

MAJOR EVENT IMPACT ASSESSMENT GUIDELINES

Understanding & mitigating the impacts from development on the capacity of Sydney Olympic Park to successfully host major events.

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1 MAJOR EVENT PROTECTION FRAMEWORK

1.1 Status of the Guidelines

These Major Event Impact Assessment Guidelines apply to all Developments within Sydney Olympic Park and upon such other land or relevant parts thereof identified as being within SOPA's 'area of operations' under the SOPA Act (2001). The Guidelines apply to all Developments at Sydney Olympic Park under any *Master Plan* or other planning instrument that applies to Sydney Olympic Park.

The Guidelines recognise that the nature and quantum of events, and the critical requirements for event production and delivery may change over time. Hence if, after adequate investigation, SOPA finds that Development activities not already facilitated, included, supported or anticipated in the Guidelines, are found to be justified, the Guidelines may be amended to the extent necessary, but only with the agreement of SOPA's General Manager Operations & Sustainability or other Place Manager.

1.2 Event Information Statement

A Development Application must include an Events Information Statement in order to facilitate SOPA's Place Manager undertaking a Major Event Impact Assessment.

An Event Information Statement may contain any information considered relevant by the proponent of the Development; however every such Statement must at least provide the following information relating to the Development Application:

- ❑ Number of residents and/ or workers to be accommodated;
- ❑ Number of car-parking spaces required / provided;
- ❑ The location and capacity of entry and exit points to the premises, including delivery areas and car parks;
- ❑ Number, frequency, and timing, of service vehicle movements into and out of the premises;
- ❑ The extent and location of any encroachment into the Public Domain;
- ❑ Details of all requirements for works within the Public Domain;
- ❑ An overview of the scale, timing, and nature of the Development in construction activity terms;
- ❑ The normal hours of business operations;
- ❑ Emergency evacuation routes and meeting places; and
- ❑ Other information as required by SOPA's Place Manager.

Where a complete and detailed Events Information Statement is provided, the target response time for the Place Manager to complete and forward the Event Impact Assessment Report to SOPA's senior planner is 9 working days unless otherwise agreed. Where an Event Information Statement is incomplete or unclear and additional information is required about the potential development impact on Major Event Capability, the delay in obtaining the information will add to the target response time.

1.3 Application of the Guidelines

These Guidelines will primarily be used by SOPA in conjunction with the Event Information Statement and the Major Event Impact Assessment process to determine appropriate Development Consent conditions to be proposed to the Consent Authority.

The Guidelines are designed to deal with a Development that is already specifically or implicitly provided for in the *Master Plan*, and hence it is not intended that the Major Event Impact Assessment will focus on testing the appropriateness of the overall development but rather applying the Guidelines at the detailed design, layout and operational levels.

Within SOPA, applying the Guidelines during assessment of a Development Application will often require interpretation of requirements; balancing of conflicting issues; searching for innovative solutions; and recognition of commercial or common law rights. In this context the Place Manager will give priority attention during assessments to achieving the following desired positions:

In favour of protecting Major Event Capability:

- a) New building and car park access points and infrastructure access nodes will be located in suitable places and developed to suitable standards;
- b) The distribution and the intensity of temporary land uses will be compatible with major event crowd requirements and Major Event operational regimes;
- c) Development construction activity will be staged over a suitable timeframe and in a suitable sequence to avoid clashes with the largest Major Events;
- d) Development activities and land occupation arrangements, that include public places or spaces will be flexible enough to be Major Event neutral or positive;
- e) Development activities will not overly impact effective Major Event related site connectivity into, within and around the precinct;
- f) Traffic generation, car parking, and transport demand issues will be dealt with through sustainable design and operational solutions so as to preserve Major Event traffic and transport flexibility.

In favour of Developer proponent's rights:

- a) Access for owners and occupiers to the property, including vehicular and pedestrian access to the premises, must be preserved.
- b) SOPA as precinct manager will make best endeavors to minimise the impact of Major Event activities on the business of building owners and tenants in so far as it is reasonable to do so within a Major Event precinct.

2 DEVELOPMENT CONTROL REQUIREMENTS

The following section details the critical success factors associated with hosting Major Events at Sydney Olympic Park. Each of these success factors is detailed in the following sections in terms of:

- (a) The key issues that require special consideration during a Major Event Impact Assessment for any Development, and
- (b) The definition of the range of Development Control Requirements that should be applied to each relevant Development.

Compliance with the various Development Control Requirements (as applicable) is required in order to minimise the impact of the Development on the ability of Sydney Olympic Park to successfully host Major Events.

Note: Some issues referred to in these Development Control Requirements may already have been considered and/or dealt with in other parts or stages of the master planning or development control process, however, these issues are nonetheless very important considerations in the Major Event Impact Assessment process, given the relationship between these and other issues.

2.1.A. Road Traffic Impact Issues

Developments have the potential to impose significant impacts on the function of the local road network and where local roads connect to the regional road network. Developments can change the number, function, location, direction and / or capacity of roads and road-like places, and this change may limit traffic management options on a Major Event Day.

During a Major Event Impact Assessment, if the following situations are likely to arise from a Development, they will require particularly careful attention:

- Vehicular access into or connection with the Event Operations Zone [See Plan 1]
- Access to the Major Event transport routes or the Event Transport Zone [See Plan 2]
- Vehicular access into or connection with the Major Events Cross Road [See Plan 4]
- Vehicular access into or connection with Major Events Loop Road [See Plan 4]
- Use or reliance on vehicle access to the Holker Street Busway [See Plan 4]
- Use or reliance on vehicle access to the M4 Homebush Bay Up-ramp [See Plan 4]
- Use or reliance on vehicle access to the M4 Mouse-hole Busway [See Plan 4]
- Installation, change, or removal of traffic control devices
- Installation, change, or removal of pedestrian management or safety devices
- Generation of additional traffic from residents, workers or business activity
- Impact on the spread, timing and volume of traffic generation Creating, changing or removing any road related structures or intersections; and
- Creating, changing or removing any road or road-like place.

