



Reference: 10 228

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13 April 2012

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Capital Corporation  
Suite 705, 12 Century Circuit  
Baulkham Hills NSW 2153

Attention: Adam Wheat

**Re: Mixed Commercial & Retail Development (Stage 1) - 2 Australia Avenue, Sydney Olympic Park – SOPA Response**

Dear Adam,

We refer to the subject development and in particular the assessment of the Part 3A application undertaken by the Sydney Olympic Park Authority (SOPA). SOPA provided comments regarding traffic related issues on 23<sup>rd</sup> January 2012 (see letter included in **Attachment 1**). In this regard we have reviewed each item raised and note that amended plans have been prepared which incorporate our recommended changes. These amended plans are provided in **Attachment 2** and on the basis of these plans we advise as follows in relation to the particular items raised:

***Item (1): "The Ground Floor Plan (DA1003) shows the only access to the site for all vehicles is from Australia Avenue. This plan shows that there are three (3) access requirements for vehicles – the temporary ramp for basement parking, at grade parking for supermarket/retail customers and the site's loading area. This creates significant conflict....."***

*Response:*

The temporary access driveway provided for Stage 1 has been re-designed and these conflicts have been resolved. The proposed new access layout is provided in **Attachment 2** and the following amendments are noteworthy:

- The Stage 1 development now proposes two separate access driveways, both of which will continue to be limited to left-in/left-out movements. This arrangement complies with AS 2890.1 although it is essential in this regard that both driveways be designed with laybacks so that they operate as a 'conventional' driveway, with pedestrians having priority. These driveways will be reconfigured to form a single public roadway for Stage 2.
- The southernmost driveway will serve the basement car park only and has a width of 6 metres which complies with the requirements of AS 2890.1 (2004) for a Category 2 driveway.
- The northernmost driveway will serve the 19 space car park and loading dock and is separated from the basement access by a 2.0 metre wide painted 'refuge' median. The



driveway is 5 metres in width and this also complies with the requirement for a Category 1 driveway as outlined in AS 2890.1 (2004).

- We note that SOPA commented that the at-grade parking was associated with the retail component of the development. This parking is in fact associated with the existing warehouse and will generate a maximum of 19 veh/hr in the AM and PM peak periods. This access will therefore generate low traffic volumes associated with the warehouse and infrequent trips associated with the loading dock. The at-grade parking will be controlled by a boom gate allowing access to warehouse employees only. Signage can be provided on entrance from Australia Avenue publicising access by employees only.
- The loading dock has been relocated further to the west. Access by an MRV (8.8 metre) can be achieved using the new access and this is demonstrated in the swept path analysis provided in **Attachment 3**.
- SOPA's concern with queuing effects onto Australia Avenue has been addressed by the new layout. The at-grade parking will generally attract vehicle arrivals in the AM peak period and departures in the PM peak period. In addition, no boom gate is proposed on entrance to the basement car park. Commercial parking will be segregated from retail parking within the basement allowing the free flow of traffic into the development.

It is emphasised that this temporary design for Stage 1 development is considered the optimum solution which complies with the requirements of AS 2890.1 (2004).

***Item (3):" The proposed placement of the temporary ramp for basement parking has a number of shortcomings, especially in relation to the construction of New Road 10 and any vehicular access to adjacent development sites. It is recommended that the temporary ramp be relocated to an area outside of the footprint of any proposed new road...."***

*Response:*

Consultation is currently being undertaken with SOPA and Capital Corporation regarding the location of the temporary ramp. Capital Corporation has noted that a number of construction methodologies are being investigated and all maintain access to car parking at the front of the site during the entire construction period.

***Item (3). The SIDRA data presented in the Traffic Consultants report shows that the northbound Australia Avenue traffic in the AM peak is currently operating at LoS E through Sarah Durack/Australia Avenue. The trip generation will worsen this intersection's performance to LoS F. Strategies will need to be development to meet this deterioration such as modifying the phasing of the lights at the intersection***

*Response:*

We have discussed this with RMS and the modelling assessment is currently being reviewed to address the RMS request to adopt higher trip rates based on the 'generic' rate within the RMS's 'Guideline for Traffic Generating Development' for commercial developments. This is notwithstanding that these rates are high based on more recent surveys. In this regard, consultation with RMS is also ongoing regarding the phasing and cycle times that are to be adopted in the modelling at the intersection of Sarah Durack Avenue/Australia Avenue. Further advice will be provided to SOPA upon completion of this further 'sensitivity testing'.



