

Preferred Project Report



For:
Proposed Six Storey Commercial Building with
Two Storey Basement Car Park, Associated
Plant, Signage and Subdivision of Lot 8b

At:
8b Murray Rose Avenue,
Sydney Olympic Park

Application Number: MP10_0214

FDC



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1.0 Introduction

The Environmental Assessment Report relating to the proposed six (6) storey commercial building at 8B Murray Rose Avenue, Sydney Olympic Park was publicly exhibited between 25 May 2011 and 24 June 2011.

During this time, a total of five submissions were received. In a letter dated 1 July 2011, the Department of Planning and Infrastructure has written to FDC Construction and Fitout Pty Ltd (FDC) and requested that a number of issues arising from the submissions and a submission from Sydney Olympic Park Authority, received after the close of the public exhibition period, be addressed.

The following organisations have made submissions in regard to the project:

- RailCorp;
- Roads and Traffic Authority;
- Department of Transport;
- Sydney Water;
- Sydney Olympic Park Authority; and
- HWL Ebsworth Lawyers (on behalf of the Royal Agricultural Society of NSW).

FDC, as proponent, has reviewed and considered the Department of Planning and Infrastructure's comments and has considered the various issues raised in submissions.

In accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, this Preferred Project Report outlines FDC's response to the issues raised in the submissions and outlines minor design modifications to address valid concerns. A revised Statement of Commitments has also been prepared to reflect the revised scheme and address issues raised within submissions.

This report should be read in conjunction with the Environmental Assessment Report dated 24 February 2011 and forms part of the project application.

2.0 Response to Key Issues

The following table identifies the issues raised in each submission and provides a detailed response.

Table 2.1: Response to Submissions

SUBMISSION ISSUES	RESPONSE
DEPARTMENT OF PLANNING AND INFRASTRUCTURE	
Further consideration is required to be given to the potential development construction noise impacts and vibration impacts associated with the subject site's proximity to the existing rail corridor. In the regard, while the submitted Noise and Vibration Report addresses the design criteria of the proposal, internal amenity and mechanical equipment emissions and to ensure compliance with potential noise impacts from ground borne vibration, the report fails to satisfactory address construction noise impacts associated with the development.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i> reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that adequate noise and vibration assessment has been undertaken. The development of site 8B will create no more noise or vibration impacts than the construction of site 8A.
In addition, further consideration to potential vibration impacts on the proposed development due to the proximity of the proposal to Sydney Olympic Park Rail Corridor, having regard to the Department of Planning and Infrastructure's publication, <i>Development Near Rail Corridors and Busy Roads – Interim Guidelines</i> , 2008.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i> reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres

SUBMISSION ISSUES	RESPONSE
	north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that adequate noise and vibration assessment has been undertaken.
Clarification of the Proponent's response in relation to comments provided by the SOPA Design Review Panel. The Department requests that the Proponent demonstrate how the Panel's comments in relation to the lack of ESD initiatives, external façade treatment have been addressed.	The project has been designed to achieve a 5 Star Green Star rating from the Green Building Council of Australia as well as a 4.5 Star NABERS Energy and Water Ratings. A 5 Star Green Star rating is recognised as "Australian Excellence". There are sufficient initiatives incorporated into the project for it to meet "Australian Excellence" in Ecologically Sustainable Design. Facade treatment has been addressed in point 5 of table 5.1 of the Environmental Assessment on page 38 of 70.
In addressing the Panel's concerns regarding main entry legibility, the EA suggests that the entry glazing of the lobby would be setback from the boundary line of the shopfront glazing to the street front. However, it appears feature has not been carried through to the design. Further, consideration should be given to the adoption of the Panel's suggestion regarding the provision of variation to the awning projection. This may also provide the opportunity to increase the awning width to the 3m as required by Sydney Olympic Master Plan 2030 and provide an architectural solution to breaking away from the 2m awning width established during the development of Site 8A adjacent.	Refer below to the Response provided to the SOPA submission on both the awning and entry.
RAILCORP	
Dilapidation Surveys It is imperative that the construction and installation activities do not affect Railcorp's facilities, such as tunnels or embankments etc. Such activities will require full-time monitoring during the course of the works. It is therefore requested that The Principle Certifying Authority include the following condition of consent:	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i> reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that Dilapidation Surveys are not required.
▪ Prior to commencement of works and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to

SUBMISSION ISSUES	RESPONSE
carried out by representatives from RailCorp and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required unless otherwise notified by RailCorp.	rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i> reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that Dilapidation Surveys are not required.
▪ Prior to the commencement of works, during the works, prior to the issue of the Occupation Certificate, and following occupation, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from RailCorp and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during and after construction to be observed. The timing of the surveys is to be agreed with RailCorp. The submission of a detailed dilapidate on report will be required unless otherwise notified by RailCorp.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i> reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that Dilapidation Surveys are not required.
Noise and Vibration RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process. The Department of Planning has released the document titled <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i>. The document is available on the Department of Planning's website. The Principle Certifying Authority is therefore requested to impose the condition of consent: ▪ An acoustic assessment is to be submitted to The Principle Certifying Authority prior to the	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's <i>"Development Near Rail Corridors and Busy Roads – Interim Guidelines"</i> reflects this same definition and therefore relates only to such

SUBMISSION ISSUES	RESPONSE
issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads – Interim Guidelines".	development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that adequate noise and vibration assessment has been undertaken.
Stray Currents and Electrolysis from Rail Operations Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that The Principle Certifying Authority include the following condition of consent: ▪ Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's "Development Near Rail Corridors and Busy Roads – Interim Guidelines" reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that no further assessment should been undertaken.
Geotechnical and Structural Stability and Integrity RailCorp needs to be assured that the development has no adverse effects on the geotechnical and structural stability and integrity of RailCorp's Facilities. It is requested that The Principle Certifying Authority impose the following condition of consent. The Applicant shall provide a Geotechnical Engineering report to RailCorp for review by RailCorp's Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by RailCorp. The report shall include the potential impact of demolition and excavation, and demolition – and excavation-induced vibration in the rail facilities, and loadings imposed on RailCorp Facilities by the development.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's "Development Near Rail Corridors and Busy Roads – Interim Guidelines" reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that adequate geotechnical and structural stability assessment has been undertaken.

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Demolition, Excavation and Construction Impacts During demolition, excavation and construction, there is a need to ensure that there will be no adverse impact on the integrity of RailCorp's facilities, or the operation of the network. It is represented that The Principle Certifying Authority include the following condition of consent: ▪ Prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to the Rail Authority for review and comment on the impacts on rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied. ▪ No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and 1500V catenary, contact and pull-off wires of the adjacent tracks, and to any high voltage aerial supplies within or adjacent to the rail corridor.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's "Development Near Rail Corridors and Busy Roads – Interim Guidelines" reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that adequate consultation and assessment has been undertaken.
Requirement for the Applicant to enter into a Deed with RailCorp The proposed development has the potential to impact the safety, integrity and operation of RailCorp's network. It is requested that The Principle Certifying Authority include the following condition of consent: ▪ The developer is required to enter into an agreement with RailCorp defining the controls to be implemented in managing the access required and/or the potential impacts of the development on RailCorp, and the involvement of RailCorp staff in ensuring the appropriate safety and technical standards are complied with throughout the development.	State Environmental Planning Policy (Infrastructure) 2007 contains provisions that relate to development near rail corridors. Clause 86 defines sites that are in, above or adjacent to rail corridor as being within 25 metres of a rail corridor. In the case of rail tunnels, 25 metres is measured horizontally from the ground directly above an underground rail corridor. Development within 25 metres of a rail corridor must be referred to the rail authority for concurrence for Part 4 Development Applications. The Department of Planning and Infrastructure's "Development Near Rail Corridors and Busy Roads – Interim Guidelines" reflects this same definition and therefore relates only to such development. The proposed development is over 35 metres north of the Sydney Olympic Park Railway Station and is approximately 37 metres from the centreline of the existing rail tunnel. On this basis, FDC believe that it is inappropriate to enter into a Deed with Railcorp.
ROADS AND TRAFFIC AUTHORITY	
The RTA has review the subject application and raises no objection as the proposed development will not have significant impact on classified road network.	No comment required
NSW DEPARTMENT OF TRANSPORT	

SUBMISSION ISSUES	RESPONSE
The DoT has reviewed the Environmental Assessment report and supports the reduced car parking proposed for the site. The DoT has no objection to the proposed development. The DoT supports the completion of Workplace Travel Plans (WTPs) by each tenant of the building, and requires that these include measures to actively promote the use of public transport, walking and cycling. The following types of measures are encouraged as part of WTPs: ▪ Purchase of bulk public transport tickets at a discount rate; ▪ Providing discounts on bicycle equipment for employees, or purchasing bikes for rental by employees; ▪ Raising awareness of public transport, walking and cycling options; and ▪ Providing guides and local maps.	No comment required Each tenant will be obliged to prepare and submit a Workplace Travel Plan (WTP) with a Development Application for occupancy. This obligation was included in the Draft Statement of Commitments contained within the Environmental Assessment Report which has been replicated in Section 4 of this report.
SYDNEY WATER	
There is capacity in the existing networks to service the new lots within drinking water, recycled water, and wastewater. Sydney Water will further assess the impact of the 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. The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development.	FDC will engage a Water Servicing Coordinator who will apply for a Section 73 Certificate once development approval is issued. This requirement is typically included as a condition of consent.
The proponent should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. The Water Servicing Coordinator will ensure submitted infrastructure designs are sized & configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002) and the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002).	FDC will engage a Water Servicing Coordinator who will apply for a Section 73 Certificate once development approval is issued. This requirement is typically included as a condition of consent.
Sydney Water requests the Department to continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au	As noted above.
Trade Waste 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. If this development type is "Industrial" then the property may be a part of a 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	Should trade waste be generated by future tenants, a trade waste application will be made to Sydney Water. The proposed development does not involve any industrial activities.

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system. Businesses wishing to discharge wastewater (other than domestic sewage) should first contact a Sydney Water Business Customer Representative. The contact number for a Trade Waste Customer Representative is 02 8805 5588.	
SYDNEY OLYMPIC PARK	
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.	No comments required.
2.1 Compliance with MP2030 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.	SOPA have confirmed support for the proposed non-compliance with regard to Floor Space Ratio controls and have provided justification as to why the FSR variation is considered reasonable. The following justification was provided in the Environmental Assessment: The total Gross Floor Area for the development is 6,313.5m² when including the ground floor retail and lobby area. This exceeds the nominated maximum 5:1 Floor Space Ratio nominated within Clause 19. The proposed building has been designed on site which was originally specified by SOPA. The building complies with the nominated maximum height and building envelope. The proposed building has also been designed to match the bulk and scale of the adjoining building at 8 Australia Avenue. It would therefore be unreasonable to apply the 5:1 FSR to the entire building as it would not achieve the nominated objectives described above. FDC is of the opinion that this minimal variation in FSR will not raise any matter of significance for any other State or regional environmental planning instruments. The proposed contravention will provide a public benefit by creating retail floor space at ground level therefore further activating the street frontage whilst providing adequate commercial floor space above. It is therefore requested that the Director General use discretion in assessing his aspect of the proposal.

