

Table of Submitter Issues: Stages 1A and 2, Site 43/44, Australia Ave, Sydney Olympic Park

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SYDNEY OLYMPIC PARK AUTHORITY 6 September 2013	<p>Water Management The proposal includes sand filtration and gross pollutant traps within the car parks to treat stormwater before it is discharged from the site. This equipment will require on-going maintenance/cleanout. The proponent must provide and implement a management and maintenance regime for the gross pollutant traps consistent with the manufacturer's requirements.</p> <p>Proposed Condition of Consent 1. Prior to the issuing of any Occupation Certificate the proponent must establish an operation and maintenance plan for all water sensitive urban design assets, including gross pollutant traps, for the life of the asset. The plan must include routine checking, cleaning and servicing of all devices in accordance with the manufacturers recommendations and evidence of a maintenance contract covering at least the first two year period. A copy of the maintenance plan and contract must be provided to the Sydney Olympic Park Authority.</p> <p>2. The final stormwater management plan is to be submitted to the satisfaction of the SOPA General Manager Operations and Sustainability and is to be included in documentation for a Construction Certificate application.</p>	No action required. Condition of consent.	None
	<p>Contamination & Waste Classification Page 60 the report states that "Asbestos was not detected above the reporting limit in the analysed soil samples" this statement may be misleading, particularly in the context of the waste classification that follows. It should read "Asbestos was not detected in the analysed soil samples" to be clear that asbestos was detected at all. In the section that follows on Waste Classification, it should also be noted that, if asbestos is found (whether bonded or friable) during construction and the waste is to be disposed of off-site,</p>	<p>The accompanying Phase 1 Environmental Site Assessment is clear.</p> <p>In regard to the following "<i>In the section that follows on Waste Classification, it should also be noted that, if asbestos is found (whether bonded or friable) during construction and the waste is to be disposed of off-site, then that waste is "Special Waste" not General Solid Waste, and must be disposed of accordingly</i>" – this can be covered by a suitable condition of consent.</p>	None

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	<p>then that waste is “Special Waste” not General Solid Waste, and must be disposed of accordingly. Under the EPA’s Waste Classification Guidelines the threshold for asbestos in waste is zero. Any waste containing any asbestos is classified as “Special Waste”, cannot be recycled, and must be disposed of at a facility that can lawfully receive that waste. The Waste Management Plan should include contingencies for identifying and dealing with asbestos contaminated waste. Appendix M of the proposal should include stockpile management procedure to ensure the site is managed to minimise dust and off site tracking.</p> <p>Proposed Condition of Consent 3. Prior to the release of a Construction Certificate a Construction Management Plan is to be prepared and is to include a detailed Waste Management Plan that incorporates all of the mitigation measures outlines in Appendix M and includes procedures for managing stockpiles on the site in a manner that minimises the generation of dust and off-site tracking.</p>	<p>The other matters can be covered by detailed conditions of consent.</p>	
	<p>Contributions Page 27 states that “the contributions plan for SOP is a confidential document and therefore further consultation with SOPA will be required to determine the level of contributions”. This statement is incorrect, as the ICF is not confidential, and the section can be updated to reflect the current rate per m2, therefore calculating the contribution amount as at today.</p>	<p>It is suggested that a condition of consent be imposed requiring the level of contribution to be determined based on SOPA’s “<i>Sydney Olympic Park Infrastructure Contributions Framework (ICF)</i>”.</p>	<p>Accept condition of consent for determination of contribution based on the contributions plan.</p>
	<p>Traffic The traffic consultant report looks at the intersection performance of key intersections near the proposed development. It would be useful to supply associated intersection diagrams (with all turning movements) along with the SIDRA intersection data (Appendix C of the report). Also, there is no analysis or commentary on the anticipated intersection performance of Herb Elliot Ave/Park St/New Road16 or New Road 10/Australia Ave. The anticipated performance of the Herb Elliot Ave/Park St/New Road 16 in the PM peak is particularly important as well as during mid-week major events. It is suggested that the report be amended accordingly. To address potential conflict between passenger vehicles, trucks</p>	<p>Intersection diagrams have been provided, along with the SIDRA intersection data, in the Traffix letter at Attachment C.</p> <p>The intersection of New Road 10/Australia Ave is assessed in the original traffic impact assessment, submitted with the EIS.</p> <p>The subject development has been developed in accordance with the SOPA 2030 Masterplan, which includes the geometric design requirements for SOPA approved Road 16 and its intersection with Herb Elliot Avenue. Accordingly, the function, traffic implications and performance of Road 16 and its intersection with Herb Elliot Avenue would have been assessed during the development of the Masterplan. Notwithstanding, the intersection</p>	<p>Intersection diagrams have been provided.</p> <p>Accept condition of consent for intersection performance of Herb Elliot Ave/Park St/New Road</p>