2.1.B. Development Control Requirements for Road Traffic¹

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage road traffic related issues in the interests of minimising negative Major Event Capability impacts:

- 2.1.B.1. All new Developments generating significant levels of traffic movement must establish the extent and nature of their impact on the local road traffic network and connections with the regional road network.
At this point the nature and extent of any network upgrades required to meet any increased Development generated traffic – whether specific or incremental demand – needs to be considered. Where required traffic network upgrades should be installed as early as possible after ground breaking and always before practical completion.
- 2.1.B.2. All traffic lights and other remote traffic control and traffic monitoring or surveillance devices added to the traffic and transport network as a result of any Development must be designed, built and maintained so they can be connected to and operate remotely from the SOPA Operations Centre subject to any RTA and / or MOT requirements.
- 2.1.B.3. New premises should provide and retain more than a single point of entry (for staff, visitors, deliveries, or vehicles etc) to their premises where the premises are accessed directly from a 'Major Event Cross Road'. If any premises have a direct point of entry to a 'Major Event Cross Road' an alternative point of entry from a street, right-of-way or other point other than the 'Major Event Cross Road' should be provided in all circumstances.
- 2.1.B.4. No non-SOPA controlled premises should be allowed to provide only a single point of entry (for staff, visitors, deliveries, or vehicles etc) to their premises directly from the 'Major Event Loop Road'. If any premise has a direct point of entry to the 'Major Event Loop Road' an alternative point of entry from a street, right-of-way or other point other than the 'Major Event Loop Road' should be provided in all circumstances.
- 2.1.B.5. No building, structure or other permanent (non-Major Event Venue) premise or associated access-ways should be designed, constructed or operated in such a way that it relies entirely on a single point of entry for staff, visitors, deliveries, and / or vehicles to their premises from within any part of the Event Operations Zone. If a direct point of entry is made to the Event Operations Zone, an alternative point of entry from a street, right-of-way or other point other than the Event Operations Zone² must be provided in all circumstances.

2.2.A. Transport Impact Issues

Developments have the potential to impose significant impacts on the function of the public transport network. Developments can change the number, function, location, access routes and capacity of event transport facilities and routines, this change may limit transport management options on a Major Event Day.

¹ See Plans 2; 3; and 4; as attachments for defined features.

² See Plan 1 herein.

During a Major Event Impact Assessment, if the following situations are likely to arise in a Development, they will require particularly careful attention:

- Impacts on bus or coach driver amenities and facilities
- Impacts on coach-parking capacity or location [See Plan 2]
- Impacts on regional (special event) bus terminal capacity or location [See Plan 2]
- Impacts on road crossing safety for bus or coach based event patrons
- Impacts on Hire Car operations and locations
- Impacts on Taxi rank locations or other event related taxi manoeuvres
- Impacts on Ferry Wharf capacity and facilities [See Plan 3]
- Changes to the Railway Station configuration or operating regime [See Plan 4]
- Work within, near or along crowd access routes to the Railway Station
- Changes to transport route access priorities or arrangements [See Plan 4]

2.2.B. Development Control Requirements for Transport³

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage transport related issues in the interests of minimising negative Major Event Capability impacts:

- 2.2.B.1 All Developments should provide and retain more than a single point of entry (for staff, visitors, deliveries, and vehicles etc) to their premises if the premises directly front a major event transport route as set-out in the Event Transport Zone⁴.
- 2.2.B.2 All Regional (Special Event) Bus Terminals should have and retain suitable Bus Driver amenities and facilities. Amenities and facilities include shelter, toilets and wash areas to cater for queuing and holdover crews. If being relocated or modified, these amenities and facilities must be retained or created close to the relevant Regional (Special Event) Bus Terminal and no more than 200m away.
- 2.2.B.3. All structured Coach (Charter) Parking areas should have suitable Coach Driver and passenger amenities and facilities. Amenities and facilities include shelter, toilets, wash area, and seating to cater for waiting or long-haul passengers and crew. These amenities and facilities need to be retained or created close to the relevant coach-park area and no more than 200m away.
- 2.2.B.4. Coach (Charter) Parking space for no less than 300 coaches must be retained within the Public Domain. There should be ideally 200 and no less than 150 dedicated permanent Coach Parking spaces - suitably laid out to support passenger drop-off, pick-up and in-situ coach parking. Permanent Coach (Charter) Parking should be located close to the Stadium and the Arena and no further away than 400 metres. There should be ideally 150 and no less than 100 periodic Coach Parking spaces identified and located within walking distance of the Novotel Hotel and no further away than 1,000m.

³ See Plans 2; 3; and 4 as attachments for key defined features.

⁴ See Plan 2 herein.

- 2.2.B.5 Separate Regional (Special Event) Bus Terminals (2) should be provided within the Public Domain. A southern site entry terminal and a northern site entry terminal are each required and must be located close to the Stadium and RAS area and no more than 500 metres away. Each Regional (Special Event) Bus Terminal needs a permanent capacity for no less than 10 buses per stop and queuing capacity nearby for 20 or more buses at a time. Each Regional (Special Event) Bus Terminal must have appropriate 'route markers' and space for crowd queuing, waiting, shelter and barricades.
- 2.2.B.6. New or modified coach parking areas should be located where they have good short-distance direct route access to the town's main connections with regional road links. Any proposed new or modified coach parking areas should have its access and function operationally tested as part of any planning and design.
- 2.2.B.7. Where permanent or periodic coach parking areas are located on the outside of the Major Event Loop Road in the area between P4 along Edwin Flack Ave to east of the Olympic Boulevard/ Kevin Coomb's intersection, either an underpass or overpass should be provided for passengers to access Major Event Venues and public spaces.
- 2.2.B.8. Where permanent or periodic coach parking areas are located on the outside of the Major Event Loop Road in the area between P4 along Sarah Durack and Australia Ave to east of the Olympic Boulevard/ Kevin Coomb's intersection, either traffic lights or a remote and local controlled pedestrian crossing should be provided.
- 2.2.B.9. No permanent building, Development or associated activity should be allowed to limit major event rail transport functionality in any significant way; obscure or otherwise limit access or operational clarity; limit access to entry, exit, and passenger crowd storage areas; or place obstructions in passenger movement areas.
- 2.2.B.10. No Development approval or commercial agreement should be allowed to dictate or otherwise regulate the particular way the Railway Station is loaded or unloaded during any Major Event Mode periods.
- 2.2.B.11. The 'Holker Street Busway' should not be used for private motor vehicle traffic during Major Event Mode periods. There should be no Development or Master Plan direction relying on the opening of the 'Holker Street Busway' in support of a particular level or type of site Development or capacity.
- 2.2.B.12. The 'M4 Homebush Bay Up-Ramp' should not be re-designated and/ or used primarily for any purpose other than as a 'Busway' in support of Major Event Mode periods unless there has been significant up-grade works provided which either provides priority event movements for buses during Major Event Mode or provides a dedicated 'Busway' lane. No Development or master plan direction relying on the opening of the 'M4 Homebush Bay Up-Ramp' in support of a particular level or type of site Development or Development capacity at Sydney Olympic Park should be allowed unless the appropriate upgrade works are first completed.
- 2.2.B.13. The 'M4 Mousehole Busway', should not be re-designated and/ or used primarily for any purpose other than as a 'Busway' in support of Major Event Mode periods. If 'M4 Mousehole Busway' is to also be used as a route for motor cars and trucks from time to time, then this should only be allowed on the

basis that it be closed as and when required, at SOPA's discretion, in support of Major Event Mode periods. There should be no Development or master plan direction relying on the opening of the 'M4 Mousehole Busway' in support of a particular level or type of site Development or capacity.

