

# Sydney Development Control Plan 2012 – 133-145 Castlereagh Street, Sydney





## The purpose of this Development Control Plan

The purpose of this Development Control Plan (DCP) is to amend the *Sydney Development Control Plan 2012*, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

The amendment provides objectives and provisions to inform future development on 133-145 Castlereagh Street, Sydney.

This plan is to be read in conjunction with draft Planning Proposal: 133-145 Castlereagh Street, Sydney.

## Citation

This amendment may be referred to as *Sydney Development Control Plan 2012 – 133-145 Castlereagh Street, Sydney*.

## Land covered by this plan

This plan applies to the land identified as 133-145 Castlereagh Street, Sydney – which is Lot 10 DP 828419.

## Relationship of this plan to Sydney Development Control Plan 2012

This plan amends the Sydney Development Control Plan 2012 in the manner set out in Schedule 1 below.

# Schedule 1 – Amendment to Sydney Development Control Plan 2012

## Figure 6.1 Specific sites map

Amend Figure 6.1: Specific sites map to include 133-145 Castlereagh Street, Sydney.

## Amendment to Section 6.3

Insert a new sub-section at the end of Section 6.3 containing all text and figure as shown below, with existing text shown in *italics* and deleted text shown as ~~striketrough~~.

### 6.3.# 133-145 Castlereagh Street, Sydney

The following objectives and provisions apply to 133-145 Castlereagh Street, Sydney as shown in 'Figure 6.1 Specific sites map', where relevant site-specific provisions of the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) are implemented.

Clause 6.## of the Sydney LEP 2012 enables development to exceed the floor space ratio shown in the floor space ratio map up to a prescribed amount, providing the subject site is developed for commercial use.

If a development at 133-145 Castlereagh Street, Sydney, seeks to utilise additional floor space ratio permitted by clause 6.## of the Sydney LEP 2012, then the provisions in this section also apply to the assessment of the proposed development and override other provisions in this DCP where there is an inconsistency.

### Objectives

- (a) Provide detailed controls to satisfy the provisions of Clause 6.## 133-145 Castlereagh Street, Sydney in Sydney LEP 2012.
- (b) Facilitate the redevelopment of the site to achieve a high quality urban form.
- (c) Define the maximum envelope that respects the local context and achieves acceptable levels of solar access, wind comfort and daylight.
- (d) Maximise active frontages with retail and business premises uses at ground level, and minimise services, vehicle access and lobbies as much as possible.
- (e) Provide a through-site link with an atrium to improve pedestrian permeability for the public and support greater activation.
- (f) Ensure the bulk, massing and modulation of buildings respond to the adjacent heritage building on the land and characteristics of the surrounding area
- (g) Ensure the location, size and design of vehicle access minimises pedestrian and vehicle conflicts and disruption of traffic on public roads.
- (h) To ensure that development exhibits design excellence
- (i) Meet high performance benchmarks for ecologically sustainable development.
- (j) Incorporate high-quality public art.
- (k) Ensure that development on the site results in significant public benefits.
- (l) Ensure the delivery of efficient and effective car parking on the site for occupants.

### Provisions

#### 6.3.X.1 Maximum Building Envelope

- (1) Building massing, height, footprint and setbacks are to be consistent with 'Figure 6.XX – envelope massing'.
- (2) Building height of the street wall components of the building is to be consistent with 'Figure 6.XX –envelope massing', specifically:

- (a) the maximum street wall height facing Castlereagh Street shall not exceed RL 65.98m;
- (b) The maximum street wall height facing Pitt Street shall be variable to align with adjoining buildings, with the street wall height adjoining 200 Pitt Street to not exceed RL 38.11m, and the street wall height adjoining 228 Pitt Street to not exceed RL 48.60m and the step in height being half way along the street frontage
- (3) Setbacks of the tower component are to be consistent with 'Figure 6.XX envelope – tower setbacks', specifically a minimum of:
  - (i) 4.8m to Castlereagh Street;
  - (ii) 8m to Pitt Street;
  - (iii) 3m to the northern boundary adjoining 65-77 Market Street, and 4.5m adjoining 196-204 Pitt Street;
  - (iv) 3m to the southern boundary
- (4) The envelope detailed in 'Figure 6.XX – envelope massing' is the maximum permissible extent of the building form, and the final building design must be appropriately massed wholly within this envelope including provision of external sun shading to north, west and east elevations.
- (5) A minimum of 5% architectural articulation clear of all built elements is to be included in the envelope
- (6) Development on the site is to include articulation of the northern and southern elevation of the tower to provide for visual modulation of these elevations of the tower.

