

Green Star – Office Interiors v1.1

Transport

Tra-2 Car Parking

Points Available	Points Claimed	CIR Submitted
2	2	N

Credit Criteria

Two points are awarded where the parking spaces allocated to the tenant are less than the maximum current local planning allowances (as at Development Approval), as follows:

- 1 point = at least 25% less than the maximum local planning allowances, or within 10% of the minimum local planning allowances if only a minimum is stipulated;
- 2 points = at least 50% less than the maximum local planning allowances, or no more than the minimum local planning allowances if only a minimum is stipulated.

Documents Provided

✓	An extract from the local planning requirements that were current at the time of the tenancy's Development Approval that nominates the car parking allowances applicable to the base building and/or tenancy fitout;
✓	Extracts from the tenant and base building owner/manager lease agreement that indicate the number of car parking spaces included in the agreement. Where some or all of the car parking spaces are covered by a separate agreement, provide extracts accordingly;
✓	Evidence that the number of car parking spaces allocated to the tenancy is less than the local planning allowance.

Discussion

- Calculation summary to show compliance with credit:

$$\text{Max Number of Car Parks Allowed by Council} = \frac{\text{Total Class 5 FSA}}{\text{Total FSA}} \times \frac{\text{Site Area}}{50}$$

$$= \frac{744.5\text{m}^2}{804\text{m}^2} \times \frac{1600}{50}$$

$$= 29.63 = 29 \text{ car parks.}$$

Actual number of car spaces allocated to tenancy = 0

Therefore, zero is well less than the 50% of the max allowed by Council (29 car parks).

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Explanatory Note

Continued attraction of excessive private vehicles for commuting to Central Sydney is inconsistent with ecologically sustainable development objectives of the city and the environmental amenity of the plan area and the region. The parking provisions in the plan are based on discouraging commuter car parking by limiting the development of tenant and public parking facilities, reducing traffic congestion, improving existing street amenity for pedestrians, and providing reasonable parking levels to facilitate business and residential activities.

64 Objectives for car parking controls

The objectives of the car parking controls of this Part are:

- (a) to acknowledge that public transport is the most important and efficient means of moving people to and within Central Sydney, and
- (b) to encourage commuting by public transport to Central Sydney in order to reduce the number of motor vehicles travelling through and to Central Sydney, and to improve overall environmental quality and pedestrian amenity, and
- (c) to improve the attractiveness and competitiveness of Central Sydney for retail and commercial activities by providing a reasonable level of tenant and short-stay public car parking whilst discouraging commuter car parking, and
- (d) to encourage residential development in Central Sydney, and
- (e) to minimise adverse urban design impacts, in particular by discouraging the provision of above ground parking, and
- (f) to minimise adverse traffic impacts, in particular conflicts between pedestrian and vehicular traffic, and
- (g) to discourage the provision of public car parking, and
- (h) to ensure that tenant car parks are not occupied by persons other than occupiers of the building or land on which the car park is situated.

65 Tenant car parking provisions

- (1) Car parking provided in connection with a building must not result in any maximum set out in the following Table being exceeded, except in a case to which subclause (2) applies and results in a greater number:

Maximum car parking

Type of proposed use	Maximum parking on site spaces permitted
Dwelling-houses	2 spaces per dwelling-house
Residential buildings (including housing for aged persons):	
Studio apartments /bedsitters	1 space per 4 studio apartments/bedsitters
1 bedroom apartments	1 space per 2 apartments
2 bedroom apartments	1 space per apartment plus 1 additional space per 5 apartments
Apartments with 3 or more bedrooms	2 spaces per apartment
Hotels and clubs	1 space per 5 bedrooms 4 spaces per 100 square metres of function room area
Cinemas, theatres and recital halls	1 space per 7 seats
Serviced apartments	1 space per 4 studio apartments/bedsitters 1 space per 2 one-bedroom apartments 1.2 spaces per two or more bedroom apartments
Other uses	Maximum number = $\frac{\text{Total other FSA}}{\text{Total FSA within development}} \times \frac{\text{Site area}}{50}$

Note. Parking for service and delivery vehicles, motorcycle parking, bicycle parking and car parking for people with mobility impairment should comply with the provisions of the relevant development control plan.

- (2) The number of tenant car parking spaces that will be available for use in connection with an existing building to which a development application relates is not to exceed the total of the maximum amounts allowed for each particular use that will be allowed in the building, in accordance with the following Table:

$$\text{maximum number of car parking spaces for a particular use} = \frac{\text{FSA to be allowed for that use}}{\text{Total FSA to be allowed for all uses}} \times \text{Total number of lawful existing car parking spaces for all uses}$$

- (3) Clause 10 applies to a requirement made by subclause (2), but subject to subclauses (4)-(8). Before granting a consent pursuant to clause 10, the consent authority must be satisfied that different uses of parking spaces in the building will, as nearly as practicable, conform to the proportions specified in the Table to the subclause (1).

