

Preferred Project Report  
Site 8a, Sydney Olympic Park  
Major Project 06\_0175  
Prepared for Watpac Developments Pty Ltd  
February 2008

HASSELL Ltd 24 007 711 435  
88 Cumberland Street Sydney NSW 2000 Australia  
Telephone 61 2 9273 2300 Facsimile 61 2 9273 2345  
Email [sydney@hassell.com.au](mailto:sydney@hassell.com.au)  
Contact: Kristen Saul  
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ARCHITECTURE INTERIOR DESIGN LANDSCAPE ARCHITECTURE PLANNING URBAN DESIGN

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## 01 Introduction

The Environmental Assessment Application for development of a commercial office building at Site 8a, Murray Rose Avenue, Sydney Olympic Park Homebush was placed on public exhibition for 31 days from 7 November to the 7 December 2007. During that time 5 submissions were received from public authorities including the Sydney Olympic Park Authority, Auburn Council, Sydney Water, RTA and the Heritage Office. In addition, the responsible authority, the Department of Planning also provided comment.

This report responds to each of the issues raised by the authorities.

### 2.1 Changes to Plans

As a result of the submissions received by the relevant authorities, a number of minor changes have been made to the design and layout of the proposal: The changes are confined to the ground floor plan PSA7515-0100-N and also reflected in the Northern Elevation (PSA7515-0151-G), which are submitted with this report.

The changes are summarised as follows:

#### *Reconfiguration of Service Area on Ground Floor*

The internal layout of the service area west of the lifts on the ground floor has been revised in response to comments from the Sydney Olympic Park Authority relating to:

- Layout of accessible WC (refer Section 3.1.12);
- Provision of separate male and female change rooms and shower (refer Section 3.1.11);

These changes have been accommodated by consolidating the dry and wet garbage areas to a single room and an additional cleaner's room; relocating the managers office from the back of the lift shafts to in front of the lift shaft and reconfiguring the layout of the male, female and accessible WCs. To accommodate these changes the western wall fronting car space 16 was extended outwards. In total an additional 4sqm of GFA has been achieved.

#### *Additional Traffic Management Devices along Service Lane*

The following minor changes have been made to the service lane at the rear of the building:

- Kerbing located along the building line to protect building from cars (refer Section 3.1.1).
- 13 bollards located in front of egresses and openings (to protect building) and keep egresses free (refer Section 3.1.2)
- 2 reversing mirrors located at car spaces 4 and 10 to provide for safe car egress (refer Section 3.1.3).
- Line marking to delineate the travelling areas for vehicles and pedestrian egress along the one way road.
- Back to Front parking on ground level car parking.

### 2.2 Additional Consent Conditions

A number of referral authorities requested that the Development Approval be subject to the following conditions:

- Preparation of a Parking Management Plan (refer Section 3.1.5), please note such a plan has been prepared and is included in Appendix A;
- Preparation of a Operational Management Plan prior to issue of Construction Certificate (refer Section 3.1.9)
- Preparation of a Retail Tenancy Signage Strategy (refer Section 3.1.15 and 3.3.5);
- Obtain a Section 73 Compliance Certificate from Sydney Water (refer Section 3.4.1);

## 02 Preferred Project

- Preparation of a Construction Traffic Management Plan (refer Section 3.5.2);
- Heritage Council requirements for relics (refer Section 3.6.1)

## 03 Responses to Issues

This section of the report identifies and responds to each of the issues raised by the referral authorities.

### 3.1 SOPA Submissions

All responses below have been discussed with SOPA to seek their approval prior to lodgement of this document.

#### 3.1.1 *The 600mm buffer between the service lane and the building will not provide sufficient space as a pedestrian refuge. If the intent of the buffer is for pedestrian use, then the buffer should be a minimum 1.2m.*

The proposed buffer/kerb between the service lane and the building is not designed as a pedestrian refuge. The purpose of the buffer is to protect the building from cars travelling along the service lane.

The buffer has been revised in plan PSA7515-0100-N and now shows bollards along the service lane to provide protection to egress doors (refer 3.1.2) supplemented by line marking. The buffer is subject to future approval by the NSW Fire Brigade to ensure access for fire vehicles.

