

**QUEST SERVICED APARTMENTS
SITE 22, EDWIN FLACK AVENUE, SYDNEY OLYMPIC PARK
RESPONSE TO SUBMISSIONS**



KEY ISSUE / SUBMITTOR	COMMENTS MADE	RESPONSE
Department of Planning	<p>The Department seeks the following additional information:</p> <p>The provision of vehicle loading facilities. We note that the current plans do not indicate the provision of on-site facilities and that the adjacent service lane may not be able to accommodate two lanes of traffic; and</p>	<p>The proposed development has been amended to include a designated service bay within the south-west corner of the site (refer to Architectural Drawing 03 Issue A, prepared by Flower and Samios dated 17 November 2009 (refer to Attachment E)). The bay will have direct access to both the linen and waste storage areas. Service vehicles will continue to use the rear service lane located to the west of the site to access the proposed development. Vehicles will enter the lane from Uhrig Road and exit via Birnie Avenue. Service vehicles will reverse into the bay enabling these vehicles to exit the site safely in a forward manner.</p>
	<p>Developer contributions, specifically if they are being provided in lieu of Sydney Olympic Park Authority Development Contributions Strategy requirements.</p>	<p>In accordance with Sydney Olympic Park Development Contributions Strategy 2002, the proponent shall pay the following monetary contribution towards the provision of community facilities, movement systems and the urban domain. Evidence of the payment to Sydney Olympic Park Authority shall be submitted to the Certifying Authority prior to the issue of a Construction Certificate. Quest invites the imposition of a condition to this affect.</p> <p>In addition to this, as part of the developer's agreement with SOPA, a financial contribution is to be paid to Sydney Olympic Park Parklands Foundation. The rate of the financial contribution is approximately a \$1 contribution per apartment per night stay.</p>
Sydney Olympic Park Authority	<p>The Authority supports the proposed development and believes the proposed development generally complies with, and contributes to, the vision of creating a vibrant township outlined in the Sydney Olympic Park Master Plan 2002 and Draft Master Plan 2030.</p>	<p>Noted.</p>
	<p>2.1 Building</p> <p>The advice contained in the minutes of the Sydney Olympic Park Access Advisory Committee meeting Number 21, Item 5, dated 15 July 2008, is to be implemented into the architectural design prior to the issue of a Construction Certificate.</p> <p>Specifically, the Committee's recommendations were as follows:</p>	<p>Noted.</p>
	<ul style="list-style-type: none"> ▪ the colonnade along Edwin Flack Ave should comply with AS 1428.1 and SOPA's Access Guidelines 	<p>The colonnade along Edwin Flack Avenue will comply with AS 1428.1 and SOPA's Access Guidelines. Quest invites the imposition of a condition to this affect.</p>

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	<ul style="list-style-type: none"> Basement car parking to be provided with 3% accessible spaces within close proximity to the lifts as per the Access Guidelines 	As discussed in the Traffic Statement, prepared by Halcrow MWT, 3% of the parking spaces are accessible (refer to Attachment B).
	<ul style="list-style-type: none"> One accessible space to be made at street / ground level 	One accessible car space is provided at street / ground level (refer to Architectural Drawing O3 dated 17 November 2009).
	<ul style="list-style-type: none"> All accessible rooms to be BCA compliant and contain a compliant fit-out as per AS 1428.1 and SOPA's Access Guidelines 	All accessible rooms to be BCA compliant and contain a compliant fit-out as per AS 1428.1 and SOPA's Access Guidelines. Quest invites the imposition of a condition to this affect.
	<ul style="list-style-type: none"> Wall mounted cabinets in accessible apartments to contain soaps and toiletries as generally provided in non accessible apartments 	Wall mounted cabinets in accessible apartments to contain soaps and toiletries as generally provided in non accessible apartments. Quest invites the imposition of a condition to this affect.
