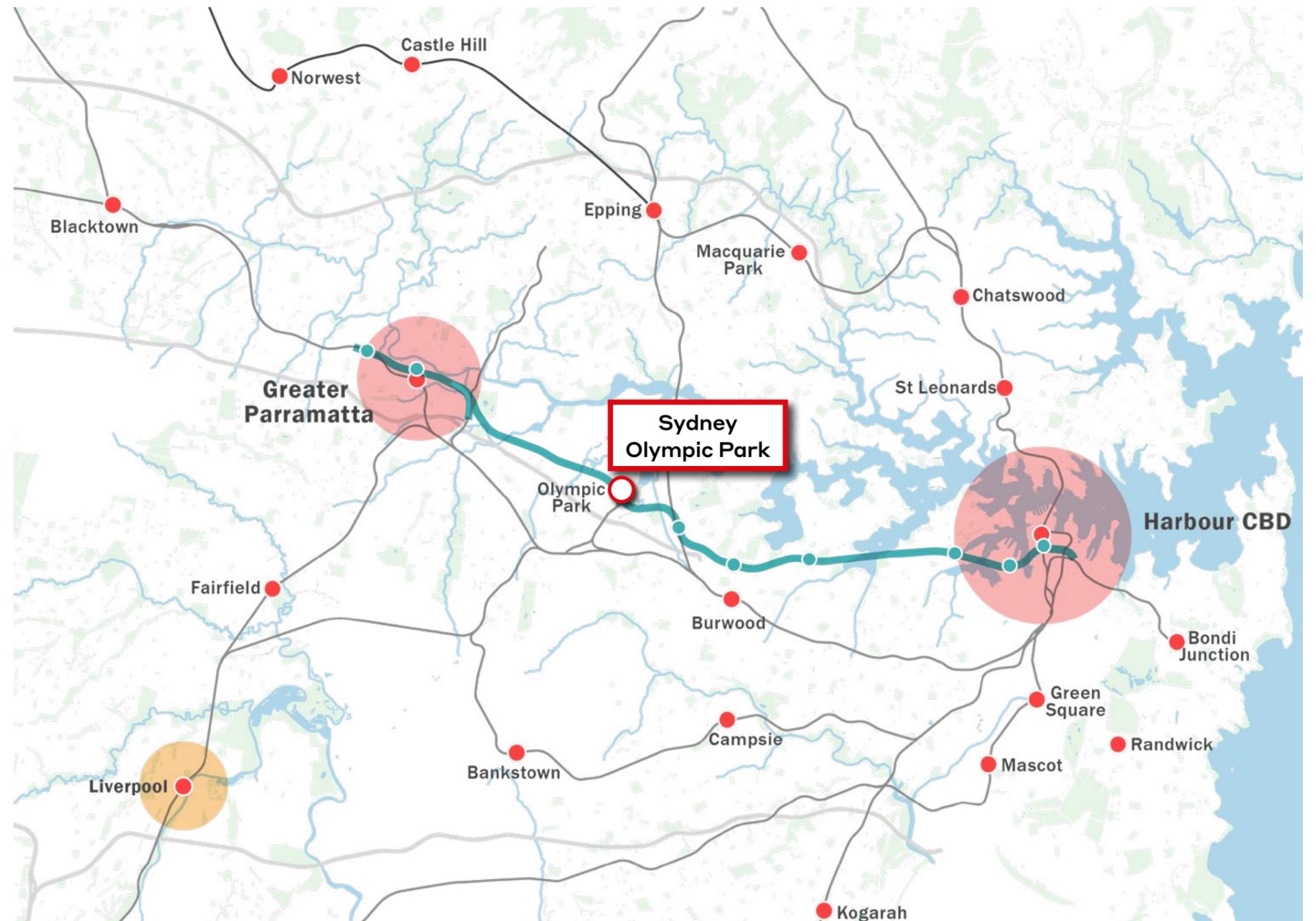


Figure 4: Regional context

2.2 Local context

The site is centrally located between the Parramatta CBD and Central Sydney CBD, approximately 13km to the east of Sydney CBD and 11km to the west of Parramatta CBD. The proposed development is located within Sydney Olympic Park and is situated within the City of Parramatta Local Government Area (LGA). The site is in the Central Precinct of Sydney Olympic Park and defined as Site 47 in the Draft SOP Master Plan (Interim Metro Review).

The broader metro site is bound by Herb Elliot Avenue to the north, Olympic Boulevard to the west and Figtree Drive to the south.

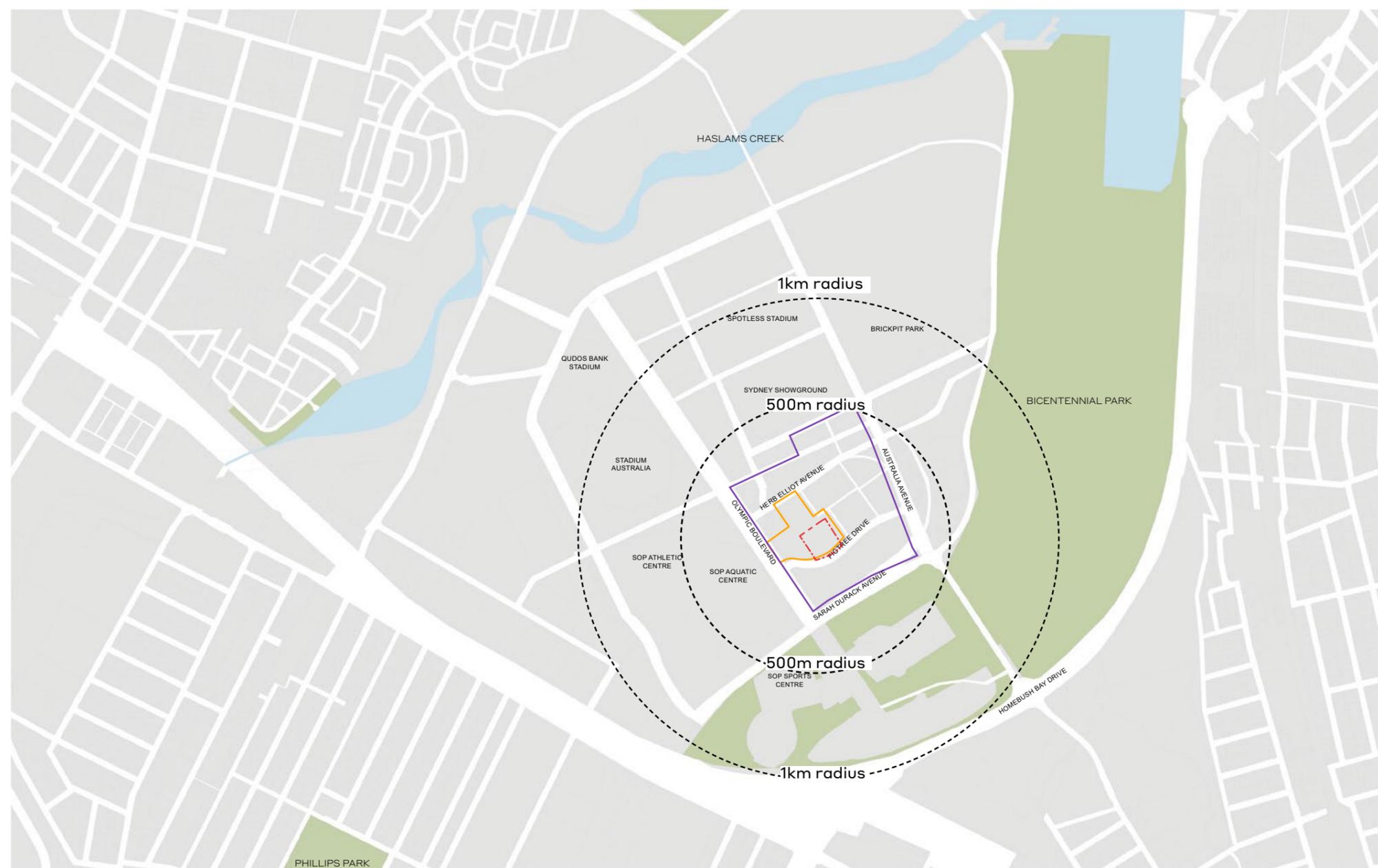


Figure 5: Local context

- Central Precinct Boundary
- Metro Site Boundary
- - - Site 47 Boundary

2.3 Historical context

Sydney Olympic Park is situated on the traditional lands of the Wann clan, known as the Wann-gal. The lands of the Wann-gal stretched along the southern shore of the Parramatta River between Cockle Bay (Cadi-gal land) and Rose Hill (Burrumatta-gal land). Across the river were the Wallumetta-gal.

The Wann-gal and their ancestors have lived in the Homebush Bay area for thousands of years. Physical evidence of the usage of the Homebush Bay area by Aboriginal people has been found in the form of stone artefacts located at the site. In addition, several scarred trees have been found within remnant forest. Aboriginal shell middens (campsites where shellfish and other foods were consumed) were known to have lined Homebush Bay and the Parramatta River but were destroyed in the limekilns in the eighteenth and nineteenth century and subsequent alterations to the shoreline.

Settlers exploration to the west of Sydney Cove began soon after first settlement, as it was found that the sandstone soils of coastal Sydney were unsuited to cultivation.⁸ In 1788, an exploration party with Governor John Hunter left the colony at Sydney Cove and rowed up what is now the Parramatta, Duck and George's Rivers in search of arable land for farming.

Following European exploration in 1788, the Homebush Bay area became known as 'The Flats', after the extensive mangroves and mud flats in the region. The first land grant in the area was allotted to Thomas Laycock in 1794. In 1810, this farm was sold to D'Arcy Wentworth, who named the site 'Home Bush'. Wentworth was a public servant and surgeon in the colony and acquired surrounding land grants, increasing his property in size to 920 hectares. A homestead and later a horse racing track was built on the land in 1825.

Homebush has been allocated as the site for the New State Abattoirs in March 1907. This saw development of associated buildings, servicing roads and infrastructure. In 1908, the Abattoir Branch railway line was constructed to the abattoir, which involved levelling of the site. This dedicated railway system was further developed in 1910, with site levelling and excavating required for establishment of platforms and sidings and associated roadways within the abattoir precinct. The abattoirs were officially opened in 1915.

A State Brick Works was located at the northern side of Homebush from 1911 (north east of the study area). Access roads were constructed and a railway line was developed to provide access to the Brick Works. The Brick Works was used until its closure in 1940, when it was taken over by the Naval Armament Depot as a munitions store. It was later reopened following the end of World War II, until it ceased trading in 1988. The area has been rehabilitated as a wetland area with a raised walkway called the Ring Walk for visitors.

Homebush Bay had become a large tract of neglected land by the early 1980s and the Abattoir was closed in 1988, after which the area began redevelopment in 1993 for the establishment of Sydney Olympic Park by 2000.



1. Homebush (Source: Dictionary-OfSydney)

More than 20,000 years ago

Over the past 20,000 years, the Sydney area has had at least 1,000 generations, of continuous occupation by Aboriginal people. Aboriginal people were most likely living in the area now known as Homebush Bay by this time.



4. West Harbour (Source: State Library of NSW))

6,000 years ago to early 1800s

Aboriginal people lived in and around Homebush Bay, using its varied and abundant resources.

Pre-1788

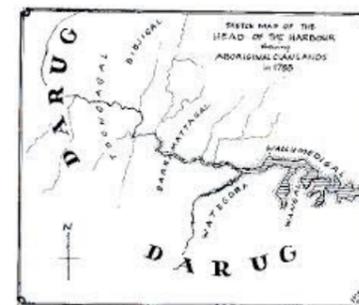
Homebush Bay was part of the estate of the Wann-gal, whose lands stretch along the southern side of the Parramatta River between Cockle Bay (now known as Darling Harbour) and Rose Hill.

1788

European settlement

The First Fleet arrived from Britain. Homebush Bay was first visited by Europeans in February and described as 'The Flats' after the extensive mangroves and mud flats of the area.

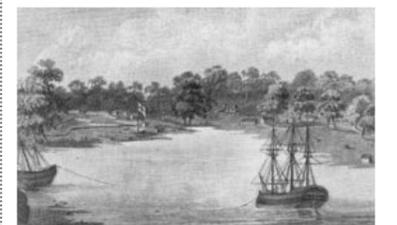
Although reports of the time commented on the Aboriginal people living in the area, there is little official history of the traditional owners of the land at Homebush Bay.



2. Darug Map (Source: John McClymont)

Aboriginal history

Sydney Olympic Park is situated on the traditional lands of the Wann clan, known as the Wann-gal. The estuarine ecosystems in the area provided the Aboriginal communities with food, clothing and other resources necessary to their lifestyle as well as a means of travelling throughout the region by water.



3. 'First Fleet' (Source: NationalGeographic)

1797

Land ownership

The first grant was issued for land at Homebush Bay. One of the earliest land owners was Samuel Haslam after whom Haslams Creek was named.

1811

Most of the land around Homebush Bay lay within two large estates: the Newington Estate to the north of Haslams Creek and the Home Bush Estate between Haslams and Powells Creek.



5. Homebush (Source: SOPA.NSW)

**1840
Racecourse**

William Charles Wentworth built a new racecourse on the Home Bush Estate adjacent to Parramatta River. With extensive training facilities, the course was the headquarters of Australian racing until 1859, when the Australian Jockey Club moved to Randwick.



8. NewingtonHouse (Source: Flickr)

**1879
Newington House**

Parts of the Newington Estate were gradually purchased or resumed by the NSW Government for various uses including a gunpowder magazine. Operations started in 1897, with the magazine being manned by the NSW Military Forces and eventually taken over by the Australian Navy and became known as the Royal Australian Naval Armament during WW II.



9. State Brickworks (Source: Wikiwand)

**1911 - 1940
State brickworks**

Increased building activity led the Government to establish the State Brickworks at the head of Homebush Bay in 1911. During the economic depression in the 1930's, they were sold to a private enterprise and reestablished after World War II, due to a shortage of bricks. The brickworks closed in 1988 and the pit is now a major feature of the parklands and the location of the award winning Brickpit Ring Walk.

**1950s
Landfilling**

The environmental impact of wetland reclamation and landfilling has been significant. Over half of the existing land area, originally consisting of salt-marshes and wetlands, has been progressively reclaimed. The 1950s saw a huge push to create more waterfront industrial land. Dredging from the Parramatta River filled in large areas of mangrove forest.

1960s and 70s
Homebush Bay became the dumping site for much of Sydney's household and industrial waste.



10. 2000 Olympics (Source: 7News)

**2000
The Olympic Games**

Sydney proudly hosted the 2000 Olympic and Paralympic Games. Following the Games, the area became known as Sydney Olympic Park and an internationally admired example of sustainable urban renewal and development.

2001
Sydney Olympic Park Authority was established as a statutory authority responsible for managing and developing 640 hectares of land that is Sydney Olympic Park.



11. SOP Aerial (Source: iStockPhoto)

**Today
An ongoing legacy**

As a legacy of the Games, a world-class venue and parklands has been developed to create a new community for workers, residents, students and visitors. Sydney Olympic Park has evolved into a vibrant specialist economic centre, with 220 organisations and approximately 17,000 employees. Commercial office development since the Games has included 11 office buildings adding over 120,000 square metres of gross floor area. Sydney Olympic Park will witness new property investment for commercial, retail, education, residential and venue-related development. Over \$1 billion of development projects have been approved since the Games at Sydney Olympic Park.



6. Homebush Abattoir (Source: ABCNews)

**1907
State Abattoir**

The NSW Government established the State Abattoir on the Home Bush Estate. The Abattoir was the major supplier of meat for domestic and overseas markets for many years. At its peak, the abattoir had the capacity to slaughter 20,000 animals daily.

In 1988 the abattoir closed. Many of the buildings were demolished, but the original 1920's Administration building remained as a fine example of a Federation style commercial brick building.



7. Brickpit Ring Walk (Source: Timeout)

**1980s
Regeneration**

Homebush Bay had become a large tract of neglected land. The area became a major urban renewal project, which began with the establishment of the Sports Centre and the opening of Bicentennial Park. The successful bid for the 2000 Olympics provided the impetus for one of the largest remediation projects ever undertaken in Australia.

2009
Sydney Olympic Park was officially designated as a suburb by the NSW Geographic Names Board and Master Plan 2030 was approved, guiding the future development of the Park



12. Aboriginal Education (Source: The Guardian)



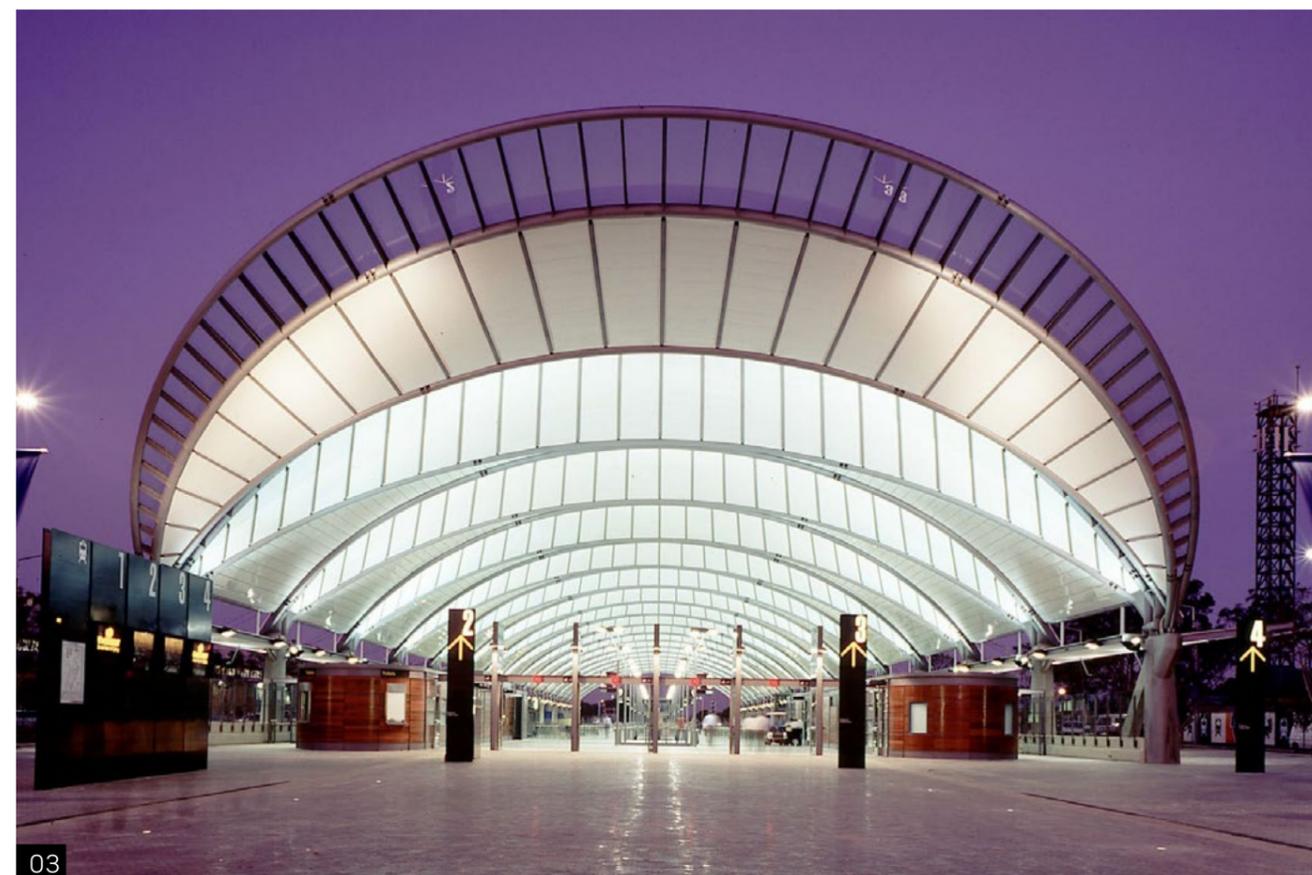
13. Aboriginal Education (Source: The Guardian)

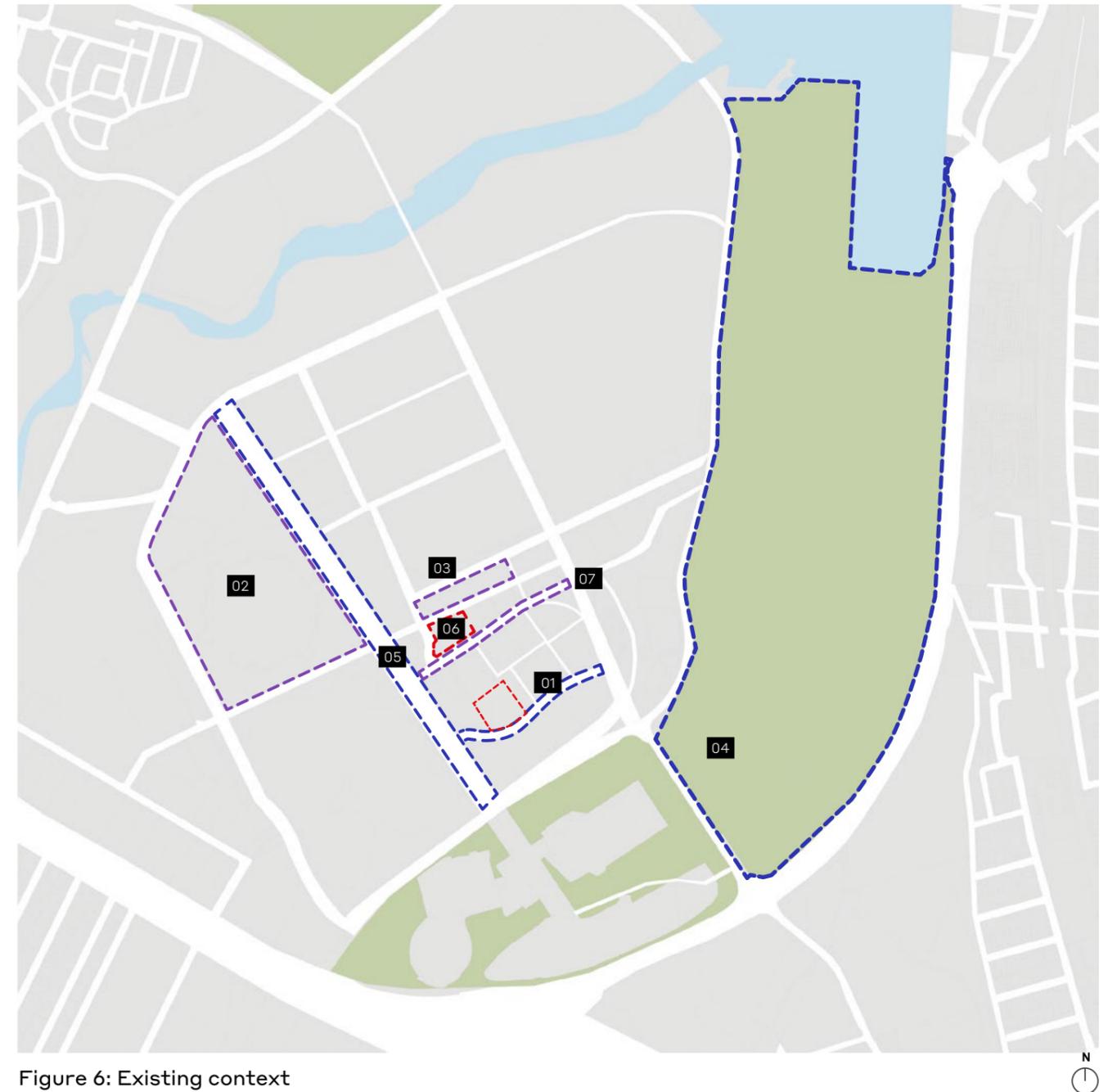
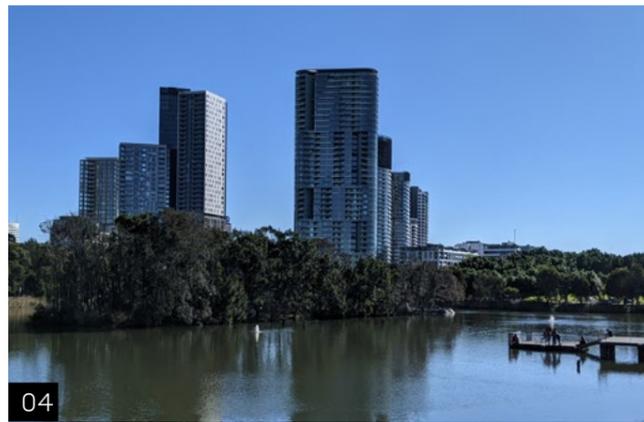
2.4 Existing context

The site has an interface with various surrounding land uses which include:

- › To the north is the Abattoir Heritage Precinct, which is located on the opposite side of Herb Elliott Avenue. Directly behind the heritage precinct is the Olympic Park Train Station, Sydney Showground and Sydney Olympic Park Sports Hall
- › Qudos Bank Area and Stadium Australia are located less than 500m from the site to the north-west
- › Sydney Olympic Park Aquatic Centre, Sydney Olympic Park Athletic Centre and Warm up Arena are located approximately 500m west of the site
- › To the south are various commercial spaces, parks and sporting ovals
- › East of the site is predominantly a mixed use area with frontage to Australia Avenue. Further east are notable green spaces including Bicentennial Park and Badu Mangroves. The height and density of the surrounding built form will increase in the future following the implementation of the Sydney Olympic Park Master Plan 2030.

- 01 Figtree Drive
- 02 Stadium Australia
- 03 Sydney Olympic Park Train Station
- 04 Lake Belvedere, Bicentennial Park
- 05 Pedestrian walkway along Olympic Blvd.
- 06 Abattoir Precinct
- 07 Herb Elliot Avenue





2.5 Heritage listed context

The Sydney Olympic Park metro station site does not contain any items of heritage significance, however, the site is adjacent to the Abattoir Heritage Precinct (an item of Local heritage significance) and within the vicinity of the Olympic Cauldron, an item of State heritage significance. The proposed development is therefore required to respond to the heritage significance of its site and setting to ensure heritage impacts are minimised in the proposed new development.

