

# **Attachment E**

<b>Submissions</b>
--------------------

**From:** Elmo Keep <[REDACTED]> on behalf of Elmo Keep <[REDACTED]> <Elmo Keep  
<[REDACTED]>  
**Sent on:** Thursday, November 14, 2024 11:20:49 AM  
**To:** dasubmissions@cityofsydney.nsw.gov.au  
**Subject:** Attn: Rebecca Gordon re: D/2024/947

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Dear Rebecca, as an owner-resident in the immediately adjoining apartment building, I have a very keen interest in the redevelopment of the Piccadilly Hotel.

The Piccadilly Hotel is a heritage building of considerable historical significance to Kings Cross, which has now been sitting dormant for almost ten years, while accruing a handsome increase in value for its landbanking owners. The street awning is rotted, full of holes and home to pigeons. The abandonment of the building has caused significant, negative social impact to the street.

While I wholeheartedly welcome the revitalisation of the Piccadilly Hotel, I will note that to my knowledge as a local resident, the owner/developers of this site have never engaged with the community directly to understand the needs and wants of the community.

Particularly, I strenuously object, again, to the provision within the transport assessment for a shared laneway driveway to allow access for ten cars.

This is an unacceptable disturbance to the quiet residential streets at the back of the hotel, onto Brougham St -- fought for under the Green Bans of the 1970s. The laneway that will supposedly allow for this increase in traffic is extremely narrow and appropriate only for foot traffic. So much so, that no residents of Victoria St use this laneway for vehicle access, despite having garage access.

To run a hotel, the developers can use Victoria St -- a mixed-use business and residential street -- for all vehicle traffic. It is extremely wide, with generous loading zone space directly outside the Piccadilly Hotel which is specifically to service the long-dead hotel.

The developer should quickly understand that if they insist on including this provision in their planning, it will be continuously and strongly objected to by the local residents. To change the laneway to an access road for up to ten cars, and presumably, delivery trucks, will disturb the unique, urban quiet of this extremely special part of the city. It is not only every resident of our 26 unit building who will hear this noise, but over a dozen houses on either side of the proposed new vehicle access.

I welcome without reservation a lively, thriving, late-night economy in Sydney, especially in Kings Cross, which I have chosen to live in for this reason. However, when there are already more than adequate ways for vehicle access to service this property, this provision will continue to ensure the slow, sad, unnecessary death of Kings Cross, once one of the most vibrant late-night districts in the world.

Sincerely,  
Elmo Keep

**From:** Terry Petkovic <[REDACTED]> on behalf of Terry Petkovic  
<[REDACTED]> <Terry Petkovic <[REDACTED]>  
**Sent on:** Monday, December 2, 2024 10:07:31 AM  
**To:** dasubmissions@cityofsydney.nsw.gov.au  
**Subject:** Submission - D/2024/947 - 171-173 Victoria Street POTTS POINT NSW 2011 - Attention Rebecca Gordon

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Rebecca,

I am the owner of Unit 6, 165 Victoria Street, which is adjacent to the proposed Piccadilly Precinct redevelopment. I am writing to formally object to the development application on the grounds that it will cause significant negative impacts on my property and quality of life.

### 1. Loss of Views

The proposed development will obstruct the views from my kitchen, which are an integral part of my property's value and my personal enjoyment of the space. This loss of views will detract from my living experience and may also negatively impact the market value of my property.

### 2. Reduction of Natural Light

The height and design of the proposed structures will significantly reduce the natural light entering my kitchen. Adequate natural light is essential for maintaining a healthy living environment and the comfort of my home.

### 3. Increased Noise Levels

I am concerned about potential increases in nighttime noise, particularly from restaurant staff using the 18 designated car spaces. Late-night activity in the car park is likely to generate disruptive noise, affecting the peace and quiet of the area and the residents' ability to rest.

I respectfully request that these concerns be addressed before any approval is granted for this development. Mitigating these issues will ensure that the rights and wellbeing of the surrounding residents are protected.

Thank you for considering my objection. I am available to discuss this matter further if required.

Sincerely,

Terry Petkovic  
Owner of Unit 6, 165 Victoria Street

mobile: [REDACTED] [REDACTED]

**From:** Mary Berkhout <[REDACTED]> on behalf of Mary Berkhout  
<[REDACTED]> <Mary Berkhout <[REDACTED]>  
**Sent on:** Monday, December 2, 2024 12:00:15 PM  
**To:** council@cityofsydney.nsw.gov.au  
**Subject:** D/2024/947  
**Attachments:** DA Assessment of 171-173 Vic St and Brougham st Dev D3 Final Report.pdf (6.46 MB)

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

To Rebecca Gordon

As an owner in the strata building at 165-167 Victoria St Potts Point, I am concerned about the impacts of the proposed development mentioned above. I am submitting my concerns as detailed in the following report.

Thank you in Advance

Mary Berkhout

**REPORT ON ADVERSE IMPACTS ON**  
**165 - 167 VICTORIA ST POTTS POINT, SP 69426**  
**OF**  
**DA NO. D/2024/947**  
**FOR**  
**PICCADILLY PRECINCT REDEVELOPMENT**  
**25 NOVEMBER 2024**



Image source: Woods Bagot Design Report in Support of Development Application of Piccadilly Precinct Redevelopment  
18/10/24.

Document Control:

File Name	Issued Date	Purpose of Issue	Issued by
Draft	25/11/24	For comment by owners	RT
Draft.rev1	25/11/24	For comment by owners. Section 2. Background added.	RT
Final	29/11/24	For comment by Lot Owners	RT

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## 1. Introduction

Building Matters Assist (BMA) has been engaged by the Owners Corporation of SP 69426 (OC) to provide an interpretation of the drawings and reports provided by Council for DA D/2024/947 and to comment on the potential key adverse impacts on 165 -167 Victoria St Potts Point (167Vic) of the Piccadilly Precinct Redevelopment.

The purpose of this report is to provide the OC and Lot Owners with information on the proposals from a building technical point of view and to assist owners in understanding some of the technical issues to enable them to make comment and raise any concern to Council if they feel it necessary. This report must be read in conjunction with all of the documentation provided by Council on <https://eplanning.cityofsydney.nsw.gov.au/Pages/XC.Track/SearchApplication.aspx?id=2431730>

This report does not deal primarily with any positive impacts of the proposed development although some positive impacts have been mentioned.

This report is intended to provide general building advice and is not to be read as planning, traffic, architectural, BCA, acoustics, heritage, social or legal advice. The report is not to be issued to any party other than the OC and Lot Owners of 167Vic without the specific permission of BMA.

The report is prepared by Rob Thorburn of BMA who is an experienced general building consultant and Registered Engineer (NER Civil). A copy of his CV is given in Attachment No. 4.

The report does not attempt to report on all adverse impacts but only the key ones affecting residents of 167Vic.

## 2. Background

BMA understands from a conversation on 25/11/24 with the Council contact for this DA, Rebecca Gordon, that the precinct currently has an active consent for the sites which was submitted in 2022 and finally approved in September 2024 after the Applicant satisfied all of the conditions of consent. BMA has not reviewed this DA and consent however, understands from Ms Gordon that it allows for the commercial use of the Golden Apple as a brothel and the Piccadilly Hotel as a hotel with rooftop bar. The owners at 167Vic should be aware that if the current DA now on exhibition (D/2024/947) is not approved by Council, the Applicant would have the option of reverting to the current active consent providing work commences within the next 5 years. BMA is unable to make a comparison of impacts on 167Vic between the active consent and D/2024/947.

BMA reviewed and made a submission on DA No. D/2024/204 in April 2024 on behalf of the OC. We understand that this DA was withdrawn by the Applicant and has no relevance to the current active consent nor DA No. D/2024/947.

## 3. Description of proposed development

We have used the description based on that provided in the BCA report, primarily as follows.

The proposal involves alterations and additions to all buildings within the site, to establish five residential dwellings, inclusive of four terrace dwellings and one shop-top housing development at the Piccadilly Hotel comprising ground floor food and beverage use and one residence above. The precinct will be serviced by a new private laneway, providing access from the rear of terraces and Piccadilly to Hourigan Lane.

Specifically, the DA seeks consent for:

1. Change of land use:



- The Piccadilly hotel at 171-173 Victoria Street to shop-top housing
  - The former 'Golden apple' at 169 Victoria Street to residential dwelling
  - The residential flat building at 96 Brougham Street to attached dwelling
2. Alterations and additions to:
- 92 – 98 Brougham Street to convert the existing buildings into two terrace dwellings
  - 90 Brougham Street to the rear to facilitate rear lane access
  - 169 Victoria Street to convert this from a brothel to a single residence
  - 171-173 Victoria Street to convert this from a hotel to a shop top housing development with ground floor food and beverage and a single residence above including addition of Level 3 rooftop area..
3. A new private laneway, connecting Hourigan Lane to the rear of the Piccadilly Hotel, providing 8 hotel car spaces and 10 car spaces to the residential properties.

It is worth noting here that the change in use of the Piccadilly Hotel to shop top housing includes the conversion of Levels 1, 2 and the roof to a very large (approx. 1,000 sq.m) residence as a Class 4 "Caretakers Residence" which appears to be an inefficient use of the property. The reason given for this (Page 32 of the Urbis SEE) is that:

"Importantly, the proposed caretaker residence above the Piccadilly provides for significantly greater opportunities for heritage retention and removes the requirement for fire sprinklers and other services to be installed throughout. This is considered to be the optimal use for the retention and reinstatement of the Hotel allowing it to be conserved as a high-quality residence with the least amount of intrusion.

While the stated intention of the Piccadilly hotel development is to change to shoptop housing, it is possible, although not stated in the documents, that the caretakers residence represents an interim plan only and a change of use at a future date could be sought and potentially for reinstatement of hotel use.

The aerial photos in Figures 1 and 2 show in summary the existing buildings and proposed developments in the precinct.

## 4. Impacts of proposed development

Although the focus of this report is on the adverse impacts, the 167Vic owners should be aware that there are a number of positive impacts of the development. These include:

- i. Restoration of a normal functioning and attractive streetscape to Victoria St compared to its current derelict appearance at these properties. See report cover photo.
- ii. Restoration and upgrade of the current derelict appearance the 169Vic and the Piccadilly Hotel properties as viewed from south facing windows of 167Vic. See comparison in Figures 1 and 2.
- iii. Improvement of views from the lower level west facing units of 167Vic due to the relocation by a few metres westward of the 90 Broughan St rear residence.
- iv. The general improvement to the precinct from the heritage restoration of the buildings.

A summary of the adverse impacts from the proposed development is shown in Figure 3 and described in more detail below.

### 4.1 Adverse impacts 169 Victoria St development

The rear extension to 169Vic will have adverse impacts on most Lots facing the building's southern light well (SLW) (including the south facing windows) to varying degrees from significant to moderate.



Photos 1 to 6 show the SLW and Figure 4 shows the position of SLW windows relative to the 169Vic boundary walls.

### **Light**

Of the units having windows facing the SLW, Unit Nos 17, 11, 5 and 1 (See Figure 4) only have south facing windows and receive no winter sun (and likely no sun at any time of the year). These units are highly disadvantaged in terms of current development standards. In addition, their daylight is restricted by the boundary wall to 169Vic to varying degrees according to their level and proximity to the boundary wall gap at the western end of the SLW. It should be noted that these units are one room studio units therefore, the two most western of the three windows are to living areas. The most easterly window is to the bathroom. The kitchen, as shown on the original building drawings, is not actually an enclosed room as referred to in the Woods Bagot Design Report, rather, it is part of the living area. Units 2, 6, 12, 18 and 10, 16 and 22 are less disadvantaged, in terms of sun and light, as they also have windows facing either to the east or west on the unit sides away from the SLW.

The proposed development would significantly reduce the light to the most disadvantaged units of 17, 11, 5 and 1 due to the presence of new walls and landscaping in close proximity to the boundary, despite these new wall being setback by 1 and 2 metres, as shown in Figure 4.

### **Views**

View from Units 17, 11 and 5 will be significantly reduced by the presence of the proposed new walls in close proximity to the boundary with 169 Vic.

The important view from Units 22, 16 and 10 to the west through the gap between the boundary walls ( Refer Item 2 - Critical view line for windows facing west and Photo 1) appear not to be affected due to the proposed new wall setbacks.

**Privacy and balcony noise.** Bathroom windows to Units 2, 6, 12 and 18 and Living area windows to Units 1, 5, 11 and 17 would appear to have a line of site between the windows and the proposed glass sliding doors to the chamfered walls, to some degree, which will give rise to privacy issues for these units. Also, the same units will have a line of sight to the proposed balconies on 169Vic which will give rise to both residential noise and privacy issues.

The reduction in amenity of those units referred to above, as a result of the proposed development, which already experience substandard amenity, raises the question of fairness and equity on these residents when the applicant is requesting exceedance of certain planning controls (eg height and FRS). In other words, is it fair to further compromise the amenity of these more “affordable” accommodation units in order to support the proposed development of the proposed high end luxury residences that are seeking to go beyond the current planning controls? This comment is especially pertinent in the current situation with affordable housing and the general housing shortage environment.

### **Justification for proposed variation to height limit (Urbis Report dated 21/10/24)**

BMA makes the following comments on this report in relation to the proposals for 169Vic and their impact on 167Vic.

The justifications for exceeding the height limit and BMA’s corresponding comment on these are in the following table:

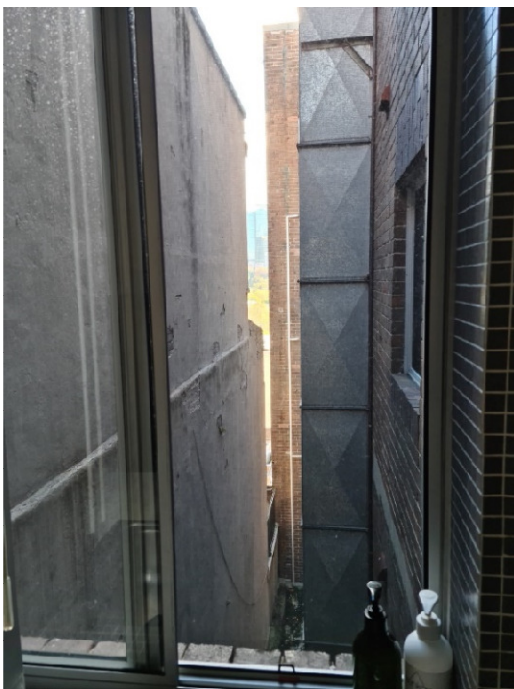
<b>Urbis justification</b>	<b>BMA comment</b>
The overshadowing analysis by Woods Bagot states that this demonstrates very minor additional overshadowing.	The analysis has not considered daylight overshadowing which is highly significant to the

	south facing apartments of 167Vic, having no winter solar access.
The view sharing impact analysis concluded that the rear façade has been designed to promote the non-compliant component limited to one apartment window	Agree, however the reduction in views from these apartments is significant given the existing disadvantage associated with south facing living room windows. The concept of view sharing, to be equitable, should include a weighting of the importance of views to the residents involved in order balance the disadvantaged residents against the advantaged residents. This concept has not been taken into account in the view sharing analysis.
The proposal does not increase the existing height of the overall building per say rather, simply provides for an extended roof form to match the height of the existing roof that is set back from the street parapet.	A purpose that the increase in height is to meet an extended roof form simply for design purposes should never be used, from a fairness and equity point of view, as a justification to reduce daylight to an already light disadvantaged living areas in 167Vic.

Given the importance of daylight to the south facing windows of 167Vic, BMA is of the opinion that Applicant has not demonstrated that they have met the criteria required for being allowed to exceed the height limit, which I understand are:

- i. Compliance with the development standard is unreasonable or unnecessary in the circumstances (clause 4.6(3)(a)), and
- ii. There are sufficient environmental planning grounds to justify the contravention of the development standard (clause 4.6(3)(b))

Refer also to a comparison of the proposed 169Vic rear extension between the DA D/2024/947 and the currently approved DA for the site DA D/2021/927 in Photos 7 and 8 in Attachment 1.



*Photo 1. View of south facing windows looking west from Lot 16 Kitchen window. This illustrates the importance of the boundary*



*Photo 2. View of south facing windows from the roof and looking east showing the existing boundary gap between the boundary walls of 165Vic and 169Vic. Windows*



gap at the western end for natural light, views and natural ventilation to Lots facing the SLW.

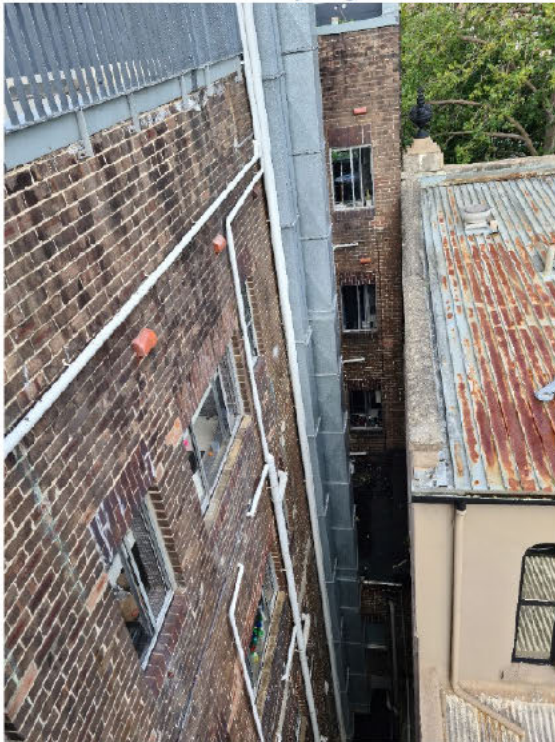


Photo 3. View to the east of south facing windows of 167Vic noting the level of windows relative to 169Vic boundary wall

shown at left are to Lots at Ground, Level 1 and Level 2 of 165Vic.



Photo 4. View of 167Vic south facing windows noting the vertical alignment relative to the 169Vic boundary wall



Photo 5. View of level of 169Vic boundary wall relative to 167Vic Ground floor window level. Looking west.

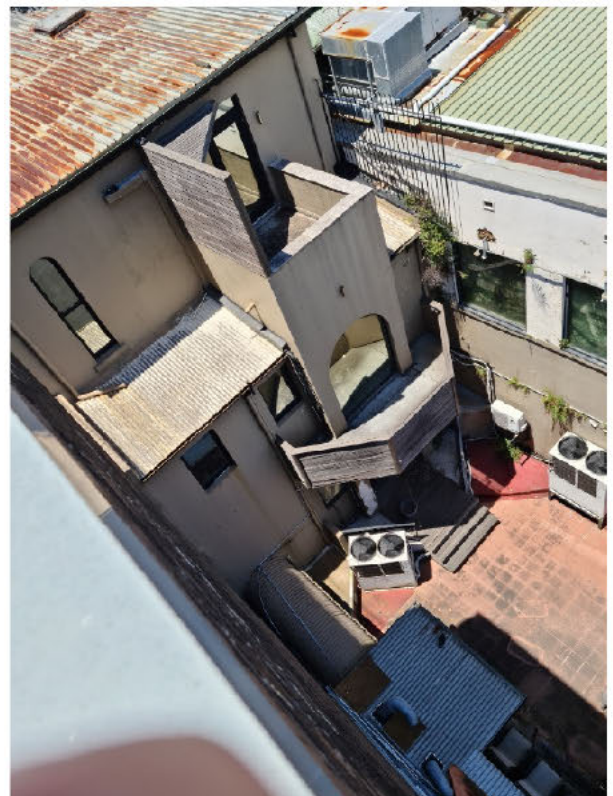


Photo 6 View of the rear of 169Vic looking south-east

## 4.2 Adverse impact of private laneway off Hourigan Lane

**Automatic gate noise & traffic.** Units on the western side of 165Vic (mainly Unit 2 at Ground level having the bedroom at the south-western corner of the building) will experience noise from the operating gate to the private laneway. Note that the original building drawings incorrectly show this area as a balcony whereas it is actually a bedroom. This will have a significant impact on residents from sleep disturbance if vehicles use this gate during sleeping hours. This appears to have been overlooked in the noise & vibration report.

**Piccadilly Ground Level F&B staff vehicle traffic.** Staff vehicles will inevitably be accessing this laneway during after hours when arriving and departing for work.

## 4.3 Adverse impacts from Picadilly hotel development

**Noise.** There would be significant adverse impact from noise from assumed footpath dining. associated with Ground floor F&B tenancy affecting 167Vic east and south facing units.

**Views.** The Level 3 units at 167Vic will have views to the south affected by the proposed adding of a Level 3 roof top level and new roof at the Picadilly hotel.

