

Appendix E – Interim Metro Review




Part 1 Place Design and Public Domain Framework	AE02	3.1 Figtree Drive	AE36
1.1 Place Framework	AE02	3.2 Precinct Street A - North South	AE39
1.2 Public Domain Illustrative Master Plan	AE04	3.3 Precinct Street C - East West	AE40
1.3 Design Guidelines	AE05	3.4 Precinct Street A + C	AE41
1.3.1 The Metro Site	AE05	3.5 Local Street	AE42
1.3.2 Central Urban Park	AE06	3.6 Pedestrian Street	AE44
1.3.3 Miluni Plaza	AE07	3.7 Service/Basement Lane	AE46
1.3.4 Miluni West End	AE09	3.8 Central Green	AE48
1.3.5 Miluni Metro	AE10	3.9 Station Lane	AE49
1.3.6 Miluni East End	AE11	3.10 Miluni East End	AE50
1.3.7 Shared Streets	AE12	3.11 Miluni West End	AE51
1.3.8 Pedestrian Laneways	AE13	3.12 Rooftop Publicly Accessible Open Space	
1.4 Design Controls	AE14	& Miluni Plaza	AE52
1.4.1 Master Plan Site Boundaries	AE14		
1.4.2 Public Domain	AE15		
1.4.3 Street Widths	AE16		
1.5 Public Domain Master Plan (Technical)	AE17		
Part 2 Built Form Controls, General Controls and Guidelines	AE18		
2.1 Metro Design Excellence Process	AE18		
2.2 Built Form Guidance	AE18		
2.3 Urban Design Principles	AE19		
2.4 Metro Site Built Form Guidelines	AE21		
2.4.1 Floor Space Ratio	AE21		
2.4.2 Land Uses	AE22		
2.4.3 Building Heights	AE23		
2.4.4 Build to Line	AE24		
2.4.5 Setbacks	AE25		
2.4.6 Block Structure	AE26		
2.4.7 Solar Access	AE27		
2.4.8 Street Wall and Podium Heights	AE28		
2.4.9 Active Frontages	AE29		
2.5 General Controls and Guidelines	AE30		
2.5.1 Parking Rates	AE30		
2.5.2 Additional Noise Controls	AE32		
2.5.3 Safety and Security	AE35		
2.5.4 Sustainability	AE35		
Part 3 Street Sections and Typology Plans	AE36		

Appendix E – Interim Metro Review

Part 1: Place Design and Public Domain Framework

1.1 Place Framework

These Themes, Place Principles and Place Objectives must be demonstrated in all planning, design and construction projects for delivery of the public domain in the Metro site.

CONNECTING WITH COUNTRY THEMES	BULIMA Connect to Country <hr/> MADUTJI Interconnectedness <hr/>		
ESSENTIAL ELEMENTS*	IDENTITY	EQUITY	MOBILITY
			
PLACE PRINCIPLES	<p>A Meaningful and Iconic Precinct that Celebrates Country</p>	<p>Equitable and Inclusive for All</p>	<p>Comfortable and Connected Spaces</p>
PLACE OBJECTIVES	<ul style="list-style-type: none"> • Integrate a strong thematic Connection with Country and unique design elements to create a sense of place • Enhance views of sky and connection with water • Celebrate views of heritage assets • Integrate public art in a variety of forms and mediums suitable to specific locations 	<ul style="list-style-type: none"> • Create a public domain that is friendly across all age groups • People and activity are to be prioritised at-grade • Public spaces are to allow for continuous accessible paths of travel for those with disabilities to move without barriers • SOPAs Access and inclusion guidelines considered in all design and construction 	<ul style="list-style-type: none"> • People of all ages and abilities can easily and comfortably move around in both event mode and every day mode • Precinct Streets A and C (see part 3 sections 3.4) will provide a focus of pedestrian energy with traffic-calmed shared pedestrian and vehicle environment • Mid-block connections should be provided to ensure pedestrian connections exist at least every 100m • Clear and logical access is provided to the Metro Station, bus stops and bus interchange, as well as surrounding destinations including Bicentennial Park

Appendix E – Interim Metro Review

TUCOERAH Gather

WALAMA Adapt

URBANITY WELLNESS GREENING RESILIENCE



A Thriving, Loveable Precinct

- Central Urban Park and Miluni Plaza will become the public heart of the Central Precinct
- Shared streets and pedestrian laneways will contribute to the vibrancy of the precinct
- Podium heights and/or where buildings engage directly with the ground must demonstrate an appropriate human scale
- Clear wayfinding and signage to guide people safely throughout the precinct



Healthy Streets and Places

- Streets and places will provide thermal comfort and wind mitigation through canopy cover, awnings, and plantings
- Create easily accessible and clear connections with Bicentennial Park
- Create opportunities for people to connect with water
- Enhance social connection by providing a range of comfortable places to sit, stay or relax.
- Provide distinct spaces for social gatherings and programming for celebrations and events
- Integrate security measures into design where possible



Urban Canopy and Green Infrastructure

- Green infrastructure that creates viable, connected ecosystems of locally native species
- 25-30% canopy cover should be provided across the Study Area through a variety of opportunities including vertical greening and green roofs where appropriate
- A diversity of native species should be planted including trees and other plants of varying heights, and canopy coverage



A Regenerative and Resilient Precinct

- SOPA's 6 Star Green Star Communities rating will be maintained and enhanced through water and energy efficiency, reduced waste and climate adaptation
- Biophilic design will be integrated to create a place for regeneration, well being and connection between people and the natural environment
- Develop the Metro site as a 'Cool Zone' in response to Urban Heat Island and a trend toward a hotter, dryer climate
- The selection of materials and resources should incorporate re-use and recycling as a first priority
- SOPAs Environmental Guidelines (2021 Review) and targets should be adopted for all public domain projects

Appendix E – Interim Metro Review

1.2 Public Domain Illustrative Master Plan

This Public Domain Illustrative Master Plan details the aspirations for the Metro site within the context of the wider Central Precinct.

This Place Design and Public Domain Framework presents the design guidelines and reference concepts to inform future detailed designs.



Appendix E – Interim Metro Review

1.3 Design Guidelines

1.3.1 The Metro Site

Connection to Country

- Selection of local native planting and pavements should be influenced by Connection to Country principles
- Landscape and tree replacement must be integrated into all design and development decisions (public and private domain).
- Create coherent visual linkages within, outside and across the Central Precinct. Long views: east-west and north-south. Eg. Precinct Street A long views to Abattoir Precinct landscape
- Create a variety of gathering places

General

- Central Urban Park and Miluni Plaza will become the public heart of the Central Precinct with active edges (provided by a high concentration of retail and commercial activity), flexible spaces for a range of activities, and attractive and comfortable public domain for both event and non-event modes
- The Metro Station rooftop will serve as a publicly accessible open space adjacent to Central Urban Park
- Provide a legible Master Plan focusing on equity of access and choices in destination and experience
- Prioritise people and activity at grade throughout the precinct
- Views across and within the Metro site must be

maintained and celebrated as an appreciation of the site history and authenticity

- The Precinct provides multiple, at-grade access points to the Metro Station
- All safety and security recommendations set out in 2.4.3 of this Appendix should be met

Spatial Dimensions and Layout

- The primary organisation network of streets, squares and parks is organised around a north/south/east/west cruciform providing the framework for a series of places and destinations including:
 - A street network comprising shared streets with maximum 10km/h speed limit within the precinct
 - Pedestrian and service lanes, primarily located in the south of the Metro site

Urban Canopy and Green Infrastructure

- Provide 30% canopy cover across the Metro site

Place Principles and Objectives

- All Place Principles and Objectives (see Place Framework) are to be met
- The final selection of public domain elements, materials and supporting infrastructure (lighting, paving, seating and signage etc) is to be approved by SOPA



Metro Site Boundary

Appendix E – Interim Metro Review

1.3.2 Central Urban Park

Connection to Country

- Central Urban Park should maximise the sense/reading of sky Country to the north of the precinct
- Provide community meeting and gathering places
- Plant a diversity of locally native species, including trees and other plants of varying heights, and canopy coverage (consistent with CPTED principles)

General

- Central Urban Park is to be a minimum of 3500sqm of open space as opposed to a series of smaller open spaces, allowing it to remain as a flexible and multifunction public space.
- It is to be a meaningful place for the community on non-event days, and an adaptable marshalling space on event days in the case of an emergency
- The design of Central Urban Park should comprise strong thematic and physical connections to Miluni Place
- Central Urban Park is both visually and physically connected to the Abattoir Precinct and reads as one community heart
- Central Urban Park is the heart of Central Precinct for the local community and visitors; a place for gathering, social connection, shopping and events
- The park will be adjacent to the Metro development to the west including the rooftop public open space
- Thermal comfort to the park is provided through tree canopy cover, summer shade and winter sun with trees providing protection from prevailing winds

Paving

- Paving types and patterns should relate to Connection to Country objectives
- Bespoke pavements will add distinction and a sense of quality whilst integrating with the general precinct

Urban Furniture

- A range of furniture catering to all ages and abilities will be provided both in sun and shade locations.
- ‘Special’ custom designed furniture add distinction from general SOPA palette
- Provide weather protection in the form of architectural shelters as required
- Existing trees will be retained where possible (subject to further investigation)

Urban Canopy and Green Infrastructure

- Provide 25% canopy cover
- 2,600sqm minimum requirement of deep soil planting
- Green infrastructure should satisfy the Connection to Country objectives
- Visually characterised by softscape / planting

Lighting

- Provide lighting consistent with the broader precinct and represent its role as a core location within the Central Precinct
- Park should be well lit at night and should function for both event and non-event modes



Central Urban Park



Appendix E – Interim Metro Review

1.3.3 Miluni Plaza

Miluni** means ‘mud’ in the local languages of the area, including the D’harawal eora language and in ‘The Sydney Language’ document (Jaky Troy) used by the Dharug and others. Miluni is not mud in the sense of mess or dirty - it’s a valuable and highly prized resource, which allows for the growing of reliable crops. It is fundamental to this place being able to sustain the regular large gatherings here and it is honouring to Country to celebrate this in the name.

The plazas are tagged “Miluni: to come together” because without the miluni there’s no reliable food to allow coming together.

A diversity of upper, middle and lower canopies with permeable surfaces will be provided throughout the Plaza where possible.

This serves to create mini ecologies and habitats while also allowing for leaf fall to be integrated and decomposed into garden beds, minimising clean up and fertilising gardens and decreasing pest bird species. Meandering spaces rather than neat tree lines should be used to mitigate wind speed/tunnels.

Miluni Plaza comprises three segments; Miluni West End, Miluni Metro and Miluni East End.

*** Language shared by local Knowledge-Keeper Shannon Foster (Bangawarra)*



Miluni Plaza

Appendix E – Interim Metro Review



Miluni West End

Activity space



Left: Illustrative view (Source: HRD/Turf)

Right: Monash University Earth Sciences Garden (Source: MichaelWright)



Miluni Metro

Welcome space



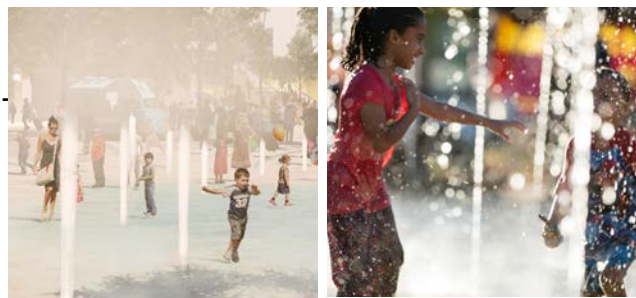
Left: Illustrative view (Source: HRD/Turf)

Right: Macquarie University (Source: MQ)



Miluni East End

Celebration and Community space



Left: Illustrative view (Source: HRD/Turf)

Right: Goyder Square, NT (Source:HRD/Turf)

Appendix E – Interim Metro Review

1.3.4 Miluni West End

Connection to Country

- Provide pockets of landscaped spaces
- Include a 'Welcome to Country' point, through signage, art or other
- Implement public art and/or create opportunities for storytelling

General

- Simple bounding form (square or rectangular)
- Open and unencumbered areas to allow for increased pedestrian traffic flow during events
- Caters for irregular pedestrian movement (not defined pathways)
- Green / softscape zones can be used where it does not form an impediment to movement
- Hostile Vehicle Mitigation and other safety features should be subtly integrated into design where possible

Street Activation and Built Form Interface

- Activated frontages on 2 parallel edges
- Retail space should generally be at grade with the plaza
- The edges of properties surrounding promenades must contribute to the creation of an attractive, relaxing, and people-friendly atmosphere
- Blank walls and external services should be avoided

Paving

- Mostly paved / hardscape

- Pavements to be a palette
- 'Special' custom designed pavements add distinction from general Sydney Olympic Park palette

Urban Furniture

- Furniture can be used so long as it does not create an impediment to pedestrian movement flows
- Seating facilities can be designed to encircle the trees planted
- Planters can also be designed to accommodate seating
- Unique design elements / art to create distinctive atmosphere and sense of place aligned with the overall theme and identity of Miluni Plaza

Urban Canopy and Green Infrastructure

- Provide 54% canopy cover
- Green infrastructure should satisfy the Connection to Country objectives

Lighting

- Provide lighting consistent with the broader precinct and represent its role as both an entry point into Central Precinct and a place for gathering
- Plaza should be well lit at night and should function for both event and non-event modes

Event Overlay

- During event mode impediments to pedestrian movement flows such as temporary seating should be minimised



Miluni West End



Appendix E – Interim Metro Review

1.3.5 Miluni Metro

Connection to Country

- Include a 'Welcome to Country' point
- Express water stories and encourage people to move beyond the precinct through wayfinding and integrated design features

General

- This is to serve as a clear space for station entry/exit and kept clear for emergencies
- Green canopy with permeable ground plane to allow for increased pedestrian traffic flow (ie. tall trunks)
- Caters for irregular pedestrian movement (not defined pathways), and providing unimpeded access to Metro station entries

Street Activation and Built Form Interface

- Active frontages provided along the southern edge

Paving

- Paving types and patterns should relate to Connection to Country objectives
- Bespoke pavements will add distinction and a sense of quality whilst integrating with the general precinct
- Mostly paved / hardscape

Urban Furniture

- Minimal provision of street furniture to allow for increased and unobstructed pedestrian flow

Urban Canopy and Green Infrastructure

- Provide 38% canopy cover
- Green infrastructure should satisfy the Connection to Country objectives

Lighting

- Provide lighting consistent with the broader precinct and represent its role as an gateway between the Central Precinct and Metro Station
- Plaza should be well lit at night and should function for both event and non-event modes
- All lighting interventions will need to consider use accessibility to improve access for all users, particularly for vulnerable pedestrians.