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- (4) The consent authority may grant a consent that allows car parking spaces for a use in excess of the number allowed under subclause (2) only if:
 - (a) on-site tenant car parking, for the same use, is lawfully occurring for a number of car parking spaces in excess of that allowed by subclause (2), and
 - (b) the proposed car parking in excess of that allowed by subclause (2) is to be used only for tenant car parking and parking of vehicles providing services to the occupants of the building, and not for public car parking, and
 - (c) the consent authority is satisfied that the proposed car parking in excess of that allowed by subclause (2) will not cause adverse urban design and traffic impacts.
- (5) The number of car parking spaces calculated in accordance with subclause (2) is to be:
 - (a) exclusive of parking for service and delivery vehicles, and motorcycle and bicycle parking, and
 - (b) inclusive of car parking for people with mobility impairment, provided in accordance with the relevant Australian Standard, and visitor car parking.
- (6) Consent for car parking spaces for a cinema, theatre or recital hall is to be granted by the consent authority only after it has considered the location and availability of existing public car parking and public transport in the vicinity of the proposed cinema, theatre or recital hall. Any car parking allowed specifically for the purpose of a cinema, theatre or recital hall may, with consent, also be used for short-stay parking for other purposes, but only during the hours of 9.30 am to 6 pm.
- (7) Car parking spaces provided for use in connection with the use of function areas in hotels are to be available only to patrons to park in while using the function facilities and must not be used for public car parking.
- (8) Consent must not be granted for development that includes tenant car parking, unless conditions of the consent provide that the tenant car parking must not be used or occupied by any person, other than a person who resides or works in or visits a tenant of the building on a temporary basis, in the building or on the land in or on which the car park is located.
- (9) A maximum number of car spaces set by this clause is to be rounded up to the nearest whole number if it is not a whole number.

66 Public car parking restrictions

(1) Restrictions that apply in all cases

Before granting consent to development for the purpose of any public car parking, the consent authority must be satisfied that the public car parking:

- (a) will not prejudice attaining the objectives of this Part, and
- (b) will not encourage commuter car parking nor reduce the proportion of public transport users travelling to the city each day, and
- (c) will be used for short-stay public car parking only that is regulated by a restriction in opening hours or fee structure, or both, and
- (d) will be located underground, and
- (e) will be included for the purpose of calculating floor space ratio in the floor space area of the building in which it is situated, and
- (f) will be consistent with, and does not compromise, high quality urban design of buildings on the land and adjacent to the land on which it is situated, and
- (g) is not likely to cause or increase adverse pedestrian impacts or local or city- wide vehicular traffic impacts, and
- (h) in the opinion of the consent authority, is not likely to cause or contribute to an unacceptable level of vehicle saturation of intersections in the vicinity, or an unacceptable reduction of environmental capacity of roads in the vicinity, of the public car park.

(2) New public car parks

Consent may be granted to development for the purpose of public car parking on land where no public car parking already exists, but only where the consent authority is satisfied that the public car parking directly services major retail, cultural, recreational or entertainment uses which, in the opinion of the consent authority, are not reasonably or adequately serviced by either:

- (a) public transport (either existing or planned), or
- (b) existing public car parking.

(3) Existing tenant car parks

Without affecting subclause (2), consent may be granted to development for the purpose of public car parking on land on which tenant car parking already lawfully exists, but only to the extent of converting to public car parking any car spaces

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that are in excess of the maximum number of parking spaces allowed by clause 65 (1).

(4) Existing public car parks

Consent may be granted to development for the purpose of public car parking on land on which public car parking already lawfully exists, but only where the consent authority is satisfied that:

- (a) the development will not result in more public car parking spaces on the land than already lawfully exist, and
- (b) the floor space area of all public car parking on the land does not exceed the floor space area of the existing public car parking on the land.