It is considered that pedestrian refuge is not required along the building as it is intended that pedestrians will not walk along the service lane other than for fire egress purposes to access Australia Avenue. Pedestrians accessing the car parking spaces number 1-16 will use the internal corridor which egresses adjacent to car park 16 and therefore will not walk east of the egress door.

In addition, the single direction laneway will be a low speed environment and only utilised by cars accessing the at-grade car parking spaces and service vehicles. As noted in the letter by Transport and Traffic Planning Consultants (Appendix A), a speed hump will be installed along the service lane to further constrain speed.

#### 3.1.2 *External doors on the ground level of the northern side of the building are indicated to open outwards. Assuming the doors are standard size (ie 750-900mm), then the doors will open past the 600mm buffer and into the travelling lane of the service lane.*

All doors on the northern side of the building will continue to open outwards. The existing kerbing has been reduced and 13 bollards are proposed in front of each door, in line with the line marking, to protect the doors from the travelling lane of the service lane and to prevent cars blocking the egresses. The kerbing will continue to provide protection to the building.

The bollards are also important to ensure that the line marked pedestrian egress route is kept clear even when the signposted loading bay is in use (refer to Section 3.1.4).

The proposed 13 bollards have been shown on the revised ground floor plan PSA7515-0100-N.

#### 3.1.3 *The sightlines for the parking spaces at the rear of the building are extremely poor in places. Reversing out of spaces 3, 6, 9, 12, 14, & 16 will be extremely problematic as the driver will not be able to see any vehicles travelling on the service lane.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

In accordance with the recommendations to the Transport and Traffic Planning Associates, a revised ground floor plan PSA7515-0100-N clearly shows the location of two mirrors, one at the left hand corner of car park 4 and another at car park 10. These mirrors will assist cars egress from spaces 3, 6, 9 and 12 which are the

### 03 Responses to Issues

only spaces which are considered to have sight line constraints. In addition, the Parking Management Plan requires cars to reverse into parking spaces. This ensures that drivers will have greater visibility when exiting the car spaces.

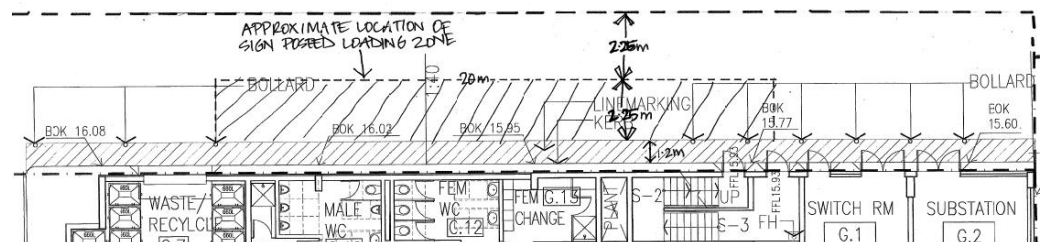
- 3.1.4 *The EA indicates that deliveries will be made via the service lane, which is supported. However, it also states that parking/deliveries/couriers at the rear of the building will be supplemented with on-street parking spaces in Murray Rose Avenue- this is not supported and any parking of vehicles on Murray Rose Avenue will need to comply with regulatory parking conditions.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

It is proposed that a 20m long 'Loading Zone' be signposted along the southern side of the service lane, east of the car parking spaces. The single direction service lane from the bollards to boundary line is 4.5m wide and therefore able to accommodate two cars abreast. As such a vehicle parked in the loading zone would not impede a second vehicle passing in the same direction.

The proposed bollards along the rear of the building will also ensure that the line marked pedestrian access route is kept clear even when the signposted loading bay is in use and that access for the NSW Fire Brigade would be maintained. The approximate location of the loading zone is shown below.

In consultation with SOPA it was agreed that a loading zone could be considered along Murray Rose Avenue as part of SOPA's future strategy for loading zone parking areas.