Event Overlay

- Trees are lined in consistent rows to facilitate crowd movement during events



Appendix E – Interim Metro Review

1.3.6 Miluni East End

Connection to Country

- Flexible space that allows for events of varying sizes
- Majority of the space is open to the sky
- Express water stories

General

- Simple bounding form (square or rectangular)
- Open and unencumbered areas to allow for increased pedestrian traffic flow
- Caters for irregular pedestrian movement (not defined pathways)

Street Activation and Built Form Interface

- Active frontages provided along the southern edge

Paving

- Mostly paved / hardscape
- Pavements to be a palette
- 'Special' custom designed pavements add distinction from general Sydney Olympic Park palette

Urban Furniture

- Furniture can be used so long as it does not create an impediment to pedestrian movement flows
- Unique design elements / public artworks desirable for distinctive identity and sense of place

Urban Canopy and Green Infrastructure

- Provide 60% canopy cover
- Green infrastructure should satisfy the Connection to Country objectives

Lighting

- Provide lighting consistent with the broader precinct and represent its role as both an entry point into Central Precinct and a place for gathering
- Plaza should be well lit at night and should function for both event and non-event modes

Event Overlay

- Potential for water features which can be adjusted for event and non-event times.



Miluni East End

Appendix E – Interim Metro Review

1.3.7 Shared Streets

Connection to Country

- Establish association planting through upper, middle and lower canopies that do not suffocate trees with a bed of concrete and paving (No tree left behind)”
- Name streets by shared local languages of this Country where considered appropriate
- Provide pockets of landscaped spaces

General

- Institute a reduced speed of 10-30km/hour
- A shared two-way street environment
- Widths of at least 5.0m to be provided on either side of the vehicle zone
- Staggered sections of parking or loading zones
- Provide limited short-term (15 mins) parking for delivery / drop off
- Provide EV charging points
- Provide limited short-term parking (1 hour) for EV charging
- Provide cycle parking, where appropriate

Street activation and Built Form Interface

- Minimal blank walls and exterior services
- Licensed outdoor space for food and beverage
- Encourage businesses to provide large and transparent openings directly onto the shared street to increase activity

Paving

- Tactile delineation band provided between footpath and vehicle zone
- Curbs should be avoided, but pedestrian paths of travel alongside vehicle zones should be provided for people with ambulatory, vision, and cognitive disabilities

Urban Furniture

- Attractive street materials, furnishings, and other objects within the street can be used to alert drivers and emphasise the pedestrian orientation of the space
- Planters can also be used to delineate band between footpath and vehicle zone
- Unique design elements / art to create distinctive atmosphere and sense of place aligned with the overall theme and identity of Miluni Plaza

Urban Canopy and Green Infrastructure

- Provide 30% canopy cover of mixed species
- Green infrastructure should satisfy the Connection to Country objectives
- Street trees planted at regular intervals on both sides of the road

Lighting

- Implement high efficiency (low energy consumption) LED lighting
- The street must be well lit at night, including lower level lighting for pedestrians
- All lighting interventions will need to consider use accessibility to improve access for all users, particularly for vulnerable pedestrians



Appendix E – Interim Metro Review

1.3.8 Pedestrian Laneways

Connection to Country

- Provide cultural and art installations that allow for stories of the interconnectedness of Country
- Implement ground surface conditions and landscaping that reflect and connect to Country that exists beyond the boundaries of this precinct

General

- Minimum 7m wide
- Open and unencumbered areas to allow for pedestrian traffic flow
- Unique design elements / art is encouraged to create distinctive atmosphere and sense of place aligned with the identity of the laneways and the overall identity of the Metro site

Laneway Activation and Built Form Interface

- Activated frontages on 2 parallel edges
- Retail space should generally be at grade with the laneway
- The edges of properties surrounding laneways must contribute to the creation of an attractive, relaxing, and people-friendly atmosphere
- Blank walls should be avoided

Paving

- Predominantly paved / hardscape

Urban Furniture

- Furniture can be used so long as it does not create an impediment to pedestrian movement flows

Signage and Wayfinding

- Use of signage to help people navigate to the laneways from surrounding streets
- Signage should reflect the character of the Metro site

Urban Canopy and Green Infrastructure

- Provide 15% canopy cover
- Green infrastructure should satisfy the Connection to Country objectives
- Vertical greening is encouraged

Lighting

- All pedestrian laneways must be lit at night
- Lighting should be of pedestrian scale
- Lighting should be used to shape the character and experience of the space while also providing a safe environment at all hours

Other

- Provide cycle parking and cycle-share facilities in the immediate surroundings of the laneway
- Where a laneway meets a higher-traffic street, provide raised pedestrian crossings to suit the context, street size, and travel speeds

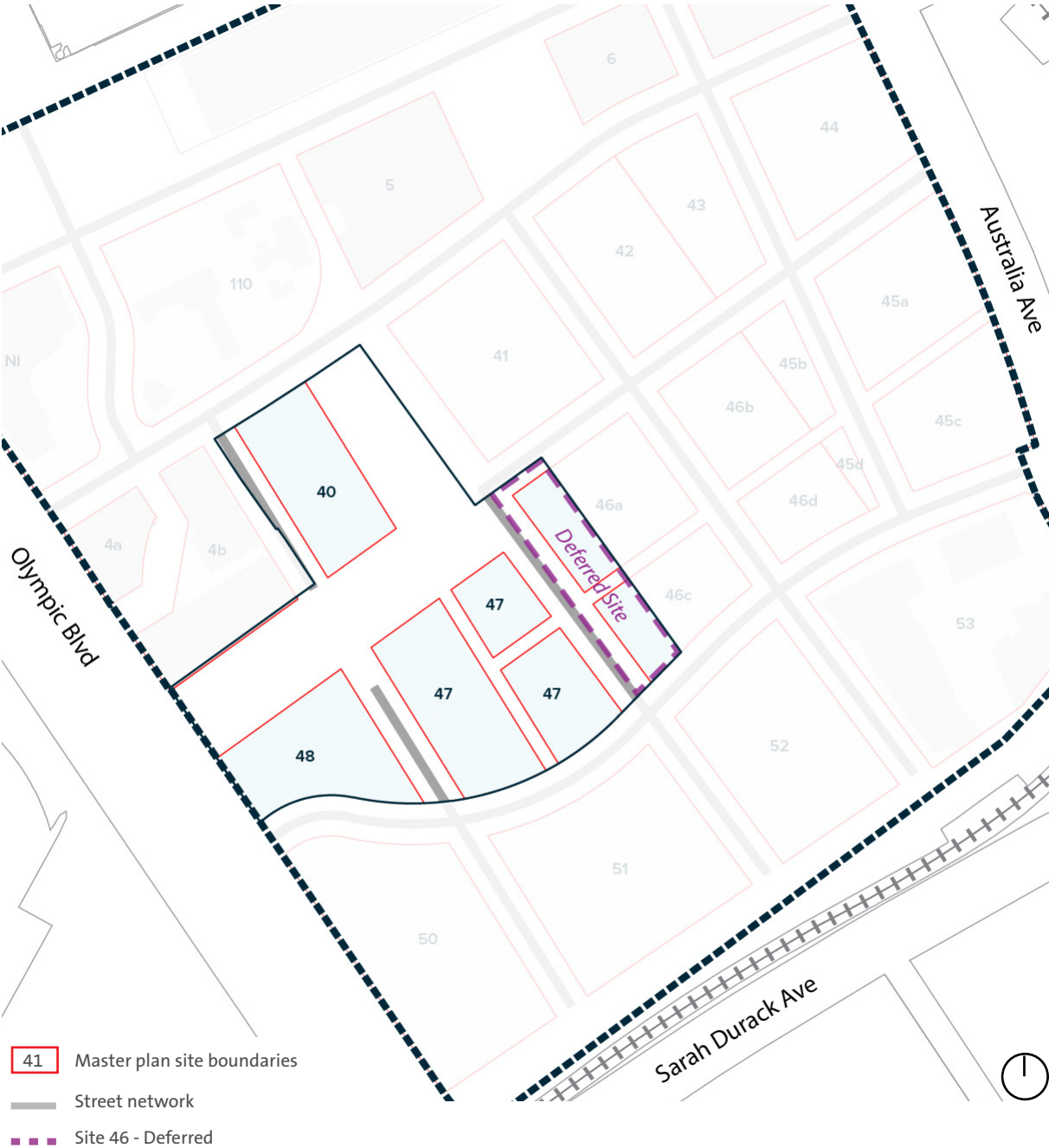


Pedestrian Laneways

Appendix E – Interim Metro Review

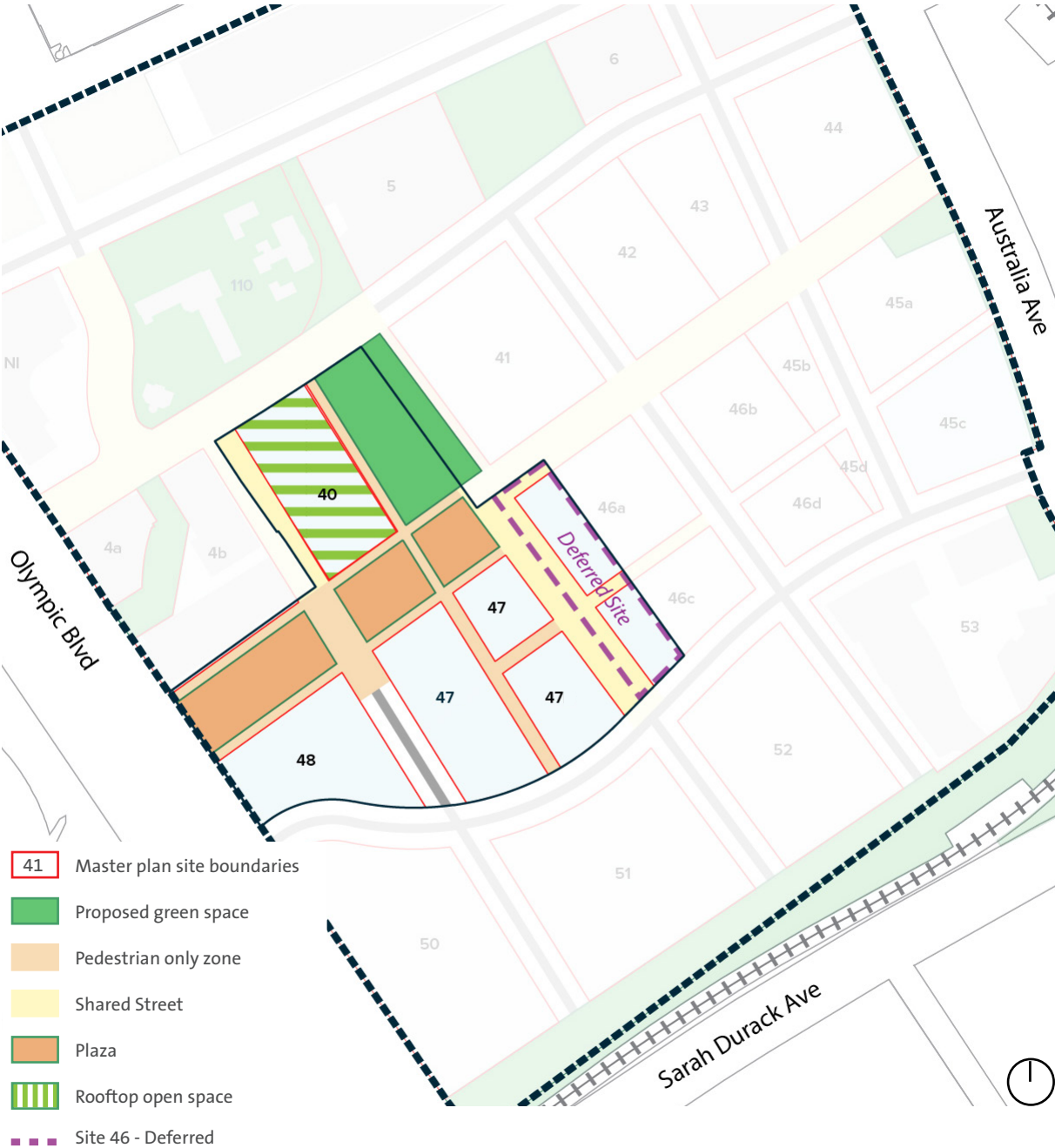
1.4 Design Controls

1.4.1 Master Plan Site Boundaries



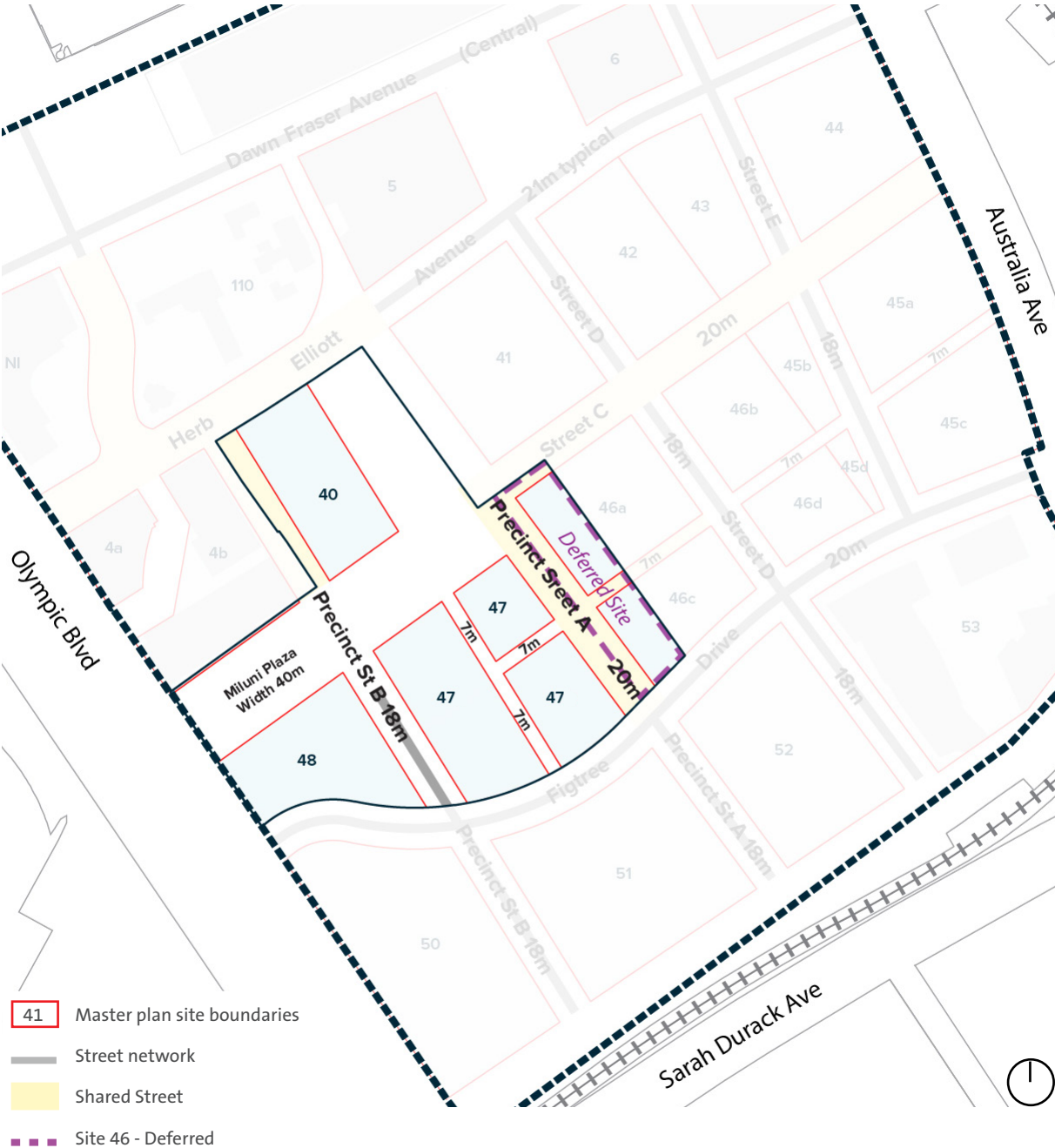
Appendix E – Interim Metro Review

1.4.2 Public Domain



Appendix E – Interim Metro Review

1.4.3 Street Widths



Appendix E – Interim Metro Review

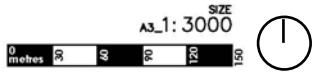
1.5 Public Domain Master Plan (Technical)