**Item (4): “The location of the visitor parking in relation to the supermarket needs to identify the pedestrian path of travel.....”**

*Response:*

As mentioned in item (1) above, the at-grade parking is not associated with the retail component of Stage 1. It is provided for Warehouse employees only. This at-grade parking will be controlled by a boom gate and additional signage will be provided to alert drivers traversing Australia Avenue.

**Item (5): “All vehicles entering and exiting the Loading Area must do so in a forward direction. This includes both access from Australia Ave and into the actual Loading Area of the building footprint.**

*Response:*

The loading area has been redesigned and can accommodate a turntable suitable for an 8.8metre MRV plus an additional 600mm clearance on each side. The provision of the turntable will allow all vehicles to enter/exit the site in a forward direction. Swept path analysis has been undertaken to demonstrate this and is provided in **Attachment 3**.

In conclusion, the revised plans satisfactorily address all comments raised by SOPA and represent the optimal outcome, with the only issue remaining being the additional modelling, which will be provided as soon as possible. In the interim, please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

**traffix**

Graham Pindar  
**Director**



## Attachment 1

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23 January 2011

Heather Warton  
Director Metropolitan and Regional Projects North  
Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

**Exhibition of Environmental Assessment for Mixed Commercial and Retail Development (Stage 1) at 2 Australia Avenue, Sydney Olympic Park (Site 43/44) (MP10\_0168)**

Dear Ms Warton,

I refer to the Environmental Assessment for the above Major Project Application, which was referred to Sydney Olympic Park Authority (the Authority) for comment. The Authority has considered the development, as submitted, and believes that the applicant needs to revisit the proposal. The following comments are made in this regard:

**SUPPORT FOR THE PROPOSED DEVELOPMENT**

The Authority supports the concept of the proposed development however there are a number of areas of concern that must be addressed prior to the Authority being satisfied that the development would provide a positive contribution to Sydney Olympic Park.

**DESIGN ISSUES**

Design competitions are a key component of the Design Excellence Strategy for Sydney Olympic Park (refer to part 4.6.10 of Master Plan 2030). A design competition is a mandatory requirement for the proposed site (site 43/44) and a competition was held in accordance with the requirements of Master plan 2030. The Master Plan 2030 also requires that 'the submitted Development or Project Application must be consistent with the preferred design of the relevant design competition' (refer to item 15 in Appendix A of Master Plan 2030). In addition to the requirements of Master Plan 2030, the project's DGR's required that the design must respond to the Design Excellence Committee Jury Report dated 23 August 2010 and specifically the seven recommendations for the further development of the design.

The Authority does not believe that the design submitted as part of this project application is consistent with that of the winning entrant, particularly due to a number of significant departures. The project application has also been considered by the Authority's Design Review Panel and the panel noted that the design changes *'diminished rather than improved design quality, to the point where many of the attributes that originally distinguished this project over other entries have largely disappeared'*.

Having regard to the above, the key design issues that need to be considered are:

**External**

- The modified façade design with the staggered, expressed balconies generates an awkward street elevation that falls far short of the more sophisticated, calmer treatment of the competition winning entry, which featured continuous balconies on all levels, screened by a combination of light filtering devices.



- Instead of enlivening the elevations, the new darker toned materials and finishes are heavy and lifeless.
- Changes to the Herb Elliott undercroft design such as the removal of the Supermarket entry pavilion and the elliptical kiosk, now result in an overscaled, lifeless and potentially windswept space that will actively discourage public use. These concerns are amplified by the staging where, in Stage 1, the undercroft will be the primary public place.
- The south-eastern corner fronting onto Australia Avenue and the proposed East West Street, with an exposed electrical kiosk, interim surface car park and extensive louvered walls, is not acceptable as it appears too back-of-house for this highly visible frontage of the project. In addition to this, the Design Review Panel noted that this open space together with a major fig tree to the southeast generated the pedestrian /open space network in the winning design competition strategy. As such, an appropriate public presence needs to be established in stage 1.

