PICCADILLY COMPLEX

URBAN STUDY REPORT

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

A.1 - SITE AND SURROUNDING CONTEXT

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A.1.0 INTRODUCTION

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Artist's impression of the Piccadilly Tower redevelopment. Indicative not to scale.

A.1.0 INTRODUCTION

PROJECT OVERVIEW

Background

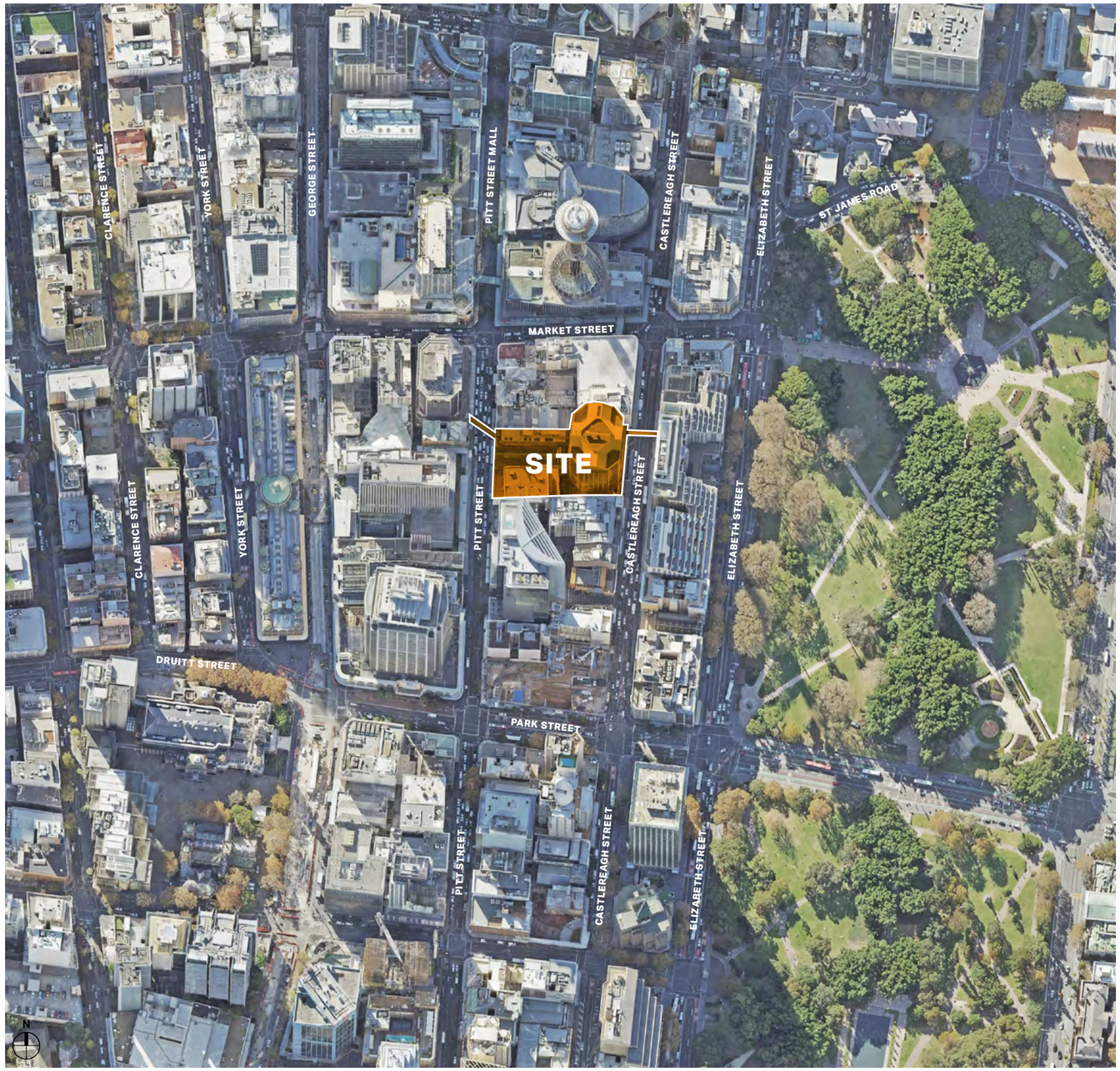
This Urban Design report has been prepared on behalf of Stockland to seek approval from the City of Sydney for the redevelopment of the existing Stockland Piccadilly Complex for a new mixed-use commercial office tower at 133 - 145 Castlereagh Street in the Sydney's Central Business District (CBD), legally described as Lot 10 in DP 828419.

The site area is approximately 4,800m². The existing Stockland Piccadilly Complex comprises of an existing multi-storey underground car park, Wesley Mission facilities at lower ground and basement floors, a mixed-use ground-level podium of 2 storey high, Piccadilly Court office building and a commercial tower known as the Piccadilly Tower of 30 storey. Total 32 storey in height.

The subject site is bounded by 210 - 222 Pitt Street to the east, 133 - 145 Castlereagh Street to the west. The street block meets Market Street to the north; and Park Street to the south.

Aim

The purpose of this report is to outline the project vision in support of the Planning Proposal request to amend the Sydney Local Environmental Plan (LEP) 2012 and the preparation of a draft site-specific Development Control Plan (DCP) 2012 for the site. The report provides a detailed context analysis as part of developing a project vision and planning control framework for the redevelopment of the site.



Site Plan (not to scale) - The proposed Piccadilly redevelopment is located within the heart of Sydney Central Business District (CBD).

CHAPTER A.1.1

CONTEXT ANALYSIS

A.1.1 - CONTEXT ANALYSIS

SITE LOCATION

The proposed site is located within the midtown precinct of the Sydney's Central Business District (CBD) at 210 - 222 Pitt Street/ 133-145 Castlereagh Street.

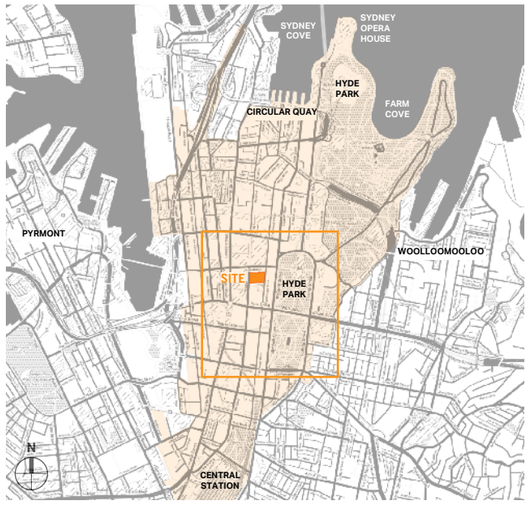
The local character is formed by a diverse mix of commercial, hotel, retail, transport, public open space and entertainment facilities, including the Pitt Street Mall and Queen Victoria Building (QVB).

The built form of this street block will transform from a majority of mid-rises to high rises with the recent approval of the City Tattersalls Club building envelope; pending concept approval of 65-77 Market Street and Pitt Street North Over Station Development (PSN OSD). These developments are represented throughout the report for context reference.

Legend

Central Sydney area

Proposed site



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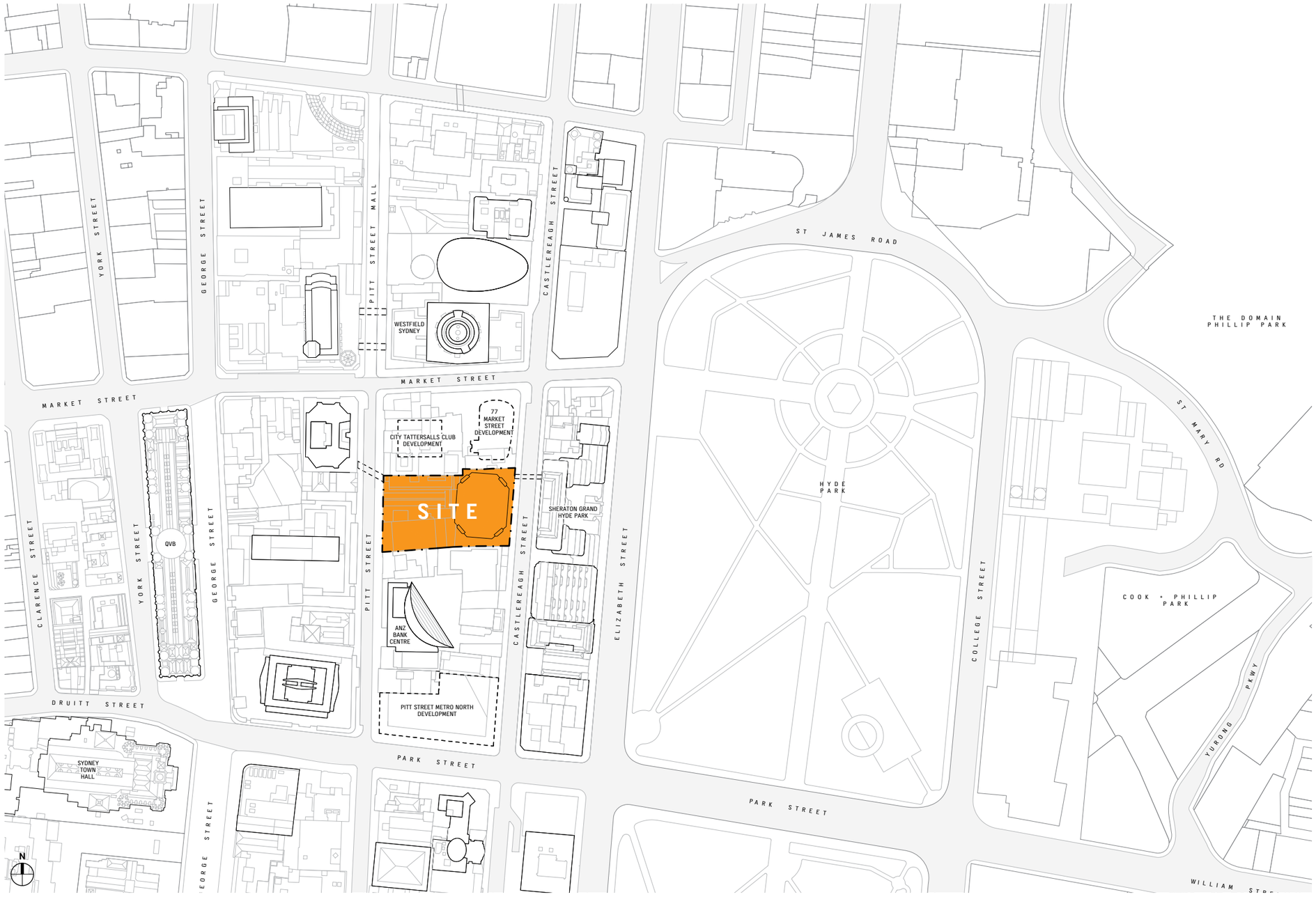


Site Plan (drawing not to scale) - The proposed Piccadilly redevelopment is located in close vicinity to Hyde Park.

A.1.1 - CONTEXT ANALYSIS

CONTEXT OVERVIEW

NORTH
Immediately to the north of the site is the Pitt Street Mall, a pedestrianised shopping precinct of the Sydney CBD with the observation viewing platform Sydney Tower Eye at Market Street. Further north is the financial precinct Martin Place and the Circular Quay waterfront.

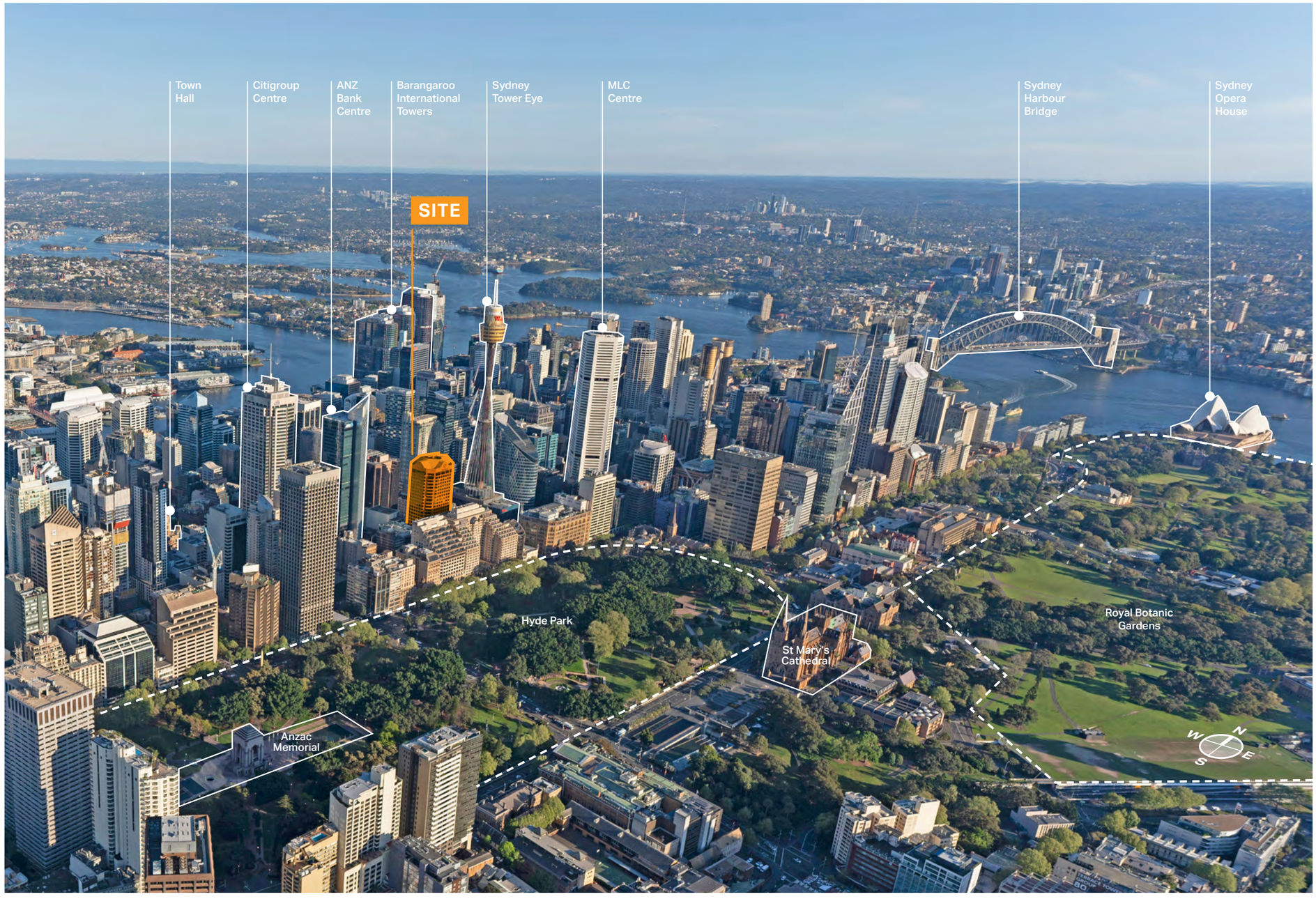
EAST
To the east, the site is bounded by Castlereagh Street and Hyde Park/ College Street Special Character Area. The area separates the City from the residential areas further east and frames as an important gateway to the City. Elizabeth Street is an active bus transport corridor to and from the Eastern suburbs with the vital City Circle railway network St James station within a short distance.

SOUTH
South of the site is the ANZ Bank Centre at Liberty Place, a commercial high-rise building which is currently the tallest built form on the street block.

WEST
Pitt Street bounds the site to the west, a major street connecting the entire city north-south from Circular Quay to Central Station. Further west is the York Street Special Character Area with Queen Victoria Building as the heart of this conservation area. It's high concentrated commercial and retail programs are supported by the introduction of the light rail network along George Street.

Legend

Proposed site



Existing context aerial view - The proposed Piccadilly redevelopment is located within walking distance to Hyde Park and Circular Quay waterfront.

A.1.1 - CONTEXT ANALYSIS

AERIAL VIEWS

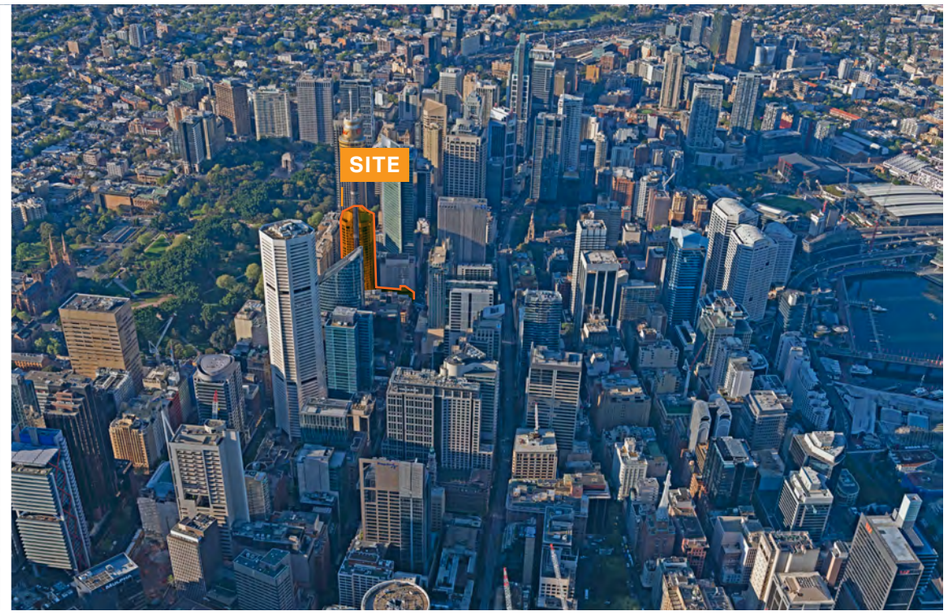
The existing 31 storey Stockland Piccadilly Complex is situated at the eastern edge of the Central Sydney metropolitan area within a short distance to Hyde Park.

Notable surrounding tall buildings include the ANZ Bank Centre (195m in height) at Liberty Place to the south, and Sydney Tower Eye (305m in height) to the north.

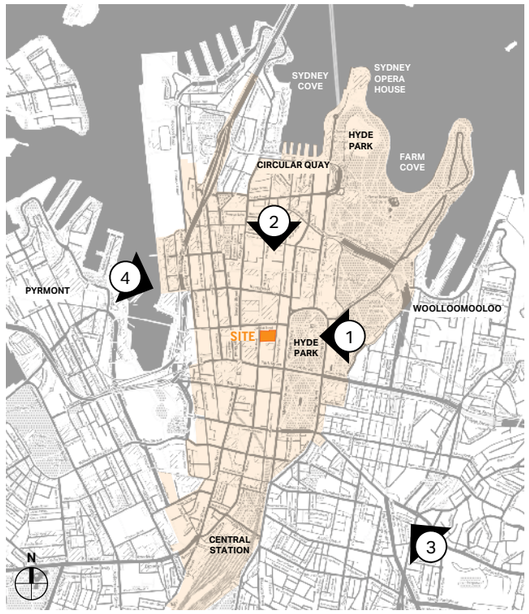
Legend

- Central Sydney area
- Proposed site

Existing aerial view 1 - From Hyde Park towards west to Pyrmont.

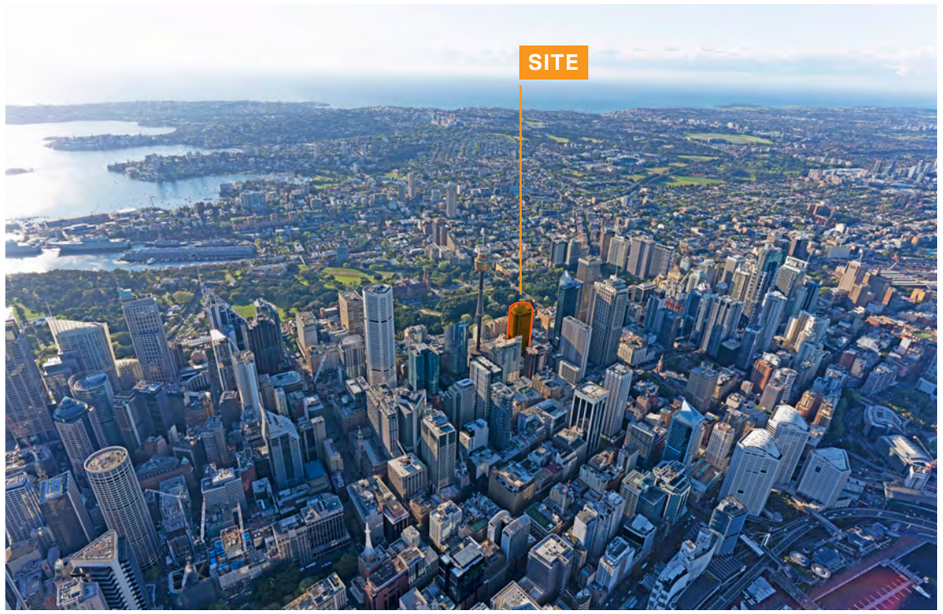


Existing aerial view 2 - Looking south to midtown precinct of Sydney CBD.



Key Legend

Existing aerial view 3 - From south-east of Sydney CBD.



Existing aerial view 4 - Looking east from Darling Harbour.

A.1.1 - CONTEXT ANALYSIS

SITE ANALYSIS

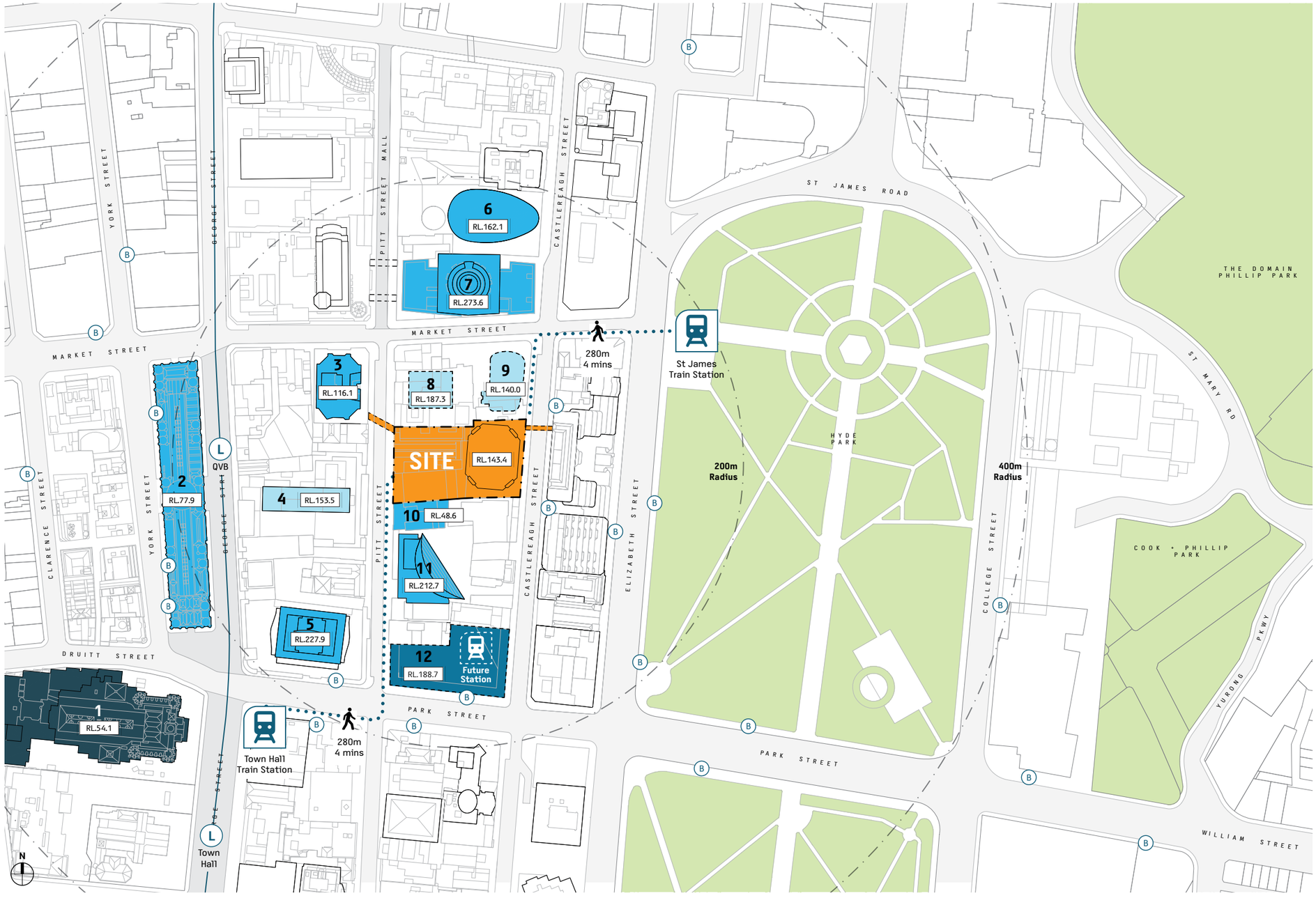
The site plan illustrates key existing buildings, future development and main transport nodes within the immediate site context:

1. Sydney Town Hall
2. Queen Victoria Building
3. 55 Market Street
4. Hilton Sydney
5. Citigroup Centre
6. 85 Castlereagh St/ Westfield Tower
7. Sydney Tower Eye
8. *City Tattersalls Club
9. *David Jones/ 65 Market Street
10. Banking House
11. ANZ Bank Centre
12. *Pitt Street North Over Station Development (PSN OSD)

* Future development.

Legend

- Proposed site
- RL.XX.X — Approximate building RL height (indicative)
- Pedestrianised street
- Park
- Civic
- Transport
- Commercial / Retail
- Residential / Accommodation
- Future building outline
- Walking distance and time (indicative)
- Train station
- B — Bus stop station
- L — Light rail station



Site plan (drawing not to scale).

A.1.1 - CONTEXT ANALYSIS

PITT STREET ELEVATION

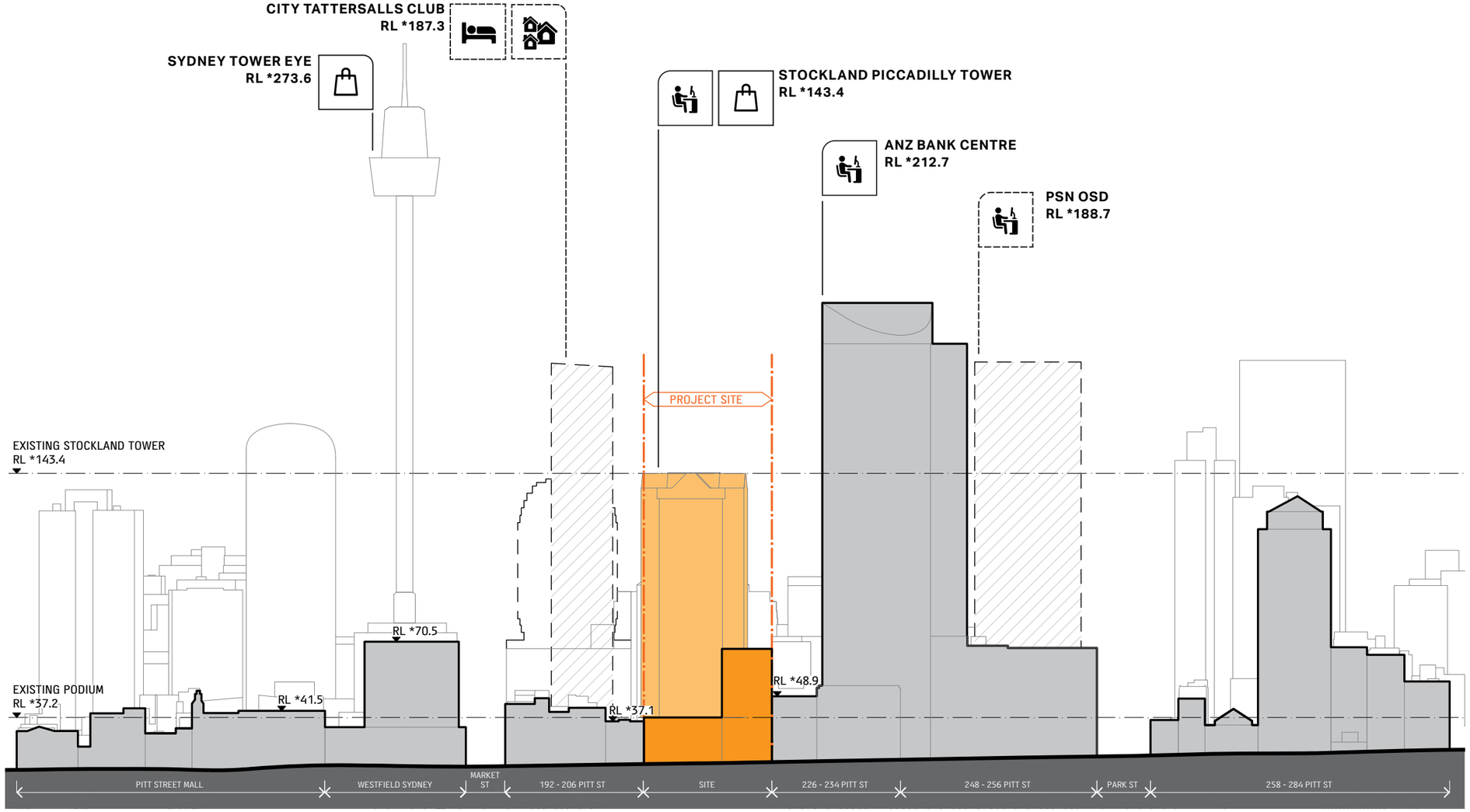
The western boundary of the site is located at 210 - 222 Pitt Street.

The existing Stockland Piccadilly Shopping Centre podium and Piccadilly Court facade aligns with immediate buildings with the tower set back from the street. The surrounding built form are mid-rises ranging from 3 to 13 stories high; noting the highest building currently on this elevation is the commercial high-rise ANZ Bank Centre.

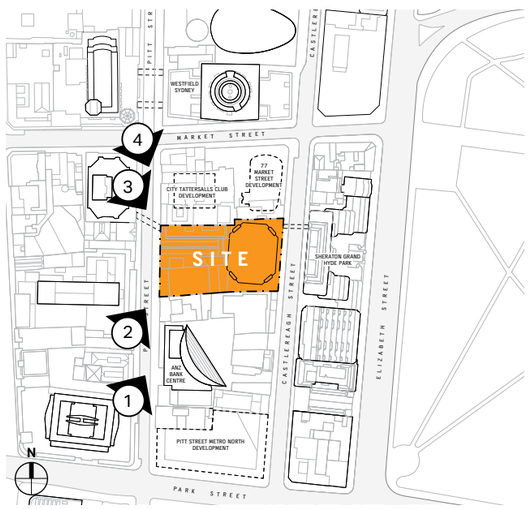
Legend

- Program : Commercial
- Program : Residential
- Program : Accommodation
- Program : Retail
- Future development outline
- Future development
- Proposed site

*RL XX - Approximate Relative Level.



Pitt Street elevation (drawing not to scale).



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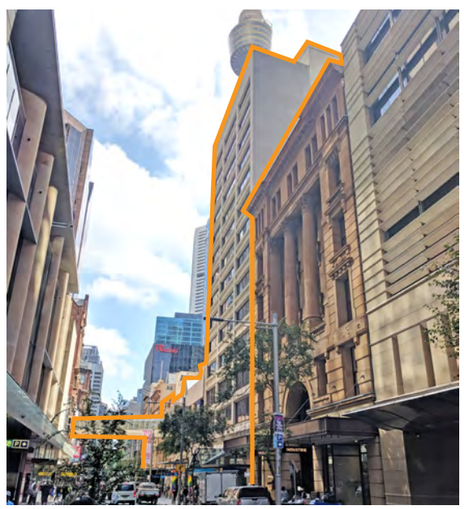
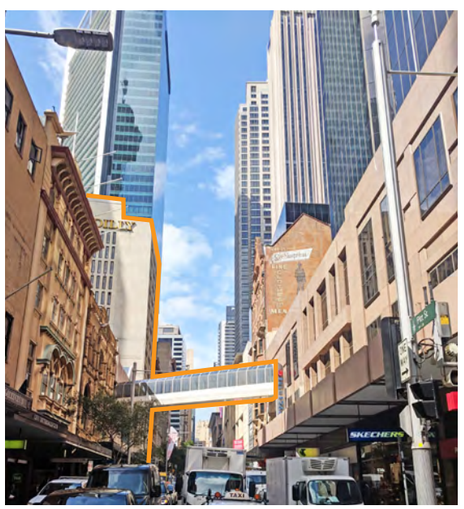


Existing view 1 - Pitt Street, looking north.

Existing view 2 - Pitt Street, looking north.

Existing view 3 - Pitt Street side sky bridge.



Existing view 4 - Market Street, looking south.

A.1.1 - CONTEXT ANALYSIS

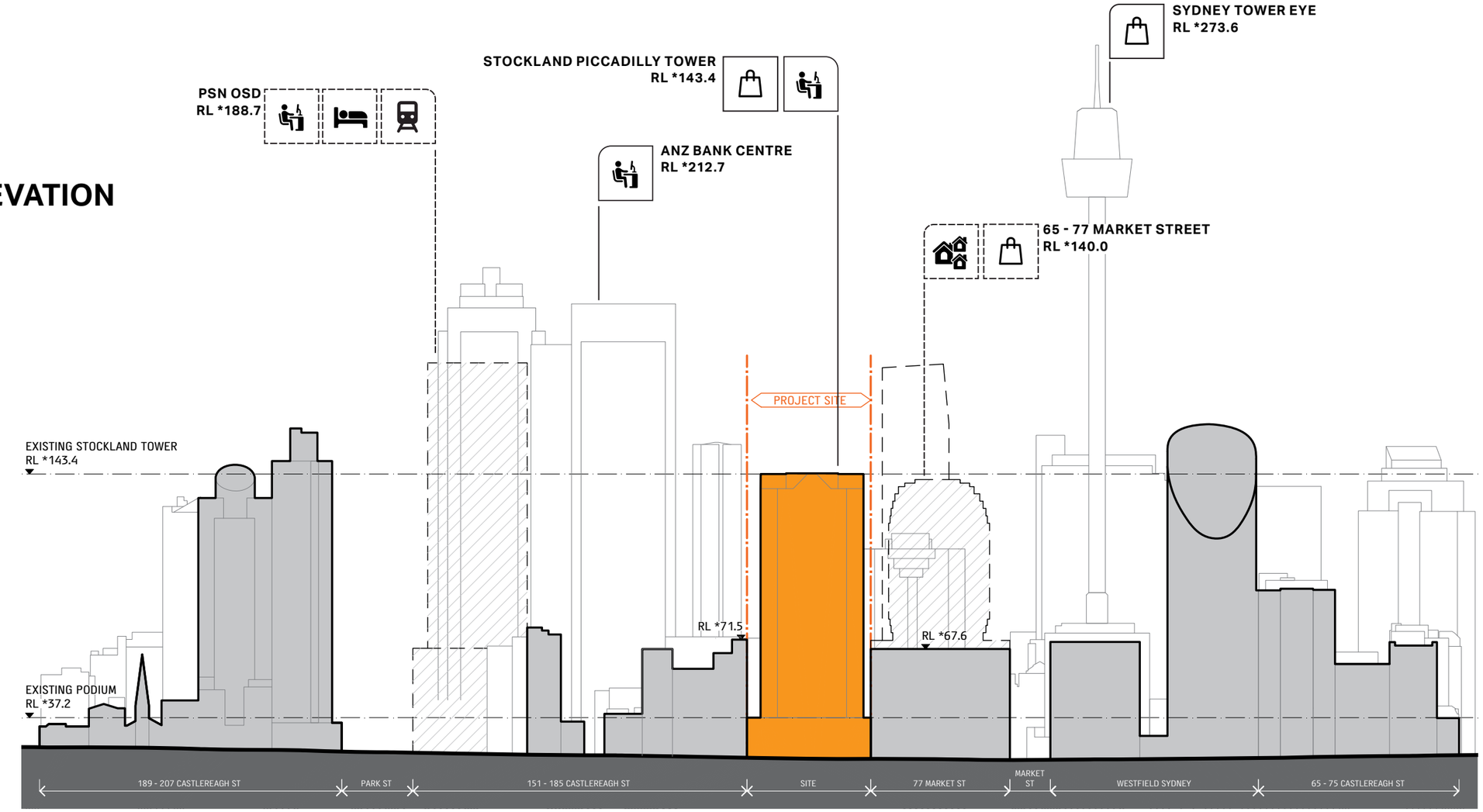
CASTLEREAGH STREET ELEVATION

The eastern boundary of the site is located at 133-145 Castlereagh Street. The existing 32 storey Stockland Piccadilly Tower is the tallest building along this eastern elevation of Castlereagh Street. The immediate surrounding buildings are primarily mid-rises ranging from 4 to 12 stories. The built form profile along this elevation will be transformed with the proposed redevelopments of the PSN OSD and 65-77 Market Street.

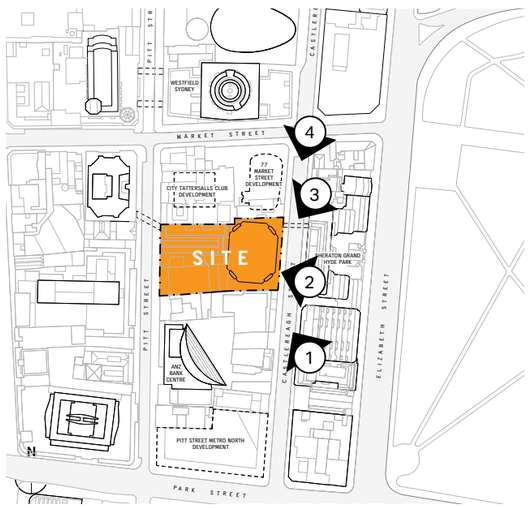
Legend

- Program : Transport
- Program : Commercial
- Program : Residential
- Program : Accommodation
- Program : Retail
- Future development outline
- Future development
- Proposed site

*RL XX - Approximate Relative Level.

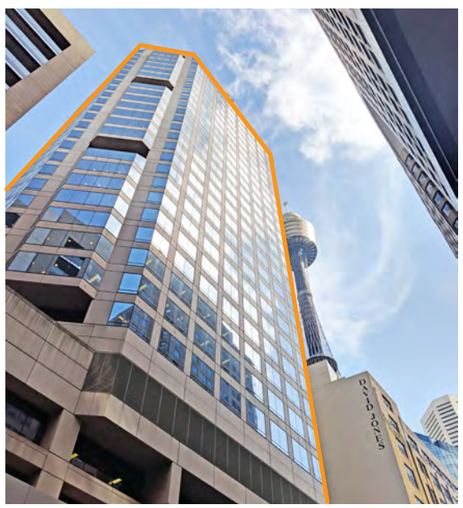


Castlereagh Street elevation (drawing not to scale).



Key Legend

Existing view 1 - Site entrance from Castlereagh St.



Existing view 2 - Stockland Piccadilly Tower.

Existing view 3 - Vehicle entry with sky bridge over.

Existing view 4 - Market Street, looking south.

A.1.1 - CONTEXT ANALYSIS

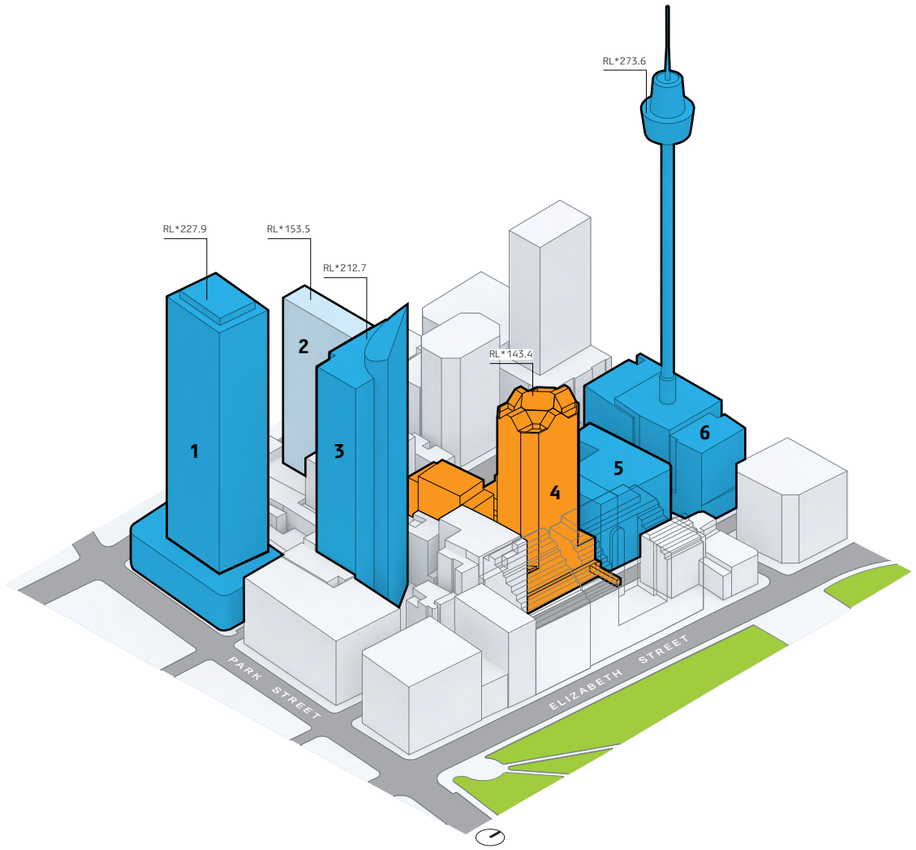
EXISTING AND FUTURE CONTEXT

The diagrams illustrate the comparison of existing and future developments within the immediate site context. The high rise density within the street block will increase with adjacent future developments.

To the north of the site with Pitt Street frontage is the City Tattersalls Club. The building envelope received Stage 1 DA approval for a tower with a height of RL*187.3m. The future development interfacing with Castlereagh Street is the 65-77 Market Street David Jones Department Store, adding a residential tower to the existing heritage building up to RL*140.0.

To the south of the site is the PSN OSD, which has an approved maximum building envelope with a highest RL*188.7. It's Stage 2 State Significant Development Application is currently pending approval. Please refer to Chapter A.1.3 'New Neighborhood Development' for the proposed design.

*RL XX - Approximate Relative Level.



EXISTING CONTEXT

1. Citigroup Centre
2. Hilton Sydney
3. ANZ Bank Centre
4. Piccadilly Stockland Complex
5. David Jones
6. Westfield Sydney and Sydney Eye Tower

FUTURE CONTEXT

1. PSN OSD / 252 Pitt Street
2. Piccadilly Stockland Complex
3. City Tattersalls Club/ 194 Pitt Street
4. David Jones/ 65-77 Market Street

Legend

- Proposed site
- Building typology : Transport
- Building typology : Retail / commercial
- Building typology : Residential / Accommodation

Source:
1. Foster + Partners, Pitt Street North Over Station Development, Detailed State Significant Development Application, Architectural Design Report and Urban Design Statement, Revision C, June 2020.
2. FJMT, 65-77 Market Street Stage 2 Development Application, Architectural Design Statement, Revision 1, 2019.
3. FJMT, City Tattersalls Club, Stage 1 Development Application, 2019.

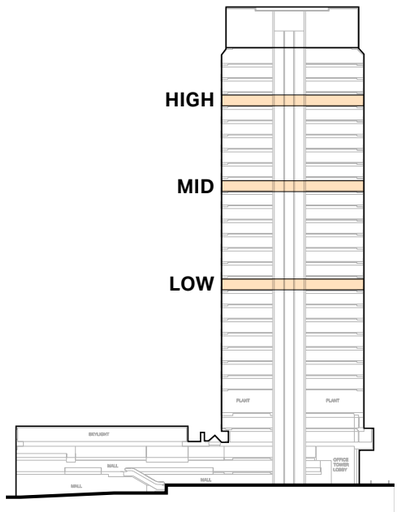
A.1.1 - CONTEXT ANALYSIS

VIEW CORRIDORS

The diagrams illustrate the comparison of existing and future context view corridors from the proposed site.

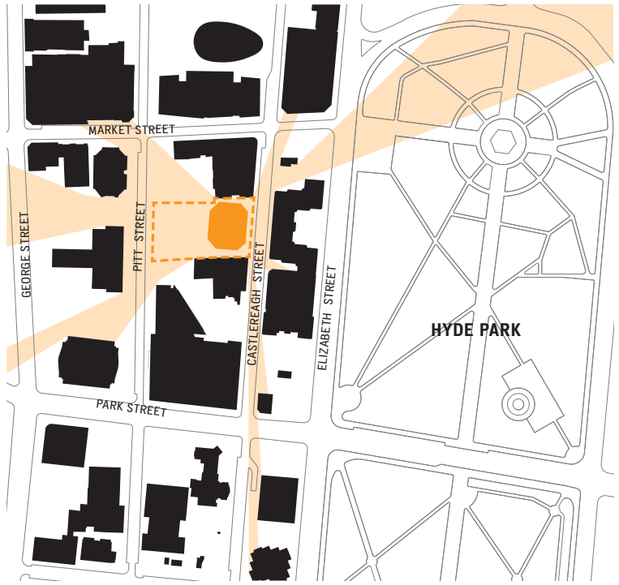
The tallest existing building within the street block is the commercial tower ANZ Bank Centre, located at the southwestern direction.

Several future high-rise developments at the northern and southern ends of the street block will reduce the view corridors from the project site; however, views toward Hyde Park and to the west are uninterrupted.