LEGEND

- Central Precinct Study Boundary
- Existing Cadastral Boundaries
- New Proposed Site Boundaries
- 44 Proposed Site Numbers
- Indicate underground Metro alignment (to be confirmed)
- Existing Buildings (Constructed or Approved)
- Future Development Area
- Key Open Spaces or Parks
- Shared Way
- Pedestrian only zone
- Through Site Link

- Miluni plaza
- Transit plaza
- Variation in pavement material treatment at key threshold to Olympic Boulevard
- Main Streets
- Local Streets
- Service or basement access
- Future key bus interchange
- Signalised crossings
- Preferred basement entry location
- Future pedestrian bridge connection
- Rooftop Public Space/Metro Station



Appendix E – Interim Metro Review

Part 2: Built Form Controls, General Controls and Guidelines

2.1 Metro Design Excellence Process

Development applications for Metro Sites, excluding Site 48, will be subject to the Sydney Metro West Design Excellence Strategy in place of requirements under SOPA's Design Excellence policy.

2.2 Built Form Guidance

The Central Precinct is proposed to be the active heart to the Sydney Olympic Park precinct. A vibrant, diverse Centre that is active day and night, weekday and weekend, summer and winter.

SOPA's vision for the Central Precinct is that

“The precinct will continue to transform into a vibrant, high density mixed use Town Centre with a strong commercial office and retail area to the north and a residential character along Figtree Drive.

The northern part of the Central Precinct on Herb Elliott Avenue, will provide a wide range of complementary civic, retail, commercial, educational, community and entertainment uses.

This diverse mix of uses will ensure high levels of amenity for residents, workers and visitors during the day and into the evening. The southern part of the Central Precinct on Figtree Drive, will be a high density residential area focused along a green corridor created by the wide landscaped setbacks along Figtree Drive, and the linear park along the railway line.” - Master Plan 2030 (2018 Review).

A new metro station at Sydney Olympic Park Sydney as part of the Sydney Metro West network will facilitate SOPA's vision for the Central Precinct.

The proposed Metro station within the Central Precinct fundamentally changes the potential accessibility, amenity and commercial appeal of Sydney Olympic Park, and necessitates a revision of the current Master Plan to respond to the catalytic opportunities created by SMW.

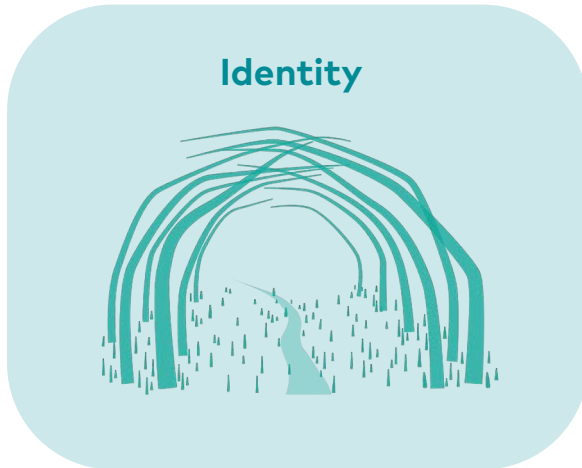
It is noted that Master Plan 2030 (2018 Review) included substantial GFA uplift in anticipation of the future core transport improvement. Accordingly, the Master Plan 2030 (Interim Metro Review) does not include substantial GFA increases, although the split of uses is proposed to be updated.

For the Central Precinct, opportunities to respond to the Metro station include:

- reconfiguring the Town Centre and the broader public realm within the precinct to address the new desire lines for access to and from the station
- activating the Abattoir Heritage Precinct by improving the interface with surrounding sites
- integrating public transport interchanges, including making provision for the possible future Parramatta Light Rail Stage 2 (PLR2).

Appendix E – Interim Metro Review

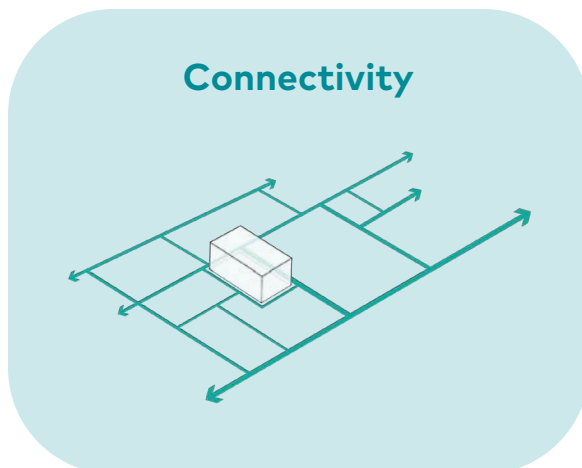
2.3 Urban Design Principles



Identity and context

The Central Precinct should reflect, enhance and build upon SOP's identity as a place of significance for Aboriginal Peoples, unique ecological communities, sporting success and future growth. The Precinct should allow for the provision of a true identity that showcases the unique characteristics of Sydney Olympic Park and celebrates the importance of water and topography for the site.

Taller buildings should be located on the southern edge of the primary public space to maximise the views and amenity from the space and allow natural light into the public domain. The allocation of height across the precinct will also create a distinctive skyline identity for Sydney Olympic Park.



Connectivity

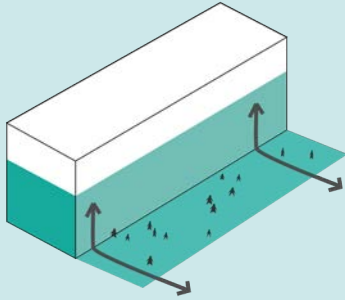
Connectivity will be a key principle to ensure pedestrian accessibility, permeability and legibility within the Central Precinct and wider area.

The theme, Madutji explores the notion of connectiveness which is reflected through the Central Precinct street network and transport system. These systems work as a web to connect those living, working, studying and visiting the precinct to places, events and natural spaces.

The realignment of existing streets, new shared streets and pedestrian paths will create a highly pedestrianised street network within Central Precinct that will safely link people to places of activity.

Appendix E – Interim Metro Review

Diversity of Places

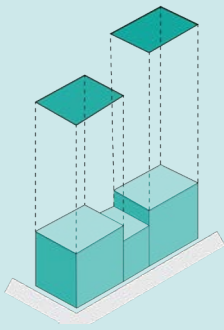


Diversity of Places

Sydney Olympic Park encompasses a unique and diverse range of places, facilities and spaces. The Central Precinct will work to create places that remain respectful of their current uses and users, whilst evolving the history and local character of the area. Following the theme of Tucoerah the Central Precinct will seek to ensure that diverse elements come together to create a cohesive and productive environment.

The Central Precinct will need to respond to the changing needs of the community through a range of spaces that suit a variety of activities. These diverse places should also consider the requirements needed to support regional and local growth, whilst providing high quality, active and safe public and private places for both event mode and every day mode.

A Responsive Built Form



A responsive built form

Guided by the theme Walama, the Central Precinct will encompass an adaptive and responsive built form that will ensure a suitable mixture of uses to meet the changing future needs. The Central Precinct review has considered the connection to Sky Country in the development of its form through appropriate and varied setbacks, building separation and tower heights. The design of the built form will ensure that the orientation and design of buildings maximise and encourage solar access, sunlight and ventilation to liveable spaces as well as existing and future open spaces.

Controls for sustainability, materials, the distribution of density and the requirement for green star ratings and site specific design excellence will work to establish a desired quality and character for the area.

Appendix E – Interim Metro Review

2.4 Metro Site Built Form Guidelines

2.4.1 Floor Space Ratio

The Master Plan 2030 (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 FSR boundaries are proposed to be realigned on Site 47 and 48 to better reflect the lot layouts as a result of Metro freehold boundaries and the configuration of the public domain.

The recommended amendments to the Floor Space Ratios (FSR) are shown in the diagram below.



Appendix E – Interim Metro Review

2.4.2 Land Uses

Land uses within the Metro site include mixed uses, commercial and station/retail/publicly accessible open space.

It is intended that the station entries contribute to the activation of the streets by locating any associated station infrastructure above or below the ground plane. The northern station entry and infrastructure is a standalone building, whilst the southern station entry and infrastructure are integrated in to buildings above

Retail will be integrated throughout the development sites and the Metro station entrances to activate the ground plane.

The northern station building (Site 40) is comprised of the northern station entry, retail and publicly accessible rooftop open space.

The western part of Site 47, which comprises the southern station entry and building directly above, is proposed to comprise of commercial uses only within the podium and any towers above.

The remainder of Site 47 and the entirety of Site 48 sites are proposed as mixed use sites which provide for non-residential uses, including community uses, within building podiums of 4 storeys, with residential permitted above the podium.



Appendix E – Interim Metro Review

2.4.3 Building Heights

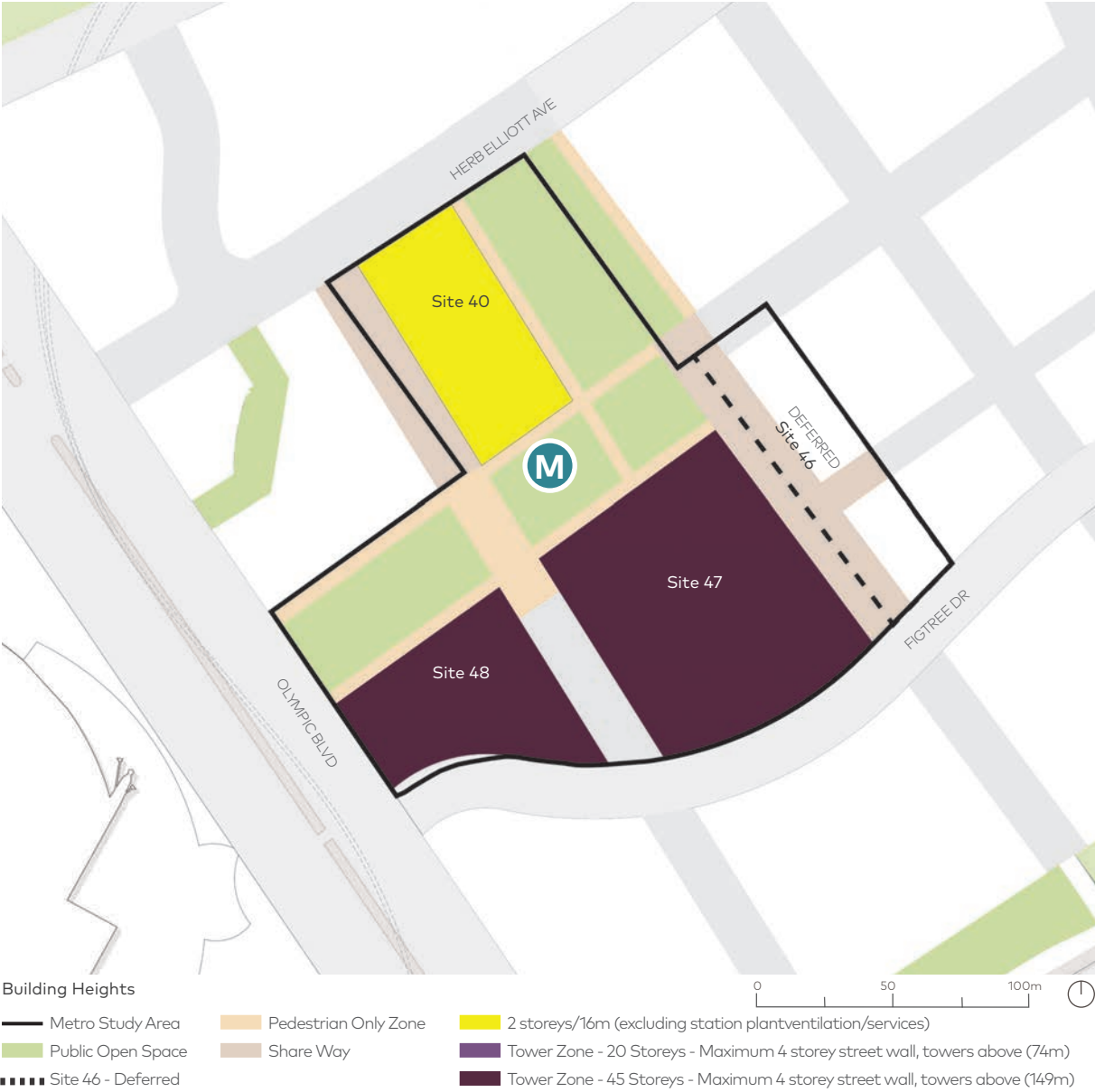
The following height plan controls are recommended amendments to the Master Plan 2030 (Interim Metro Review).

The height controls aim to provide a varied and distinctive skyline for the Central Precinct and to protect solar access to the public domain and residential units.

