



CM/CB
16334
15 December 2016

Carolyn McNally
Secretary
NSW Department of Planning & Environment
23-33 Bridge Street
SYDNEY NSW 2001

Attention: Alexander Scott

Dear Ms McNally

**SSD 7745 RESPONSE TO SUBMISSIONS
SITE 18, DAWN FRASER AVENUE, SYDNEY OLYMPIC PARK**

The Environmental Impact Assessment (EIS) to accompany the State Significant Development Application (SSD 7745) for a Rugby League Centre of Excellence at Site 18, Dawn Fraser Avenue, Sydney Olympic Park, was exhibited from 26 October 2016 to 24 November 2016. A total of 9 submissions were received from Government agencies. No submissions were received from the general public.

NSW Rugby League Ltd (NSWRL), the proponent for the project has reviewed and considered the submissions and, in accordance with clause 85A(2) of the *Environmental Planning and Assessment Regulation 2000*, has responded to the issues raised.

This letter is accompanied by the following documents:

- Consultant Advice Note, in relation to power and water saving measures, prepared by ADP, dated 8 December 2016 (**Attachment A**);
- Contamination Advice Statement, Douglas Partners, dated 12 December 2016 (**Attachment B**);
- Revised Site Plan (AD.01.00.000 REV G), prepared by Populous, dated 13 December 2016 (**Attachment C**);
- Water Management Statement, prepared by Taylor Thomson Whitting, dated 12 December 2016 (**Attachment D**);
- Response to Submissions Statement, GTA Consultants, dated 13 December 2016 (**Attachment E**); and
- Bicycle Parking Facilities Plan (SK.10.00.019 REV 9), prepared by Populous, dated 7 December 2016 (**Attachment F**).

This letter and the attachments should be read in conjunction with the documentation that accompanied the original State Significant Development Application (SSD 7745).

1.0 RESPONSE TO NSW DEPARTMENT OF PLANNING AND ENVIRONMENT

Issue

Provide further justification of the consistency of the proposed land use with the land use controls in Section 4.5 of the Draft Sydney Olympic Park Master Plan 2030 – 2016 Review (the Draft Plan).

Response

Under the Draft Plan, land uses are to comply with Figure 5.16 Central Sports Precinct Land Uses Plan, as shown in **Figure 1** below.