**Concerns over potential future development.** The conversion of the upper levels of Piccadilly into a very large caretakers residence raises suspicion that these levels and the roof level may intend to be converted from the proposed residence to hotel use at a future date.

## 5 Recommendations

- i. Approval is not given by Council for exceedance of the height limit in respect of the 169Vic proposed rear extension as the Applicant has not satisfied the legal requirements that allow them to do so.
- ii. Council be requested to introduce a condition of any consent that the proposed automatic gate to the private laneway at Hourigan Lane be either deleted or is designed and maintained to have an operating noise levels of the gate that is below levels that are acceptable for sleeping at night and sleeping during the day for shift workers.
- iii. Council be requested to introduce a condition of any consent that the shared driveway at Hourigan Lane not be used for waste or delivery vehicles servicing the F&B tenancy.
- iv. Council be requested to introduce a condition of any consent that the operating hours for the F&B tenancy are such as to ensure staff vehicles are not using the laneway during normal sleeping hours.
- v. Council be requested to introduce a condition of any consent that the caretakers residence in the Picadilly is to be used strictly for residential purposes and not to be used for any hotel use.
- vi. This report should be circulated to Owners of Lots facing south and west and advised that they should make a submission to Council on the issues that have the potential to adversely impact on them.
- vii. Council be requested to introduce trading hours restrictions to the operation of the Piccadilly F&B tenancy to minimise noise impacts on 167Vic.

## Attachments

1. Figures and diagrams
2. Strata Plan
3. Original Council approved drawings (not necessarily accurate)
4. Rob Thorburn's CV

## **ATTACHMENT 1 – FIGURES AND DIAGRAMS**





Figure 1. Existing site and buildings

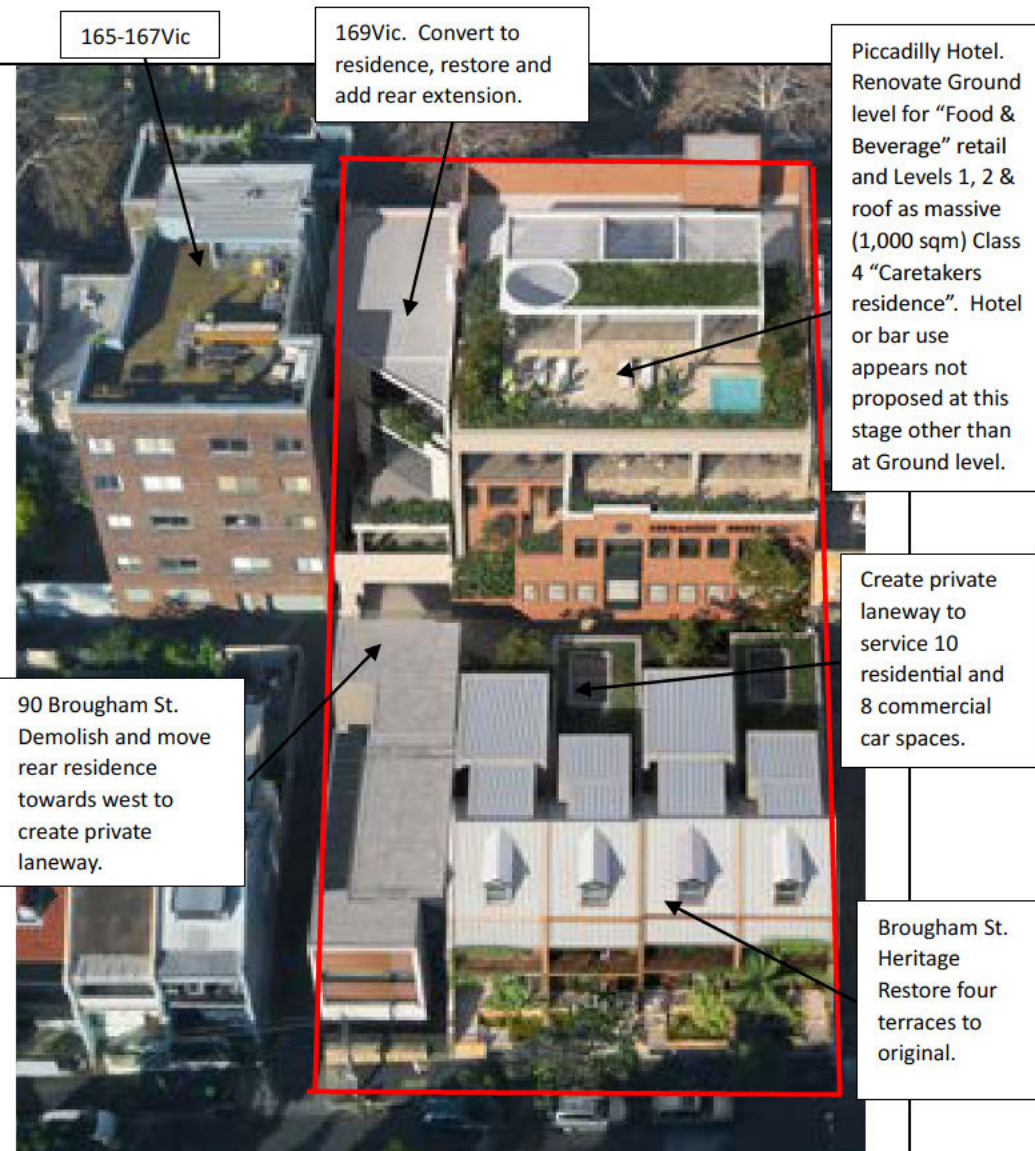


Figure 2 Aerial view of the site with the summary of proposed development.1

Source. Base photos – Woods Bagot Design Report DA D/2024/947. Box notes by BMA.



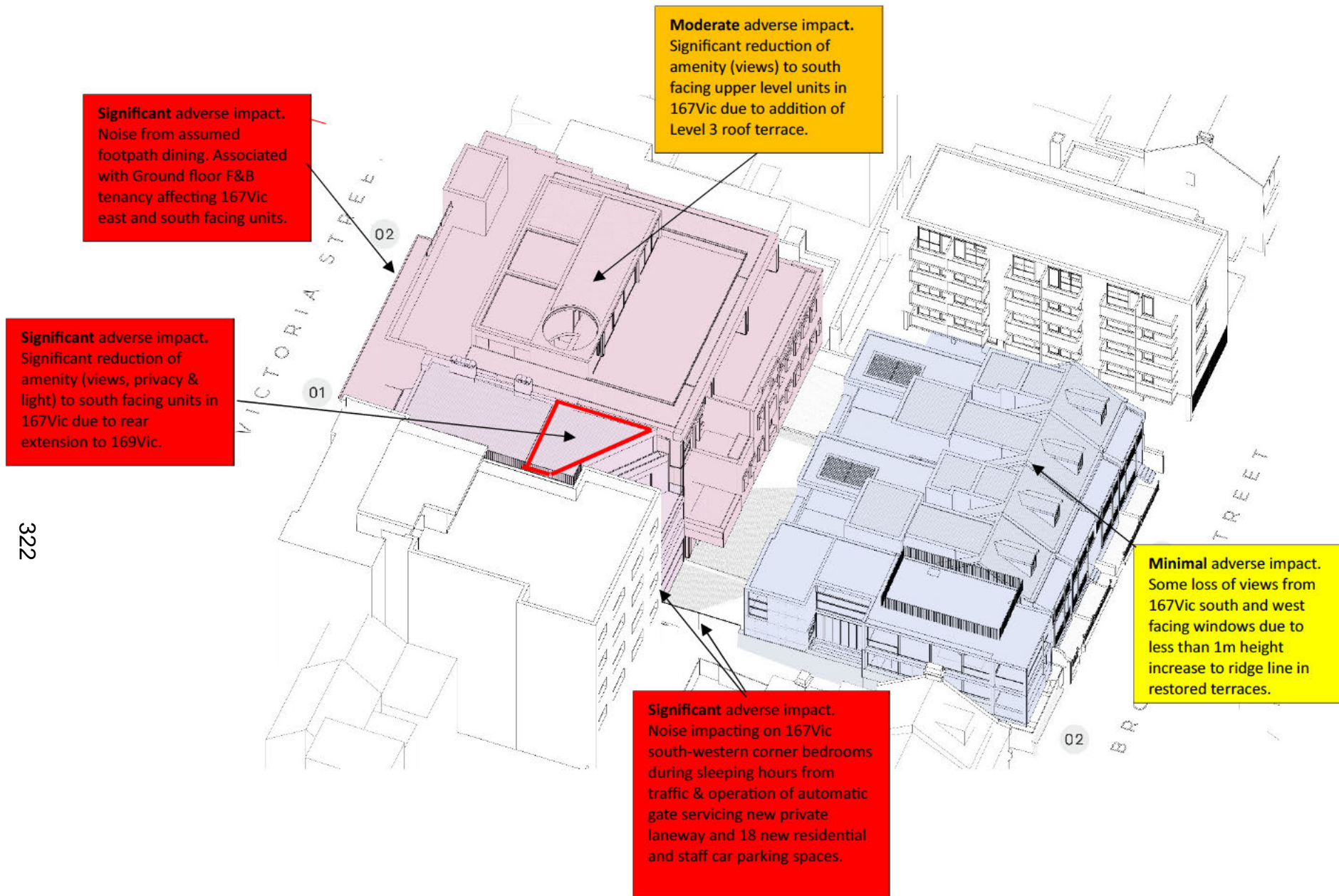
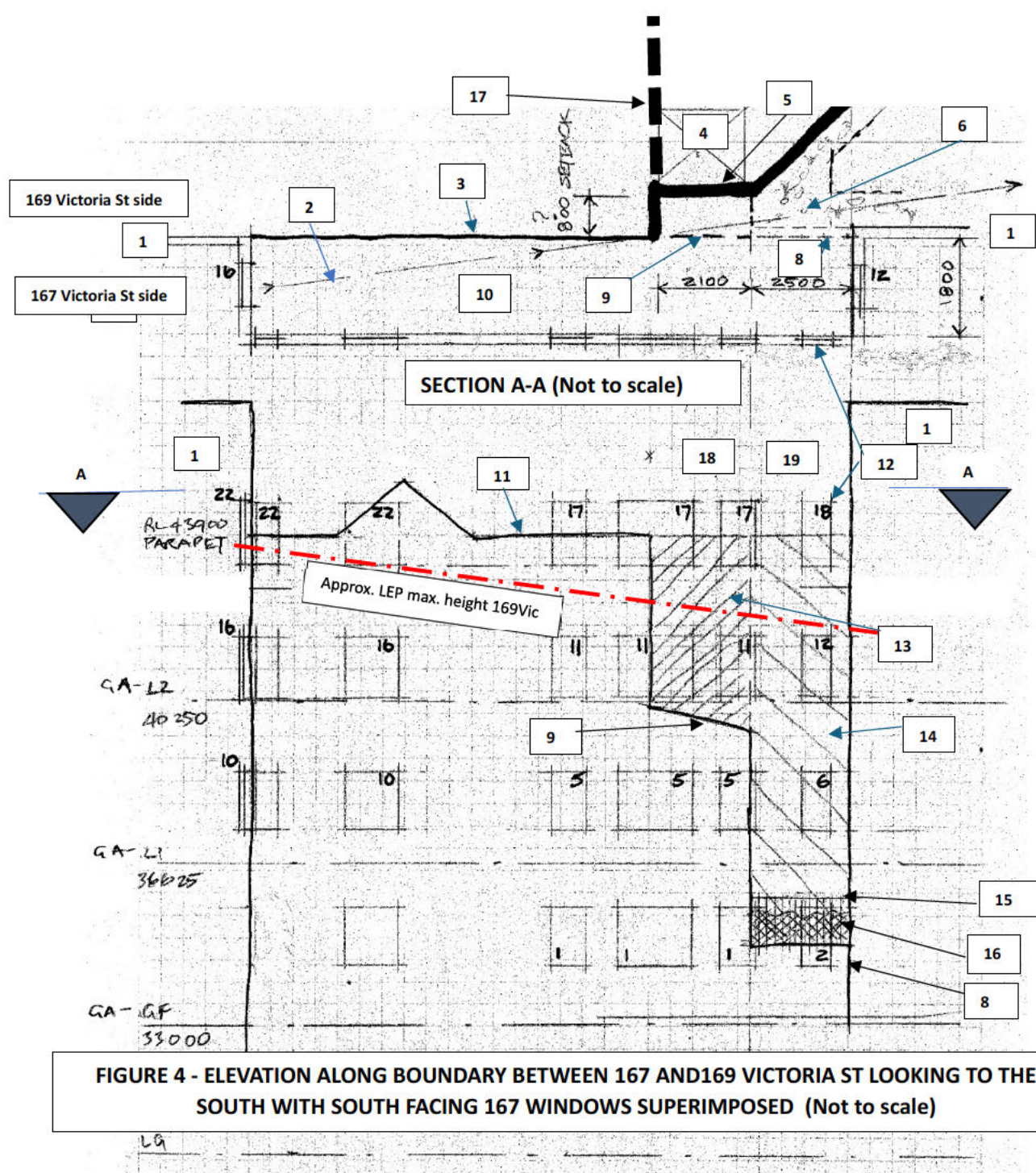


Figure 3. View of the site showing the adverse impacts on 167Vic in the opinion of BMA. Source. Base drawing – Woods Bagot Design Report DA D/2024/947. Adverse impact notes by BMA.





#### Legend & Notes

a	Dimensions shown are approximate.	11	Line of existing 169Vic walls adjacent on the bdy.
b	Location of 167Vic windows relative to 169Vic features are approx. correct.	12	South facing windows on 167Vic with Unit No. shown.
1	167Vic walls adjacent to boundary with 169Vic.	13	Proposed wall on 169Vic setback approx 0.8m from exist..
2	Critical view line through boundary gap for windows facing west.	14	Proposed chamfered wall and terrace starting 2m from bdy.
3	Line of 169Vic upper parapet wall on boundary.	15	Existing balustrade on the boundary
4	Proposed lift below on 169Vic.	16	Proposed plant screening
5	Line of proposed new roof & wall on 169Vic.	17	Line of western edge of existing roof to 169Vic
6	Proposed plant screening on 169Vic.	18	Proposed top of parapet. 800 setback from current line
7	Not used	19	Proposed top of parapet. Chamfered & setback from exist.
8	Line of existing retained boundary wall at Gnd level.		
9	Line of existing retained boundary wall between Gnd and Level 2.		
10	Southern light well (slw) area of 167Vic.		



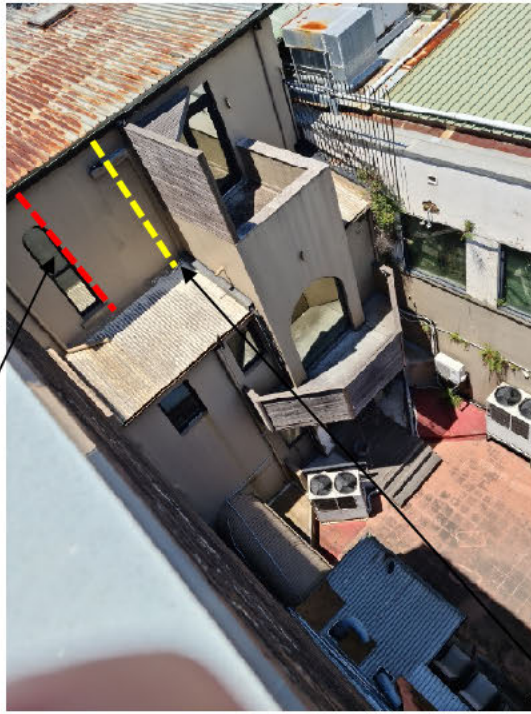
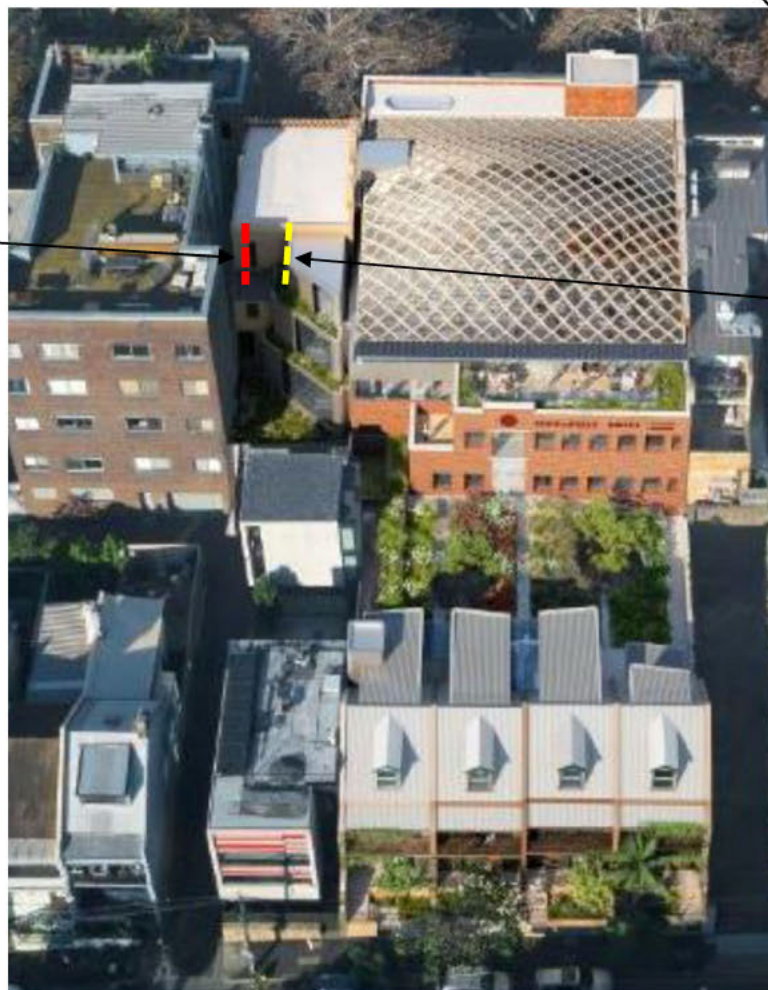


Photo 7. Existing rear courtyard of 169Vic. You can see the rear windows of the existing in the proposed extension below.



DA D/2024/947  
Approx vertical line  
of intersection with  
the existing rear wall  
of the proposed  
north wall of the  
rear extension  
above Level 2 which  
is much closer to the  
167Vic boundary.

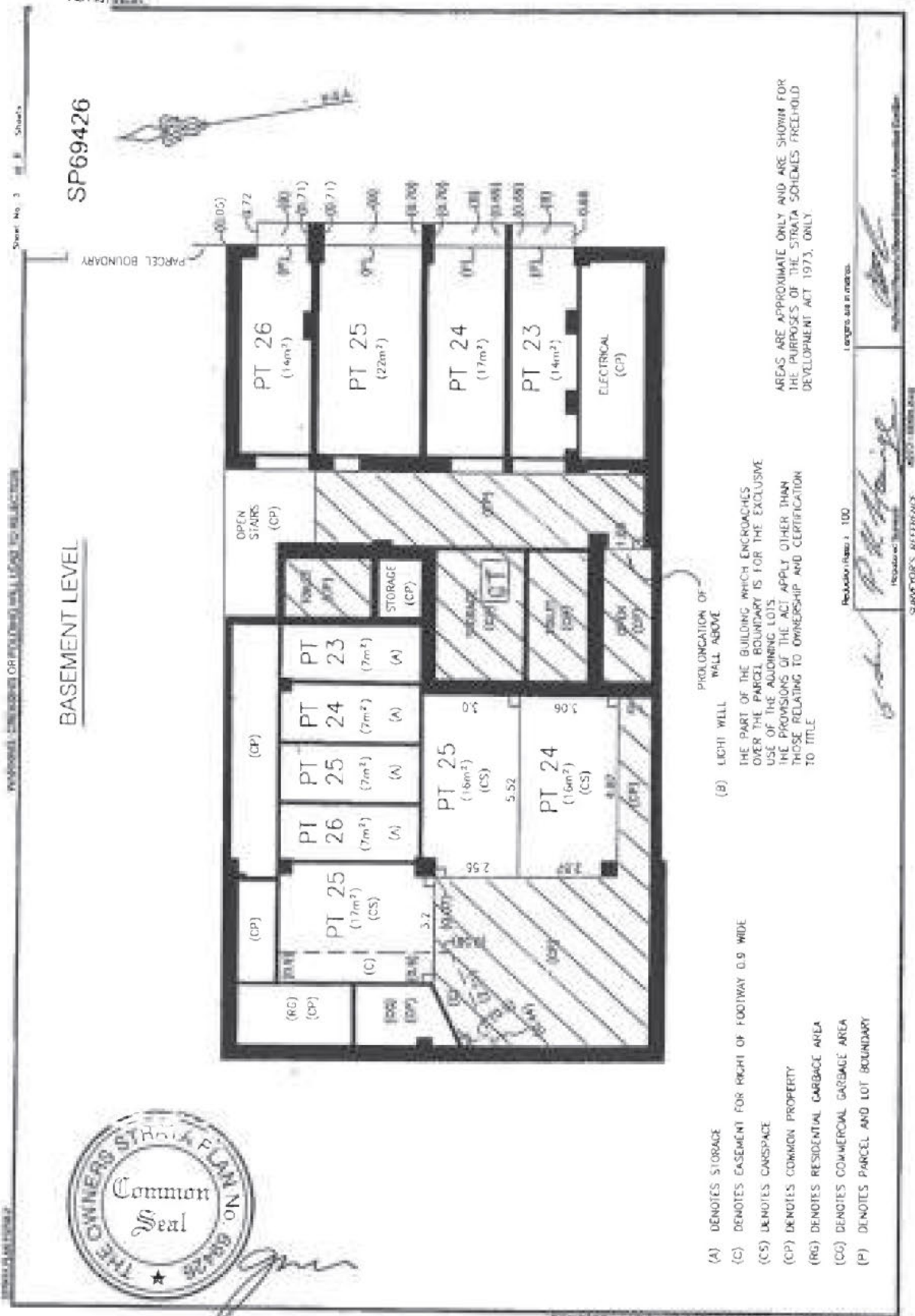
DA D/2021/927  
Approx vertical line  
of intersection with  
the existing rear wall  
of the proposed  
north wall of the  
rear extension  
above Level 2 which  
has lesser impact  
than in D/2024/947.