The building height plan includes:

- a 2 storey, 16m height limit for Site 40, which excludes station ventilation and services but allows a generous floor to ceiling height for the station entry.

- a 45 storey, 149m height limit to Site 47 to reinforce the Metro station location and the associated activity and amenity of the site.
- a 45 storey, 149m height limit to Site 48.



Appendix E – Interim Metro Review

2.4.4 Build to Line

The Build to Line guidelines are proposed to reinforce the urban design principles that seek to define and frame primary public spaces and active streets with built form that contributes to a sense of place and pedestrian-scaled experiences.

Sites 40, 47 and 48 largely define the public open spaces and Precinct Street A and are subject to the Build to Line guidelines as prescribed in the diagram below.

The northern station building and Precinct Street B interfaces are not subject to the same Build to Line guideline.



Appendix E – Interim Metro Review

2.4.5 Setbacks

The setbacks are proposed to reinforce the principles of the Master Plan.

A primary setback relates to the ground plane and podium.

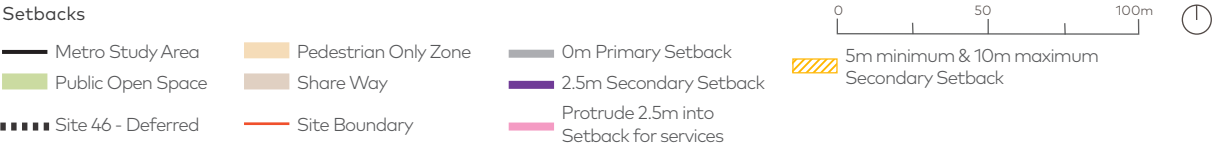
A secondary setback relates to the setback of the tower/ building component above the podium level.

A nil primary setback is proposed to the ground floor on all mixed use buildings with an interface to the Central Urban Park, Olympic Boulevard, Figtree Drive, Precinct Street A, Precinct Street B, midblock link on Site 47 and the shareway.

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

On the western side of Site 47, a 2.5m protrusion into secondary setback is permissible only for tower core, bracing and structural requirements.

A minimum 5m and maximum 10m secondary setback is applicable to any buildings above the podium on the Olympic Boulevard interface.



Appendix E – Interim Metro Review

2.4.6 Block Structure

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

The block structure below also accommodates a revised public domain around the station, realigned streets and desired through site links to provide greater permeability within the immediate station surrounds.



Appendix E – Interim Metro Review

2.4.7 Solar Access

The following guidelines seek to ensure high levels of amenity for those using the primary public open spaces within the Metro site.

The diagram below prescribes the minimum proportions of the public spaces that are to achieve a minimum 2 hours of sunlight between 9am and 3pm at the winter solstice (June 21).



Appendix E – Interim Metro Review

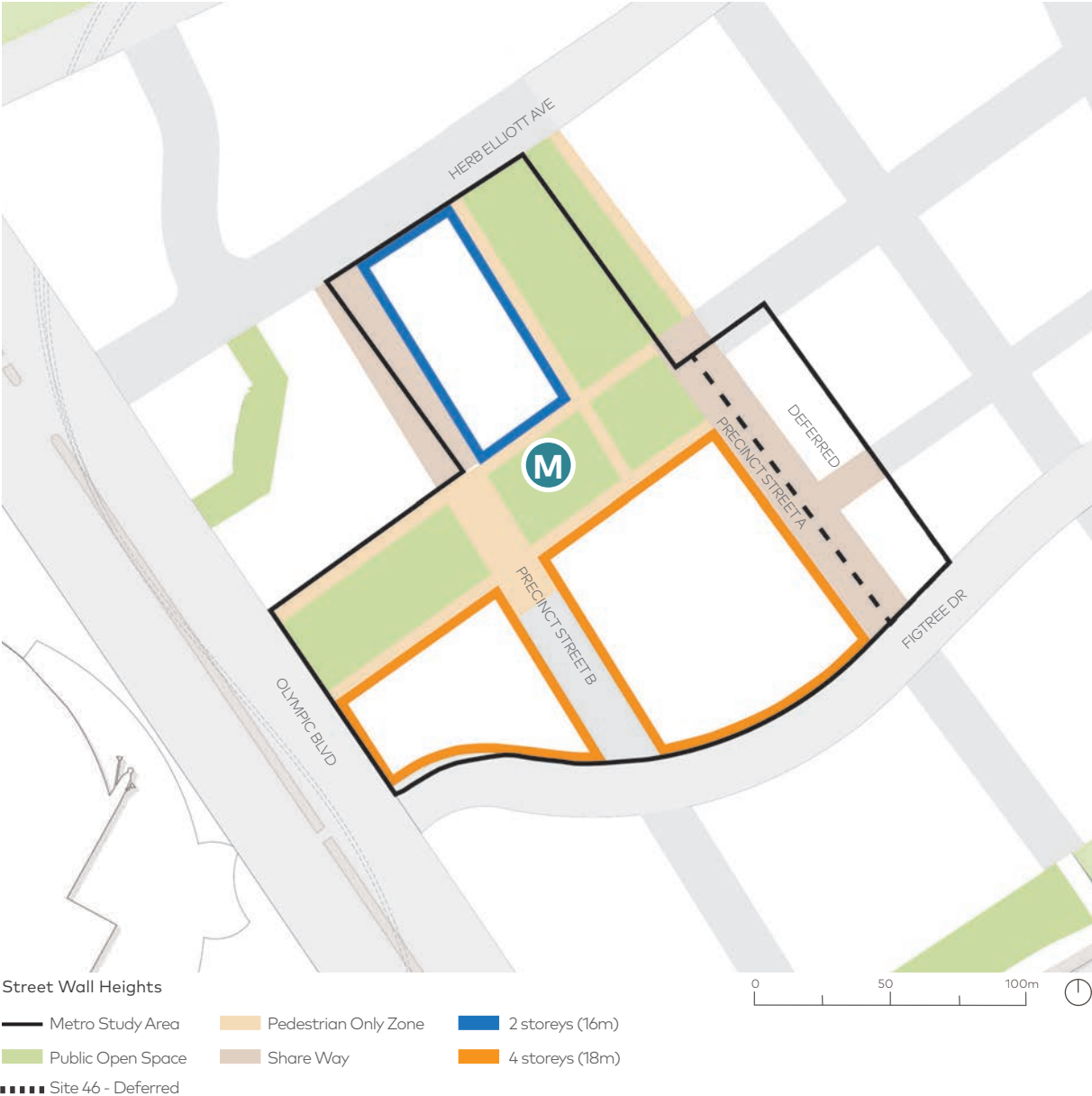
2.4.8 Street Wall and Podium Heights

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 storey and 18m high street wall podium.

The northern station building is subject to a maximum 2 storey and 16m height limit. This height limit excludes the station plant, while accommodating for an appropriate station ground floor height.

Site 47 will be subject to a 4 storeys (18m) podium height. However 5 storeys (24m) will be allowed for station services within the podium. The podium must step down to 4 storeys (18m) where it faces Miluni Plaza and Fig Tree Drive.



Appendix E – Interim Metro Review

2.4.9 Active Frontages

Active frontages are to comprise of shops, businesses, food and beverage, community or civic uses, and/or station entries.

The intention of the active frontages guidelines is: to provide a highly amenable pedestrian experience; to ensure active uses are located in areas of high pedestrian activity and amenity; and to ensure ground floor uses activate the public domain and streets and provide passive surveillance.

The primary active frontages guideline is applicable to:

- buildings within the mixed use sites that address the Central Urban Park and Olympic Boulevard

- building interfaces to Precinct Street A and the midblock connection to the bus interchange
- northern station building interfaces to Central Urban Park and Herb Elliott Ave

Interfaces to Precinct Street B and Figtree Drive are secondary active frontages and in addition to the uses listed above may also comprise services, garage entries and larger tenancies.



Appendix E – Interim Metro Review

2.5 General Controls and Guidelines

2.5.1 Parking Rates

Residential and Non residential car parking provisions

Car parking rates for residential developments and non residential developments are provided in Table 1. Accessible parking is to be provided at the rate identified in the SOPA Access Guidelines.

Table 1: Maximum parking rates - Residential and non residential uses for the Metro site

Land Use	Parking rates (Maximum)
Office and commercial	1 space/110 m ²
Restaurants	1 space/70 m ²
Club	1 space/70 m ² 1 space/2 staff
Hotels, serviced apartments and boarding houses	1 space/accommodation 1 space/2 staff
Education	
Schools	1 space/2 staff
Tertiary	1 space/2 staff
Childcare	1 spaces/4 children and suitable drop off 1 space/2 staff
Retail	
Supermarkets	4 spaces/100 m ²
Local Retail	1 space/70 m ²
Themed Retail	1 space/70 m ²
Residential	
Studio	0 space/dwelling
1 bedroom	0.6 space/dwelling
2 bedrooms	0.9 space/dwelling
3 bedrooms	1.2 spaces/dwelling
4 bedrooms	1.4 spaces/dwelling
Visitors	0.2 space/dwelling

Appendix E – Interim Metro Review

Bicycle parking provision rates

Bike parking facilities are to comply with AS 2890.3 2015 Parking Facilities Bicycle Parking.

Change rooms, showers and lockers must be provided for people walking, running or cycling to work on all employment generating development. Locate facilities close to bike parking facilities to encourage sustainable transport options.

Locate basement Bike parking as close to ground level car park entries as possible.

Provide secure, conveniently located bike parking facilities at the minimum specified in Table 2 Minimum Bicycle Parking Rates.

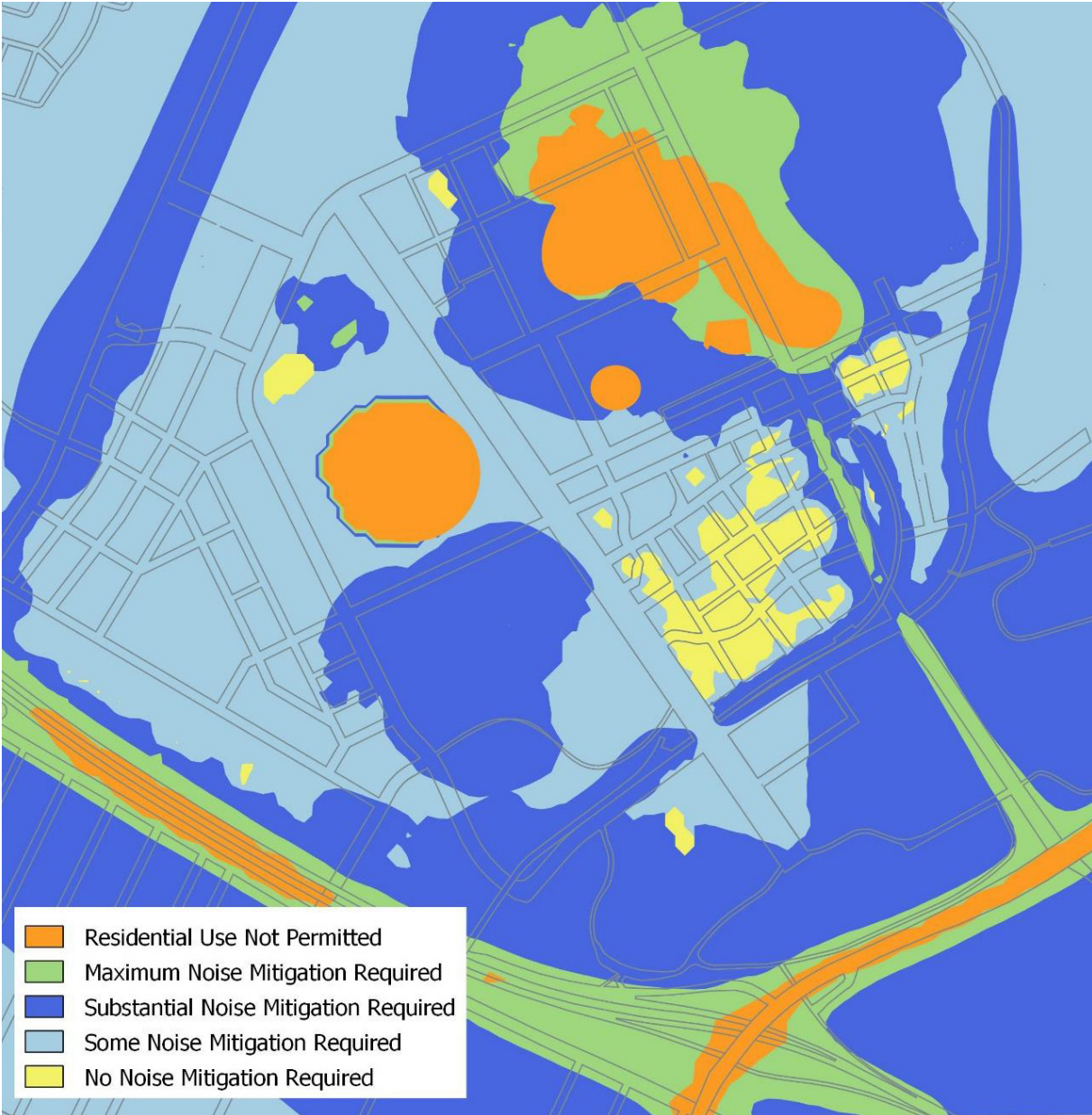
Table 2: Minimum bicycle parking rates for the Metro site

Land Use	Bicycle parking rates (Minimum)
Commercial	1 space per 150 m ² GFA 1 visitor space per 750 m ² GFA
Residential	
Studio	1 space/dwelling
1 bedroom	1 space/dwelling
2 bedrooms	1.2 spaces/dwelling
3 bedrooms	1.5 spaces/dwelling
4 bedrooms	2 spaces/dwelling
Visitors	0.25 space/dwelling
Education	1 staff space/100 full time students 1 student space/10 full time students