	<ul style="list-style-type: none"> A 30% luminance colour contrast is required in all accessible bathrooms in accordance with SOPA's Access Guidelines 	A 30% luminance colour contrast is required in all accessible bathrooms in accordance with SOPA's Access Guidelines. Quest invites the imposition of a condition to this affect.
	<p>The requirements for access appears to not have been included into the final design as per the BCA Assessment report, Part 6.0 Access and Egress, prepared by Philip Chun & Associates Pty Ltd dated 17 February 2009, specifically:</p> <ul style="list-style-type: none"> 3 accessible car parking spaces are to be provided as well as 6 fully accessible units are to be provided to be in accordance with AS 1428.1. New Building Work. All paths of travel to these units must also be compliant with AS 1428.1 an accessible path of travel must also be provided to the Class 9b (PoPE) area and the Class 9b Gymnasium area from the main entrance to the building. <p>Note: The 6 fully accessible units calculated were based on 137 apartments being proposed in the development. The reduction in apartments now being proposed will be reflected in a reduction of accessible units being required.</p>	Three (3) accessible car parking spaces can be provided within the ground and basement level car park (the proposal currently provides 2 spaces). Furthermore, the proposed development can provide the recommended number of accessible units as set out in AS 1428.1. Accessible paths of travel can also be provided. Quest invites the imposition of a condition of consent to this affect.
	<p>2.2 Design</p> <p>Building location and set out:</p>	
	<ul style="list-style-type: none"> Site survey, subdivision and location plans all show discrepancies in alignment with the adjacent Formula 1 Hotel frontage - the Edwin Flack Ave frontages of both buildings should align at the outside face of the colonnade as well as the face of the shopfronts 	The Edwin Flack Avenue frontages of the proposed development and the adjoining Formule 1 Hotel align at the shopfronts (refer to Architectural Drawing O1 dated 17 November 2009 (Attachment E)). The width of the proposed colonnade is 3 m, as required by the SOPA Design Review Panel.
	<ul style="list-style-type: none"> The Architect's Context street elevations and the Landscape Concept design both show incorrect widths for the shared ways at either end of the proposed building - both should be 12m wide. 	As shown on the Architectural Drawings (refer to Appendix D of the EAR and revised Architectural Drawing O1 dated 17 November 2009 included at Attachment E), a 12 m wide shared away is provided for at the northern and southern ends of the proposed building.
	<ul style="list-style-type: none"> As the designated site area for Site 22 has been increased to include the full width of shared ways to the north and south of the building, the proposed GFA is now within the 5: 1 FSR limit proposed in draft MP 2030 and the draft SEPP (Major Development) amendment. 	Noted. The proposed development complies with the relevant FSR development control.

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	<p>A number of issues identified by the Design Review Panel have not been addressed, in particular:</p>	
	<ul style="list-style-type: none"> ▪ Material quality generally and use of composite timbers in particular 	<p>The building materials selected are of a high quality. The materials selected for the public domain are consistent with SOPA’s requirements.</p>
	<ul style="list-style-type: none"> ▪ Illumination within the colonnade 	<p>Noted. Subject to detailed design and will be provided</p>
	<ul style="list-style-type: none"> ▪ Design of roof supporting PV cells has not been developed 	<p>The area on the roof required to accommodate supporting PV cells has been confirmed and is shown on Architectural Drawing 11 dated 17 November 2009 (refer to Attachment E). Further details to be provided prior to Construction Certificate.</p>
	<ul style="list-style-type: none"> ▪ Balcony planting has not been amended 	<p>As requested, balcony planting has been deleted.</p>
