

Attachment A3

**Urban Design Study and Concept
Reference Scheme - 3XN - Part 2**

CHAPTER A.1.2

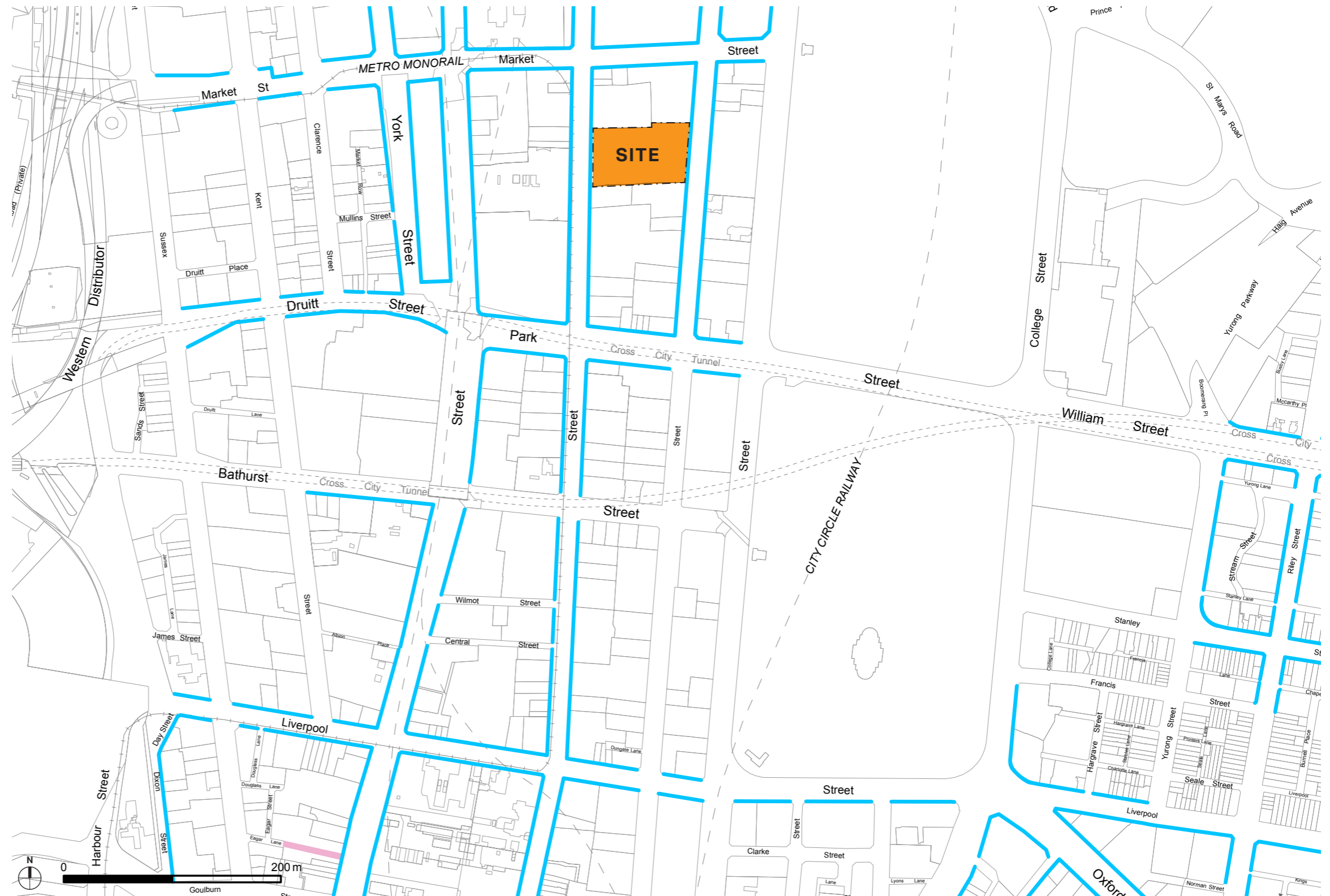
PLANNING CONTROLS (DCP 2012/ DRAFT CSPS DCP 2012 AMENDMENT)

208

A.1.2 - PLANNING CONTROLS
ACTIVE FRONTAGES

Pitt and Castlereagh Street bound the site with both being recognised in the DCP 2012 as active frontage interfaces.

The active frontages can be supported by a combination of active uses, maximised display windows and entries to encourage public interest.



Source: Sydney Development Control Plan (DCP) 2012, Active Frontages Map.

209

- Legend**
- Active frontages
 - Proposed lane

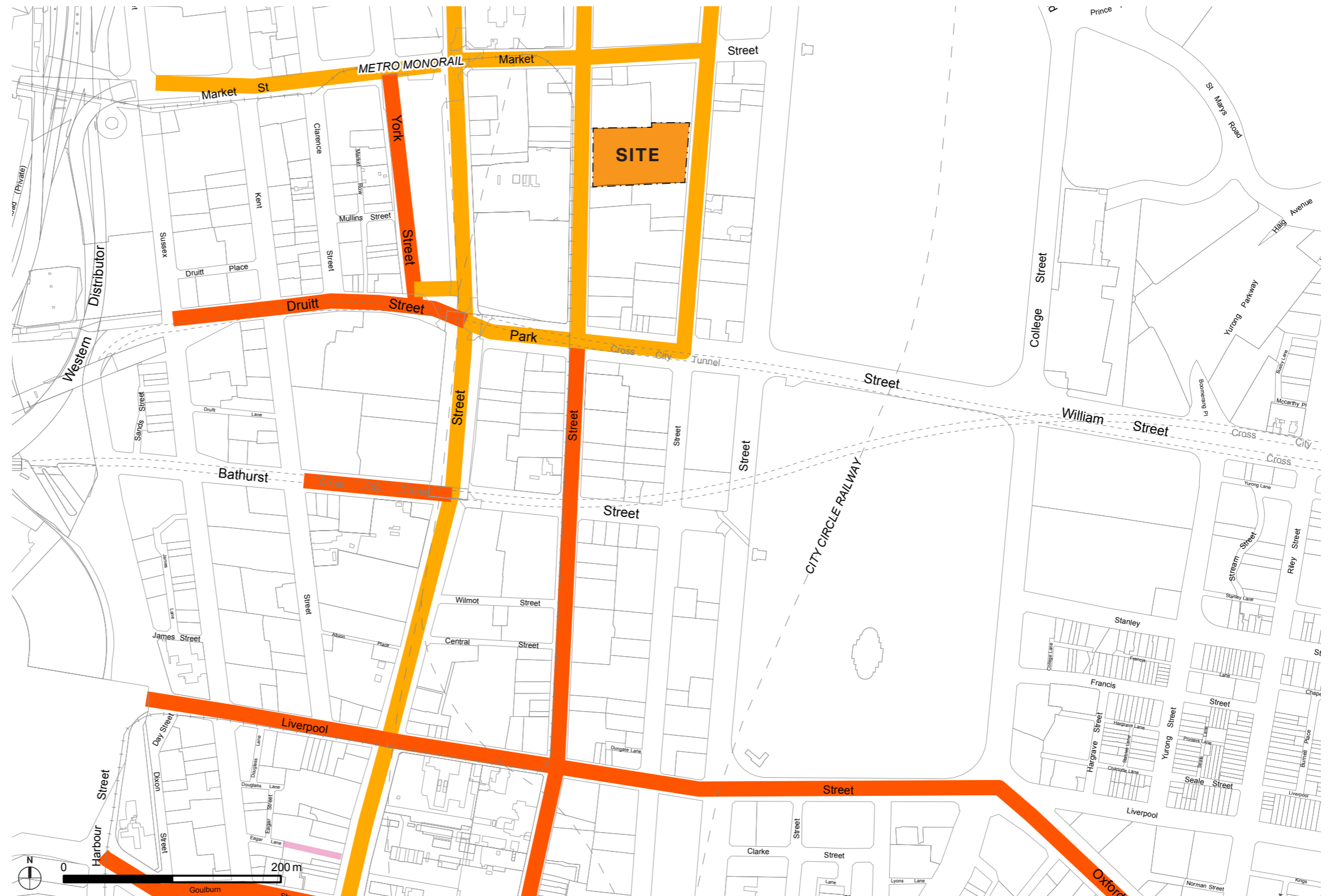


Central Sydney Area context plan legend.