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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.	Floor to ceiling height on Ground Floor generally is 3.6m to the soffit of the awning and continues inside the Lobby with “see through” modular ceiling grid at 3.35m above finish floor level. It provides extended sightline to the exposed soffit at 4m from floor finish. Please refer to attached Drawing A08.02 [04].
Awnings It is noted that the awnings proposed are only 2m wide. Awnings are to be 3m width as required by MP 2030.	In response to SOPA's urban design principles and to create a unified frontage along Murray Rose Avenue ensuring consistency along the pedestrian footpath, the proposed awning is to be continuous and to match existing Site 8A in height, alignment and proportions – which is 2m wide. Widening the awning into 3m in width will create a break and inconsistency along pedestrian footpath. The urban design principles won't be achieved as the scale and continuity along footpath do not match existing awning. We strongly recommend the proposed awning to match existing Site 8A, which is 2m in width.
Bicycle Parking The proposed development should provide an additional eight (8) bicycle parking spaces for visitors as required by MP 2030.	The proposed development has provided 10 bicycle parking spaces for visitors on Ground Floor footpath along Murray Rose Avenue. Please refer to attached Drawings A01.10 [02] and A03.00 [09].
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.	Please find attached Drawings A03.00[09], A07.01[04], A08.01[04] and A08.02[04] showing: ▪ Different façade system between Retail and Lobby noted as FA-01 for Retail and FA-02 for Lobby. These façade systems incorporate different type of glazing and different mullion spacing between Retail and Lobby. Clear toughened monolithic glass is used for the Retail whilst clear toughened laminated glass for the Lobby. Narrow mullion spacing to Lobby creates stronger entrance impact notwithstanding same glazing alignment in achieving the façade facing Murray Rose Avenue as one “skin”. It provides better and cleaner distinctive outcome compared to previous solution by recessing the face of glazing to the Lobby. ▪ Expressed laser cut lettering for building address ‘7 Murray Rose Avenue’ to face of awning. ▪ Clear glazed panel with frit in canopy above Lobby entry to enhance natural daylight onto FA-02 Lobby façade creating stronger building entry presence.
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 adjusted to include a double sided	Transfer of waste to Garbage Recycling Room at the rear of the building shall be managed after business hours and will eliminate unacceptable amenity impacts on the lobby. Retail tenancies waste management is provided with direct access to rear lane through stairwell at ground level. Future retail

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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.	tenants would also be able to provide access to rear of the building by creating a doorway with ramp or steps at rear shopfronts. Hence, there will not be any unacceptable impacts on the lobby. Please refer to Drawing A03.00 [09].
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.	The revised Lobby area is an open space with a long monolithic seating bench as the only feature. A "see through" modular ceiling grid at 3.35m high above floor level with soffit washer lighting shall create wider and lighter space. Reflectivity of full height patterned mirrored glass cladding to lift wall expands this space further beyond and enhances the reflection of daylight coming through Lobby façade. The walls to both sides of this space are essential feature elements shaping the lobby as a "shell" within the building "shell". Together with a series of vertical light blades 'projecting out' from recesses along wall, these elements create a high quality open Lobby space and improve the legibility of building entry. This addition of the blades is considered to be an iconic design element and is preferable to providing glazing into an unknown future tenancy. Providing clear glazing to adjacent retail tenancies would also diminish the presence and quality of this space - the lobby as building entry would lose its identity. We strongly recommend not providing clear glazing to adjacent retail areas.
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.	Larger glazing sections have been incorporated at street elevation. Please refer to attached Drawing A07.01 [04].
Vertical blade system The drawings suggest that the perforated aluminium blades/blinds are 250 – 300mm wide; this is a minimum acceptable width and should not be reduced.	The perforated aluminium blades are 300mm wide.
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.	Refer to the attached PDIP Drawing A01.10 [02]
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	The project has been reviewed by Access Associates and has been reviewed by the Sydney Olympic Park Access Advisory Panel (refer section 6.8 of the Environmental Assessment). On this basis, FDC believe that adequate consultation and assessment has been undertaken.

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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.	Please refer to the revised Statement of Commitments.
2.6 Traffic Management Plan A comprehensive Traffic Management Plan (TMP) for the construction phase of the project it 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.	FDC Construction & Fitout will prepare a comprehensive TMP and submit to SOPA for approval prior construction commencing. This requirement is typically included as a condition of consent.
HWL EBSWORTH LAWYERS (FOR ROYAL AGRICULTURAL SOCIETY OF NSW)	
Summary of objection (7) Our clients principal concerns in relation to the proposed development of Site 8B are as follows:	
▪ Interference with their rights to use the access way which is required for access and servicing the Exhibition Pavilions during the Royal Easter Show and other major events and exhibitions. Please note that exhibitions within these halls include exhibitions of mining equipment requiring large mega trucks which are extremely difficult to deliver to the site.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
▪ Any fencing of the right of way.	Fencing will be provided to match that provided for the site 8A project in accordance with the Site 8 Side Deed.
▪ The suitability of fire egress from the building to be constructed on Site 8B being facilitated onto the access way and the resulting conflicts that may arise.	The Agreement for Lease between the Developer and the Sydney Olympic Park Authority states "The Developer acknowledges that its rights under the Right of Way will contain a restriction which

SUBMISSION ISSUES	RESPONSE
	limits the width of the right of way during the Show Period to enable certain uses by the RAS during that period, provided that the proprietor of the Premises is not prevented from accessing the Premises by that right of way during the Show Period, by at least a single lane of traffic." We believe this is sufficient to rely upon to use the portion of right of way for fire egress should access to Murray Rose Avenue not be available.
Any excavation beneath the access way and the maintenance of the integrity of the road surface so as to support extremely heavy vehicles (GVM of 50 tonnes).	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document. The RAS are provided a licence in the Site 8 Side Deed which does not permit vehicles having a Gross Vehicle Mass greater than 50 tonne to enter the site or not to store a freight container having a uniformly distributes load greater than 20kPa. . The design complies with these requirements.
Use of the right of way being impossible due to construction.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
Garbage collection for the buildings on Site 8 (including the building to be constructed on Site 8B) using the access way exclusively (and therefore conflicting with the benefitted lots use of the access way)	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
Comment on response to DGR's and adequacy of proposal (11) We have reviewed the architectural plans currently before the Department and note the following detail in relation to areas of concern to RAS:	
The service lane at the rear of the premises is proposed to be used to access the substation on the ground floor and a garbage recycling room on the ground floor.	Acknowledged.
Access to the basement car park is from Murray Rose Avenue in both an in and out direction and the entrance to building 8A is utilised.	Acknowledged.
The footprint of the development in relation to basement levels 1 and 2 extends under the access way to the boundary.	Acknowledged.
The plan of the ground floor level shows retail space on this level with large window areas facing the rear laneway. This too may be an appropriate planning outcome given that this access way is used for garbage truck access, deliveries and storage of containers.	Glazing on the ground level is provided to facilitate natural light within the Retail areas. Should the tenants of these areas not wish to view the access way, fitouts can be designed to screen these windows and frosting film can be applied to the windows to obscure vision of the access way activities.
We note that the ground floor plan shows an	There is a change in level from the Murray Rose

SUBMISSION ISSUES	RESPONSE
RL of 116.35 on the access way, while in plan this level is shown at RL 115.8. The plans are inconsistent and it is not clear if the level of the access way is to be altered.	Avenue frontage (RL 115.8) to the rear lane (RL 116.25). Revised plans are annexed to this submission.
(12) We query how the RAS legal rights of access to the access way is to be maintained while excavation of the basement area is undertaken. This is not addresses by the proponent.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
(13) We further query whether the structural adequacy of the access way described as a service lane on the plans will be maintained given that there appears to be only a depth of 0.55m between the road surface and the ceiling of the basement level car park. This needs to be addresses by the proponent.	RAS are provided a licence in the Site 8 Side Deed which does not permit vehicles having a Gross Vehicle Mass greater than 50 tonne to enter the site or not to store a freight container having a uniformly distributes load greater than 20kPa. The design complies with these requirements.
(14) The application fails to properly address the rights under the easement.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
(15) We have reviewed the Sydney Olympic Park Major Impact Assessment Guidelines which are required to be addresses by the DGR's. The Environmental Assessment refers to these guidelines but is inadequate in our view.	No change required.
(16) Clause 1.2 of the Major Event Impact Assessment Guidelines provides that a development application must include an Events Information Statement in order to facilitate SOPA's Place Manager undertaking a major event impact assessment.	The project team has consulted with SOPA's Place Manager to understand the requirements resulting from Major Events and these are Detailed in the Environmental Assessment, section 4.4.4, Sydney Olympic Park Major Events Impact Assessment.
(20) A report by Parking Consultants International (the Report) which forms part of the application attempts to address some of the issues raised in the guidelines however we note the following incorrect statements or inadequate responses; ▪ The Report notes the Royal Easter Show takes place over two weeks and that the RAS has control of the site, two weeks prior and one week after the show period. There is a period, therefore, of five weeks when the RAS is in major event mode. The period in which the easement site can be closed is longer than this as per the easement. ▪ The report fails to recognise that other Major events within the definition of the guidelines are held in the exhibition pavilions. ▪ The Report states that the RAS has the ability to utilise up to 3 metres width of the right of carriageway located on the northern boundary of the development site. This statement is incorrect. The RAS has a legal right enforceable at law by way of a registered easement of a width of up to 6 metres of the right of carriageway located at the northern boundary of the development	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document. The 'Site 8 Side Deed' specifically defines the show period as 16 days before the first day of the Royal Easter Show and 7 days after, being a period of not more than 40 days (in total). The Deed has clauses sufficient to deal with these issues.

