CITY OF SYDNEY

22 June 2026

At the conclusion of the Innovation, Business and Economy Committee

Transport, Heritage and Planning Committee

Agenda

1. **Confirmation of Minutes**

2. **Statement of Ethical Obligations and Disclosures of Interest**

3. **Public Exhibition - Planning Proposal – King Street Special Entertainment Precinct - Sydney Local Environment Plan 2012, Sydney Development Control Plan 2012 Amendment and Precinct Management Plan**

4. **Public Exhibition - Planning Proposal - 133-145 Castlereagh Street, Sydney - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment**

5. **Post Exhibition - Planning Proposal - Oxford Street LGBTIQA+ Heritage Items (Stage 2) - Sydney Local Environmental Plan 2012 Amendment**

6. **Local Planning Panel - Appointment of Chairs**

7. **Fire Safety Reports**

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2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.

3. Note that there is a 3 minute time limit for each speaker (with a warning bell at 2 minutes) and prepare your presentation to cover your major points within that time.

4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.

5. If there is a large number of people interested in the same item as you, try to nominate 3 representatives to speak on your behalf and to indicate how many people they are representing.

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Item 1.
Confirmation of Minutes

Minutes of the following meetings of the Transport, Heritage and Planning Committee are submitted for confirmation:

Meeting of 11 May 2026

Item 2.

Statement of Ethical Obligations

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Public Exhibition - Planning Proposal - King Street Special Entertainment Precinct - Sydney Local Environment Plan 2012, Sydney Development Control Plan 2012 Amendment and Precinct Management Plan

File No: X119331

Summary

This report seeks Council approval to publicly exhibit a planning proposal, draft development control plan and precinct management plan to establish a Special Entertainment Precinct on King Street, Newtown and adjoining properties. The proposal has been prepared with Inner West Council to recognise King Street as a single, continuous precinct.

King Street is one of Sydney's most iconic high streets and a major contributor to the city's night-time economy and cultural life. Known for its diverse mix of hospitality, live music and independent businesses, it plays an important role in supporting community connection, creative expression and economic activity throughout the day and night.

Special entertainment precincts provide a coordinated framework to support later trading, simplify approvals and enable tailored sound management. They also unlock NSW Government incentives, including reduced liquor licensing fees and extended trading opportunities for venues putting on live music.

In summer 2024/25 we asked our community what they thought about our proposal to designate all our late night trading areas, including King Street Newtown, as special entertainment precincts. More than 350 submissions were made and there was strong support for the proposal. Our communities told us that they would like to see more nightlife, greater diversity of offer and cultural programming, and flexibility for businesses.

In March 2025, Council endorsed the establishment of special entertainment precincts across our late night trading areas, including King Street, and resolved to investigate extending trading hours on parts of King Street and 5 other locations.

In December 2025, City of Sydney and Inner West councils each resolved to work together on a coordinated approach to King Street. Since then, both councils have aligned key settings for King Street, including trading hours and sound criteria, to provide a precinct consistent framework for businesses.

Planning Proposal – King Street Special Entertainment Precinct (the planning proposal) at Attachment A seeks to amend the Sydney Local Environmental Plan to designate the precinct. Supporting this, Draft Sydney Development Control Plan 2012 – King Street Special Entertainment Precinct (the draft DCP) at Attachment B proposes changes to recognise and align with King Street as a special entertainment precinct.

The Special Entertainment Precincts Management Plan at Attachment C (the plan) establishes the sound plan and trading hours, ensuring businesses on opposite sides of King Street operate under reasonably consistent controls despite the cross-council boundary. This approach provides localised clarity and fairness.

The proposed approach has 2 tiers of trading hours. Central King Street, around Newtown Station, supports higher-intensity activity with up to 2am or 4am trading hours, depending on business type and live music offering, without a development application. 24-hour trading is possible through a development application. North and south King Street sections have more moderate available trading hours but are still increased from existing controls. Trading hours are generally to midnight or 2am, depending on business type and live music offering, without a development application.

The framework includes incentives for live music, extended hours for low-impact venues such as small bars and restaurants, and provisions for unlicensed businesses to trade earlier in the morning and later at night. Outdoor trading hours are proposed to be consistent across the precinct and aligned with Inner West Council's approach.

The sound plan uses clear, fixed criteria based on local background noise levels and extensive acoustic testing to enable live music and activity while protecting residential amenity. It has bespoke sound categories to align with Inner West Council and introduces sound levels for a new midnight–2am period and weekends to reflect patterns of activity along King Street.

The plan also outlines governance arrangements and how the precinct's performance will be monitored, including measures to assess outcomes and identify and resolve any unintended impacts.

Subject to Council approval, the proposal will be submitted for a Gateway determination and, if endorsed, publicly exhibited jointly with Inner West Council to obtain community and stakeholder feedback.

Recommendation

It is resolved that:

(A) Council approve Planning Proposal – King Street Special Entertainment Precinct, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for Gateway Determination;

(B) Council approve Planning Proposal – King Street Special Entertainment Precinct, for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

(C) Council approve Draft Sydney Development Control Plan 2012 – King Street Special Entertainment Precincts – shown at Attachment B to the subject report, for public authority consultation and public exhibition with the Planning Proposal;

(D) Council approve Draft King Street Special Entertainment Precinct Management Plan shown at Attachment C to the subject report, for public authority consultation and public exhibition with the Planning Proposal;

(E) Council seek authority from the Minister for Planning and Public Spaces to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal – King Street Special Entertainment Precinct; and

(F) authority be delegated to the Chief Executive Officer to make any minor variations to the draft King Street Special Entertainment Precinct Planning Proposal, Sydney Development Control Plan 2012 or Precincts Management Plan, to correct any drafting errors, inconsistencies, or omissions, or to ensure consistency with any condition of the Gateway Determination.

Attachments

Attachment A. Planning Proposal - King Street Special Entertainment Precinct

Attachment B. Draft Sydney Development Control Plan - King Street Special Entertainment Precinct

Attachment C. Draft King Street Special Entertainment Precinct Management Plan

Attachment D. Acoustic Technical Report Addendum

Background

Overview

1. In March 2026 a report to Council outlined the City's proposal for Special Entertainment Precincts across its late night trading areas. That report provides background to establishing more than 20 precincts across the council area: https://meetings.cityofsydney.nsw.gov.au/ieIssueDetails.aspx?IId=35458&PlanId=0&Opt=3#AI21135

Special entertainment precincts

2. The special entertainment precinct framework was established under the Local Government Act 1993 and enables councils to set specific noise standards and trading hours to foster live music and nightlife.

3. NSW Government's Special Entertainment Precinct Guideline was finalised in November 2024 which sets the process by which Councils can establish and manage special entertainment precincts.

4. In special entertainment precincts, businesses benefit from:

   (a) simpler regulation and more flexibility, with no development application required for certain late trading hours

   (b) more operational certainty with a set of clear maximum sound levels across the precincts

   (c) access to certain incentives in the Liquor Act 2007, such as 80% off liquor licence fees for eligible businesses

   (d) unlocking incentives in the Liquor Act 2007 which provide extended trading and liquor licencing for live music and performance, including:

      (i) 2 extra hours on the night of a performance

      (ii) one extra hour every night, with at least 10 performances a month

5. As a result of special entertainment precincts, communities benefit from:

   (a) more nightlife

   (b) a diversity of businesses – from bookshops to hairdressers – able to stay open later

   (c) more live music, performance and cultural programming

   (d) a clear management plan which balances nightlife with residential amenity

City of Sydney process

6. City of Sydney has had late-night trading areas designated since 2007 under the Sydney DCP 2012, which included a major review in 2019 to support later trading and better manage nightlife.

7. Under a Lord Mayoral Minute on Supporting Sydney's Nightlife in October 2024, Council resolved to work with the NSW Government to implement special entertainment precincts and other measures to support Sydney's nightlife.

8. In summer 2024/25 we asked our community what they thought about our proposal to designate all our late-night trading areas as special entertainment precincts.

9. More than 350 submissions were received in response to the discussion paper, with strong overall support for the proposal. Community members told us that they would like to see more vibrant nightlife, a greater diversity of venues and cultural programming, and increased flexibility for businesses. We also heard that people were concerned about potential impacts of noise.

10. In March 2025, Council noted the findings from the public exhibition of the discussion paper and endorsed the establishment of special entertainment precincts in late night trading areas. Council also resolved to investigate upgrading the late-night trading tier of 6 areas including King Street, Newtown. In October 2025, a workshop was held with the Nightlife and Creative Industries Advisory Panel to consider these potential upgrades.

11. In March 2026, Council resolved to publicly exhibit a proposal to establish Special Entertainment Precincts across more than 20 late night trading areas, including Central Sydney, Oxford Street, North Alexandria and Erskineville. The proposal has been submitted to the Department of Planning, Housing and Infrastructure and is currently awaiting a Gateway determination prior to public exhibition.

King Street, Newtown - collaboration with Inner West Council

12. In December 2025, both City of Sydney and Inner West councils resolved to work together on a coordinated approach to the King Street, Newtown precinct, recognising that the street operates as a single, continuous destination across council boundaries.

13. King Street, Newtown was separated from the wider Special Entertainment Precincts proposal to allow for that collaboration and a bespoke response.

14. Staff from both councils have since collaborated to align key settings, including trading hours and sound, to provide greater clarity and certainty for businesses, residents and visitors. This work has resulted in a tailored approach for King Street that reflects its unique cross-boundary context, differing from the standard settings applied in each council’s other special entertainment precincts.

15. Work undertaken together includes:

    (a) review of existing area to inform an evidence-based, locally responsive approach

    (b) engagement with the Newtown-Enmore Business Community, and

    (c) joint technical discussions on trading hours, sound controls, and regulatory alignment

16. Consultation and implementation will also be coordinated to deliver a seamless experience for businesses and the wider community.

17. Feedback from the Newtown Enmore business community helped shape the key principles underpinning the approach to King Street special entertainment precinct:

    (a) ensure businesses on opposite sides of King Street operate under consistent controls, despite the council boundary

    (b) support early morning, daytime and late-night trading (not just night-time)

    (c) support a wide range of businesses, including small and unlicensed operators

    (d) encourage live music and performance

    (e) promote a safe and inclusive night-time environment, and

    (f) provide clarity for businesses and align with NSW Government liquor licensing where possible

King Street special entertainment precinct management plan (Attachment C)

18. The precinct management plan is built around 2 key controls: trading hours and sound management. Together, these settings balance activation with the protection of residential amenity.

19. While the settings are aligned to ensure businesses across the street operate under the same or similar rules, the Inner West and City of Sydney precinct management plans are separate documents, as they will progress through the planning processes independently, albeit in parallel.

Trading hours

20. The approach to trading hours:

    (a) includes incentive hours for live music and performance to increase the cultural offer

    (b) provides early morning and late-night trading hours for unlicensed businesses to help support a diverse offer and

    (c) provides later hours to small bars and restaurants in recognition that they are lower impact and less likely to be able to access bonus hours for live music and performance

21. There are 2 tiers of trading hours proposed for King Street. These align across the street ensuring businesses on opposite sides of King Street have the same trading hours available to them despite the cross-council boundary.

    (a) **Central King Street:** With established late-night activity near Newtown Station and adjacent to Enmore Road SEP this part of King Street supports higher intensity use. The 2 blocks around the station were already designated our latest late night trading tier under the DCP. This has been extended north to Missenden Road and south to Whitehorse Street, reinforcing Central King Street as the focus for late night activity. Special entertainment precinct trading hours are to 2am or 4am depending on business type, with 24-hour trading available through a DA.

    (b) **King Street south and north:** A new King Street-specific trading tier is introduced for the northern and southern sections, replacing the current 'local centre' classification. With a more sensitive residential context, these areas receive bespoke trading hours that are less than Central King Street but represent a clear increase on previous controls. The special entertainment precinct hours are to midnight or 2am depending on business type.

22. Outdoor trading hours (for example footway dining, balconies and courtyards) are consistent across the precinct:

    (a) 11pm on Sunday to Thursday

    (b) Midnight on Friday, Saturday or the night before a public holiday

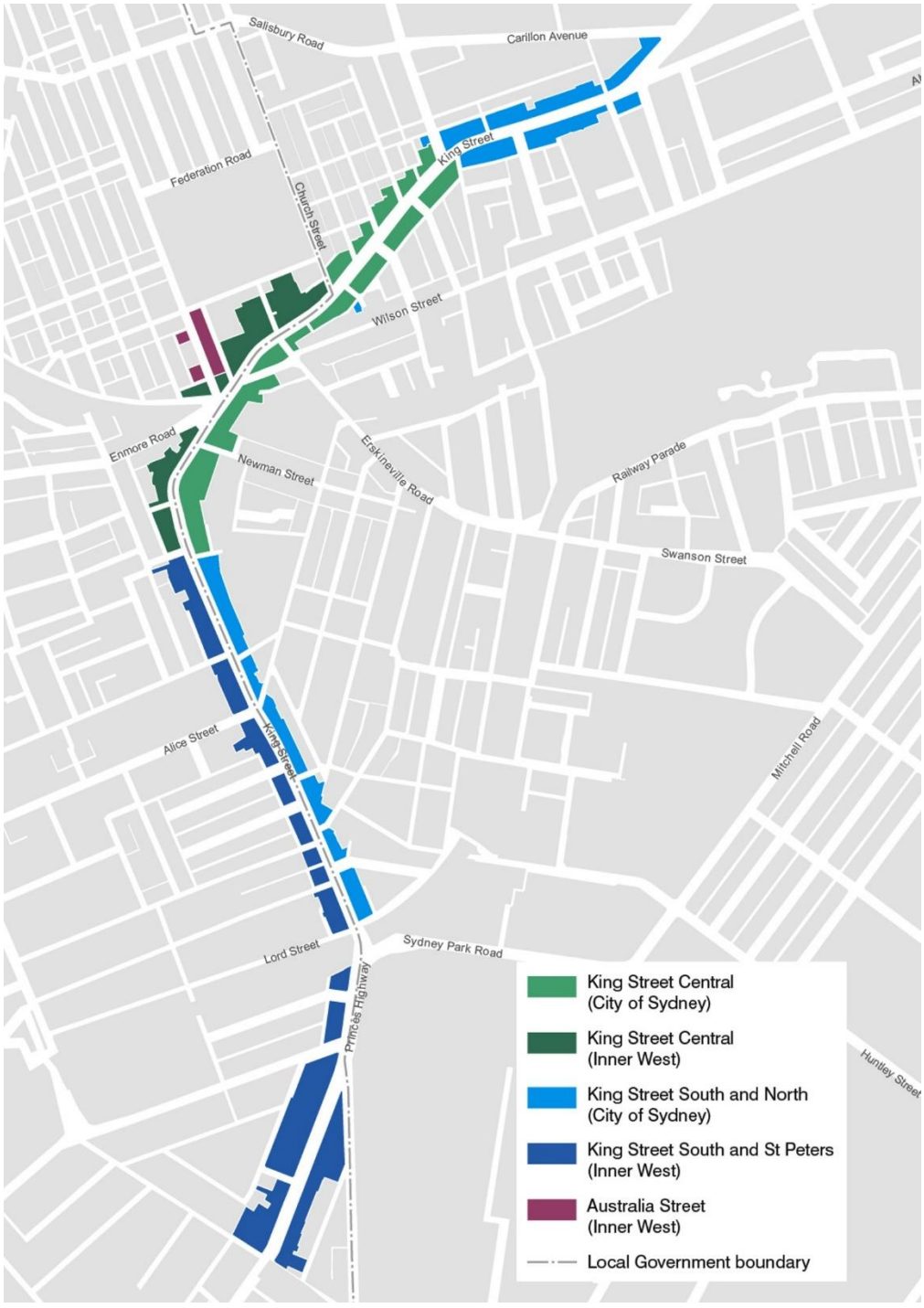


Figure 1: Proposed King Street special entertainment precinct trading hours map

Sound plan

23. The proposed sound plan builds on the City's broader special entertainment precinct program, while responding to King Street's specific acoustic environment and policy context.

24. Consistent with the City's wider approach, the sound plan sets clear, fixed criteria based on local background noise levels, enabling activity and live music while protecting residential amenity.

25. The criteria either maintain or increase sound allowances for venues. This is consistent with NSW Government's *Special Entertainment Precinct Guideline* which advises that the sound management framework should not disadvantage or restrict the sound conditions of existing venues.

26. Extensive sound testing was undertaken by Acoustic Studio (on behalf of City of Sydney) and Renzo Tonin Associates (Inner West Council).

27. A key aim is to align sound criteria with Inner West Council, recognising King Street crosses the local government boundary. The councils worked collaboratively to develop locally responsive criteria, ensuring alignment across the boundary while reflecting the City's objectives and acoustic conditions.

28. New key differences from the City's broader special entertainment precinct proposal include the introduction of bespoke sound categories with a weekend variation and an additional night-time period.

29. Testing identified variation in background sound levels along the length of King Street. In response, 2 bespoke sound categories are proposed:

    (a) **Sound Category KS1** applies to central King Street, where background and ambient sound levels are highest.

    (b) **Sound Category KS2** applies to the northern and southern sections, where background sound levels are comparatively lower (though still reasonably high).

30. This differentiation aligns with the proposed trading hours and future activity.

31. In contrast to the sound plan for special entertainment precincts elsewhere in the council area, the King Street framework introduces a weekend variation in the noise criteria. This responds to measured differences in background and ambient sound levels between the weekdays and weekends unlike acoustic patterns in other parts of our local area. This also helps with alignment with Inner West Council's approach which is based on differing patterns of activity and potential tolerance for sound on weekends.

32. The most substantive change is within the night-time period. To support alignment with Inner West Council and respond to trading patterns, a new time band from midnight to 2am has been introduced. This provides a more graduated transition from early-night activity to late-night quiet hours and supports extended trading, provided venues operate with doors and windows closed.

33. After 2am, stronger (lower) sound limits will apply. These align with periods when background noise levels are at their lowest and ensure the ongoing protection of residential amenity.

34. The sound framework for areas not fronting King Street recognises their different acoustic context and role within the precinct. These back street areas (SCA KS3, SCA3 and SCA4) do not require full cross-boundary alignment, as they are sheltered from the shared King Street noise environment and are not the primary limiting receivers. A bespoke SCA KS3 has been introduced to respond to provide a transition and some consistency with the King Street frontage categories, while SCA3 and SCA4 have been only lightly refined upwards to reflect measured background levels and maintain alignment with the City's broader SEP approach.

35. Further detail is provided in the Addendum to the Acoustic Report at Attachment D.

36. Overall, bespoke sound criteria have been established for King Street to reflect the local context and enable cross-boundary consistency. While they are different from the City's broader special entertainment precinct framework, they are evidence-based, place specific and have been tested to ensure they support the intended level of activity while protecting residential amenity.