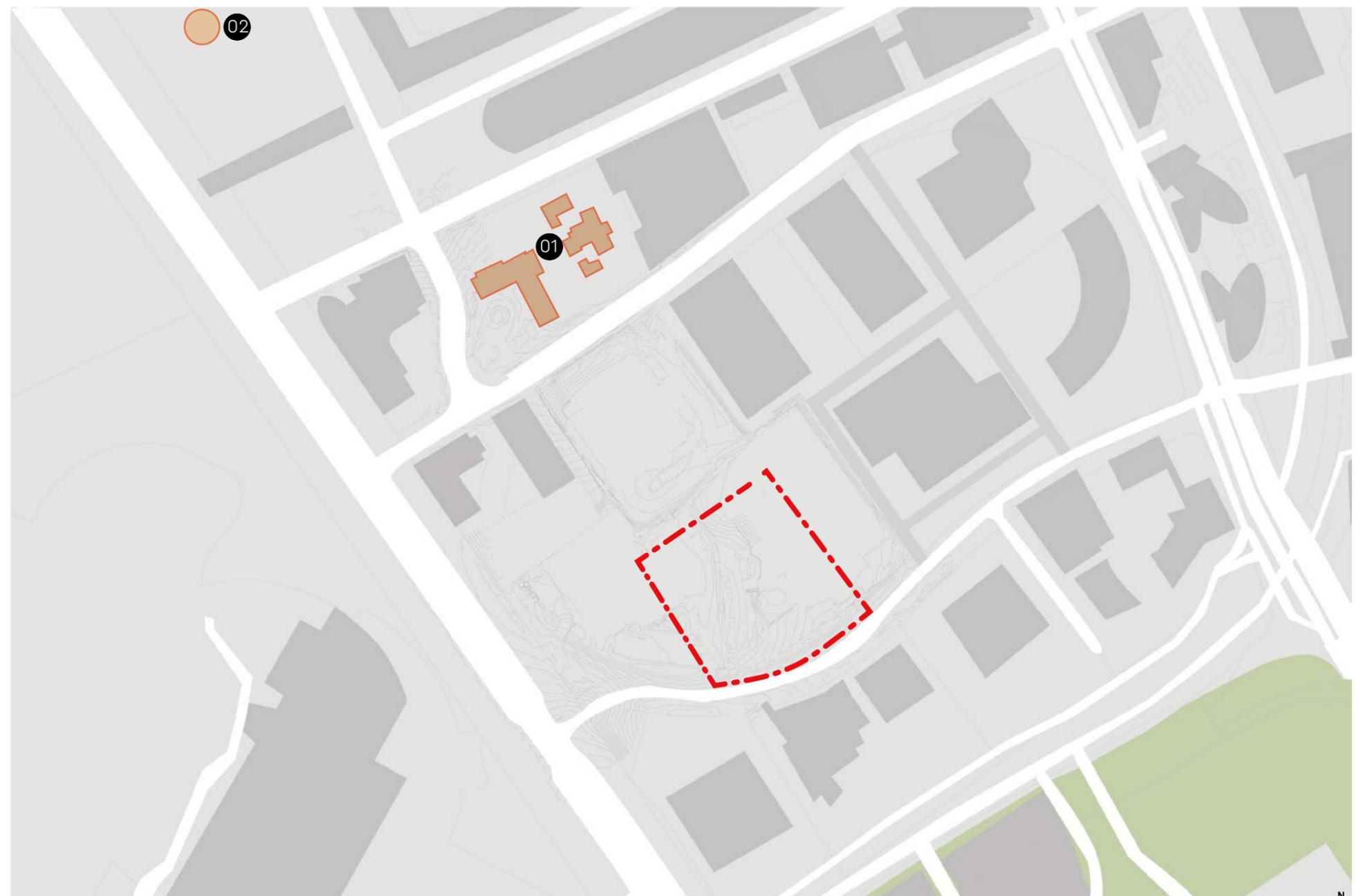
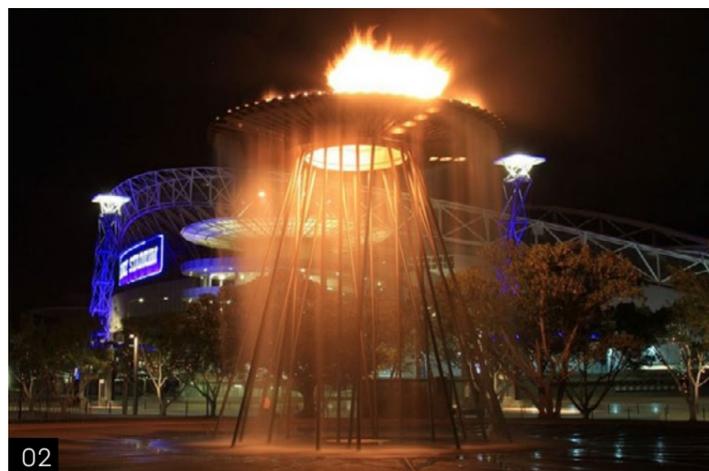


Figure 7: Surrounding heritage items

2.6 Existing building heights

The adjacent map indicates approximate heights of the existing built form in the precinct. However, most of the buildings in the central precinct are proposed to be removed as part of the precinct redevelopment through the SOPA 2030 Master Plan. Structures on the north side of Herb Elliot Avenue, on the corner of Herb Elliot and Olympic Boulevard, and the corner of Figtree Drive and Australia Avenue, along with the rest of the new developments in the area are forming the base for the future Central City.

- 0-2 Storey Buildings
- 2-5 Storey Buildings
- 5-8 Storey Buildings
- 8-10 Storey Buildings
- Above 10 Storey Buildings
- Site 47 Boundary

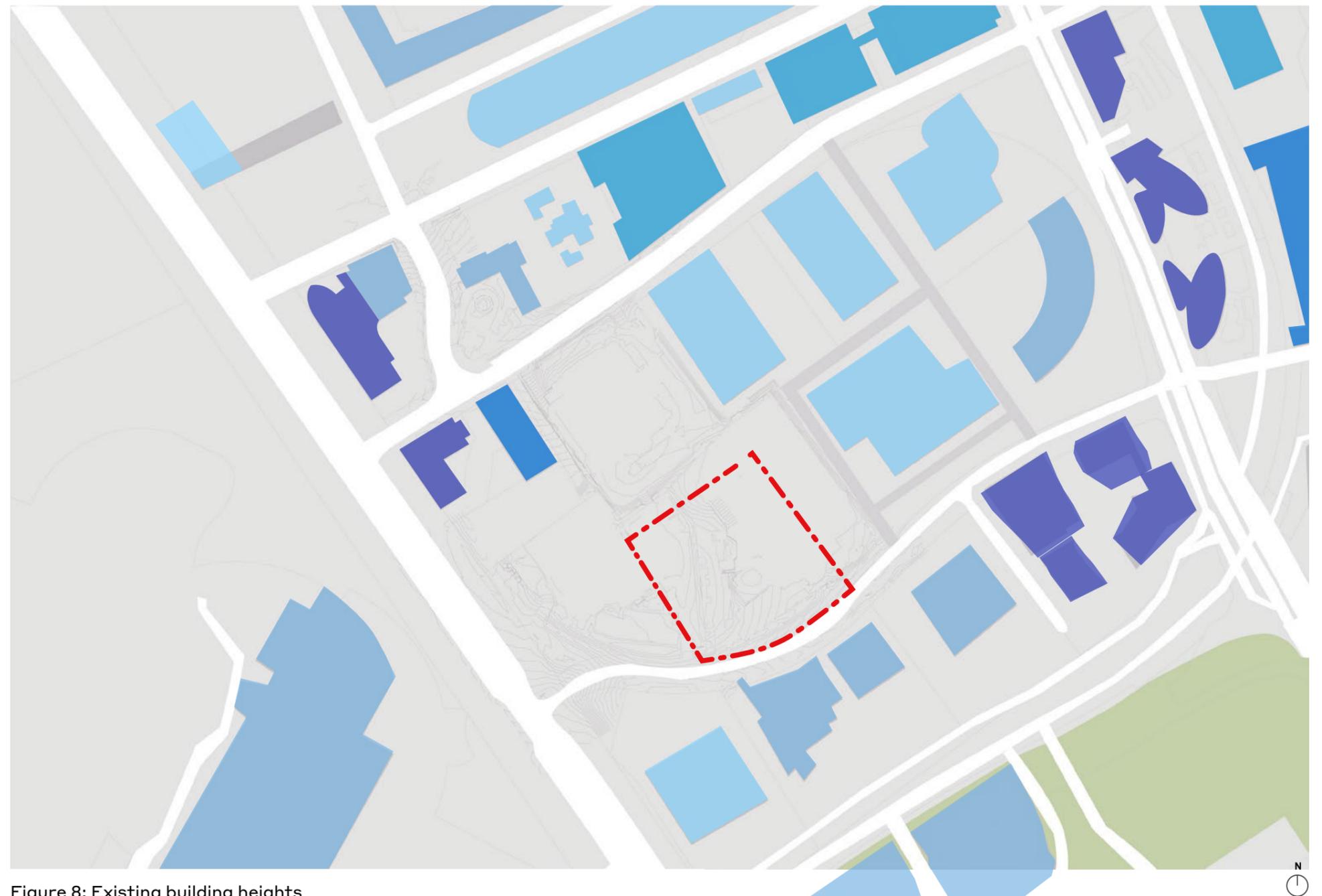


Figure 8: Existing building heights

2.7 Views and vistas

Set View corridors and Vistas are essential in developing a successful precinct and achieving contextualized development. Additionally, Views are crucial assets of every development and should be considered as the major opportunity.

Significant objects in the precinct are Heritage listed Abattoir, The Dome, and Aquatic Centre. Views of these structures should be retained at the ground level.

Given existing built structures and the future SOPA Masterplan built form proposal, there is a great opportunity for the development to acquire views over western Sydney Suburbs along Parramatta River, all the way to the Blue Mountains.

VISTAS

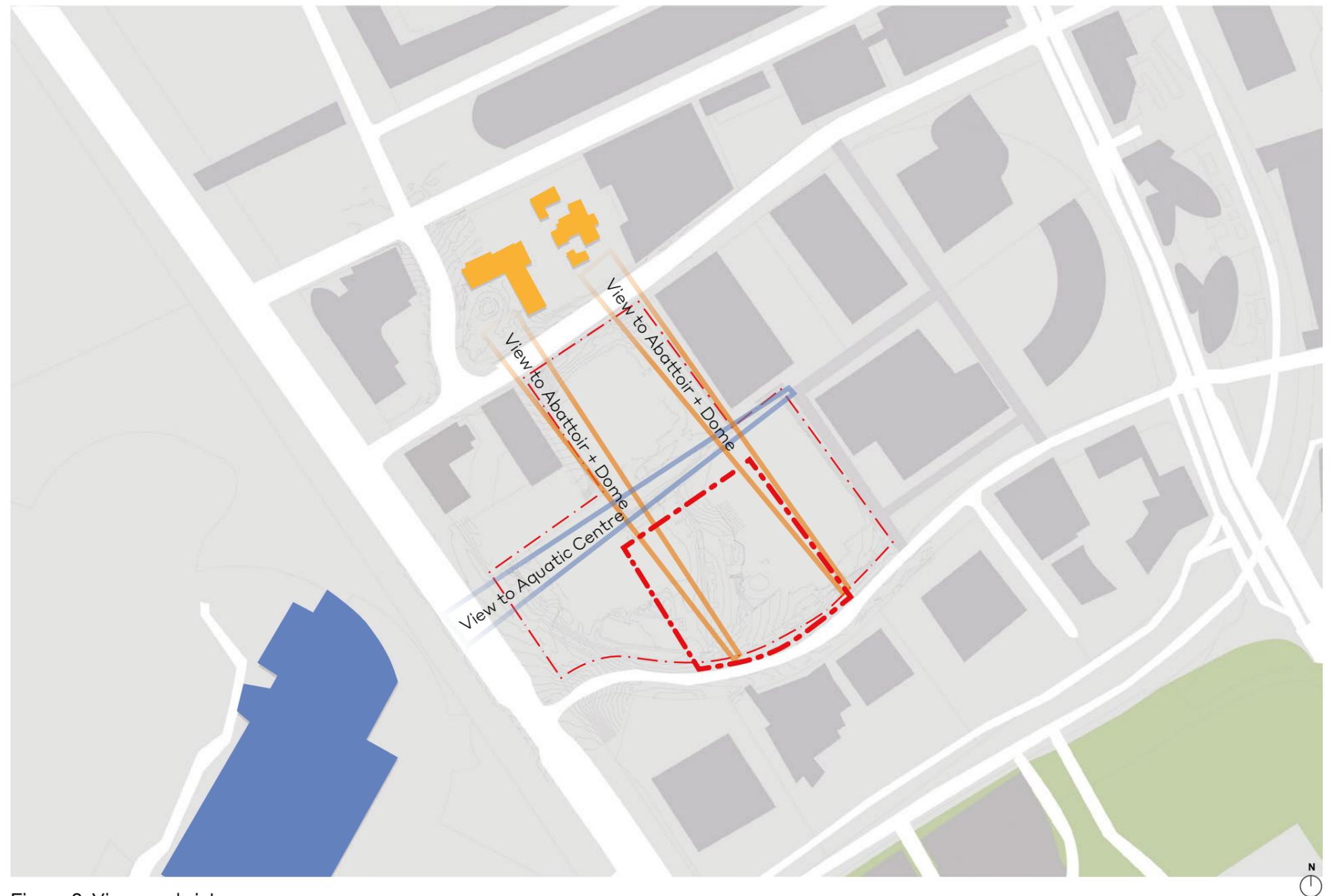
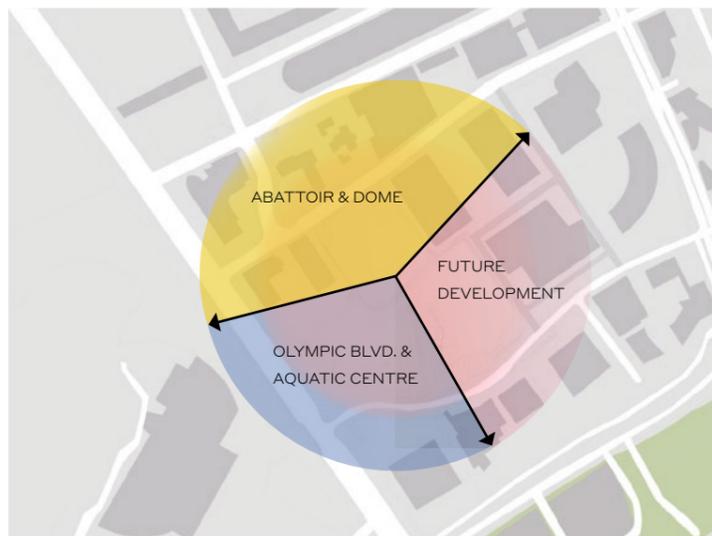


Figure 9: Views and vistas

2.8 Vehicular movement

The proposed site is located centrally in the future City Central precinct, with the main vehicular access proposed from Figtree Avenue. Precincts relate to the wider Sydney region by Australia Avenue, while the main local connections are Sarah Durack Avenue and Olympic Boulevard. Figtree Drive, Herb Elliot Avenue and Dawn Fraser Avenue are seen as major secondary roads connecting Olympic Boulevard and Australia Avenue.

Main vehicular access to the proposed site is from Figtree Drive through streets defined through SOPA Master Plan 2030. Precinct Street A will serve as residential parking, servicing, and loading access while Precinct Street B is envisaged to serve as a street servicing future Metro station and development located directly over the station.

-  Loading Dock
-  Parking
-  Private Access
-  Service Access
-  Secondary Roads
-  Primary Roads
-  Site 47 Boundary

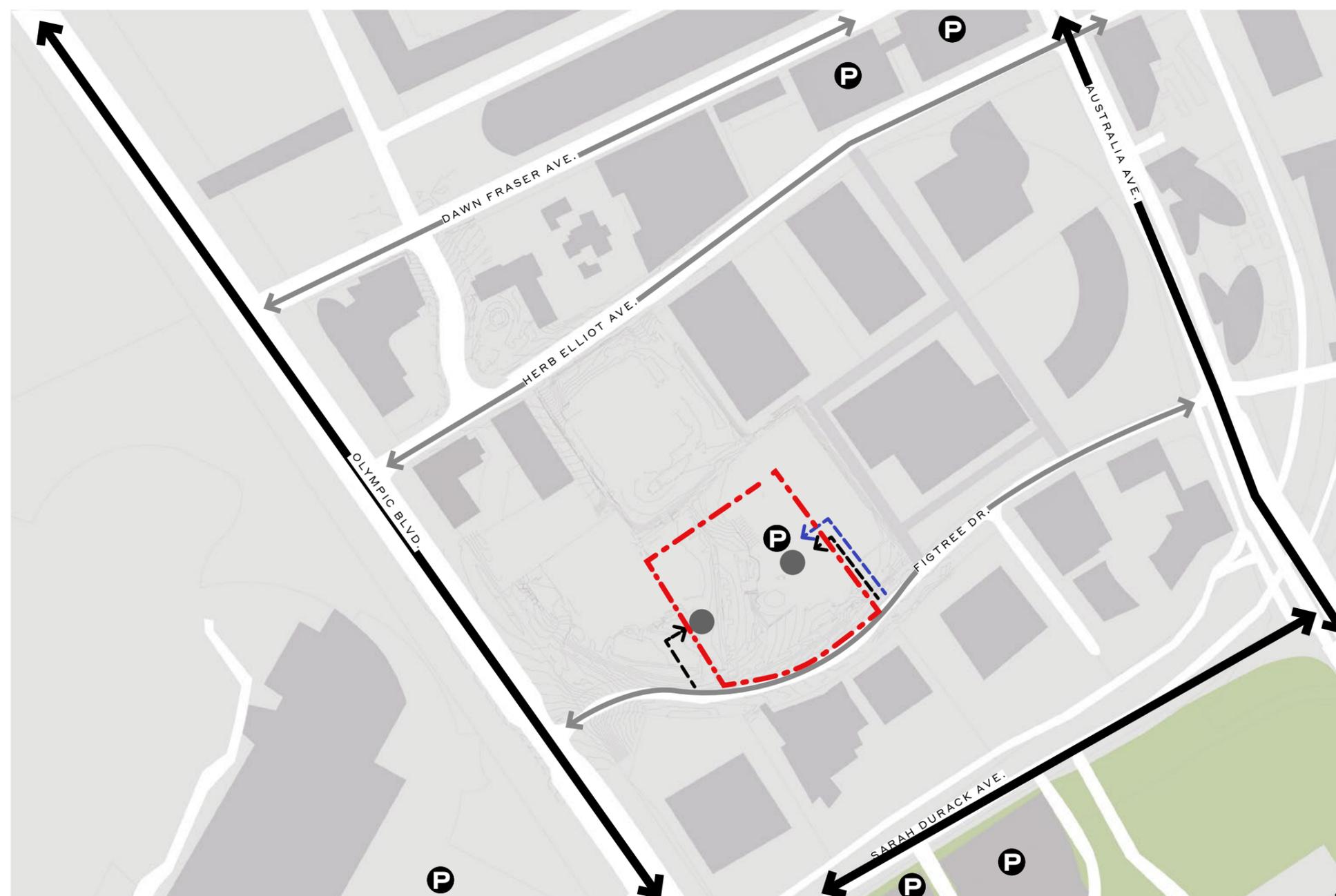


Figure 10: Vehicular movement

2.9 Existing and future public transport

The proposed Sydney Olympic Park Station is located south of the existing Sydney Trains station in the heart of the growing Sydney Olympic Park Central Precinct. The station is located to the east of Olympic Boulevard between Herb Elliott Avenue and Figtree Drive. The station is required to operate efficiently during both 'modes', providing large scale-spaces for crowd marshalling during major events of over 25,000 people as well as creating a human-scaled experience for day-to-day users.

During day-to-day use, Dawn Fraser Avenue and Herb Elliot Avenue are the existing main pedestrian streets of the locality. SOPA's planned Renewal of the Central Precinct will create new pedestrian priority streets with a finer grain street network and convert these existing streets to vehicular transport routes. A new street parallel and to the south of Herb Elliot Avenue will become the primary east-west pedestrian spine of the Central Precinct in the future. Olympic Boulevard is the major north-south pedestrian spine primarily used during events.

Future Bus Interchange, adjacent to the development site on Figtree Drive, is proposed to connect the wider precinct with the wider Sydney Region, through the future Metro station.

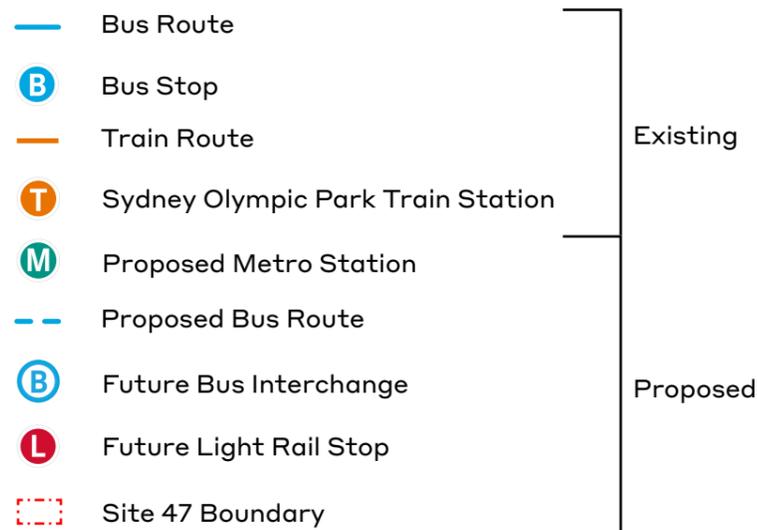


Figure 11: Existing and future public transport

2.10 Pedestrian movement & cycling routes

Existing pedestrian movement is mostly along Olympic Boulevard, Dawn Fraser Avenue and Australian Avenue. Additionally, Sydney Olympic Park has been widely known as a cycling centre given its vast cycling routes and great connections.

Future Master Plan is set to further develop pedestrian movement, making it a priority in the central precinct, and to build upon cycling legacy by further extending the existing cycling network.

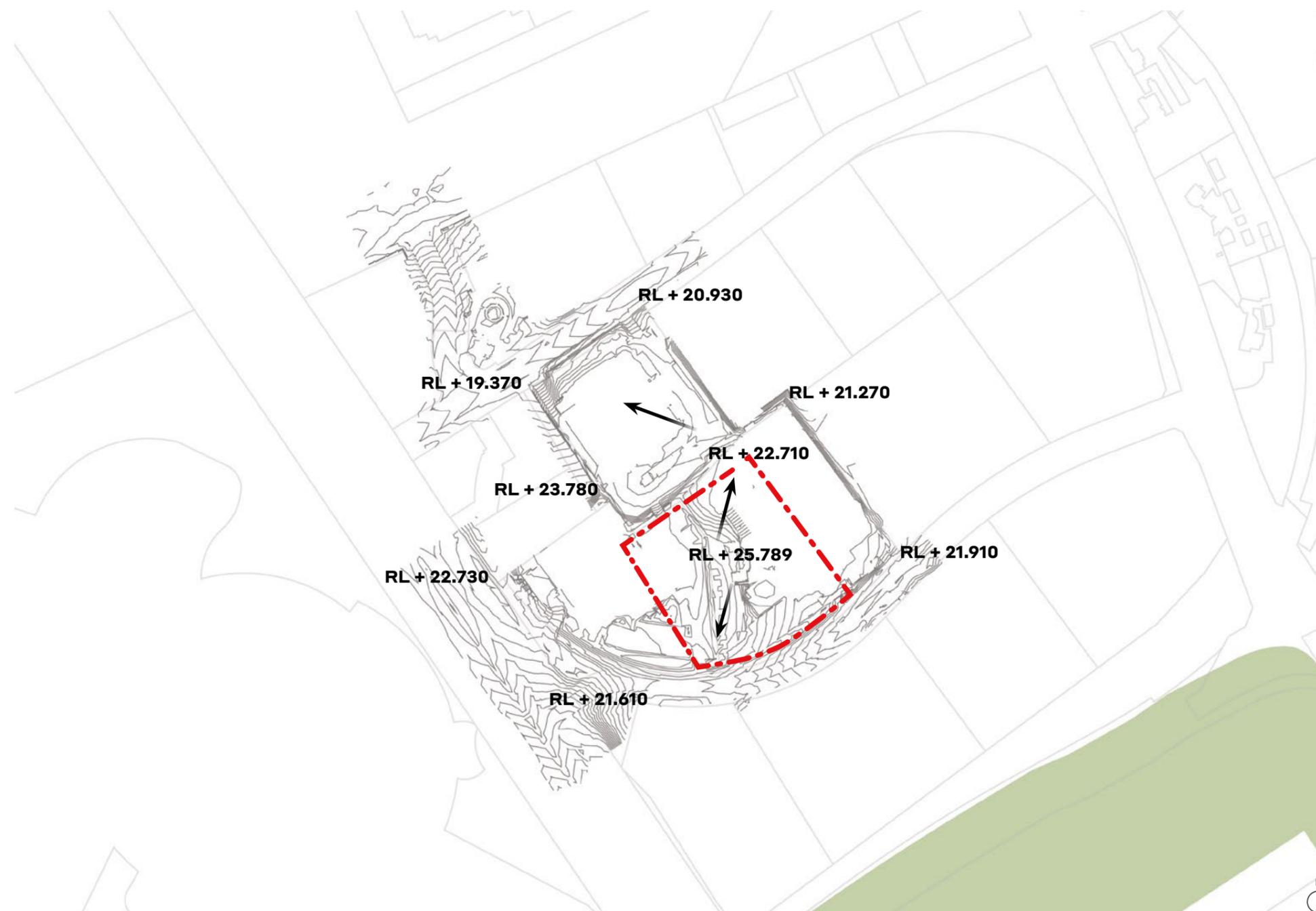


Figure 12: Pedestrian movement and cycling routes

2.11 Topography

The subject site represents the highest location in the wider precinct with the top of the hill 25.7m above sea level. There is as much as a 3m difference between the top of the hill, located centrally on the development site and site edges.

