

# Response to Submissions and Preferred Project Report

**7 Parkview Drive, Sydney Olympic Park**  
Project Application No. 07\_0157

Submitted to  
NSW Department of Planning  
On Behalf of GPT RE Limited

June 2010 ■ 09420

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# Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
<b>2.0</b>	<b>Consultation with SOPA</b>	<b>2</b>
<b>2.1</b>	Upgrade to 6 Star Green Star Target	2
<b>2.2</b>	Extent of Proposed Works	3
<b>2.3</b>	Parkview Drive Extension	3
<b>2.4</b>	Facade Louvres	3
<b>3.0</b>	<b>Response to Key Issues</b>	<b>5</b>
<b>3.1</b>	Parkview Drive Extension	5
<b>3.2</b>	Facade Design	5
<b>3.3</b>	Provision of Car Parking	6
<b>3.4</b>	Transport Policies	6
<b>4.0</b>	<b>Preferred Project</b>	<b>8</b>
<b>5.0</b>	<b>Statement of Commitments</b>	<b>9</b>
<b>5.1</b>	Waste Management	9
<b>5.2</b>	Transport Management	9
<b>5.3</b>	Construction Management	9
<b>5.4</b>	Contamination	9
<b>5.5</b>	Fauna Management	10

# Contents

## Attachments

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### Volume 1

- A** Response to Submissions  
*JBA Urban Planning*
- B** Design Response  
*Turner + Associates Architects*
- C** List of Drawing Amendments  
*Turner + Associates Architects*
- D** Response to Government Department Comments  
*Better Transport Futures*
- E** Response to Sydney Water Enquiry  
*Hughes Trueman*

### Volume 2

- F** Architectural Drawings  
*Turner + Associates Architects*
- G** Landscape Drawings  
*Turf Design*
- H** Civil Drawings  
*Hughes Trueman*

## 1.0 Introduction

The Environmental Assessment Report (EAR) for a Project Application for a new commercial building at 7 Parkview Drive, Sydney Olympic Park, was exhibited from 24 February to 26 March 2010 and six submissions were received from Government agencies. GPT RE Limited (GPT), the proponent for the project, has reviewed and considered the submissions and, in accordance with clause 75H (6) of the *Environmental Planning and Assessment Act 1979*, has responded to the issues raised.

This report summarises consultation that GPT undertook with the Sydney Olympic Park Authority (SOPA) after the lodgement of the EAR (**Section 2**), sets out GPT's response to submissions (**Section 3**) and details the preferred project (**Section 4**). A revised Statement of Commitments is also included (see **Section 5**).

This response should be read in conjunction with the Environmental Assessment Report (EAR) dated December 2009 and forms part of the project application.

## 2.0 Consultation with SOPA

Consultation by GPT with SOPA has continued since the lodgement of the EAR with the Department of Planning (DoP). In particular, the discussions have centred on the issues raised by SOPA in its submission to the DoP during the exhibition period.

The key consultation meeting was held in SOPA's office on 31 May 2010 and attended by the following people:

- |                           |   |
|---------------------------|---|
| ■ Nick Hubble             | General Manager, SOPA                   |
| ■ Andrew Brown            | Senior Manager Urban Planning, SOPA     |
| ■ Darlene van der Breggen | Executive Manager: Design, SOPA         |
| ■ Craig Bagley            | Executive Manager: Major Projects, SOPA |
| ■ Victor Georos           | Head of Portfolio, GPT                  |
| ■ Robert Hitchcock        | Development Manager, GPT                |
| ■ Grant Eckett            | Project Manager, Bovis Lend Lease       |

The major points that were discussed during the meeting were as follows:

- The intention to upgrade the proposed building to 6 Star Green Star target;
- The extent of the proposed works;
- The proposed Parkview Drive extension; and
- Design resolution of the facade louvres.

Each of these points is discussed below. Detailed responses in relation to each particular issue raised in SOPA's submission to the DoP are provided in **Attachment A**.

It should be noted that discussions have also been ongoing between GPT and SOPA in relation to the timing of the construction of certain roads by SOPA. However, this issue relates to commercial matters between SOPA and GPT rather than planning matters, and as such is not discussed in this report.

### 2.1 Upgrade to 6 Star Green Star Target

Following the submission of the EAR, GPT decided to upgrade the building from 5 Star Green Star to 6 Star Green Star target. Drawings were presented to SOPA that detailed the design amendments required to accommodate this upgrade.

