# Attachment A5

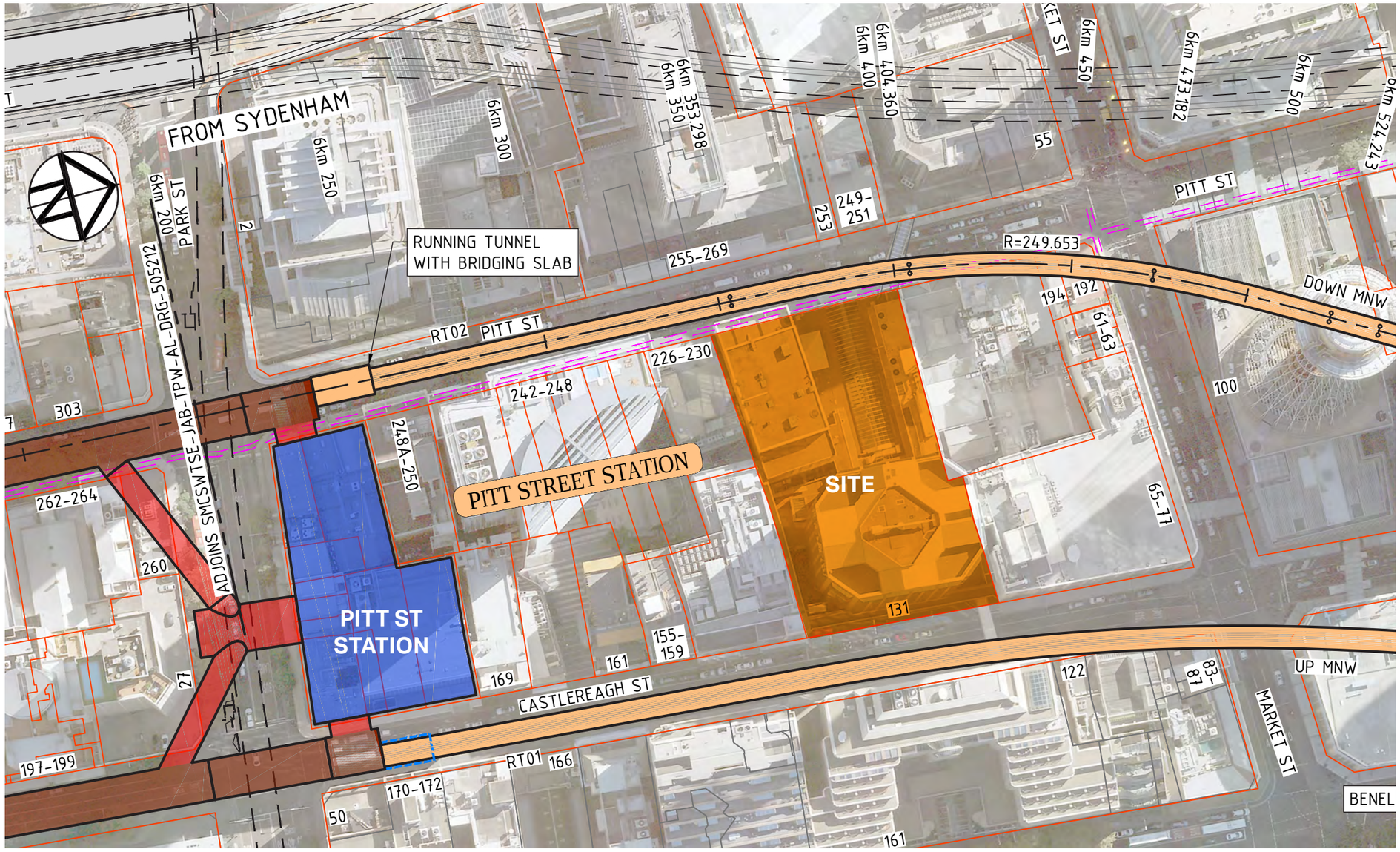
## Urban Design Study and Concept Reference Scheme - 3XN - Part 4

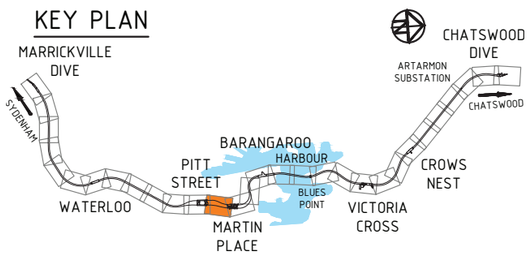
A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

# SYDNEY METRO CITY LINE

The proposed site is situated within the Sydney City and Southwest Metro Corridor with the major Pitt Street station integrated at the end of Pitt and Castlereagh Street, bound by Park Street.

The new metro line will connect the southwest of Sydney from Bankstown, through multiple CBD connections to north Sydney ending at Chatswood station. The underground railway tracks will be constructed in proximity to the site.




Key plan legend (not to scale).

Sydney Metro City Tunnel Alignment GA plan (drawing not to scale).

Note: Drawing source from Transport for NSW (TfNSW), Tunnel Alignment Control Line RT02 - Sheet 13, 2019. Indicative only, not to scale.

# A.2 - SITE SPECIFIC RESPONSE

## URBAN STUDY REPORT

**STOCKLAND / PICCADILLY COMPLEX**
**133 - 145 CASTLEREAGH STREET, SYDNEY CBD**

A.2.0 INTRODUCTION

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Document Revision : 01

**Contact Details**

3XN Australia Pty. Ltd
Suite 509, 19A Boundary Street
Darlinghurst NSW 2010
Australia

www.3xn.com
ABN 40 610 404 530

| Version | Description | Date of Issue |
|---|---|---|
| 01 | Request for Planning Proposal | 25.09.2020 |

CHAPTER A.2.1

# SITE IMPROVEMENTS

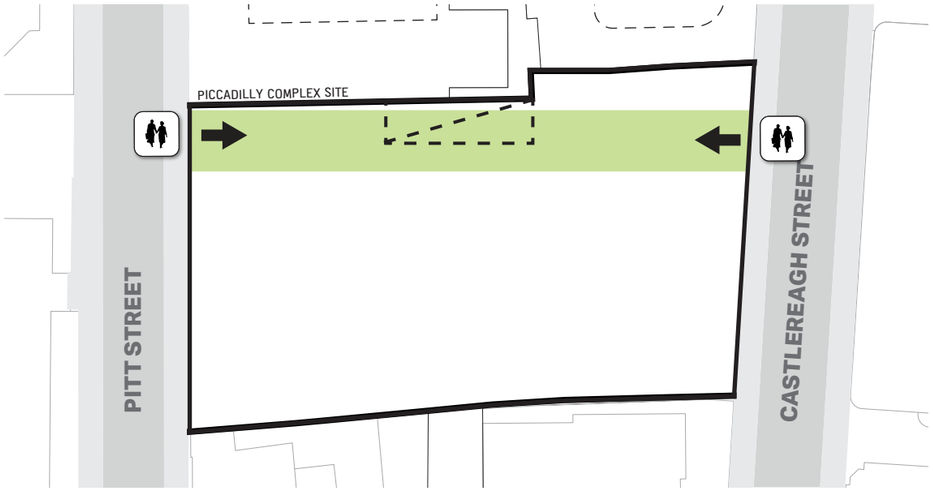
A.2.1 - PLANNING RESPONSE

# SITE IMPROVEMENTS 1/2

The existing Piccadilly Complex was completed in 1991. Since this time, the planning controls governing the site have significantly changed.

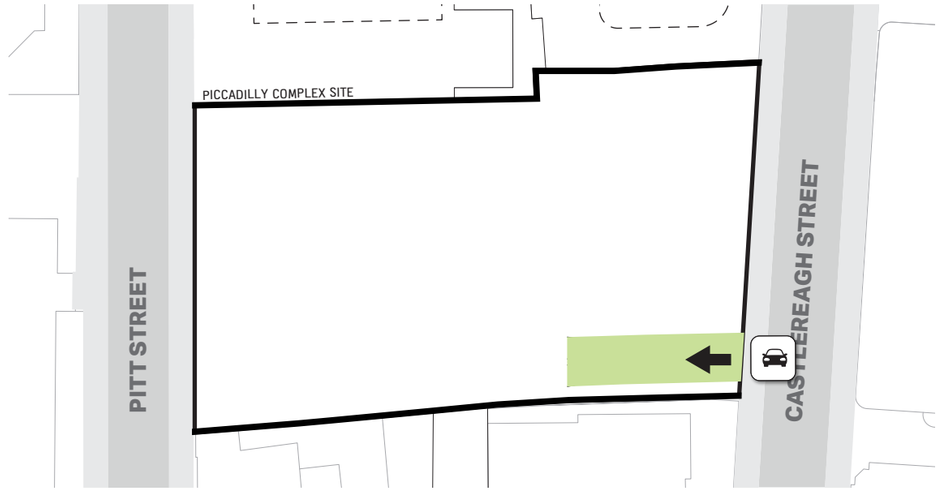
The redevelopment of the site presents the opportunity to rectify elements of the existing Piccadilly Complex which result in a poor public domain outcome.

Note: Locations shown in diagrams indicative only.




**THROUGH SITE LINK**

As part of the Site Specific DCP 2012 Amendment, a direct east-west through site link to the north of the site is to be provided that will be accessible 24 hours a day. An atrium is to be provided to allow access to natural light with the possibility of open to sky.

