

Site Specific Development Control Plan

Pitt & Bridge, Sydney

Submitted to the City of Sydney
on behalf of Dexu CPA Pty Ltd

Purpose of this Development Control Plan

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

The amendment provides objectives and provisions to inform future development of land at 56 Pitt Street, 58 Pitt Street, 3 Spring Street and 60 Pitt Street, Sydney (commonly referred to as ‘Pitt and Bridge Street’) when development is subject to Clause 6.X – (Pitt and Bridge Street Precinct) of the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012).

This Site Specific DCP is to be read in conjunction with the Planning Proposal Justification Report: Pitt & Bridge, Sydney prepared by Ethos Urban.

Citation

This amendment may be referred to as *Sydney Development Control Plan 2012 – Pitt & Bridge Street Precinct*.

Land covered by this Plan

This Site-Specific DCP applies to land at 56 Pitt Street, 3 Spring Street, 58 Pitt Street and 60 Pitt Street, Sydney (the site), as identified in **Table 1** below.

Table 1 *Property Title Description*

Lot and DP	Address
Lot 1 in DP 222751	56 Pitt Street, Sydney
Lot 1 in DP 558106	3 Spring Street, Sydney
Lot 1 to 33 in SP 57509	58 Pitt Street, Sydney
Lot 5 in DP 192236	60 Pitt Street, Sydney
Lot 4 in DP 192236	
Lot 3 in DP 192236	

Relationship of this Plan to Sydney Development Control Plan 2012

This Site Specific DCP amends the *Sydney Development Control Plan 2012* in the manner set out in Schedule 1 on the following page.

Schedule 1 – Amendment to the Sydney Development Control Plan 2012

Figure 6.1 Specific sites map

Amend Figure 6.1: Specific sites map to include Pitt and Bridge Street, Sydney.

Amendment to Section 6.3

Insert a new sub-section at the end of Section 6.3 containing all text and figure as shown below.

6.3.# Pitt and Bridge Street, Sydney

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

Clause 6.## of the Sydney LEP 2012 enables development to exceed the height and floor space ratio shown in the building height in metres and floor space ratio maps up to a prescribed amount, providing the subject site is developed for commercial uses and community infrastructure uses as defined by the clause.

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

Objectives

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

Provisions

6.3.#.1 Maximum envelope

Objectives

- a) Ensure development provides a strongly defined podium sympathetic to the neighbouring heritage items and Bridge Street plaza.
- b) Ensure development provides sufficient tower setbacks that protect amenity to future Bridge Street and Spring Street public domains.
- c) Determine the maximum planning envelope that contributes to the enhancement of the public domain by achieving acceptable levels of solar access, wind comfort and daylight to the ground floor plane.
- d) Ensure the building is appropriately massed within the planning envelope.
- e) To establish an appropriate articulation reflective of the built form and any site constraints.

Provisions

- (1) Building massing, height, footprint and setbacks are to be consistent with 'Figure 6.XX – envelope massing'.
- (2) Building heights of the various components of the building are to be consistent with 'Figure 6.XX – envelope massing', specifically:
 - a) The maximum street wall height of the podium along all street frontages is RL 39.5m.
 - b) The tower component of the building is to have a maximum height of RL 310.00m.
- (3) Podium setbacks are to be consistent with 'Figure 6.XX – planning envelope – podium setbacks', specifically:
 - a) A ground floor and podium level setback of at least 8m to Bridge Street is to be included in order to accommodate a new publicly accessible plaza on Bridge Street.
 - b) For the remainder of the site, the podium is to be built to all street alignments, and a nil setback to 62 Pitt Street to the south.
- (4) Tower setbacks are to be consistent with 'Figure 6.XX planning envelope – tower setbacks', specifically:
 - a) A minimum of 12.45m from Bridge Street;
 - b) A minimum of 5.5m to Pitt Street;
 - c) A minimum of 0.6m to Gresham Street;
 - d) A minimum of 4m to Spring Street;
 - e) A minimum of 8.14m to the boundary of 62 Pitt Street to the south;
- (5) The envelope detailed in 'Figure 6.XX – envelope massing' is the maximum permissible extent of the building form. The final building design must be appropriately massed wholly within this envelope, including within the tapered and indented tower zones as shown in 'Figure 6.XX – envelope massing' and 'Figure 6.XX planning envelope – tower setbacks' between:
 - a) RL 39.5m and RL 66.75m;
 - b) RL 66.75m and RL 76.75m;
 - c) RL 76.75m and RL 160.00m;
 - d) RL 160.00m and RL 310.00m.
- (6) The new tower shall include an allowance for facade articulation equivalent to 10% of the building envelope established in Figure 6.XX – planning envelope massing'.

