

Our Ref: 15756
DPE Ref: SSDA 7317 MOD 6

28 May 2018

15756

Ben Lusher
Director - Key Sites Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Brendon Roberts

Dear Brendon,

SSD 7317 MODIFICATION 6 - RESPONSE TO REQUEST FOR FURTHER INFORMATION

This letter has been prepared by Ethos Urban on behalf of Mirvac Projects Pty Ltd (Mircvac) to respond to the Request for Further Information issued by the Department of Planning & Environment (the Department) on 16 May 2018 in relation to Modification 6 (MOD 6) to State Significant Development (SSD) 7317.

The Section 4.55(1A) application submitted as MOD 6 was lodged on 16 April 2018 and seeks approval for design amendments to Building 2 comprising:

- minor internal amendments to the configuration of the Lower Ground Floor and Upper Ground Floor;
- the provision of a new doorway into the reconfigured retail tenancies at the Upper Ground Floor Level;
- minor modifications to the façade materials;
- extension of the awning over the Lower Ground Floor building entrance leading from Village Square;
- reconfiguration of the car parking space layout resulting in the reduction of 34 car spaces; and
- reconfiguration and relocation of the signage zones.

MOD 6 was placed on notification for 14 days from 26 April 2018 to 10 May 2018. During this time a total of two (2) submissions were received from public authorities with no submissions from the public. The Heritage Council and the City of Sydney each provided submissions advising they raised no objection to the application.

Subsequently the Department provided written correspondence dated 15 May 2018 and 16 May 2018 requesting the submission of additional information. This letter responds to the issues raised by the Department and should be read in conjunction with the following supporting documentation:

- Amended Architectural Plans prepared by fjmt and Sissons (**Attachment A**);
- Accessibility Statement prepared by Morris Goding Accessibility Consulting (**Attachment B**);
- Owners Consent Letters (submitted under separate cover).

1.0 Response to Key Issues

The Department provided a list of key issues to be addressed (shown in *italics*) for the Modification to Building 2. Responses to each of these are outlined below.

1.1 Parking Allocation

Issue

Provide a table summarising the currently approved car parking allocation within each building in the ATP, and how this is proposed to change, having regard to the maximum parking limit of 1,600 spaces in SSP SEPP.

Response

Table 1 provides a summary of the approved parking allocation within the ATP, the changes that were made and approved under MOD 2 and how they are proposed to change with the approval of MOD 6.

Table 1 On-site parking allocation

Building / Location	Approved (SSD 7317)	Approved (MOD 2)	Proposed (MOD 6)
Channel 7 Building Visitor Parking	363	363	363
Channel 7 Building Staff Parking	339	339	339
Building 3	0	0	0
Building 1	217	205	205
Building 2	489	500	466 (-34)
Biomedical Building Staff Parking	33	33	33
Locomotive Workshop	4	4	4
Nicta Building	66	66	66
National Innovation Centre (NIC)	4	4	4
International Business Centre (IBC)	17	17	17
On-street Spaces (within the Public Domain)	42	33	33
Total	1,574	1,564	1,530 (-34)

The above table demonstrates that the maximum car parking threshold of 1,600 spaces within the ATP will not be exceeded.

Furthermore, should MOD 6 be approved, 201 spaces will be provided at the Lower Ground Floor level and 265 (as approved) will be provided at Mezzanine level which results in the total provision of 466 within Building 2, which does not exceed the maximum 500 permitted under Condition B8.

Mirvac however does not wish to amend the maximum number of car spaces that can be provided as identified in Condition B8, in order to retain the flexibility to provide additional car spaces within the Buildings if in the future, reorganisation of the space allows.

Issue

Clearly articulate the relationship in parking provision between this modification application and SSDA 8517 / SSDA 8449.

Response

Mirvac seek to provide car parking within the Lower Ground Floor level in Building 2 that will service visitors to the ATP and the Locomotive Workshop. It has been determined that it is critical to the success of the Locomotive Workshop retail offer that direct access to visitor car parking is provided.

Given that car parking cannot be provided within or beneath the Locomotive Workshop, direct access to visitor parking is to be provided by:

- a direct all-weather travelator between the Locomotive Workshop and Building 2 (the subject of SSDA 8517 and SSDA 7317 MOD 5); and
- visitor car parking is to be provided at the Lower Ground Floor level of Building 2 (the subject of this SSDA 7317 MOD 6).