	<p>Building Height</p> <ul style="list-style-type: none"> ▪ There is a significant height disparity between the proposed development and the adjacent Formula 1 Hotel. Adjustments to the eastern elevation are required to mitigate this, such as the removal of the top floor balcony (between Gridline G and I) and roof top slab to match the existing parapet height of the Formula 1 Hotel. 	<p>There is a relatively minor height disparity between the Formule 1 Hotel and the proposed development, due to the sloping nature of the site and immediate area (i.e. there is a slight drop in level (i.e. 1.36 m) from the site’s south-west corner to the site’s north-east corner). Removing sections of the top floor balcony and roof top slab, as suggested, will only succeed in achieving an ‘ugly’ building.</p> <p>In terms of height:</p> <ul style="list-style-type: none"> ▪ The proposed development complies with the maximum storey height control set out in the site specific ‘Sydney Olympic Park, Urban Design Guidelines for Site 20, Site 21 and Site 22’ (i.e. 8 storeys). ▪ The proposed development fits in well with the prevailing form, scale and character of existing development within proximity to the site as well as the desired future character of the precinct and future development within the Carter Street Precinct. ▪ The proposed building does not cause any significant environmental impacts to adjoining properties or the public domain in respect of visual impact, view loss, privacy and access to daylight; ▪ The proposed development and in particular the proposed roof feature, will provide visual interest and will enhance the existing skyline, particularly at night. ▪ The proposed development will contribute towards the economic growth of Sydney Olympic Park as well as provide employment opportunities and short term accommodation for visitors to Sydney Olympic Park. <p>No change to the height of the development is required or proposed.</p>
	<p>Building design and materials</p> <ul style="list-style-type: none"> ▪ Apartment windows should be operable to improve natural ventilation 	<p>Noted. Operable windows are provided to all apartments.</p>
	<ul style="list-style-type: none"> ▪ Further details to be provided for the windows and adjustable louvers on the western elevation. Mullions and framing for both systems should be coordinated to align with one another. 	<p>The proposed development complies (refer to Architectural Drawings, prepared by Flower and Samios Architects include at Attachment E).</p>

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	<p>Concern is raised about the use of composite timber as the longer term durability and appearance has not been tested. Natural timbers are preferred.</p>	<p>Noted. The composite timber was selected specifically because it is more durable than natural timber.</p>
	<p>Photovoltaic design feature panels:</p> <ul style="list-style-type: none"> ▪ Provide further detail on the construction and installation of the PV panels. Panels would need to be installed at steeper angles to be effective and would be much more visible than indicated on the drawing. ▪ No details have been provided for the projecting frame which supports the panels, Indicate material and finishes to the edge frame as well as the exposed soffit. 	<p>Noted. Subject to detailed design. Details will be provided prior to the issue of a Construction Certificate.</p>
	<ul style="list-style-type: none"> ▪ There is no supporting report by and ESD specialist to verify that the proposed design achieves the environmental ratings stated in Part 3.4 of the application. 	<p>Refer to ESD Statement prepared by Cundall included at Attachment C. The design of the proposed development is targeted to achieve a 4 Star Green Star equivalent rating.</p>
	<p>Public Domain and Landscape Design</p> <ul style="list-style-type: none"> ▪ An alternate location for bike racks should be considered as the colonnade is too narrow to accommodate bicycle racks between the columns without affecting pedestrian clearances. 	<p>Noted. Bicycle racks will not be provided within the colonnade. As discussed in Section 3.3 of the EAR, bicycle racks are proposed within the shared access way between the proposed development and the Formule 1 Hotel (to the south-west of the proposed building).</p>
	<p>2.3 Operational</p>	
	<p>The one-way directional system of the service lane is supported, with entry to the lane off Uhrig Road. However, during normal day to day operations, the exit from the service lane should be left turn only into Birnie Ave (not right as suggested), or alternatively via the shared ways into Edwin Flack Ave (left out only).</p>	<p>Noted. Quest invites the imposition of a condition of consent to this affect.</p>
	<p>The proposal does not adequately explain how the 12m shared way on either side of the development will be used. It is assumed that the shared nature of these areas will allow vehicles to exit onto Edwin Flack Ave (which will need to be left out only). However, there are no detailed designs to provide comment. It is essential that the shared ways are not used as parking areas or loading zones.</p>	<p>Provision has been made to accommodate a 12 m wide shared way at either end of the proposed building. These share ways do not join up with any equivalent link to the Carter Street Precinct, situated to west of the site. The planning and management of this adjoining land is the responsibility of Auburn Council. The shared ways do not form part of the site that Quest is to lease. The shared ways will not be used as parking or loading zones. Quest invites the imposition of a condition of consent to this affect.</p>
