

Proposed Mixed Commercial and Retail Development 2 Australia Avenue, Sydney Olympic Park (Site 43/44)

June 2012

Prepared for Capital Corporation



Major Project Application (MP10_0168) Preferred Project Report

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<p>Quality Assurance</p> <p>Reviewed by</p>  <p>Murray Donaldson Associate Director Urban Design and Planning Architectus Sydney Pty Ltd</p> <p><u>14.06.2012</u> Date</p> <p>This document is for discussion purposes only unless signed.</p>

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1 Introduction

1.1 Preliminary

Following the initial request to the Minister for Planning & Infrastructure for the Director General's Environmental Assessment Requirements (DGRs) for the preparation of an Environmental Assessment, correspondence from the Director of Metropolitan and Regional Projects North of the Department of Planning and Infrastructure, has been received by the Proponent with the DGRs.

An Environmental Assessment for the Project Application, addressing the DGRs was public exhibited from 30 November 2011 through to 31 January 2012.

The Department of Planning & Infrastructure wrote to the Proponent on 6 February 2012 and provided a link to the submissions received during the exhibition period, on the Department's website. The Department informed the Proponent that a response to the issues raised in the submissions is required in the form of a Submissions Report, under Section 75H of the *Environmental Planning and Assessment Act 1979*, or a Preferred Project Report and revised Statement of Commitments is required if changes to the project are necessary to minimise environmental impacts.

The Proponent and its consultant team have reviewed and considered the submissions and in accordance with Clause 75H of the EP&A Act 1979, this report has been prepared with responses to the submissions, a description of the Preferred Project and a revised Statement of Commitments with additional measures to further minimise environmental impacts of the development.

This report should be read in conjunction with **Appendices A - H** of this report and the Environmental Assessment Report as previously submitted and exhibited under Part 3A of the EP&A Act.

1.2 Consent authority

The site is located within Auburn Local Government Area. The consent authority for this application is the Minister for Planning and Infrastructure under the provisions of Part 3A, as determined under Schedule 3 of the SEPP (Major Development) 2005, as it is a project with a capital investment value in excess of \$10 million within Sydney Olympic Park.

1.3 Format of this report

This document is formatted into sections as outlined below:

- **Section 1** Introduction.
- **Section 2** addresses key issues raised in submissions received to the exhibition and notification of the proposal and forwarded to the proponent. Modifications undertaken in response to submissions are outlined and explained.
- **Section 3** deals with the modifications to the project design and additional mitigation measures that have been incorporated since the exhibition of the Project Application, incorporating final Preferred Project architectural drawings. These modifications are also supported by additional justifications for non-compliances with the relevant development standards and controls.

- **Section 4** provides the revised Draft Statement of Commitments for the Project Application, taking into account the modifications to the proposal.
- **Section 5** provides a conclusion about the merits of the proposal.

1.4 Submissions

Submissions in response to the public exhibition of the Project Application documents were received from the following authorities and agencies and the public:

Authority and agency submissions

The following five (5) submissions were received from authorities and agencies:

- NSW Department of Planning & Infrastructure
- Sydney Olympic Park Authority
- RailCorp
- Sydney Water Corporation
- NSW Department of Roads and Maritime Services

Public submissions

A single written public submission was received from:

- Bassam Aflak (developer of 1 – 11 Australia Ave, Sydney Olympic Park) in support of the proposed development.

1.5 Outline of the Preferred Project

What changes have been made to the exhibited Project Application Environmental Assessment?

The following key changes have been made to the Project Application in response to submissions received during the statutory exhibition period:

- **Facades:** The façades have been simplified with the removal of hexagonal blades in response to comments from the SOPA Design Review Panel to provide more warmth and simplicity and for consistency with the design competition scheme;
- **Substation, loading dock, and vehicle entry:** The substation location have been relocated and incorporated into the building's south eastern façade. The load dock has been reconfigured with the turning circle deleted and the vehicle entry to the basement car park levels relocated from the new road reserve into the Stage 1 building;
- **Retail uses:** Introduction of two small retail tenancies along the Australia Avenue frontage; and
- **Gross Floor Area:** Reduction in gross floor area from 16,749m² to 16,450m².

Refer to the architectural drawings at **Appendix A**.

A numerical overview of the Environmental Assessment and Preferred Project schemes is provide in **Section 3.3** for comparative purposes.

What information has been prepared in response to the issues raised in submissions and in support of the Preferred Project?

- **Architectural drawings** of Preferred Project to illustrate the project for which the Proponent seeks consent (**Appendix A**);
- **Landscape drawings** of the Preferred Project to illustrate additional information requested by SOPA and to demonstrate consistency with the SOPA Master Plan 2030 and the Public Domain Technical Manual for Sydney Olympic Park (**Appendix D**);
- **Stormwater Concept Plans** updated to reflect the Preferred Project (**Appendix E**); and
- **Transport and Accessibility Assessment Report** has been updated (**Appendix G**) with the following additional information in relation to traffic generation, impacts on the local road network, the revised loading dock design and vehicle ingress/egress to the basement car park.

What the Preferred Project seeks consent for?

The following describes the Preferred Project, for which the Proponent seeks consent:

- An eight (8) storey commercial office and retail development of 16,450m² GFA comprising:
 - Retail: 797m²
 - Commercial: 15,653m²
- Commercial entry lobby, garbage and recycling rooms, and loading dock at ground level;
- Two levels of basement car parking for 225 cars including 2 service vehicle spaces;
- Construction of part of the access network forming a East-West Street (Local Street No. 20), providing vehicle access to the Stage 1 development;
- Removal of existing trees and plantings; and
- Landscaped open space areas at ground level.

Figure 1 and **Figure 3** illustrate 3D perspectives of the Environmental Assessment scheme. **Figure 2** and **Figure 4** illustrate 3D perspectives of the Preferred Project.

1.6 Revised Draft Statement of Commitments

In response to the issues raised in submissions, the draft Statement of Commitments has been revised to clarify and strengthen future planning and management actions. The revised Statement of Commitments is provided in full at **Section 4** of this Preferred Project Report.



