

Preferred Project Report - Sydney Water Building, Parramatta

Prepared for: Multiplex

February 2007

AC — KC

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1 Introduction

This Preferred Project Report is submitted on behalf of the proponent, Multiplex in response to the outcomes of the public exhibition of the proposed Sydney Water Building in Parramatta and a preliminary assessment by the Department of Planning (DOP).

The project was initially submitted to Parramatta City Council as a development application under Part 5A "Development by the Crown" under the Environmental Planning and Assessment Act 1979 (the Act) on 14 November 2006.

The Minister for Planning, under Section 75B(1)(a) of the Act subsequently declared the project as a "Major Project" in accordance with the criteria contained in the Major Project SEPP. In this regard, the project is to be determined under the provisions of Part 3A of the Act.

The Director – General agreed to accept the development application as a Major Project, which included the acceptance of:

- The Statement of Environmental Effects by UrbisJHD and associated Specialist Reports as the Environmental Assessment for the Major Project; and
- The period of public exhibition undertaken by Parramatta City Council as the period of public availability for a Major Project.

This Preferred Project report is in response to the matters raised in the letter from DOP received on 5 February and provides the following details to assist the DOP in the assessment of the Major Project:

- Summary of the amendments proposed to the design of the project;
- Vehicular Access;
- Design Issues;
- Solar Access;
- Acid Sulphate Soils;
- Section 94 Contributions; and
- Additional Supporting Documentation and Reports.

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2 The Preferred Project - Proposed Amendments to the Design

In response to the submissions received, the Department of Planning requested that the proponent and the future developer and landowner of the Civic Place precinct negotiate an outcome that would be suitable for both parties. The issues for consideration related to two distinct categories: urban design & traffic.

In regard to the urban design considerations, the plans for the building were amended to achieve the following:

- Widening of the colonnade between structural and façade elements on the northern face of the building;
- The creation of additional retail activation and visual transparency to the western and southern elevations; and
- Substitution with granite and metallic aluminium cladding for the colonnade column and southern vertical core.

The amendments will achieve a greater degree of pedestrian amenity by the wider, sheltered colonnade walkway along the northern side of the building. Similarly, the pedestrian environment along the future "railway walk" and Darcy Street will include further vitalisation by the incorporation of adjacent retail space as sought by the Civic Place Master Plan.

With regard to traffic matters, SWC has met with the future developer and landowner for the Civic Place development and understands the broad objectives of that development with regards to future traffic management.

Whilst the revised documentation submitted is not reflective of these considerations to site, "in-principle" resolution has been reached which provides for the future development of satisfactory traffic ingress and egress to both SWC and the future Civic Place development. This is detailed in the separate covering letter and an "In Principle Agreement between Sydney Water / Multiplex and Parramatta City Council / Grocon", which will be submitted to DOP separately.

Signed copies of Drawings SK204S1 prepared by Denter Corker Marshall & SK 209 prepared by Hassell, which describe the changes to Sydney Water Development & building envelope height limits, are also attached under Appendix A for reference.

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3 Responses & Actions to the Main Issues

Arising from the submissions received from the public exhibition process and the preliminary assessment undertaken by DOP officers, the following issues were requested to be addressed (as per correspondence received from DOP on 5 February 2007) to enable further assessment of the proposal:

- Vehicular Access;
- Design Issues in respect to:
 - a) The south-west corner and western façade / pedestrian access
 - b) Transparency
 - c) Pedestrian Amenity
 - d) Safety by Design
 - e) Height of Colonnades
 - f) Proportions of the Building.
- Solar Access;
- Acid Sulphate Soils;
- Section 94 Contributions; and
- Additional Supporting Documentation and Reports in respect to:
 - a) A materials and finishes sample board, including treatment of the public domain;
 - b) A Building Code of Australia assessment and accessibility report
 - c) A Wind Report
 - d) A Crime Prevention Through Environmental Design Report
 - e) The number of construction and ongoing jobs created as a result of the development.
 - f) A Draft Statement of Commitments.

The Proponent's response and actions in regards to the above issues are summarised in the attached table and Appendices.