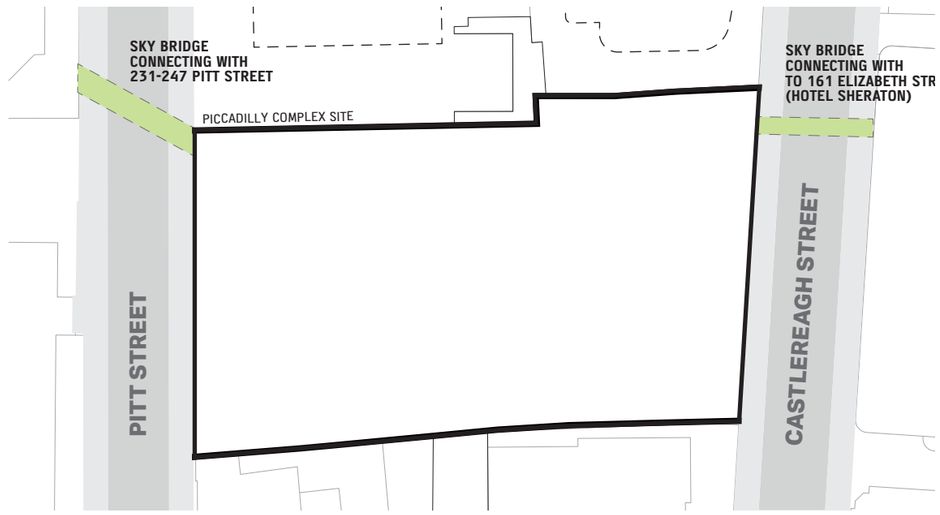



**VEHICULAR ACCESS**

As part of the redevelopment of the site, the existing car park entry ramp is proposed to be consolidated with the existing exit ramp aligned to the southern site boundary at Castlereagh Street.


**REMOVAL OF SUN ACCESS PLANE (SAP) BREACH**

The planning proposal seeks to rectify the existing Piccadilly Tower breach of the sun access plane and improve solar access to Hyde Park.




**REMOVAL OF SKY BRIDGES**

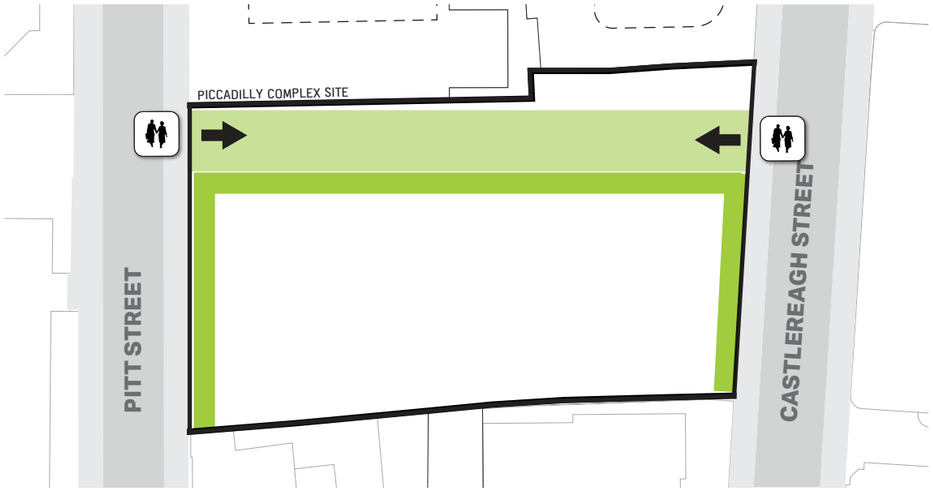
Existing Sky bridges will be removed in the future development to increase the daylight access and improve the streetscape.

A.2.1 - PLANNING RESPONSE

# SITE IMPROVEMENTS 2/2

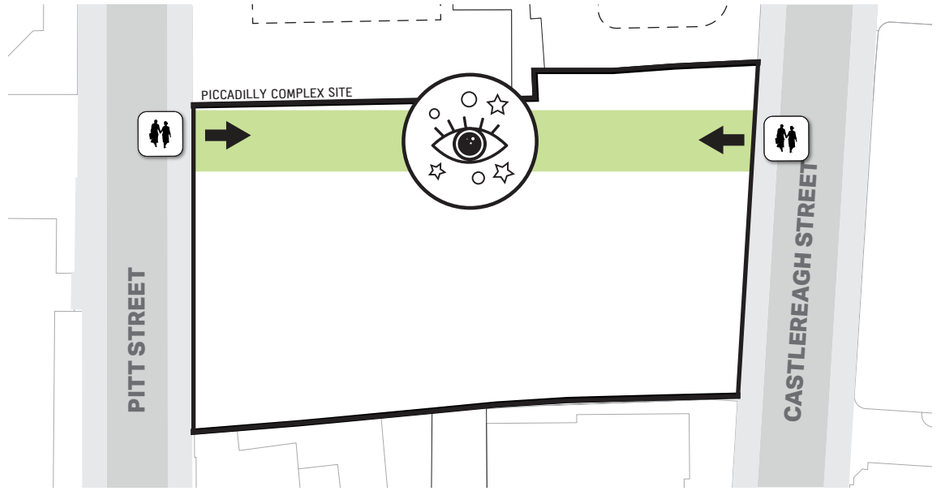
The planning proposal also seeks to establish additional benefits to the public domain activation and achieving best practice sustainability measures through the future redevelopment of the site.

Note: Locations shown in diagrams indicative only.



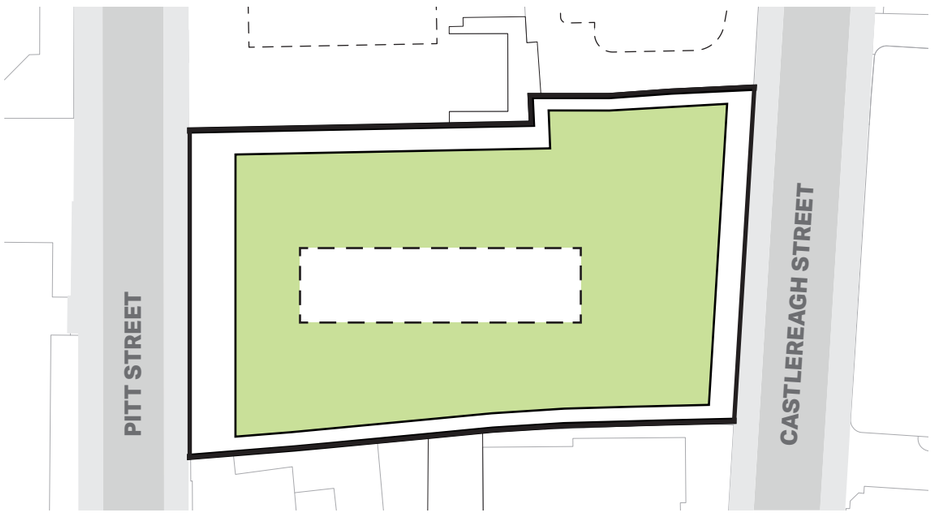

**ACTIVATION OF PUBLIC DOMAIN**

Active frontages to streets are encouraged to positively contribute to the public domain, through active uses such as retail, F&B and active commercial lobbies. Active frontage are continued within the Through-Site-Link.



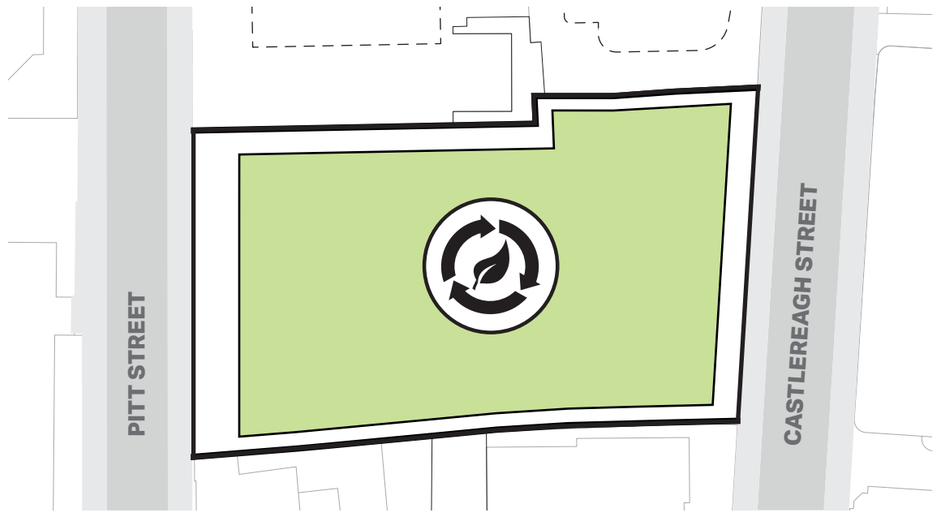

**PUBLIC ART**

A preliminary public art strategy accompanies the planning proposal which provides initial concepts for the implementation of public art within the site which will be finalised at the detailed DA stage. The strategy identifies possible narratives and opportunities for the implementation of public art in the site.




**INNER CITY, LARGE FLOOR PLATE COMMERCIAL SPACES**

Large contiguous floor plates provide maximum tenant flexibility for an efficient and effective workplace while optimising natural daylight access into the floor through a centrally located core.




**ENVIRONMENTAL SUSTAINABLE DESIGN (ESD) ASPIRATIONS**

The planning proposal will facilitate a future building which capable achieving a high level of environmental performance.

CHAPTER A.2.2

# THE PROJECT JOURNEY

A.2.2 - THE PROJECT JOURNEY

# SITE DEVELOPMENT STRATEGIES

Two tower strategies were explored when assessing the redevelopment of the site.

Direction 1 explored a two-tower scheme, where the existing Piccadilly tower was preserved and a new tower was proposed on the western half  of the site.