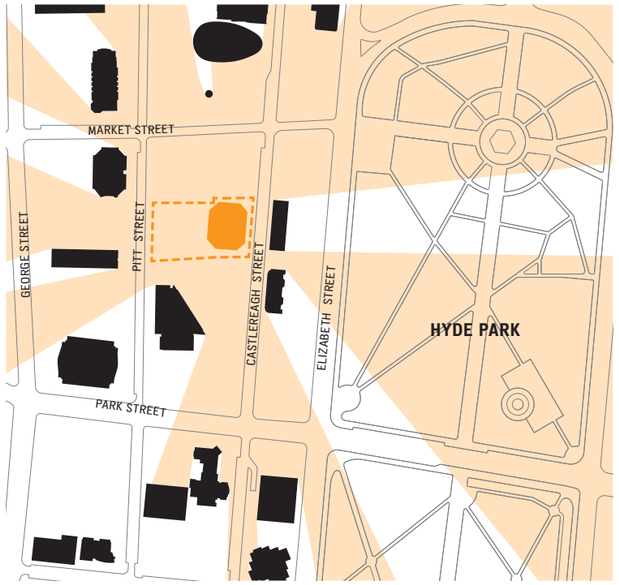
Legend

- Future development
- Proposed site

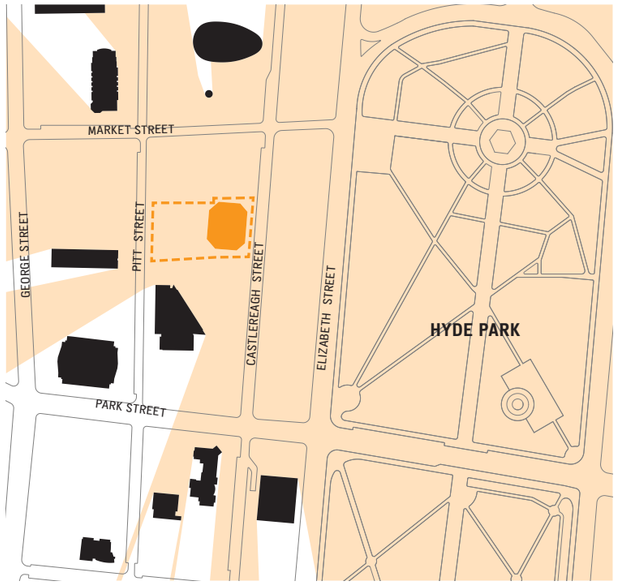


EXISTING CONTEXT

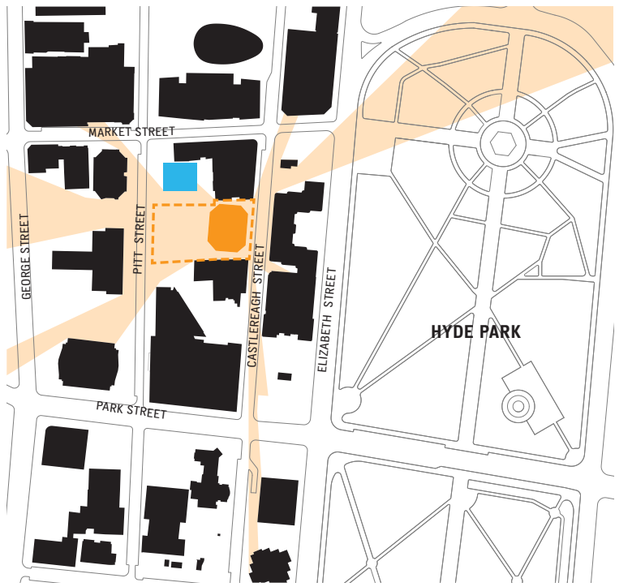
Existing context - Low typical floor (RL 72.3).



Existing context - Mid typical floor (RL 97.5).

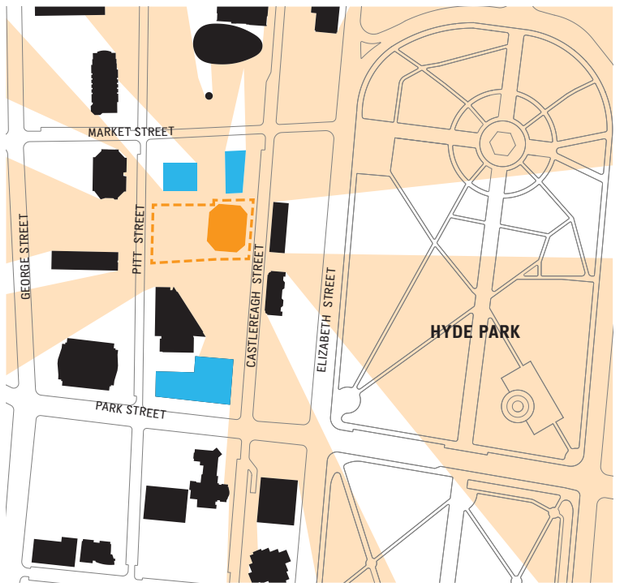


Existing context - High typical floor (RL 119.1).

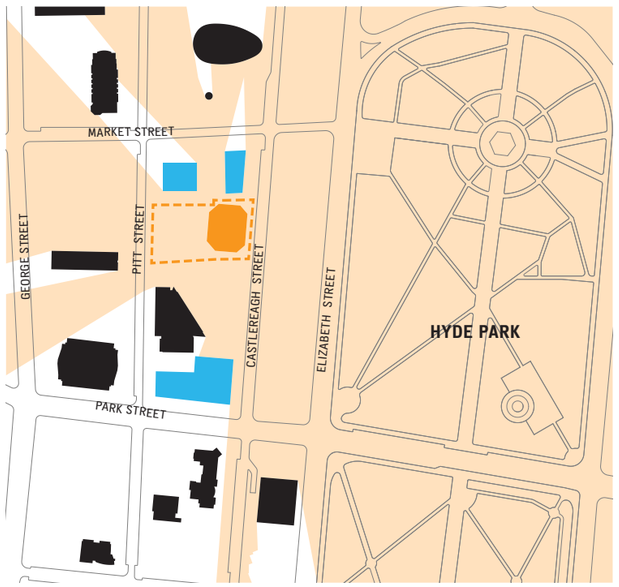


FUTURE CONTEXT

Future context - Low typical floor (RL 72.3).



Future context - Mid typical floor (RL 97.5).



Future context - High typical floor (RL 119.1).

A.1.1 - CONTEXT ANALYSIS

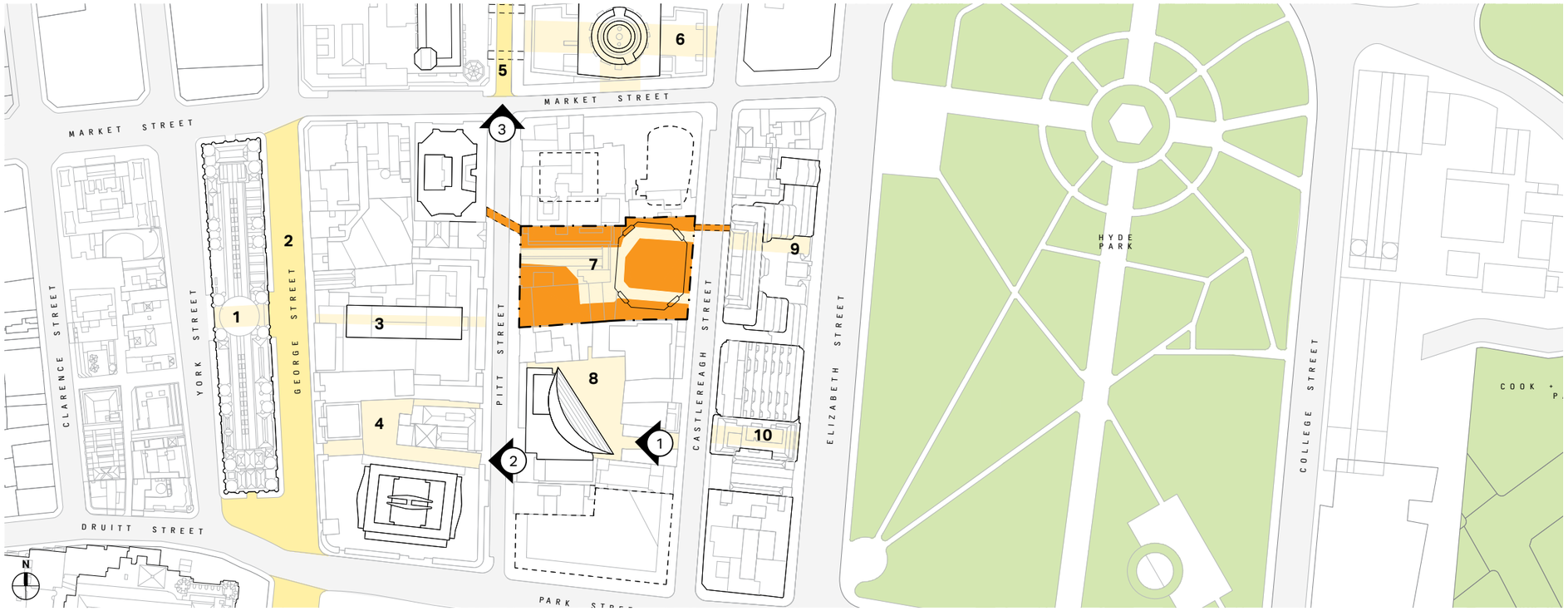
GROUND PLANE AND PUBLIC DOMAIN

The existing through site link (TSL) is provided at the ground level of Piccadilly Shopping Centre.

The thoroughfare has no direct visual connection from street entrances, and the current level changes are addressed by stairs and escalators, which is inadequate for universal access. As the site is within a highly pedestrianised area, these conditions must comply with the Draft DCP Amendment 2012 requirements in the future development.

The site plan illustrates an overview of through site links and pedestrianised streets with The Galleries and Hilton Sydney as an example of TSL providing a clear line of sight through the site, from one street to the next.

1. Queen Victoria Building (QVB)
2. George Street
3. Hilton Sydney through site link
4. The Galleries through site link
5. Pitt Street Mall
6. Westfield Sydney
7. Piccadilly Complex through site link
8. Liberty Place
9. Shereton Grand
10. St James Trust Building



Site plan (drawing not to scale).

Legend

- Future development outline
- Proposed site
- Park
- Through site link
- Pedestrianised street

Existing view 1 - Looking towards Liberty Place from Castlereagh St.

Existing view 2 - Looking towards The Galleries from Pitt Street.

Existing view 3 - Looking towards Pitt Street Mall from Market Street.

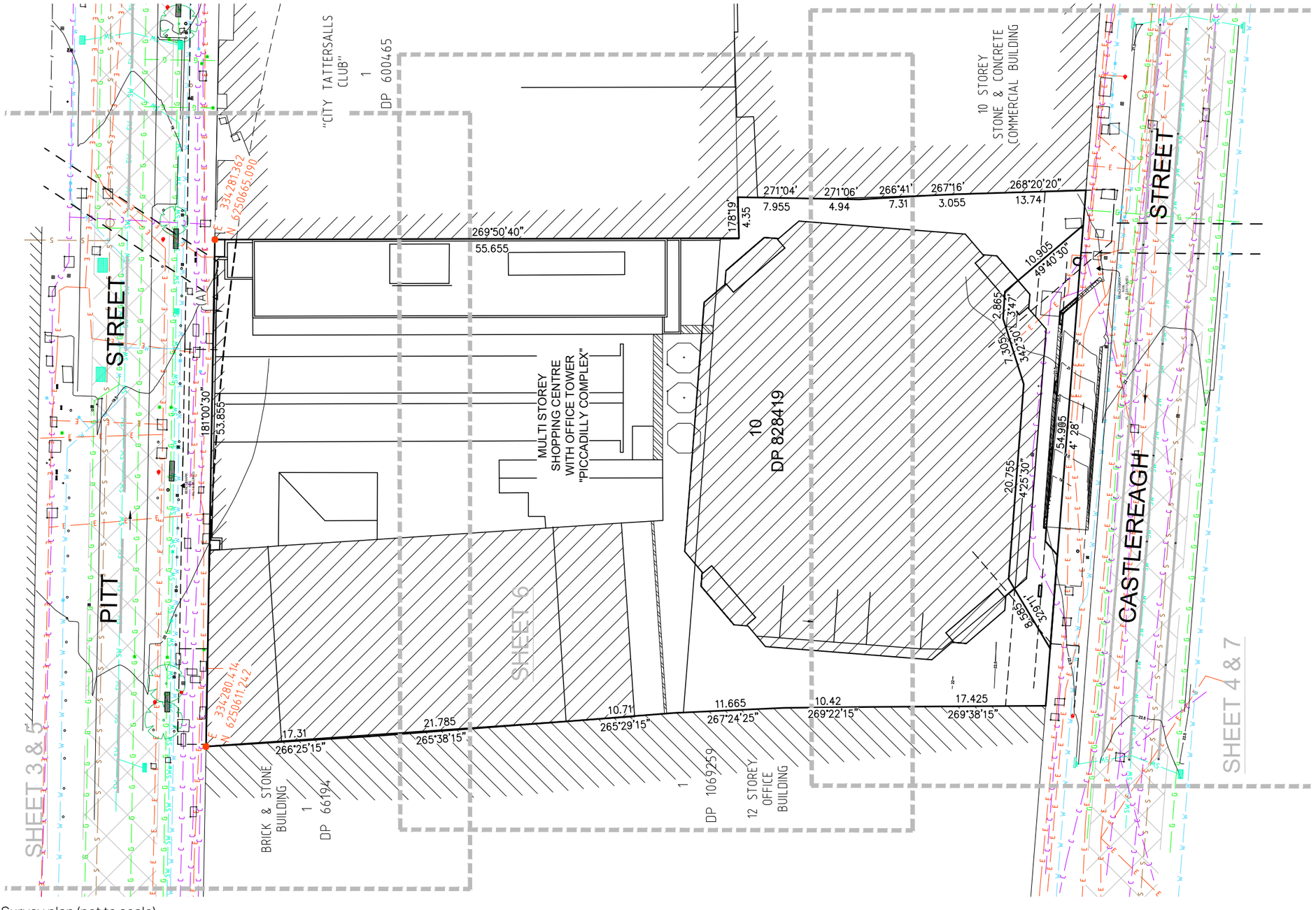
A.1.1 - CONTEXT ANALYSIS

SITE SURVEY

The site survey was prepared by LTS surveyor, for proposed site Lot 10 in DP 828419 'Piccadilly Complex', 133-135 Pitt Street, Sydney.

LEGEND

BENCH MARK	▲
COMMS PIT	COM
TELSTRA PIT	TEL
ELECTRIC LIGHT POLE	LP
ELECTRICITY PIT	EPIT
POWER POLE	PP
PIT WITH CONCRETE LID	CLID
PIT WITH METAL LID	MLID
STREET SIGN	SS
BOLLARD	BOL
ROADS & MARITIME SERVICES	RMS
GRATED INLET PIT	GIP
KERB INLET PIT	KIP
SEWER INSPECTION POINT	SIP
SEWER MANHOLE	SMH
STOP VALVE	SV
HYDRANT	HYD
GAS VALVE	GAS
VEHICLE CROSSING	(VC)
GAS (DBYD)	G
COMMUNICATIONS (DBYD)	C
WATER (DBYD)	W
SEWER (DBYD)	S
SYDNEY WATER HERITAGE SITE	
ELECTRICITY (U'GROUND) (DBYD)	E
ELECTRICITY (OVERHEAD)	P
STORMWATER	SW



Survey plan (not to scale).

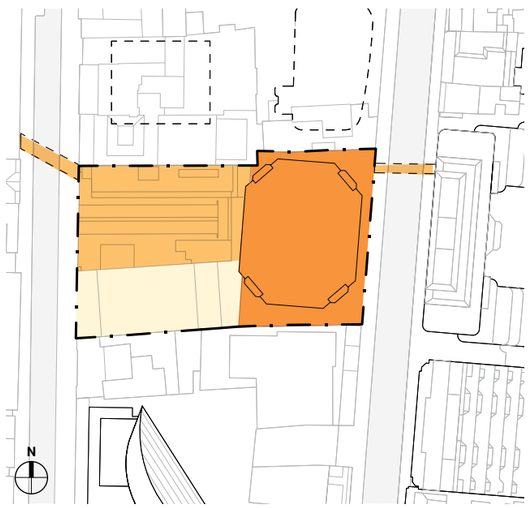
A.1.1 - CONTEXT ANALYSIS

EXISTING BUILDINGS AND PROGRAMS ON SITE

The existing Piccadilly Stockland Center is comprised of; 'Piccadilly Tower', a 31 stories commercial tower at 133 - 145 Castlereagh Street; 'Piccadilly Court', a 15 stories office building at 222 Pitt Street; together with a two-level retail podium at 210 Pitt Street, and 5 level basement with Wesley Mission facilities and car parking.

PROGRAM OVERVIEW

- Program : Commercial
- Program : Food & Beverage
- Program : Retail
- Program : Car parking
- Program : Christian community service
- Piccadilly Tower : 33,300m² GFA
- Piccadilly Court : 10,800m² GFA
- Piccadilly Shopping Centre : 6,900m² GFA
- Wesley Mission (basement) : 5,000² GFA
- Car Parking (basement)



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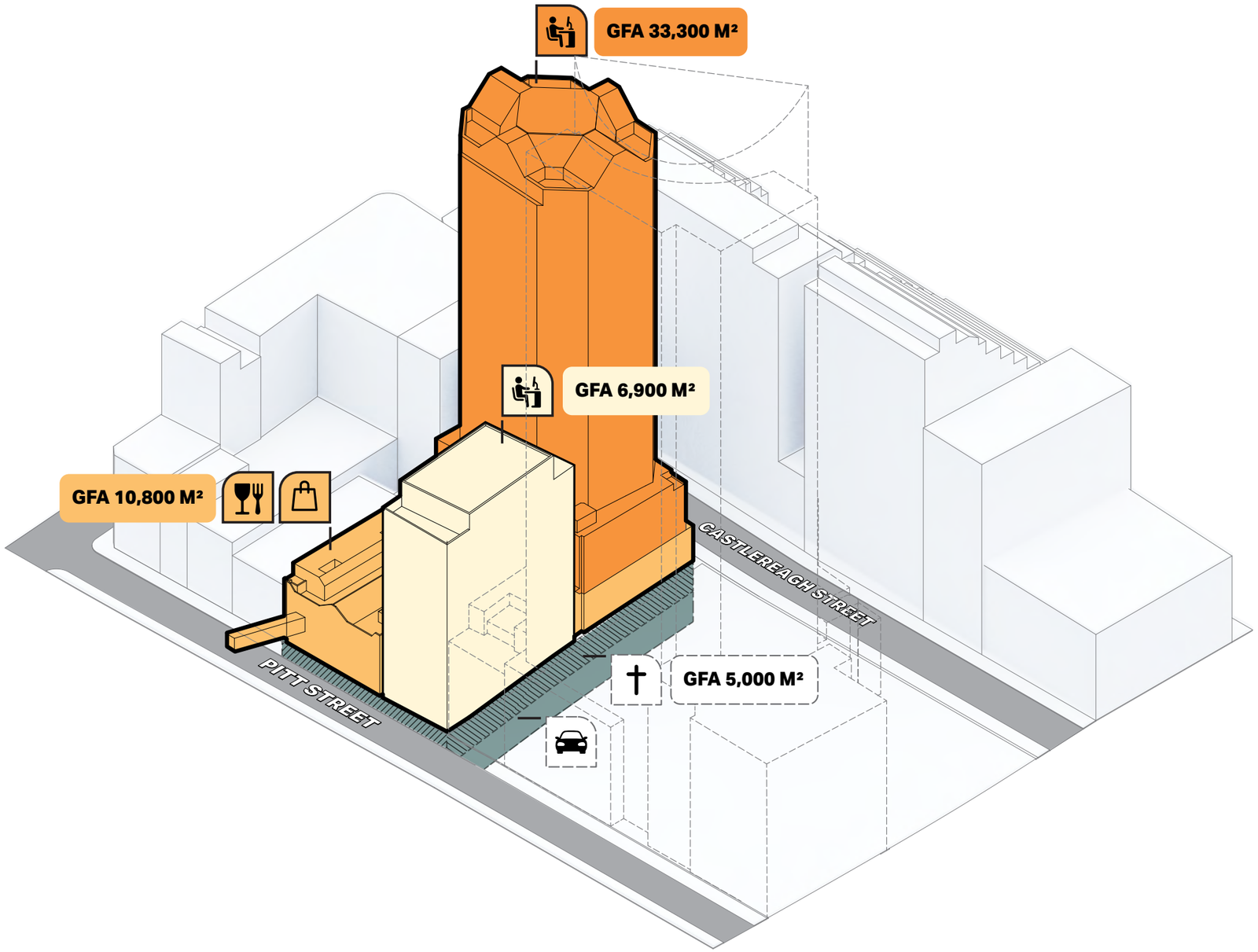


Note: Freehold ownership Uniting Church / Wesley Mission.
Leasehold now 100% Stockland.

CHAPTER A.1.2

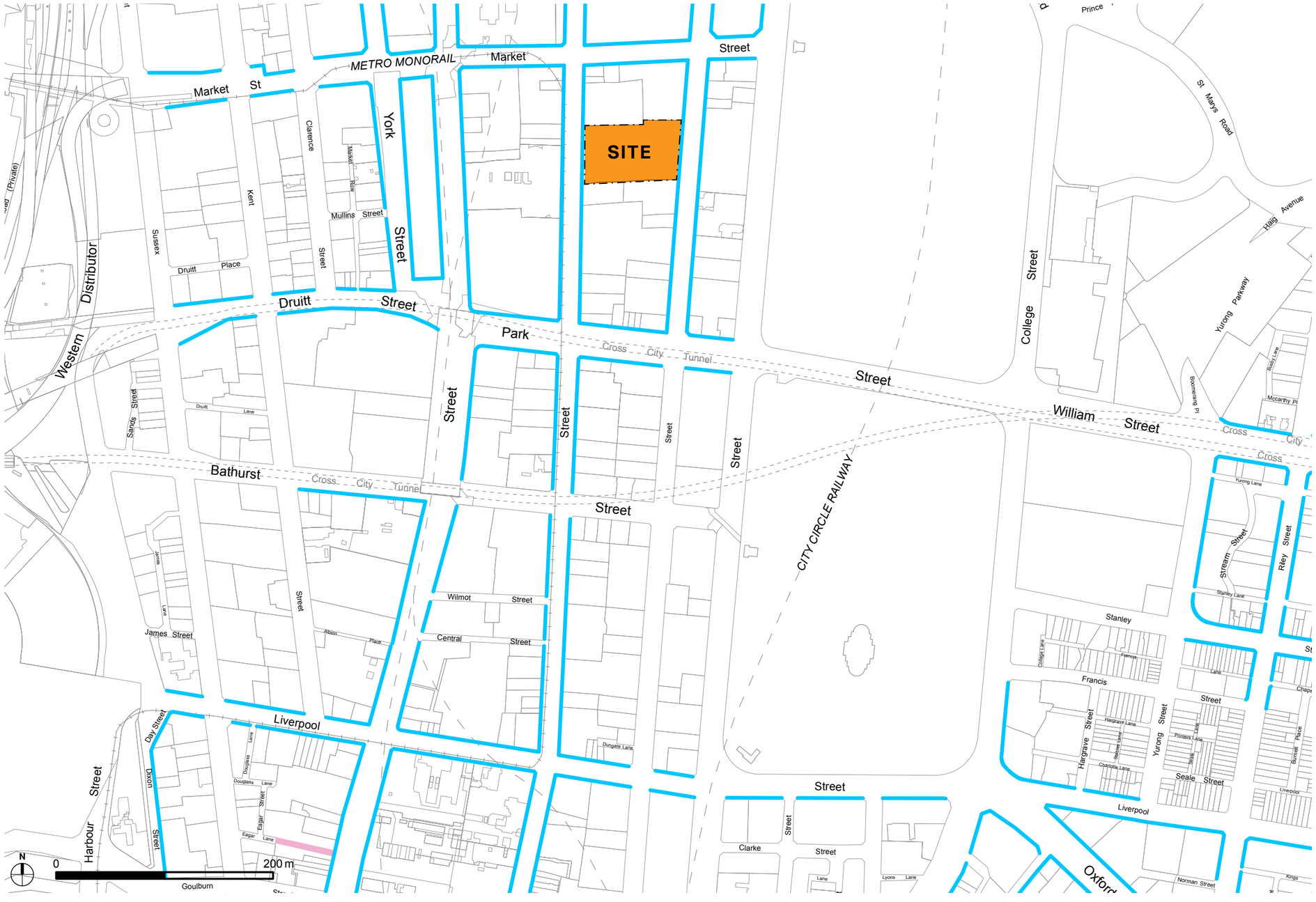
PLANNING CONTROLS (DCP 2012/ DRAFT CSPS DCP 2012 AMENDMENT)

A.1.2 - PLANNING CONTROLS

ACTIVE FRONTAGES

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

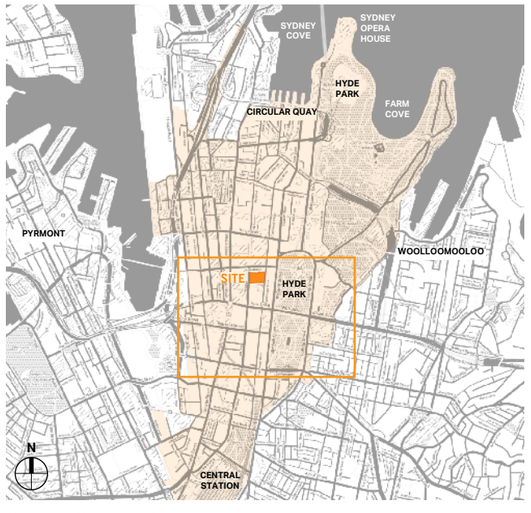
The active frontages can be supported by a combination of active uses, maximised display windows and entries to encourage public interest.



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

Legend

- Active frontages
- Proposed lane



Central Sydney Area context plan legend.

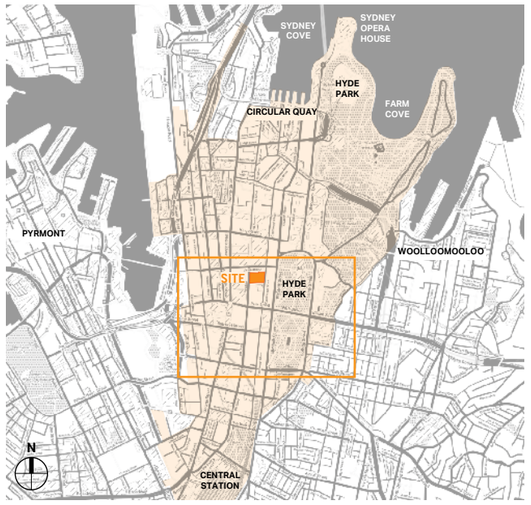
A.1.2 - PLANNING CONTROLS

PEDESTRIAN PRIORITY

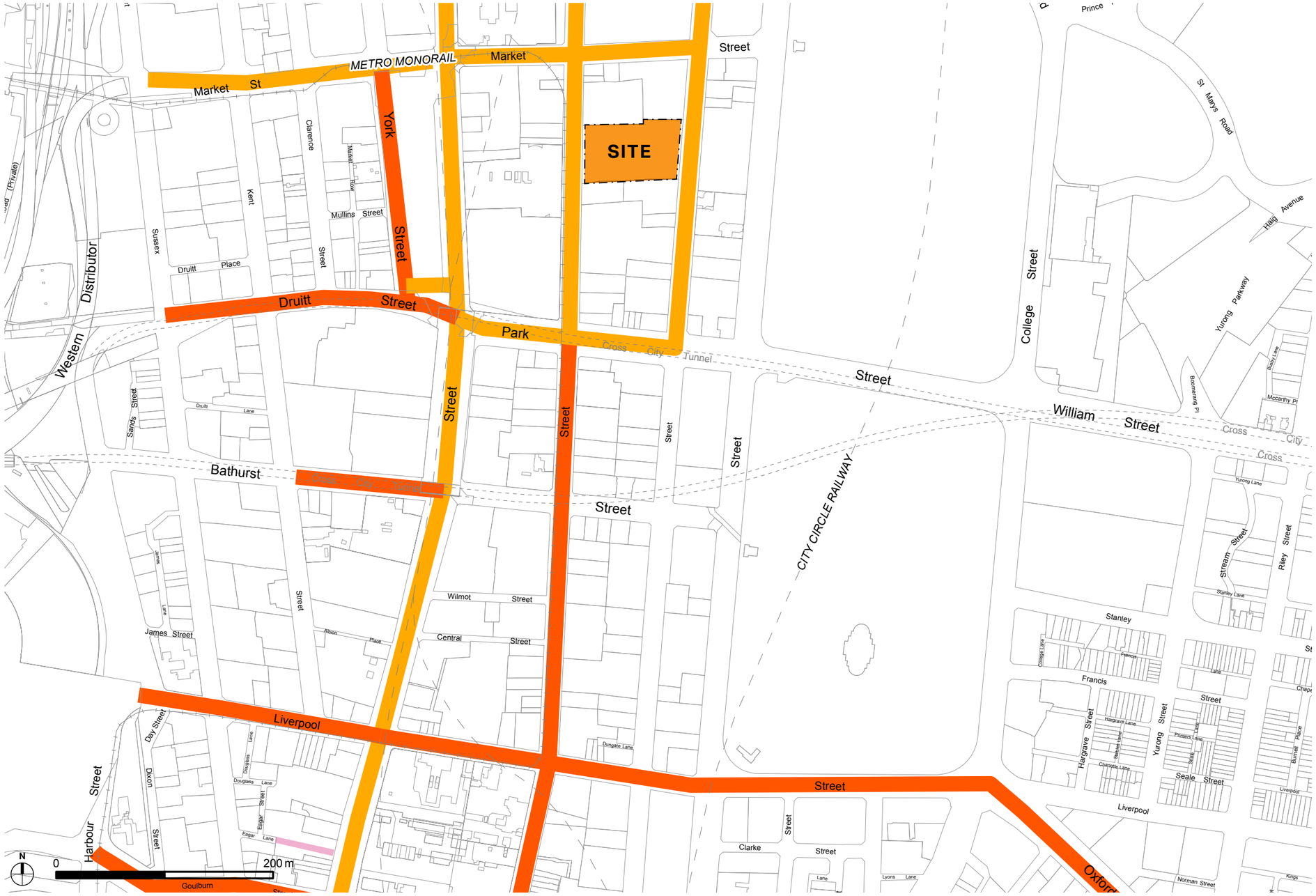
Within the public domain in the vicinity of the site, a clear pedestrian priority should be the focus along the street frontage by consolidating vehicular access to the site.

Legend

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



Central Sydney Area context plan legend.



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

A.1.2 - PLANNING CONTROLS

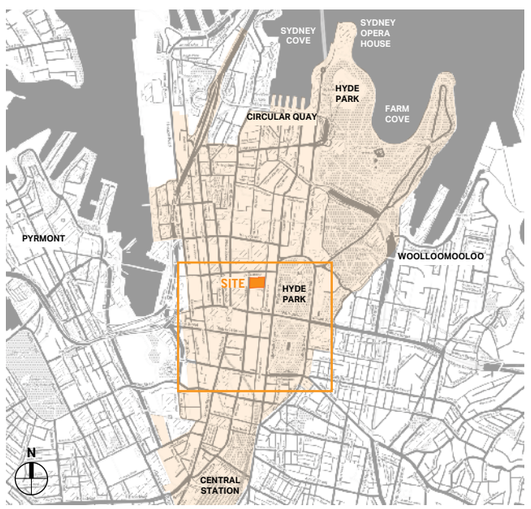
THROUGH SITE LINK (TSL)

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

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

Legend

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



Central Sydney Area context plan legend.

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

A.1.2 - PLANNING CONTROLS

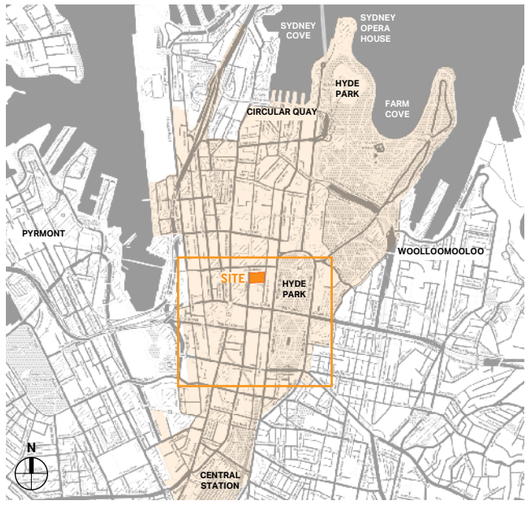
FLOOR SPACE RATIO (FSR)

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

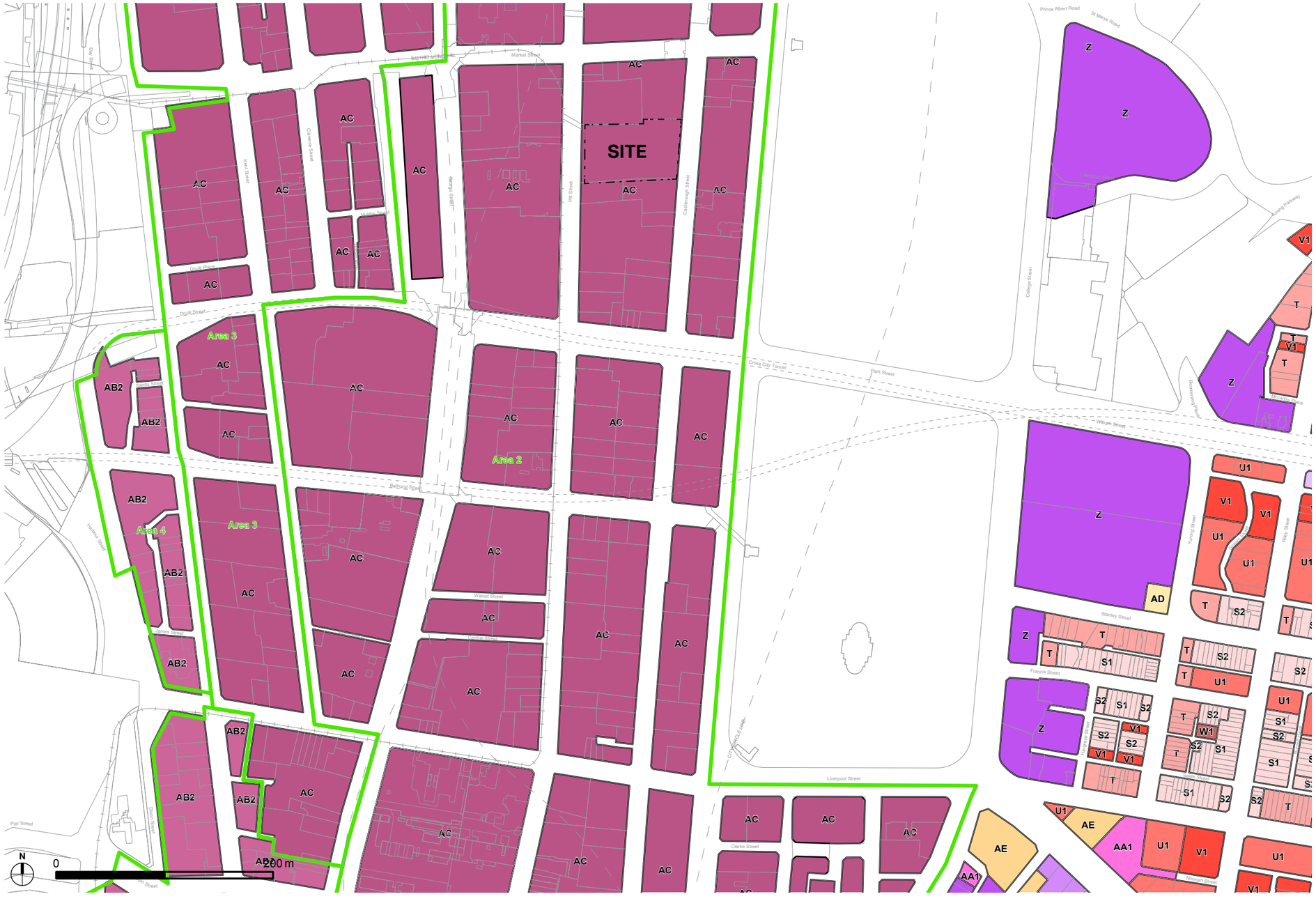
In addition to accommodation floor space, the site is also potentially eligible for additional floor space pursuant to Clauses 6.5 – 6.9 of the LEP. Such an example is end of trip facilities, where a maximum additional 0.3:1 FSR is provided.

Maximum Floor Space Ratio (n:1)

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



Central Sydney Area context plan legend.



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

A.1.2 - PLANNING CONTROLS

STREET FRONTAGES

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

Figure 1
Permissible range of street frontage heights (SFH)

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

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

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

Figure 2
Minimum street setbacks

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

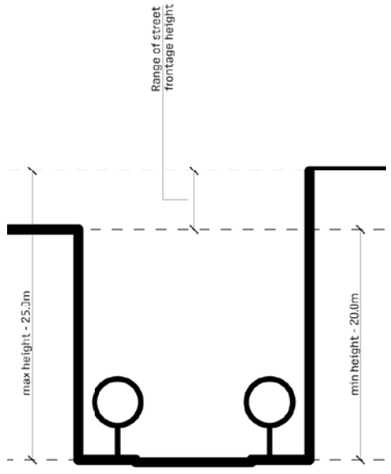


FIGURE 1
Permissible range of street frontage heights.

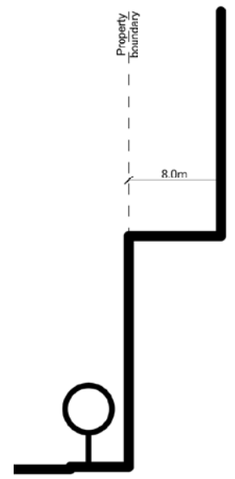


FIGURE 2
Minimum street setbacks.

A.1.2 - PLANNING CONTROLS

SIDE SETBACK / BUILDING ENVELOPE REDUCTION

Figure 1
Side and rear setbacks

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

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

Figure 2
Building envelope reduction

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

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

Figure 3
Chamfered Corners

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

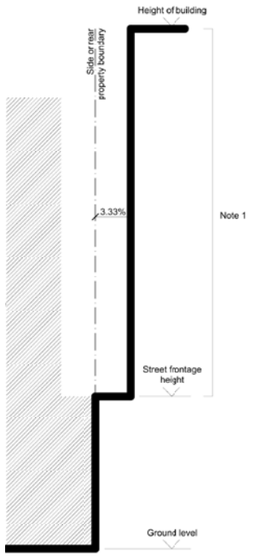


FIGURE 1
Side and rear setbacks.

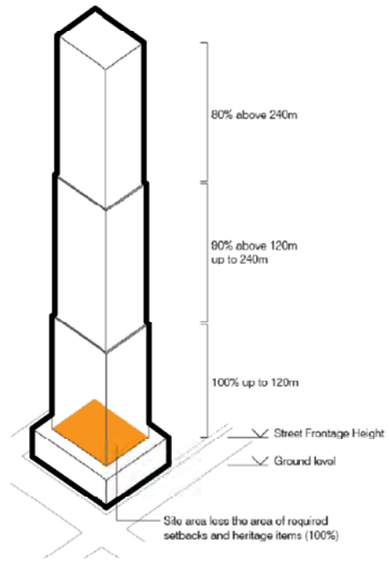


FIGURE 2
Building envelope reduction.

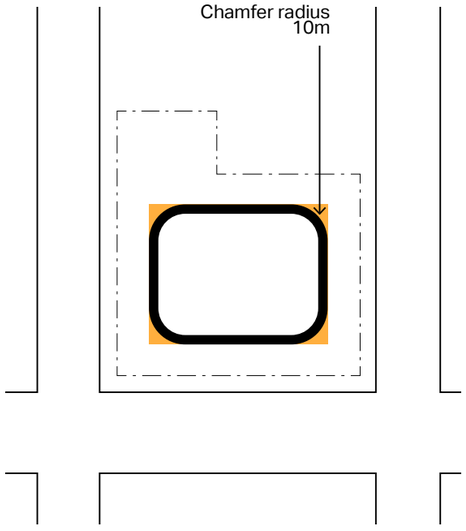


FIGURE 3
DCP Tower Clusters 10m chamfer corners note. Provision only pertinent to Sky View Factor analysis

A.1.2 - PLANNING CONTROLS

SUN ACCESS PLANE (SAP) / HYDE PARK

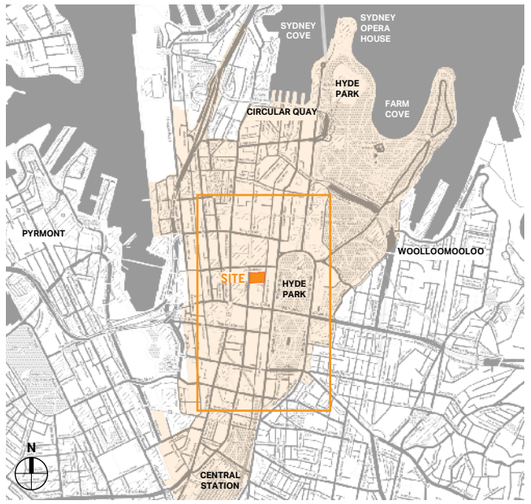
The Sydney Local Environmental Plan 2012 requires buildings to maximize sunlight access to Public Places by establishing Sun Access Planes for Hyde Park.

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

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

Legend

Proposed site



Key Legend

A.1.2 - PLANNING CONTROLS

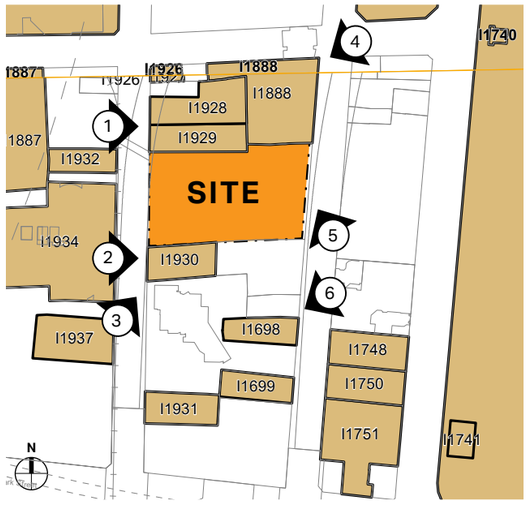
HISTORICAL BUILDINGS

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

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

Sydney LEP 2012 Heritage Map
Item no. Item name
I1698: Former 'Legion House' (161-163 Castlereagh St.)
I1888: David Jones Department Store (65-77 Market St.)
I1928: City Tattersalls Club (198-200 Pitt St.)
I1929: Former Tattersalls Club (202-204 Pitt St.)
I1930: Banking House. (226-230 Pitt St.)
I1932: Simpson House. (249-251 Pitt St.)

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



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

Existing view 2 - Banking House.

Existing view 3 - Banking House.

Existing view 4 - David Jones.

Existing view 5 - David Jones.

Existing view 6 - Former Legion House.

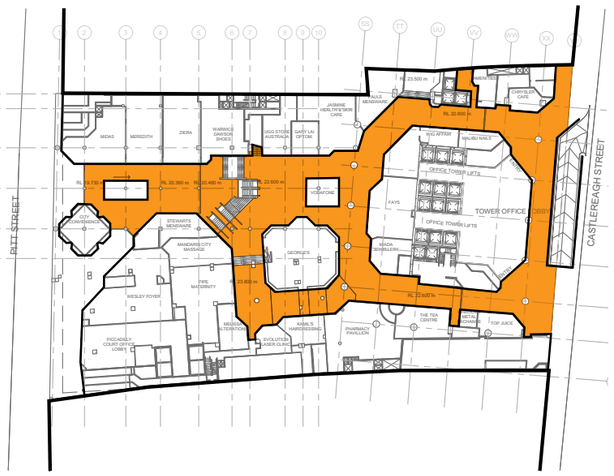
CHAPTER A.1.3

EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

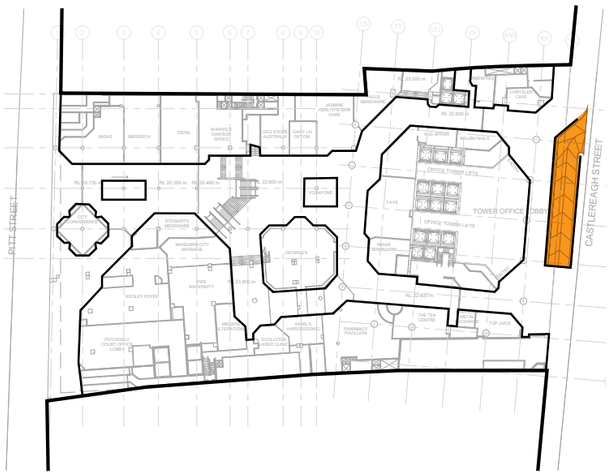
SUMMARY

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



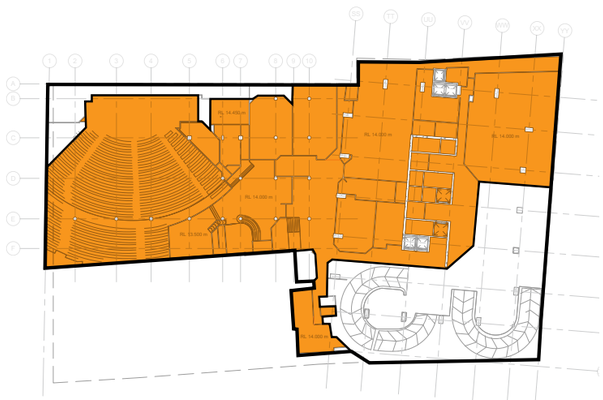
EXISTING THROUGH SITE LINK AND OPPORTUNITY SITE

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



EXISTING VEHICULAR ACCESS

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



EXISTING WESLEY MISSION FACILITIES

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

SUN ACCESS PLANE BREACH AND SKY BRIDGE

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

FUTURE CONTEXT DEVELOPMENTS

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

SYDNEY METRO STATION AND CORRIDOR

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

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

EXISTING THROUGH SITE LINK (TSL) AND OPPORTUNITY SITE

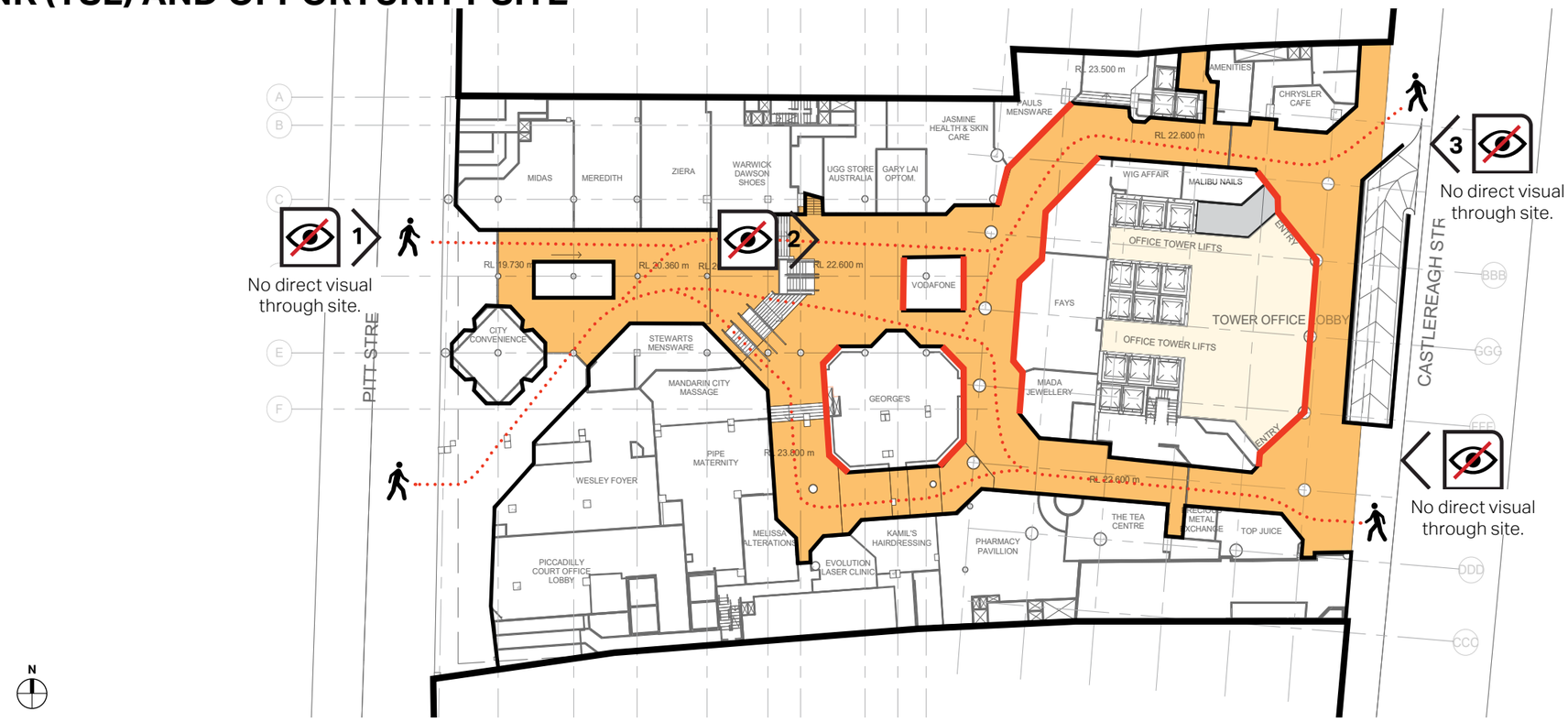
Existing through site link

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

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

Opportunity Site

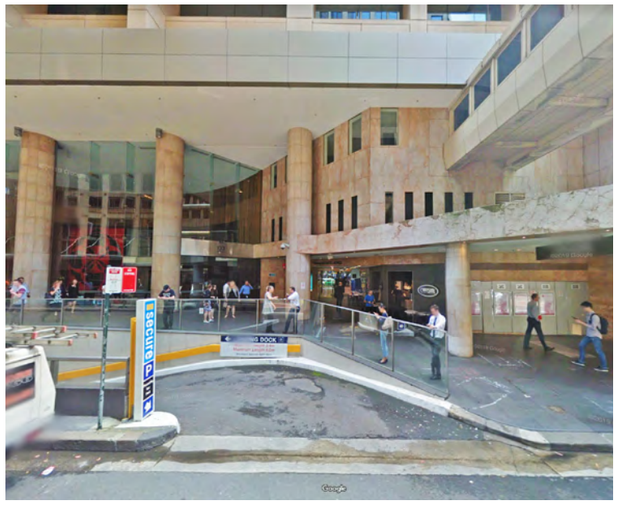
Pursuant to 6.9 of the LEP, the "Piccadilly Arcade" is identified as being eligible for an amount of additional opportunity floor space to improve the ground plane public domain interface including improving pedestrian movement and amenity.