A 6 Star Green Star target is significant as it will be the first commercial building in Sydney Olympic Park that will be designed to this standard, and will therefore assist with setting the benchmark for future commercial development within Sydney Olympic Park.

The amendments to the design are detailed in **Section 4** of this report and include changes to plant areas and subtle changes to the shape and size of commercial tenancies on upper ground floor. These changes to the commercial tenancies will compensate for the area lost due to the increased size of recycling waste storage areas driven by the higher Green Star target.

The amendments were generally accepted by SOPA. SOPA's main concern was that the changes should not diminish the design quality of the building, in particular the 'earthy' facade appearance. The final facade solution will be dependant on the detailed design and procurement of the facade contractor. Final

samples of the facade materials will be submitted to SOPA for approval prior to construction.

The proponent has reinforced its commitment to resolving the final finish of the facade and confirms that the appearance of the facade will be maintained, even if an alternative material to terracotta was utilised. Further discussion in relation to this issue is included in **Section 3.2** of this report.

## 2.2 Extent of Proposed Works

The extent of the proposed amended works was detailed during the meeting with SOPA, and an additional drawing has been prepared to provide clarification (refer drawing EA003a in **Attachment F**). The proposed works are:

- Staged demolition of the existing warehouse building on the site;
- Construction of new Building A;
- Construction of the Building A car park, part of which is under the Parkview Drive extension to be constructed by SOPA;
- Construction of a temporary road to link both Building A and the Murray Rose Avenue extension (to be constructed by SOPA) to the existing Parkview Drive; and
- Landscaping works in the following locations:
  - Adjacent to the temporary road; and
  - Between Building A and future Building B

## 2.3 Parkview Drive Extension

The drawings submitted with the EAR referenced a shared loading dock access and pedestrian path located along the southern side of Building A. SOPA has advised that the intended function of this area has been changed to a local road. This road will eventually form an extension to Parkview Drive that will terminate at the Brickpit Edge Park boundary.

Accordingly, the drawings have been amended to reflect this change and show how the road will provide access to the P6 car park, the Brickpit Edge Park and the Building A loading dock. Further details are provided in **Section 4** of this report. As outlined above, this road is to be designed and constructed by SOPA. SOPA and Building A design teams will coordinate their design development to resolve issues such as levels, alignments and vehicle swept paths.

To achieve this coordination, SOPA and GPT have agreed to instigate regular infrastructure design coordination meetings. These meetings will facilitate the progression of the design for both the Parkview Drive extension and the extension of Murray Rose Avenue (also to be constructed by SOPA).

## 2.4 Facade Louvres

Design concepts for facade louvres were discussed with SOPA. The design of the facade louvres was informed by those successfully utilised on the CBA Campus buildings (2 and 4 Dawn Fraser Avenue) at Sydney Olympic Park which utilised a sun shelf system.

It was noted that to achieve the target of 6 Star Green Star, it is imperative that the environmental performance of the facades be optimised. The detailed design of the louvers would be an outcome of detailed energy modelling.

SOPA raised the location of the glass line along the ground level western facade as an issue in its response to the DoP. The proponent confirmed that the glass line had not been relocated. The issue of increased heat gain at this facade was acknowledged by GPT and the design team will ensure that this appropriately considered during the detailed design phase. Further information in relation to the resolution of the facade design is provided in the Design Response prepared by Turner + Associates Architects (refer **Attachment B**).



## 3.0 Response to Key Issues

GPT's detailed response to each of the issues raised in the submissions made on the project is located at **Attachment A**. The following sections outline the response to the key issues raised in the submissions, which include the Parkview Drive extension (the provision of a local road along the western edge of the building), the refinement of the facade design and the proposed provision of car parking. In addition, an assessment of the proposal against transport related policies as requested by NSW Transport and Infrastructure is also provided.

### 3.1 Parkview Drive Extension

#### Issue

As outlined in **Section 2** of this report, after the lodgement of the EAR, SOPA advised that the initially proposed shared loading dock access and pedestrian path is to be replaced with a local road providing access to the Brickpit Edge Park, the P6 car park and the loading dock of Building A.

#### Response

The architectural drawings have been amended to incorporate this change as described in **Attachment C**. Notwithstanding this, it should be noted that the design and construction of this road is the responsibility of SOPA. The proponent will work with SOPA to assist in the design resolution of this road and its relationship to the western frontage of Building A and the car park below.