- 3.1.5 *The proponent should be required to prepare a Parking Management Plan as a condition of approval to address the access, enforcement, control and use of the at-grade parking spaces to the rear of the building. These spaces have the potential to be illegally used, particularly during events. Similarly, the service road has potential for illegal parallel parking.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

Transport and Traffic Planning Associates have prepared a Parking Management Plan which address the access, enforcement, control and use of all stacked car parking spaces including the at-grade spaces located at the rear of the building. The Parking Management Plan for the car spaces located off the service lane recommends the following:

- Signposted 'Rear in Parking Only';
- Mirrors provided;
- Speed hump provided in laneway near space 16;
- Parking guard/barriers (lockable) on spaces along laneway to prevent non-bonafide use.



### 03 Responses to Issues

In consultation with SOPA, it was agreed that 'No Parking' signage would be installed along the service road. In addition, an access controlled boom gate will be provided at the eastern boundary to prevent illegal parking on the service road during events.

- 3.1.6 *The Traffic and Transport report by Transport and Traffic Planning Associates Consultant's is limited in its content and analysis. The report contains a number of minor errors (such as the rail sprint service is a 30-min frequency and that the right turn out of Dawn Fraser is a proposal) and also seems to use dated intersection data - more up to date data information shows the Silverwater/Holker Street intersection failing in the PM peak.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

- 3.1.7 *There is no analysis of the Australia Ave / Murray Rose intersection for either the current traffic flows or the anticipated additional travel patterns through this intersection. Although it is expected the traffic impact of the development to be minimal, it would be advantageous if this could demonstrated quantitatively.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A. It is noted that the proposal is entirely consistent with the SOPA Masterplan.

- 3.1.8 *The comments of the Authority's Access Advisory Committee should be considered in relation to the report by Morris-Goding Accessibility Consulting at Section 3, Consultant Report document. The comments are attached for your information.*

The proponent has received the minutes of the Sydney Olympic Park Access Advisory Committee and note that the two proposed accessible car parking spaces on Basement Level 1 have been accepted. Two access spaces were shown on the plans lodged to the Department of Planning and therefore no amendment to the plans is required.

- 3.1.9 *A condition of approval should be imposed that requires the preparation of an Operational Management Plan for the building that addresses (amongst other things as listed in the standard condition) the need for the garage roller shutter door to be kept open to accommodate peak parking needs.*

The proponent accepts that an Operation Management Plan will be required as a condition of the Development Approval. It is submitted that the Operation Management Plan be required prior to issue of the Occupation Certificate.

- 3.1.10 *The development plans outline the provision of 21 spaces at Basement Level 2 and 10 visitor spaces at street level (see point above), which leaves a shortfall of 8 spaces overall. Showers are proposed at Ground level through to level 5 in the form of a shared arrangement with the Disabled WC and lockers are provided at Basement Level 2.*

*There are a number of problems with the current proposal with regard to bicycle provision and these are outlined below:*

- *The shortfall of 8 spaces*
- *The location of the 21 spaces at Basement Level 2, being the lowest level;*

- *The absence of any storage or locker facilities at Ground Level through Level 5; and*
- *The placement of showers within the disabled WC's.*
- *The shortfall should be addressed and these spaces, along with the existing 21 spaces should be more conveniently placed than the proposed location at Basement Level 2. A similar location on Basement Level 1 would be better.*

The issues regarding the shortfall in bicycle parking spaces and location of cycling parking spaces are addressed below:

Shortfall in bicycle parking spaces:

There is no shortfall of bicycle parking spaces. Clause 6.4.10 of the Sydney Olympic Park Masterplan 2005 requires one (1) bicycle parking space per 500sqm GFA for office/commercial development. The total revised GFA of the building is 7309sqm (including retail) which requires a total of 15 spaces, as such the proposed 21 spaces are in excess of the SOPA requirements.

21 bicycle parking spaces have been provided to achieve two Greenstar credit points. As outlined in Bassett ESD report (dated 08/06/07) included with the original submission, one point is awarded when there is secure bicycle storage for 5% of building staff (based on 1 person per 15sqm of office NLA), which equates to 19 bicycle parking spaces. An additional point is achieved with the provision of the 10 visitor bicycle parking spaces which will be provided along the Murray Rose Avenue streetscape.

A third Greenstar credit point could be achieved if bicycle parking was provided for 10% of office building staff which would equate to 39 spaces. The proponent has chosen not to seek this additional Greenstar credit at this point in time.