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

Existing view 1 - Entry to TSL from Pitt Street.

Existing view 2 - TSL towards Castlereagh Street.



Existing view 3 - Entry to TSL from Castlereagh Street.

Legend

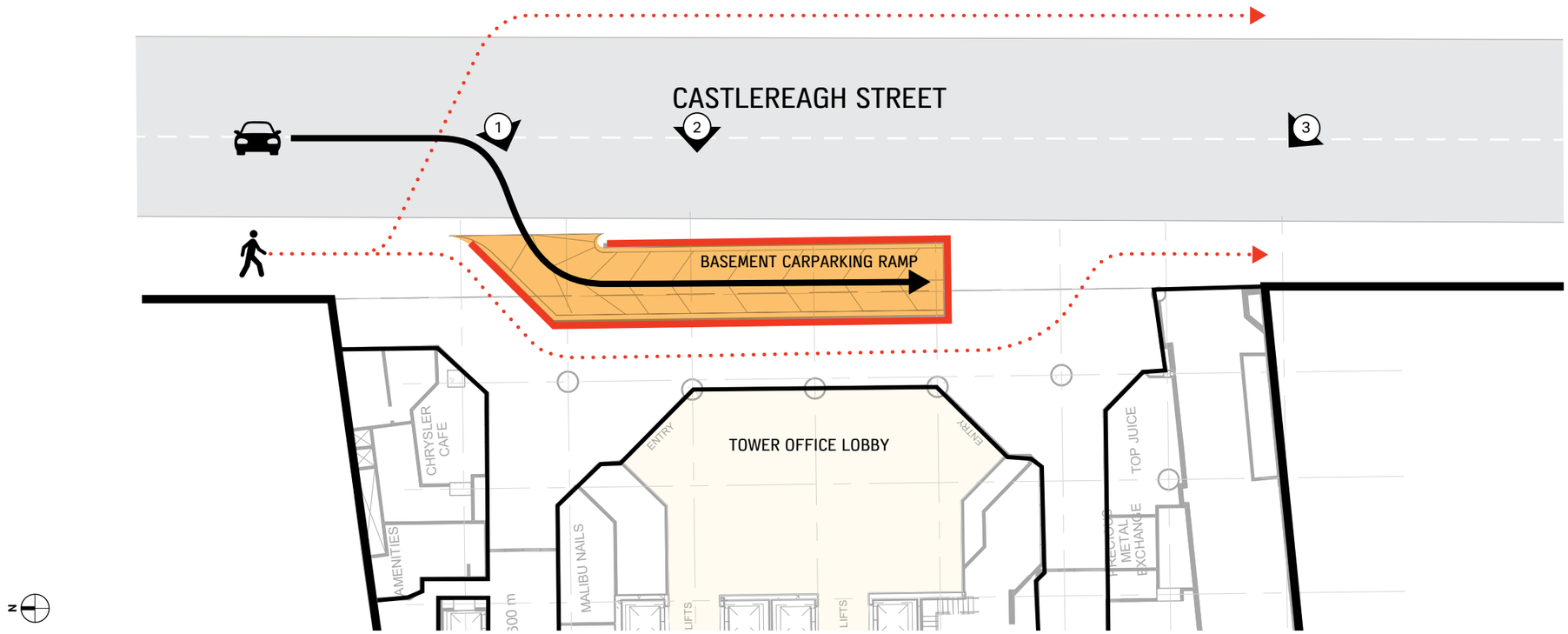
- Visual blockage
- Pedestrian circulation route
- Through site link circulation
- Programs

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

EXISTING VEHICULAR ACCESS

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

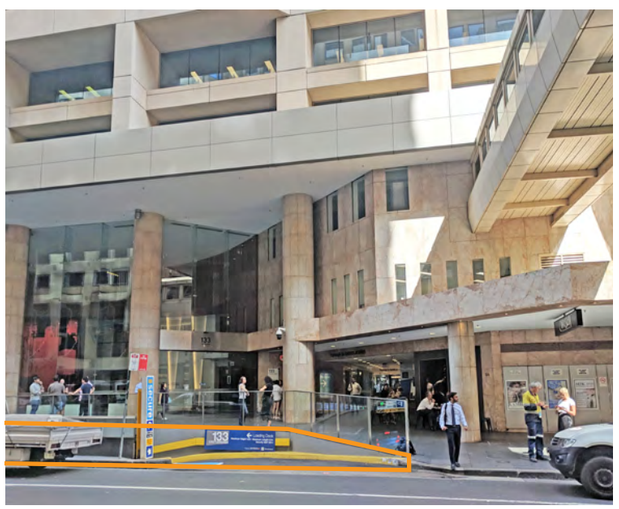
The length of the ramp minimises pedestrian opportunities and active frontage along the public domain. It also prevents a clear articulation of pedestrian, cycling and transit hierarchy.



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

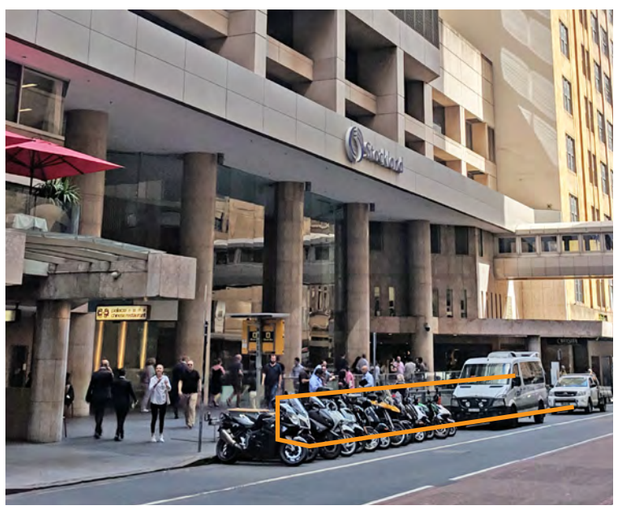
Legend

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



Existing View 1 - Vehicular ramp entry from Castlereagh Street.

Existing View 2 - Vehicular ramp disrupts street activation.



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

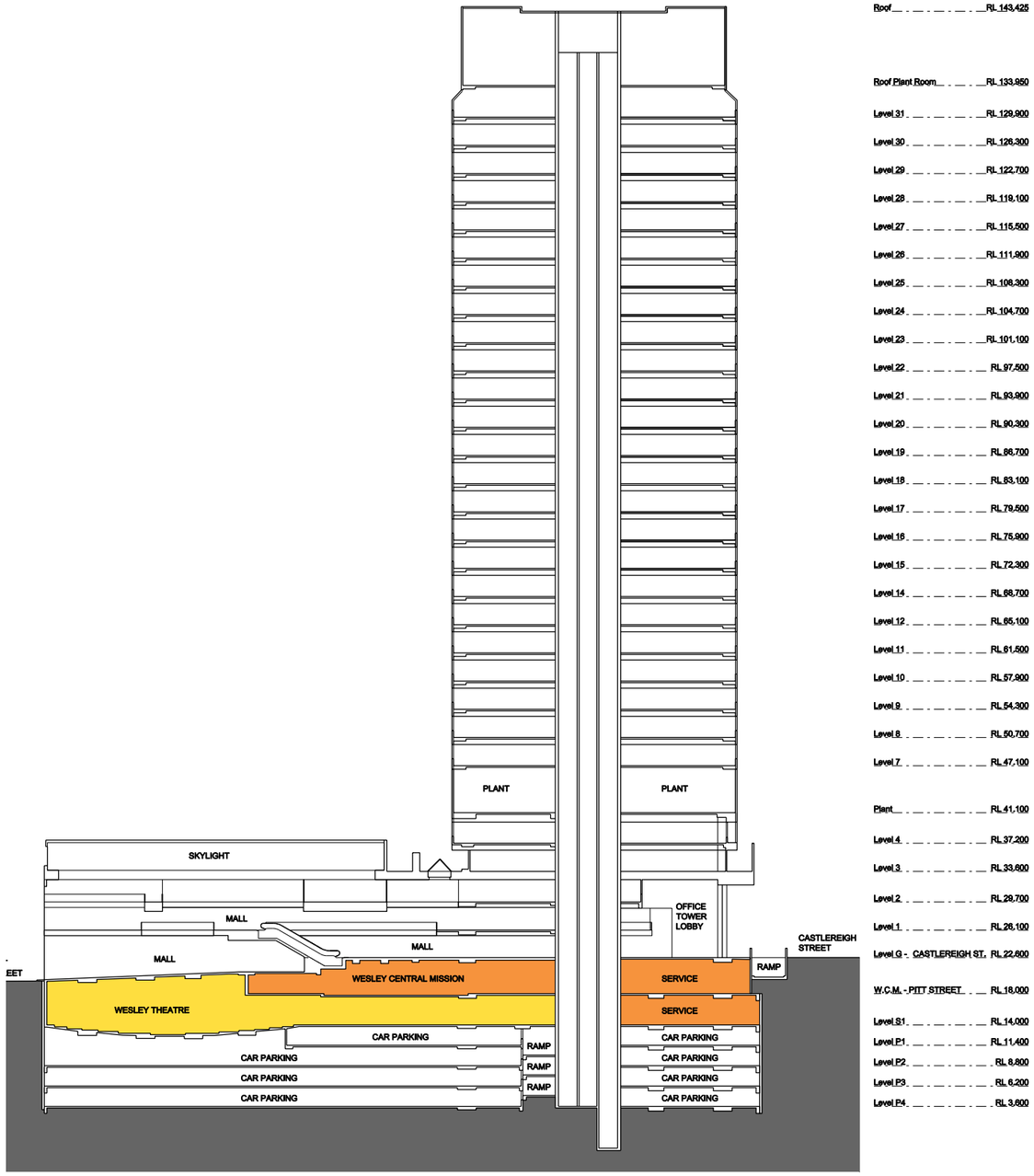
A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

EXISTING WESLEY MISSION FACILITIES

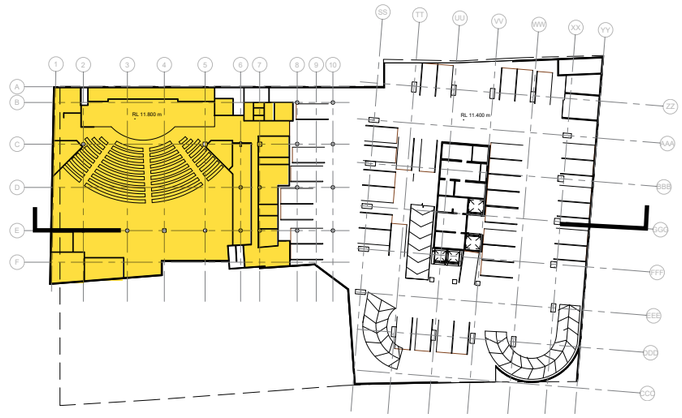
Wesley Mission, a non-profit Christian organisation currently operate various community services from the site. Located at the basement levels of the existing building. The centre consists of a theatre seating up to 950, Lyceum seating 277, Chapel seating 534, and supporting administration offices.

Legend

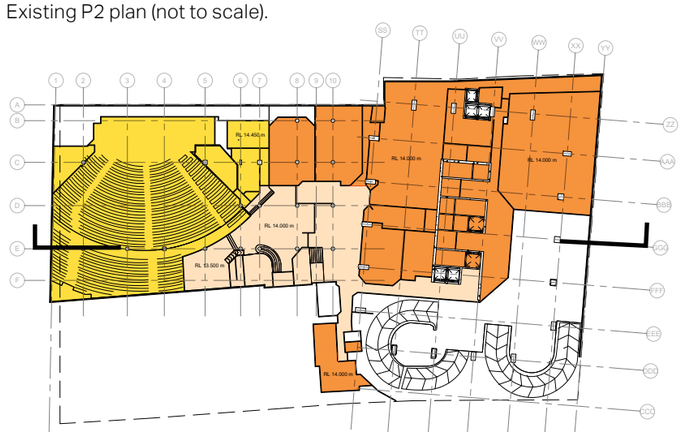
- Wesley : Auditorium and support
- Wesley : General admin
- Wesley : Foyer
- Plant / Back of House



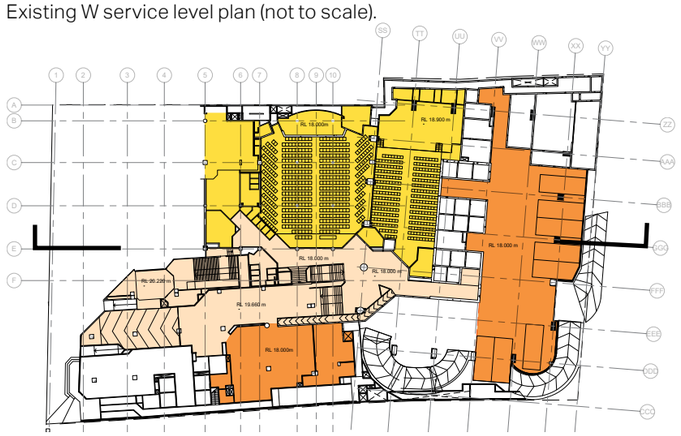
Indicative section (drawing not to scale).



Existing P2 plan (not to scale).



Existing W service level plan (not to scale).



Existing Pitt Street level plan (not to scale).

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

SUN ACCESS PLANE BREACH AND SKY BRIDGES

Sun Access Plane (SAP) breach

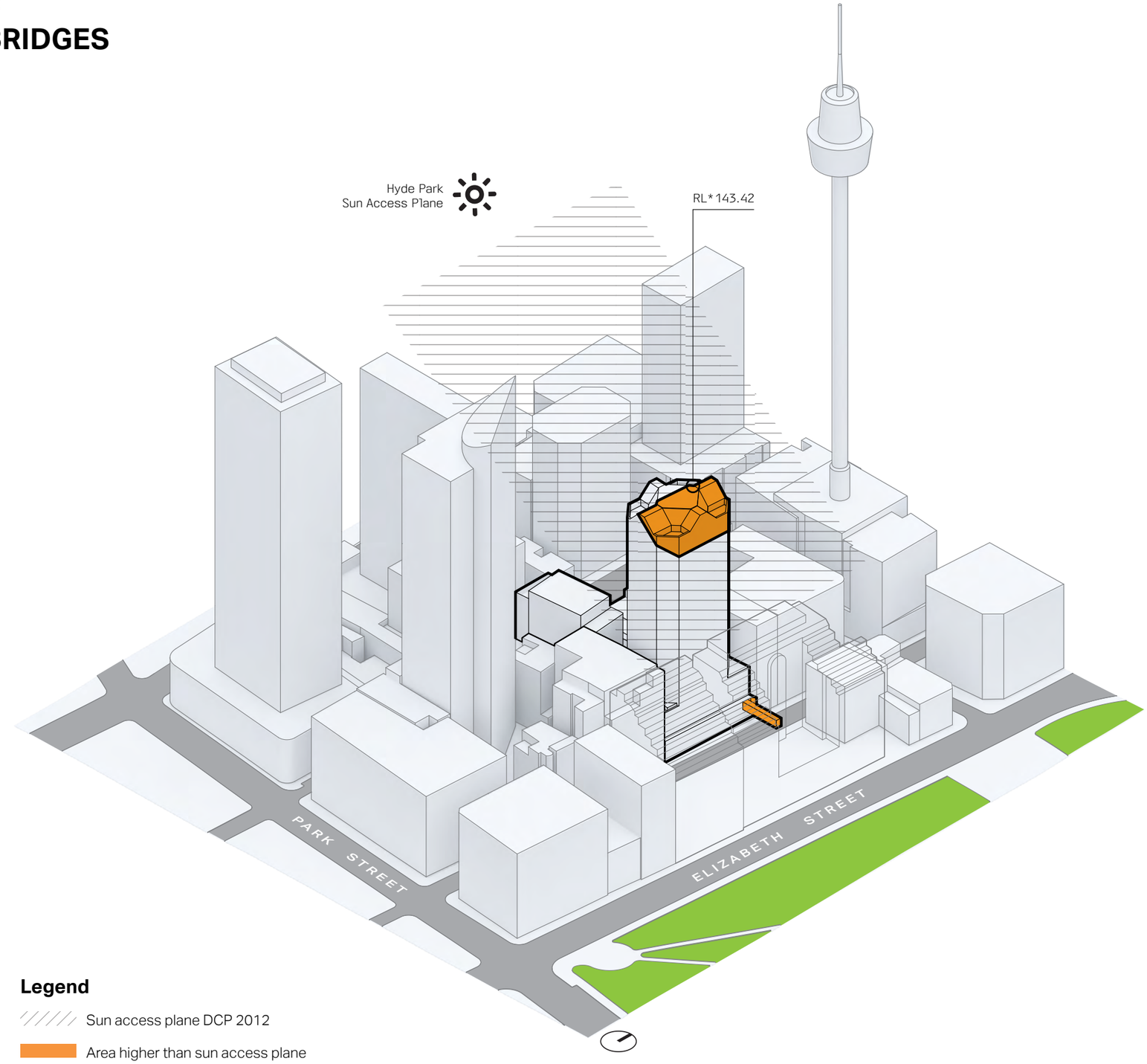
With reference to the Development Control Plan (DCP) 2012, the eastern peak of the Stockland Piccadilly Tower's extends above the Hyde Park sun access plane and overshadows Hyde Park.

Sky Bridges

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

Source: City of Sydney DCP 2012, SAP map.

Existing sky bridges and SAP breach indicative locations.



A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

NEW NEIGHBOURHOOD DEVELOPMENT OVERVIEW

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

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

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

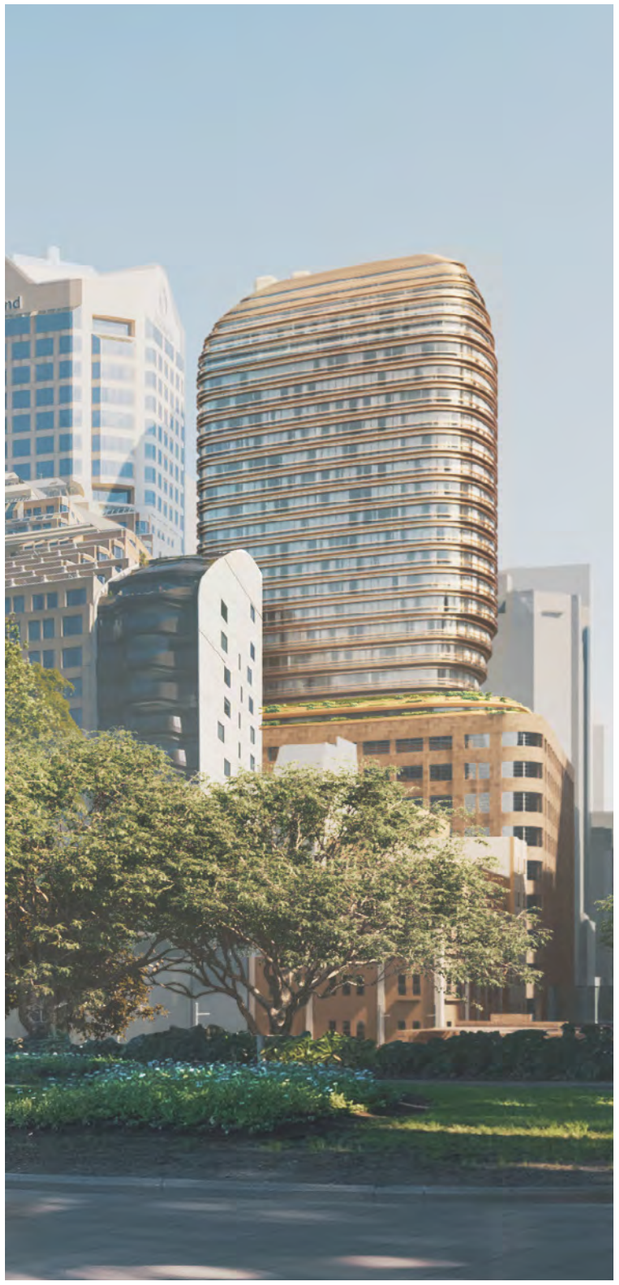
Proposal 3 :
194 Pitt Street / City Tattersalls Club

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

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

Key legend.

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



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

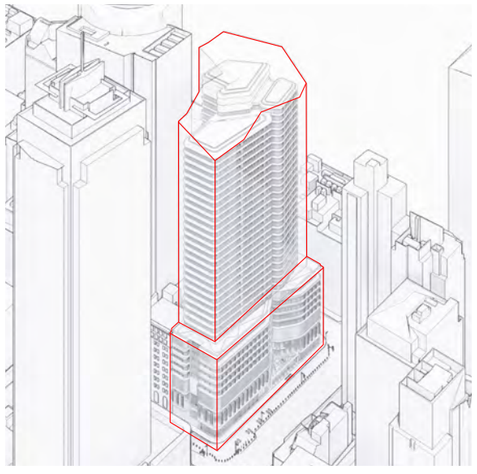
Proposal 3 - City Tattersalls Club Development view from Pitt Street.
Image source: Courtesy ICD Property.

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

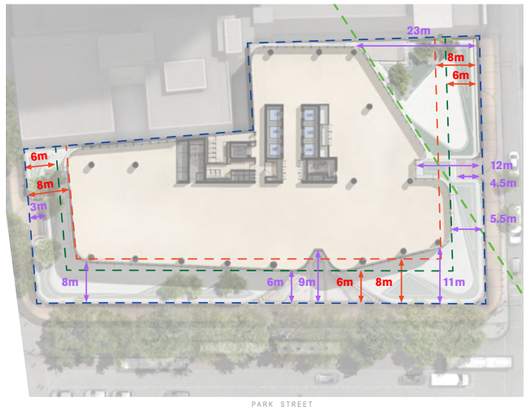
NEW NEIGHBOURHOOD DEVELOPMENT / PITT STREET NORTH OVER STATION DEVELOPMENT (PSN OSD)

Pitt Street North Over Station Development is proposed at the southern edge of the same street block at 256 Pitt Street.

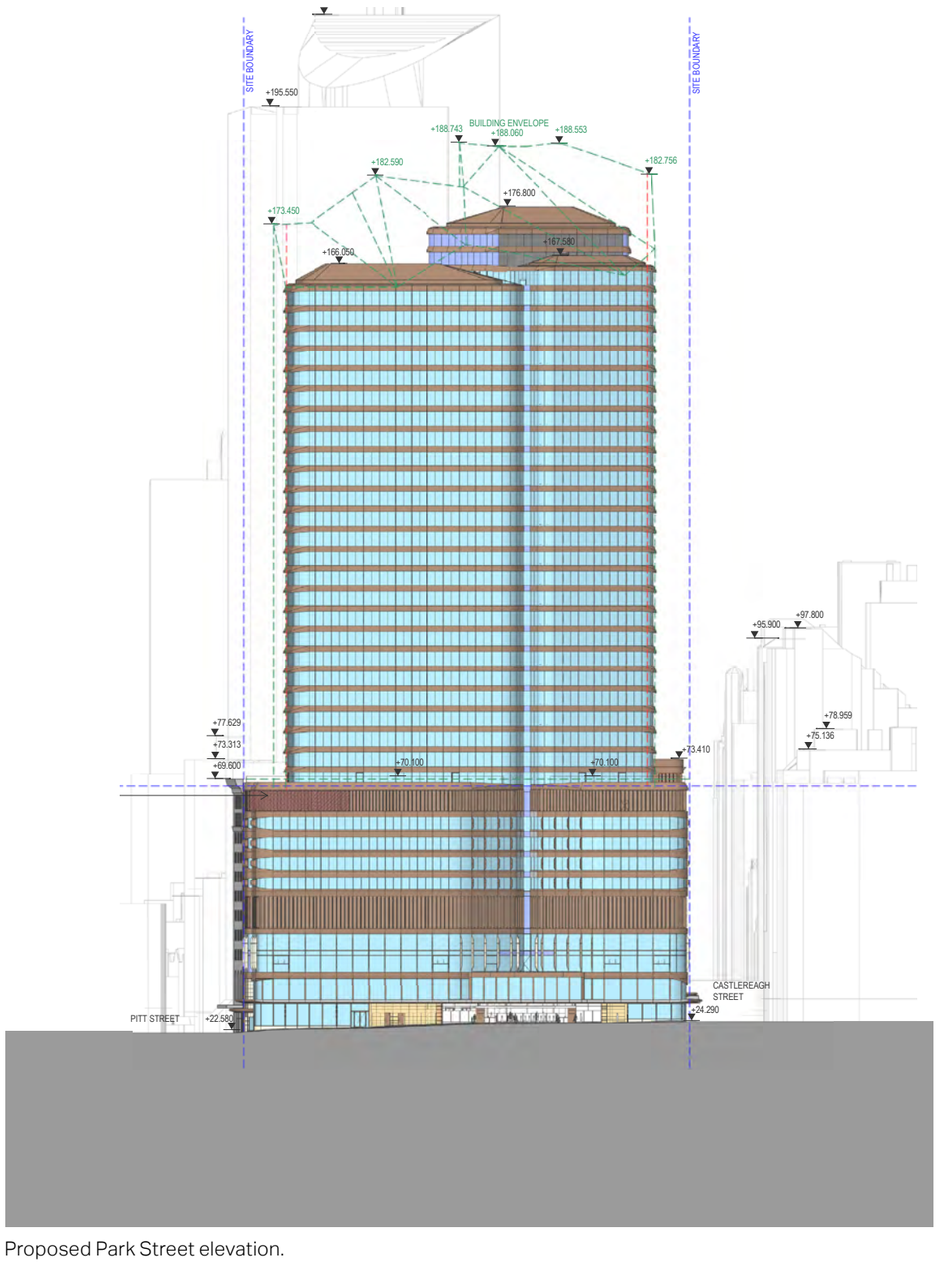
Sydney Metro has secured a building envelope approval and is currently pending a Stage 2 State Significant Development Application for a 38 storey commercial tower above the podium.



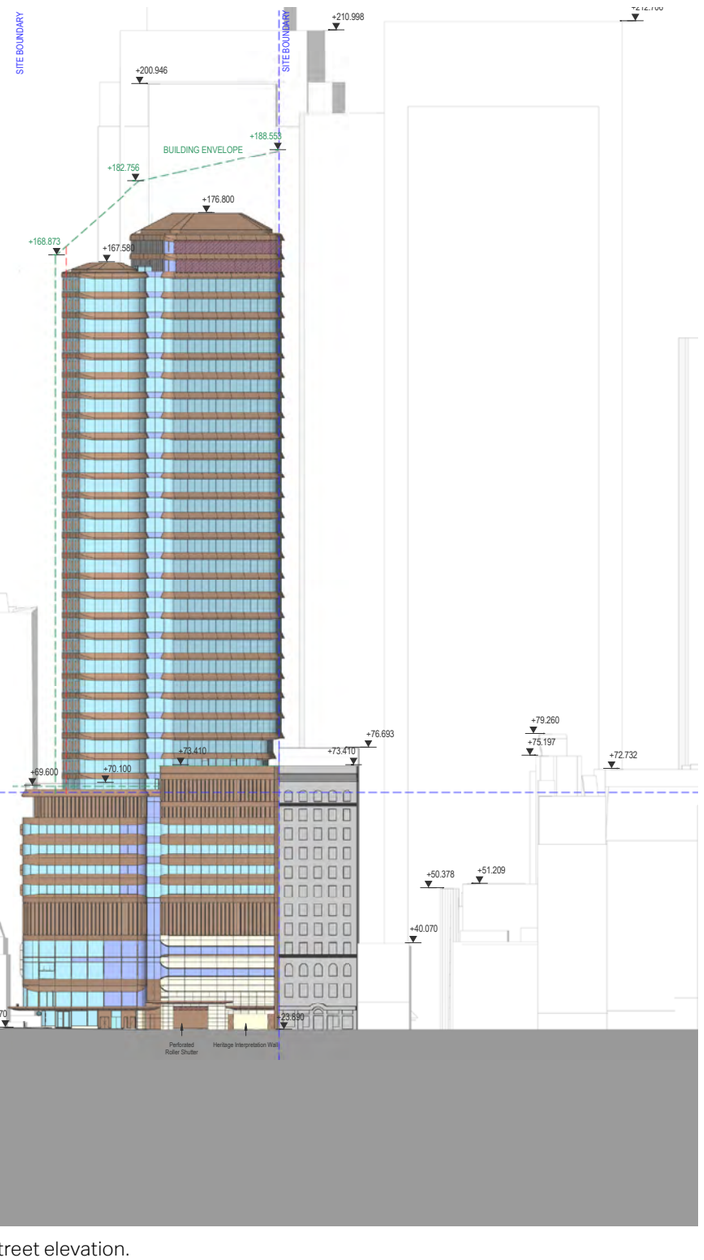
Axonometric diagram (drawing not to scale).



Typical tower drawing with setbacks (drawing not to scale).



Proposed Park Street elevation.



Proposed Castlereagh Street elevation.

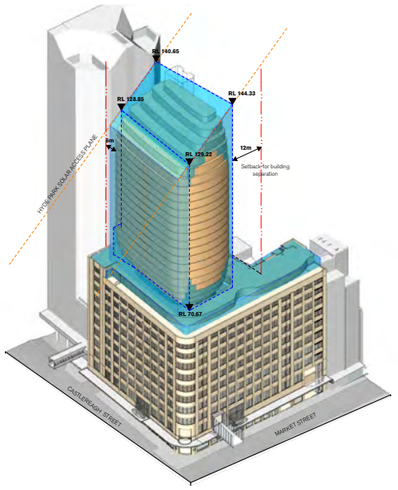
Source: Foster and Partners, 2020 (accessed from DPIE Major Projects Portal)

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

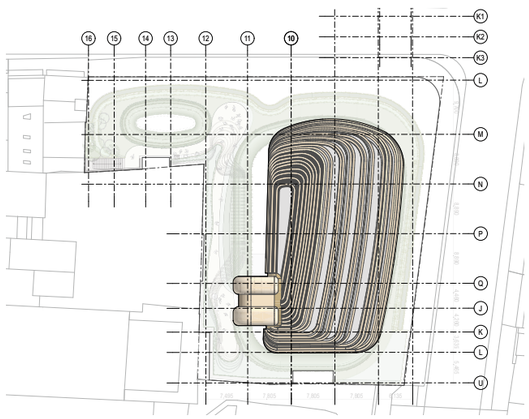
NEW NEIGHBOURHOOD DEVELOPMENT / DAVID JONES 65-77 MARKET STREET

The 65-77 Market Street development north to the site has received Stage 2 Development Application approval.

The development will accommodate retail and commercial uses with alterations to the existing building, adding a residential tower above, total height at 32 storey.

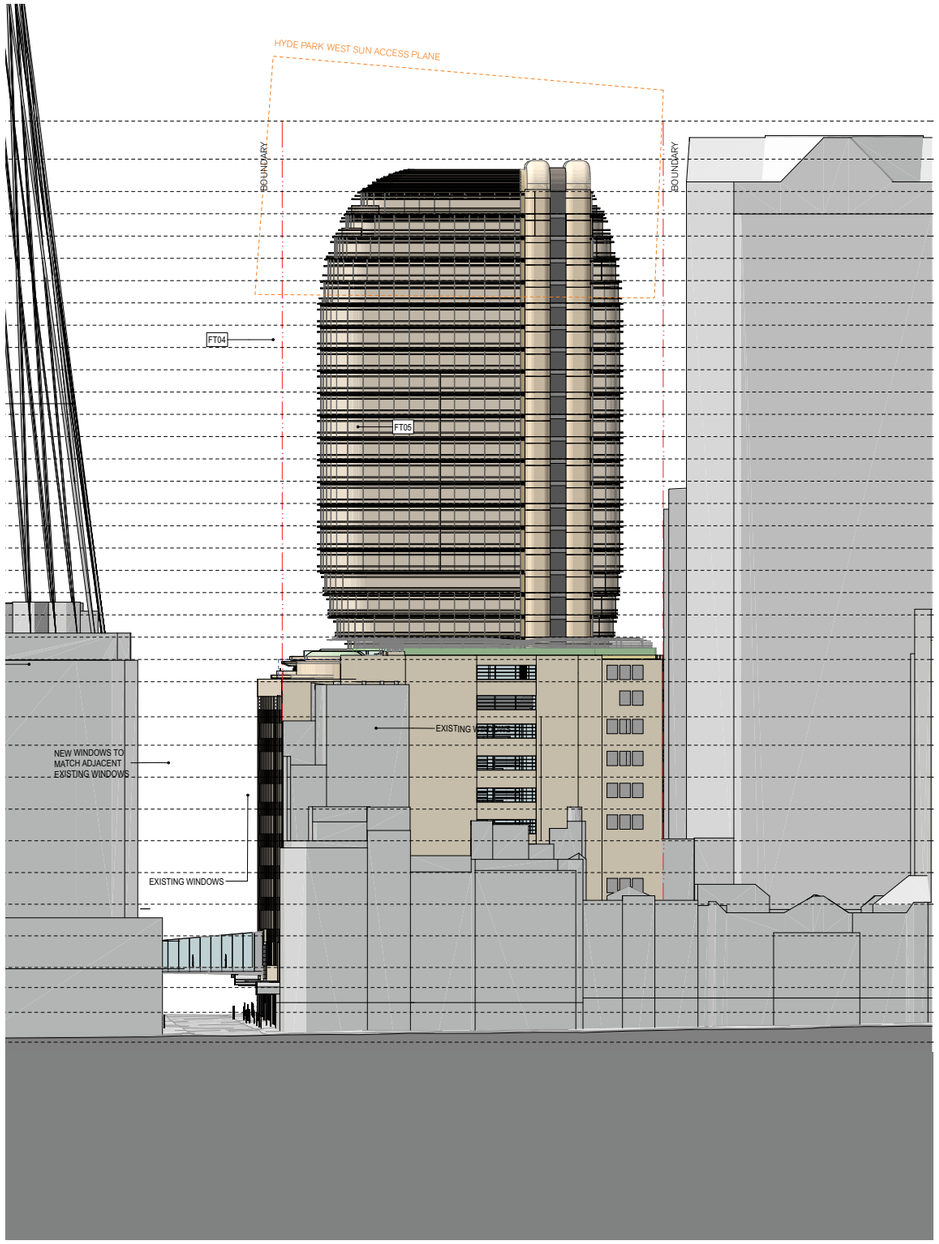


Envelope axonometric diagram.

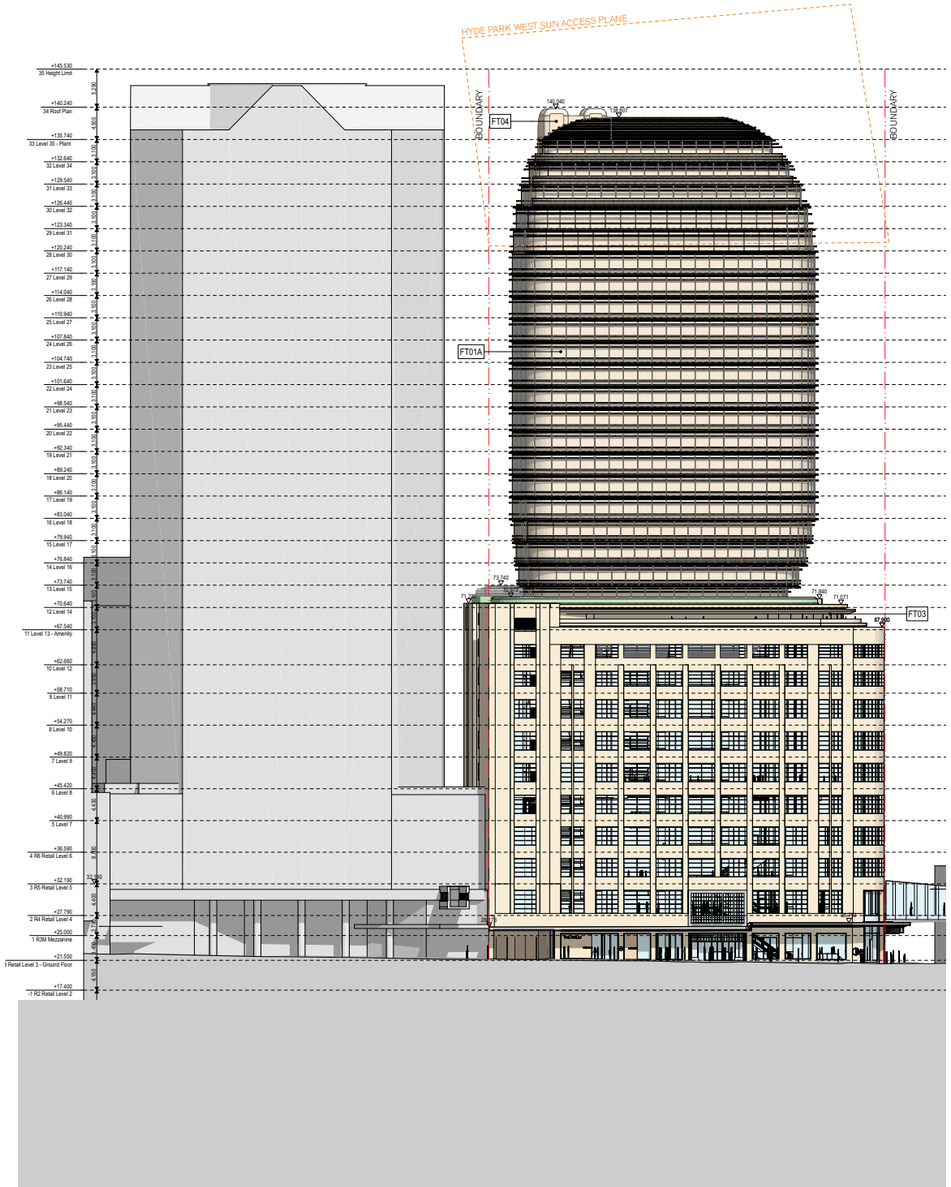


Proposed roof plan.

Source: FJMT, 2019 (accessed from CoS Development Portal)



Proposed Pitt Street elevation.



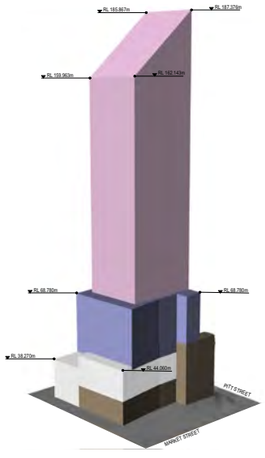
Proposed Castlereagh Street elevation.

A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

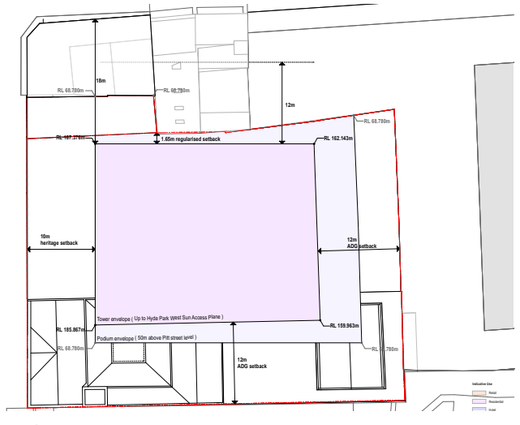
NEW NEIGHBOURHOOD DEVELOPMENT / CITY TATTERSALLS CLUB 194 PITT STREET

Immediate future development north of the site is the City Tattersalls Club, located at 194 Pitt Street.

The development's Stage 1 Development Application was approved in 2019. The historical establishment will redevelop into a 49 storey mixed-use tower with retail, office and residential program, while refurbishing the existing historical buildings along Pitt Street.

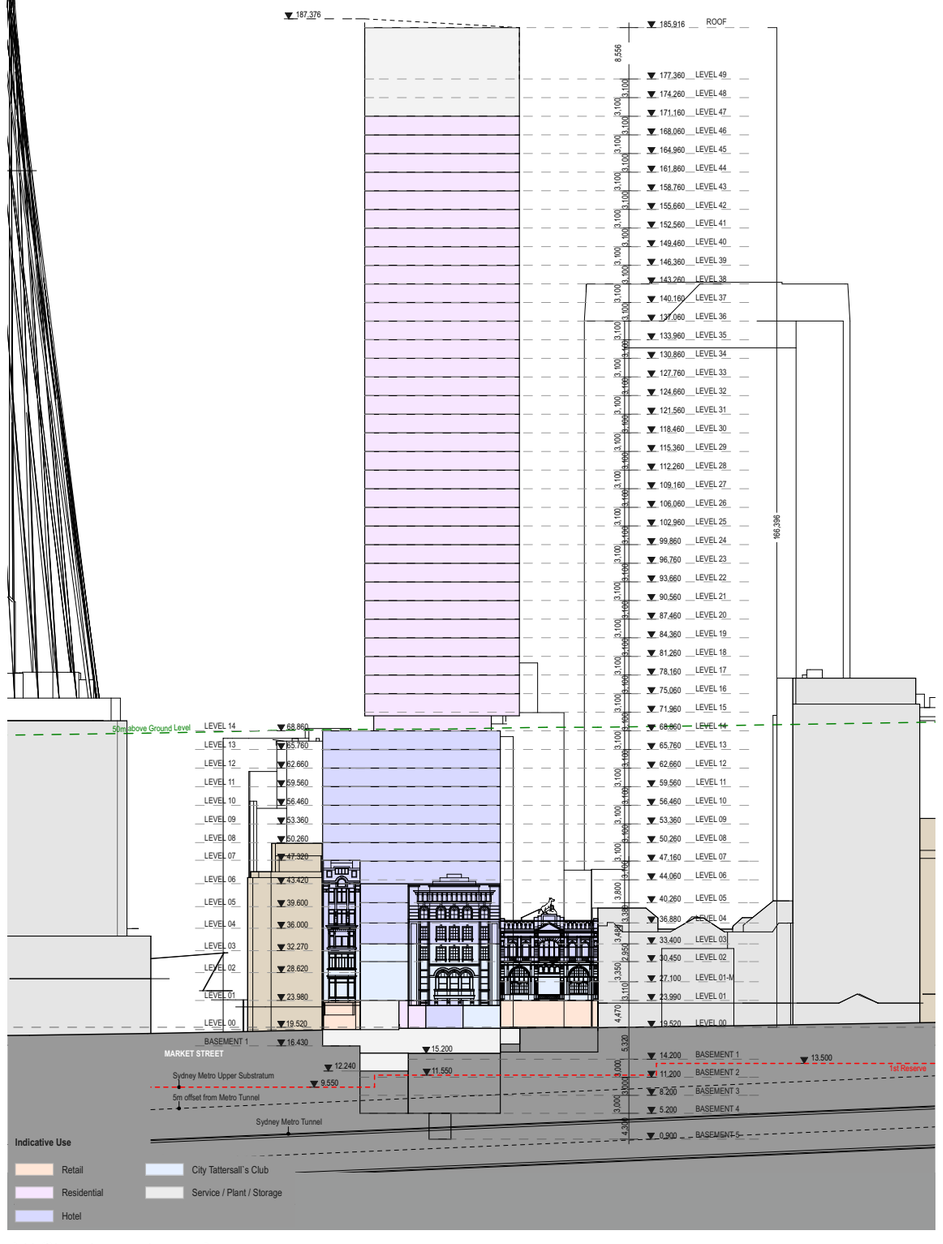


Envelope axonometric diagram.