SUBMISSION ISSUES	RESPONSE
site. The rights of RAS are set out in paragraph 5 of this letter and include access and storage rights (which latter rights are limited to the 3 metre line). ▪ The Report fails to note what will occur in relation to construction during the Easter show period where conversely in relation to the Telstra 500 V8 Super Car Championship the report notes that construction will be shut down during this weekend (but not noting that the Super Car event requires more than 1 weekend to operate). ▪ The report also fails to note that the service laneway serves a vital role during the super Car event. ▪ The Report fails to address the number of major events staged with the exhibition pavilions to require access during certain periods of the year.	
(21) We note that the Douglas Partners Geotechnical Report indicates that bulk excavation to depths of approximately 6 metres to 6.5 metres will occur to the boundary of the site. This will mean that our legal right of access is interrupted during excavation which is unacceptable.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
(22) The environmental assessment purports to address the Sydney Olympic Park Major Impact Assessment Guidelines however does not properly address the implications of the Royal Easter Show and also other events held in the pavilion which are major events as they attract a patronage greater than 15,000 persons e.g. exhibitions and patchwork quilting exhibition. The environmental assessment does not refer to the use of the service lane during these periods.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document. The proposal mirrors the current arrangements in operation following the development of site 8A. No Change Required.
(23) The environmental assessment fails to address construction impacts on the service lane.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
(24) The draft Statement of Commitments in Part 7 of the environmental assess states that a construction management plan will be prepared, it is necessary in our view that a construction management plan will be provided prior to approval of this application.	In a consultation meeting with Peter Thorpe, Bernie Serone and Darryl Gaddes from the RAS on the 22nd of June 2011, the proposed construction management was explained and a formal submission was made to the RAS on the 4th of July 2011.
(25) We are concerned that the project does not provide details of fire egress in times of an emergency which may be blocked by containers being stored on a laneway. We are concerned that RAS use, over which it has a legal right, of the laneway will be restricted as a resulted of development and that placement of containers on that site will be restricted.	The Agreement for Lease between the Developer and the Sydney Olympic Park Authority states "The Developer acknowledges that its rights under the Right of Way will contain a restriction which limits the width of the right of way during the Show Period to enable certain uses by the RAS during that period, provided that the proprietor of the Premises is not prevented from accessing the Premises by that right of way during the Show Period, by at least a single lane of traffic." We believe this is sufficient to rely upon to use the portion of the right of way for fire egress should

SUBMISSION ISSUES	RESPONSE
	access to Murray Rose Avenue not be available.
Community Consultation (26) We are instructed that RAS have no discussion with the proponent. Therefore it does not appear that satisfactory Community consultation has been undertaken.	A formal consultation meeting was held with Peter Thorpe, Bernie Serone and Darryl Gaddes from the RAS on the 22nd of June 2011.
Conclusion (27) We are not satisfied that the proponent of the application has properly address the guidelines nor the DGR's issued by the Department in relation to the impacts of construction and the impacts of daily use of the premises on RAS's right over the access way. Obviously RAS conducts major events on the property including the Royal Easter Show and the other events which will rely heavily on the access being unimpeded.	SOPA and RAS entered into a legal agreement ('Site 8 Side Deed') dated 14 March 2008. This objection fails to recognise the existence of this document. The use of the access way during the Royal Easter Show and other events is sufficiently dealt with in this document.
(28) RAS has legal rights to this access way which need to be protected and unrestricted other than by the terms of the easement.	Refer above.
(29) RAS has a concern in relation to construction and excavation to the boundary of the site which will make access to the access way impossible. This is a breach of the fundamental legal rights of RAS.	Refer above.
(30) We also have queries in relation to the adequacy of the depth of cover between the basement and service lane to allow for heavy vehicles to traverse over that area. This should be ensured.	Refer above.
(31) We understand that community consultation has not been undertaken in relation to our site which is a fundamental requirement of the application process.	Incorrect. FDC has met and discussed the project with the RAS. FDC has also met with other surrounding land owners and relevant public authorities to discuss the project as required by Part 3A of the <i>Environmental Planning and Assessment Act 1979</i> .

3.0 Preferred Project

Since lodging the Environmental Assessment Report and associated plans, FDC has continued to undertake detailed design activities to refine the proposed development scheme. Such activities are necessary to definitively respond to the mandatory Green Star objectives and also to confirm construction details such as detailed costing and programming.

Design refinements have also been undertaken in response to various issues raised in submissions, and in particular, those raised by Sydney Olympic Park Authority.

The following points highlight the key design changes incorporated into the revised architectural plans submitted with this report. A reference is provided to relevant revised architectural plan/s which are included in Appendix 2.

Basement 1 Plan (Drawing A03.001 [11])

- Relocation of two accessible car spaces closer to the lift lobby;
- Revised layout of the proposed bicycle storage area and the proposed amenities; and
- Revised layout of proposed sprinkler pump room, switch room and stair 1 access;

Basement 2 Plan (Drawing A03.002 [07])

- Inclusion of Cleaners Room between lift shaft and stair 1; and
- Minor modification to access location of stair 1;

Ground Level Plan (Drawing A03.00 [09])

- Ramp and stairs have been removed from main foyer, providing level access from Murray Rose Avenue;
- Ramp relocated beside lift core and egress to the service land has been revised;
- Proposed substation room has been increased due to infrastructure requirements. This has resulted in a slight reduction in retail floor space;

Section 1 Plan (Drawing A08.01 [04])

- Clarified Ground Floor ceiling height to show compliance with the relevant provisions of the Sydney Olympic Park Master Plan 2030 (3.3 metres)

7.0 Statement of Commitments

In accordance with the Director-General's Environmental Assessment Requirements, the following section details a Draft Statement of Commitments in regard to the proposed development. The following points outline specific environmental management, mitigation and monitoring measures committed to by SOP8B Pty Ltd to ensure that the project does not result in any unreasonable impacts.

7.1 Noise Management

SOP8B Pty Ltd will engage the services of an appropriately qualified acoustic engineer to undertake further assessment of mechanical plant specifications to ensure that these comply with the relevant recommendations made within the SLR Heggies Acoustic Assessment dated 3rd November 2010. The acoustic engineer shall provide compliance certification prior to the issue of an Occupation Certificate.

7.2 Waste Management

1. SOP8B Pty Ltd will prepare and submit a Construction Waste Management Plan to the Certifying Authority prior to the issue of a Construction Certificate. This plan will demonstrate how waste avoidance, reduction, re-use and recycling will be implemented during construction. This will likely form part of the Construction Management Plan outlined below;
2. SOP8B Pty Ltd will require a Waste Management Plan to be prepared by each tenant as part of occupancy Development Applications which will be submitted to SOPA under *Part 4 of the Environmental Planning and Assessment Act 1979*. These plans will demonstrate how waste avoidance, reduction, re-use and recycling will be implemented during the operation of each business.

7.3 Transport Management

SOP8B Pty Ltd will require Workplace Travel Plans to be prepared by each tenant as part of occupancy Development Applications which will be submitted to SOPA under *Part 4 of the Environmental Planning and Assessment Act 1979*.

7.4 Construction Management

A Construction Management Plan will be prepared by FDC on behalf of SOP8B Pty Ltd prior to the commencement of works on site. This plan will include the following information:

- Proposed hours of work;
- Contact details of FDC site manager;
- Traffic Management:
 - o Ingress and egress of vehicles to site;
 - o Management of loading and unloading materials;
 - o Number and frequency of vehicles accessing the site;
 - o Changes to on-street parking restrictions on local roads;
 - o Management of construction traffic and car parking demand;

- o Management of existing vehicular and pedestrian movements around the site throughout various stages of construction;
- Major event coordination / management;
- Dust control measures;
- Construction waste management;
- Erosion and sediment control measures;
- Construction noise and vibration management;
- Any other relevant information relating to construction and its potential impact on the surrounding area;

7.5 Erosion and Sediment Control

An Erosion and Sediment Control Plan shall be prepared, by an appropriately qualified civil engineer, and submitted to the Certifying Authority prior to the issue of a Construction Certificate. This plan should be prepared in accordance with the *'Managing Urban Stormwater-Soils and Construction Volume 1 (2004) by Landcom' (The Blue Book)*.

7.6 Ecological Sustainable Development Initiatives

The proposed building must be designed to achieve a minimum 5 star rating under the Green Building Council of Australia's Green Star – Office Design rating tool (Version 3).



Appendix 1 – Design Response

**Architecture
Interior Design
Urban Design
Strategy**

06.07.11

Jamie Stewart
FDC
22-24 Junction Street
Forest Lodge NSW 2037

BATESSMART™

Directors
Roger Poole
James Milledge
Jeffery Copolov
Philip Vivian
Simon Swaney
Guy Lake
Kristen Whittle
Sheree Proposch
Finance Director
Jenny Nolan
Associate Directors
Paul Purcell
Allan Lamb
Fulvio Facci
Andrew Raptopoulos
Roger Chapman
Andrew Francis
Natalie Lane-Rose
Jan Eastwood
Misty Waters
Rob Graham
Robert Moore
Geoff Cosier
Grant Filippoff
Mark Healey
Rachael McCarthy
Sarah Naarden
Kendra Pinkus
Carolyn White
Kevin Masci
Debra Low Choy
Claudia Fleuter
Tim Leslie
Esther Mavrokokki
Mirjana Sazunic
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Julian Anderson
Eugene Cheah
Marko Damic
Kellie Payne
Associates
Erica Lienert
Albert Gregori
Torsten Fiedler
Nikolay Pechovski
Anke Pfeiler
Basil Richardson
Candice Bradley
Raymond Butt
Daniel Chieng
James Christophidis
Cameron Donald
Bradley Dorn
Nikki Morley
Keith Feeney
Polly Gee
Leanne Guy
Matthew Allen
Aaron Coats
Edwina McDermott
Martin Schmidt
Bobby Wei

**RE: Site 8B Commercial Building, Murray Rose Avenue, Sydney Olympic Park,
MP10_0214**

Dear Jamie,

Please find below our response in regards to the above project compliance with MP 2030 and design issues

2.1 Compliance with MP 2030

Floor to Floor Height

Floor to ceiling height on Ground Floor generally is 3.6m to the soffit of the awning and continues inside the Lobby with "see through" modular ceiling grid at 3.35m above finish floor level. It provides extended sightline to the exposed soffit at 4m from floor finish. Please refer to attached Drawing A08.02[04].

Awnings

In response to SOPA's urban design principles and to create a unified frontage along Murray Rose Avenue ensuring consistency along the pedestrian footpath, the proposed awning is to be continuous and to match existing Site 8A in height, alignment and proportions – which is 2m wide. Widening the awning into 3m in width will create a break and inconsistency along pedestrian footpath. The urban design principles won't be achieved as the scale and continuity along footpath do not match existing awning. We strongly recommend the proposed awning to match existing Site 8A, which is 2m in width.

Bicycle Parking

The proposed development has provided 10 bicycle parking spaces for visitors on Ground Floor footpath along Murray Rose Avenue. Please refer to attached Drawings A01.10[02] and A03.00[09].

2.2 Design Issues

Design Review Panel (DRP)

Table 5.1 of the EA-SOPA DRP Comments, Issue 4, page 38 - to improve legibility of the building entry, have been incorporated into drawings. Please find attached Drawings A03.00[09], A07.01[04], A08.01[04] and A08.02[04] showing:

- Different façade system between Retail and Lobby noted as FA-01 for Retail and FA-02 for Lobby. These façade systems incorporate different type of glazing and different mullion spacing between Retail and Lobby. Clear toughened monolithic glass is used for the Retail whilst clear toughened laminated glass is for the Lobby. Narrower mullion spacing to Lobby creates stronger entrance impact notwithstanding same glazing alignment in achieving the façade facing Murray Rose Avenue as one "skin". It provides better and cleaner distinctive outcome compared to previous solution by recessing the face of glazing to the Lobby.
- Expressed laser cut lettering for building address '7 Murray Rose Avenue' to face of awning.

- Clear glazed panel with frit in canopy above Lobby entry to enhance natural daylight onto FA-02 Lobby façade creating stronger building entry presence.

Ground Floor Servicing

Transfer of waste to Garbage Recycling Room at the rear of the building shall be managed after business hours and will eliminate unacceptable amenity impacts on the lobby. Retail tenancies waste management is provided with direct access to rear lane through stairwell at ground level. Future retail tenants would also be able to provide access to rear of the building by creating a doorway with ramp or steps at rear shopfronts. Hence, there will not be any unacceptable impacts on the lobby. Please refer to Drawing A03.00[09].