However, due to the extent of the future development, large volumes of excavation are seen as the opportunity to create new levels across the precinct. SOPA Master Plan 2030 is prioritizing pedestrian movement in the Central City Precinct and therefore seeks to gentle gradients and level changes throughout



 Site 47 Boundary

Figure 13: Topography



INDICATIVE ONLY - SUBJECT TO DESIGN DEVELOPMENT

Figure 14: Artist's Impression of view looking north (indicative)

03

SOP - Planning Context

3.1 SOP Master Plan 2030 (Interim Metro Review)

The site is located within Sydney Olympic Park which is administered by Sydney Olympic Park Authority (SOPA). As such, the relevant legislation, planning instruments, and policies relating to the site are as follows:

- › Environmental Planning and Assessment Act 1979 (EP&A Act)
- › Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)
- › Biodiversity Conservation Act 2016 (BC Act)
- › State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- › State Environmental Planning Policy (State Significant Precincts) 2005
- › State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (SEPP 65) and accompanying Apartment Design Guide
- › State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)
- › Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- › Draft Design and Place State Environmental Planning Policy
- › Draft SOP Master Plan (Interim Metro Review)

The Master Plan 2030 (Interim Metro Review) was required to enable a new Metro station and precinct development. The proposed changes are focused only on the Central Precinct and in particular the three sites impacted by the location of the new Metro station.

The following documents listed below are read in conjunction with the 'SOP Master Plan 2030 (Interim Metro Review) Planning Report', informing the next steps.

Appendix Documents include:

- › Annexure 1: Connecting with Country
- › Annexure 2: Urban Design Report
- › Annexure 3: Public Domain Framework
- › Annexure 4: Transport Strategy
- › Annexure 5: Acoustic Report
- › Annexure 6: Safety and Security Report
- › Annexure 7: Commercial Demand and Feasibility Assessment
- › Annexure 8: Community Facilities Strategy
- › Annexure 9: Wind Study
- › Annexure 10: Retail Masterplan, Vision and Strategy
- › Annexure 11: Design Review Report
- › Annexure 12: Infrastructure Services Strategy



Figure 15: Sydney Olympic Park Master Plan 2030 (Interim Metro Review)

3.2 Masterplan controls summary

Street Hierarchy

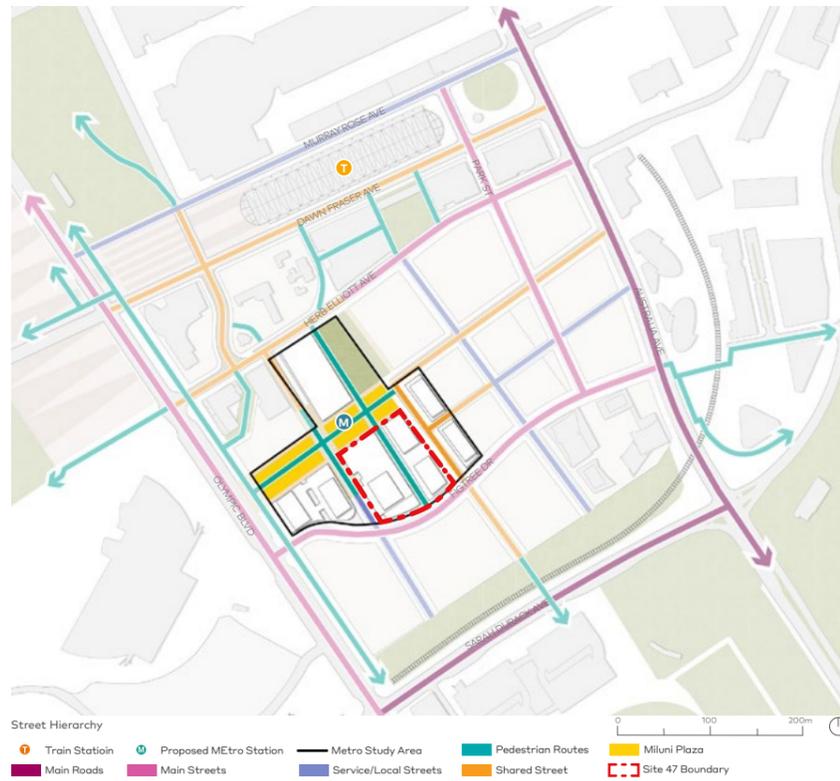


Figure 16: Street Hierarchy (SOPA, 2021)

The street hierarchy has been carefully considered. The proposed layout aims to deliver a certain amount of through-street traffic to activate the spaces, whilst considering the event mode circulation needs. The design provides the opportunity to create a series of traffic-calmed, local streets with a strong focus on the pedestrian experience and safety.

Open Space



Figure 17: Open Space (SOPA, 2021)

The proposed Metro station in the Central Precinct will be anchored by the adjacent Central Urban Park which will act as a core open space for the area, providing a central meeting and gathering space for residents and visitors.

This will be supported by a pedestrian-only, multi-purpose space, known as the West-End to the south. West-End will also serve as a gathering and movement corridor for the everyday users and as a crowd management space during events.

Shareways are provided on Precinct Street A and B and the service lane on Site 46.

Block Structure



Figure 18: Block Structure (SOPA, 2021)

The Block Structure allows for the delivery of smaller blocks that will encourage and promote movement and permeability within the Central Precinct.

The Master Plan 2030 (Interim Metro Review) proposes amendments to the 2018 Review to accommodate the revised public domain around the station, new streets and desired through site links to provide greater permeability within the immediate station surrounds.

Proposed Uses

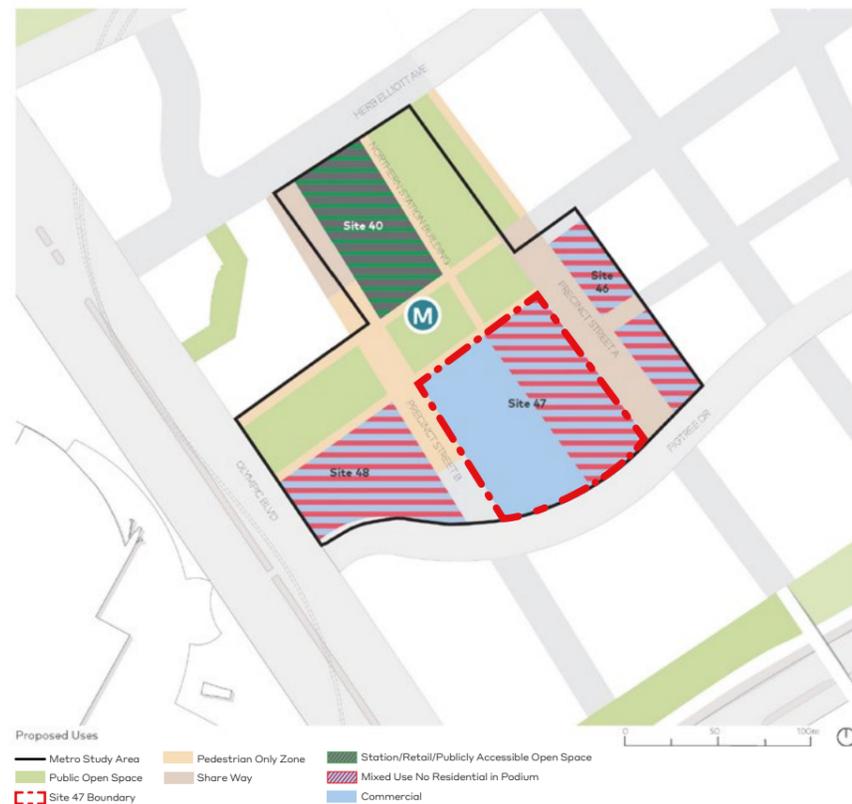


Figure 19: Proposed uses (SOPA, 2021)

Build to Line



Figure 20: Build to line (SOPA, 2021)

Podium Heights

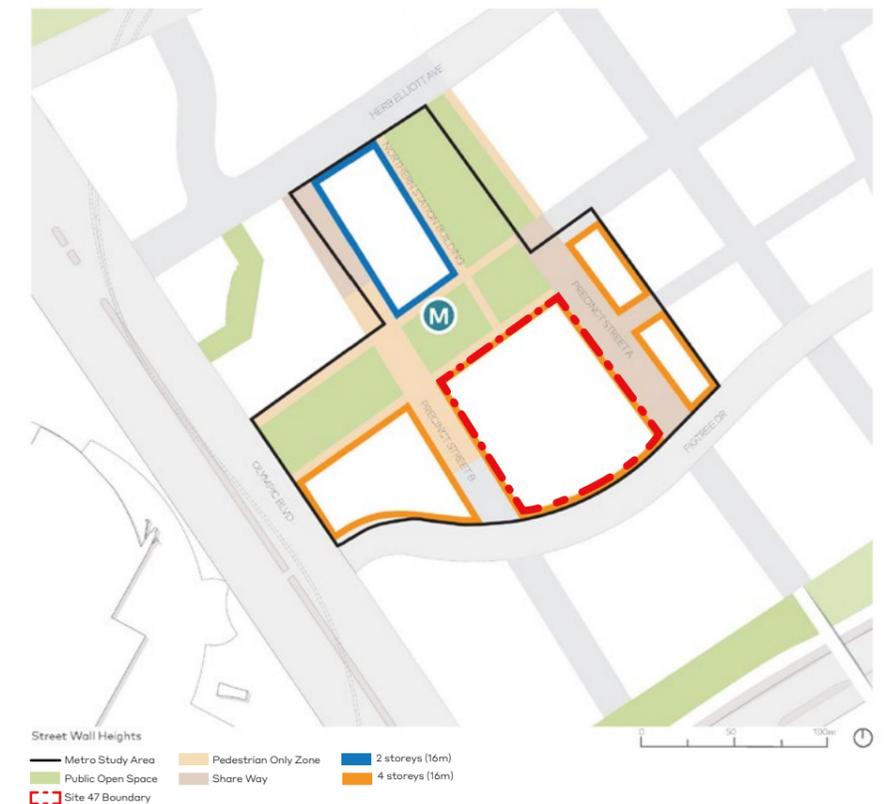


Figure 21: Podium heights (SOPA, 2021)

The proposed uses within the Master Plan 2030 (Interim Metro Review) are broadly consistent with the 2018 Review, permitting two primary uses within the site in that are reflective of the sites role within the Central Precinct.

It is intended that the station is integrated in to both the built form of the site and contributes to the activation of the streets by elevating any associated station infrastructure above the ground plane. A small amount of retail associated with the station entry is provided for on the Herb Elliott Avenue interface. The southern station entry, associated services and infrastructure and sites south of the Central Park are proposed as mixed use sites which provide for non-residential uses within building podiums of 4 storeys, with residential permitted above the podium.

The build to line guidelines are proposed to reinforce the principles of the 2018 Review. These principles seeks to define and frame primary public spaces and active streets with built form that contributes to a sense of place and pedestrian-scaled experiences

The Master Plan (Interim Metro Review) proposes that buildings within the mixed use sites to the south of the Central Park largely define the park and Precinct Street A. The northern station building and Precinct Street B interfaces are not subject to the same Build to Line guideline.

The street wall and podium heights guideline are to ensure that the height of the street walls make a significant contribution to the experience of place and add uniformity of character on streetscapes and within the public domain.

To achieve this, the Master Plan (Interim Metro Review) proposes that all mixed use buildings are comprised of a 4-6 storey and 16-24m high street wall podium.

Building Heights

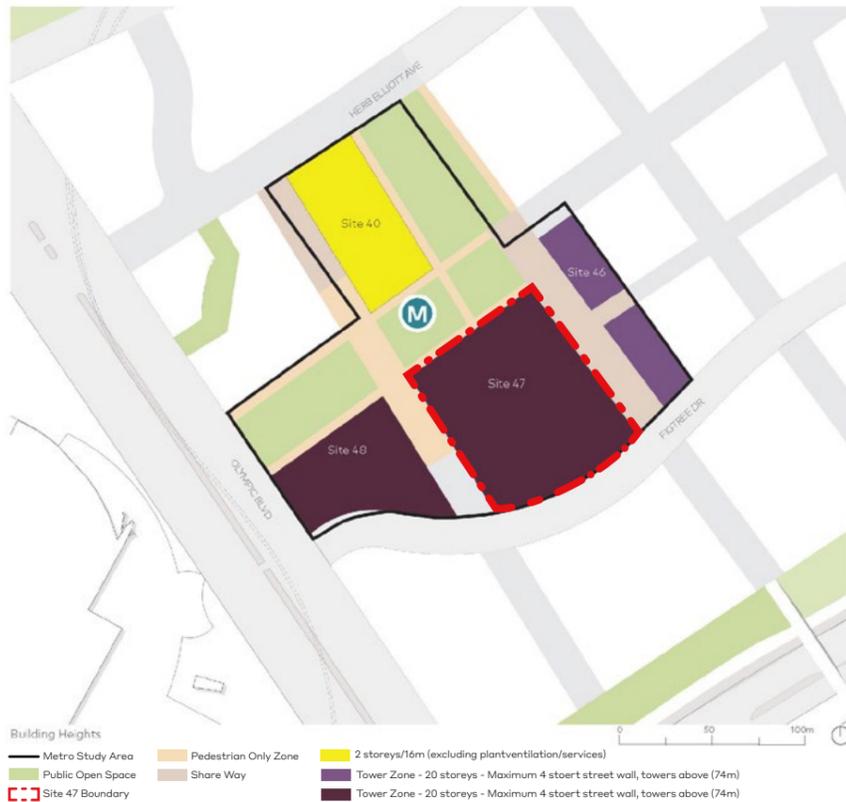


Figure 22: Building Heights (SOPA, 2021)

The following height plan controls are recommended amendments to be considered for the Master Plan (Interim Metro Review).

The plan aims to provide a varied and distinctive skyline for the Central Precinct. The building height plan suggests an amendment to the 2018 Review in applying a 45-storey 149m height limit to Site 47 to reinforce the metro station location and the associated activity and amenity of the site.

Building Setbacks



Figure 23: Building Setbacks (SOPA, 2021)

The setbacks are proposed to reinforce the principles of the 2018 Review. 0m primary setbacks to the ground floor are proposed on all mixed use buildings with an interface to the Central Park, Olympic Boulevard, Figtree Drive, Precinct Street A, Precinct Street B.

A 2.5m secondary setback above the podium is applicable to all mixed use buildings with an interface to the Central Park, Figtree Drive, Precinct Street A, Precinct Street B.

Allowable FSR



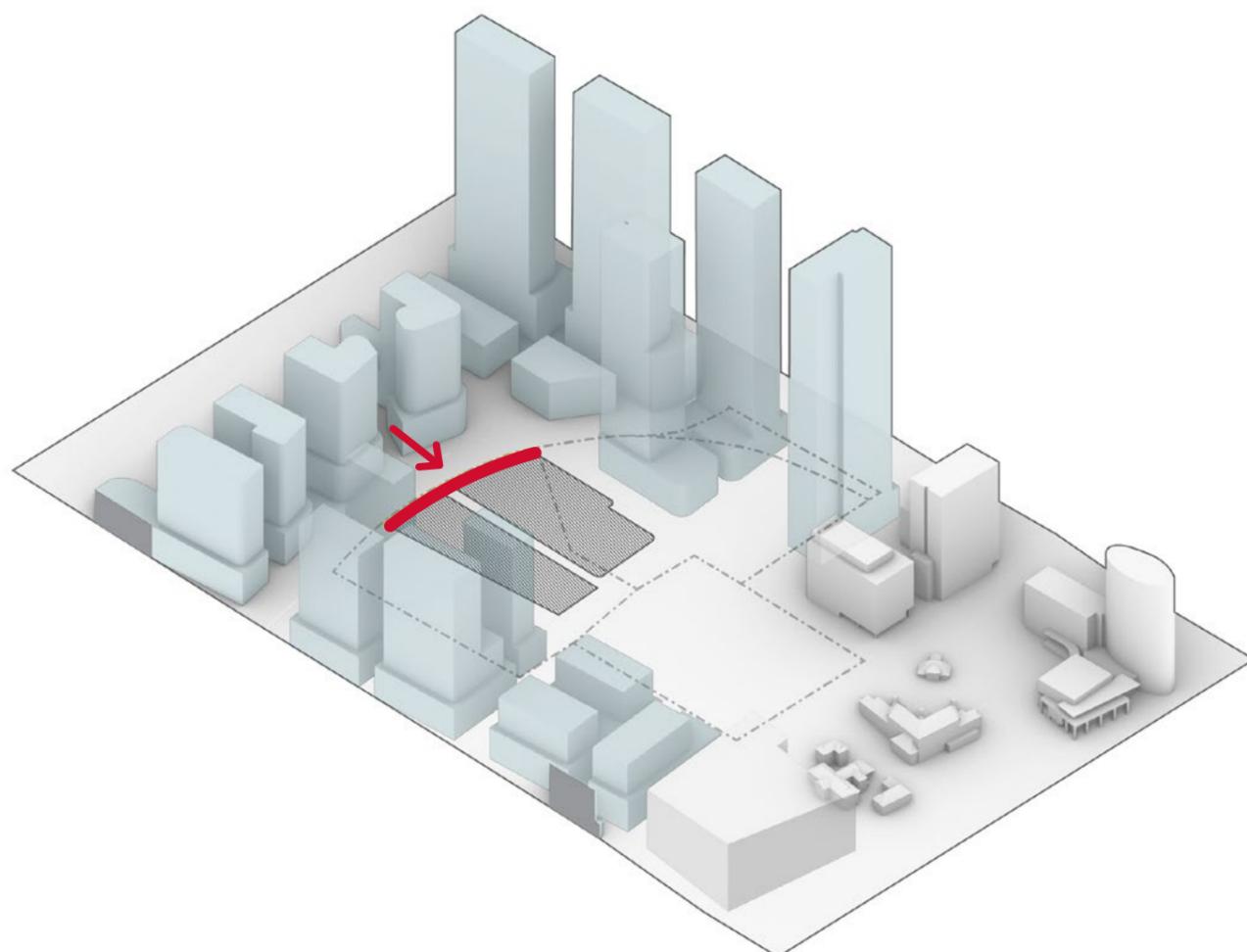
Figure 24: Floor space ratio (SOPA, 2021)

The Master Plan (Interim Metro Review) needs to consider the impacts that delivering a station on a SMW network at Sydney Olympic Park, has on the resultant lot layouts, building footprints, envelopes and subsequent yields.

The recommended amendments to the Floor Space Ratios (FSR) and Site yields are contained in the table adjacent.

Site	FSR Site Area	Non-residential	Residential GFA	Total GFA	FSR (n:1)
Site 47	11,428	32,860	47,336	80,196	7.0

3.3 Masterplan controls modelling

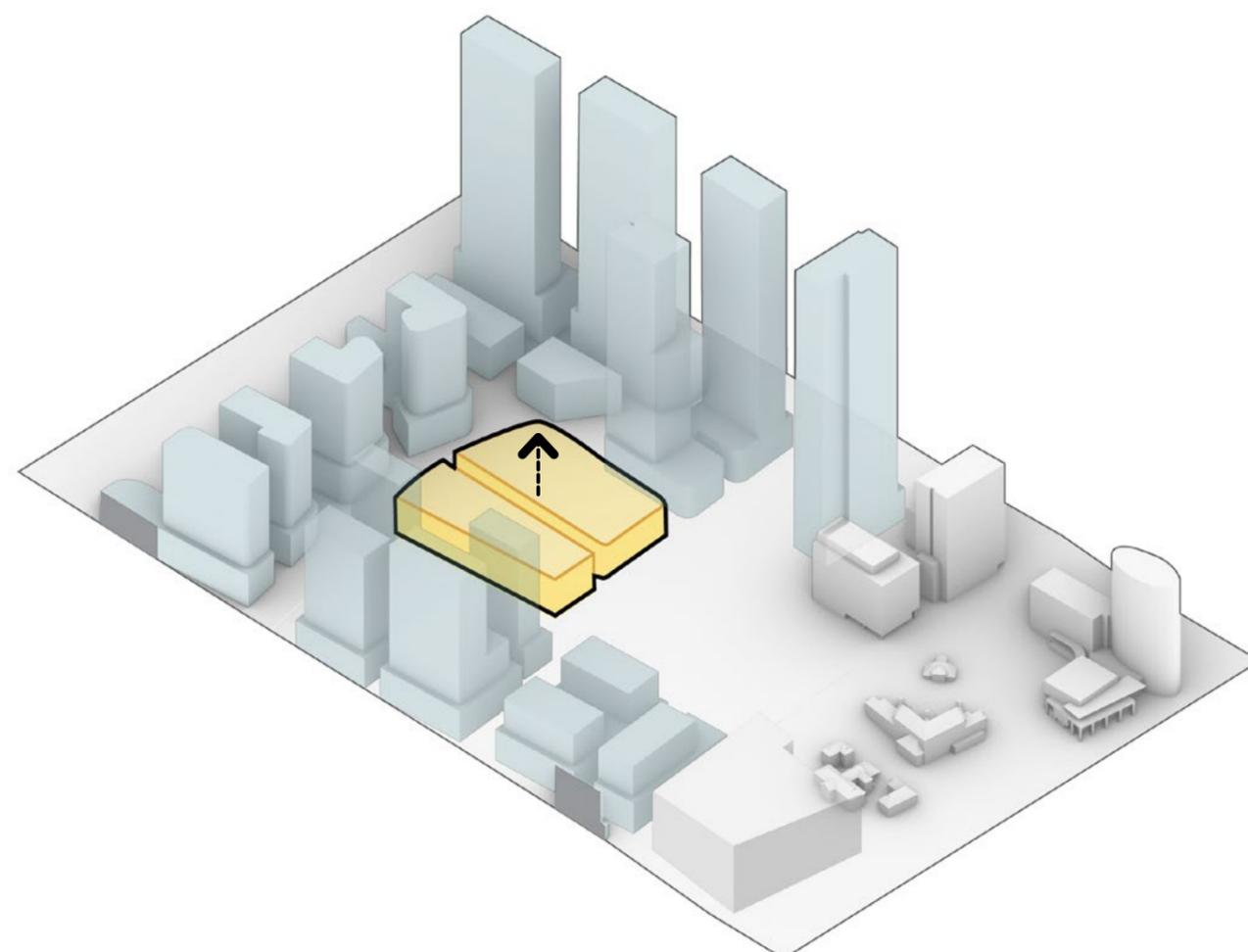


Podium Setbacks

SOPA Masterplan 2030 requires a built-to-line (0m setback) for all podiums at ground level. However, due to the future Bus Interchange proposed at Figtree Drive, a 5m setback from station kerb is to be provided to allow for sufficient circulation around the station.

— 5m

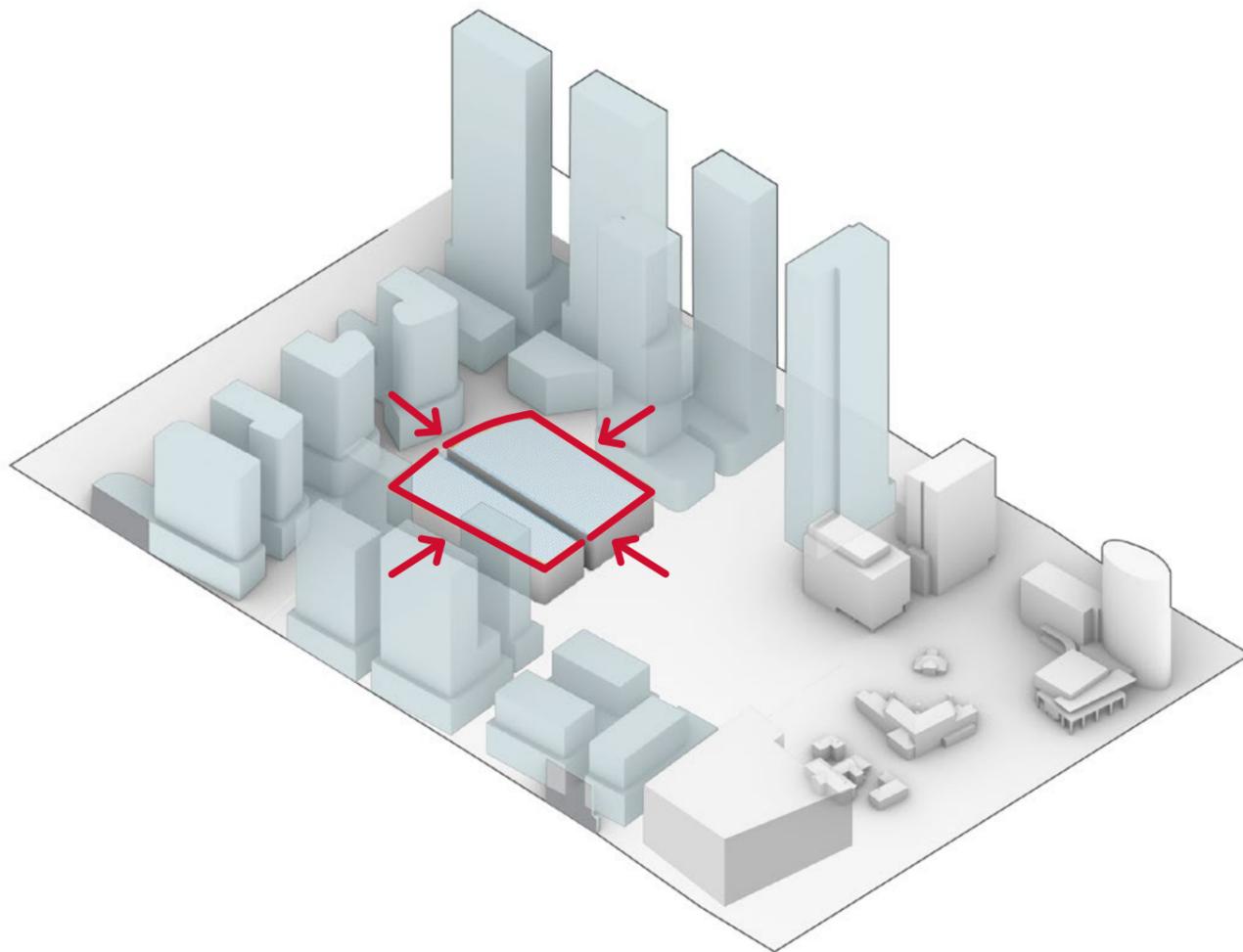
Figure 25: Podium Setbacks



Podium Heights

The above diagram shows the proposed podium envelope that the preferred scheme is adhering to. Street walls are limited to 4 storeys in height.