As such, there is no shortfall in bicycle parking spaces to meet the SOPA requirements and to achieve two of the three available Greenstar credit points.

Location of bicycle parking spaces:

It is intended that the 21 tenant bicycle parking spaces will remain behind the lift shafts on Basement Level 2. There is sufficient space for bicycle storage at this location and it is conveniently accessible from the ramp and to the lifts. SOPA has supported the location of the bicycle parking spaces.

- 3.1.11 *Consideration of the placement of lockers and storage facilities on each level has been put off to tenant fitout stage in the EA (refer to page 14). This is not considered to be the most strategic approach and the plans should incorporate at a minimum an area for lockers at each floor level in close proximity to proposed shower facilities.*

The service area behind the lifts on the ground floor has been reconfigured to provide separate male and female changing rooms. Each changing room will contain a shower and space for secured storage. These change rooms will be utilised by cyclists. The proposed change rooms are shown on revised ground floor plan PSA7515-0100-N.

In addition, individual tenants may choose to provide additional shower and change room facilities during fit out.

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- 3.1.12 *The plans show the placement of a shower located in the corner of each disabled WC on Ground through to Level 5. This is a poor solution to the need for proper shower facilities and at the same time compromises the use of toilet facilities for the disabled. Water from the shower has the potential to compromise the safety of the toilet for disabled users and this will be made even more likely by the necessary absence of fixed shower screens to allow for maintenance of circulation areas. This solution provides no proper facilities for the shower user such as space for clothes and changing. A better outcome would be the provision of a separate shower room with an antechamber for clothes hanging and changing.*

As part of the reconfiguration of the service area of the ground floor, the accessible WC has been reconfigured to provide an improved layout. The accessible shower is now enclosed on three sides to contain water spill. The revised accessible WC layout is shown on revised ground floor plan PSA7515-0100-N and is compliant with the relevant Australian Standards 1428.1 and 1428.2 where applicable.

- 3.1.13 *The noise assessment at Section 4 to the Consultants Reports, does not address noise emitted from the plant and equipment and states that this will be addressed at detailed stage.*

The proponent confirms that a report will be prepared by the Acoustic Consultant to address noise emitted from plant equipment and this will be undertaken during the detail design stage.

- 3.1.14 *The Noise Consultant reports is based on information provided by SOPA in relation to the draft Master Plan 2025, however the EA quotes the use of 0.38mm laminated glass to achieve the required noise levels, which I assume should read 10.38mm.*

The proponent confirms that 10.38mm is the correct dimension for the laminated glass.

- 3.1.15 *The EA states that all signage is to be flush to the building. Plans at Appendix B to the EA show proposed signage zones. Further to these plans, a condition of approval should be imposed requiring the preparation of a signage strategy for the building to address matters such as signage materials, lighting and sizes.*

The proponent is willing for a signage strategy for the ground floor retail tenancies be included as a condition on the Development Approval. It is also noted that all future signs will be subject to a separate Development Application.

### 3.2 Department of Planning Submissions

- 3.2.1 *An Arborist's report is to be submitted detailing the condition of all existing street trees along Site 8A frontage to Murray Rose Avenue and appropriate tree protection measures for the trees to be retained.*

An arborist report has been prepared by Urban Tree Management (23/01/08) and included with this submission for consideration by the Department of Planning. The arborist report assessed the 11 existing trees located along the road and road reserve area of Murray Rose Avenue.

The report recommends that trees numbered 1,2,4,6 and 8 are proposed to be retained in situ with Tree 1 directly impacted by the proposed development. However, by minor pruning tree 1 can be adequately retained and protected.

Trees 3,5,7,9,10 and 11 are proposed to be removed as they have been over pruned and damaged and now support poor branch structure, of low retention value or, in case of tree 10, are located within the ramp access area. Compensatory replanting is recommended and will be discussed between SOPA and the proponent as part of the Public Domain negotiations.

The attached arborist report in Appendix B details each trees and provides a summary of required works.

- 3.2.2 *A materials and colours board is to be submitted detailing the specific timber, glazing, façade and signage building materials and finishes proposed. Confirmation is also required of the reflectivity of the glazing used, noting that the Sydney Olympic Park Master Plan 2002 specifies a maximum normal visible light reflectivity of 20%.*

A materials and colours board has been prepared and included with this submission for consideration by the Department of Planning, it provides colours and samples for external finishes.