Figure 6.XX Pitt and Bridge Street, Sydney – planning envelope massing

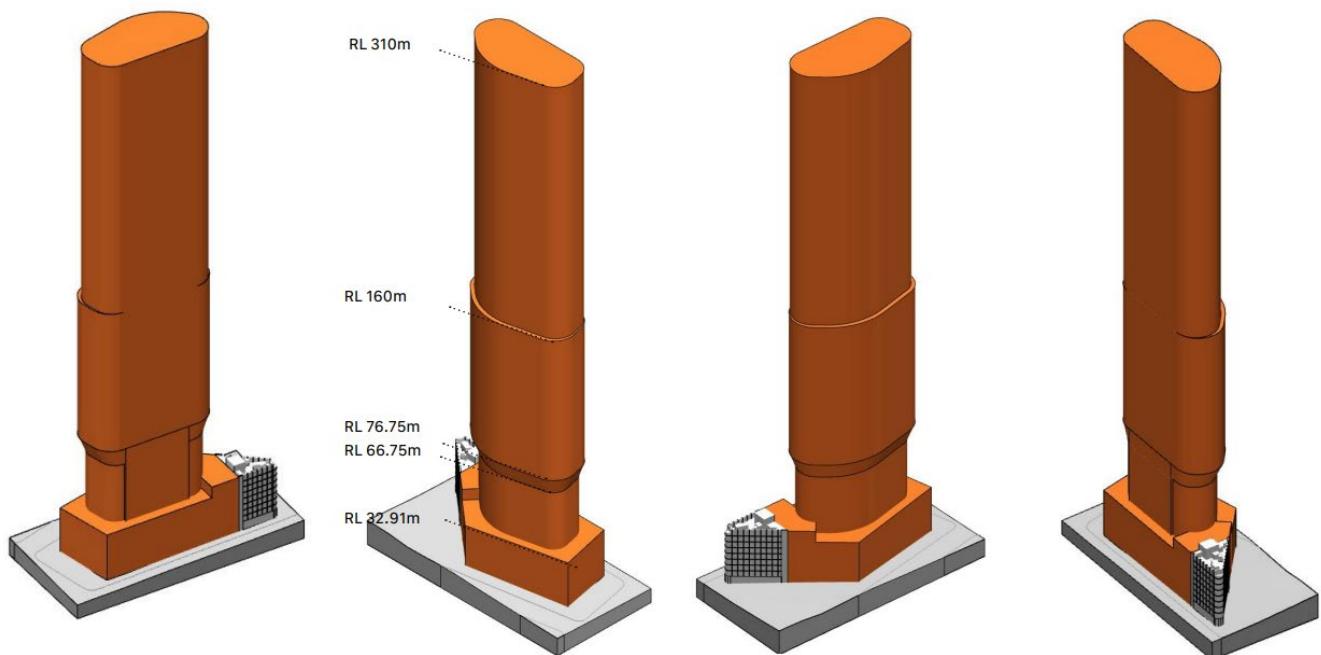
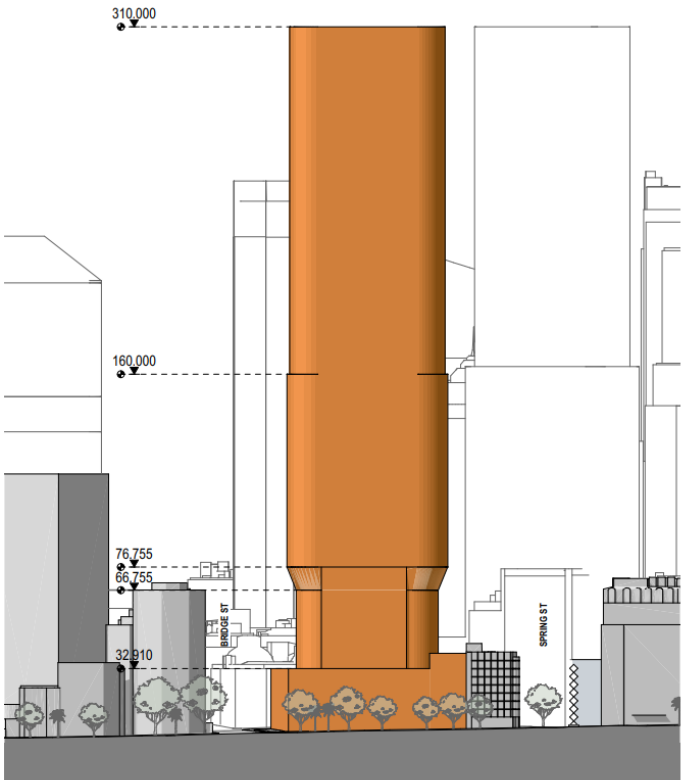
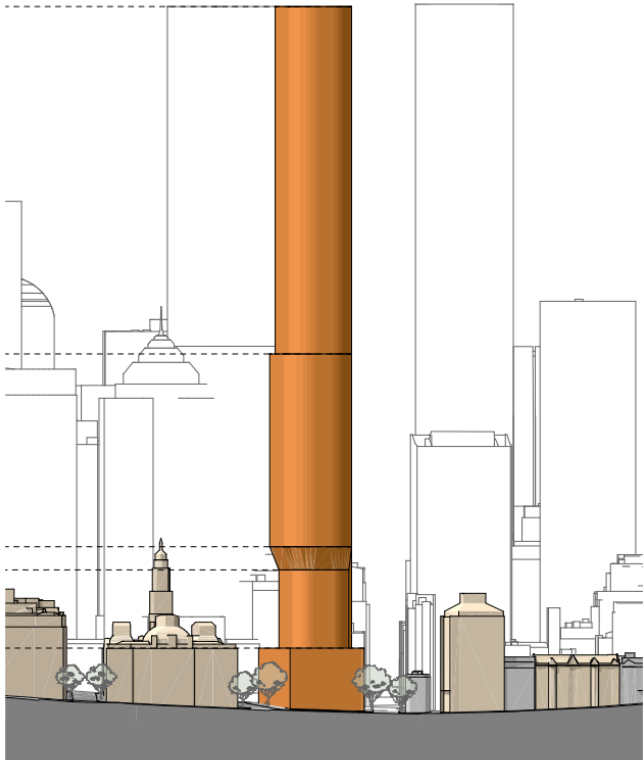