Figure 26: Podium heights

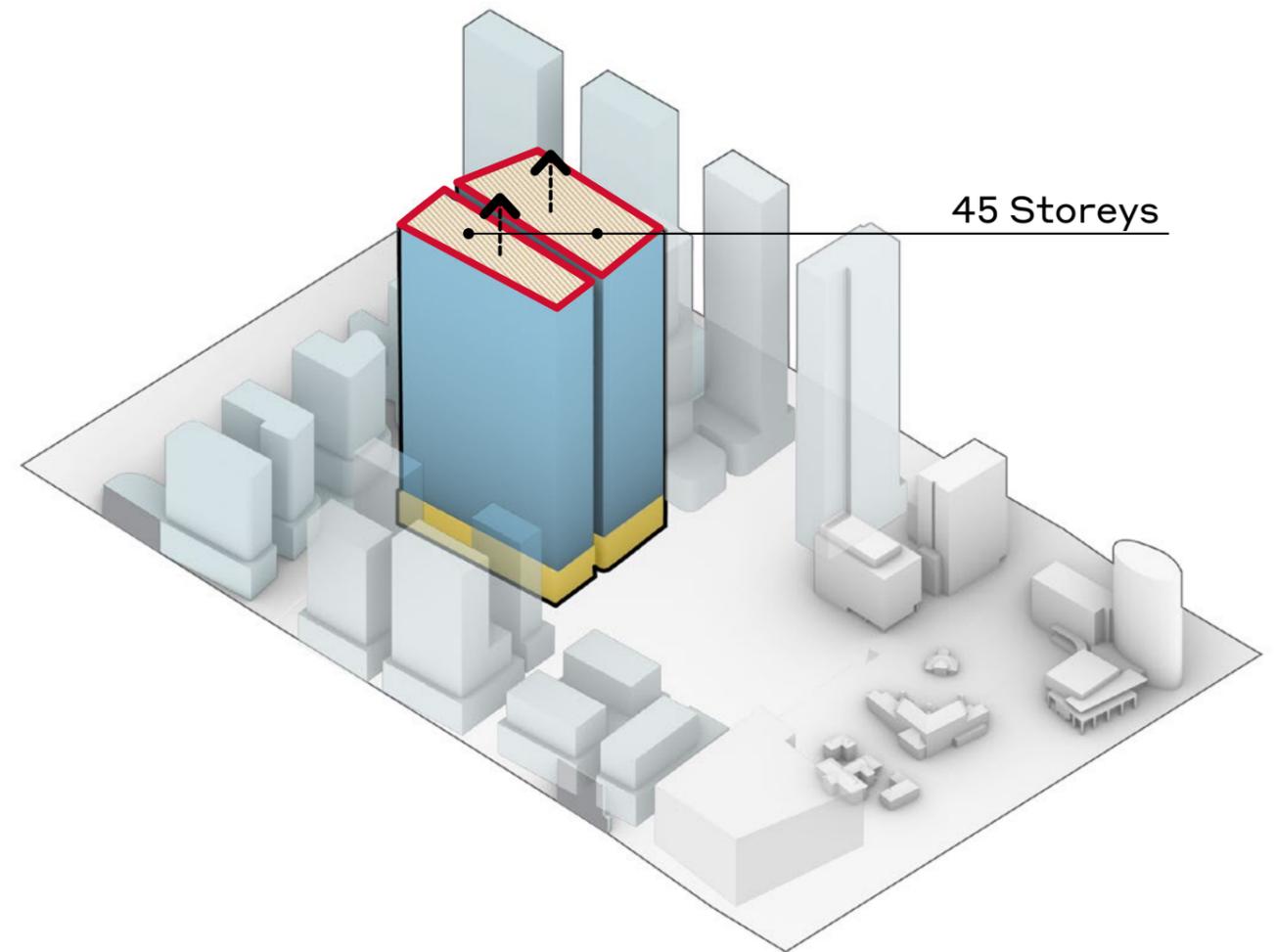


Tower Setbacks

The above diagram shows the tower setbacks proposed in the Master Plan. 2.5m podium setbacks are required to all edges at podium level, including Promenade. There is no Setback Requirement to through-site link.

— 2.5m

Figure 27: Tower Setbacks



Tower Heights

The above diagram shows the tower heights to which the proposed scheme is required to adhere to, by SOPA Masterplan Metro Interim Review. Heights are set by OLS clearance requirements. However, given Sydney Olympic Park is positioned on the outer edge of the OLS plane, guidance is subject to coordination with aviation authorities and might be protruded (not exceeding 45 levels or RTCC).

— 45 Storeys (149m)

Figure 28: Tower heights

04

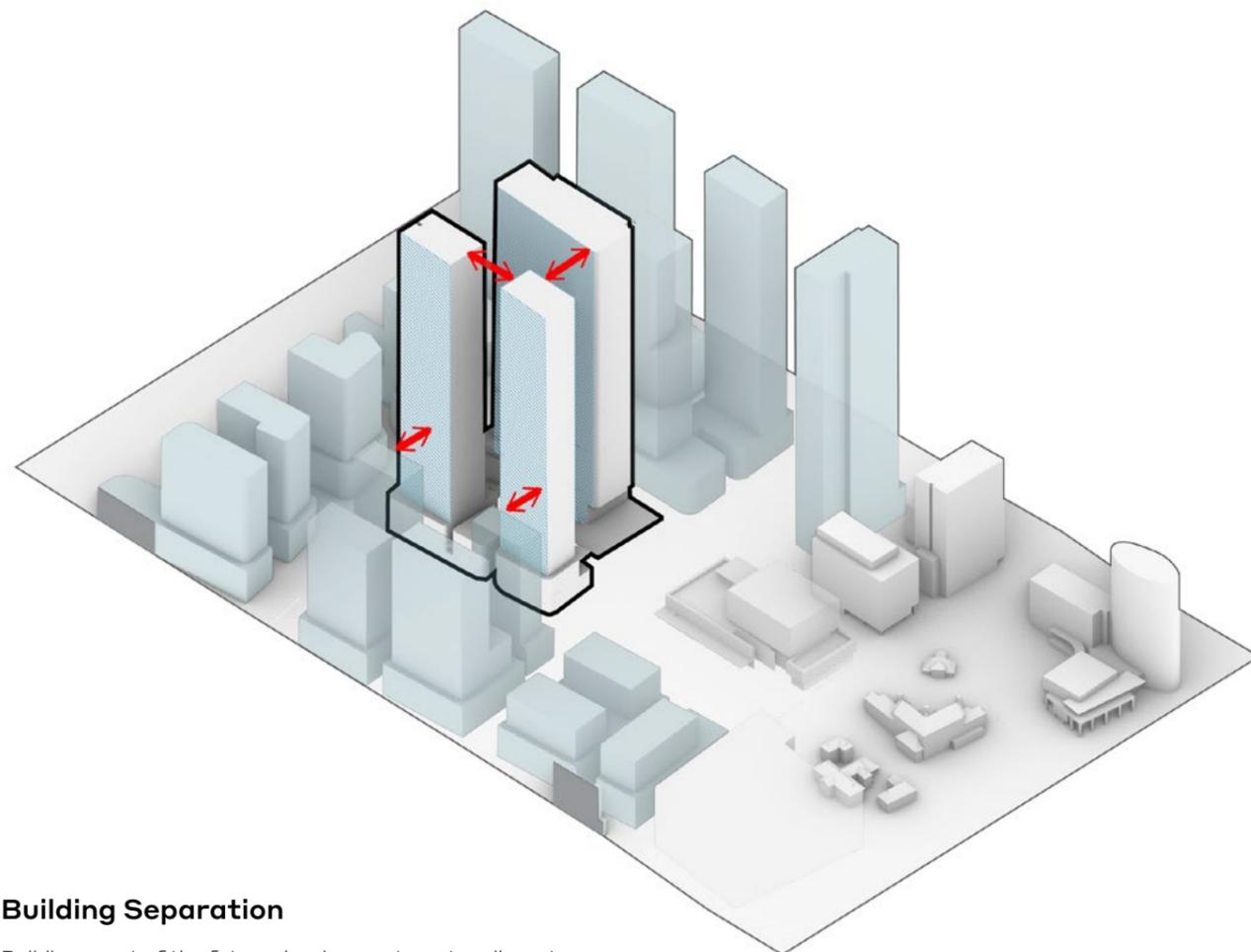
SOP - Building Envelopes

4.1 Design strategy

The diagrams on this page are a summary of the design strategies used to further refine SOPA masterplan planning controls. Further refinements of the proposed massing/envelopes aim to ensure the best urban design and environmental outcomes for the precinct whilst allowing future developers a degree of flexibility within defined envelopes.

They are based on reference design demonstrated in Appendix D - Architectural GA Drawings.

Those requirements will be used to set finer grain, develop a specific set of planning controls, and form part of the SSD application based on the quality outcome

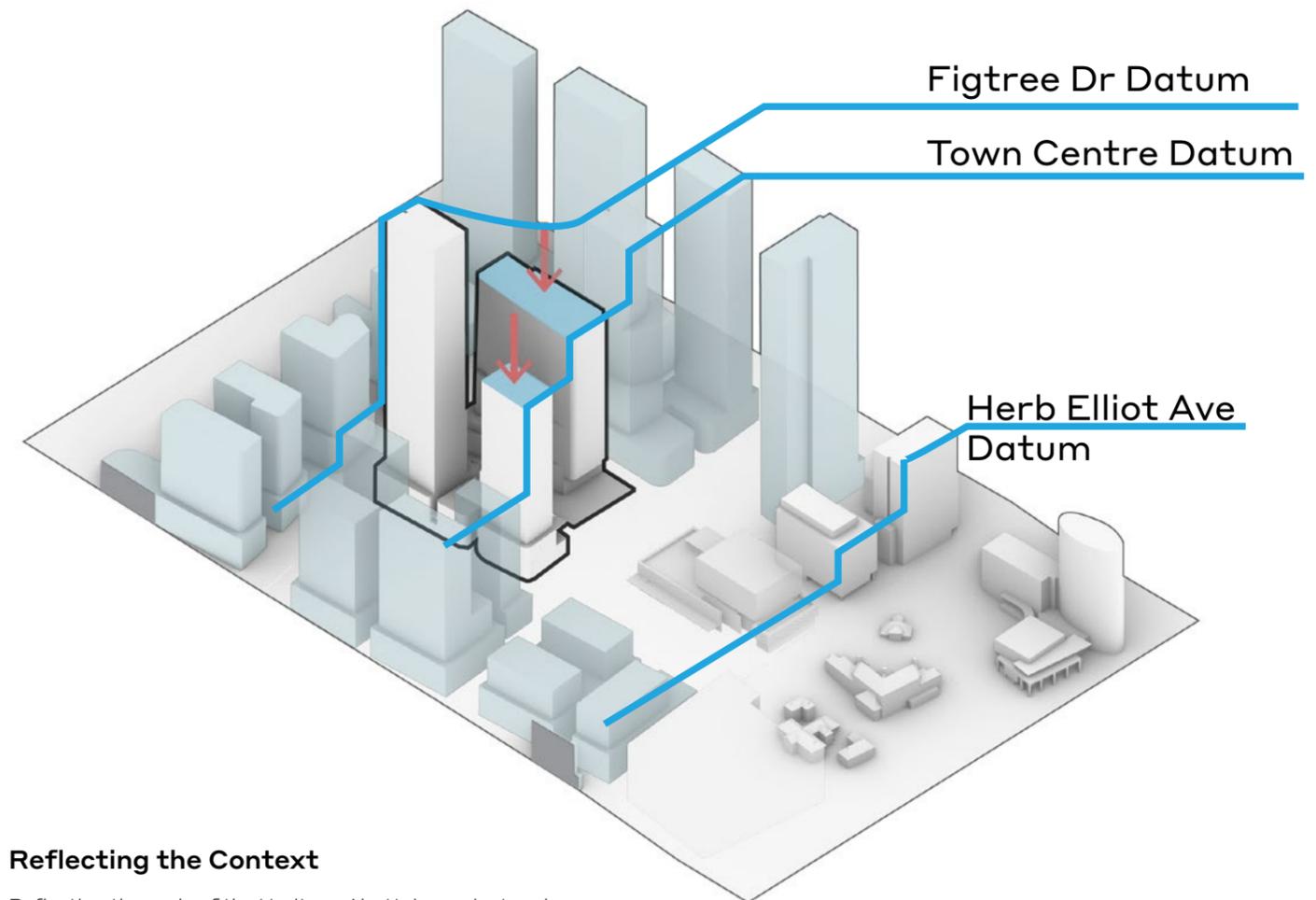


Building Separation

Buildings part of the future development are to adhere to minimum building separation defined by ADG. Greater than minimum distances are to be achieved where possible, to achieve sufficient solar access to both habitable spaces and open public domain.

↔ 24m

Figure 29: Building separation

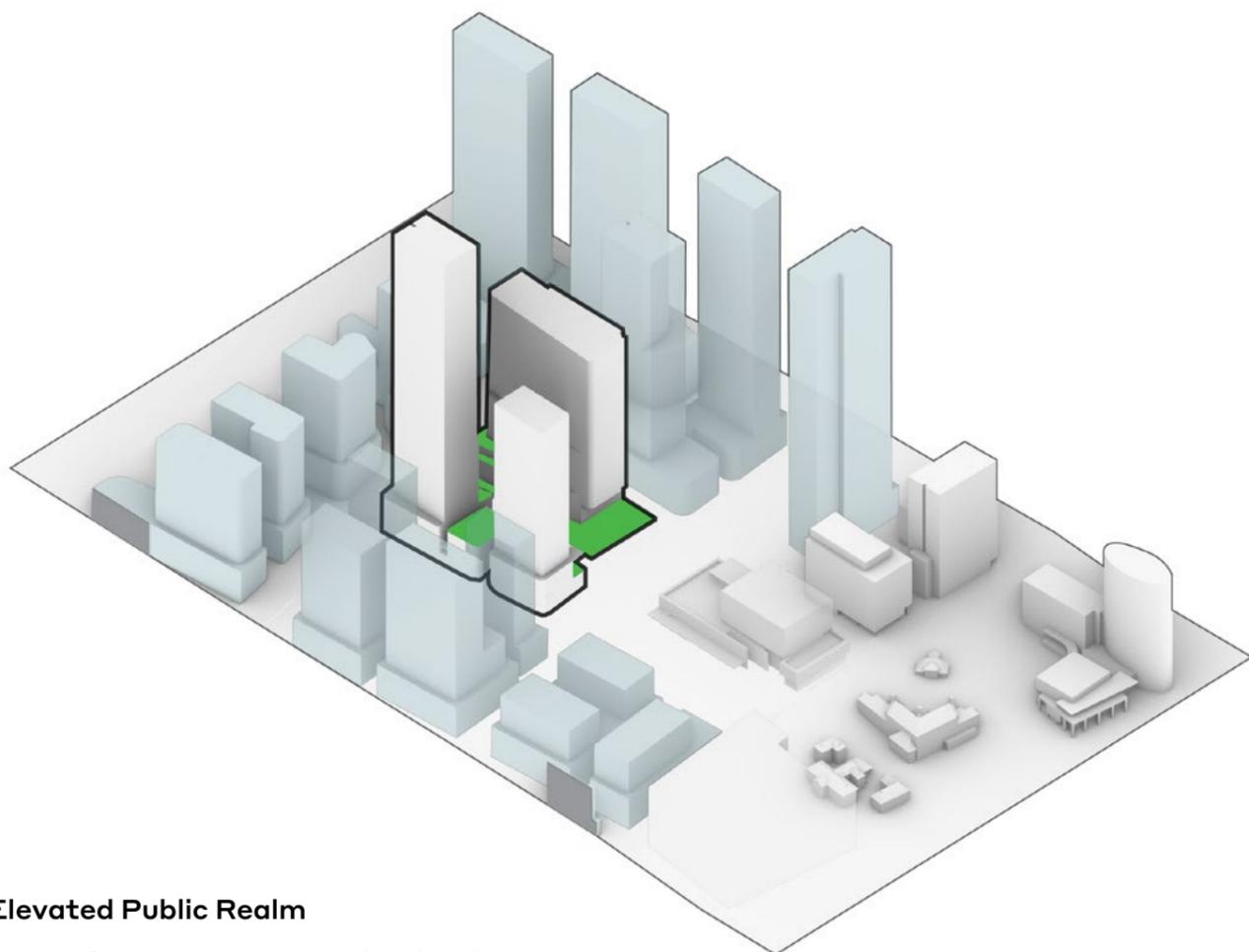


Reflecting the Context

Reflecting the scale of the Heritage Abattoir precinct and creating a human-scale environment are set as the main design principles of the new development.

Building heights transition from low height development along Herb Elliot and around the town centre to higher towers along Olympic Boulevard and Figtree Drive creating a congruous skyline.

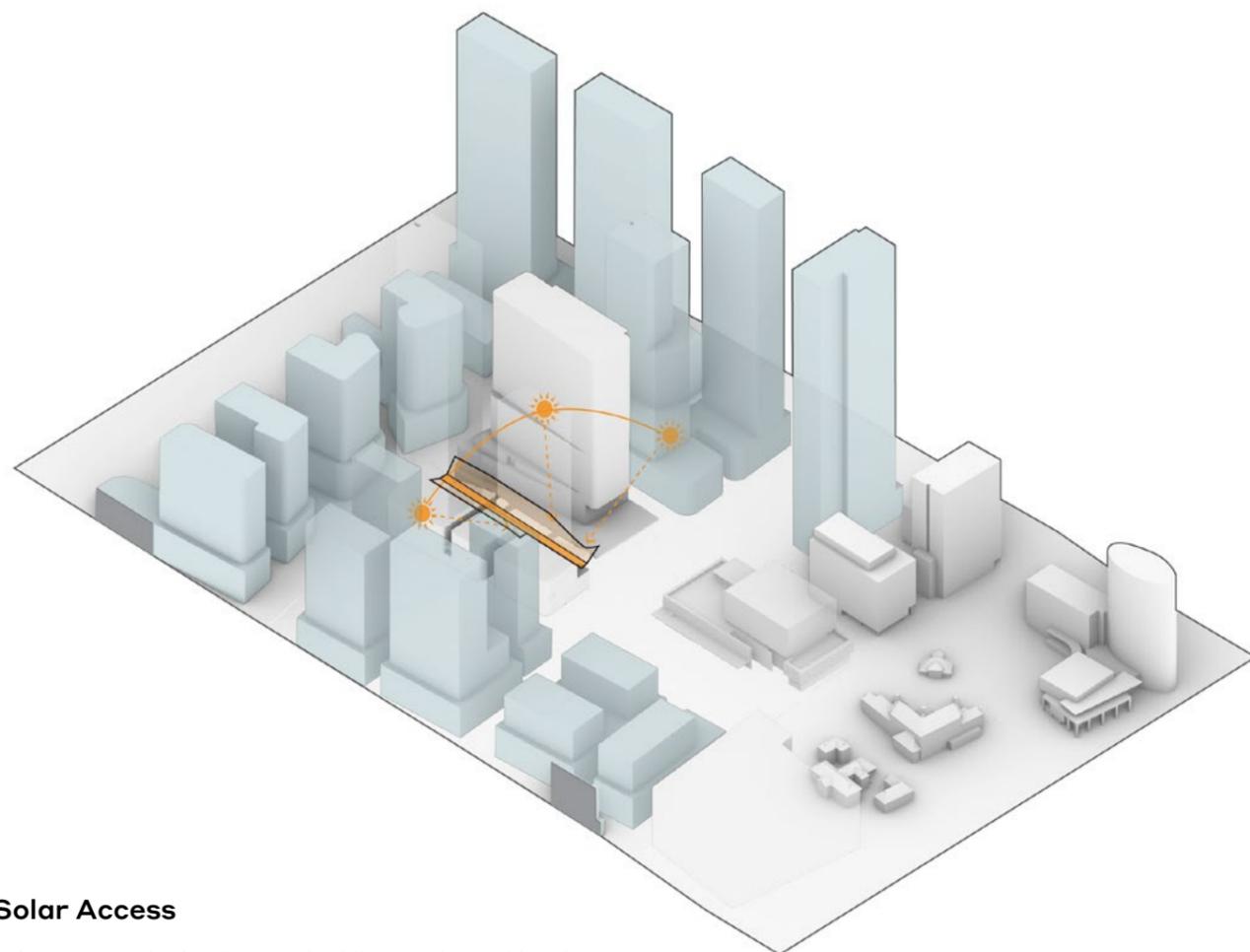
Figure 30: Reflecting scale and context



Elevated Public Realm

Green roofs, commercial terraces, and residential common areas are set to provide activation on higher levels, in addition to the active ground floor plane. The elevated public realm is to serve as semi-private spaces for residents and workers in the development. Elevated and public domain at ground level must work together and contribute to each other catering to the active and engaged future community.

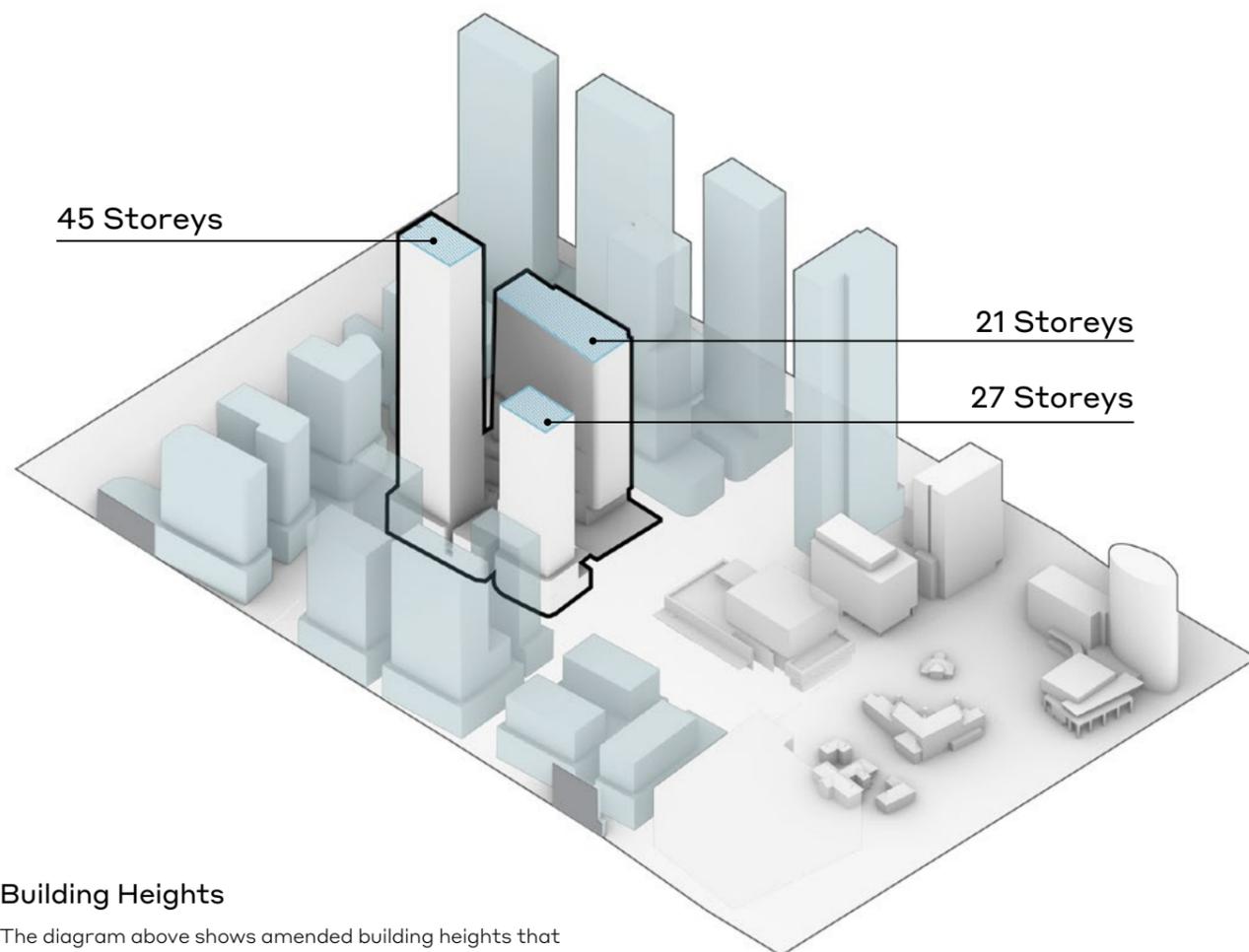
Figure 31: Elevated public realm



Solar Access

Solar access to both private and public areas is considered essential. Apartments and commercial areas are to be designed to maximise solar access. Location and scale of the buildings, as well as breaking the mass of the podiums, are important to allow solar access to the public domain at ground level.