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| ISSUES | RESPONSE |
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| <p>Vehicular Access</p> <p>The proposed vehicular access to the development at Darcy Street may create conflict with the proposed access to the remainder of the Civic Place development. A co-ordinated solution for access to the subject development and the development of Civic Place prior to, during construction and post construction should be considered.</p> | <p>Our traffic consultant has prepared a submission identifying how the proposal meets access objectives to the site and to the Civic Place development prior to, during construction and post-construction.</p> <p>Refer to DCM sketches showing the SWC on grade Darcy Street entry remaining as planned for use during construction and after completion of the Sydney Water building. This proposal ensures that the goals of both developments are met and respects all known title boundaries for SWC and Railcorp.</p> <p>In addition, we have reviewed our basement design to allow provision of a connection at RL 8.2 at the north-eastern corner of the site from the Civic Place such that an alternative means of access to the Sydney Water basement levels would be available whenever the Darcy Street works are undertaken and access along Darcy Street was no longer available.</p> <p>Sydney Water would have dedicated access over Darcy Street whilst the Sydney Water building is being constructed;</p> <p>In order to satisfy the likely staged nature of development of Civic Place and the stated need for Darcy Street to be closed for construction of the dive structure in the future, Civic Place developer to provide alternative means of access (24/7) through Civic Place prior to commencement of the dive structure and then maintain unimpeded access through Civic Place during the period of construction of the Darcy Street dive structure;</p> <p>Sydney Water would require that PCC / Grocon freely grant right-of-way over the land within Civic Place;</p> <p>Sydney Water would have right-of-way / shared access to the Civic Place dive structure once completed;</p> |

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| ISSUES | RESPONSE |
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| | Sydney Water would require that a binding easement be registered in favour of the SW headquarters landowner for access via Darcy Street to a permanent vehicular entrance to the SW site in its currently documented position, until an alternative means of access is available through the Civic Place development. |
| Design Issues The building has a strong public domain presence. The following issues require further consideration: | We have provided a submission to address issues (a)-(f) below, being an addendum to the Design Report that was lodged as part of the original DA / Part 3A submission. This addendum report is accompanied by revised drawings that demonstrate the architectural and urban design resolution and aesthetics. |
| a) South-Western Corner and Western Façade/Pedestrian Access The car park/loading access has a negative visual impact to the square and the train station, generating conflict with pedestrian activity. In addition, the western ground floor interface of the building lacks active uses | <p>The car park entry is 10m wide and 4.5m high to facilitate both car and truck access into the SWC site. The overall width of the opening is dictated by vehicle turning circles entering and exiting the building. During peak periods of business usage, we anticipate a maximum of 200 vehicle movements per hour and therefore security doors are proposed to remain open during business hours. At other times a security shutter flush with the building façade will be closed, and only operated on an "as required" basis. Service and waste disposal trucks will generally work outside of normal business hours.</p> <p>The car park / loading access is perpendicular to the proposed Station Square and will therefore have minimal visual impact on it.</p> <p>All vehicle movements to and from the Sydney Water building will occur east of the proposed Station Square, therefore having no impact on the pedestrian access between Parramatta Station and both Civic Place and the SWC development. The SWC traffic movements generated in Darcy Street (parking for 248 vehicles) will be far exceeded by those proposed by the future Civic Place development (stated by the Civic Place developer to be vehicle movements for 2,500 car spaces).</p> |

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| ISSUES | RESPONSE |
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| | <p>The footpath along the northern edge of Darcy Street and the footpath within the curtilage of the SWC property is to be maintained for public use.</p> <p>Fully glazed retail / showcase activities have been added to the western ground floor interface with the proposed Station Square (Railway Walk). Further, two retail components have been incorporated into the ground level of the end core shafts. Opaque glazed panels have also been incorporated at low level to intermediate shafts to break up the visual impact of the core at ground level.</p> <p>Refer to attached sketches in Appendix B.</p> |
| <p>b) Transparency</p> <p>The lift/service cores, although articulated, present a blank facade to Darcy Street. A great level of transparency between the public domain and the building lobby is required. You should consider an amended design which achieves:</p> <p>Breaks between the three core element and utilising full glazing for these areas.</p> <p>Glazing or a similar solution for the southern side of the lifts cores.</p> <p>A greater level of visibility of the 'blue box' form that is contained within the building when approached from the south.</p> | <p>Breaks between the three core elements already exist in the current proposal in the form of 2.3m wide full height glazing extending from ground level to the roof. These windows provide outlook from the main foyer lift lobby at ground level, and from office floors and lift lobbies at the upper levels. This visual link to the working building within provides visual activity to the façade.</p> <p>The three core elements are then further articulated as vertical shafts through the introduction of dark coloured re-entrants extending up to roof level. Above roof level, the shafts are expressed as individual components. Refer to attached sketches in Appendix B. The core shafts are separated from the bulk of the main office tower by a vertical glass and concrete re-entrant to the east and west ends of the lift lobbies, providing further outlook and activation.</p> <p>A glazed façade to the southern side of the lift cores is not possible as this component of the core forms the main structural spine for the tower.</p> <p>The 'blue box' on the southern façade is expressed as a double height form that projects beyond the line of the foyer glazing along the southern and western edges and extends beyond the core to the east and west.</p> |