A.1.2 - PLANNING CONTROLS

PEDESTRIAN PRIORITY

Within the public domain in the vicinity of the site, a clear pedestrian priority should be the focus along the street frontage by consolidating vehicular access to the site.

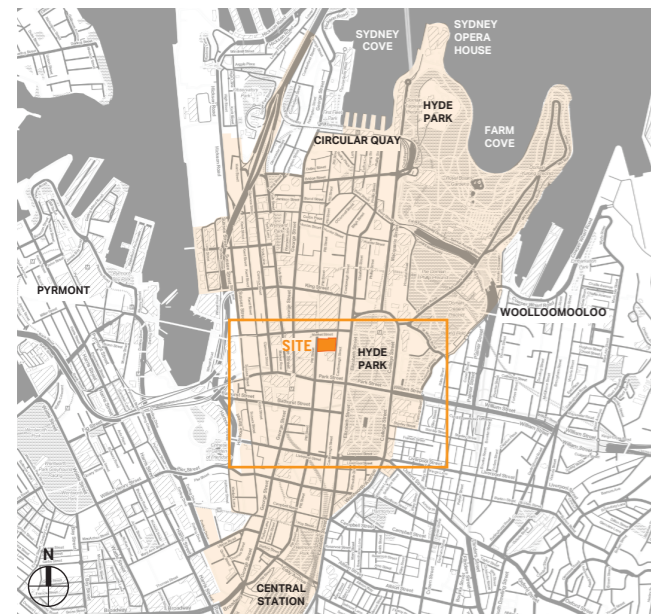


Source: Sydney Development Control Plan (DCP) 2012, Pedestrian Priority Map.

210

Legend

- New vehicle access restricted
- New vehicle access not preferred
- Land excluded from this DCP



Central Sydney Area context plan legend.








A.1.2 - PLANNING CONTROLS

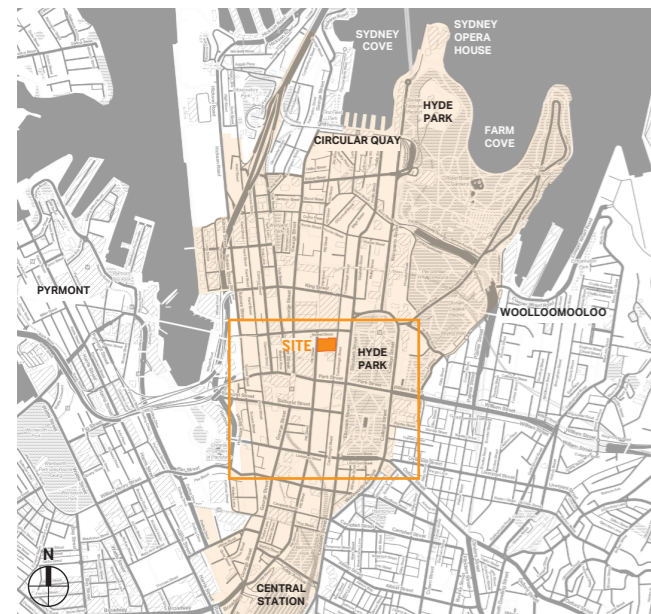
THROUGH SITE LINK (TSL)

Any new through-site link will require to comply with the DCP 2012, in particular, connecting entrances with a clear line of sight between streets.

Through-site links or arcades are to have a clear width of 3-6m and a minimum clear height of 1.5 times the width or 6m, whichever is greater.

Legend

-  Existing above & underground through site link
-  Existing through site link
-  Existing underground through site link
-  Proposed through site link
-  Proposed streets
-  Proposed lane
-  Land excluded from this DCP



Central Sydney Area context plan legend.



Source: Sydney Development Control Plan (DCP) 2012, Through site links map.

A.1.2 - PLANNING CONTROLS

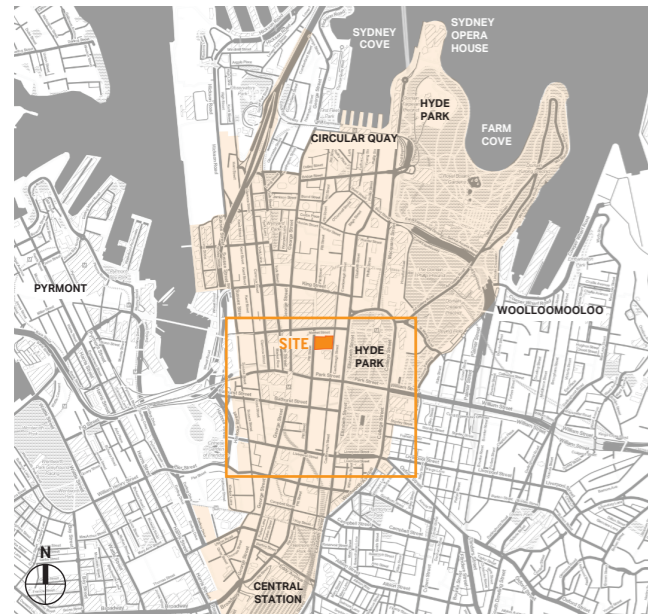
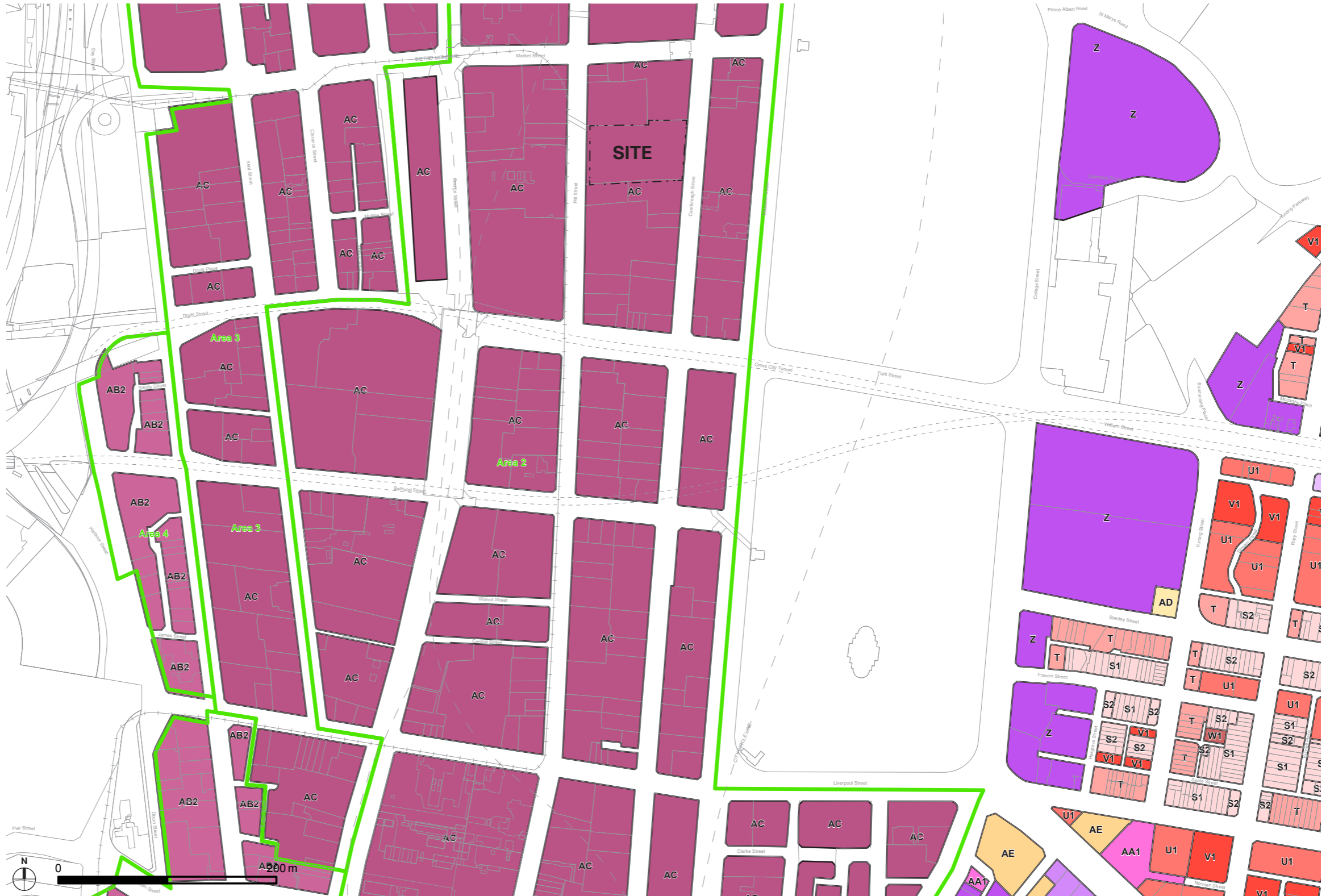
FLOOR SPACE RATIO (FSR)