#### **6.3.X.2 Ground floor**

- (1) Entry to the basement carpark is to be located on the southern part of the site from Castlereagh Street, as shown on 'Figure 6.XX Vehicular entrance location'.
- (2) All street frontages as shown on 'Figure 6.XX Active frontages and awning map', are to be activated with retail or business premises or both.
- (3) The building shall maximise active frontages by minimising building services, vehicle entries and lobbies while recessing the ground floors to increase the available footpath width leading to the through-site link.
- (4) The main part of the commercial lobbies are to be located above ground level.

#### **6.3.X.3 Through-site link**

- (1) The location and dimensions of the through-site link is to be provided with a minimum width, height and gradient to be consistent with 'Figure 6.XX – Typical through-site link and street sections' specifically:
  - (i) Minimum height to the soffit of level two of the building, with the opportunity for narrow bridging elements at the first level
  - (ii) Maximum gradient of 1 in 20 to ensure accessibility
- (2) An atrium with a form indicated in 'Figure 6.XX –envelope massing' and a minimum area equivalent to a floor area of 1,500sqm shall be provided at the northern boundary of the site between the podium and tower setback to provide natural daylight to the through-site link.
- (3) Active frontages are to be provided on both where practicable to the northern and southern side of the through-site link, in addition to the minimum active frontages for the through-site link shown on 'Figure 6.XX Active frontages and awning map',
- (4) The through-site link is to be publicly accessible at all times.

#### **6.3.X.4 Wind**

- (1) A quantitative wind effects report is to be submitted with a detailed development application for the subject site.
- (2) The quantitative wind effects report is to demonstrate that the proposed development will not:

- (a) cause wind speeds that exceed the Wind Safety Standard, the Wind Comfort Standard for Walking except where the existing wind speeds exceed the standard; and
  - (b) worsen an existing wind condition that exceeds the Wind Safety Standard and the Wind Comfort Standard for Walking by increasing the spatial extent, frequency or speed of the wind.
- (3) The quantitative wind effects report is to further demonstrate the proposed development incorporates measures to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.

*Wind Safety Standard* is an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second.

*Wind Comfort Standard for Walking* is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second.

*Wind Comfort Standards for Sitting and Standing* is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of; 4 metres per second for sitting; and 6 metres per second for standing.

#### **6.3.X.8 Parking and vehicular access**

- (1) Vehicular access to the basement is to be from Castlereagh Street only, with no access from Pitt Street. The width of the driveway crossover is to be minimised as far as practical whilst still enabling access for the largest vehicle entering the site.
- (2) Loading and servicing facilities are to be provided onsite able to accommodate all uses on the site.
- (3) A management plan is required for car parking to accommodate changes in use of the site throughout the week and restricted to uses within the site. This management plan may include courier or other servicing spaces. This management plan is to be submitted and approved by council as part of the development application process.

#### **6.3.X.9 Design Excellence Strategy**

- (1) An invited architectural design competition is to be undertaken in accordance with clause 6.21 of the Sydney Local Environmental Plan 2012 and the City of Sydney Competitive Design Policy.
- (2) The competition is to include:
  - (a) no less than six competitors;
  - (b) the majority to be local or national Australian firms; and
  - (c) include at least one emerging architect or all competitors to be in partnership with emerging architects; and
  - (d) teams comprised of at least 40% non-male members.
- (3) The jury is to comprise a total of six members. The proponent is to nominate three jurors made up of one independent member (a person who has no pecuniary interest, nor is a pending or contracted employee or consultant to the proponent) and the City of Sydney is to nominate three jurors.
- (4) Any additional floor space pursued for a building demonstrating design excellence under clause 6.21(7)(b), is to be accommodated within the building envelope shown within 'Figure 6.XX – Indicative envelope massing'.