Lobby Design

The revised Lobby area is an open space with a long monolithic seating bench as the only feature. A "see through" modular ceiling grid at 3.35m high above floor level with soffit washer lighting shall create wider and lighter space. Reflectivity of full height patterned mirrored glass cladding to lift wall expands this space further beyond and enhances the reflection of daylight coming through Lobby façade. The walls to both sides of this space are essential feature elements shaping the lobby as a "shell" within the building "shell". Together with a series of vertical light blades 'projecting out' from recesses along wall, these elements create a high quality open Lobby space and improve the legibility of building entry. This addition of the blades is considered to be an iconic design element and is preferable to providing glazing into an unknown future tenancy. Providing clear glazing to adjacent retail tenancies would also diminish the presence and quality of this space - the lobby as building entry would lose its identity. We strongly recommend not providing clear glazing to adjacent retail areas.

Glazing Systems

Larger glazing sections have been incorporated at street elevation. Please refer to attached Drawing A07.01[04].

Vertical Blade System

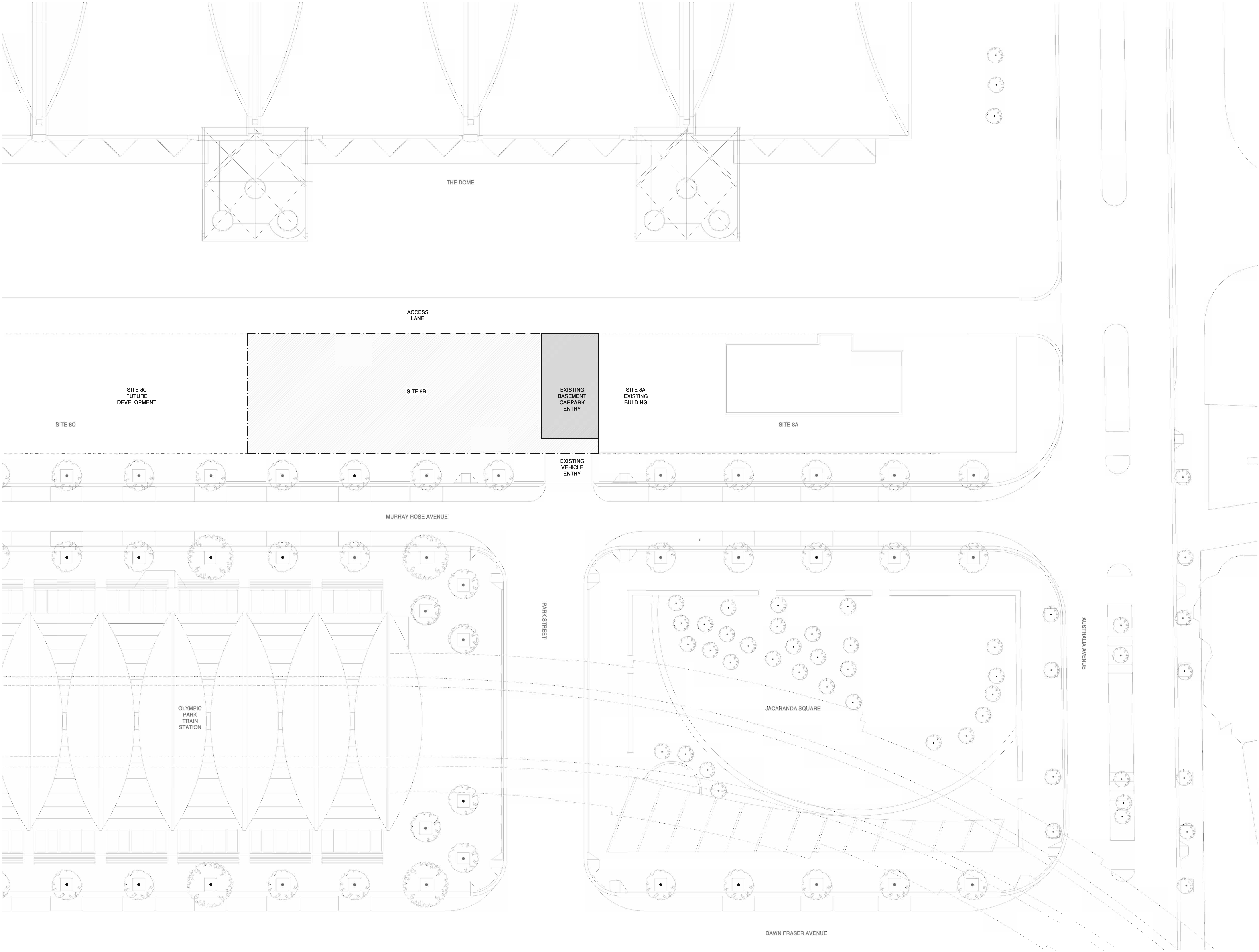
The perforated aluminium blades are 300mm wide.

Yours sincerely
Bates Smart Pty Ltd



Tommy Sutanto

Appendix 2 – Reduced Architectural Plans



Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

02	08.07.11 Tender Issue	JL	TS
01	23.05.11 Design Development Set	TS	TS
Revision Date	Description	Initial	Checked

Site 8B Commercial Building Sydney Olympic Park

Location Plan



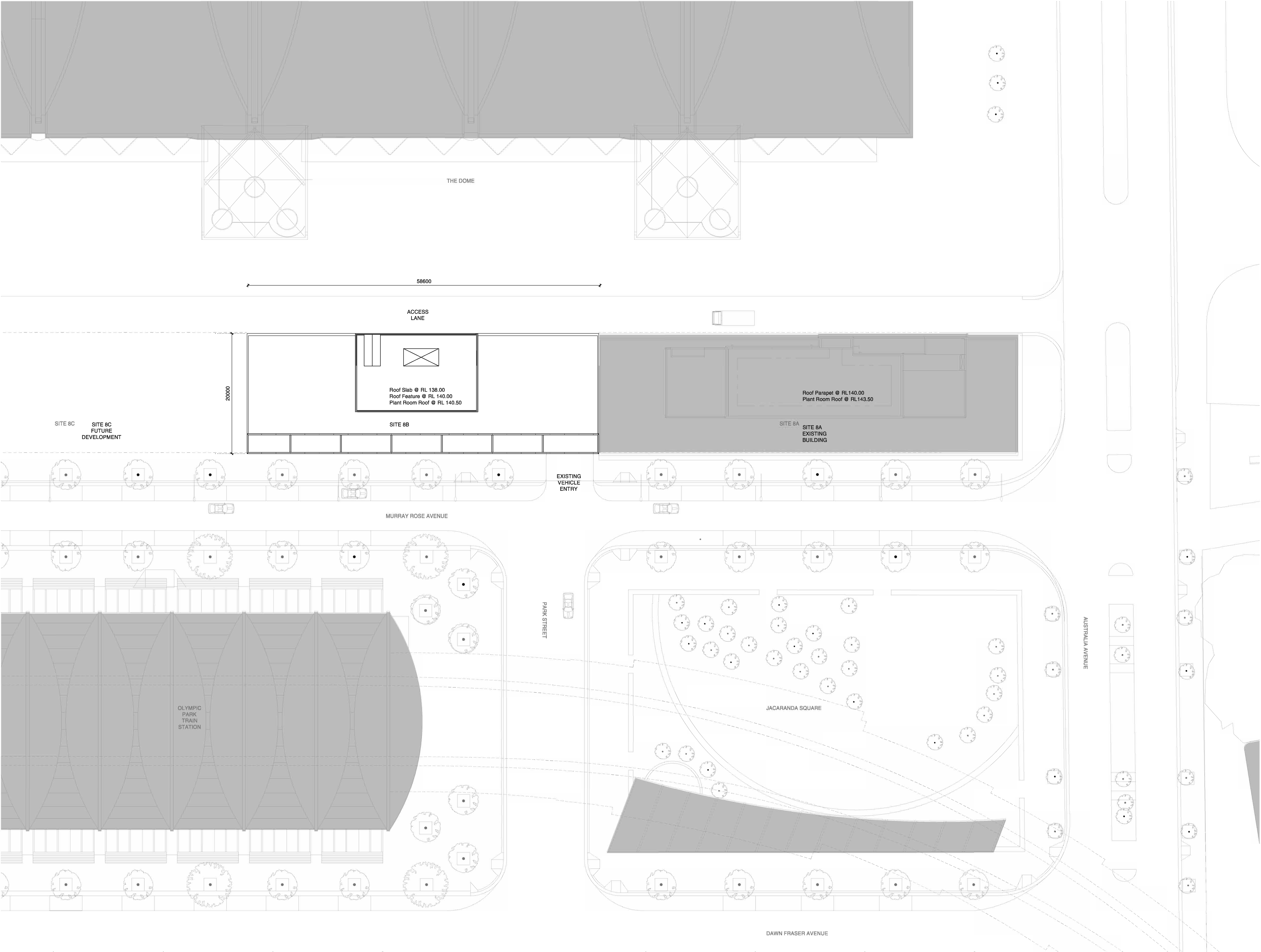
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Drawn	
Project No.	S11214
Status	DD
Plot Date	7/7/2011 8:21 PM
Plot File	S:\11200-11299\11214_sops_B\00_main\cad\plots\DD\A01.00... - 026.dwg
Drawing No.	[Revision]

A01.00[02]

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02	08.07.11 Tender Issue	JL	TS
01	23.05.11 Design Development Set	TS	TS
Revision Date	Description	Initial	Checked