Under the current LEP, the site is subject to a base FSR of 8:1. As the site is located within Area 2 on the FSR map within the LEP, it is also eligible for additional floor space of 4.5:1 for commercial uses. In addition, the site is also eligible for an additional 10% bonus floor space provision if a competitive design process is undertaken and design excellence is demonstrated.

In addition to accommodation floor space, the site is also potentially eligible for additional floor space pursuant to Clauses 6.5 – 6.9 of the LEP. Such an example is end of trip facilities, where a maximum additional 0.3:1 FSR is provided.

Maximum Floor Space Ratio (n:1)

F	0.6	T	2	X	4	AD	9
H	0.7	U1	2.5	Y	4.5	AE	10
J	0.8	U2	2.75	Z	5	AF	11
L	0.9	V1	3	AA1	6		Refer to clause 6.14
N	1	V2	3.25	AA2	6.5		Refer to clause 6.15A
P	1.25	W1	3.5	AB1	7		Refer to clause 6.4
S1	1.5	W2	3.75	AB2	7.5		
S2	1.75			AC	8		



Central Sydney Area context plan legend.

Source: Sydney Local Environmental Plan (LEP) 2012, Floor Space Ratio map.

A.1.2 - PLANNING CONTROLS

STREET FRONTAGES

According to the City of Sydney’s Draft CSPA DCP 2012 Amendment, built form controls are applicable to this site.

Figure 1
Permissible range of street frontage heights (SFH)

SFH allowed at a range of 20m-35m heights for buildings with a total height greater than 55m and up to 120m.

SFH allowed at a range between 20m-25m heights for buildings with a total height greater than 120m.

Refer to Section 5.1.1.1 in the Draft CSPA DCP 2012 Amendment.

Figure 2
Minimum street setbacks

A setback of 8m is required, above the street frontage, from the site boundary. Refer to Section 5.1.1.1 in the Draft CSPA DCP 2012 Amendment.

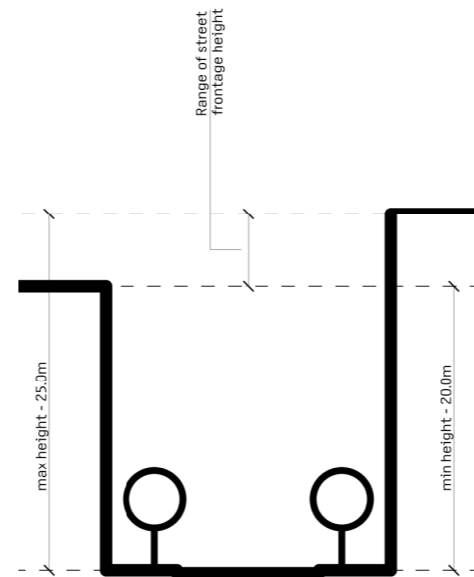


FIGURE 1
Permissible range of street frontage heights.

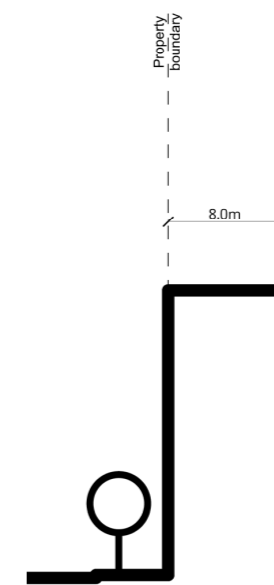


FIGURE 2
Minimum street setbacks.

A.1.2 - PLANNING CONTROLS

SIDE SETBACK / BUILDING ENVELOPE REDUCTION

Figure 1
Side and rear setbacks

For buildings greater than 120m up to 240m in height, the setback from the site boundary should be considered 3.33% of the proposed total height of the building.

Note 1: The greatest Side or Rear Boundary setback applies from the Street Frontage Height to the top of the building. Refer to Section 5.1.1.3 in the Draft DCP 2012 Amendment.

Figure 2
Building envelope reduction

Above the Street Frontage Height the total Building Envelope Area may occupy the following proportion of the site area less any areas of heritage items and required setbacks:

- (a) 100% up to 120m above ground;
- (b) 90% above 120m up to 240m above ground. Refer to Section 5.1.1.4 in the Draft DCP 2012 Amendment.

Figure 3
Chamfered Corners

Schedule 11 of the Draft DCP Amendment 2012 requires that as part of demonstrating equivalent or improved wind comfort/ safety and daylight levels, that where tower components on at least one face is longer than 30m, then the resultant area is chamfered with a 10m radius at all external corners as shown in Figure 4. This is addressed as part of the skyview assessment – refer to page 96.

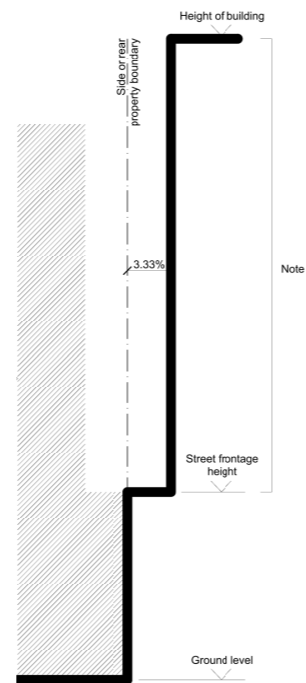


FIGURE 1
Side and rear setbacks.