Figure 1. 3D perspective of Environmental Assessment scheme from Australia Avenue



Figure 2. 3D perspective of Preferred Project from Australia Avenue



Figure 3. 3D perspective of Environmental Assessment scheme from Herb Elliot Avenue



Figure 4. 3D perspective of Preferred Project scheme from Herb Elliot Avenue

2 Response to submissions

2.1 Introduction

This section of the Preferred Project Report provides a response to the issues raised in submissions under Section 75H of the *Environmental Planning and Assessment Act 1979*. The following public and private written submissions were received from the Department of Planning & Infrastructure:

Authority and agency submissions

The following five (5) submissions were received from authorities and agencies:

- NSW Department of Planning & Infrastructure
- Sydney Olympic Park Authority
- RailCorp
- Sydney Water Corporation
- NSW Department of Roads and Maritime Services

RailCorp wrote to the Department of Planning & Infrastructure on 2 January 2012 in relation to the Environmental Assessment. RailCorp advised it had no comments to make on the application. Therefore a response is not considered necessary from the Proponent.

Public submissions

A single written public submission was received from:

- Bassam Aflak (developer of 1 – 11 Australia Ave, Sydney Olympic Park) in support of the proposed development.

A response to this public submission is not considered necessary from the Proponent.

Copies of all authority, agency and public submissions are provided at **Appendix A**.

2.2 NSW Department of Planning & Infrastructure

The Department of Planning & Infrastructure wrote to the Proponent on 6 February 2012 requesting that further information and consideration be given in relation to a number of issues. **Table 1** provides a response to the matters raised.

Table 1. Response to Department of Planning & Infrastructure

Issue	Response
<p>Design Excellence The Department requires that in addressing the comments provided from SOPA, that the responses provided to recommendations of the Design Excellence Competition Jury Report also be reviewed in conjunction with any amendments. Satisfactorily addressing these concerns raised will be necessary to ensure that the department can consider that the proposed development exhibits design excellence.</p>	<p>The proposed development design has been amended following two further meetings with the Sydney Olympic Park Authority Design Review Panel. These changes are detailed against each of the issues raised below.</p>
<p>Built Form and Urban Design</p> <ul style="list-style-type: none"> • The proposed layout of the supermarket at ground level has the potential to result in a lack of activation along Australia Avenue. Details of pedestrian entries into the supermarket are to be provided and pedestrian access to the basement car park is also to be resolved. • The southern elevation of the proposed development should be setback a minimum 3m from the required 20m corridor of the future east-west road and details provided, demonstrating that the proposed development is clear of the required 20m road corridor. • Design solutions should be explored in an effort to integrate the proposed electrical substation into the built form to reduce its impact on the public domain and the role the surrounding public domain will play in providing a key pedestrian link through the site. 	<p>The supermarket ground floor entry is located off Australia Avenue. The remainder of the supermarket façade will be glazed, providing an active and busy street frontage complemented by the entrances to two smaller retail shops. Lift access is provided from the Ground Floor to the Basement levels.</p> <p>The southern façade is generally setback 23 metres from the southern boundary to accommodate the proposed new road. Minor projects including the retail component and fire stair are setback 20-22 metres at ground level. A footpath has been provided. The building alignment above ground floor level is to the south eastern corner to define this prominent street corner.</p> <p>The substation is setback further at the southern façade than the retail tenancy. The retail tenancy will provide some screening of the substation when viewed from Australia Avenue. Furthermore, a planting zone is incorporated along the southern frontage of the site between the footpath that will provide screening to the substation.</p>
<p>Transport and Traffic</p> <ul style="list-style-type: none"> • Further to the comments provided within the submission received from the Roads and Maritime Services, the department requests that the evidence supporting the alternate car parking rate applied to calculate the car parking provision for the supermarket be provided. • The location of the temporary basement access ramp will be impacted upon during the construction of the future east-west street, effectively restricting access to the basement car park. Accordingly, the at-grade car parking and basement access ramp shall be reviewed to ensure unobstructed access is maintained at all times, until final access arrangements to the basement car park are operational. • Architectural details of the proposed revised car parking spaces of the existing warehouse are to be provided. 	<p>Refer to Traffic and Transport Report at Appendix G.</p> <p>The basement parking access has been relocated to directly access stage 1 of the proposed new road to allow continuous access to the basement during construction of further stages of the road.</p> <p>The car parking spaces of the existing warehouse are identified on the architectural drawings at Appendix A to this report. Nineteen (19) visitor spaces are provided in the alignment of the future east-west road.</p>

Issue	Response
<p>Other</p> <ul style="list-style-type: none"> It is noted that a Major Event Impact Assessment has been committed to being prepared prior to the issue of a construction certificate for the proposal. Notwithstanding this, limited assessment has been provided on the impact of both the construction and operation of the development on major events. In this respect, further consideration should be given, having regard to clause 24 of Part 23 of Schedule 3 of Major Development SEPP. Commitment no. 7.2 should be amended to reference all noise mitigation recommendations provided within the submitted Environmental Noise and Vibration Assessment, not just those relating to rail related noise mitigation measures. 	<p>Refer to Major Event Impact Assessment at Section 3.4.</p> <p>The revised Statement of Commitments at Section 4 has been amended to reference all noise mitigation recommendations`.</p>

2.3 Sydney Olympic Park Authority (SOPA)

Sydney Olympic Park Authority wrote to the Department of Planning & Infrastructure on 23 January 2012 to provide comments on the Environmental Assessment. **Table 2** provides the Proponent's response to the issues raised in the initial SOPA submission.

The Applicant subsequently met the Design Review Panel on three (3) occasions being 29 March 2012, 19 April 2012 and 24 May 2012. **Table 3** provides a response to the SOPA letter of 3 May 2012 following the 19 April Design Review Panel meeting. **Table 4** provides a response to the SOPA Design Review Panel advice of 24 May 2012.