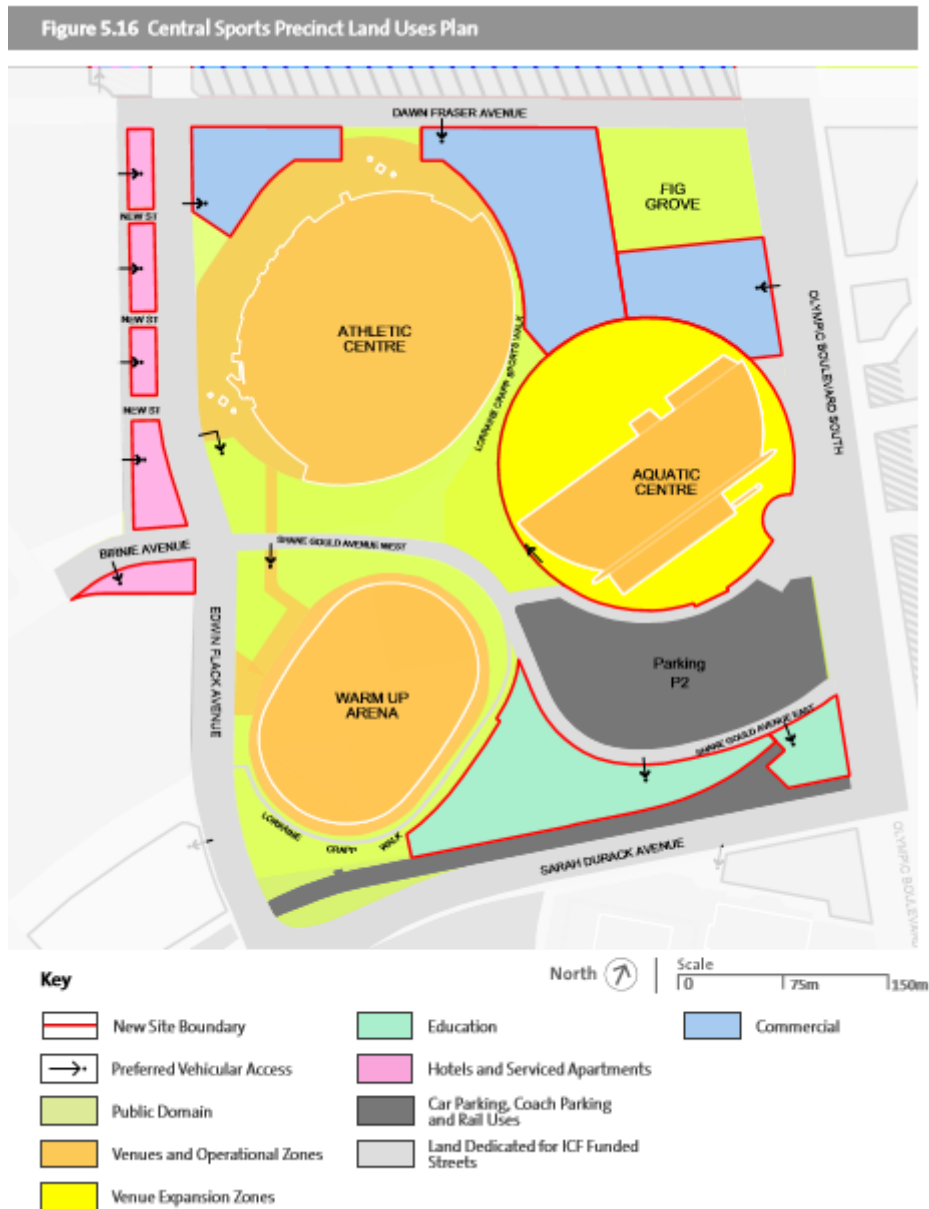


Figure 1 – Extract from the Draft Plan – Figure 5.16 Central Sports Precinct Land Uses Plan
Source: Sydney Olympic Park Master Plan 2030 (2016 Review)

The site is identified as falling within the Commercial' land use zone within the Central Sports Precinct and the permitted land uses within the Commercial zone (as set out in Section 4.5 of the Draft Plan) are as follows:

- Amusement centres;
- Business Premises;
- Health Services Facilities;
- Entertainment Facilities;
- Function Centres;
- Office Premises;
- Registered Clubs;
- Retail Uses;
- Places of worship; and
- Education (up to 30% GFA).

The proposed NSW Rugby League Centre of Excellence will be the NSWRL Headquarters and provide accommodation for the administrative and sports training employees. As such the proposed development is defined as office premises¹ under the *Standard Instrument – Principal Local Environmental Plan*. However as noted in the EIS, the development includes ancillary retail uses at Ground Floor level (Level 0).

The proposed land uses are therefore consistent with the permissible land uses set out in Section 4.5 of the Draft Plan.

Issue

Provide a detailed schedule of water and power saving measures that can be achieved through the building design or installed in the building.

Response

ADP Consulting has provided advice (**Attachment A**) that specifies the power and water saving measures that will be integrated into the detailed building design

Power saving measures include:

- energy efficient Fluoro lights;
- energy efficient LED lights;
- energy meters with BMS interface;
- c-bus lighting control system including occupancy sensors;
- lighting levels to AS 1680 for lighting and visual comfort;
- use of XLPE cable in order to reduce use of PVC; and
- external light to Australian Standard 4282 to avoid lighting pollution.

Water saving measures include:

- SOPA Recycled water supply to be utilised for external hose taps, irrigation, toilets and urinals;
- wells rated tapware and sanitary fixtures (Architect and ESD engineer to confirm final selection); and
- water meters with BMS interface.

¹ **Office premises** means a building or place used for the purpose of administrative, clerical, technical, professions or similar activities that do not include dealing with members of the public at the building or plan on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

Issue

Provide measures to be undertaken in the event of finding unexpected concentrations of contaminants that exceed relevant criteria.

Response

Advice has been prepared by Douglas Partners at **Attachment B** that sets out the procedure that will be followed in the event that unexpected concentrations of contaminants that exceed the relevant criteria, are found during the construction works.

2.0 RESPONSE TO SYDNEY OLYMPIC PARK AUTHORITY

Issue

A minimum 4m wide footpath should be provided including the front of the proposed car parking area to allow for pedestrian access and the management of people during events.