Photo 8. View of proposed rear extension to 169Vic in the recently approved active DA (DA D/2021/927), which appears to have a much lesser impact on light, view and privacy on 167Vic, due to it having greater setback from the 167Vic boundary than the proposals in the DA that is the subject of this report (DA D/2024/947).

NOTE THAT THE PROPOSALS IN THE ABOVE IMAGE ARE NOT PART OF THE DA THE SUBJECT OF THIS REPORT.

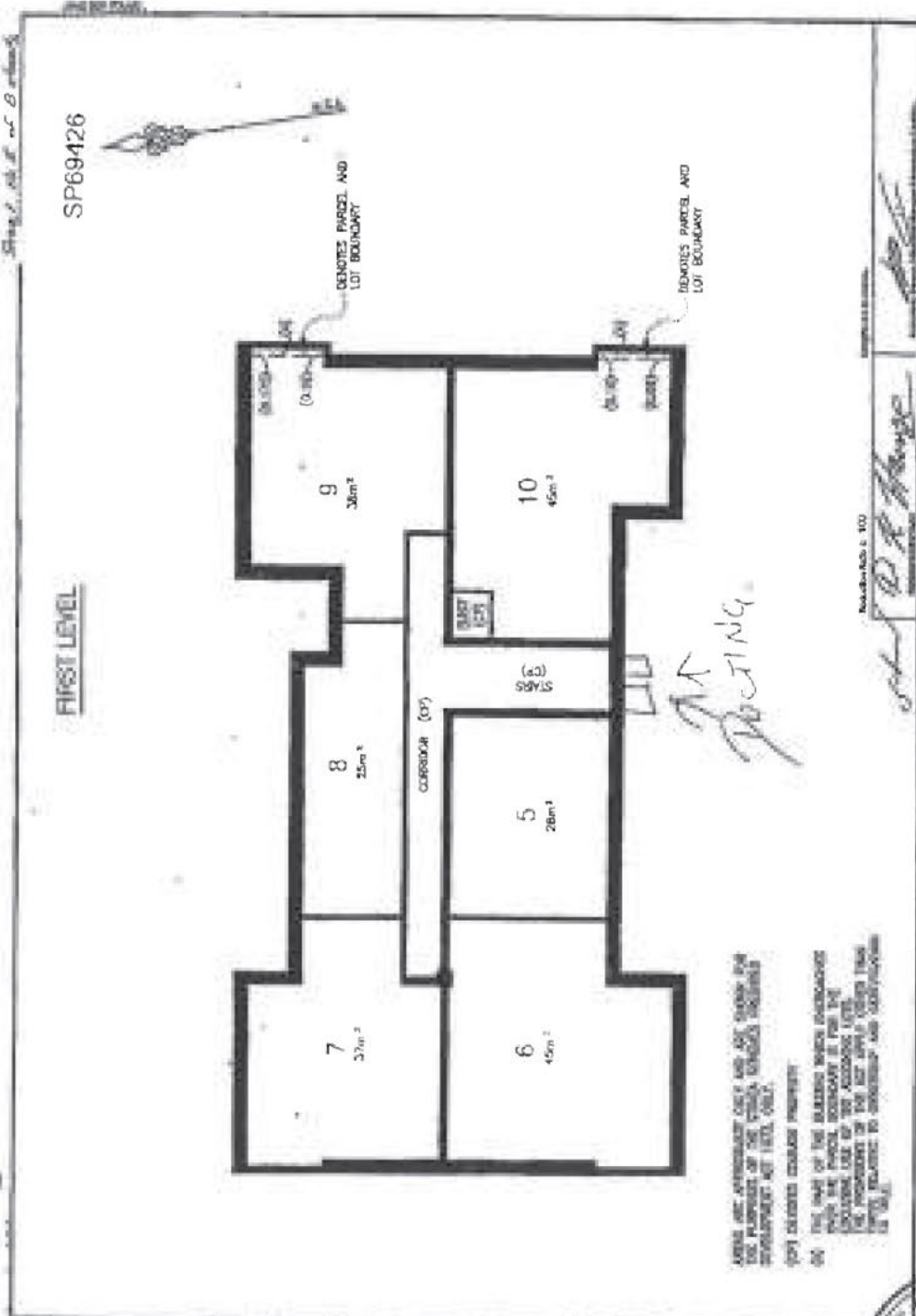
Source: Knight Frank Town Planning SEE, 2021 for D/2021/927

## **ATTACHMENT 2 – STRATA PLAN**









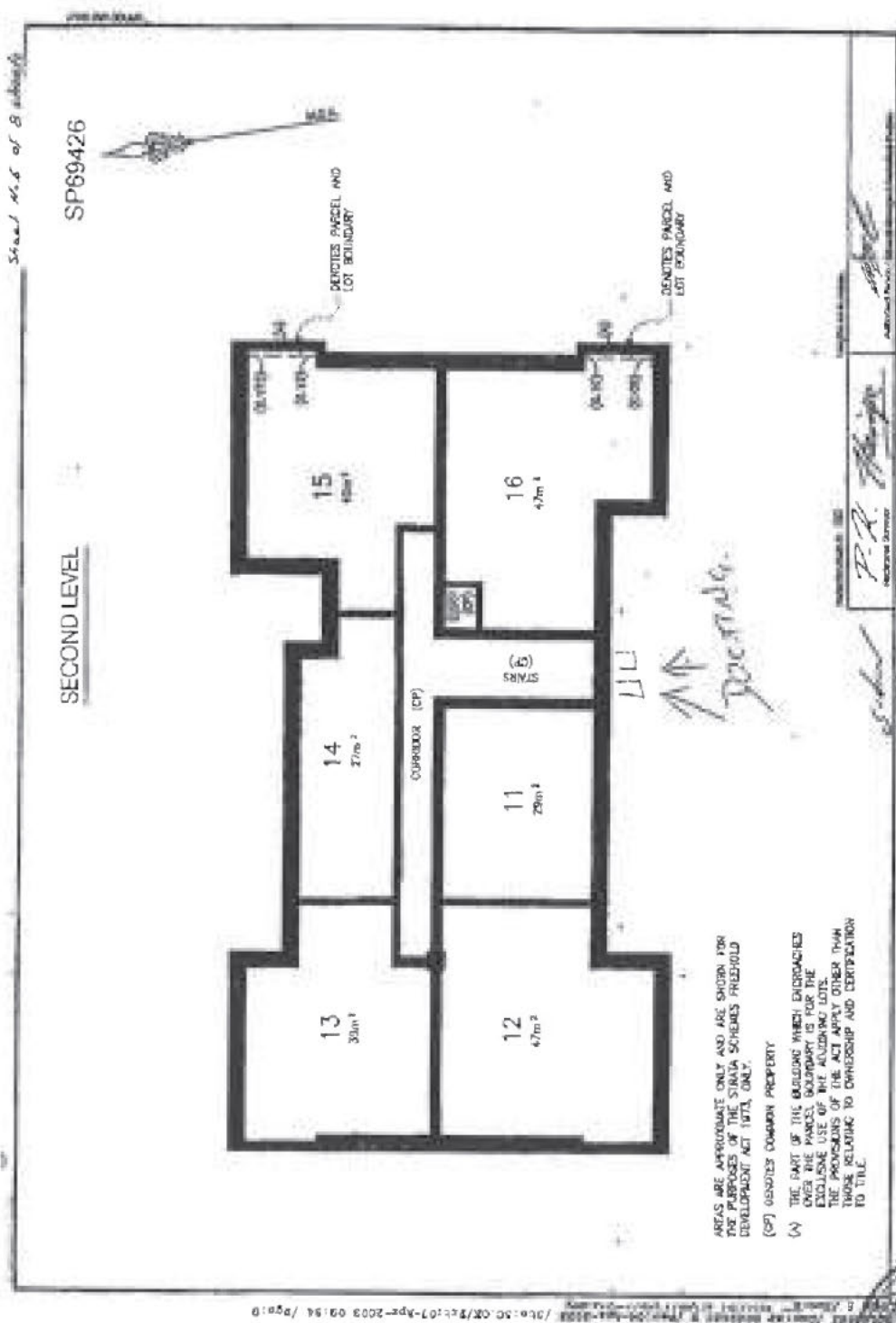
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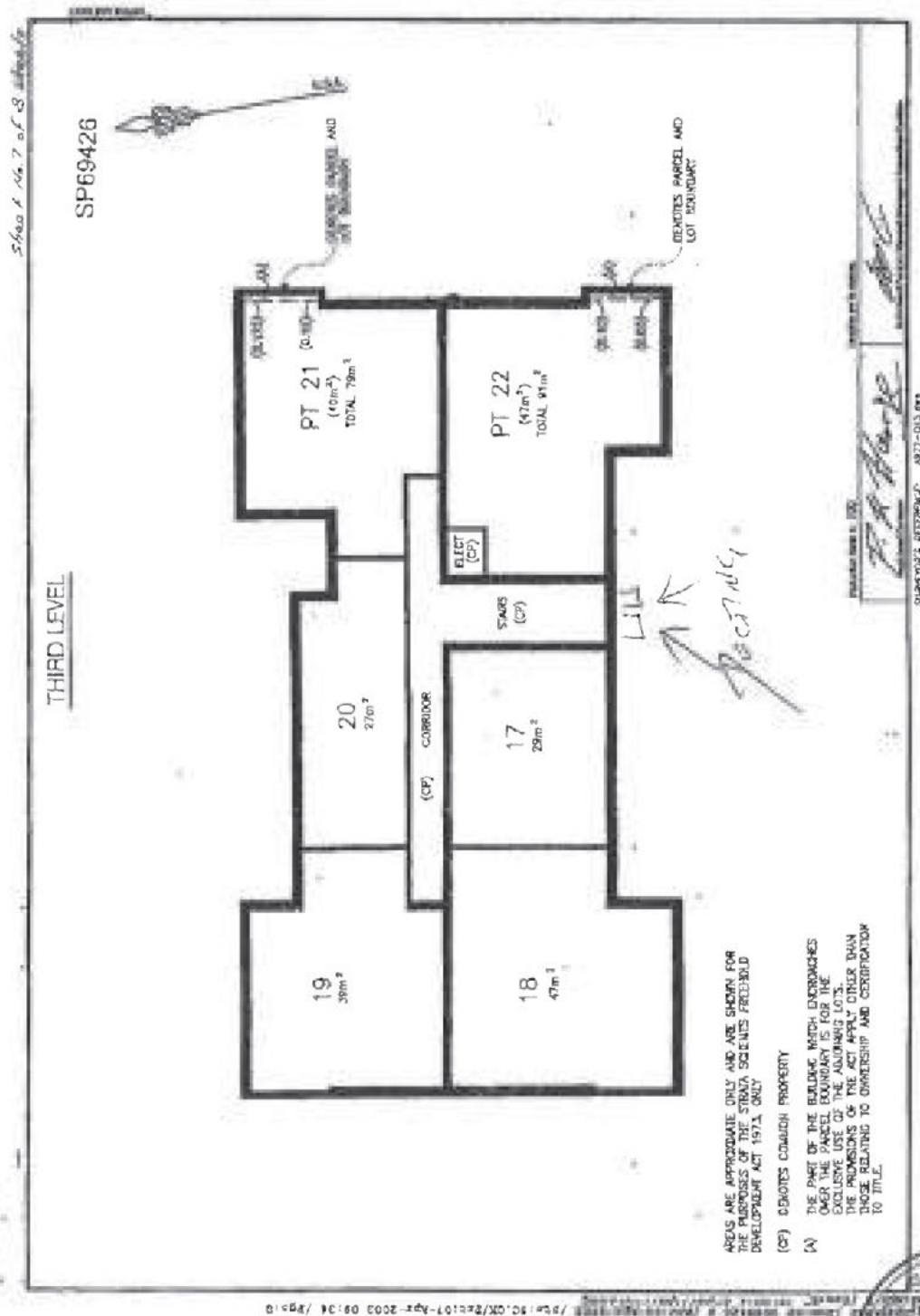
Page 6 of 9

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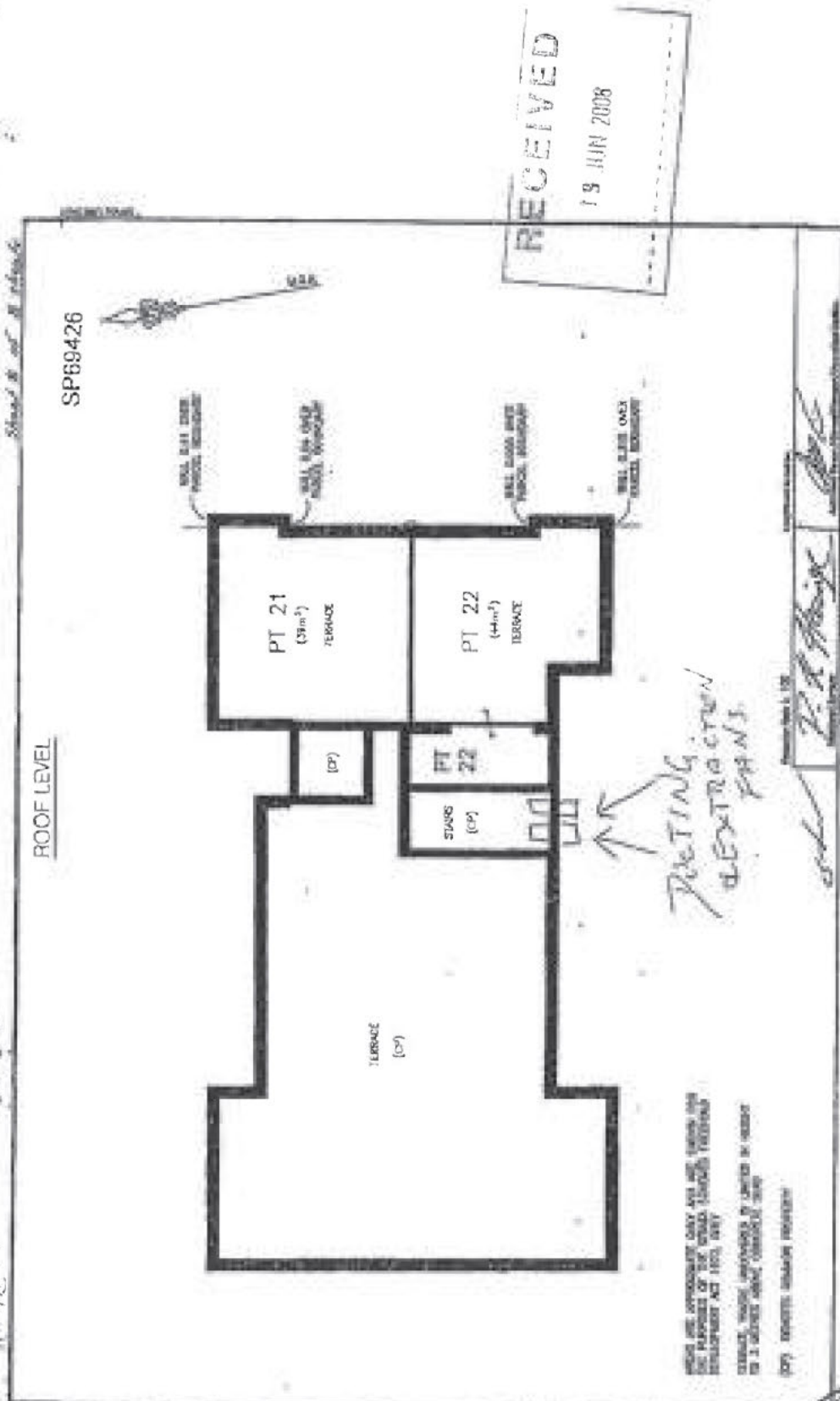








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# METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD

## SEWERAGE SERVICE DIAGRAM

Municipality of Sydney No. 728877

(Rotten Point)  
 Boundary Trap  
 P.T.  
 G.S.D. Sewage Interceptor  
 Gully  
 S.W.T. P. Trap  
 R.S.S. Refuse Sink

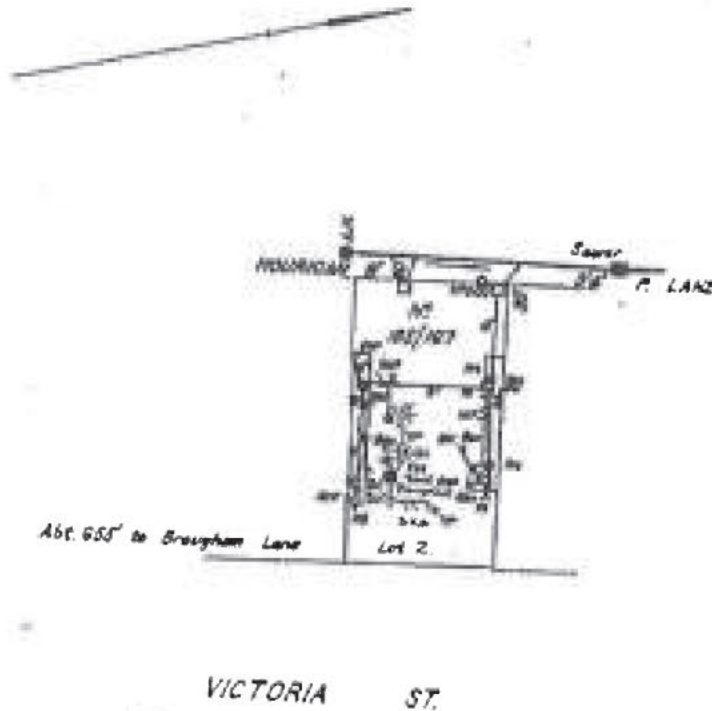
### SYMBOLS AND ABBREVIATIONS

■ R.V. Refuse Valve	I.P. Invert Pipe	Bas. Basin
○ VERT. Vertical Pipe	S.P. Sewer Pipe	Shower
○ V.P. Vent. Pipe	T. Toilet	W.C.P. Wrought Iron Pipe
○ S.V.P. Soil Vent. Pipe	K.L. Kitchen Sink	C.I.P. Cast Iron Pipe
○ D.C.C. Down Cast Cast	W.C. Water Closet	F.W. Floor Waste
	B.V. Bath Waste	P.W. Washing Machine

SCALE: 40 FEET TO AN INCH.

### SEWER AVAILABLE

Where the sewer is not available and a special inspection is involved the Board accepts no responsibility for the suitability of the drainage in relation to the eventual position of the Board's Sewer.



