

5 February 2021

David Glasgow  
Department of Planning, Industry and Environment  
*Issued by email*

Savills (NSW) Pty Ltd  
ABN 93 002 647 225  
sballango@savills.com.au  
0412 775 365

Level 25, Governor Phillip Tower  
1 Farrer Place  
Sydney NSW 2000  
T: +61 (0) 2 8215 8888  
savills.com.au

Ref: GW20031706

## **Re: SSD No. 10405 Atlassian Redevelopment**

This submission has been prepared on behalf of Frasers Property Australia and Dexus Funds Management Limited (the Consortium) in response to the exhibition of State Significant Development (SSD) No. 10405 relating to the Atlassian office and hotel redevelopment (herein referred to as Atlassian Central) within Block A of the Central Precinct's Western Gateway sub-precinct.

The Western Gateway sub-precinct is to be delivered by multiple proponents across the sub-precinct, with separate proponents for Blocks A, B and C. As the major leaseholder and developer for Block B within the Western Gateway sub-precinct (herein referred to as Central Place Sydney), the Consortium welcomes the opportunity to comment on SSD No. 10405.

### **Introduction**

Both Atlassian Central and Central Place Sydney will revitalise the Central Precinct and help ensure Sydney remains globally competitive – attracting talent, investment and business partnership opportunities. Atlassian and the Consortium are aligned in the aspiration to create dynamic new civic spaces and innovative workplace which will directly support the emergence of the NSW Government's Tech Central.

Central Place Sydney's strategic location allows it to unlock the future potential of Block A, as well as future over station development, by providing essential above and below ground services. These arrangements (including the Integrated Distribution Centre) are pivotal to the delivery of a holistic public realm outcome, that can be enjoyed by public transport customers, residents, students, workers and visitors.

The Consortium supports the Atlassian Central proposal as a pivotal part of the Tech Central initiative. We also acknowledge the revitalisation will complement Central Place Sydney and vice versa through the colocation of globally-leading tech businesses and variety of civic and retail improvements.

This submission highlights several technical considerations for the Department to consider as part of its assessment of SSD No. 10405 to ensure orderly coordination of precinct outcomes. These are primarily related to the reliance of the proponent upon land currently owned or controlled by the Consortium which, whilst supported in principle, remains subject to ongoing commercial negotiations. These considerations can be summarised as follows:

1. Consideration of the titling arrangements in the Precinct insofar as they may impact on the delivery and staging of the proposal.
2. Incorporation of the latest Block B design competition winning scheme and endorsed public realm strategy within revised wind modelling and assessment.
3. Note that the Atlassian proposed 'Day 2' servicing scenario remains subject to the proponent reaching agreement with the Consortium to facilitate this access via Block B. Whilst this is supported in principle by the Consortium, any other use of Block B (such as pedestrian diversions under

- Pedestrian Access Option 2) place a significant cost burden on the Consortium and will be subject to separate commercial negotiations.
4. Note that the proposed structural connection and associated engineering detail (including impacts on Sydney Water assets) remain subject to agreement with the Consortium.
  5. Acoustic measures should be implemented within Block A to ensure that the ground plane retailers of Blocks A, B and C can operate harmoniously with the occupants of the proposed Block A hotel and office.

### Titling considerations

The Consortium's ownership across Central Place Sydney is extensive. The arrangement of the lots varies in shape and area between the upper and lower levels. The lots held by the Consortium are summarised as follows:

- Lot 12 DP 1062447 – Dexus CPA Pty Ltd
- Lot 14 DP 1062447 – Henry Deane Building Nominees Pty Ltd (subsidiary of Frasers Property Australia)
- Lot 15 DP 1062447 – Gateway Building Nominees Pty Ltd (subsidiary of Frasers Property Australia)

The Consortium also benefits from easement rights over Block B (including Lot 13, Lot 117 and Lot 116), the extinguishment of which is currently subject to commercial negotiations with the Block A proponent. The conditions of consent should acknowledge the Consortium's rights under the existing easements and should in no way seek to amend, diminish, or reduce those rights.

The diagrams below illustrate the ownership structure and property boundaries:

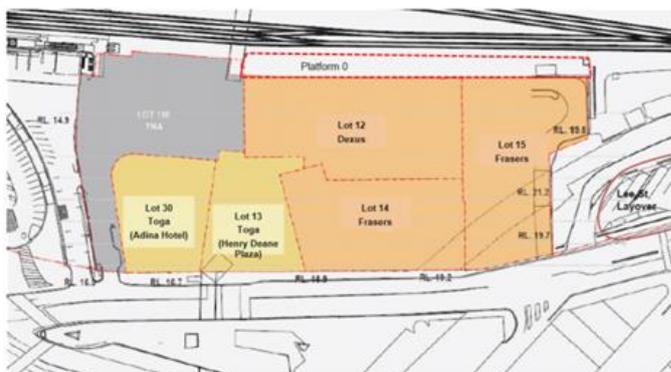


Figure 2.1 Ownership Above Ground

LOT 12 Dexus CPA Pty. Ltd.  
 LOT 14 Henry Deane Building Nominees Pty. Ltd. (Frasers Property)  
 LOT 15 Gateway Building Pty. Ltd. (Frasers Property)



