

**Proposed Mixed Commercial and Retail Development,
Stages 1A and 2, Site 43/44, Sydney Olympic Park
(SSD 12_5676 and SSD 12_5677)**

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Prepared for Capital Corporation Ltd

Response to Submissions Report

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Attachment A	Amended plans
Attachment B	Table of Submitter Issues
Attachment C	Response to Transport for NSW (TfNSW) & SOPA comments: Stages 1A and 2 from Traffix
Attachment D	Letter from Acoustic Consultant dated 18 September 2013

Quality Assurance

Reviewed by



Michael Harrison

Director
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21/10/2013

Date

This document is for discussion
purposes only unless signed.

1 Introduction

1.1 Purpose

This report is prepared on behalf of Capital Corporation Ltd, the Applicant for the proposed mixed commercial and retail development for Stages 1A and 2, Site 43/44, Sydney Olympic Park.

The purpose of this report is to respond to issues raised in submissions following the public exhibition of the State Significant Development applications for Stage 1A (6 Australia Ave) and Stage 2 (2 Herb Elliott Ave).

This report:

- Provides a detailed response to all submissions received;
- Identifies minor changes to the architectural drawings as a result of discrepancies identified by the Applicant; and
- Assesses the impact of the proposed changes.

Following Architectus' review of submissions, we have responded to submissions and addressed any residual concerns about the development. We recommend that the Department of Planning and Infrastructure approve the revised plans included at **Attachment A** to this report.

1.2 Background

On 26 July 2013, the Applicant lodged the following applications with the Department of Planning and Infrastructure (the 'Department'):

- **State Significant Development Application No. SSD 12_5676** – 2 Herb Elliott (Stage 2) for:
 - Construction of Building D and its use for commercial offices and retail tenancies comprising 17,152m² Gross Floor Area;
 - Excavation and construction of new basement parking over two levels for 222 car spaces;
 - Two new driveways, one to New Road 10 and one to Herb Elliott Avenue; and
 - Landscaping to site.
- **State Significant Development Application No. SSD 12_5677** – 6 Australia Ave (Stage 1A) for:
 - Construction of Building C and its use for commercial offices and retail tenancies comprising 6,920m² Gross Floor Area;
 - Redistribution of car spaces provided in Section 75W and Stage 2 State significant development and their allocation to the Stage 1A building; and
 - Provision of 9 at-grade visitor bicycle parking spaces.

*Note that excavation and construction of two levels of basement parking to serve Stage 1A will be facilitated as part of a concurrent Section 75W Modification to the Project Approval for the Stage 1 building and the Stage 2 State significant development.

Both applications apply to Lot 56 in DP773763 and Part Lot 72 in DP 1134933. The site has an area of 12,022m² with an approximately 84

metre long frontage to Australia Avenue. The site is within the Auburn City Local Government Area (LGA). The site's location is shown in **Figure 1** below.



Figure 1. Location Plan

2 Numerical Summary

A discrepancy in the total number of car parking spaces over the whole site has been found, following lodgement of the SSD applications with the Department of Planning and Infrastructure. Note that this does not affect the car parking layout on the architectural plans for Stages 1A and 2, however it does affect the car parking figures in the traffic and planning reports, and the car parking numbers on the Basement Level 1 architectural drawing for Stage 2. It also affects the car parking numbers for the approved Section 75W Modification to the Project Application for modified Stage 1 (MP 10_0168 MOD 1) (but not the layout) and therefore the total car parking numbers for the overall development of Site 43/44 referred to in all three applications.

The SSD applications for Stages 1A and 2 of the proposed developments at 2 Herb Elliott Ave and 6 Australia Ave stated that there would be a total of 504 car parking spaces provided for the whole site. The actual number of car parking spaces to be provided for the whole site is 501.

A numerical summary of the proposed GFA and parking numbers for Stages 1A and 2, including the now proposed modifications to Stage 1 (in a new Section 75W Modification to the Project Application – Mod 2) is shown in **Table 1** below.

Note this new Section 75W Modification (proposed Mod 2) is pending and will be lodged soon to capture the true parking numbers.

Table 1. Numerical summary of GFA/NLA and car parking numbers

Stage	GFA (sqm)	NLA (sqm)	Car parking spaces physically constructed - by stage and by land use	Car parking spaces – following re-allocation - by stage and by land use	Maximum allowable car space*
Stage 1 (proposed MP 10_0168 MOD 2 - pending)			226	226	226
Commercial	16,425	-	205	205	205
Supermarket Retail		475	19	19	19
Local Retail		109	2	2	2
Total GFA	17,605				
Stage 1A (proposed MP 10_0168 MOD 2 - pending)			52	70	70
Commercial	6,489	-	45 (under s75W)	45 (re-allocated from s75W) + 18 (re-allocated from Stage 2) =63 total	63
Local Retail		409	7	7	8

Stage	GFA (sqm)	NLA (sqm)	Car parking spaces physically constructed - by stage and by land use	Car parking spaces – following re-allocation - by stage and by land use	Maximum allowable car space*
Total GFA	6,917.7				
Stage 2			223	205	205
Commercial	15,657	-	214	196 (Note: 18 spaces need to be reallocated to Stage 1A)	196
Local Retail	1,495	712	9	9	14
Total	17,152				
TOTALS	41,675		501	501	525

Notes to table:

* If round up to nearest whole number; Retail car spaces based on NLA.