### 3.2 Facade Design

#### Issue

SOPA raised a number of concerns in relation to the design of the facades, including the proposed material, the location of the glass line along the northern edge of the ground floor and the provision of louvres.

#### Response

The concern regarding the proposed facade material revolves around the potential replacement of the specified terracotta with an inferior product. One of the signature features of the design competition winning entry is the 'stratification' of the facade. This stratification is a direct response to the visual character of the earth layers of the neighbouring Brickpit.

An important characteristic of terracotta, other than its colour, is its earthy texture that is less reflective than other materials such as glass. Accordingly, if an alternative product is specified it will have the same visual properties as terracotta, including its reflective properties. This will ensure that the design integrity of the building is maintained.

Further discussion relating to the design of the facade is included in the Design Response prepared by Turner + Associates Architects (refer **Attachment B**).

### 3.3 Provision of Car Parking

#### Issue

A number of the submissions requested confirmation that the proposed car parking rate of 1 space per 58m<sup>2</sup> of gross floor area was appropriate in terms of the site and SOPA's Master Plan 2030.

#### Response

Detailed discussion relating to the proposed provision of car parking is contained in the EAR at **Section 7.5.2**. Whilst Master Plan 2030 stipulates a maximum rate of 1 space per 80m<sup>2</sup> of gross floor area, the SOP Transport Strategy that informed the Master Plan states that this rate can only be achieved with significant investment in public transport infrastructure.

Importantly, since the lodgement of the EAR the West Metro project was cancelled. This project would have made a significant contribution to the accessibility of the site in terms of public transport. It is now highly unlikely that the 40% modal split envisaged by SOPA will be met in the short to medium term, and therefore there will be ongoing demand for private car parking.

Further discussion relating to the provision of car parking is included in correspondence prepared by Better Transport Futures (refer **Attachment D**).

### 3.4 Transport Policies

#### Issue

NSW Transport and Infrastructure requested that the following policies, planning instruments and development guidelines be addressed:

- Metropolitan Transport Plan 2010
- Integrating Land Use and Transport policy package; and
- Planning Guidelines for Walking and Cycling

#### Response

##### *Metropolitan Transport Plan 2010*

The Metropolitan Transport Plan 2010 does not contain a list of aims or objectives to direct Sydney's transport infrastructure growth. Instead, it provides an outline of specific transport infrastructure projects that are to be delivered over the next ten years. None of these projects relate specifically to the provision of additional public transport facilities at Sydney Olympic Park.

It should be noted that the Plan estimates that even if all of projects are implemented public transport will achieve only a 28% modal split across the metropolitan area by 2016. This further highlights that the 40% modal split envisaged in SOPA's Master Plan 2030 is unrealistic, and that the proposed development's provision of car parking is reasonable.

##### *Integrating Land Use and Transport*

On 11 September 2001, the State Government released the Integrating Land Use and Transport Planning Policy Package. The package provides a framework for State Government agencies, councils and developers to integrate land use and transport planning at the local and regional level.

The proposed development is consistent with the key aims of the policy package through the following:

- The development will provide good links between jobs and housing through its links to walking, cycling and public transport options;
- The development has access to a number of transport options other than private cars;
- By contributing to the commercial growth of Sydney Olympic Park the development will increase efficiency and encourage people to make fewer trips; and
- The development will support the expansion of viable public transport services to Sydney Olympic Park by contributing to the growth of the commercial precinct.

The proposed development has also been assessed against the two key documents of the policy package, being *Integrating Land Use and Transport* and *Improving Transport Choice*.

*Integrating Land Use and Transport* encourages businesses to locate in places that offer a choice of transport options and encourage people to make fewer and shorter trips. The proposed development is consistent with this aim as it is located within the expanding commercial centre of Sydney Olympic Park, and has good access to existing public transport services.

*Improving Transport Choice* provides guidelines for integrating land use and transport. The proposed development is consistent with the key development principles contained in the document, as follows:

- The development will contribute to the viability of Sydney Olympic Park as a commercial centre;
- The development will facilitate construction of a connected street network; and
- The development has good connections to pedestrian and cycle networks.

It is noted that the draft State Environmental Planning Policy *Draft State Environmental Planning Policy (SEPP 66) Integration of Land Use and Transport* associated with the Integrating Land Use and Transport policy package is no longer to be considered when assessing applications under section 76C(1)(a)(ii) of the *Environmental Planning Assessment Act 1979*. The DoP's Planning Circular PS 08-013 confirms this is the case for all draft environmental planning instruments that have not been made within three years of exhibition.