Figure 2.2 Ownership Below Ground

LOT 12 Dexus CPA Pty. Ltd.  
 LOT 14 Henry Deane Building Nominees Pty. Ltd. (Frasers Property)  
 LOT 15 Gateway Building Pty. Ltd. (Frasers Property)



### Wind

The Consortium has worked constructively with the DPIE, TfNSW and the proponent over the past 6 months to establish suitable wind comfort criteria for the intended purpose across Blocks A and B. This has entailed modelling of individual blocks, cumulative impacts and developing a sub-precinct wind comfort map that will be included in the Western Gateway Design Guide (once adopted).

The submitted Wind Study (RWDI, December 2020) is based on the detailed design of Block A and has only modelled the previous indicative design for Block B (rather than the competition winning scheme), resulting in the reporting of inaccurate wind conditions. Revised wind modelling and assessment should be undertaken, informed by the latest Block B design competition winning scheme to confirm that the criteria are correct for the intended purposes across Blocks A and B, Henry Deane Plaza and the wider public realm.

Updating modelling and assessment needs to adopt the endorsed Public Realm Strategy (to be included in the Western Gateway Design Guide), which identifies the ground plane within the redeveloped Henry Deane Plaza will be constructed at RL 21/20.5 to ensure comfortable walking and standing can be achieved across the public realm throughout the Western Gateway sub-precinct.

Wind testing should continue to be undertaken by the Block A proponent collaboratively with the Consortium, and with appropriate consideration given to Block C (noting the stage of planning that parcel of land is at), to ensure the wind comfort criteria is satisfactorily achieved for the intended purposes prior to the commencement of any works within the sub-precinct.

#### **Traffic and Basement Car Park Entry via Block B**

The Consortium notes the Block A 'Day 2 scenario' relies on use of the Consortium's servicing arrangements, including for access and waste disposal. Please note that, whilst the Consortium has agreed in principle to these arrangements, they remain subject to commercial negotiations currently underway between the two parties.

Stronger justification for the proposed short-term pick-up/drop off zone on Lee Street, and careful consideration of, and implications on, pedestrian travel paths and the public domain is required.

#### **Construction and Pedestrian Management**

Consistent with the endorsed Public Realm Strategy, Henry Deane Plaza will continue to primarily be a place of movement, connecting Lee Street to Central Station through the Devonshire Street Tunnel. It is unclear how critical pedestrian movements through the Devonshire Street Tunnel will be facilitated throughout Block A construction activity.

The Consortium notes that Pedestrian Access Option 2 specifically considers use of Block B for pedestrian management during construction. Please note that this may significantly compromise the Consortium's construction and, as such, remains entirely subject to Atlassian's negotiations with the Consortium and any subsequent commercial agreement between the parties. In the absence of this agreement, further detail should be provided to demonstrate how critical pedestrian movements will continue to be accommodated during weekdays and weekends within the Block A boundary.

The submitted Construction Traffic Management Plan should be revised to consider the future location(s) for loading, particularly in the context of peak pedestrian and vehicle movements on both weekdays and weekends and with regard to the concurrent construction of Block B, as well as possibly Block C.

#### **Structural intent**

The submitted Building Services Utility Report (LCI & Stantec, September 2020) indicates that the 'Day 2' basement connection to Block B requires tunnelling under the existing sewer mains in the Devonshire Street Tunnel. Given the criticality of this connection to the function and overall performance of the Consortium's Integrated Distribution Centre to support the optimal public domain outcome further details are warranted. In particular, the Consortium recommends the Block A proponent be required to consult with the Consortium and outline its intended approach. The design and detail of this connection is subject to final agreement between the Block A proponent and the Consortium.

#### **Acoustic**

The Western Gateway Design Guide and Public Realm Strategy is seeking an activated ground plane both day and night. Detailed consideration should be given to the noise assumptions from the uses of the adjoining owners including Block B and Block C. In order to provide the optimum ground plane experience, acoustic measures should be implemented within Block A to ensure that the ground plane retailers of Blocks A, B and C can operate harmoniously with the occupants of the proposed Block A hotel and office.

Incorporation of a precinct wide approach to the acoustic principles for the sub-precinct should be considered for all new built form in the Western Gateway Design Guide to allow the redevelopment of the Western Gateway into a vibrant and activated mixed use precinct.

This precinct approach would involve noise sensitive development (like hotel use) around the activated plaza to incorporate a level of acoustic mitigation to respond to the future environment, to enable greater flexibility and opportunities or ground plane activation.

**Conclusion**

The Consortium would welcome the opportunity to discuss the SSD No. 10405 and matters outlined above with DPIE and TfNSW. Please contact the undersigned on 0412 775 365 should you have any questions.

Yours sincerely



**Stephanie Ballango**

Director, NSW Property Consultancy (Planner)

cc: John Dawson, Frasers Property Australia