Samples of the proposed signage materials and finishes were unable to be obtained, instead a detail description of the proposed materials and finishes is provided:

"The main building identification signage is located at the North, South and East facade of the building along the top level of the development. It is a light box type signage consisting of single extruded letters and symbols. The appearance during the day are the two basic colours blue (Pantone PMS2965 coated) and red (Pantone PMS1805 coated). By night, each letter/symbol is individually illuminated with a similar appearance as depicted on the submitted Signage Elevation South (as part of the submission to the Department of Planning). The signage letter/symbols will be individual concealed metal housings with coloured acrylic front infills subject to specialist contractor's requirements.

The minor building signage as well as the building number are located above the lobby door. They are individual letters/symbols with the same two basic colours blue and red as mentioned above. This signage is not lit.

For location and size of the signage, please refer to the previous submitted signage elevations. "

- 3.2.3 *The SOP Master Plan 2002 design guidelines (Section 6.1.1) state that 'solar access to important public spaces should be optimised between 11.30am and 2.30pm on June 21'. To determine the extent of the proposal's impact on Jacaranda Square, hourly shadow diagrams are required to be submitted between 12.00pm and 3.00pm on June 21. The shadow plans must clearly highlight the proposed buildings shadow, as separate to the shadows cast by the street trees.*

Drawing PSA7515-1104-A has been added with the additional shadow diagram on June 21 at 1 and 2pm. Drawings PSA 7515-1000, 1001, 1002 and 1003 have been revised to distinguish between building and tree shadows.

- 3.2.4 *The EA indicates that the proposed roller shutter at the vehicular entry is to be programmed to stay open to accommodate peak parking needs. Given that shared vehicular access is proposed with Site 8B, programming is likely to create difficulties between the future occupants of the new buildings. Consideration should be given to an alternative shutter position to the basement of Site 8B for instance and/or clarification of peak entry/exit times for the opening of the roller shutter.*

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This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

Transport and Traffic Planning Associates have outlined that the proposed roller shutters are appropriate for both commercial buildings 8a and 8b and that the peak opening times will be monitored and reviewed to ensure that no ingress queuing occurs.

- 3.2.5 *A loading area suitable for accommodating LRV's needs to be provided within the proposed building footprint. The proposed loading area in the rear service road (R.O.W) is not acceptable given the future cumulative traffic impacts in this area, particularly when all remaining land parcels on Site 8 are developed.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

It is submitted that a loading area can be accommodated in the laneway through appropriate sign positing. The service lane is considered suitable for loading as the 6m carriage way provides for only single direction traffic and the traffic flow is restricted to cars accessing the 16 at grade parking spaces and service vehicles. For further information please refer to Section 3.1.4.

- 3.2.6 *Details are required regarding the allocation and management of the proposed stacked car spaces in particular given the RTA's concerns with the arrangement. Please specifically address these concerns.*

The stacked parking concept has been developed in consultation with SOPA and is a response to the constrained dimensions of the site. The site is only 20m wide and stacked parking is necessary to provide sufficient car spaces upon site to ensure the building is commercially viable.

A Parking Management Plan has been prepared by Transport and Traffic Planning Associates which address the allocation and management of the stacked car spaces. This is also included in Appendix A.

- 3.2.7 *The Transport and Traffic Implications Report makes reference to significant public parking facilities in the vicinity of the site for visitor parking. No visitor car parking is proposed on the site and it is not considered that this has been adequately justified.*

This issue is addressed by Transport and Traffic Planning Associates, please refer to Appendix A.

- 3.2.8 *The 1:20 driveway grade is proposed to extend outside the sites boundary into the footpath area. Confirmation that this arrangement complies with AS 2890.1 is required.*

There is no change in gradient between the boundary of the site and the crossover to the car park entrance along Murray Rose Avenue. The footpath across the cross over will be level and consistent in height and level with the footpath along Murray Rose Avenue. This is shown clearly on the revised ground floor plan PSA7515-0100-N.