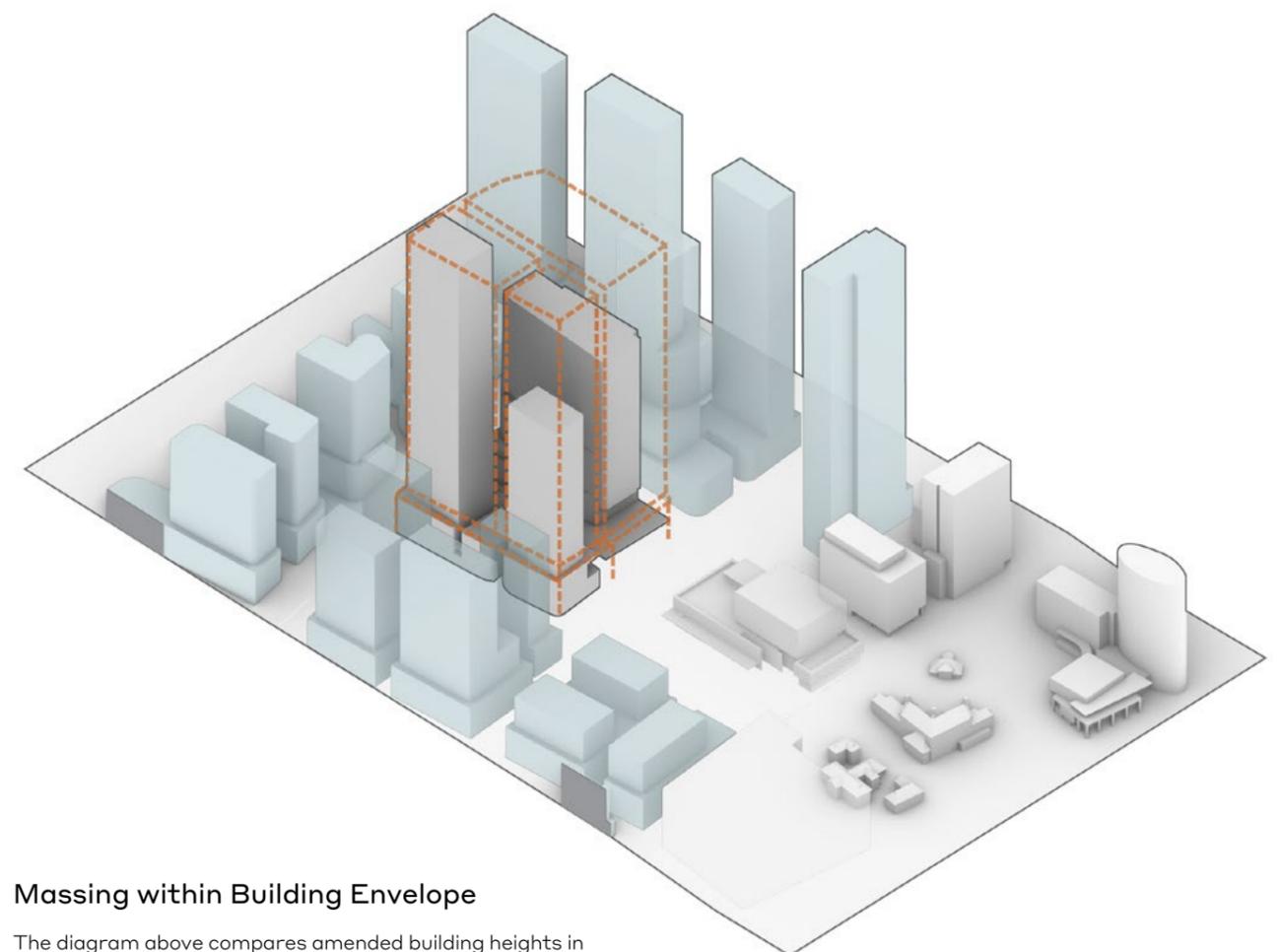
Figure 32: Solar Access



Building Heights

The diagram above shows amended building heights that will inform SSD application. Podium height is set to 4 levels by SOPA masterplan interim review and retained in SSD application. Tower heights are reduced to cater to a human-scale environment and mitigate wind conditions in public places at ground level.

Figure 33: Proposed building heights

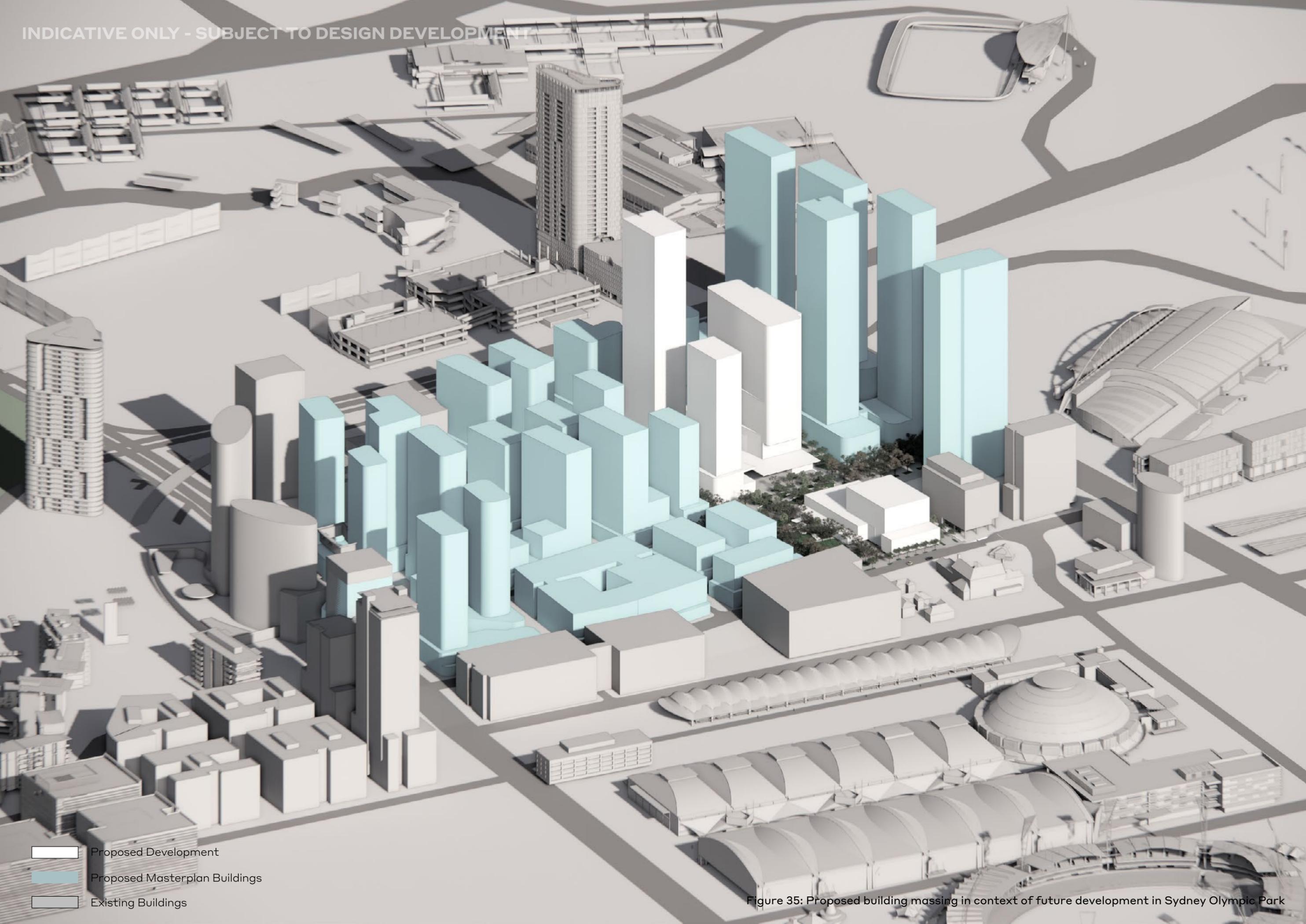


Massing within Building Envelope

The diagram above compares amended building heights in lieu of SOPA masterplan planning controls demonstrating the compliance of the proposed massing.

Figure 34: Proposed building massing

INDICATIVE ONLY - SUBJECT TO DESIGN DEVELOPMENT



- Proposed Development
- Proposed Masterplan Buildings
- Existing Buildings

Figure 35: Proposed building massing in context of future development in Sydney Olympic Park

4.2 Building envelopes

Development on site 47 is comprised of three buildings with their podiums. Building 1 podium is formed by station entries and station services buildings, and therefore part of SSI scope

Building 1 is a 16 Storey (21 with podium levels) envelope located directly above the station services building.

Building 2 & 3 are residential buildings with adjoining 4 storeys podiums. Building 2 envelope is set to 21 Storeys while Building 3 is maximised to achieve 45 Storeys. This envelope will be subject to coordination with CASA.

Site Area	11,407 m ²
Residential GFA	32,790 m ²
Retail GFA	1,760 m ²
Commercial GFA	32,820 m ²
SSI GFA*	630 m ²
Total GFA	68,000 m²

Parking	358
FSR*	5.96:1

- Indicative Residential Buildings
- Indicative Non-Residential Buildings
- Sydney Olympic Park SSI Scope
- Existing Buildings

*NOTE:

GFA and FSR calculations include floor space attributed to the station which will be subject to a separate planning approval under CSSI Stage 3 Application and may be subject to change

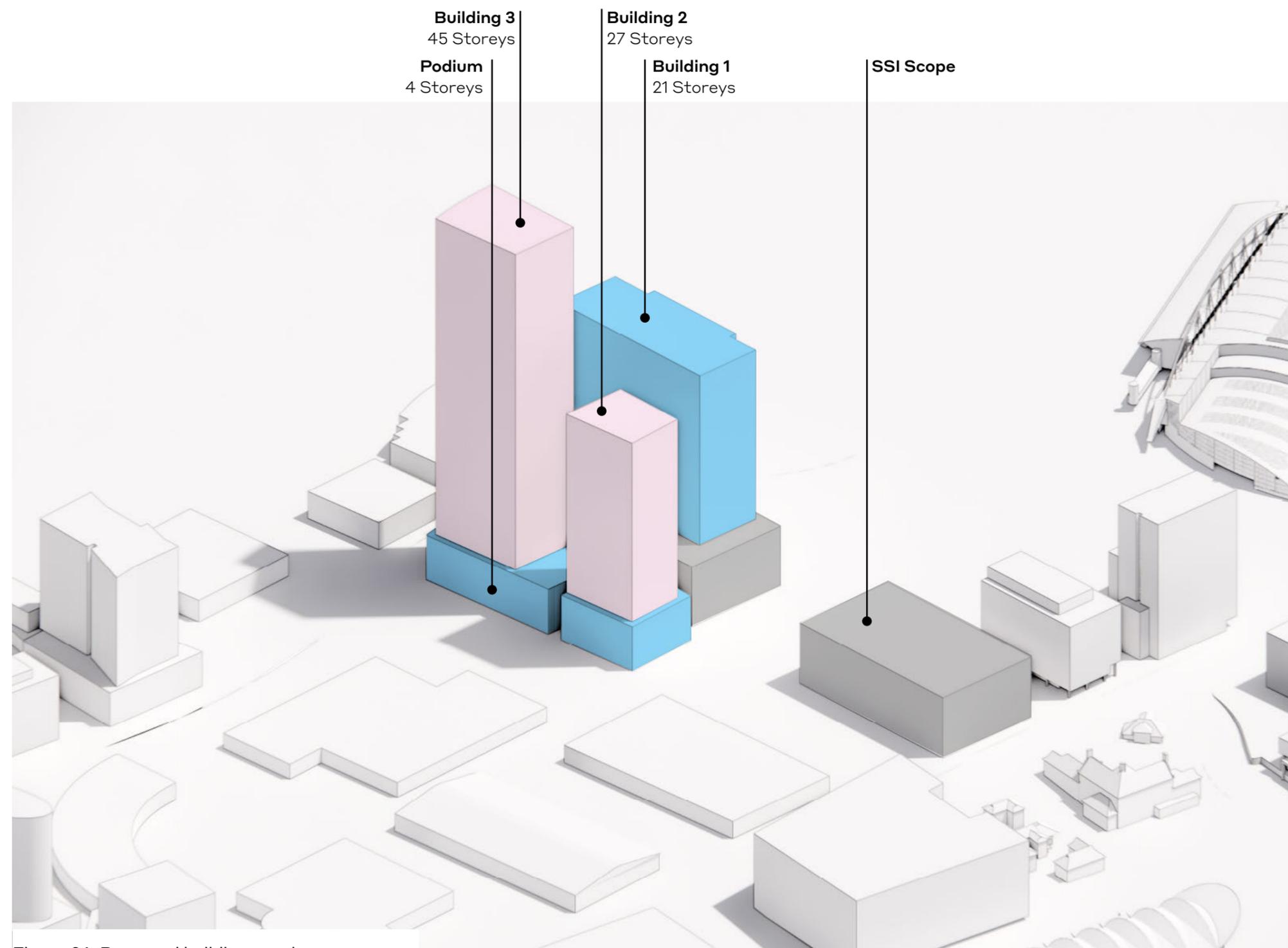


Figure 36: Proposed building envelopes

4.3 Ground floor plan

The adjacent diagram shows the indicative ground floor layout with station entries, development entry lobbies, loading dock, and car-park entries and extents of the development and ground level.

Future Sydney Olympic Park Metro Station is proposed to have main access from the future Marshalling Plaza and day-to-day entries through the proposed Promenade. Non-residential lobbies are located on the Promenade, enabling easy and quick connection to the new metro station. Residential lobbies are proposed to be accessible from Precinct Street A, allowing for privacy and intimacy for the future residents.

The main loading to the station and Building 1 is proposed to be from Precinct Street B while car-park entry is located on Precinct Street A. Residential loading is proposed to be located in the car-park.

PODIUM SETBACKS

- ① Min 5m setback from Bus Interchange Kerb
- ② Build to line on Precinct St A
- ③ Build to line on Future Town Plaza
- ④ Build to line on Precinct St B

TOWER SETBACKS

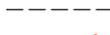
- ⑤ 2.5m setback on Figtree Dr
- ⑥ 2.5m setback on Precinct St A
- ⑦ 2.5m setback on Future Town Plaza
- ⑧ 0m setback on Precinct St B*
- ⑨ Minimum 24m distance between Building 1, 2 and 3.
- ⑩ No Setback Required on through-site link



Figure 37: Ground level interface with public realm

GROUND FLOOR PLAN - 1:1000

DEVELOPMENT ENVELOPE

- | | | | |
|--|---|---|-----------------------------|
|  | Indicative Residential Lobby Location |  | Site Boundary |
|  | Indicative Non-Residential Lobby Location |  | Indicative Towers Footprint |
|  | Indicative Non-Residential Development Extent |  | Residential Entry |
|  | Indicative Development Services, Loading and Car-park Entry |  | Non-Residential Entry |
|  | Sydney Olympic Park Metro Station SSI |  | Loading & Car-park Entry |
| | |  | Metro Day to Day Entry |
| | |  | Metro Events Entry |

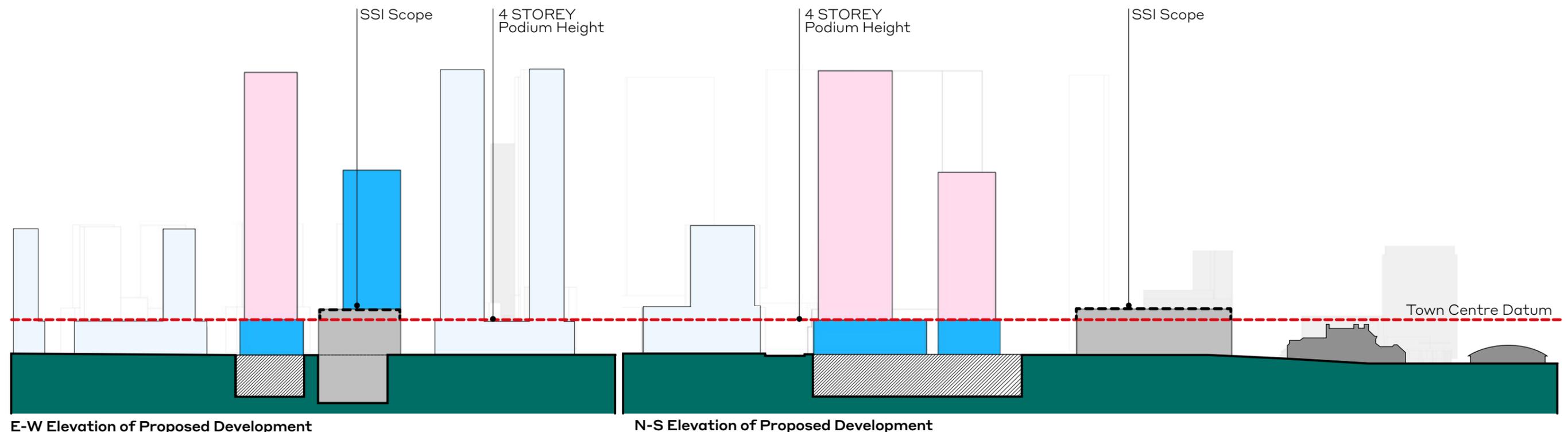
4.4 Podium heights

Creating a human-scale environment and reflecting on the scale of the existing heritage precinct has been identified as the main design intent. Through site links and low podium, heights are used to achieve this outcome.

Podium heights in the central precinct are limited to 4 Storeys through SOPA Masterplan 2030 (Metro Interim Review). Diagrams below show Town Centre Datum compared with the existing heritage structures, adjacent to the central precinct, and SSI buildings heights subject to the separate application process.

Developments podiums are restricted to 4 storeys height. However, due to servicing requirements and required clearances, as well as providing flexibility for the floor to floor in the podium, maximum height has been proposed to 18m. Development podiums are to be built to the line on Precinct St A, Precinct St B, and Future Town Plaza. The podium on Figtree Dr should allow for a 5m set-back from the bus interchange kerb.

- Indicative Residential Buildings
- Indicative Non-Residential Buildings
- Sydney Olympic Park SSI Scope
- Sydney Olympic Park Masterplan 2030 Proposed Development
- Existing Buildings
- Development Car-park



E-W Elevation of Proposed Development

N-S Elevation of Proposed Development

Figure 38: Proposed podium heights



INDICATIVE ONLY - SUBJECT TO DESIGN DEVELOPMENT

Figure 39: Artist's impression of development looking south (indicative)

4.5 Building envelope heights

The height of the envelopes plays a key role in defining the scale of the proposed buildings and forming the new Sydney Olympic Park skyline. Creating a human-scale environment and reflecting the scale of the heritage precinct has been identified as one of the main design strategies.

Building heights are set to achieve the required outcome, transitioning from a high-rise on Olympic Boulevard to mid-rise buildings in the city centre.

While building heights are set as maximums, envelopes are a loose fit in a plan to allow for design flexibility.

Adjacent diagrams demonstrate set maximum building heights, relationship to site boundaries, and SSI Scope.

Building 1 Height is constrained by the structural capability of the station. Therefore, a maximum of 21 Storeys, 16 above the station, has been set as the envelope height. 2.5m above podium building setback has been set by SOPA 2030 Masterplan.

Building 2 maximum height has been set to 27 levels, reflecting set design principles, 2.5m setback requirement needs to be achieved on both Precinct St A, Future Town Plaza, and the promenade, while there is no setback requirement on the through-site link.

Building 3 is reflecting controls set by SOPA along Olympic Boulevard. Maximising permissible envelope, 45 stories, Building 3 is opening up to spectacular views over Parramatta River towards the Blue Mountains on higher levels. 2.5m setback requirement is to be achieved on all adjacent frontages, Precinct St A, Figtree Drive, and the promenade.

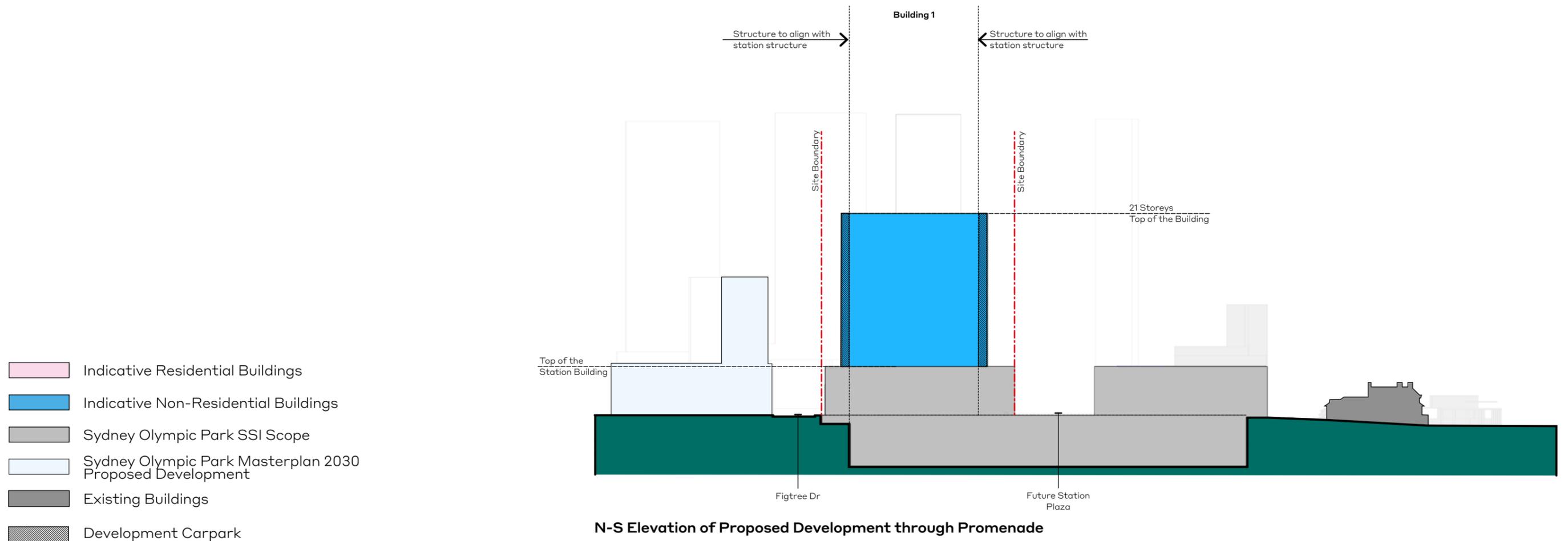


Figure 40: Proposed building envelope heights (Building 1)

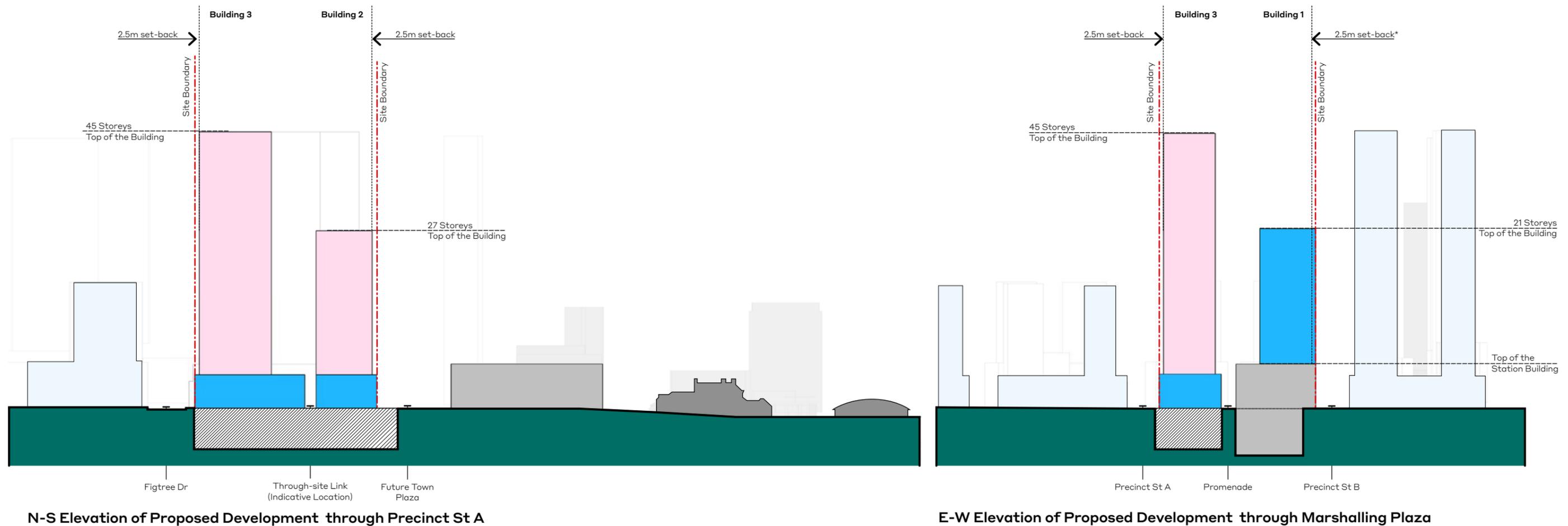


Figure 41: Proposed building envelope heights (Building 2&3)

4.6 Building envelopes in the context

Sydney Olympic Park 2030 Master Plan has set the vision for the redevelopment of the wider precinct. Central City is seen as a community mixed-use centre with predominantly commercial, residential, and retail use.

Future redevelopment is set to transform the Sydney Olympic Park skyline. The Precinct area is split into 4 zones. High rise (45 Storeys) datum is proposed along Olympic Boulevard and Australian Avenue. Medium rise datum (20 & 30 Storey) is proposed in the central precinct. Low rise datum (8 Storey) is set between Herb Elliot and Dawn Fraser Avenues.

Through the design and collaboration process between SOPA, DAP, and SM, the central precinct is defined as a transitional zone (21 - 45 levels).