#### **6.3.X.10 Sustainability**

- (1) The building is to be designed to meet:

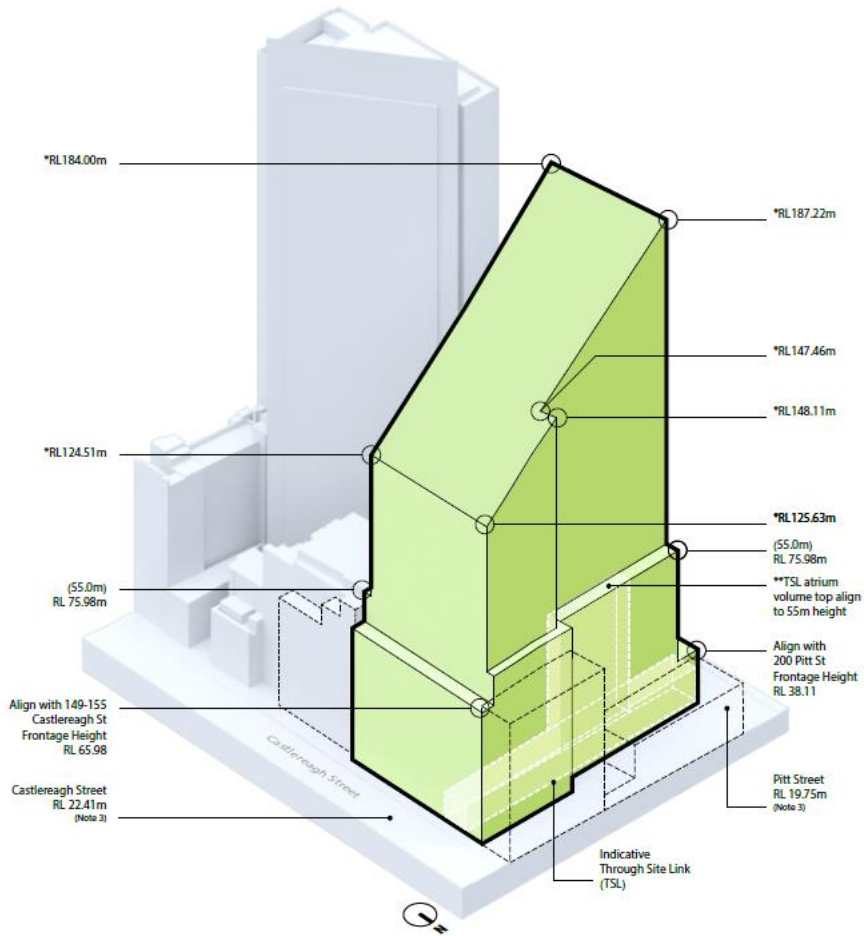
- (a) a 5.5 star NABERS Energy rating evidenced by provision of NABERS Energy Commitment Agreement at detailed design stage.
- (b) a 6 star rating under the Green Star Design & As Built tool v1.3.