We're amending planning controls to establish the King Street special entertainment precinct

Planning proposal (Attachment A)

37. Legislation requires that special entertainment precincts are established via a planning proposal and mapped in a local environmental plan.

38. Planning Proposal – King Street Special Entertainment Precinct (the planning proposal) at Attachment A proposes Sydney Local Environmental Plan (LEP) 2012 be amended to designate the areas as special entertainment precincts.

39. This report recommends Council seek Gateway Determination for the planning proposal and approve it for public authority consultation and public exhibition.

Draft Development Control Plan (Attachment B)

40. The Draft Sydney Development Control Plan 2012 – King Street Special Entertainment Precinct (the draft DCP) at Attachment B proposes amendments to reflect and support the designation of King Street as a special entertainment precinct. This includes updating the DCP to:

    (a) extend the existing 24-hour late night management area in central King Street north to Missenden Road and south to Whitehorse Street

    (b) introduce 2 new King Street trading tiers (north and south), reclassifying the northern and southern sections from 'local centre' areas to bespoke King Street tiers. Both tiers have the same base hours, which are more generous than local centre hours. North King Street businesses can access later extended hours than south, including 24-hour trading for Category B venues (takeaway, restaurant and small bars) on the main street due to its proximity to the hospital.

41. The draft DCP includes changes to where residential development must demonstrate entertainment sound attenuation. It also extends acoustic design requirements to residential development in and within 50 metres of King Street, Newtown areas to support sustainable nightlife growth in mixed-use neighbourhoods.

Additional sites for inclusion

42. The LEP mapping and draft DCP also includes the proposed addition of venues and sites which sit on the boundary of our late night trading areas / special entertainment precincts. These sites have been assessed in terms of their suitability and potential impact and are recommended for inclusion:

    (a) 1-15 Wilson Street, Sushi Train, Egg Records, etc.

    (b) 2-8 O'Connell Street, Myra's Taverna and Brewtown

    (c) Corner of Wilson Street and Erskineville Road, Beantown café

    (d) 1C Whateley Street, Rising Sun Workshop

    (e) 189 - 199 Missenden Road, Cuckoo, Butterleaf, Campos Coffee

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

43. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This proposal is aligned with the following strategic directions and objectives:

    (a) Direction 1 - Responsible governance and stewardship - The King Street special entertainment precinct proposal demonstrates responsible governance through a clear management plan, regular oversight by the City's Nightlife and Creative Industries Advisory Panel (working group), and an established monitoring and evaluation framework with defined indicators to track success, identify unintended impacts, and enable the Panel to recommend changes to Council if required.

    (b) Direction 7 - Resilient and diverse communities - The City's proposed special entertainment precincts support resilient and diverse communities by designating all late-night trading areas within the local area as entertainment precincts. This ensures a wide distribution of venues, promoting diversity in late night activities, entertainment offerings and locations all over the local area, rather than concentrating activity and benefits to a few areas to a select group of venues.

    (c) Direction 8 - A thriving cultural life - The proposed special entertainment precinct encourages more live music, performance and culture by unlocking access to NSW Government liquor licensing incentives which reward venues that bring cultural life to our city.

    (d) Direction 9 - A transformed and innovative economy - The proposed special entertainment precinct supports growth in the night-time economy by making it easier for businesses to trade later and providing more operational certainty.

Risks

44. The special entertainment precincts proposal has been informed by a risk assessment and aligns with the City's risk appetite by supporting innovation while putting strong safeguards in place.

45. Key risks relating to sound, safety and amenity - areas where the City has a low tolerance for harm - are managed through the precinct management plan and our monitoring and evaluation framework. The sound plan is supported by a robust study by qualified acoustic consultants to ensure residential amenity is safeguarded and environmental impact is managed.

46. Reputational risks have been mitigated through early engagement on the discussion paper, which demonstrated strong community support for the proposal. Further engagement has been undertaken with the Nightlife and Creative Industries Panel and key precinct groups to test proposed changes. If endorsed, the next step would be public consultation, giving a further opportunity for community feedback and refinement.

Relevant Legislation

47. Environmental Planning and Assessment Act 1979.

48. Environmental Planning and Assessment Regulation 2021.

49. Liquor Act 2007.

50. Liquor Regulation 2018.

51. Local Government Act 1993.

Critical Dates / Time Frames

52. The King Street Special Entertainment Precinct is being reported to both councils at their June 2026 meetings. Inner West Council meet on 16 June 2026.

53. If approved by Council, the implementation of special entertainment precincts will progress through the process in parallel with Inner West Council.

54. If approved, the planning proposal will be sent to Department of Planning, Housing and Infrastructure with a request for Gateway Determination to allow public exhibition. Time frames for the next steps (exhibition, reviewing of the feedback, reporting back to Council, amending the local environment plan and commencing the trial) are dependent on the time it takes to receive Gateway Determination.

Public Consultation

55. The public consultation process for the planning proposal will be carried out jointly with Inner West Council.

56. We recognise the important role that businesses play in the success of special entertainment precincts. We plan to deliver targeted business engagement, including a business information session.

57. The planning proposal, draft DCP and draft precinct management plan will be exhibited together, in accordance with the City of Sydney Community Participation Plan. Feedback will be sought from businesses, landowners, residents and the wider community.

58. Further engagement will also be held with the Nightlife and Creative Industries Advisory Panel who act as the project working group for the City's proposed special entertainment precincts.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Laura Dodds-Hebron, Senior Specialist Planner

Attachment A

Planning Proposal – King Street Special Entertainment Precinct

CITY OF SYDNEY

Planning proposal – King Street special entertainment precinct



Draft
June 2026

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

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Executive summary

The City of Sydney proposes to establish a special entertainment precinct along King Street, Newtown to support its evolving role as one of Sydney's leading night-time and cultural destinations. This planning proposal complements the City's broader special entertainment precincts proposal, which excluded King Street pending alignment with Inner West Council to ensure a coordinated and consistent approach across the full length of the street.

This proposal gives effect to the NSW Government Vibrancy Reforms, which enable councils to designate special entertainment precincts through amendments to local environmental plans, and builds on the City's long-standing support for nightlife and cultural activity through the OPEN Sydney Strategy, the Live Music and Performance Action Plan, and the Open and Creative Planning Reforms.

King Street has long been recognised as a centre of culture, creativity and community life. While it is increasingly significant as a destination for late-night hospitality and live music, the proposal reinforces King Street's identity as a true 24-hour precinct. The vision recognises the street's morning role with cafes and bakeries, its service role for local residents through groceries, florists and delis, and its all-day role as a place for fashion shopping, art galleries and lunchtime dining, while supporting its evening and late-night offerings.

This planning proposal amends the Sydney LEP 2012 to map boundaries for the King Street Special Entertainment Precinct. Trading hours are tailored to reflect the street's changing character across its length. The existing core late-night trading area near Newtown Station, currently permitted to operate 24 hours, is proposed to be expanded along the central portion of the street to better recognise the growing cluster of live music venues, bars and entertainment uses. In the northern and southern edges, where 24-hour trading is not appropriate due to proximity to lower-density residential areas, trading is proposed until 2am. This aligns with Inner West Council's complementary controls, ensuring consistent trading hours along the full King Street corridor regardless of the local government boundary.

Incentives for live music and performance are built into the framework, reflecting King Street's long-standing and historically significant role in Sydney's cultural and live music scene. The proposal also reduces red tape for venues seeking to host performance and entertainment and provides a coordinated framework for managing entertainment sound.

The accompanying King Street Special Entertainment Precinct Management Plan sets trading hours, sound criteria, and compliance processes for licensed and unlicensed premises, and provides the operational framework required under section 202 of the Local Government Act 1993. The draft DCP amendment updates Sydney DCP 2012 to align trading hours and late-night trading area boundaries for development applications.

The proposal has strong strategic merit and aligns with City Plan 2036, the Cultural Strategy (2025–2035), the Economic Development Strategy (2025–2035), the Eastern City District Plan, Draft Sydney Plan, and relevant Ministerial Directions. It balances economic and cultural opportunity with residential amenity through a bespoke sound plan and a monitoring and evaluation framework to track unintended impacts.

With Gateway approval, the proposal will proceed to public exhibition alongside the management plan and DCP amendments. Following consideration of submissions, the LEP amendment will be finalised, and a year-long trial of the management plan will commence, informing final adoption.

1. Background

King Street, Newtown is key to the City of Sydney's night-time economy

The City of Sydney is home to a diverse and iconic nightlife, with mixed and lively neighbourhoods. The introduction of a special entertainment precinct on King Street, Newtown is the latest step in a long history of work to support the continued growth of the cultural sector and the night-time economy.

NSW Government Vibrancy Reforms

In December 2023, the NSW Government introduced the Vibrancy Reforms, which enabled the establishment of special entertainment precincts by councils through amendments to Section 202 of the Local Government Act 1993, supported by the NSW Government Special Entertainment Precinct Guideline.

City of Sydney Special Entertainment Precincts planning proposal

In March 2026, Council endorsed for exhibition a planning proposal to establish special entertainment precincts across more than 20 late-night trading areas within the City of Sydney local government area. That proposal is to amend the Sydney LEP 2012, Green Square Town Centre LEPs 2013, and the SEPP Precincts – Eastern Harbour City 2021 to map precinct boundaries and give statutory effect to a new clause establishing special entertainment precincts. It is supported by a Special Entertainment Precincts Management Plan and complementary amendments to the Sydney DCP 2012 and Green Square Town Centre DCP 2013.

King Street, Newtown was excluded from that proposal pending further work with Inner West Council to align approaches to the precinct, as that council is also proposing a special entertainment precinct in Newtown. This planning proposal completes that work and introduces the King Street Special Entertainment Precinct as a coordinated initiative with Inner West Council. It assumes the March 2026 special entertainment precincts planning proposal as the baseline planning framework.

Coordinated approach with Inner West Council

On 15 December 2025, Council resolved to progress the King Street, Newtown Special Entertainment Precinct in coordination with Inner West Council. The resolution recognised that the precinct spans both local government areas, that residents, businesses and visitors experience King Street as one continuous precinct and do not distinguish between local government boundaries, and that a consistent policy approach between the two councils will provide clarity and certainty for local residents and businesses, strengthen delivery of the precinct, improve outcomes for live performance, and support shared objectives for a safe, inclusive and sustainable night-time economy.

The resolution noted that the City's late night trading and special entertainment precinct model – which includes a long-standing tiered approach to areas and venues, incentives for live music, and trial periods – differs from Inner West Council's approach, and that a unique approach for King Street is worth investigating given its position on the boundary between the two council areas. Inner West Council also passed an equivalent motion, expressing support for a coordinated approach to implementation of the precinct.

Council requested that staff work collaboratively with Inner West Council on a generally aligned approach to trading hours and sound levels, continue to incentivise live music and performance, good business operations and a diversity of venues, and coordinate joint community and stakeholder engagement so that public consultation is conducted concurrently with Inner West Council's process wherever practicable.

This planning proposal reflects that direction. Trading hours are generally aligned with Inner West Council's controls, most notably allowing 2am trading across the entire King Street corridor, while retaining the City's distinct policy features, including the tiered late-night trading framework, incentives for live music and performance, and trial period mechanisms for extended hours.

Engagement with the Newtown Enmore Business Community

As part of preparing this planning proposal, the City has consulted with the Newtown Enmore Business Community, who have been a valuable source of information about established hospitality and cultural uses, emerging clusters, and the lived experience of operating in Newtown. Through this engagement, the business community identified a number of premises and side-street locations off King Street that, in their view, should be included in the special entertainment precinct, recognising that night-time and cultural activity in Newtown is not confined to the King Street frontage itself.

The City has reviewed each nomination on its merits, considering zoning, functional connection to King Street, exposure to sensitive residential receivers, the character of surrounding streets, and the suitability of the building and use for late-night or entertainment activity. The outcome is a measured and limited expansion of the precinct beyond the King Street frontage, adding a small number of side-street sites where they have strong functional connections to King Street and are not significantly exposed to sensitive residential receivers, while leaving quieter residential side streets outside the precinct.

Process

Early engagement

From 21 November 2024 to 20 January 2025, we asked our communities about the proposed approach to special entertainment precincts through consultation on a discussion paper. A total of 271 surveys and 85 emailed submissions were made in response to the discussion paper. There was strong support for the proposal to designate the existing late night trading areas, including King Street, as special entertainment precincts. We also asked questions about the proposed areas, hours, and sound levels to inform our Draft Special Entertainment Precincts Management Plan (management plan).

In March 2025 Council endorsed the proposal to designate our late-night trading areas as special entertainment precincts.

In December 2025, Council resolved to progress the King Street, Newtown Special Entertainment Precinct as a separate, coordinated proposal with Inner West Council, given the precinct's location on the boundary between the two local government areas.

Developing the proposal

In 2025 we carried out a sound study with extensive testing of existing sound levels and modelling of scenarios to derive proposed sound levels which support live music and entertainment, while protecting residential amenity. We consulted our Nightlife and Creative Industries Advisory Panel, as well as NSW Government agencies and neighbouring councils to establish our draft management plan.

For King Street specifically, we have worked collaboratively with Inner West Council on a generally aligned approach to trading hours and sound levels, and have engaged with the Newtown Enmore Business Community to test the proposed precinct boundaries.

Next steps

With Council and DPHI approval, the next step in 2026 will be public exhibition of this planning proposal, alongside the management plan and draft DCP amendments. Public consultation will be conducted concurrently with Inner West Council's process wherever practicable, and will include consultation with business, residents, local organisations, and further consultation with the relevant agencies and local authorities.

Following public exhibition, the proposal will be brought back to Council prior to drafting and adoption of the planning controls. A year-long trial will be undertaken and assessed before finalisation of the management plan.

1. Objectives and intended outcomes

Objectives

The objectives of this planning proposal are to:

- Amend the Sydney LEP 2012 to designate the subject area as a special entertainment precinct.
- Give effect to the draft King Street Special Entertainment Precincts Management Plan and Sydney DCP 2012 amendment

The objectives of the proposed special entertainment precinct are to:

- Enable businesses to invest in and offer more live music, culture, entertainment and performance as part of their regular activities
- Foster vibrant, inclusive, mixed-use neighbourhoods that support local community amenity
- Improve quality, safety and diversity of the late-night offering
- Enhance economic outcomes, supporting businesses to thrive
- Streamline the process for businesses and the City of Sydney to make it easier and more affordable to operate late night trading premises

Intended outcomes

The intended outcomes of the planning controls are to introduce the following for the subject area:

- SEP trading hours which override development consents
- dedicated venue and program trading hours to incentivise live music and performance
- notification of special entertainment precincts (SEP) on planning certificates and the City's website
- a sound plan with fixed maximum sound criteria
- a governance framework with regular oversight and processes for compliance and responding to issues if they arise
- a monitoring and evaluation plan to measure the success of the special entertainment precinct, while also tracking potential unintended impacts

2. Explanation of provisions

This planning proposal seeks to establish a special entertainment precinct in Newtown by amending Sydney Local Environmental Plan 2012 (Sydney LEP 2012).

Proposed amendment to Sydney LEP 2012

This planning proposal relies on implementation of a previous planning proposal that establishes both the Special Entertainment Precinct Map series and a new LEP clause for Special Entertainment Precincts.

This planning proposal maps the proposed precinct in the Special Entertainment Precinct mapping series of the Sydney LEP 2012, thus giving effect to Section X.X Special entertainment precincts of the Sydney LEP 2012 to each mapped lot. See proposed mapping tile amendments in Section 4.

Special entertainment precincts management plan

Clause 202D(2) of the Local Government Act 1993 requires Council to "prepare a plan for regulating noise from amplified music from premises in the special entertainment precinct and publish it on the council's website".

The draft King Street Special Entertainment Precinct Management Plan (the management plan) is attached. In accordance with the *NSW Government Special Entertainment Precinct Guideline*, the management plan includes:

- a sound management framework including a plan for regulating noise from entertainment activity, for different locations in the SEP
- trading hours for licensed and unlicensed premises
- compliance processes for unlicensed premises
- compliance processes for licensed venues
- thresholds or local circumstances for when a SEP may be suspended or revoked and the processes that will be undertaken
- the exclusion of adult entertainment, sex service and restricted premises.

The management plan is for the use of businesses, residents, Council, Liquor & Gaming NSW, and NSW Police in understanding their role and responsibilities in the management of late trading and entertainment sound in and around special entertainment precincts.

Draft development control plan (DCP) amendment – King Street special entertainment precinct

The draft development control plan (DCP) amendment proposes updates to Sydney DCP 2012 to align it with the provisions of the King Street special entertainment precinct, ensuring consistency with the planning framework, especially where development applications are involved. With approval the draft DCP amendment will be exhibited concurrently with the planning proposal.

3. Justification

3.1. Strategic merit and community consultation

The City of Sydney has a successful, well-established approach to late night trading currently in operation. Our Late Night Trading DCP has been in place and evolving since 2007. Late trading is enabled, and impact is managed through our 3 tiers and 3 business categories. The King Street Special Entertainment Precinct is consistent with the wider approach to Special Entertainment Precincts across the City of Sydney, while being more closely tailored to the Newtown context and developed in coordination with Inner West Council. As with the wider SEP proposal, the King Street precinct represents the City's policy objectives:

- Reducing applications and procedures for businesses wanting to trade late through trading hours which override consents
- Offering incentives for venues hosting live music and performance
- Better managing sound to balance business and residential amenity, through a bespoke sound plan, produced by acoustic experts

The King Street precinct is strategically well-supported by infrastructure and transport, including Newtown Station, frequent bus services, and a long-established walkable high street, ensuring a safe and vibrant nightlife while maintaining residential amenity.

King Street is one of Sydney's most significant and long-established night-time and cultural destinations, with a deep history of supporting live music, performance and a diversity of hospitality, retail and cultural uses. The proposal recognises King Street's role as a true 24-hour precinct, from morning cafes through all-day fashion retail, galleries and dining to its established late-night and live music offering and seeks to support that full breadth of activity rather than privileging any single use or time of day.

There is strong community support for the proposal. The early engagement undertaken in late 2024 for the wider Special Entertainment Precincts plan included Newtown and King Street, and a total of 271 surveys and 85 emailed submissions were made in response to the discussion paper, with 70% support for the proposal to designate the existing late night trading areas as Special Entertainment Precincts. The main reasons people supported the proposal were:

- Growth in night life
- Cultural and nightlife diversity
- Flexibility for businesses

For the King Street precinct specifically, we have worked closely with Inner West Council on a coordinated approach that reflects the lived experience of King Street as one continuous precinct, with generally aligned trading hours and sound levels across the two local government areas. We have also engaged the Newtown Enmore Business Community, who provided valuable input on local conditions, established and emerging clusters, and the suitability of the proposed precinct boundaries. This local engagement has directly shaped the proposal, including a limited expansion of the precinct to cover a small number of side-street sites with strong functional connections to King Street.