Site 8B Commercial Building Sydney Olympic Park

Site Plan



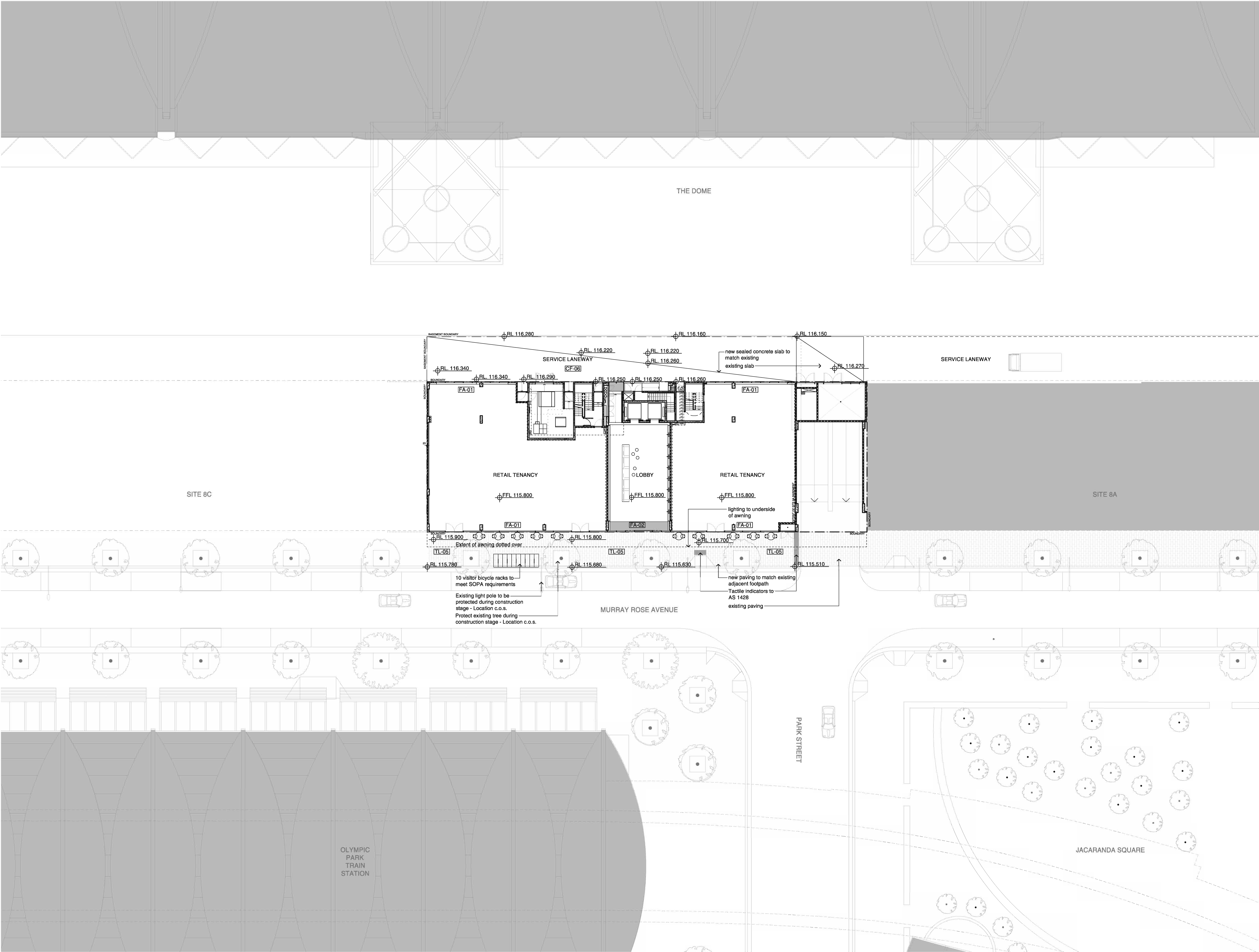
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Drawn	
Project No.	S11214
Status	DD
Plot Date	7/7/2011 8:21 PM
Plot File	S:\11200-11299\11214_sops_B\00_main\cad\plots\DD\A01.01... - 1026.dwg
Drawing No.	[Revision]

A01.01[02]

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- LEGEND
- CF-06** Concrete floor Sealed
Float Finish with applied protective coating 'Hychem' SF25
light grey
Lay to falls as indicated (if applicable)
 - FA-01** Retail shop fronts with single glazing 2-side supported through recessed glazing channels, aluminium mullions and frameless glass pivot doors.
GL-01 Clear toughened monolithic glass
AL-01 Anodised aluminium mullion - colour: satin black
 - FA-02** Frameless single glass captured in recessed glazing channels top and bottom with aluminium mullions and automatic frameless glass sliding doors
GL-02 Clear toughened laminated glass
AL-01 Anodised aluminium mullion - colour: satin black
 - TL-05** Paving to match existing adjacent footpath paving & comply with SOPA requirements

02	08.07.11	Tender Issue	JL	TS
01	06.07.11	For SOPA Submission	JL	TS
Revision	Date	Description	Initial	Checked

Site 8B Commercial Building Sydney Olympic Park

Public Domain Interface Plan

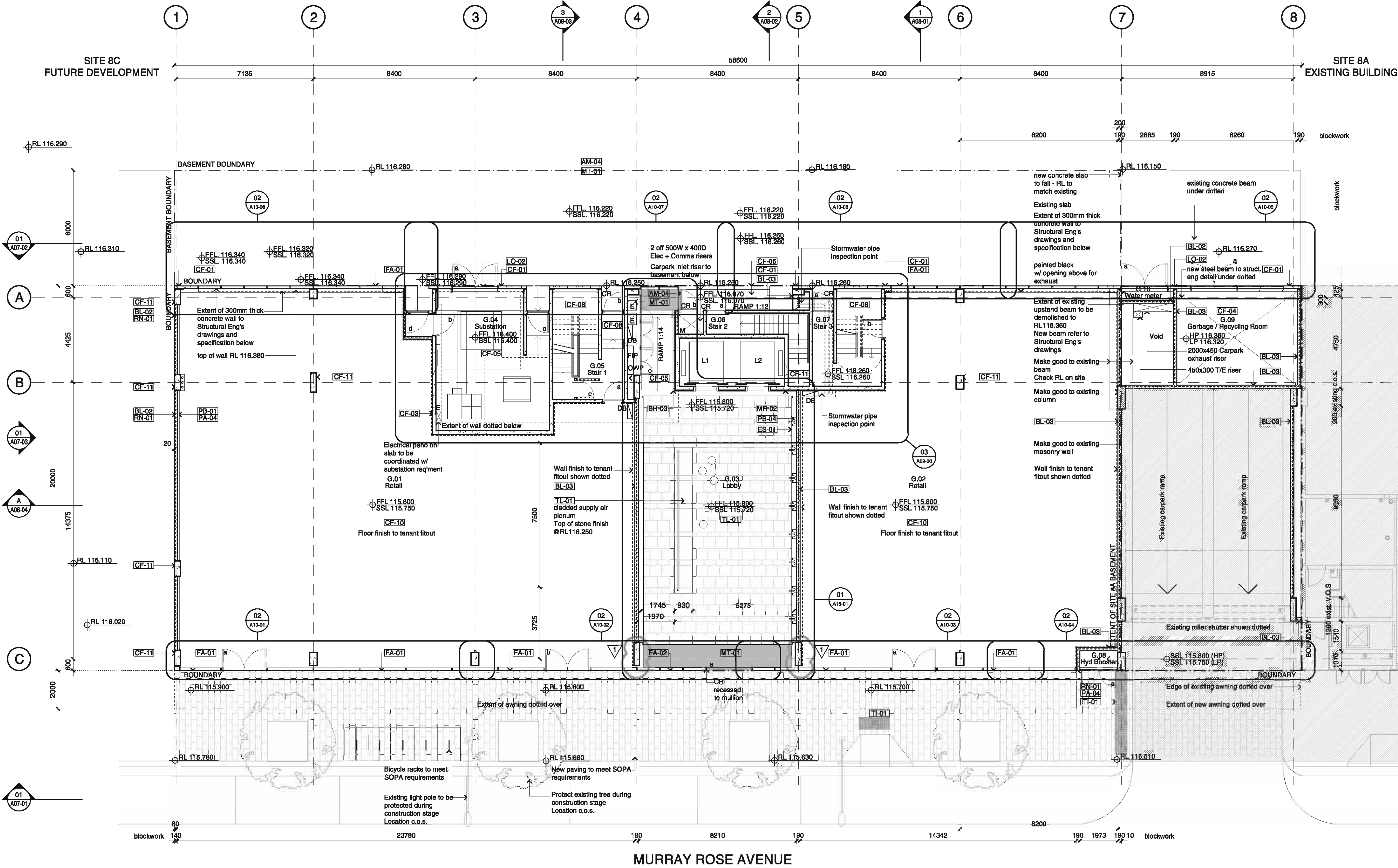
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Drawn	
Project No.	S11214
Status	DD
Plot Date	7/7/2011 8:21 PM
Plot File	S:\11200-11299\11214_sopa_B000_main\cad\plots\DD\A01.10... --- 1026.dwg
Drawing No.	[Revision]

A01.10[02]

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Legend - General Arrangement Plans

- ⬆ FFL XXXM
⬆ SSL XXXM
- Finished Floor Level
Structural Slab Level
- ⬆
- Penetration Void/Zone
- CR
FIP
GD
VDL
DB
SWP
SIP
WM
Room no. X.01
- Recessed Card Reader with
3mm thick black perspex cover
Fire Indicator Panel
Grated Drain
Vehicle Detector Loop
Distribution Board
Storm Water Pit
Sewer Inspection Pit
Water Meter
X refers to Typical Level
- XX-00
- System/component/product:
Refer to AC001 Technical
Reference Sheet and
Specifications
- FA-00
- Facade System:
Refer to AC0001 Technical
Reference Sheet and
Specifications
- Concrete Wall/Column
Masonry Wall (to u/side
of slab u.n.o.)
Masonry Wall Construction -
Core Filled refer structural
engineer documentation
Masonry Wall - Fire Rated
(to u/side of slab u.n.o.)
Partition Wall (to ceiling u.n.o.)
Partition Wall - Fire Rated
(to u/side of slab u.n.o.)
Existing Concrete Wall/Column
Existing Masonry Wall
Precast Concrete Panel
- a/b
- Refer to AC003 Door Schedule.
Door No. is same as
Room No. of room the door
serves ("a" is used for first or
only door; "b", "c", etc., used for
additional doors)
- T
- Temperature sensor located
⌀ 1200mm AFFL u.n.o. on
drawings

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

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09	08.07.11	Tender issue	JL	TS
08	06.07.11	For SOPA Submission	TS	TS
07	24.06.11	Issue for Coordination 1. Column size updated 2. Hydrant booster revised 3. Water Meter Chosen added Void size widened	TS	TS
06	30.05.11	Issue for Substation Coordination 1. Substation layout revised	TS	TS
05	23.05.11	Design Development Set	TS	TS
04	20.05.11	Issue for Coordination 1. Lobby bench added 2. Column added	TS	TS
03	14.04.11	Issue for Coordination 1. Extent of 300mm thick RC wall shown 2. Blockwork to West Wall in lieu of Precast 3. Stair to Lobby deleted Ramp revised	TS	TS
02	01.04.11	Issue for Coordination 1. Special lighting shown	TS	TS
01	29.03.11	Issue for Coordination	TS	TS
Revision	Date	Description	Initial	Checked

Site 8B Commercial Building
Sydney Olympic Park
Ground Level Plan

Scale	1:100 @ B1
Drawn	TS
Project No.	S11214
Status	DD
Plot Date	7/7/2011 8:22 PM
Plot File	S:\11200-11209\11214_sopa_8b\02_maint\ac\plot\DDA03.DWG
Drawing No.	09
Revision	

A03.00[09]

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BATESSMART

FFL.XX.XXM Finished Floor Level
SSL.XX.XXM Structural Slab Level

 Penetration Void/Zone

CR	Recessed Card Reader with 3mm thick black perspex cover
FIP	Fire Indicator Panel
GD	Grated Drain
VDL	Vehicle Detector Loop
DB	Distribution Board
SWP	Storm Water Pit
SIP	Sewer Inspection Pit
WM	Water Meter
Room no. X.01	X refers to Typical Level

XX-00	System/component/product: Refer to AC001 Technical Reference Sheet and Specifications
-------	--

FA-00 **Facade System:
Refer to AC00001 Technical
Reference Sheet and
Specifications**