Currently, the visitor car parking for the ATP and the Locomotive Workshop is located in the Channel 7 building. This location is not considered close enough to the Locomotive Workshop to entice visitors to the Locomotive Workshop or entice anchor retailers to occupy tenancies within the Locomotive Workshop.

The proposed reconfiguration of the Lower Ground Floor level of Building 2 will therefore provide visitor parking spaces that are directly linked to the Locomotive Workshop.

Issue

Clearly articulate the relationship in parking provision between this modification application and SSDA 8517 / SSDA 8449 with regard to the accessible parking provision.

Response

The Response to Submissions Report for SSDA 8517 clearly articulates that approval for all the Public Domain works within the curtilage of the Locomotive Workshop is now sought under SSDA 8517. This includes the provision of five loading spaces, four accessible parking spaces, two taxi spaces, two drop off spaces and a fire brigade stand/ shared zoned, as illustrated in **Figure 1**.

The provision of the four new accessible car spaces will simply relocate the four accessible spaces (annotated with a red 'D') that are currently provided on Locomotive Street.



Figure 1 SSDA 8517 Car Space Layout Plan

Source: Aspect

The four accessible spaces on Locomotive Street are provided to service the visitors to the ATP and the Locomotive Workshop and whilst they are not provided within the Lower Ground Floor level of Building 2 with the remainder of the other visitor spaces, Morris Goding (**Attachment B**) confirm that the provision of four accessible car spaces

satisfies the 2% required under DDA Premises Standards and their location will be on the continuous accessible path of travel to the main entrance door of the Locomotive Workshop and it therefore will be able to achieve compliance with BCA/ DDA Premises Standards Part D3.2.

Furthermore, the statement provided by **ptc.** that was submitted with the Modification 6 application confirms that 3 accessible parking spaces for the tenant parking requirements will be provided at Mezzanine level. Given that the Mezzanine level of Building 2 is for the exclusive use of the commercial tenant, a minimum rate of 1% is required on this level. The provision of three accessible spaces for 265 commercial spaces is therefore considered to meet the requirements for of the BCA and DDA Access to Premises Standards.

1.1.1 Issue

Address the proposed change to the parking with regard to Condition G8 of the development consent SSD 7317.

1.1.2 Response

Condition G8 required the car spaces within Buildings 1 and 2 to only be used by employees and visitors of Buildings 1, 2 and 3. Given that the Lower Ground Floor level of Building 2 is to be used by visitors to the ATP precinct and the Locomotive Workshop, as explained in the original Modification 6 application letter and above, approval to amend Condition G8 is required to be amended as follows:

Car Parking Not to be used as Commuter Parking

*G8 The car parking spaces in Building 1 ~~and Building 2~~ shall only be used by employees or visitors of Building 1, Building 2 or Building 3. The car parking spaces **in Building 1** shall not be used as commercial commuter car park.*

Notwithstanding the above changes, it is not Mirvac's intension to provide or encourage commuter parking and will, through the car parking pricing system, encourage people to only utilise the Lower Ground Floor car parking for short-term periods. Should the Department require it, Mirvac would be happy to prepare a car park management plan to the satisfaction of the PCA for the Lower Ground Floor level car parking area prior to the issue of the last occupation certificate for Building 2.

1.2 Internal Design Amendments

1.2.1 Issue

Clarify the new location of the feature stairs on the Upper Ground Floor Level, noting that these are proposed to be relocated.

1.2.2 Response

The amended location and revised design of the feature stairs is shown in the Architectural Plans at the Upper Ground Floor and Level 1 within **Attachment A**. They are also highlighted by a red box in **Figures 1 – 2**.