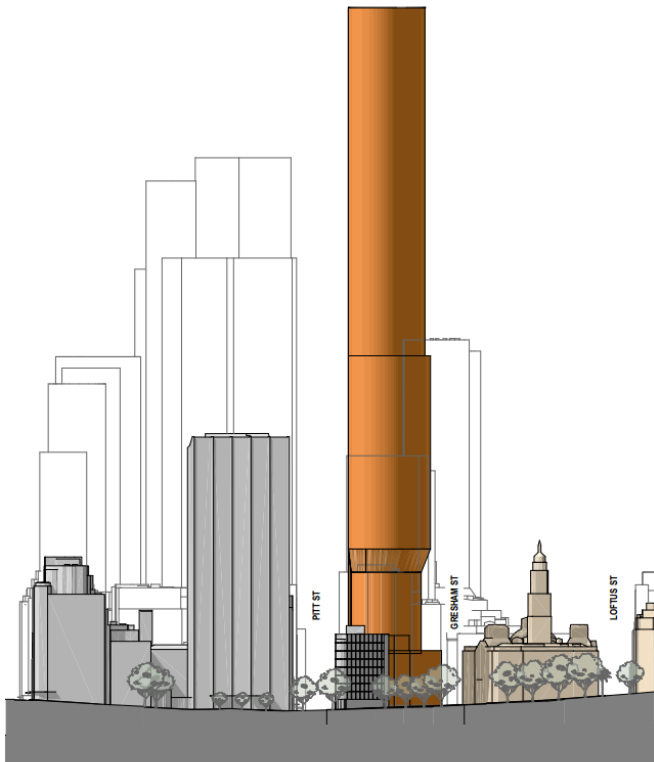
Figure 6.XX Pitt and Bridge Street, Sydney – planning envelope elevations