#### **Retail, back-of-house**

- Retail tenancies must have direct access to loading dock and garbage store facilities, due to the major event operational requirements and this has not been provided.
- Management of supermarket trolleys will need to be considered especially as there is no lift access from the supermarket to the basement parking. The supermarket entry has not been nominated and therefore the relationship between the supermarket and potential customer parking can not be established, however it would appear no customer parking has been provided for the supermarket.

#### **Setbacks** (refer page 11, appendix U MP2030)

- The encroachment of fire stairs and upper floor levels into the 3m setback zone (Park Street Extended) is considered to compromise the openness and solar access into what will become a narrow and overshadowed street. However this could be acceptable if only the fire stairs extended into the setback zone.

#### **Service vehicle entry ramp**

- The service vehicle ramp, as proposed, crosses and obstructs the public footpath which presents issues for safe pedestrian travel. There is no opportunity for this ramp to be corrected in later stages and therefore is to be redesigned as part of this application.

#### **Underground Car Park**

- The carpark under the future east west street (road 10) should be shown in section and in relation to the future street profiles prepared by GHD. In addition, the roof of the carpark should have bearing capacity to support the future street use, as well as rootable soil volumes required to support the proposed street trees and irrigation. There should be adequate clearance over the roof slab for future street services.

#### **Recommended Changes**

To address the above design issues it is recommended that the applicant amend the application as follows:

1. The competition winning design is to be included in the submission to enable the consent authority to determine whether the proposed design is 'based on the preferred (competition) scheme.' (part 4.6.10 (4) of Master Plan 2030).



2. Review the elevation design, including material and colour, to restore the lightness and simplicity of the original winning design, in particular the staggered blades at the recessed balconies should be reconsidered in favour of a more continuous façade screening similar to that proposed for the original design. Refer to comparative images at Attachment B.
3. Review the undercroft design and program, including lighting and structures, to create scale and amenity and encourage public use of the space, particularly in Stage 1 of the project. Refer to suggested alternative in attachment A1 and comparative images at Attachment B.
4. The electrical services kiosk is to be integrated into the building envelope, as in the design competition proposal. Freestanding electrical infrastructure is not suitable for the Town Centre public domain, especially sites with such high visibility. Refer to sketch in Attachment A1. To date external kiosks have not been allowed for new developments in street front locations in the town centre.
5. The basement car park access ramp should be located away from the future street corridor, refer to suggested alternative in attachments A1 and A2. This is discussed in further detail below.
6. The service vehicle entry ramp is to be relocated away from the footpath to ensure that the ramp incline/decline commences clear of the public footpath, refer to suggested alternative in attachments A1 and A2. This may impact on height clearances and upper level setbacks will need to be reconsidered. The ramp relocation will also affect loading dock turning circles and adjustments to this area will be required.
7. The application is to be further considered by the SOPA Design Review Panel prior to being submitted to DP&I for assessment and prior to further public notification. This is to ensure that fundamental design issues are resolved in a timely manner.

## **PUBLIC DOMAIN**

Overall the application appears to have gone into great detail on the public domain elements at this stage. Considering that the application has submitted great detail it is appropriate that those areas of noncompliance need to be raised and should be addressed.

### **Paving Palette/Urban Elements**

- It is SOPA preference that there is a seamless integration of the Urban Design Elements Manual (UEDM) urban elements into the public domain and publicly accessible/private domain areas to ensure consistency of place design, quality, function and management. The paving materials shown are non-UEDM. The application also shows bespoke seating with no back/side rests, bins and bike rails which need to be reviewed and coordinated with the SOPA palette.

### **Planting/Street Trees**

- The UEDM nominates street tree species and preferred species palettes for the public domain and publicly accessible private domain. The application indicates retention of Herb Elliott street trees, however the UEDM proposes replacement of existing street trees with Brush Box.
- A super-advanced exotic tree is proposed for the central courtyard which is considered to be inappropriate. The winning design competition entry built a strategy around the 'visual connection' of a new fig in this location to the established fig trees to the north and south



of the site, particularly site 45. An arborist is to confirm that there is adequate rootable soil volume for the feature tree.

#### **New Road 16 (Park St extension)**

- Although not relevant until the stage two application, it is noted that street tree planting over the structure should be coordinated with underground services, carpark layout and street lighting. The nominated street tree selection is no longer supported and the preferred alternative for this location is *Cupaniopsis anardoides* (Tuckeroo).