Appendix E – Interim Metro Review

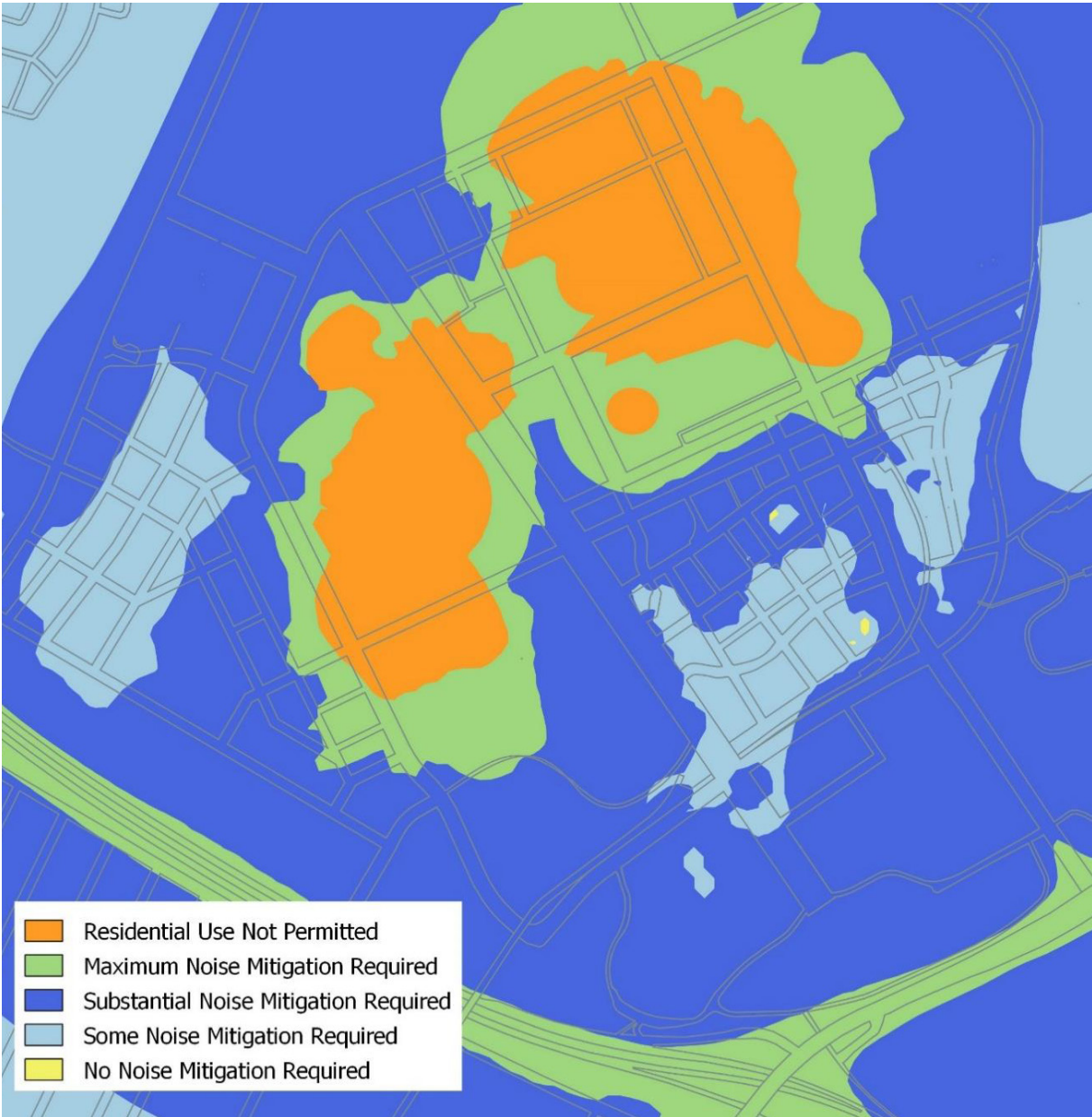
2.5.2 Additional Noise Controls

For the Metro site, in addition to Section 4.6.15 Noise Controls contained in the Master Plan, Figures 4.7 and 4.8 are replaced by the Figures below.



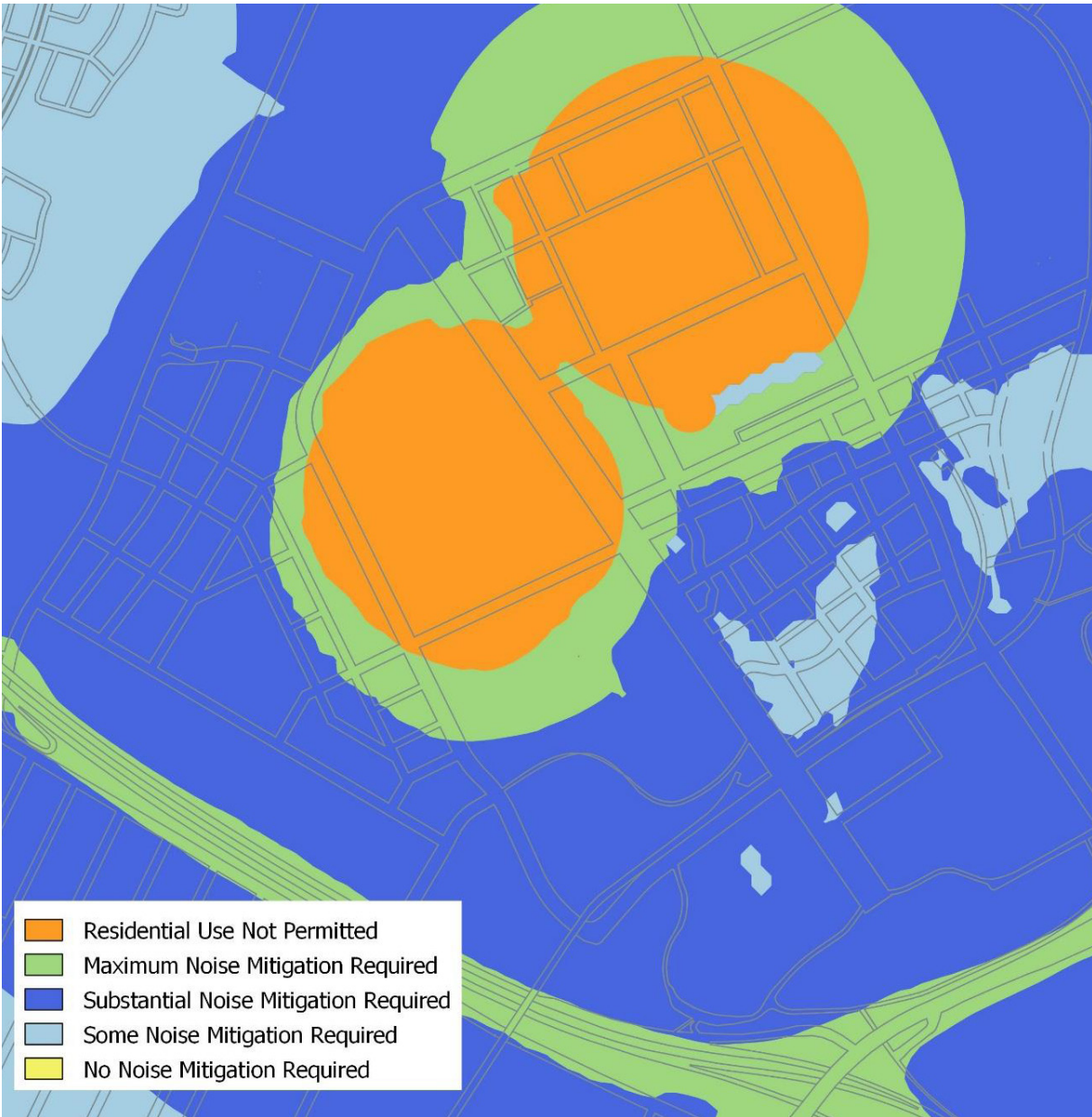
Acoustic suitability for residential development, under 25m building height

Appendix E – Interim Metro Review



Acoustic suitability for residential development, 25m to 50m building height

Appendix E – Interim Metro Review



Acoustic suitability for residential development, over 50m building height

Appendix E – Interim Metro Review

2.5.3 Safety and Security

In addition to Section 4.6.12 Safety and Security Controls contained in this Master Plan, as part of any State Significant Development (SSD) application within the Metro site, the Applicant is to:

- Complete a Safety and Security Management Plan. The Plan is to consider and guide the application, as per the table below, with regards to risk-based safety and security

measures that positively contribute to the protection of occupants and users of the proposed site, the Central Precinct and the wider SOP.

Table 3: Safety & Security Management Plan Components for SSD applications

Security Plan Component	Required
1. Precinct Operational Requirements	<ul style="list-style-type: none"> • A written statement from the applicant explaining how the site's design has included consideration of the Central Precinct's safety and security requirements for both non-event and event modes.
2. Identification of Potential Hazards and Risks	<ul style="list-style-type: none"> • A risk assessment that identifies safety and security hazards, assessment of risk levels and description of controls that are proposed to manage risks.
3. Crime Prevention Through Environmental Design Statement	<ul style="list-style-type: none"> • A description of the practical means by which CPTED principles are incorporated into the design.
4. Proposed Building and Site Security	<ul style="list-style-type: none"> • An outline of proposed safety and security: <ul style="list-style-type: none"> • Physical security systems • Security management approach (e.g. security presence, response) • Any modified arrangements to site operations and access during major events

2.5.4 Sustainability

The required environmental ratings as per Section 4.2 of Master Plan 2030 (2018 Review) apply to the Metro sites with the addition of the following for Mixed Use design competition sites:

- Minimum 5 Star Green Star rating from the Green Building Council of Australia; and/or
- Demonstration of world's best practice sustainable building design and as-built using an alternative rating tool such as WELL, Living

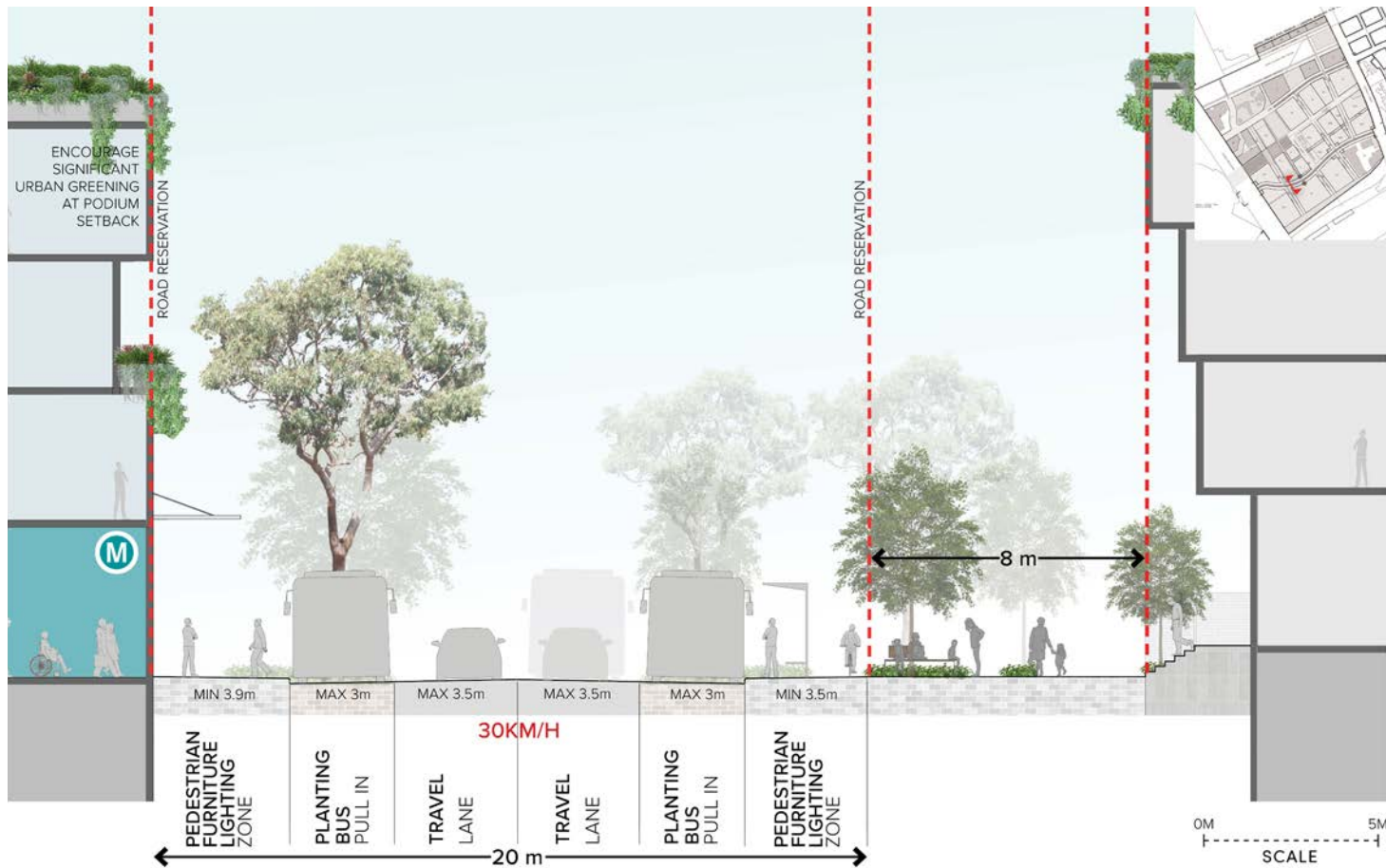
Building Challenge, or other recognised rating scheme can be negotiated with SOPA.

- Evidence of registration and certification of any of the above rating tools will be required to be submitted to SOPA.