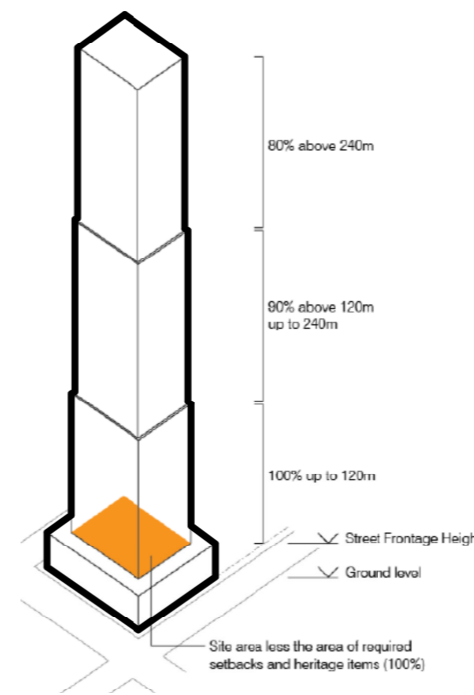


FIGURE 2
Building envelope reduction.

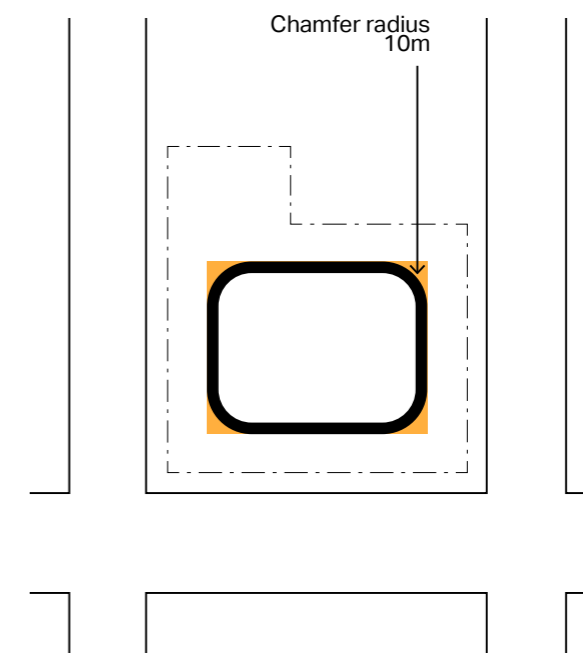


FIGURE 3
DCP Tower Clusters 10m chamfer corners note. Provision only pertinent to Sky View Factor analysis

A.1.2 - PLANNING CONTROLS

SUN ACCESS PLANE (SAP) / HYDE PARK

The Sydney Local Environmental Plan 2012 requires buildings to maximize sunlight access to Public Places by establishing Sun Access Planes for Hyde Park.

Refer to Section 5.1.7.1 in the DCP 2012 for Sun Access Planes provisions.



215

Legend

Proposed site



Source: City of Sydney DCP 2012, Sun access plane map.

A.1.2 - PLANNING CONTROLS

HISTORICAL BUILDINGS

The key objective of the new development is to encourage flexibility in building design while reinforcing the character of Central Sydney.



With several heritage-listed buildings adjacent to the site, it is crucial to ensure the built form is compatible with heritage items and the desired streetscape character through the consideration to scale, proportions, street alignment, materials and finishes.

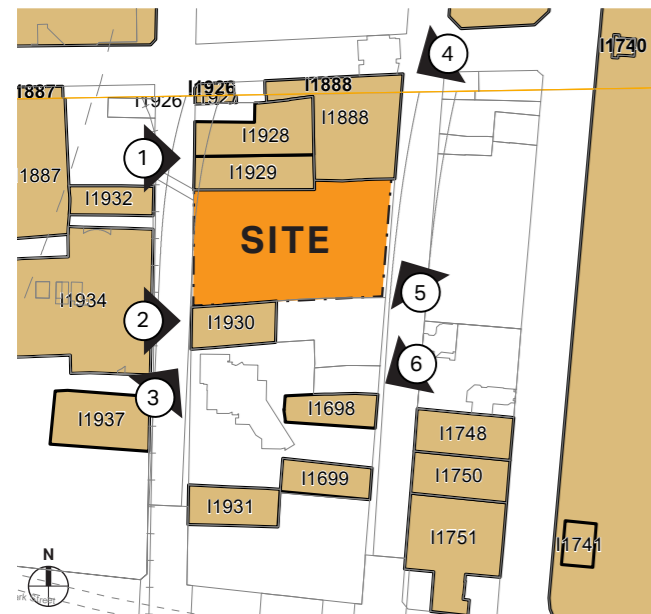
Sydney LEP 2012 Heritage Map

Item no. Item name

- I1698: Former 'Legion House' (161-163 Castlereagh St.)
- I1888: David Jones Department Store (65-77 Market St.)
- I1928: City Tattersalls Club (198-200 Pitt St.)
- I1929: Former Tattersalls Club (202-204 Pitt St.)
- I1930: Banking House. (226-230 Pitt St.)
- I1932: Simpson House. (249-251 Pitt St.)

Heritage

-  Conservation Area - General
-  Item - General



Key Legend. (Source: Sydney LEP 2012 Heritage Map)



Existing view 1 - Pitt Street existing streetscape view demonstrating the adjoining street frontage heights alignment.



Existing view 2 - Banking House.



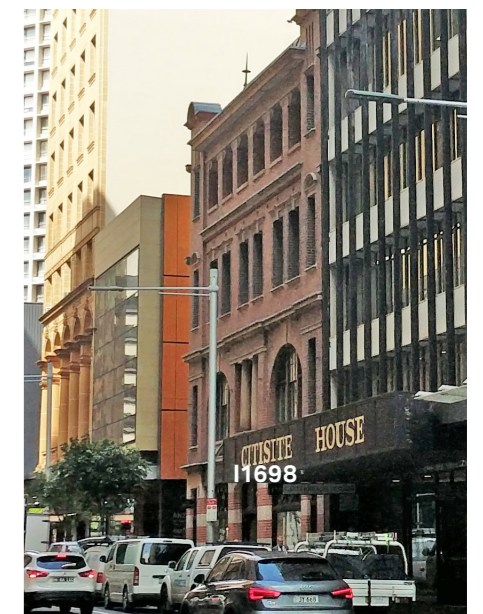
Existing view 3 - Banking House.



Existing view 4 - David Jones.



Existing view 5 - David Jones.



Existing view 6 - Former Legion House.

CHAPTER A.1.3

EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

217

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

SUMMARY

The diagrams illustrate the existing site and context constraints to be considered as part of the improvement opportunities in the future development.