Appendix H includes the minutes of meetings of the SOP Design Review Panel and correspondence with the Proponent's responses.

Table 2. Response to Sydney Olympic Park Authority

Issue	Response
<p>Support for the Proposed Development The Authority supports the concept of the proposed development however there are a number of areas of concern to be addressed.</p>	<p>Comment noted. Concerns raised by the Authority are addressed below.</p>
<p>Design Issues The Authority does not believe that the design submitted as part of this project application is consistent with that of the winning entrant, particularly due to a number of significant departures.</p> <p>To address the key design issues raised in the submission, it is recommended that the applicant amend the application as follows:</p> <ol style="list-style-type: none"> 1. The competition winning design is to be included in the submission to enable the consent authority to determine whether the proposed design is 'based on the preferred (competition) scheme'. (part 4.6.10(4) of Master Plan 2030). 2. Review the elevation design, including material and colour, to restore the lightness and simplicity of the original winning design, in particular the staggered blades at the recessed balconies should be reconsidered in favour of a more continuous façade screening similar to that proposed for the original design. 3. Review the undercroft design and program, including lighting and structures, to create scale and amenity and encourage public use of the space, particularly in Stage 1 of the project. 4. The electrical services kiosk is to be integrated into the building envelope, as in the design competition proposal. Freestanding electrical infrastructure is not suitable for the Town Centre public domain, especially sites with such high visibility. 5. The basement car park access ramp should be located away from the future street corridor. 6. The service vehicle entry ramp is to be relocated away from the footpath to ensure that the ramp incline/decline commences clear of the public footpath. This may impact on height clearances and upper level setbacks will need to be reconsidered. The ramp relocation will also affect loading dock turning circles and adjustments to this area 	<p>The competition winning design is provided at Appendix B to this report.</p> <p>The elevation design has been simplified with the removal of hexagonal blades, and the simplification of the façade. The Design Review Panel has raised no further issues with the façade in their most recent review of the proposed on 24 May 2012 (refer to Design Review Comments at Appendix C).</p> <p>A combination of lighting, outdoor dining and a café kiosk and active street frontage to Australia Avenue will encourage use of the public domain during the operation of Stage 1.</p> <p>The electrical substation is incorporated into the building envelope, as indicated at the Ground Floor Plan provided with the architectural drawings at Appendix A.</p> <p>The basement parking entrance ramp has been located away from the future street corridor and incorporated into the Stage 1 building.</p> <p>The service corridor ramp modified so that any ramp incline/decline is away from the footpath.</p>

Issue	Response
<p>will be required.</p> <p>7. The application is to be further considered by the SOPA Design Review Panel prior to being submitted to the Department of Planning and Infrastructure (DP&I) for assessment and prior to further public notification.</p>	<p>The project was considered at the 19 April and 24 May meetings of the SOPA Design Review Panel.</p>
<p>Public Domain</p> <p>1. Prepare a Public Domain Interface Plan, demonstrating that site levels, finishes, pedestrian movements etc have been fully integrated with the public domain i.e. Herb Elliott Ave, Australia Ave, and the new East West Street footpaths. Greater consultation needs to be undertaken with the SOPA Landscape Design Team.</p> <p>2. Provide lighting for the new East West Street corridor in accordance with the UEDM.</p>	<p>A Public Domain Interface Plan is to be prepared and submitted prior to the issue of a Construction Certificate (refer revised Statement of Commitments at Section 4).</p> <p>Lighting in the new East West Street corridor will be in accordance with the Urban Design Elements Manual (UEDM) and plans will be prepared and submitted prior to Construction Certificate (refer revised Statement of Commitments at Section 4).</p>
<p>Traffic</p> <p>1. The proposed basement access ramp is to be relocated out of the proposed new road 10. The current location provides an unacceptable level of conflict between vehicles in three directions and has the potential to limit the ability to realise the future extension/creation of new road 10.</p> <p>2. Consideration needs to be given to parking and access to the supermarket. There is currently no defined pedestrian path of travel from the supermarket to visitor parking in the basement and/or to the at grade parking, should it remain post relocation of the basement access ramp from its current location.</p> <p>3. Strategies need to be developed to show that the worsening performance at Sarah Durack / Australia Ave intersection caused by the development's traffic generation can be resolved.</p>	<p>The basement access ramp has been relocated out of the proposed road reservation.</p> <p>Lifts are provided from the basement level to the building foyer at Ground Floor, from which supermarket customers may use the southern loading area entry into the supermarket.</p> <p>A Sidra analysis has been undertaken by Traffix (refer Traffic and Transport Report at Appendix G). This analysis has found that the performance of the Sarah Durack / Australia Ave intersection reduces slightly to a level of service D in the AM peak, primarily due to the increase in northbound vehicles. However, it is considered that the intersection will operate satisfactorily and can accommodate the increased traffic demand.</p> <p>In addition to the Sidra analysis, further sensitivity testing has been undertaken in response to a request by RMS to consider the implications of higher trip rates using RMS Guideline rates (although it is considered that this overestimates traffic generation based on more recent and relevant surveys). The intersections were remodelled based on the signal layout plan, phases and timings. In addition, the 'generic' RMS trip rates of 0.8 trips/space/hr were applied to the commercial parking spaces. The results of this remodelling showed that the intersections will operate satisfactorily under this scenario, with the overall level of service for all intersections maintained at level of service D (or better). It is noted that the above future scenarios are based on the assumption that Stage 2 is completed and operational, however in practice, this is unlikely to occur for many years due to current leasing constraints. Thus the delays reported upon above will not occur in the short to medium term.</p>
<p>Event Management</p> <p>It is noted that the application states an Events Information Statement will be prepared prior to the issue of a Construction Certificate. Notwithstanding this commitment, there is very limited analysis on the impact of major events relating to the development. Further consideration needs to be given to the impact of events on the operation of this development at this early stage.</p>	<p>Refer to Major Event Impact Assessment at Section 3.5.</p>