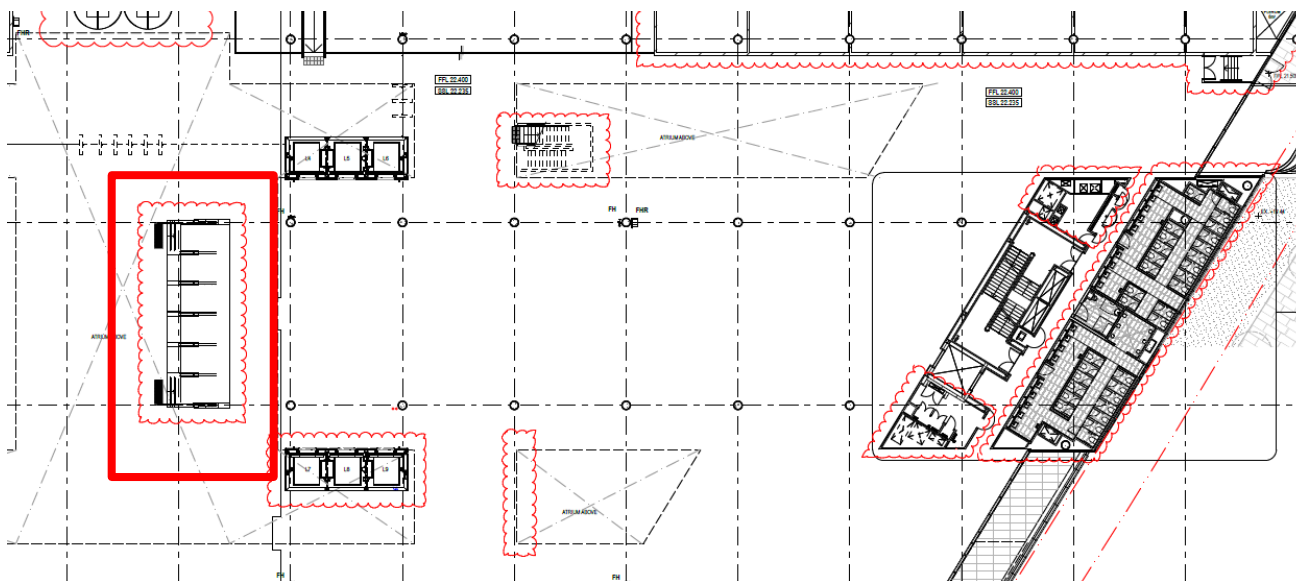


Figure 2 Revised location of proposed feature stairs at Upper Ground Level

Source: fjmt

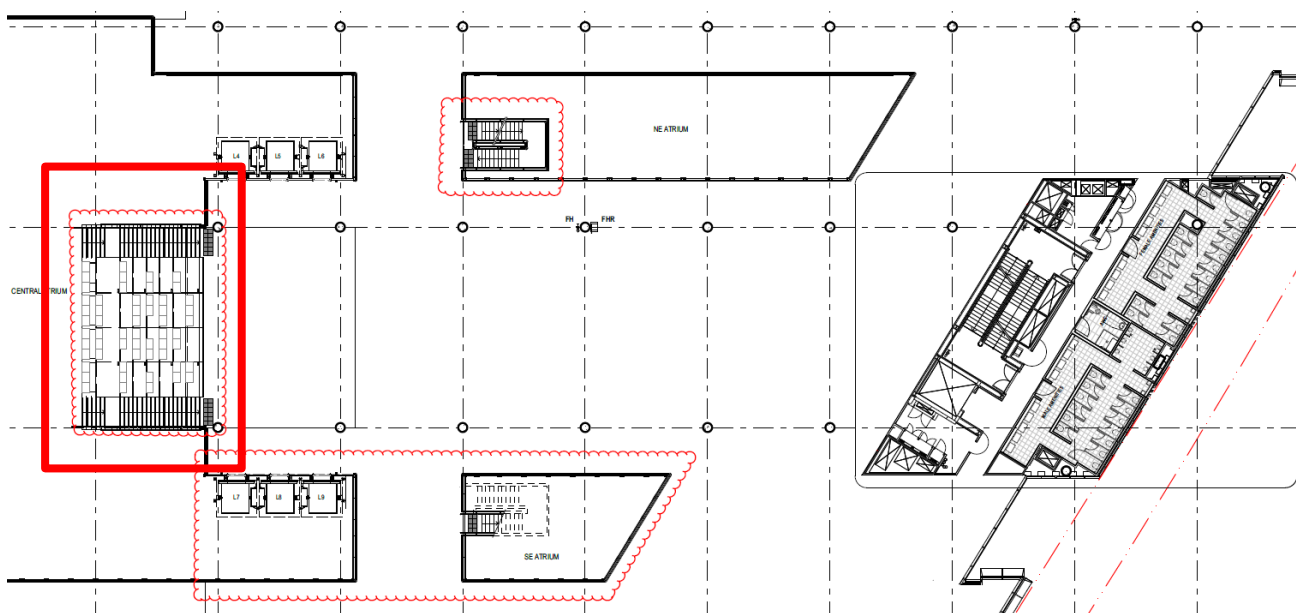


Figure 3 Revised location of proposed feature stairs at Level 1

Source: fjmt

1.3 Issue

Confirm whether any further floor plans require updating in response to the relocation of the south-east lift bank and internal stairs on the Upper Ground Floor Level (i.e. Level 1 Plan, Level 2 Plan, etc).

