

Response to Submissions and Preferred Project Report



3 Murray Rose Avenue, Sydney Olympic Park

Project Application No. MP11_0082

Submitted to NSW Department of Planning
On Behalf of GPT RE Limited

March 2013 ■ 11131

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Appendices

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	<i>JBA Planning</i>
B	Stormwater Statement
	<i>J&M Group Hydraulic and Fire Services Consultants</i>
C	Revised Traffic Impact Assessment
	<i>Better Transport Futures</i>
D	Landscape Statement
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E	Architectural Statement
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F	Addendum to Flora and Fauna Impact Assessment
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1.0 Introduction

The Environmental Assessment Report (EAR) for a Project Application for a new commercial building at 3 Murray Rose Avenue, Sydney Olympic Park, was exhibited from 31 October to 29 November 2012 and six submissions were received from Government agencies. GPT RE Limited (GPT), the proponent for the project, has reviewed and considered the submissions and, in accordance with clause 75H (6) of the Environmental Planning and Assessment Act 1979, has responded to the issues raised.

This report sets out GPT's response to submissions (Section 2) and details the preferred project (Section 3). A revised Statement of Commitments is also included (see Section 4).

This response should be read in conjunction with the Environmental Assessment Report (EAR) dated October 2012 and forms part of the project application.

2.0 Response to Key Issues

GPT's detailed response to each of the issues raised in the submissions made on the project is located at **Attachment A**. The following sections outline the response to the key issues raised in the submissions, which include stormwater management, car parking, traffic assessment, demolition and landscaping.

2.1 Stormwater Management

Issue

As the site is not able to be connected to the Water Reclamation and Management Scheme (WRAMS) system, stormwater management details are required.

Response

Due to the location of the site, it is able to take water from the WRAMS supply but is not able to provide water back to the system. To reduce demand on the WRAMS system, roof stormwater will be collected and diverted (via a first flush device) to a tank within the building. This water will be used for toilet flushing, irrigation, wash down and cooling towers. Overflow from this tank will discharge to the stormwater infrastructure system located in Murray Rose Avenue.

This information is confirmed in a letter prepared by J&M Group Hydraulic and Fire Services Consultants (refer **Attachment B**).

2.2 Provision of Car Parking

Issue

Confirmation is required that the proposed car parking rate of 1 space per 55m² of gross floor area was appropriate in terms of the site and SOPA's Master Plan 2030.

Response

Detailed discussion relating to the proposed provision of car parking is contained in the EAR at Section 7.5.2. Whilst Master Plan 2030 stipulates a maximum rate of 1 space per 80m² of gross floor area, the SOP Transport Strategy that informed the Master Plan states that this rate can only be achieved with significant investment in public transport infrastructure.

The public transport infrastructure initiatives identified include:

- improving cross-regional bus services;
- establishing a shuttle bus service;
- establishing the West Metro rail link; and
- establishing a strategic bus corridor between Parramatta and Burwood via Sydney Olympic Park.

None of these initiatives have been developed. Therefore, it is highly unlikely that the 40% modal split envisaged by SOPA will be met in the short to medium term, and therefore there will be ongoing demand for private car parking.

Further discussion relating to the provision of car parking is included in the revised Traffic Impact Assessment prepared by Better Transport Futures (refer **Attachment C**).

Importantly, it should be noted that Transport for NSW provided a submission in relation to the project that states the following:

Given that there is no significant change in the overall public transport provision of the SOP precinct in the foreseeable future, Transport for NSW does not object to the on-site parking rate of 1 space per 55m² of Gross Floor Area (GFA) for the proposed development as outlined in the Traffic Impact Assessment Report. Over time, Transport for NSW would support future commercial development within the SOP precinct decreasing the provision of commercial car parking. This would be linked to significant investment into major public transport improvements within the precinct.

2.3 Updated Traffic Assessment

Issue

An updated traffic assessment is required that includes a survey of the recently completed surrounding development.

Response

To incorporate measurement of traffic from recently completed development (in particular 5 Murray Rose Avenue), a manual traffic survey count was undertaken at the intersection of Australia Avenue and Murray Rose Avenue on 5 February 2013 between 7.00am to 9.00am and 4.00pm to 6.00pm.