Table 3. Response to SOPA letter of 3 May 2012

Issue	Response
<p>The use of AS 2890.1 (2004) for the northern most driveway where SOPA understands that AS 2890.2 (2002) is the appropriate standard.</p>	<p>The proposed development is required to comply with the Category 2 Driveway onto the new road for the car park access under Australia Standard AS2890-1 (2004), being a combined entry exit driveway of width 6 to 9 metres. The development proposes a combined entry/exit driveway of width 6.2 metres (at the property boundary) which is provided with additional splays at the kerb line. This exceeds the requirements of AS2890.1 (2004).</p>
<p>The turntable design which utilises an 8.8 metre vehicle where it is still widely thought that vehicles up to 11 metres are the norm.</p>	<p>The turntable has been deleted from the loading dock. As stated in Clause 2.2 of AS 2890.2, an 8.8m Medium Rigid Vehicle (MRV) represents the common service truck having a loading capacity of 8 tonnes. It is adopted as the design vehicle where there are significant movement of goods but provision of more than the occasional HRV or AV is not necessary. This is also consistent with AUSTRROADS Guidelines.</p> <p>The loading dock provided is suitable for use by a standard service vehicle and as discussed with SOPA officers, there are numerous examples of small supermarkets that have been approved and are operational with this 8.8 metre design vehicle. An appropriate condition requiring all servicing to be limited to this design vehicle is acceptable.</p> <p>It is considered that a Loading Dock Management Plan is suitable to outline the arrangements to be adopted for all deliveries and waste collection. Refer to the revised Draft Statement of Commitments at Section 4.</p>
<p>The signage associated with the operation of the supermarket car park will be instrumental in how it operates. Details will need to be provided as part of the response.</p>	<p>Signage associated with the project, along with signage from the supermarket is to be submitted to SIOPA prior to the issue of an Occupation Certificate. Refer to the revised Draft Statement of Commitments. Refer to Section 4.</p>
<p>The additional analysis of traffic modelling for the Australia Avenue and Sarah Durack intersection is noted and will be reviewed as part of the revised application.</p>	<p>Additional analysis of the Australia Avenue and Sarah Durack intersection has been undertaken by Traffic. Refer to the updated Transport and Accessibility Impact Assessment at Appendix G.</p>

Table 4. Response to SOPA Design Review Panel (DRP) advice of 24 May 2012

Issue	Response
<p>Positives The DRP supported:</p> <ul style="list-style-type: none"> • Relocation of the car park entry ramp into the building footprint. • Use of future retail to screen the ramp walls and activate the future through site link (stage 2 link). • Management strategies to limit the size of delivery vehicles. • Reduction in the length of supermarket frontage, replaced with smaller tenancies – will create more activation on the Australia Ave frontage. 	<p>Positive comments are noted.</p>
<p>Issues The DRP had the following concerns:</p> <ul style="list-style-type: none"> • Both vehicle entry ramps are now more exposed and will present 'black holes' in the public domain – consider extending the stage 2/3 podium to enclose both driveways. • Width of the Stage 2/3 through site link is too narrow to adequately frame the view of the existing fig, as proposed in the competition submission – consider widening to 9m at least. • Transparency of retail frontages on Australia Ave. • Solar protection of retail frontages on Australia Ave – consider awnings or other shading device. 	<p>The South East elevation submitted with the Preferred Project Report at Appendix A illustrates carpark entry doors to screen the vehicle ingress/egress points in the building façade. The Stages 2-3 podium extends above the carpark driveway above the ground floor level. This with the roller shutter door will effectively minimise the visual impact of the vehicle entry.</p> <p>The proposed 6 metre width through site link is considered to provide for the necessary width for pedestrian linkage across the site, having regard to the proposed Future Road 16, nearby by providing north-south link to the town centre and railway station. The width of the through site link is to be further addressed at the Stages 2/3 development.</p> <p>The retail tenancy frontages to Australia Avenue are to be predominantly glazed. Refer to Architectural drawings at Appendix A which note aluminium framed clear glazing on the coloured elevations for the Preferred Project.</p> <p>The building line at Level 2 and above overhangs the retail shop fronts along Australia Avenue and is built to the boundary to provide weather protection.</p>
<p>Matters for consideration The DRP recommends that the above issues be addressed, particularly in relation to the through site link and exposure of the driveways.</p> <p>Proposed changes are to be reported at the next meeting and incorporated into the Preferred Project Report to Department of Planning.</p>	<p>It is understood the Department of Planning & Infrastructure will refer the Preferred Project Report to SOPA for their comments.</p>
<p>Recommended Supporting Action The DRP recommends that the transparency of the supermarket frontage be addressed as a condition of the retail fit out application. Suggested conditions include:</p> <ul style="list-style-type: none"> • Back of house functions be located away from the east wall, and • All or most of the east wall of the supermarket should be glazed to provide interest to the street. 	<p>The Proponent accepts the suggested condition that back of house functions are to be located away from the eastern wall of the supermarket.</p> <p>It is noted that the Eastern façade of the supermarket is shown with aluminium framed clear glazing on the South Eastern Elevation. Refer to Appendix A.</p>

2.4 Sydney Water Corporation

Sydney Water Corporation wrote to the Department of Planning & Infrastructure on 6 December 2011 to provide comments on the Environmental Assessment. **Table 5** provides the Proponent's response to the issues raised.