**6.3.X.10 Public Art**

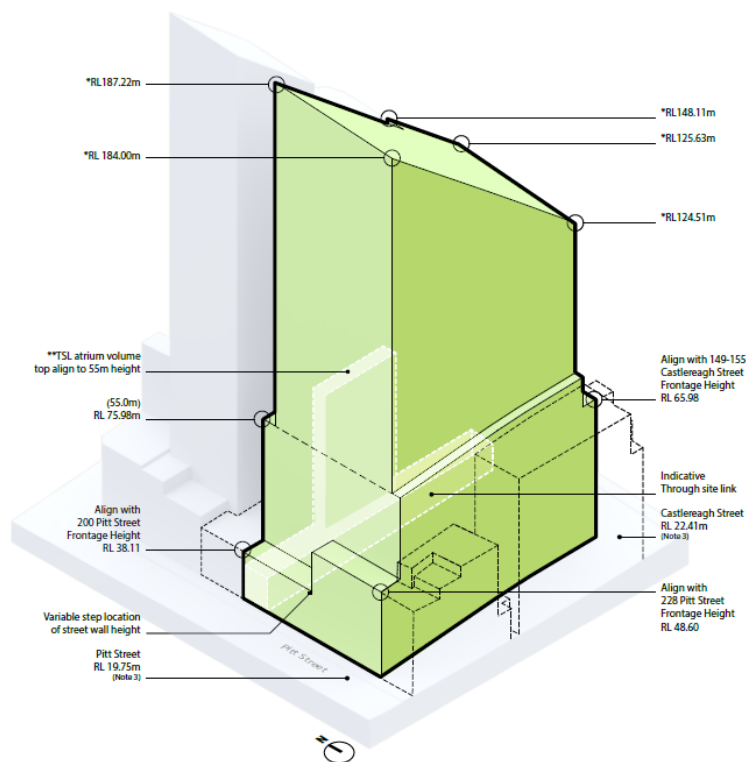
- (1) Incorporate high quality public art in publicly accessible locations to contribute to the identity and amenity of the place.

**Figure 6.XX 133-145 Castlereagh Street, Sydney – planning envelope massing**

Insert new figure – 133-145 Castlereagh Street, Sydney – Indicative envelope massing



