

20 March 2014

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RE: SSD 6076 – Site 60 | 4 Murray Rose Avenue, Sydney Olympic Park

Dear David,

I refer to the Environmental Assessment for the above SSD Application, which was referred to Sydney Olympic Park Authority (the Authority) for comment on 19 February 2014. The following comments are made on the proposed development, based on issues that the Authority requires further involvement from the applicant.

Design

1. At approximately 86m the building is excessively long, and will be the longest building in the Site 60 - 'Parkview' Precinct. The entire form should be more articulated and a greater variety of materials used to reduce its perceived bulk.
2. The materials and finishes should be reviewed to reduce extent of metallic finishes and minimise dark materials at ground level. The proponent will need to provide materials / colour board showing proposed materials and colours.
3. The colonnade width should be increased 4m clear between the glazing line and the inside of the columns (SOP Master Plan 2030 – Part 4.3). Columns should be redesigned to not impede the pathway.
4. The double height colonnades will need to provide low louvers/secondary shading to adequately protect pedestrians and outdoor diners from the elements.
5. Sun shading and other façade articulation should not extend more than 300mm outside the building envelope (Master Plan 2030 – Part 4.6.7)
6. Service spaces (change rooms, garbage, switch room, sub-station etc.) facing the future Dawn Fraser Avenue frontage; a significant future street, are not supported. Retail uses are required on this frontage (MP 2030 Fig 4.1). Some of these service functions should be relocated to the basement. At least 50% of the Dawn Fraser Avenue frontage will need to have active retail uses.
7. Section 3.3 of the EIS describes the proposed uses as business, office and retail premises. The original Master Plan consent for Site 60 proposed a range of neighbourhood retail / community related uses to support the longer term residential uses in the Parkview Precinct. The proponent will need detail why the concept has changed, and the strategy of how ground floor uses will support / complement the adjoining residential uses in the longer term.
8. To promote a shop front character along the Murray Rose Avenue frontage, it is recommended that spacing of mullions be increased to support window display.
9. Commercial tenancies on Murray Rose Avenue frontage are consistent with MP 2030 (Part 5.6.4 & Table 4.2) provided they can easily revert to retail uses. The proponent will need to detail the planning intent / strategy for the ground floor tenancies.

10. The developer will need to detail the relationship between the ground floor uses and the adjoining Paddock Park and Ledge Park, as well as the surrounding public domain and adjoining sensitive land uses.

Infrastructure & Contributions

1. Section 2.6 of the EIS state that "SOPA is responsible for the provision of roads and utility services i.e. electricity, gas, water, drainage and telecommunications to the site". However under the SOP Infrastructure Contribution Framework (ICF) 2030, SOPA is only responsible for providing utility services to support the new streets provided by the Master Plan. Part 2.12 of ICF describes what infrastructure is not addressed by the ICF. This includes potable water, waste water, stormwater (except in the context of recycled water reticulation), electricity / gas supply, communications networks.

The same Part of the ICF also states that the developer will need to make satisfactory arrangements for the provision of utility infrastructure as part of the development approval process, and that SOPA may, at its discretion and by agreement with a developer, choose to address contributions for utility infrastructure at the same time as contributions identified under the framework through a single planning agreement. The developer should clearly reference and clarify relevant Parts of the ICF in the EIS.

Stormwater

1. The information provided is very brief and inadequate in relation to water management. It appears that water efficiency is only proposed to be achieved through use of SOPA's Water Reclamation and Management Scheme (WRAMS) recycled water network. However, the development site is outside the WRAMS catchment area, and stormwater from this site cannot be readily harvested into WRAMS. All roof water is proposed to be discharged to future Dawn Fraser Avenue, and stormwater is proposed to drain to stormwater pits. No other solution to stormwater collection and recycling (e.g. harvesting for reuse within the development) appears to have been considered in project design, and no assessment has been made of the impact of the resulting water quality / quantity of flows on the receiving system.
2. It is unclear what the intended purpose of the proposed 'WRAMS tank' located on Basement 01 Level.
3. The proponent should provide a Water Management Plan, consistent with SOPA's Stormwater Management and Water Sensitive Urban Design 2013 (SMWSUD) policy, including full justification for the proposed water management options and any modelling undertaken and assumptions made.