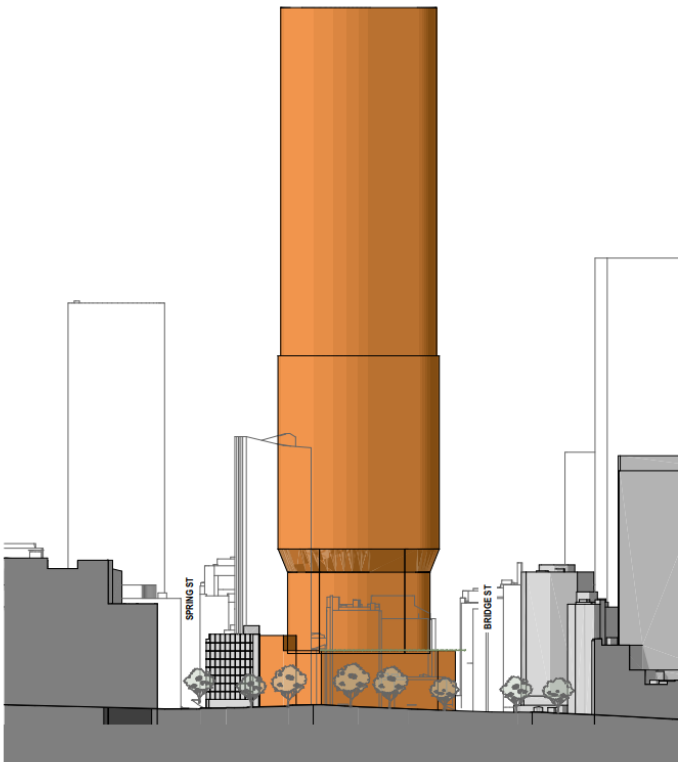
Envelope Elevation - West



Envelope Elevation - North



Envelope Elevation - South



Envelope Elevation - East