- 3.2.9 *It is noted that Section 3.19 of the ESD Strategy Report prepared by Bassett's in relation to Cyclist Facilities, refers to a target of 39 bike racks and lockers to score the 3 points necessary to achieve the 4 star energy rating. Confirmation is required that the proposed 31 cycle spaces, that falls short of the stated 39 does not impact on the points achieved towards the energy rating.*

The ESD Consultants, Bassett have provided a letter to respond to this issue, please refer to Appendix C.

The letter confirms that proposal will achieve 2 out of the 3 available credit points for cycling facilities (Tra-3 credit). The third point is yet to be confirmed.

The proposed building is able to achieve a minimum of 45 weighted credit points which equates to a 4 Star Office Design v2 rating. No points that have been deemed 'to be confirmed' in the ESD Report have been included in this total of 45.

### 3.2.10 *Provide details of the Gross Floor Area of the proposal and how it has been calculated.*

The current Gross Floor Area is 7309sqm and has been calculated in accordance with the definition in the SOPA Draft Masterplan 2025 which reads:

*"The sum of the floor area of each storey of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4m above the floor, and includes:*

*(a) the area of a mezzanine within the storey, and*

*(b) habitable rooms in a basement, and*

*(c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:*

*(i) any area for common vertical circulation, such as lifts and stairs,*

*(ii) any basement, storage and vehicular access, loading areas, garbage and services, and*

*(iii) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting,*

*(iv) car parking to meet any requirements of the consent authority (including access to that car parking), and*

*(v) any space used for the loading or unloading of goods (including access to it), and*

*(vi) terraces and balconies with outer walls less than 1.4m high, and*

*(vii) voids above a floor at the level of a storey or storey above. "*

A copy of the schedule is included in Appendix D.

### 3.2.11 *The cumulative impact of the GFA proposed must be considered given the indicative site capacity of 17,000m<sup>2</sup> of Commercial GFA at Site 8 as detailed in the SOP Master Plan 2002. Demonstrate how this impacts on the capacity for the remainder of the site to be developed - Sites 8B, 8C and 8D.*

In response to this query, SOPA has advised the following:

Site 8 has been identified as having an indicative site capacity of some 17,000sqm. Site 8a is the largest of the four sites, with b,c & d all smaller. The development site area is:

— 8a: 1,398m<sup>2</sup>

— 8b: 1,146m<sup>2</sup>

— 8c: 1,148m<sup>2</sup>

### 03 Responses to Issues

— 8d: 1,146m<sup>2</sup>

Each of these sites has an FSR of 5. The attached table (refer Appendix E) attempts to demonstrate that the proposal is within the Masterplan 2002 indicative figures and also complies with the Design Guidelines issues as part of the project. The Masterplan allows for Design Guidelines to set the ultimate figures for development at each site. Note the building is still at 6 storeys and built to boundary.

There is also consideration given to the ground floor being retail. A figure of some 45,000sqm exists for the entire town centre, of which the ground floor of Site 8a is allowed to borrow from.

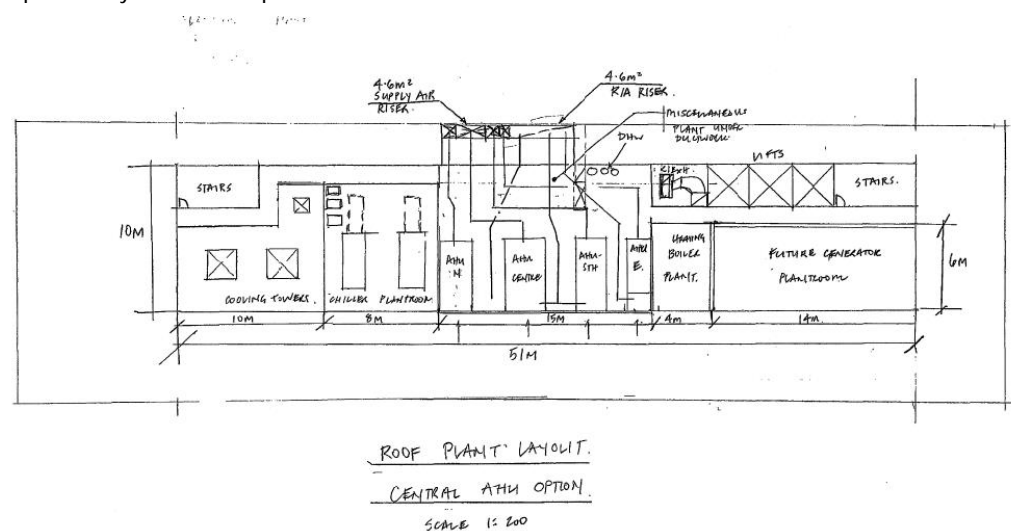
#### 3.2.12 Clarify the intended use and need for a future generator area on the rooftop and why it can not be accommodated in the nominated plant areas which are extensive.