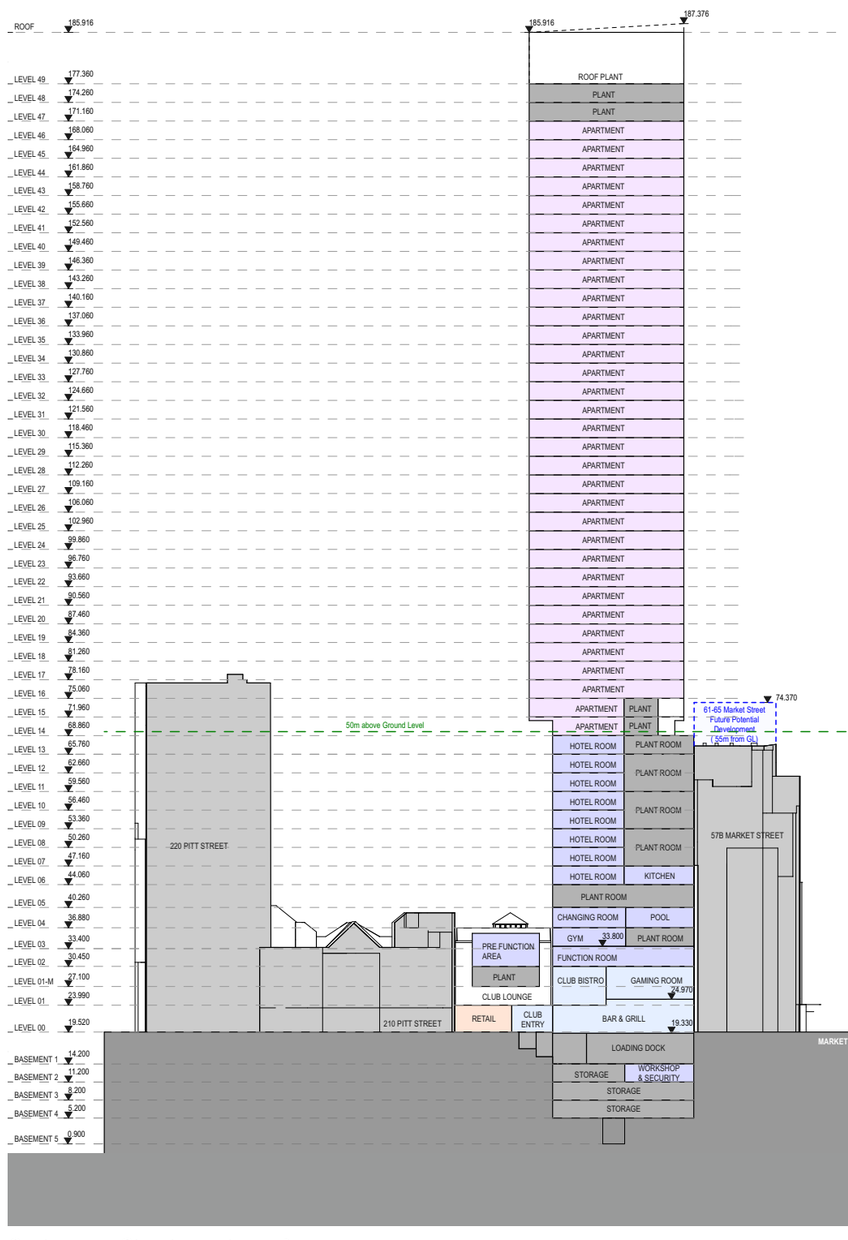


Roof plan - Proposed envelope.

Source: FJMT, 2019 (accessed from CoS Development Portal)



Pitt Street elevation - Proposed envelope.



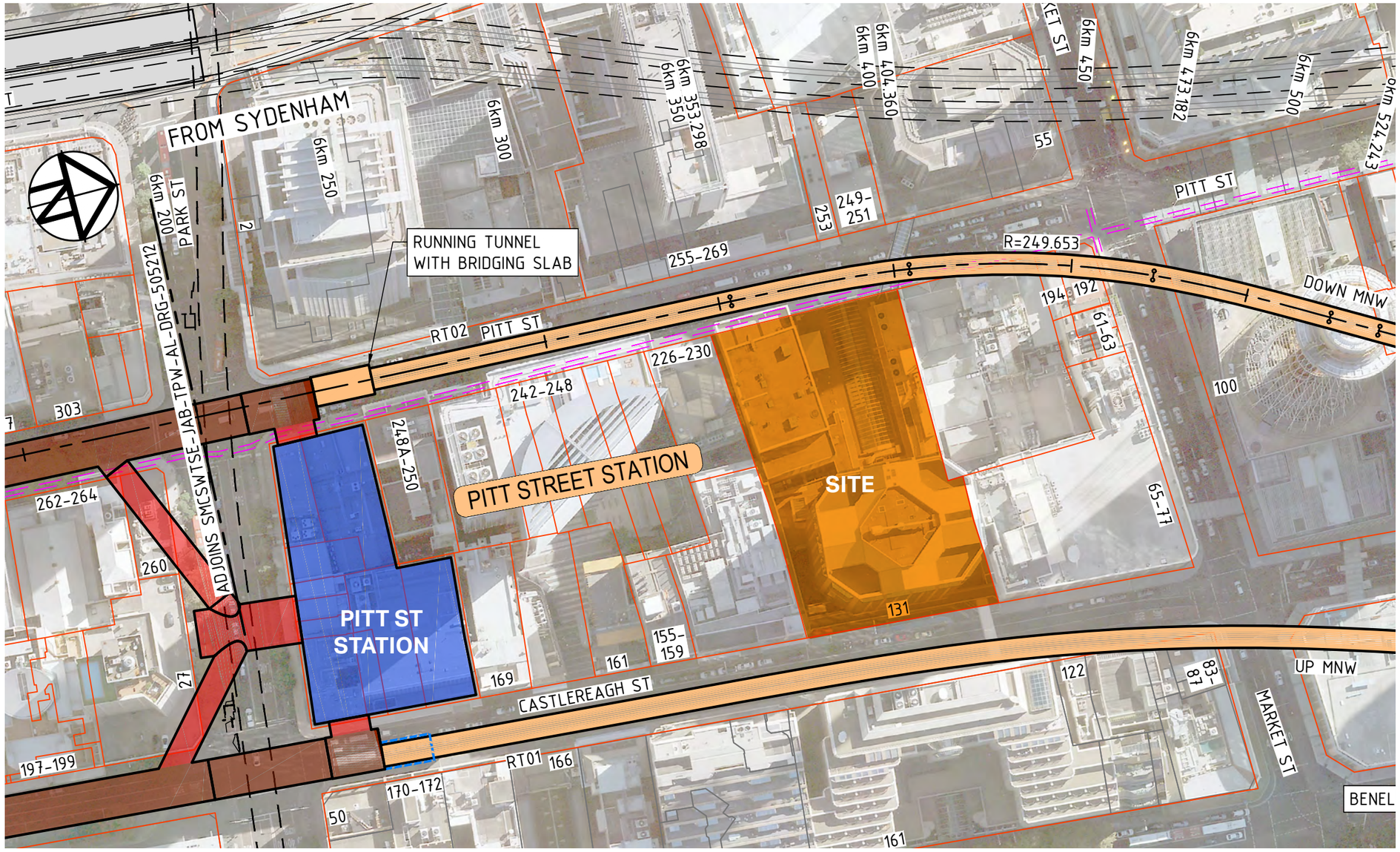
Castlereagh Street elevation - Proposed envelope.

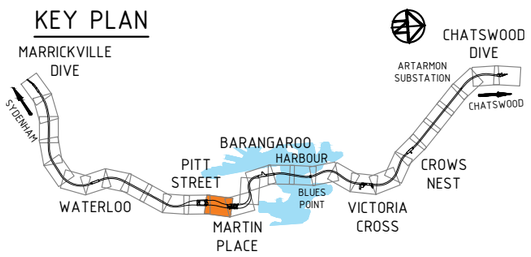
A.1.3 - EXISTING CONTEXT CONSTRAINTS AND OPPORTUNITIES

SYDNEY METRO CITY LINE

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

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





Key plan legend (not to scale).

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

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

A.2 - SITE SPECIFIC RESPONSE

URBAN STUDY REPORT

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

A.2.0 INTRODUCTION

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Document Revision : 01

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Version	Description	Date of Issue
01	Request for Planning Proposal	25.09.2020

CHAPTER A.2.1

SITE IMPROVEMENTS

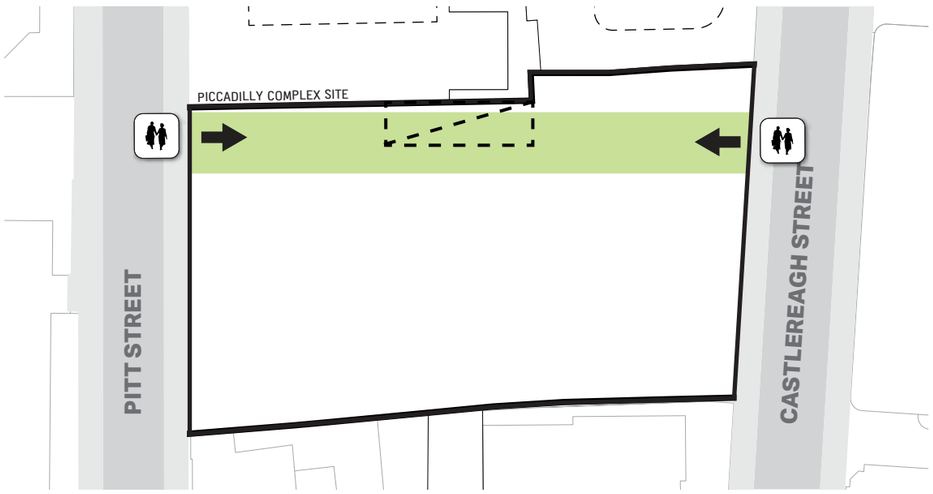
A.2.1 - PLANNING RESPONSE

SITE IMPROVEMENTS 1/2

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

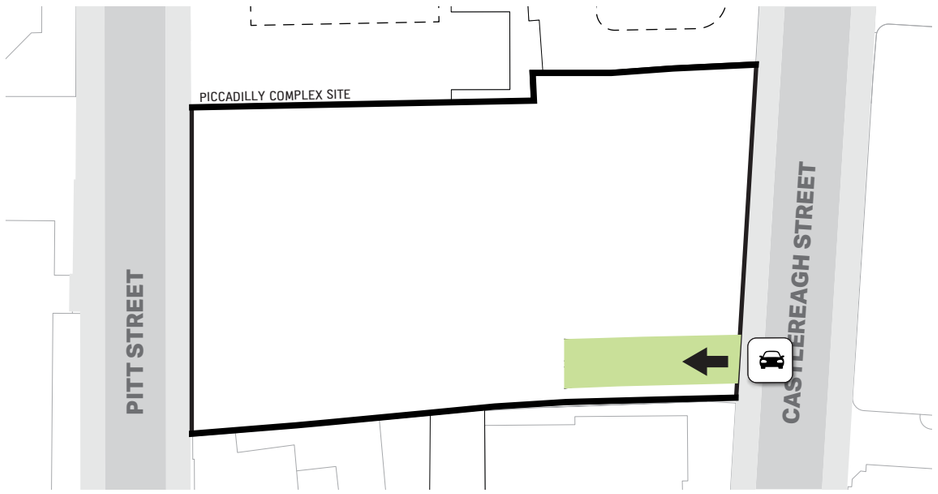
The redevelopment of the site presents the opportunity to rectify elements of the existing Piccadilly Complex which result in a poor public domain outcome.

Note: Locations shown in diagrams indicative only.



THROUGH SITE LINK

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

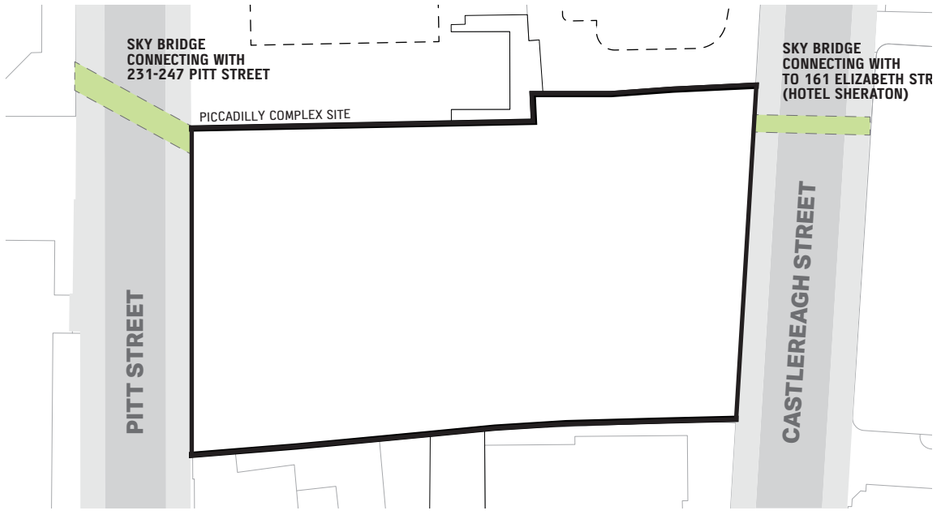


VEHICULAR ACCESS

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

REMOVAL OF SUN ACCESS PLANE (SAP) BREACH

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



REMOVAL OF SKY BRIDGES

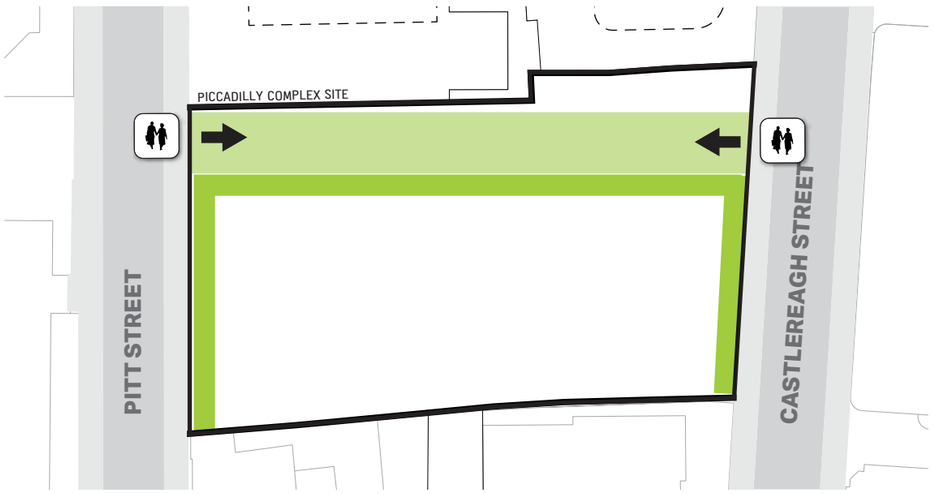
Existing Sky bridges will be removed in the future development to increase the daylight access and improve the streetscape.

A.2.1 - PLANNING RESPONSE

SITE IMPROVEMENTS 2/2

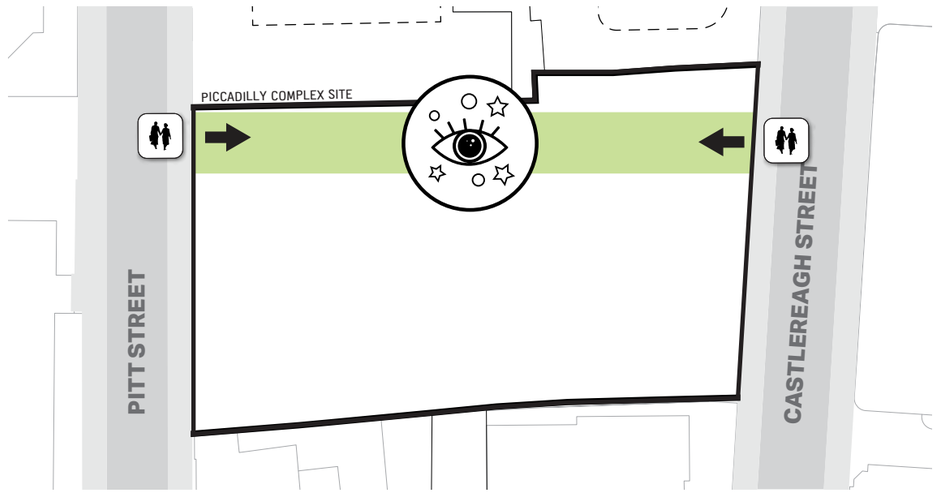
The planning proposal also seeks to establish additional benefits to the public domain activation and achieving best practice sustainability measures through the future redevelopment of the site.

Note: Locations shown in diagrams indicative only.



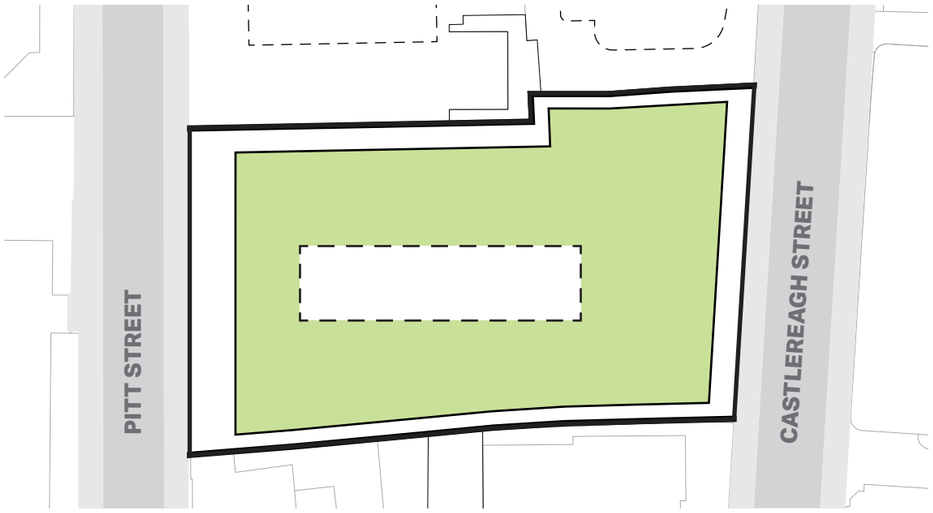
ACTIVATION OF PUBLIC DOMAIN

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



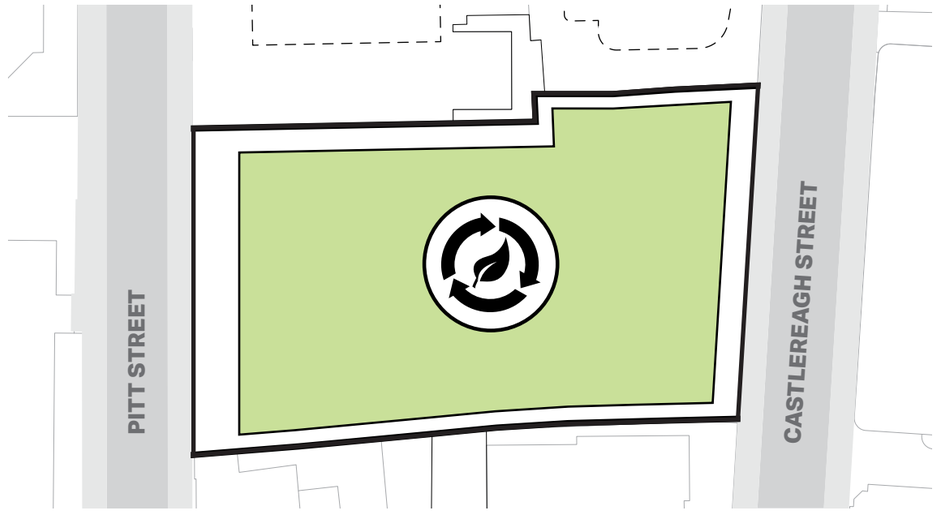
PUBLIC ART

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



INNER CITY, LARGE FLOOR PLATE COMMERCIAL SPACES

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



ENVIRONMENTAL SUSTAINABLE DESIGN (ESD) ASPIRATIONS

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

CHAPTER A.2.2

THE PROJECT JOURNEY

A.2.2 - THE PROJECT JOURNEY

SITE DEVELOPMENT STRATEGIES

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

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

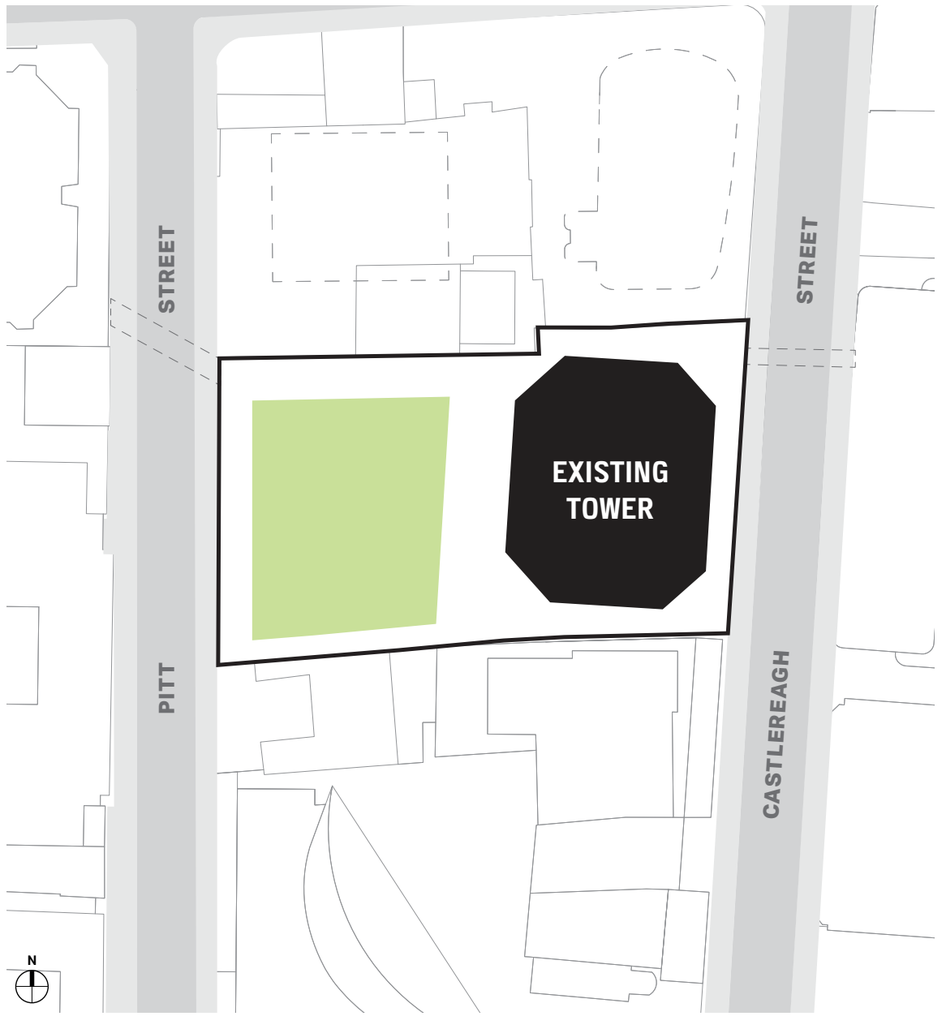
Direction 2 explored a complete removal of the existing podium and tower in favour of a single, larger tower.

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

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

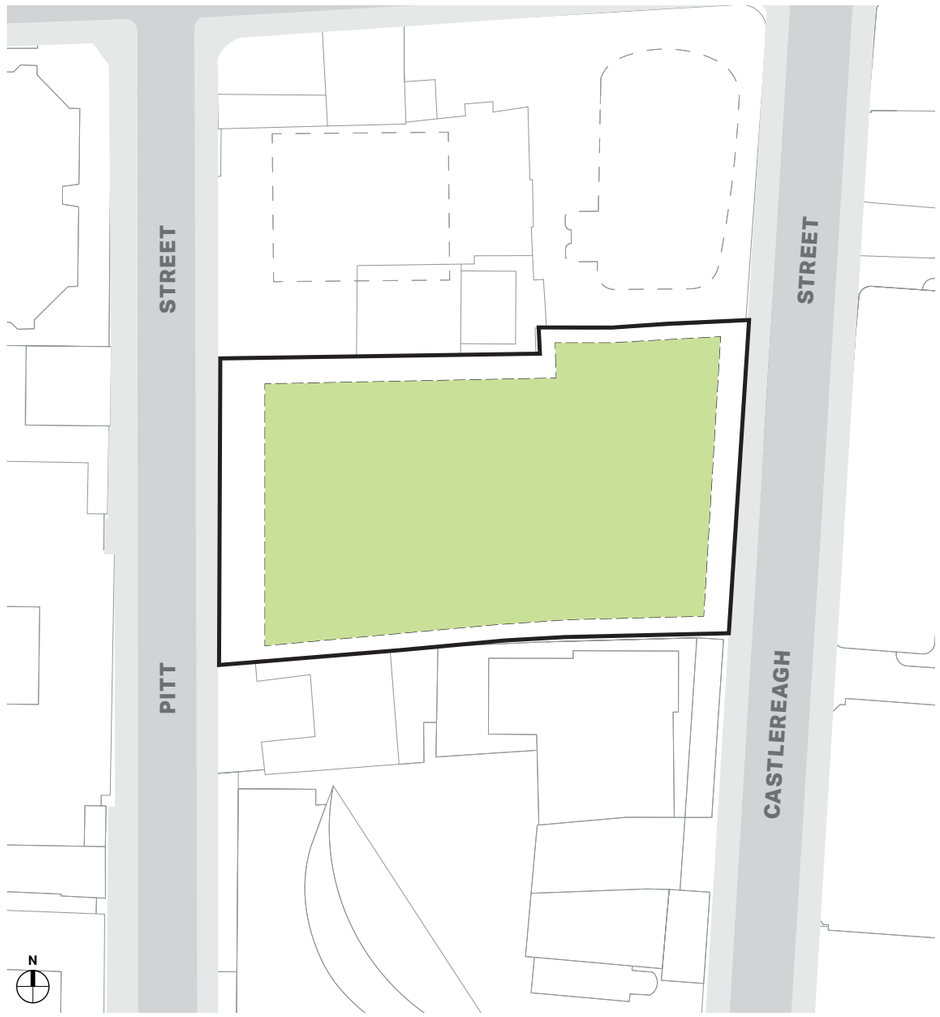
2. The current Piccadilly Tower breaches the SAP which the single tower would rectify

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



Built form study : Two towers

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



Indicative Concept Reference Design : One tower

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

Existing tower location

Proposed tower location

A.2.2 - THE PROJECT JOURNEY

CORE STUDIES

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

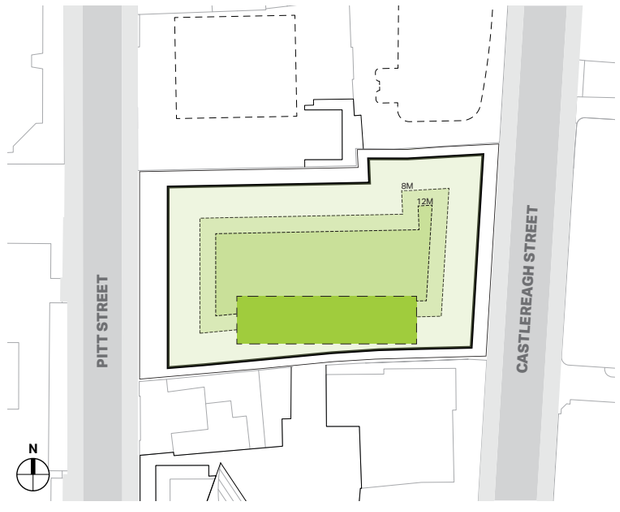
1. Due to the SAP slope provisions, the high rise lift bank needed to be located as far east as possible while still providing usable commercial floor plate between the facade and western face of the core.
2. A centralised, elongated core occupies the area of the floor plate where sub-optimal daylight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

Studies overview / Project journey

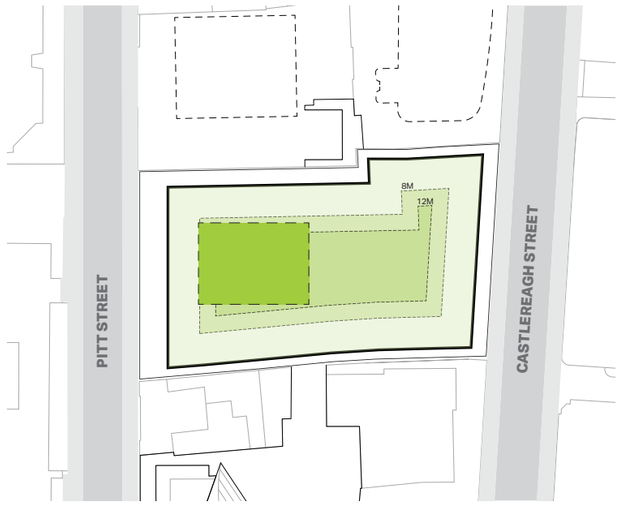
Additional core locations were explored and comparatively assessed based on the percentage of their resultant floor plate area that produced sub-optimal daylight beyond 12m from the facade.

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

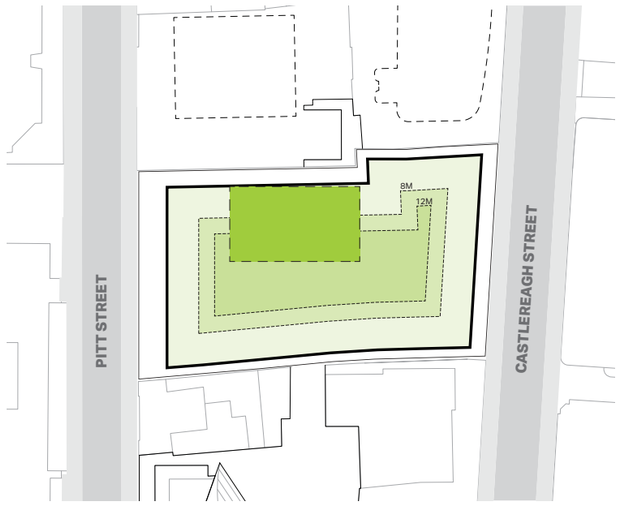
Indicative Concept Reference Design : Grouped long core at centre of floor.



Study 1 : Grouped core south



Study 2 : Grouped core centre west



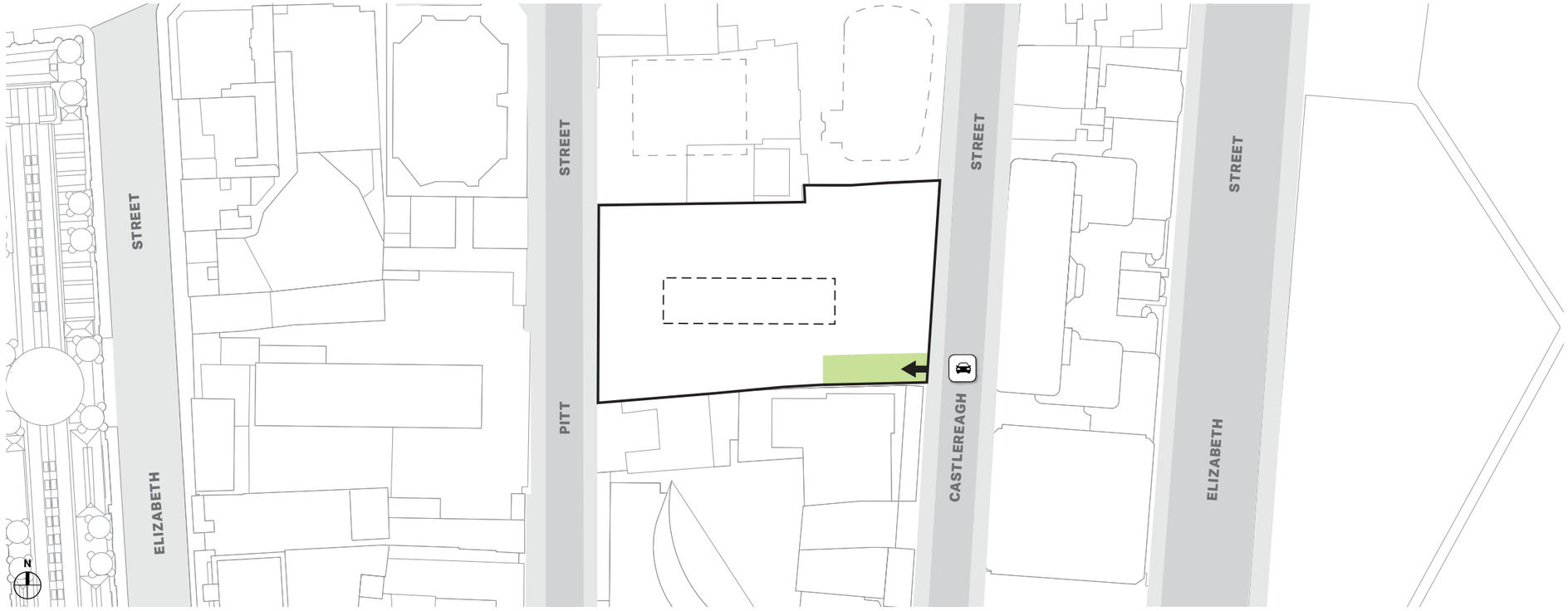
Study 3 : Grouped core north

A.2.2 - THE PROJECT JOURNEY

VEHICULAR ENTRANCE

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

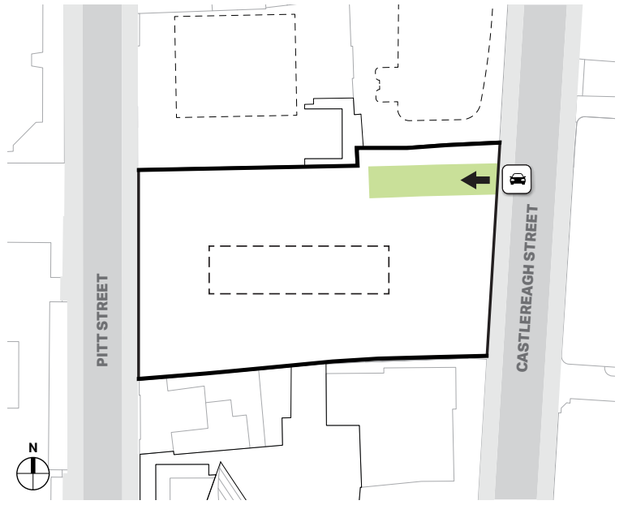
1. The City of Sydney intends to limit additional Pitt Street traffic, resulting in vehicular access on Castlereagh Street.
2. Minimise traffic conflict with the future David Jones development, an existing major retail attraction in the Sydney CBD with approval for a new residential addition that will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



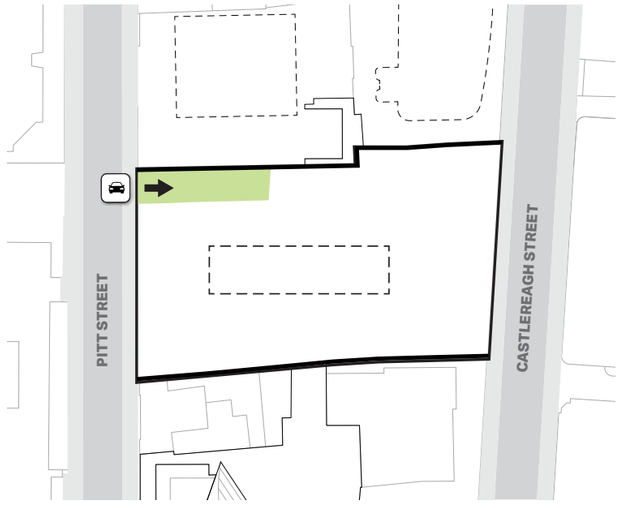
Indicative Concept Reference Design : Southern edge on Castlereagh Street side.

Studies overview / Project journey

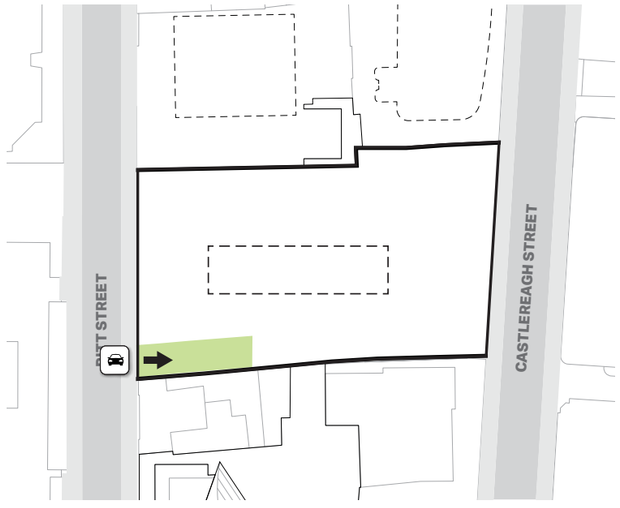
Additional vehicular access locations were explored and assessed based on contextual factors.



Study 1 : Northern Castlereagh Street entry



Study 2 : Northern Pitt Street entry



Study 3 : Southern Pitt Street entry

Vehicular access

Vehicular ramp

Building core

A.2.2 - THE PROJECT JOURNEY

THROUGH SITE LINK

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

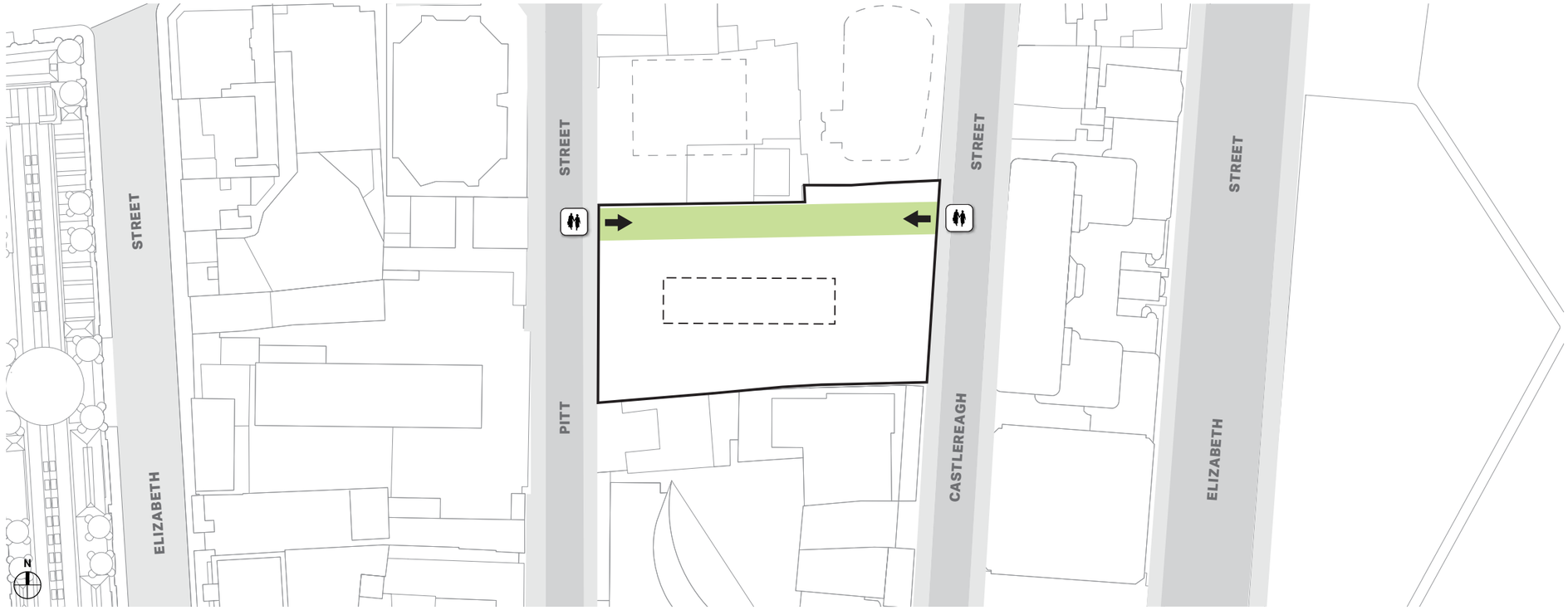
1. The DCP provisions call for a through-site link that establishes a clear sight-line between both street entrances.
2. The centralised core requires the through-site link to be located at either the northern or southern edge of the site.
3. The the southern located car ramp access requires the through-site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

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

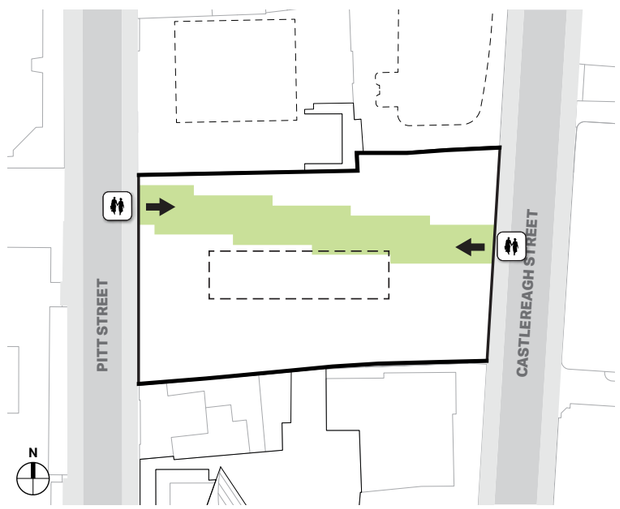
The through site link is proposed to be accessible 24 hours a day and clearly distinguished from vehicle access way.

Studies overview / Project journey

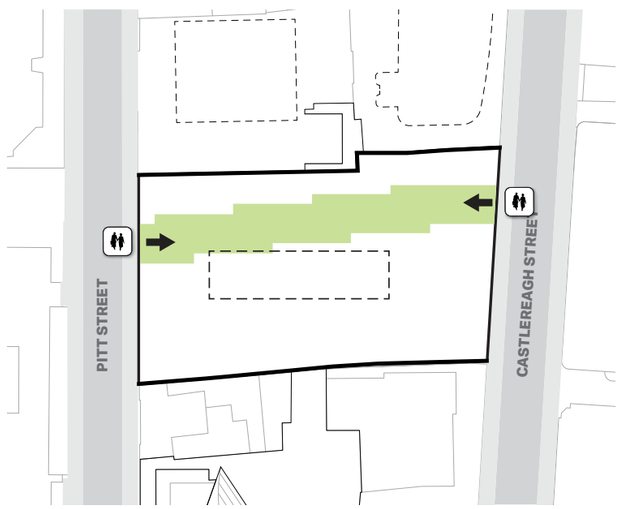
Additional Through-Site Links were explored and assessed based on separating vehicular and pedestrian site access, core location and lobby and retail program.



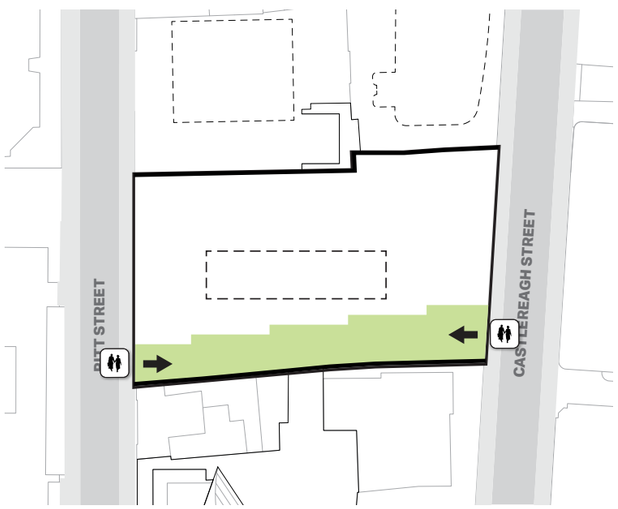
Indicative Concept Reference Design : Straight through site link along the northern boundary, with centered, elongated core overlay.



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



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



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

Pedestrian access

Through site link

Building core

A.2.2 - THE PROJECT JOURNEY

ACTIVE FRONTAGES

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

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

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

Studies overview / Project journey

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

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

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

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

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

Building core

Through site link

Active Frontage

CHAPTER A.2.3

PROPOSED SITE SPECIFIC DCP

A.2.3 - PROPOSED SITE SPECIFIC DCP

PLAN - PODIUM

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

PODIUM SETBACKS (0 - 55m)

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

PODIUM STREET FRONTAGE HEIGHTS

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

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

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

Proposed site specific DCP envelope podium plan drawing.

A.2.3 - PROPOSED SITE SPECIFIC DCP

PLAN - TOWER

SETBACKS (55m - 170m)

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

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

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

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

* Dft DCP Amd = Draft DCP 2012 Amendment.

Proposed draft site specific DCP envelope tower plan drawing.