The survey results confirmed that this intersection operates acceptably, with significant spare capacity.

The survey results have been incorporated into a revised Traffic Impact Assessment prepared by Better Transport Futures (refer **Attachment C**).

2.4 Extent of Demolition

Issue

Clarification is required regarding the extent of demolition, particularly in relation to the existing at-grade car parking area to the east of the site.

Response

The amended architectural drawings prepared by Turner and Associates Architects (refer **Attachment G**) clarify the extent of demolition proposed. In summary, demolition works are confined to the existing office and warehouse building, with the at-grade car park to remain. The demolition of the car park will be addressed in a future application relating to that site.

2.5 Landscaping

Issue

Landscaping details are required for areas that are impacted by demolition works but not subject to immediate construction works.

Response

It is proposed to grass areas of ground that are exposed by demolition but not subject to immediate construction works. This is a suitable economic and environmental approach, given that these areas will be further developed in the short to medium term (subject to a future application).

This approach is confirmed in the letter prepared by Turf Design Studio, the landscape architects for the project (refer **Attachment D**).

This approach is consistent with that applied to the neighbouring development of 5 Murray Rose Avenue (formerly known as 7 Parkview Drive, Building A).

3.0 Preferred Project

The project has been amended as shown in the set of amended architectural drawings provided at **Attachment G**. The following highlights the key changes to the drawings, which are clouded for clarity on the drawings themselves.

The EAR and the amendments described below comprise the Preferred Project.

Roof Plan

- Dimensions of the plant room increased by 3m to the north and south and 1m to the east and west. Calculations by service engineers indicated that a larger plant space was required. The height of the plant room is not proposed to increase.

Typical Commercial Level

- Enlargement of floor plate approximately 700mm to the west in the south western corner to reflect modular architectural requirements and simplify construction.

4.0 Statement of Commitments

In accordance with Part 3A of the *Environmental Planning and Assessment Act 1979*, the following are the commitments made by GPT to manage and minimise potential impacts arising from the commercial development. These commitments replace the draft commitments included with the EAR.

4.1 Acoustic and Noise

GPT RE Limited will install the glazing as specified on all facades of the building in accordance with the recommendations included in the Acoustic Report, prepared by Acoustic Logic dated 29 August 2012.

In relation to mechanical plant, GPT RE Limited will:

- enclose all chillers within plant rooms;
- locate cooling towers on the western side of the plan room, as far as practicable from future residential properties;
- install all plant items using vibration isolation mounts to prevent structure borne noise transferring to offices below.

4.2 Promotion of Sustainable Means of Transport

GPT RE Limited will incorporate the requirement for the preparation of Workplace Travel Plans into lease documentation for future tenants.

4.3 Accessibility

GPT RE Limited will incorporate the recommendations in the Accessibility Review report, prepared by Morris Goding Accessibility Consultants dated 27 July 2012 into the detailed design of the development to be submitted with construction certificate documentation.

4.4 Flora and Fauna

GPT RE Limited will commission the preparation of a site specific Green and Golden Bell Frog plan prior to the commencement of works in conjunction with SOPA and in accordance with relevant guidelines and protocols.

4.5 Geotechnical

GPT RE Limited will implement the recommendations set out within the Douglas Partners Geotechnical Investigation Report dated 22 August 2012 prior to and during construction works.

4.6 Contamination

GPT RE Limited will implement the recommendations set out within the Douglas Partners Detailed Contamination Assessment dated 23 September 2012.

4.7 Construction Management

A detailed Construction and Environmental Management Plan will be prepared by the appointed contractor prior to the commencement of works. The Plan will be prepared in accordance with the relevant applicable Australian Standards and Occupational Health and Safety requirements and will address the following matters:

- site access controls, public safety, amenity and security;
- operating hours;
- noise and vibration control;
- material management, waste and material re-use;
- construction traffic management;
- dust suppressions;
- tree protection; and
- notification of surrounding properties.

4.8 Operational Waste Management

An operation waste management plan will be prepared by the building manager/future tenant(s) of the building prior to the issue of the occupation certificate.