3.2. Need for the planning proposal

Q1. Is the planning proposal the result of any strategic study or report?

The planning proposal is a response to resolutions of Council and legislation made by the State Government. The proposal aligns with City Plan 2036 the endorsed Local Strategic Planning Statement (LSPS), Cultural Strategy (2025-2035) and Economic Development Strategy (2025-2035).

Special Entertainment Precincts under the Local Government Act 1993

On 30 April 2021 Section 202 of the Local Government Act 1993 was gazetted. It enables the establishment of Special Entertainment Precincts by a Council. This planning proposal has been developed in accordance with this legislation. This legislation was further refined in December 2023 through the passing of the Vibrancy Reforms, introducing the special entertainment precinct framework. NSW Special Entertainment Precinct Guideline was finalised in November 2024 which sets the process by which Councils can designate and manage special entertainment precincts.

Council resolutions

In October 2024, a Minute by the Lord Mayor (Item 3.3 Supporting Sydney's Nightlife) resolved "Council continue to work with the NSW Government to implement special entertainment precincts and other measures to support Sydney's nightlife."

Also in October 2024, Council resolved to "approve the Special Entertainment Precincts Discussion Paper… for public exhibition."

In March 2025, Council resolved to "note the matters raised in response to the public exhibition" and "endorse the establishment of special entertainment precincts in late night trading areas identified in Attachment D to the subject report."

In December 2025, Council resolved (Item 12.4 Coordination of the King Street, Newtown Special Entertainment Precinct with Inner West Council) to request that staff "work collaboratively with the Inner West Council staff on a generally aligned approach to trading hours and sound levels" for the King Street precinct, and that public consultation be conducted concurrently with Inner West Council's process wherever practicable.

City Plan 2036: Local Strategic Planning Statement (LSPS)

While our adopted LSPS pre-dates the introduction of s202 of the Local Government Act 1993, there is strong alignment between the aims of the LSPS and the proposed approach for special entertainment precincts, including the King Street special entertainment precincts.

Our LSPS sets the strategic context for special entertainment precincts by planning for a more balanced, diverse and inviting night-time economy. The LSPS references Open and Creative City: "these reforms will promote a more balanced, inviting and safe night-time economy and encourage a range of cultural, entertainment, arts and leisure activities. They support our global city offering and help attract visitors, workers and investment."

The LSPS also plans for culture and performance. It acknowledges "the Sydney live music and performance sector makes a substantial social, economic, and employment contribution to Sydney and is vital to the City's cultural life… we are investigating planning reforms to support performance venues by reducing uncertainty and complexity and better managing entertainment sound."

The LSPS identifies that "The centres and activity streets are increasingly important for late night activity. As the City's population increases, the availability of social, cultural and business services operating at night will increase. The City has moved to increase opportunities for late night activities while managing the amenity of residents and other sensitive users in the neighbourhood." Many of our special entertainment precincts are centres and activity streets, further supporting operation at night, while introducing a sound plan to manage amenity of residents.

The special entertainment precinct proposal responds to the LSPS' plan for these locations by better supporting later trading businesses, as well as providing incentives for live music and performance.

Economic Development Strategy (2025-2035)

Our Economic Development Strategy (2025-2035) positions Sydney as a global, connected city with distinct precincts and strong local economies. It emphasises innovation-led growth, visitor economy recovery, and creating great local experiences. Special entertainment precincts align with these objectives by stimulating hospitality and creative industries. They also contribute to the strengthening local economies by taking a precinct approach and diversifying night-time offerings. This approach reinforces Sydney's role as Australia's economic heart while enhancing its global reputation for culture and lifestyle.

Cultural Strategy (2025-2035)

Our Cultural Strategy focuses on retaining, rebuilding, and reimagining Sydney's cultural life, addressing challenges such as the loss of creative spaces and rising costs for artists The proposal to designate special entertainment precincts strongly aligns with the City's Cultural Strategy, which prioritises planning and regulatory reform to support a culture-led nightlife. The Strategy identifies cultural precincts as key locations for increasing creative employment and cultural experiences. The strategy also seeks to address the underlying challenges of the cultural sector, namely affordability and the lack of cultural production space. Special entertainment precincts play a role in addressing these challenges by expanding demand for live music and performance through incentives and fostering cultural participation in local communities.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Section 202 of the Local Government Act 1993 states that "A special entertainment precinct may be established by the council for the area in which the precinct will be located, by identifying the precinct in a local environmental plan that applies to the land on which the precinct will be located."

In September 2025, NSW Productivity and Equality Commission carried out a review of regulatory barriers impeding a vibrant 24-hour economy. The report found that businesses are constrained by regulations and rising costs. They concluded that special entertainment precincts can make it faster and simpler for councils and businesses to deliver entertainment and extended trading while managing local amenity

Through the incentive hours, the planning proposal will help achieve the intended outcome of enabling businesses to invest in and deliver more live music, culture, entertainment, and performance as part of their ongoing offer. Trading hours in a precinct management plan can override those on a development consent. This will help to reduce the administrative burden on councils and businesses, making it easier and more affordable to operate late night trading premises. The management plan gives operational certainty, which will also help to enhance economic outcomes, supporting businesses to thrive.

3.3. Relationship to the strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including any exhibited draft plans or strategies)?

The draft Sydney Plan (2025)

The draft Sydney Plan is the new regional strategic plan, to replace the adopted Greater Sydney Regional Plan. The draft Sydney Plan will guide how the NSW Government manages growth in the Sydney region over the next 20 years. It covers 33 local government areas and lays out a plan for housing, infrastructure, jobs, sustainability and vibrant communities. The draft Plan was released in late 2025 and at the time of writing is on exhibition.

Response 6 of the draft Sydney Plan 'Create a more vibrant Sydney' is directly relevant to this proposal. Council action 6.3 is 'Establish special entertainment precincts where appropriate to accommodate critical community, arts, cultural and retail uses as part of Council-led precinct planning". This Proposal directly addresses that action.

Greater Sydney Regional Plan: A Metropolis of Three Cities

The Plan sets a 40-year vision (to 2056) and a 20-year plan to manage growth and change. It sets an overarching strategic planning policy to align land use, transport, and infrastructure outcomes for Greater Sydney concurrently with Future Transport 2056 (Transport for NSW) and State Infrastructure Strategy (Infrastructure NSW). The Plan provides a set of objectives under the 10 Directions set out in Directions for a Greater Sydney 2017-2056.

Objective 9 of the Plan is states that "Stimulating the night-time economy supports dynamic places and boosts local economies. This can generally occur in mixed-use centres with adequate noise control, locally appropriate operating hours and safe late-night travel options."

This planning proposal will assist in achieving this objective by making it easier for businesses to trade later in mixed-use centres, identifying locally appropriate trading hours. The proposal also ensures adequate noise control, through the management plan's sound criteria, which have been set in response to local context.

Eastern City District Plan

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney. It further explores the objectives of the Greater Sydney Regional Plan as discussed above. Several planning priorities under the Plan are directly supported by this proposal. They include:

- E4 – Fostering healthy, creative, culturally rich and socially connected communities.
- E6 – Creating and renewing great places and local centres and respecting the District's heritage.
- E11 – Growing investment, business opportunities and jobs in strategic centres, and
- E13 – Supporting growth of targeted industry sectors.

In particular, Action 14 requires Council's to "Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including:

a. arts enterprises and facilities, and creative industries

b. interim and temporary uses

c. appropriate development of the night-time economy."

Our proposal for special entertainment precincts seeks to decrease the regulatory burden for artistic expression through incentive hours and for development of the night time economy. By designating most of our commercial and mixed use centres, the proposal aligns with plan's priorities of renewing great places and growing business opportunities and jobs in strategic centres.

Q4. Is the planning proposal consistent with council's local strategy or other local strategic plan?

Yes, the planning proposal is consistent with City Plan 2036 the endorsed Local Strategic Planning Statement (LSPS), Cultural Strategy (2025-2035) and Economic Development Strategy (2025-2035). See row 1.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

State Environmental Planning Policies	Comment
SEPP (Biodiversity and Conservation) 2021	Not applicable
SEPP (Building Sustainability Index: BASIX) 2004	Not applicable
SEPP (Exempt and Complying Development Codes) 2008	Not applicable
SEPP (Housing) - 2021	Consistent. The management plan protects the amenity of residents in and around our Special Entertainment Precincts, balancing nightlife with amenity for residential uses. Sydney DCP 2012 Entertainment Sound Management ensures higher noise attenuation standards will apply to new residential accommodation near to venues and in our latest trading special entertainment precincts.
SEPP (Planning Systems) 2021	Not applicable
SEPP (Precincts – Eastern Harbour City) 2021	Not applicable
SEPP (Resilience and Hazards) 2021	Not applicable
SEPP (Sustainable Buildings) 2022	Not applicable

Q6. Is the planning proposal consistent with applicable Section 9.1 Ministerial Directions?

Ministerial Direction	Comment
Focus Area 1 Planning Systems	
1.1 Implementation of Regional Plans	Not applicable
1.2 Development of Aboriginal Land Council Land	Not applicable
1.3 Approval and Referral Requirements	Consistent. The proposal will decrease the need for development applications, through trading hours in the management plan which override development consents. Therefore, approval and referral requirements will be reduced.
1.4 Site Specific Provisions	Not applicable

Focus Area 1: Planning Systems – Place-based	
1.5-1.22 Place based directions	Not applicable
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable
Focus Area 3: Biodiversity and Conservation	
3.2 Heritage Conservation	Consistent. No changes are proposed which would result in negative impacts to heritage conservation.
3.9 Sydney Harbour Foreshores and Waterways Area	Not applicable
Focus Area 4: Resilience and Hazards	
4.1 Flooding	Not applicable
4.2 Coastal Management	Not applicable
4.4 Remediation of Contaminated Land	Not applicable
4.5 Acid Sulfate Soils	Not applicable
Focus Area 5: Transport and Infrastructure	
5.1 Integrating Land use and Transport	Consistent. The proposal supports the continued growth of appropriately zoned land. The precinct is located in an area well serviced by public transport, including late night public transport options.
5.2 Reserving Land for Public Purposes	Not applicable.
Focus Area 6: Housing	
6.1 Residential Zones	Consistent. The proposal will not reduce the capacity of land within the precincts for residential development. It will ensure future residential accommodation developed in the area is designed to mitigate against entertainment sound, preserving adequate amenity for the enjoyment of future residents.
Focus Area 7: Industry and Employment	
7.1 Business and Industrial Zones	The proposal will support the operation and objectives of land zoned for employment, commercial, services, retail, and industry by making it easier to trade later and making the acceptable sound levels coming from premises clear to businesses and residents.

Council expects this proposed special entertainment precinct to increase business confidence and lead to the establishment of new businesses.

3.4. Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Increased patronage and the potential establishment of new venues or increased activity from existing venue may lead to an increase in sound levels.

Any additional sound generated by venues from amplified sound and patron noise from within venues will be regulated and enforced under the management plan. The compliance procedures for such incidents are outlined in this plan. Regulating this environmental effect is at the core of this planning proposal.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The economic and social impacts resulting from the planning proposal are expected to be positive.

Nightlife and creative industries have faced significant disruption from past lockout laws, which restricted trading hours and reduced opportunities for late-night cultural activity. The COVID-19 pandemic compounded these challenges, leading to prolonged closures, job losses, and later, rising costs. Introducing special entertainment precincts is one of a series of measure the City has undertaken to address these impacts and support our night life and creative industries.

In September 2025, NSW Productivity and Equality Commission carried out a review of regulatory barriers impeding a vibrant 24-hour economy. The report found that businesses are constrained by regulations and rising costs. They concluded that special entertainment precincts can make it faster and simpler for councils and businesses to deliver entertainment and extended trading while managing local amenity

Through the incentive hours, the planning proposal will help achieve the intended outcome of enabling businesses to invest in and deliver more live music, culture, entertainment, and performance as part of their ongoing offer. Trading hours in a precinct management plan can override those on a development consent. This will help to reduce the administrative burden on councils and businesses, making it easier and more affordable to operate late night trading premises. The management plan gives operational certainty, which will also help to enhance economic outcomes, supporting businesses to thrive.

Nevertheless, there is potential for unintended consequences, such as:

- Increased antisocial behaviour
- Loss of residential amenity
- Homogenisation of the area (loss of day trading business, loss of small or independent business, etc)
- Lack of affordability / inclusion of offer

The management plan includes a monitoring and evaluation framework. Indicators and data sources have been identified for these potential unintended consequences. They will be monitored on a regular basis and reviewed by the precinct working group, with the potential to adjust the policy, or suspend or revoke the special entertainment precincts if needed.

3.5. State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

The proposal does not change development potential, so any impact on requirements for public infrastructure would be minor.

The proposal is likely to result in an increase in footfall in the King Street, Newtown precinct, particularly at night. This precinct has good public transport accessibility, including rail, buses and nightrider buses. It is also well supported by taxi and rideshare services.

A recent report by Night Time Industries Association identified lack of late night public transport as a barrier to growth in the night time economy. Extending public transport services at night would support further growth.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

In line with the *NSW Government Special Entertainment Precinct Guideline*, the following organisations were notified of our intention to designate special entertainment precincts and consulted on the draft proposal:

- Office of the 24-Hour Commissioner
- Department of Planning, Housing and Infrastructure
- Liquor & Gaming NSW
- NSW Police
- Inner West Council (proposed SEP on shared boundary)

There is no objection to the proposal on the part of these public authorities.

4. Maps

5. Community consultation

Early consultation – Special entertainment precinct discussion paper

From 21 November 2024 to 20 January 2025, we asked our communities for feedback on the proposed approach to special entertainment precincts through consultation on a discussion paper. A total of 271 surveys and 85 emailed submissions were made in response to the discussion paper. There was strong support for the proposal to designate the existing late night trading areas, including King Street, as special entertainment precincts. We also asked questions about the proposed areas, hours and sound levels to inform our management plan.

Agency and local authority consultation

In line with the NSW Government Special Entertainment Precinct Guideline, the following organisations were notified of our intention to designate special entertainment precincts and consulted on the draft proposal:

- Office of the 24-Hour Commissioner
- Department of Planning, Housing and Infrastructure
- Liquor & Gaming NSW
- NSW Police
- Inner West Council (proposed SEP on shared boundary)

Coordination with Inner West Council

In line with the Council resolution of 15 December 2025, the City has worked collaboratively with Inner West Council on the King Street Special Entertainment Precinct, recognising that the precinct spans both local government areas and that residents, businesses and visitors experience King Street as one continuous street. The two councils have worked together on an aligned approach to trading hours and sound levels, ensuring consistent controls along the full length of the King Street corridor regardless of local government boundary. Officers from both councils have met regularly to share evidence, align approaches to sound assessment and trading hour proposals, and ensure that consultation, communications and rollout of the precinct are coordinated. Inner West Council has passed an equivalent motion in support of this coordinated approach, and public exhibition will be conducted concurrently with Inner West Council's process wherever practicable.

Engagement with the Newtown Enmore Business Community

The Newtown Enmore Business Community has been engaged throughout the development of the proposal. As a peak business representative body for King Street and the surrounding area, the Business Community has provided valuable local knowledge about hospitality, retail and cultural businesses operating in Newtown, the lived experience of trading in the precinct, emerging business clusters off King Street, and opportunities and challenges for the night-time economy in Newtown. The Business Community nominated a number of premises and side-street locations for inclusion in the precinct, which the City has reviewed and which have informed targeted refinements to the proposed precinct boundary. The Business Community will continue to be engaged through public exhibition and implementation.

Precinct working group

The City's Nightlife and Creative Industries Advisory Panel acts as a precinct working group for the special entertainment precincts. The panel is made up of key nightlife stakeholders from industry associations, cultural institutions, creatives, live music and performance venues, small bars and festivals. The panel is an independent advisory body.

In supporting the City's approach to establishing entertainment precincts, the panel has provided advice on the development of the precincts and the management plan.

Future consultation

With Council approval and DPHI gateway determination, the next step will be public exhibition of this planning proposal, alongside the management plan and DCP amendment. Public consultation will be conducted concurrently with Inner West Council's process wherever practicable and will include notification of affected parties and consultation with business, residents, visitors, local organisations, and further consultation with the relevant agencies and local authorities.

6. Project timeline

The timeframe for the planning proposal is highly dependent on the time it takes to receive gateway determination. The best-case scenario timeline for completion of this planning proposal is as follows:

Stage	Timeframe
Gateway Determination	Q3 2026
Public exhibition and government agency consultation	Q3 2026
Consideration of submissions	Q3 2026
Post exhibition consideration of proposal by Council/CSPC	Q4 2026
Drafting of LEP provisions	Q4 2026
Finalisation of LEP and DCP and forwarding to Department of Planning and Environment for notification	Q4 2026
Year-long trial commences	Q1 2027
Year-long trial ends	Q1 2028

Attachment A1

Planning Proposal – King Street Special Entertainment Precinct - Maps

CITY OF SYDNEY

Sydney Local Environmental Plan 2012

Special Entertainment Precincts - Sheet SEP_009

Special Entertainment Precincts

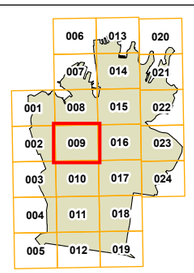
Special Entertainment Precincts

Cadastre

Cadastre 27/05/2026 © City of Sydney

37

Pre-Exhibition



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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
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CITY OF SYDNEY

Sydney Local Environmental Plan 2012

Special Entertainment Precincts - Sheet SEP_002

Special Entertainment Precincts

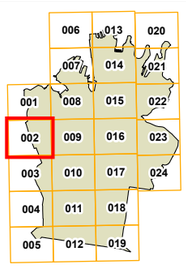
Special Entertainment Precincts

Cadastre

Cadastre 27/05/2026 © City of Sydney

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Pre-Exhibition



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Projection: GDA 2020
Zone 56

Map identification number:
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CITY OF SYDNEY

Sydney Local Environmental Plan 2012

Special Entertainment Precincts - Sheet SEP_003

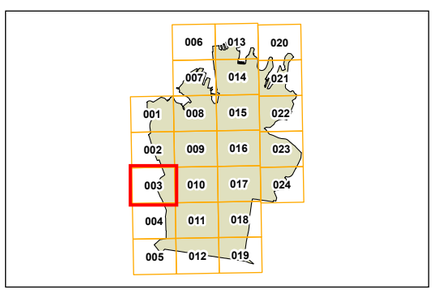
Special Entertainment Precincts

Special Entertainment Precincts

Cadastre

Cadastre 27/05/2026 © City of Sydney

Pre-Exhibition



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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
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Sydney Local Environmental Plan 2012

Special Entertainment Precincts - Sheet SEP_004

Special Entertainment Precincts

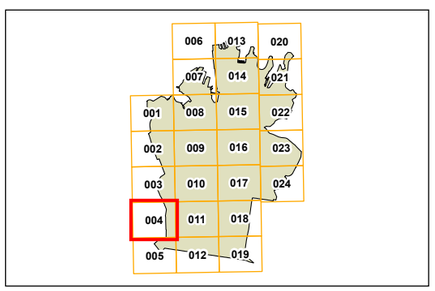
Special Entertainment Precincts

Cadastre

Cadastre 27/05/2026 © City of Sydney

40

Pre-Exhibition



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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
7200_COM_SEP_004_005_20260527

Attachment B

Draft Sydney Development Control Plan
King Street Special Entertainment Precinct

CITY OF SYDNEY

Draft Sydney DCP 2012 – King Street Special Entertainment Precinct



Development Control Plan
June 2026

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

Purpose of this Development Control Plan

The purpose of this Development Control Plan (DCP) is to amend *Sydney Development Control Plan 2012*.