	Concrete Wall/Column
	Masonry Wall (to u'side of slab u.n.o.)
	Masonry Wall Construction - Core Filled refer structural engineer documentation
	Masonry Wall - Fire Rated (to u'side of slab u.n.o.)
	Partition Wall - Fire Rated (to ceiling u.n.o.)
	Partition Wall - Fire Rated (to u'side of slab u.n.o.)
	Existing Concrete Wall/Column
	Existing Masonry Wall
	Precast Concrete Panel

Refer to AC003 Door Schedule.
Door No. is same as
Room No. of room the door
serves ("a" is used for first or
only door ; "b" , "c" , etc...used for
additional doors)

T Temperature sensor located @1200mm AFFL u.n.o. on drawings

11	08.07.11	Tender Issue	JL	TS
10	06.07.11	For SOPA Submission	TS	TS
09	08.06.11	Issue for coordination 1. Disabled parking bay reconfigured 2. Bicycle rack relocated 3. Corrima room and acc. WC reconfigured 4. Plenum wall and bathroom reconfigured	TS	TS
08	02.06.11	Issue for coordination 1. Stair 2 door relocated for resized O/A duct	TS	TS
07	23.05.11	Design Development Set	TS	TS
06	20.05.11	Issue for Coordination 1. Bathroom riser relocated 2. Column resized - wall relocated 3. Carpark exhaust riser blockwork deleted	TS	TS
05	16.05.11	Issue for Coordination 1. Column deleted 2. Column resized - S/A riser relocated 3. Column relocated 4. Blockwall revised 5. S/A Plenum + Riser revised 6. E/A Riser relocated	TS	TS
04	09.05.11	Issue for Coordination 1. Zone for hybrid/elec/shared vehicle shown Small car park added Motorcycle parking space added 2. Print added 3. E/A Riser relocated 4. Layout updated	TS	TS
03	14.04.11	Issue for Coordination 1. Extent of allotment wall shown carpet line marking revised Minimum 6m wide clearance shown 2. Work wall revised	TS	TS
02	01.04.11	Issue for Coordination 1. Columns location revised to allow carparking clearance at end wall Carpark layout revised 2. PWD sanitary layout revised	TS	TS

01	29.03.11	Issue for Coordination	TS	TS/BR
Revision	Date	Description	Initial	Checker

Basement 1 Plan

Scale 1:100 @ B1

Drawn SR

Project No. S11214

Status DD

Plot Date 7/7/2011 8:22 PM

Plot File S:\11200-11299s\11214_sona_8b\00_main\cd\plots\DDVA03.00.

Drawing No. [Revision]

A02 001[1 1]

A03.001[11]

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Legend - General Arrangement Plans

FFL_XX.XXX
SSL_XX.XXX

Finished Floor Level
Structural Slab Level

Penetration Void/Zone

CR Recessed Card Reader with 3mm thick black perspex cover
FIP Fire Indicator Panel
GD Grated Drain
VDL Vehicle Detector Loop
DB Distribution Board
SWP Storm Water Pit
SIP Sewer Inspection Pit
WM Water Meter
Room no. X.01 X refers to Typical Level

XX-00 System/component/product:
Refer to AC001 Technical Reference Sheet and Specifications

FA-00 Facade System:
Refer to AC0001 Technical Reference Sheet and Specifications

Concrete Wall/Column
Masonry Wall (to u/side of slab u.n.o.)
Masonry Wall Construction - Core Filled refer structural engineer documentation
Masonry Wall - Fire Rated (to u/side of slab u.n.o.)
Partition Wall (to ceiling u.n.o.)
Partition Wall - Fire Rated (to u/side of slab u.n.o.)
Existing Concrete Wall/Column
Existing Masonry Wall
Precast Concrete Panel

Refer to AC003 Door Schedule. Door No. is same as Room No. of room the door serves ("a" is used for first or only door; "b", "c", etc...used for additional doors)

Temperature sensor located @ 1200mm AFFL u.n.o. on drawings

07	08.07.11	Tender Issue	JL	TS
08	06.07.11	For SOPA Submission	TS	TS
05	23.05.11	Design Development Set	TS	TS
04	09.05.11	Issue for Coordination 1. Zone for hybrid/elec/shared vehicle shown Small car park added Motorbike parking space added 2. Cleaners Room added Grease arrestor shown 3. New column added	TS	TS
03	14.04.11	Issue for Coordination 1. Extent of shotcrete wall shown carpark line marking revised Minimum 8m wide clearance shown 2. West wall revised 3. Concrete wall added	TS	TS
02	01.04.11	Issue for Coordination 1. Column location revised to allow carparking clearance at end wall Carpark layout revised	TS	TS
01	29.03.11	Issue for Coordination	TS	TS
Revision Date		Description	Initial	Checked

Site 8B Commercial Building Sydney Olympic Park

Basement 2 Plan

Scale 1:100 @ B1

Drawn TS

Project No. S11214

Status DD

Plot Date 7/7/2011 8:22 PM

Plot File S:\11200-11200\11214_sops_B0100_maint\cad\plots\DD\A03.002...
... 2/07/2011 [Revision]

A03.002[07]

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Legend - General Arrangement Plans

FFL XX.XXM
SSL XX.XXM

Finished Floor Level
Structural Slab Level

Penetration Void/Zone

CR Recessed Card Reader with 3mm thick black perspex cover
FIP Fire Indicator Panel
GD Grated Drain
VDL Vehicle Detector Loop
DB Distribution Board
SWP Storm Water Pit
SIP Sewer Inspection Pit
WM Water Meter
Room no. X.01 X refers to Typical Level

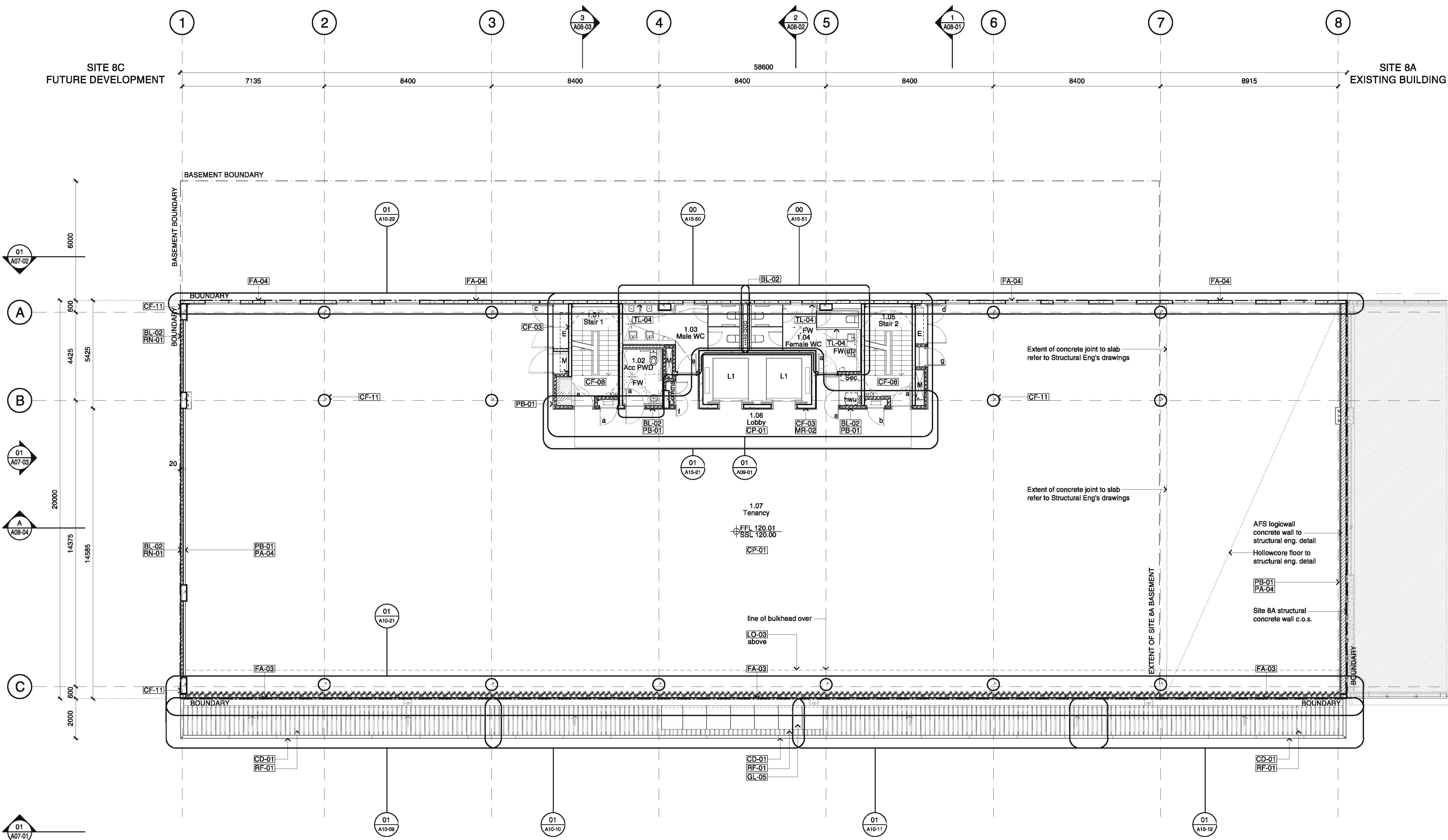
XX-00 System/component/product:
Refer to AC001 Technical Reference Sheet and Specifications

FA-00 Facade System:
Refer to AC0001 Technical Reference Sheet and Specifications

Concrete Wall/Column
Masonry Wall (to u/side of slab u.n.o.)
Masonry Wall Construction - Core Filled refer structural engineer documentation
Masonry Wall - Fire Rated (to u/side of slab u.n.o.)
Partition Wall (to ceiling u.n.o.)
Partition Wall - Fire Rated (to u/side of slab u.n.o.)
Existing Concrete Wall/Column
Existing Masonry Wall
Precast Concrete Panel

Refer to AC003 Door Schedule. Door No. is same as Room No. of room the door serves ("a" is used for first or only door; "b", "c", etc...used for additional doors)

Temperature sensor located @ 1200mm AFFL u.n.o. on drawings



07	08.07.11	Tender Issue	JL	TS
06	06.07.11	Design Development Set	TS	TS
05	23.05.11	Design Development Set	TS	TS
04	18.05.11	Issue for Coordination 1. Column relocated AFS logiwall in lieu of blockwork to west wall Plasterboard lining to west wall 2. Tenant and Mech. risers reconfigured	TS	TS
03	14.04.11	Issue for Coordination 1. Sanitary compartment revised Urinals location + quantity revised 2. Blockwall to West wall in lieu of Precast	TS	TS
02	01.04.11	Issue for Coordination 1. Accessible PWD width revised KES and EDS c/o board revised	TS	TS
01	29.03.11	Issue for Coordination	TS	TS
Revision	Date	Description	Initial	Checked

Site 8B Commercial Building
Sydney Olympic Park
Level 01 Plan

Scale 1:100 @ B1
Drawn SR
Project No. S11214
Status DD
Plot Date 8/7/2011 8:51 AM
Plot File S:\11200-11200\11214_sops_B0100_main\cad\plot\DD\A03.01...
Drawing No. [Revision]

A03.01[07]

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Legend - General Arrangement Plans

FFL_XX.XXX
SSL_XX.XXX

Finished Floor Level
Structural Slab Level

Penetration Void/Zone

CR Recessed Card Reader with 3mm thick black perspex cover
FIP Fire Indicator Panel
GD Grated Drain
VDL Vehicle Detector Loop
DB Distribution Board
SWP Storm Water Pit
SIP Sewer Inspection Pit
WM Water Meter
Room no. X.01 X refers to Typical Level

XX-00 System/component/product:
Refer to AC001 Technical Reference Sheet and Specifications

FA-00 Facade System:
Refer to AC00001 Technical Reference Sheet and Specifications

Concrete Wall/Column

Masonry Wall (to u/side of slab u.n.o.)