- 2.2.B.14. Two distinct major event taxi ranks must be provided within the Public Domain. Each taxi location must have enough kerbside length to accommodate 30 taxis at any one time and should be ideally located 300m and no further than 600m from the major event that the rank is servicing.
- 2.2.B.15. Kerbside parking space for no less than 200 hire cars must be retained within the Public Domain. The location of the Hire Car operations should be ideally 300m and no further than 500m from the major event that it is servicing.

2.3.A. Car Parking Impact Issues⁵

Developments have the potential to impose significant impacts on the function of public and / or private vehicle parking regimes. Developments can change the optimum management, allocation, distribution, capacity, and function of parking spaces or parking activity, and this change may limit parking options on a Major Event Day.

During a Major Event Impact Assessment, if the following situations are likely to arise in a Development, they will require particularly careful attention:

- Creating, allocating or removing on-street car parking spaces
- Creating private car parking spaces in the Public Domain
- Creating public car parking spaces under other than SOPA control
- Effecting the total number of public car parking spaces available for event days
- Changing the location of existing public car parking spaces [see Plan 4]
- Conflict points between vehicle movements and the general public
- Changing the established access route to existing public car parking spaces
- Creating or removing any public car parking spaces [see Plan 4]
- Creating or removing any private car parking spaces
- Allowing any private car parking spaces to be used for public car parking purposes; and
- A need for special access or use of public car parking for private purposes.

2.3.B. Development Control Requirements for Car Parking

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage car parking related issues in the interests of minimising negative Major Event Capability impacts:

- 2.3.B.1. The existing base supply of 10,000 public car parking spaces must remain available for general public use on all Major Event Days. SOPA at its discretion must always be able to control and limit public car park access and reserve parking for one or more classes of event or non-event patrons to the exclusion of other patrons.

⁵ See Plans 2; 3; and for as attachments for defined features.

- 2.3.B.2. No commercial arrangements should be entered into between SOPA and any other party that will reduce the total number of general public carparking spaces within Sydney Olympic Park to below 10,000 on Major Event Days.⁶
- 2.3.B.3. Where Development opportunities allow, SOPA should enter into arrangements that will facilitate public car parking to increasingly be met within less than 400m from one or more Major Event Venues. Public car parking distribution and capacity for Major Event Venues should aim to provide for all patrons attending venue-based minor events, and 50% or more of patrons attending venue-based major events, being able to park within 400m of their Major Event Venue.
- 2.3.B.4. New public car parks should be of structured compact design rather than at-grade and spread-out.
- 2.3.B.5. No permanent on-street car parking should be located within the Event Transport Zone⁷ and Event Traffic Zone⁸, or though temporary parking during non-event periods is acceptable.
- 2.3.B.6. New car parks should have most entry and exit points that provide direct access to the Major Event Loop Road, in order to maximise the effectiveness of event traffic access and egress.
- 2.3.B.7. Commercial developers may with SOPA approval provide for some of their worker car parking demand being fulfilled through use of public car-parking spaces (only) during non-Major Event Periods on agreed commercial terms.
- 2.3.B.8. Public car-parking activity in the Public Domain must be controlled and managed at all times by SOPA or its agents.
- 2.3.B.9. SOPA has the regulatory power, and must retain the flexibility, to limit or divert access to public car parking spaces across a part or the whole of the precinct from time to time during minor event and Major Event Periods.
- 2.3.B.10. On-street car parking is on this basis not to be used to cater for long-stay visitors at any time and will often not be available to event or non-event patrons on Major Event Days.
- 2.3.B.11. On-street car-parking is not permitted to be provided or made available under any conditions that create or maintain any commercial, residential or Major Event Venue right or expectation that those spaces will be available (exclusively or at all) on any Major Event Day or during any Major Event Period. SOPA must not provide any on-street car parking under any conditions that create or maintain an expectation that those spaces will be or are designated for any premises' particular use or a guaranteed availability period.
- 2.3.B.12. For any minor event period or Major Event Period SOPA must retain the flexibility to remove on-street car-parking spaces from service; change on-street car-parking terms and conditions; invoke the Special Events Parking Scheme; and/ or introduce temporary special parking zones such as for private hire cars, coaches and / or taxis

⁶ SOPA has contractual obligations to ensure this.

⁷ See Plan 2.

⁸ See Plan 3.

- 2.3.B.13. Each property Development must provide adequate private car parking within the Development premises to meet their own core car parking demand during a Major Event Period. Minimum compliance with car parking provision rights in each Development is not adequate as this may lead incrementally to event patron parking capacity in public carparks being displaced on Major Event Days by residents and workers that had no other parking options due to poor Development planning.
- 2.3.B.14. Commercial developers should not be allowed to provide for the use of their premises for paid carparking purposes unless as part of a commercial arrangement with SOPA with carparking operations under SOPA control (this does not apply to visitor or staff spaces and special member, client or promoter car parking arrangement within premises where no fee is payable)
- 2.3.B.14. New public car-parking and private car parking arrangements should give particular consideration to site compatibility in terms of Major Event Day: ingress / egress routes / corridors; the road queuing length available to the car park entry; queue length for patrons at cashiers; and the adequacy of alternative entry points as contingency for any car park or traffic breakdown or access failure.
- 2.3.B.14. Car park and delivery area entry and exit points within the Public Domain or at the interface between the Public Domain and private domain should always be designed to require and allow only forward ingress and egress by all vehicles, in order to avoid the risk of public injury. Only under extenuating circumstances should this position be negotiated to a lesser standard.

2.4.A. Major Event Venues Impact Issues⁹

Developments have the potential to impose significant impacts on the function of Major Event Venues. Developments can change the Major Event Venue neighborhood, venue footprints, patron capacity, venue functionality, and/ or types of acceptable use – and this change may limit traffic management options on a Major Event Day.

During a Major Event Impact Assessment, if the following situations are likely to arise in a Development, they will require particularly careful attention:

- Creation of residential premises near Major Event Venues [See Plan 4];
- Creation of commercial premises near Major Event Venues [See Plan 4];
- Any changes in the level of access or connectivity between Major Event Venues in the Event Operations Zone [See Plan 1 & 4];
- Any possible impact on the function of event critical support elements;
- Any possible disruption to Major Event Venue emergency procedures or systems in the Event Operations Zone [See Plan 4]; and
- Any change to Major Event Venue operational areas or to lease or licence boundaries in the Event Operations Zone [See Plan 4].

