
SYDNEY OLYMPIC PARK AUTHORITY

Planning Development Application Assessment Report

Application No:	DA 07-08-2014
Application Site:	Lot 2 DP 1159930 (Site 3), Sydney Olympic Park
File No:	F14/755
Proposal:	Construction of an accessible pedestrian underpass and pocket park
Applicant:	ECOVE Group P/L
Determining Agency:	Sydney Olympic Park Authority

1 Site and surrounds

A site visit was carried out on 19 September 2014.

The subject site is known as Site 3 Sydney Olympic Park and is located within the Auburn Local Government Area. The site is legally described as Lot 2 in DP 1159930. Site 3 is bound by Olympic Park Town Centre & Australia Avenue to the west, Parkview Drive to the north with Olympic Park Station to the north-west, and Bicentennial Park and the future Parkview Precinct to the east, and the Olympic Park railway line to the south and east (refer to Figure 1).

Site 3 is a narrow wedge shape with a combined area of 10,480m². The site is approximately 220 metres long, tapering from a maximum width of approximately 60 metres down to a point at the southern edge. The location of the proposed pocket park and underpass is at this southernmost point.

Site 3 is subject to various Development Consents and Modifications (see Section 2 of this report). Development of the site is currently underway, with Stage 1 of the project (or Australia Towers 1) recently completed and comprises two residential towers of 16 and 24 storeys, car parking, a child care centre, and ground floor retail / commercial space. The construction of Stage 2 known as Australia Towers 2 due for completion in late 2014 and Stage 3 known as One Australia Avenue due for completion in mid-2015. Once complete the site (Stages 1, 2 & 3) will accommodate approximately 800 apartments.

An aerial of the site is shown below.



Figure 1 – The Site

To the east of the site, the elevated Olympic Park railway line runs the entire length of the site and serves as the outbound route for trains departing Olympic Park Station heading towards the City Centre.

Beyond the railway line, to the south-east is Site 68. Currently used as a stormwater detention pond, the site is subject to a future development proposal incorporating a residential tower, child care centre, basement car parking, and an accessible landscaped ground plane.

Beyond Site 68 is Bicentennial Park, a 40 hectare natural heritage site featuring an important wetland ecosystem with extensive public parklands which provide a major ecological and environmentally focussed recreational facility for residents of Sydney.

To the north-east is Site 67. Currently occupied by a number of commercial office buildings, the site is subject to a future development proposal incorporating two residential flat buildings containing approximately 357 residential apartments and basement parking for approximately 489 parking spaces.



Figure 2 – Location Context

2 Background

2.1 Site 3 Project History & Development Consents

As mentioned above, Site 3 is subject to various Development Consents and Modifications, some of which are currently under construction. The relevant consents and modifications are described below.

STAGED DEVELOPMENT APPLICATION DA 246-10-2004

The Staged Development Consent DA 246-10-2004 was granted by the (then) Minister for Planning on 21 December 2005. The consent relates to the staged development of all of Site 3 and is described as four towers with associated landscaping and basement car parking. The approval included land uses of residential, live work, community facility, child care centre, and retail.

MAJOR PROJECT APPLICATION MP06_0127

Major Project MP 06_0127 was approved by the Minister for Planning on 21 June 2007 for the first stage of approved DA 246-10-2004 comprising Tower 1 (Buildings A and B). Development approval was granted for the construction of a mixed use residential unit building that is part 24 storeys and part 16 storeys with three basement levels comprising 208 units, 4 commercial/retail units, a child care centre, and 283 car parking spaces.

MAJOR PROJECT APPLICATION MP06_0127- MOD 1

The Director General of the Department of Planning as a delegate of the Minister for Planning approved the Section 75W Modification known as MP 06_0127 MOD 1 for the various modifications to the Stage 1 building including increased floor to ceiling heights, modifications to unit sizes and layouts, removal of the lap pool and gym, and amendments to the ground floor design.