Masonry Wall Construction - Core Filled refer structural engineer documentation

Masonry Wall - Fire Rated (to u/side of slab u.n.o.)

Partition Wall (to ceiling u.n.o.)

Partition Wall - Fire Rated (to u/side of slab u.n.o.)

Existing Concrete Wall/Column

Existing Masonry Wall

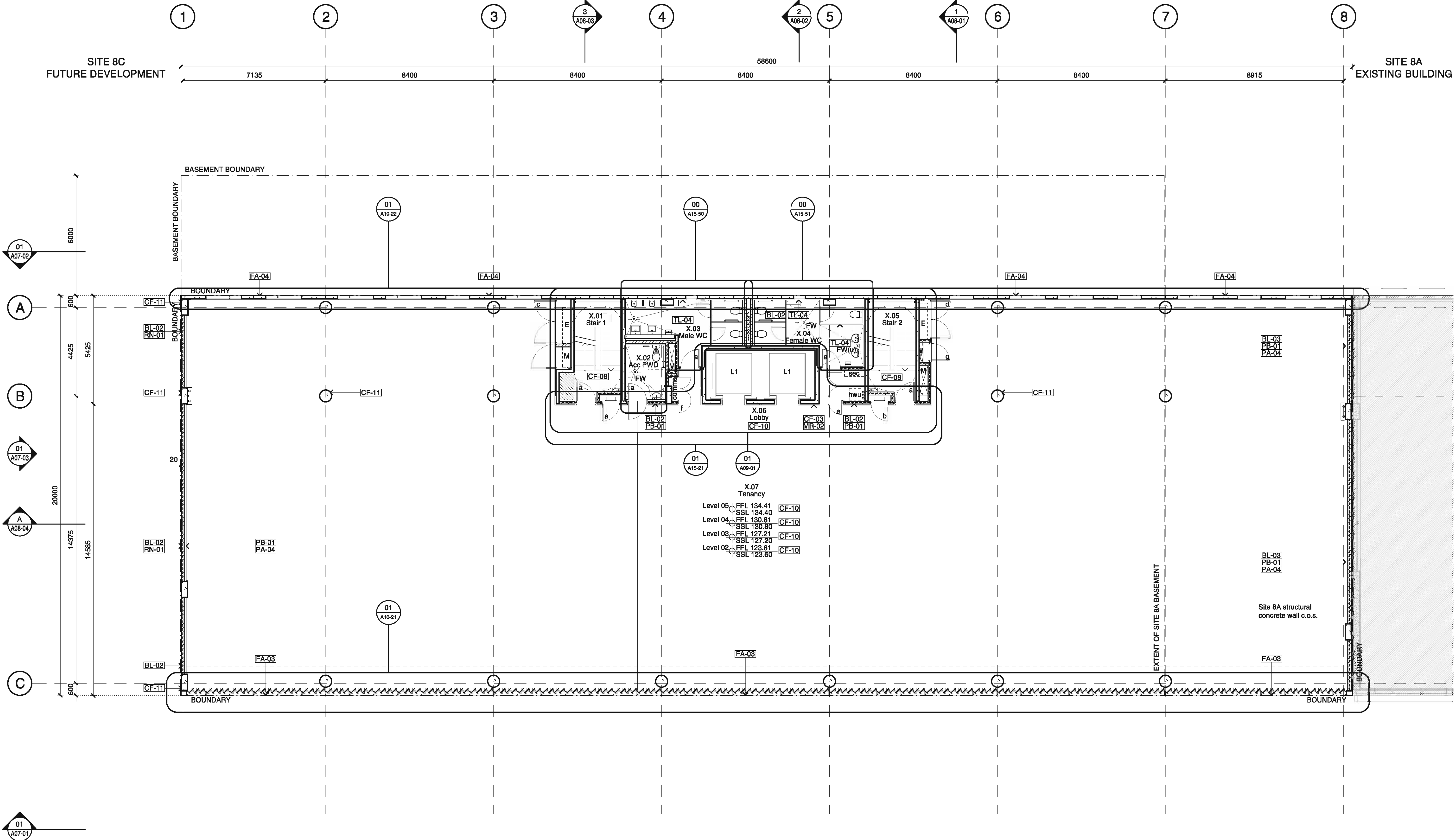
Precast Concrete Panel

a/b

Refer to AC003 Door Schedule. Door No. is same as Room No. of room the door serves ("a" is used for first or only door; "b", "c", etc...used for additional doors)

T

Temperature sensor located @ 1200mm AFFL u.n.o. on drawings



 FFL.XX.XXM Finished Floor Level
 SSL.XX.XXM Structural Slab Level

CR	Recessed Card Reader with 3mm thick black perspex cover
FIP	Fire Indicator Panel
GD	Grated Drain
VDL	Vehicle Detector Loop
DB	Distribution Board
SWP	Storm Water Pit
SIP	Sewer Inspection Pit
WM	Water Meter
Room no. X.01	X refers to Typical Level

XX-00 System/component/product:
Refer to AC001 Technical
Reference Sheet and
Specifications

FA-00 Facade System:
Refer to AC00001 Technical
Reference Sheet and
Specifications

 Concrete Wall/Column

 Masonry Wall (to u'side of slab u.n.o.)

 Masonry Wall Construction -
Core Filled refer structural
engineer documentation

 Masonry Wall - Fire Rated
(to u'side of slab u.n.o.)

 Partition Wall (to ceiling u.n.o)

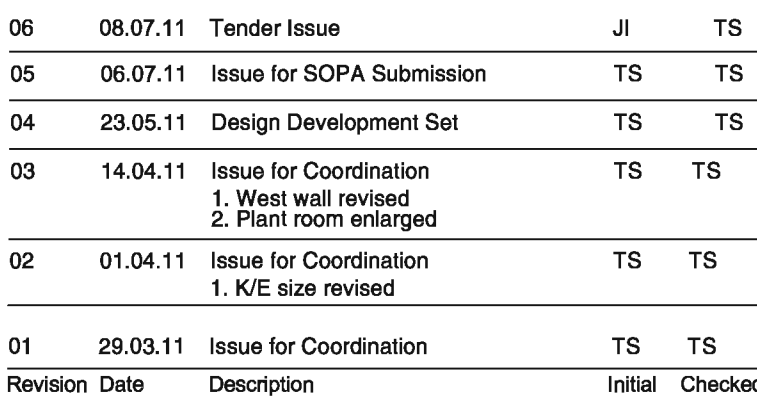
==== Partition Wall - Fire Rated
(to u'side of slab u.n.o.)

Existing Concrete Wall/Column
Existing Masonry Wall

Existing Masonry Wall
Precast Concrete Panel

Refer to AC003 Door Schedule.
Door No. is same as
Room No. of room the door
serves ("a" is used for first or
only door; "b", "c", etc....used for
additional doors)

T Temperature sensor located @ 1200mm AFFL u.n.o. on drawings



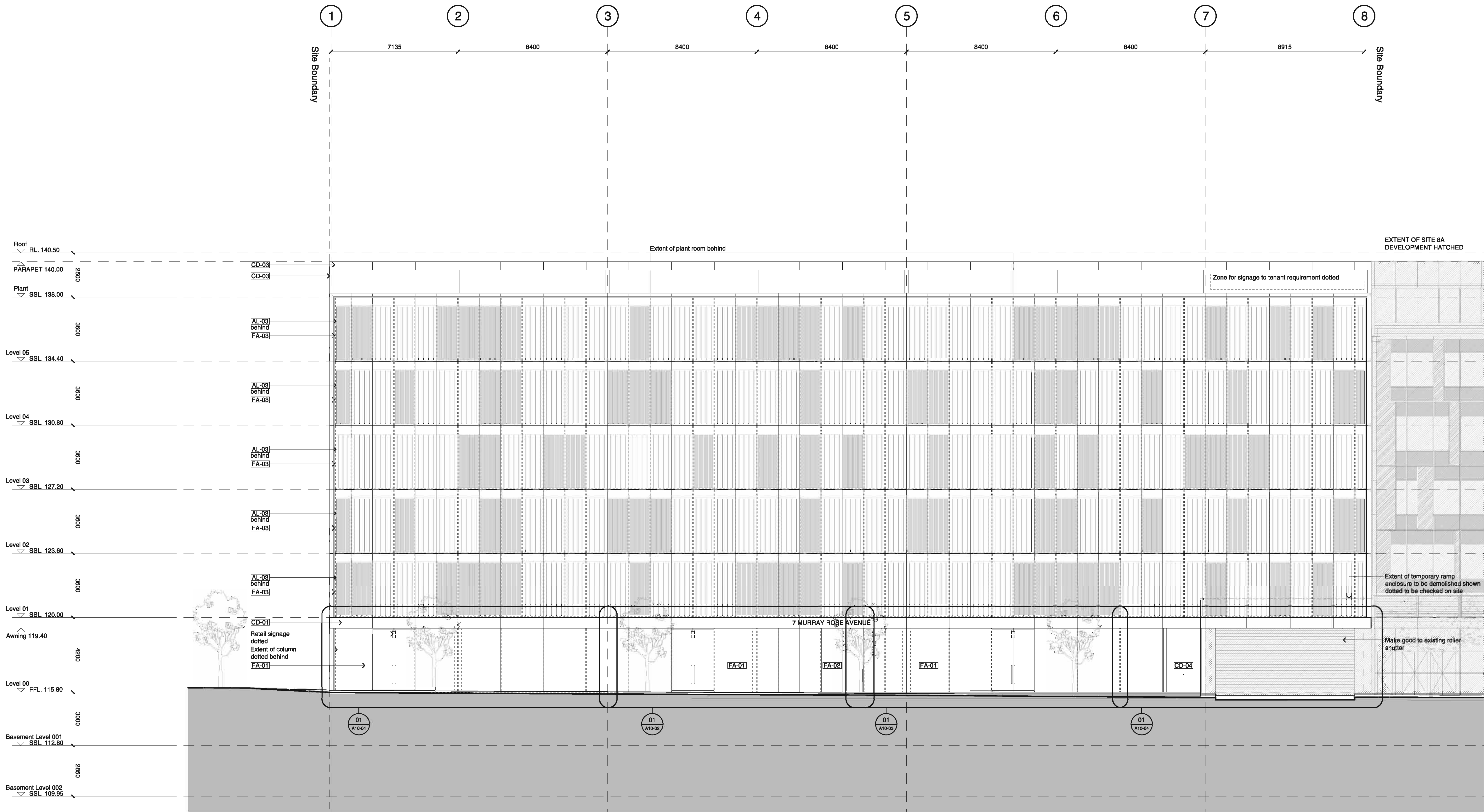
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Drawn	TS
Project No.	S11214
Status	DD
Plot Date	8/7/2011 11:37 AM
Plot File	S:\11200-11299\11214_sopa_bb\00_main\cad\plots\IDA03.06 [55].dwg
Drawing No.	[Revision]