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	<p>and pedestrians all vehicles entering and exiting the loading area from Herb Elliot Ave must do so in a forward direction.</p> <p>Proposed Condition of Consent</p> <p>4. All vehicles entering and exiting the Loading Area from Herb Elliot Ave must do so in a forward direction.</p>	<p>of Herb Elliot Avenue with Road 16 is minor in nature and based on Traffix's understanding of the future road network would operate at a satisfactory level of service and with minimal delays under normal traffic conditions (that is outside major event periods). Should the Department consider the additional modelling necessary, it is requested that this be made a Condition of Consent and undertaken prior to the issue of a Construction Certificate such that any minor amendments to the future intersection layout can be identified.</p> <p>SOPA have also requested that modelling of the intersection be undertaken to identify the future operation during major events. This is not considered the responsibility of the applicant and is a traffic management issue that requires a holistic approach /assessment of the entire SOPA precinct.</p> <p>To accurately assess the operation of this intersection under event conditions, appropriate information would be required from SOPA including traffic volumes, road closures, parking restrictions and other management measures that would influence both vehicle route choices within the precinct and traffic flows in the immediate locality.</p> <p>The proposed condition of consent regarding vehicles entering and exiting the Loading Area in a forward direction is acceptable.</p>	<p>16.</p> <p>Accept proposed condition of consent re Loading Area movements.</p>
	<p>Noise Impacts</p> <p>The consultant's Acoustic Report is noted and, although not directly stated, it is inferred that the glazing thickness recommendations (p11 of the consultant's report) have considered the noise emissions from major events. This should be clarified.</p>	<p>Acoustic Logic, acoustic consultants, have clarified that noise levels from typical events have been measured and provided the glazing thickness recommendations in p.11 of the Acoustic Report are complied with, the internal noise levels will satisfy the requirements of Australian Standard AS2107-2000.</p>	<p>Refer letter from Acoustic Logic at Attachment D.</p>
	<p>Additional Proposed Conditions of Consent</p> <p>In addition to the above proposed conditions of consent, SOPA suggests the following standard conditions be included on the consent:</p>	-	-
	<p>Ground Floor Retail Tenancies</p> <p>5. No greater than 25% of the glazing of the ground floor retail tenancies is to be in-filled with signage or non-transparent material/cladding. Any services, plant or back of house functions are not to be located on the same elevations.</p>	-	Accept condition