MAJOR PROJECT MP 10_0027

Consent was granted for Major Project MP 10_0027 on 24 January 2012 for Stages 2 and 3 of approved DA246-10-2004 comprising a two storey mixed use podium with commercial, retail, and gymnasium, a 24 storey tower and a 29 storey tower with a total of 587 units, basement car parking, and associated open space and landscaping works.

A publically accessible 'pocket park' known as Fig Tree Garden was approved as part of MP 10_0027 (refer **Error! Reference source not found.**). The Garden was proposed to be used as a shared community space for Australia Towers residents and was to comprise of three main elements, including lawn, infiltration garden, and service access.

MAJOR PROJECT MP 10_0027 - MOD 1

Consent was granted for Major Project MP 10_0027 MOD 1 on 24 July 2012 to modify the unit mix and floor layouts on the upper levels, increase the total gross floor area for residential units, and remove two car spaces.

MAJOR PROJECT MP 10_0027 - MOD 2

Consent was granted for MP10_0027 MOD 2 on 12 October 2012 to modify the total number of car parking spaces and reduce the number of approved visitor car parking spaces.

MAJOR PROJECT MP 10_0027 MOD 3

Consent was granted MP 10_0027 MOD 3 on 29 July 2013 to reconfigure the circulation spaces in the podium, introduce a common space at Level 30 of the Stage 3 Tower, modify unit layouts, and increase the total gross floor area.

2.2 Site 3 Project Status

Stage 1 of the Site 3 Sydney Olympic Park development is known as Australia Towers 1 and was completed in December 2011. Consistent with approved MP 06_0127 Australia Towers 1 consists of two towers of 24 and 16 storeys with 216 apartments, as well as ground floor restaurants, cafes, a child care facility and commercial offices.

Stages 2 and 3 of the Site 3 Sydney Olympic Park development are known as Australia Towers 2 and One Australia Avenue. Consistent with approved MP 10_0027 Australia Towers 2 will comprise a 25-storey tower with 287 apartments and is due for completion in

late 2014. While One Australia Avenue will comprise a 30-storey tower with 320 apartments and is expected to be completed by mid-2015.

2.3 Site 68 Project Status

Ecove Group was successful in being awarded preferred developer status for Site 68. Site 68 is located to the south-east of Site 3 beyond the railway line and is currently occupied by a large stormwater detention pond.

Following the completion of a two-stage invited Design Competition, *Ecove Group* is currently preparing a State Significant Development application for the future development of Site 68. The site is to include a residential tower with approximately 369 apartments and ground floor retail uses, basement car parking, a child care centre, landscaped ground plane, and stormwater detention tank.

3 The proposed development

The proposed development seeks to develop a pocket park and pedestrian underpass with details as follows:

Pedestrian Underpass

The proposed pedestrian underpass offers a direct pedestrian and cycle link between the Parkview Precinct and Australia Avenue. Through the use of a series of 1:20 and 1:14 ramps contained within the footprint of Site 3, it also completes the missing link in the current accessibility network and provides a continuous accessible route between Sydney Olympic Park Town Centre and Bicentennial Park.

The underpass is proposed approximately 5 metres from the end of the new road which runs along the northern boundary of Site 68. This location has been selected to maximise visual connectivity between the Australia Ave / Figtree Dr intersection and the new road / Parkview Precinct – providing significant amenity benefits to future residents of both Sites 67 and 68 as well as the Parkview Precinct as a whole.

The structure comprises of a reinforced concrete box, approximately 8m long and 7m wide and 3.7m high. The structure is to be constructed adjacent to the existing rail embankment. During a short (72hr) possession a short section of track will be lifted and embankment excavated. Temporary precast pad foundations will be positioned and a slide track laid allowing the structure to be lifted and slid into position.