**NORTH EAST  
CASTLEREAGH STREET**

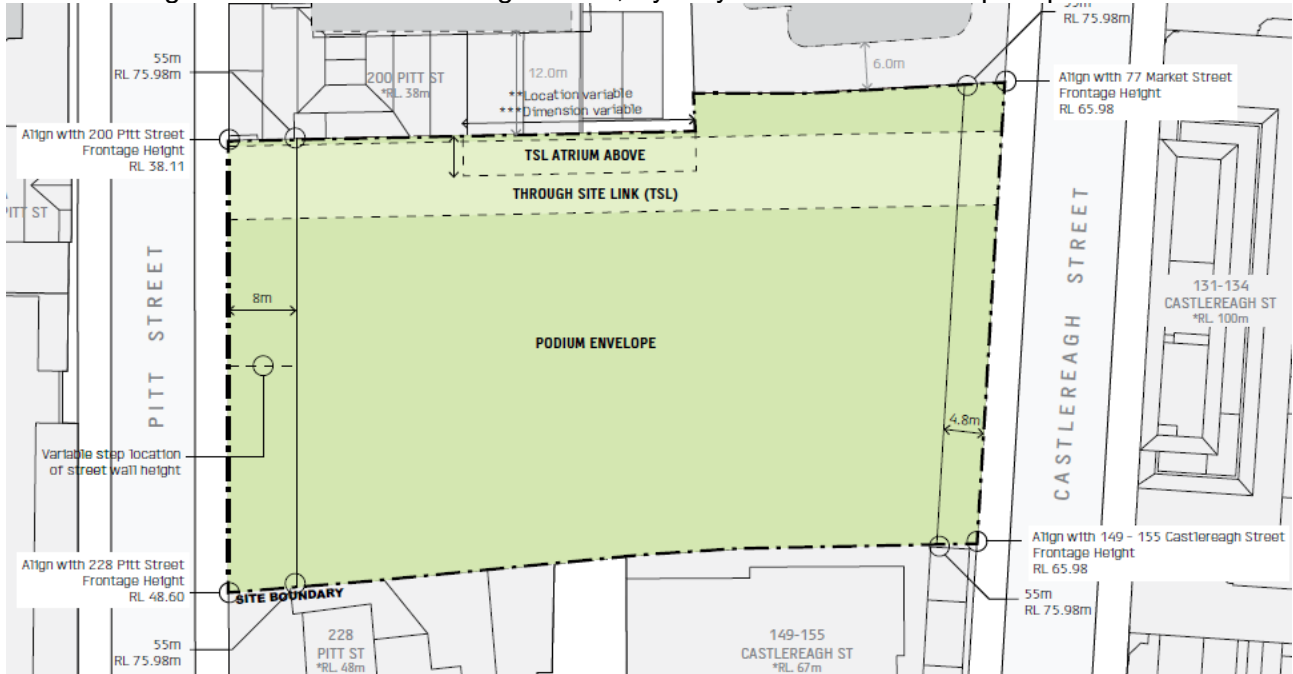


**SOUTH WEST  
PITT STREET**



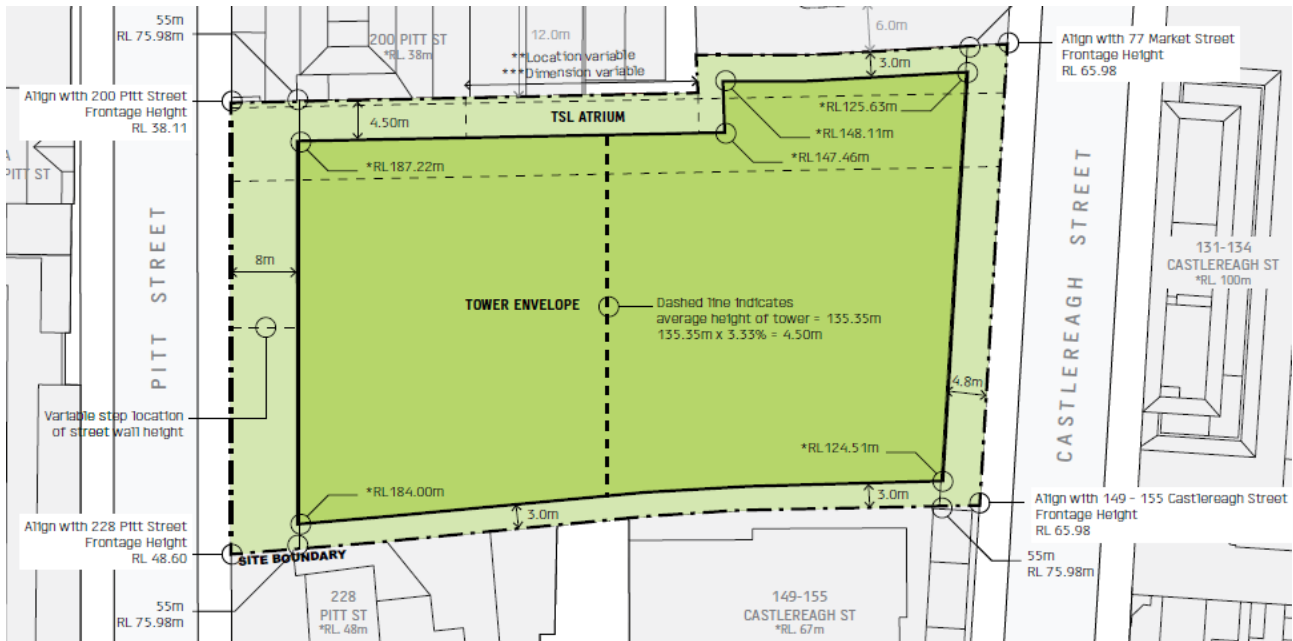
**Figure 6.XX 133-145 Castlereagh Street, Sydney – planning envelope – setbacks**

Insert new figure – 133-145 Castlereagh Street, Sydney – Indicative envelope – podium setbacks