The main plant area is restricted in its size by the SOPA Urban Design Controls for Site 8.

An area measuring 6m by 14m has been reserved on the roof plant for a back up generator plant. The generator plant will only be installed on the roof to provide back up electricity on a temporary basis when required. The space provision for the tenant generator is required for classification as an A-grade office building under the Property Council of Australia.

The back up generator plant has been located in its current position as there is limited space in the main plant areas. As demonstrated in a draft detailed design plan for the plant area below, ducts will be connected between the risers and the air handling units, which significantly reduces the amount of space available on the plant.

A preliminary detailed roof plan is shown below:



#### 3.2.13 Clarify that access is available to the plant areas on the mezzanine level.

The plant levels on the mezzanine level are for the exclusive use of the future retail tenants. Access to the plant level has not been provided as the final fit out of each tenancy will be undertaken by the tenant and therefore subject to their own requirements. The use of the plant areas is to the discretion of the tenants but the Tenancy Fitout Manuals will contain appropriate advice regarding access provisions.

*3.2.14 An indicative plan of proposed subdivision with details of all proposed easements to be created is required.*

An indicative plan of subdivision can not be provided as the final subdivisions of the building will be subject to market conditions. It can not be determined at this stage whether the building will be procured by a single body or by multiple owners.

However the proponent has commitments under the Agreement for Lease with the Sydney Olympic Park Authority to register a plan of subdivision prior to the date of Practical Complete. A copy of the relevant clause is included in Appendix F.

### 3.3 Auburn Council Submissions

*3.3.1 It is of concern that two (2) disabled car parking spaces are provided for the proposed development with a total of 121 car spaces. It is also of concern that no disabled car parking spaces are provided on basement level 2. The disabled car parking spaces on basement 1 should be adjacent to the lifts rather than opposite.*

The provision of 2 accessible car parking spaces has been supported by the Sydney Olympic Park Authority Access Advisory Committee at a meeting dated 20th November 2007, a copy of the minutes of the meeting is included in Appendix G. The Access Advisory Committee resolved that 2 accessible car spaces, which is equivalent to 2% of the proposed 121 car parking spaces, was accepted as adequate for this proposal.

The two accessible car parking spaces have been located on the Basement Level 1 to ensure ease of access to provide direct and easy access directly to the lifts upon SOPA's request. Auburn Council have queried whether accessible car spaces should be located adjacent to the lift, however on both basement levels, the car space located on either side of the lifts are for stacked parking, which would not be an appropriate arrangement for accessible car parking spaces.

With ample and well located accessible car parking located on Basement Level 1, there is no need to provide additional accessible car parking spaces on Basement Level 2.

*3.3.2 It is of concern that no dedicated car parking space for loading and unloading of delivery vehicle is provided on-site. The proposed development and associated use should not rely on on-street parking for deliveries.*

This issue is addressed in Section 3.2.5 of this report.

*3.3.3 It is of concern that no bicycle parking spaces/lockers are provided on basement level 1. As the building is designed to be occupied by various tenancies with car parking allocations in basement level 1 and/or basement level 2, consideration should be given to providing bicycle parking/lockers within basement level 1.*

This issue is addressed in Section 3.1.10 of this report.

*3.3.4 It is of concern that no dedicated shower facilities/staff change room are provided within the building. This is considered important especially for bicycle users.*



As outlined in 3.1.11 of this report, the design of the commercial office building has been modified to provide separate male and female changing rooms on the ground level.