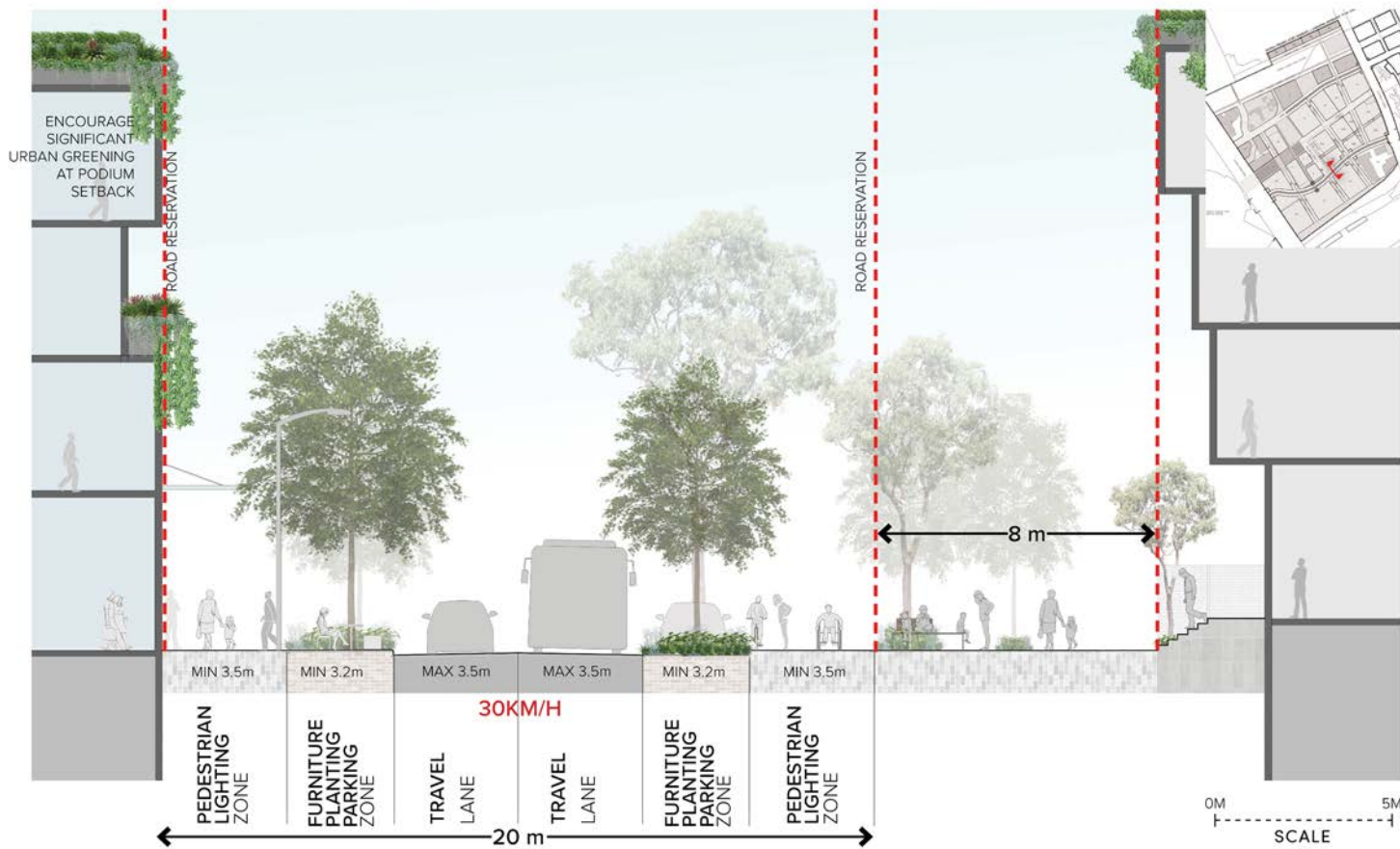
Appendix E – Interim Metro Review

Part 3: Street Sections and Typology Plans

3.1 Figtree Drive



Appendix E – Interim Metro Review

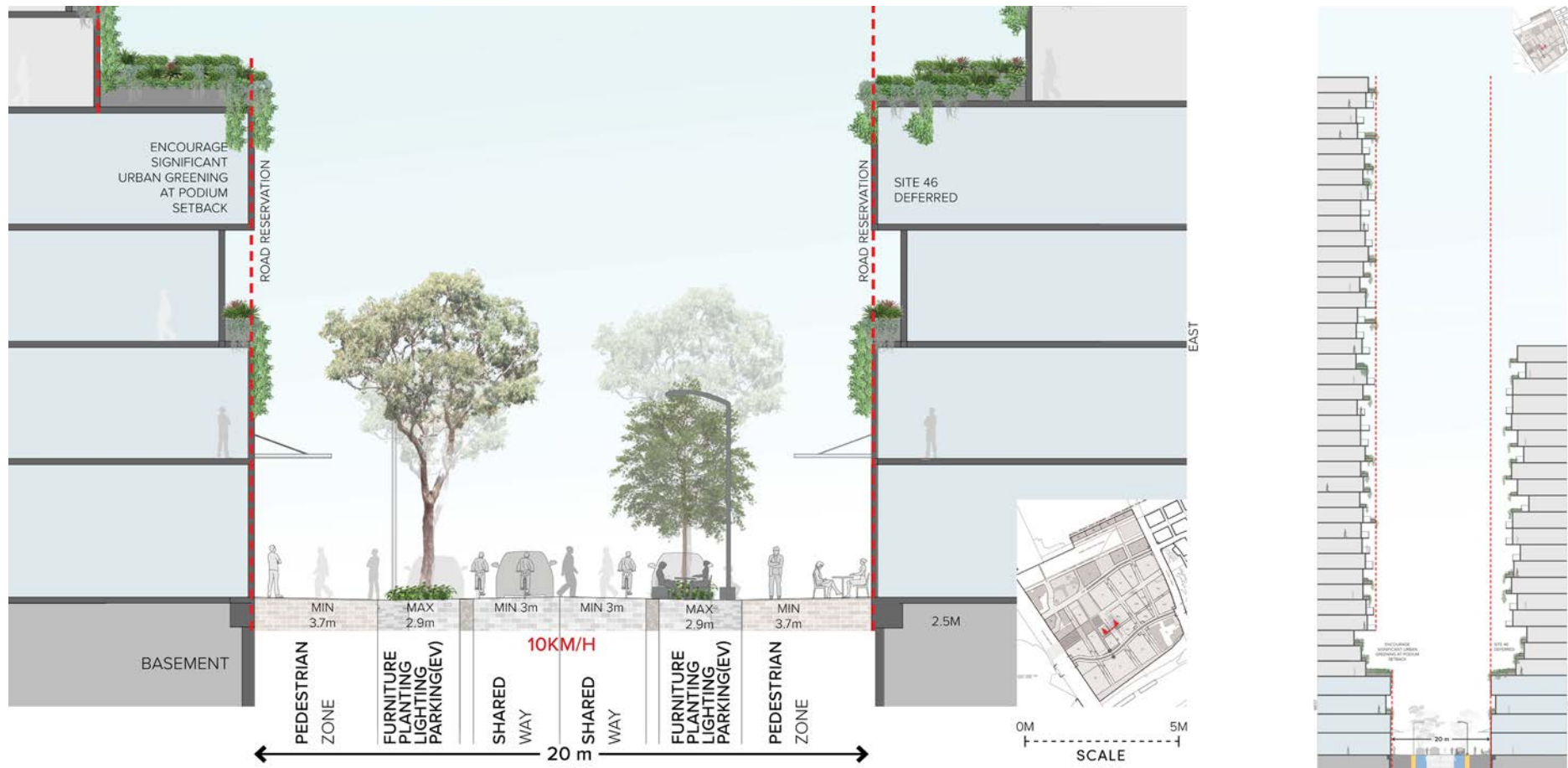


Appendix E – Interim Metro Review



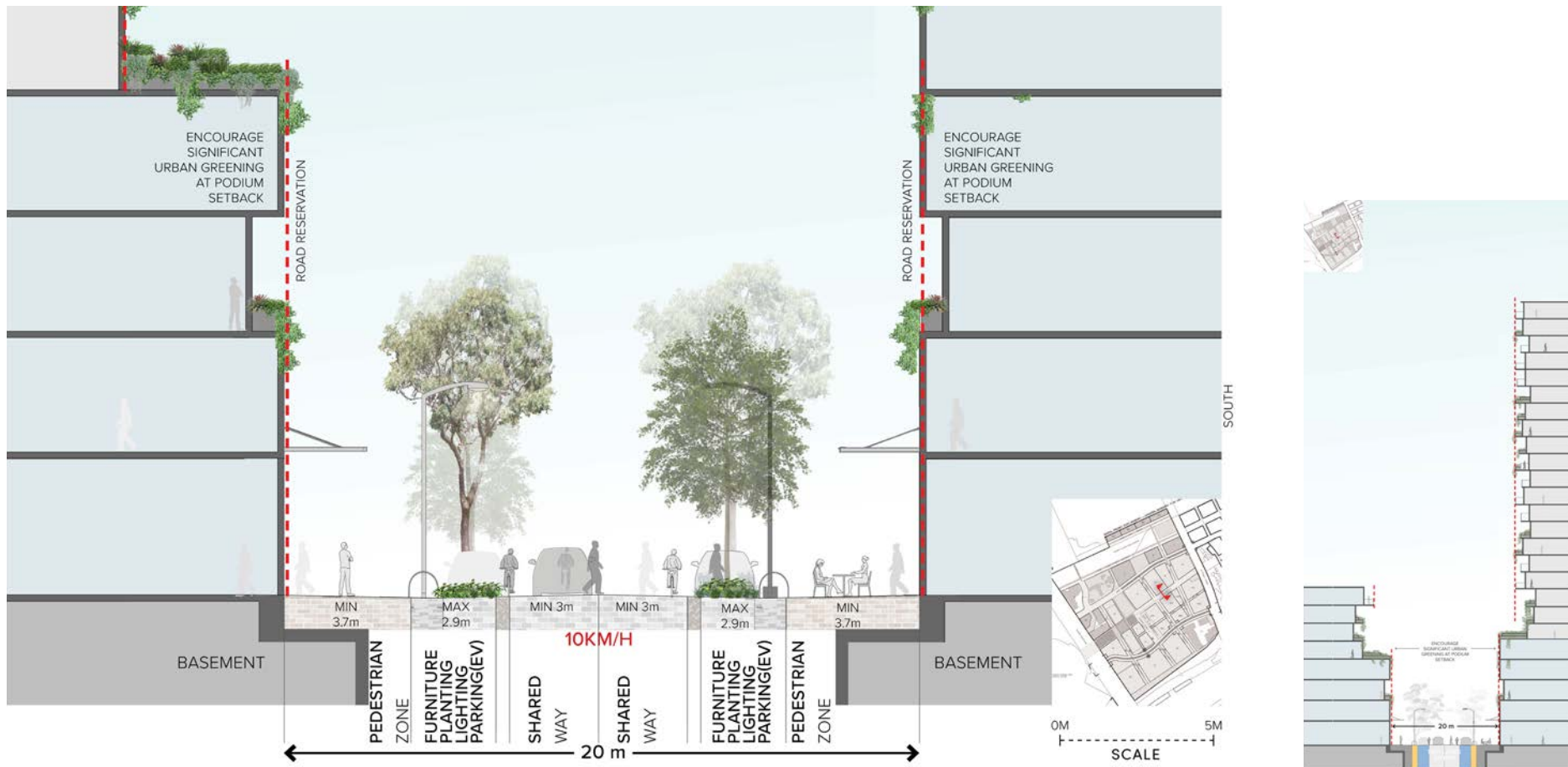
Appendix E – Interim Metro Review

3.2 Precinct Street A - North South



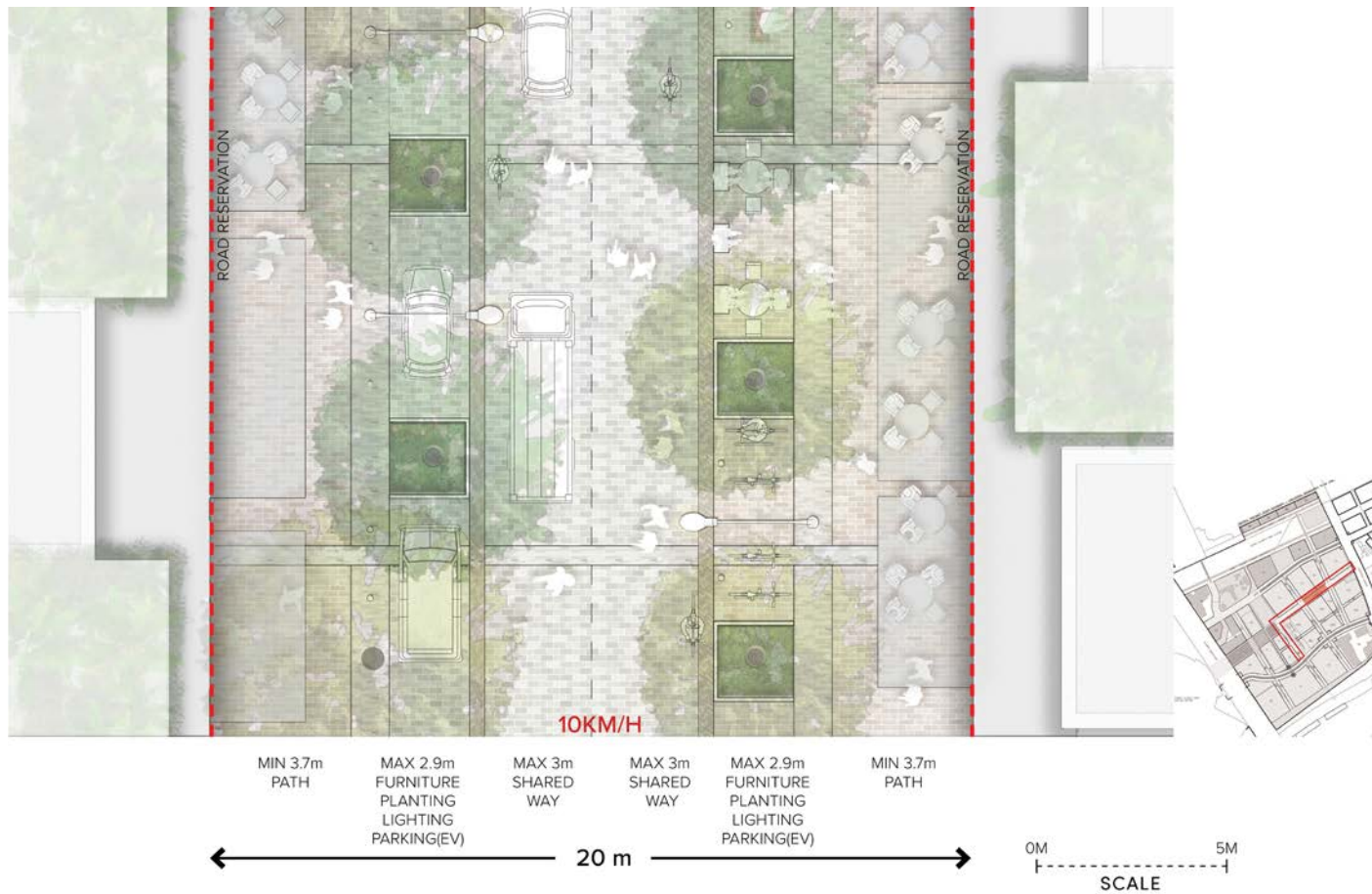
Appendix E – Interim Metro Review

3.3 Precinct Street C - East West