1.3.1 Response

The revised internal atrium stairs and south-east lift bank relate to Levels 1 through to 5 and are illustrated on the amended Architectural Plans at **Attachment A**. No further floor plans are required to be updated in response to the proposed amendments.

1.4 Issue

Provide revised wording of Condition A2 to reflect the proposed amendments to the plans.

1.5 Response

The proposed amendments under Modification 6 necessitate revisions to the Condition A2 of development consent SSD 7317. Words proposed to be deleted are shown in ~~bold strike through~~ and words to be inserted are shown in **bold italics**.

A2 Terms of Consent

Drawing No.	Rev	Name of Plan	Date
fjmt-AR-DWG-BB-B2-300L	P	General Arrangement Plans – Lower Ground	19.07.17
<i>fjmt-AR-DWG-BB-B2-300L-R</i>	<i>02</i>	<i>General Arrangement Plans – Lower Ground</i>	<i>06.03.18</i>
fjmt-AR-DWG-2100U	DA1	Upper Ground Plan	27.04.16
<i>fjmt-AR-DWG-BB-B2-300U</i>	<i>Q</i>	<i>General Arrangement Plans – Upper Ground</i>	<i>06.03.18</i>
fjmt-AR-DWG-21001	DA0	Level 1 Plan	16.12.15
<i>fjmt-AR-DWG-BB-B2-3101</i>	<i>M</i>	<i>General Arrangement Plans – Level 01</i>	<i>25.01.18</i>
fjmt-AR-DWG-21002	DA0	Level 2 Plan	16.12.15
<i>fjmt – AR-DWG-BB-B2-3102</i>	<i>M</i>	<i>General Arrangement Plans – Level 02</i>	<i>25.01.18</i>
fjmt-AR-DWG-21003	DA0	Level 3 Plan	16.12.15
<i>fjmt-AR-DWG-BB-B2-3103</i>	<i>M</i>	<i>General Arrangement Plans – Level 03</i>	<i>25.01.18</i>
fjmt-AR-DWG-21004	D	Level 4 Plan	16.12.15
<i>fjmt-AR-DWG-BB-B2-3104</i>	<i>M</i>	<i>General Arrangement Plans – Level 04</i>	<i>25.01.18</i>
fjmt-AR-DWG-21005	D	Level 5 Plan	16.12.15
<i>fjmt-AR-DWG-BB-B2-3105</i>	<i>N</i>	<i>General Arrangement Plans – Level 05</i>	<i>25.01.18</i>
fjmt-AR-DWG-21050	DA0	Elevations – North & West	17.12.15
<i>fjmt-AR-DWG-21050</i>	<i>DA1</i>	<i>Elevations – North & West</i>	<i>29.03.18</i>
fjmt-AR-DWG-BB-B2-3300	01	Elevations – South & East	04.04.17
<i>fjmt-AR-DWG-21051</i>	<i>DA1</i>	<i>Elevations – South & East</i>	<i>29.03.18</i>

Justification

The changes to the development as detailed and justified in the modification application and have necessitated the changes to the plans

1.6 Gross Floor Area

1.6.1 Issue

Confirm that any changes to the internal atria will not increase gross floor area (GFA).

1.6.2 Response

Building 2 provides a total GFA of 56,554m² which is minor reduction (of 134m²) from the approved GFA of 56,688m². The changes to the internal atria do not therefore increase the approved gross floor area (GFA) for Building 2.

1.7 Retail Tenancies

1.7.1 Issue

Confirm that the new retail tenancy B2S016 will result in a workable and viable retail tenancy, noting that the majority of the shop front comprises the approved lift core.

1.7.2 Response

The retail tenancies along Central Avenue, including B2S016, are suitable for 'service' retailers (i.e. pharmacy, newsagencies, dry cleaners, travel agencies etc.) that typically utilise smaller premises and do not require large glazed shopfronts typically used for displaying business advertising and goods.

1.8 Signage

1.8.1 Issue

Provide an assessment of the proposed signage zone against Schedule 1 of SEPP 64 and submit any relevant details in accordance with condition F7 of the SSD 7317 consent.

1.8.2 Response

The application seeks consent for the reconfiguration of two of the approved signage zones on the southern and western facades and the introduction of an additional signage zone above the entrance on the northern elevation. The detailed design of the signage proposed within each zone will be confirmed during the detailed design phase and will form part of a separation application(s). The relevant details required by Condition F7, including the final signage design, content and illumination, will be addressed in the application(s) submitted for approval prior to the installation of the signage.