*3.3.5 A signage strategy for individual tenants should be developed for the building. This is especially important for the ground floor tenancies.*

As noted in 3.1.5, the proponent is willing for a signage strategy submission for the ground floor retail tenancies be included as a condition of the Development Approval and provided prior to Construction Certificate.

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### 3.4 Sydney Water Submissions

- 3.4.1 *The developer will be required to obtain a Section 73 Compliance Certificate from Sydney Water. Issuing of the Certificate will confirm that the developer has met Sydney Water's detailed requirements.*

The proponent is willing for this condition to be included on the Development Approval.

### 3.5 RTA Submissions

- 3.5.1 *The proposal has a large percentage of "stacked" car parking spaces. The Australian Standards and RTA's Guidelines do not recognise the provision of stacked car parking. Many local authorities permit a minor amount of "stacked" parking in developments where there is a small number of staff and vehicle turn over is low. The subject development, however, does not meet considerations that would generally permit even a small amount of "stacked" car parking spaces. Given the high percentage of "stacked" car parking spaces the RTA has concerns regarding the workability of the car parking areas without the implementation of a comprehensive Car Parking Management Plan.*

The stacked parking concept has been developed in consultation with SOPA and is a response to the constrained dimensions of the site. The site is only 20m wide and stacked parking is necessary to provide sufficient car spaces upon site to ensure the building is commercially viable.

In addition, Transport and Traffic Planning Associates have prepared a Parking Management Plan which addresses the access, enforcement, control and use of all stacked car parking spaces including the at-grade spaces located at the rear of the building. The Parking Management Plan for the car spaces located off the service lane recommends the following:

- Signposted 'Rear in Parking Only';
- Mirrors provided;
- Speed hump provided in laneway near space 16;
- Parking guard/barriers (lockable) on spaces along laneway to prevent non-bonafide use.

- 3.5.2 *A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be provided prior to the issue of a construction certificate.*

The proponent is willing for this condition to be included on the Development Approval.

### 3.6 Heritage Office Submission

- 3.6.1 *If any relics of state significance are uncovered, excavation must stop and the Heritage Office, Department of Planning shall be notified immediately. Further approval may need to be obtained as changes to the design and scope of the proposed works may be required depending upon significance of the relics found.*

The proponent is willing for this condition to be included on the Development Approval.

## 04 Conclusion

This Preferred Project Report has been prepared in response to the submissions received during the exhibition of Major Project 06\_0175 for the development of a commercial office building at Site 8a, Murray Rose Avenue, Sydney Olympic Park Homebush.

This report has addressed each of the issues raised with the submitters and provided the requested supplementary information as well as a revised the plans to provide an alternate layout of the ground floor. The proponent is also willing to accept conditions to the consent as outlined in Section 2.2.

With these minor changes, the proposed development continues to represent a significant development within the Town Centre Precinct of Sydney Olympic Park.

The development of Site 8a will introduce approximately 5,770sqm of office space (NLA), suitable for accommodating up to approximately 480 workers and assist SOPA to achieve its long term target of a daily workforce population of 20,000 people. It also introduces two retail tenancies and a café to activate the street frontages within the town centre precinct.

The proposed development Site 8a recognises and supports the vision of Sydney Olympic Park as an ecological sustainable urban area. The proposed Site 8a Commercial Development has been designed to incorporate ESD initiatives and to meet the objectives of the Environmental Guidelines for the Summer Olympic Games (September 1993) and the SOPA Towards Sustainability-Sustainability Statement for Sydney Olympic Park (December 2002).

The proposed six storey office and retail premises on Site 8a is considered appropriate for location and will not cause any negative environmental, economic or social impacts but will contribute to the economy and vitality of Sydney Olympic Park, and is therefore worthy of consent.

## Appendices

### Appendix A Response Letter and Parking Management Plan Transport and Traffic Planning Associates

## Appendices

### Appendix B Arborist Report Urban Tree Management

## Appendices

### Appendix C ESD Confirmation Letter Bassett

## Appendices

### Appendix D Schedule of Areas

## Appendices

### Appendix E SOPA Site 8 GFA Areas



## Appendices

### Appendix F Extract from Agreement for Lease

## Appendices

### Appendix G Meeting Minutes SOPA Access Advisory Committee 20/11/2007