Table 5. Response to Sydney Water Corporation

Issue	Response
<p>Water The drinking water main available for connection is the 250mm main on the southern side of Herb Elliott Avenue.</p>	<p>Noted. No further response required.</p>
<p>Recycled Water The recycled water main available for connection is the 200mm main on the northern side of Herb Elliott Avenue.</p>	<p>Noted. No further response required.</p>
<p>Wastewater The current wastewater system has sufficient capacity to serve the proposed development. The wastewater main available for connection is the 300mm main traversing the property.</p>	<p>Noted. No further response required.</p>
<p>Trade Waste Information Should this development generate trade wastewater, this correspondence does not guarantee the applicant that Sydney Water will accept the trade wastewater to its sewerage system. In the event that trade wastewater is generated, the property owner is required to submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence. A boundary trap will be required where arrestors and special units are installed for trade waste pre-treatment.</p> <p>If this development type is "Industrial" then the property may be part of sewerage catchment subject to a wastewater reuse scheme. This may impact the level of pollutants such as Total Dissolved Solids (TDS) that Sydney Water will accept from the property to the sewerage system. Businesses wishing to discharge wastewater (other than domestic sewage) should first contact a Sydney Water Trade Waste Office. A boundary trap will be required where arrestors and special units are installed for trade waste pre-treatment.</p> <p>Prospective purchasers should be made aware of the above situation under the requirements of vendor disclosure.</p>	<p>Noted. No further response required.</p> <p>The development type is retail and commercial rather than industrial.</p> <p>Noted. No further response required.</p>
<p>Sydney Water Servicing Sydney Water will further assess the impact of any subsequent development when the developer applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of future development and to assess if amplification and/or changes to the system are applicable. The developer must fund any adjustments needed to Sydney Water infrastructure as a result of the development.</p> <p>The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development.</p>	<p>Noted. No further response required.</p>

2.5 NSW Department of Roads and Maritime Services

The NSW Department of Roads and Maritime Services (RMS) wrote to the Department of Planning & Infrastructure on 19 December 2011 to provide comments on the Environmental Assessment. **Table 6** provides the Proponent's response to the issues raised.

Table 6. Response to Department of Roads and Maritime Services

Issue	Response
<p>1. The proposed vehicular trip generation rate in the submitted transport and accessibility impact assessment report for the proposed development is not supported as it is based on a survey result from site 8a on Murray Rose Avenue and calculated by the number of car parking spaces.</p> <p>In this regard, the trip generation rate for commercial and retail use shall be based on the rate displayed in RMS' Guide to Traffic Generating Development Version 2.2 October 2002. The revised transport and accessibility impact assessment report with the revised electronic copy of traffic models should be submitted to RMS for review and comment.</p>	<p>The trip generate rate used for the assessed has been based on the surveys of the basement car park for Site 8a on Murray Rose Avenue which is considered by Traffix which is considered to be very similar. This survey provided the following results for vehicles entering and existing the car park:</p> <ul style="list-style-type: none"> • AM Peak: 0.4 trips/space/hr (peak 7-8am); and • PM Peak: 0.2 trips/space/hr (peak 4.15:5.15pm) <p>These rates have been validated by additional surveys of Sites 6 and 7 (8 Herb Elliot Avenue) which is directly opposite the site. Additional sensitivity testing of the trip generation of the Preferred Project was undertaken by Traffix base don the RMS trip rates in response to concerns raised by RMS. Refer to Transport and Accessibility Impact Assessment by Traffix at Appendix G.</p>
<p>2. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS. It is noted that the nominated longest vehicle permitted to enter the site is 8.8 metre medium rigid vehicle. The DP&I shall be satisfied that the proposed commercial and retail land use will not be serviced by vehicles larger than 8.8 metres in length.</p>	<p>Signage will be installed at vehicle entry points advising of length of maximum vehicle permitted to enter the site. The revised Statement of Commitments at Section 4 includes this as a condition.</p>
<p>3. The number of car parking spaces shall be provided to the satisfaction of the DP&I and Transport for NSW.</p>	<p>Refer to updated Transport and Accessibility Impact Assessment by Traffix will include amended car parking numbers. Car parking spaces comply with the maximum Master Plan 2030 rates</p>
<p>4. RMS supports any initiatives for implementing a location-specific sustainable travel plan (e.g. 'Travelsmart' or other travel behaviour change initiative) and the provision of facilities to increase the non-car mode share for travel to and from the site.</p>	<p>Noted. Refer to Section 4: Revised Draft Statement of Commitments.</p>
<p>5. All vehicles are to enter and leave the site in a forward direction.</p>	<p>The redesign of the loading dock and entry ensures this can occur. Signage to be provided to this effect. Revised Statement of Commitments at Section 4.</p>
<p>6. All vehicles should be wholly contained on site before being required to stop.</p>	<p>The design of driveways and car parks enables this to occur. The traffic generated by the proposed development will be able to be accommodated on site.</p>
<p>7. All loading and unloading shall occur on site.</p>	<p>The redesigned loading area complies with this requirement.</p>
<p>8. The required sight lines to pedestrians and/or other vehicles in or around the entrances are not to be compromised by landscaping, signage, fencing or other materials.</p>	<p>The current traffic report states that the proposed access driveways comply fully with the requirements of AS 2890.1 (2004). Refer to Appendix G.</p>

Issue	Response
<p>9. AS 2890.1 – 2004, Clause 3.3(a) for property line/building alignment/pedestrian path, permits a maximum gradient of 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path for at least the first 6 metres into the car park. Council should ensure that the gradients provided for the development comply with AS 2890.1 – 2004.</p>	<p>As stated in the Transport and Accessibility Impact Assessment Report prepared by Traffix and submitted with the Environmental Assessment, the internal access ramps have a maximum gradient of 20% (1 in 5) and transition ramp of 2 metres in length at maximum gradient of 8.3% (1 in 12) which complies with the requirements of AS2890.1 (2004)</p>
<p>10. Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park and pedestrians along the frontage road footpath in accordance with Figure 3.3 of AS 2890.1 – 2004 for light vehicles and AS 2890.2 – 2002 for heavy vehicles.</p>	<p>The traffic report states that the proposed access driveways comply fully with the requirements of AS 2890.1 – 2004. Need to confirm in relation to AS 2890.2 – 2002. Refer to Appendix G.</p>
<p>11. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of the first construction certificate.</p>	<p>The revised Draft Statement of Commitments at Section 4 has been updated to include these specific requirements.</p>
<p>12. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.</p>	<p>The condition requiring a Construction Traffic Management Plan has been included in the revised Statement of Commitments at Section 4 to include this requirement.</p>
<p>13. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.</p>	<p>This is agreed and has been added as a new condition in the Statement of Commitments at Section 4.</p>
<p>14. All works /regulatory signposting associated with the proposed development are to be at no cost to RMS.</p>	<p>Noted. No further response required.</p>

3 Preferred Project

3.1 Introduction

The proposed development as exhibited has been amended in response to the submissions received and the issues raised by the Department of Planning and Infrastructure. The Preferred Project for Major Project Application MP10_0168 seeks the Minister for Planning's Project Approval for the following development:

- An eight (8) storey commercial office and retail development of 16,450m² GFA;
- Commercial entry lobby, retail tenancies, garbage and recycling room, and loading dock at ground level; and
- Relocation of 30 at-grade car spaces into the proposed basement car park levels;
- Two levels of basement car parking for 225 cars including 2 service vehicle spaces;
- Removal of existing trees and plantings; and
- Landscaped open space areas at ground level.