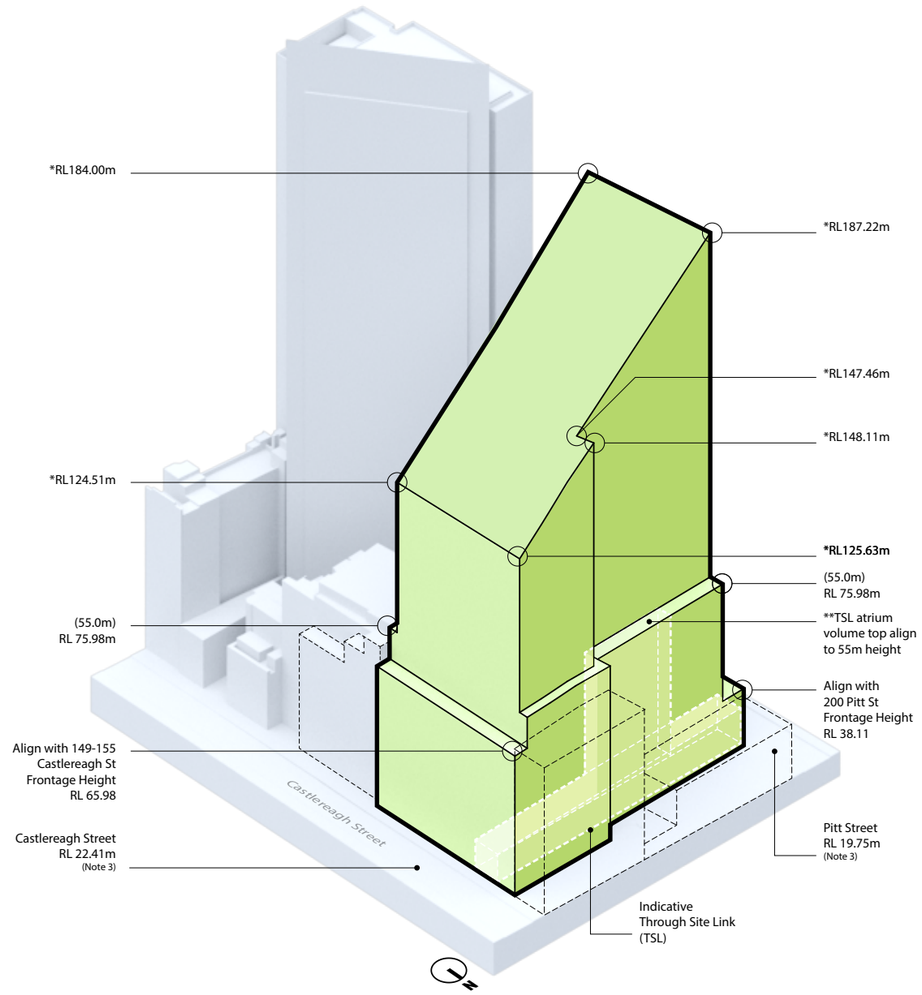
A.2.3 - PROPOSED SITE SPECIFIC DCP

MASSING

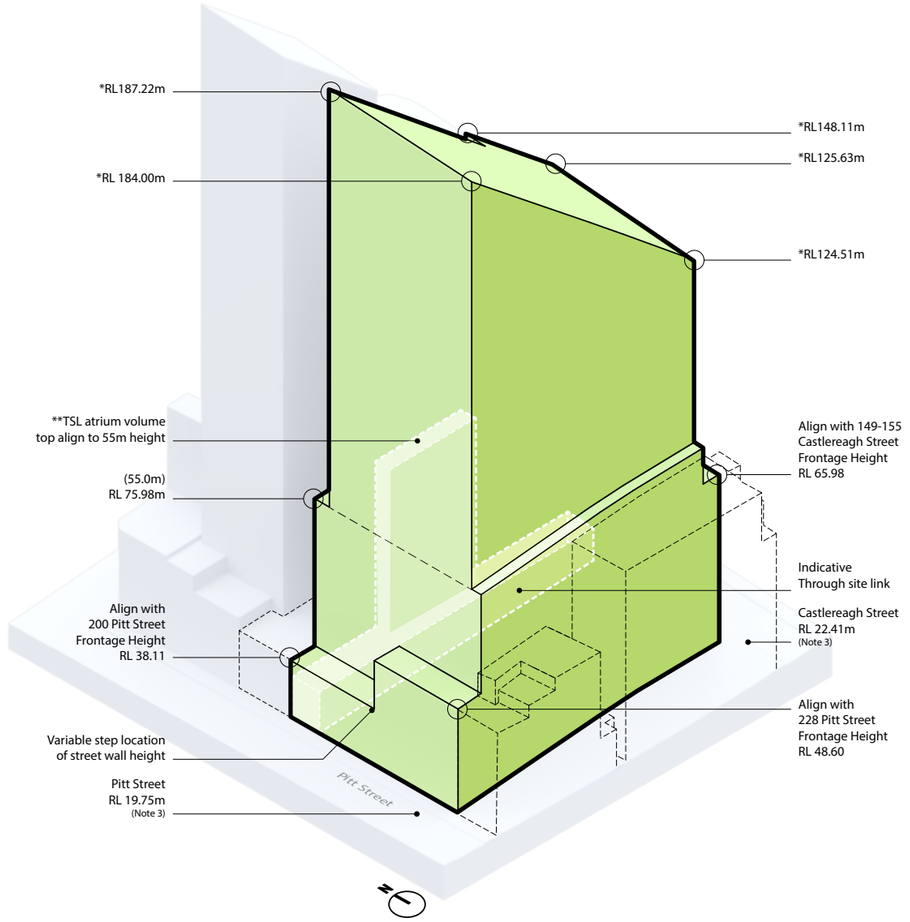
Drawing Note 1:
* Above 120m, as measured from the ground level of the footpath, the area of the floorplate needs to be 90% of the site area less the required setbacks and heritage items (considered 100%). Refer to Draft DCP 2012 Amendment Section 5.1.1.4..

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

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



NORTH EAST
CASTLEREAGH STREET

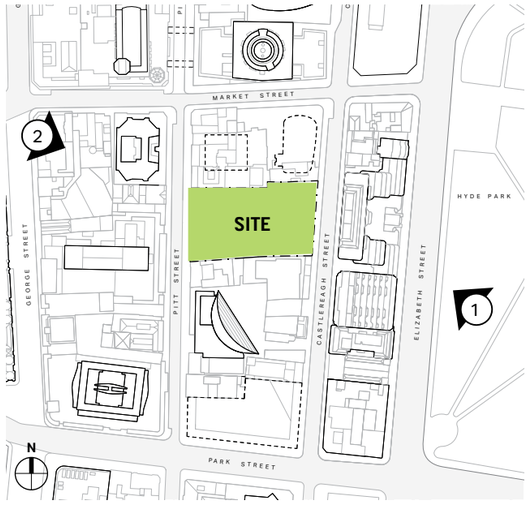


SOUTH WEST
PITT STREET

A.2.3 - PROPOSED SITE SPECIFIC DCP

MASSING

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



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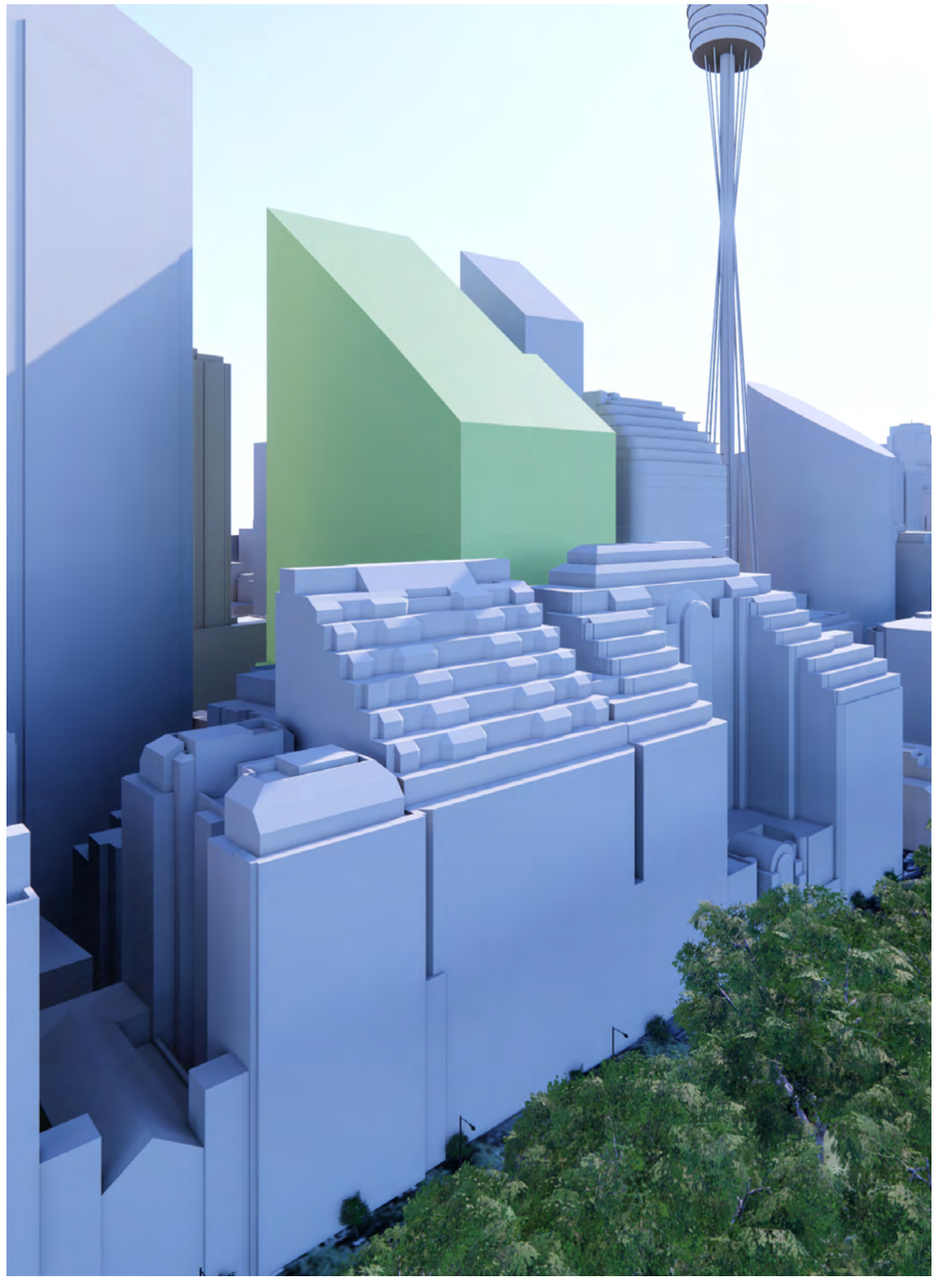
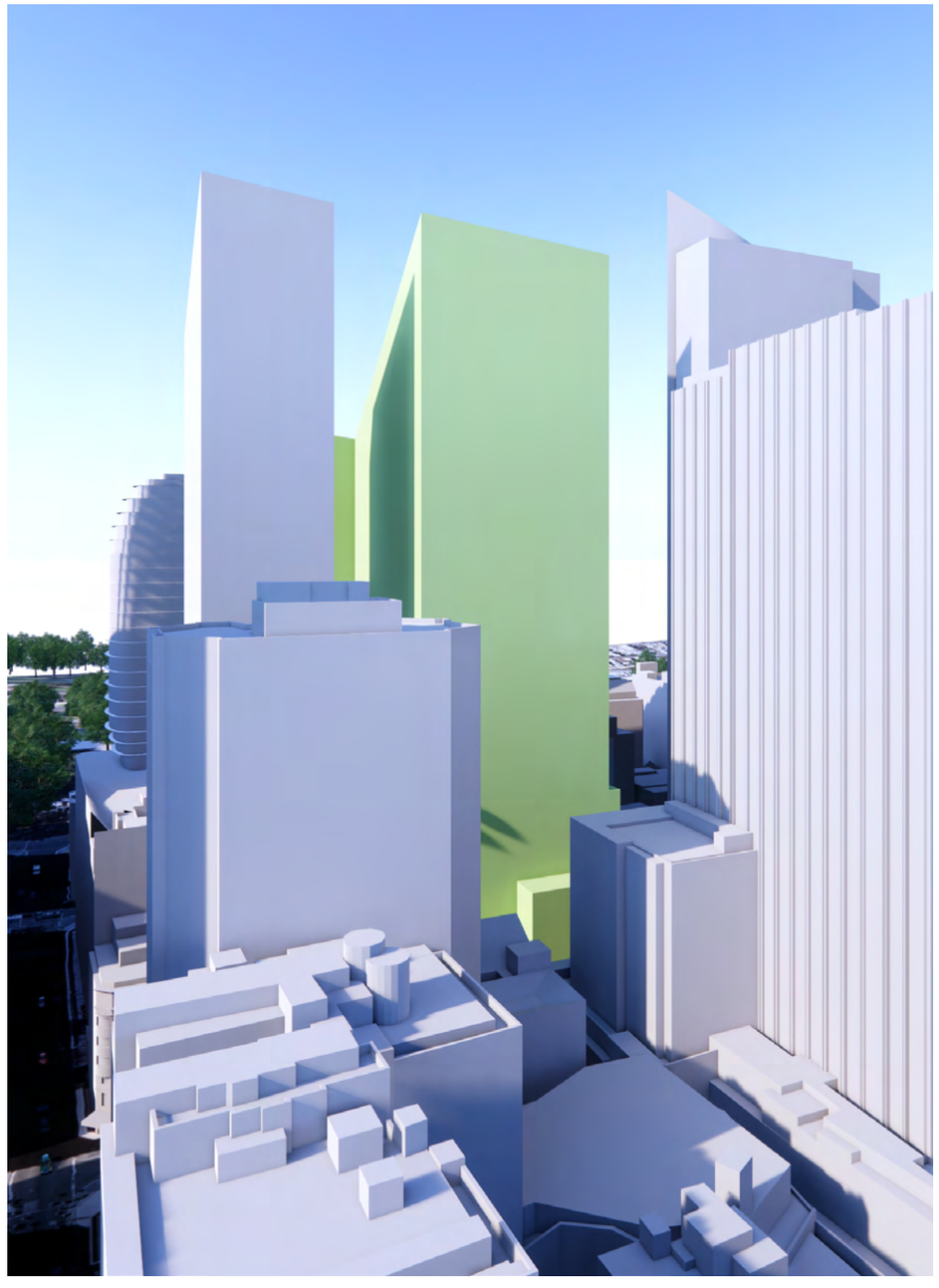


Indicative view 1 : Proposed envelope from east/ Hyde Park.

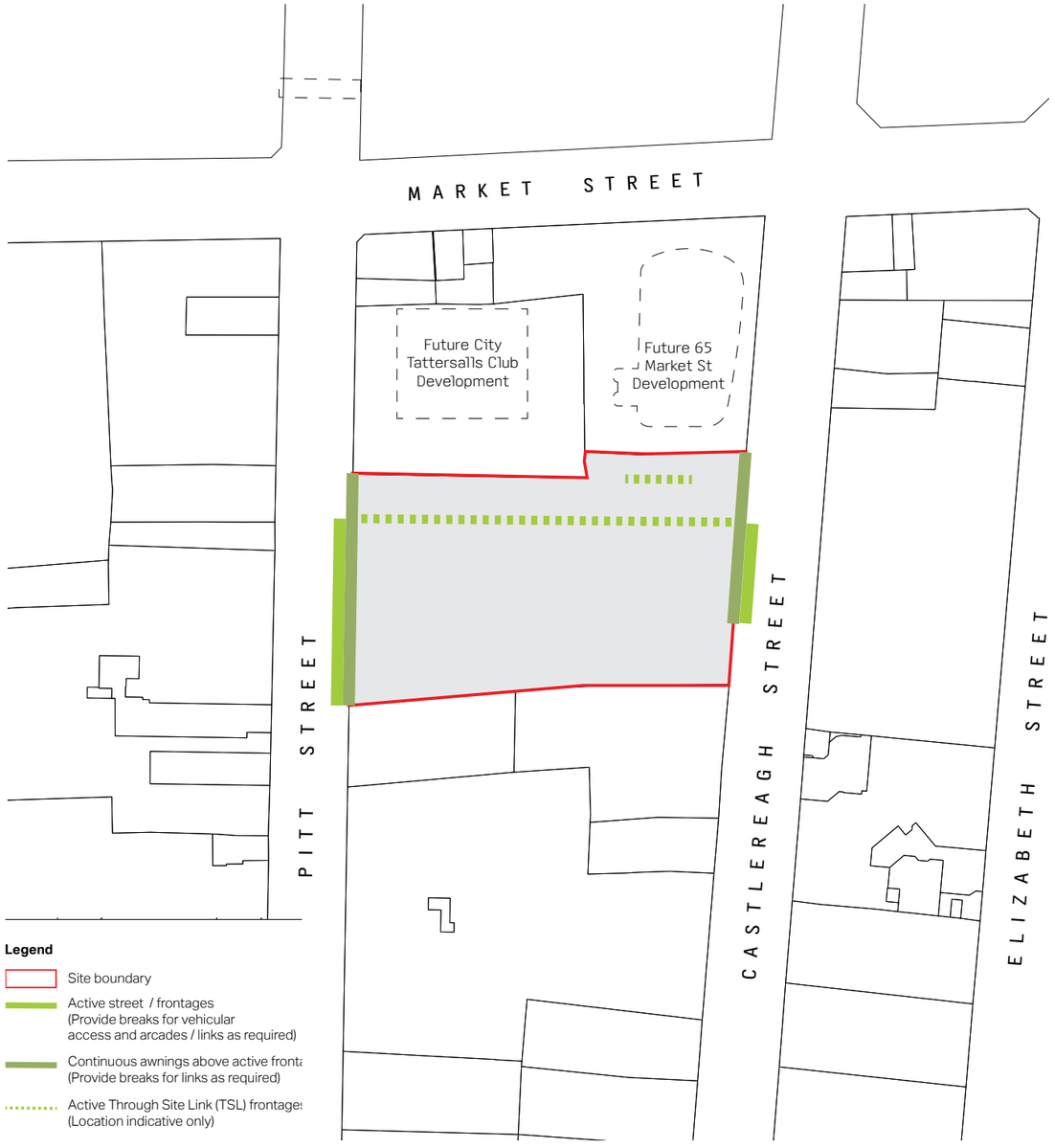


Indicative view 2 : Proposed envelope from west.

A.2.3 - PROPOSED SITE SPECIFIC DCP

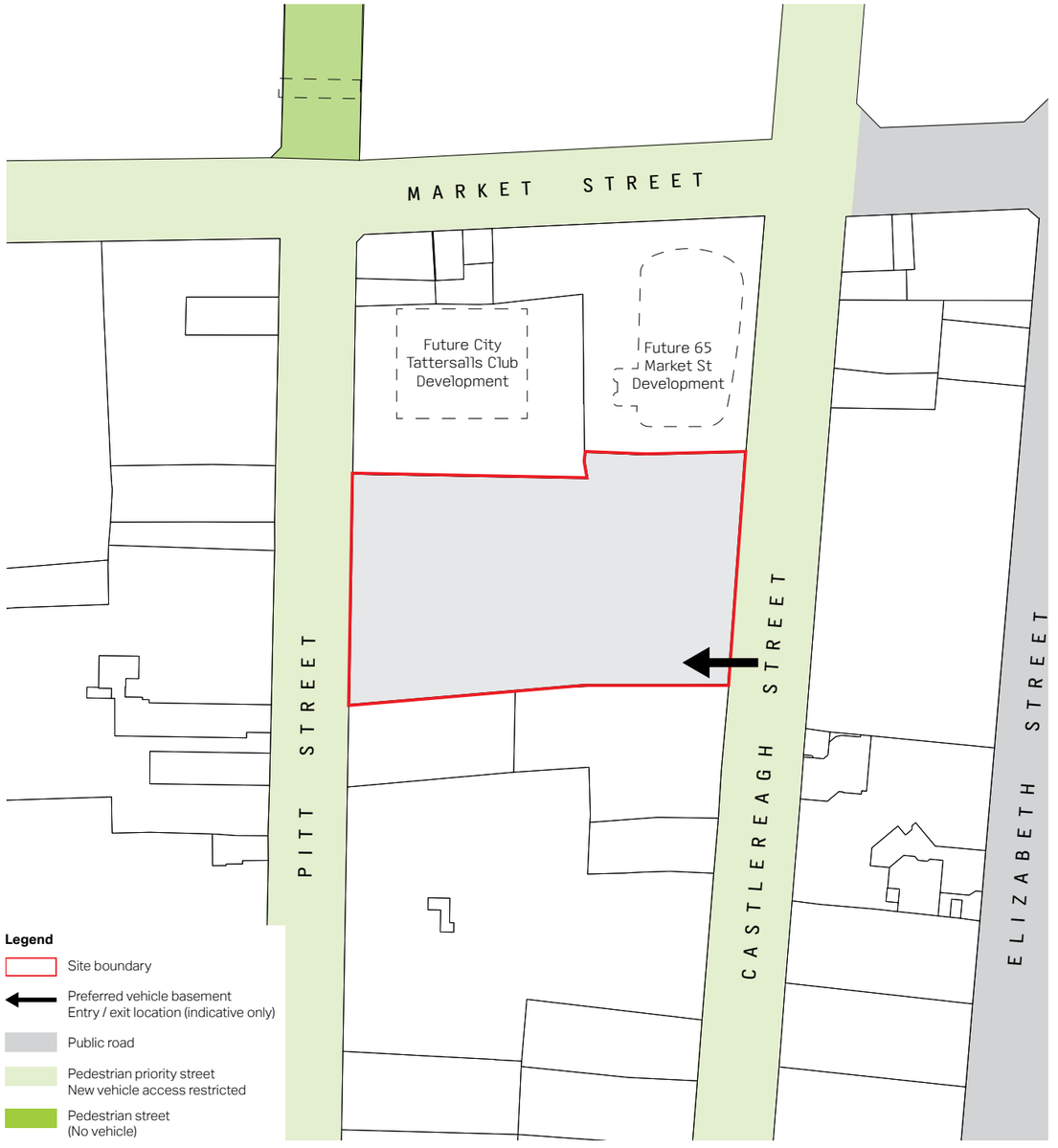
ACTIVE FRONTAGES AND AWNING MAP

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



VEHICULAR ENTRANCE MAP

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

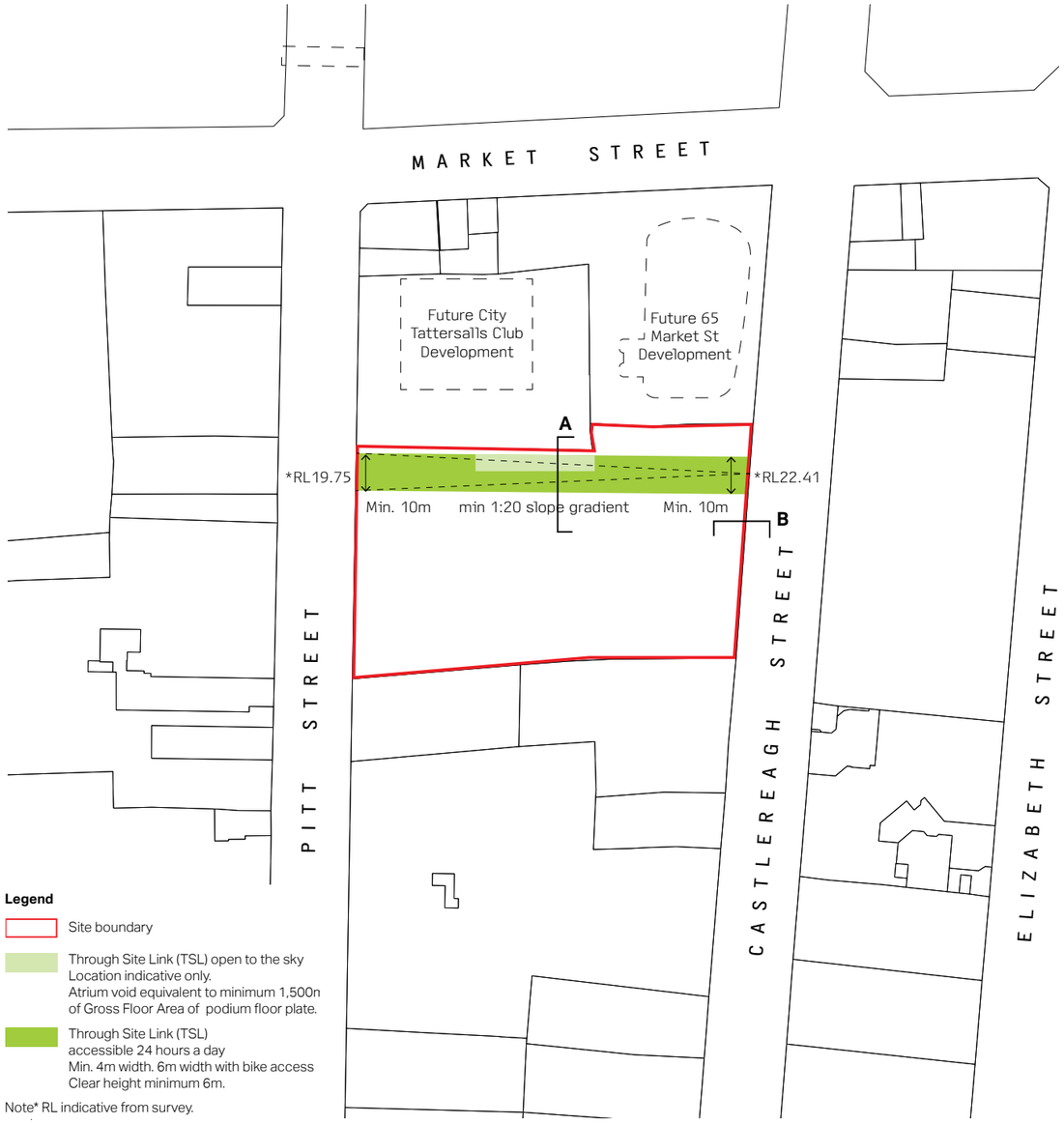


Source: Sydney Development Control Plan (DCP) 2012, Pedestrian Priority Map.

A.2.3 - PROPOSED SITE SPECIFIC DCP

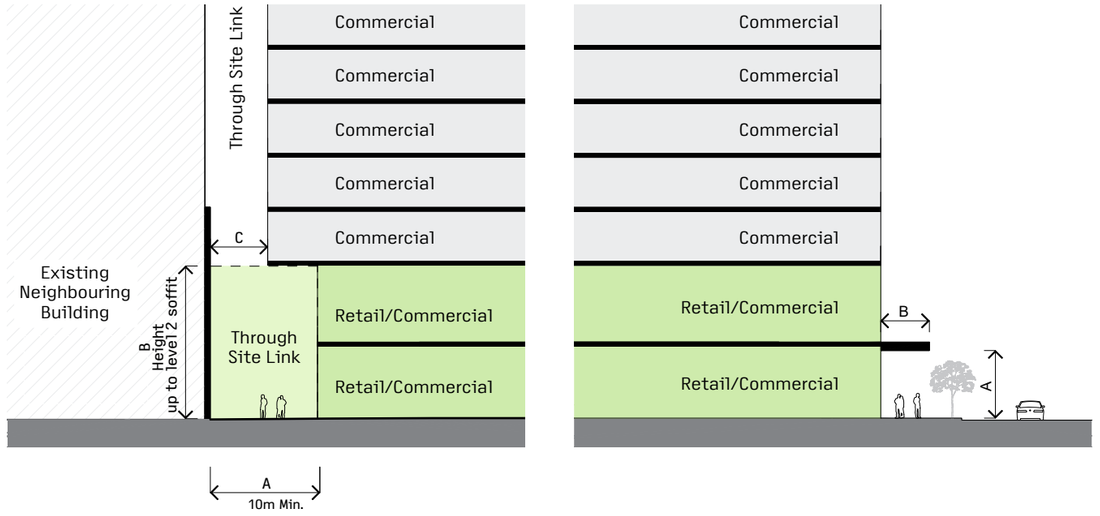
THROUGH-SITE LINK MAP

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



TYPICAL TSL AND STREET SECTIONS

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



Typical section A : Through site link with atrium.

A : Minimum Through site link width 10m

B: Minimum height up to Lv.2 soffit

C: Dimension variable

Typical section B : Street condition.

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

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

Source: Sydney Development Control Plan (DCP) 2012.

A3 - CONCEPT REFERENCE DESIGN

URBAN STUDY REPORT

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

A.3.0. INTRODUCTION

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Document Revision : 01

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Version	Description	Date of Issue
01	Request for Planning Proposal	25.09.2020

Artist's impression of the Piccadilly Tower redevelopment. Indicative not to scale.

CHAPTER A.3.1

CONCEPT REFERENCE DESIGN OVERVIEW

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

SUMMARY

Narrative

The Central CBD is in a state of renewal. Previously considered a retail shopping district with antiquated commercial office space, a handful of currently approved redevelopments within the immediate context of Piccadilly will breathe new life into Sydney's central CBD. With new developments adding residential units, new commercial office floor space and new metro stops, the Central CBD will be bustling with a new, vibrant mix of activities. With a high concentration of heritage buildings near the development area, the planned proposals utilize their past by incorporating the heritage buildings in their new design; remembering the past, while promoting an active, dynamic future. The new developments will increase the foot-fall within the Central CBD of Sydney, and the Piccadilly redevelopment aims to enhance the opportunities created by the new developments by offering a mid-block, Through-Site-Link that will accentuate Piccadilly's active frontage along Castlereagh and Pitt Streets, with a wide, double height passage that will be lined with active frontage and the possibility for public art to be incorporated. The link will include a void to sky allowing daylight to fall deep within the mid-block link that will be open 24/7.

The redevelopment of Piccadilly will not only add pedestrian activity to the public domain of the revitalized precinct, but it will also provide a variety of large, contiguous commercial floor plates in the heart of the CBD to meet market demand. The large floorplates utilise an elongated central core that eliminates the deep, ssub-optimal daylight zone in the middle of most large office floorplates.

Instead, the proposal creates sought after floor area with optimal daylight conditions, while providing access to views and the amenity of external terraces at various levels throughout the development from podium to Tower. The podium terraces over-look the dynamic, active urban street-scape while the tower terraces created by the sloped, solar access plane to Hyde Park provide valuable views to Sydney's, large green space and Harbour views beyond.

The Piccadilly redevelopment has the opportunity to enhance its public domain, while also provide a market responsive driven commercial tower who's thousands of daily users and visitors will contribute to and accentuate the anticipated dynamism of Sydney's new, Central, CBD.

Overall Objectives

The objective of the Concept Reference Design is to prove the viability of the Proposed Site Specific DCP. This chapter demonstrates that the scheme responds to the various constraints and opportunities of the site, providing a positive outcome with added benefits to the City of Sydney and the immediate public realm.

The Concept Reference Design complies with the DCP 2012 Sun Access Plane requirements which is intented to maximize sunlight access to Hyde Park. Additionally, the Concept Reference Design demonstrates that the project respects its historical neighbours by emphasising the urban continuity through formal alignment to existing buildings as well as material continuity.

Additionally, the Concept Reference Design demonstrates a highly inviting and active public domain can be achieved by:

1. Highlighting a Through-Site Link that visually and physically connects Castlereagh Street and Pitt Street that will be open to the public 24/7

2. Incorporating public art and active frontage, including retail and F&B.

3. Creating an open and inviting environment by encouraging the use of transparent materials at street level.

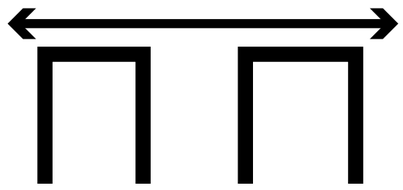
4. Incorporating an atrium above the through-site-link, which provides daylight and views to sky.

5. Removing the sky-bridges benefiting both Pitt and Castlereagh Street.

Aerial view of Concept Reference Design from Hyde Park. Artist's impression only.

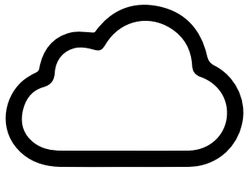
A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

KEY OBJECTIVES



URBAN FABRIC CONTINUITY

Align built form with heritage-listed neighboring buildings to reinforce urban continuity.



SKY TERRACES

Maximise advantage of the Sun Access Plane (SAP) and create outdoor terraces to enhance healthy workplaces.

VIBRANT PUBLIC REALM

Create an active public realm by introducing programmatic elements that will function as attractors.

LARGE CONTIGUOUS FLOOR PLATE

Create large, contiguous commercial floor plates in the central CBD.

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

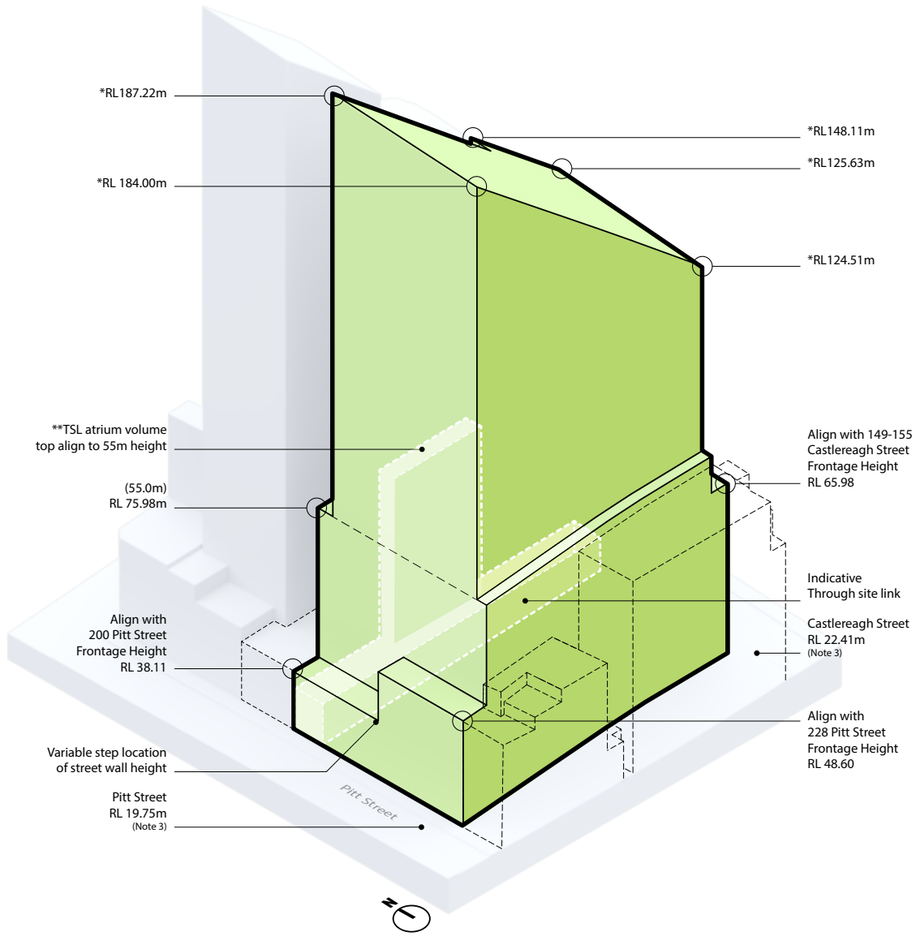
PROPOSED SITE SPECIFIC DCP ENVELOPE AND CONCEPT REFERENCE DESIGN COMPARISON

The Concept Reference Design responds to the proposed site specific dcp built form controls and demonstrates a compliant design solution.

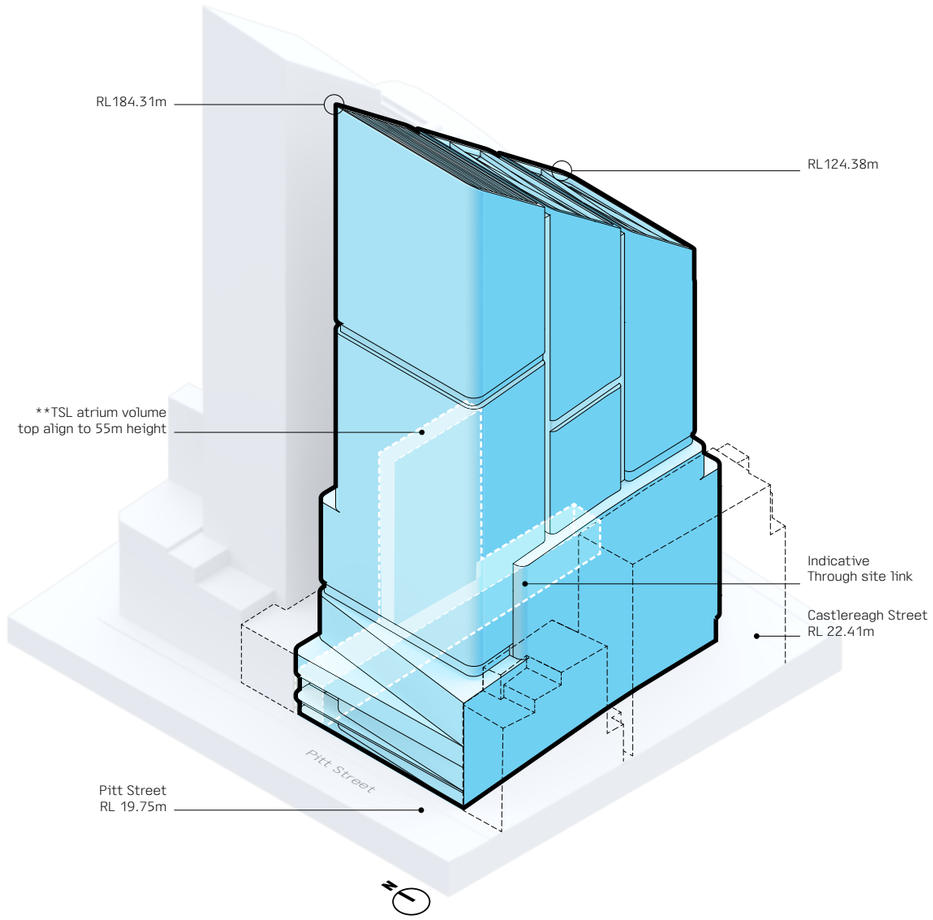
Drawing Note 1:
* Above 120m, as measured from the ground level of the footpath, the area of the floorplate is 90% of the site area less the required setbacks and heritage items (considered 100%).

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

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



PROPOSED SITE SPECIFIC DCP ENVELOPE
PITT STREET AXONOMETRIC DIAGRAM



Concept Reference Design
PITT STREET AXONOMETRIC DIAGRAM

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

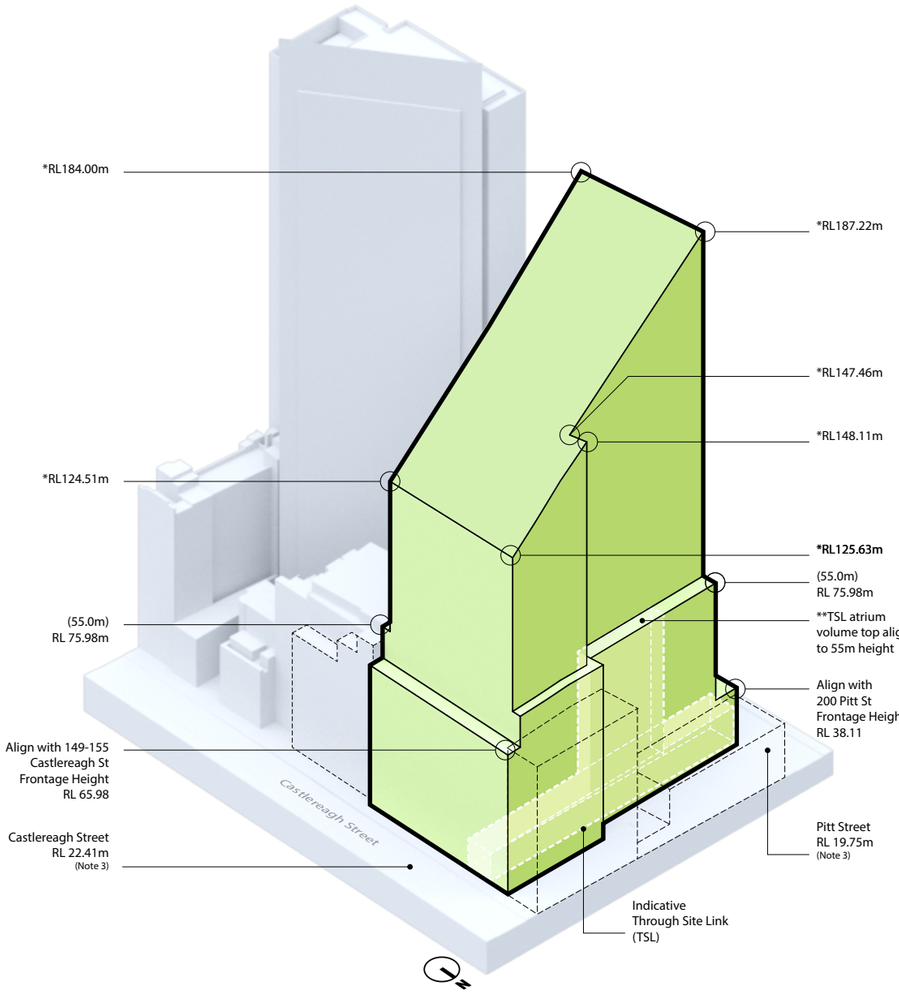
PROPOSED SITE SPECIFIC DCP ENVELOPE AND CONCEPT REFERENCE DESIGN COMPARISON

The Concept Reference Design envelope is based on the Proposed Site Specific DCP envelope setbacks and is considered a compliant design solution.

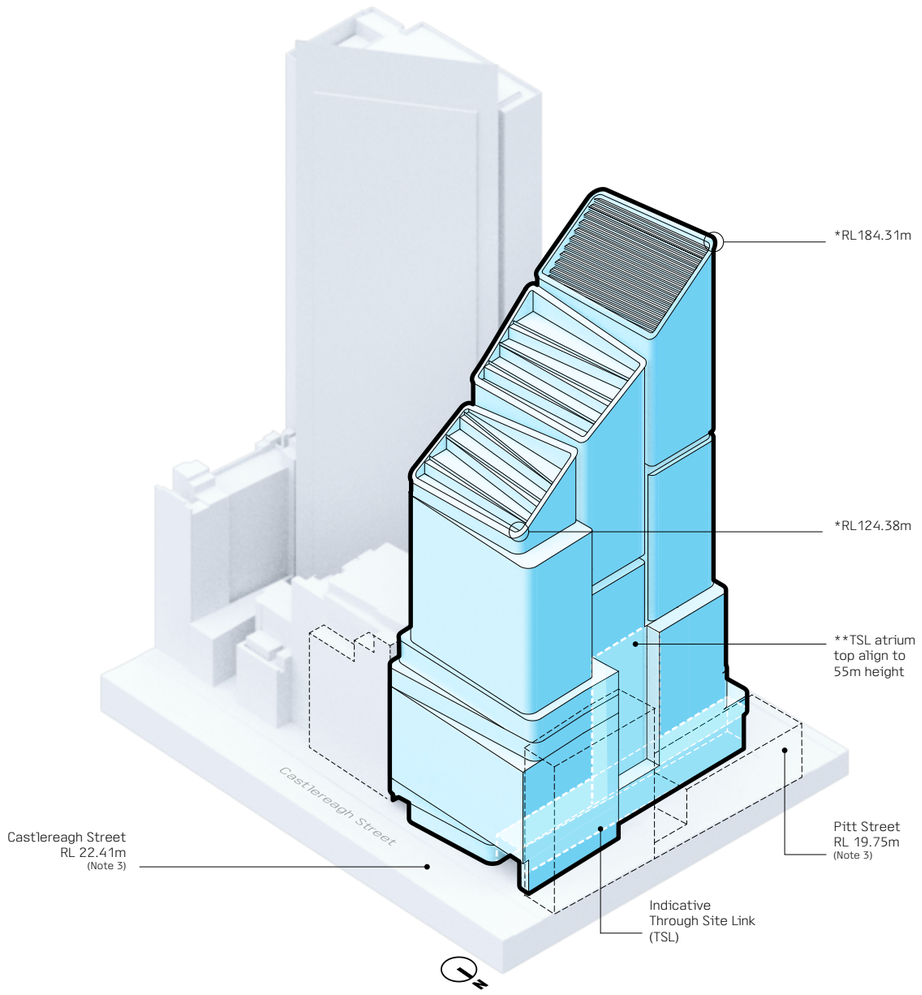
Drawing Note 1:
* Above 120m, as measured from the ground level of the footpath, the area of the floorplate needs to be 90% of the site area less the required setbacks and heritage items (considered 100%).

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

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



PROPOSED SITE SPECIFIC DCP ENVELOPE
CASTLEREAGH STREET AXONOMETRIC DIAGRAM



Concept Reference Design
CASTLEREAGH STREET AXONOMETRIC DIAGRAM

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

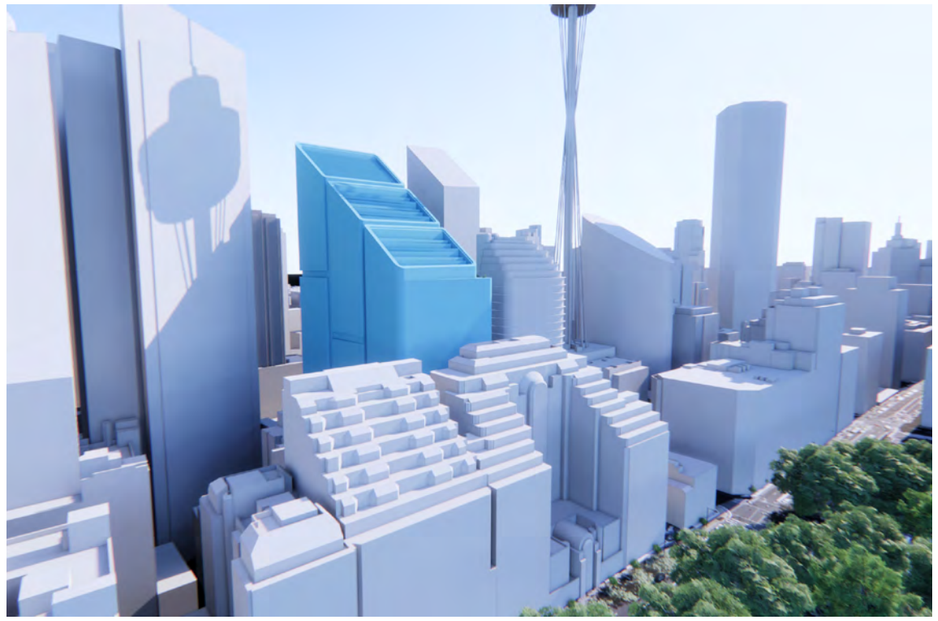
SKYLINE

The following key objectives were considered for the Concept Reference Design:

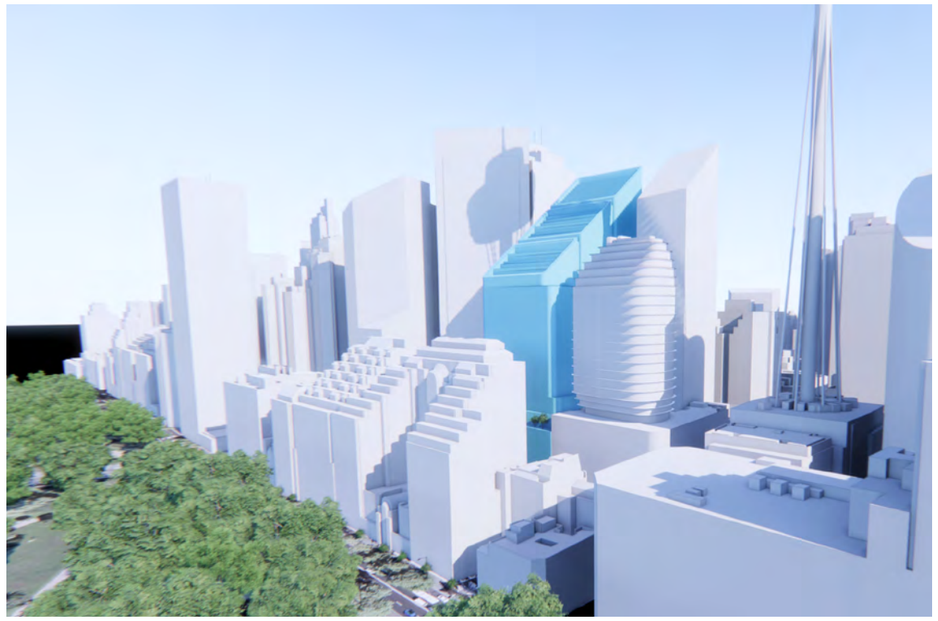
1. Re-instate the skyline to comply with the Hyde Park Sun Access Plane (SAP)

2. Create a visual link between Hyde Park and the built form with a series of external, landscaped terraces.

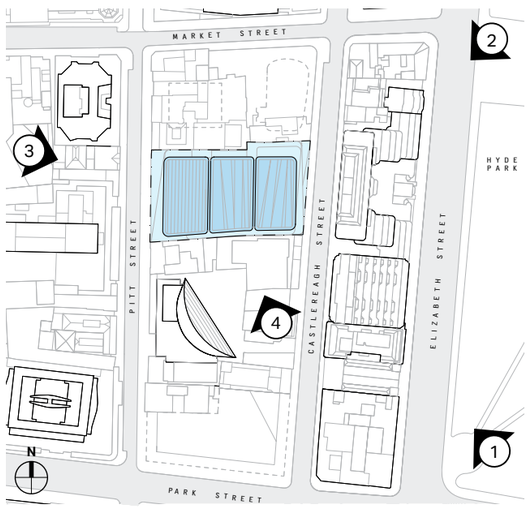
3. Articulation to relate to the existing and proposed neighbouring buildings and skyline form



Indicative view 1 - Concept Reference Design - From South-East.