Figure 6.XX Pitt and Bridge Street, Sydney – planning envelope – podium setbacks

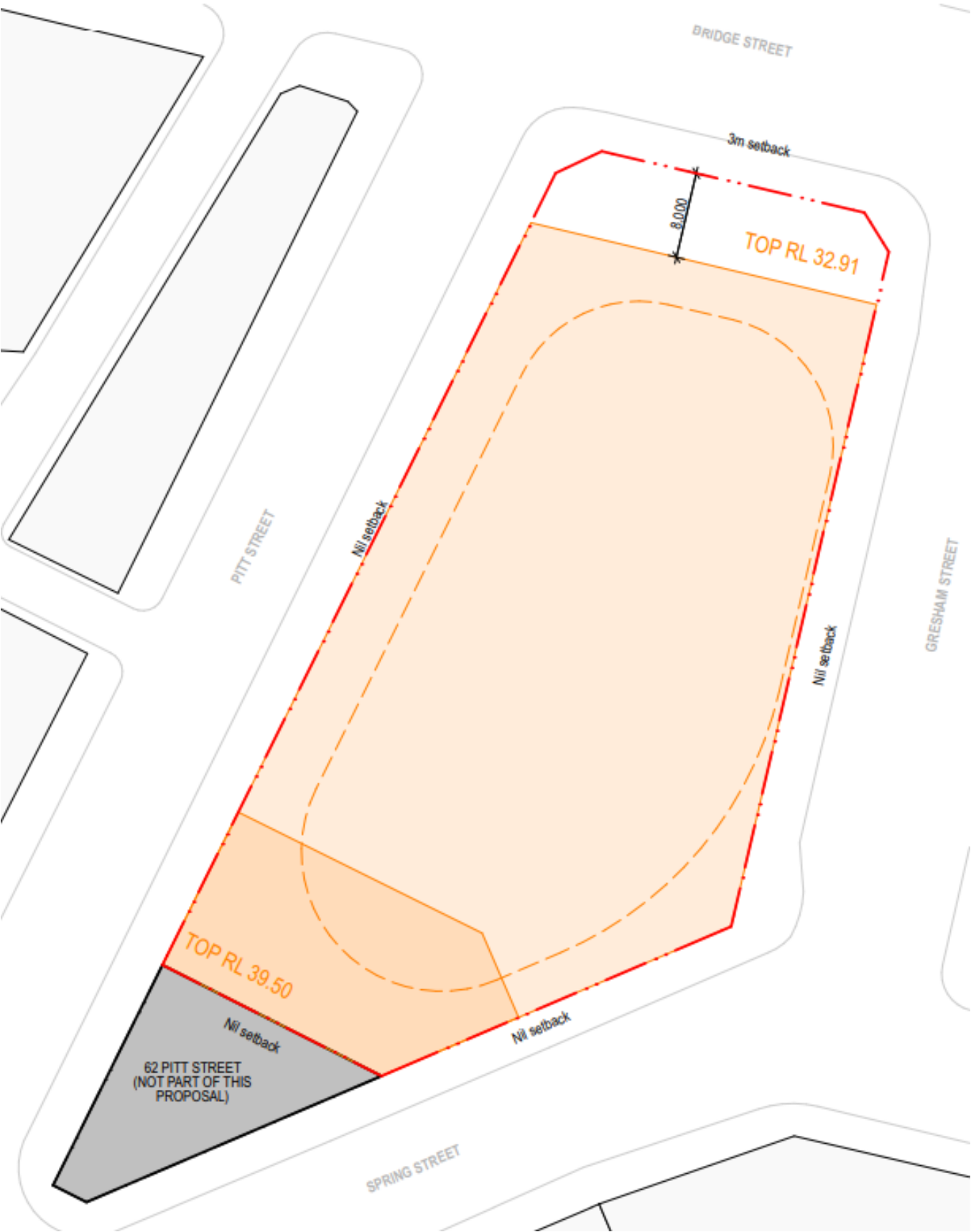
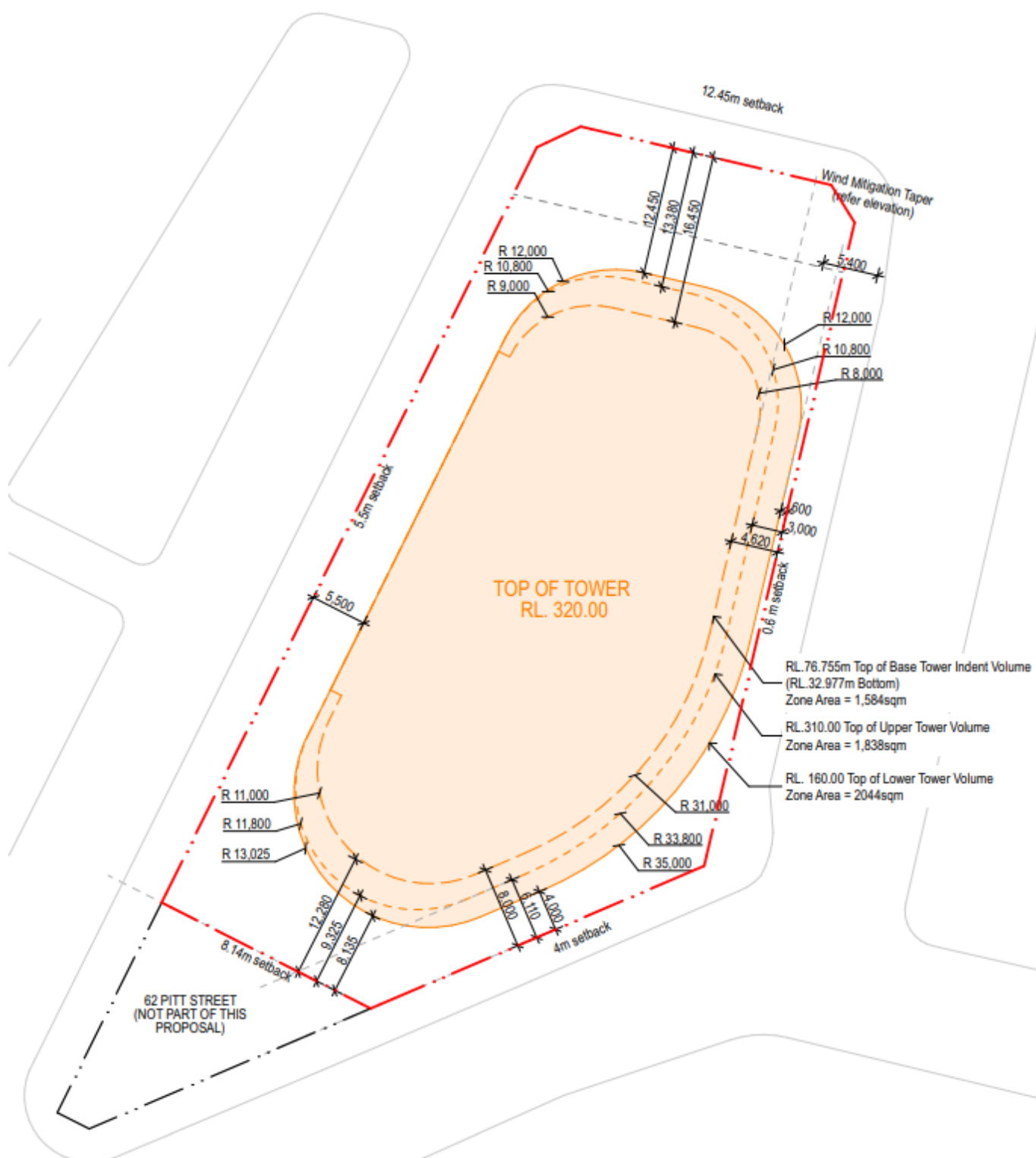