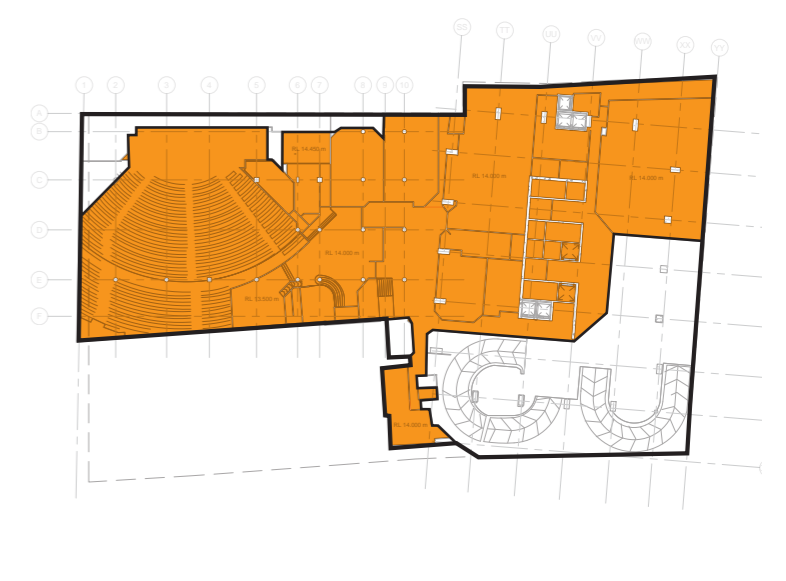
EXISTING THROUGH SITE LINK AND OPPORTUNITY SITE

The existing ground floor plan arrangement consists of several retail tenancies in the centre of the floor plate, obstructing a direct visual connection between Pitt and Castlereagh Street.



EXISTING VEHICULAR ACCESS

The main vehicular entry to the basement is located on Castlereagh Street. The vehicle movement impedes the active pedestrian traffic, creating conflict and compromises a safe street crossing.



EXISTING WESLEY MISSION FACILITIES

The site is a key congregation destination for Wesley Mission, a non-profit Christian organisation providing a diverse range of community services.



SUN ACCESS PLANE BREACH AND SKY BRIDGE

The eastern portion of existing Stockland Piccadilly Tower is breaching the Sydney DCP 2012 Hyde Park sun access plane. Existing skybridges block daylight to and the visual continuity of the street.



FUTURE CONTEXT DEVELOPMENTS

Future developments adjacent to the project site will contribute to the activation of the street block.



SYDNEY METRO STATION AND CORRIDOR

The subject site is situated as part of future Sydney Metro City and Southwest network corridor with close proximity to future underground railway track construction.

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

EXISTING THROUGH SITE LINK (TSL) AND OPPORTUNITY SITE

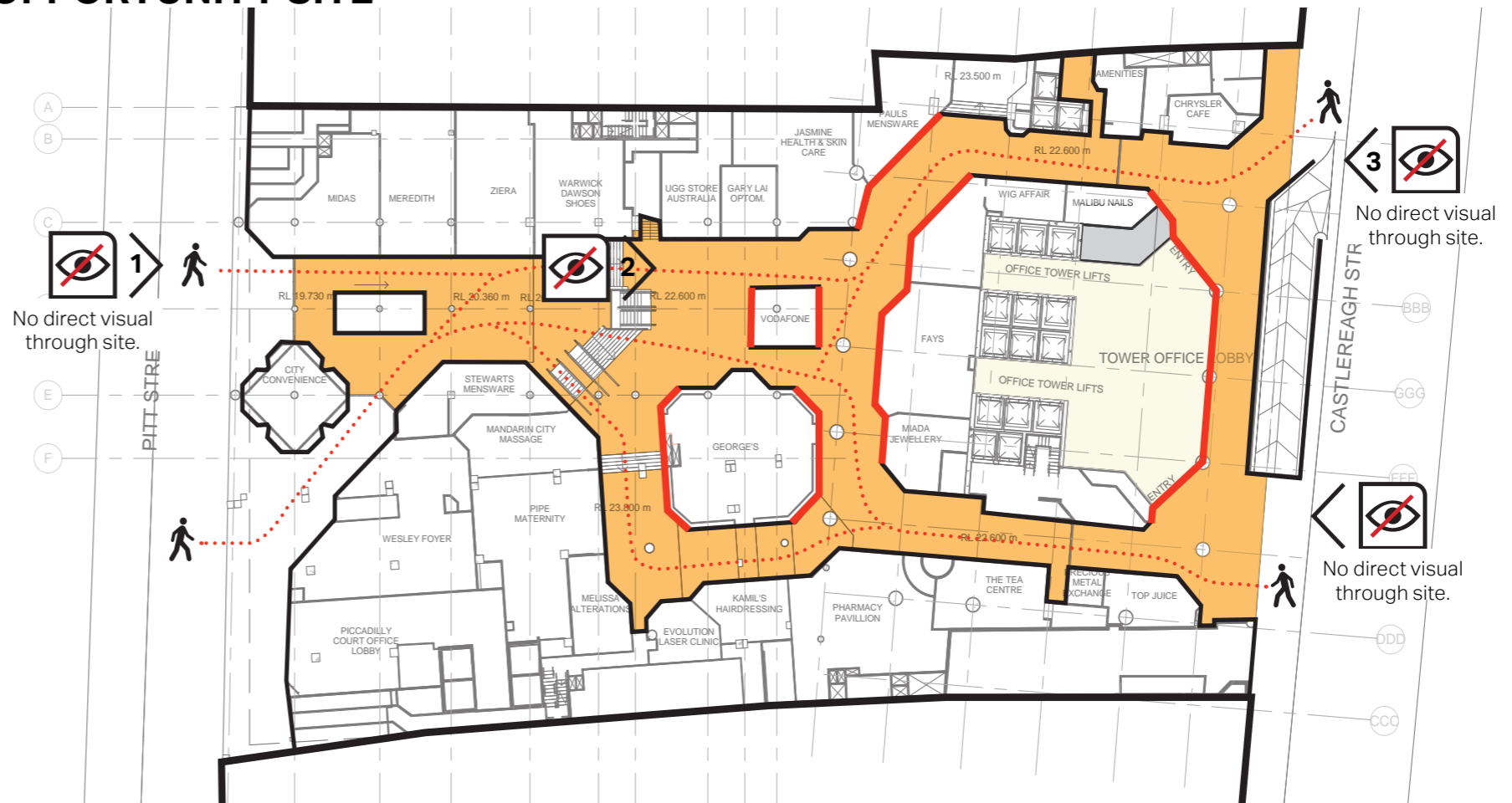
Existing through site link

The existing ground level layout with several retail tenancies at the centre of the floor plate obstruct clear lines of sight between Pitt and Castlereagh Street. In the Draft DCP 2012 Amendment guideline, a through site link requires a through views between the blocks.

Additionally, the passageway is not universally accessible as the level changes are addressed by stairs and escalators.

Opportunity Site

Pursuant to 6.9 of the LEP, the "Piccadilly Arcade" is identified as being eligible for an amount of additional opportunity floor space to improve the ground plane public domain interface including improving pedestrian movement and amenity.



Existing ground floor plan showing through site link (drawing not to scale).

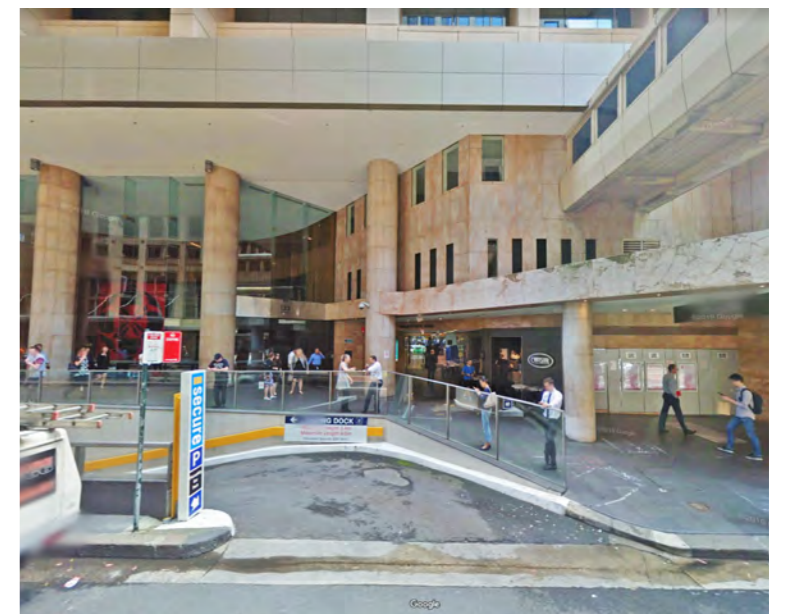
- Legend**
- Visual blockage
 - ⋯ Pedestrian circulation route
 - Through site link circulation
 - Programs



Existing view 1 - Entry to TSL from Pitt Street.