3 Public Exhibition Outcomes

Both applications were exhibited between 8 August 2013 and 6 September 2013 in accordance with the Environmental Planning and Assessment Act 1979 (EP&A Act), and the Director General's Requirements relating to the SSD applications. The public exhibition generated submissions relating to both SSD applications (SSD 12_5676 and SSD 12_5677) from the following:

- Sydney Olympic Park Authority (SOPA)
- Transport for NSW (TfNSW)
- Colonial First State Global Asset Management Company

3.1 Summary of Submissions

Architectus, with input from the specialist consultant team and Capital Corporation Ltd, has reviewed the submissions in detail. Our response to each submission and any resulting amendments to the plans are outlined in the table at **Attachment B**. The traffic consultants, Traffix, prepared the letter at **Attachment C – Response to Transport for NSW (TfNSW) & SOPA comments: Stages 1A and 2** which provides a detailed response to traffic, transport, access and parking issues raised in the submissions from TfNSW and SOPA.

3.2 Additional issues raised by SOPA

SOPA has separately raised the issues of the performance of the access driveways onto Road 10 and Road 16. In this regard, during the critical PM peak, the access driveway onto Road 10 generates 156 veh/h (based on the high Roads and Maritime Services (RMS) trip rates) and the access driveway onto Road 16 generates 170 veh/h, also based on the high RMS trip rates. However, these rates are expected to reduce significantly to less than 100 veh/h, as detailed in **Attachment C – Response to Transport for NSW (TfNSW) & SOPA comments: Stages 1A and 2**.

Under either scenario, these are moderate flows that can be readily accommodated and equate generally to 2 or 3 vehicle movements per minute during peak periods, so that delays will be negligible. It is also noted that under Austroads Part 3 – Traffic Studies and Analysis (2009), intersection modelling (capacity analysis) is not required for traffic volumes of this order where access is on to a local road.

3.3 Proposed Changes in Response to Submissions

The proposed changes in response to submissions comprise the overall number of car parking spaces, which has reduced from 504 to 501. This is as the result of a discrepancy identified (post-lodgement of the SSD applications) in the number of car parking spaces for the overall site.

The maximum number of spaces permitted on the site is 525 based on SOPA's controls. As a total of 501 car parking spaces remains well under the total maximum permitted for the site, no adverse impacts are anticipated as a result of this slight reduction from the 504 originally indicated. Refer to the Traffix response to submissions letter at **Attachment C**.

In addition, there is a slight change to the Gross Floor Area for Stage 1A from 6,920m² in the EIS supporting the SSD application, to 6,917m² in this Response to Submissions Report. The 6,919.7m² GFA is comprised of 6,489m² commercial GFA and 428m² retail GFA, with retail Net Leasable Area (NLA) of 409m². The architectural drawing showing the GFA schedule for Stage 1A has been amended to reflect the amended total GFA – refer **Attachment A**.

The GFA for Stage 2 is 17,152m², as stated in the EIS for Stage 2, with 1,495m² for retail and 15,657m² for commercial, including 712m² retail NLA.

An additional change is the mitigation measures for allocation of parking by stage across Site 43/44. Despite Table 1 above which refers to the re-allocation of parking, it is the Applicant's preference not to unnecessarily restrict the number of car spaces by building while the site remains in their ownership, as long as the number of car spaces do not exceed the maximum car parking rates relative to floorspace specified in the Sydney Olympic Park Master Plan. It is therefore proposed that a suitable condition of consent be imposed that specifies that the allocation of parking by building must not exceed the maximum car spaces by land use floorspace, as follows:

Stage 1A – Maximum car parking numbers:

- Commercial: 81 spaces
- Retail: 8 spaces

Stage 2 – Maximum car parking numbers:

- Commercial: 196 spaces
- Retail: 14 spaces

4 Conclusion and Recommendation

The submissions have been responded to and concerns raised have been addressed.

The minor amendment to reduce overall parking numbers for the site from 504 to 501 will have no environmental impacts. The parking rate permits a maximum of 525 car parking spaces, therefore 501 spaces complies with this requirement.

It is recommended that the two State Significant Development applications, SSD 12_5676 and SSD 12_5677 be approved subject to the mitigation measures because they are consistent with the applicable legislation, planning instruments, controls and guidelines and there are only minor environmental impacts on the locality as a result.