Figure 6.XX Pitt and Bridge Street, Sydney – planning envelope – tower setbacks



6.3.#.2 Bridge Street Plaza

Objectives

- Provide a publicly accessible plaza at Bridge Street that is open for natural daylight to improve pedestrian permeability for the public and support greater activation and amenity.

Provisions

- (1) The preferred dimensions of the Bridge Street plaza are to be consistent with the 8m Bridge Street podium setback as set out in 'Figure 6.XX Pitt and Bridge Street, Sydney – planning envelope – podium setback.

6.3.#.3 Through-site link

Objectives

- a) Provide a through-site link that connects Pitt Street with Gresham Street/Spring Street, aligning with Abercrombie Lane in the west and Bent Street in the east.
- b) Provide an accessible path of travel between Pitt Street and Gresham Street/ Spring Street that manages the change in level.

Provisions

- (1) The through-site link is to have a minimum width and height to the following parameters:
 - a) A minimum width of 6m and minimum height of 8m at the Gresham / Spring Street entry.
 - b) A minimum width of 6m and minimum height of 10m at the Pitt Street entry.
- (2) The design of the through-site link should respond to the change in elevation across the site whilst maximising sightlines through the link.
- (3) The through-site link should incorporate opportunities for activation and be publicly accessible at all times.

6.3.#.4 Ground floor

Objectives

- a) Maximise active frontages with retail and business premises at ground level and fronting the public domain.
- b) Minimise the presentation and impact of services and vehicle access along frontages.

Provisions

- (1) Entry to the basement car park is to be located on Pitt Street.
- (2) The building shall maximise fine grain retail active frontages along Pitt Street, with lobby entries to be provided from Pitt Street and Gresham Street. No lobby access will be provided from Bridge Street Plaza.

6.3.#.5 Wind

Objectives

- a) Ensure development results in a comfortable and safe wind environment in adjacent public places.
- b) Ensure that Bridge Street Plaza aims to achieve a target Wind Comfort Standard for Sitting.

Provisions

- (1) A quantitative wind effects report is to be submitted with a detailed Development Application for the subject site.
- (2) The quantitative wind effects report is to demonstrate that the proposed development will not:
 - a) cause wind speeds that exceed the Wind Safety Standard, the Wind Comfort Standard for Walking except where the existing wind speeds exceed the standard; and
 - b) worsen an existing wind condition that exceeds the Wind Safety Standard and the Wind Comfort Standard for Walking by increasing the spatial extent, frequency or speed of the wind.
- (3) The quantitative wind effects report is to further demonstrate the proposed development incorporates measures to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.

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

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

Wind Comfort Standards for Sitting and Standing is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than

292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of; 4 metres per second for sitting; and 6 metres per second for standing.

6.3.#.6 Development adjacent to heritage items

Objectives

- a) To have regard to the relationship with adjoining heritage-listed items.