Existing view 2 - TSL towards Castlereagh Street.



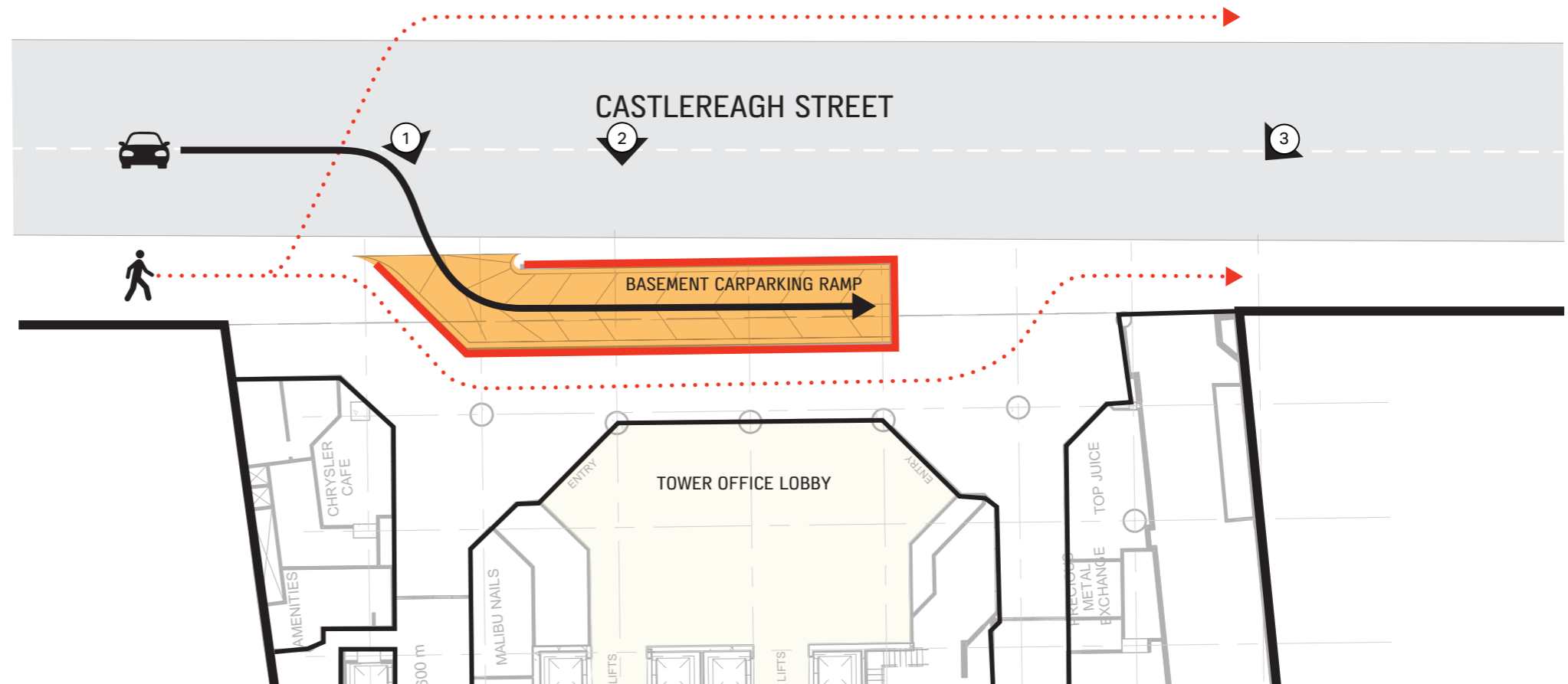
Existing view 3 - Entry to TSL from Castlereagh Street.

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

EXISTING VEHICULAR ACCESS

The existing vehicular entrance at Castlereagh Street is located at the centre of the eastern edge of the site boundary, with its ramp aligned parallel to the pedestrian footpath and Castlereagh Street.




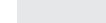

The length of the ramp minimises pedestrian opportunities and active frontage along the public domain. It also prevents a clear articulation of pedestrian, cycling and transit hierarchy.



Existing ground floor plan ramp location (drawing not to scale).

220

Legend

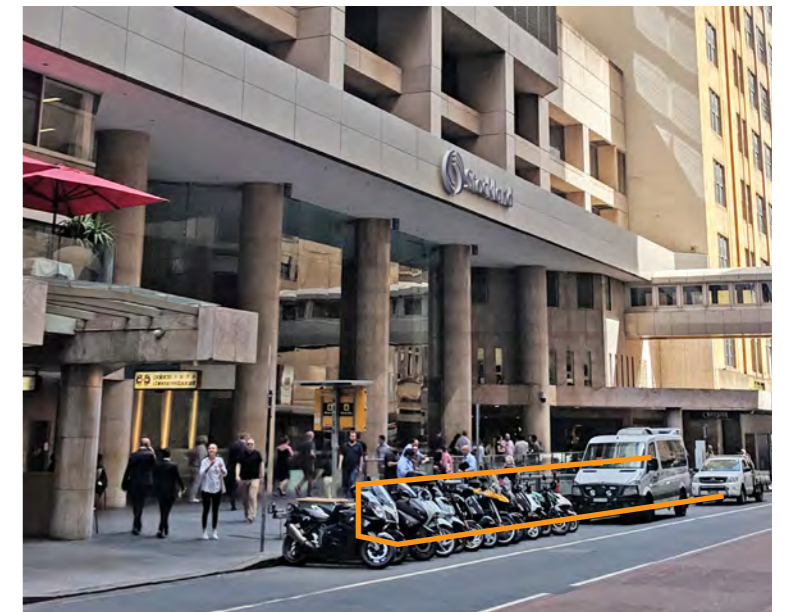
-  Vehicular access
-  Blockage for pedestrian circulation
-  Pedestrian circulation route
-  Road
-  Vehicular ramp



Existing View 1 - Vehicular ramp entry from Castlereagh Street.



Existing View 2 - Vehicular ramp disrupts street activation.