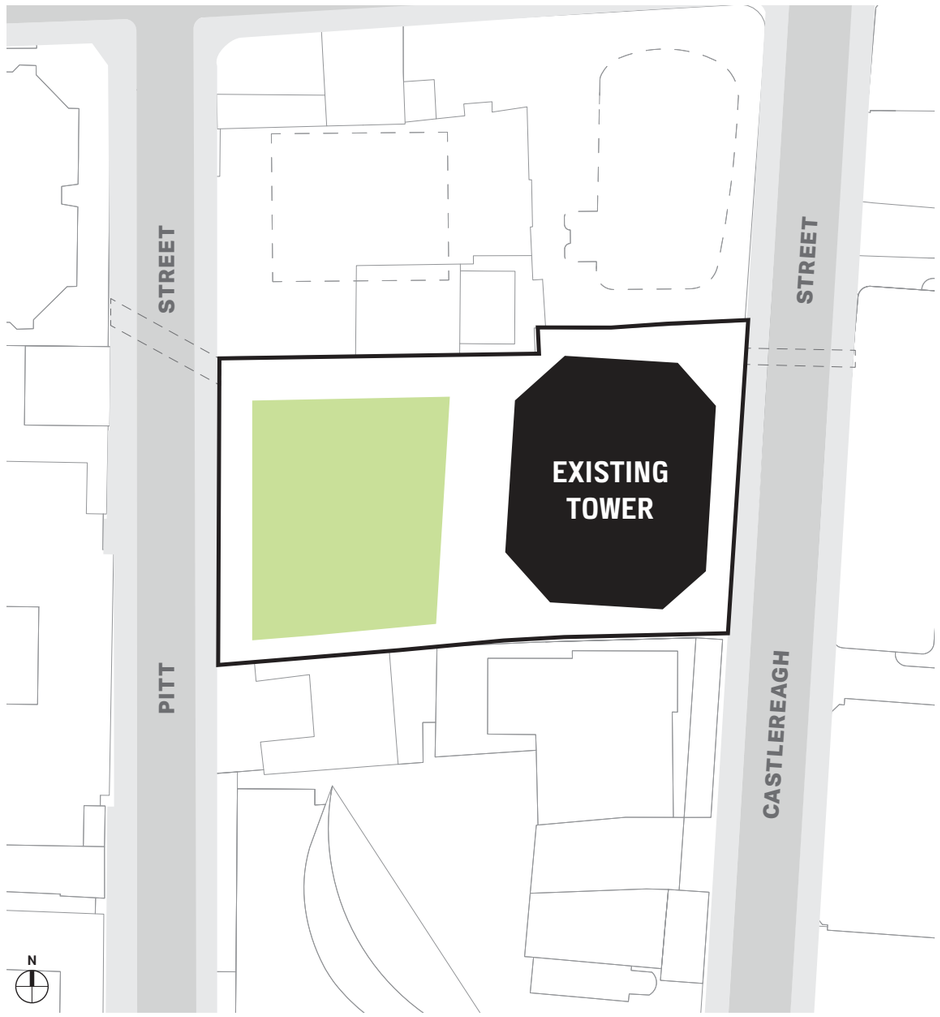
Direction 2 explored a complete removal of the existing podium and tower in favour of a single, larger tower.

The study confirmed that the single tower option was preferred for the following reasons;

1. A single tower provides large, contiguous commercial floor plates that fullfil a market demand shortfall, as well as increasing planning efficiency.

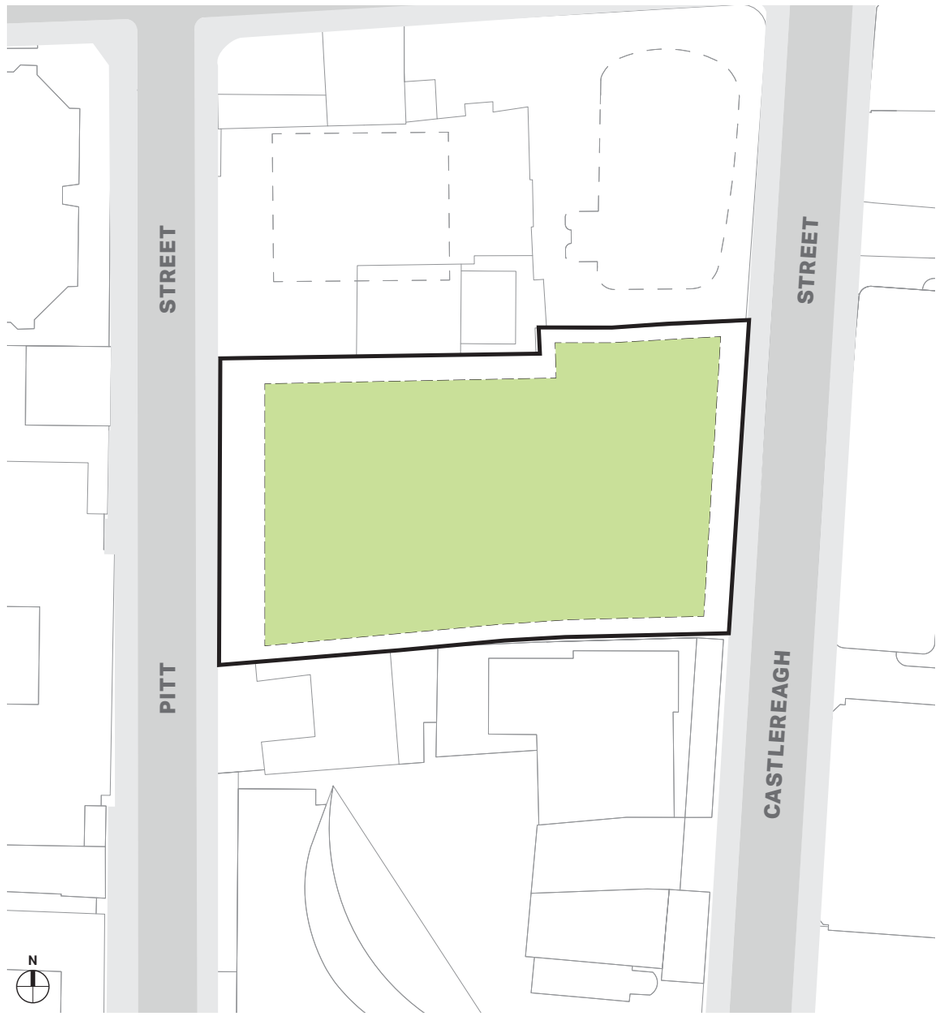
2.  The current Piccadilly Tower breaches the SAP which the single tower would rectify

3. The two-tower scheme would create sub-optimal daylight and amenity for the commercial spaces due to the proximity of the built-form, whereas the 1 tower scheme has the potential to optimise daylight and views.




**Built form study : Two towers**

- Sub-optimal daylight access due to the proximity of the built form.
- Sub-optimal views due to the proximity of the built form.
- Tower separation reduces efficiency and flexibility of floor plate.
- Existing Tower breaches the Hyde Park SAP.




**Indicative Concept Reference Design : One tower**

- Single contiguous floor plate increases planning efficiency.
- Single-core minimises redundancy of area.
- Increased daylight access
- Better urban design outcome resulting in a comprehensive redevelopment of the site.
- The one tower scheme would remove the existing Hyde Park Sun Access breach.

Existing tower location

Proposed tower location

A.2.2 - THE PROJECT JOURNEY

# CORE STUDIES

The selected core location is contingent upon a multitude of factors and constraints. These include:  basement layout and its functionality, including the vehicular access/ramp configuration; Wesley Mission large span internal space requirements; the Through-Site Link; users' vertical transportation access to the upper levels of the tower due to the SAP slope; and optimising daylight access to the commercial floors.  The following points were key drivers in determining the Concept Reference Design's core location:

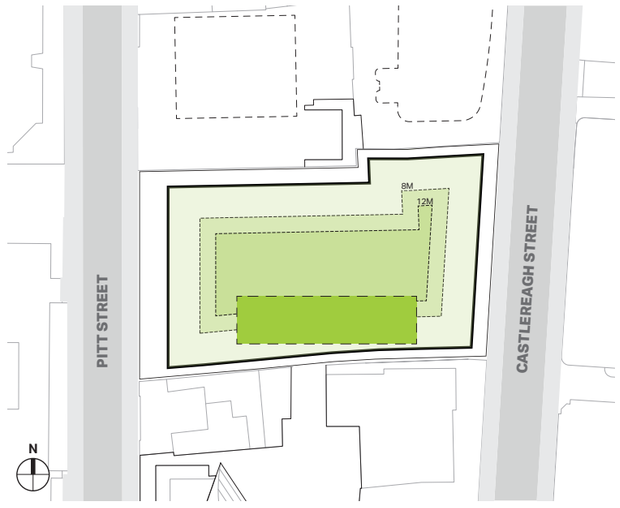
1. Due to the SAP slope provisions, the high rise lift bank needed to be located as far east as possible while still providing usable commercial floor plate between the facade and western face of the core.
2. A centralised, elongated core occupies the area of the floor plate where sub-optimal daylight levels are achieved due to distance from the facade.
3. An elongated, center core provided an efficient basement layout.
4. An elongated, center core location allowed for podium and tower lobby presence at both Pitt and Castlereagh Street.


Indicative Concept Reference Design : Grouped long core at centre of floor.

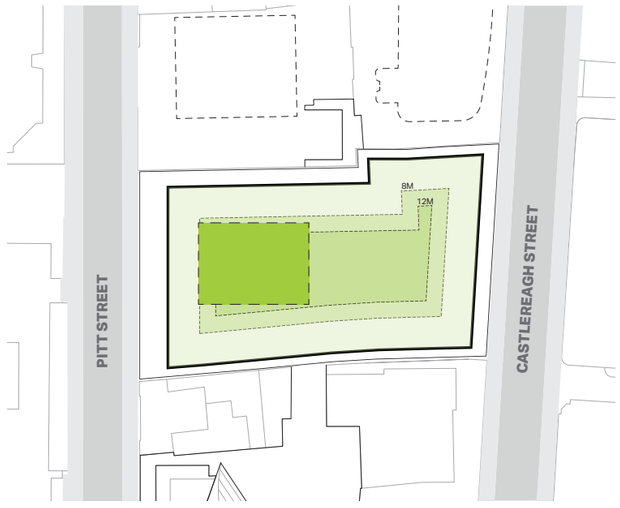
### Studies overview / Project journey

Additional core locations were explored and comparatively assessed based on the percentage of their resultant floor plate area that produced sub-optimal daylight beyond 12m from the facade.