RATE No. \_\_\_\_\_ W.C. \_\_\_\_\_ U.C. \_\_\_\_\_ I.P. \_\_\_\_\_  
 SHEET No. 3798 OFFICE USE ONLY FOR ENGINEER HOUSE SERVICES

DRAINAGE		PLUMBING	
Supervised by	Date	Supervised by	Date
Examined by	Inspector	Inspector	
Chief Inspector			
Tracing Checked			
		838 231	

12-8-1938

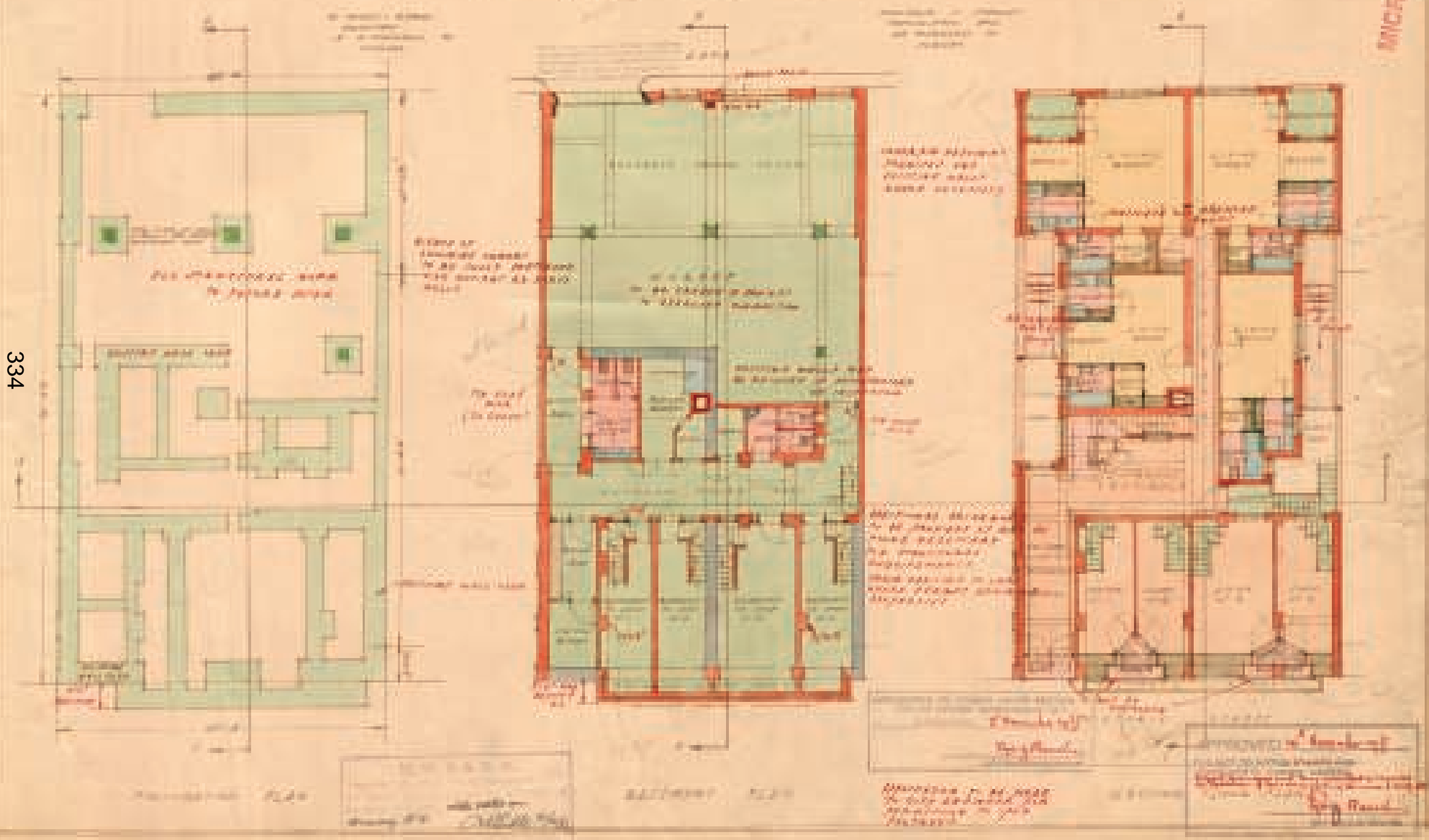
NOTE: This diagram only indicates availability of a sewer and any sewerage service shown as existing in Sydney Water's records. The existence and location of Sydney Water's sewers, stormwater channels, pipes, mains and structures should be ascertained by inspection or maps available at any of Sydney Water's Customer Centres. Positions of boundaries, boundaries, sewers and sewerage service shown here are approximately only.

## **ATTACHMENT 3 – ORIGINAL DRAWINGS**

MICROFILMED

PLAN OF PROPOSED SHOP & FLAT WITH GARAGE  
VICTORIA STREET KING CROSS  
ON WATER LORRY TRAIL

PROPOSED BY  
MR. J. H. B. B. B.  
ARCHT. 1911

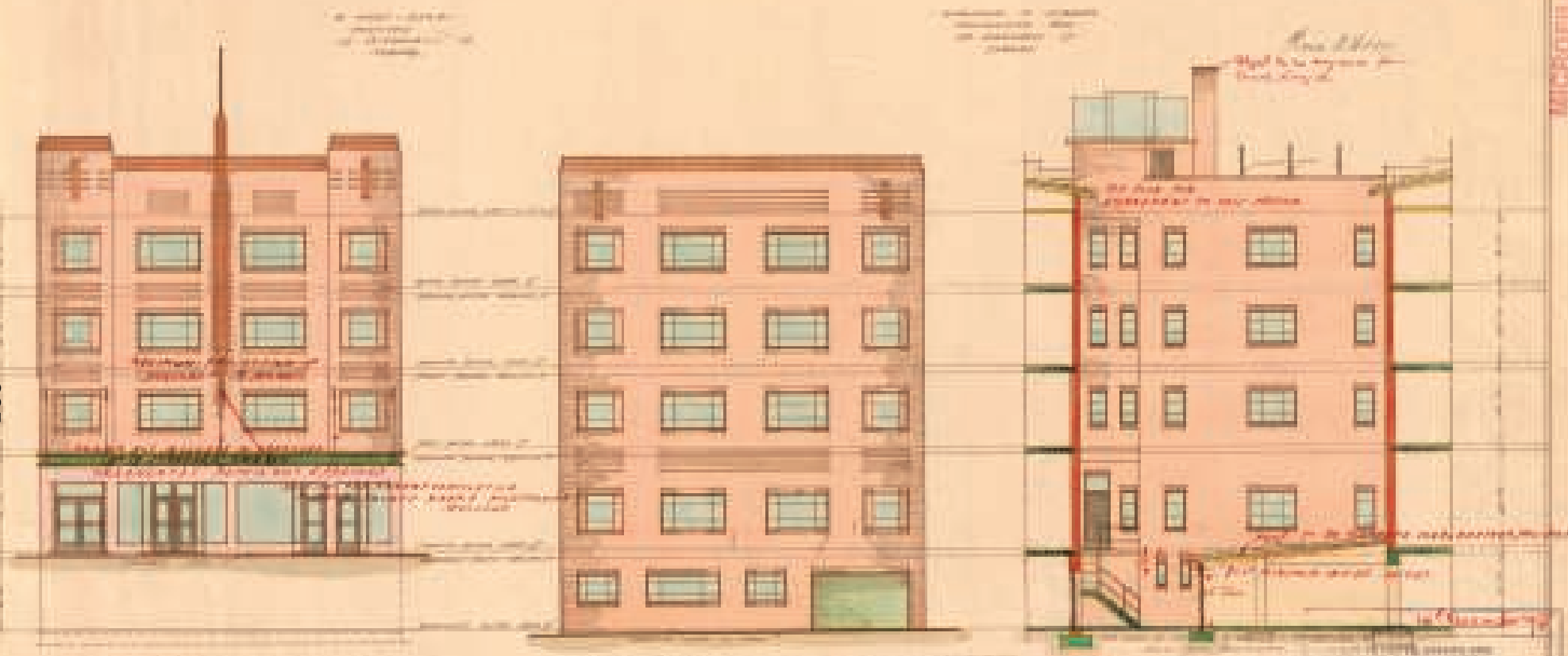




PLAN OF PROPOSED SHOP & FLAT AND GARAGE  
VICTORIA STREET KNOX CASH  
WALTER LUMLEY Esq.

4

335



Notes and specifications for the proposed building. The text is written in a cursive script and includes details about the construction, materials, and dimensions. It also includes a section titled "FLOOR PLAN" and a section titled "ELEVATIONS".

**FLOOR PLAN**  
The floor plan shows the layout of the building, including the shop, flat, and garage. It includes dimensions and annotations for each room.

**ELEVATIONS**  
The elevations show the exterior of the building from different angles. They include dimensions and annotations for the windows, doors, and roof.

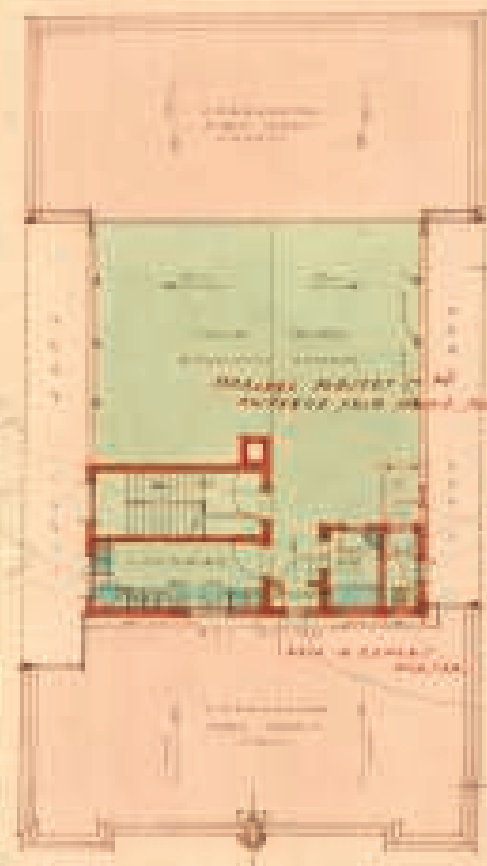


- PLAN OF PROPOSED FACTORY & FLINT AND GARAGE -  
- - - - - VICTORIA STREET KING CROSS - - - - -  
- - - - - THE BRIDGE COMPANY LTD - - - - -

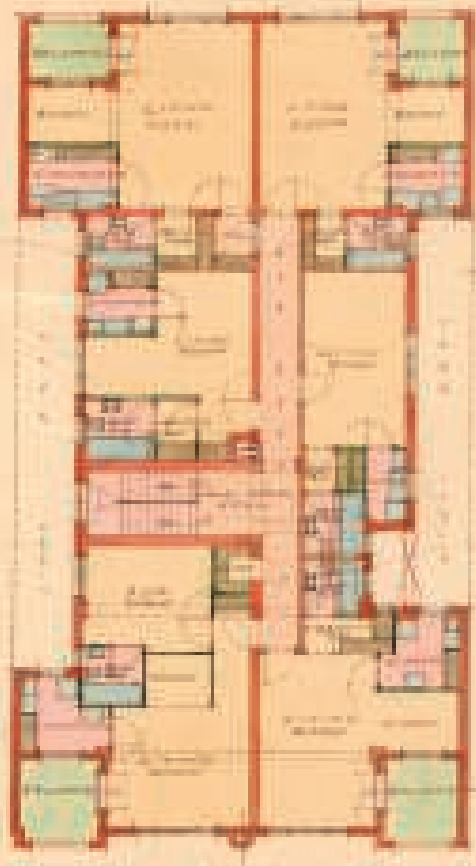
Scale of Feet  
1" = 10' 0"  
1" = 20' 0"  
1" = 30' 0"  
1" = 40' 0"  
1" = 50' 0"  
1" = 60' 0"  
1" = 70' 0"  
1" = 80' 0"  
1" = 90' 0"  
1" = 100' 0"

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336



APPROVED  
By the  
City of London  
Council



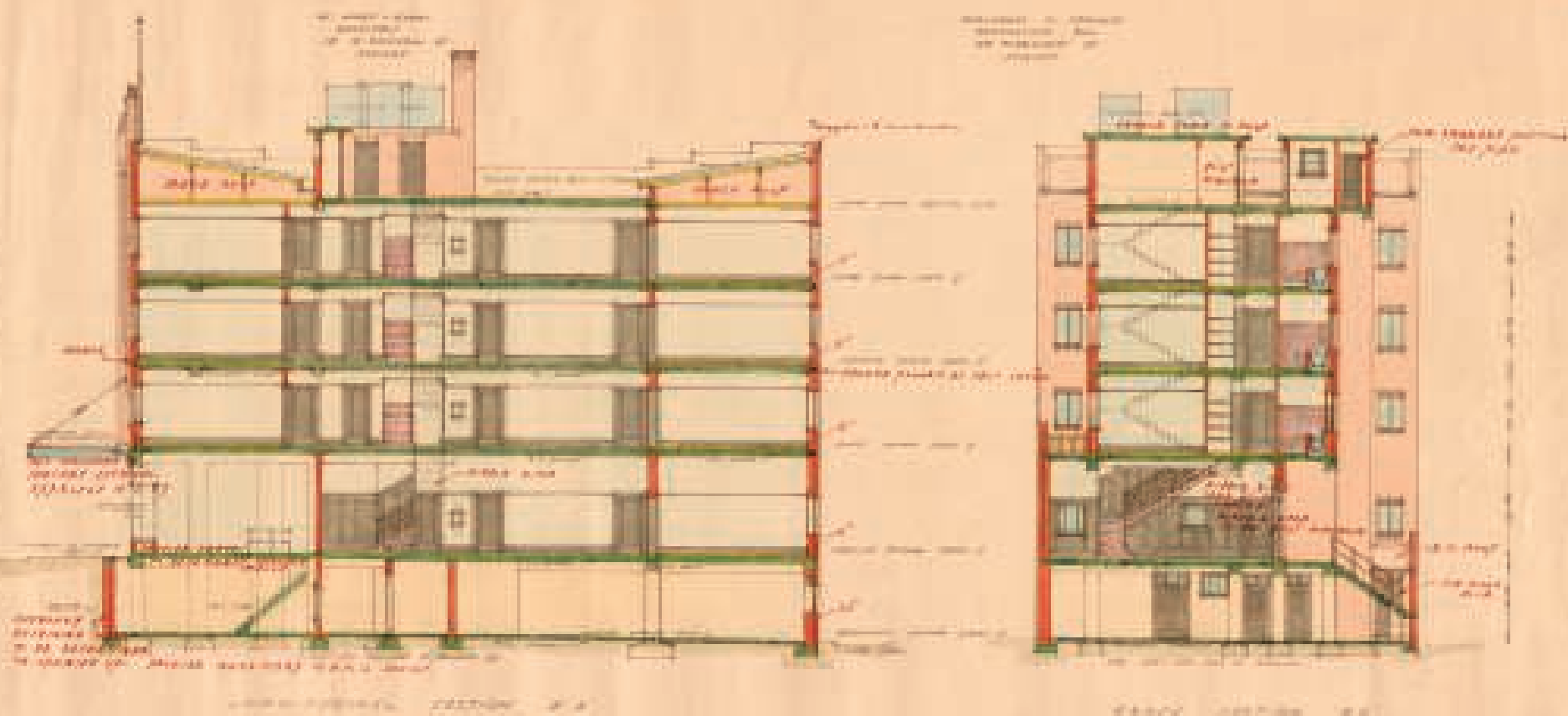
APPROVED  
By the  
City of London  
Council



APPROVED  
By the  
City of London  
Council

PLAN of PROPOSED WEST & EAST SIDE GARAGE  
 VICTORIA STREET KING CAROL  
 (see WATER LAYOUT, etc.)

3



APPROVED *Wm. J. H. 1917*  
 ARCHT. & ENGINEER  
 100-101 VICTORIA STREET  
 BY *Wm. J. H.*  
 100-101 VICTORIA STREET

# Robert Thorburn

1. **CONTACT DETAILS:** [REDACTED]
2. **QUALIFICATIONS:** B.E. (Civil) University of NSW. DipPM
3. **ACCREDITATIONS:** CPEng NER (Civil)  
Previously, Registered Project Manager (AIPM)  
Rail Industry Worker (RIW) incl Cat 3 Medical Oct 2021

## 4. **EMPLOYMENT HISTORY & WORK EXPERIENCE:**

### **Building Matters Assist – Project Manager and Building Consultant** **Oct 2021 - Present**

Investigation and reporting on non-compliances in residential building projects where problems have arisen that are adversely impacting on the owners. This involves researching the BCA, standards and relevant legislation to confirm and demonstrate the non-compliance to the contractor, both in a technical and legal sense, and then working with them using standard project and contract management methods to achieve satisfactory remediation. A primary objective of this role is to resolve non-compliance issues without involving litigation. Where this can't be achieved, a pathway is provided for owners towards a more legal resolution or litigation. Examples of projects since inception of BMA are:

*Beaxh St Coogee -*

*Wilson St Darlingtong* – Remediation of water entry and severe damage to an apartment including initial investigations into the causes, engagement of Regulated Design services under DBPA Act and management to completion within a legal dispute between the Owners Corporation and the Lot Owner over the responsibility for the work. Acting as project manager and mediator.

*Bedford St Newtown – Defects Remediation Project.* Initial assessment of building defect, engagement of subject matter experts for specialist areas such as facades, waterproofing and legal, establishment of a defects remediation project plan and management of the original building contractor within this plan to complete remediation works within the statutory warranty period (ongoing).

*Pacific Hwy Lindfield – Remediation of flooded apartment due to bathroom renovations.* Resolution of a dispute over the extent of costs and expenses incurred by the owner that are reimbursable by the building contractor, due a pipe rupture during demolition work for the renovation. Ongoing).

*Ancrum St Waverton – Non-compliances in an adjoining building development.* Resolution of a dispute with the building contractor and the owner of the adjoining development over non-compliances with BCA and the Conditions of Consent that were adversely impacting on the adjoining property (my client).

*Clarinda St Hornsby – Structural non-compliances in house renovation.* Intervention on behalf of the owner to rectify observed non-compliance of a number of structural elements installed as part of the work.

### **CAF Rail Australia Pty Ltd – Project Manager, Parramatta Light Rail** **Sep-Oct 2021**

Project Manager (contract role) for preparation of a major variation submission to TfNSW for the main D&C contract including development of multi-discipline concept design and scope of work with the SME team, management of the cost estimate and programme.

Management of a range of building and infrastructure projects and provision of consulting services in relation to capital and maintenance works primarily in the rail industry and other government areas but also for building owners in the private sector.

Key projects managed for private industry and Government clients included:

- Project manager for a fire upgrade order from Council to a heritage block of 9 apartments at Kirribilli (23 Holbrook Ave) (\$0.5M). Works included fire rating of walls and ceilings, fire isolation of the fire stair, installation of automatic alarms and detectors. It included management of the “engineered solution” for an alternative design for the upgrade of significant heritage features including entry doors, stair well and ceilings. Prepare compliance certification to Council for issue of Occupancy Certificate. **2018-2019.**
- Project manager for the HVAC and energy upgrade to a 15-level strata commercial and retail building (83 Mount St North Sydney) (\$1.7M). Works included replacement of chiller, cooling tower, floor controls, BMS and high efficiency lighting to common areas. It included the successful application and management of a \$0.5M grant from the Federal Gov’s Green Building Fund. **(2011-2012);**
- Project manager/building consultant and for a range of remedial works projects and compliance with standards relating to waterproofing, damp rectification, sewer rectifications and building defects, mainly relating to residential buildings. Together with provision of advice to property owners where adversely impacted by adjoining developments. Preparation of DA’s and CC’s. **2018 to 2021.**
- Project manager for installation of debris interceptor system to within the sewerage system at four juvenile justice centres (Baxter, Cobham, Acmena and Riverina) across Sydney and Regions NSW for Department of Juvenile Justice (\$0.8M) **2011.**

**1997 and 2010** – Key projects managed for RailCorp or rail related clients included:

- Project Manager – Extensions and refurbishment to Rail Training facility, Belmore (0.8M) **1997.**
- Project Manager – restoration and upgrade to heritage assets around NSW regional sites including stations and maintenance facilities including Gulgong, Dunedoo, Eskbank, Thirlmere, Scone, Gundagai, Bangalow, Milthorpe, Werris Creek, Kyogle and Moss Vale. Typical value \$0.05m to \$0.3M. RailCorp Property Division
- Rail Compliance and Interface Manager for St Leonards Forum new station development (\$20M) by external party. Delivery of design and construction acceptance statement of the completed work to RailCorp Property, including progress inspection of construction work, using the team of consultants and the legal advisor (2001).
- Project Manager – Concept design for upgrade to the fire protection system Rail Transport Museum, Thirlmere (2.0M). The design included an “engineered solution” using wireless detectors that was regarded as state-of-the-art technology at the time. (2005).
- Audit of compliance with RailCorp’s project management methodology, of the Core Project Management Documents prepared by 30 project managers for their new reporting system, RailCorp Major Projects – Client - RailCorp Major Projects (2007).
- Rail Consultant - Pedestrian Footbridge, Eveleigh over the Inner West Rail Corridor, Redfern Waterloo Authority (\$6.0M) – technical advice on rail requirements for design and construction over the extremely operationally sensitive Inner West Corridor (2007).
- Procurement Officer (part-time secondment) with Infrastructure Procurement March ‘08 to October ‘08. Client RailCorp Infrastructure Procurement.

