

3 July 2019

Mr Jim Betts
Secretary
Department of Planning, Industry and Environment
320 Pitts St
Sydney NSW 2000

Attention: William Hodgkinson

Dear Wiliam,

**QANTAS FLIGHT TRAINING CENTRE - STATE SIGNIFICANT DEVELOPMENT (SSD 10154)
SUBMISSION – CORPORATE CONNECT**

This submission has been prepared by AMP Capital in response to the exhibition of the Qantas Flight Training Centre State Significant Development Application (SSD 10154). As the owner of Corporate Connect at 185 – 191 O’Riordan Street, Mascot, AMP Capital would like to thank the Department of Planning, Infrastructure and Environment (the Department) for the opportunity to review and provide comment on the application.

Corporate Connect is located to the immediate east of the proposed Qantas multi-storey car park, sharing a 78 metre common boundary. The relationship of Corporate Connect to the SSD application is shown at **Figure 1**. With respect of the new multi-storey car park, Corporate Connect is the most affected neighbour and we have therefore undertaken a detailed review of the proposal to understand the scheme and determine if there are any matters for concern that arise for us as a result of the proposal. In general, AMP Capital are supportive of the proposed development, however a review of the scheme has identified a number of concerns, including:

- the need to better integrate Corporate Connect with the new Qantas precinct;
- the visual impact of the new multi-storey car park; and
- the impact of proposed illuminated building signage.

These issues are discussed in more detail below. We request the Department consider these issues as part of its assessment of the SSD application and require either design changes or impose conditions to facilitate an appropriate development outcome.



Figure 1 Location of Corporate Connect

Source: Nearmap

Site Integration Opportunity

The development of the new Flight Training Centre will result in a significant number of employees at the site, not to mention the 2,058 parking spaces offered by the car park, which, together will result in a large population being housed. At present the site is generally constrained in accordance with the existing development and land ownership pattern, with little to no permeability between landholdings. Currently, pedestrians are only able to enter and exit the Qantas site via King Street to the south or Bourke Road to the north.

We note that Corporate Connect is located to the east of the site and comprises a number of retail tenancies providing various food and beverage options. In addition to this it is noted that both the Pullman and Ibis Hotels are also located to the east. Any future development of the Qantas site should therefore explore the possibility of providing a connection to the east facilitating better connection of the broader precinct.

With this in mind, we request the Department investigate the opportunity to incorporate a new easterly pedestrian connection, to the Corporate Connect site, providing a new east-west connection. A Qantas campus that is well and truly integrated with its surrounds:

- a) aligns with good urban design principles;
- b) would provide a direct connection to O'Riordan St, the Pullman and Ibis Hotels;
- c) would facilitate site permeability allowing workers of both sites to access the retail facilities of the other; and
- d) is capable of being integrated across both landholdings with minimal impact.

To assist the Department we have prepared an indicative design solution (provided at **Figure 2**) that shows how stairs and an accessible ramp may be incorporated across both landholdings.



Figure 2 Location of proposed pedestrian connection

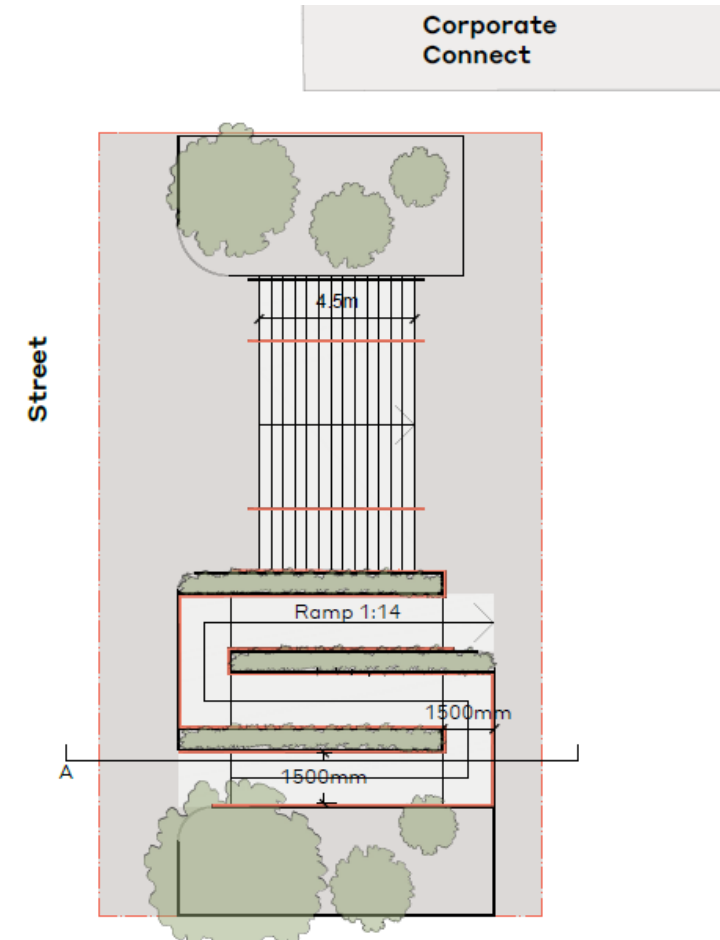


Figure 3 Indicative pedestrian connection (stairs and accessible ramp)