-  SSD Site
-  8 Storey Zone
-  20 Storey Zone
-  30 Storey Zone
-  45 Storey Zone

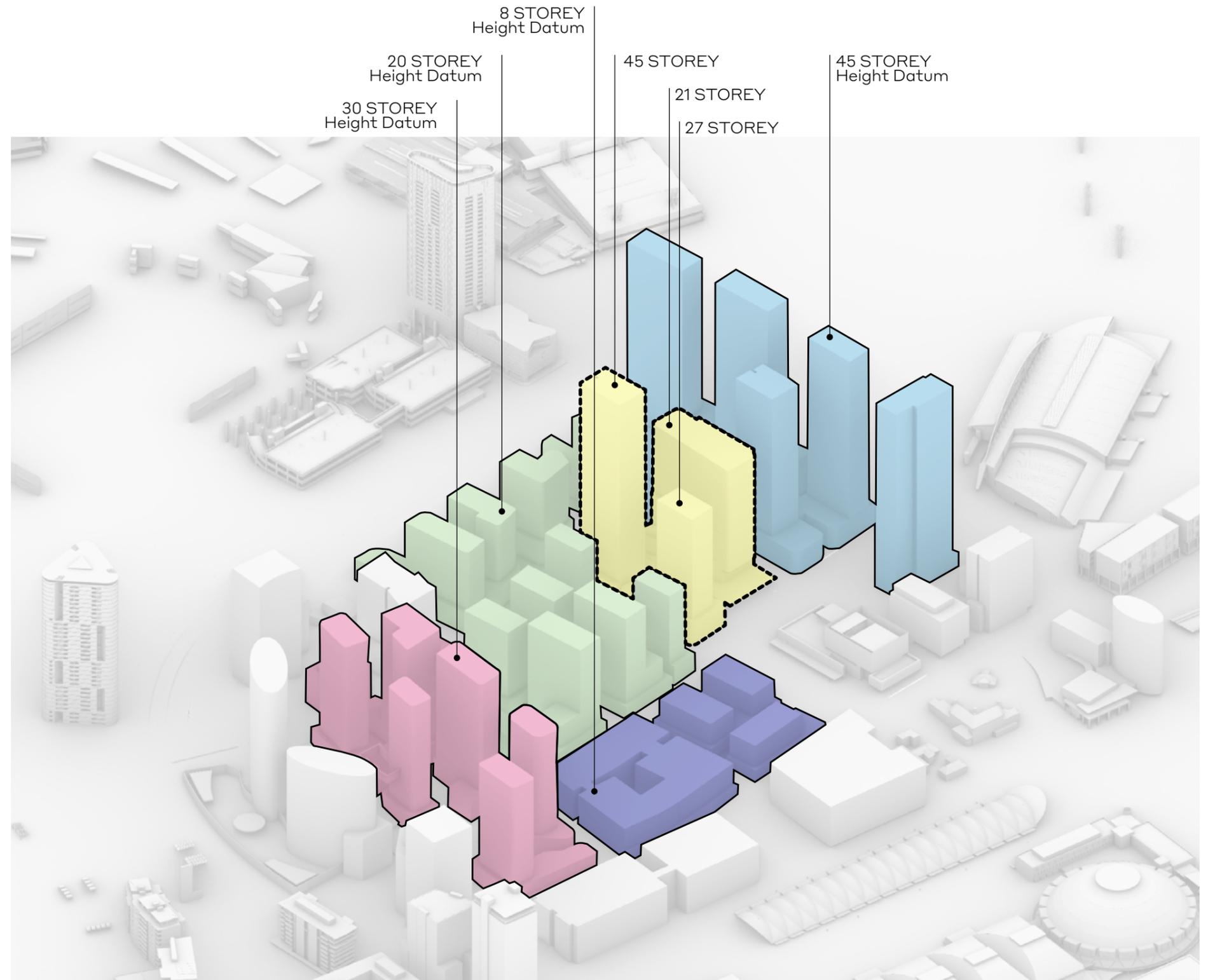


Figure 42: Proposed building envelope heights in future context

05

SOP - Site Constraints and Opportunities

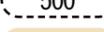
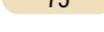
5.1 Event precinct

Sydney Olympic Park has been well known as an event precinct. Large-scale sports or cultural events are mostly taking place in stadiums or showgrounds located in the precinct. SOPA Masterplan 2030 is building upon this established heritage. Future public areas around the Central City precinct are proposed to host numerous events throughout the year. Central Park is seen as a local event destination while marshalling plaza is seen to host weekly markets.

Additionally, marshalling plaza, as a major connection between the future metro station and Olympic Boulevard, is required to adhere to the specific event mode requirements to marshal large numbers of patrons from the stadia precinct to the metro station. Those requirements were major guidelines used to determine proposed building alignments in the precinct.

Moreover, such large numbers of patrons present in the precinct during the event are posing specific design requirements to ground level, publicly accessible, areas. More robust and durable materials are to be used, and vandal-proof strategies are to be considered to ensure quality and durable outcomes in the precinct and provide safety for the residents and everyday users.

Key:

-  Day to Day Access
-  Day to Day Egress
-  Event Space
-  Metro
-  Event bus
-  Light rail
-  Walk
-  Cycle
-  Metro
-  Potential light rail
-  Site boundary

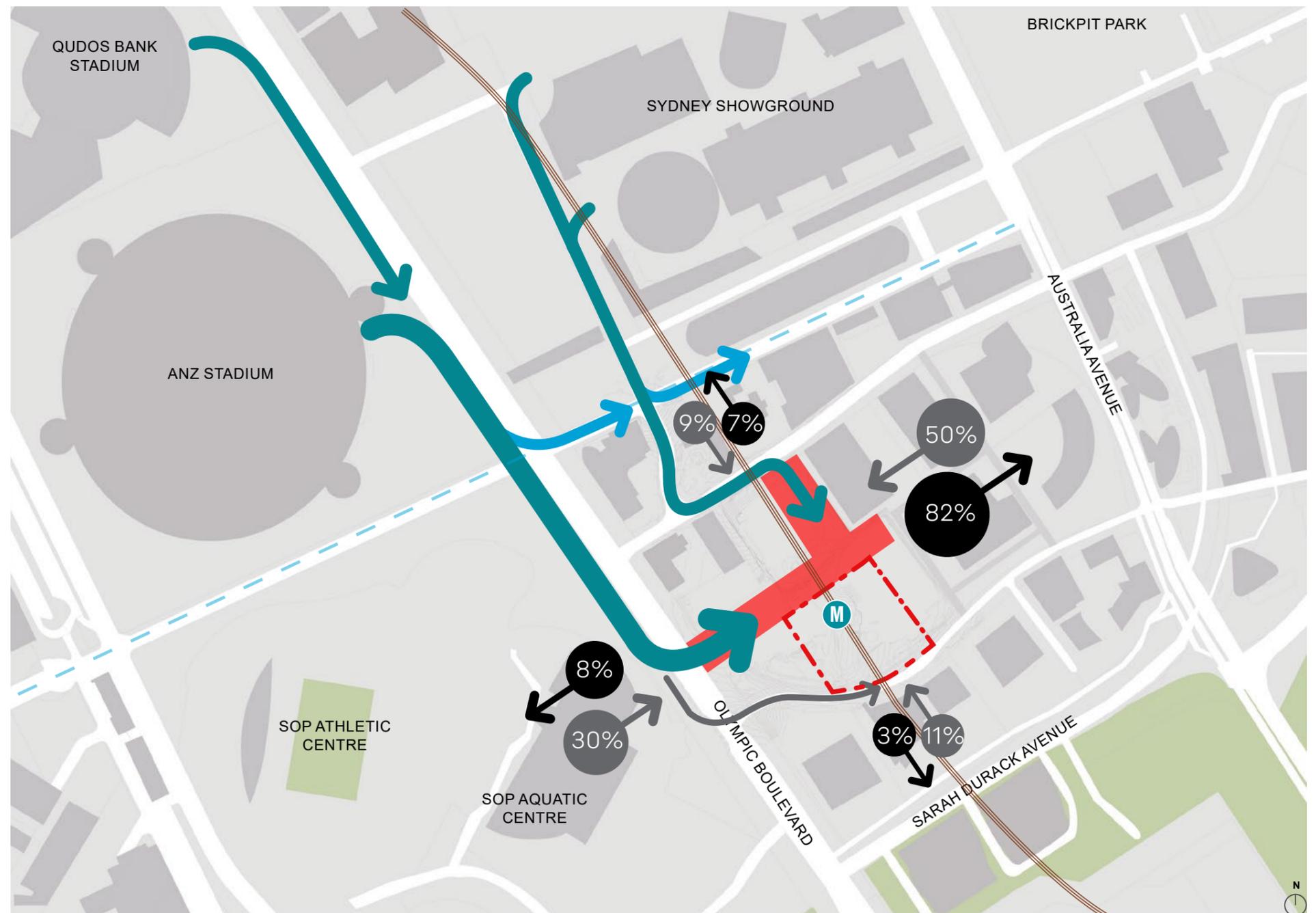


Figure 43: Sydney Olympic Park events

5.2 Station interface

The detailed design and fit-out of the Sydney Olympic Park metro station infrastructure will be integrated with the development to facilitate a cohesive station and precinct development.

To enable this, detailed coordination is undertaken between the Proposed Metro Station Design and Over Station Development. Structural dependency between the two has been the main constraint in achieving a good outcome, with station structural solution being the main driver in determining the height of OSD Building.

Additionally, the OSD building envelope sits on top of the station services building that forms the podium. Main access is through the sky lobby facing an elevated open garden, on the station roof.

OSD core is to be positioned adjacent to the station box providing necessary bracing to the building, integrating with station box walls.

Special attention is to be undertaken on achieving required clearances between station and OSD back of house equipment to avoid cross-contamination.

OSD Car-park is to be in the basement under adjacent buildings. The connection between the two sides of the development is required to cater for safe access to the carpark.

Basement is required to have 6m clear separation from the station box, due to geotechnical characteristics of ground in Sydney Olympic Park.

- OSD Building
- OSD Core
- Station Services Building
- Crash Deck - Transfer Zone
- Station Box
- ASD Carpark

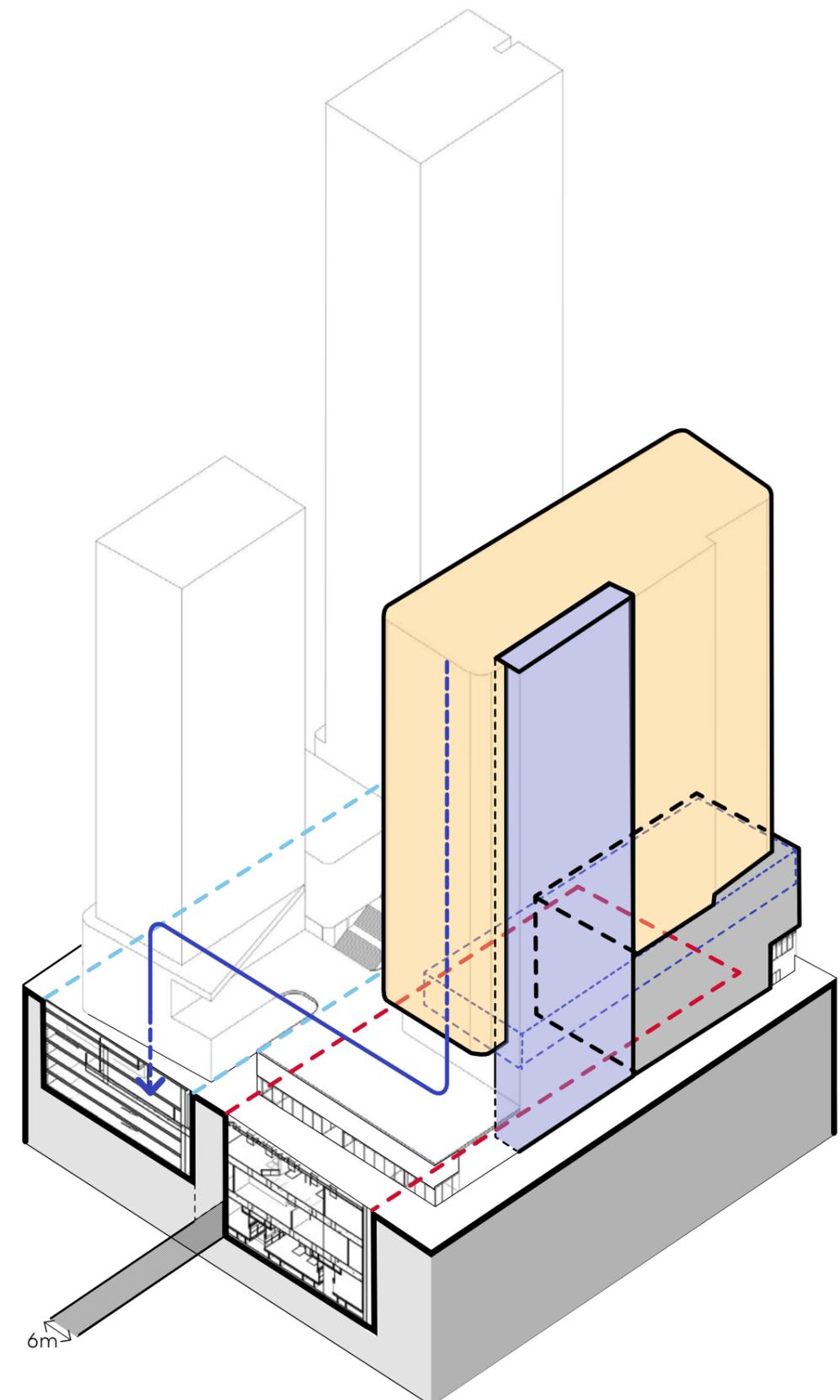


Figure 44: Station interface

5.3 Ground plane & public domain interface

Located in the central location of the future Sydney Olympic Park Centre, adjacent to Central Urban Park, Marshalling Plaza, Precinct Street A, and directly connected to future Metro Station and Bus Interchange, site 47 development has the major opportunity to become a central destination for the wider precinct. The truly active and buzzing public domain should be set as the main goal for future development. Variety of uses, ranging from retail to fine-grain commercial and are to be included contributing to the wider community.

- 01 FigTree Drive Entry Plaza
- 02 Retail Tenancy
- 03 Promenade
- 04 OSD & Metro Outdoor Lobby
- 05 Commercial Building
- 06 Podium Public Entry / Lobby
- 07 Central Urban Park
- 08 Bus Interchange
- 09 Precinct Street A
- 10 Precinct Street B
- ▲ Commercial / Residential Entry
- ▲ Carpark / Loading Entry
- △ Metro Station Entry

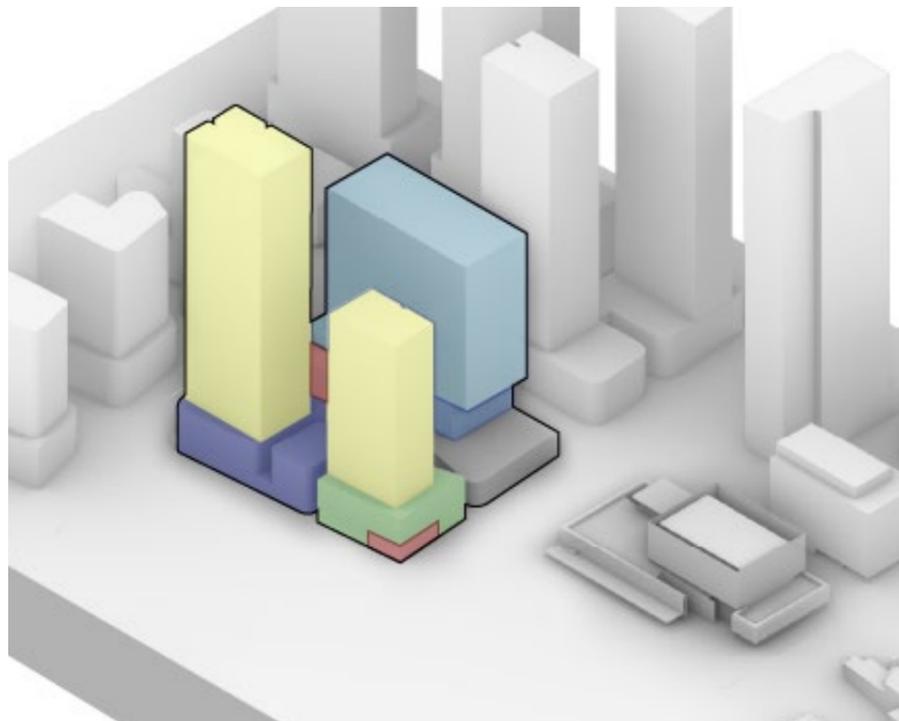


Figure 45: Ground plane and public domain interface (indicative)

5.4 Mixed-use precinct

There is a once in a lifetime opportunity for Sydney Olympic Park centre to create a successful mixed-use town centre catering for the diverse needs of future workers and residents. With the future Metro station providing essential transport connection to wider Sydney precinct, building upon identified various local characteristics, the new town centre development is set for success.

Providing flexibility and building upon the diversity of uses and offering will contribute to subject development becoming a destination for local but also wider precinct.



01 Adelaide Market Square - Central Markets Redevelopment
 02 Collins Arch - Melbourne
 03 Papermill - Liverpool

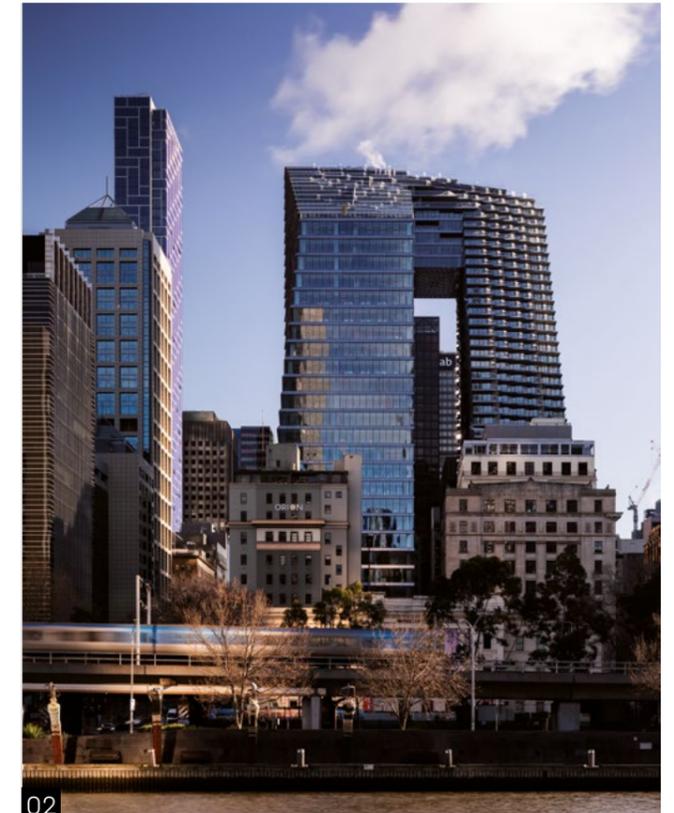


Figure 46: Mixed use precinct

06

SOP - Reference Design Scheme

The image shows a modern, multi-story building with a curved facade and balconies. The balconies are adorned with greenery, and the building has large glass windows. In the foreground, two men are sitting on a long, low concrete bench. The overall scene is bright and sunny, suggesting a pleasant urban environment.

"Create a thriving town centre that expresses the connection between architecture, people and nature"

6.1 Development vision

"Few places offer such contrasting experiences as Sydney Olympic Park: it's busy then quiet; it's urban then green; it's man-made, but full of nature; it's close to the central city but can feel far away."

Sydney Olympic Park has been known by its biodiversity, connection to nature, vast parklands and heritage wetlands. As such it evolved into major sport and recreational precinct and destination for people from wider Sydney region.

As place where fresh and salt-water meet it's been great source of food for both Indigenous people and European settlers. Additionally, being the highest land in the wider precinct, Sydney Olympic Park has presented a major meeting place thorough the history. Firstly, for Indigenous people coming from the coast and the mountains to share and trade goods, for European settlers with Abattoir precinct and finally as Olympic Games host in 2000.

With such a rich history, one of the major characteristics of Sydney Olympic Park has been the ability to be adapted to diverse environments.

Such a complex and diverse set of characteristics has been identified in SOPA Masterplan 2030:

"The future of this place celebrates an ecologically-rich centre, unique to Sydney, that draws knowledges of Country and viable, connected ecosystems through the Master Plan."

Therefore, the Master Plan proposes central city to develop into an Immense precinct, evolving from a place of global sporting excellence into a mixed-use 'Lifestyle Super Precinct'.

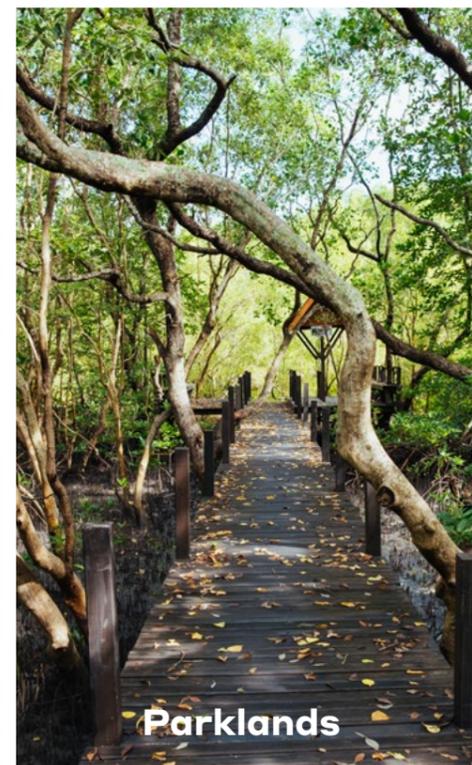


Figure 48: SOPA Master Plan 2030 vision

*Retail & vision strategy - SOPA Masterplan 2030, SOPA + Right Angle Studio
 ** Sydney Olympic Park Masterplan 2030 Connecting with Country Framework

An aerial photograph of a wide river with a large, dark island in the center. A bridge with many lights spans across the river in the upper right. The water is a light greenish-brown color, and the island is a dark, dense forest. The text "Reflecting on Country & Heritage" is overlaid in white in the center of the image.

"Reflecting on Country & Heritage"

6.2 Design principles

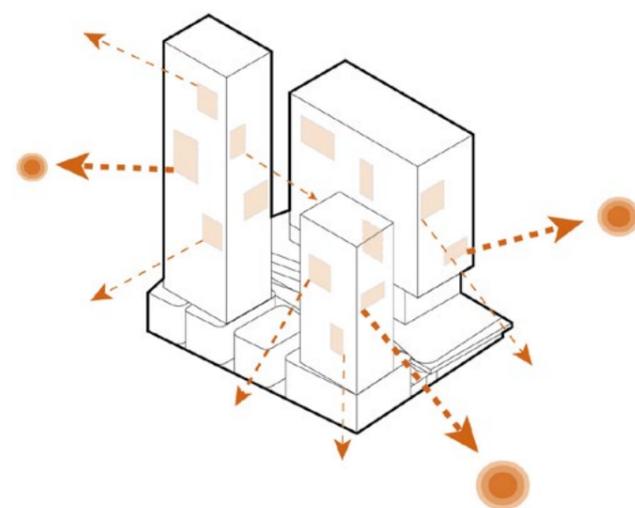
Reflecting on Country & Heritage

"The contemporary Park nurtures the thriving mangrove and threatened ecological systems of Country amongst the emerging built environment. The future of this place celebrates an ecologically-rich centre, unique to Sydney, that draws knowledges of Country and viable, connected ecosystems through the Masterplan."*

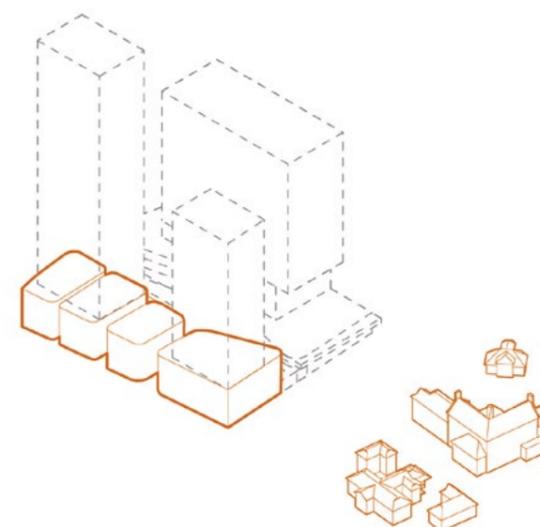
Positioning of the new town centre around low rise stadia precinct and SOPA Masterplan intention to express it in future skyline provided an opportunity for residential and commercial towers to celebrate views across Western Sydney plains, Over Parramatta River to Blue Mountains, and therefore connect to the Country, both earth and sky. Additionally, directing views toward indigenous sacred places located around Sydney Olympic Park are identified as an opportunity to celebrate and recognize rich history and heritage.

Reflecting to the adjacent Abattoir precinct, representing European heritage, through scale and materialization has been identified as major design principle. Brick in podiums and northern tower is identified to celebrate this relationship and acknowledge the importance that local brick pit presented for the wider Sydney area. However, use of recycled brick is strongly encouraged, driven by sustainability initiatives and strong connection to the country embedded into the design thinking.

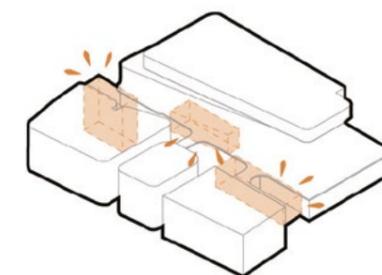
Additionally, small scale intimate public areas have been recommended at ground to provide diverse environments for the future community. Places to meet and discuss (yarning circles), rest or lern (healing places for youth, man or woman), or exercise are considered essential for healthy and engaged community.



Celebrating Views



Connection to Abattoir



Diversity of Spaces

Figure 49: Design Principles: reflecting on Country and heritage



"Gather in Diverse Environments"

Diverse spaces

"Sydney Olympic Park holds cultural significance for all of the Aboriginal peoples of the region as a place to come together to care for Country and culture. A ceremonial heart of the precinct echoes the enduring spirit of Country, as the place people come together peacefully to enact culture and share the benefits of caring for all aspects of Country"

Gathering has been an essential characteristic of the precinct throughout its history. Building upon this legacy, the new city centre should provide various opportunities for people to meet in diverse environments ranging from public, semi public / private or fully private settings.

Ground floor public domain activation has been considered as essential in developing a successful precinct. Smaller, intimate public spaces are provided throughout the development, along the promenade and adjoining larger public areas in the town centre.

Series of Semi Public / Private spaces are elevated from ground serving as a meeting place for workers or residents of the new town centre. They are envisaged as outdoor areas for the community to meet in isolated from the buzzing ground public domain. They are seen as extensions of lobbies, community spaces, or residential amenities. Residential community open areas are included on top of the podiums, mid-level terraces

or top of lower buildings. These are considered an essential contribution to build an engaged, active and healthy community.

Additionally, building on top of the station posed a significant functional constraint to the Over Station Development. As SOPA Masterplan prohibits podium car-parks, all parking provisions are allocated in the basement of the adjacent site. Along with being identified by SOPA Masterplan as one of the major design themes, interconnectivity of the development, and precinct, is essential for its success.