The Architectural drawing set includes floor plans and elevations showing how the proposed Stage 1 development fits into the overall site redevelopment. These drawings are provided for illustrative purposes only. A future Project Application will be submitted seeking approval from the Minister for Planning for the Stage 2 development of the remainder of the site.

Figure 5, Figure 6 and Figure 7 provide 3D perspectives of the Preferred Project.



Figure 5. 3D perspective view looking south west
View from Australia Avenue, Herb Elliott Avenue and Parkview Avenue intersection.



Figure 6. 3D perspective view looking south
View from Herb Elliott Avenue.



Figure 7. 3D perspective of the proposed roof scape

3.2 Architectural drawings

This section of the Preferred Project Report describes the architectural drawings prepared by Architectus that have been referred to in the preparation of this report. **Table 7** lists the architectural drawings. A3 reproductions of the architectural drawings are provided at **Appendix A**.

Table 7. Plans and drawings documentation list

Drawing number	Drawing name	Prepared by	Date	Issue / Revision
Architectural Drawings				
DA0001	Site Survey	Architectus Group Pty Ltd	08.06.12	B
DA0003	Site Analysis Plan	Architectus Group Pty Ltd	08.06.12	B
DA0004	Site Demolition Plan	Architectus Group Pty Ltd	08.06.12	B
DA0005	Site Plan – Stage 1	Architectus Group Pty Ltd	08.06.12	B
DA0020	GFA Area Plan	Architectus Group Pty Ltd	08.06.12	C
DA0021	NLA Area Plan	Architectus Group Pty Ltd	08.06.12	C
DA0250	Master Plan – Typical Basement	Architectus Group Pty Ltd	08.06.12	B
DA0251	Master Plan – Typical Ground Floor	Architectus Group Pty Ltd	08.06.12	C
DA0252	Master Plan – Level 1	Architectus Group Pty Ltd	08.06.12	B
DA0253	Master Plan – Typical Floor	Architectus Group Pty Ltd	08.06.12	B
DA0254	Master Plan – Roof Levels	Architectus Group Pty Ltd	08.06.12	B
DA0255	Elevation Master Plan	Architectus Group Pty Ltd	08.06.12	B
DA0256	Aerial Perspective Master Plan	Architectus Group Pty Ltd	08.06.12	B
DA1001	Basement Level 2 Plan	Architectus Group Pty Ltd	08.06.12	G
DA1002	Basement Level 1 Plan	Architectus Group Pty Ltd	08.06.12	I
DA1003	Ground Floor Plan	Architectus Group Pty Ltd	08.06.12	L
DA1004	Level 1 Plan	Architectus Group Pty Ltd	08.06.12	C
DA1005	Level 2 Plan	Architectus Group Pty Ltd	08.06.12	C
DA1006	Level 3-7 Plan	Architectus Group Pty Ltd	08.06.12	C
DA1007	Plant Level Plan	Architectus Group Pty Ltd	08.06.12	C
DA1008	Roof Level Plan	Architectus Group Pty Ltd	08.06.12	C
DA2000	North East Elevation	Architectus Group Pty Ltd	08.06.12	D
DA2001	North West Elevation	Architectus Group Pty Ltd	08.06.12	D
DA2002	South West Elevation	Architectus Group Pty Ltd	08.06.12	C
DA2003	South East Elevation	Architectus Group Pty Ltd	08.06.12	C
DA2005	Section 1	Architectus Group Pty Ltd	08.06.12	C
DA2006	Section 2	Architectus Group Pty Ltd	08.06.12	C
DA2010	Detail Sections 1-2	Architectus Group Pty Ltd	08.06.12	B
DA2011	Detail Sections 3-4	Architectus Group Pty Ltd	08.06.12	B
DA3000	Shadow Studies	Architectus Group Pty Ltd	08.06.12	B
DA3001	Shadow Studies	Architectus Group Pty Ltd	08.06.12	B
DA5000	Material Finishes	Architectus Group Pty Ltd	08.06.12	B
DA9003	Perspective	Architectus Group Pty Ltd	08.06.12	B
DA9006	Perspective	Architectus Group Pty Ltd	08.06.12	B

3.3 Numerical overview

Table 8 provides a numerical overview of the Preferred Project in comparison to the exhibited Environmental Assessment scheme.

Table 8. Numerical overview of Environmental Assessment and Preferred Project

	Environmental Assessment	Preferred Project
Site area	12,022m ²	12,022m ²
Maximum building height	28.6 metres (8 storeys)	32.6 metres (8 storeys) Max RL 150.1
New Gross Floor Area	16,749m ²	16,450m ²
Existing Gross Floor Area	6056.7m ²	6056.7m ²
Floor Space Ratio (FSR)	1.9:1 for Stage 1 (maximum FSR of 3.5:1 permitted)	1.87:1 for Stage 1 (maximum FSR of 3.5:1 permitted)
Car parking	115 (basement level 2) 110 (basement level 1)	102 (basement level 2) 123 (basement level 1)
Motor cycle parking	10 (basement level 2) 10 (basement level 1)	14 (basement level 2) 10 (basement level 1)
Bicycle parking spaces	52 (basement level 2) 52 (basement level 1) 20 (ground level)	48 (basement level 2) 53 (basement level 1) Total: 101

3.4 Major Event Impact Assessment

A Major Event Impact Assessment has been provided in this section as a result of submissions made by SOPA and the Department of Planning & Infrastructure seeking further analysis on the impact of major events in relation to the proposed development. Refer to **Table 9**.