Table 2 provides an assessment of the signage proposal against the Schedule 1 criteria of SEPP 64. As stated in the application, the amendments to the signage zones do not alter the assessment against the criteria set out within *State Significant Environmental Planning No 64 – Advertising and Signage* that was included in Section 5.4.4 within the original EIS.

It is noted that the signage zones are intended to accommodate building and business identification signage and as such Part 3 of SEPP 64 does not apply.

SEPP 64	Comment	Consistent
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage zone on the northern elevation and the reconfiguration of the signage zones on the western and southern elevations are compatible in appearance and size with the approved signage zones along with the character for buildings within the ATP.	✓
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	No advertising is proposed.	N/A
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage zones are consistent with the provision of signage within the Sydney CBD and the general ATP precinct. Accordingly, the future signage will not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, open space areas or waterways.	✓

SEPP 64	Comment	Consistent
3 Views and vistas		
Does the proposal obscure or compromise important views?	All signage zones are wholly contained within the building envelope. Consequently, all future signs approved within the zones will not obstruct or compromise important views within the precinct.	✓
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage is scaled appropriately and will sit below the ridgeline of the proposed building. Consequently, the signs will not dominate the skyline.	✓
Does the proposal respect the viewing rights of other advertisers?	The proposed signage does not impact upon the viewing rights of other advertisers.	✓
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of each of the proposed signage zones are consistent with the approved signage zones located elsewhere on the building and appropriate given the scale of the existing development approved and already established within the ATP precinct.	✓
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage zones are capable of accommodating signs of high quality design that will contribute visual interest to the locality.	✓
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal is consistent with, and integrated with, the signage zones already approved as part of the base building. Combined, the proposed and amended signage zones achieve a rationalised signage strategy that is consistent with the architecture of the precinct.	✓
Does the proposal screen unsightliness?	The proposed signage will conceal the visually unattractive rooftop plant and contribute visual interest to the facades.	✓
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage does not protrude above the upper building line of Building 2.	
Does the proposal require ongoing vegetation management?	No ongoing vegetation management will be required.	N/A
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage zones have been designed to be fully compatible with the proposed buildings and with the architecture of the core facilities.	✓
Does the proposal respect important features of the site or building, or both?	The proposed signage zone on the western elevation has been relocated to the upper levels of the building in the location of the plant. The signage on the southern elevation has been reduced in size whilst the proposed signage zone is positioned above the entrance and will conceal a portion of the façade that would otherwise be blank. The proposed location of the zones will not detract from important features of the façade, namely the horizontal and vertical elements that contribute to the overall high quality architectural expression.	✓
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage has been fully integrated with the building's architecture.	✓
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	All illumination of future signage will be fully integrated with the building structure.	N/A

SEPP 64	Comment	Consistent
7 Illumination		
Would illumination result in unacceptable glare?	The signage zones are fully contained within the building envelope. The illumination of the future signage will be assessed under a separate application and consideration will be given to ensuring the sign will not result in unacceptable glare.	✓
Would illumination affect safety for pedestrians, vehicles or aircraft?	The location and orientation of each signage zone is such that it will not impact on nearby residential receivers.	✓
Would illumination detract from the amenity of any residence or other form of accommodation?	The modification seeks consent for signage zones only. The illumination of the signs designated to be accommodated within each zone will be addressed under a separate application(s).	✓
Can the intensity of the illumination be adjusted, if necessary?	It is not considered necessary or appropriate to impose a curfew on the illumination of signage given it is proposed to be located within a business and technology park. Illumination of signage, including and any dimming measures, will be incorporated in the detailed design of precinct signage.	✓
8 Safety		
Would the proposal reduce the safety for any public road?	The proposed signage zones have been located to avoid any impacts on public roads. The signage zone above the entrance on the northern elevation is scaled appropriately and will have no impact on the surrounding street network.	✓
Would the proposal reduce safety for pedestrians/cyclists?	Most of the signage zones are located at the upper portion of Building 2 and will consequently have no impact on the safety of pedestrians and cyclists. The signage zone on the northern elevation is located above the entrance and scaled appropriately to ensure there will be no adverse impacts to pedestrian or cyclist safety.	✓
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage zones are wholly contained within the building envelope. Accordingly, their location at the top of the existing building means that there will not be any adverse impacts on pedestrian safety.	✓

We trust that the information provided in this letter allows the Department to proceed with their assessment of the proposed modification to Building 2. Should you have any further queries please contact me on 02 9956 6962 or adesgrand@ethosurban.com.

Yours sincerely,

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