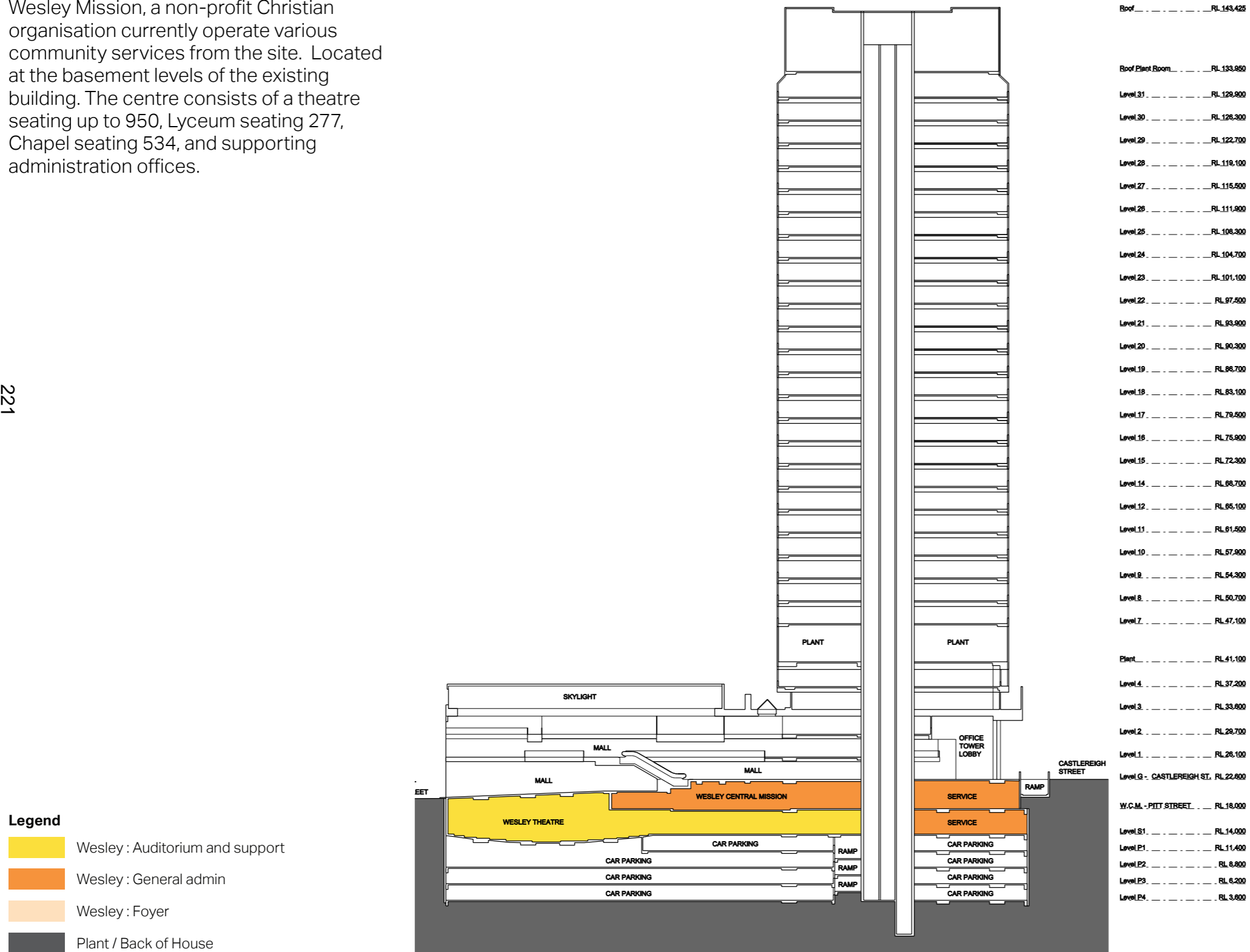
Existing View 3 - Vehicular ramp interrupts the public domain and active frontage opportunities.

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

EXISTING WESLEY MISSION FACILITIES

Wesley Mission, a non-profit Christian organisation currently operate various community services from the site. Located at the basement levels of the existing building. The centre consists of a theatre seating up to 950, Lyceum seating 277, Chapel seating 534, and supporting administration offices.

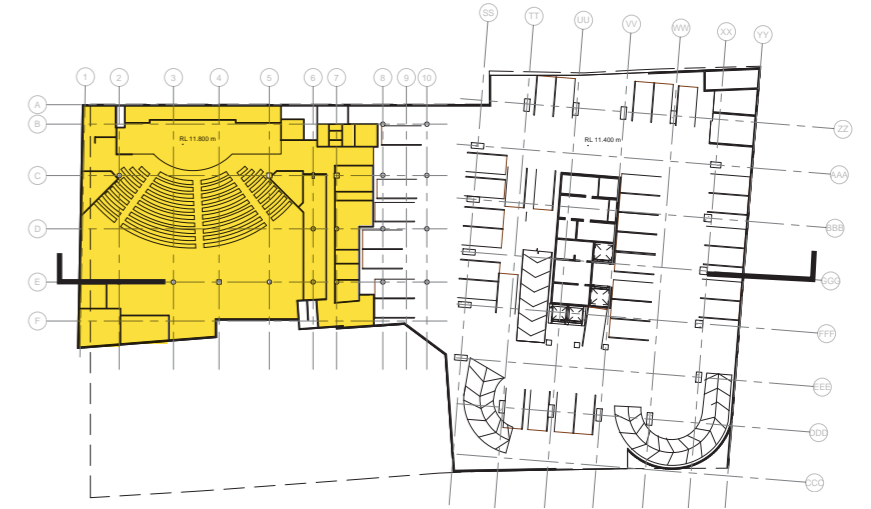
221



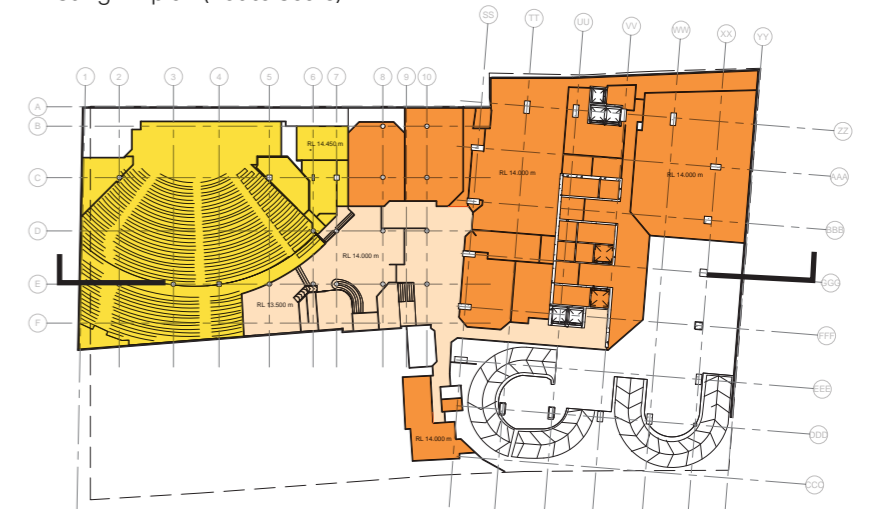
Indicative section (drawing not to scale).