Indicative view 2 - Concept Reference Design - From North-East.



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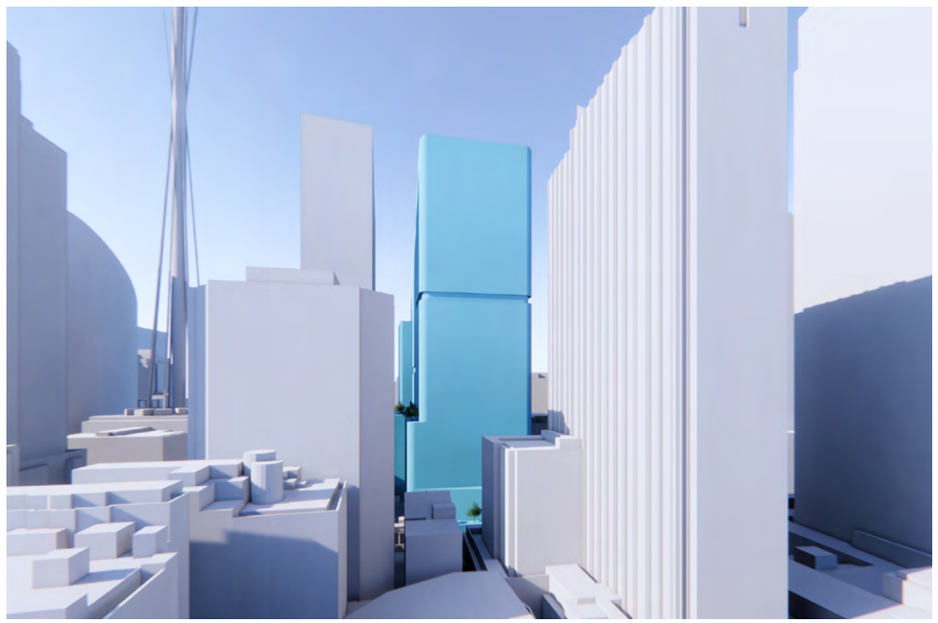
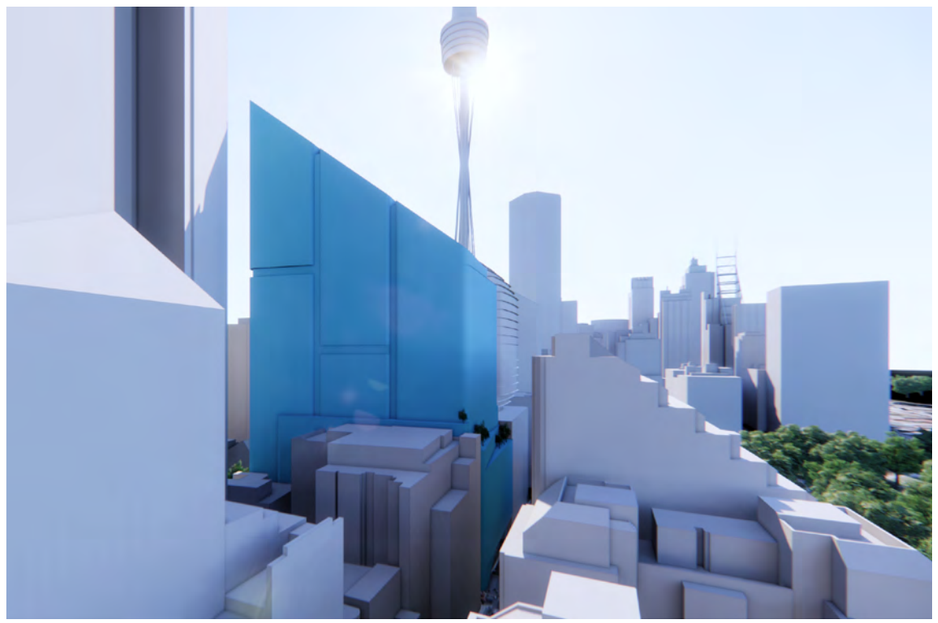


Indicative view 3 - Concept Reference Design - From East.



Indicative view 4 - Concept Reference Design - From South-East.

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

CROWN TO PARK

The project site is situated in the dense Central Sydney urban fabric and a block east of Hyde Park. This unique site provides an opportunity to create a building that both responds to the vibrant urban characteristics of Sydney CBD and the calming biophilic characteristics of Hyde park, as well as the Royal Botanical gardens and the Sydney harbour in the distance.

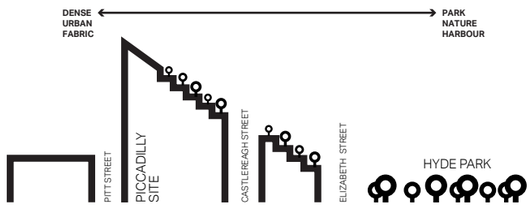
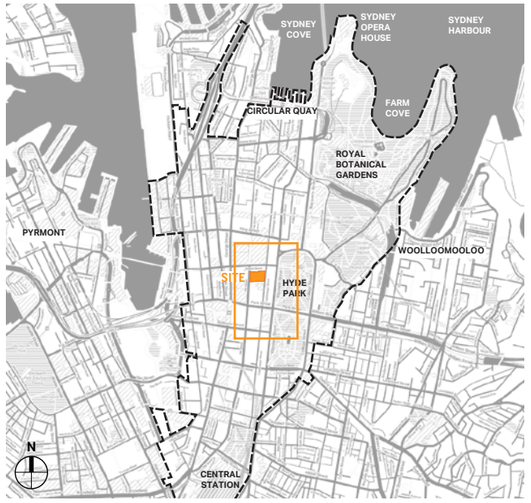
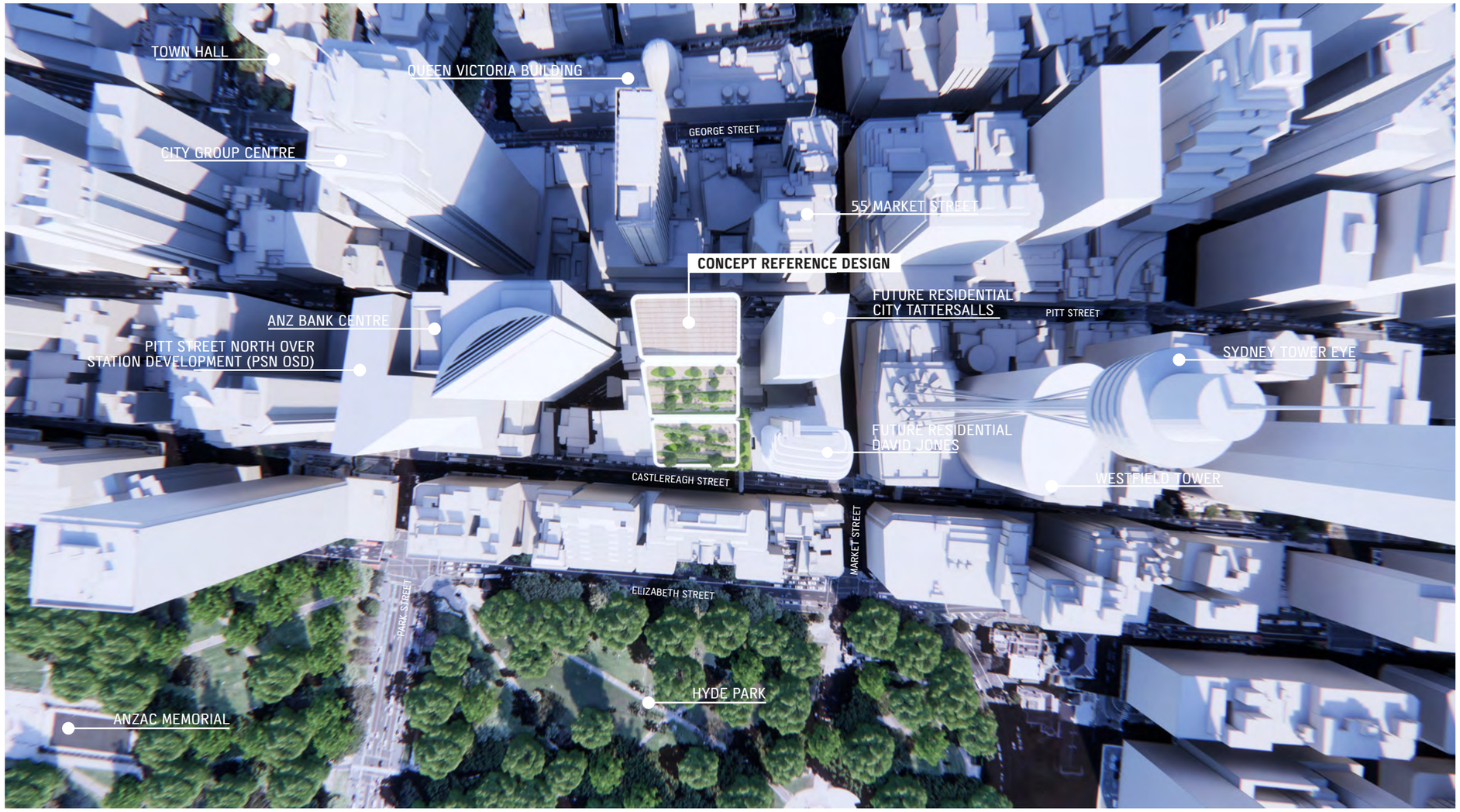


Diagram illustrating Context & Concept Reference Design



Central Sydney Area context plan legend.



Artist's impression of roof top view. Indicative only not to scale.

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

PROGRAM SECTIONS

The Concept Reference Design is formed of a basement, a podium, and a tower component.

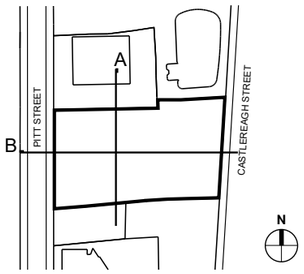
The basement contains three levels of parking, Wesley Mission, loading, and End of Trip facilities.

The ground floor comprises retail and commercial lobbies and is activated by a Through-site-link.

The podium is a mix of retail and commercial, with the tower form starting at level 10 and housing commercial office floors.

Legend

- Commercial Lobby
- Commercial Offices
- Retail
- Loading
- Wesley Mission
- Parking
- Plant



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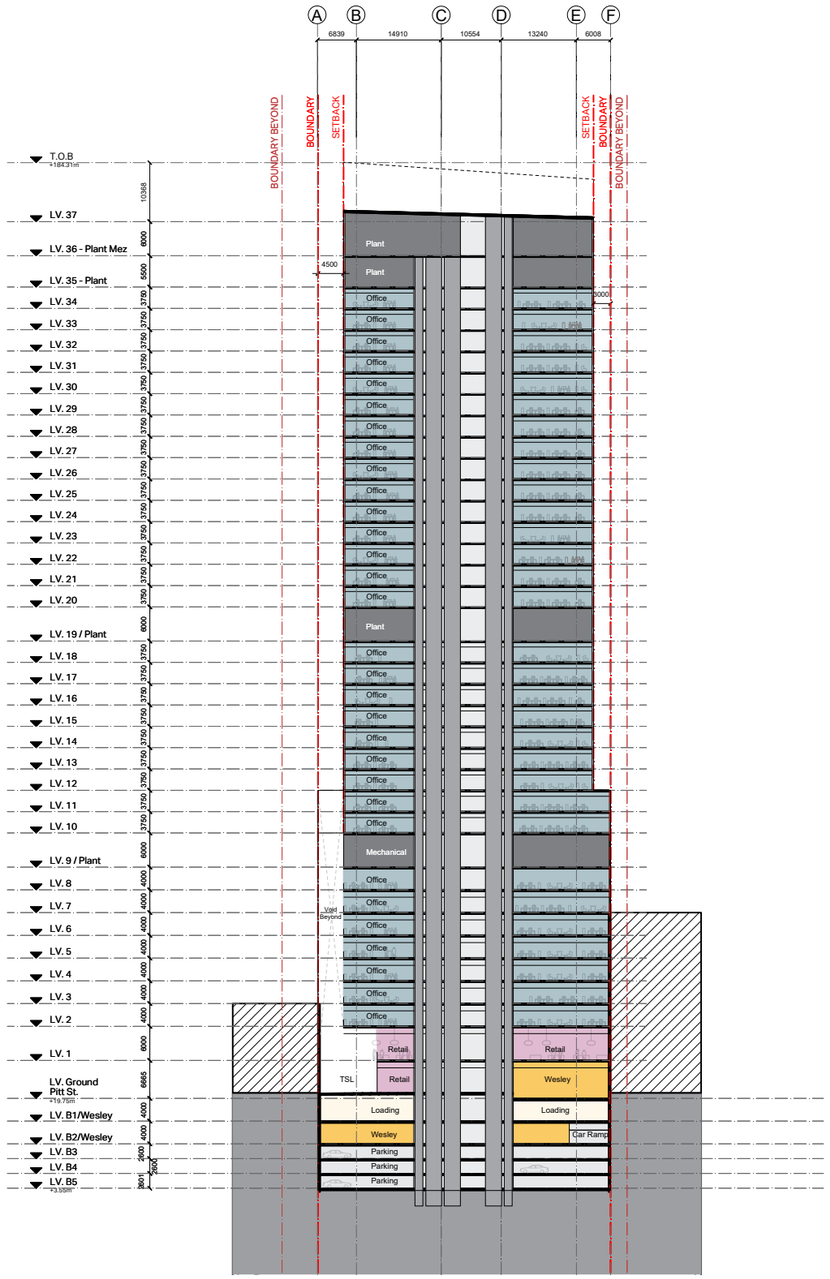
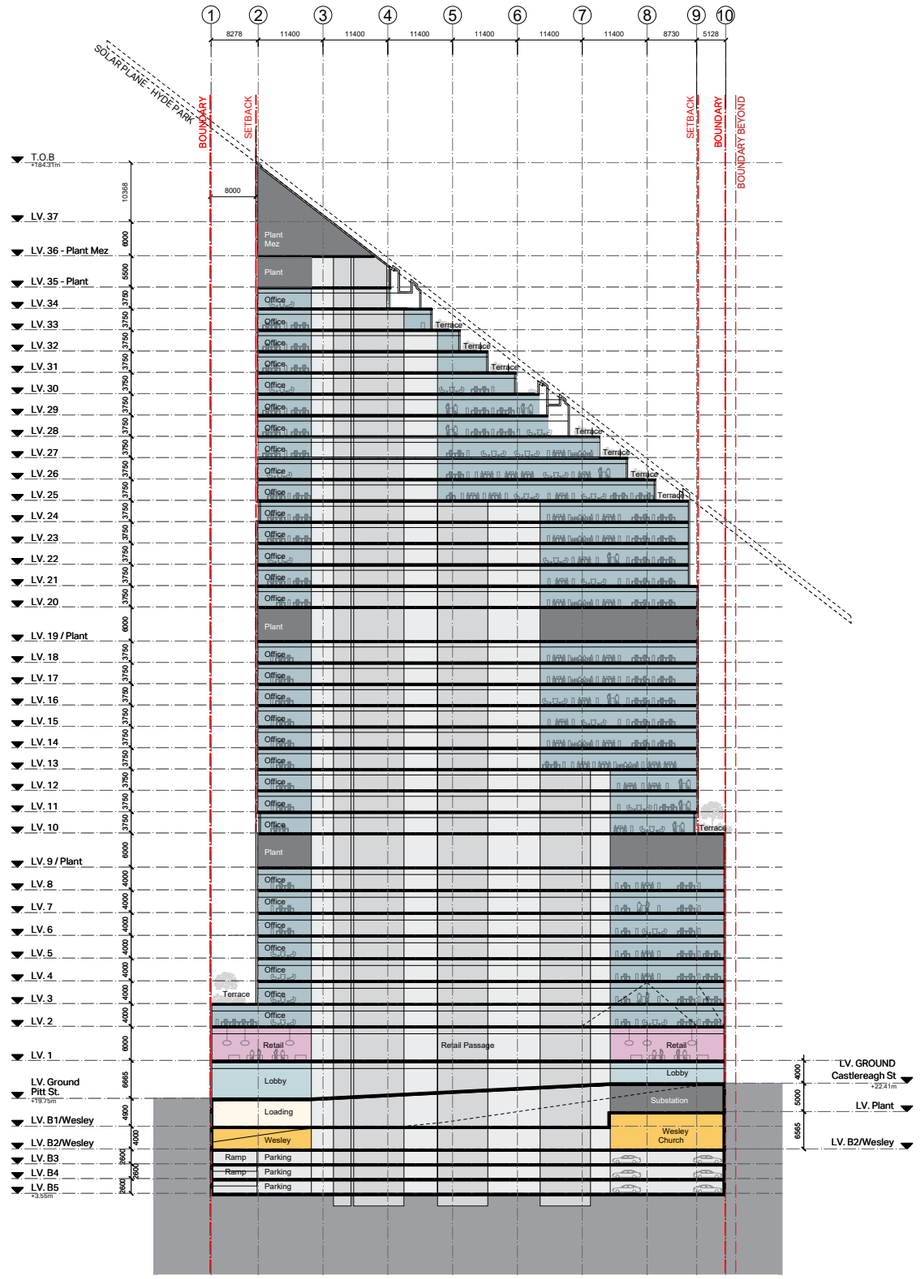


Indicative Section A.



Indicative Section B.

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

PLANT AND SERVICES

A preliminary plant and services strategy and equipment assessment has been developed with ARUP to inform the Concept Reference Design.

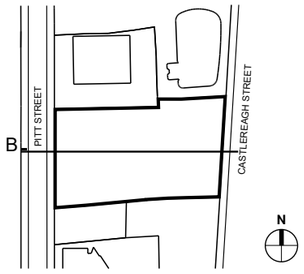
Plant levels:

1. Roof level
2. Level 19
3. Level 9
4. Ground
5. Basement

Legend

- Air
- CDW
- Hot Water
- CHDW

Source: ARUP



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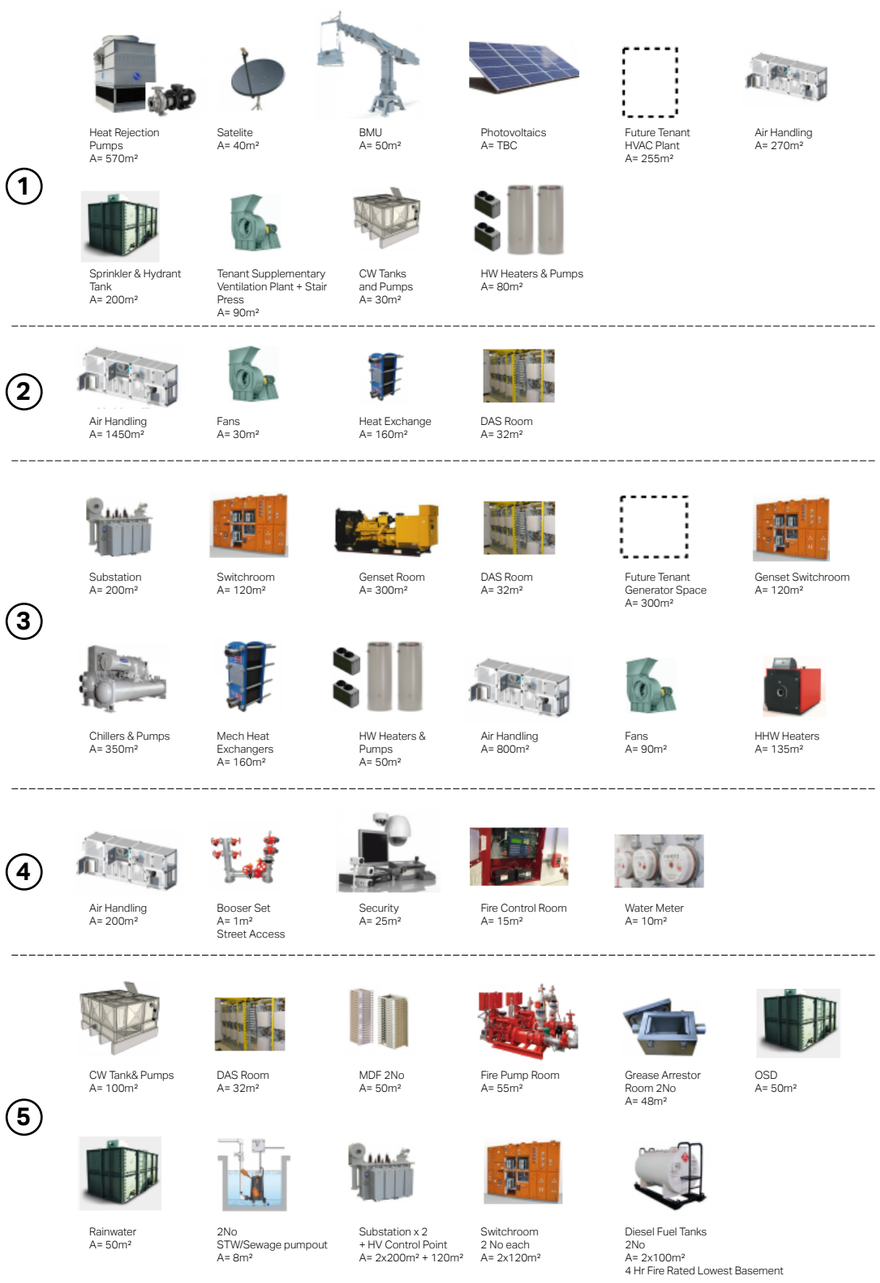
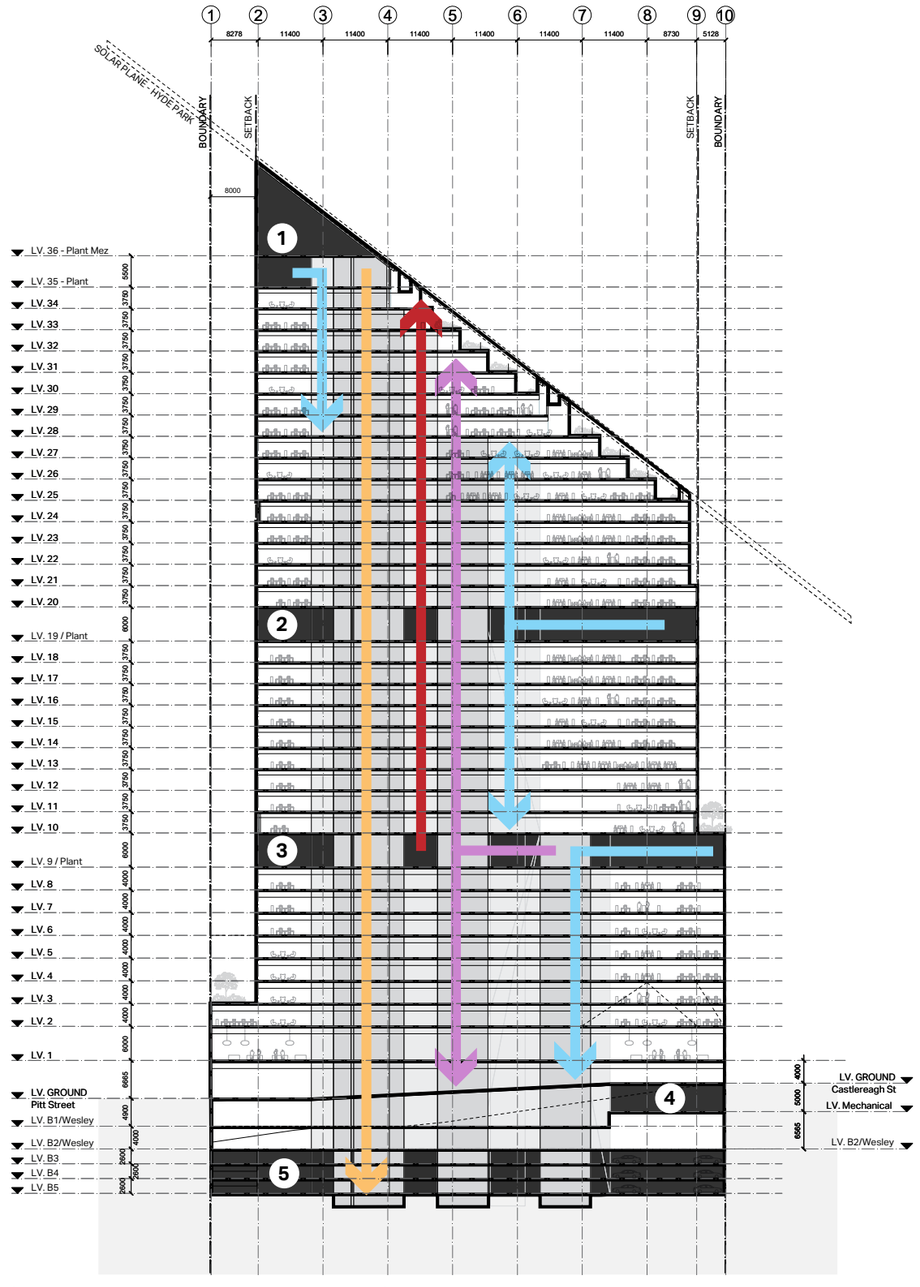


Plant Equipment



Services Distribution Diagram / Indicative Section B

A.3.1 - CONCEPT REFERENCE DESIGN OVERVIEW

VERTICAL TRANSPORTATION

Taking into consideration the unique tapering building form, a preliminary lifting strategy was developed with ARUP to inform the core design.

Due to the SAP slope provisions, the high rise lift bank needed to be located as far east as possible while still providing usable commercial floor plate between the facade and western face of the core.

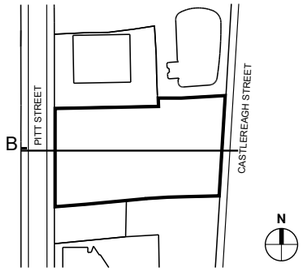
The east/west lobby corridor provides a unique lift lobby that connects the Tower lobby at Pitt street, with the Podium lobby at Castlereagh street.

A separate set of lifts serve the basement parking, Ground and Level 1 off the Through site link.

Wesley Mission lifts serve Ground and B2, with direct lift access to a dedicated loading bay at B5.

* Passenger lift:
Cab: 2000mm W x 1700mm D
Shaft: 2850mm W x 2750mm D
(150mm trimmer beams)
** Goods lift:
Cab: 1750mm W x 2250mm D
Shaft: 3000mm W x 3100mm D

Source: ARUP



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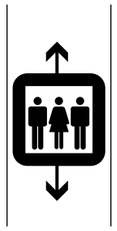
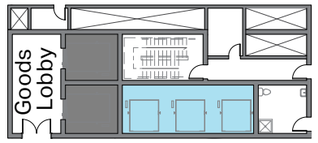
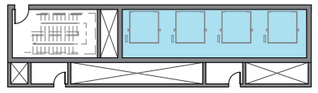


HIGH RISE BANK

7 Lifts
2 Goods Lifts

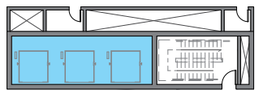


High Rise Lobby

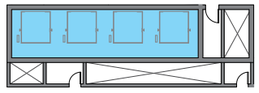


MID RISE BANK

7 Lifts

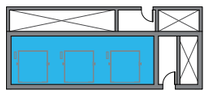


Mid Rise Lobby

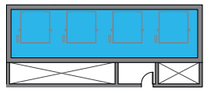


LOW RISE BANK

7 Lifts

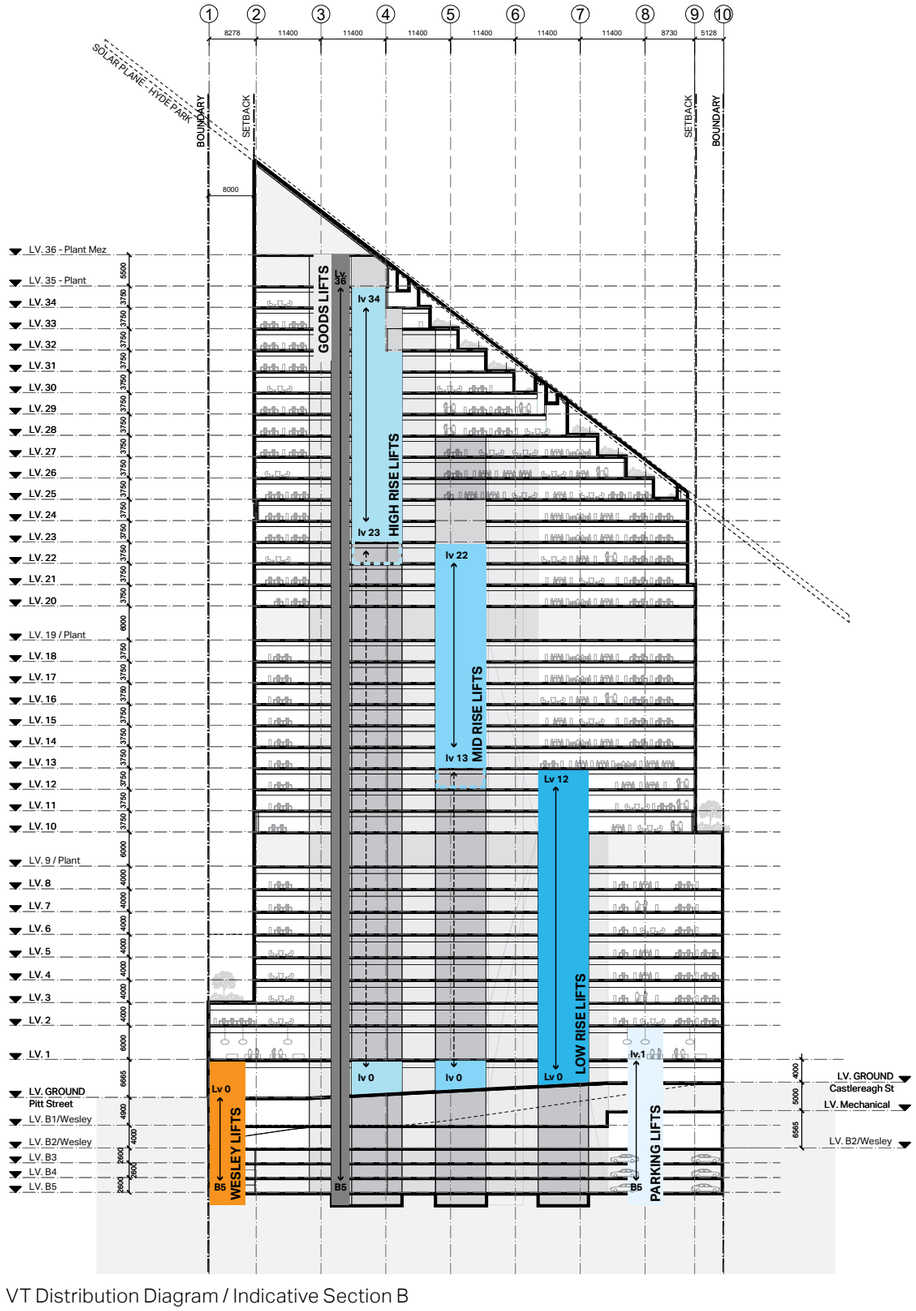


Low Rise Lobby



Core Layout

27 LIFTS:	LEVELS SERVED:
4 High Rise *	G/Lv.23-34
3 High Rise *	G/Lv.23-32
7 Mid Rise *	G/Lv.13-22
7 Low Rise *	G-Lv.12
2 Goods Lifts **	B5-Lv.36
2 Parking-Street *	B5-Lv.1
2 Wesley Mission *	G/Lv.26-34



VT Distribution Diagram / Indicative Section B

CHAPTER A.3.2

PUBLIC REALM

Artist's impression of Concept Reference Design ground level Pitt Street view. Indicative

A.3.2 - PUBLIC REALM

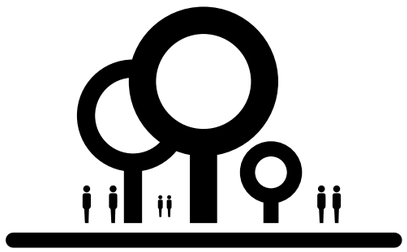
KEY OBJECTIVES

PLACE-MAKING

Create a new, public domain destination that positively contributes to the City of Sydney's aspirations.

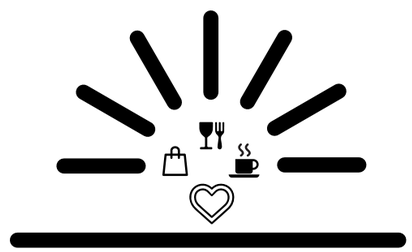
ACTIVATE PUBLIC REALM

Activate the public realm with new community assets such as urban furniture, landscaping, public art, pop up shops/ kiosks.



TSL = LINEAR PLAZA

Create a Through-Site Link (TSL) that is as much a linear plaza as a cross street pedestrian passage.



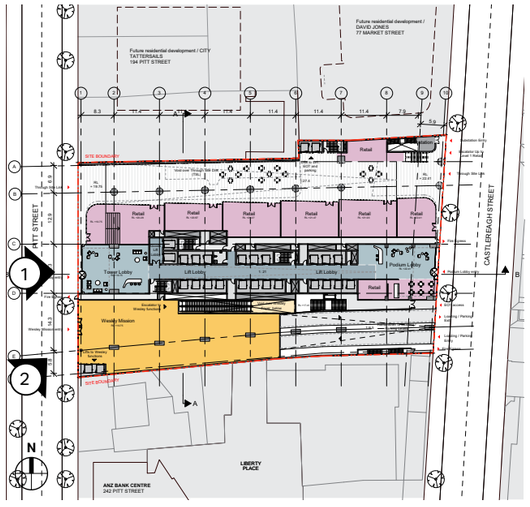
ACTIVE FRONTAGES

Maximise active frontage along the street and Through-Site Link.

A.3.2 - PUBLIC REALM

STREET VIEWS - PITT STREET

The Pitt Street facade aligns with the two adjacent heritage buildings on the north and south. Both of which are at different heights (north at RL39.75 and south at RL46.75). To mediate the two alignments the Concept Reference Design facade angles away from street in plan to create a sense of continuity between the varying heritage heights, while also activating the street edge with a terrace.



Key Legend

Indicative view 1 : Pitt Street view looking south.

Indicative view 2 : Pitt Street view looking north.

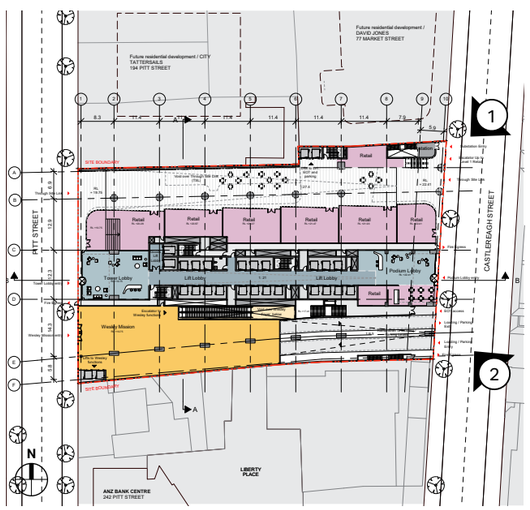
A.3.2 - PUBLIC REALM

STREET VIEWS - CASTLEREAGH STREET

The Castlereagh Street facade aligns with the David Jones heritage building with a podium height at 45m. In the case of the Concept Reference Design response, the facade is topped at 45m to emphasise the urban facade continuity.

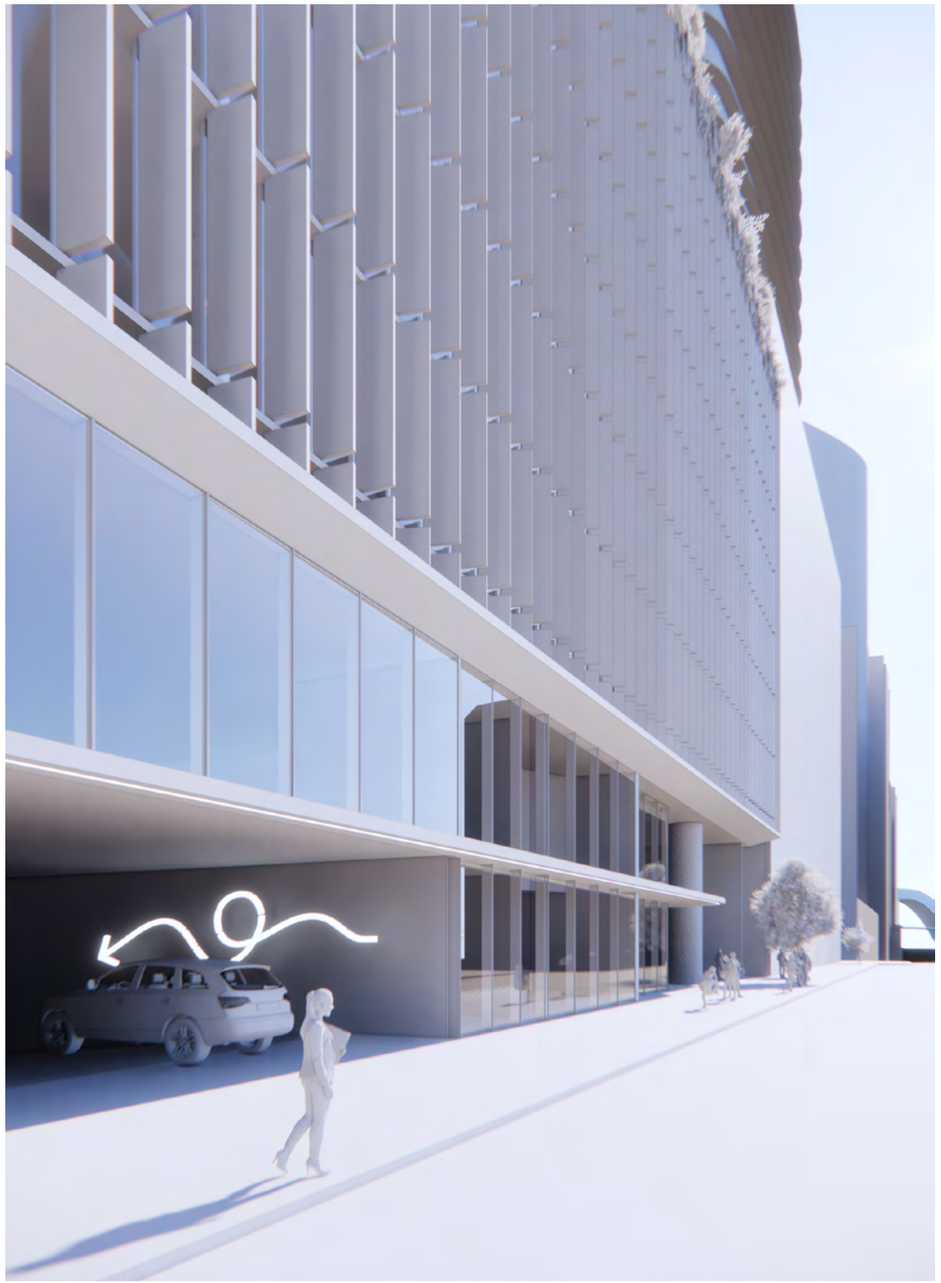
Active, prominent street frontage on Castlereagh Street includes Through-Site Link, commercial lobby, retail / food & beverage and parking/loading/EOT access.

The Ground Level and Level 1 on both Pitt and Castlereagh Street indicate that a solution can be open and inviting.



Key Legend

Indicative view 1 : Castlereagh Street view looking south.



Indicative view 2 : Castlereagh Street view looking north.

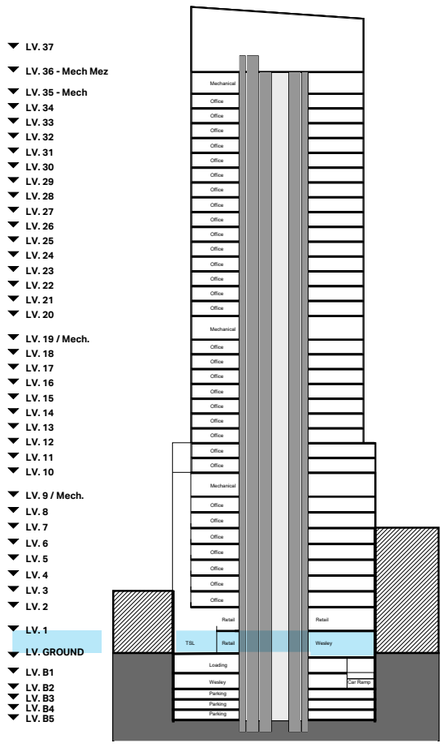
A.3.2 - PUBLIC REALM

GROUND LEVEL PLAN

Overview of Ground Level plan illustrating program and access.

Plan Legend

- Retail
- Commercial
- Wesley Mission



Key Legend - Section A

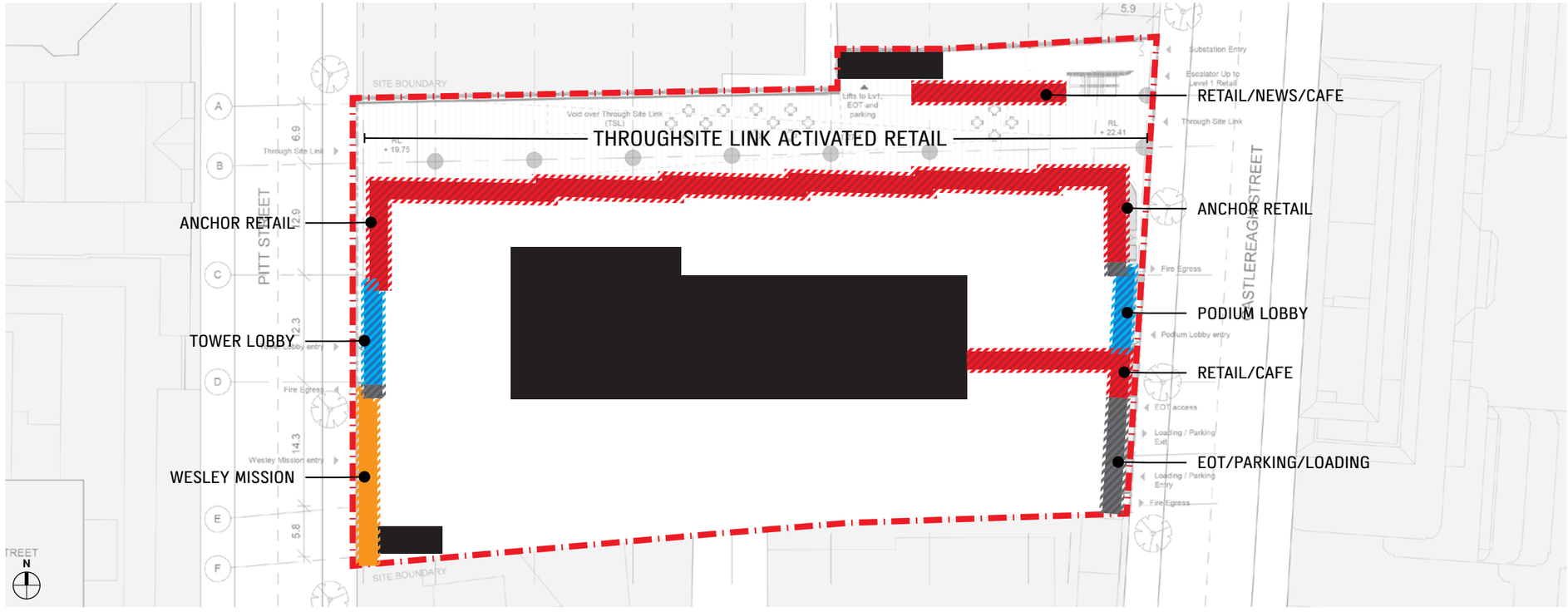
Ground level plan (drawing not to scale).

A.3.2 - PUBLIC REALM

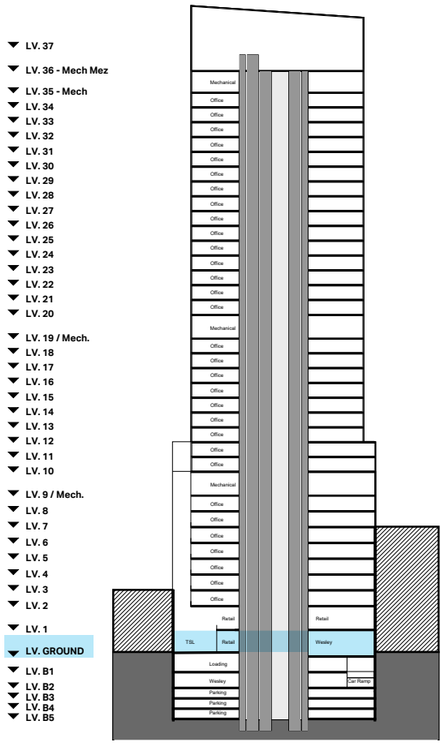
ANALYSIS - STREET FRONTAGES

The Concept Reference Design maximises the active frontage along the street and Through-Site Link.

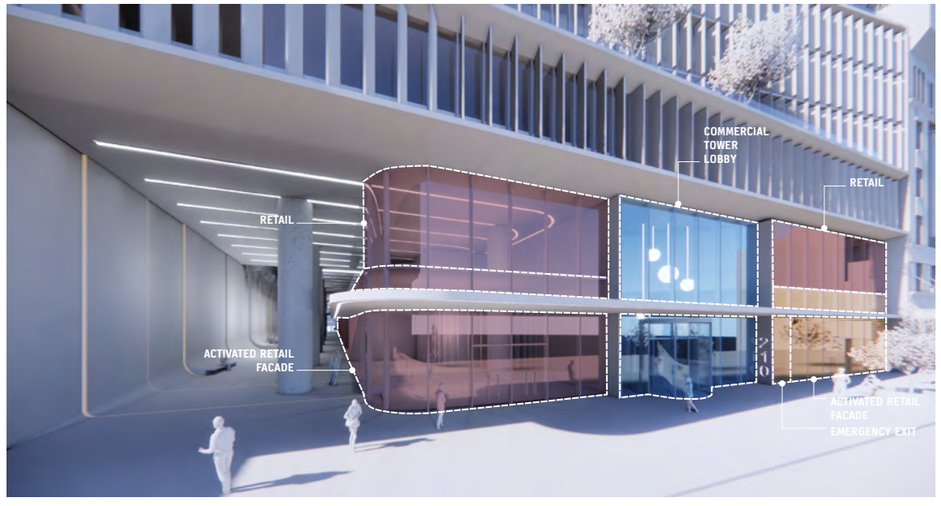
Programmatically, the Through-Site Link is retail oriented while the street frontages reflect internal programs such as commercial tower and podium lobbies as well as Wesley Mission street presence.