The amendment makes changes to the existing late night trading and entertainment sound management provisions to support the objectives of Planning Proposal – King Street Special Entertainment Precinct.

This plan is to be read in conjunction with Planning Proposal – King Street Special Entertainment Precinct and draft King Street Special Entertainment Precinct Management Plan.

Citation

This amendment may be referred to as *Draft Sydney Development Control Plan 2012 – King Street Special entertainment precinct.*

Land covered by this plan

This plan applies to the entirety of the City of Sydney local government area as shown on Late Night Trading Areas maps.

Amendments to Sydney Development Control Plan 2012

This plan amends Sydney Development Control Plan 2012 by:

1. Amending Section 3.14 ‘Late Night Trading Management’ as set out in Schedule 1.
2. Amending the *Late night trading areas* maps as shown in Appendix 1.
3. Amending the *Entertainment sound management* map as shown in Appendix 2.

Schedule 1

Amendment to Section 3.15

Proposed edits to Section 3.15 'Late Night Trading Management' shown in purple below, with ~~strikethrough~~ representing deletion and underline representing additions or edits.

Text shown in red are previous amendments as part of the Draft Development Control Plan Special Entertainment Precincts and associated Planning Proposal. At the time of writing, the Special Entertainment Precincts Planning Proposal is awaiting Gateway Determination prior to public exhibition.

Text shown in blue are previous amendments exhibited and approved by council in the Policy and Housekeeping Amendment. The Policy and Housekeeping Amendment is pending finalisation at the time of writing.

3.15 Late Night Trading Management

~~This section assists in encouraging diverse late night trading in the city meet the social and cultural needs of the community, while managing the effects of these uses on the neighbourhoods in which they are located.~~

~~The City's night-time economy is an integral part of its commercial, cultural and social fabric. Late night trading premises are an important part of Sydney social and cultural life and play an important role in contributing to the City's economic growth and standing as a global city. Late night trading supports a 24 hour economy where residents, workers and tourists can access a diverse range of businesses for convenience, leisure and entertainment. Late night trading premises also provide employment and jobs with flexible hours.~~

~~The following provisions provide greater certainty to the community and proponents of late night trading premises in respect to appropriate operating hours and location. The provisions do not set out to curb or increase potential trading hours in a blanket fashion throughout the City, but allow opportunities for late night trading hours in appropriate locations and with appropriate management actions.~~

~~The provisions also identify shorter operating hours for late night trading in areas within a predominantly residential context. Longer trading hours are contemplated for premises located in places where impacts on amenity in residential neighbourhoods are likely to be lower and are considered capable of being adequately managed.~~

~~The provisions encourage a mix of late opening shops and businesses, like grocery stores, bookshops, hairdressers and galleries, as well as licensed theatres, pubs, cafes, small bars and restaurants in late night precincts. Having more diverse forms of late night trading attracts a wide range of people of all ages and interests, creating a safer and more balanced night time economy.~~

~~To encourage more live entertainment in a range of locations in the city, the provisions provide the possibility for additional trading hours for dedicated performance venues and licensed venues which host cultural uses and live performance.~~

~~Late trading hours are considered by the City of Sydney Council to be a privilege. Late trading hours will only be approved in circumstances where an ongoing commitment to good management is evident through a series of successful trial periods. It is particularly important for proponents of late night trading premises with greater effects on surrounding uses to demonstrate responsible management over time. This commitment should be demonstrated both at the application stage and throughout the history of the operation of the premises.~~

~~Late night trading area character statements and guidelines for preparing plans of management are included in Schedule 3 and should be referred to when preparing your application.~~

~~Generally, late night trading areas are places within the City of Sydney that already or have historically been characterised by late night trading and related activity, for example George Street and the wider CBD, or are suitable areas identified for late night trading in the future. Longer trading hours may be permitted where it is considered that there is capacity for more late night uses to operate which reinforce the existing character of late night trading areas and do not create adverse impacts on residential areas.~~

~~There are a number of sites in the city LGA which are excluded from the Sydney Development Control Plan 2012 because Minister is the consent authority. The City is however the consent authority for proposals of less than $10 million in value, and applies the provisions of the Late Night Trading DCP 2007 when it assesses proposals. Green Square Town Centre DCP 2012 applies to the Green Square Town Centre, which is excluded from the Sydney DCP 2012.~~

~~The Late Night Trading DCP 2007 and the Green Square Town Centre DCP 2012 will adopt the relevant provisions of the amended Sydney DCP 2012, with the late night trading maps of each plan amended accordingly.~~

This section supports a diverse, culture-rich night-time economy while managing potential impacts on surrounding neighbourhoods.

With the introduction of Special Entertainment Precincts under the Sydney LEP 2012 and SEPP - Precincts Eastern Harbour City 2021, the DCP operates alongside the precincts management plan to guide late-night trading.

Special Entertainment Precincts identify areas where premises may trade without development consent during the hours set out in the precincts management plan. This section of the DCP continues to apply city-wide and provides the framework for assessing trading hours outside special entertainment precinct hours.

Both documents apply a consistent structure of three late-night trading area tiers and three business categories, with trading hours calibrated to local context and likely impacts.

Base hours are approved on a permanent basis. In Special Entertainment Precincts, for Category A and B base hours match those in the precincts management plan, meaning premises may trade to these hours without approval.

Extended hours are applied for and granted on a time-limited trial to allow Council to assess amenity impacts and venue management. An additional hour on extended hours can be applied for by performance venues and premises with performance, creative or cultural uses.

This section outlines when a **Plan of Management** will be required to address potential late-night impacts. Extended hours will only be supported where responsible operations and effective management can be demonstrated.

Definitions

Category A – High Impact Premises means any of the following premises:

~~(a) a hotel within the meaning of the Liquor Act 2007 that is not designated as a general bar licence;~~

~~(b) a hotel within the meaning of the Liquor Act 2007 that has a capacity of more than 120 patrons and is designated as a general bar licence;~~

~~(c) an on-premises licence within the meaning of the Liquor Act 2007 where the primary business or activity carried out on the premises is that of a nightclub with a capacity of more than 120 patrons;~~

(a) any licensed premises that has a capacity of more than 120 patron where the sale or supply of liquor is for consumption on the premises. This includes a hotel, pub, bar, registered club or nightclub, but does not include restaurants.

(d) a dedicated performance venue, which ~~may be licensed and~~ includes theatres, cinema, music hall, concert hall, ~~dance hall~~ or other space that is primarily for the purpose of performance, creative or cultural uses, with the capacity of 250 patrons or more, but does not include a pub, bar, karaoke venue, small bar, nightclub, adult entertainment venue or registered club;

~~(e) a club within the meaning of the Liquor Act 2007;~~

~~(f) a premises that has a capacity of more than 120 patrons where the primary purpose is the sale or supply of liquor for consumption on the premises; or~~

(g) premises that are used as a karaoke venue where the owner or occupier sells or supplies liquor for consumption on the premises.

Category B – Low Impact Premises means any of the following premises:

~~(a) a hotel within the meaning of the Liquor Act 2007 that has a capacity of 120 patrons or less and is designated as a small bar or general bar licence;~~

~~(b) premises that have a capacity of 120 patrons or less where the primary purpose is the sale or supply of liquor for consumption on the premises;~~

~~(c) an on-premises licence within the meaning of the Liquor Act 2007;~~

~~(d) any premises where the owner or occupier sells or supplies liquor for consumption on the premises that is not a Category A Premises;~~

(a) any licensed premises that has a capacity of less than 120 patron where the sale or supply of liquor is for consumption on the premises. This includes a hotel, pub, bar, registered club or nightclub.

(b) any licensed premises where the sale or supply of liquor is for consumption off the premises

(c) restaurants, takeaways and other food and drink premises.

(e) any other commercial premises, other than Category C premises, which in the opinion of the Council may impact on the amenity and safety of a neighbourhood resulting from its operation at night, including but not limited to, ~~food and drink premises, takeaway food and drink premises~~, ~~theatres,~~ karaoke venues, convenience stores, entertainment facility and standalone gyms and other indoor recreational facilities in buildings with residential accommodation and the like; or

(f) a dedicated performance venue, which ~~may be licensed and~~ includes theatres, cinema, music hall, concert hall, ~~dance hall~~ or other space that is primarily for the purpose of performance, creative or cultural uses, with the capacity of up to 250 patrons, but does not include a pub, bar, karaoke venue, small bar, nightclub, adult entertainment venue or registered club.

Category C premises means ~~any of the following premises:~~

any retail premises or business premises which does not sell, supply or allow the consumption of liquor on or off the premises or hold any licence under the Liquor Act 2007. This may include premises selling groceries, personal care products, clothing, books/stationery, music, homewares, electrical goods and the like, or businesses such as drycleaners, banks and hairdressers and the like. This may include standalone gyms or other indoor recreational facilities which are not in buildings with residential accommodation. It does not include convenience stores, food and drink premises, takeaway food and drink premises, ~~gyms or other indoor recreational facilities in buildings with residential accommodation~~, commercial kitchens, or adult entertainment venue or sex ~~services~~ industry premises.

Note: Category A, B and C Late night trading premises do not include sex ~~services~~ industry premises.

Base hours are the standard range of trading hours that a late night trading premises is entitled to if an application is approved.

Convenience store is a shop that:

(a) primarily offers pre-packaged, processed snack food for sale in addition to soft drinks, cigarettes, magazines and other miscellaneous grocery and convenience items; and

(b) has a floor area generally under 200 square metres; and

(c) located at street level in places with medium to high volume of passing traffic.

In all cases, the discretion as to what development is considered to be a 'convenience store' for the purposes of this DCP shall be solely that of the consent authority and generally in accordance with this DCP.

Extended hours mean trading hours that may be approved above base hours on a trial basis.

Outdoor areas are any areas that are not considered an enclosed place within the meaning described in the Smoke-free Environment Regulation 2007.

Patron capacity means the maximum number of patrons permitted in a development consent. Outdoor seating is included in patron capacity calculations.

Performance, creative or cultural ~~uses~~ activities include:

(a) live entertainment, being an event at which one or more persons are engaged to play or perform live or pre-recorded music, or a performance at which performers (or at least some of them) are present in person; or

(b) production of an artwork, craft, design, media, image or immersive technology; or

(c) display or projection ~~or production~~ of an artwork, craft, design, media, image or immersive technology in conjunction with live entertainment (as defined above); or

(d) rehearsal, teaching or discussion of art, craft, design, literature or performance; or

(e) presentation of a film or cinema.

~~Note: The definition of live entertainment is consistent with clause 102 of the Liquor Regulation 2018.~~

Standalone gym means a business operating a gymnasium which is not ancillary to uses in the same building.

Objectives

(a) Identify appropriate locations and trading hours for late night trading premises.

(b) Ensure that late night trading premises will have minimal adverse impacts on the amenity of residential or other sensitive land uses.

(c) Ensure that a commitment is made by operators of late night trading premises to good management through the monitoring and implementation of robust plans of management.

(d) Encourage late night trading premises that contribute to vibrancy and vitality, as appropriate for a Global City.

(e) Encourage a broad mix of night time uses with broad community appeal that reflect the diverse entertainment and recreational needs of people who work and live in the City of Sydney as well as people who visit the City.

(f) Encourage a diversity of night-time activity in defined areas.

(g) Encourage a diversity of night time activity by incentivising performance, creative or cultural uses in licensed premises and dedicated performance venues.

(h) Prevent the proliferation of poorly managed high impact late night premises.

(i) Ensure that new late night trading premises do not reduce the diversity of retail services in an area.

(j) Encourage diverse retail and services to meet the needs of communities.

~~(k) Ensure that applications are accompanied by sufficient information so that proposals for late night trading premises can be fully and appropriately assessed.~~

(l) Provide the possibility of extensions of trading hours for premises where they have demonstrated good management during trial periods.

(m) Encourage premises with extended trading hours that are of a type that do not operate exclusively during late night hours and may be patronised both day and night.

(n) Ensure that appropriate hours are permitted for outdoor trading; and

~~(o) Ensure a consistent approach to the assessment of applications for premises seeking late night trading hours.~~

Provisions

3.15.1 General

~~(1) These provisions apply to applications made under Part 4 of the Environmental Planning and Assessment Act 1979 which includes development applications and applications to review a determination or modify a consent.~~

(1) These provisions apply to applications for new and existing Category A, B and C premises that:

(a) seek approval for trading hours;

(b) seek refurbishment, additions or extensions that will result in an intensification of an existing use;

(c) seek an extension or renewal of trial trading hours as prescribed in this section of the DCP; or

(d) seek approval for outdoor trading.

(2) These provisions do not apply to Category B and C premises that do not trade after 10pm, and Category A premises trading only between 10am to 10pm. The provisions may be applied to premises that seek approval for outdoor trading beyond 8pm where it is considered the outdoor trading may have an impact on neighbourhood amenity.

(3) Generally standard trading hours between ~~7am~~ 6am and 10pm will apply in business zones.

Note: These provisions are not retrospective and do not derogate from existing consents. Existing consents, and past operation under those consents, will be taken into account in assessing new applications.

3.15.2 Late night trading areas

(1) These provisions identify a hierarchy of three late night trading areas located throughout the City of Sydney. Late night trading areas are ~~described in Schedule 3 Late night trading and~~ identified on the late night trading areas map and include:

a. Late Night Management Areas;

b. City Living Areas; and

c. Local Centre Areas.

(2) Notwithstanding the above, all proposals for premises located outside of the late night trading areas will be subject to the requirements of these provisions.

3.15.3 Matters for consideration

~~These matters for consideration provide the basis for a consistent approach to the determination of appropriate trading hours and create greater certainty for the community and proponents of late night trading premises.~~

~~Once these factors are taken into consideration, late night trading hours may be permitted in appropriate circumstances, particularly in areas within the City that already exhibit a vibrant night-time character, as opposed to parts of the City that are predominantly residential in character where amenity impacts can be the greatest and most difficult to manage.~~

(1) Appropriate trading hours for late night trading premises will be determined by taking into account a number of issues, where relevant, which include, but are not limited to:

(1) the location and context of the premises, including proximity to residential and other sensitive land uses and other late night trading premises

(2) the specific nature of the premises, its activities, the proposed patron capacity and the proposed hours of operation

(3) the likely impact on the amenity of surrounding sensitive land uses, including noise, and the ability to manage the impacts

(4) the provision of indoor performance, creative or cultural use ~~and how this increases the diversity of late night activities in the area~~

~~(5)~~ the provision of indoor space for performance, creative or cultural uses ~~in a licensed premises, including the nature of the space available for the use, programming and entertainment being provided~~

(6) the contribution that late night trading proposals make to street activation and vibrancy of an area at night.

~~(7)~~ the likely impacts arising from the closing times and patron dispersal of the proposed and existing late night uses~~, including consideration of unlicensed late night trading in an area, such as shops, businesses and food and drink premises~~

(8) the existing hours of operation of surrounding business uses, including licensed premises and unlicensed premises such as shops and food and drink premises;

~~(9) the size and patron capacity of the premises;~~

~~(10) the impact of the premises on the mix, diversity and possible concentration of late night uses in the locality;~~

~~(11) the likely operation of the proposal during day time hours, including the potential for street front activation.~~

(12) submission of a plan of management that demonstrates a strong commitment to good management of the business, particularly in relation to managing potential impacts on adjoining and surrounding land uses and premises, as well as the public domain;

~~(13) the diversity of retail and business services within an area and the impact of a late night trading proposal on this diversity;~~

(14) measures to be used for ensuring adequate safety, security and crime prevention both on the site of the premises and in the public domain immediately adjacent to, and generally surrounding, the premises; and

(15) submission of a record of complaints kept by the venue.

~~(16) the accessibility and frequency of public transport during late night trading hours.~~

3.15.4 Trading hours and trial periods

These provisions identify base and extended trading hours within the three late night trading areas and for premises located outside of these areas.

In Special Entertainment Precincts as identified the Sydney LEP 2012 and SEPP Precincts – Eastern Harbour City 2021, the DCP operates alongside the precinct management plan to guide late-night trading. Trading hours in the precinct management plan override hours in the development consent.

Base hours are approved on a permanent basis. Approvals for extended hours ~~late night trading premises~~ will be limited in time to enable Council to assess the ongoing management performance of a premise and its impacts on neighbourhood amenity. ~~These trial periods allow Council the flexibility to review the conditions on development consents and respond to such things as changes in the late night character of a neighbourhood and changes in management.~~

(1) Base and extended hours that apply to particular late night trading areas are identified in Table 3.8 Late night trading hours.

		Category A		**Category B**		**Category C**
		Indoor	Outdoor	Indoor	Outdoor	Indoor
Late Night Management Area	Base	6am to midnight	9am to 10pm	6am to 2am	7am to 10pm	24 hours
	Extended	24 hours	9am to 1am	24 hours	7am to 1am	24 hours
City Living Area	Base	7am to 11pm	9am to 10pm	7am to 1am	7am to 10pm	24 hours
	Extended	7am to 5am	9am to midnight	~~7am~~ 6am to 5am	7am to midnight	24 hours
Local Centre Area	Base	~~9am~~ 7am to 10pm	9am to 10pm	7am to 11pm	7am to 10pm	7am to 2am
	Extended	~~9am~~ 7am to midnight	9am to 10pm	~~7am~~ 6am to midnight*	7am to 10pm	~~7am~~ 6am to 2am
King Street north	Base	6am to midnight	9am to 10pm	6am to 2am	7am to 10pm	6am to 2am
	Extended	6am to 3am	9am to midnight	6am to 3am*	7am to midnight	24 hours
King Street south	Base	6am to midnight	9am to 10pm	6am to 2am	7am to 10pm	6am to 2am
	Extended	6am to 2am	9am to midnight	6am to 2am	7am to midnight	24 hours
All other areas	Base	10am to 10pm	10am to 8pm	7am to 10pm	7am to 8pm	7am to midnight
	Extended	10am to midnight	10am to 10pm	~~7am~~ 6am to midnight	7am to 10pm	~~7am~~ 6am to midnight

* Refer to (2) below

(2) Notwithstanding Table 3.7, proposals for extended indoor hours of Category B premises in Local Centre Areas up to 2am may be approved but only if Council is satisfied that entry

and egress of all patrons will be onto a main street, or side street if it is located on the corner of a main street, and not via any rear access onto a laneway which abuts residential properties, or ~~into~~ a rear laneway which provides access into a predominantly residential area.