- Project Manager for establishment of the new period contract for Automated Rail Flaw Detection (\$10M over 3 years for RailCorp Engineering 2008. Procurement methodology included a worldwide Registration of Interest (2008);
- Project Manager - Installation of Security Fencing at four high risk Rail Stations, RailCorp Security Division (\$1.5M) - RailCorp Security Division (2009);
- Project Manager - Installation of Perimeter Security Systems for Strathfield Signal Box (\$1.5M), RailCorp Major Projects – provision of engineering design for CCTV, fencing, access control services. Provision of compliance certification of works. 2010. Client - RailCorp Major Projects;
- Project Manager - Installation of Perimeter Security to Maintenance Centres & Stabling Yards, RailCorp Product Development (\$75M) – project management and engineering services (fencing, CCTV, Access control) for concept phase (2010);
- Project Manager - Rectification of Damaged Sewer within the main rail corridor, Seven Hills, RailCorp Maintenance (\$0.2M), 2011;

**Recruitment Consultant** (carried out concurrently with Project Manager roles over the same period) **2011 to 2021.**

Provision of professional engineering and project management contract personnel, primarily in the rail and construction industries, with RailCorp as our main client and more recently, Sydney Trains and TfNSW.

**Metropolitan Construction Engineer (MCE), CityRail**

**April 1990 - August 1997**

**Project Manager**

Key projects managed include:

- Eastern Concourse, Parramatta Station (\$15.5M). Design and construction management of new underground concourse from concept design through to opening involving fast-track construction for civil and structural packages. Project included all geotechnical, civil, structural, electrical, mechanical and hydraulics services and lifts and escalators. Project involved extensive negotiations with Council, RTA, DOT and bus operators on modifications to the bus interchange. The design was based on a construction method which minimised the number of track possessions and disruption to passengers and yet was cost and time effective.
- Hurstville Closedown (\$9.0M). Management of replacement of track infrastructure including track, signals and overhead wiring during a full closedown of all tracks for a 2-week period over Christmas '96. This included co-ordination of interim train arrangements and bussing.
- Program manager for junction renewal program including concept phases for Auburn, Kiama and Blacktown Junctions.
- Project manager for the design phase of upgrading of Museum and St James Stations (\$16M), including new fire and life safety upgrade smoke exhaust systems to meet the then recently introduced rail standards.
- Sydney Terminal Commuter Tunnel (\$5.0M) including design and construction management using a combination of SRA labour and contractors. Highlights of the project were the successful management of the construction within a major train operating and public environment Central Station).
- Various railway related facilities using both contractors and SRA labour ranging in value between \$0.05M and \$1.0M and including substations, sectioning huts, signals buildings, waste disposal facilities, CountryLink Travel Centres, overhead wiring structures, training and office buildings.

**Hillier Parker, Sydney****Oct 1987 – Mar 1990****Project Manager**

Projects included refurbishment of high-rise office buildings, Bridge St (\$4.5M); expansion of tourist resort facilities, South Molle Island (\$2.5M); industrial land subdivision including container storage park at former tip site, Silverwater (\$0.6M); office fitouts ranging from \$0.05M to \$0.7M

Project management services for each project generally consisted of preparation of proposals and feasibility, management of design, authorities' approvals and management of construction either by contractor or construction management.

**Maunsell & Partners Pty Ltd, Sydney****Mar 1986 – Oct 1987****Senior Structural Engineer**

Ramada Renaissance Hotel, Sydney (\$170M). Management of detailed design and construction inspections, liaison with construction manager and consultant team for structural engineering on 38 level hotel constructed on a "fast track" programme. Contract engagement was from submission of B.A. to completion of typical floor construction cycle.

**R.R. Montano Consulting Engineers, Sydney****Mar 1984 – Mar 1986****Senior Civil/Structural Engineer**

Responsible for structural and civil engineering components of various oil and petrochemical projects. Projects including 2km white products pipeline, Port Botany; construction of 2800 cubic metre LPG storage terminal for Powell Duffryn, 2000 cubic metre petroleum storage tank for BP Banksmeadow.

**Rankine & Hill Pty Ltd, Sydney****1981 – 1984****Senior Civil/Structural/Maritime Engineer**

Structural design on projects including Brisbane International Airport; Mining School at Lithgow TAFE; site supervision of construction of high-rise steel structures for Castle Peak Cement Plant (HK).

Design and construction management of civil projects including siteworks for redevelopment of Sydney Hospital and Warringah Mall; extensions to water, sewerage services at Bankstown Airport.

Maritime and coastal engineer for marina developments; Condor and Stuart Oil Shale Projects; restoration works to Eden Woodchip Loading Facility; patrol boat facility, Doha.

**Noyes Bros Pty Ltd, Sydney****1981****Structural Engineer**

Structural design for Port Kembla Coal Loader.

**Commonwealth Dept Housing & Construction  
Darwin, Melbourne & Canberra****1977-1981****1977 – 1979****Structural Engineer****1979 – 1981****Maritime Engineer**

Structural design and construction management of various government buildings including warehouses, schools, defence buildings, offices.

Investigations, designs and construction management of maritime structures including Darwin and Cairns Patrol Boat Bases, Cox Peninsula Jetty (Darwin), Woolloomooloo Wharf.

**GHD, Darwin****1975 - 1977****Structural Engineer**

Structural design for upgrading to cyclone standard of houses, flats, commercial and industrial buildings.

5. **SOFTWARE** Office 365, Teams, MS Project, Aconex (basic)

6. **REFEREES** Upon request

6. **COVID STATUS** Fully vaccinated

**From:** ViwatwongchaiChatchai: [redacted] on behalf of ViwatwongchaiChatchai: [redacted] <VivatwongchaiChatchai: [redacted]>  
**Sent on:** Monday, December 2, 2024 10:51:04 PM  
**To:** DASubmissions <DASubmissions@cityofsydney.nsw.gov.au>  
**CC:** [redacted]  
**Subject:** Submission D/2024/947 171 173 Victoria Street POTTS POINT NSW 2011 Attention Rebecca Gordon

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Project: 121269  
169 173 VICTORIA ST 90 98 BROUGHAM ST POTTS POINT

Dear city of sydney council,

How are you? My name is Chatchai Viwatwongchai and I am a resident of on Victoria street, Potts point, next door to the development.

The laneway off of brougham street, which is called Hourigan Lane. Is so narrow especially at the turn that it is a 90° angle and this is now the best opportunity to resolve this issue. By pushing back 90 brougham lane by 0.5M 1M, this way that Hourigan lane is wider and they won't be any constant damages to the side of 90 brougham lane new development and also less damage for 165 167 Victoria street rear lane.



My car every time will be stuck here at the bend and I have to get two other people to spot me and take about 20mins to get out and in. I can imagine if it is someone who does not care, they will just crush into 90 Brougham street's garage door and leave if they don't care. Which I can see many hits on the garage now which is not good for the new development. This sharp bend in Hourigan Lane has caused significant damage to the garage facades of the properties being redeveloped along that lane. As daily users of the laneway with our cars, we kindly request that you consider accommodating a setback of at least 0.5M 1m from the outer boundary the affect area of the proposed development on Hourigan Lane. This measure would prevent future damage to your properties and vehicles, while also facilitating easier access in and out of the laneway through the bend. For the all the neighbours living in here and also the new development as well.

We have attached a copy of the affected section of the proposed development for your reference.

Several other neighbors backing onto the laneway will also be making similar requests. We appreciate your consideration and accommodation of our request. We look forward to hearing back from you on this matter.

Thank you!

Regards,  
Chatchai Viwatwongchai  
[redacted]





**From:** Y K <[REDACTED]> on behalf of Y K <[REDACTED]> <Y K <[REDACTED]>  
**Sent on:** Monday, December 2, 2024 11:31:24 PM  
**To:** dasubmissions@cityofsydney.nsw.gov.au  
**Subject:** Submission - D/2024/947 - 171-173 Victoria Street POTTS POINT NSW 2011 - Attention Rebecca Gordon

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hello. I'm a 2011 resident and opposed to turning the property into a hotel. The residents of Potts Point give it a unique sense of community that I've grown to love over the last couple of years. Tourists will take away from that. Plus, this proposal will eliminate much needed housing for existing Potts Point residents. Please reconsider.

Thanks,  
Anna K

**From:** [REDACTED] <[REDACTED]> on behalf of [REDACTED]  
<[REDACTED]> <[REDACTED]> <[REDACTED]>

**Sent on:** Monday, December 2, 2024 9:05:13 PM

**To:** council@cityofsydney.nsw.gov.au

**Subject:** Att: Rebecca Gordon , D/2024/947

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Dear Rebecca,

Hope you're well.

I would like to keep my name, and unit number private please.

This is regarding

## D/2024/947

90 Brougham Street POTTS POINT NSW 2011

92 Brougham Street POTTS POINT NSW 2011

94 Brougham Street POTTS POINT NSW 2011

96 Brougham Street POTTS POINT NSW 2011

98 Brougham Street POTTS POINT NSW 2011

169 Victoria Street POTTS POINT NSW 2011

171-173 Victoria Street POTTS POINT NSW 2011

We had spoken on the 6th November, 2024 via the telephone. To refresh your memory I am currently in Adelaide at the moment for surgery.

My apartment is [REDACTED] 181-183 Victoria Street , Potts Points, NSW, 2011.

I moved into this apartment 1997, and purchased it the year 2000.

This apartment has 5 windows, 4 of these windows face a wall , one of them is the block of units on Brougham St, and then the 5th window is from the Sunroom which is the only window with a clean outlook.

This apartment is dear to me and quite sentimental, a sweet apartment that I adore sitting in my sunroom with a cup of coffee, or with guests.

I have read through the Development Application D/2024/947 for the Piccadilly Precinct Redevelopment.

My concern is the potential impact it will have on my view from my Sunroom.

In the Documents under 'Urban Design Project', page 112 ' View Sharing Impact Analysis' is showing Existing Condition / Proposed Scheme. The drawing that is shown is from my Lounge room, mind you the window in my lounge room faces a wall, and that view is when sitting right next to the window looking out on the side.

What doesn't exist in the Document of Urban Design Project of View Sharing Impact Analysis is an Existing Condition /Proposed Scheme of the outlook from my Sunroom , whereas I have one for my Lounge room.

I would like a View Sharing Impact Analysis showing the Proposed Scheme from the Architects in regards to the

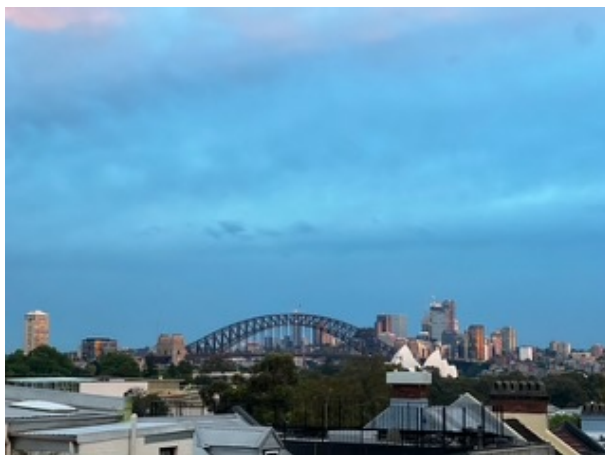
potential impact of the sharing view from my Sunroom outlook.

I have attached photos below of the Existing Condition of the outlook from my Sunroom which was missing in the Documents of Urban Design Project of View Sharing Impact Analysis.

I at this point cannot approve this development.

You are welcome to contact me if you need access to my apartment.

There are two photos below, please click onto them



Thank you kindly Rebecca,

Kind regards,

[Redacted signature]

**From:** Rob Thorburn <[REDACTED]> on behalf of Rob Thorburn <[REDACTED]> <Rob Thorburn <[REDACTED]>  
**Sent on:** Tuesday, December 3, 2024 2:40:57 PM  
**To:** dasubmissions@cityofsydney.nsw.gov.au  
**CC:** Mary Berkhout <[REDACTED]>  
**Subject:** Comments on DA D/2024/947 - 169 Victoria Street POTTS POINT NSW 2011 Attn Rebecca Gordon  
**Attachments:** report.D2024.947.final.241129.mgd.pdf (6.46 MB)

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi Rebecca

The Strata Committee of 165-167 Victoria St Potts Point, SP 69426, who represent the Owners Corporation of the building engaged Building Matters Assist to comment on the above DA and in particular on the adverse impacts on the residents and owners. Attached is the report which BMA has prepared in response to this engagement. The Strata Committee agrees with the recommendations in the BMA report and has asked BMA to submit this report to Council as representing their comments and objections.

This submission does not preclude individual owners from also making representations to Council.

Regards,

Rob

Rob Thorburn BE NER (Civil)  
Director  
Building Matters Assist  
[REDACTED]

**REPORT ON ADVERSE IMPACTS ON**  
**165 - 167 VICTORIA ST POTTS POINT, SP 69426**  
**OF**  
**DA NO. D/2024/947**  
**FOR**  
**PICCADILLY PRECINCT REDEVELOPMENT**  
**25 NOVEMBER 2024**



Image source: Woods Bagot Design Report in Support of Development Application of Piccadilly Precinct Redevelopment  
18/10/24.

Document Control:

File Name	Issued Date	Purpose of Issue	Issued by
Draft	25/11/24	For comment by owners	RT
Draft.rev1	25/11/24	For comment by owners. Section 2. Background added.	RT
Final	29/11/24	For comment by Lot Owners	RT



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## 1. Introduction

Building Matters Assist (BMA) has been engaged by the Owners Corporation of SP 69426 (OC) to provide an interpretation of the drawings and reports provided by Council for DA D/2024/947 and to comment on the potential key adverse impacts on 165 -167 Victoria St Potts Point (167Vic) of the Piccadilly Precinct Redevelopment.

The purpose of this report is to provide the OC and Lot Owners with information on the proposals from a building technical point of view and to assist owners in understanding some of the technical issues to enable them to make comment and raise any concern to Council if they feel it necessary. This report must be read in conjunction with all of the documentation provided by Council on <https://eplanning.cityofsydney.nsw.gov.au/Pages/XC.Track/SearchApplication.aspx?id=2431730>

This report does not deal primarily with any positive impacts of the proposed development although some positive impacts have been mentioned.

This report is intended to provide general building advice and is not to be read as planning, traffic, architectural, BCA, acoustics, heritage, social or legal advice. The report is not to be issued to any party other than the OC and Lot Owners of 167Vic without the specific permission of BMA.

The report is prepared by Rob Thorburn of BMA who is an experienced general building consultant and Registered Engineer (NER Civil). A copy of his CV is given in Attachment No. 4.

The report does not attempt to report on all adverse impacts but only the key ones affecting residents of 167Vic.

## 2. Background

BMA understands from a conversation on 25/11/24 with the Council contact for this DA, Rebecca Gordon, that the precinct currently has an active consent for the sites which was submitted in 2022 and finally approved in September 2024 after the Applicant satisfied all of the conditions of consent. BMA has not reviewed this DA and consent however, understands from Ms Gordon that it allows for the commercial use of the Golden Apple as a brothel and the Piccadilly Hotel as a hotel with rooftop bar. The owners at 167Vic should be aware that if the current DA now on exhibition (D/2024/947) is not approved by Council, the Applicant would have the option of reverting to the current active consent providing work commences within the next 5 years. BMA is unable to make a comparison of impacts on 167Vic between the active consent and D/2024/947.

BMA reviewed and made a submission on DA No. D/2024/204 in April 2024 on behalf of the OC. We understand that this DA was withdrawn by the Applicant and has no relevance to the current active consent nor DA No. D/2024/947.

## 3. Description of proposed development

We have used the description based on that provided in the BCA report, primarily as follows.

The proposal involves alterations and additions to all buildings within the site, to establish five residential dwellings, inclusive of four terrace dwellings and one shop-top housing development at the Piccadilly Hotel comprising ground floor food and beverage use and one residence above. The precinct will be serviced by a new private laneway, providing access from the rear of terraces and Piccadilly to Hourigan Lane.

Specifically, the DA seeks consent for:

1. Change of land use:

- The Piccadilly hotel at 171-173 Victoria Street to shop-top housing
  - The former 'Golden apple' at 169 Victoria Street to residential dwelling
  - The residential flat building at 96 Brougham Street to attached dwelling
2. Alterations and additions to:
- 92 – 98 Brougham Street to convert the existing buildings into two terrace dwellings
  - 90 Brougham Street to the rear to facilitate rear lane access
  - 169 Victoria Street to convert this from a brothel to a single residence
  - 171-173 Victoria Street to convert this from a hotel to a shop top housing development with ground floor food and beverage and a single residence above including addition of Level 3 rooftop area..
3. A new private laneway, connecting Hourigan Lane to the rear of the Piccadilly Hotel, providing 8 hotel car spaces and 10 car spaces to the residential properties.

It is worth noting here that the change in use of the Piccadilly Hotel to shop top housing includes the conversion of Levels 1, 2 and the roof to a very large (approx. 1,000 sq.m) residence as a Class 4 "Caretakers Residence" which appears to be an inefficient use of the property. The reason given for this (Page 32 of the Urbis SEE) is that:

"Importantly, the proposed caretaker residence above the Piccadilly provides for significantly greater opportunities for heritage retention and removes the requirement for fire sprinklers and other services to be installed throughout. This is considered to be the optimal use for the retention and reinstatement of the Hotel allowing it to be conserved as a high-quality residence with the least amount of intrusion.

While the stated intention of the Piccadilly hotel development is to change to shoptop housing, it is possible, although not stated in the documents, that the caretakers residence represents an interim plan only and a change of use at a future date could be sought and potentially for reinstatement of hotel use.

The aerial photos in Figures 1 and 2 show in summary the existing buildings and proposed developments in the precinct.

## 4. Impacts of proposed development

Although the focus of this report is on the adverse impacts, the 167Vic owners should be aware that there are a number of positive impacts of the development. These include:

- i. Restoration of a normal functioning and attractive streetscape to Victoria St compared to its current derelict appearance at these properties. See report cover photo.
- ii. Restoration and upgrade of the current derelict appearance the 169Vic and the Piccadilly Hotel properties as viewed from south facing windows of 167Vic. See comparison in Figures 1 and 2.
- iii. Improvement of views from the lower level west facing units of 167Vic due to the relocation by a few metres westward of the 90 Broughan St rear residence.
- iv. The general improvement to the precinct from the heritage restoration of the buildings.

A summary of the adverse impacts from the proposed development is shown in Figure 3 and described in more detail below.

### 4.1 Adverse impacts 169 Victoria St development

The rear extension to 169Vic will have adverse impacts on most Lots facing the building's southern light well (SLW) (including the south facing windows) to varying degrees from significant to moderate.

Photos 1 to 6 show the SLW and Figure 4 shows the position of SLW windows relative to the 169Vic boundary walls.

### **Light**

Of the units having windows facing the SLW, Unit Nos 17, 11, 5 and 1 (See Figure 4) only have south facing windows and receive no winter sun (and likely no sun at any time of the year). These units are highly disadvantaged in terms of current development standards. In addition, their daylight is restricted by the boundary wall to 169Vic to varying degrees according to their level and proximity to the boundary wall gap at the western end of the SLW. It should be noted that these units are one room studio units therefore, the two most western of the three windows are to living areas. The most easterly window is to the bathroom. The kitchen, as shown on the original building drawings, is not actually an enclosed room as referred to in the Woods Bagot Design Report, rather, it is part of the living area. Units 2, 6, 12, 18 and 10, 16 and 22 are less disadvantaged, in terms of sun and light, as they also have windows facing either to the east or west on the unit sides away from the SLW.

The proposed development would significantly reduce the light to the most disadvantaged units of 17, 11, 5 and 1 due to the presence of new walls and landscaping in close proximity to the boundary, despite these new wall being setback by 1 and 2 metres, as shown in Figure 4.

### **Views**

View from Units 17, 11 and 5 will be significantly reduced by the presence of the proposed new walls in close proximity to the boundary with 169 Vic.