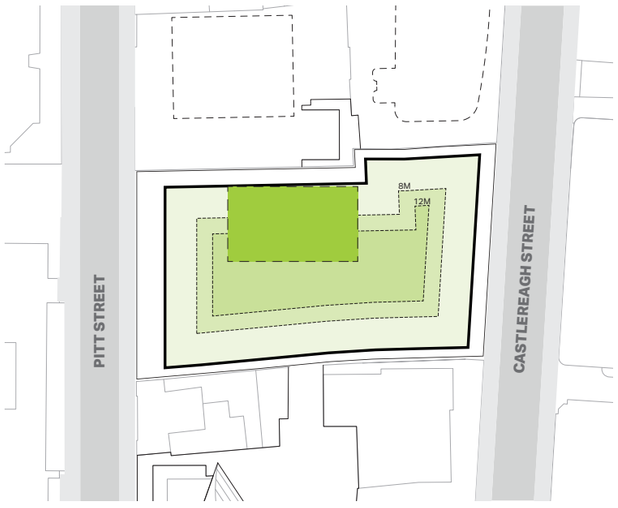
- Area at 0-8m floor depth
- Area at 8-12m floor depth
- Area exceeds >12m floor depth
- Building core




Study 1 :  Grouped core south




Study 2 :  Grouped core centre west




Study 3 :  Grouped core north

A.2.2 - THE PROJECT JOURNEY

# VEHICULAR ENTRANCE

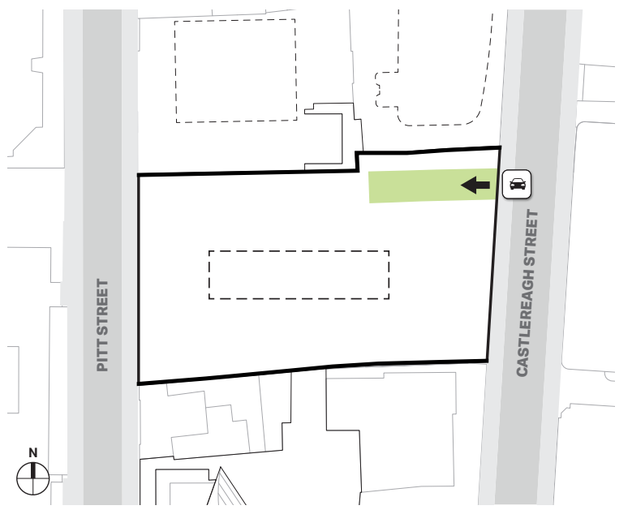
The following considerations were key design drivers when assessing the location of the basement, loading and EOT ramp access point.

1. The City of Sydney intends to limit additional Pitt Street traffic, resulting in vehicular access on Castlereagh Street.
2. Minimise traffic conflict with the future David Jones development, an existing major retail attraction in the Sydney CBD with approval for a new residential addition that will add to the vehicular flow on the southern edge of their site along Castlereagh Street. Therefore, it is preferred to create space between the two sites' vehicular access points.
3. The existing, parallel Castlereagh Street car park access ramp is a major obstacle and impediment to a pedestrian friendly public domain. The proposal will remove this obstacle and be integrated within the site boundary.

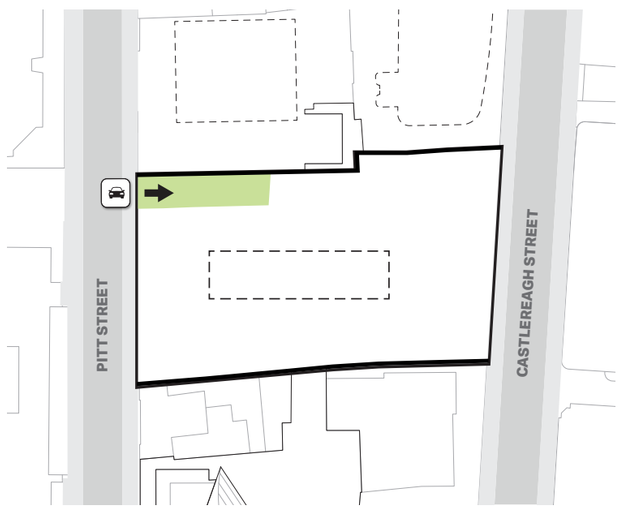

Indicative Concept Reference Design : Southern edge on Castlereagh Street side.

## Studies overview / Project journey

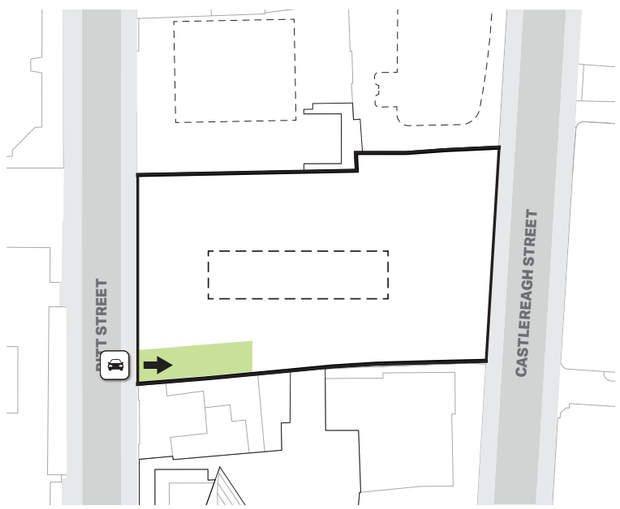
Additional vehicular access locations were explored and assessed based on contextual factors.




Study 1 : Northern Castlereagh Street entry




Study 2 : Northern Pitt Street entry




Study 3 : Southern Pitt Street entry

Vehicular access

Vehicular ramp

Building core

A.2.2 - THE PROJECT JOURNEY

# THROUGH SITE LINK

The following considerations were key design drivers in assessing the location of the Through-Site Link (TSL).

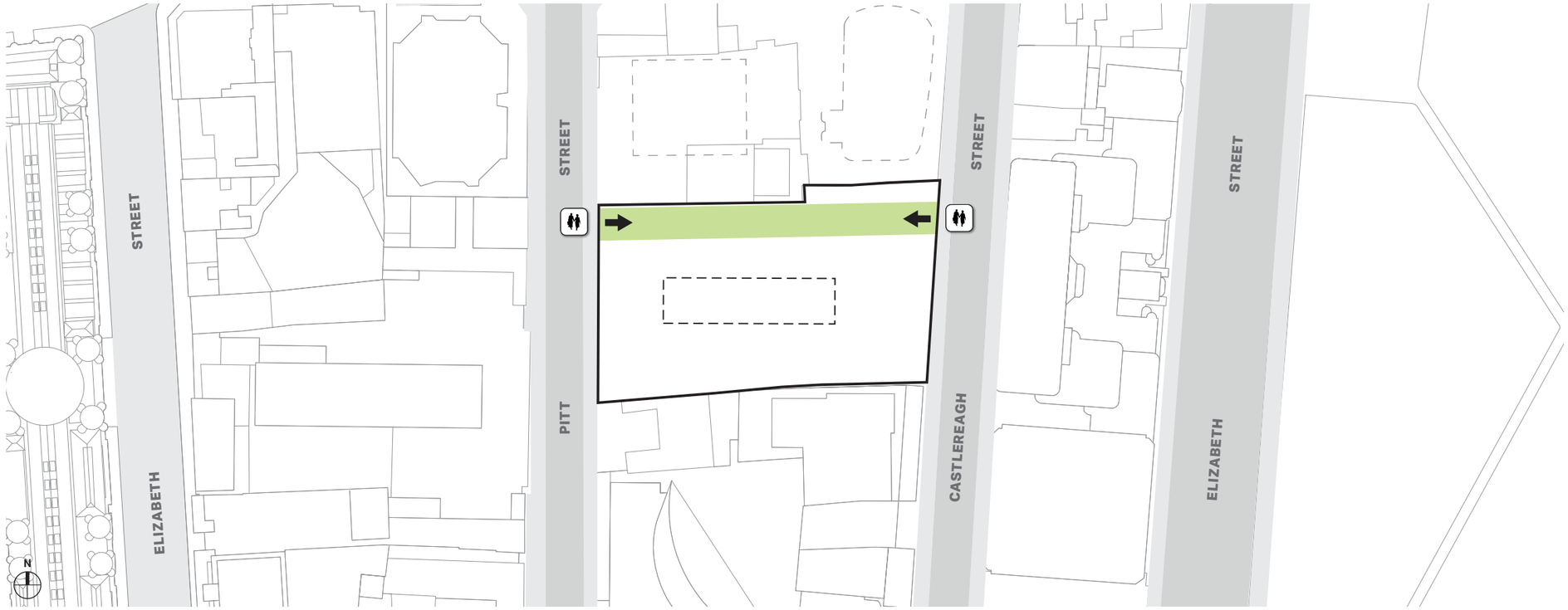
1. The DCP provisions call for a through-site link that establishes a clear sight-line between both street entrances.
2. The centralised core requires the through-site link to be located at either the northern or southern edge of the site.
3. The the southern located car ramp access requires the through-site link to be located along the northern edge of the site.
4. A straight, non angled or staggered TSL provides ease of wayfinding and safe oversight through the site.
5. A perimeter located, straight TSL resulted in deeper, contiguous floor area for retail and commercial lobby space.

The proposed through site link is therefore located at the northern edge with a linear configuration that provides a clear sight-line between Pitt and Castlereagh street.

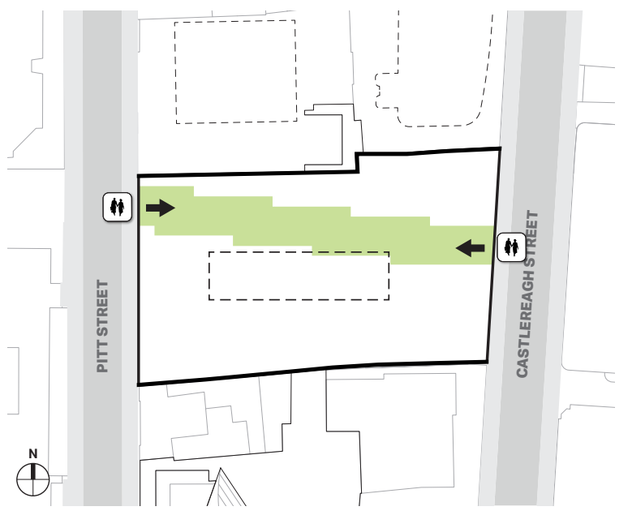
The through site link is proposed to be accessible 24 hours a day and clearly distinguished from vehicle access way.