Table 9. Major Event Impact Assessment

SOPA's Major Event Impact Assessment Guidelines	Response
Road Traffic Impact Issues	
<p>Clause 2.1.A Road Traffic Impact Issues</p> <p>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.</p>	<p>The proposed development is not within the Event Operations Zone, however vehicles accessing the site will use the Major Events Cross Road and/or Major Events Loop Road. Additional traffic will also be generated from workers and business activity. There will be an impact on the spread, timing and volume of traffic generation.</p> <p>The Transport and Accessibility Impact Assessment Report prepared by Traffix for the EA found that the traffic generated from the development has been assessed as a new increase over and above existing traffic conditions. The predicted increase is 217 veh/hr and 109 veh/hr for the AM and PM peak periods respectively. These trips will be split onto all available routes and can be accommodated, with moderate impacts on the surrounding road system.</p>
<p>Clause 2.1.B Development Control Requirements for Road Traffic</p> <p>Clause 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.</p>	<p>The Transport and Accessibility Impact Assessment Report prepared by Traffix (December 2010) has determined that the traffic impacts from the proposed development will have a minimal effect on the road network. The additional trips generated will be readily accommodated with the exception of the M4 off-ramp which is currently operating at a Level of Service F and this will continue. The Master Plan 2030 identifies a number of the intersections to be upgraded gradually and as required, including a new M4 east facing ramp.</p>
Car Parking Impact Issues	
<p>Clause 2.3.A Car Parking Impact Issues</p> <p>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.</p>	<p>The proposed development will create private car parking spaces. No impact on public car parking availability in Sydney Olympic Park is expected.</p>
<p>Clause 2.3.B Development Control Requirements for Car Parking</p> <p>Clause 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.</p> <p>Clause 2.3.B.15 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</p>	<p>The Transport and Accessibility Impact Assessment Report prepared by Traffix states that 225 off-street parking spaces will be provided for Stage 1 and this will enable all parking demands to be contained wholly within the site. The SOPA parking rates require 1 space per 80m² which equates to 206 spaces therefore the proposed development provides more than the minimum requirement.</p>

SOPA's Major Event Impact Assessment Guidelines	Response
<p>the adequacy of alternative entry points as contingency for any car park or traffic breakdown or access failure.</p> <p>Clause 2.3.B.16 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.</p>	<p>The redesign of the loading dock and entry will ensure that only forward ingress and egress can occur. Signage is to be provided to this effect, as required by a condition in the Statement of Commitments at Section 4.</p>
Major Event Venues Impact Issues	
<p>Clause 2.4.A Major Event Venues Impact Issues</p> <p>Developments have the potential to impose significant impacts on the function of Major Event Venues. Developments can change the Major Event Venue neighbourhood, 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.</p>	<p>The proposed development will have impacts on the traffic environment and this has the potential to have impacts upon the function of Major Event Venues. However, impacts upon Major Event Venues will be minor as a result of sufficient parking spaces being provided on-site and access to the proposed development being provided away from the main venue access routes.</p> <p>The southernmost part of Australia Avenue remains open throughout the year and will be the most direct route to the proposed development for vehicles travelling from the north, south and east. Vehicles travelling from the west access Sydney Olympic Park from Hill Road and therefore will be affected by road closures. The access off Australia Avenue provides the best arrival and departure route during these events for Stage 1 of the development.</p>
<p>Clause 2.4.B Development Control Requirements for Event Venues</p> <p>Clause 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.</p>	<p>The proposed development is located close to an area subject to regular Major Event road closures (to the north of the site), but the southern part of the site allows for access at all times.</p>
<p>Clause 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.</p>	<p>The proposed development will not negatively impact on the general operations of any Major Event Venue as it is not close enough to any Major Event Venues to have such impacts.</p>
Site Operations Impact Issues	
<p>Clause 2.7.A Site Operations Impact Issues</p> <p>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.</p>	<p>There may be a requirement for major Development work during Major Event Mode.</p>
<p>Clause 2.7.B Development Control Requirements for Site Operations</p> <p>Clause 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.</p> <p>Clause 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</p>	<p>The Construction Environmental Management Plan required by the revised Draft Statement of Commitments at Section 4 requires that construction activity must comply with SOPA's Development Construction Code of Conduct before and during any construction activity within the public domain or involving access across the public domain.</p> <p>As set out in the revised Statement of Commitments at Section 4, any construction related works which may be disruptive during Major Event Periods will be scheduled for periods before and/or after the Major Event Period.</p>

SOPA's Major Event Impact Assessment Guidelines	Response
frequent truck deliveries and/or heavy vehicle/equipment movements, loud 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.	

4 Revised Draft Statement of Commitments

4.1 Introduction

Implementation of the following Proponent commitments is recommended for the development. The exhibited Draft Statement of Commitments have been reviewed in light of the submissions received and have been revised to provide additional commitments in order to mitigate environmental impacts.

4.2 General commitments

Future applications

The Proponent commits to submitting separate future applications:

- Stage 2 development in accordance with proposed site redevelopment staging outlined in the Environmental Assessment; and
- Development Applications for building identification and tenant signage, commercial office and retail tenancy fit outs

Noise mitigation measures

The proponent commits to adopting the recommendations of the Acoustic Impact Assessment report prepared by Acoustic Logic and submitted with the Environmental Assessment for mitigating noise intrusion.

ESD initiatives

The proponent commits to achieving a 5 Star Green Star rating and 5 Star NABERS rating.

Wind environment impact mitigation measures

The proposed development is to adopt the recommendations of the Wind Environment Study prepared by Windtech with the Environmental Assessment to mitigate wind environment impacts.