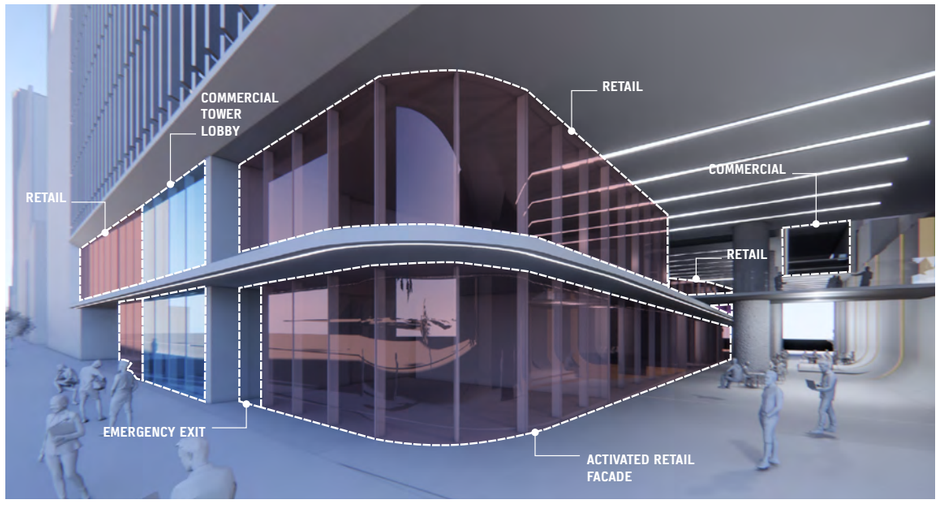
Active frontage opportunities (drawing not to scale).



Key Legend - Section A



Indicative view 1 - Active street frontages at both Ground and Level 1.



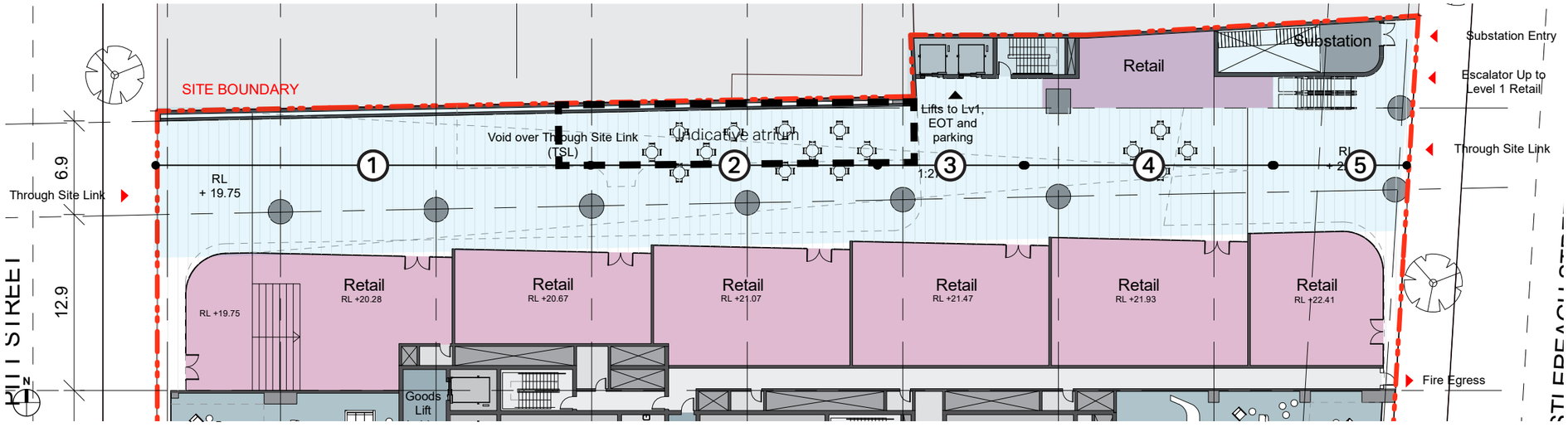
Indicative view 2 - Active street frontages and Through-Site Link.

A.3.2 - PUBLIC REALM

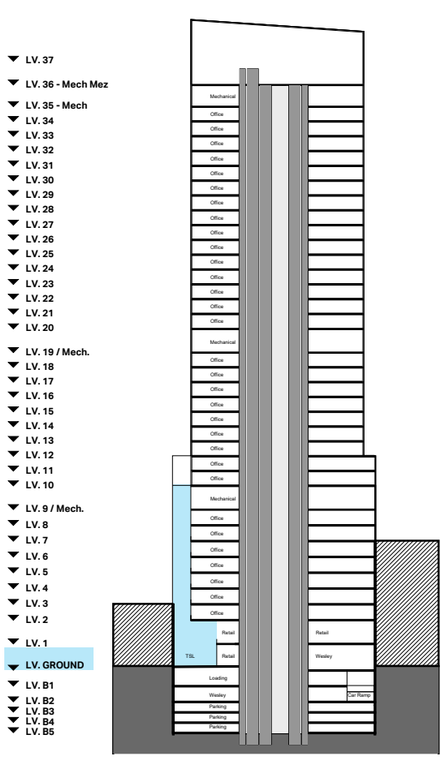
ANALYSIS - THROUGH SITE LINK WALKWAY

Indicative spaces suggested for TSL:

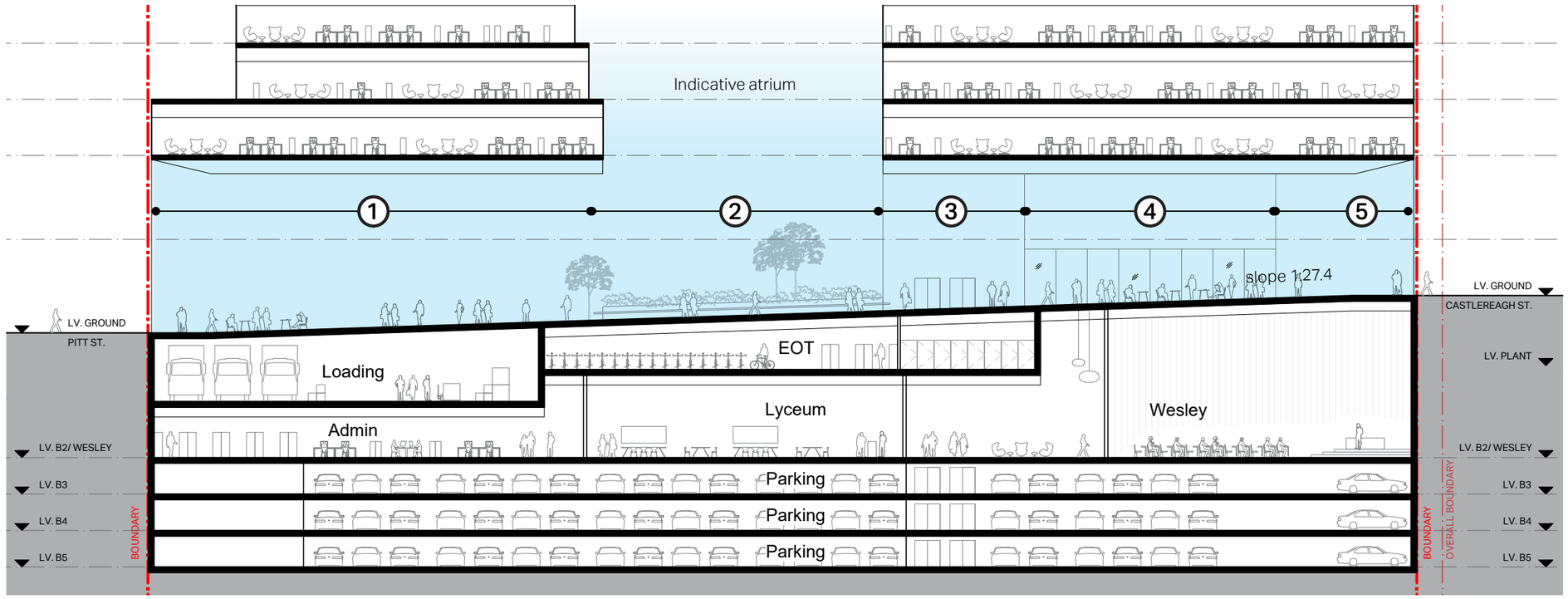
1. Indicative transition zone/ linear park/ urban furniture/ active retail store-front
2. Indicative attractor zone/ slow space with possible seating and cafe spill-out/ pop-up, music events/ public art/ landscaping opportunity with daylight filtering through the atrium space.
3. Lift access to basement parking and level 1.
4. Active retail storefront/ possible cafe spill-out/ newspaper stand/ pop-up kiosks.
5. Transition/ access to Level 1 Retail.



Ground level plan (drawing not to scale).



Key Legend - Section A

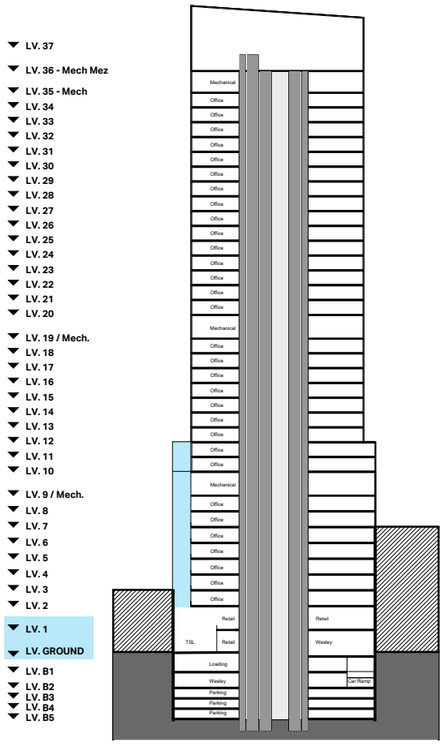


Longitudinal Section - Through-Site Link (drawing not to scale).

A.3.2 - PUBLIC REALM

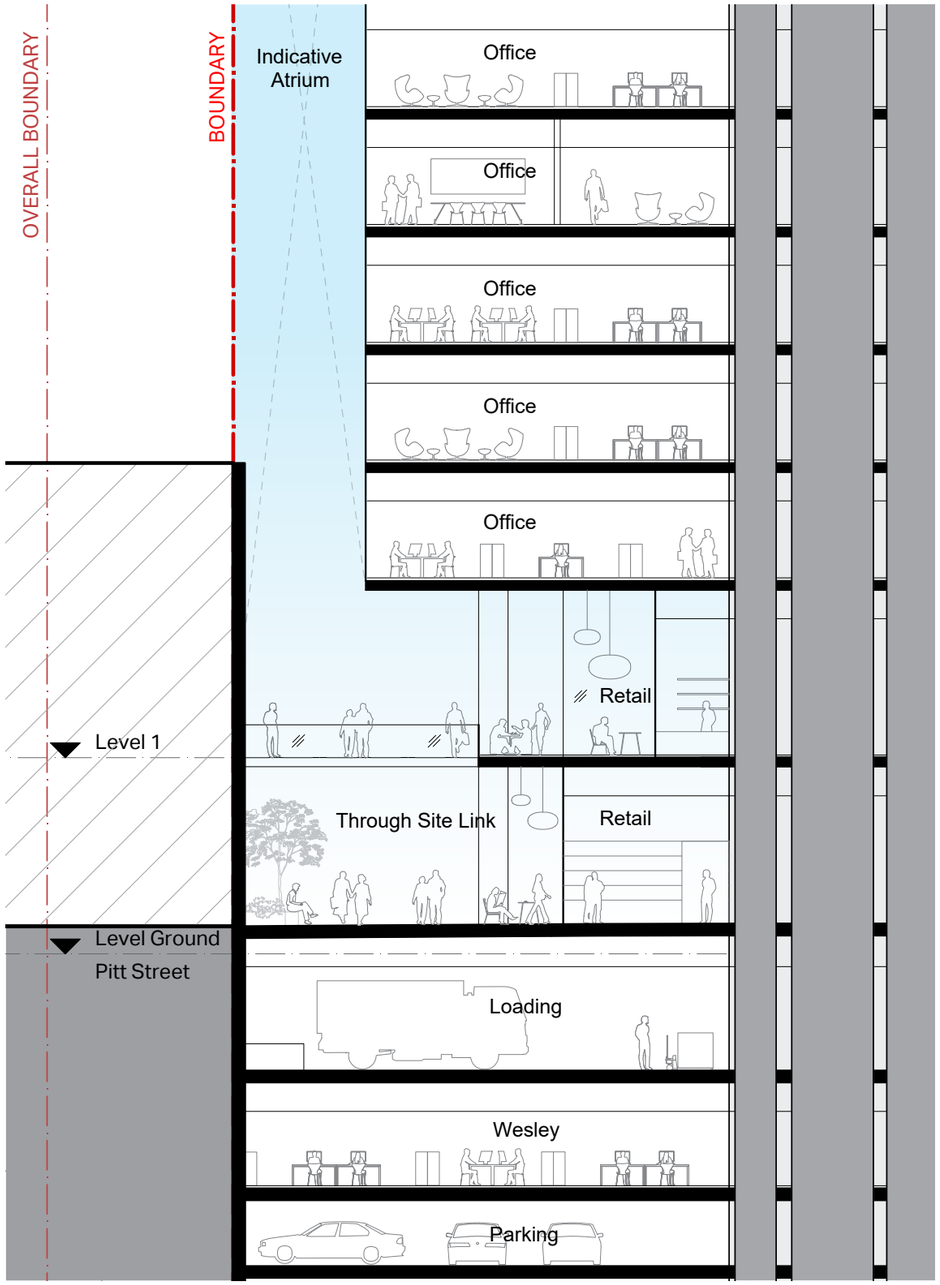
ANALYSIS - THROUGH-SITE LINK ATRIUM

The Reference Design proposes to open the Through-Site Link (TSL) to sky to allow for sunlight and sky view access from within the TSL as a means of making the connection between the two bordering streets a more pleasant experience.



Key Legend - Section A

Indicative view of Through Site Link atrium.



Indicative Through Site Link section with active frontage uses (i.e, retail and food and beverage).

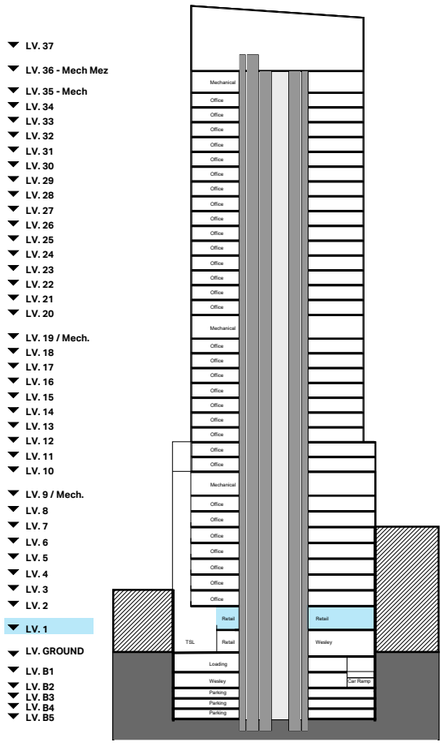
A.3.2 - PUBLIC REALM

LEVEL 1 PLAN

The Level 1 indicative plan illustrates the potential for retail program and support seating to form a mezzanine within the TSL, encouraging activation within the TSL void.

Plan Legend

- Retail BOH
- Retail



Key Legend - Section A

Level 1 plan (drawing not to scale).

CHAPTER A.3.3

COMMERCIAL TOWER

Artist impression of the Piccadilly Tower redevelopment. Indicative not to scale.

A.3.3 - COMMERCIAL TOWER

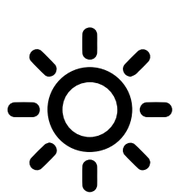
KEY OBJECTIVES

HEALTHY WORKPLACE

Create a building that emphasizes the health and wellbeing of the occupants.

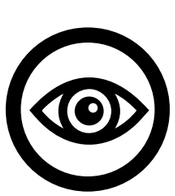
LARGE CONTIGUOUS FLOORPLATE

Create large, contiguous commercial floor plates in the central CBD.



OPTIMISE DAYLIGHT

Design with optimal daylight levels in mind.



OPTIMISE VIEWS

Optimise views to the surrounding context.

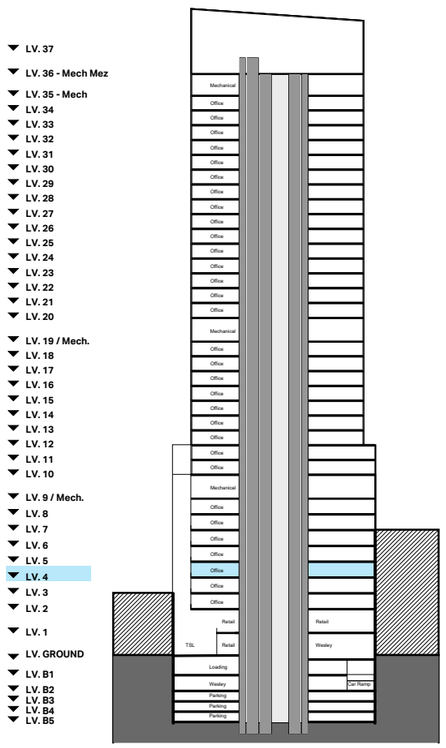
A.3.3 - COMMERCIAL TOWER

TYPICAL COMMERCIAL PODIUM PLAN

Indicative plan illustrates a typical commercial floor plate at podium level.

Plan Legend

- Commercial
- Terraces
- Lift Lobby
- Risers
- Lifts
- Toilettes
- Circulation



Key Legend - Section A

Typical commercial podium plan / Lv. 4 (drawing not to scale).

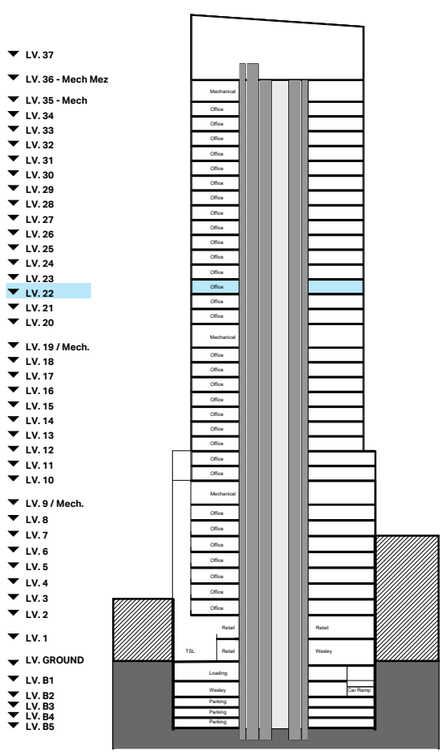
A.3.3 - COMMERCIAL TOWER

TYPICAL COMMERCIAL TOWER PLAN

Indicative plan illustrates a typical commercial floor plate at tower level.

Plan Legend

- Commercial
- Lift Lobby
- Risers
- Lifts
- Toilettes
- Circulation



Key Legend - Section A

Typical commercial tower plan (drawing not to scale).

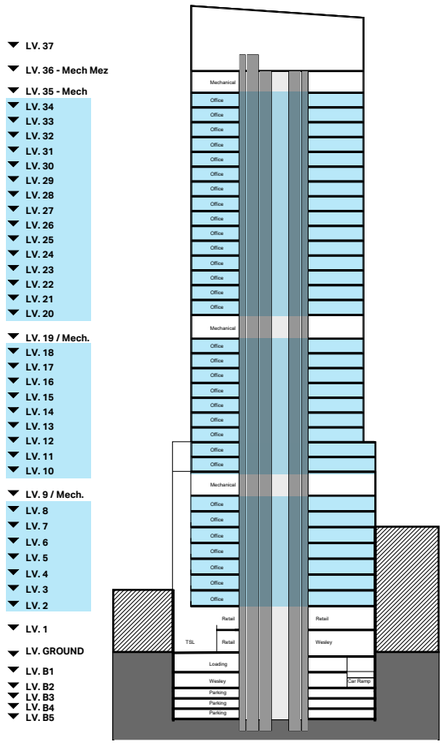
A.3.3 - COMMERCIAL TOWER

ANALYSIS - CORE AND NON-OPTIMAL DAYLIGHT ZONE REDUCTION

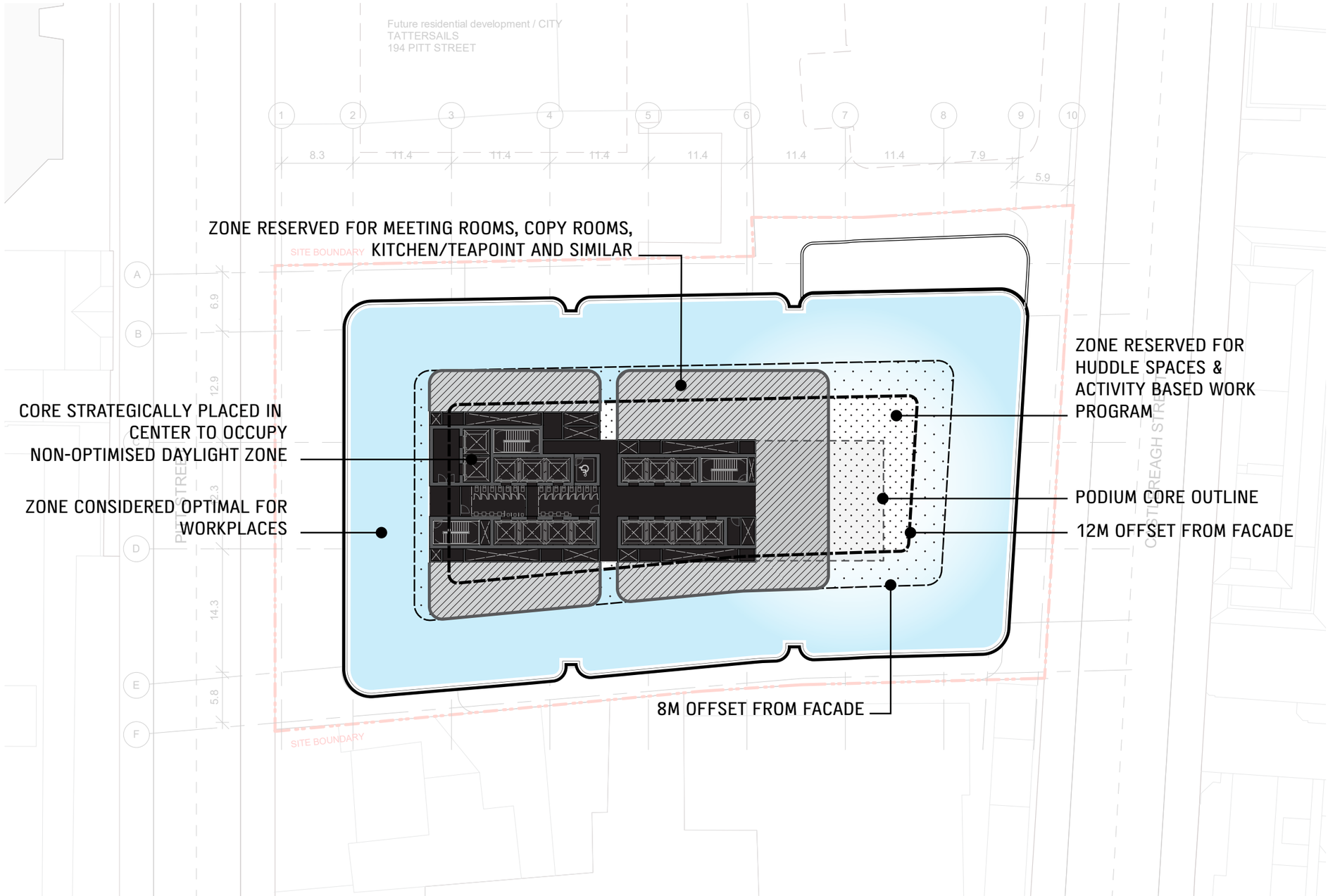
The Reference Design proposes an elongated, central core to reduce deep, floor plate zones within the tower as a means of optimizing the facade to core distance for daylighting purposes.

Legend

- 8m facade offset zone
- 12m facade offset zone
- Optimal workplace daylight zone
- Good workplace daylight zone
- Meeting room zone
- Centralized core



Key Legend - Section A

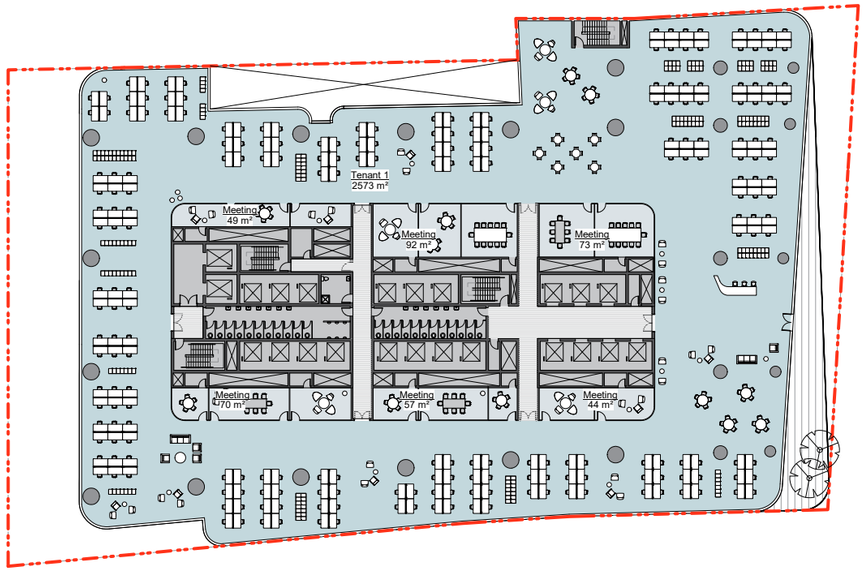


Diagrammatic plan illustrating daylight and non-daylight required programs.

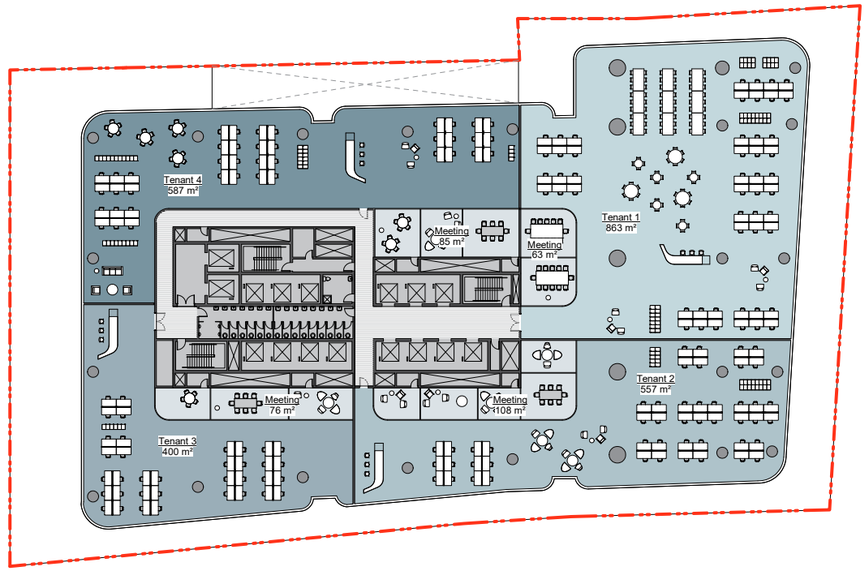
A.3.3 - COMMERCIAL TOWER

COMMERCIAL TEST-FIT SCENARIOS

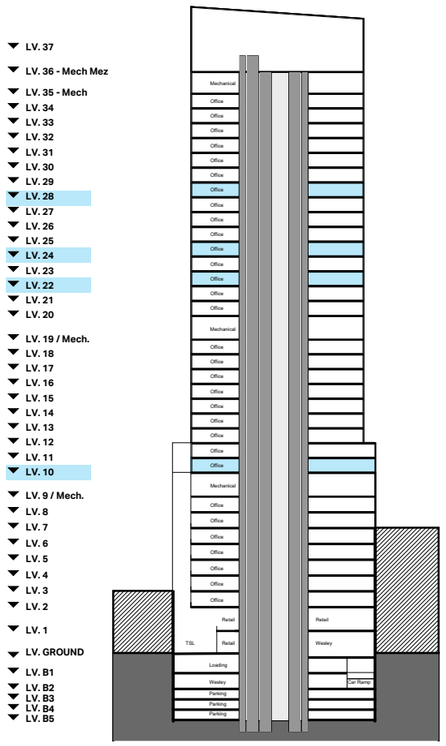
Example of commercial floor plate fit-out scenarios.



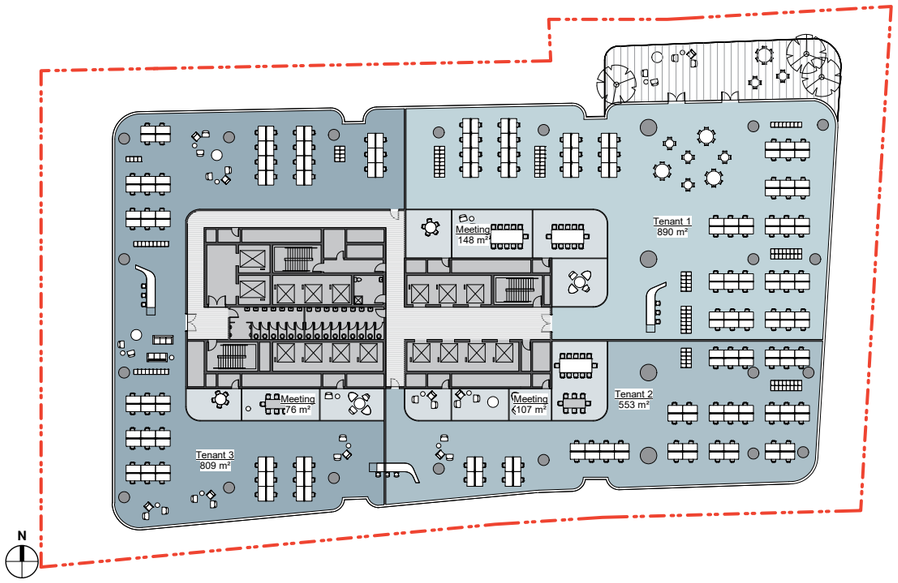
Indicative Level 10 plan - Single tenant.



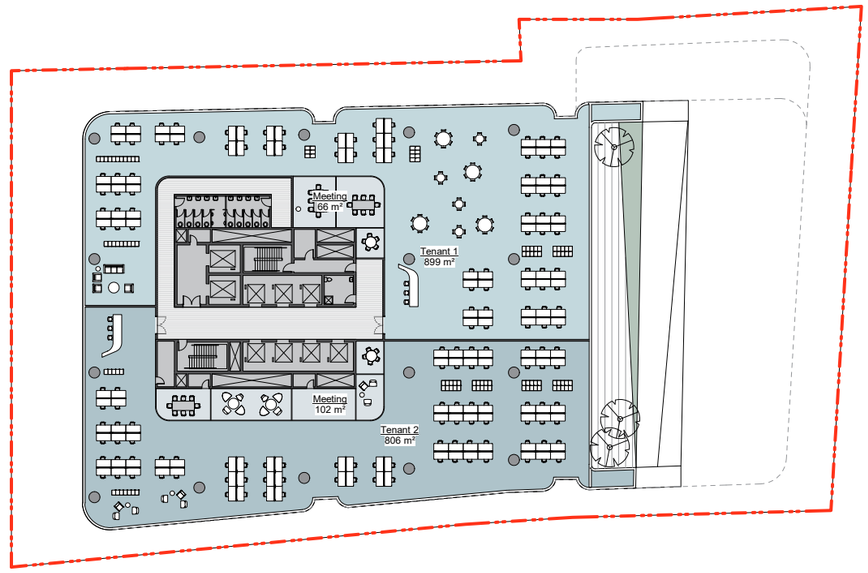
Indicative Level 22 plan - 4 tenants.



Key Legend - Section A



Indicative Level 24 plan - 3 tenants - Sky terrace.



Indicative Level 28 plan - 2 tenants - Sky terrace.

CHAPTER A.3.4

WESLEY MISSION

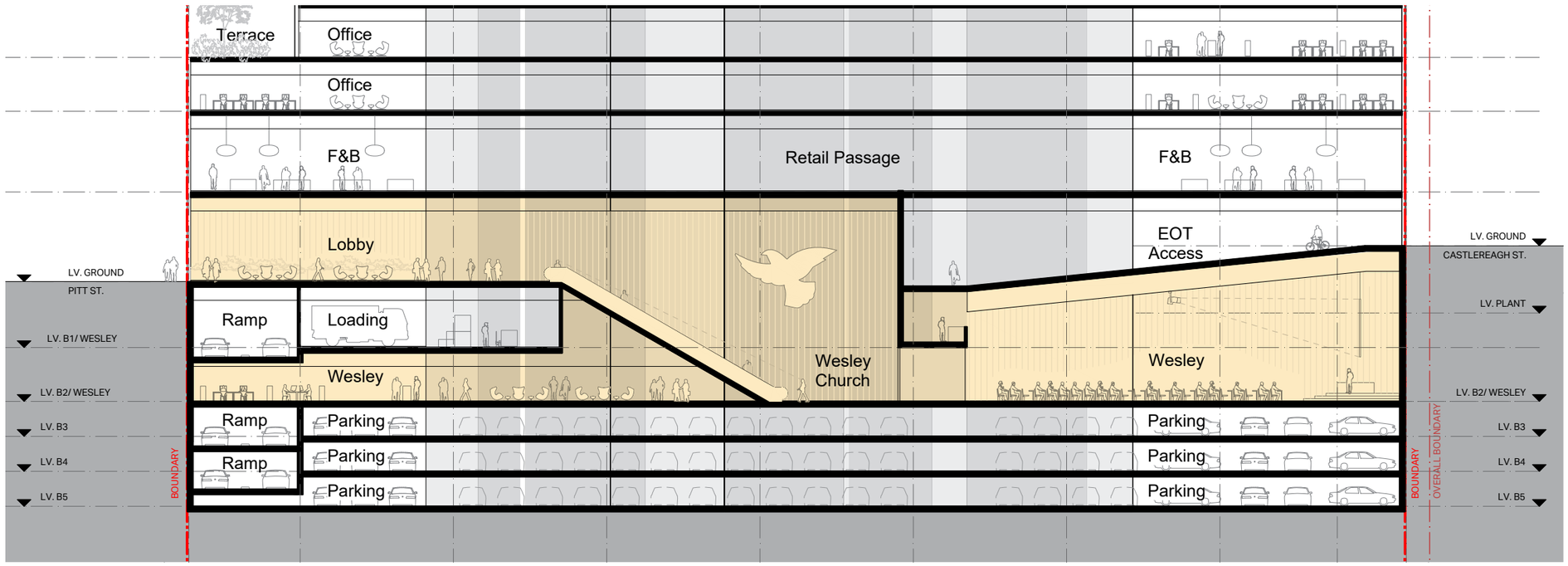
A.3.4 - WESLEY MISSION

OVERVIEW

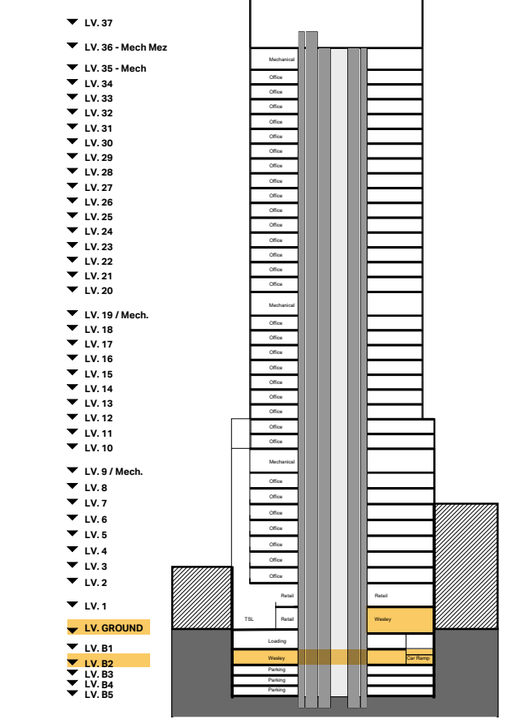
The Concept Reference Design provides an opportunity to locate the Wesley Mission community services functions at ground and basement levels with public access via Pitt Street,

Plan Legend

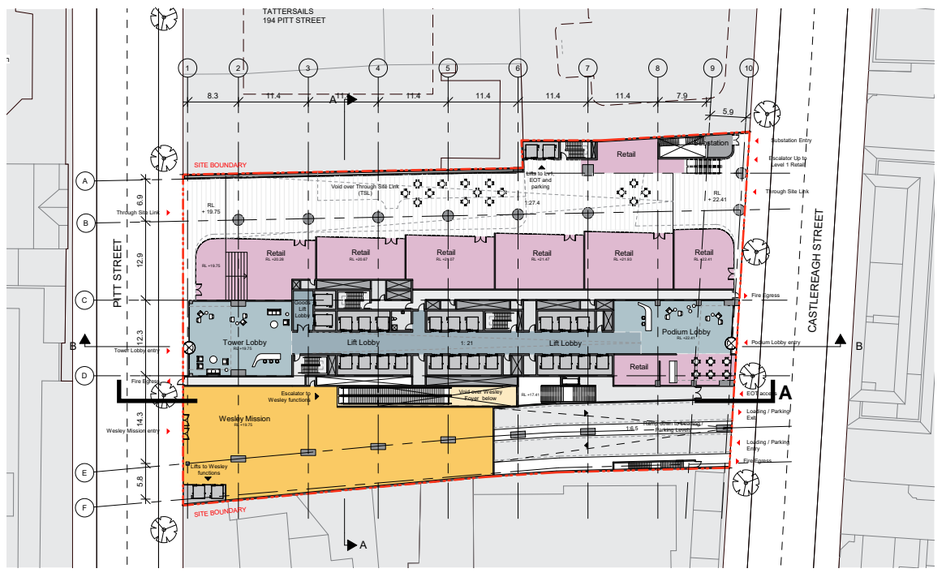
- Retail
- Commercial
- Wesley Mission



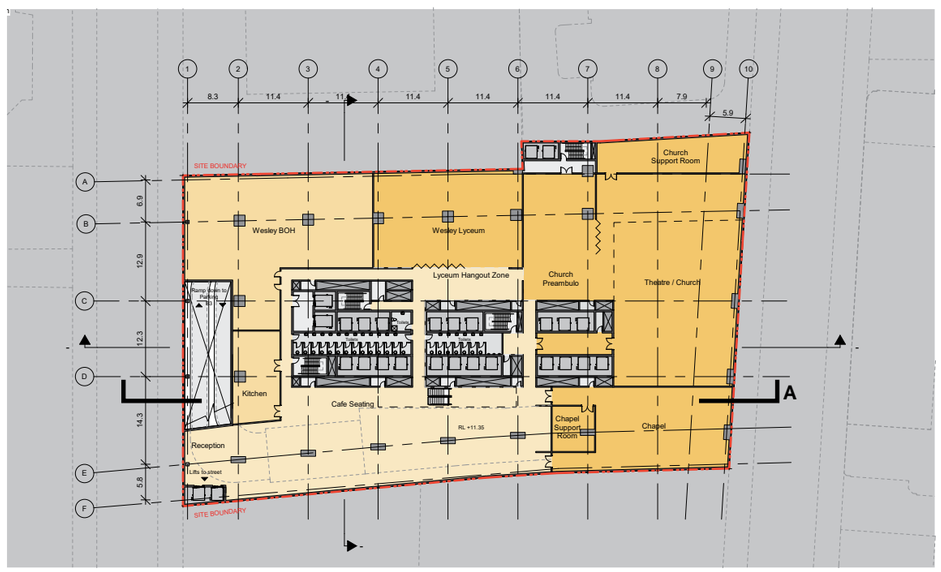
Indicative section.



Key Legend - Section A



Concept Reference Design Ground level plan (not to scale).



Concept Reference Design B2 plan (not to scale).

CHAPTER A.3.5

BASEMENT

A.3.5 - BASEMENT

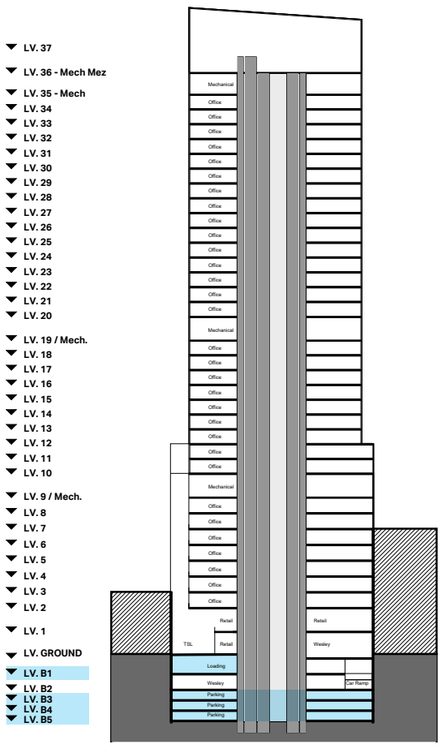
OVERVIEW

The site allows for standard car parking at Level B3 to B5; with additional 6 MRV bays at the loading dock at B1.

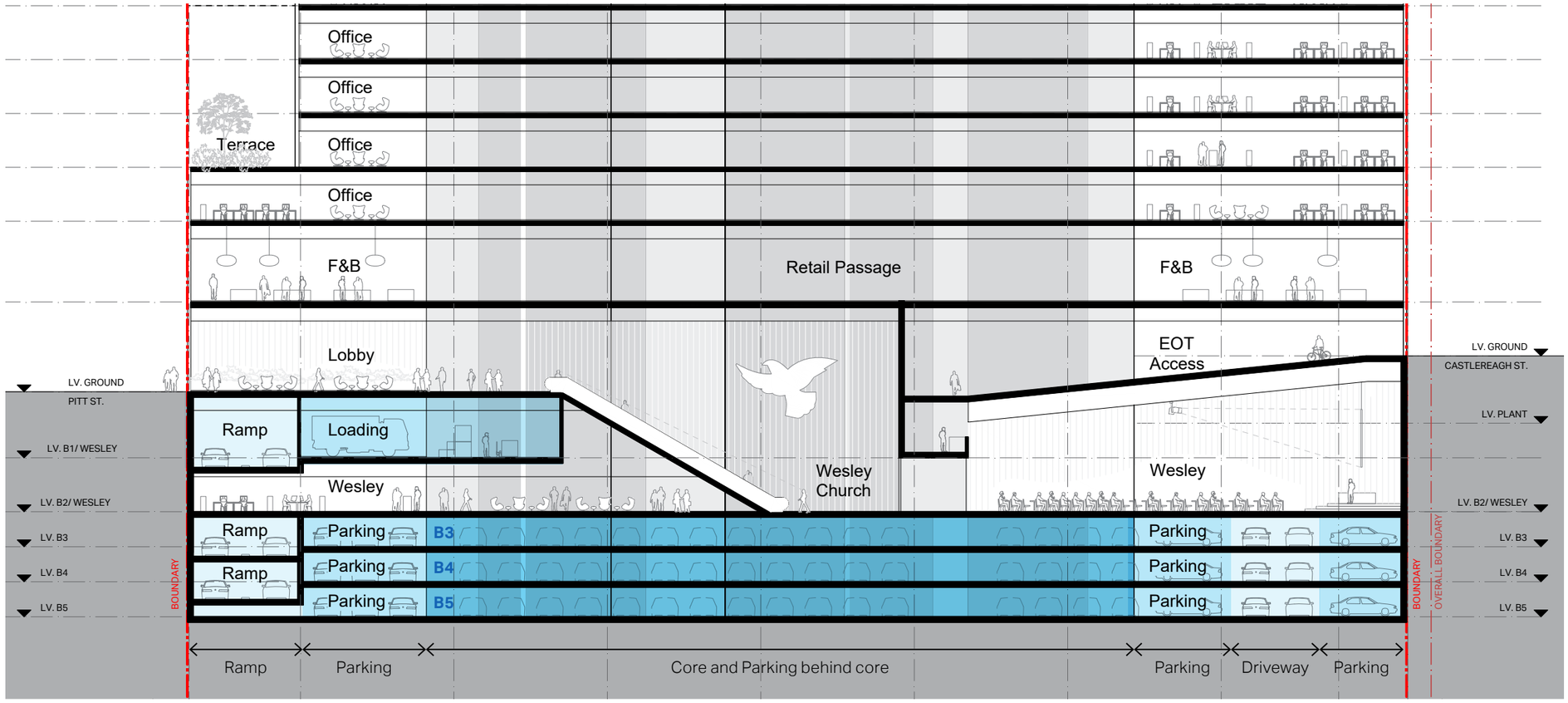
- 250 standard car parking bays. (B3-B5)
- 12 accessible car parking bays. (B3-B5)
- 10 courier bays. (B3)
- 1 Wesley courier loading bay. (B5)
- 4 contractor bays. (B3)

Plan Legend

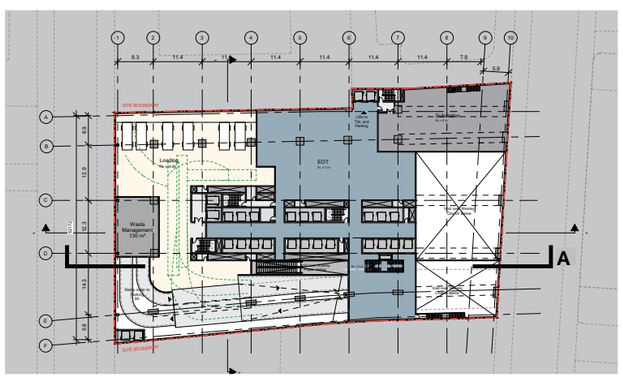
- Parking/ Driveway
- Plant
- End of Trip (EOT) Facility
- Storage/ Back of house
- Loading



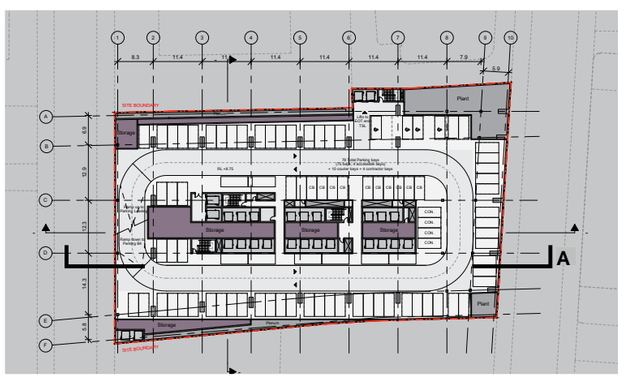
Key Legend - Section A



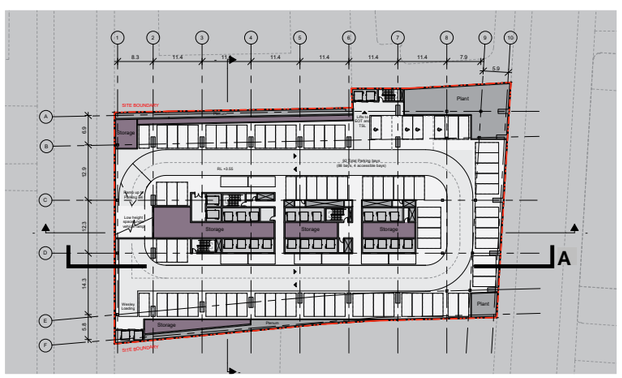
Indicative section.