⁹ See Plans 1; 2; 3; and 4 as attachments for defined features.

2.4.B. Development Control Requirements for Event Venues

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage Major Event Venue related issues in the interests of minimising negative Major Event Capability impacts:

- 2.4.B.1. The athletes and performers 'tunnel' which runs under Dawn Fraser Avenue connecting the Athletics Centre to the Stadium should be preserved on an ongoing basis in a functional form or, if relocated, the same performance and function is to be provided.
- 2.4.B.2. Developments should not take place between Major Event Venues without adequate provision being made for the maintenance or creation of reasonable and effective physical connectivity between them.
- 2.4.B.3. Residential premises should always be located well away from Major Event Venues; Major Event support infrastructure such as carparks and bus terminals; event transport routes; Major Event car-parking routes; such as those identified in the Event Transport Zone¹⁰ and Event Traffic Zone¹¹.
- 2.4.B.4. Commercial premises should not be located in areas subject to regular Major Event road closures; coach-parking areas; major carparks entry and exit areas; event transport corridors, bus lay-over areas; and areas dedicated to critical Major Event crowd functions such as in the Event Operations Zone.
- 2.4.B.5. Developments should not be allowed to negatively impact on the general operations of the Major Event Venue including any detrimental impact of loading dock access, building security, pedestrian flows, or special patron drop off/ pick up.
- 2.4.B.6. Pedestrian and vehicular way-finding signage for Major Event Venues must be maintained at all times. Any Development must ensure that the visibility and location of any such signage is not compromised, or is suitably relocated.
- 2.4.B.7. The definition of a Development's emergency egress route and emergency refuge / gathering point must not be the same as that which is already designated to a Major Event Venue nor within a Major Event crowd access / egress corridor such as in the Event Operations Zone.
- 2.4.B.8. There should be no redefinition of the 'operational area' or 'land under lease or licence' for any SOPA controlled or non-SOPA Major Event Venue where such area either increases or decreases or changes in any substantial way any aspect of the Public Domain within the Event Operations Zone.

2.5.A. Public Assets Impact Issues

Developments have the potential to impose significant impacts on the function of the local utility and infrastructure network. Developments can change the connections, capacity, standards, contingency, and service levels – and this change may limit asset performance or management options on a Major Event Day.

During a Major Event Impact Assessment, if the following situations are likely to arise in a Development, they will require particularly careful attention:

¹⁰ See Plan 2.

¹¹ See Plan 3.

- Possible loss of or impact on STP, SPS, and/ or PSL.
- Intervention, modification or connection to SOPA's WRAMS system;
- Potential to significantly consume spare utility services capacity;
- Intervention, modification or connection to SOPA's drainage / stormwater system;
- Intervention, modification or connection to SOPA's irrigation system;
- Intervention, modification or connection to SOPA's leachate system;
- Intervention, modification or connection to SOPA's technology systems;
- Intervention, modification or connection to SOPA's amenities or buildings; and
- Impact on SOPA's way-finding network or infrastructure.

2.5.B. Development Control Requirements for Public Assets

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage public asset related issues in the interests of minimising negative Major Event Capability impacts:

- 2.5.B.1. No Development or *Master Plan* direction should rely on or cause SOPA's Sewerage Treatment Plant (SSTP), associated SWC Sewer Pump Station (SPS); and / or the Private Sewer Line (PSL) to become inoperable, relocated or disconnected from the sewerage network – unless specifically endorsed by SOPA.
- 2.5.B.2. Every Development should be connected to SOPA's Water Recycling System (WRAMS) for water conservation purposes, and such connection must be undertaken in accordance with industry standards and within SOPA and SWC requirements (as water authorities).
- 2.5.B.3. No permanent or temporary connection to or extension of the utility infrastructure systems (such as stormwater, sewerage, water supply, electricity, gas, etc) should be allowed without appropriate approvals and compliance with SOPA and/ or other regulatory agency's approved procedures and standards.
- 2.5.B.4. Developments should not be allowed to consume existing spare utility services capacity to the extent that it risks Major Event Day power failures for Major Event Venues.
- 2.5.B.5. Where a Development involves access through or the use or occupation of any part of the Public Domain – the Development must not commence without a valid SOPA Work Permit (which incorporates where applicable: a road occupancy permit; a road-opening permit; a construction zone permit; and / or a hoardings permit). This is required to protect SOPA's assets and precinct functionality (including systems for: irrigation; leachate; technology; road surfaces; etc)
- 2.5.B.6. Developments should not be allowed to reduce SOPA's public event way-finding network. If there is any unavoidable or inevitable adverse impact expected there must be compensation to the network with more or better signage to supplement the established SOPA way-finding network before the Development impact occurs.

2.6.A. Public Spaces Impact Issues

Developments have the potential to impose significant impacts on the ability of SOPA to properly oversight and manage the place and ensure the proper function of the public open-space and public amenities network. This includes possible changes to public open space availability, public event amenities, SOPA technology, public way-finding, crowd management, water quality, remediated land, environmental quality, public access requirements, and traffic management options on a Major Event Day.

During a Major Event Impact Assessment, if the following situations are likely to arise in a Development, they will require particularly careful attention:

- Impacts on the Event Operations Zone [See Plan 1];
- Reduction in the quality, shape or capacity of the Event Operations Zone [See Plan 1];
- Alienation of any part of the Event Operations Zone [See Plan 1];
- Reduction in existing amenities or additional demand for existing amenities;
- Increase in provision or demand for new amenities;
- Excavation, relocation or work within a remediated or contaminated site;
- The production of non biodegradable liquid or solid waste products with the potential to pollute waterways;
- Possible light spill into the Public Domain and generation of noise above ambient levels within or by premises close to Major Event Venues including the Public Domain [See Plan 4].

2.6.B. Developments Control Requirements for Public Spaces

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage public space related issues in the interests of minimising negative Major Event Capability impacts:

- 2.6.B.1. Developments should take place in the Event Operations Zone¹² if it will significantly reduce the quality, shape or capacity of the area in terms of minor or major event extension, promotion, event respite, or delivery purposes.
- 2.6.B.2. The permanent placement of additional visual obstructions (such as buildings, light poles, flag poles, signs, trees or artwork) should be minimised within or adjacent to the Event Operations Zone.
- 2.6.B.3. No new short-term or long-term lease or licence should be issued for occupation or use of any part of the Event Operations Zone unless it is for major events and/ or public entertainment or related purposes.
- 2.6.B.4. Developments should not be allowed to cause a reduction in existing public amenities and if a new demand for new amenities emerges appropriate additions to the public amenities asset pool should be made.
- 2.6.B.5. Additional public amenities in support of major event patrons should be provided as the development of the township progresses, with a particular emphasis on more public toilet capacity in more and more suitable locations.
- 2.6.B.6. SOPA land currently used to support Major Event Periods (i.e. Zones set out in Maps 1 to 6) should not be developed or redeveloped without timely prior

¹² See Plan 1.

provision, construction, relocation, and/ or other suitable rectification of or compensation for lost major event support capacity.