	<p>The proposed deliveries for the retail tenancies via the service lane is supported, however there are two significant constraints. First, there is no indicated area for service vehicles to stop whilst deliveries are taking place. If delivery vehicles stop in the service lane then all users of the service lane (e.g. Formule 1 & Site 22 patrons) will be affected. Secondly, the plans do not indicate any internal access from the rear of the development to the retail tenancies at the front of the development. Unless access is provided, service vehicles will inevitably "prop" on Edwin Flack Ave causing disruption to traffic.</p>	<p>The proposed development has been amended to include a designated service bay within the south-west corner of the site. An internal access from the rear of the development to the retail tenancies along the site's Edwin Street frontage has been provided.</p>

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	The Traffic & Parking Report notes that the traffic impact of the proposed development will be satisfactory. Whilst this conclusion is supported, concern is raised that during major events, especially during the main egress period, it will be extremely difficult for traffic leaving the development site to turn right into Birnie Ave (due to heavy flow of cars from patrons leaving the event). In these periods other arrangements will need to be found for guests of the proposed development.	Noted. Refer to Traffic Statement, prepared by Halcrow MWT included at Attachment B . During major events, guests will be encouraged to refrain from making all but essential departures. Guests will be well informed of any upcoming major events upon booking. Notwithstanding, any essential departures would be low in number and persons wishing to depart would be able to from normal traffic gaps combined with the courtesy that drivers typically extend to disadvantaged side street drivers.
	It is also recommended that the 6 parking bays at the rear of the development (on the ground floor) be 'reverse in only' due to the very poor sight lines for parked cars exiting this area.	Noted. Four (4) car spaces are now proposed to the rear of the development at ground level. These spaces will be appropriately sign posted. Quest invites the imposition of a condition of consent to this affect.
	The proposal does not address the issue of noise, other than some minor commentary in Appendix 1 - Table of Compliance. In response to the requirement of Noise Control (pS9), the proposal simply states the proposed development will comply with the relevant noise criteria for Serviced Apartments/Hotel uses. Whilst this may be adequate in other locations, the nature of a major events precinct, and the subject site's proximity to major venues, means noise from surrounding venues may have an impact on users of the development. There should be some level of analysis to ensure mitigation strategies are in place so that patrons are not unreasonably affected by such event noise.	Noted. An Acoustic Report prepared by Acoustic Logic Consultancy is included at Attachment D . The report concludes that the proposed development can comply with AS 2107 with minimal acoustic treatments including upgrades to facade glazing, acoustic seals to operable windows etc.
	2.4 Prior to the issue of Construction Certificate	
	The buildings shall be connected to the Water Reclamation and Management Scheme (WRAMS) and details shall be provided to the satisfaction of the General Manager, Operations and Sustainability of the Authority, prior to the issue of a Construction Certificate.	Noted. Quest invites the imposition of a condition of consent to this affect.
	A Public Domain Strategy shall be prepared in consultation with the Sydney Olympic Park Authority. Details shall be provided to the satisfaction of the General Manager, Operations and Sustainability of the Authority, prior to the issue of a Construction Certificate.	Noted. Quest invites the imposition of a condition of consent to this affect.
	Prior to issue of an Occupation Certificate, a suitable work place Travel Management Plan is to be prepared by an appropriately qualified and recognised travel management consultant and submitted to the Certifying Authority. The work place Travel Management Plan shall be prepared in accordance with any travel management guideline or policy (draft or otherwise) prepared by the Authority.	Noted. Quest invites the imposition of a condition of consent to this affect.