**Studies overview / Project journey**

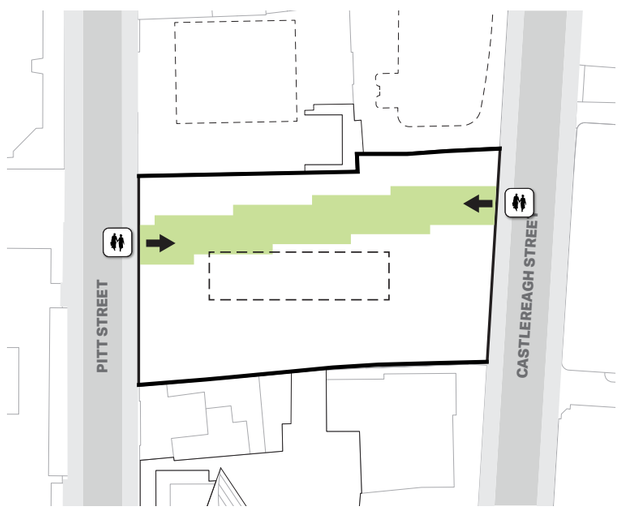
Additional Through-Site Links were explored and assessed based on separating vehicular and pedestrian site access, core location and lobby and retail program.



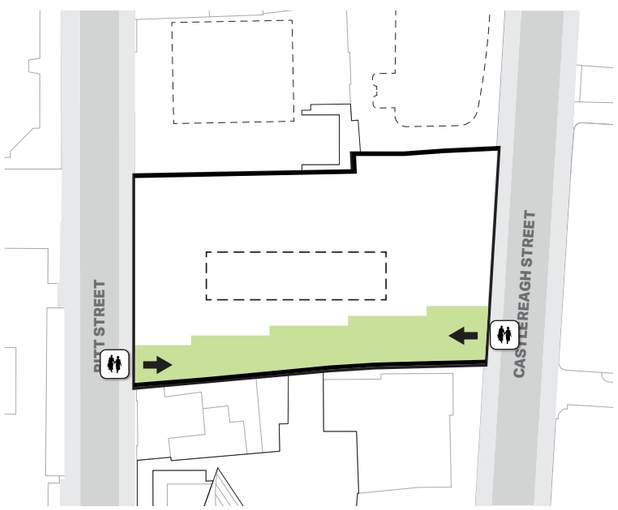

Indicative Concept Reference Design : Straight through site link along the northern boundary, with centered, elongated core overlay.




Study 1 : Through site link staggered and angled from north to south.




Study 2 : Through site link staggered and angled from south to north.




Study 3 : Through site link staggered along the southern boundary.

Pedestrian access

Through site link

Building core

A.2.2 - THE PROJECT JOURNEY

# ACTIVE FRONTAGES

Both Pitt and Castlereagh Streets are part of the Sydney CBD's highly activated pedestrian network. In addition to the Pitt and Castlereagh Street frontage, additional active frontage will be added to site due to the Through-Site Link (TSL). The TSL aspires to add a diverse range of program at Ground Level, which could include retail, F&B, commercial lobby access and/or public art. These activities will reinforce the vitality and liveliness of the public domain, capturing pedestrian interest and interaction.

The selected through site link configuration will provide a single loaded active frontage configuration with the opportunity for passive activation to the north.

The proposal implements a cut in the built form that will provide sunlight access to the arcade, in addition to the potential for linear park urban furnishing and public art.

**Studies overview / Project journey**

Additional Through-Site Links articulations were explored and assessed based on active frontage visibility and resultant retail and lobby program and location.


Indicative Concept Reference Design : Active frontages along through site link along the northern boundary, with centered, elongated core overlay.


Study 1 : Through site link staggered and angled from north to south.


Study 2 : Through site link staggered and angled from south to north.


Study 3 : Through site link staggered along the southern boundary.

Building core

Through site link

Active Frontage

CHAPTER A.2.3

# PROPOSED SITE SPECIFIC DCP

A.2.3 - PROPOSED SITE SPECIFIC DCP

# PLAN - PODIUM

The following maps and diagrams have been prepared to be inputted in the draft Site Specific DCP prepared by Urbis accompanying the planning proposal.

## PODIUM SETBACKS (0 - 55m)

| | |
|---|---|
| North | 0.00 m (DCP 2012) |
| South | 0.00 m (DCP 2012) |
| East | 0.00 m - 4.80m (DCP 2012 / Context) |
| West | 0.00 m - 8.00m (DCP 2012 / Context) |

## PODIUM STREET FRONTAGE HEIGHTS

| | |
|---|---|
| North Pitt St. | 20m |
| South Pitt St. | 25m |
| Castlereagh St. | 45m |

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* Drawing Note:
through site link (TSL) atrium location and shape variable. Atrium void equivalent to minimum 1,500m2 of Gross Floor Area of podium floor plate.

***Drawing Note
Through site link (TSL) atrium dimensions variable.


Proposed site specific DCP envelope podium plan drawing.

A.2.3 - PROPOSED SITE SPECIFIC DCP

# PLAN - TOWER

## SETBACKS (55m - 170m)

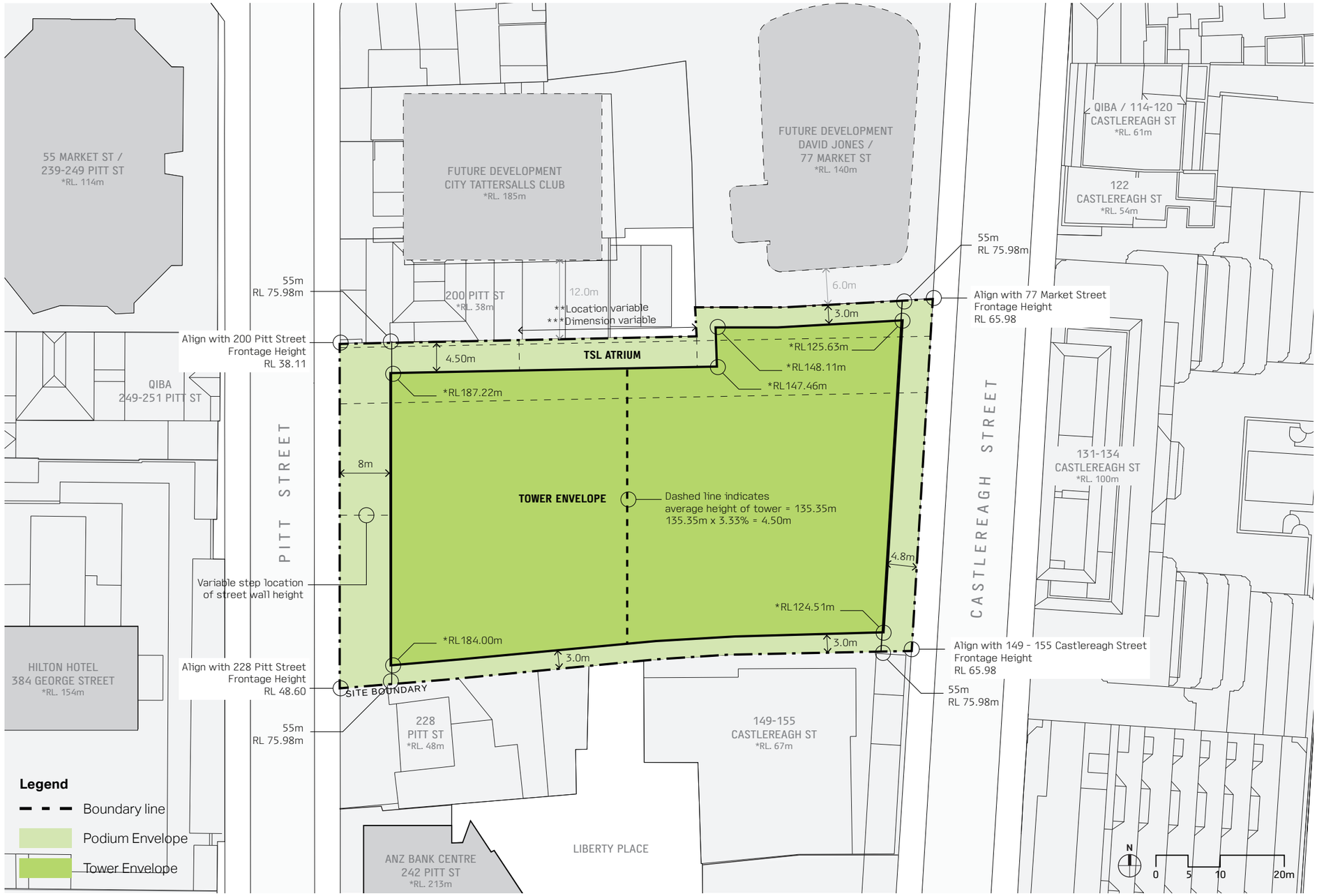
| | |
|---|---|
| North | 4.50 m - 3.00 m (Dft DCP Amd* / Context) |
| South | 3.00 m (DCP 2012 / Context) |
| East | 4.80 m - Varies (Context/ SAP) |
| West | 8.00 m (DCP 2012) |

* Drawing Note:
Above 120m, as measured from the ground level of the footpath, the area of the floorplate needs to be 90% of the site area less the required setbacks and heritage items (considered 100%). Refer to Draft DCP 2012 Amendment Section 5.1.1.4..

** Drawing Note:
Through site link (TSL) atrium location and shape variable. Atrium void equivalent to minimum 1,500m2 of Gross Floor Area of podium floor plate.

***Drawing Note
Through site link (TSL) atrium dimensions variable.

* Dft DCP Amd = Draft DCP 2012 Amendment.




Proposed draft site specific DCP envelope tower plan drawing.