Pocket Park Landscape Design

The proposed pocket park located within the wedge of space at the southern point of Site 3, between Australia Avenue and the railway line, will provide additional amenity to local residents and visitors. The landscape proposal for the pocket park includes:

- Grand stair access along the northern edge of the park from Australia Avenue to proposed railway underpass;
- Feature terrace walls and planting to the north of the grand stairs to transition the level change between the lower park level and the Australia Towers ground floor podium;

- Feature Palm planting on the south side of the 'grand stairs' to frame and highlight the site link;
- Accessible pedestrian / cycleway wrapping around the perimeter of the pocket park from Australia Towers to the proposed railway underpass;
- Graded and terraced central lawn to mitigate the level changes across the site and maintain access to the existing CDS unit;
- Stair access from the southern corner of the pocket park to Australia Avenue;
- Landmark fig tree to the north-west corner of the lawn to reflect the site history and compliment the landscape character of Australia Avenue.

A high quality, robust material palette is proposed, including precast concrete cladding, gabion walls, concrete retaining walls, and aggregate pavers. Furniture including recycled hardwood free standing bench seats, bespoke concrete benches, and luminaire pedestrian lighting is proposed, as well as mature trees, shrubs and understorey planting.

Note: The proposed Site 3 pocket park and pedestrian underpass forms part of a wider strategy to improve access between Site 3, Site 68, and the broader Sydney Olympic Park area, and increase amenity through the construction of an intimate and vibrant community park with a strong environmental and landscape focus. To fulfil the objectives of this wider strategy to improve access and increase amenity, the proponent is currently preparing separate development applications for:

- Upgrades to the existing pedestrian and cyclist Bridge over Bennelong Parkway connecting Site 68 with Bicentennial Park – to be assessed by the Sydney Olympic Park Authority as a local development application.
- Site 68 preparation works including excavation and construction of a stormwater detention tank and basement car park envelope – to be assessed by the Sydney Olympic Park Authority as a local development application.
- The future development of Site 68 including a mixed use tower, landscaped ground plane, basement car parking and child care centre – to be assessed by the Minister for Planning as a State Significant Development (SSD).




 Location of proposed works

Figure 3 – Location of subject DA's proposed works

4 Delegated Authority

The Minister is the consent authority pursuant to Schedule 6, Part 1, Clause 3 of the SEPP Major Development 2005 and Clause 22 of the Sydney Olympic Park Authority Act 2001.

On 14 September 2011, the Minister delegated his powers and functions under Section 80 of the *Environmental Planning and Assessment Act 1979 (the Act)*, effective from 1 October 2011, for all development at Sydney Olympic Park which have a Capital Investment Value of less than \$10 Million. These delegations have been provided to the Manager, Urban Planning, and the Chief Executive Officer of Sydney Olympic Park Authority.

The proposed development is consistent with these delegations as it:

- Has a CIV less than \$10 million (the DA has a CIV of \$3,438,000)
- SOPA is not the applicant; and
- SOPA will not derive a commercial benefit in excess of \$250,000 per year from the development.

Therefore it is appropriate for SOPA to exercise its delegations in determining this development application.

5 Assessment

The application has been assessed pursuant to Section 79C of the *Environmental Planning and Assessment Act 1979*, including consideration of the following matters:

5.1 Environmental Planning Instruments, DCPs and Planning Agreements

5.1.1 State Environmental Planning Policy (State and Regional Development) 2011

Sydney Olympic Park is an identified site for State Significant Development (SSD) under the *State Environmental Planning Policy (State and Regional Development) 2011*. All development on identified land with a capital investment value (CIV) of \$10 million or more is considered SSD. Development under \$10 million within Sydney Olympic Park is considered local development and Sydney Olympic Park Authority (SOPA) is the consent authority. As the CIV for the pocket park and pedestrian underpass is \$3,438,000, SOPA is the consent authority for the site and the application is to be assessed under Part 4 of the EP&A Act.

5.1.2 State Environmental Planning Policy (Infrastructure) 2007

As the proposed works relate to the existing Olympic Park rail corridor, *State Environmental Planning Policy (Infrastructure) 2007* requires that the proposal be referred to Railcorp/ Sydney Trains for concurrence. This is discussed in more details in Part 7 of this report.

5.1.3 State Environmental Planning Policy (Major Development) 2005

The Minister for Planning is the consent authority pursuant to Schedule 6, Part 1, Clause 3 of the SEPP Major Development 2005. The proposed development is permissible with consent pursuant to Schedule 3, Part 23 of SEPP Major Development 2005 and the relevant provisions are addressed in Table 1.