Response

The footpath in front of the proposed development along Dawn Fraser Avenue is proposed to be 4m wide as illustrated on the revised Site Plan (drawing no. AD.01.00.000 REV G) prepared by Populous and included at **Attachment C**.

Issue

The application does not provide a Soil and Water Management Plan or Integrated Water Cycle Management plan, prepared in accordance with the SOPA Stormwater Management and Water Sensitive Urban Design Policy...

Response

A Soil and Water Management Plan, prepared by Taylor Thompson Whitting (TTW) was included within the Civil Design Report at Appendix N of the EIS. This has been confirmed by TTW who have prepared a supporting statement at **Attachment D**. As confirmed in the statement at **Attachment D**, the requirements of an Integrated Water Cycle Management Plan are outlined in Section 3 of the Civil Design Report (Appendix N of the EIS), however it is not considered that a specific Integrated Water Cycle Management Plan is required.

Issue

The application does not describe the measures to be implemented to minimise the volume and frequency of stormwater discharge as a result of any impermeable surfaces, such as paving, driveways and car parks, including measures to improve water quality...including measures to improve water quality.

Response

TTW have prepared advice in support of the proposal (**Attachment D**) and confirm that on-site detention (OSD) is being provided and the post development 1% AEP flows are being reduced to match pre-development 20% AEP flows.

Further, the statement at **Attachment D** specifies the water pollutant removal devices that will be incorporated within the design to meet Sydney Olympic Park Authority's (SOPA) water quality removal targets.

Issue

It is noted that the proposed development envelope extends beyond Site 18. Specifically, the proposed car parking area is located in the open space adjoining the site and crosses into part of the lot identified in the Master Plan 2030 as Site 15-17. The Authority supports the proposed boundaries.

Response

Noted. JBA has verbally confirmed with Dat Tran of SOPA that the extension of the proposed development beyond the boundary of Site 18 is not an issue.

3.0 RESPONSE TO TRANSPORT FOR NSW

Issue

Demonstrate that the proposed pick up and drop off activities would not impact upon the bus operation of Dawn Fraser Ave and the safety of cyclists using the dedicated on-road cycle path.

Response

GTA Consultants (**Attachment E**) advise that Section 4.4 of the Transport Impact Assessment refers to proposed pick-up and drop-off activity and not Section 3.4 as set out in the submission. Furthermore, Section 4.4 suggests that a portion of the existing on-street parking adjacent to the site could be converted to short-term (5 or 15 minute restriction) and managed/ enforced appropriately to remove the need for a formal 'no parking' restriction to be provided and for the pick-up and drop-off activities to occur without undue impact.

The proposed pick-up and drop-off zone would utilise existing on-street parking and essentially increase the turnover of a small number of parking spaces. Given the straight alignment of the road and clear sight lines, there would be a negligible impact on existing bus services.

While there would be a minor increase in the number of vehicles crossing the dedicated on-road cyclist path to access the pick-up and drop-off zone, clear sight lines would also be available for cyclists. Additional warning signage and modifications to the line marking can be introduced to indicate a crossing zone (as regularly used for on-road left-turn bays), which would improve road user awareness and limit any additional risk.

Further discussion and agreement with SOPA will be undertaken in regard to the possible amendment to the parking restrictions on Dawn Fraser Avenue and the detailed layout thereof.

Issue

Details in regard to end of trip facilities are to be clarified.

Response

The proposal includes male and female end of trip facilities on Level 2 as shown at Drawing AD.10.02.000, providing 2 showers, 2 toilets and storage lockers within each. GTA consultants (**Attachment E**) have confirmed that these facilities are considered adequate for the proposal.

Issue

20 bicycle parking spaces should be provided as per the requirement in SOP Master Plan 2030.

Response

There are 10 bicycle parking spaces accessed directly from Dawn Fraser Avenue at the Ground Floor (Level 0). An additional 10 bicycle parking spaces can be provided within the Level 1 gym, if required, as shown on the Bicycle Parking Facilities (SK.10.00.019 REV 9) has been prepared by Populous (**Attachment F**).