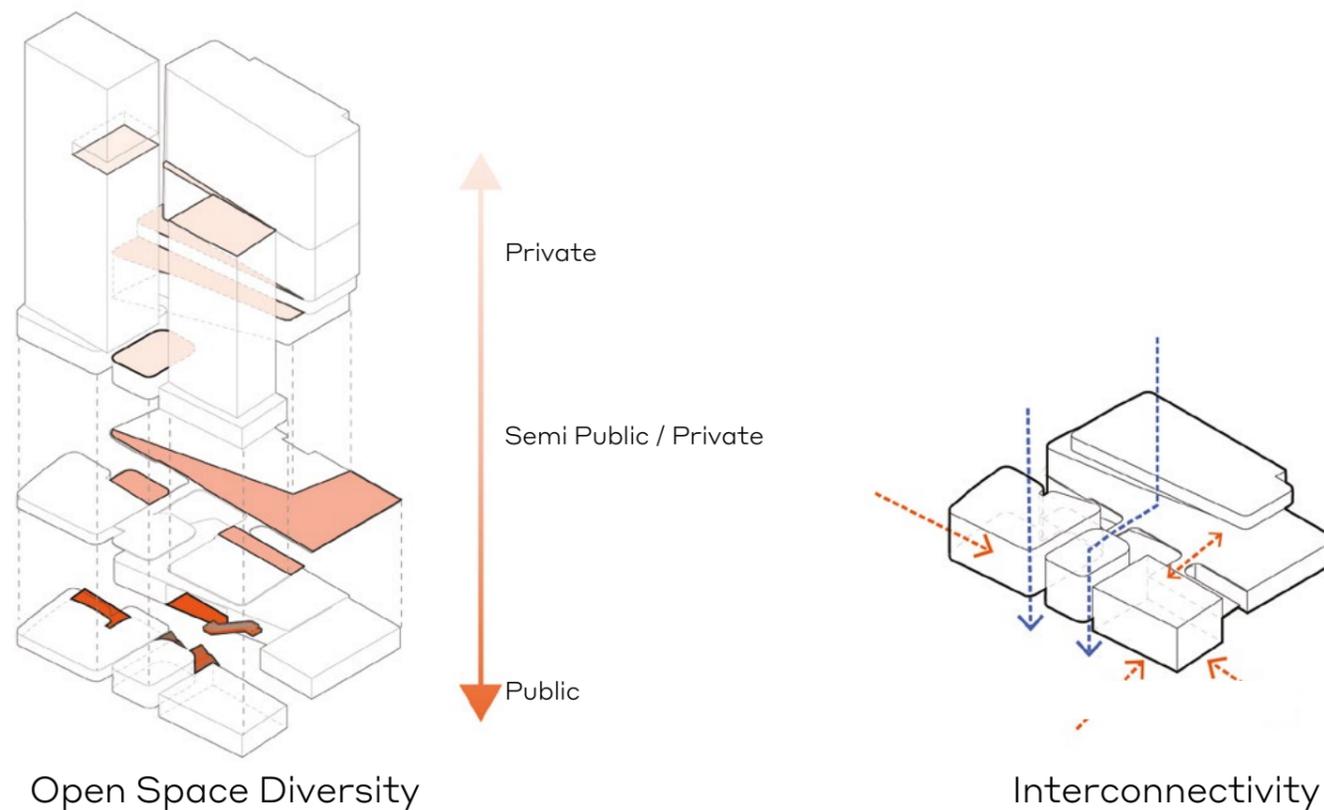
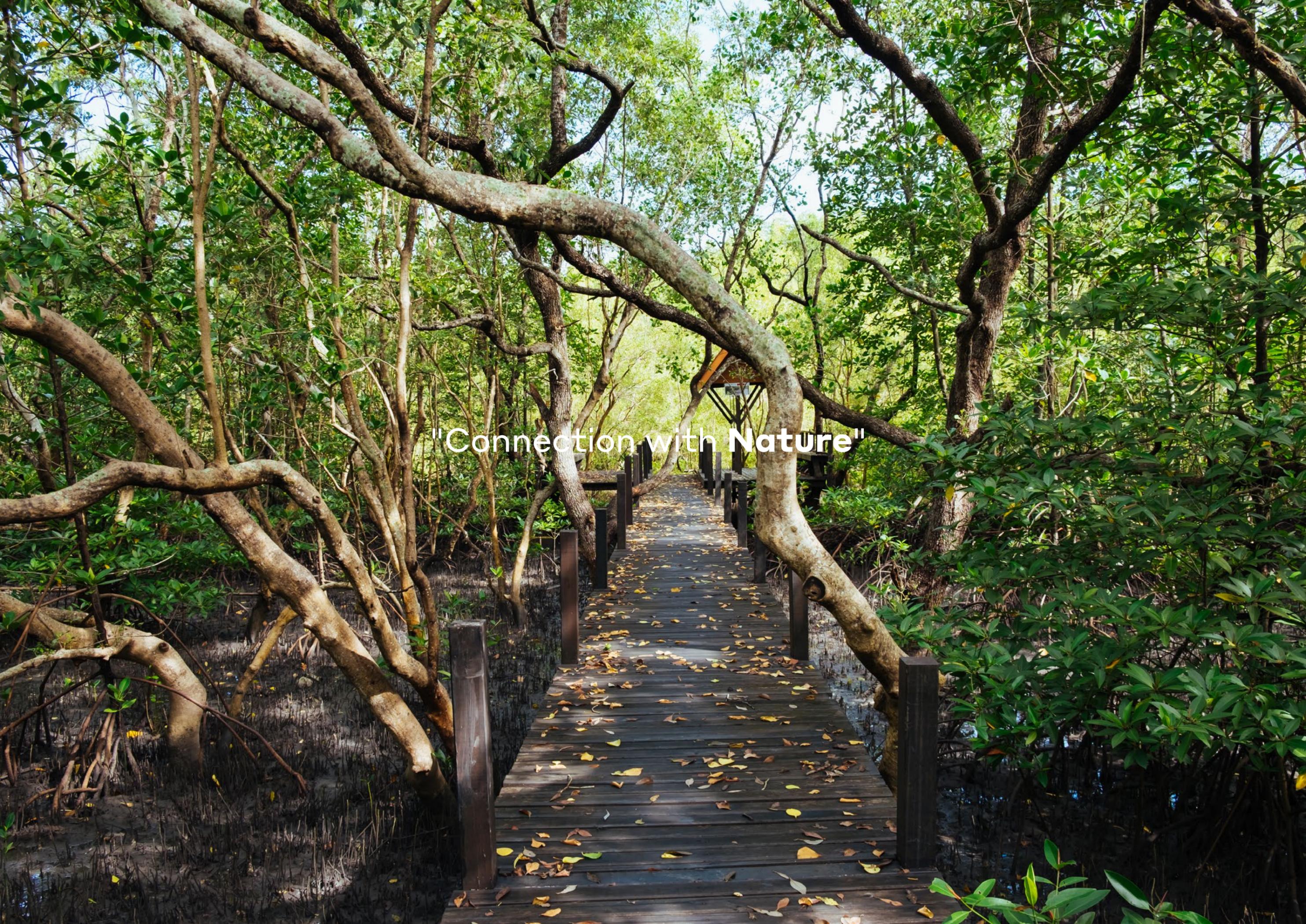


Figure 50: Design Principles: Diverse spaces and interconnectivity

A wooden boardwalk winds through a lush mangrove forest. The path is made of dark wooden planks and is scattered with fallen yellow leaves. The boardwalk is flanked by dark wooden posts. Large, gnarled tree trunks arch over the path, creating a canopy of green leaves. The ground is dark and appears to be a wetland or swampy area. The overall scene is a serene and natural environment.

"Connection with Nature"

Integration of Building & Landscape

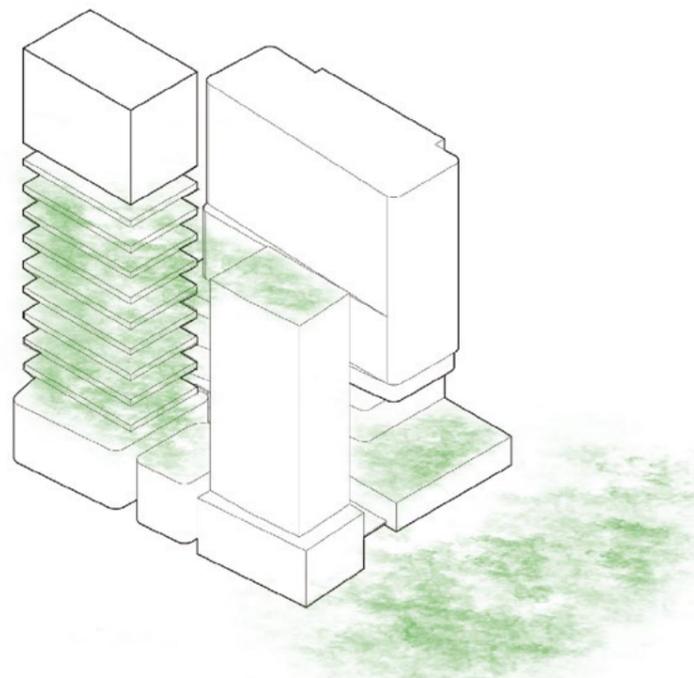
Nature has always had a major role for the people living in the precinct. Firstly, for indigenous people as source of food and shelter, then as agricultural lands for European settlers. Being one of the most bio-diverse precincts in wider Sydney region, with vast parklands and heritage wetlands, Sydney Olympic Park has evolved into recreation and family leisure destination.

Building upon this narrative, presence of natural elements in the new town centre has been considered as essential in creating healthy environment for the future community. Green terraces are presented as one of the major shading elements bringing parklands deep into the development. Natural materials such as

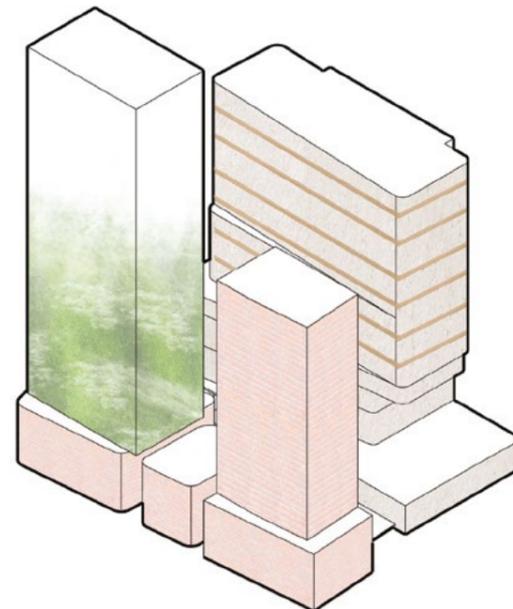
brick, timber or terracotta have been recommended throughout replicating natural environments in the precinct.

Sustainability targets, access to daylight, use of solar energy and natural ventilation have been identified to have an essential role for the future town centre. Range of strategies, use of PV panels in shading elements on commercial tower, extensive recycling of rainwater or use of timber in the facade elements have been strongly encouraged.

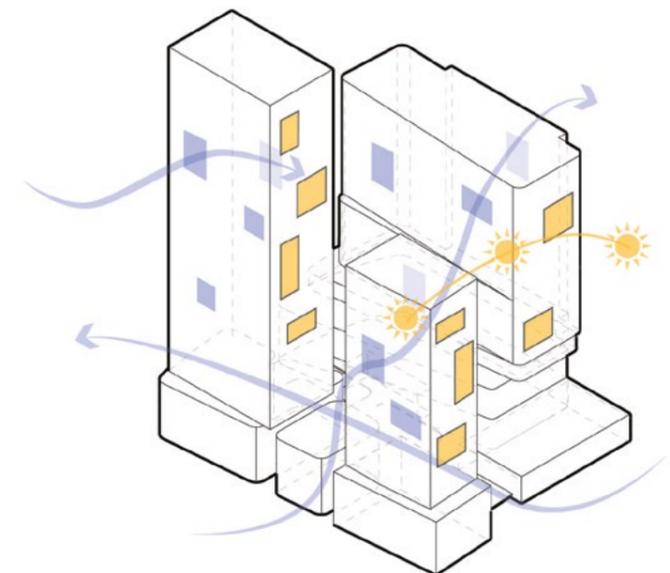
Introduction of lane-ways at the east allowed for cool summer breeze to provide necessary ventilation in hot months while solid built form on the west provides needed protection from western winds in winter.



Connection with Nature



Natural Materials



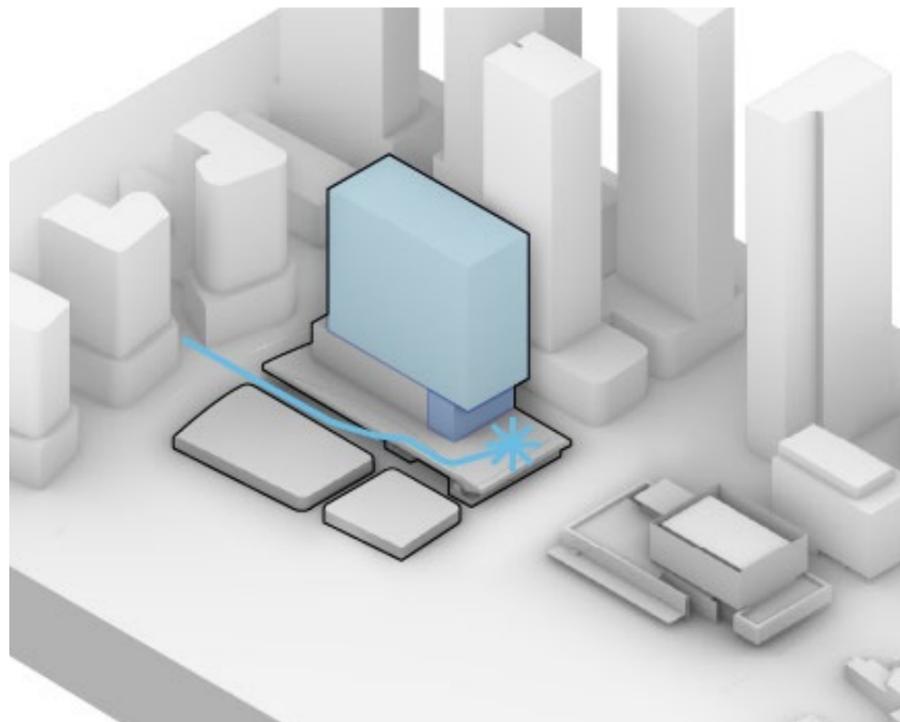
Solar access and Ventilation

Figure 51: Design Principles: integration of building and landscape

6.3 Development opportunities

Future Commercial OSD

OSD over southern station entries is intended to host prime office spaces and cater for employment targets set by SOPA. Ground floor entry plaza is directly adjacent to day-to-day station entries and connected to an elevated semi private plaza. OSD plaza serves as an extension of OSD lobby providing co-working and break out spaces for workers and residents of the new town centre.



- 01 Waterloo Metro
- 02 Wynyard Walk OSD
- 03 Crows Nest OSD

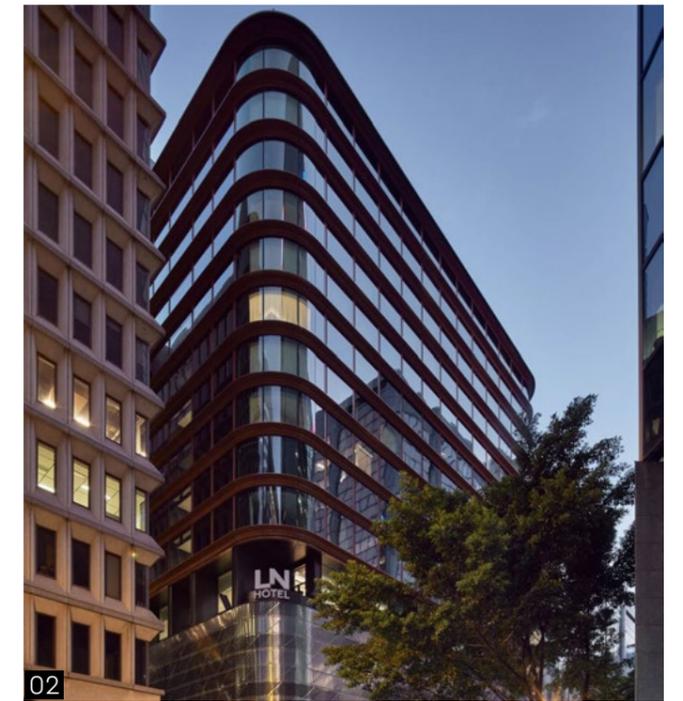
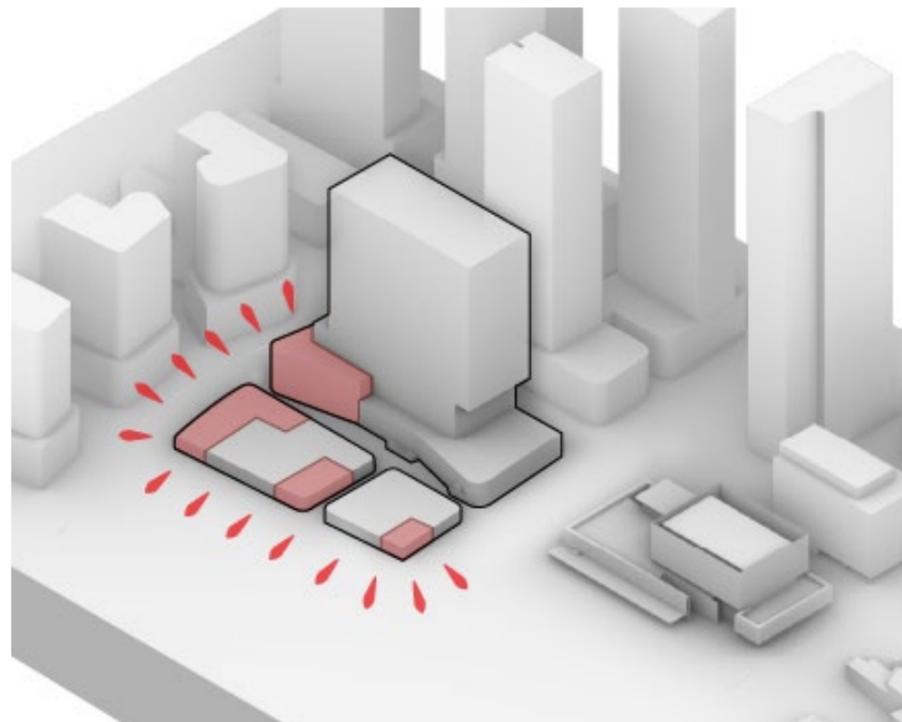


Figure 52: Development opportunities and precedents - commercial offices

Retail Opportunity

Ground floor activation is essential for creating a successful lifestyle precinct. Great Food and Beverage opportunity has been identified around the southern entry plaza directly connected to the future Figtree Bus Interchange and through the promenade with the rest of the development. Other major retail opportunities are at the development interface with the central town square on the north and along Precinct Street A.



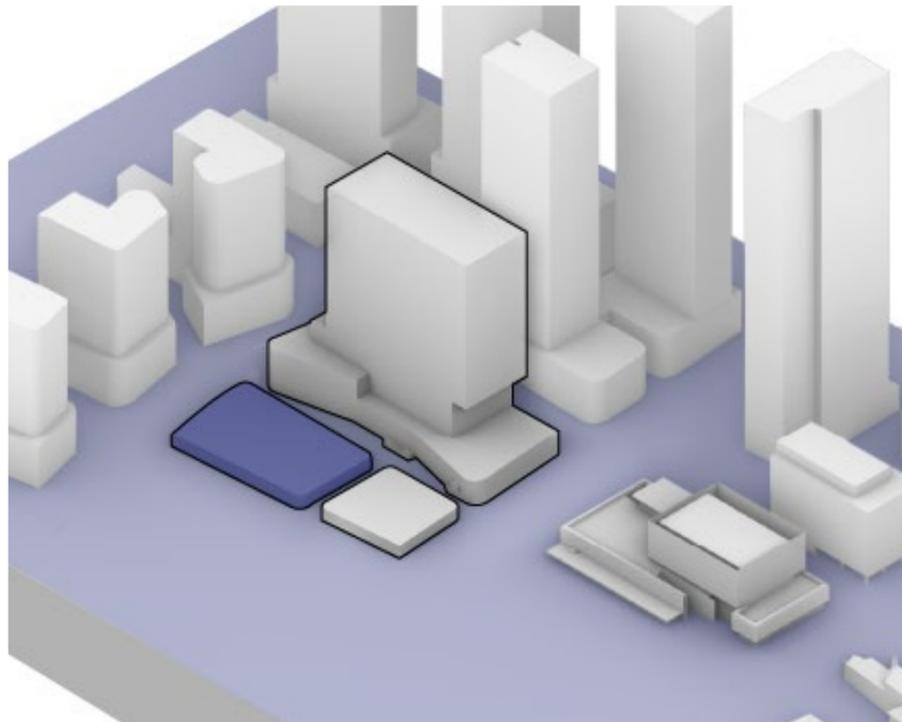
01 44 Market St
02 Darling Quarter



Figure 53: Development opportunities and precedents - retail

Town Centre

The Southern podium development hosts fine grain commercial programme, supporting community with essential day to day programs. Variety of uses could fine their home here, ranging from wellness or health suites, Post office or Service NSW to supporting local start-ups with incubator or co-working spaces.



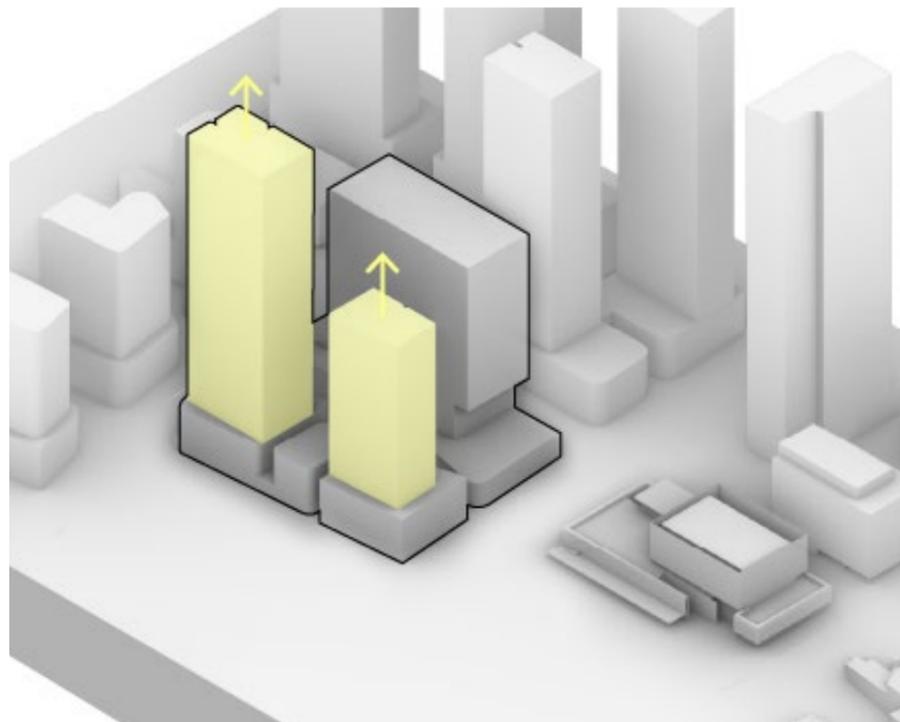
- 01 Co-working & Incubator Spaces
- 02 Health & Wellness
- 03 Maker Spaces & Art Studios



Figure 54: Development opportunities and precedents - town centre

Residential Neighbourhood

Two residential towers are proposed above eastern podium buildings. Smaller floor-plates are intended to provide prime apartments and allow for better sun access to ground floor plane. Northern tower is set to 27 levels reducing the height of the development and creating a human scale environment. Southern tower is following SOPA Masterplan prescribed envelopes and creating Figtree Drive buildings datum together with adjacent future developments.