## A.2.3 - PROPOSED SITE SPECIFIC DCP

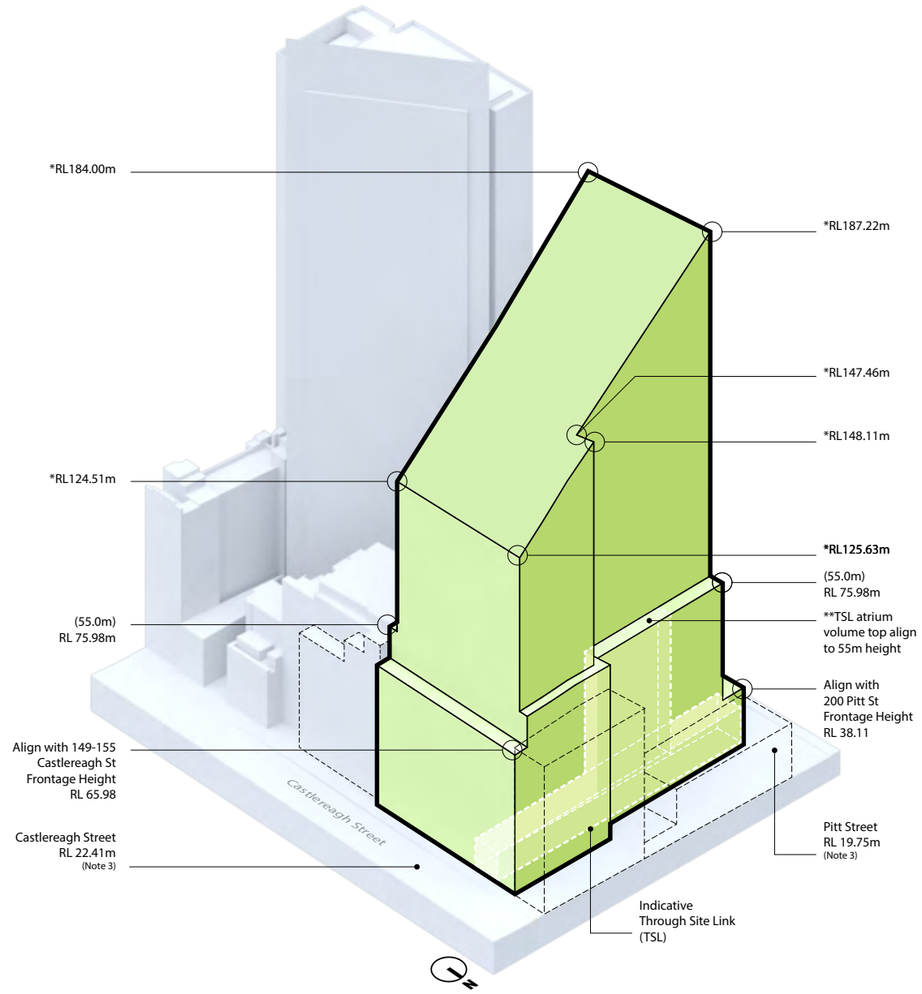
# MASSING

Drawing Note 1:
* Above 120m, as measured from the ground level of the footpath, the area of the floorplate needs to be 90% of the site area less the required setbacks and heritage items (considered 100%). Refer to Draft DCP 2012 Amendment Section 5.1.1.4..

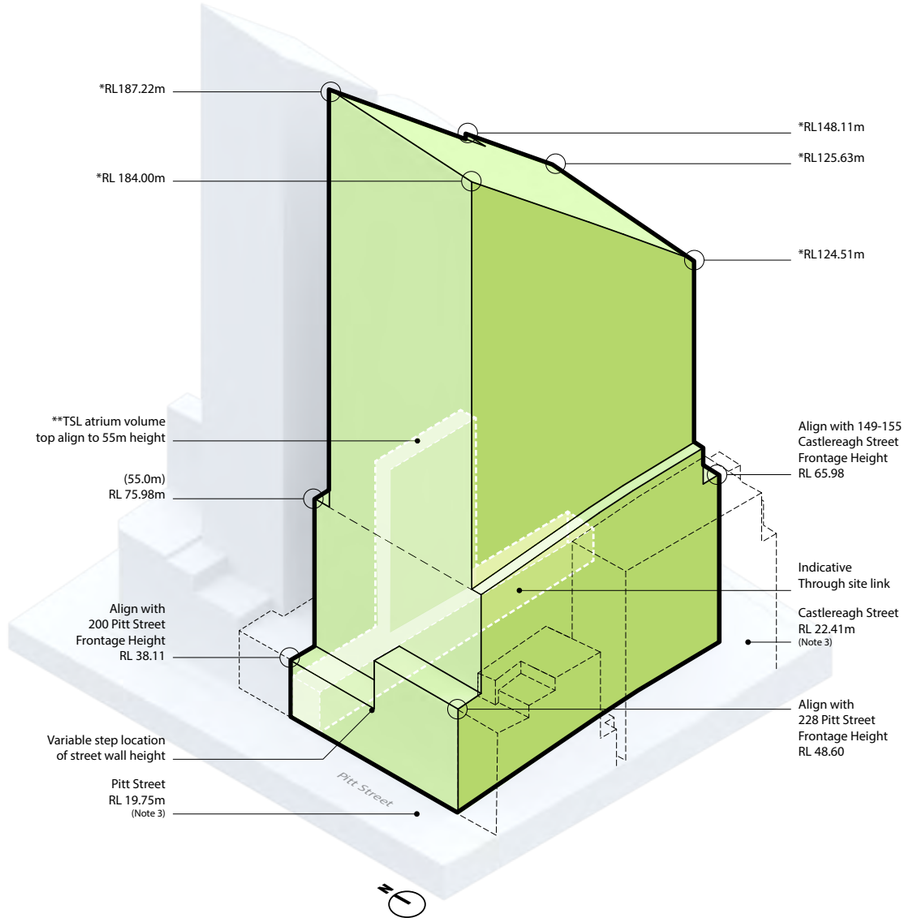
Drawing Note 2:
** Through site link (TSL) atrium location and shape variable. Atrium void equivalent to minimum 1,500m2 of Gross Floor Area of  podium floor plate.

Drawing Note 3:
Existing Pitt and Castlereagh Street RL are varied with sloping gradient. An average street-level RL is derived from corners of the site boundary as basis for amended envelope calculation. Survey drawing referenced was prepared by LTS Surveyor.