Concept Reference Design B1 plan (not to scale).



Concept Reference Design B3 plan (not to scale).



Concept Reference Design B5 plan (not to scale).

CHAPTER A.3.6

AREA SCHEDULE

A.3.6 - AREA SCHEDULE

CONCEPT REFERENCE DESIGN AREAS

	RL (m)	Flr to Flr (m)		Flr Height from Grade (Pitt St.)	Level	Program	Area m*		Efficiency
							GBA	GFA	GFA/GBA
Tower									
	184.31			163.50		Roof			
	167.92		6.00	148.17	36	Plant	579	0	0.0%
	162.42		5.50	142.67	35	Plant	1,094	0	0.0%
	158.67		3.75	138.92	34	Commercial	1,094	981	89.7%
	154.92		3.75	135.17	33	Commercial	1,545	1,202	87.0%
	151.17		3.75	131.42	32	Commercial	1,753	1,431	90.2%
	147.42		3.75	127.67	31	Commercial	1,960	1,617	91.2%
	143.67		3.75	123.92	30	Commercial	2,127	1,821	92.1%
	139.92		3.75	120.17	29	Commercial	2,203	2,047	92.9%
	136.17		3.75	116.42	28	Commercial	2,568	2,216	93.4%
	132.42		3.75	112.67	27	Commercial	2,773	2,433	94.0%
	128.67		3.75	108.92	26	Commercial	2,978	2,637	94.4%
	124.92		3.75	105.17	25	Commercial	3,157	2,859	94.8%
	121.17		3.75	101.42	24	Commercial	3,458	2,968	90.3%
	117.42		3.75	97.67	23	Commercial	3,453	3,135	90.8%
	113.67		3.75	93.92	22	Commercial	3,453	3,186	92.3%
	109.92		3.75	90.17	21	Commercial	3,453	3,186	92.3%
	106.17		3.75	86.42	20	Commercial	3,453	3,186	92.3%
	100.17		6.00	80.42	19	Plant/ Comm.	3,453	1,603	46.4%
	96.42		3.75	76.67	18	Commercial	3,453	3,186	92.3%
	92.67		3.75	72.92	17	Commercial	3,453	3,186	92.3%
	88.92		3.75	69.17	16	Commercial	3,453	3,186	92.3%
	85.17		3.75	65.42	15	Commercial	3,453	3,186	92.3%
	81.42		3.75	61.67	14	Commercial	3,453	3,186	92.3%
	77.67		3.75	57.92	13	Commercial	3,453	3,186	92.3%
	73.92		3.75	54.17	12	Commercial	3,847	3,096	89.7%
	70.17		3.75	50.42	11	Commercial	3,834	3,460	90.2%
	66.42		3.75	46.67	10	Commercial	3,973	3,460	90.2%
Podium	60.42		6.00	40.67	9	Plant	4,104	0	0.0%
	56.42		4.00	36.67	8	Commercial	4,104	3,731	90.9%
	52.42		4.00	32.67	7	Commercial	4,104	3,731	90.9%
	48.42		4.00	28.67	6	Commercial	4,339	3,731	90.9%
	44.42		4.00	24.67	5	Commercial	4,336	3,963	91.4%
	40.42		4.00	20.67	4	Commercial	4,559	3,963	91.4%
	36.42		4.00	16.67	3	Commercial	4,558	4,185	91.8%
	32.42		4.00	12.67	2	Commercial	4,558	4,185	91.8%
	26.42		6.00	6.67	1	Retail	3811	3427	89.9%
	22.41	6.67	4.00	2.67	0	Retail	4704	2656	89.9%
	19.75		6.67	0.00	0				
Basement	15.10		4.65	-4.65	B1	EOT/Loading	3,951	1,045	
	11.35		3.75	-8.40	B2	Wesley	4,791	4,126	
	8.75		2.60	-11.00	B3	Parking	4,791		
	6.15		2.60	-13.60	B4	Parking	4,791	7.563**	
	3.55		2.60	-16.20	B5	Parking	4,791		
						Total Areas without Basement	120,103	99,212	
						Total Areas with Basement	143,218	103.338*	

* Total GFA excluding EOT & Carparking

** 168 of the total 250 cars (65%) are non-ancillary to the development. Therefore, the GFA attributed to non-ancillary car parking is equal to 65% of all car parking-related GFA across Levels B3, B4, and B5.

Artist's impression of the Piccadilly Tower redevelopment. Indicative not to scale.

A4 - ENVIRONMENTAL IMPACT STUDY

URBAN STUDY REPORT

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

A.4.0 INTRODUCTION

CONTENT

Chapter A.4 - Environmental Impact Study

A.4.1 Environmental Impact Study Overview

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Wind Impact 97
Shadow Analysis 98
Key Vantage Views 99
Heritage Impact 100
Public Domain and Pedestrian Activity 101
Public Art 102

Document Revision : 01

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ABN 40 610 404 530

Version	Description	Date of Issue
01	Request for Planning Proposal	25.09.2020

CHAPTER A.4.1

ENVIRONMENTAL IMPACT STUDY OVERVIEW

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

SKY VIEW ASSESSMENT

The Sky View assessment prepared by BIM Consulting provides analysis of the extent of sky visible above various points in proximity to the site as a proportion of the total possible sky hemisphere above the point. SVF is calculated as the proportion of sky visible when viewed from the ground up. SVF is provided as value that ranges from 0 to 1, where SVF of 0 denotes no sky visible and SVF of 1 denotes that the sky is completely visible to the horizon in all directions.

A total of 5,577 test points were analysed at a distance 50m from the site boundary along Pitt St & Castlereagh St. The analysis finds there will be an increased sky visibility between the Draft DCP envelope and the proposed envelope when averaged across all test points. The Draft DCP envelope provides a SVF value of 0.103035395 and the proposed envelope provides a SVF value of 0.107163421, resulting in an overall SVF value difference (improvement) of +0.004128026.

Sample analysis was run using only 6 test points to create some clear circular 'dome view' visualisations for illustrative purposes. These representative visualisations are provided in Image 3. The 'dome views' show the extent of sky observed above a point as a proportion of the total possible sky hemisphere above the point.

Source: Sky View Factor Report for planning proposal | Stockland Piccadilly Complex | Stockland, 23 September 2020.

Image 1 - Maximum permissible Draft DCP envelope

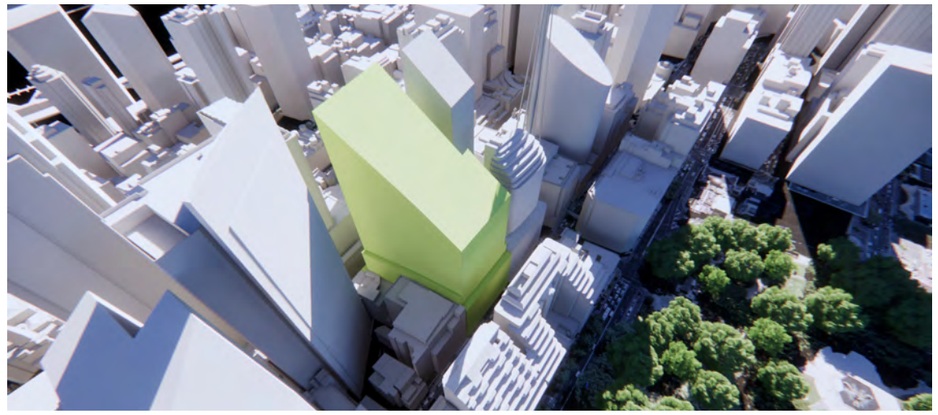


Image 2 - Proposed Site Specific DCP Envelope

Image 3 - Analysis Points 1 to 6

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

WIND IMPACT

The Pedestrian Wind Environment Impact Assessment provides discussion around wind equivalence for the proposed envelope at assessing wind conditions for comfort and safety around the site. The wind tunnel testing was conducted by Windtech, with the data analysed by Arup.

The equivalence testing between the Draft DCP compliance and Proposed building envelope meets the equivalence criteria for wind conditions as described in Schedule 11, Section 5.1.1.4), Procedure B of Draft Sydney DCP 2012, dated February 2020.

The majority of the area is classified as suitable for pedestrian standing type activities meeting the target criteria as transient space.

From a safety perspective all locations pass the safety criterion in both configurations. The current tests have shown that the wind conditions around the site are suitable for the intended use of the spaces.

Legend:

Comfort Rating		**Safety Rating**	
<2	Outdoor Dining	<24	Pass
>2 to 4	Pedestrian Sitting	>24	Fail
>4 to 6	Pedestrian Standing		
>6 to 8	Pedestrian Walking		
>8 to 10	Business Walking		
>10	Uncomfortable		

Source: Stockland Piccadilly Complex Environmental Wind Assessment, 5 August 2020.

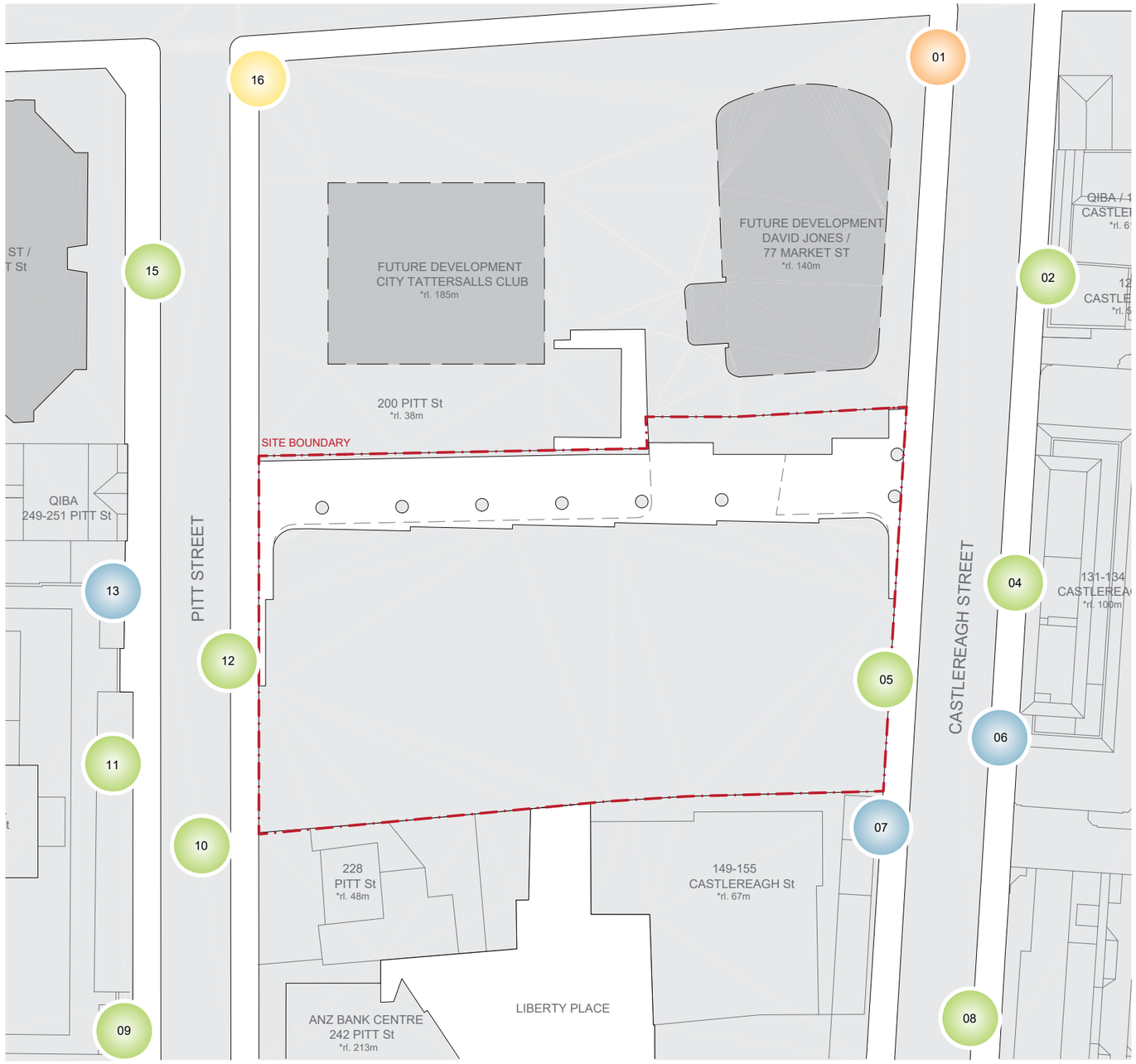


Image 1 - Measurement Point Location and Classification

Image 2 - Summary of wind tunnel results (Castlereagh Street)

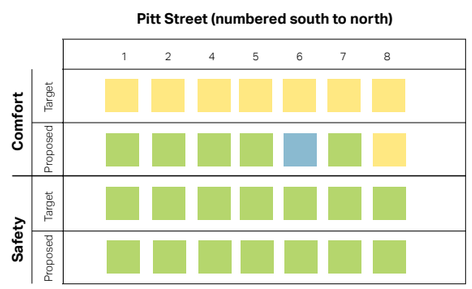


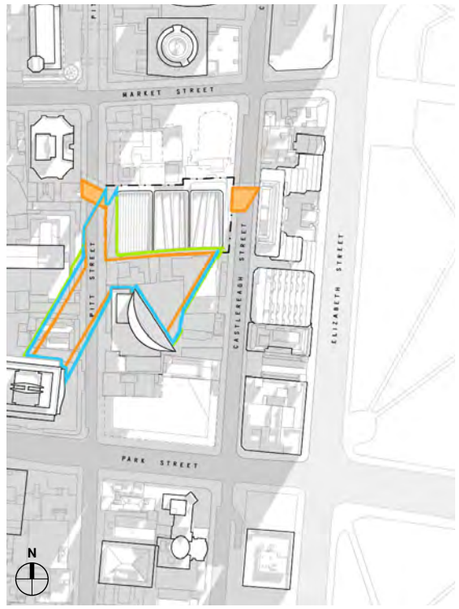
Image 3 - Summary of wind tunnel results (Pitt Street)

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

SHADOW ANALYSIS

The Concept Reference Design complies with the Sun Access Plane (SAP) by achieving the objective of minimising overshadowing on the western edge of Hyde Park. This is illustrated in the following shadow analysis diagram, specifically at 2pm during the winter solstice.

Additionally, although not part of the SAP, the removal of the Castlereagh and Pitt Street pedestrian bridges eliminates additional overshadowing of public domain; and improved sky view thereby enhancing the ground level experience for people.

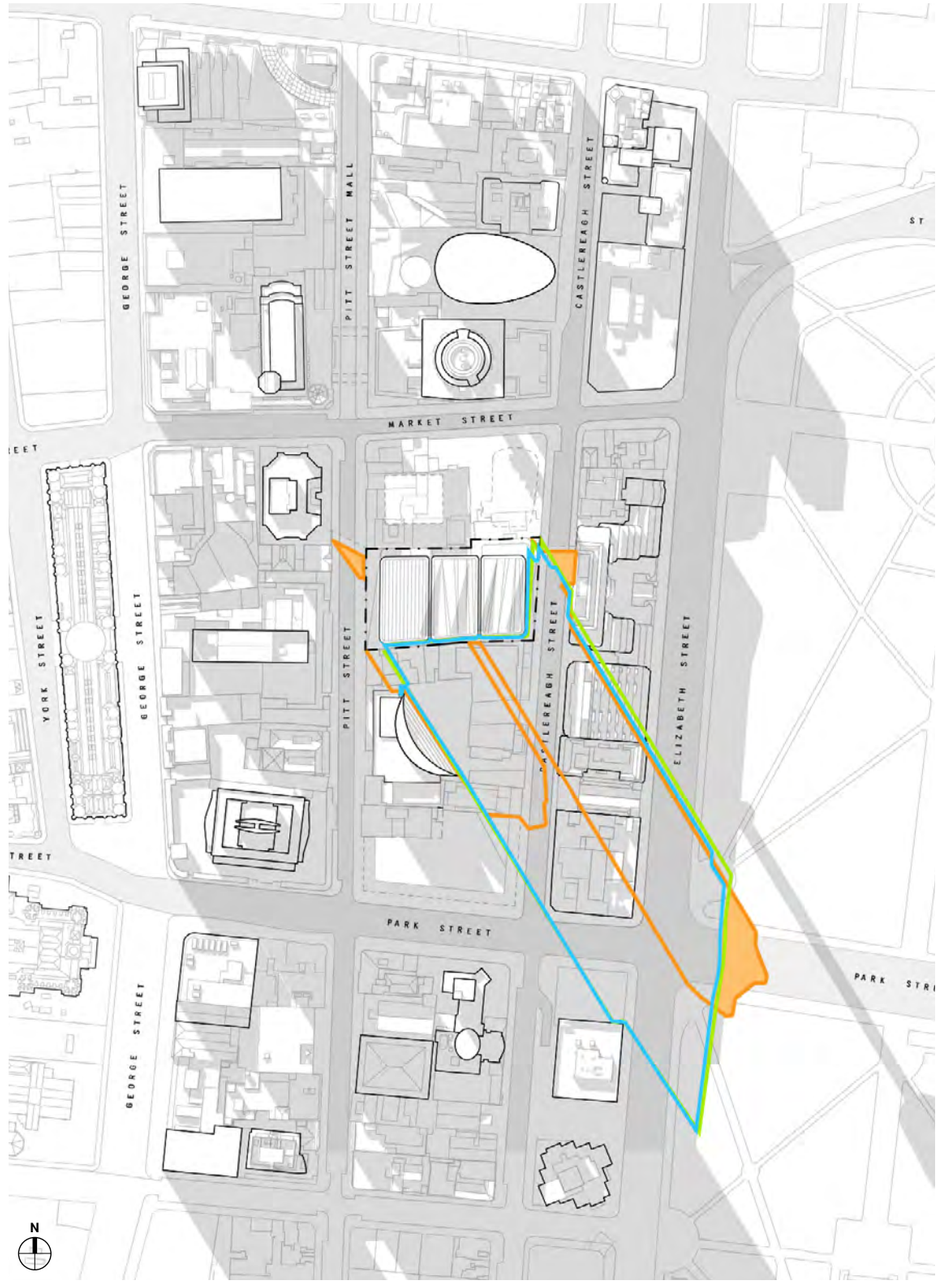


June 21st winter solstice, 10 a.m.

June 21st winter solstice, 11 a.m.

June 21st winter solstice, 12 p.m.

June 21st winter solstice, 1 p.m.



June 21st winter solstice, 2 p.m.

Legend

- Site boundary
- Existing building overshadowing At Hyde Park and cross street bridges
- Shadow outline : Existing
- Shadow outline : Site specific envelope
- Shadow outline : Indicative reference scheme

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

KEY VANTAGE VIEWS

Image 1 - Existing Stockland HQ - View from Elizabeth St / Market St.

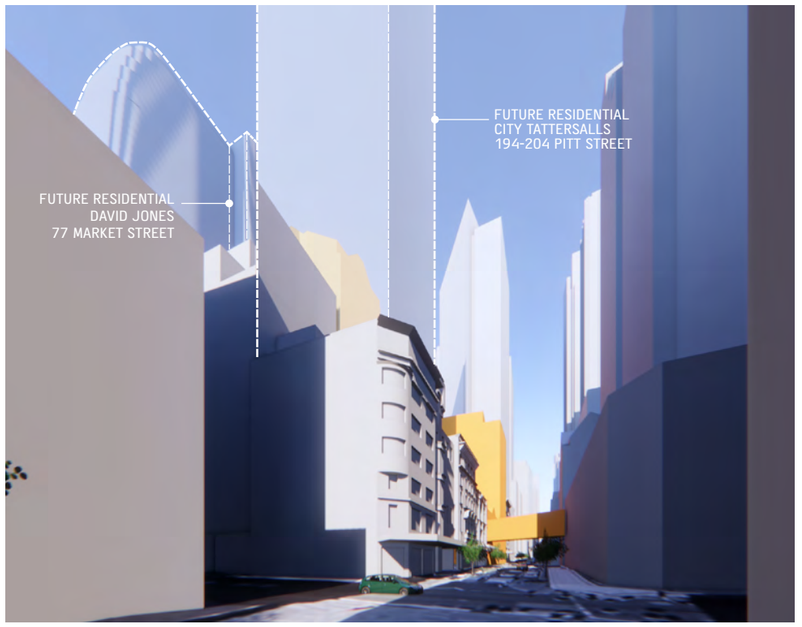


Image 2 - Existing Stockland HQ - View from Pitt St / Market St looking south.

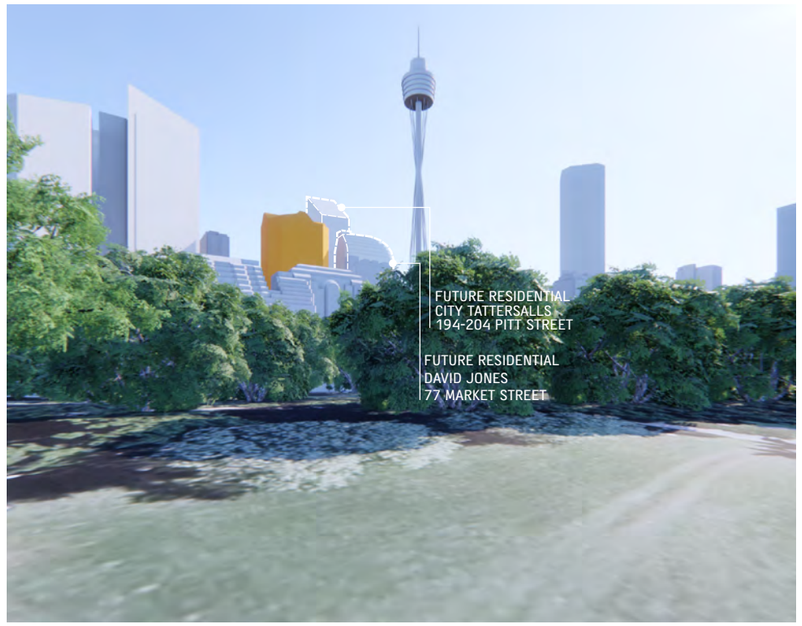


Image 3 - Existing Stockland HQ - View from Hyde Park.

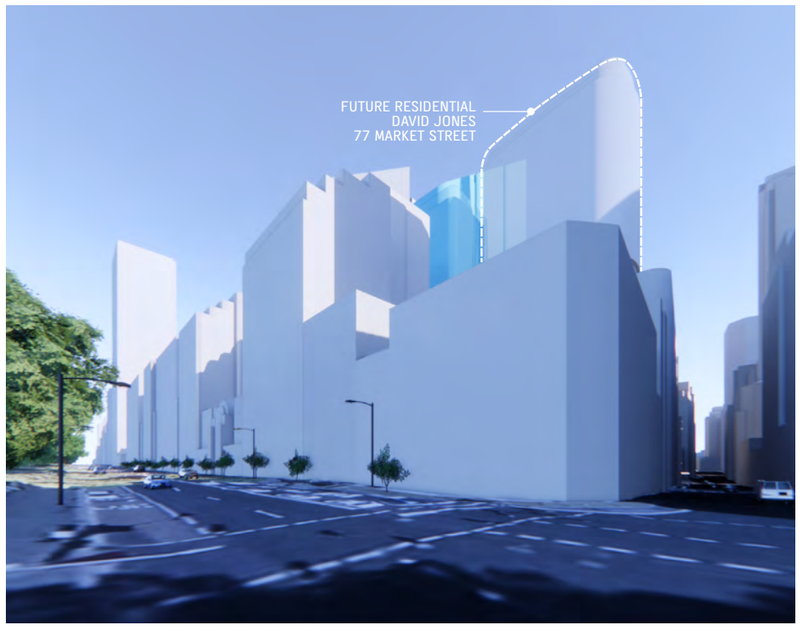


Image 4 - Concept Reference Design - View from Elizabeth St / Market St.

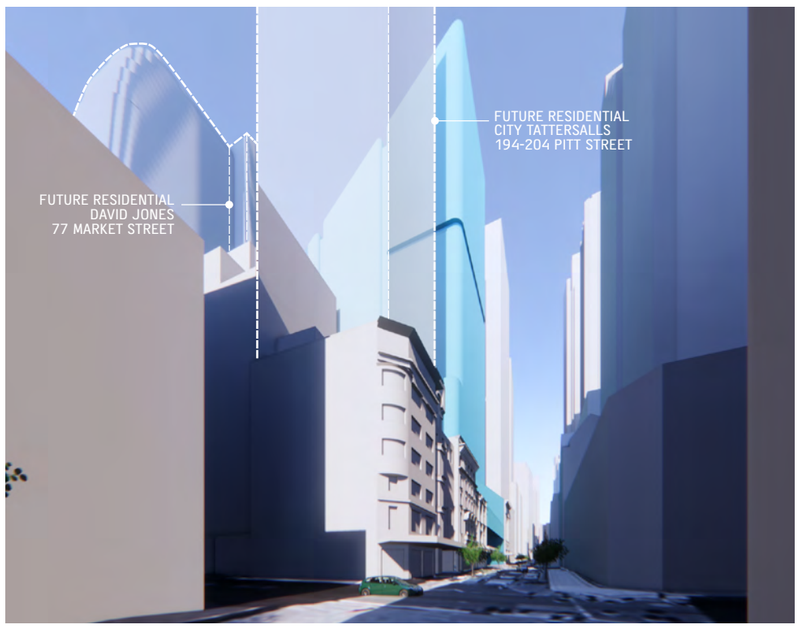


Image 5 - Concept Reference Design - View from Pitt St / Market St looking south.

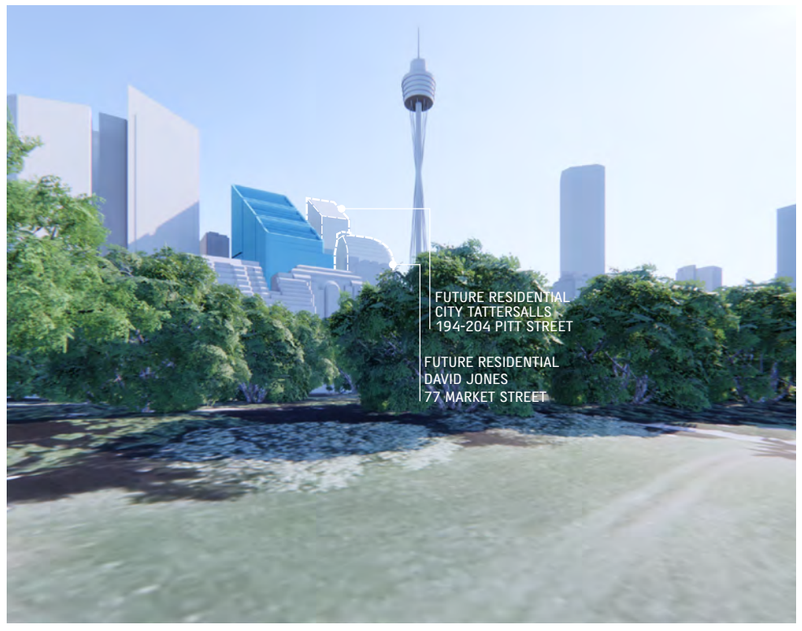


Image 6 - Concept Reference Design - View from Hyde Park.

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

HERITAGE IMPACT

With several heritage-listed buildings adjacent to the site, the key objective is to align and respond to the character of these existing buildings and reinforce the established character of Central Sydney.

The Concept Reference Design complies with the aforementioned objective by formally aligning and reinforcing the continuity of the urban facade.

On Pitt street, the podium aligns with City Tattersalls Club at RL39.75 and the Bank of New South Wales at RL46.75.

On Castlereagh Street, the podium aligns with David Jones at RL67.41.

The removal of the existing skybridges allows unobstructed street views and enhances legibility of the street character further reinforcing the urban continuity.

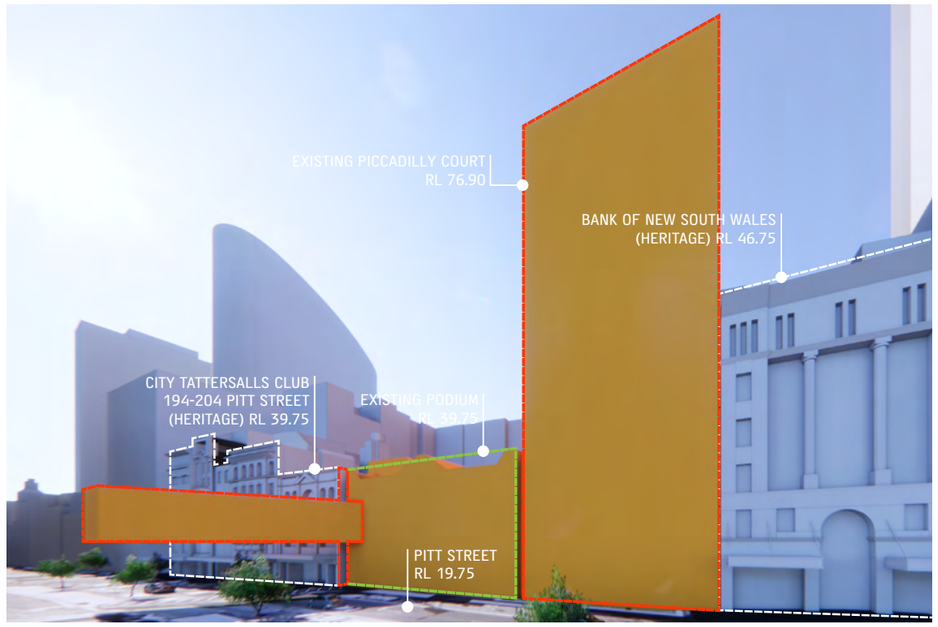


Image 1 - Existing Stockland HQ - Pitt Street.

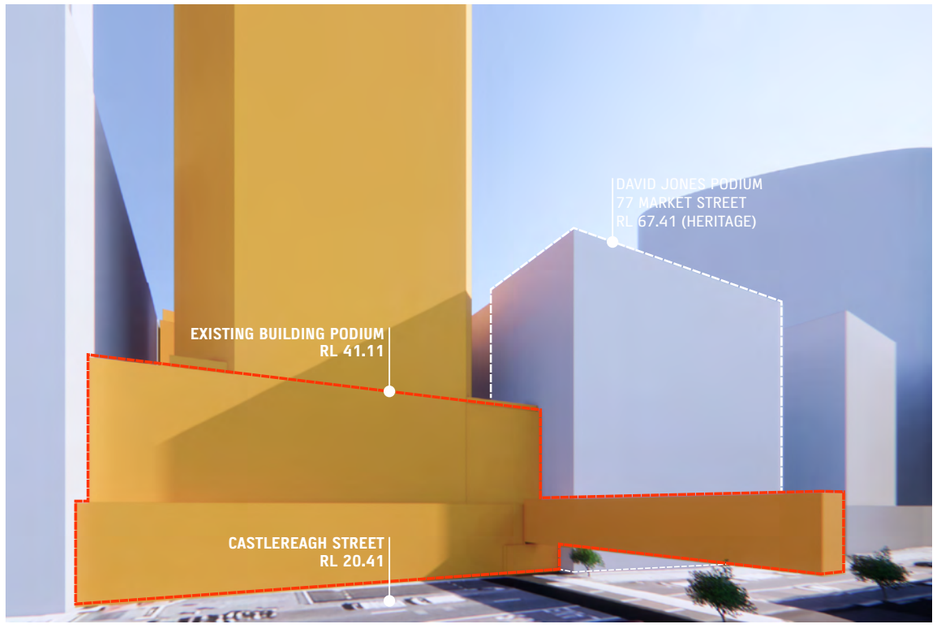


Image 2 - Existing Stockland HQ - Castlereagh Street.

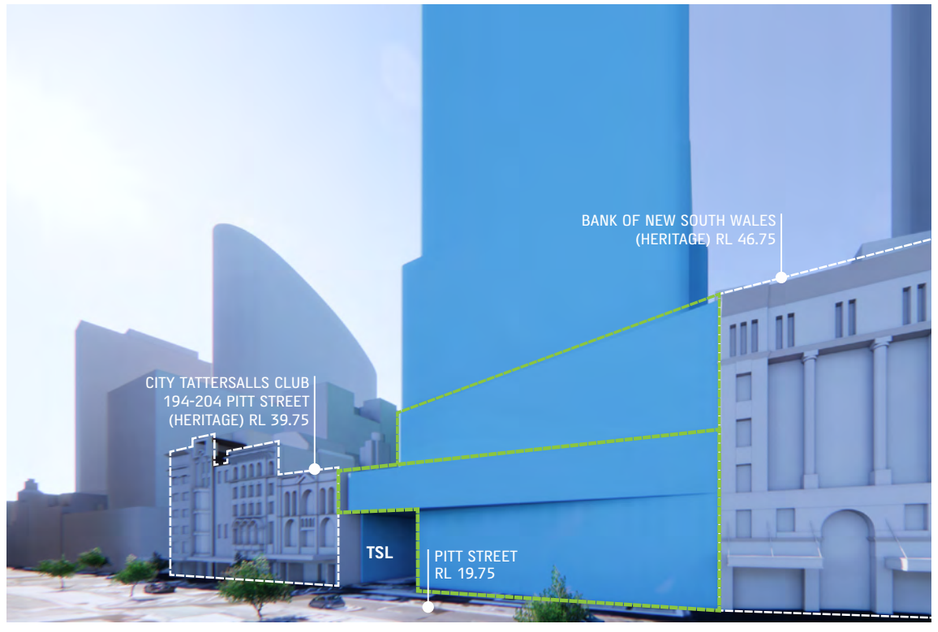


Image 3 - Indicative Concept Reference Design - Pitt Street.

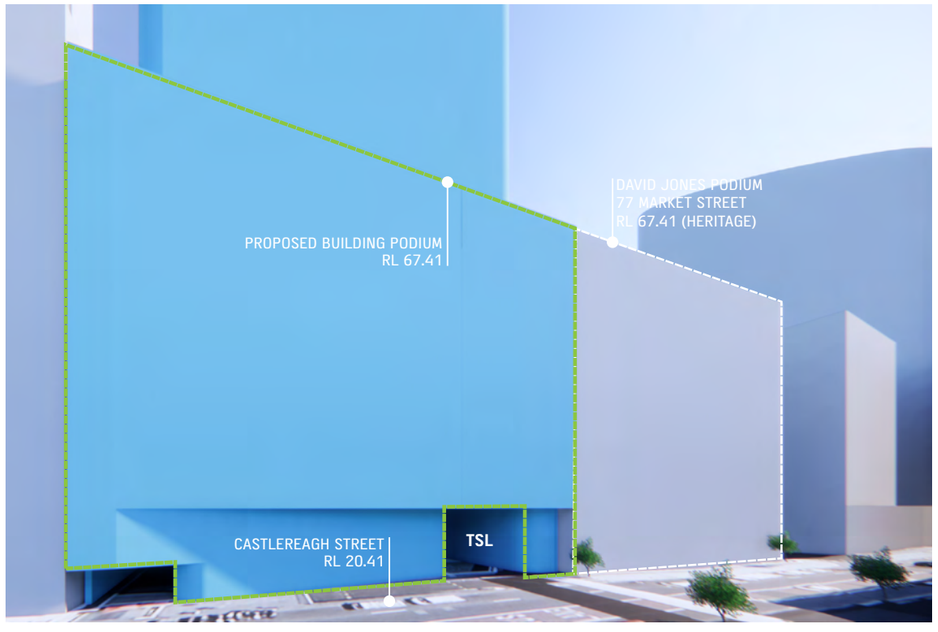


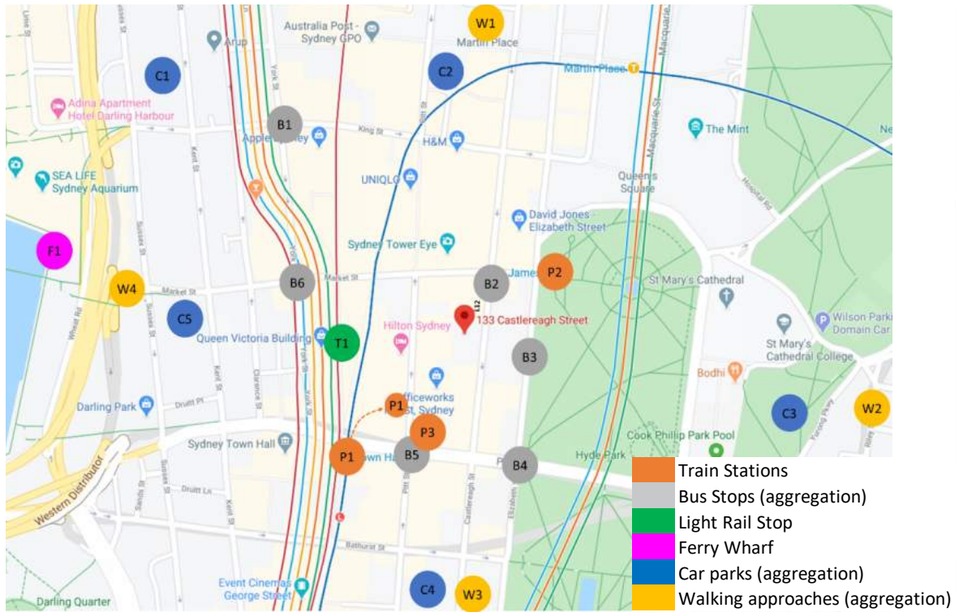
Image 4 - Indicative Concept Reference Design - Castlereagh Street.

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

PUBLIC DOMAIN AND PEDESTRIAN ACTIVITY

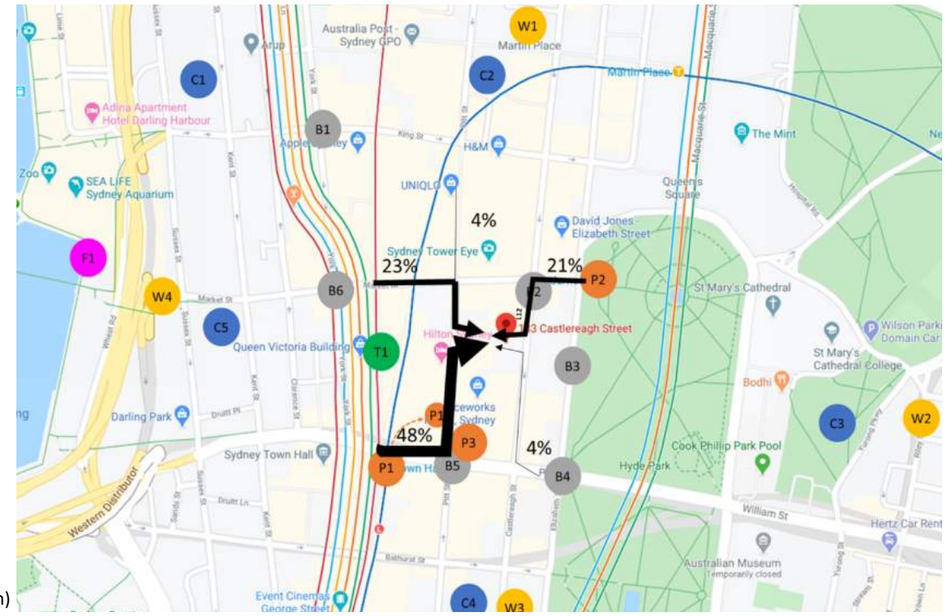
Key findings of the footpath assessment include:

- The footpaths on Pitt Street are estimated to experience a moderate uplift in demand but have the potential to increase the effective width through the conversion of parking bays to footpath width.
- Pitt Street footpath width will depend on the level of existing demand, in addition to the increase of foot traffic due to the Pitt Street Metro Station and other developments in the nearby precinct.
- The proposed design removes the parallel driveway on Castlereagh Street and replaces it with a traditional perpendicular driveway. It is a substantial improvement in terms of pedestrian experience and continuity of shoreline for people with disabilities.
- The proposed development includes a substantially improved through-site link that is wider, straight and has gentle ramps connecting Pitt Street and Castlereagh Street. It has the potential to take pedestrian traffic off busy Market Street, especially those coming from St James Station and heading south-west.



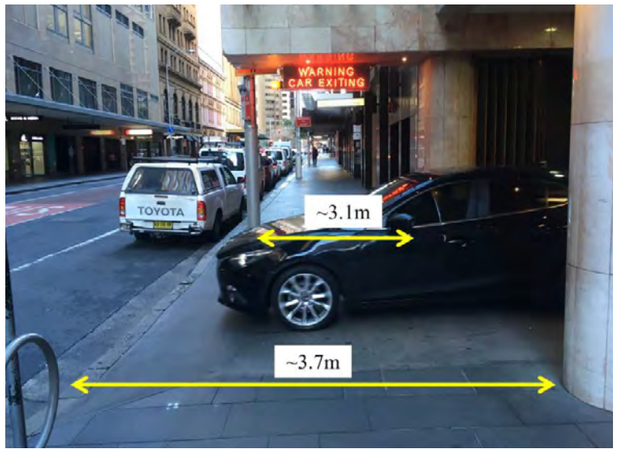
Transport Node allocation diagram

Diagram above shows the allocation of transport nodes that provide access to the development site at 133 Castlereagh Street. It is assumed that 50% of passengers using Town Hall Station will use the underground and in building links through the Galleries Victoria Site.

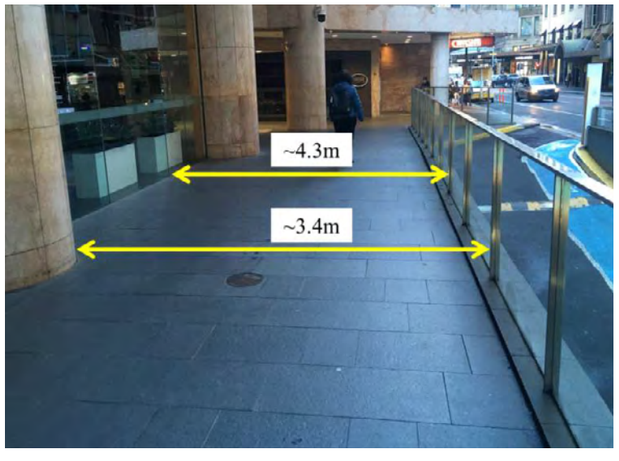


Estimated Approach directions diagram

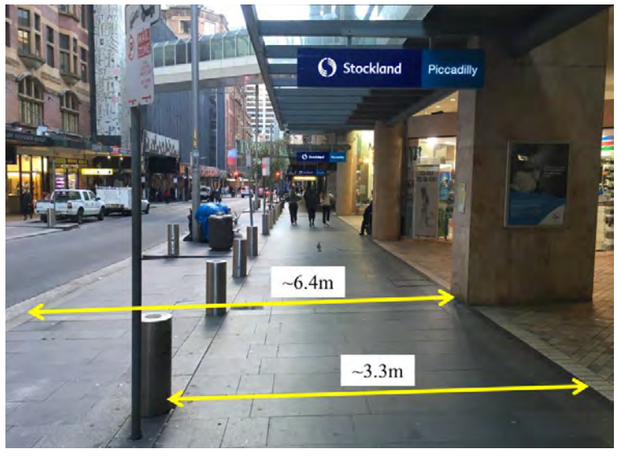
Diagram above provides a summary of the estimated approach directions based on the Transport Node analysis. This shows that the dominant approach is the south-west which is driven by Town Hall and Pitt Street Stations. The north easy and north west approaches are estimated to be similar in size, while the south east is a very minor approach direction.



Site observation image 1.
Castlereagh Street west, looking south, just south of the proposed development



Site observation image 2.
Castlereagh Street, looking north, adjacent to the basement vehicular ramp entrance.



Site observation image 3.
Pitt Street, looking north, adjacent to the podium shopping centre entrance.

Source: Footpath Analysis for Planning Proposal Stockland Piccadilly Complex, Arup, Version 2, July 2020.

A.4.1 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

PUBLIC ART

The preliminary public art strategy for the Stockland Piccadilly Complex is prepared by Barbara Flynn of Barbara Flynn Pty Ltd, an art advisor to the project.

The creation of a newly vital, well-designed, well-considered, comfortable, safe and inviting place is the objective of architecture and public art for the project. These values are basic to the vision for public art:

- ensuring that art is visible and accessible to people, enabling experiences that are meaningful to them
- starting to work in close cooperation with artists as early as possible, helping them realise their proposed artworks
- encouraging openness, showing artists respect, and giving them free rein to think deeply about the project.

As the project reimagines the important through-site link that connects Pitt and Castlereagh Streets, art will contribute its unique quality to bringing it new life and activating the ground plane.

Public domain art opportunity. Local reference: James Angus. Day in day out, 2011. 1 Bligh Street, Sydney. Photo by Hans Georg Esch.

Public art opportunity for through site link/ lobby.
Local reference: Michael Thomas Hill, Forgotten Songs, 2011. Bird cages, sound Angel Place, Sydney.

Public art opportunity for through site link/ lobby.
Local reference: Jenny Holzer. LED sign with blue, green and red diodes. 8 Chifley Square, Sydney. Photo by I Stay Ngaya Ngalawa

Public art opportunity for through site link/ lobby.
Local Reference: Sabine Hornig. Shadows, 2019. Coloured print on glass. International Towers, Barangaroo. Photo by Mark Pokorny.

Source: Preliminary Public Art Strategy for the Stockland Piccadilly Complex, Barbara Flynn, 30 July 2020.