- 01 Merrylands Mixed Use
- 02 Waterloo Metro Precinct
- 03 350 Bourke St

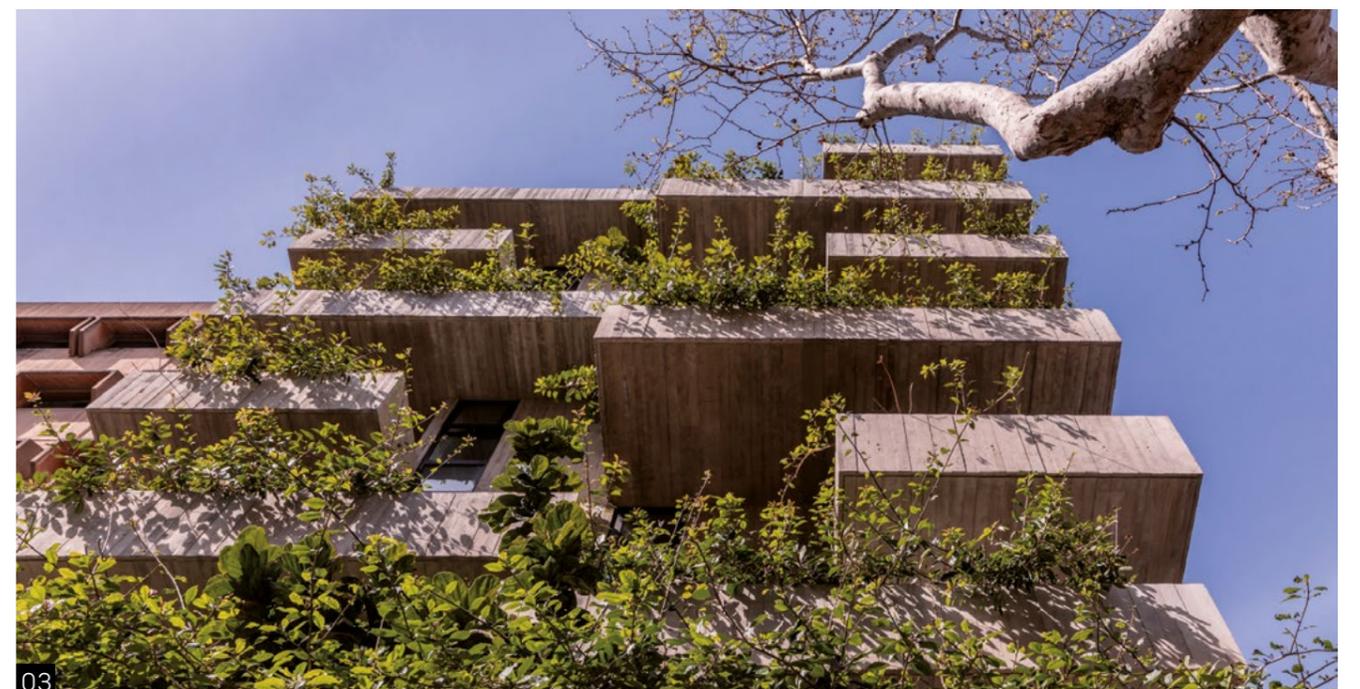
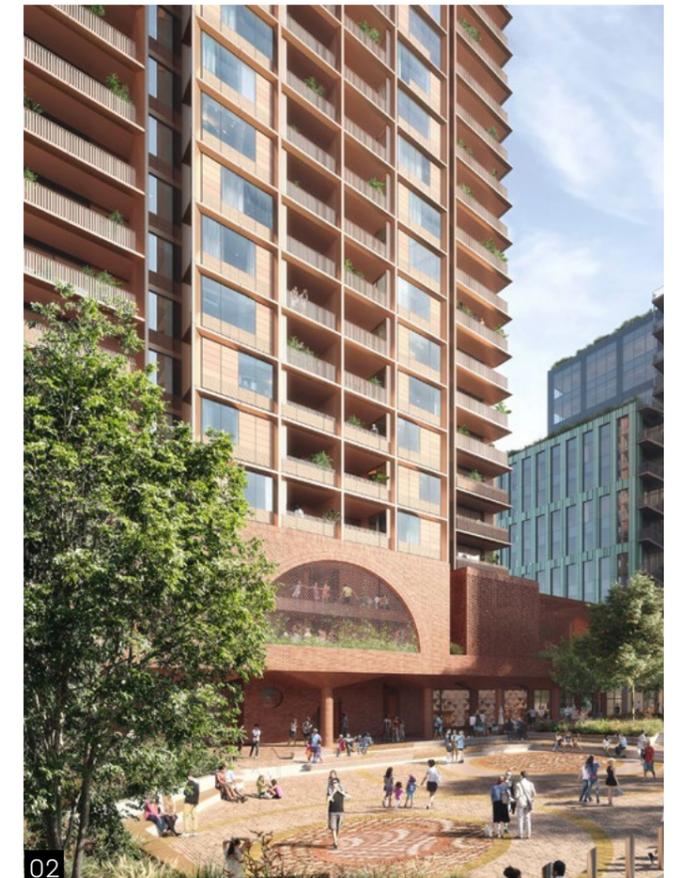
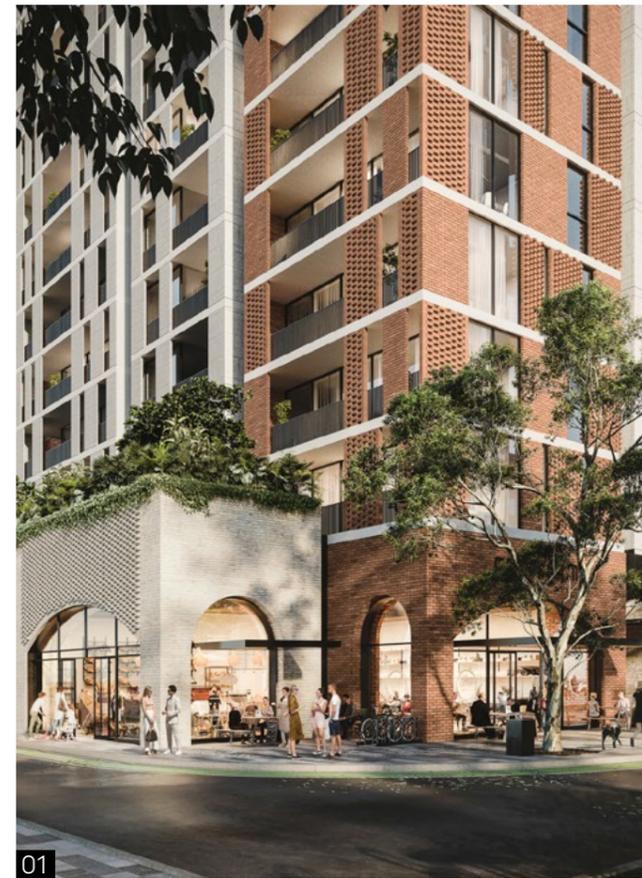


Figure 55: Development opportunities and precedents - residential

6.4 Context materialisation

The current buildings in the Sydney Olympic Park precinct contain a mixture of heritage, civic, sporting, commercial and residential buildings.

Historically the precinct developed from low scale brick buildings to the Olympic legacy buildings of concrete, steel and timber.

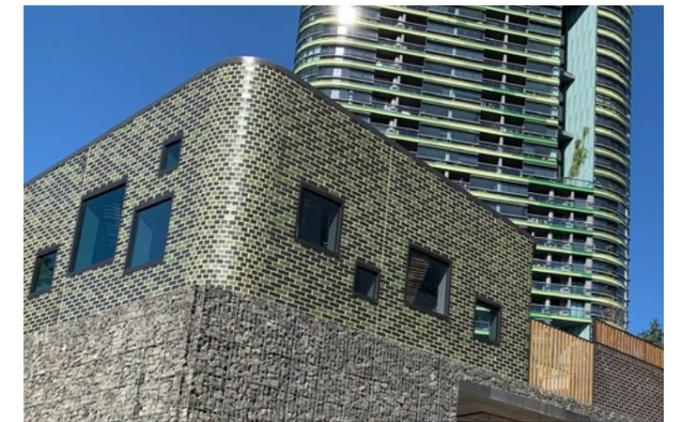
The development architecture concept design proposes local and natural materials such as brick, terracotta and timber as a strategy to reflect context and contribute to the strong sustainability objectives of the Sydney Olympic Park Precinct.



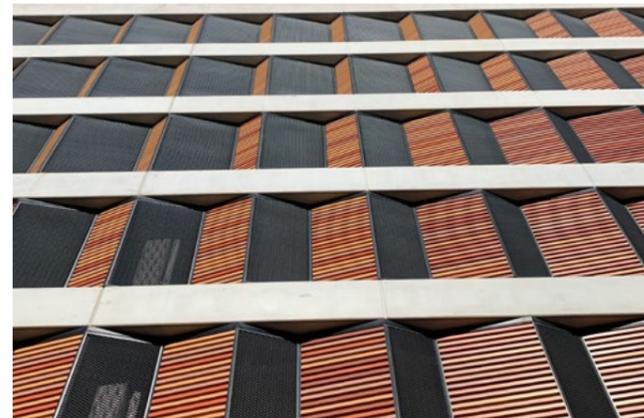
1. Abattoir Heritage Precinct



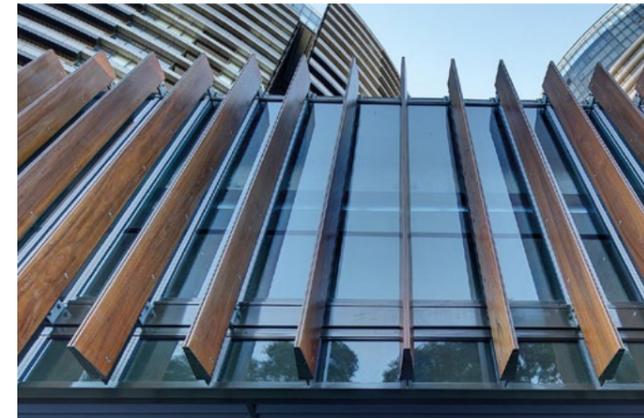
2. Pavilions Residential



3. Woodstock Early Learning Centre



4. Boomerang Residential



5. Australia Towers Residential



6. The Dome



7. Olympic Park Train Station



8. Stadium Australia

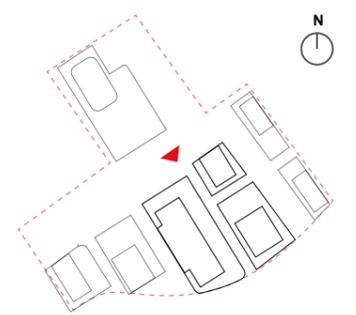


9. Sydney Aquatic Centre

NOTE:

Material selection is preliminary only and materials will be further considered in the Detailed SSDA stage.

Figure 56: Context materialisation



6.5 Indicative elevation

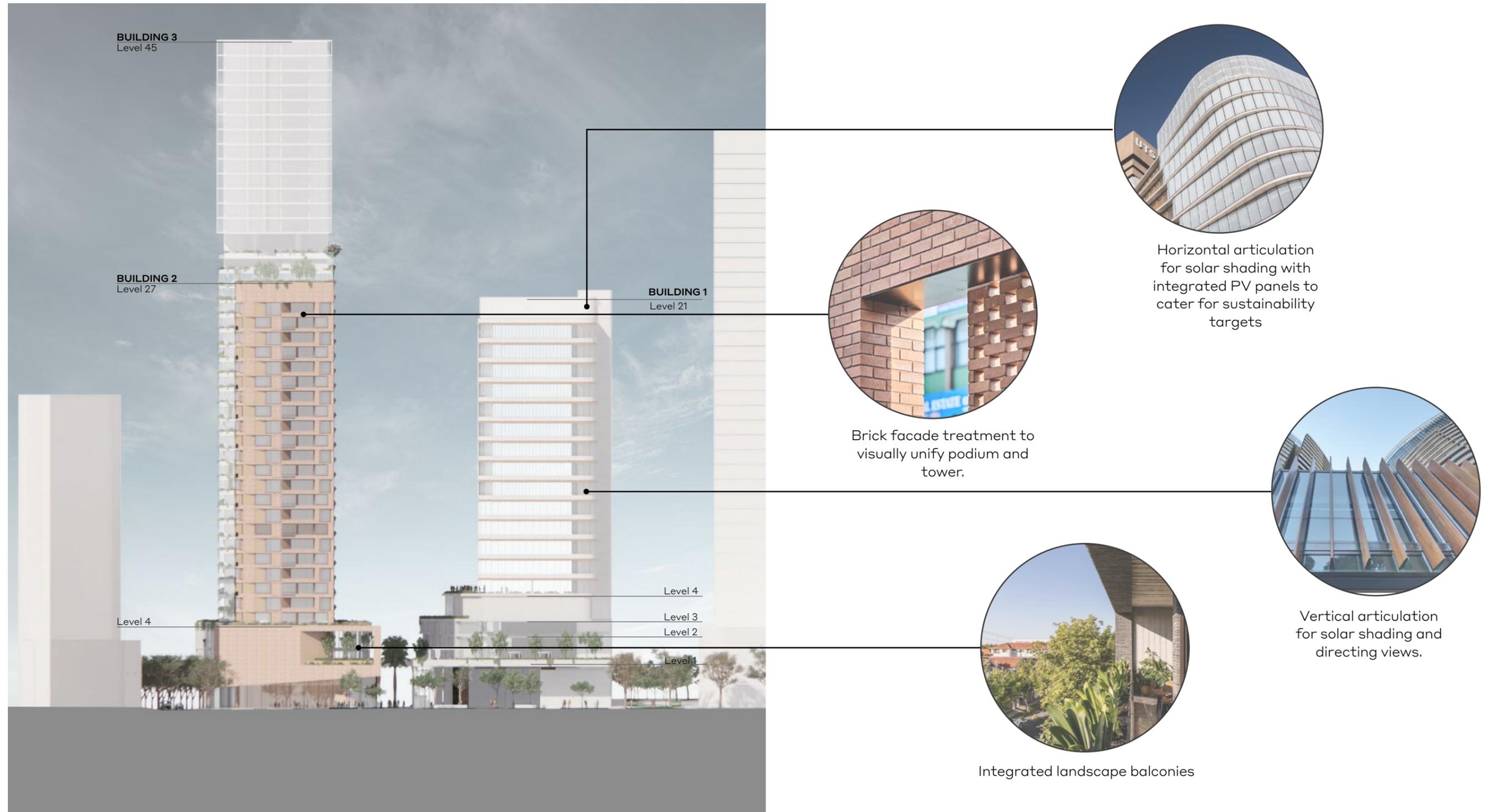
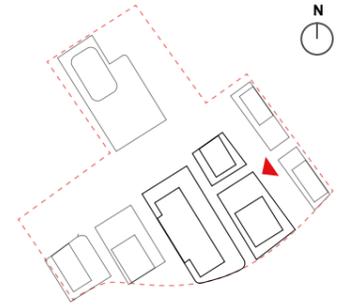


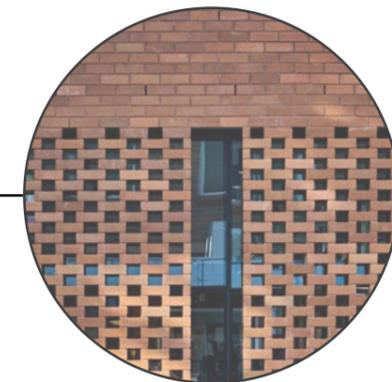
Figure 58: Indicative elevation (North)



Protected Winter Gardens for higher level residential

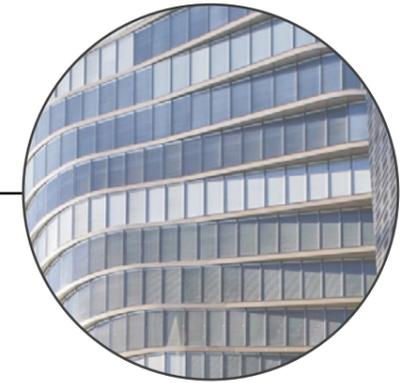
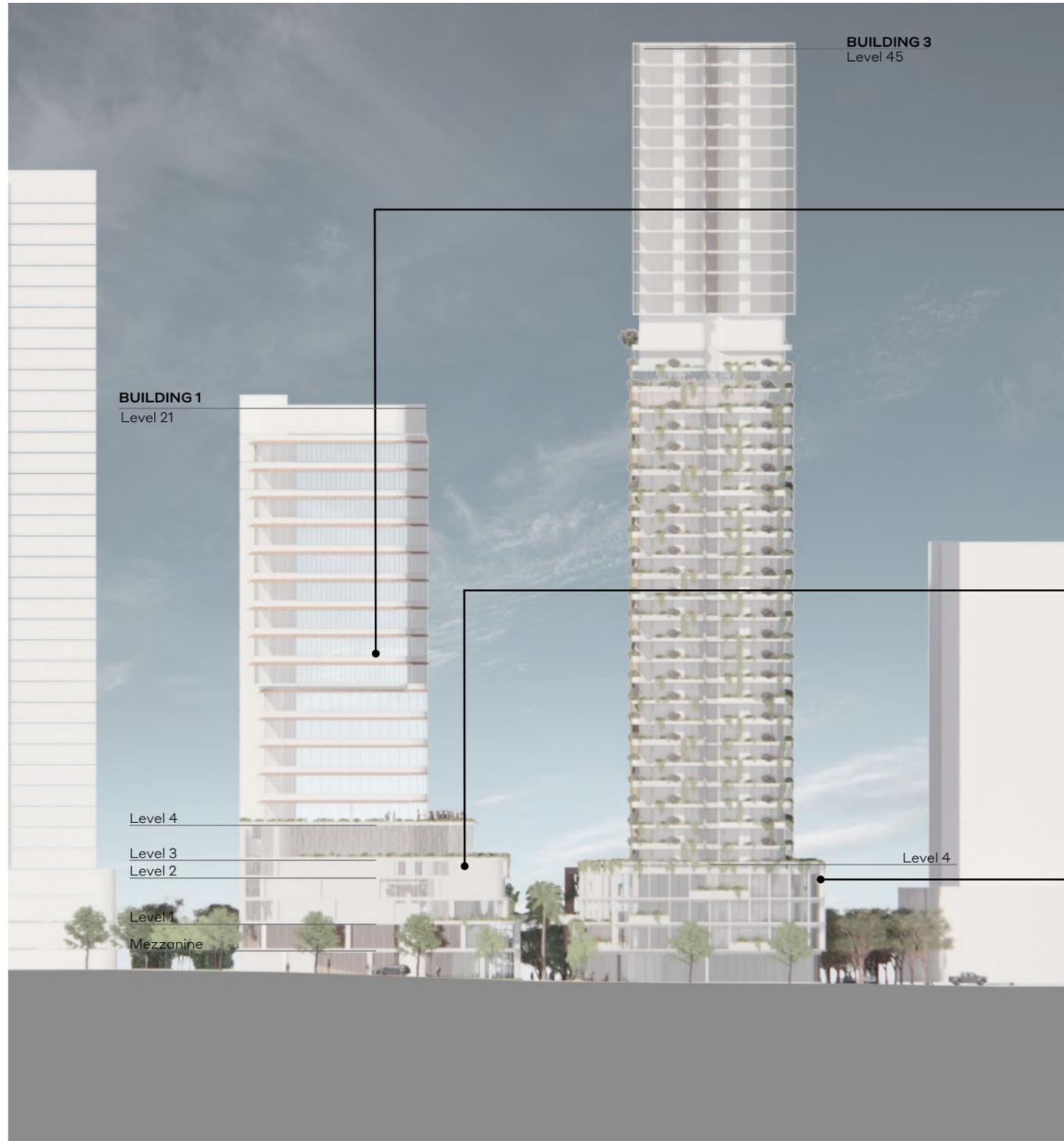
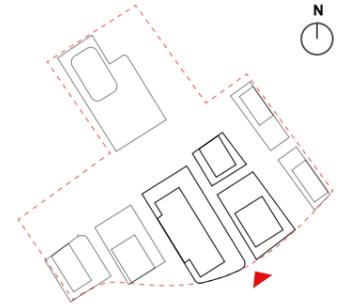


Bringing landscape up the building to provide private and communal garden spaces



Brick articulation and screens to frame the podium spaces.

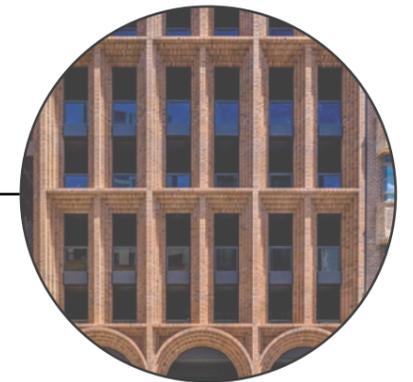
Figure 59: Indicative elevation (West)



Tower articulation to connect with podium terracing.

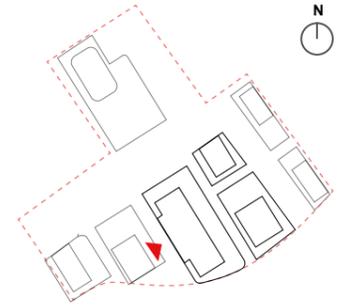


Concrete framed podium with brick screen elements for station air intake and discharge

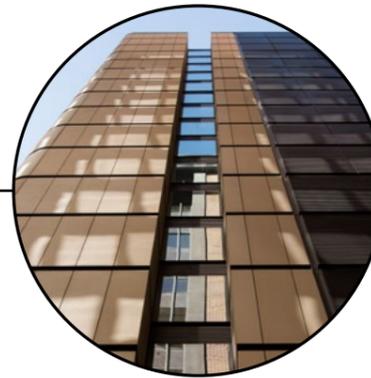


Brick podium articulation to frame the retail and commercial spaces.

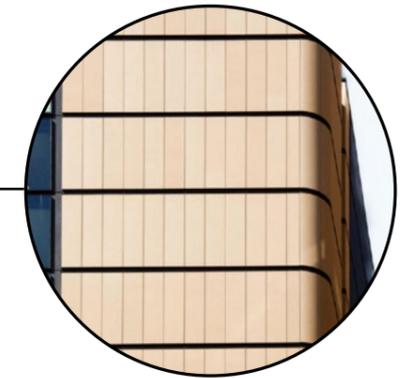
Figure 60: Indicative elevation (South)



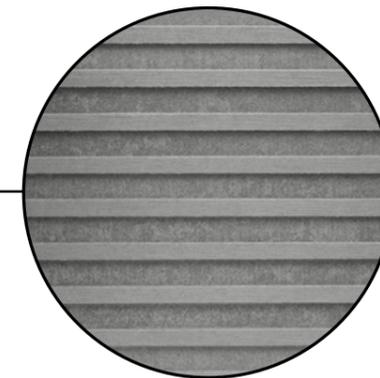
Terracotta sun-shading with natural and textured finishes.



Recessed glass slots to articulate massing

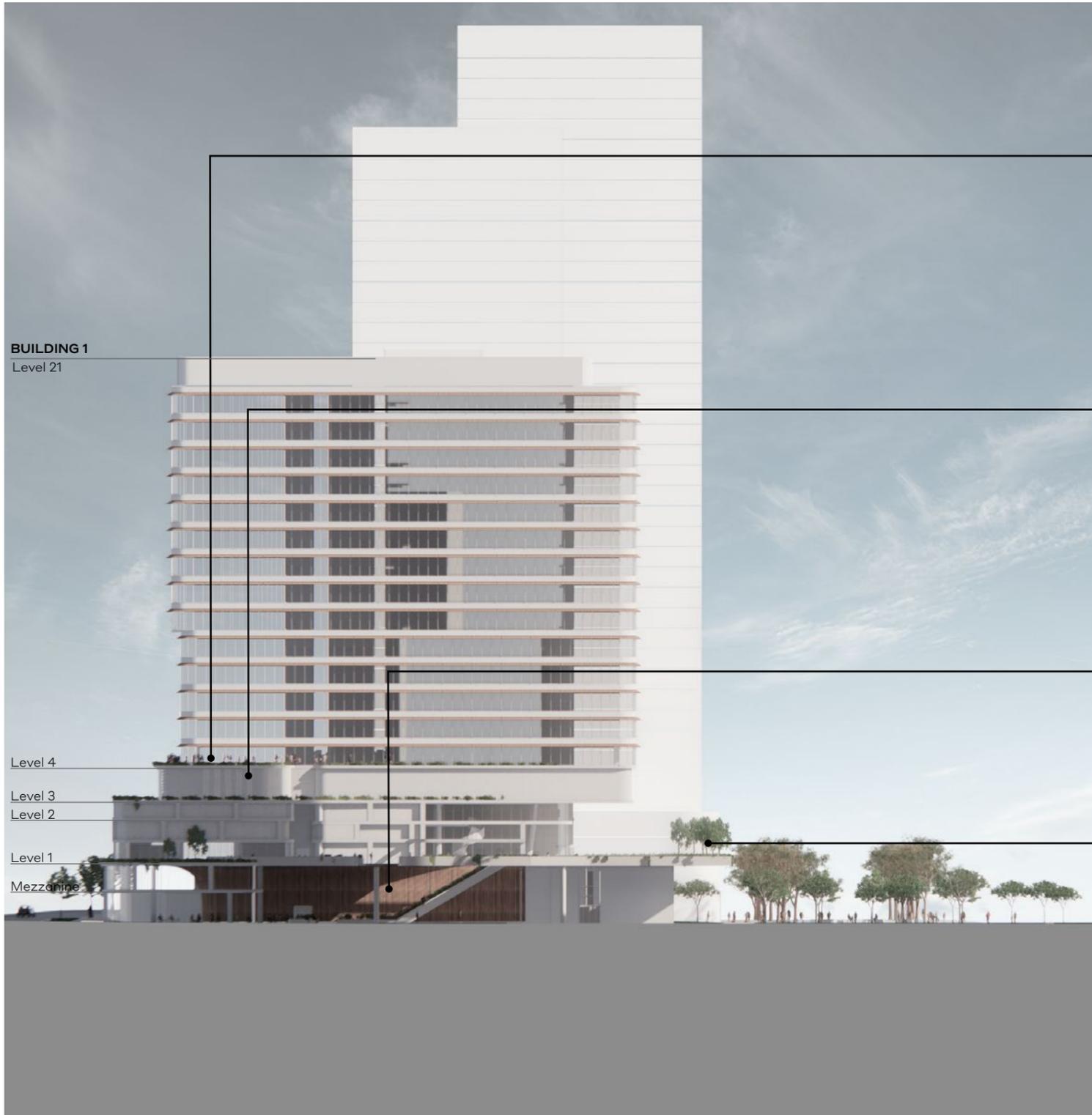
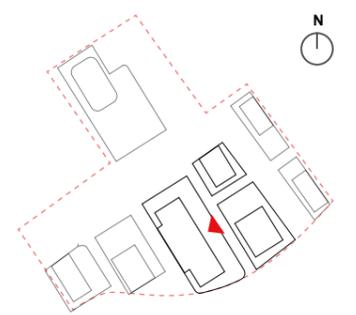


Recessed channel detailing to reflect horizontal expression of the adjacent glass facades



Textured Concrete wall that transitions from the concrete podium frame.

Figure 61: Indicative elevation (East)



BUILDING 1
Level 21

Level 4

Level 3

Level 2

Level 1

Mezzanine



Concrete framed podium with brick screen elements for OSD air intake and discharge



Private landscape roof terraces for the commercial tower tenancies.

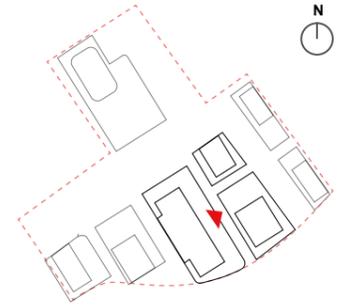


Under-croft and Internal spaces carved out in timber.



Semi-public plaza and garden spaces for the commercial tower.

Figure 62: Indicative elevation and private open space (East)



Private winter garden spaces integrated with balconies.



Communal garden space for residents.

Figure 63: Indicative elevation and private open space (West)
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