- 2.6.B.7. Developments must not take place until and unless all DECC requirements set out in SOPA's remediated land management plan and relevant licence conditions have been fully complied with to the satisfaction of SOPA's Place Manager.
- 2.6.B.8. Developments must not involve the production of non biodegradable liquid or solid waste products with the potential to be disposed of by sewer, transported off-site, spilled into the stormwater systems, contaminate water reticulation services, or otherwise pollute waterways, unless done so in strict accordance with a DECC and SOPA's specific approval.
- 2.6.B.9. Developments adjacent to The Overflow must not spill light into the Public Domain and must not generate noise above ambient levels during Major Event Periods where that light or noise may disrupt the event patron experience or performance integrity.

2.7.A. Site Operations Impact Issues

Developments have the potential to impose significant impacts on the ability of SOPA to properly operate the Public Domain in Major Event Mode. This includes possible changes to public safety, security, logistics, access, communications, asset maintenance, which may limit operational options on a Major Event Day.

During a Major Event Impact Assessment, if the following situations are likely to arise in a Development, they will require particularly careful attention:

- Work within the Public Domain or access to a Development from the Public Domain;
- Possible impact on PMC, SOPOC or SOPA Security Office;
- Possible impact on SOPA's CCTV coverage or infrastructure;
- Loss of crowd space or event infrastructure used to support Major Events in the Event Operations Zone [See Plan 1];
- Requirements for major Development work during Major Event Mode; and

2.7.B. Development Control Requirements for Site Operations

The following standards should be applied appropriately to each Development at Sydney Olympic Park in order to best manage site operations related issues in the interests of minimising negative Major Event Capability impacts:

- 2.7.B.1. Where a Development involves access through or the use or occupation of any part of the Public Domain – it is not permitted to commence without a valid SOPA Work Permit (which incorporates where applicable) a road occupancy permit; a road-opening permit; a construction zone permit; and / or a hoardings permit.
- 2.7.B.2. All Developments must comply fully with SOPA's Development Construction Code of Conduct before and during any work, parking, storage, utility connection, or other construction activity occurs within the Public Domain or involves access across the Public Domain.

- 2.7.B.3. No Developments or *Master Plan* direction should rely on or cause the Place Management Centre (PMC), the Sydney Olympic Park Operations Centre (SOPOC), or the Security Office (SO), to be displaced or cease functioning or become inaccessible or have its capacity diminished for any period of time without the Place Managers specific approval. Any eventual relocation of PMC, SOPOC, or the SO, must be to a suitable alternative site with the replacement facility and location meeting the specific physical and technological requirements of the Place Manager.
- 2.7.B.4. Developments should not be allowed to substantially diminish SOPA's CCTV coverage. If there is any unavoidable or inevitable adverse impact expected there must be compensation with more or better coverage to supplement the established SOPA CCTV network before the development impact occurs.
- 2.7.B.5. Crowd movement corridors or crowd storage areas in the Public Domain should not be compromised through incremental or other physical encroachment by Developments or associated uses. Where temporary or event related Developments separate two areas from one another, particular attention needs to be given to providing adequate crowd break-through corridors between them.
- 2.7.B.6. Developments should not be allowed to reduce the functionality and/ or reliability of the suite of SOPA's surveillance, illumination, and/ or communication infrastructure and devices during Major Event Mode periods or at any other time without the Place Manager's specific consent.
- 2.7.B.7. Developments should not be allowed to undertake Development construction works during Major Event Periods if it will occupy or otherwise disrupt use by SOPA of any event critical areas of the Public Domain. Any frequent truck deliveries and / or heavy vehicle / equipment movements, load noise activities and public road opening, are to be scheduled for periods before and/ or after the Major Event Period for which prior notification will be given.
- 2.7.B.8. Developments should not be allowed to impact on SOPA land currently used to support Major Event Days without timely prior provision, construction, relocation, and/ or other suitable rectification of or compensation for lost Major Event support capacity acceptable to the Place Manager.
- 2.7.B.9. Developments should not be allowed to extend their footprint through a short-term licence, other than such an extension being approved to support the visitor experience related to a Major Event. In all cases such a licence must allow for exceptional event situations where the licences area may become unavailable for safety, security or other operations reasons at SOPA's discretion.

3 DEFINITION OF KEY TERMS USED IN THE GUIDELINES

In these Guidelines, unless inconsistent with the context:

‘Consent Authority’ has the same meaning as ‘consent authority’ under the Environmental Planning & Assessment Act (1979) and depending on the particular Developments and it’s location it may be a Local Government Authority or the NSW Minister for Planning, and for Sydney Olympic Park precinct it may be either SOPA or the NSW Minister for Planning.

‘Development’ has the same meaning as ‘development’ under the Environmental Planning & Assessment Act (1979) viz. includes the use of land; and the subdivision of land; and the erection of a building; and the carrying out of work; and the demolition of a building or work.

‘Development Consent’ means a consent made under the Environmental Planning & Assessment Act (1979) to carry out a Development.

‘Development Control Requirements’ means the various standards and preferences set out in Section 2, Parts 2.1.B to 2.7.B inclusive of the Guidelines.

‘Development Application’ means an application for consent under the NSW Environmental Planning & Assessment Act (1979) to carry out development within Sydney Olympic Park or within SOPA’s area of operations.

‘Event Impact Assessment Report’ means the report prepared endorsed by the Place manager after having assessed the Development Application in the context of the Event Information Statement and the Guidelines.

‘Event Information Statement’ means the event related information required to be provided to SOPA by a Development proponent in conjunction with the submission of the Development Application.

‘Major Event’ means a single public gathering, performance or activity that is expected by the Place Manager to attract attendance in excess of 15,000 event patrons,

‘Major Event Capability’ means all the tangible spaces, assets, and systems; and the non-tangible experience, relativities, and characteristics of Sydney Olympic Park and SOPA combined make the place a highly successful Major Events precinct.

‘Major Event Day’ means a day at Sydney Olympic Park where a Major Event takes place OR a combination of public gatherings, performances or activities involves both a single Major Event Venue’s patronage being greater than 5,000 and there is an overall event patron population in the precinct of > 15,000 people.

