

Heather Warton
Director Metropolitan and Regional Projects North
NSW Department of Planning
23-33 Bridge Street
Sydney NSW 2000

RE: Site 8B Commercial Building, Murray Rose Avenue, Sydney Olympic Park, MP 10_0214

Dear Heather,

I refer to the above Major Project Application, which was referred to Sydney Olympic Park Authority (the Authority) for comment. The following comments are made on the proposed development, based on issues that the Authority requires further involvement from the applicant:

1. Support for proposed development

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 (MP) 2030*.

2. Issues for consideration prior to Determination or as part of a Preferred Project Report

2.1 Compliance with MP 2030

Floor Space Ratio

The gross floor area (GFA) limit for Site 8B is 5850m² (based on FSR of 5:1 and site area of 1170m²). The proposed GFA of 6313m² exceeds this limit by circa 463m². The proponent's contention that non-compliance with the FSR control is based on the fact that the proposed development is still within the building envelope, and designed to match the existing commercial building (8 Australia Avenue) is supported by the Authority. Notwithstanding, the following response is provided for your consideration:

- Firstly, the existing commercial building (No. 8 Australia Avenue) was assessed under SOP Master Plan 2002, which did not incorporate FSR controls. Master Plan 2030 (which came into effect on 10 March 2010) is applicable to the subject development, and specifies an FSR of 5:1 for Site 8B, which was rounded down by the Department for reasons of SEPP conformity i.e. even numbers.
- Secondly, the fact that the building envelope provides for a larger building than that anticipated by the FSR means that full compliance with such a control was never achievable. The building envelope provides a three dimensional space within which the development may occur but not necessarily fill. It should be noted that the maximum FSR generally result in buildings that are smaller than the building envelope, which produces buildings of lesser bulk, and allows for articulation through setbacks and variation in height. However, in this instance it needs to be balanced with one of the objectives of MP 2030, which is to achieve a uniform building height.

It is recommended that the issue (non-compliance with the FSR) be given careful consideration to ensure that high quality urban design can be achieved through improved articulation to the façade and that any non-compliance is documented by the Department.

Floor to Floor Height

It appears that the floor to floor height on the ground floor does not comply with MP 2030. At minimum, the clearance should be 3.3m (higher clearance is desirable). Note: Drawing No. A06.002(C) indicates an RL of 129.4 (correct RL is 119.4) to the soffit of the awning.

Awnings

It is noted that the awnings proposed are only 2m wide. Awnings are to be 3m in width as required by MP 2030.

Bicycle Parking

The proposed development should provide an additional eight (8) bicycle parking spaces for visitors as required by MP 2030.

2.2 Design Issues

Design Review Panel (DRP)

The proposed amendments to the design to improve legibility of the building entry (Table 5.1 of the EA – SOPA DRP Comments, Issue 4, pg 38) have not been incorporated into the drawings. Relevant Drawings should be amended accordingly.

Ground floor servicing

Access to waste management area at the rear of the building via the lobby will result in unacceptable amenity impacts on the lobby and on building presentation overall. The lift and core design could be adjusted to include a double sided lift (rear-opening lift) which would facilitate the transfer of waste to the garbage room without transit through the lobby. Alternative options could also be explored.

Lobby design

The lobby area is narrow/ confined and dominated by the ramp and stairs. Accordingly, the lobby should be widened by compressing 'Retail 2'. In addition, glazing (instead of solid partition walls) should be provided to the adjacent retail areas, to emphasise an open and integrated lobby area.

Glazing systems

It appears that the street elevation is provided with identical glazing system as the upper levels, with mullions at 1200mm centres. It is considered that larger glazed sections on the ground floor to activate the retail frontage, is more desirable.

Vertical blade system

The drawings suggest that the perforated aluminium blades/blinds are 250 – 300 mm wide; this is a minimum acceptable width and should not be reduced.

2.3 Public Domain

A detailed **Public Domain Interface Plan (PDIP)**, coordinating external treatments, levels, furniture, egress etc. for both frontages of the building, is yet to be provided. The PDIP (at minimum 1:200 scale) should provide details of all material & finishes, siting of street furniture, public lighting, access elements and any proposed commercial outdoor seating

zones. The PDIP is to ensure coordinated finished footpath levels between Murray Rose Avenue and the proposed development.

2.4 Accessibility

A detailed **Accessible Path of Travel Plan** to be prepared by a suitably qualified Access Consultant, detailing existing kerb/gutter, footpaths, road and ramp levels, and proposed finished levels, to ensure that the interface between the proposed development and public domain comply with the Disability (Access to Premises – Buildings) Standards 2010.

2.5 Sustainability

The Sustainability Report (Appendix 4, pages 6 & 7) indicates that the current design relies on unconfirmed items to reach the 5-star target. It is recommended that the proponent provide the necessary confirmations in the Statement of Commitments as part of the PPR, with appropriate conditions to be imposed on the consent.

2.6 Traffic Management Plan

A comprehensive **Traffic Management Plan (TMP)** for the construction phase of the project is to be prepared, and should detail (but not limited to) the following:

- Ingress & egress of vehicles to site;
- Management of loading/unloading materials;
- Number & frequency of vehicles accessing the site;
- Changes to on-street parking restrictions on Murray Rose Avenue & adjacent local roads;
- Management of construction traffic and car parking demand, including staff car parking arrangements;
- Impacts on accessibility;
- Public safety and use of the public domain adjacent to the site;
- Management of existing vehicular and pedestrian movements around the site throughout various stages of construction.

Appropriate conditions can be imposed on the consent, requiring the TMP to be prepared and submitted to the Authority's satisfaction, prior to the commencement of works.

2.7 Conditions of consent

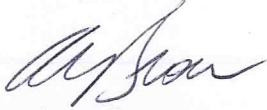
The Authority can assist in the formation of appropriate conditions of consent at a later stage of the assessment process.

3. Conclusions

The Authority has an ongoing interest in the development of Sydney Olympic Park as both a land owner and regulator and aims to play its part to ensure that growth and change is appropriately managed.

Please contact Dat Tran on 9714 7139 or email dat.tran@sopa.nsw.gov.au, should you require any further assistance or clarifications in relation to this submission.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Andrew Brown', written over a horizontal line.

Andrew Brown

Executive Manager, Urban Planning and Design

Date: 28 June 2011