#### *Planning Guidelines for Walking and Cycling*

As detailed in the EAR at **Section 7.5.3**, the proposed development will be appropriately integrated to the surrounding local and regional cycle and walking networks.

In particular, the bicycle parking and cyclist amenities within the building will encourage building occupants to commute via bicycle, which is a cornerstone of the *NSW Bikeplan* prepared by the Roads and Traffic Authority and the Department of Environment, Climate Change & Water.

## 4.0 Preferred Project

On the basis of consultation with SOPA and the submissions received by the DoP post exhibition of the EAR, the project has been amended as shown in the set of amended architectural, landscape and civil drawings that are provided at **Attachments F, G and H** respectively. The following highlights the key changes to the drawings, and a definitive list of changes is provided in the List of Drawing Amendments at **Attachment C**. This list includes cross-references to the drawings for clarity.

The EAR and the amendments described below comprise the Preferred Project.

### Civil Works

- Murray Rose Avenue alignment (by SOPA) amended as requested by SOPA; and
- Local road (by SOPA) to Brickpit Edge Park replaces shared pedestrian / loading dock access way as requested by SOPA.

### Extent of works

- New drawing clarifies extent of proponent's works for project application, including partial demolition of existing warehouse and the construction of Building A, a temporary road and landscaping.

### Basement

- Various car spaces reduced to "small car" status due to structural amendments for support of substation and loading dock; and
- Sub floor deleted due to depth requirements of local road above (previously shared pedestrian / loading dock access).

### Upper Ground Floor

- Garbage room redesigned to suit 6 Star Green Star requirements;
- Café toilets reconfigured and enlarged;
- Commercial tenancy A\_01 layout altered with storage area now incorporated into the main floor plate; and
- Commercial tenancy A\_02 enlarged to recover area lost from garbage room expansion.

### Typical Commercial Level

- Enlargement of floor plate approximately 750mm to the east to reflect modular architectural requirements.

### Roof Plan

- Section of plant room against western edge of the roof deleted; and
- Height of facade to west elevation reduced.

### Landscape

- New drawing identifies location of bio-swale zones as requested by Sydney Water in submission to the DoP.

## 5.0 Statement of Commitments

In accordance with Part 3A of the *Environmental Planning and Assessment Act 1979*, the following are the commitments made by GPT to manage and minimise potential impacts arising from the commercial development. These commitments replace the draft commitments included with the EAR.

### 5.1 Waste Management

GPT will prepare a Waste Management Plan for the development prior to the commencement of works. This plan will demonstrate how waste avoidance, reduction, re-use and recycling will be implemented in the proposed development.

### 5.2 Transport Management

GPT will require Workplace Travel Plans to be prepared by each tenant of the building prior to occupation. GPT undertakes to incorporate this requirement into the lease documentation.

### 5.3 Construction Management

A Construction Management Plan will be prepared by GPT prior to the commencement of works. This plan will include the following:

- Construction vehicle access to the site via Australia Avenue and Parkview Drive.
- Consultation with the RTA regarding proposed truck routes.
- Concurrent construction of the extension to Murray Rose Avenue and Building A.
- Protection measures for the significant fig tree located in the vicinity of the warehouse.
- Should any historical relics be unexpectedly discovered all excavations or disturbance to the area will stop immediately in accordance with Section 146 of the *Heritage Act 1977*.
- In the event that unexpected Aboriginal remains be discovered during excavation at the site, all works in that area will cease and DECCW will be notified in accordance with Section 91 of the *National Parks and Wildlife Act 1974*.

### 5.4 Contamination

To verify the findings of the preliminary site assessment, GPT undertakes to prepare a detailed contamination assessment once the existing warehouse on the site is demolished.

## 5.5 Fauna Management

GPT will undertake the following to mitigate any potential impacts to Green and Golden Bell Frogs:

- A site specific Green and Golden Bell Frog Plan will be prepared prior to the commencement of works in conjunction with SOPA and with regard to the *Best Practice Guidelines – GGBF Habitat* (DECC (NSW)) and the *Frog Hygiene Protocols* (DECCW).
- Connected garden beds containing plants suitable for sheltering frogs will not include pedestrian pathways to deter people from accessing these areas.