‘Major Event Impact’ means the likely or expected Development related negative influences or conditions that have the potential to compromise the Major Event Capability of Sydney Olympic Park.

‘Major Event Impact Assessment’ means the assessment undertaken by the Place Manager with regards to each Development Application at Sydney Olympic Park - whereby the Place Manager determines the likely impact of the Development on Major Event Capability and recommends to the Consent Authority one or more development consent conditions that ought to be included in the Development Consent.

‘Major Event Mode’ means any special operational regime for Sydney Olympic Park on a Major Event Day. This will typically be initiated when in the view of the Place Manager that day requires one or more significant interventions associated with traffic, transport, operations centre, support agency or other measures are introduced to change or upgrade the routine site operations regime.

‘Major Event Venue’ means major event facilities and spaces that are capable of accommodating, or being used in conjunction with public events of over 5,000 people at one time.

‘Master Plan’ means a Master Plan prepared in accordance with Part 4, Division 2, Section 18 of the SOPA Act 2001 and adopted by the Minister for Planning.

‘MOT’ means the NSW Ministry for Transport as defined in the Transport Administration Act No 109 (1988).

‘Place Manager’ means an Authorised Delegate appointed from time to time by the Authority’s CEO to operate and manage the place management function of Sydney Olympic Park. In the absence of a specifically Authorised Delegate the SOPA Executive responsible for place management is the Place Manager.

‘Public Domain’ means all those areas readily accessible to the general public other than the various major event facilities, private property, and commercial premises within Sydney Olympic Park’s area of operations that are under the care control and management of SOPA.

‘RTA’ means the NSW Roads & Traffic Authority as defined in the Transport Administration Act No 109 (1988).

‘SOPA’ means the Sydney Olympic Park Authority as defined in the SOPA Act No 47 (2001).

‘Sydney Olympic Park’ means Sydney Olympic Park including the Public Domain and Major Event Venues, and such other land or relevant parts thereof identified as being within Sydney Olympic Park and SOPA’s ‘area of operations’ in the SOPA Act No 47 (2001).

4 PUBLIC DOMAIN EVENT ZONES

The Public Domain is divided into 3 'Event Zones'. The areas and boundaries for each Event Zone are positioned according to the minimum spatial and/ or relational requirements necessary to manage typical major event situations.

The various Event Zones are important in these Guidelines to the extent that Development Control Requirements in Section 2 refer to them.

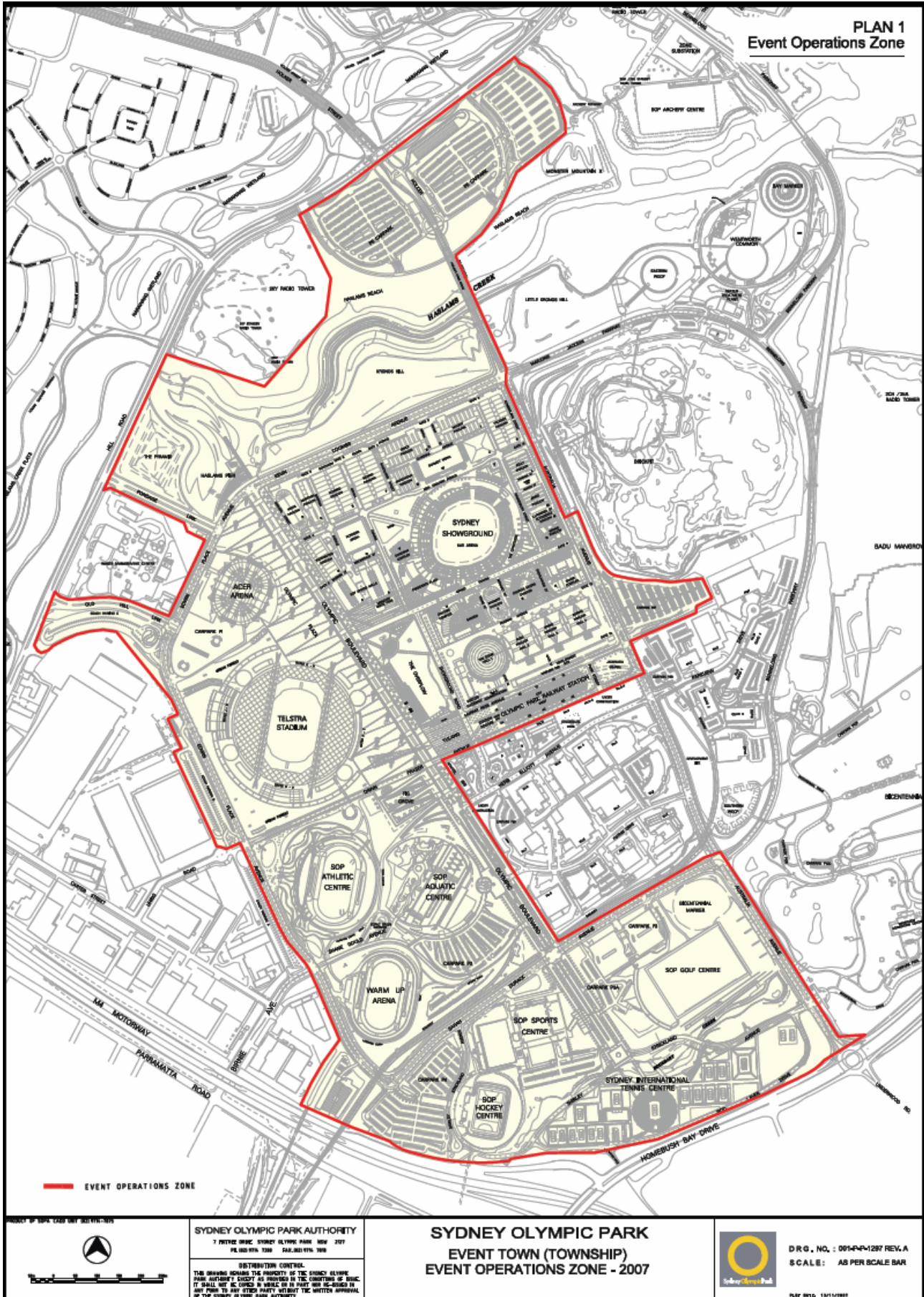
The Public Domain Event Zones referred to in these Guidelines are as follows:

