

18 July 2014

Mr Daniel Keary
Director – Industry, Key Sites and Social Projects
NSW Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Keary

RESPONSE TO NOTICE OF EXHIBITION – SSD 6387 BURROWAY ROAD SYDNEY OLYMPIC PARK

I refer to your letter dated 2 June 2014 regarding the exhibition of the above application.

The Sydney Olympic Park Authority (SOPA) has reviewed the submitted application and wishes to raise a number of areas of concern/non-conformance with the proposed development.

Apartment Mix

The Sydney Olympic Park Master Plan (SOP MP) requires a unit mix comprising a minimum 15% of units to be studio or 1 bedroom units and a minimum 15% of units to be 3+ bedrooms. The proposal only provides for 3% of the total units being 3+ bedrooms. The proposal provides no justification for this departure.

Solar Access

The proposed development has adopted the provisions of the Residential Flat Design Code (RFDC) for dense urban environments, thereby requiring the development to only provide 2 hours of sunlight to 70% of dwellings between 9am and 3pm on winter solstice. SOPA and the SOP Design Review Panel are of the opinion that Sydney Olympic Park is not a dense urban environment and all developments should achieve the target of 3 hours of sunlight between 9am and 3pm to 70% of dwellings. In addition the application does not include a solar assessment tabling details of when and how much sunlight individual units receive.

Storage and Bicycle Parking

The SOP MP and the RFDC both identify specific storage requirements for residential units. It is noted that the submitted EIS suggests that 4m³ is proposed to be provided to each unit. This is significantly below the identified targets and is further compromised by the lack of separate bicycle parking. The SOP MP requires 1 bicycle space per unit (in addition to visitor) which is proposed to be provided in the basement storage cages of each individual unit. This is considered to only be acceptable where the unit storage requirements are in excess of the SOP MP and RFDC. The proponent should be requested to address this non-conformance.

Ground Level Activation

The development has focused ground level activation on the through-site-link at the expense of the rest of the development.

The frontage to Hill Road, extended, is dominated by loading docks, substation access and other plant.

Burroway Road provides some activation but has a large expanse dedicated to vehicular access and the loading dock.

New Street which will interface with a new primary school is dominated by garbage store, access ramps and outdoor play space for the childcare centre which will likely be screened for privacy.

Foreshore Drive is surprisingly lacking activation when it has a northerly aspect and significant views over the Parramatta River.

To provide greater activation to New Street the garbage store should be relocated to the basement with the loading dock utilised for collection, it is noted that the SOP MP requires collection of garbage to occur onsite. The remnant space should be incorporated into the adjoining retail tenancies or additional tenancies provided. Details of screening for the childcare centre should also be provided.

Foreshore Drive should be treated in accordance with the expectations of the SOP MP and take advantage of its location. The entire frontage should be made retail deleting the stairs to the communal open space as suggested by the SOP Design Review committee. The addition of more retail space will see a further departure from the nominated FSR for the site however activation of Foreshore Drive is a higher priority.

Through-site-link

The through-site-link shows large trees being planted along its length; however there does not appear to be sufficient depth for such planting. On other plans it shows the trees being planted on mounds which is not particularly desirable and clutters the space. The through-site-link is to be a visual connection from the ferry wharf to the sites beyond and therefore the ground plane should not be cluttered. A deep soil planting zone should be provide to allow for the nominated planting or other more appropriate treatment of the through-site-link should be considered.

The stair and ramp treatment of the Foreshore Drive end of the through-site-link should also be reconsidered to remove clutter. Levels should be reconsidered to allow a seamless movement from one end of the site to the other. If a minor level change is required consider use of only a ramp only to de-clutter the space.

Stormwater Management

The treatment/re-use of stormwater from the development appears to be unresolved/contradictory within the submitted EIS. Stormwater is to be treated in accordance with SOPA's adopted policy. It should also be noted that treatment of stormwater from the new roads is required in accordance with the same policy.

Plans

The submitted plans do not appear to be resolved to an appropriate level. There is contradiction between detail shown on different plans, particularly at ground level between architectural, landscape and engineering. Also some elevations do not appear correct. This has created some of the issues raised above. The plans should be further resolved and checked for consistency before resubmission.

Please note that SOPA has met with the proponent regarding the above and provided a copy of this letter.

Should you require any further information on the above please contact me on 9714 7145.

Yours faithfully

Darren Troy

A/Executive Manager
Urban Planning and Design