The important view from Units 22, 16 and 10 to the west through the gap between the boundary walls ( Refer Item 2 - Critical view line for windows facing west and Photo 1) appear not to be affected due to the proposed new wall setbacks.

**Privacy and balcony noise.** Bathroom windows to Units 2, 6, 12 and 18 and Living area windows to Units 1, 5, 11 and 17 would appear to have a line of site between the windows and the proposed glass sliding doors to the chamfered walls, to some degree, which will give rise to privacy issues for these units. Also, the same units will have a line of sight to the proposed balconies on 169Vic which will give rise to both residential noise and privacy issues.

The reduction in amenity of those units referred to above, as a result of the proposed development, which already experience substandard amenity, raises the question of fairness and equity on these residents when the applicant is requesting exceedance of certain planning controls (eg height and FRS). In other words, is it fair to further compromise the amenity of these more “affordable” accommodation units in order to support the proposed development of the proposed high end luxury residences that are seeking to go beyond the current planning controls? This comment is especially pertinent in the current situation with affordable housing and the general housing shortage environment.

### **Justification for proposed variation to height limit (Urbis Report dated 21/10/24)**

BMA makes the following comments on this report in relation to the proposals for 169Vic and their impact on 167Vic.

The justifications for exceeding the height limit and BMA’s corresponding comment on these are in the following table:

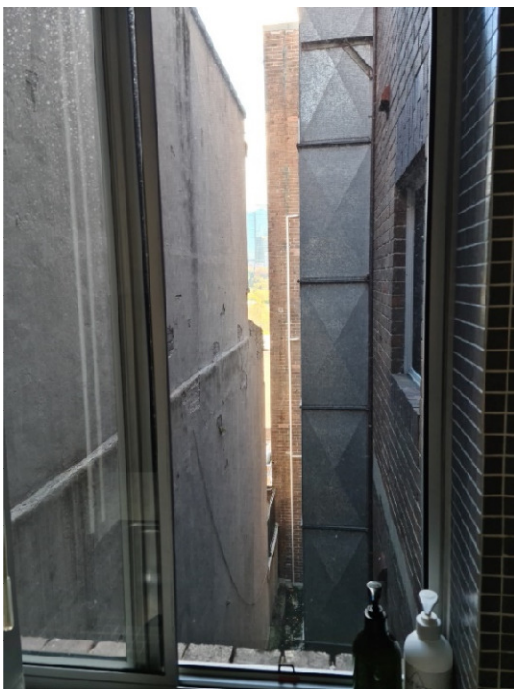
<b>Urbis justification</b>	<b>BMA comment</b>
The overshadowing analysis by Woods Bagot states that this demonstrates very minor additional overshadowing.	The analysis has not considered daylight overshadowing which is highly significant to the

	south facing apartments of 167Vic, having no winter solar access.
The view sharing impact analysis concluded that the rear façade has been designed to promote the non-compliant component limited to one apartment window	Agree, however the reduction in views from these apartments is significant given the existing disadvantage associated with south facing living room windows. The concept of view sharing, to be equitable, should include a weighting of the importance of views to the residents involved in order balance the disadvantaged residents against the advantaged residents. This concept has not been taken into account in the view sharing analysis.
The proposal does not increase the existing height of the overall building per say rather, simply provides for an extended roof form to match the height of the existing roof that is set back from the street parapet.	A purpose that the increase in height is to meet an extended roof form simply for design purposes should never be used, from a fairness and equity point of view, as a justification to reduce daylight to an already light disadvantaged living areas in 167Vic.

Given the importance of daylight to the south facing windows of 167Vic, BMA is of the opinion that Applicant has not demonstrated that they have met the criteria required for being allowed to exceed the height limit, which I understand are:

- i. Compliance with the development standard is unreasonable or unnecessary in the circumstances (clause 4.6(3)(a)), and
- ii. There are sufficient environmental planning grounds to justify the contravention of the development standard (clause 4.6(3)(b))

Refer also to a comparison of the proposed 169Vic rear extension between the DA D/2024/947 and the currently approved DA for the site DA D/2021/927 in Photos 7 and 8 in Attachment 1.



*Photo 1. View of south facing windows looking west from Lot 16 Kitchen window. This illustrates the importance of the boundary*



*Photo 2. View of south facing windows from the roof and looking east showing the existing boundary gap between the boundary walls of 165Vic and 169Vic. Windows*



gap at the western end for natural light, views and natural ventilation to Lots facing the SLW.

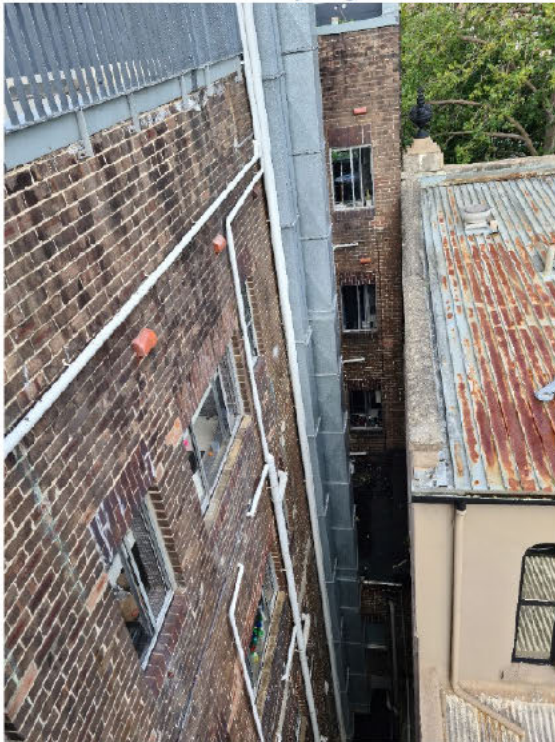


Photo 3. View to the east of south facing windows of 167Vic noting the level of windows relative to 169Vic boundary wall

shown at left are to Lots at Ground, Level 1 and Level 2 of 165Vic.



Photo 4. View of 167Vic south facing windows noting the vertical alignment relative to the 169Vic boundary wall



Photo 5. View of level of 169Vic boundary wall relative to 167Vic Ground floor window level. Looking west.

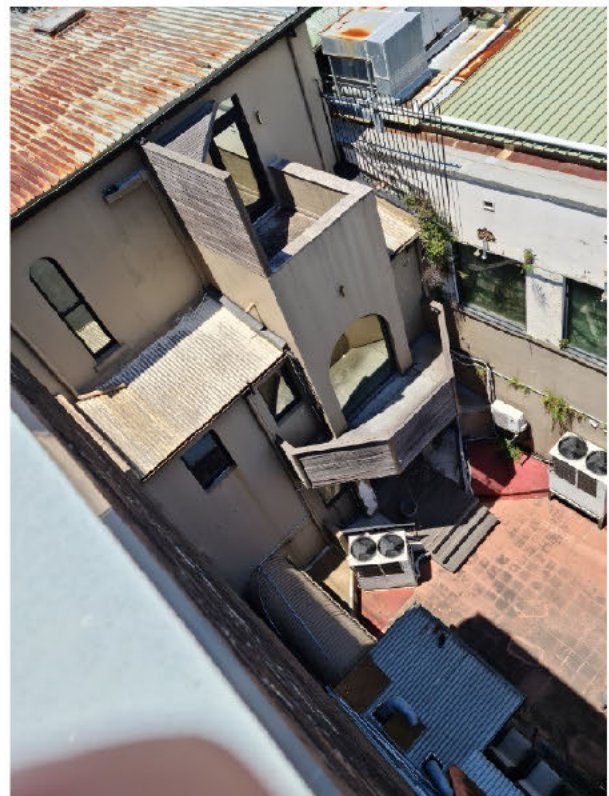


Photo 6 View of the rear of 169Vic looking south-east

## 4.2 Adverse impact of private laneway off Hourigan Lane

**Automatic gate noise & traffic.** Units on the western side of 165Vic (mainly Unit 2 at Ground level having the bedroom at the south-western corner of the building) will experience noise from the operating gate to the private laneway. Note that the original building drawings incorrectly show this area as a balcony whereas it is actually a bedroom. This will have a significant impact on residents from sleep disturbance if vehicles use this gate during sleeping hours. This appears to have been overlooked in the noise & vibration report.

**Piccadilly Ground Level F&B staff vehicle traffic.** Staff vehicles will inevitably be accessing this laneway during after hours when arriving and departing for work.

## 4.3 Adverse impacts from Picadilly hotel development

**Noise.** There would be significant adverse impact from noise from assumed footpath dining. associated with Ground floor F&B tenancy affecting 167Vic east and south facing units.

**Views.** The Level 3 units at 167Vic will have views to the south affected by the proposed adding of a Level 3 roof top level and new roof at the Picadilly hotel.

**Concerns over potential future development.** The conversion of the upper levels of Piccadilly into a very large caretakers residence raises suspicion that these levels and the roof level may intend to be converted from the proposed residence to hotel use at a future date.

## 5 Recommendations

- i. Approval is not given by Council for exceedance of the height limit in respect of the 169Vic proposed rear extension as the Applicant has not satisfied the legal requirements that allow them to do so.
- ii. Council be requested to introduce a condition of any consent that the proposed automatic gate to the private laneway at Hourigan Lane be either deleted or is designed and maintained to have an operating noise levels of the gate that is below levels that are acceptable for sleeping at night and sleeping during the day for shift workers.
- iii. Council be requested to introduce a condition of any consent that the shared driveway at Hourigan Lane not be used for waste or delivery vehicles servicing the F&B tenancy.
- iv. Council be requested to introduce a condition of any consent that the operating hours for the F&B tenancy are such as to ensure staff vehicles are not using the laneway during normal sleeping hours.
- v. Council be requested to introduce a condition of any consent that the caretakers residence in the Picadilly is to be used strictly for residential purposes and not to be used for any hotel use.
- vi. This report should be circulated to Owners of Lots facing south and west and advised that they should make a submission to Council on the issues that have the potential to adversely impact on them.
- vii. Council be requested to introduce trading hours restrictions to the operation of the Piccadilly F&B tenancy to minimise noise impacts on 167Vic.

## Attachments

1. Figures and diagrams
2. Strata Plan
3. Original Council approved drawings (not necessarily accurate)
4. Rob Thorburn's CV

## **ATTACHMENT 1 – FIGURES AND DIAGRAMS**





Figure 1. Existing site and buildings



Figure 2 Aerial view of the site with the summary of proposed development.1

Source. Base photos – Woods Bagot Design Report DA D/2024/947. Box notes by BMA.



**Significant adverse impact.**  
Significant reduction of amenity (views, privacy & light) to south facing units in 167Vic due to rear extension to 169Vic.

**Significant adverse impact.**  
Noise from assumed footpath dining. Associated with Ground floor F&B tenancy affecting 167Vic east and south facing units.

**Moderate adverse impact.**  
Significant reduction of amenity (views) to south facing upper level units in 167Vic due to addition of Level 3 roof terrace.

**Minimal adverse impact.**  
Some loss of views from 167Vic south and west facing windows due to less than 1m height increase to ridge line in restored terraces.

**Significant adverse impact.**  
Noise impacting on 167Vic south-western corner bedrooms during sleeping hours from traffic & operation of automatic gate servicing new private laneway and 18 new residential and staff car parking spaces.

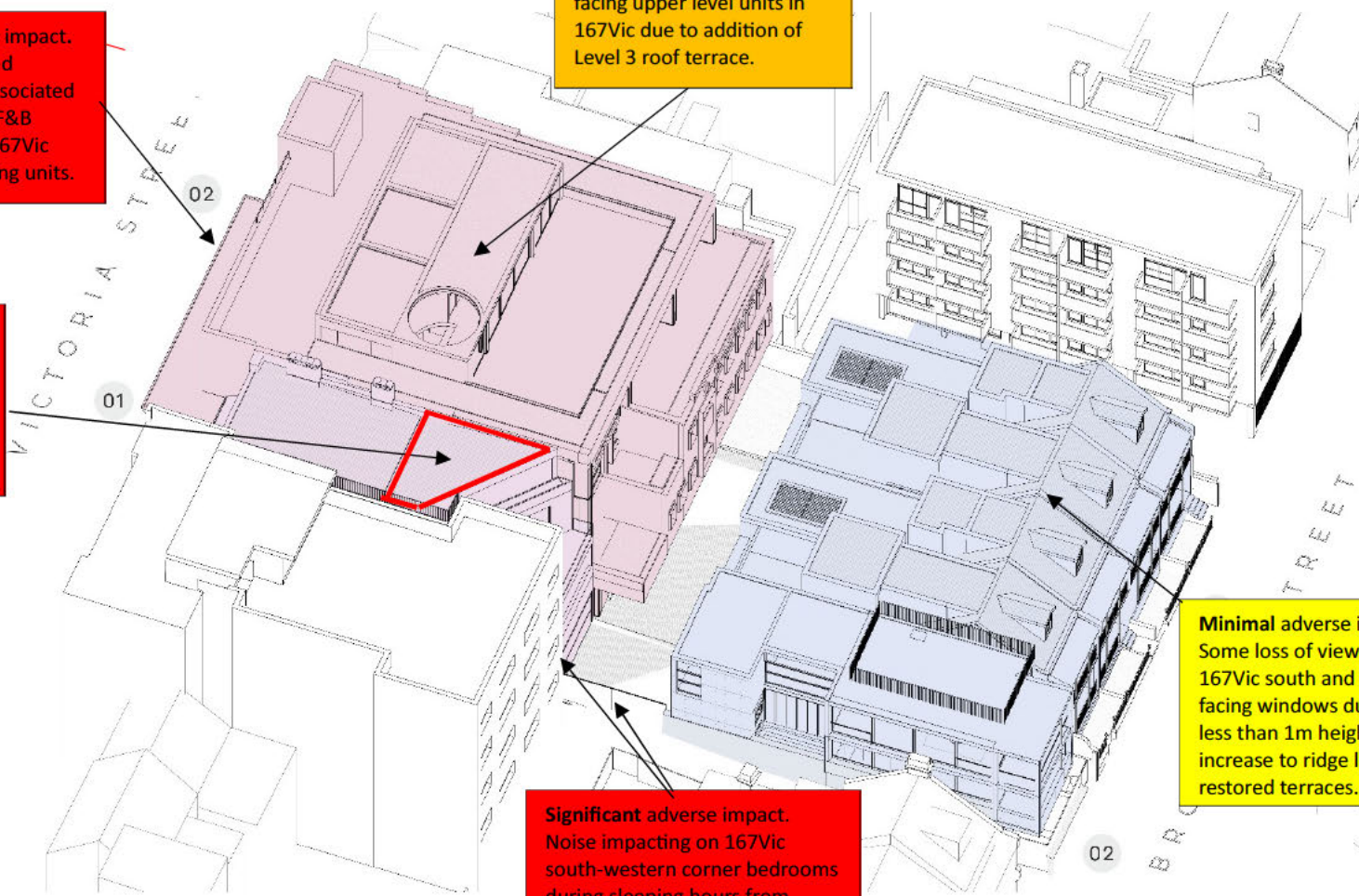
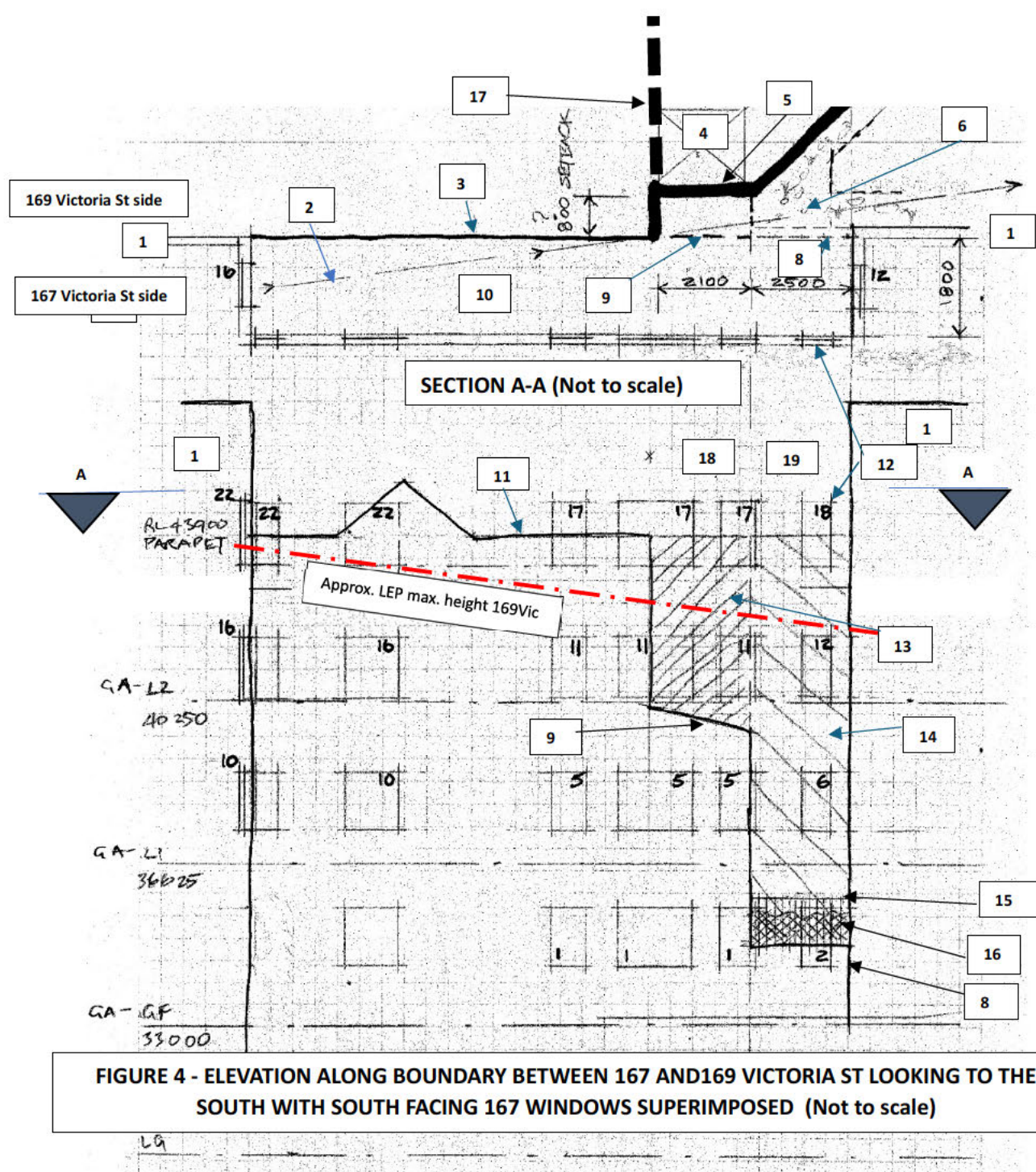


Figure 3. View of the site showing the adverse impacts on 167Vic in the opinion of BMA. Source. Base drawing – Woods Bagot Design Report DA D/2024/947. Adverse impact notes by BMA.





#### Legend & Notes

a	Dimensions shown are approximate.	11	Line of existing 169Vic walls adjacent on the bdy.
b	Location of 167Vic windows relative to 169Vic features are approx. correct.	12	South facing windows on 167Vic with Unit No. shown.
1	167Vic walls adjacent to boundary with 169Vic.	13	Proposed wall on 169Vic setback approx 0.8m from exist..
2	Critical view line through boundary gap for windows facing west.	14	Proposed chamfered wall and terrace starting 2m from bdy.
3	Line of 169Vic upper parapet wall on boundary.	15	Existing balustrade on the boundary
4	Proposed lift below on 169Vic.	16	Proposed plant screening
5	Line of proposed new roof & wall on 169Vic.	17	Line of western edge of existing roof to 169Vic
6	Proposed plant screening on 169Vic.	18	Proposed top of parapet. 800 setback from current line
7	Not used	19	Proposed top of parapet. Chamfered & setback from exist.
8	Line of existing retained boundary wall at Gnd level.		
9	Line of existing retained boundary wall between Gnd and Level 2.		
10	Southern light well (slw) area of 167Vic.		