(3) Notwithstanding Table 3.7, proposals for extended indoor hours of Category B premises in King Street north up to 24 hours may be approved but only if Council is satisfied that entry and egress of all patrons will be onto a main street, or side street if it is located on the corner of a main street, and not via any rear access onto a laneway which abuts residential properties, or a rear laneway which provides access into a predominantly residential area.

Note: Relevant main streets are identified in blue on the *late night trading areas map*.

(4) Any hours that are beyond base hours will be subject to a trial period.

(5) Premises seeking extended trading hours may be permitted up to three additional operating hours ~~per~~ on the first trial period, and each subsequent trial period, if a previous trial period is considered by the Council to have been satisfactory. The total extended hours must not exceed the maximum number identified in Table 3.7, unless the premises is eligible for an additional one trial hour under sections 3.15.4 (16) and (17).

(6) Trial periods may be permitted up to the following durations:

a. First trial – 2 years;

b. Second and subsequent trials – 5 years.

(7) Extended trading hours beyond base hours may be permitted at the initial application stage, but only where the Council has determined that the premises have been or will be well managed, including compliance with an approved Plan of Management

(8) At the completion of a trial period a new application must be lodged to either renew existing trial hours or to seek an extension of trading hours.

(9) Once the full range of extended trading hours is reached an application must be lodged every 5 years to renew trading hours.

(10) Applications for a renewal or extension of trial trading hours should be lodged 30 days prior to the expiry period and applicants will be allowed a period of 'grace' from the termination of the trial period until the new application has been determined. During this period, the premises may continue to trade during existing approved trial hours.

(11) If an application is not lodged 30 days prior to the expiry of the trial period, then approved trading hours will revert to base trading hours.

(12) A renewal or extension of trading hours that are subject to a trial period may only be permitted if Council is satisfied that a late night trading premises has demonstrated good management performance and compliance with a plan of management, following the completion of a satisfactory trial period.

(13) When Council is assessing trial period applications, it will consider whether a venue has demonstrated good management performance, based on matters including but not limited to:

a. Whether the trial period hours have been utilised;

b. the nature and extent of any substantiated non-compliances with development consent or liquor license conditions, particularly those relating to public safety and impacts on amenity;

c. responses to substantiated complaints , including complaints recorded on the venues complaints register;

d. Compliance with the approved Plan of Management for the venue;

e. consideration of complaints to Council and the State licensing authority under the Liquor Act 2007;

f. an assessment of inspections by Council Officers during trial periods; and

g. consideration of any submission made by Police.

(14) If the Council determines that a trial period has been unsatisfactory then trading hours will revert to the base late night trading hours or whatever hours have been approved as the maximum trading hours prior to the commencement of this DCP. Council will consult with an applicant prior to making such a determination.

(15) Council may permit trading hours that exceed extended hours for 'all other areas' if it has considered matters in 3.15.3 and provided that:

a. The premises is not located in a R1, R2 (residential) or MU1 (mixed use) zone; and

b. The premises is located within 800 metres walking distance of the public entrance to railway station or ferry wharf with operating and available services, or 400 metres to the public entrance to a light rail station or platform, or a bus stop with operating and available services.

(16) Council will consider proposals for stand-alone gyms in Local Centres to exceed the trading hours in Table 3.8 if:

a. the gym is not located in a building with residential accommodation;

b. the tenancy within which the gym will be located has no common wall to residential accommodation;

c. Council is satisfied that entry and egress of all patrons will be onto a main street and not onto a laneway which abuts residential properties, or into a predominantly residential area;

d. no outdoor operation of the gym is proposed;

e. a Plan of Management is approved which addresses noise impacts described in Schedule 3, 3.2(d).

~~**Additional hour for dedicated performance venues**~~

Performance venue – additional hour on extended hours

(17) Venues which are a Category B dedicated performance venue (identified in the Definitions at Category B (vii)) and located within a late night trading area, may be permitted one additional indoor hour at closing time on a trial period basis in accordance with 3.15.4 (9).

~~**Additional operating hours for venues including performance, creative or cultural uses**~~

Performance, creative or culture use – additional hour on extended hours

(18) Category A and B premises, excluding dedicated performance venues, karaoke venues, or adult entertainment venues, which are located within a late night trading area and provide indoor space with the capacity for performance, creative and cultural uses may be permitted an additional indoor operating hour at closing time on the night the premises provides performance on a trial period basis in accordance with section 3.15.4 (9).

This hour may be in addition to any other extended hours approved as part of a trial period application. To be eligible, venues must demonstrate the capacity to provide performance.

NOTE: Venues seeking to demonstrate their capacity to provide performance as required by section 3.15.4 (17) may support their application by submitting information including the following:

- A description of the type of music, visual or performance art or other cultural events that may be staged at the premises
- Submission of details of the space to be used and permanent or semi-permanent structure(s) and equipment to present live performance and creative and cultural uses. This may include any stage and audience standing or seating area and
- Arrangements for booking and promoting performance, creative and cultural uses.

(19) The performance, creative and cultural use must occur for a minimum of 45 minutes after 6pm.

(20) Venues seeking to apply for an additional operating hour for providing a performance, creative or cultural use are required to update their Plans of Management to reflect the operation of the performance, creative and cultural use and management of the additional hour of trade.

(21) Venues seeking to extend trial periods for an additional hour are to demonstrate that they have provided performance in accordance with the requirements of 3.15.4(16) and (17).

Category C premises

(22) Category C premises may be approved for trading hours up to the maximum described in Table 3.8 subject to an assessment of the relevant matters in 3.15.3. Trial periods may be imposed for premises that propose trading hours after midnight, are in sensitive locations or include uses that may be considered by the Council to be higher risk.

3.15.5 Plans of management requirements

~~Where the Council is of the opinion that proposals for late night premises have the potential to impact adversely on amenity and neighbourhood safety, applicants are required to prepare and submit with their application Plans of Management that include verifiable data and actions.~~

~~3.15.5.1 Preparation~~

~~Plans of Management are to include information about the operational and contextual aspects of a premises, for example locality description, security numbers, noise emission and trading hours, as well as details about what actions will be taken to ensure that premises will be responsibly managed, for example, crowd control procedures, noise minimisation and waste management.~~

~~This will ensure that proponents of late night trading premises have considered and addressed any potential impacts that may arise from their operation during late night hours, as well enabling the Council to effectively assess any impacts of a proposal. It is the responsibility of the licensee to facilitate a well managed premises and display sensitivity about the impact of the premises on the liveability of neighbourhoods.~~

(1) A Plan of Management, prepared in accordance with the guidelines in Schedule 3 Late night trading, is required to accompany ~~an application for the following~~ late night trading:

a. Category A premises applications involving base or extended hours.

b. Category B premises applications involving extended hours.

c. Applications for outdoor dining, where requested

~~d. new Category A Premises;~~

~~e. existing Category A Premises that seek a renewal or extension of existing approved trading hours;~~

~~f. new Category B premises;~~

~~g. existing Category B premises that seek a renewal or extension of existing approved trading hours;~~

~~h. existing Category A Premises that seek extensions, additions or refurbishment which will lead to an intensification of that use;~~

~~i. existing Category B Premises that seek extensions, additions or refurbishment which will result in the premises becoming a Category A premises;~~

~~j. applications for outdoor trading on the same lot as a Category A or Category B Premises;~~

~~k. Category A or B premises that seek an additional operating hour for the provision of performance, creative or cultural uses; and~~

~~l. Category B dedicated performance venues that seek an additional operating hour at closing.~~

(2) Plans of Management must be assessed and approved concurrently with the application for an extension of trading hours.

(3) The operators of late night trading premises are required to review their Plan of Management following every trial period and make revisions necessary to maintain a level of amenity and safety in the vicinity of the premises which is at an acceptable community standard.

(4) Council may request that an applicant amend their Plan of Management to provide further information in addition to the minimum requirements listed in Schedule 3 Late Night Trading in their Plan of Management where it is considered necessary.

3.15.5.2 Monitoring and Review

~~The Council will undertake its own review of the level of compliance with the Plan of Management and whether the current operation has been successful on any application to extend a trial period or on any review. The matters considered by Council will include, but not be limited to:~~

(1) Plans of management should be updated when being lodged with trial period renewals, and will be assessed with reference to external information, including but not limited to:

(i) consideration of complaints to Council and the State licensing authority under the Liquor Act 2007;

(ii) consideration of complaints to the premises;

(iii) an assessment of inspections by Council Officers during trial periods; and

(iv) consideration of any submission made by Police.

Attachment B1

Draft Sydney Development Control Plan
King Street Special Entertainment Precinct
Maps

CITY OF SYDNEY

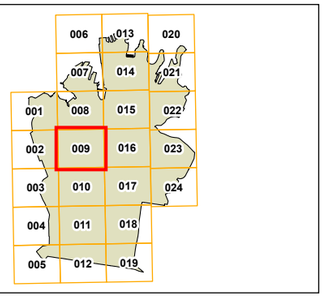
Sydney Development Control Plan 2012

Late night trading areas map
Sheet 009

Legend

- King Street North Late Night Management Areas
- King Street South Late Night Management Areas
- Late Night Management Areas
- Land excluded from this DCP

Pre-Exhibition



N

0 200 m

Scale: 1: 30,000 at A3

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Projection: MGA Zone 56
Datum: GDA2020
Paper Size: A3
Prepared By: SPUD
Printing Date: May 27, 2026
File: KingStSpecialEntertainmentPrecinct.aprx

CITY OF SYDNEY

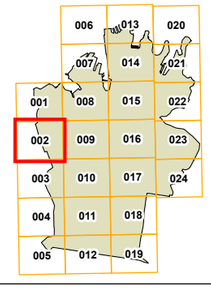
Sydney Development Control Plan 2012

Late night trading areas map
Sheet 002

Legend

- King Street North Late Night Management Areas
- King Street South Late Night Management Areas
- Late Night Management Areas
- Land excluded from this DCP

Pre-Exhibition



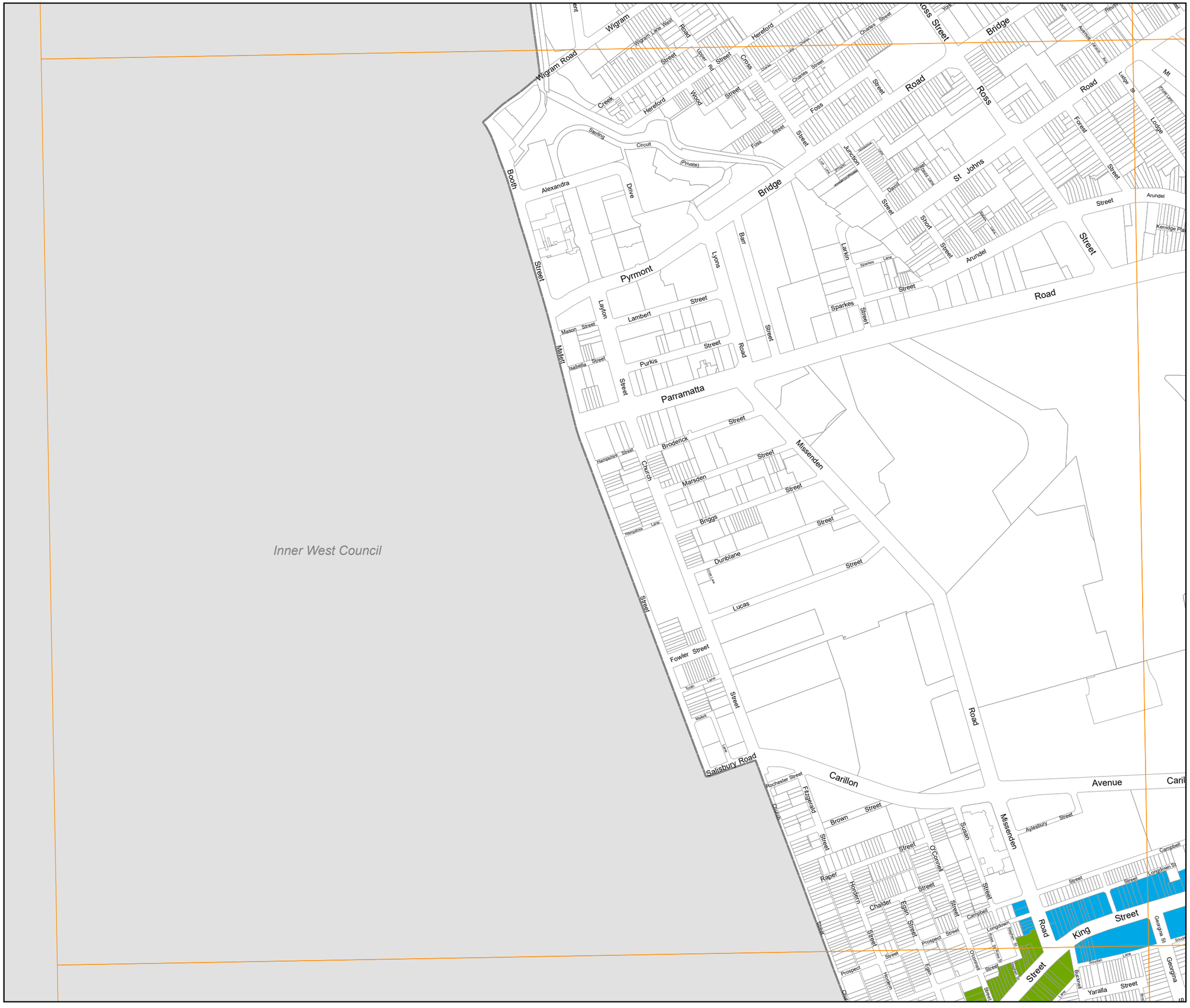
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Scale: 1: 30,000 at A3

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CITY OF SYDNEY

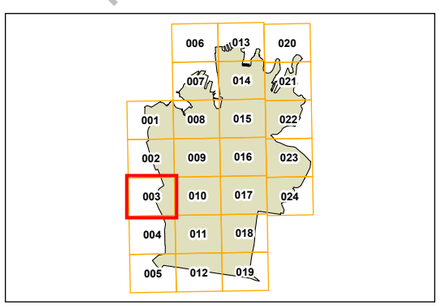
Sydney Development Control Plan 2012

Late night trading areas map
Sheet 003

Legend

- King Street North Late Night Management Areas
- King Street South Late Night Management Areas
- Late Night Management Areas
- Land excluded from this DCP

Pre-Exhibition



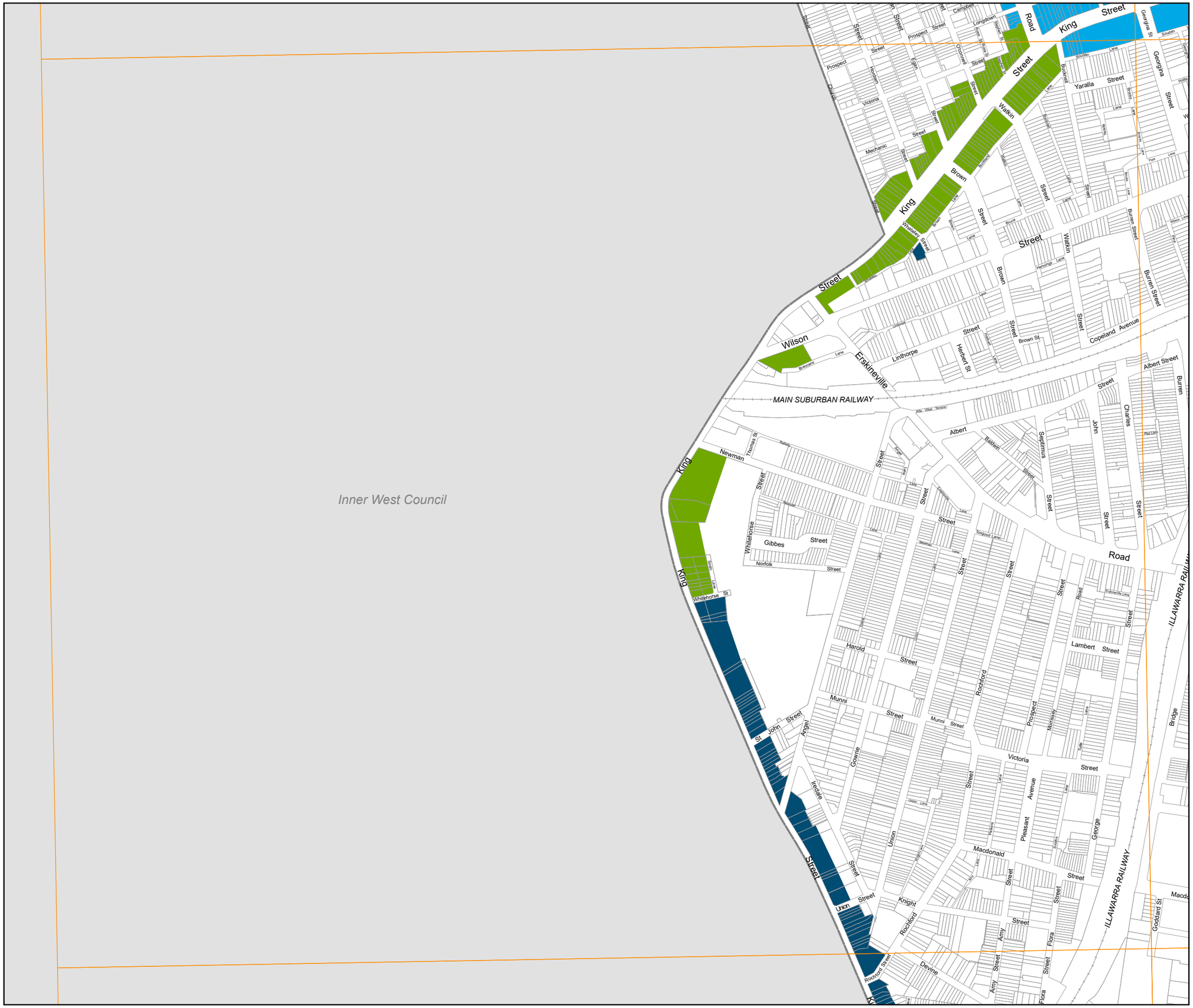
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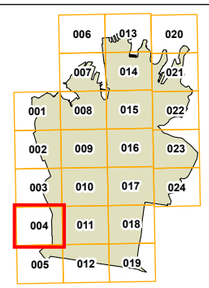
Sydney Development Control Plan 2012