It is proposed that the bicycle spaces at the Ground Floor will be constructed in the first instance and then if there is a high demand for additional spaces or staff travel pattern surveys indicate that the additional 10 bicycle spaces proposed within the Level 1 gym area are required, then they will be provided at that time. If the extra 10 spaces are demanded, bicycle users can access the Level 1 gym directly via the on-grade and DDA accessible path leading from the pathway adjacent to the new training field, however access will be restricted via a swipe a card system. A Bicycle Parking Facilities (SK.10.00.019 REV 9) has been prepared by Populous, it is included at **Attachment F**.

Issue

Assess the development impacts on the layover and operation requirements for special events and propose mitigation measures.

Response

GTA Consultants (**Attachment E**) advise that Section 4.5.2 of the Transport Impact Statement addresses traffic impacts during special events and identifies a State of Origin game at ANZ Stadium as the key major event where the facility is expected to be at its maximum capacity. As noted in the Transport Impact Statement, this is an existing event for which appropriate management measures have been developed. Any coaches that would access the Centre of Excellence in future would use the existing event traffic routes and bus layover facilities shown in Plan 2 of the SOPA Major Event Impact Assessment Guidelines.

The site is situated within the 'Major Event Operations Zone' and as such is likely to be impacted by other non-related major events that are held at Sydney Olympic Park throughout the year. The biggest impact on the operation of the Centre of Excellence during a major event is likely to be to the ability of the staff and visitors of the building being able to access it. At these times, the operation of the facility would have only minor traffic impacts and access requirements to the facility would be adapted to suit event planning arrangements (including standard road closures).

Prior to the major events occurring, NSWRL will consult with SOPA in regard to the likely street closures and the alternative public transport provisions, and will publicise the alternative arrangements proposed and encourage commuters to use public transport. Any coach access required to the Centre of Excellence during these times would have a negligible impact on the layover and operation requirements for special events, and would form part of any SOPA consultation to determine whether access to the facility would be available (or alternate arrangements required).

Issue

TfNSW requests one driveway for ingress and one driveway for egress movements.

Response

GTA Consultants (**Attachment E**) confirm that the two-way driveway closest to the building simplifies service vehicle movements, particularly as the proposed 10 car spaces will generate minimal traffic movements. The proposed arrangement is considered more appropriate than having service vehicles drive (1-2 per day) through the car parking area, which could result in reduced pedestrian safety and potential vehicle damage.

Issue

TfNSW requests a Construction Pedestrian and Traffic Management plan be prepared as a condition of consent.

Response

This request is noted and NSWRL are comfortable with such a condition being included as part of the consent. However we request that the Construction Pedestrian and Traffic Management Plan be prepared in consultation with the SOPA and not the City of Parramatta Council, as SOPA are the principal planning authority for the area. Furthermore, we request that the final Plan be issued to the Principal Certifying Authority, prior to the commencement of any works and not the City of Parramatta Council, for the same reasons as above.

4.0 REPONSE TO OTHER GOVERNMENT AGENCIES

Table 1 provides a summary of the submissions received by other Government Agencies and our response.

Table 1 – Response to other Government Agencies

Agency	Comment	Response
City of Parramatta	No Comments	Noted.
Office of Environment and Heritage	the matter does not contain biodiversity, natural hazards or Aboriginal cultural heritage issues that require a formal OEH response	Noted.
Environment Protection Authority	The EPA has no comments regarding the proposal.	Noted.
Heritage Council	The heritage council recommended conditions of consent but then these were redacted.	Noted.
Roads and Maritime Services	It is recommended that the proposed vehicular access point and through site link road should be in accordance with Sydney Olympic Park Master Plan 2030 - 2016 Review (Figure 5.16 – Central Sports Precinct Land Uses Plan and Figure 5.18- Central Sports Precinct Building Zones and Setback Plan) to the satisfaction of Sydney Olympic Park Authority.	A through site link is provided between the proposal and the new training field to the east, being developed by SOPA.
Sydney Water	Sydney Water has included commentary regarding Water and Waste Water, Recycled Water and E-Planning.	The comments from Sydney Water are noted and any required condition of consent is accepted.
Royal Agricultural Society of NSW	Supports the proposal.	Noted.

In light of the merits of the proposal and in the absence of any significant adverse environmental, social or economic impacts, we have no hesitation in recommending that the application be approved subject to standard conditions of consent.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or cburdett@jbaurban.com.au.

Yours faithfully



Claire Burdett
Principal Planner