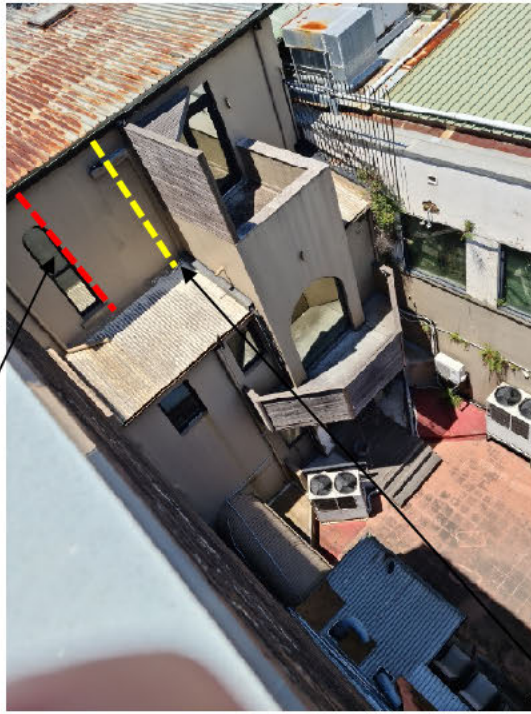
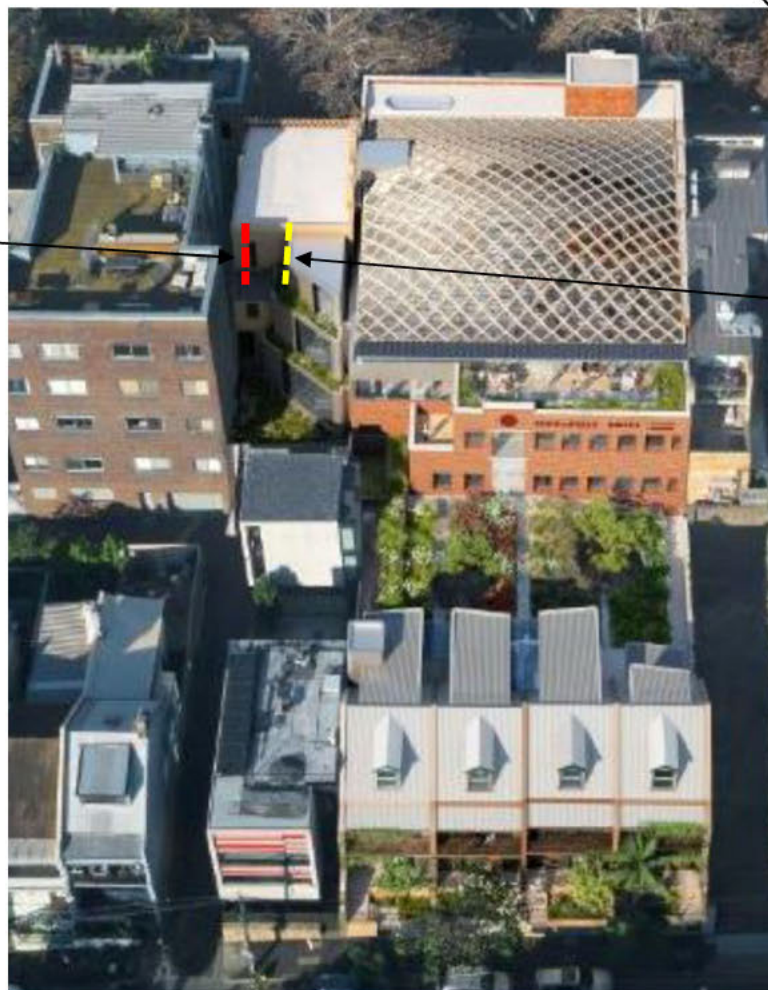


Photo 7. Existing rear courtyard of 169Vic. You can see the rear windows of the existing in the proposed extension below.

**DA D/2024/947**  
Approx vertical line of intersection with the existing rear wall of the proposed north wall of the rear extension above Level 2 which is much closer to the 167Vic boundary.



**DA D/2021/927**  
Approx vertical line of intersection with the existing rear wall of the proposed north wall of the rear extension above Level 2 which has lesser impact than in D/2024/947.

Photo 8. View of proposed rear extension to 169Vic in the recently approved active DA (DA D/2021/927), which appears to have a much lesser impact on light, view and privacy on 167Vic, due to it having greater setback from the 167Vic boundary than the proposals in the DA that is the subject of this report (DA D/2024/947).

NOTE THAT THE PROPOSALS IN THE ABOVE IMAGE ARE NOT PART OF THE DA THE SUBJECT OF THIS REPORT.

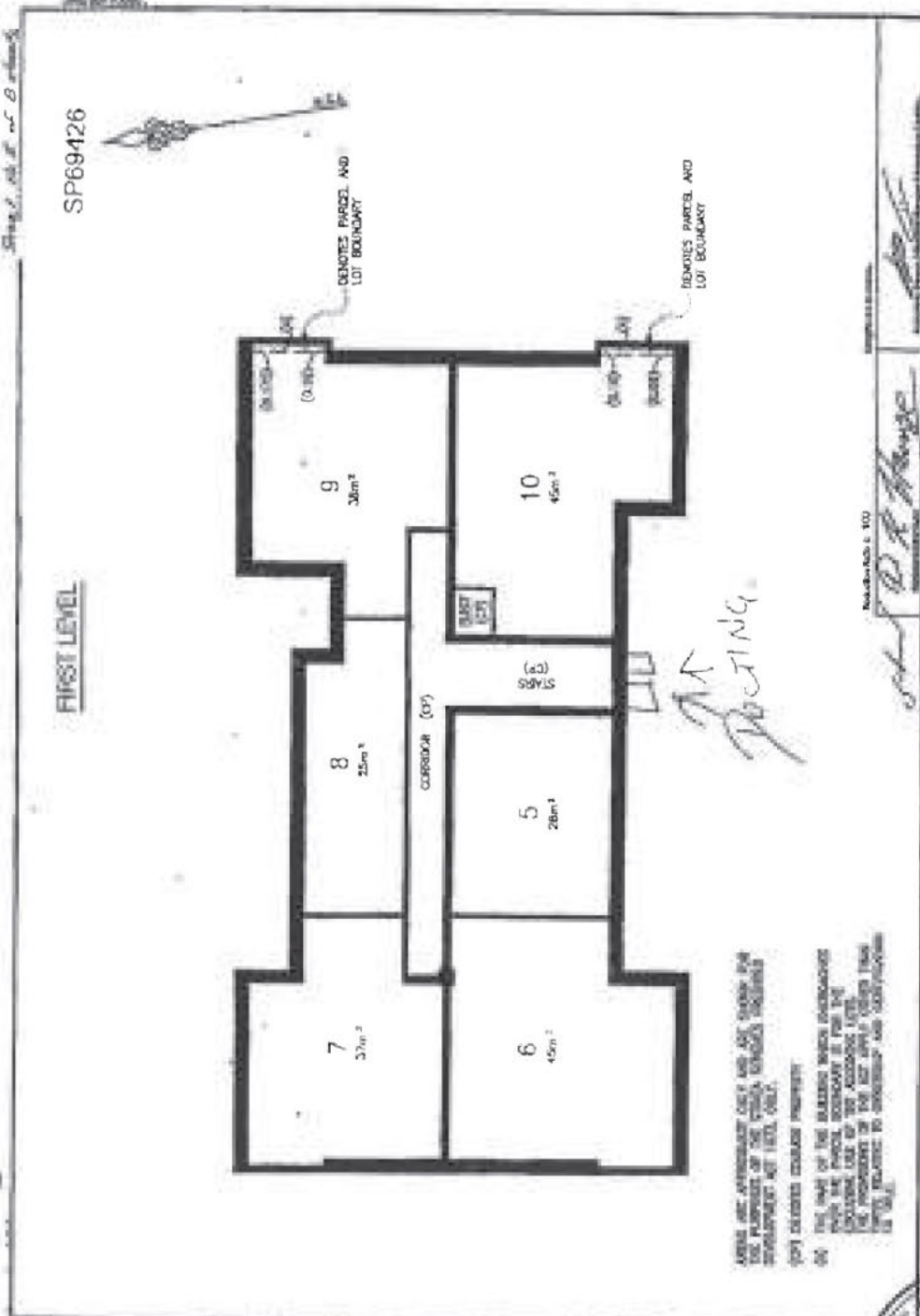
Source: Knight Frank Town Planning SEE, 2021 for D/2021/927

## **ATTACHMENT 2 – STRATA PLAN**









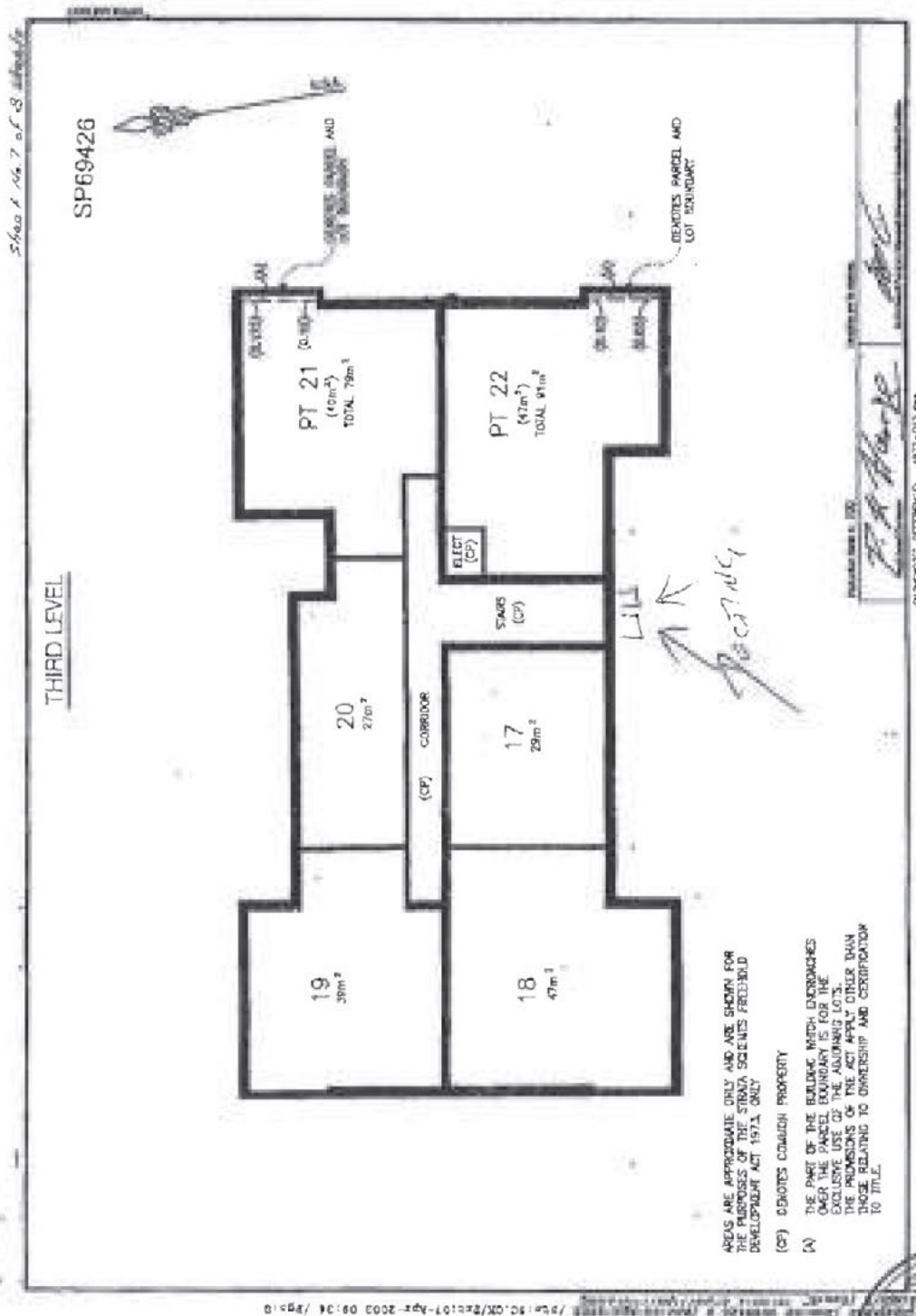
01/01/2011 15:33 /Pgs:ALL /Seq:6 of 9 /Rev:23-Aug-2010 /Sts:NO.0K /Pet:23-Jun-2011 15:33 /Pgs:ALL /Seq:6 of 9

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*gpc*







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# METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD

## SEWERAGE SERVICE DIAGRAM

Municipality of Sydney No. 728877

(Rotten Point)  
 Boundary Trap  
 P.T.  
 G.S.D. Sewage Interceptor  
 Gully  
 S.W.T. P. Trap  
 R.S.S. Refuse Sink

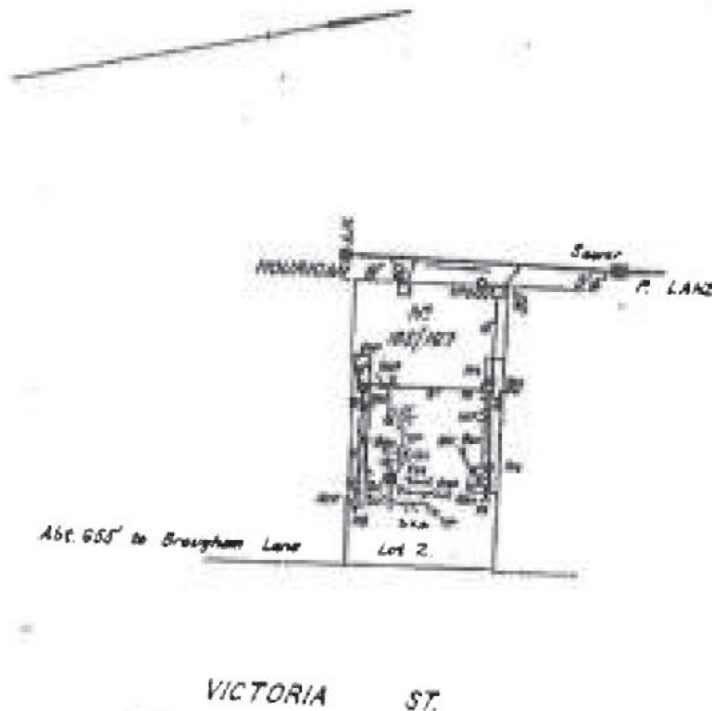
### SYMBOLS AND ABBREVIATIONS

■ R.V. Refuse Valve	I.P. Invert Pipe	Bas. Basin
○ VERT. Vertical Pipe	S.P. Sewer Pipe	Shower
○ V.P. Vent. Pipe	T. Toilet	W.C.P. Wrought Iron Pipe
○ S.V.P. Soil Vent. Pipe	K.L. Kitchen Sink	C.I.P. Cast Iron Pipe
○ D.C.C. Down Cast Cast	W.C. Water Closet	F.W. Floor Waste
	B.V. Bath Waste	P.W. Washing Machine

SCALE: 40 FEET TO AN INCH.

### SEWER AVAILABLE

Where the sewer is not available and a special inspection is involved the Board accepts no responsibility for the suitability of the drainage in relation to the eventual position of the Board's Sewer.



VICTORIA ST.

RATE No. \_\_\_\_\_ W.C. \_\_\_\_\_ U.C. \_\_\_\_\_ I.P. \_\_\_\_\_

SHEET No. 3798

OFFICE USE ONLY

FOR ENGINEER HOUSE SERVICES

DRAINAGE		PLUMBING	
Supervised by	Date	Supervised by	Date
Examined by	Inspector	Inspector	
Chief Inspector			
Tracing Checked			
		838 231	

12-8-1938

NOTE: This diagram only indicates availability of a sewer and any sewerage service shown as existing in Sydney Water's records. The existence and location of Sydney Water's sewers, stormwater channels, pipes, mains and structures should be ascertained by inspection or maps available at any of Sydney Water's Customer Centres. Positions of boundaries, boundaries, sewers and sewerage service shown here are approximately only.

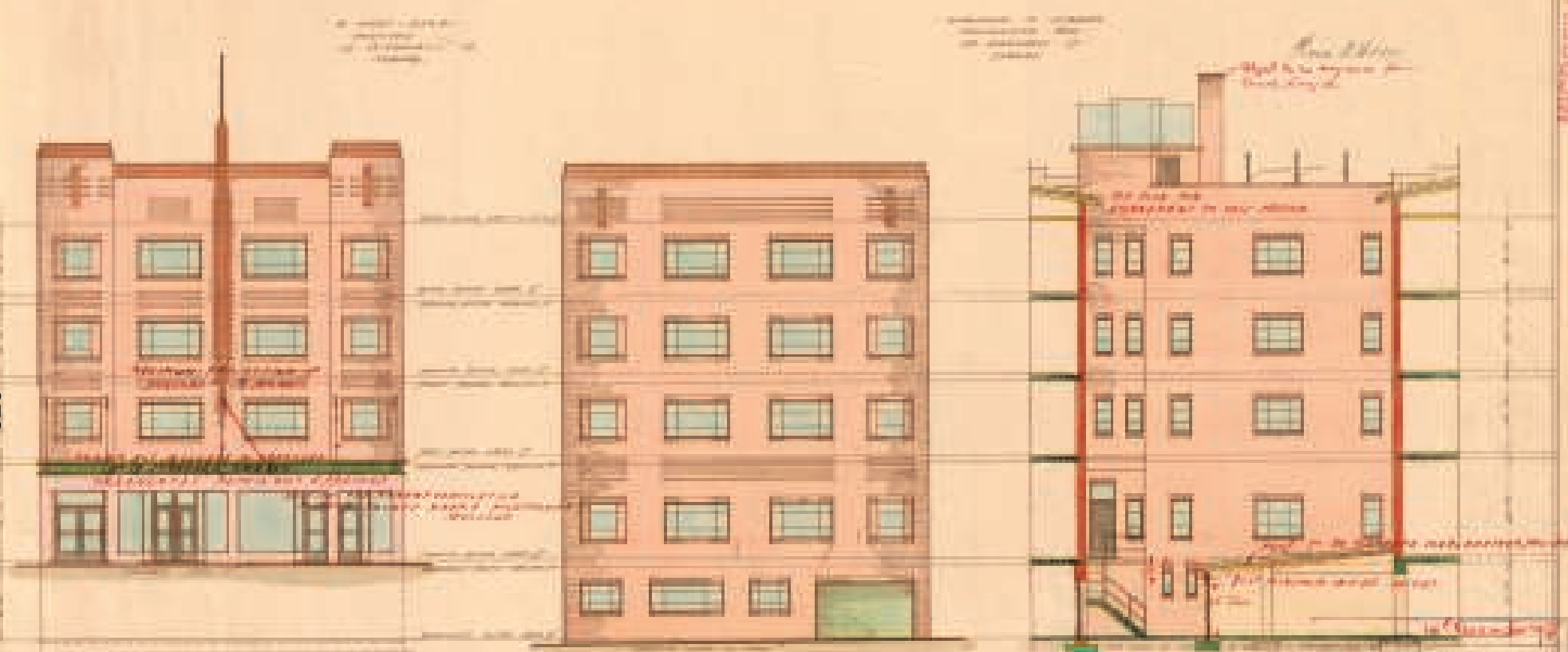
## **ATTACHMENT 3 – ORIGINAL DRAWINGS**



PLAN OF PROPOSED SHOP & FLAT AND GARAGE  
VICTORIA STREET KNOX CASH  
WALTER LUMLEY Esq.

4

372



SECTION ELEVATION TO FRONT OF

SECTION ELEVATION TO LEFT

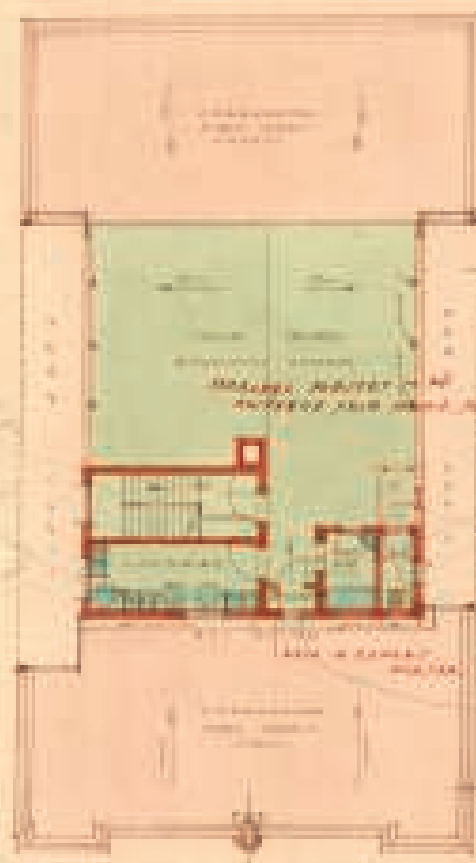
SECTION ELEVATION TO RIGHT

**NOTES**  
1. The building is to be constructed of brick and concrete.  
2. The roof is to be flat and covered with asphalt.  
3. The walls are to be finished with plaster and painted white.  
4. The floors are to be finished with polished concrete.  
5. The stairs are to be finished with painted iron.  
6. The building is to be heated by a central heating system.  
7. The building is to be lighted by electric lights.  
8. The building is to be ventilated by a mechanical system.  
9. The building is to be fireproofed.  
10. The building is to be insured.