Late night trading areas map
Sheet 004

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Pre-Exhibition



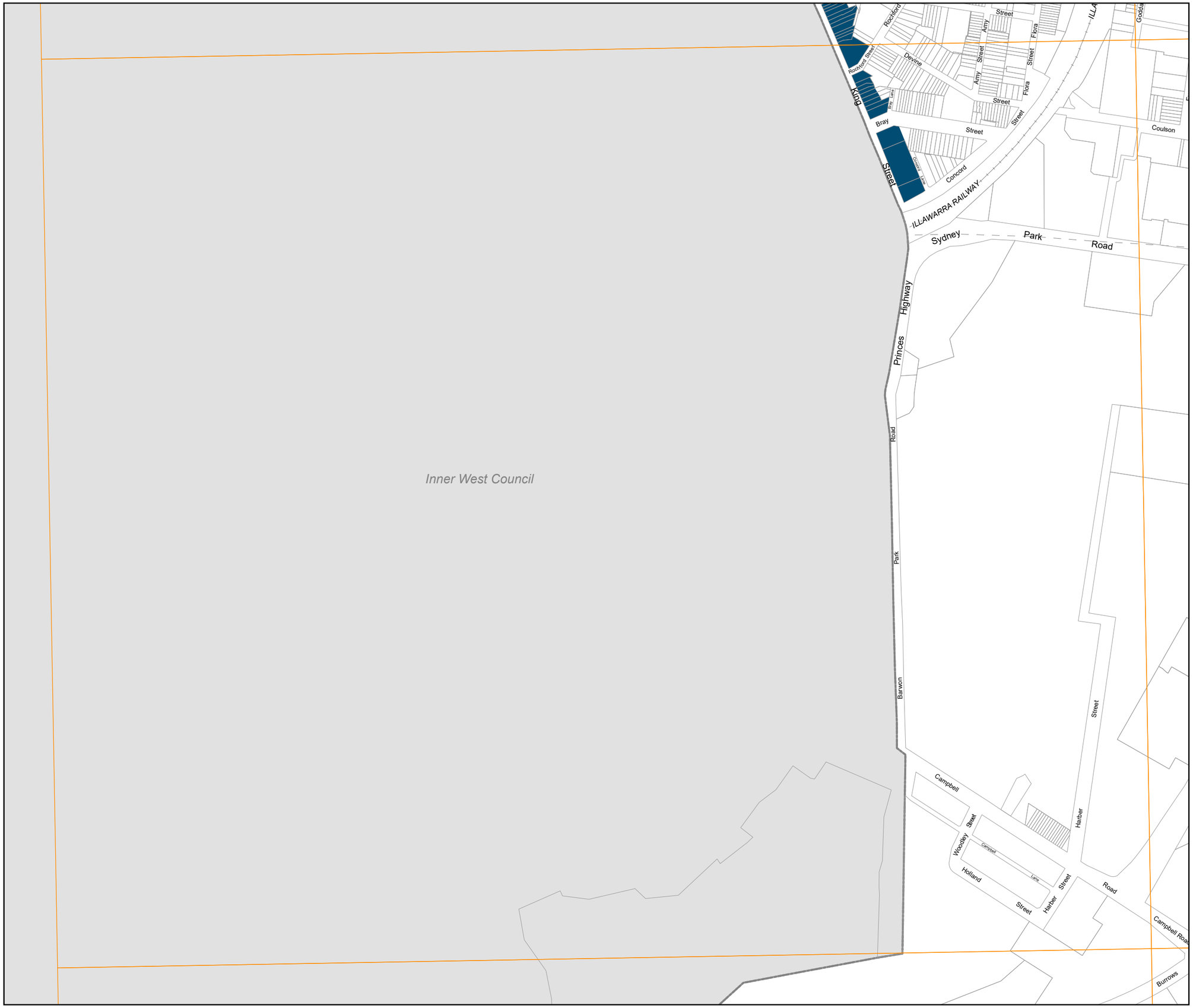
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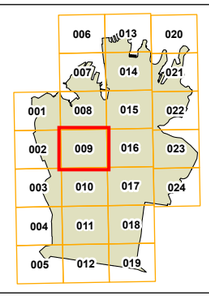
Sydney Development Control Plan 2012

Entertainment sound management map
Sheet 009

Legend

- King Street North Late Night Management Areas
- King Street South Late Night Management Areas
- Late Night Management Areas
- Sensitive receivers – Radius 1
- Land excluded from this DCP

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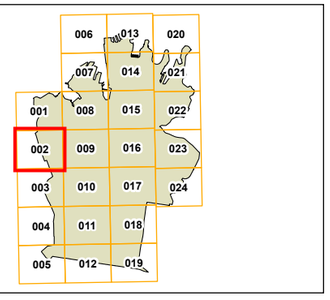
Sydney Development Control Plan 2012

Entertainment sound management map
Sheet 002

Legend

- King Street North Late Night Management Areas
- King Street South Late Night Management Areas
- Late Night Management Areas
- Sensitive receivers – Radius 1
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Inner West Council

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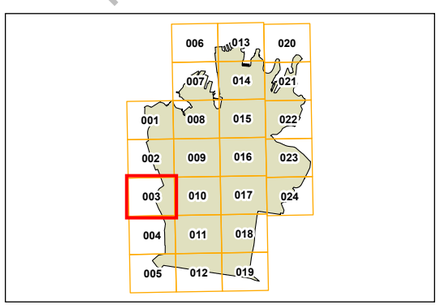
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Entertainment sound management map
Sheet 003

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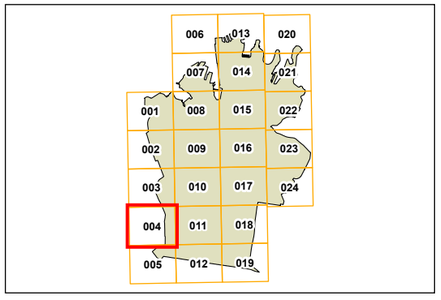
Sydney Development Control Plan 2012

Entertainment sound management map
Sheet 004

Legend

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- Late Night Management Areas
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Pre-Exhibition



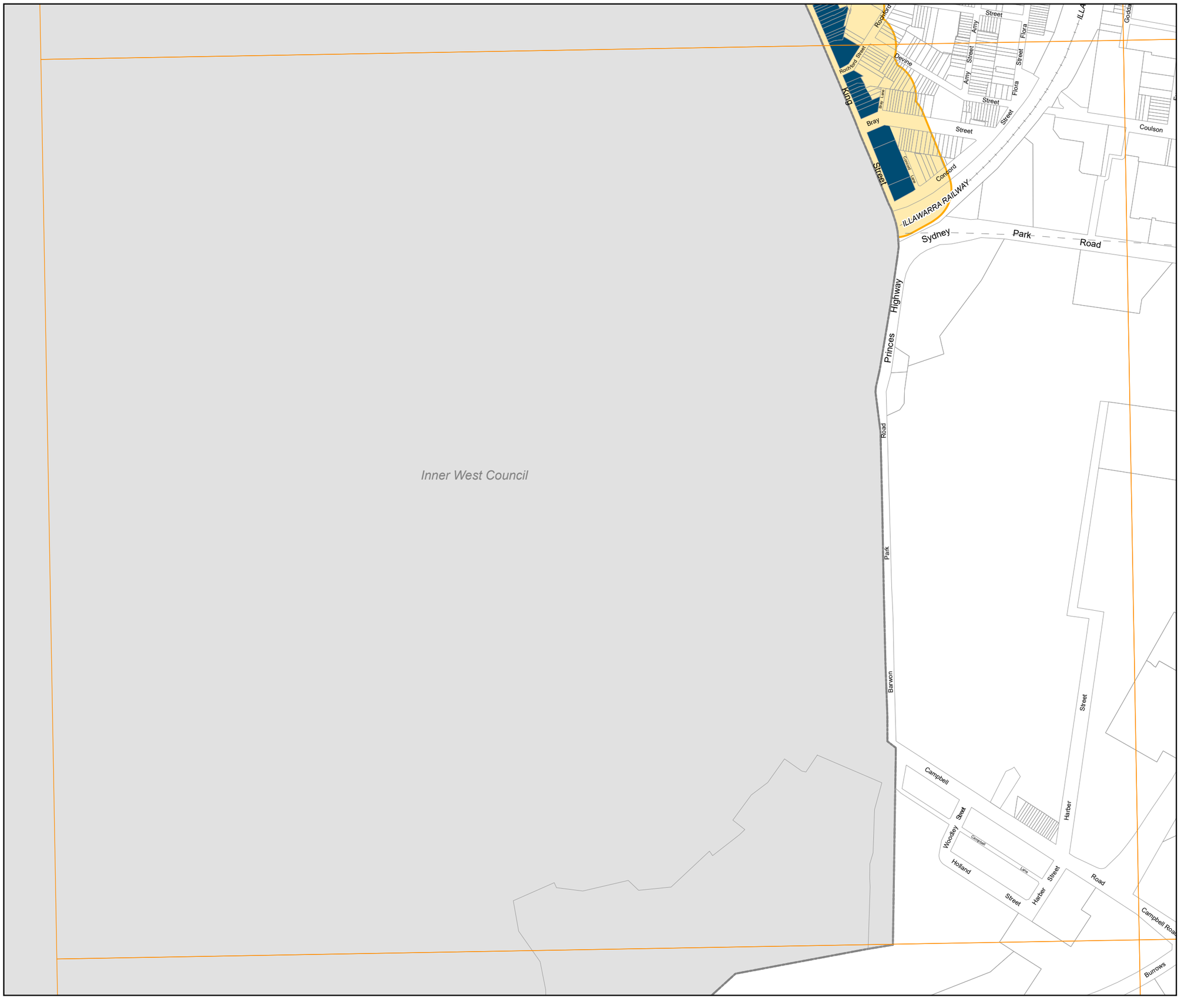
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Attachment C

Draft King Street Special Entertainment Precinct Management Plan

CITY OF SYDNEY

King Street special entertainment precinct management plan



Draft for consultation
June 2026

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

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Introduction

King Street, Newtown

King Street is a vibrant and inclusive place that celebrates the diversity of its businesses and communities, offering a dynamic mix of day and night experiences. Building on its status as a leading live music destination, the precinct fosters a welcoming atmosphere for all people, where culture, creativity, and community come together.

King Street sits across the City of Sydney and Inner West Council areas, but people experience it as one street. Both councils have worked together to align their approach, so businesses, residents and visitors have clear and consistent rules across the precinct.

The purpose of this plan

This plan aims to support both a vibrant daytime economy and a thriving night-time scene, including a diversity of businesses, live music, and performance, while making sure it remains a great place to live.

The plan should help establish operational certainty for existing and future businesses and residents.

The purpose of the plan is to set trading hours and sound levels for businesses within the special entertainment precinct.

The plan has been developed in consultation with NSW Government and the Nightlife and Creative Industries Advisory Panel.

How this plan applies

This plan applies to special entertainment precincts identified in [add section] of the Sydney Local Environmental Plan 2012 and shown in Figure 1 and at [add link].

In terms of sound, the plan:

- **does** regulate sound from entertainment activity from premises within a special entertainment precinct
- does **not** regulate other types of sound, such as mechanical ventilation, construction or waste management
- does **not** address sound from temporary events in public space, for example a parade in the street, market in a square, concert in a park, or busking
- does **not** regulate sound from private homes.

In terms of trading hours, the plan:

- **does** set trading hours for all premises in the special entertainment precinct including both licensed and unlicensed businesses
- **does** override trading hours set by condition in a development consent
- does **not** derogate from existing approved trading hours where they are longer than those available under the plan
- **does** provide 'extended' hours with development consent
- does **not** set or override liquor licence trading hours – these continue to be regulated by Liquor & Gaming NSW.

In terms of management and compliance, the plan:

- **does** set our approach to governing, monitoring and evaluating the special entertainment precincts
- **does** establish processes for Council-led regulation of premises within a special entertainment precinct, including regulating trading hours and managing noise complaints for unlicensed premises

does **not** establish processes for managing noise complaints for licensed premises – these processes are managed by Liquor & Gaming NSW. Special entertainment precincts do **not** apply to adult entertainment, sex services and restricted premises. This is a restriction imposed by the *Local Government Act 1993*.

In a special entertainment precinct, for all licensed venues, most consent conditions or plan of management controls restricting music type, performers and performance setup have been removed, making it easier to host live entertainment.

Objectives

The objectives of the special entertainment precincts are to:

1. Enable businesses to invest in and offer more live music, culture, entertainment and performance as part of their regular activities
2. Foster vibrant, inclusive, mixed-use neighbourhoods that support local community amenity
3. Improve quality, safety and diversity of the day and night offering
4. Enhance economic outcomes, supporting businesses to thrive
5. Streamline the process for businesses and council to make it easier and more affordable to operate late night trading premises

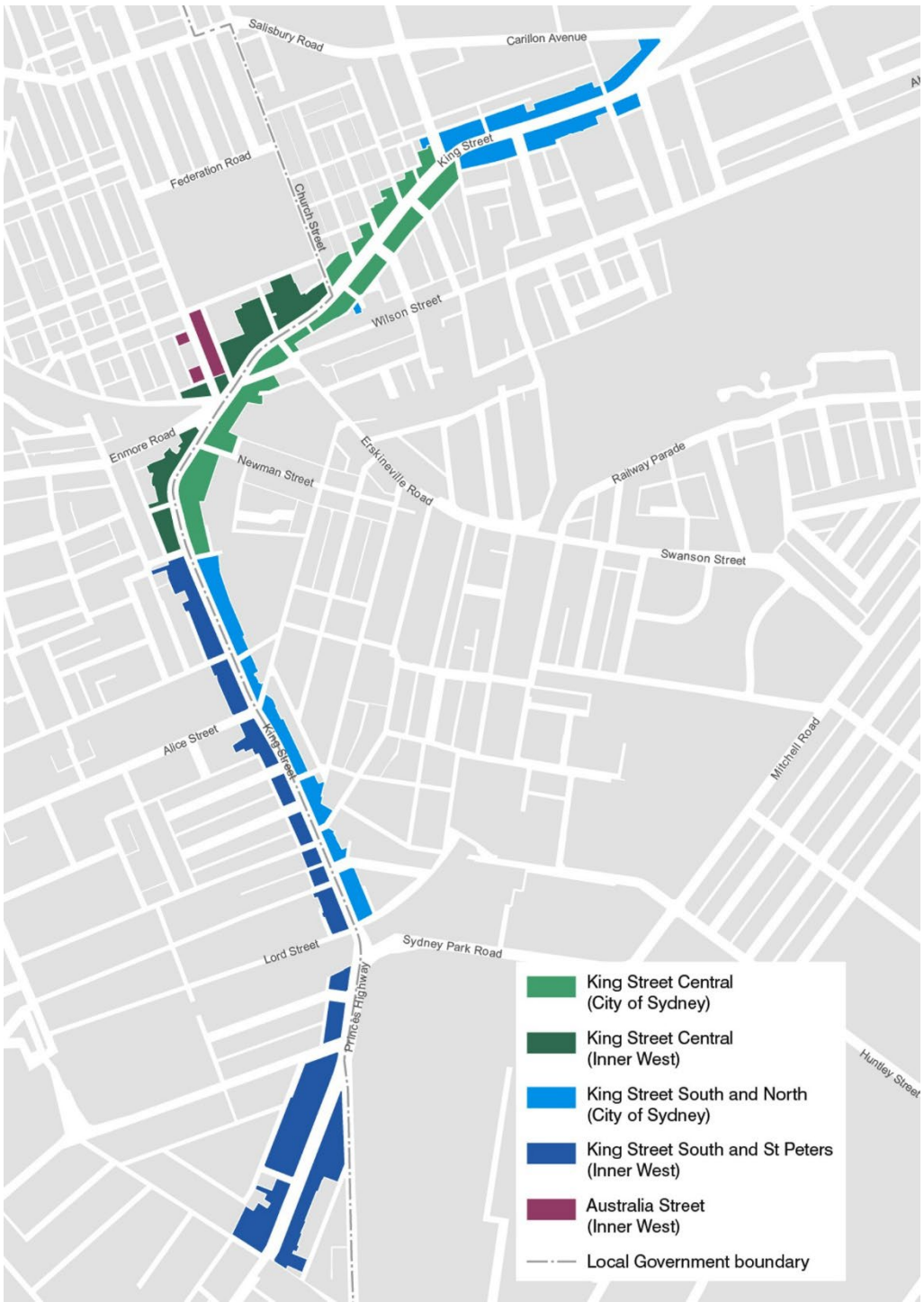


Figure 1. King Street special entertainment precinct map

Trading hours

How businesses can trade later

More flexibility for businesses

Businesses in a special entertainment precinct may trade up to the hours shown in figures 3 to 5.

These hours override any condition for trading hours on a development consent.

The plan does not apply to adult entertainment, sex services and restricted premises.

Businesses with existing approvals to trade later than the hours listed in figures 3 to 5 may continue to do so.

Businesses may lodge a development application for extended hours available under the Sydney DCP 2012, with renewals and further extensions under the existing trial period process.

Liquor & Gaming NSW establishes liquor licence trading hours

Premises that are licensed to sell alcohol will have 2 sets of trading hours:

– DA trading hours in their conditions of consent

– Liquor licence trading hours – not affected by this plan.

Businesses with a liquor licence that is more restrictive than the special entertainment precinct hours in figures 3 to 5 must contact Liquor & Gaming NSW to amend their licence conditions.

Identifying the trading hours that apply to a business

Two late night trading tiers

There are two tiers of late-night trading with their own trading hours. To check which tier applies, use the map at Figure 1 or [link].

– King Street Central (green areas) – see trading hours in Figure 2

– King Street north and south (blue areas) – see trading hours in Figure 3

Three business categories

Trading hours also vary for different categories of business. Lower impact venues can trade a bit later. The categories are:

- **Category A – High impact premises:** These are venues that sell alcohol and have capacity for more than 120 patrons. Examples include hotels, pubs and nightclubs. They also include licensed karaoke venues, no matter their capacity. This category also includes dedicated performance venues like theatres or concert halls with a capacity for more than 250 patrons.
- **Category B – Low impact premises**: These venues may sell alcohol and have capacity for less 120 patrons, or any commercial premises that may trade late and have the potential to impact on local amenity or safety. Examples include bars, small bars and some pubs and restaurants. It also includes unlicensed premises such as gyms in residential buildings, takeaway food shops and convenience stores. This category is for dedicated performance venues with a capacity for up to 250 patrons.
- **Category C – Unlicensed premises**: These include any retail premises or business premises that does not sell, supply or allow the consumption of liquor on or off the premises or hold any licence under the *Liquor Act 2007*. Examples include grocery stores, clothing stores, bookstores, homewares, dry cleaners, banks and hairdressers. This category does not include takeaways, cafes and restaurants, convenience stores, gyms in residential buildings and convenience stores.