**NORTH EAST**
**CASTLEREAGH STREET**

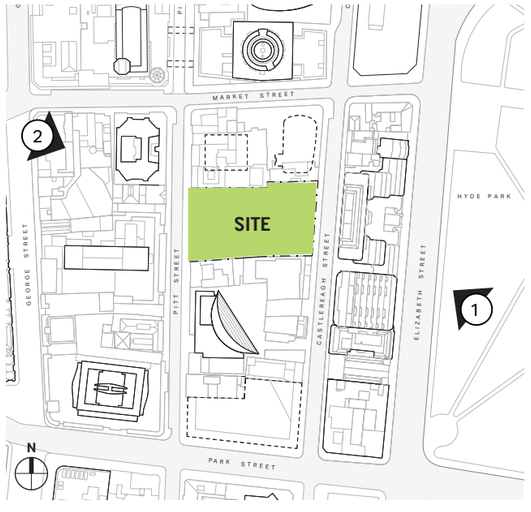



**SOUTH WEST**
**PITT STREET**

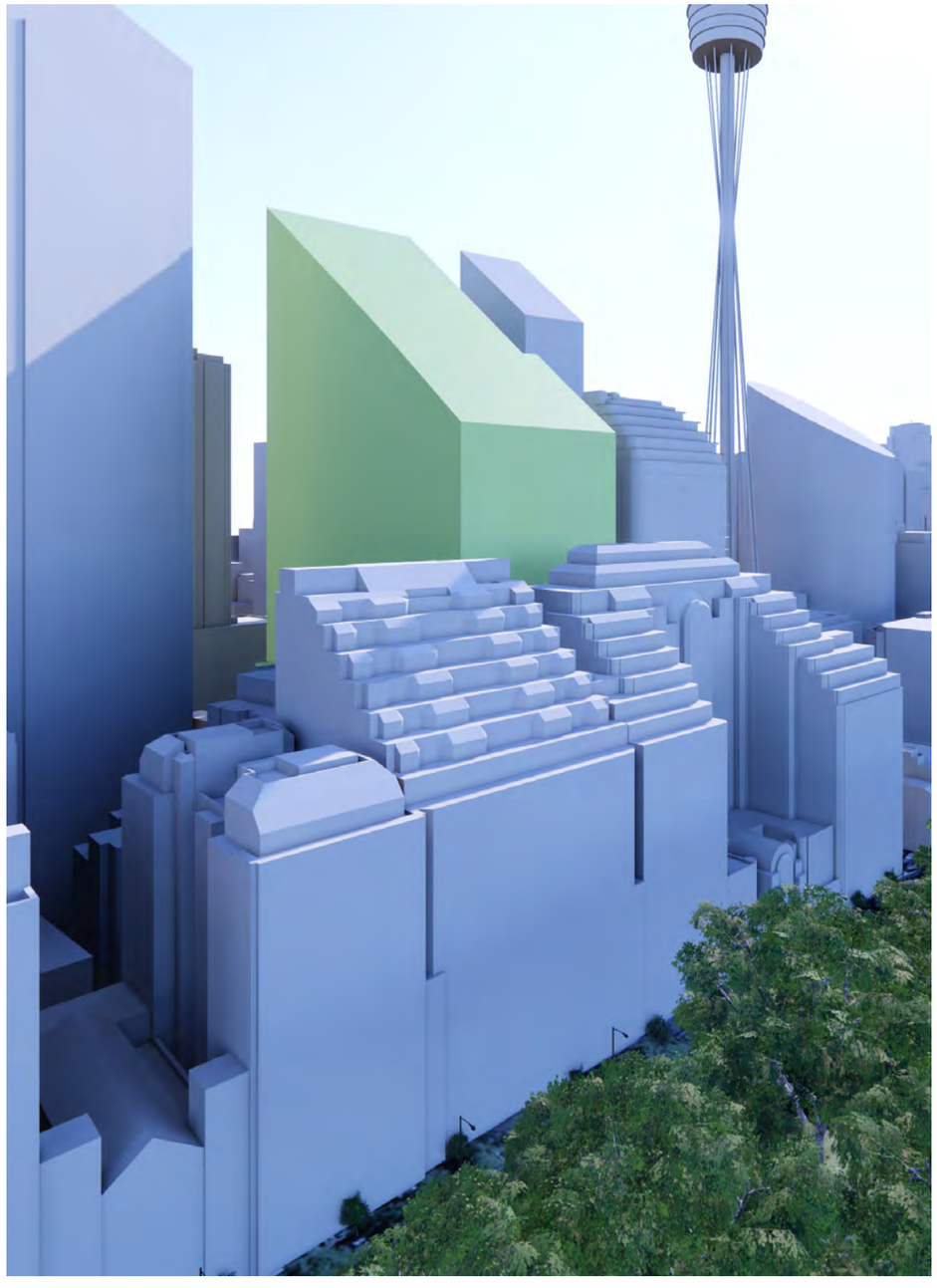
A.2.3 - PROPOSED SITE SPECIFIC DCP

# MASSING

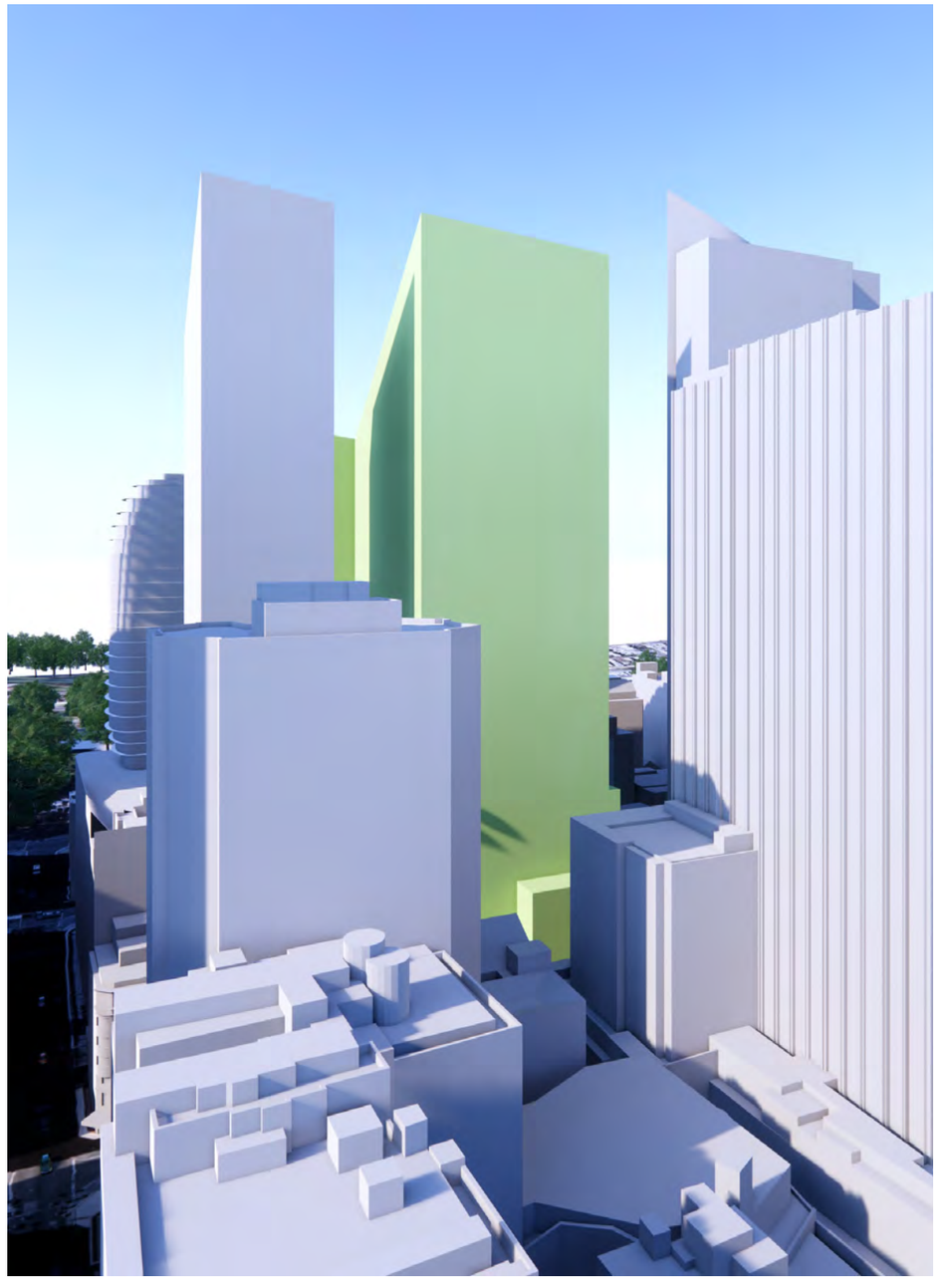
Indicative perspective views illustrating the proposed site specific DCP building envelope within the site context. Note: planned, approved and/or proposed future, adjacent building developments included.




Key Legend



Indicative view 1 : Proposed envelope from east/ Hyde Park.

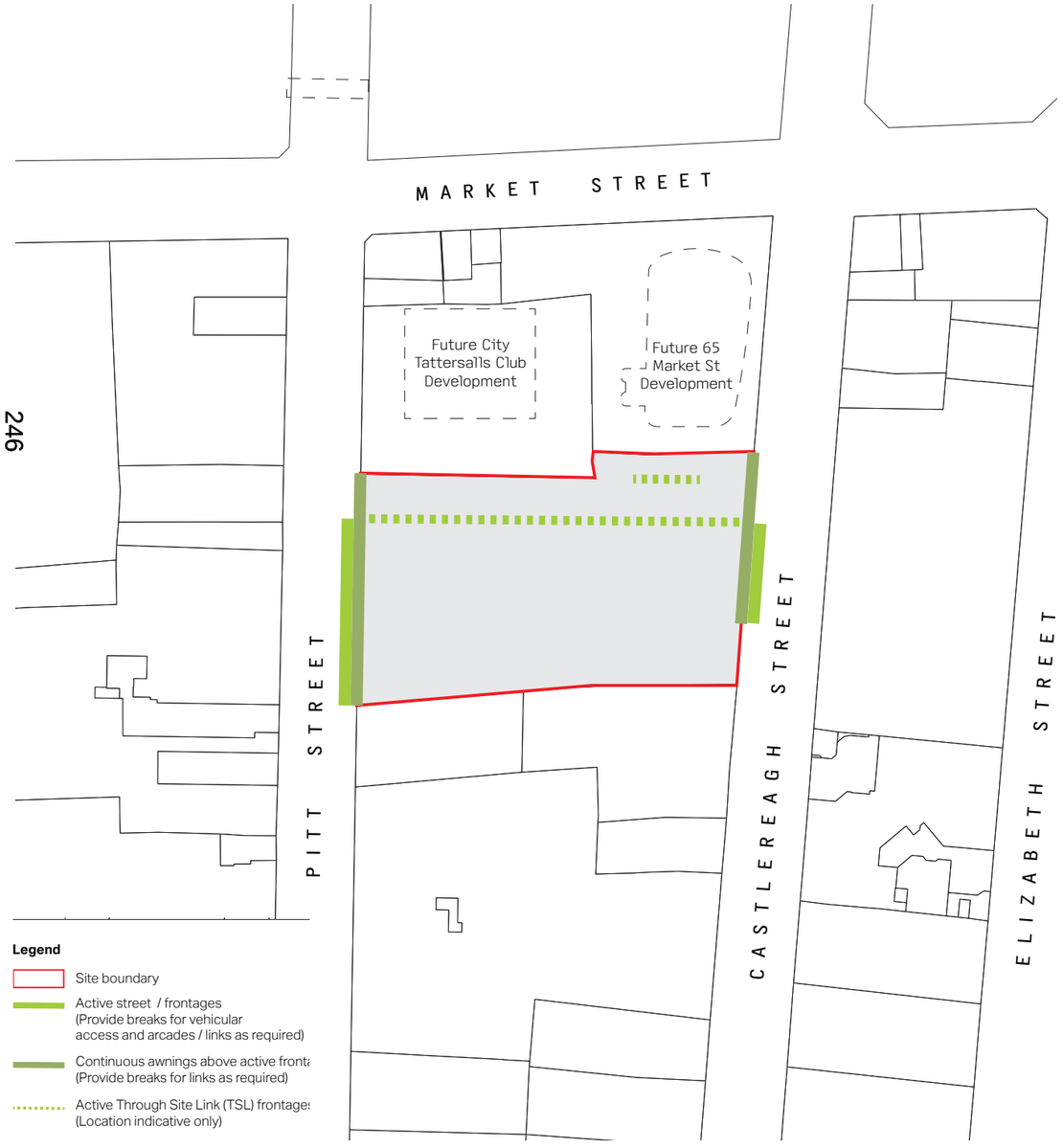


Indicative view 2 : Proposed envelope from west.