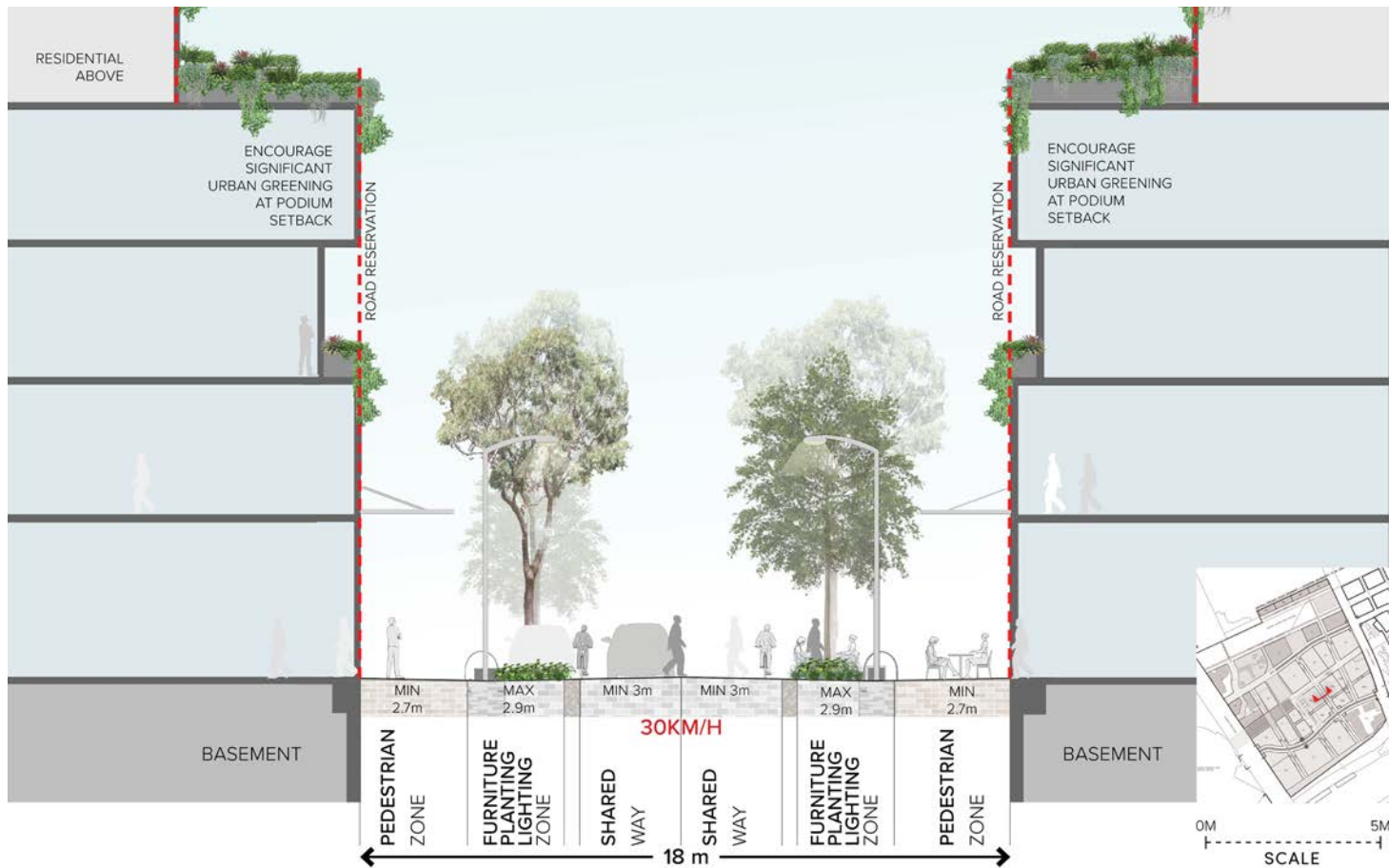
Appendix E – Interim Metro Review

3.4 Precinct Street A + C

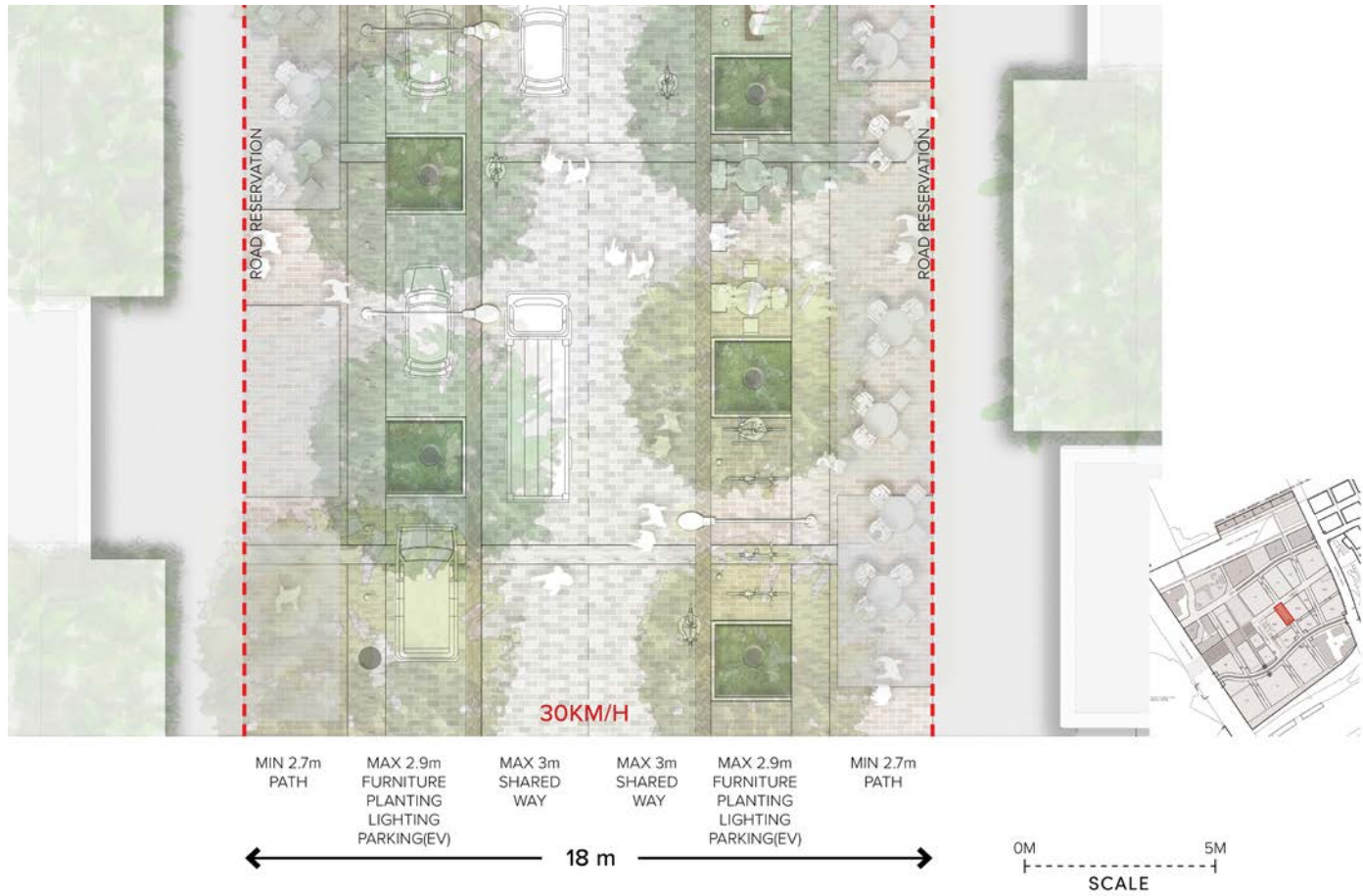


Appendix E – Interim Metro Review

3.5 Local Street

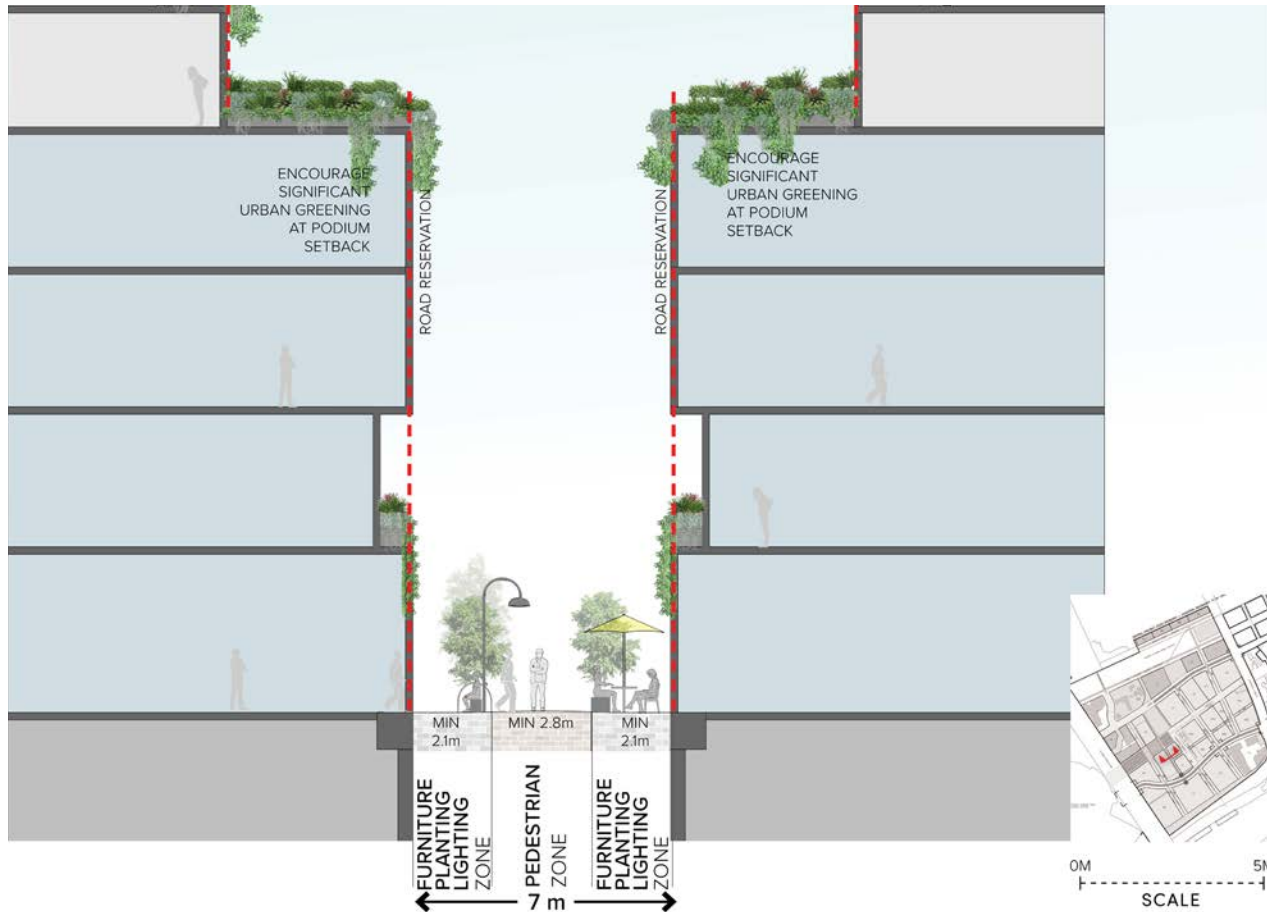


Appendix E – Interim Metro Review



Appendix E – Interim Metro Review

3.6 Pedestrian Street

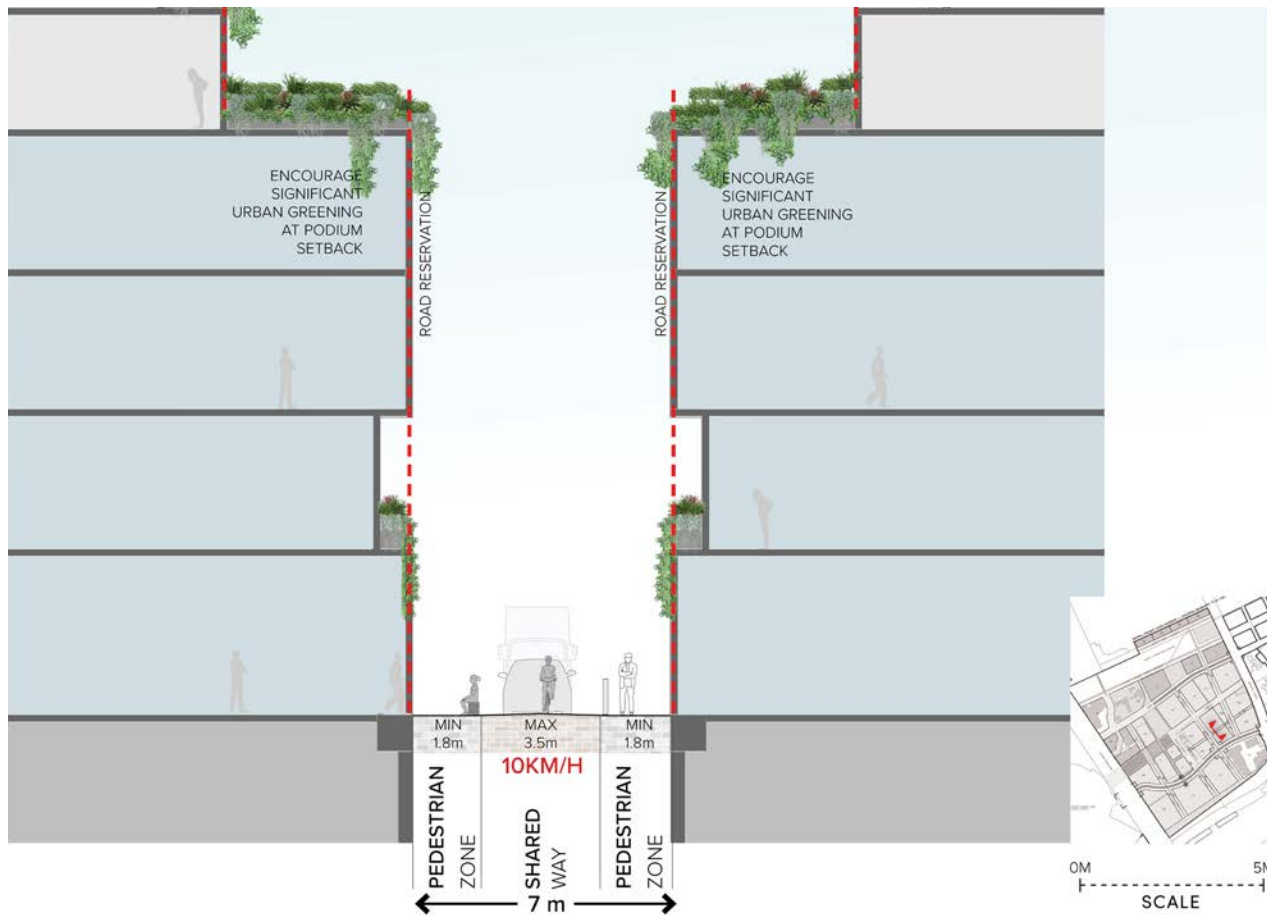


Appendix E – Interim Metro Review

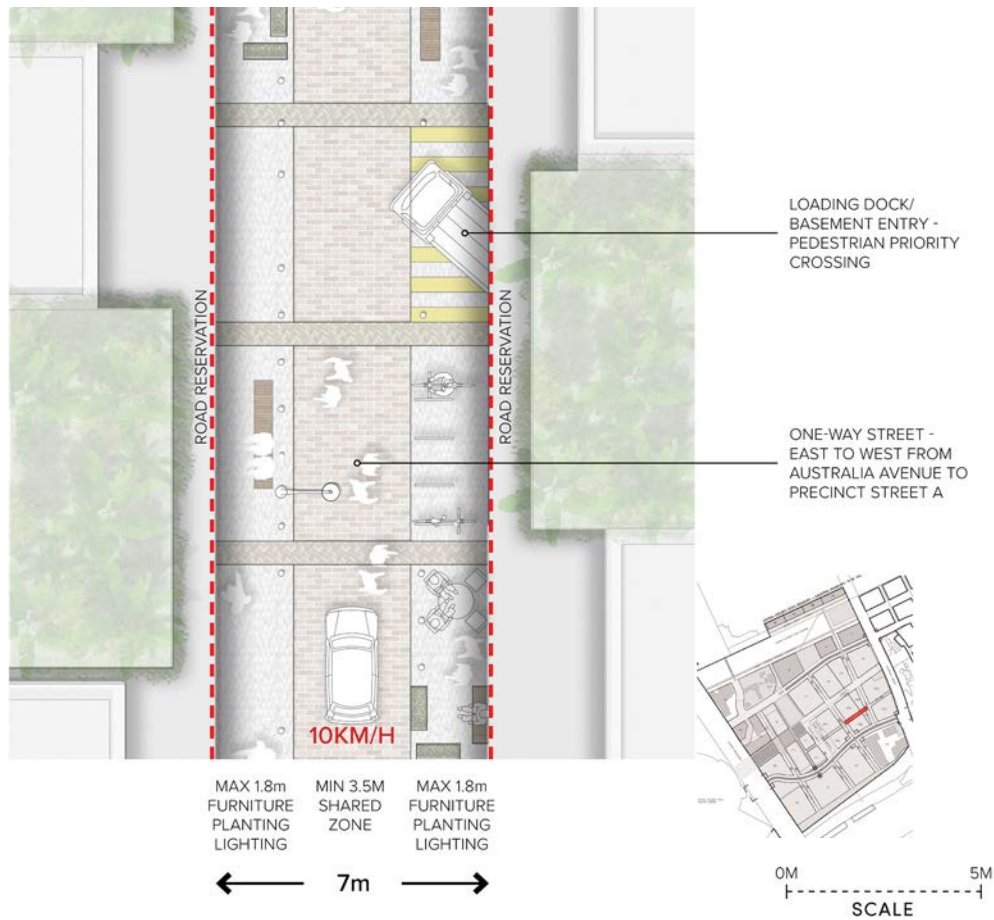


Appendix E – Interim Metro Review

3.7 Service/Basement Lane