Figure 2. King Street Central trading hours

		Category A Larger venues and nightclubs	Category B Small bars, clubs and restaurants	Category C Unlicensed shops and hairdressers
		Indoor	**Indoor**	**Indoor**
King Street Central	**SEP hours** – no approval needed	6am to midnight	6am to 2am	6am to 4am
	Program incentive*	To 1am	To 3am	_
	Live music or performance venue*	To 2am	To 4am	_

*Businesses must meet eligibility requirements and be on Liquor & Gaming NSW's approved list to access incentive hours. Please see 'How to access live music and performance incentives' below.

Figure 3. King Street north and south trading hours

		Category A Larger venues and nightclubs		Category B Small bars, clubs and restaurants		Category C Unlicensed shops and hairdressers
		Indoor		**Indoor**		**Indoor**
King Street north and south	**SEP hours** – no approval needed	6am to midnight		6am to 2am		6am to 2am
	Program incentive*	To 1am	–	–	–	–
	Live music or performance venue*	To 2am	–	–	–	–

*Businesses must meet eligibility requirements and be on Liquor & Gaming NSW's approved list to access incentive hours. Please see 'How to access live music and performance incentives' below.

Figure 4. Outdoor trading hours

	Sunday to Thursday	Friday, Saturday and the day before a public holiday
Outdoor trading hours	9am to 11pm	9am to midnight

How to access live music and performance incentives

We want more live music, performance, and cultural programming across our local area.

Liquor & Gaming NSW offer incentives for putting on live music and performance:

- 80% discount on liquor licence fees
- on the night of a performance, a 2-hour trading extension (see live music or live performance hours in Figures 2 to 3)
- with regular performances, 1-hour trading extension every day (see program incentive hours in Figures 2 to 3)

For the purposes of the incentives, karaoke is not considered live music or performance.

To access these incentives, businesses need to meet Liquor & Gaming NSW's eligibility criteria and be on their published list of approved venues. Businesses can apply to be added to the list on the Liquor and Gaming NSW website. Venues must maintain records of events held.

Once a business is on Liquor & Gaming NSW's approved list of venues, the incentive hours in Figures 2 to 3 can override an existing development consent. This means a DA modification is not required to access the live music or live performance venue or program incentive hours.

How to apply for extended trading hours

Businesses may be able to trade later than the hours in Figures 2 to 4 by applying for extended hours shown in Figure 5 through a development application.

Businesses must apply to renew extended hours after the first 2 years, and then every 5 years. This allows us to work with venue operators to make sure late trading continues to be well managed.

To access 'extended' trading hours businesses will need to apply with:

– an application to modify an existing development consent
– a statement of environmental effects
– an updated plan of management that covers the proposed extended hours
– a noise impact assessment may be required, depending on the business type and activity.

Extended hours are governed by Section 3.15 Late Trading Management in the Sydney Development Control Plan 2012

For advice, you can speak to a City of Sydney duty planner.

Figure 5. Extended trading hours – approval is required

		Category A Larger venues and nightclubs		Category B Small bars, clubs and restaurants		Category C Unlicensed shops and businesses
		Indoor	**Outdoor**	**Indoor**	**Outdoor**	**Indoor**
King Street Central	**Extended**	24 hours	To 1am	24 hours	To 1am	24 hours
King Street south	**Extended**	To 2am	To midnight	-	To midnight	24 hours
King Street north	**Extended**	To 3am	To midnight	To 3am*	To midnight	24 hours

*Proposals for extended indoor hours may be approved to 24 hours but only where entry and exit of all patrons will be on a main street and not a laneway, or mainly residential area.

Sound plan

This section outlines sound criteria for the regulation of sound from entertainment activity in commercial premises in special entertainment precincts.

In terms of sound, the plan:

- **does** regulate entertainment sound from premises within a special entertainment precinct
- does **not** regulate other types of sound, such as mechanical ventilation, construction or waste management
- does **not** address sound for temporary uses, for example events in public space or busking
- does **not** regulate sound from private homes.

Liquor & Gaming NSW is the lead regulator for entertainment sound from licensed premises.

The City of Sydney is the lead regulator for entertainment sound from unlicensed premises.

This sound plan overrides the existing noise rules in development consents and liquor licences with one simpler, consistent approach for all special entertainment precincts.

Glossary

Term	Definition
Entertainment sound	The same meaning as ‘sound from entertainment activity’ in section 202A of the Local Government Act. Includes sound from music, other types of entertainment such as karaoke or trivia and patron noise.
Venue	A business of any type (including food and beverage, entertainment, retail) which is or could be the source of entertainment sound.
Receiver	A property affected by entertainment sound. Most often the receiver is a residential property, but it could also be medical facilities, hotel or visitor accommodation or education facilities.
Decibel (dB)	Decibel (dB) is the unit used for measuring noise levels.
dBA	A-weighted decibels (dBA) measure in way that reflects how the human ear hears different frequencies. This scale matches well with how people experience loudness. An increase or decrease of about 10dB sounds roughly twice as loud or half as loud, while a change of 2 to 3dB is barely noticeable.

Term	Definition
Frequency	The rate of repetition of a sound wave. Frequency is measured in Hertz (Hz), or cycles per second. Human hearing ranges from around 20Hz to 20kHz (2000Hz).
Octave band	The most used frequency bands are octave bands, in which the centre frequency of each band is twice that of the band below it.
Low frequency	Long wavelength sound associated with low musical notes, bass and rumble. The audible low frequency octave bands of interest in room acoustics and sound insulation reviews are usually from 31.5Hz to 125Hz or 250Hz.
Background noise level	The background level is the baseline sound level in an area or the 'urban hum'. It is roughly the level of the quietest periods during breaks between intermittent sounds such as passing cars or birds. It is usually measured using L90.
Ambient noise level	The ambient noise level is the existing sound level in an area, usually measured using the equivalent continuous sound level (Leq). It includes the background sound and intermittent sounds.
L10 (period)	This is the sound level that is exceeded for 10% of the measurement period. This is commonly accepted as the maximum noise levels.
L90 (period)	This is the sound level that is exceeded for 90% of the measurement period. This is commonly accepted as the background noise level or typical minimum noise level.
LAeq (period)	This is the average noise level over a measurement period, adjusted to reflect how the human ear hears sound. It represents the total sound energy over that time and expresses it as one continuous average level.

Principles and approach

Objectives of the sound plan

- To supporting businesses that provide live music and entertainment while protecting reasonable neighbourhood and residential amenity
- To provide operational certainty and protect venues from unreasonable noise complaints
- To ensure the management of special entertainment precincts recognises and responds to their unique context and future desired character
- To have sound criteria which are measurable and easily applicable for regulators

Approach and key principles

The sound plan establishes fixed sound levels for different neighbourhoods, recognising that background sound levels vary across the local area. It includes 4 sound category areas, from the loudest to the quietest, each with its own noise criteria.

Sound limits change across 3 daily time periods:

- day and evening (7am to 10pm) – more flexible to support entertainment
- early night (10pm to midnight) – a transition period
- late night (midnight to 2am) – an extended transition period on weekends and high activity areas
- early morning (2am to 7am) – stricter sound criteria to protect sleep.

Sound levels are measured outside, at the façade of the receiving property. External criteria also apply to non-residential receivers, with limits that are less strict than for homes.

Internal sound criteria are only used when external measurements don't reflect how sound is transmitted, such as when a venue and receiver share walls or are in the same building.

Guidance for managing entertainment sound

King Street, Newtown is a lively mixed-use place. Our approach to special entertainment precincts aims to balance more live music, activity and nightlife with the reasonable expectation of residential amenity.

This plan provides sound level limits for compliance and regulation. It also sets expectations to proactively manage sound. Everyone has a role to play in keeping this balance.

Venues

Venues in special entertainment precincts are expected to take proactive and reasonable steps to manage entertainment sound and minimise impacts on nearby residents. This includes:

- maintaining well configured sound systems
- keeping doors and windows closed after 10pm where possible
- adding acoustic seals to doors and windows
- monitoring sound levels
- actively managing patron behaviour at entry and exit points
- setting up outdoor dining so people sitting together are close and tables are small to help reduce sound levels
- briefing performers on sound limits and management
- adjusting performance or operational settings when issues arise
- displaying a notice at the entrance or on your website with contact details for how to raise an issue
- keeping a log of all issues
- responding promptly and constructively to concerns raised.

Venues that already have plans of management, development consents or acoustic reports with recommended operating conditions, such as using sound limiters and closing windows after midnight, are expected to continue using these measures to minimise disturbance.

The best way to manage sound is at the source. If you're renovating, consider acoustic upgrades that support long-term compliance, improve the experience for your customers and help maintain a lively, well-managed nightlife environment.

New or significantly changed venues must manage sound in line with section 3.18 of the Sydney DCP 2012.

If you're opening a new venue or relocating, it helps to think about this sound plan early when choosing a site. Picking the right location can reduce how much acoustic treatment you need and

may allow more entertainment activity. Suitable sites for more intense entertainment activity are usually:

– further away or well shielded from homes
– in louder sound category areas (SCA KS1, SCA KS 2 and SCA 2) and away from quieter areas (SCA 3 and 4)
– have entry and exit points on main streets rather than residential streets
– close to good public transport
– in buildings with strong acoustic performance
– located in basement spaces.

Residents affected by entertainment sound

In a busy global city, it's normal to hear some entertainment activity. Our sound management approach changes with the time of day:

– 7am to 10pm – flexible to support live music and activity
– 10pm to midnight – a transition period
– an extended transition period on weekends and in high activity areas
– after 2am – stricter setting to protect residential amenity.

Residents are also expected to take reasonable steps to manage everyday entertainment sound in their homes. Practical options include:

– using a fan, air conditioner or white/pink noise device to help mask sound
– adding acoustic seals to doors and windows
– closing windows when it makes sense to do so.

When renovating, residents are encouraged to consider the acoustic performance of windows, façades and other building elements to improve long-term sound insulation.

New homes built in and near special entertainment precincts may need sound-attenuating measures in line with section 3.18 of the Sydney DCP 2012.

If you're seriously or unreasonably disturbed by entertainment sound:

– get more information about making a noise complaint for a **licensed venue** by visiting the Liquor & Gaming NSW website
– get more information about making a noise complaint for an **unlicensed venue** by visiting the City of Sydney website.

[Exhibition note: Links will be added when this document is finalised]

Sound category areas

Five sound category areas (SCAs) are defined (see figure 6) based on the existing noise levels in the area. These include special entertainment precincts and a buffer area.

King Street is covered by the SCA KS1 and KS2 sound categories, and the side and back streets are covered by SCA 2-4. SCA KS 1 is the highest area, and SCA 4 is the lowest.

The criteria that apply are based on the SCA of the receiver, not the SCA of the venue creating the sound.

If a receiver is in a grey area (other areas in the map below), a line should be drawn between the noise source and the receiver. The SCA closest to the receiver along that line would apply.

While a buffer area is mapped, this plan only applies to venues located within the special entertainment precinct boundaries.

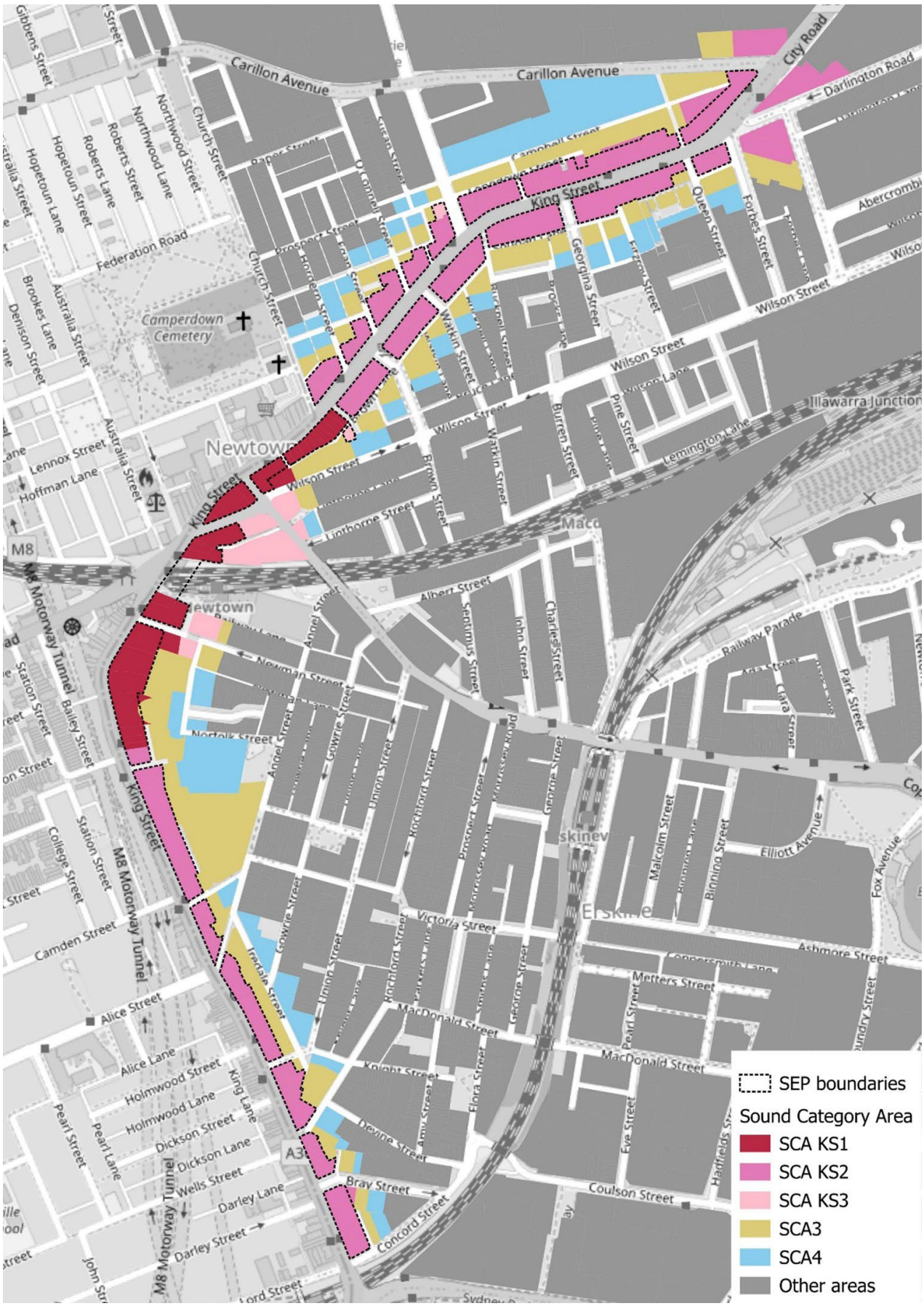


Figure 6. Sound category areas

Sound criteria for venues

The sound criteria that apply depend on the location and type of receiver.

Entertainment sound from venues in a special entertainment precinct must not exceed the sound criteria in Figures 7 or 8, as measured at a residential receiver.

The criteria apply to the total sound emission from patrons and music (amplified and unamplified) both inside the venue and within designated outdoor areas.

The criteria apply to the cumulative level of all venues. Where multiple venues substantially effect the same receiver, the contribution from each individual venue should be at least 3dB below the values in Figures 7 or 8.

The sound criteria do not apply to outdoor patron sound during the day/evening period when this is the only source of sound. This includes patron sound from outdoor dining on public streets, and

from outdoor areas within a premises. The criteria do apply to outdoor patron sound during early night and late night times.

If the assessment location is not accessible for measurement, or if the entertainment level at the assessment location cannot be measured due to extraneous noise, the sound level can be calculated by a qualified acoustic consultant based on measurements at the venue and at interim locations.

If the receiver is not residential, entertainment sound from venues must not exceed the sound criteria in Figures 7 or 8 with the adjustments in Figure 9. If the adjustment results in a value which exceeds 75dB, then 75dB should be used as the applicable criteria. In areas with multiple venues, the minus 3dB adjustment should be made before the adjustments in Figure 9.

Measured externally

The criteria in Figure 7 apply 1m outside the most-affected window of a habitable room at 1.5m above the floor. Habitable rooms include living rooms and bedrooms, but not garages, kitchens, bathrooms or hallways.

The criteria are based on sound levels without façade reflection, so a −2.5dB façade correction should be applied to any direct measurement before comparing it with the criteria.

Figure 7. Sound criteria – measured externally

Cumulative levels, L_{Aeq} for dBA and L_{Zeq} for octave bands

Sound category area (SCA)	Days of the week	Day/Evening (7am–10pm)					Early night (10pm–midnight)					Late night (midnight–2am)					Early morning (2am-7am)				
			Octave bands – dB					Octave bands – dB					Octave bands – dB					Octave bands - dB			
		dBA	31.5	63	125	250	dBA	31.5	63	125	250	dBA	31.5	63	125	250	dBA	31.5	63	125	250
SCA KS1	Sun 6pm– Thu 6pm	**68**	67	69	69	69	**60**	63	64	64	64	**55**	59*	55	55	56	**50**	59*	52	52	50
	Thu 6pm–Sun 6pm	**68**	67	69	69	69	**65**	65	67	67	67	**57**	59*	57	57	57	**55**	59*	55	55	56
SCA KS2	Sun 6pm– Thu 6pm	**65**	65	66	66	66	**60**	63	64	64	64	**52**	59*	52	52	50	**50**	59*	52	52	50
	Thu 6pm–Sun 6pm	**65**	65	67	67	67	**63**	65	67	67	67	**55**	59*	55	55	56	**50**	59*	52	52	50
SCA KS3	Sun 6pm– Thu 6pm	**63**	61	61	61	61	**55**	56*	55	55	56	**47**	56*	46*	46	46	**45**	56*	46*	44	44
	Thu 6pm–Sun 6pm	**63**	61	61	61	61	**60**	56*	58	58	59	**50**	56*	49	49	49	**47**	56*	46*	46	46
SCA3	Any day	**58**	60	60	59	58	**50**	56*	52	52	51	**42**	56*	46*	43*	44	**40**	56*	46*	43*	38
SCA4	Any day	**53**	56*	56	53	53	**45**	56*	49	46	46	**37**	56*	46*	43*	33	**35**	56*	46*	43*	31

* If these levels are exceeded, an optional third octave band assessment may be carried out to demonstrate compliance (see Figure 10).