#### **Recommended Changes**

1. Prepare a Public Domain Interface Plan, demonstrating that site levels, finishes, pedestrian movements etc have been fully integrated with the public domain ie Herb Elliott Ave, Australia Ave, and the new East West Street footpaths. Greater consultation needs to be undertaken with the SOPA Landscape Design Team.
2. Provide lighting for the new East West Street corridor in accordance with the UEDM.

#### **TRAFFIC**

Traffic access, egress and pedestrian conflict are a major concern with this development.

The Ground Floor plan (DA1003) shows the only access to the site for all vehicles is from Australia Avenue. This plan shows that there are three (3) access requirements for vehicles – the temporary ramp for basement parking, at grade parking for supermarket/retail customers and the site's loading area. This creates significant conflict in the various vehicular movements required to access these locations/directions. Furthermore, the expected conflict is certain to have an adverse affect on northbound Australia Ave traffic, especially during the AM peak and busy event days (such as Easter Show & V8 periods). As a result, the current proposed layout of the access arrangements cannot be supported.

The proposed placement of the temporary ramp for basement parking has a number of shortcomings, especially in relation to the construction of New Road 10 and any vehicular access to adjacent development sites. It is recommended that the temporary ramp be relocated to an area outside the footprint of any proposed new road, refer to suggested alternative in attachments A1 and A2

The SIDRA data presented in the Traffic Consultant's report shows that the northbound Australia Ave traffic in the AM peak is currently operating at a level of LOS E through the Sarah Durack/Australia Ave intersection. The trip generation associated with the development will worsen this intersection's performance to LOS F. Strategies will need to be developed to meet this deterioration such as modifying the phasing of the lights at the intersection.

The location of the Visitor Parking in relation to the Supermarket needs to identify the pedestrian path of travel. The only safe path will be via the west side of the development in order to avoid the vehicle movements off Australia Ave (although it is a little unclear as to the entry point for the supermarket). However, a better solution may be to eliminate the visitor parking altogether from the at grade location. As the full development of the site will see the visitor parking contained within the basement, it would be prudent to establish this arrangement in Stage 1 of the development.



All vehicles entering and exiting the Loading Area must do so in a forward direction. This includes both the access from Australia Ave and into the actual Loading Area of the building footprint.

### **Recommended Changes**

1. The proposed basement access ramp is to be relocated out of the proposed new road 10. The current location provides an unacceptable level of conflict between vehicles in three directions and has the potential to limit the ability to realise the future extension/creation of new road 10. Sketches have been provided at Appendix A1 and A2 that demonstrate one option for the relocation of the vehicle access ramp.
2. Consideration needs to be given to parking and access to the supermarket. There is currently no defined pedestrian path of travel from the supermarket to visitor parking in the basement and or to the at grade parking, should it remain post relocation of the basement access ramp from its current location.
3. Strategies need to be developed to show that the worsening performance at Sarah Durack/Australia Ave intersection caused by this developments traffic generation can be resolved.

### **EVENT MANAGEMENT**

It is noted that the application states an Events Information Statement will be prepared prior to the issue of a Construction Certificate. Notwithstanding this commitment, there is very limited analysis on the impact of major events relating to the development. Further consideration needs to be given to the impact of events on the operation of this development at this early stage.

As outlined above there are a number of significant concerns with the proposed development which require further consideration by the applicant. The Authority has an ongoing interest in the development of Sydney Olympic Park as both a land owner and regulator and aims to play its part to ensure that growth and change is appropriately managed.

Please contact Darren Troy on 9714 7145 or email [darren.troy@sopa.nsw.gov.au](mailto:darren.troy@sopa.nsw.gov.au), should you require any further assistance or clarifications in relation to this submission.

Yours faithfully



**Andrew Brown**

Executive Manager, Urban Planning and Design

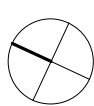


## Attachment 2

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**Do not scale drawings. Verify all dimensions on site**



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project

SITE 43/44 SYDNEY OLYMPIC PARK

## GROUND FLOOR PLAN

scale	1:200@ A1	drawing no.
drawn	AWL	
checked	CO	issue
project no	090086	

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## Attachment 3

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