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| | Refer to attached sketches in Appendix B. |
| <p>c) Pedestrian Amenity</p> <p>The proposal provides poor pedestrian amenity with respect to pedestrian flow around the south-eastern corner of the building and along Smith Street. The car park exhaust vent at the corner of Darcy and Smith Street should be integrated into the building design. Furthermore, the location of the columns within close proximity to the glass façade of the building along Smith Street does not allow for the comfortable passage of pedestrians.</p> | <p>The pedestrian amenity along Smith Street has been improved with the proposed relocation of the drop-off zone (subject to RTA approval) to a location adjacent the site boundary to the north-east of the foyer, thereby maintaining the full width of the footpath in the colonnade zone, or otherwise deletion of the drop-off zone. The car park exhaust vent is not integrated with the building floor plate as this would require an increase in built area and the riser shaft to be carried up through the full height of the building.</p> <p>The northern edge of the foyer has been pulled back to create a pedestrian thoroughfare between the foyer and the colonnade fronting onto Civic Place. The foyer glass line is now set back from the tower curtilage, affording good weather protection to this zone.</p> <p>Refer to attached sketches in Appendix B.</p> |
| <p>d) Safety by Design</p> <p>There are a number of concealed yet publicly accessible spaces around the base of the lift/service cores that would appear to be contrary to Crime Prevention Through Environmental Design (CPTED) principles</p> | <p>The re-entrant zones located around the core at ground level will have appropriate treatment to prevent public access to these spaces, and will therefore comply with the principles of CPTED. A specialist consultant's report prepared by Harris Crime Prevention Services is attached for your information confirming compliance with guidelines.</p> <p>Refer to attached sketches in Appendix B and CPTED Report in Appendix C.</p> |
| <p>e) Height of the Colonnade</p> <p>The height of the colonnade appears inconsistent with the requirements of the Civic Place Master Plan and limits a human scale to the development.</p> | <p>The human scale in the lower levels of the development is achieved through the layering of the podium levels that sit within the curtilage of the tower. The height of the colonnade represents an appropriate corporate image for Sydney Water Corporation and unmistakably identifies the building as a landmark within Parramatta. The height of the colonnade is also consistent with the proposed Atria building indicated on the Civic Place concept plan.</p> <p>Refer to attached sketches in Appendix B.</p> |

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| ISSUES | RESPONSE |
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| <p>f) Proportions of the Building</p> <p>The statutory controls for Civic Place encourage buildings of significant height, characterised by vertical proportions. The primary building facade reads as a more horizontal form due to its portions and the presence of horizontal louvres. This horizontal emphasis prevents a relationship with the architectural language of the other commercial towers proposed for Civic Place.</p> | <p>The tower is articulated as series of vertical elements, comprising two tall elegant glass forms with a recessed interlayer between the two volumes. The volumes differ in height, stepping down towards Civic Place. The glazed facade is expressed into two storey high modules by a grid of small re-entrants.</p> <p>The service core is articulated as nine individual shafts that break free at the top of the building to create a powerful signature on the Parramatta skyline. This architectural expression repeats itself at ground level in the form of piloti which vertically separate the tower from the ground plane.</p> <p>The sunshades (450mm deep on east and west facades; 600mm deep on the north façade), whilst being horizontal elements, have a fineness relative to the scale of the tower which allow them to read as a delicate texture rather than as components of the architectural forms.</p> <p>We believe the design for SWC conforms to the vertical architectural language proposed in the Civic Place Masterplan 2003 and is consistent with the proposed Civic Place concept plan.</p> <p>Following discussions we have further developed the design to increase the amount of setback from Smith Street thus resulting in provision of greater public amenity along Smith Street.</p> <p>Refer to attached sketches in Appendix B.</p> |