Red lines and text annotations indicating specific features and measurements.

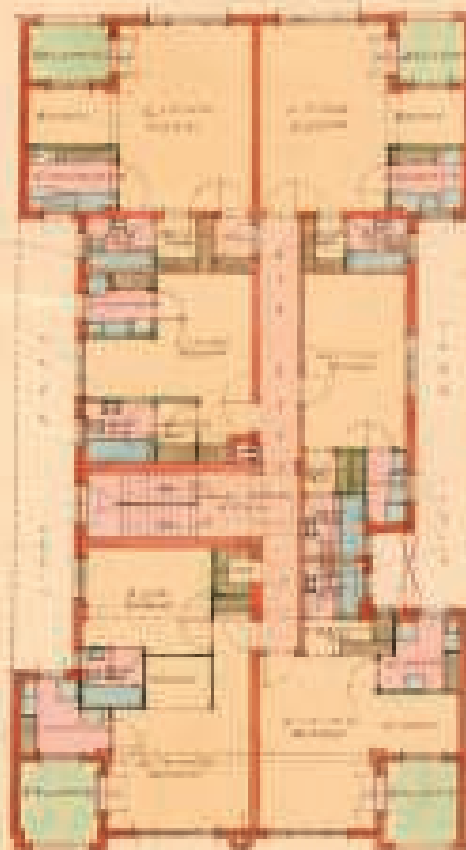
W. L. LUMLEY  
ARCHITECT

- PLANT OF PROPOSED PLANT & PLANT AND GARDEN -  
- - ~~PLANT~~ VICTORIA STREET KING STREET -  
- - ~~PLANT~~ PLANT GARDEN -



(10) *...and the ...*  
...  
(11) *...and the ...* (12)

**Author's address:** Department of Computer Science,  
University of Illinois at Chicago, Chicago, IL 60607,  
USA.  
**E-mail:** [shankar@cs.uic.edu](mailto:shankar@cs.uic.edu)



...and the ...  
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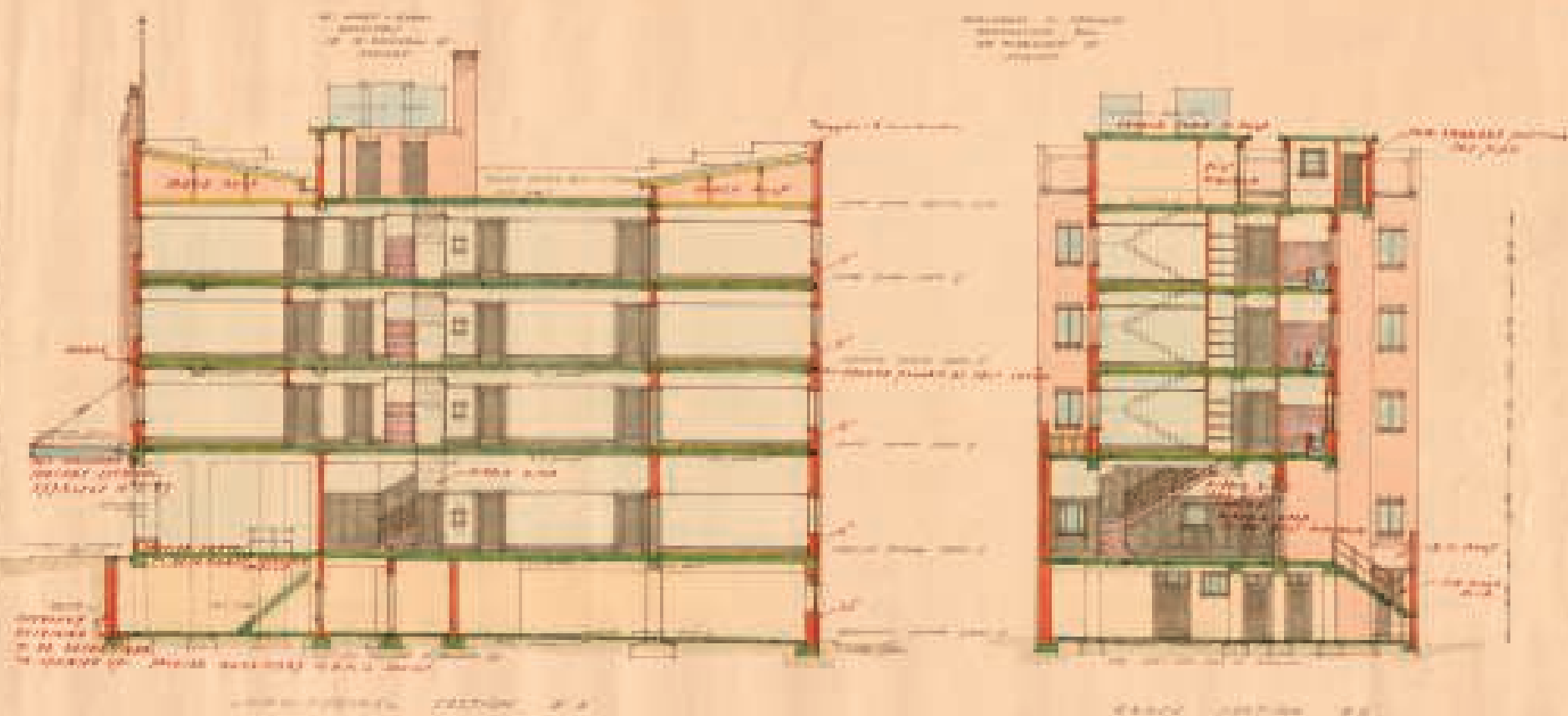
1. *Chlorophyll a* (Chl a) is the primary photosynthetic pigment in most plants and algae. It is a green pigment that absorbs light energy in the blue and red regions of the visible spectrum.



1. DATE 12/10/2012  
 2. NAME Yashwanth  
 3. CLASS 10  
 4. SECTION 10A  
 5. TEACHER Mr. S. S. Srinivas  
 6. SUBJECT Maths  
 7. TOPIC Area and Perimeter  
 8. DATE 12/10/2012  
 9. NAME Yashwanth  
 10. CLASS 10  
 11. SECTION 10A  
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 152. TEACHER Mr. S. S. Srinivas  
 153. SUBJECT Maths  
 154. TOPIC Area and Perimeter



PLANT & MICROFILM SECT. & REPT. DIV. GRADE  
HISTORICAL SECT. REPT. DIV. -  
FOR REPT. DIV. USE



# Robert Thorburn

1. **CONTACT DETAILS:** [REDACTED] [REDACTED]
2. **QUALIFICATIONS:** B.E. (Civil) University of NSW. DipPM
3. **ACCREDITATIONS:** CPEng NER (Civil)  
Previously, Registered Project Manager (AIPM)  
Rail Industry Worker (RIW) incl Cat 3 Medical Oct 2021

## 4. **EMPLOYMENT HISTORY & WORK EXPERIENCE:**

### **Building Matters Assist – Project Manager and Building Consultant** **Oct 2021 - Present**

Investigation and reporting on non-compliances in residential building projects where problems have arisen that are adversely impacting on the owners. This involves researching the BCA, standards and relevant legislation to confirm and demonstrate the non-compliance to the contractor, both in a technical and legal sense, and then working with them using standard project and contract management methods to achieve satisfactory remediation. A primary objective of this role is to resolve non-compliance issues without involving litigation. Where this can't be achieved, a pathway is provided for owners towards a more legal resolution or litigation. Examples of projects since inception of BMA are:

*Beaxh St Coogee -*

*Wilson St Darlington – Remediation of water entry and severe damage to an apartment including initial investigations into the causes, engagement of Regulated Design services under DBPA Act and management to completion within a legal dispute between the Owners Corporation and the Lot Owner over the responsibility for the work. Acting as project manager and mediator.*

*Bedford St Newtown – Defects Remediation Project. Initial assessment of building defect, engagement of subject matter experts for specialist areas such as facades, waterproofing and legal, establishment of a defects remediation project plan and management of the original building contractor within this plan to complete remediation works within the statutory warranty period (ongoing).*

*Pacific Hwy Lindfield – Remediation of flooded apartment due to bathroom renovations. Resolution of a dispute over the extent of costs and expenses incurred by the owner that are reimbursable by the building contractor, due a pipe rupture during demolition work for the renovation. Ongoing).*

*Ancrum St Waverton – Non-compliances in an adjoining building development. Resolution of a dispute with the building contractor and the owner of the adjoining development over non-compliances with BCA and the Conditions of Consent that were adversely impacting on the adjoining property (my client).*

*Clarinda St Hornsby – Structural non-compliances in house renovation. Intervention on behalf of the owner to rectify observed non-compliance of a number of structural elements installed as part of the work.*

### **CAF Rail Australia Pty Ltd – Project Manager, Parramatta Light Rail** **Sep-Oct 2021**

Project Manager (contract role) for preparation of a major variation submission to TfNSW for the main D&C contract including development of multi-discipline concept design and scope of work with the SME team, management of the cost estimate and programme.

Management of a range of building and infrastructure projects and provision of consulting services in relation to capital and maintenance works primarily in the rail industry and other government areas but also for building owners in the private sector.

Key projects managed for private industry and Government clients included:

- Project manager for a fire upgrade order from Council to a heritage block of 9 apartments at Kirribilli (23 Holbrook Ave) (\$0.5M). Works included fire rating of walls and ceilings, fire isolation of the fire stair, installation of automatic alarms and detectors. It included management of the “engineered solution” for an alternative design for the upgrade of significant heritage features including entry doors, stair well and ceilings. Prepare compliance certification to Council for issue of Occupancy Certificate. **2018-2019.**
- Project manager for the HVAC and energy upgrade to a 15-level strata commercial and retail building (83 Mount St North Sydney) (\$1.7M). Works included replacement of chiller, cooling tower, floor controls, BMS and high efficiency lighting to common areas. It included the successful application and management of a \$0.5M grant from the Federal Gov’s Green Building Fund. **(2011-2012);**
- Project manager/building consultant and for a range of remedial works projects and compliance with standards relating to waterproofing, damp rectification, sewer rectifications and building defects, mainly relating to residential buildings. Together with provision of advice to property owners where adversely impacted by adjoining developments. Preparation of DA’s and CC’s. **2018 to 2021.**
- Project manager for installation of debris interceptor system to within the sewerage system at four juvenile justice centres (Baxter, Cobham, Acmena and Riverina) across Sydney and Regions NSW for Department of Juvenile Justice (\$0.8M) **2011.**

**1997 and 2010** – Key projects managed for RailCorp or rail related clients included:

- Project Manager – Extensions and refurbishment to Rail Training facility, Belmore (0.8M) **1997.**
- Project Manager – restoration and upgrade to heritage assets around NSW regional sites including stations and maintenance facilities including Gulgong, Dunedoo, Eskbank, Thirlmere, Scone, Gundagai, Bangalow, Milthorpe, Werris Creek, Kyogle and Moss Vale. Typical value \$0.05m to \$0.3M. RailCorp Property Division
- Rail Compliance and Interface Manager for St Leonards Forum new station development (\$20M) by external party. Delivery of design and construction acceptance statement of the completed work to RailCorp Property, including progress inspection of construction work, using the team of consultants and the legal advisor (2001).
- Project Manager – Concept design for upgrade to the fire protection system Rail Transport Museum, Thirlmere (2.0M). The design included an “engineered solution” using wireless detectors that was regarded as state-of-the-art technology at the time. (2005).
- Audit of compliance with RailCorp’s project management methodology, of the Core Project Management Documents prepared by 30 project managers for their new reporting system, RailCorp Major Projects – Client - RailCorp Major Projects (2007).
- Rail Consultant - Pedestrian Footbridge, Eveleigh over the Inner West Rail Corridor, Redfern Waterloo Authority (\$6.0M) – technical advice on rail requirements for design and construction over the extremely operationally sensitive Inner West Corridor (2007).
- Procurement Officer (part-time secondment) with Infrastructure Procurement March ‘08 to October ‘08. Client RailCorp Infrastructure Procurement.

- Project Manager for establishment of the new period contract for Automated Rail Flaw Detection (\$10M over 3 years for RailCorp Engineering 2008. Procurement methodology included a worldwide Registration of Interest (2008);
- Project Manager - Installation of Security Fencing at four high risk Rail Stations, RailCorp Security Division (\$1.5M) - RailCorp Security Division (2009);
- Project Manager - Installation of Perimeter Security Systems for Strathfield Signal Box (\$1.5M), RailCorp Major Projects – provision of engineering design for CCTV, fencing, access control services. Provision of compliance certification of works. 2010. Client - RailCorp Major Projects;
- Project Manager - Installation of Perimeter Security to Maintenance Centres & Stabling Yards, RailCorp Product Development (\$75M) – project management and engineering services (fencing, CCTV, Access control) for concept phase (2010);
- Project Manager - Rectification of Damaged Sewer within the main rail corridor, Seven Hills, RailCorp Maintenance (\$0.2M), 2011;

**Recruitment Consultant** (carried out concurrently with Project Manager roles over the same period) **2011 to 2021.**

Provision of professional engineering and project management contract personnel, primarily in the rail and construction industries, with RailCorp as our main client and more recently, Sydney Trains and TfNSW.

**Metropolitan Construction Engineer (MCE), CityRail**

**April 1990 - August 1997**

**Project Manager**

Key projects managed include:

- Eastern Concourse, Parramatta Station (\$15.5M). Design and construction management of new underground concourse from concept design through to opening involving fast-track construction for civil and structural packages. Project included all geotechnical, civil, structural, electrical, mechanical and hydraulics services and lifts and escalators. Project involved extensive negotiations with Council, RTA, DOT and bus operators on modifications to the bus interchange. The design was based on a construction method which minimised the number of track possessions and disruption to passengers and yet was cost and time effective.
- Hurstville Closedown (\$9.0M). Management of replacement of track infrastructure including track, signals and overhead wiring during a full closedown of all tracks for a 2-week period over Christmas '96. This included co-ordination of interim train arrangements and bussing.
- Program manager for junction renewal program including concept phases for Auburn, Kiama and Blacktown Junctions.
- Project manager for the design phase of upgrading of Museum and St James Stations (\$16M), including new fire and life safety upgrade smoke exhaust systems to meet the then recently introduced rail standards.
- Sydney Terminal Commuter Tunnel (\$5.0M) including design and construction management using a combination of SRA labour and contractors. Highlights of the project were the successful management of the construction within a major train operating and public environment Central Station).
- Various railway related facilities using both contractors and SRA labour ranging in value between \$0.05M and \$1.0M and including substations, sectioning huts, signals buildings, waste disposal facilities, CountryLink Travel Centres, overhead wiring structures, training and office buildings.



**Hillier Parker, Sydney****Oct 1987 – Mar 1990****Project Manager**

Projects included refurbishment of high-rise office buildings, Bridge St (\$4.5M); expansion of tourist resort facilities, South Molle Island (\$2.5M); industrial land subdivision including container storage park at former tip site, Silverwater (\$0.6M); office fitouts ranging from \$0.05M to \$0.7M

Project management services for each project generally consisted of preparation of proposals and feasibility, management of design, authorities' approvals and management of construction either by contractor or construction management.

**Maunsell & Partners Pty Ltd, Sydney****Mar 1986 – Oct 1987****Senior Structural Engineer**

Ramada Renaissance Hotel, Sydney (\$170M). Management of detailed design and construction inspections, liaison with construction manager and consultant team for structural engineering on 38 level hotel constructed on a "fast track" programme. Contract engagement was from submission of B.A. to completion of typical floor construction cycle.

**R.R. Montano Consulting Engineers, Sydney****Mar 1984 – Mar 1986****Senior Civil/Structural Engineer**

Responsible for structural and civil engineering components of various oil and petrochemical projects. Projects including 2km white products pipeline, Port Botany; construction of 2800 cubic metre LPG storage terminal for Powell Duffryn, 2000 cubic metre petroleum storage tank for BP Banksmeadow.

**Rankine & Hill Pty Ltd, Sydney****1981 – 1984****Senior Civil/Structural/Maritime Engineer**

Structural design on projects including Brisbane International Airport; Mining School at Lithgow TAFE; site supervision of construction of high-rise steel structures for Castle Peak Cement Plant (HK).

Design and construction management of civil projects including siteworks for redevelopment of Sydney Hospital and Warringah Mall; extensions to water, sewerage services at Bankstown Airport.

Maritime and coastal engineer for marina developments; Condor and Stuart Oil Shale Projects; restoration works to Eden Woodchip Loading Facility; patrol boat facility, Doha.

**Noyes Bros Pty Ltd, Sydney****1981****Structural Engineer**

Structural design for Port Kembla Coal Loader.

**Commonwealth Dept Housing & Construction  
Darwin, Melbourne & Canberra****1977-1981****1977 – 1979****Structural Engineer****1979 – 1981****Maritime Engineer**

Structural design and construction management of various government buildings including warehouses, schools, defence buildings, offices.

Investigations, designs and construction management of maritime structures including Darwin and Cairns Patrol Boat Bases, Cox Peninsula Jetty (Darwin), Woolloomooloo Wharf.

**GHD, Darwin****1975 - 1977****Structural Engineer**

Structural design for upgrading to cyclone standard of houses, flats, commercial and industrial buildings.

5. **SOFTWARE** Office 365, Teams, MS Project, Aconex (basic)

6. **REFEREES** Upon request

6. **COVID STATUS** Fully vaccinated

**From:** Rebecca Gordon

**Sent on:** Monday, December 9, 2024 2:58:06 PM

**To:** Nick Doumanis

**Subject:** RE: Query: D/2024/947 - 171-173 Victoria Street POTTS POINT NSW 2011

Attention: DA Submissions - Please register the email below to D/2024/947 and allocate to me in TRIM.

[@Stella Doumanis](#) and [@Nick Doumanis](#) – Thank you for your feedback on this application.

Kind regards

Rebecca

Rebecca Gordon  
Senior Planner  
Planning Assessments



Telephone: +612 9288 5842  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)



The City of Sydney acknowledges the Gadigal of the  
Eora nation as the Traditional Custodians of our local area.

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**From:** Stella Doumanis

**Sent:** Monday, 9 December 2024 12:58 PM

**To:** Rebecca Gordon

**Cc:** Nick Doumanis

**Subject:** Query: D/2024/947 - 171-173 Victoria Street POTTS POINT NSW 2011

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

My husband and I, owners of 159 Victoria st Potts Point are writing to express our support for this development application. We feel it is an important development that is way overdue and should be expedited to restore the properties outlined and stop the further degradation of the Piccadilly Hotel premises.

As part of the development we would like to see council provide neighbours accessing Hourigan Lane with improved access around the corner next to 190 and 188 Brougham st properties to negate the complexity of navigating this turn and the continuous damage to cars and property.

Kind Regards,  
Stella & Nick Doumanis  
Mob: [REDACTED]

**Sent on:** Friday, December 13, 2024 11:11:05 AM

**To:** dasubmissions

**CC:** deborahquirk

**Subject:** D/2024/947 - 171-173 Victoria Street POTTS POINT NSW 2011

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

As long term residents of Victoria Street we have seen the progressive deterioration of the Piccadilly hotel over the past many years it has remained vacant. The awning in particular has been allowed to decay to the extent that it is full of holes and leaks. After rain it smells of mould. The building has become eyesore and a health hazard. The "Golden Apple" terrace next door is similarly unattended and garbage regularly builds up at the front and at the bottom of the front stairs.

In this context, we are writing in support of the above DA. The proposed usage of the Piccadilly building as residential over shops is in line with general usage in Victoria and its upgrade will significantly enhance this part of Victoria Street where other property owners like ourselves have made (and are making) substantial investments in property upgrades. Similarly, the restoration of the Golden Apple and conversion to residential usage and the upgrades to the terraces in Brougham Street will all enhance the neighbourhood.

As for the issue of access to parking for the affected properties via Hourigan Lane we are also supportive of the DA. Due to the combination of outdoor dining and other construction works going on in Victoria Street parking on the street has become more and more difficult. The provision of off-street parking in the DA is a good thing. Although narrow, the lane should be able to adequately accommodate the proposed level of resident parking provided sufficient space is allowed to navigate the corner at the top of the hill.

Given the state of the Piccadilly & Golden Apple buildings in particular we urge Council to expedite its review and approval of this application.

Michael & Debbie Quirk  
157 Victoria Street  
Potts Point