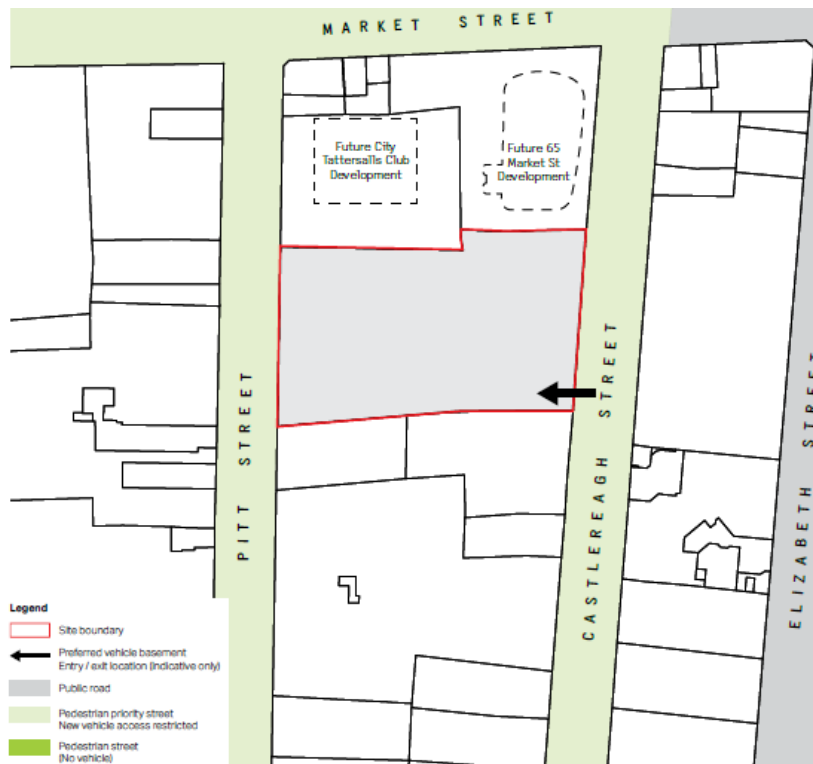
**Figure 6.XX 133-145 Castlereagh Street, Sydney – planning envelope – tower setbacks**

Insert new figure – 133-145 Castlereagh Street, Sydney – Indicative envelope – tower setbacks



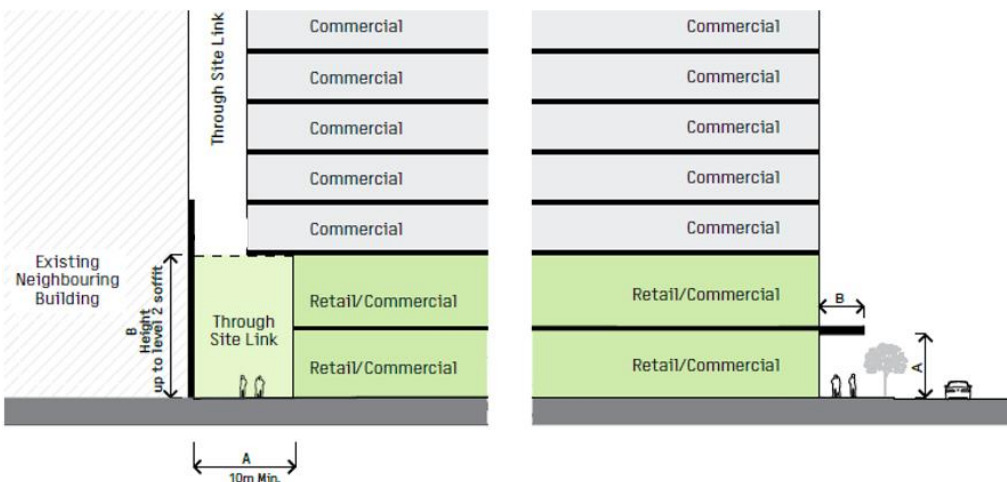
**Figure 6.XX 133-145 Castlereagh Street, Sydney – Vehicular entrance location**

Insert new figure – 133-145 Castlereagh Street – Vehicular entrance location



**Figure 6.XX 133-145 Castlereagh Street, Sydney – Typical through-site link and street sections**

Insert new figure – 133-145 Castlereagh Street, Sydney – Typical through-site link and street sections



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

A : Minimum Through site link width 10m

B : Minimum height up to Lv.2 soffit

**Typical section B : Street condition.**

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

B : Awning width 2m - 3.6m with the final width being determined to:

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

**Figure 6.XX 133-145 Castlereagh Street, Sydney – Active frontages and awning map**

Insert new figure – 133-145 Castlereagh Street, Sydney – Active frontages and awning map