A.2.3 - PROPOSED SITE SPECIFIC DCP

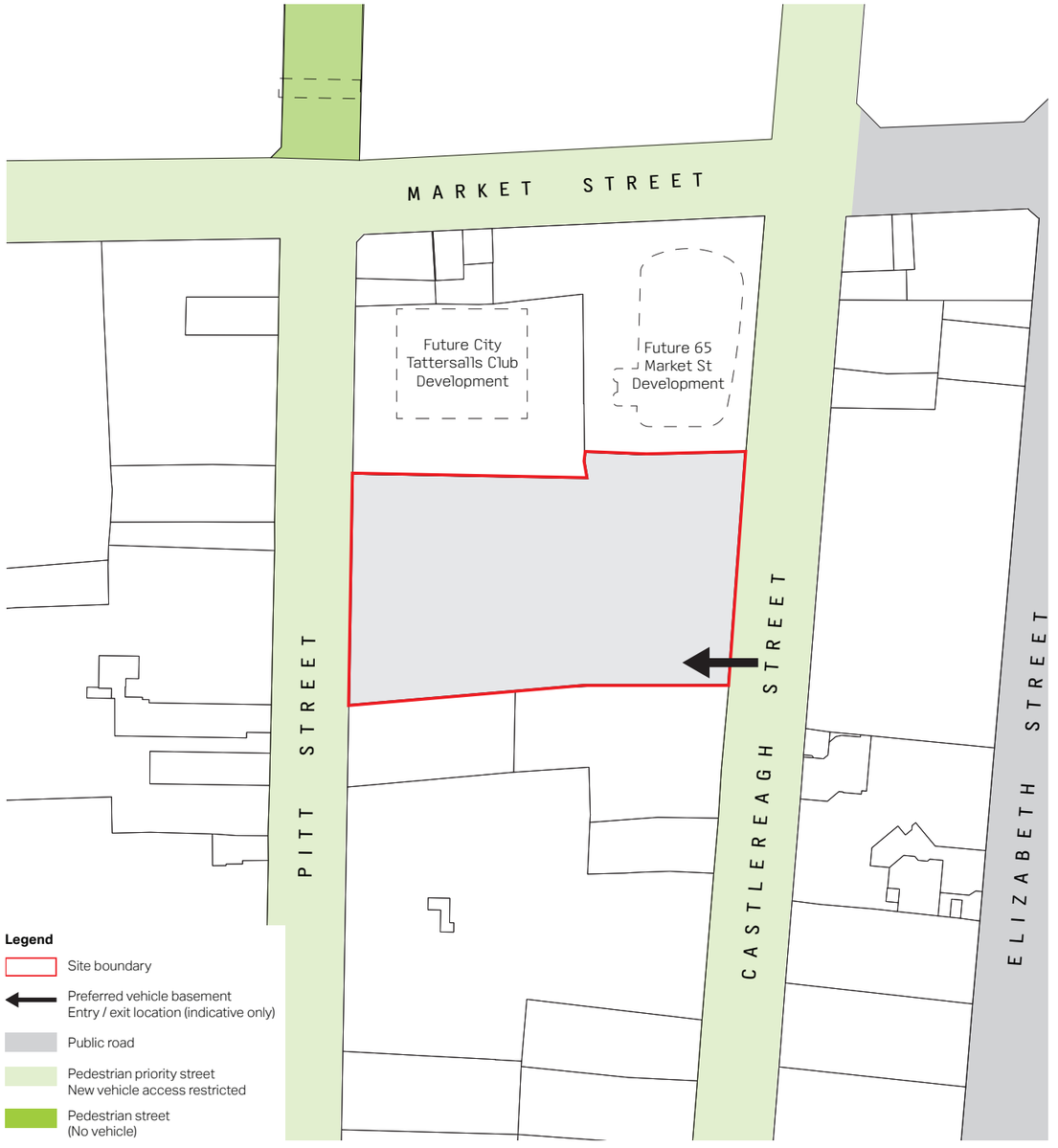
## ACTIVE FRONTAGES AND AWNING MAP

Active street frontage is suggested along the bordering streets as per the map below. Continuous permanent or retractable awnings are to be provided above all active frontages.




## VEHICULAR ENTRANCE MAP

The basement parking ingress and egress are consolidated at the location below. Vehicular and pedestrian footpath crossovers are to be minimised.

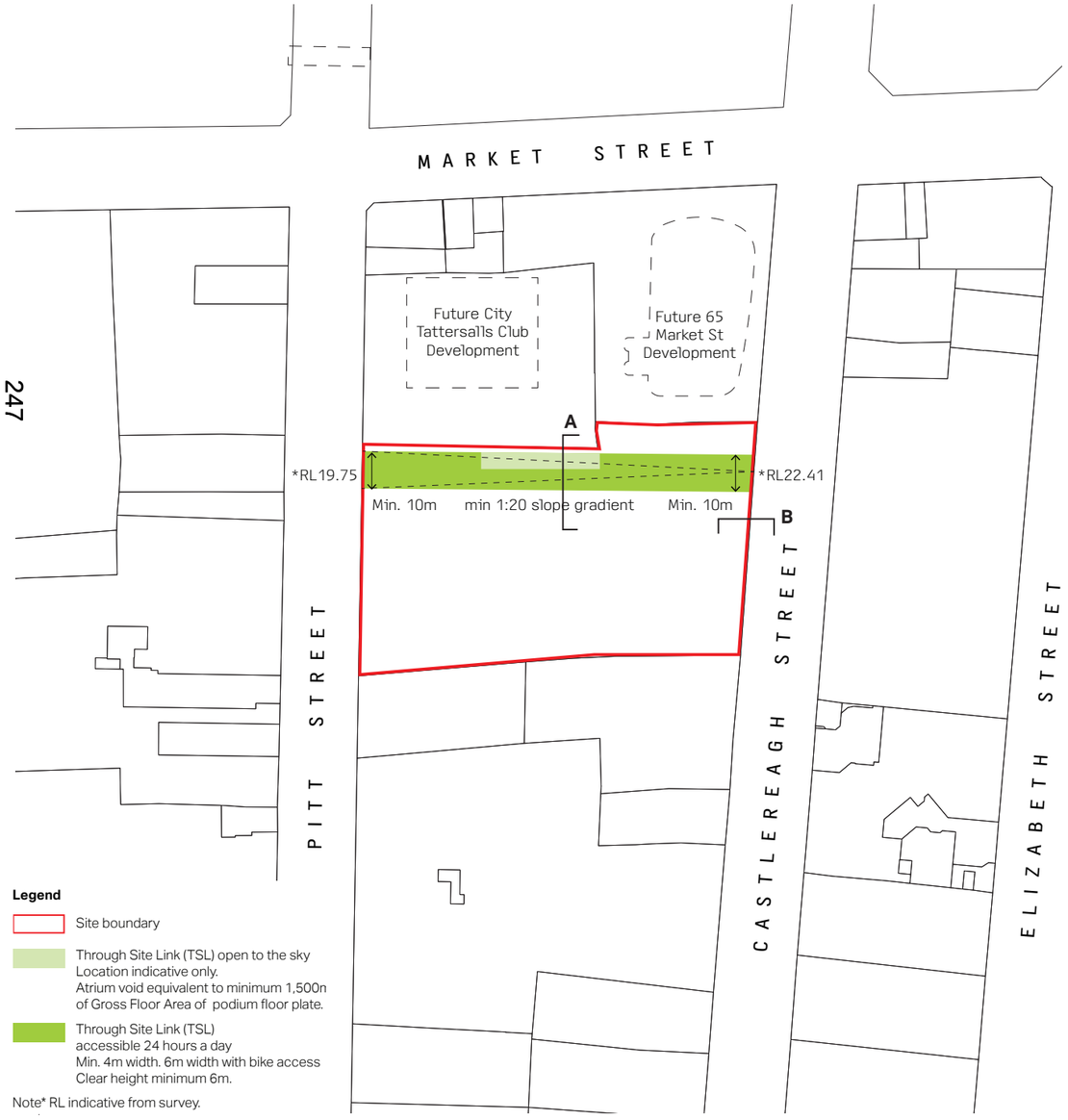



Source: Sydney Development Control Plan (DCP) 2012, Pedestrian Priority Map.

A.2.3 - PROPOSED SITE SPECIFIC DCP

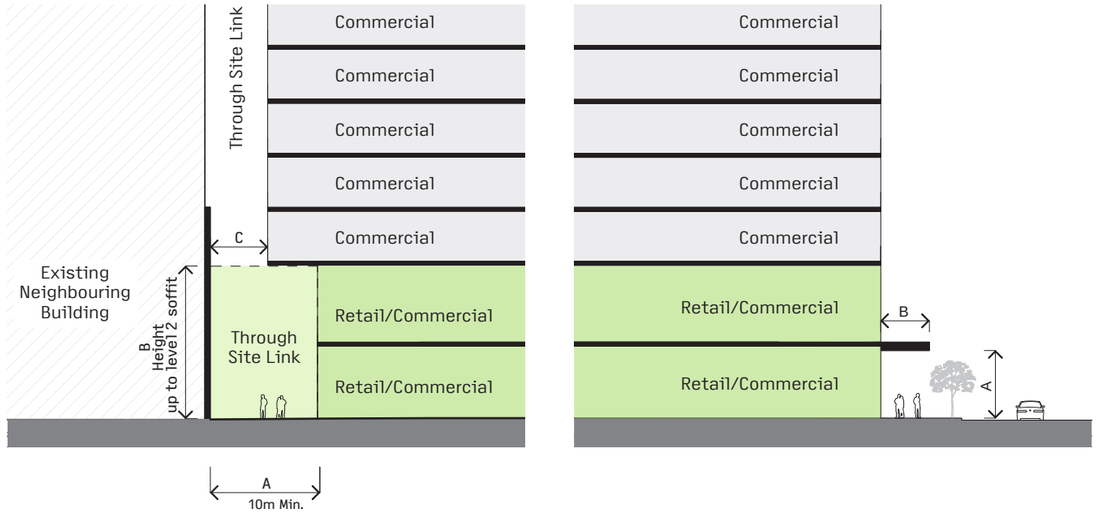
# THROUGH-SITE LINK MAP

The through site link is proposed at the location per diagram below with a minimum width of 10m which accommodates both pedestrian circulation and activation programs.
A clear line of sight between public places is required with an ambition of being open to sky through an atrium above which is to be further detailed at the DA stage.




# TYPICAL TSL AND STREET SECTIONS

Typical through site link sectional relationships are illustrated in the below diagram.




**Typical section A : Through site link with atrium.**

A : Minimum Through site link width 10m

B: Minimum height up to Lv.2 soffit

C: Dimension variable

**Typical section B : Street condition.**

A : Height of an awning may vary between 3.2m - 4.2m above the footpath.

B : Awning width 2m - 3.6m with the final width being determined to:
(a) maximise weather protection;
(b) match adjoining awnings;
(c) give a minimum setback of:
1m from the face of the kerb to accommodate smartpoles utility poles and vehicles in the kerb side lane; and 1.5m from the face of the kerb to accommodate street trees.

Source: Sydney Development Control Plan (DCP) 2012.