Clause	Response	Compliance */✓/N/A
(9) Zone B4 Mixed Use	The proposed development is not a prohibited use/development in the B4 zone and by default is permissible with consent.	✓
(23) Public Utility Infrastructure	The proposed pocket park and accessible pedestrian underpass should not have an adverse impact on public utility infrastructure subject to the imposition of relevant conditions of consent. Public utility infrastructure e.g. water, electricity is available to the development.	✓
(24) Major event capability	The proposed development should not have an adverse impact on major events, subject to the imposition of relevant conditions of consent.	✓
(25) Transport	<p>The proposed pocket park and accessible pedestrian underpass will improve access within Sydney Olympic Park and as such is consistent with this clause.</p> <p>The proposed development should not have an adverse impact on transport infrastructure, subject to the imposition of relevant conditions of consent.</p>	✓
(26) Master Plan (Note: Master Plan 2030 is a deemed DCP and is also considered here for the purpose of S79C(1)(a)(iii)).	<p>Master Plan 2030 applies to the subject site. The Master Plan identifies the site as Site 3 within the Parkview Precinct which is envisaged as a high density mixed use precinct incorporating community, educational, commercial and residential uses, to replace existing industrial and commercial uses. A network of streets will transform the precinct into a walkable neighbourhood with good connections to the Bicentennial Parklands. This landscaped corridor is an extension of the open space spine that links the town to the parklands.</p> <p>The Master Plan identifies the need to provide an accessible route from the Olympic Park railway station to Bicentennial Park. The Master Plan proposes that the best urban design outcome is to provide a link between Australia Avenue at the intersection with Fig Tree Drive, with the new east-west street running parallel to the northern boundary of Site 68. By creating a new pedestrian underpass under the railway line, the proposal responds to this requirement by providing a clear, legible, direct and accessible connection under the railway line.</p> <p>The new link will offer the shortest possible route to connect the existing wheelchair accessible pathways on Australia Avenue with Bicentennial Park, as well as providing a quality urban design outcome with strong line-of-sight connections which will promote maximum safety, amenity, walkability and vibrancy of the new Parkview Precinct.</p> <p>The proposed development is generally consistent with MP 2030 principles and controls.</p>	✓
(29) Development in conservation area	The subject site is not in a conservation area.	✓
(31) Heritage Conservation	The subject site is not within the vicinity of a heritage item and the proposed development will not impact on heritage conservation.	✓

Table 1 SEPP Major Development – Planning Provisions

5.2 Prescribed Matters EPAR 2000

The proposed development is able to comply with prescribed matters of the *Environmental Planning and Assessment Regulations 2000* subject to fulfilment of conditions of consent.

5.3 Impact of the development

In accordance with the matters for consideration under Section 79C (1) of the EP&A Act, the following likely impacts of the development have been considered:

Construction Management

A Construction Management Plan has been prepared by Cardno. The aim of the Construction Management Plan is to ensure that the construction, demolition and excavation activities associated with the construction of the pocket park and pedestrian underpass do not adversely affect health, safety, amenity, traffic or the environment in the surrounding area.

Construction works are confined to the hours of 7.00am to 7.00pm, Monday to Saturday. Works are not permitted outside of these hours and on Christmas Day, Good Friday and Easter Monday unless approved by SOPA.

In some instances, approval to vary the prescribed hours will be required. For example construction of the railway underpass will inevitably require 24 hour works.

Access

During construction, the site will be accessed by a new junction on Bennelong Parkway, the design of which is currently ongoing. Full access will be required during the construction period. For critical activities such as the construction of the underpass 24 hour access will be required.

Disruption of the existing transport network is anticipated to be minimal. However, the contractor will be expected to quantify the anticipated construction vehicle movements, coordinate with adjacent sites and put in place measures to avoid disruption to vehicular traffic on Bennelong Parkway.