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	<p>Stormwater and Drainage</p> <p>6. Prior to the issue of a Construction Certificate, details of the proposed stormwater disposal and drainage from the development, including connection to the Sydney Olympic Park Water Reclamation and Management Scheme (WRAMS) are required, and details of the provision of maintenance of overland flow paths are required to be designed to the satisfaction of SOPA's General Manager – Operations and Sustainability and submitted to the Certifying Authority. All approved details for the disposal of stormwater and drainage are to be implemented in the development</p>	-	Accept condition
	<p>Construction Hours</p> <p>7. All excavation and construction work and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (e.g. loading and unloading of goods, transferring of tools etc) in connection with the approved development must only be carried out between the hours of:</p> <ul style="list-style-type: none"> • 7am to 6pm Monday to Friday; • 8am and 3pm on Saturday; • No work must be carried out on Sundays or public holidays. <p>Work may be undertaken outside of these hours where:</p> <ul style="list-style-type: none"> • The delivery of materials is required outside of these hours by the police or other authorities; • It is required in an emergency to avoid the loss of life, damage to property and/or to prevent environmental harm; • The work is approved by the Director General or their nominee. <p>Note: During certain major event periods (eg V8 Supercar event and the Royal Easter Show) access may not be available for construction and/or delivery vehicles. In such circumstances SOPA will provide a minimum of seven (7) days written notice of any requirements.</p>	-	Accept condition
	<p>Workplace Travel Plan</p> <p>8. A Green Travel Plan (Workplace Travel Plan) is to be submitted</p>	-	Accept condition

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	to the satisfaction of SOPA's General Manager – Operations and Sustainability prior to the issuing of an Occupation Certificate.		
	Event Impact Assessment 9. Prior to the issuing of any Occupation Certificate for the use of part or all of the building, an Event Impact Statement is to be submitted to the satisfaction of SOPA's General Manager – Operations and Sustainability	-	Accept condition
	Public Domain Interface Plan 10. The proponent is to prepare a Public Domain Interface Plan and associated cross-sections, technical details and relevant schedules for materials and all urban elements in consultation with SOPA. The plan is to be submitted to the satisfaction of SOPA's General Manager Operations and Sustainability and is to be included in documentation for a Construction Certificate application.	-	Accept condition
TRANSPORT FOR NSW 28 August 2013			
	The car trip generation rate for office and commercial uses at 2 per 100 m2 gross floor area should be used in accordance with the RMS <i>Guide to Traffic Generating Developments</i> . The rates are based on sites with a mean peak hour mode split for car of 0.62 which is similar to the car mode share percentage of overall trips in Sydney Olympic Park. The commercial use component of the overall development (Stage 1, 1a and 2) from the commercial use component will generate some 748 veh/h during the PM peak period.	The RMS rate of 2.0 trips/100m ² GFA was previously discounted due to the outdated nature of the research behind it, which is based on surveys undertaken in 1979. Since that time, there has been a significant increase in peak spreading. The RMS trip rate is also premised upon a level of parking that is twice the parking proposed under the SSD applications. The adopted trip rate of 0.97 trips/100m ² is supported by very recent RMS research published in the RMS Technical Direction TDT 2013/04a dated August 2013.	None
	No survey data or reference is documented for the trip rate of 3 trips per space/hour adopted for retail and supermarket components. The traffic generation rates for supermarket and retail components in the RMS <i>Guide to Traffic Generating Developments</i> are 15.5 vph/100 m2 and 4.6 vph/100 m2 GFA in Thursday afternoon peak hour respectively. Based on these rates, supermarket and retail components are estimated to generate 103 veh/h during the PM peak period.	The original traffic report adopted 3 trips/space which resulted in 108 veh/h, and it is unclear how the 103 veh/h in the submission has been derived. The submission fails to take due account of the fact that the parking supply under the applications are suppressed as required by SOPA and an assessment based on trips as a function of floor area alone fails to take account of this.	None