Provisions

- (1) New development must respect the heritage context of the site, in particular the *Former Liverpool & London & Globe Building* at 62 Pitt Street and the State heritage listed Former 'Department of Lands' building at 23-33 Bridge Street, through an appropriate consideration of building height, scale and materiality.
- (2) Consideration must be given to the impact of development on the setting, landmark values and ability to view and appreciate the 'Department of Lands' building at 23-33 Bridge Street from the public domain.

6.3.#.7 Parking and vehicular access

Objectives

- b) Ensure future development minimises pedestrian and vehicle conflicts and disruption of traffic on public roads.

Provisions

- (1) Vehicular access to the basement is to be from Pitt Street only.
- (2) Loading and servicing facilities are to be provided onsite able to accommodate all uses on the site.

6.3.#.8 Neighbourhood Shared Loading Dock

Objectives

- a) Ensure development provides shared loading opportunities.
- b) Minimise the impacts of on-street loading activities and reduce driveway crossovers, therefore promoting pedestrian and cyclist safety.

Provisions

- (1) The development is to provide a shared loading dock facility (known as the Neighbourhood Shared Loading Dock) to offer a centralised loading facility for public use accessed from a single point of ingress at Pitt Street.
- (2) The Neighbourhood Shared Loading Dock should provide spaces for 6 loading dock bays.
- (3) Spatial requirements including vertical clearance of the loading bays will meet requirements of Section 3.11.13 of the Sydney DCP.
- (4) As a minimum, the hours of operation for the Neighbourhood Shared Loading Dock shall be considerate of existing timed restrictions for nearby on-street loading bays on Spring Street.
- (5) The Neighbourhood Shared Loading Dock should operate in accordance with a prepared Plan of Management that outlines the systems and processes in place for managing booking vehicle bays, access provisions (including after hours procedure) and details any security protocols and maintenance practices.

6.3.#.9 Design excellence strategy

Objectives

- a) To ensure that the building design is the result of a best practice architectural design competition.

Provisions

- (1) An invited architectural design competition is to be undertaken in accordance with clause 6.21D of the Sydney Local Environmental Plan 2012 and the City of Sydney Competitive Design Policy.
- (2) The competition is to include:
 - a) no less than five (5) competitors;
 - b) a Competitor may be a single person or firm, or a number of firms working in partnership, constituted of a principal/lead architect supported by an executive architect(s); and
 - c) design teams are to include Indigenous consultants; and
 - d) Competitors must demonstrate their experience on projects that have achieved a high level of sustainable design and achieved high Green Star Buildings v1 or NABERS Energy/Water ratings or international equivalent (LEED, BREAM, other); and
 - e) A Competitor will either be a person, corporation or firm registered as an architect in accordance with the NSW Architects Act 2003, or, in the case of interstate or overseas competitors, eligible for registration with their equivalent association.
- (3) The jury is to comprise a total of six members. Half the members nominated by the consent authority, who have no pecuniary interests in the development proposal or involvement in approval processes, and half the members nominated by the proponent. One member of the jury must be a demonstratable expert in the field of ESD. Jury members are to:
 - a) Represent the public interest;
 - b) Be appropriately experienced with commercial towers of significant scale;
 - c) Include only persons who have expertise and experience in the design and construction professions and related industries; and
 - d) Include a majority of registered architects with urban design expertise.
- (4) Any additional floor space pursued for a building demonstrating design excellence under clause 6.21D(3)(b), is to be accommodated within the building envelope shown within 'Figure 6.XX – planning envelope massing'.

6.3.#.10 Sustainability

Objectives

- a) Ensure development is consistent with Australian best practice performance benchmarks for ecologically sustainable development.
- b) Ensure that development includes a carbon neutral energy operation.
- c) Ensure development minimises embodied and operational carbon emissions.

Provisions

- (1) The building is to be designed to target:
 - a) 5.5 star NABERS Energy Base Building Rating;
 - b) 6-star NABERS Base Building Energy Base Building;
 - c) 4.5-star NABERS Whole Building Water Rating;
 - d) 4-star NABERS Waste Rating;
 - e) 6-star Green Star Buildings v1 certified rating;
 - f) WELL Core Premium;
 - g) 100% renewable energy in operation;
 - h) 100% electric; and
 - i) 100% carbon neutral in operation.

6.3.#.11 Public art

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