For the duration of construction pedestrians and cyclists will be excluded from the site, the contractor will be expected to maintain appropriate signage and fencing.

Safety and Security

During construction, adequate lighting, safety signage and traffic controls will be provided in accordance with Code of Good Practice. Security measures will be in place at all times when the site is not in operation. This may include perimeter barriers, locks, surveillance systems, security lighting and motion detectors.

The proposed pocket park and railway underpass has been designed with regard to the Department's guideline – *Crime prevention and the assessment of development applications*. In particular, the following Crime Prevention through Environmental Design (CPTED) principles has been considered in the design for the site:

- **Surveillance** – the design of the proposed pocket park and railway underpass maintains clear sightlines between public and private spaces, allowing passive surveillance of the area by residents within the Site 3 Australia Towers and future Site 68 Residential Tower.

The design incorporates appropriate lighting and plant selection to minimise opportunities for offenders to hide or entrap victims.

- *Access control* – the proposed pocket park and railway underpass has been designed to channel and group pedestrians into target areas. The design incorporates a series of public spaces with seating and other recreation opportunities, which encourage people to gather in the area.
- *Territorial reinforcement* – while the proposed pocket park and railway underpass will be publically accessible at all times, the area will form part of the Site 3 and Site 68 communal open space network. As such, it is expected that the residents and visitors will feel a sense of ownership over the proposed spaces.
- *Space management* – the proposed pocket park and railway underpass is expected to be well used due to its pivotal location linking Australia Avenue with Bicentennial Parklands.

Noise and Vibration

It is recognised that those affected by noise and vibration during the construction period are likely to be limited, since the area is still to be fully developed. However, to enable noise and nuisance complaints to be managed onsite in the first instance, signage specifying any security measures and key contact details will be erected on the perimeter of the building site (i.e. attached to the building, fence or hoarding). A 24 hour contact name and phone number will be provided.

A Noise Management Plan will be provided within the Construction Stage - Construction Management Plan and will identify sensitive zones surrounding the project site, quantify potential off-site noise emissions for the range of activities proposed at the site, and formulate specific noise and vibration minimisation methods proposed for the site.

Air and Dust

To ensure that air quality (airborne dust and pollutants) in and around the construction site is maintained at acceptable levels throughout the construction period the Contractor will install perimeter fencing designed to minimise the impact of dust on the public and adjacent areas, ensure equipment powered by internal combustion engines is properly maintained and regularly serviced, ensure exhausts and ductwork from equipment is located away from air intakes, windows, enclosed areas and public areas, and ensure materials are only cut in designated areas set away from boundaries and public areas, with adequate dust (and noise) suppression.

Further detailed measures will be provided within the Construction Stage – Construction Management Plan.

Stormwater and Sediment Control

A Stormwater Management Plan has been prepared by Alluvium and outlines the proposed stormwater drainage concept for the pocket park and railway underpass, and outlines the proposed overland flow direction and location of grated drains and swale inlet pits.

A Stormwater and Sediment Control Plan detailing the proposed methods to be used to prevent contamination of, or damage to, stormwater drains and waterways during the construction period, and compliance with SOPA Stormwater Management & Water Sensitive Urban Design Policy will be required to be submitted to the satisfaction of SOPA's General Manager – Operations and Sustainability, prior to the issue of a Construction Certificate.

Waste and Materials Re-use

During construction, all generated waste will be separated into primary waste groups either on site or off site (at the waste contractor's depot), with construction material re-used or recycled where appropriate. Prior to construction a Waste Management Plan will be provided

within the Construction Stage – Construction Management Plan and will detail the procedures for the collection and sorting of materials, the type and quantity of materials, and provisions for removal of waste and removal of hazardous or dangerous materials.

Traffic Management

A Construction Traffic Management Plan will be provided within the Construction Stage – Construction Management Plan and will outline the extent to which works will affect pedestrian and cycling access around the site and traffic on adjoining roads, proposed truck routes, access points, queuing and number of trucks in each stage, and proposed worker / contractor parking provisions.

5.4 The suitability of the site for the development

The proposal is of a nature that is in keeping with the overall objectives and functions of the site and approved land use.