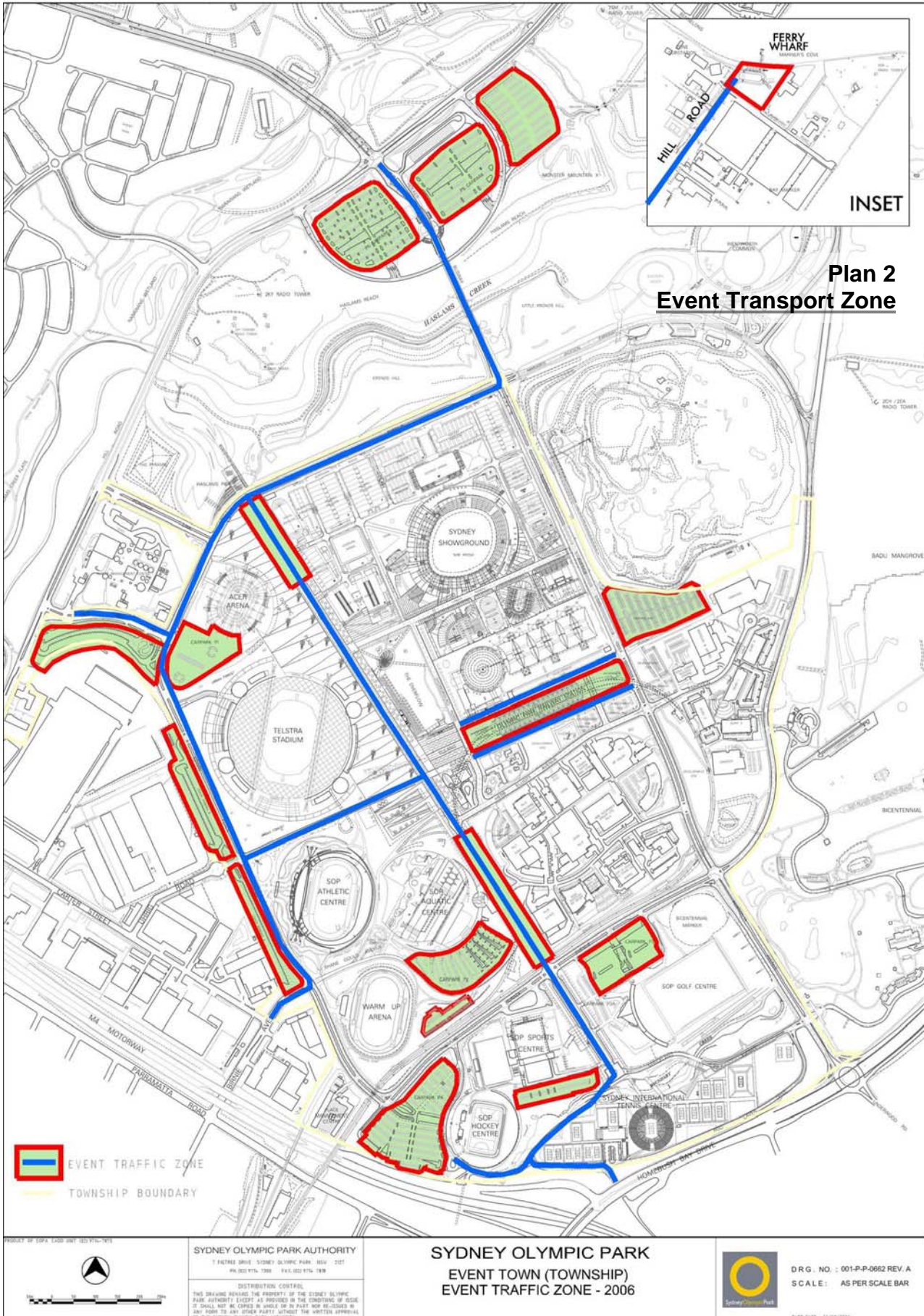
1. The **Event Operations Zone** is detailed in the attached **Plan 1** on page 22. This Event Zone covers the central green spaces, and major plaza spaces, with strong presence, outlook and backdrop that may be required to support Public Domain event audiences and performances. This Zone also covers the few green or near green spaces available in the major Major Event Venue and car parking areas where event patrons can find refuge from crowds, meet-up with friends or colleagues, or otherwise find respite within a green landscaped areas, or where shade, shelter and public amenities are available.

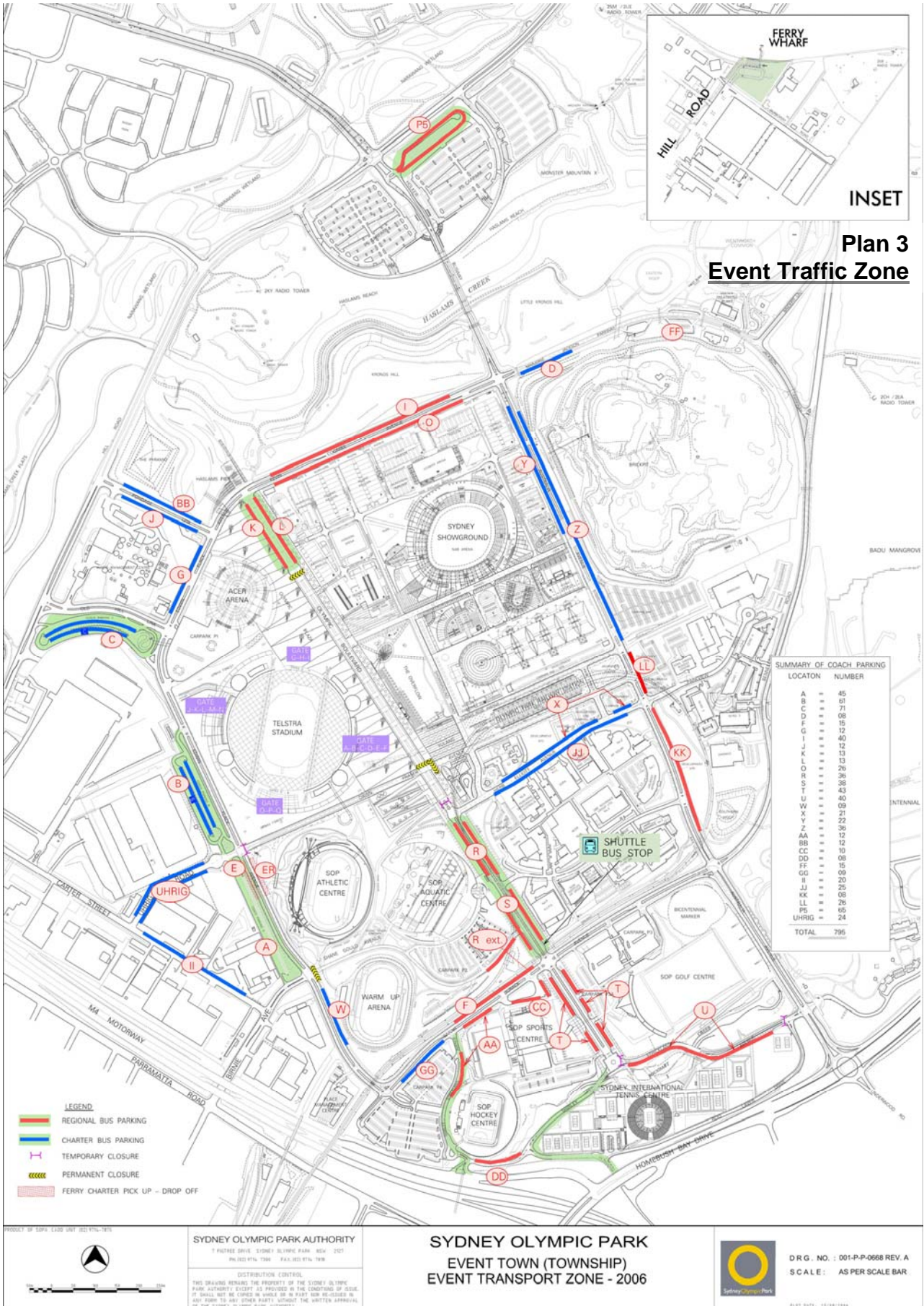
The Event Operations Zone covers the areas where large event crowds tend to concentrate or large numbers of people tend to access services or congregate for other reasons. The areas and routes in this Zone are typically those where from time to time where higher levels of asset security and/ or higher levels of visitor security are required in response to changing site hazards or security alert levels.