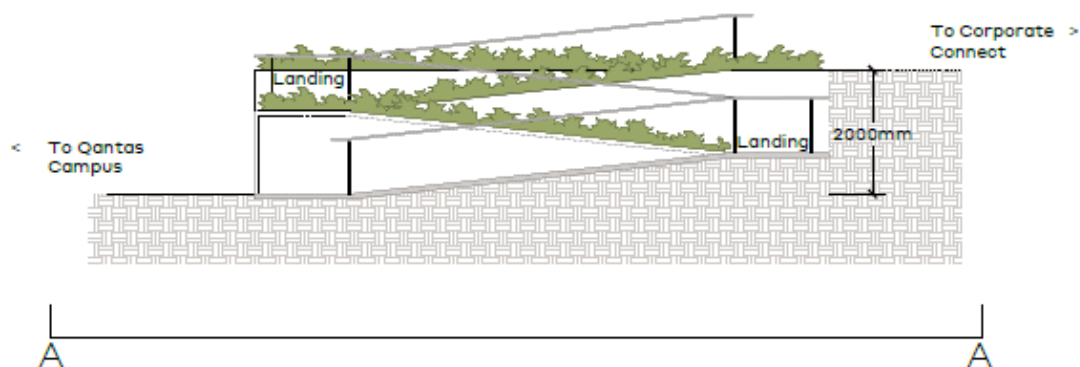


Figure 4 Indicative pedestrian connection (section)

AMP Capital acknowledge the time pressure Qantas is under to relocate and begin construction by September 2019 and do not wish to delay this program. Accordingly, if necessary, AMP Capital seek the pedestrian connection design be resolved via the inclusion of a condition of consent that would require an integrated design solution as part of a relevant Construction Certificate. AMP Capital will be approaching Qantas separately to this formal submission to discuss this opportunity.

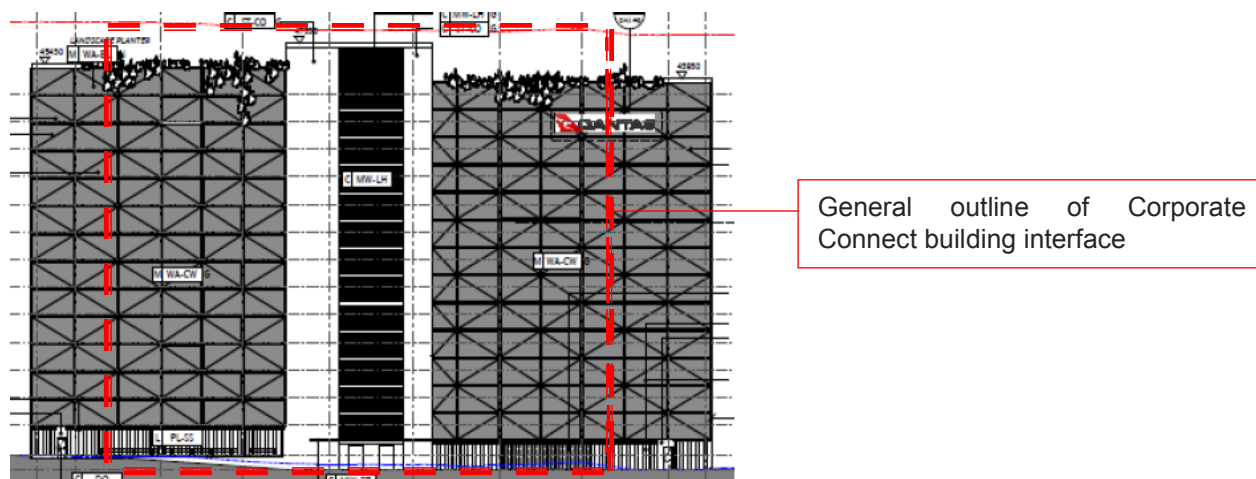
Car Park Facade

The new car park will present a new and dominant interface to the western façade of Corporate Connect, largely replacing the current uninterrupted district views over the airport with a multi-storey car park. Whilst AMP Capital has no issues with the proposed building or its height, AMP Capital are concerned that the current façade design does not go far enough to ameliorate the view impact of the new building on the shared interface. Currently, the design includes planting that climbs up from Ground, while vegetation is also proposed in a roof garden. Vegetation would have a limited ability to climb more than 1-2 storeys, leaving a significant amount of façade structure exposed. With this in mind and as the most affected landowner by the proposed car park we request the Department require the following:

- Additional planter boxes should be required to be integrated into the eastern façade in a staggered manner, allowing additional vegetation growth which will soften the building along this façade and ameliorate the impact of the new building;
- The applicant should provide detail on how the planting infrastructure will be integrated into the design and what measures will be used to ensure the health and survival of planting on a long-term basis;
- The Department should include a condition in the development approval requiring the maintenance of on-structure gardens.

Illuminated Building Signage

A building identification sign is proposed on the eastern facade of the car park that is 10.25m long and 2.03m high (**Figure 3**).



Picture 4 – Signage at the eastern elevation of Stage 2 carpark

Figure 5 Car Park Eastern Façade

Source: Noxon Giffen

It is noted that many workers in Corporate Connect work beyond typical daytime hours and the alignment of the illuminated sign is expected to face directly into the upper levels of the Corporate Connect building, presenting workers with a potentially dominant and distracting view. We note that the SEPP 64 assessment indicates that the illuminated sign will have adjustable settings, however the sign regardless of illumination presents an issue for workers.

The location of the car park within the site means that the proposed sign at this location facing is internal, with no street frontage. The need for a sign on this particular facade is therefore questioned, due to the impact on the closest neighbour.

To avoid adverse impact on workers, we request the Department:

- Require the building identification sign to be relocated to the northern facade, where there is a much greater separation to potential receivers.

We believe that through the inclusion of the small amendments a superior design outcome can be achieved for the site that better integrates with the surrounding area and which more effectively ameliorates potential future impacts on neighbouring buildings.

Thank you for the opportunity to comment on the Qantas Flight Training Centre State Significant Development Application. Should you require further information, please feel free to contact me on 0449542430.

Yours sincerely,

Conor Doyle

Investment Manager AMP Capital