Public utility adjustments and relocations

The developer shall be responsible for all public utility adjustments / relocation works necessitated by the proposed development and as required by the various public utility authorities and/or their agents.

4.3 Prior to the issue of a Construction Certificate

Geotechnical recommendations for construction

The Proponent commits to adopting the recommendations from the Geotechnical Investigation submitted with the Environmental Assessment for the excavation and construction of the proposed development.

Construction Environmental Management Plan (CEMP)

The proponent commits to prepare a CEMP prior to the issue of a Construction Certificate for the development.

The CEMP is to ensure that construction activity complies with SOPA's Development Construction Code of Conduct before and during any construction activity within the Public Domain or involving access across the Public Domain.

Any construction related works which may be disruptive during Major Event Periods will be scheduled for periods before and/or after the Major Event Period.

Construction Traffic Management Plan

The Proponent commits to prepare a Construction Traffic Management Plan (CTMP) prior to the issue of a Construction Certificate. It shall include but not be limited to:

- Construction vehicle routes;
- Number of trucks;
- Hours of operation;
- Access arrangements; and
- Traffic control.

In addition, the CTMP shall require that all demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

BCA Compliance

The proposed development is to satisfy the relevant provisions of the Building Code of Australia.

Public Domain Interface Plan

A Public Domain Interface Plan is to be prepared and submitted prior to the issue of a Construction Certificate.

Lighting

Lighting in the new East West Street corridor will be in accordance with the Urban Design Elements Manual (UDEM) and plans will be prepared and submitted prior to issue of a Construction Certificate.

4.4 Prior to the commencement of demolition

Hazardous building materials survey

The proponent commits to undertaking a hazardous materials building survey of all site buildings prior to demolition commencing.

4.5 During demolition and excavation works

Environmental site investigations

The proponent commits to implement the recommendations of the Phase 1 Preliminary Contamination Assessment prepared by EIS and submitted with the Environmental Assessment in relation to undertaking a site inspection by experienced environmental personnel to assess any unexpected conditions or subsurface facilities.

Tree management

The Proponent commits to implementing the following recommendations from Urban Tree Management in the Arboricultural Impact Assessment submitted with the Environmental Assessment:

- Trees 1-5, 8-22, 26-28, 93, 102, & 118-123 are to be retained and protected within Tree Preservation Zone/s. These are to be maintained and protection works undertaken as detailed 5.15 – 5.26, Appendices B, E and I and maintained until all building works are completed;
- Where Tree Protection Zone fences are to be modified or relocated this must be undertaken in consultation with the Project Arborist to ensure that tree protection is maintained.
- No cut and fill is to be undertaken within the TPZ of any tree to be retained, unless specified by the Consulting Arborist.
- Excavation for the basement wall adjacent to Tree 93 should be maintained at or near vertical with no batter as detailed in 5.24.
- Obtain owners consent to remove trees 104, 105, 106, 111, 113 & 114; and
- Trees 6, 7, 23-25, 29-92 & 94-101, 103-117 are proposed to be removed and undertaken in accordance with Section 4.0.

Disposal of excavated soil

The proponent commits to dispose of all excavated soil appropriately in accordance with the recommendations of the Phase 1 Preliminary Site Assessment submitted with the Environmental Assessment.

4.6 Prior to the issue of Occupation Certificate(s)

Car share

The proponent commits to undertaking an investigation into the feasibility of operating a car share scheme for occupants of the development.

Evidence of these investigations is to be provided to the Principal Certifying Authority prior to the issue of an Occupation Certificate.

Workplace Travel Plan and /or Travel Access Guide

The proponent commits to preparing a Workplace Travel Plan and or Travel Access Guide, which is deemed appropriate by the Consent Authority for occupants of the development. A copy of the workplace travel plan and or Travel Access Guide investigations is to be provided to the Principal Certifying Authority prior to the issue of an Occupation Certificate.

Event Information Statement

The Proponent commits to prepare an Event Information Statement and make this available for all building occupants prior to the issue of an Occupation Certificate.

Signage

Signage will be installed at vehicle entry points advising that:

1. The maximum length of a vehicle permitted to enter the site is 8.8 metres; and
2. All vehicles are to enter and leave the site in a forward direction.

Loading Dock Management Plan

The Proponent will prepare Loading Dock Management Plan to outline the arrangements to be adopted for all deliveries and waste collection.

5 Conclusion

The proposed development the subject of this Project Application represents a positive improvement to the urban fabric of the locality. Changes have been made to the Project Application in response to the issues raised in submissions.

Development consent is sought for the following development:

- An eight (8) storey commercial office and retail development of 16,450m² GFA comprising:
 - Retail: 797m²
 - Commercial: 15,653m²
- Commercial entry lobby, garbage and recycling rooms, and loading dock at ground level;
- Two levels of basement car parking for 225 cars including 2 service vehicle spaces;
- Construction of part of the access network forming a East-West Street (Local Street No. 20), providing vehicle access to the Stage 1 development;
- Removal of existing trees and plantings; and
- Landscaped open space areas at ground level.

The proposed development:

- Is of high architectural design quality, the result of a design competition, a requirement for the subject site under the Sydney Olympic Park Master Plan 2030 and demonstrates design excellence in its response to the surrounding context in terms of scale, height, density, ecological sustainability, public domain, materials and finishes;
- Is generally consistent with the relevant Environmental Planning Instruments and the Sydney Olympic Park Master Plan 2030;
- Provides high quality work environment for occupants and visitors;
- Provides retail amenities for local workers and residents;
- Is consistent with the strategic policies for enhancing work opportunities in Sydney Olympic Park, a Specialised Centre under the Metropolitan Plan for Sydney 2030;
- Is well connected with public infrastructure including transport and established facilities and amenities; and
- Achieves the early delivery of key parts of the road network within the Central Precinct at Sydney Olympic Park.

Accordingly it is recommended that the Minister for Planning and Infrastructure approve the proposed development subject to the appropriate conditions of consent and the Draft Statement of Commitments.