The Event Operations Zone also covers the areas that provide the larger spaces and connection routes between arrival points and Major Event Venues. The Zone's areas and routes are those typically used in Major Event Mode for crowd storage, movement, queuing, gathering, access or egress, emergency purposes, performance viewing or event participation.

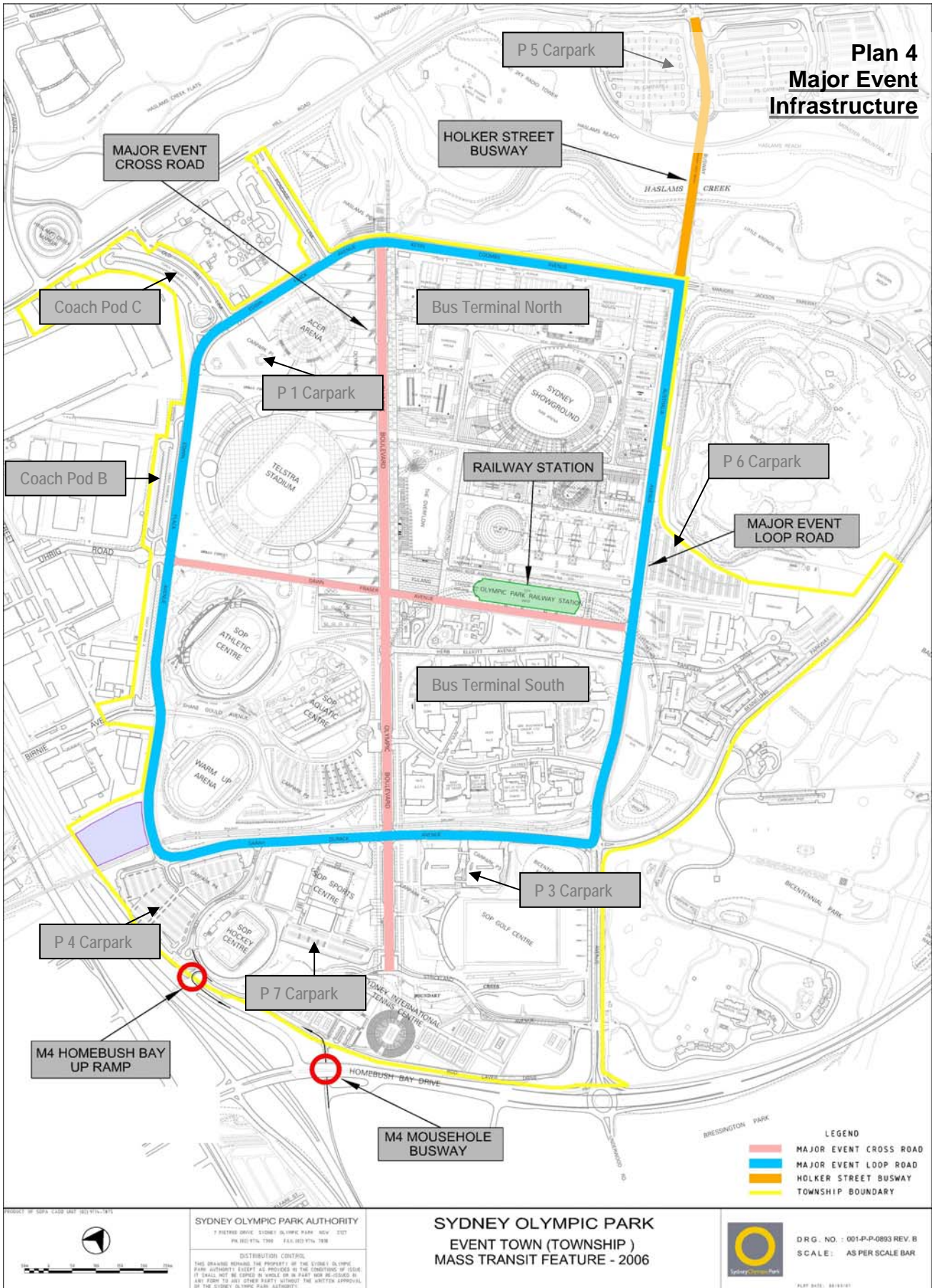
2. The **Event Transport Zone** is detailed in the attached **Plan 2** on page 23. This Event Zone covers the many SOPA controlled areas of public transport modes, routes, spaces, and corridors, including the ferry wharf, rail station, coach parks, and bus terminals where public mass transport services operate.
3. The **Event Traffic Zone** is detailed in the attached **Plan 3** on page 24. This Event Zone also covers the many separate SOPA controlled areas accessible to the general public who park at or travel to or from events in private cars, taxis, or hire cars.
4. The **Major Event Infrastructure** features of the precinct are set out in the attached **Plan 4** on page 25 – as a supplement for information provided on the three Zone Plans.







Plan 4 Major Event Infrastructure



PROJECT NO: 001-P-P-0893 REV. B

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SYDNEY OLYMPIC PARK
EVENT TOWN (TOWNSHIP)
MASS TRANSIT FEATURE - 2006

DRG. NO. : 001-P-P-0893 REV. B
 SCALE : AS PER SCALE BAR
 PLOT DATE: 08/03/07