Appendix E – Interim Metro Review



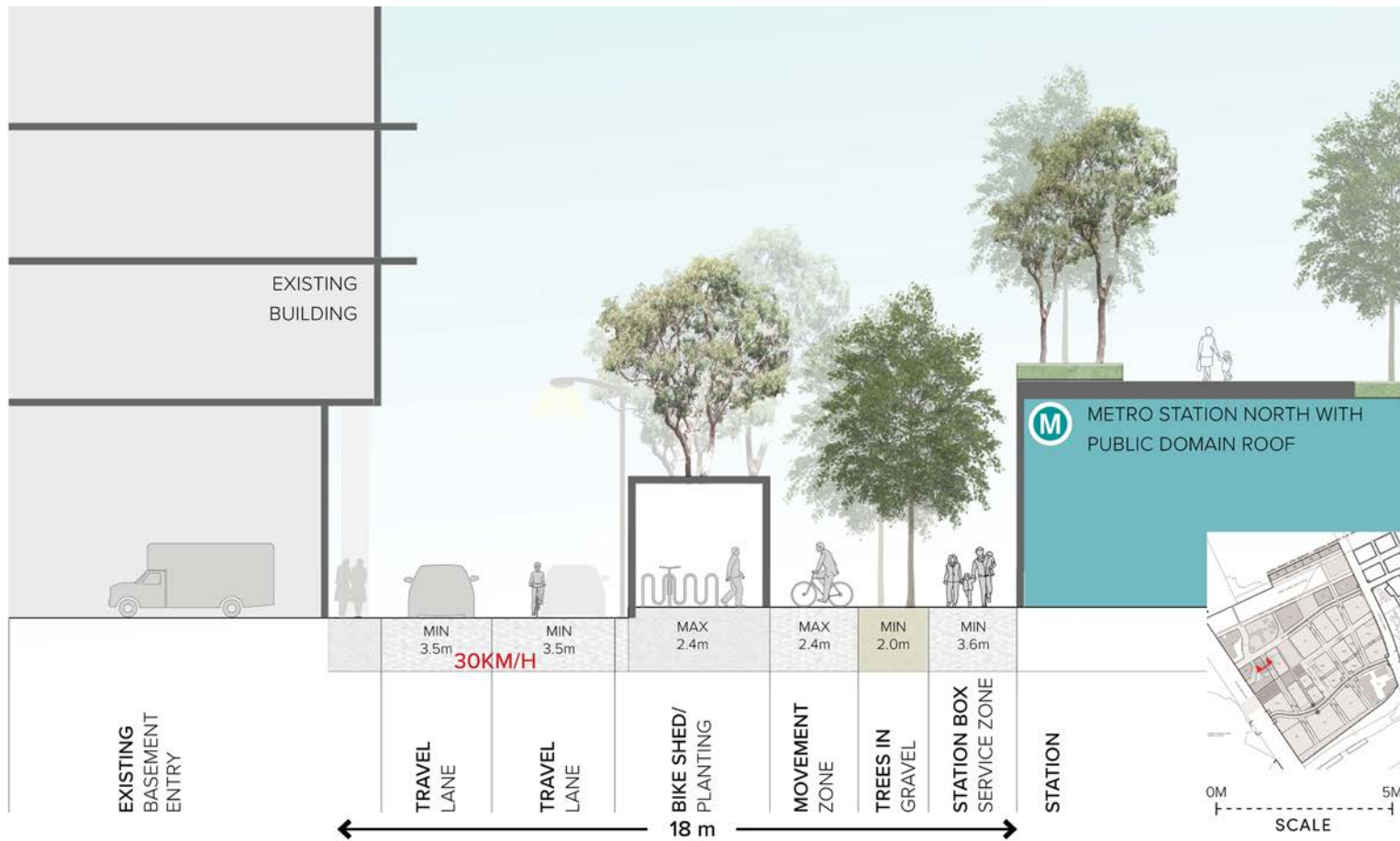
Appendix E – Interim Metro Review

3.8 Central Green



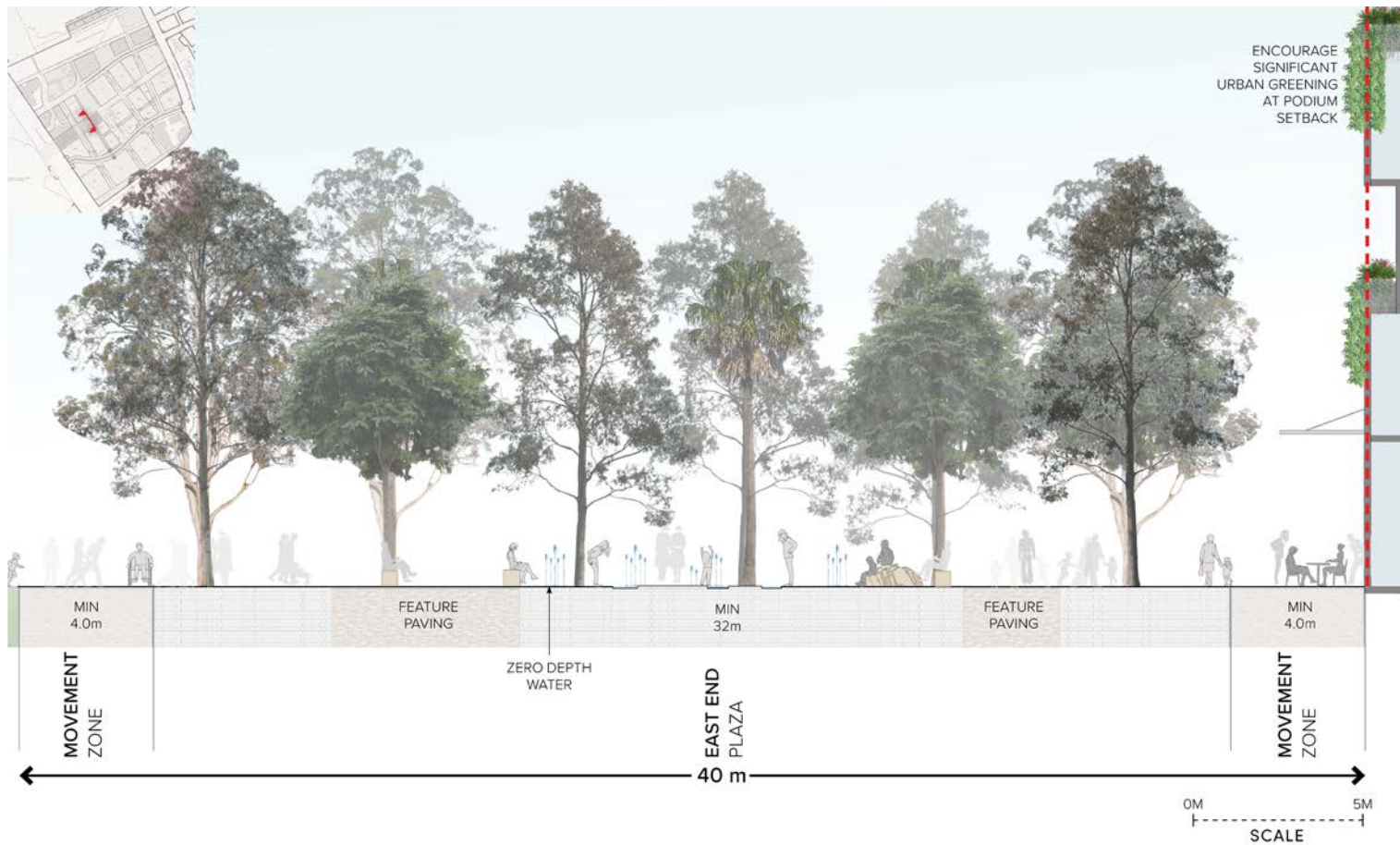
Appendix E – Interim Metro Review

3.9 Station Lane



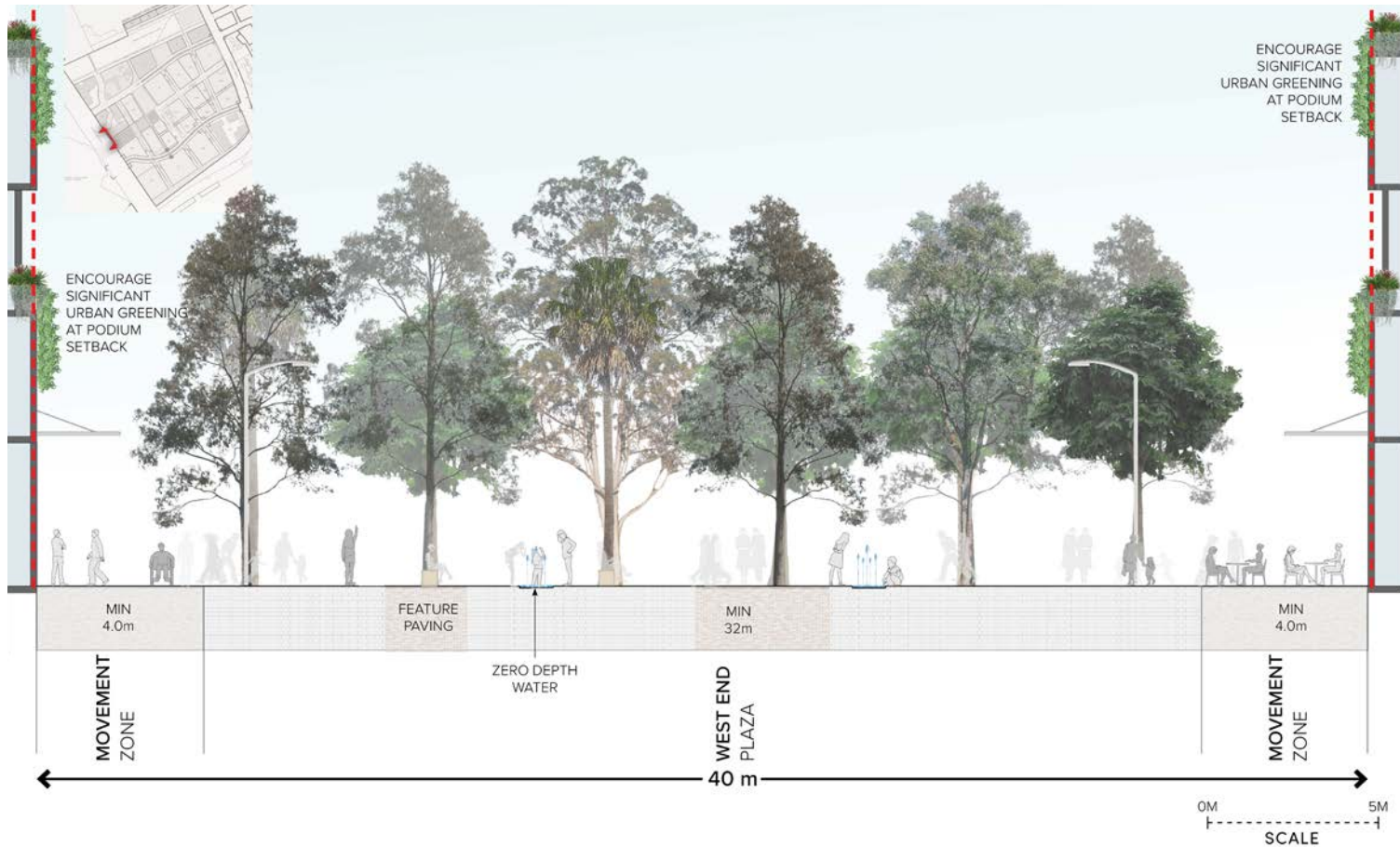
Appendix E – Interim Metro Review

3.10 Miluni East End



Appendix E – Interim Metro Review

3.11 Miluni West End



Appendix E – Interim Metro Review

3.12 Rooftop Publicly Accessible Open Space & Miluni Plaza