5.5 Notification, advertising and submissions received

No submissions were received as the proposal did not require advertising or notification. The DA was referred to RMS under the provisions of the ISEPP 2007.

5.6 The public interest

In accordance with the matters for consideration under Section 79C (1) of the EP&A Act, the site is considered suitable for the proposed development and is in the public interest for the following reasons:

- The land is zoned B4 Mixed Use and the proposed railway underpass is permissible with consent. The proposed pocket park is considered a 'recreation area' and as such is permissible without consent.
- The proposed design is consistent with the provisions of the relevant State and Local environmental planning instruments, as well as the various Sydney Olympic Park Authority Guidelines.
- The site does not contain any environmental constraints that would prevent it from being developed in the proposed manner.
- The proposal represents an opportunity to complete the existing accessible route network within Sydney Olympic Park through the introduction of a continuous accessible route linking Australia Avenue to Site 68 and Bicentennial Park.
- The proposal represents an opportunity to increase the amenity of residents and visitors to Site 3, Site 68 and the wider Sydney Olympic Park area, through the construction of an intimate and vibrant community park with a strong environmental and landscape focus
- The proposed construction staging and management will ensure minimal disturbance to the rail corridor operation, existing pedestrian and bicycle access, and resident amenity.

6 Sydney Olympic Park Authority Act 2001

6.1 Clause 22(2) – Consistency with Environmental Guidelines

The *Environmental Guidelines for Sydney Olympic Park* (2008) set out a general scheme of environmental issues and commitments with regards to the care, control, management, and development of Sydney Olympic Park. The Environmental Guidelines address the key issues of significance for Sydney Olympic Park and include water and energy conservation, material selection, waste management, transport, pollution control, biodiversity, and public open space. The proposed pocket park and pedestrian underpass have been designed with regard to the Environmental Guidelines and are consistent with the relevant requirements.

7 Consultation

7.1 Internal referrals

The application was referred to the following internal Sydney Olympic Park Authority units for review and comment on 25 September 2014:

INTERNAL DEPARTMENT	INTERNAL DEPARTMENT'S RESPONSE
BUILDING SERVICES	No objections, standard conditions provided.
ENVIRONMENTAL INFRASTRUCTURE	No objections, standard comments provided.
ENVIRONMENT & ECOLOGY	Comments & recommended conditions provided.
MAJOR PROJECTS	Comments & recommended conditions provided.

All conditions recommended by the respective Units have been incorporated into the Conditions of Consent where appropriate and necessary.

7.2 External referrals

The application was referred to Railcorp/Sydney Trains on 13 August 2014 pursuant to clause 86 of State Environmental Planning Policy (Infrastructure) 2007 seeking their concurrence. Railcorp/Sydney Trains provided its General Terms of Approval (GTA) on 15 October 2014 and the GTA have been added the consent.

8 Conclusion and Recommendations

8.1 Conclusions

The application has been considered with regard to the matters raised in section 79C of the EP&A Act. The proposed development is considered to be acceptable, in the public interest and is recommended for **approval** subject to Conditions of Consent.

8.2 Recommendation

- A) Consider all relevant matters prescribed under Section 79C of the EP&A Act, as contained in the findings and recommendations of this report;
- B) Determine that the development application be **approved subject to conditions** pursuant to Section 80(1) and 80(A) of the EP&A Act, having considered the relevant matters in accordance with (A) above;
- C) Authorise Sydney Olympic Park Authority to carry out post-determination notification pursuant to Section 81 of the EP&A Act

Prepared by

FOR D. TRAN.



G. SYME
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Planner

Date: 16 October 2014

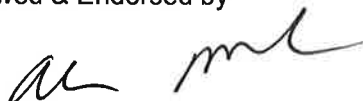
Reviewed & Endorsed by



John Ferguson
Assistant General Manager,
Operations.

Date: 17 October 2014

Reviewed & Endorsed by



Alan Marsh
Chief Executive Officer,
Sydney Olympic Park Authority

Date: 20 October 2014