9	Option Term	9.1	Five (5) years
10	Base Rental Rate	10.1	\$520.00/m ² per annum net plus GST
11	Rent Review	11.1	Year 1 \$520.00 psm pa net plus GST Year 2 4.25% increase Year 3 4.25% increase Year 4 4.25% increase Year 5 4.25% increase
	Option	11.2	Year 1 Open Market Rent Review (no ratchet) Year 2 4.5% increase Year 3 4.5% increase Year 4 4.5% increase Year 5 4.5% increase
		11.3	The Lessee will be required to give the Lessor nine (9) months written notice of its intentions to accept the option term.
12	Building Outgoings	12.1	The Lessee shall be responsible for its proportionate share of all building and statutory outgoings based on the Lessee's tenancy area. This excludes all common area and tenancy cleaning.
		12.2	The Lessee is to pay all building outgoings from the lease commencement date.
		12.3	The current estimate for building outgoings is \$103 per m ² per annum for the period 1/7/2007 to 30/6/2008 (excludes common area and tenancy cleaning).
		12.4	Any building outgoing costs incurred by the Lessor which relate to the Lessee's use of the building will be directly recoverable from the Lessee.
13	Storage & Bike Racks	13.1	Available on B4 measuring approx 5m ² , if required. Additional storage cages can be provided by the Lessor. Bike racks are also being installed by the Lessor.
		13.2	The rental on the storage area will be \$1,500.00 per annum, increasing as per the rent review pattern above. Please confirm your storage requirements.
14	Car Parking	14.1	Permanent self-park spaces are available through The Sheraton on the Park at a current rate of \$815 per month (reserved) and \$670 (unreserved), including levy and GST.

All car parking bays are all located in the basement of the building for the term of the lease.

14.2 The car parking rate will be reviewed annually to market.

14.3 The car park is accessible 24 hours a day/7 days a week for authorised staff.

15 Tenant Incentive

15.1 The Lessor will provide a fitout contribution of [REDACTED] plus GST based on the area of 804m², a five (5) year lease term and a lease commencement date noted above. Any unexpended fitout contribution can be drawn down by the Lessee over the term of the lease to pay for churn costs or make good costs within the tenancy.

15.2 The Lessee will carry out the fitout as the Lessor's agent. The incentive will be paid to the Lessee's nominee (usually an architect or quantity surveyor) by monthly installments following receipt by the Lessor of certified invoices for the fitout costs and valid tax invoices addressed to the Lessor. After completion of the fitout, the Lessee must provide to the Lessor, a depreciation schedule listing the items of fitout paid for by the Lessor.

15.3 The Lessor will own the fitout, but the Lessee must remove the fitout on the expiration of the lease (unless the Lessor directs it not to).

16 Cleaning

16.1 The Lessee shall be responsible for the cost of cleaning the premises and the common areas. Cleaning will be carried out to the Lessor's specification.

16.2 This is currently estimated at \$18.50 per m² per annum plus GST and is payable from commencement of the lease or occupation, whichever is the earlier. This amount includes the Lessee's proportion of common area cleaning.

If the Lessee wishes to have additional premises cleaning services provided by the Lessor's cleaner, such additional services will be provided (if approved by the Lessor) at the Lessee's cost.

17 Lease Guarantee

17.1 The Lessee is required to provide an unconditional and irrevocable Bank Guarantee to the value of six (6) months net rent, outgoings and cleaning plus GST.

Carol Lane

From: McGuinness, Kieran (Australia) [REDACTED]
Sent: Tuesday, 11 December 2007 12:01 PM
To: Carol Lane
Subject: RE: Carp parking for GBCA

Carol,

I can confirm that whilst Green Building Council of Australia had the option of arranging car spaces under section 14.1 of their lease, they have declined to do so; and therefore have no car parking spaces within 179 Elizabeth Street.

Kieran McGuinness
General Manager
Asset Management Services - Commercial

Management Solutions, Jones Lang LaSalle
Level 10, 45 Clarence Street, Sydney NSW 2000
[REDACTED]
[REDACTED]

Integrity - Innovation - Sustainability
Making Property The Best It Can Be

From: Carol Lane [mailto:carol.lane@gbcaus.org]
Sent: Tuesday, December 11, 2007 11:54 AM
To: McGuinness, Kieran (Australia)
Subject: Carp parking for GBCA

Good Morning Kieran,

As you may or may not be aware we are attempting to gain a Green Star rating for the current fitout at Lvl 15, 179 Elizabeth Street Sydney.

Inclusive of the Lease, in section 14.1 it is noted that car parking is available within the basement of the building and can be negotiated through the Sheraton on Park.

You may be aware that we have declined this offer however I need something noted in writing to advise that we (GBCA) have not taken up the offer and that the GBCA do not occupy car parking within the Building.

I would be most appreciative if you can return my email with your confirmation of the above.

I will also be in touch soon to ask that you confirm a number of further points/issues that have been agreed to within the Lease however, there are specific requirements (of which I am certain you have already agreed to) that need to be clarified and signed off by you to ensure that the Green Star rating we wish to obtain is achievable.

I will be in touch with you as soon as I am clear on the Information required.

Many thanks

Carol
Carol Lane | National Operations & Office Manager | Green Building Council of Australia
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