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	Based on the above, the overall development could potentially generate more than 800 veh/h during the PM peak period in accordance with the RMS <i>Guide to Traffic Generating Developments</i> . The intersection of Australia Avenue/Bennelong Parkway/Sarah Durack Avenue is likely to operate beyond its capacity with the proposed developments.	The trip rate of more than 800 veh/h in the submission represents a car-dependent 'model' that is inappropriate for use without adjustment for a suppressed parking supply.	None
	TfNSW/RMS requests that a traffic impact assessment be undertaken considering other approved/planned developments within Sydney Olympic Park. The traffic impact assessment needs to include the Homebush Bay Drive/Australia Avenue/Underwood Road intersection. TfNSW/RMS recommends that mitigation measures be proposed to minimise the impacts of additional traffic generated from approved/planned developments.	The requirement for a cumulative assessment of other approved or planned developments was not included in the DGRs for Stages 1A and 2. The need to assess strategic planning issues arising from cumulative development in the area should be the responsibility of the RMS, Auburn Council and SOPA.	None
	TfNSW/RMS requests that the detailed design plan of the intersection of Australia Avenue and the new road 20 (East/West Street) with associated turning path analysis be submitted to RMS for review prior to commencing any road works. (SSD12-5677 only)	The need to undertake a detailed design for approval prior to construction is accepted and agreed and can be conditioned.	Accept condition
	TfNSW/RMS requests that the layout of the proposed car parking areas associated with the proposed developments (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) be in accordance with AS 2890 parts 1, 2 and 6.	The need to comply with AS 2890.1 Parts 1, 2 and 6 is accepted and agreed and can be conditioned	Accept condition
	All works/regulatory signposting associated with proposed developments are to be at no cost to RMS.	The need to prepare a signage plan is accepted and agreed and can be conditioned such that its implementation will be at no cost to the RMS.	Accept condition
	The Olympic Park Railway Station and the rail corridor are located within 200m of the proposed development site. From the development application documents, it is not clear that relevant noise and vibration impact assessments have been undertaken from rail and to rail during the construction.	Construction noise and vibration is addressed with the Acoustic Assessments appended to both SSD applications and clarification is provided in a letter from the Acoustic Consultant at Attachment D .	Refer to letter from Acoustic Consultant at Attachment D .
	Should the proposals be approved, TfNSW/RMS requests that the approval should include a condition requiring that a Construction Traffic Management Plan (CTMP) be prepared to specify any potential impacts to traffic movements adjacent to the site and bus	The need to prepare a Construction Traffic Management Plan is accepted and agreed and can be conditioned.	Accept condition

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	services operating on roads within the vicinity of the proposed site during construction. The CTMP needs to detail construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control be submitted to SOPA prior to the issue of a Construction Certificate. The CTMP also needs to provide the details of construction activities during major events. TfNSW/RMS recommends that any potential impacts to pedestrian access or public transport infrastructure including rail and bus stops be also specified. Should any impacts be identified, the duration of the impacts and the measures proposed to mitigate these, including any temporary relocation of services, need to be clearly explained and committed to being enforced.		
	TfNSW requests that the proponent needs to demonstrate and ensure that the potential impacts from the traffic generated from the proposed developments do not have any detrimental impacts on bus services in the vicinity of the site. TfNSW/RMS recommends that any identified impacts be clearly explained and measures to mitigate these be clearly detailed and committed to being enforced.	The proposed developments, with suppressed parking supply based on SOPA parking rates, are expected to increase the viability of existing bus services over time.	None
COLONIAL FIRST STATE GLOBAL ASSET MANAGEMENT COMPANY			
	<p>The permissible car spaces on the site are 522 spaces. The allocation by stage is:</p> <ul style="list-style-type: none"> • Stage 1: 280 spaces; and • Stage 2: 299 spaces. <p>Car spaces for Stages 1, 1A and 2 developments combined is 579.</p> <p>The proposal for Stages 1, 1A and 2 developments request the approval of 57 spaces above the site control allowance of 522 spaces.</p> <p>The Stage 2 car spaces should be limited to 242 spaces in compliance with the relevant controls for the subject site, resulting</p>	<p>Within the SSD applications, a total of 504 car spaces over the whole site was proposed, which was less than the maximum of 525 permitted for the site.</p> <p>Following further detailed design of the proposed developments, a discrepancy has been picked up in the total number of car parking spaces provided. There will be a total of 501 parking spaces provided over the whole of the site, not 504 as stated in the EIS.</p> <p>Attachment C – Response to Transport for NSW (TfNSW) & SOPA comments: Stages 1A and 2 addresses this slight reduction in parking numbers.</p> <p>It is unclear how the figures in the submission have been derived, however they are incorrect.</p>	None

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	in 522 car spaces across the stages.		