- Legend**
- Wesley : Auditorium and support
 - Wesley : General admin
 - Wesley : Foyer
 - Plant / Back of House

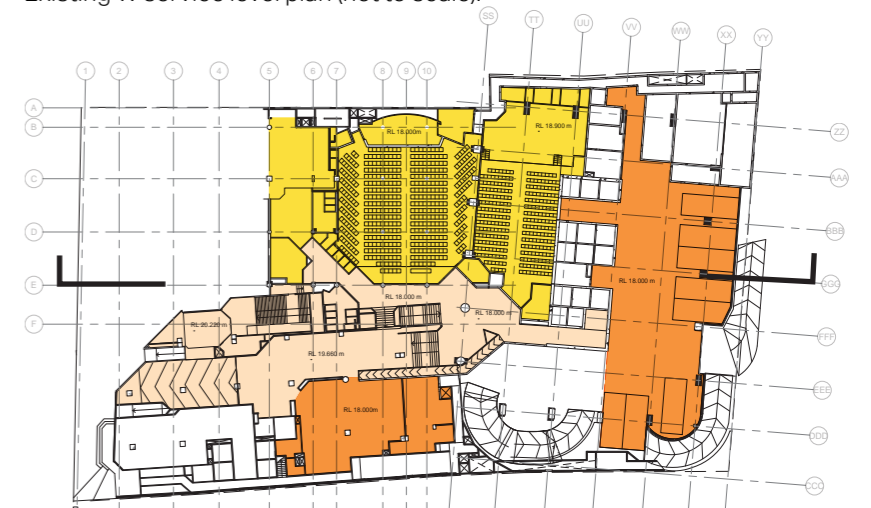
Roof	RL 143.425
Roof Plant Room	RL 133.950
Level 31	RL 129.900
Level 30	RL 126.300
Level 29	RL 122.700
Level 28	RL 119.100
Level 27	RL 115.500
Level 26	RL 111.900
Level 25	RL 108.300
Level 24	RL 104.700
Level 23	RL 101.100
Level 22	RL 97.500
Level 21	RL 93.900
Level 20	RL 90.300
Level 19	RL 86.700
Level 18	RL 83.100
Level 17	RL 79.500
Level 16	RL 75.900
Level 15	RL 72.300
Level 14	RL 68.700
Level 12	RL 65.100
Level 11	RL 61.500
Level 10	RL 57.900
Level 9	RL 54.300
Level 8	RL 50.700
Level 7	RL 47.100
Plant	RL 41.100
Level 4	RL 37.200
Level 3	RL 33.800
Level 2	RL 29.700
Level 1	RL 26.100
Level G - CASTLEREIGH ST.	RL 22.600
W.C.M. - PITT STREET	RL 18.000
Level S1	RL 14.000
Level P1	RL 11.400
Level P2	RL 8.800
Level P3	RL 6.200
Level P4	RL 3.600



Existing P2 plan (not to scale).



Existing W service level plan (not to scale).



Existing Pitt Street level plan (not to scale).

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

SUN ACCESS PLANE BREACH AND SKY BRIDGES

Sun Access Plane (SAP) breach

With reference to the Development Control Plan (DCP) 2012, the eastern peak of the Stockland Piccadilly Tower's extends above the Hyde Park sun access plane and overshadows Hyde Park.

Sky Bridges

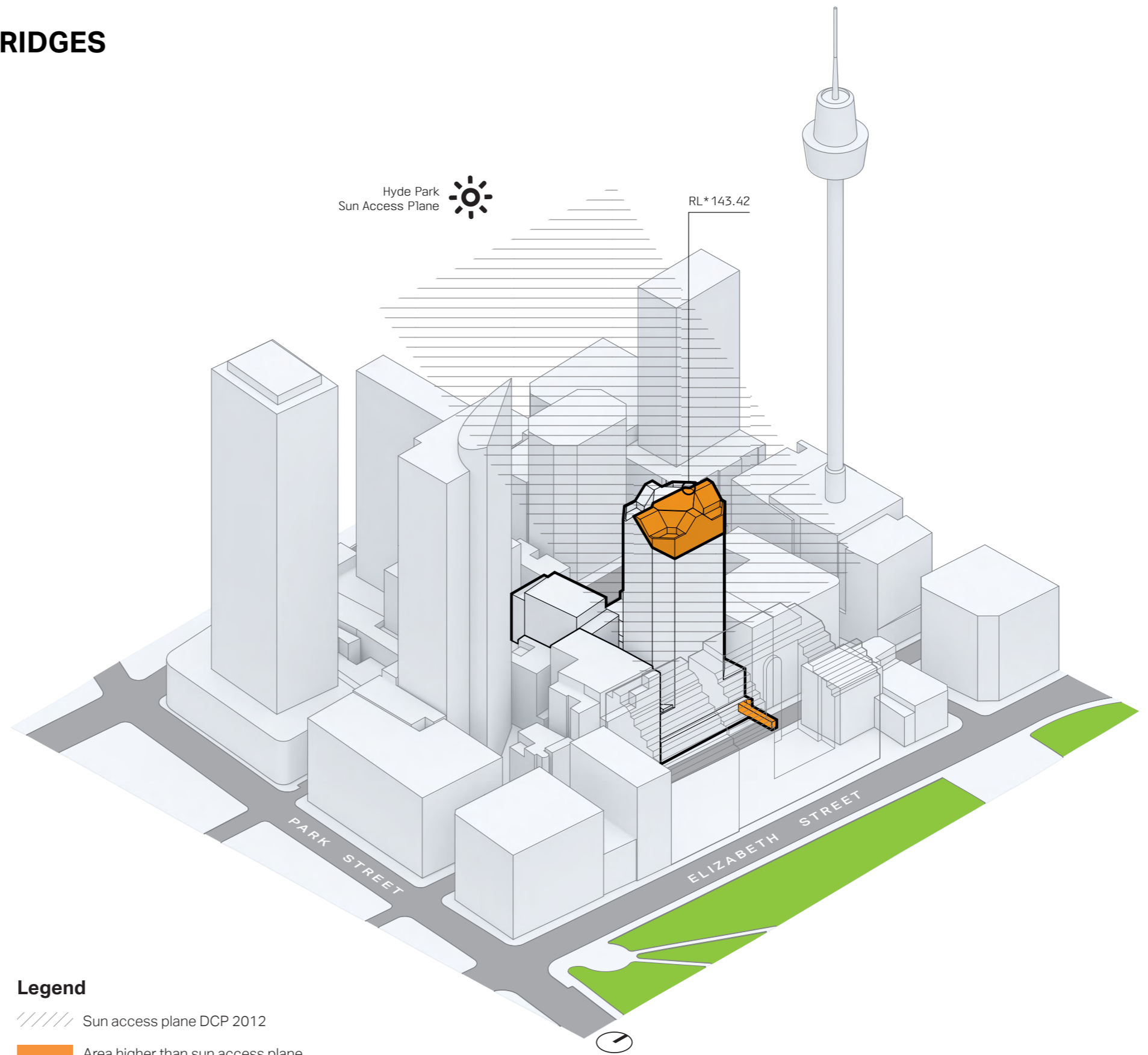
Existing sky bridges at both Pitt and Castlereagh Street impede the street sky view, obstruct the continuity of the street and in general negatively affect the street.





Source: City of Sydney DCP 2012, SAP map.



Existing sky bridges and SAP breach indicative locations.



Legend

-  Sun access plane DCP 2012
-  Area higher than sun access plane

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

NEW NEIGHBOURHOOD DEVELOPMENT OVERVIEW

Several major high-rise developments within the same street block on the project site are:

Proposal 1 :
Pitt Street North Over Station Development (PSN OSD)

Proposal 2 :
65 - 77 Market Street Sydney / David Jones Development

Proposal 3 :
194 Pitt Street / City Tattersalls Club

These redevelopments will increase the occupation density in the area significantly, providing a major influx of pedestrian traffic, particularly from the PSN OSD.

Combining with the development of Piccadilly Stockland Complex, the street block will transform into a contemporary precinct reflecting the global aspirations of the City.



Key legend.



Proposal 1 - Aerial view of PSN OSD.
Image source: Foster and Partners, 2020 (from DPIE Major Projects Portal)



Proposal 2 - 65-77 Market Street Development view from Hyde Park.
Image source: FJMT, 2019 (from CoS Development Portal).



Proposal 3 - City Tattersalls Club Development view from Pitt Street.
Image source: Courtesy ICD Property.