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| <p>Solar Access</p> <p>Clause 26(3) of Sydney Regional Environmental Plan No. 28 – Parramatta (SREP 28) requires consideration of the development against the sun access plane control for Lancer Barracks. The height of the building should not exceed the sun access plane, unless it can be demonstrated that the additional overshadowing of the Lancer Barracks is less than 10% of the total site area, and does not create an adverse impact upon the heritage significance of the Barracks. An adequate assessment against this control has not been provided.</p> | <p>We provide details for your review of solar access diagrams. The gross overshadowing of the Lancer Barracks is approximately 6%, less than the 10% total site area referred to. Refer to Appendix D</p> <p>Further as the building is proposed to be moved approximately four (4) metres to the north and to the west, overshadowing effects are reduced.</p> |
| <p>Acid Sulphate Soils</p> <p>The application does not provide an adequate assessment against the acid sulphate soil provisions prescribed in Clause 83 of SREP 28.</p> | <p>We attach correspondence from Douglas Partners dated 15 February 2007 confirming that the occurrence of PASS / ASS on site is not anticipated. Refer to Appendix E.</p> |
| <p>Section 94 Contributions</p> <p>Address provision of public services, infrastructure or a financial contribution, having regard to the Council's Section 94 Contribution Plan and discussions with Parramatta City Council to date.</p> | <p>We confirm discussions regarding section 94 contributions and contributions to the public domain have taken place, between Council and Sydney Water and this matter is the subject of a separate submission by Sydney Water.</p> |

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| <p>Outstanding Supporting Documentation and Reports</p> <p>The following information is required to fulfil an assessment:</p> <ul style="list-style-type: none"> ▪ A Materials and Finishes sample board, including treatment of the public domain; | <p>An indicative colours and textures selection board of a level of detail that the DOP can assess is submitted for review.</p> |
| <ul style="list-style-type: none"> ▪ A Building Code of Australia assessment and accessibility report; | <p>We attach the report prepared by our BCA Consultant. Refer to Appendix F.</p> |
| <ul style="list-style-type: none"> ▪ A Wind Report | <p>Windtech has prepared a Wind Report with the current buildings being used as the basis of assessment. Any other concept has not been made available in quantifiable form so future developments will not be addressed by this report. Refer to Appendix G.</p> |
| <ul style="list-style-type: none"> ▪ A Crime Prevention Through Environmental Design (CPTED) report. | <p>A report prepared by Harris Crime Prevention Services as attached, responds to issues involving 'Safety by Design'. Refer to Appendix C.</p> |
| <ul style="list-style-type: none"> ▪ The number of construction and ongoing jobs created as a result of the development. | <p>The approximate number of on site and off site jobs created is five hundred (500) during construction and ongoing there will be approximately 1500 staff working in the building with support staff and ancillary works being generated. A large proportion of the works will be undertaken in fabrication shops, drawing offices, factories and workplaces that are located in the greater western region of Sydney.</p> |
| <ul style="list-style-type: none"> ▪ A Draft Statement of Commitments. | <p>We attach a draft Statement of Commitments for your review. Refer to Appendix H.</p> |

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4 Conclusion

This submission, together with the deemed Environmental Assessment and supporting documents, represent the Preferred Project for the Sydney Water site, Parramatta. This Preferred Project Report outlines the amendments to the architectural plans and contains the additional information required to enable further assessment of the Project Application.

The amendments are the result of negotiation between the proponent and the future developer and landowner of the Civic Place precinct in response to the key issues raised, relative to urban design and traffic matters. The outcomes of the amendment will achieve an appropriate resolution to both the operational traffic issues and improvement to the streetscape and pedestrian amenity considerations.

appendices

Appendix A: Signed Copies of Drawings

appendices

Appendix B: Architectural Drawings

appendices

Appendix C: CPTED Report

appendices

Appendix D: Shadow Diagram

appendices

Appendix E: Acid Sulphate Soil Letter

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Appendix F: BCA Report

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