A03.06[06]

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04	08.07.11	Tender Issue	JL	TS
03	06.07.11	Issue for SOPA Submission	JL	TS
02	23.05.11	Design Development Set	JL	TS
01	14.04.11	Issue for Coordination	TS	TS
Revision	Date	Description	Initial	Checked

Site 8B Commercial Building Sydney Olympic Park

South Elevation



Scale	1:100 @ B1
Drawn	TS
Project No.	S11214
Status	DD
Plot Date	7/7/2011 8:26 PM
Plot File	S:\11200-11299\11214_sops_8b00_main\ica\plots\DDA07.01... ... [04].dwg
Drawing No.	[Revision]

A07.01[04]

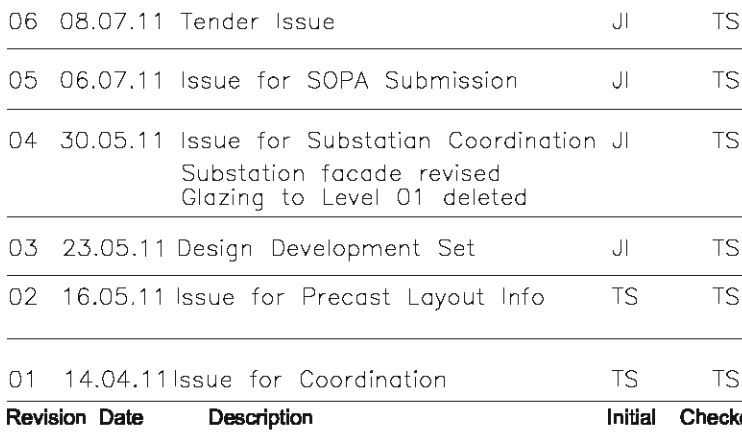
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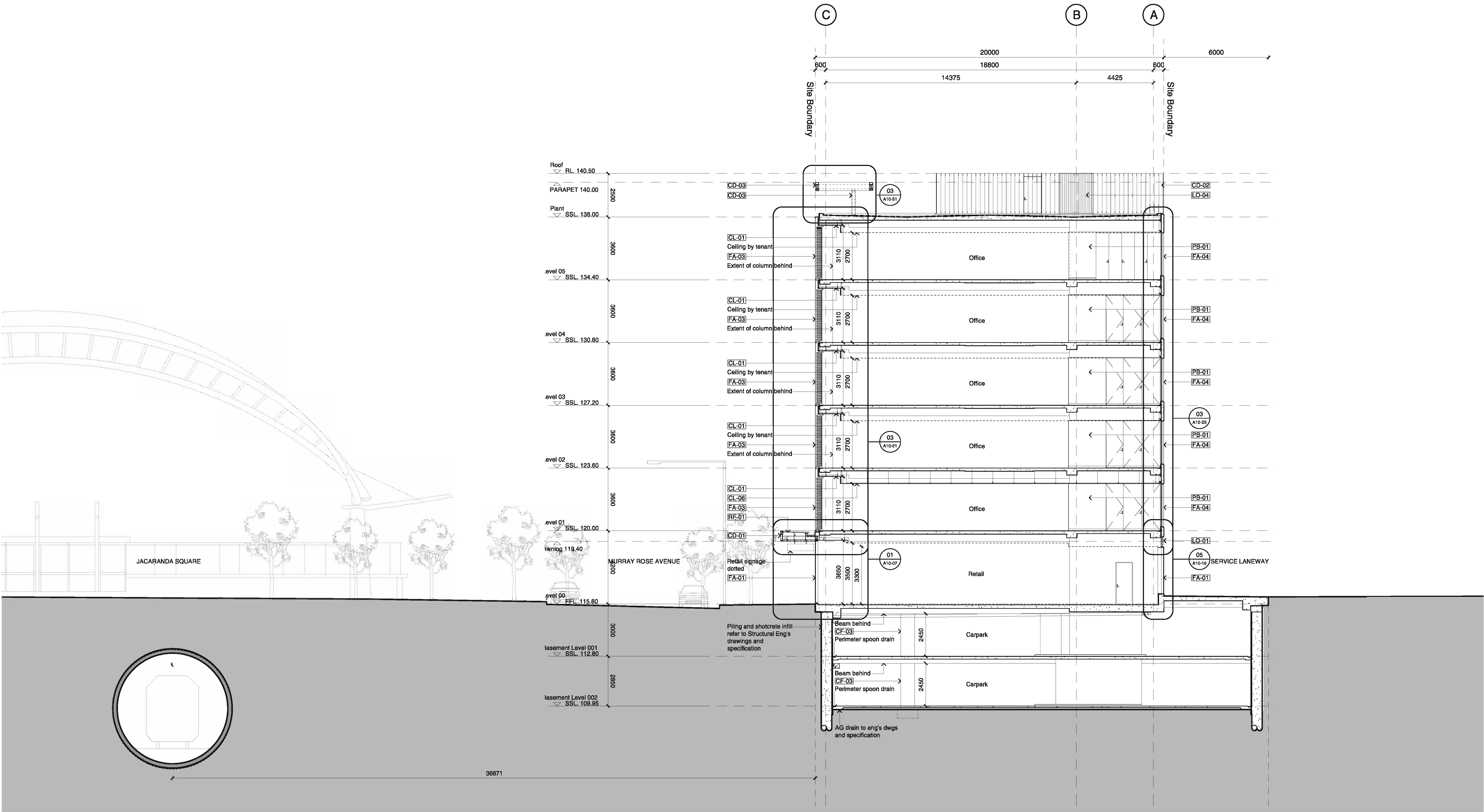
A07.02[06]

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04	08.07.11 Tender Issue	JL	TS
03	06.07.11 Issue for SOPA Submission	JL	TS
02	23.05.11 Design Development Set	JL	TS
01	14.04.11 Issue for Coordination	TS	TS
Revision	Date	Description	Initial Checked

Site 8B Commercial Building Sydney Olympic Park

Section 1

Scale	1:100 @ B1
Drawn	TS
Project No.	S11214
Status	DD
Plot Date	8/7/2011 12:46 PM
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Drawing No.	[Revision]

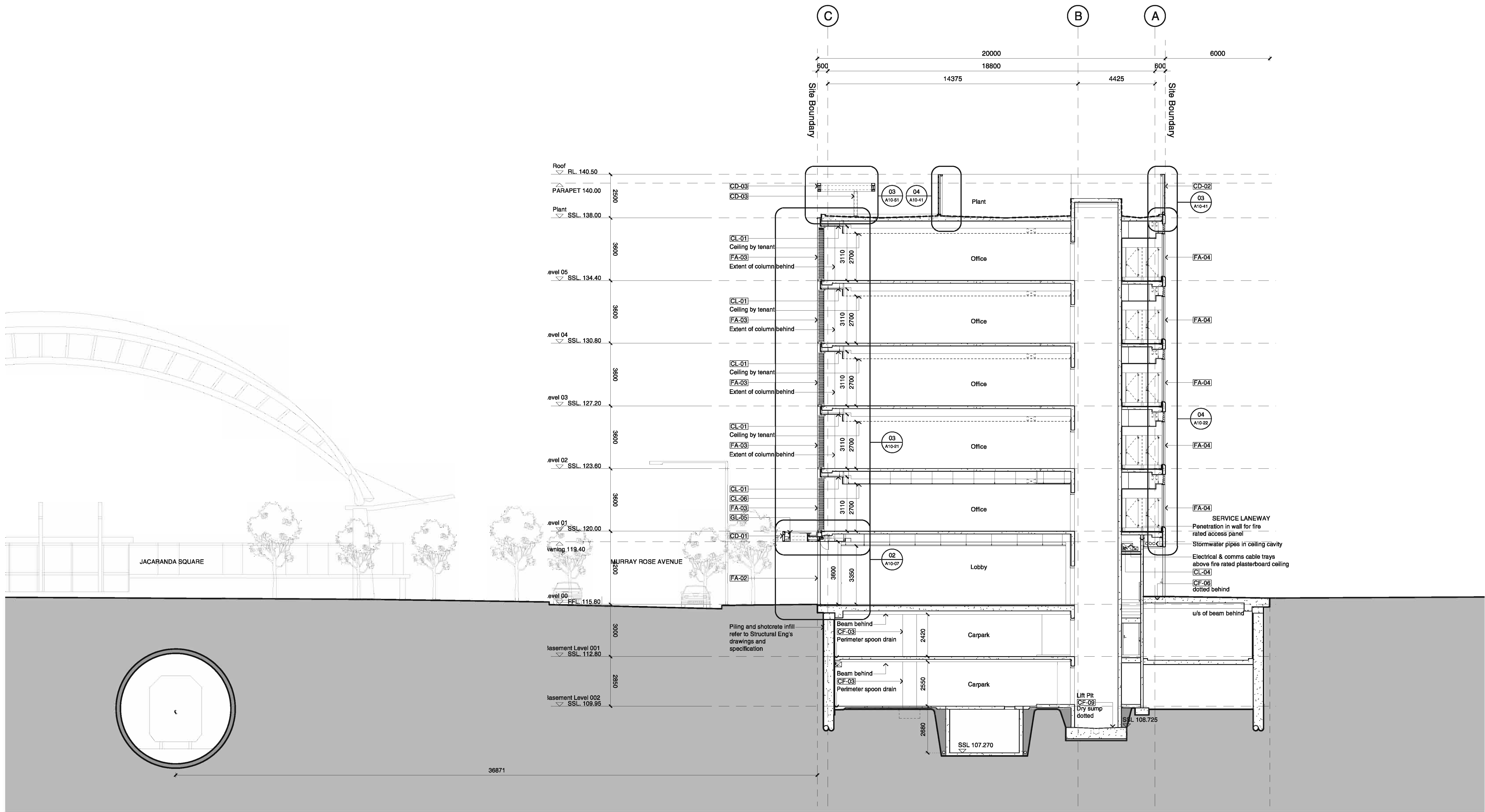
A08.01[04]

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04	08.07.11	Tender Issue	JL	TS
03	06.07.11	Issue for SOPA Submission	JL	TS
02	23.05.11	Design Development Set	JL	TS
01	14.04.11	Issue for Coordination	TS	TS
Revision	Date	Description	Initial	Checked

Site 8B Commercial Building Sydney Olympic Park

Section 2

Scale	1:100 @ B1
Drawn	TS
Project No.	S11214
Status	DD
Plot Date	8/7/2011 2:34 PM
Plot File	S:\11200-11200\11214_sops_8b\02_main\cad\plot\DD\A08.02_04.dwg
Drawing No.	[Revision]

A08.02[04]

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