

23 January 2015

Mr Ben Lusher
Manager – Key Sites
NSW Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Thomas Mithen

Dear Mr Lusher,

RESPONSE TO NOTICE OF Modification to SSD 6076 (MOD 1) 4 Murray Rose Av, SYDNEY OLYMPIC PARK

I refer to your letter dated 12 January 2015 regarding the above application.

The Sydney Olympic Park Authority (SOPA / the Authority) supports the proposed development modification in general since it will be better integrated with proposed new street design. The Authority has reviewed the submitted application and wishes to raise the following in relation to the proposed development.

Driveway Levels

- It appears that GPT have matched their revised RL to the high end of both the car and loading dock driveways, and have not taken into consideration the 10.4% longitudinal grade of the road. The proposed loading dock grades (i.e. 1:4) however are unacceptable for any size vehicle.
- The risk of vehicles 'bottoming out' on the lower side of the footpath transitions with the proposed ramps is noted – upper ramp 1:6 and lower ramp 1:4, there is however an opportunity to mitigate this by increasing footpath cross falls (locally) from 2.5% to 3%.

Recommendation: The applicant confirm vehicle sizing assumptions to evaluate risk of damage to vehicles (and pavements) particularly for the lower, proposed loading dock ramp and revise grades as appropriate.

Driveway Materials Finishes

Recommend adoption of the driveway cross-over ingress/egress paving treatment as for 5 Murray Rose Ave i.e. 80mm thick tri-hex paver on engineer specified sub-base with 230mm wide header course.

Pavement levels

The external paving crossfall varies significantly along the Dawn Fraser Avenue (DFA) frontage (from 1in 30 to 1in170). Apart from difficulties in walking along an excessively undulating surface, the external pavement will have an uneven appearance and may have areas of ponding. the proposed levels on DFA will need to be resolved in greater detail to ensure smoother and more consistent gradient transitions and it is recommended that the proponent's consultants liaise directly with SOPA to address this issue.

Pavement finishes

Landscape drawings are showing a different finish to 'building skirt and colonnades'. The pavement finishes within the building boundary should be trihex paving to match both the MRA and DFA frontages. Note that a consistent pavement finish from the kerb to the building line is normal practice at SOP (even if the building line is setback from the site boundary e.g. the CBA buildings at 2 and 4 Dawn Fraser Ave).

Pedestrian Safety / TGS

The vehicle cross-over is likely to require additional treatment e.g. TGS's due to the narrower throat (and close proximity to the bicycle lobby entry where cyclists would be likely dismounting to enter the building on foot).

Recommendation: The Developer's access consultants address potential vehicle/pedestrian/cyclist conflict.

Through-site Pedestrian link

The revised public domain drawing (TURF -LA3 Rev E), shows a stepped pedestrian link connecting a 'Lawn Terrace' and open paved area 'The Ledge' with the proposed loading dock. This revision doesn't resolve the potential conflict and safety issues for pedestrians in close proximity to delivery vehicle movements associated with the loading dock and results in the loss of an accessible through-site pedestrian link.

Recommendation: That GPT reinstate (as shown in earlier GPT design proposals and in accordance with MASTERPLAN 2030, Precinct Controls p.163), a through-site link (ideally ramped) to provide a safer and more direct pedestrian connection between the Dawn Fraser Ave to Murray Rose Ave footpath and Brickpit Park, through 3-5 MR Ave. This link should utilise the 3m wide landscape corridor shown along the eastern site boundary which is shown offset from HV and sewer zones (TURNER Drawing EA104 Rev X).

Should you require any further information on the above please contact me on 9714 7139.



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A/Manager, Planning