Waste Management Plan

1. The proponent will need to prepare a Waste Management Plan that includes (but not limited to) progressive testing and stockpiling of the excavated material at an appropriate frequency in accordance with the EPA's *Waste Classification Guidelines* around the identified "hot spots" to determine the extent of the contamination and ensure that any material that does not meet the human health guidelines is appropriately classified before being removed off-site for disposal.

Sediment & Erosion Control Plan

1. Sediment & erosion control are likely to be the most significant environment risk from the proposed works. The DGRs specifically require that measures for sediment & erosion control be identified. However the EIS does not list sediment & erosion control as a key environmental risk and does not provide any management measures. The applicant should prepare a Sediment & Erosion Control Plan.

Loading dock & Car park

1. All vehicles using the loading dock are to enter / exit the site in a forward direction.

2. The 'Shared Zone' and 'Turning Area' has major safety issues; namely vehicle conflicts with pedestrian and cycle movement across the mouth of the vehicle ingress/egress to the basement car park and loading dock. It is recommended that the pedestrian/cycle shareway be located on the eastern perimeter to avoid conflicts with vehicle movements.
3. The location of the car park and loading dock entries are directly facing the future Residential sites to the east. These are likely to cause noise / vibration issues for the future residents and should be reviewed as to ways to minimise the potential impacts.

Vehicle Parking

1. MP 2030's maximum vehicle parking ratio of 1 vehicle per 80sqm should be maintained. Various improvements to public transport such as the 10-min interval train service in AM/PM peaks as well as the additional bus services (450 & 533) have resulted in better public transport services to SOP in recent years. In addition, some of the back-of-house / services that are proposed to be located on Dawn Fraser Avenue can be relocated to the basement in lieu of the excessive parking spaces; which will then enable the activation of Dawn Fraser Avenue with some retail tenancies (See Design point 6 of this letter).

Special Events

1. It is unsure why data from Luna Park was used as the basis for providing recommendation for determining acoustic treatments for the possible impacts from the amusement rides at the annual Easter Show (as opposed to data from the Easter Show itself). However, the recommended glazing and use of acoustic seals is strongly supported.

Public Domain

1. A Public Domain Plan, with sections and information confirming proposed materials and finished levels for external areas is to be provided in accordance with Urban Element Design Manual (UEDM) 2009, and address:
 - Interim design treatment of the level change and a screen to improve outlook onto 5 Parkview Drive (Site 62A) loading dock / car park to improve user amenity.
 - Ground levels along the Dawn Fraser Avenue frontage, which should match the proposed footpath levels for Dawn Fraser Avenue as designed in the SOP Street Master Plan.
 - The northern elevation and colonnade interface with the Murray Rose Avenue footpath, which will need to resolve level changes with a dwarf retaining wall and/or steps. Sectional information is to be provided.

Landscaping & Trees

1. 'The Ledge' has trees located over podium/edge of basement with a limited amount of bench and 'bleacher' seating. The external seating should meet the SOPA Access Guidelines and provide backrest and side support. Trees must be provided with adequate 'rootable soil volume' and an automatic irrigation system.
2. The proponent will need to provide details of the pot sizes or detailed species information is provided for proposed planting.

Paddock Park

1. The new location of Pocket Park is compromised by the location of 3 exhaust air flues; this is not supported and the structures should be integrated into other parts of the building away from public areas as it will adversely impact on the amenity of this public space and the health / amenity of workers and residents.

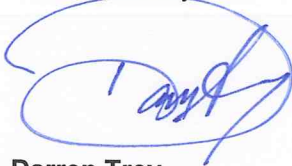
2. This space will be used mainly by cyclists to access the Ground Level bicycle store and for visitor bike parking – it is recommended that paving and public seating be provided in this space to offer higher level amenity for users and that the ramp locations be moved away from the 'Tenancy 2' perimeter to allow for better connection of the ground floor tenancy and Pocket Park
3. Pocket Park is more likely to evolve as a pocket urban space rather than a grassed area. Turf is not a suitable surface treatment as this area will be overshadowed for much of the day. The area also has extensive ramping which will need to be DDA compliant.
 - Ideally this pocket space could be further activated by complimentary ground floor tenancies such as food & beverage uses, as this area will be a major pedestrian linkage point connecting pedestrian movement between QUAD 4, Brick Pit Park and P6 car park.

Conclusion

Subject to the above issues being satisfactorily addressed by the proponent, the Authority supports the proposed development and believes that it will contribute to creating a vibrant township outlined in the Sydney Olympic Park *Master Plan (MP) 2030*.

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



Darren Troy
Manager, Planning