Auburn Council	No loading bay provided - should be at least a space for smart rigid vehicle access from lane for garbage and servicing.	The proposed development has been amended to include a designated service bay within the south-west corner of the site. The bay will have direct access to both the linen and waste storage areas. Service vehicles will continue to use the rear service lane located to the west of the site to access the proposed development. Vehicles will enter the lane from Uhrig Road and exit via Birnie Avenue. Service vehicles will reverse into the bay enabling these vehicles to exit the site safely in a forward manner.
	The access for checking in is poor and requires people to walk along rear lane where footpath may not be very wide and not appropriate for disabled access.	
	At grade parking spaces don't look like they comply with the Australian Standards as there are obstructions and sightlines are poor.	Car parking spaces will comply with AS 2890.1-2004. Quest invites the imposition of a condition of consent to this affect.

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	<p>Advised that street lanes between the developments in Sydney Olympic Park do not line up with Carter Street streets / lanes.</p>	<p>Noted. Provision has been made for 12 m shared ways at either end of the proposed building, at the specific request of SOPA.</p>
<p>Sydney Water</p>	<p><u>Sydney Water Area Planning</u> The proposed development lies within the study area for Sydney Water's Parramatta Road Area Plan. Area planning involves undertaking a review of sustainable management of the urban water cycle and developing servicing strategies for water, wastewater, non-potable water and storm water. Sydney Water is currently assessing all possible options to sustainably service growth within the Parramatta Road Corridor study area. This assessment will allow Sydney Water to develop a preferred strategy to service the area. Sydney Water expects to complete the Area Plan by late 2009.</p>	<p>Noted</p>
	<p><u>Sydney Water Servicing</u> Sydney Water will further assess the impact of the proposed development when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess if amplification and/or changes to the system are applicable. Sydney Water requests the Department continue to instruct developers to obtain a Section 73 Certificate from Sydney Water.</p> <p>The proponent must fund any adjustments needed to Sydney Water infrastructure as a result any development. The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au.</p>	<p><u>Sydney Water Servicing</u> Noted. A Section 73 Certificate will be obtained from Sydney Water and submitted to the Principal Certifying Authority prior to an Occupation Certificate or Subdivision Certificate being issued. This matter can be dealt with by way of a condition of consent.</p>
<p>Ministry for Transport</p>	<p>NSWTI has reviewed the draft Environmental Assessment and specific Traffic and Parking Report by Halcrow MWT. NSWTI acknowledges that the applicant has made a genuine effort to address the Director General's Requirements for transport together with initial advice provided by NSWTI.</p>	<p>Noted.</p>
	<p>It is requested that the Department of Planning consider the following conditions as part of any future approval:</p>	<p>As addressed below.</p>

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	<p>The Sydney Olympic Master Plan requires the preparation of a Work Place Travel Plan (WPTP). The proposed development should prepare a WPTP to encourage employees and indirectly visitors to access the development by public transport together with walking and cycling. The Premiers Council for Active Living (PCAL) website (www.pcal.gov.au) provides important background and links explaining WPTPs; and</p>	<p>Noted. Quest will work towards encouraging public transport usage for employees and visitors through the implementation of tailored travel demand management measures contained within the Quest Work Place Travel Plan (WPTP). Quest will commence implementation of the WPTP at the occupation phase of the development, and continue to promote the achievement of the targets throughout occupancy of the site.</p> <p>The detailed package of travel demand measures will be prepared in consultation with Quest staff to provide specific actions to address the needs of staff. The measures will be fully elaborated in the WPTP report, but it is envisaged that some of the likely travel demand measures will include (but not be limited to):</p> <ul style="list-style-type: none"> ▪ Rideshare / car pool opportunities; ▪ Personalised journey plans; and ▪ Forming a bicycle user group.
	<p>The proposal should incorporate amenities for staff and visitors accessing the development by bike or on foot. External visitor parking for bikes should be retained, however, secure basement parking should be made available for visitor use.</p>	<p>Noted. Shower facilities for staff accessing the development by foot or bike can be accommodated within gymnasium / staff area at ground level. Quest invites the imposition of a condition to this effect.</p>