Figure 8. Sound criteria – measured internally

Cumulative levels, L_{Aeq} for dBA and L_{Zeq} for octave bands

Sound category area (SCA)	Days of the week	Day/Evening (7am–10pm)					Early night (10pm–midnight)					Late night (midnight–2am)					Early morning (2am-7am)				
			Octave bands – dB					Octave bands – dB					Octave bands – dB					Octave bands - dB			
		dBA	31.5	63	125	250	dBA	31.5	63	125	250	dBA	31.5	63	125	250	dBA	31.5	63	125	250
SCA KS1	Sun 6pm– Thu 6pm	**53**	62	60	57	55	**45**	58	55	52	50	**40**	54*	46	43	42	**35**	54*	43	40	36
	Thu 6pm–Sun 6pm	**53**	62	60	57	55	**50**	60	58	55	53	**42**	54*	48	45	43	**40**	54*	46	43	42
SCA KS2	Sun 6pm– Thu 6pm	**50**	60	57	54	52	**45**	58	55	52	50	**37**	54*	43	40	36	**35**	54*	43	40	36
	Thu 6pm–Sun 6pm	**50**	60	58	55	53	**48**	60	58	55	53	**40**	54*	46	43	42	**35**	54*	43	40	36
SCA KS3	Sun 6pm– Thu 6pm	**48**	56	52	49	47	**40**	51*	46	43	42	**32**	51*	37*	34	32	**30**	51*	37*	32	30
	Thu 6pm–Sun 6pm	**48**	56	52	49	47	**45**	51*	49	46	45	**35**	51*	40	37	35	**32**	51*	37*	34	32
SCA3	Any day	**43**	55	51	47	44	**35**	51*	43	40	37	**27**	51*	37*	31*	30	**25**	51*	37*	31*	24
SCA4	Any day	**38**	51*	47	41	39	**30**	51*	40	34	32	**22**	51*	37*	31*	19	**20**	51*	37*	31*	17

*If these levels are exceeded, an optional third octave band assessment may be carried out to demonstrate compliance (see Figure 11).

Sound criteria where internal measurement is required

Internal sound criteria in figure 9 are only used when the external criteria aren't suitable. This includes situations where the receiver is structurally connected to the venue (for example, sharing a wall or located in the same building) and noise travels mainly through internal structures

The internal criteria apply inside the most-affected area of a habitable room of the receiver, 1.5m above the floor and at least 1m from any surfaces.

Windows and doors should be closed for internal criteria assessment.

Figure 9. Non-residential receiver sound criteria adjustments

		Adjustment (relevant to basis)				
		Broadb and L_{Aeq} criteria	Octave band L_{Zeq} criteria			
Receiver type	**Basis**	dBA	31.5 Hz	63 Hz	125 Hz	250 Hz
Tourist and visitor accommodation (including hotels, motels, backpackers' accommodation and serviced apartments)	Sound criteria the relevant time period and SCA	+ 8dB	+ 4dB	+ 6dB	+ 6dB	+ 8dB
Hospitals (as measured from a ward or sleeping room)	Sound criteria the relevant time period and SCA	+ 5dB	+ 2dB	+ 3dB	+ 3dB	+ 5dB
Schools (as measured from a classroom)	The day/evening criteria is used at any time in the relevant SCA	+ 0dB	+ 0dB	+ 0dB	+ 0dB	+ 0dB
Commercial premises (including business, office and retail premises)	The day/evening criteria is used at any time in the relevant SCA	+ 10dB	+ 5dB	+ 7dB	+ 7dB	+ 10dB
Places of public worship, educational establishment, and health services facilities and other land uses (other than those stated above)	The day/evening criteria is used at any time in the relevant SCA	+ 5dB	+ 2dB	+ 3dB	+ 3dB	+ 5dB

Optional third octave band assessments

Figure 10. Optional third octave band assessment criteria external

SCA	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz
SCA KS1-2	73	65	57	-	-	-	-	-	-
Other SCAs	70	62	54	49	45	44	-	-	-

Figure 11. Optional third octave band assessment criteria internal

Time period	25 Hz	31.5 Hz	40 Hz	50 Hz	63 Hz	80 Hz	100 Hz	125 Hz	160 Hz
SCA KS1-2	69	60	51	-	-	-	-	-	-
Other SCAs	66	57	48	41	36	34	-	-	-

Compliance measurement guidance

Compliance measurements should be conducted at a time and day considered to be representative of the typical worst-case impact. A valid measurement should be at least 15 minutes long, with allowance for post-processing to exclude data samples affected by extraneous noise. This may result in reporting a shorter duration L_{eq} for measured venue sound.

Measuring venue sound output in real conditions can be difficult because of other sources of sound. This is especially true at night, when the criteria focus on protecting residents' acoustic amenity. In most cases, an experienced acoustic specialist will need to establish methods to estimate the venue's noise contribution.

An Leq criterion is used because it's consistent and can be used in calculations, such as adding or subtracting noise sources. At the same time, existing ambient noise – such as traffic, rail, ferries, aircraft and mechanical plant – can influence the readings at the receiver.

Measurements taken at the receiver will often need to be supported by further measurements closer to the venue. These can be used to develop transfer functions that help identify how much of the sound at the receiver is coming from the venue.

A sound level meter will usually record L1, L10 and Leq. Looking at L1 and L10 can help distinguish steady, music-type sounds from other background noise. An experienced operator will also note which sounds are dominant during the measurement and which ones are likely to influence the Leq reading.

In the case where external criteria apply but direct measurement is not possible at the assessment location, the calculation of sound level at the assessment location can be done by measuring at the venue and/or interim locations and calculating sound reduction of the airborne propagation (e.g., distance, shielding, air absorption).

Sound criteria for build and construction

The City of Sydney's planning controls require new development to manage entertainment sound effectively.

– **New residential development** in certain locations must be designed and built to protect new residents from entertainment sound in the neighbourhood. This helps reduce the risk of sound complaints that could affect long-established venues, while also protecting the amenity of new residents.

– **New and substantially changed venues** must meet design and construction standards that provide reasonable sound attenuation for existing residents. These requirements only apply when a venue proposes changes that would significantly increase its sound emissions, as defined by specific activities and thresholds in the planning controls.

The required sound criteria are broadly aligned with this sound plan. This means new developments will be designed to suit the sound conditions of the area. Over time, these acoustic improvements will support a well-managed, sustainable nightlife that balances activity with residential amenity.

See section 3.18 of the Sydney DCP 2012.

Governance and engagement

Special entertainment precincts working group

Nightlife and Creative Industries Advisory Panel

The City of Sydney's Nightlife and Creative Industries Advisory Panel acts as the special entertainment precincts working group. It supports the establishment, day-to-day operation and ongoing monitoring of these precincts.

The panel includes key nightlife partners, such as industry associations, cultural institutions, creatives, live music and performance venues, small bars and festivals. They provide high-level, independent expert advice to support a strong, inclusive and culture-led nightlife.

The panel is an advisory body only. It does not have regulatory powers and cannot commit the City of Sydney to actions or change planning controls. Its role includes monitoring potential issues, advising on communication with residents and businesses, and recommending practical adjustments to help the precincts achieve their intended outcomes.

The panel meets 3 times a year, with local police and relevant NSW Government representatives invited when needed.

Where to get help

Our business, creative and nightlife concierge

This service is a dedicated City of Sydney team that provides tailored guidance for businesses and creatives. The team helps people to navigate our systems and processes, including planning approvals, footway dining, venue hire and funding applications.

Regular updates on the special entertainment precincts are available on the City of Sydney website [Exhibition note: Link will be added when this document is finalised]

Contact the concierge team on 02 9265 9909 or at businesscreativenightlifeconcierge@cityofsydney.nsw.gov.au

NSW Government vibrancy reforms and hospitality concierge

For information on policy changes that make it easier for businesses to activate, including outdoor dining, events, entertainment associated with existing buildings, and streamlined licensing, please visit the NSW Vibrancy Reforms page. To find out more about what you can do without approval, speak to the NSW Government hospitality concierge.

Monitoring and evaluation

We will regularly monitor and evaluate the success of special entertainment precincts.

Reporting and data collection

We'll monitor changes in special entertainment precincts at least each year using a range of existing data sources, including:

– our floor space and employment survey, pedestrian counts, planning information and health and building compliance reports

– data from external agencies such as the Office of the 24-Hour Economy Commissioner, Transport for NSW and Liquor & Gaming NSW.

We may also survey businesses and the community from time to time.

Data sources and methods may be updated over time to ensure the approach stays effective.

If issues are identified through monitoring and evaluation, council can amend this plan, including the trading hours and sound criteria, in consultation with NSW Government agencies and the community.

Objectives and outcomes

The objectives and outcomes are used to assess the performance of special entertainment precincts over time.

Objective 1: Enable businesses to invest in and offer more live music, culture, entertainment and performance as part of their regular activities

Desired outcomes

– Businesses open earlier or stay open later
– Venues host more live music, performances or events
– More employment opportunities for performing artists

Objective 2: Foster vibrant, inclusive, mixed-use neighbourhoods that support local community amenity

Desired outcomes

– Local communities can access a range of businesses and services, day and night
– Premises comply with sound limits

Objective 3: Improve quality, safety and diversity of the day, night and late-night offering

Desired outcomes

- Nightlife reflects the local character of the precinct
- Diverse business types trade later
- Everyone safely enjoys nightlife in the city

Objective 4: Enhance economic outcomes, supporting businesses to thrive

Desired outcomes

- Improved economic activity in special entertainment precincts
- More visitors in special entertainment precincts during the day and night

Objective 5: Streamline the process for businesses and the City of Sydney to make it easier and more affordable to operate late night trading premises

Desired outcomes

- Fewer development applications for late night trading
- Less regulatory complexity, administrative effort and costs for businesses

Suspending or revoking special entertainment precinct status

The City of Sydney recognises that special entertainment precincts play an important role in supporting a safe, vibrant and diverse night-time economy. Suspending or revoking a precinct is a **serious and exceptional action** and will only occur when all reasonable options to resolve issues have been tried.

Under the NSW Special Entertainment Precinct Guidelines, both the City of Sydney and Minister for Planning and Public Spaces must follow mandatory procedures before a precinct can be suspended or revoked.

This section explains when we may consider taking this action, and the evidence and governance requirements that must be met.

When suspension or revocation may be considered

We'll only consider suspension or revocation when significant, ongoing issues cannot be resolved through usual compliance approaches. These may include education, engagement, negotiated agreements, improvement actions or regulatory enforcement. Action will only be considered when

issues pose a long-term risk to public amenity, safety or the effective functioning of the special entertainment precinct.

Suspension or revocation may also be considered when there is confirmed evidence – provided by the City of Sydney, Liquor & Gaming NSW or NSW Police – showing repeated non-compliance with the precinct management plan or other legislation. It may also follow a recommendation from an inquiry carried out by the Office of the 24-Hour Economy Commissioner.

Thresholds for suspension or revocation

A special entertainment precinct can only be suspended or revoked through a formal Council resolution, and only when all the following thresholds are met:

- **Cumulative amenity impacts** – Businesses in the precinct are collectively causing unreasonable disturbance that cannot be managed through standard compliance actions.
- **Sustained anti-social behaviour** – There are ongoing, elevated levels of anti-social behaviour or public safety incidents over a significant period, supported by verified reports and shared agency data.
- **Exhaustion of compliance pathways** – All reasonable compliance measures – such as targeted enforcement, monitoring and collaborative work with precinct operators – have been tried, and suspension or revocation is the only remaining option to protect community safety and amenity.

Requirements for any suspension or revocation

Any decision to suspend or revoke a special entertainment precinct must:

- **be supported by verified evidence** from the City of Sydney, Liquor & Gaming NSW, NSW Police and other agencies, showing a clear, ongoing failure to meet precinct expectations
- **reflect a coordinated, multi-agency position** agreed in principle by the working group, NSW Police, City of Sydney staff and the Office of the 24-Hour Economy Commissioner
- **be a genuine last resort**, taken only after clear attempts to resolve issues with businesses, residents and partners.

Council may also choose to revoke a special entertainment precinct if a strategic review finds the precinct model is no longer suitable or effective for the area. For example, where land-use patterns have changed, community needs have shifted, or another planning mechanism would better support local amenity and night-time activity.

Our approach to compliance

The City of Sydney works to balance its legislative responsibilities, strategic priorities and available resources when making regulatory decisions. Our goal is to achieve the best outcomes for residents, businesses and visitors, while supporting a vibrant, safe and sustainable city.

To promote transparency and provide clear guidance, we provide relevant resources on our website, including:

- our compliance policy
- information about our complaints management approach
- operational noise management plans for venues in identified sound catchment areas
- publicly available information on premises and venue addresses in special entertainment precincts, including maps of relevant areas.

Who to contact for assistance

Type of complaint	City of Sydney	Liquor & Gaming NSW	NSW Police	NSW Police Marine Area Command
Feedback about special entertainment precincts	✓			
Entertainment sound from a licensed premises		✓		
Entertainment sound from an unlicensed premises	✓			
Entertainment sound from a marine vessel				✓
Environmental noise such as construction noise or rubbish collection	✓			
Crime or anti-social behaviour that requires immediate attention			✓	
General non-compliance of a business, including trading hours and patron capacity	✓			

Attachment D

Acoustic Technical Report Addendum

Memo

ACOUSTIC STUDIO

King St SEP criteria

To:	City of Sydney
From:	Acoustic Studio
Project:	City of Sydney Special Entertainment Precinct
Date:	3 June 2026

Background

Acoustic Studio has previously assisted the City of Sydney to determine suitable sound criteria for the City's Special Entertainment Precincts (SEPs) and has prepared a Technical Report - *City of Sydney Special Entertainment Precinct Acoustic Technical Report* (v1.5), dated 03/03/2026. The Technical Report provides relevant background, literature and data review, site observations and measurements, and the final sound criteria for all City of Sydney SEPs. However, the King St SEP is a unique precinct at the boundary of the City of Sydney and Inner West Council. The two Councils have a resolution to align the sound criteria for King St SEP so that residents and venues can have more certainty and consistency and have worked together to develop a set of bespoke sound criteria. It is also a strategic vision of both Councils for activity levels to grow on King St, hence the criteria should be set to support an increase in the number of venues and the level of activity.

This Memo outlines the agreed criteria for the King St SEP and relevant justification for the changes from the general SEP approach and should be read in conjunction with the Technical Report.

Inner West Criteria and Report

Renzo Tonin & Associates (RTA) has been engaged by Inner West Council to conduct precinct-specific measurements in King St SEP and surrounds, which led to their proposed criteria, detailed in *Inner West Council – King Street Special Entertainment Precinct Acoustic Study* (r1), dated 03/03/2026. Inner West Council also has Enmore Road special entertainment precinct nearby with established criteria. The Inner West proposed criteria are generally higher than the City of Sydney proposed criteria, and prompted review of both sets of criteria to achieve alignment.

The focus is on the Sound Category Areas (SCAs) fronting King St, because they are the main limiting criteria due to generally high shielding from buildings and low entertainment levels at the back of venues.

We have reviewed the acoustic measurements conducted by RTA, which complemented our own measurements to establish a more detailed picture of the background noise environment in the area. The measurement results show that the central King St frontage, approximately bounded by Church St/Whateley St and Enmore Rd/Newman St, generally has a higher background and ambient noise level than north and south King St. This has supported dividing the areas fronting King St into two separate SCAs: SCA KS1 (central King Street) and SCA KS2.

Criteria Alignment

Table 1 outlines the steps to achieve alignment between the Inner West proposed dBA criteria and CoS SCA1 dBA criteria which ACS had recommended for King St receivers. The main changes are in the Late Night period, where it has been further divided into the time period between midnight and 2am (new "Late Night" period) and between 2am

and 7am (new "Early Morning" period), to reflect the background and ambient noise patterns in King St where the first two hours after midnight are still relatively activated with patron activities inside some venues and on the street, particularly in central King St area and on weekends.

Table 1 Criteria alignment steps and justification

Time period	Day of the week	Changes from CoS SCA1 criteria	Justification
Day and Evening	All days	SCA KS1 no change SCA KS2 decreased by 3 dB (adopting Inner West proposed criteria)	Minimal differences between proposed Inner West and CoS criteria. Minor changes do not have significant impact.
Early Night	Weekdays	No change	-
	Weekends	SCA KS1 increased by 2 dB SCA KS2 no change	The increase is supported by slightly higher background noise in SCA KS1 areas and a higher tolerance from the residents on weekends.
Late Night (midnight to 2am)	Weekdays	SCA KS1 increased by 5 dB SCA KS2 increased by 2 dB	A 3 dB increase is supported by higher background and ambient noise before 2am in SCA KS1. It is expected that venues will close their doors after midnight as part of noise emissions controls, however some patrons will enter and exit during this time. Therefore a further 2 dB is allowed for in comparison to post-2am criteria, to allow for some door open time when patrons enter and leave venues without having to decrease the internal music level. Ambient levels are higher before 2am, hence the impact is manageable.
	Weekends	SCA KS1 increased by 7 dB SCA KS2 increased by 5 dB	A 3-5 dB increase is supported by higher background and ambient noise before 2am (5 dB in SCA KS1 and 3 dB in SCA KS2). It is expected that venues will close their doors after midnight as part of noise emissions controls, however some patrons will enter and exit during this time. Therefore a further 2 dB is allowed for in comparison to post-2am criteria, to allow for some door open time when patrons enter and leave venues without having to decrease the internal music level. Ambient levels are higher before 2am, hence the impact is manageable.
Early Morning (2am to 7am)	Weekdays	No change	-
	Weekends	SCA KS1 increased by 5 dB SCA KS2 no change	The increase is supported by higher background noise in SCA KS1 areas.

Other SCAs

For the other SCAs (SCA2, 3, and 4), the "Reasonable Amenity" approach (see Section 6 of the Technical Report) has been selected by the City of Sydney in King St SEP. In addition, SCA2 has been modified to form a new SCA KS3, with higher sound criteria on the weekends in Early Night and new Late Night periods to account for higher background and ambient noise levels and to be more consistent with adjacent SCA KS1.

For SCA3 and 4, different weekend/weekday criteria were deemed not necessary because our modelling shows that the base criteria are able to be achieved at most receivers on both weekends and weekdays. This avoids unnecessarily complicating the criteria.

For SCA KS3, SCA3 and SCA4, a 2 dB increase has been allowed for the new Late Night period (before 2am) to allow for some door open time when patrons leave venues without having to decrease the internal music level. Ambient levels are also high before 2am in the areas not fronting King St, hence the impact is manageable.

Resulting Criteria

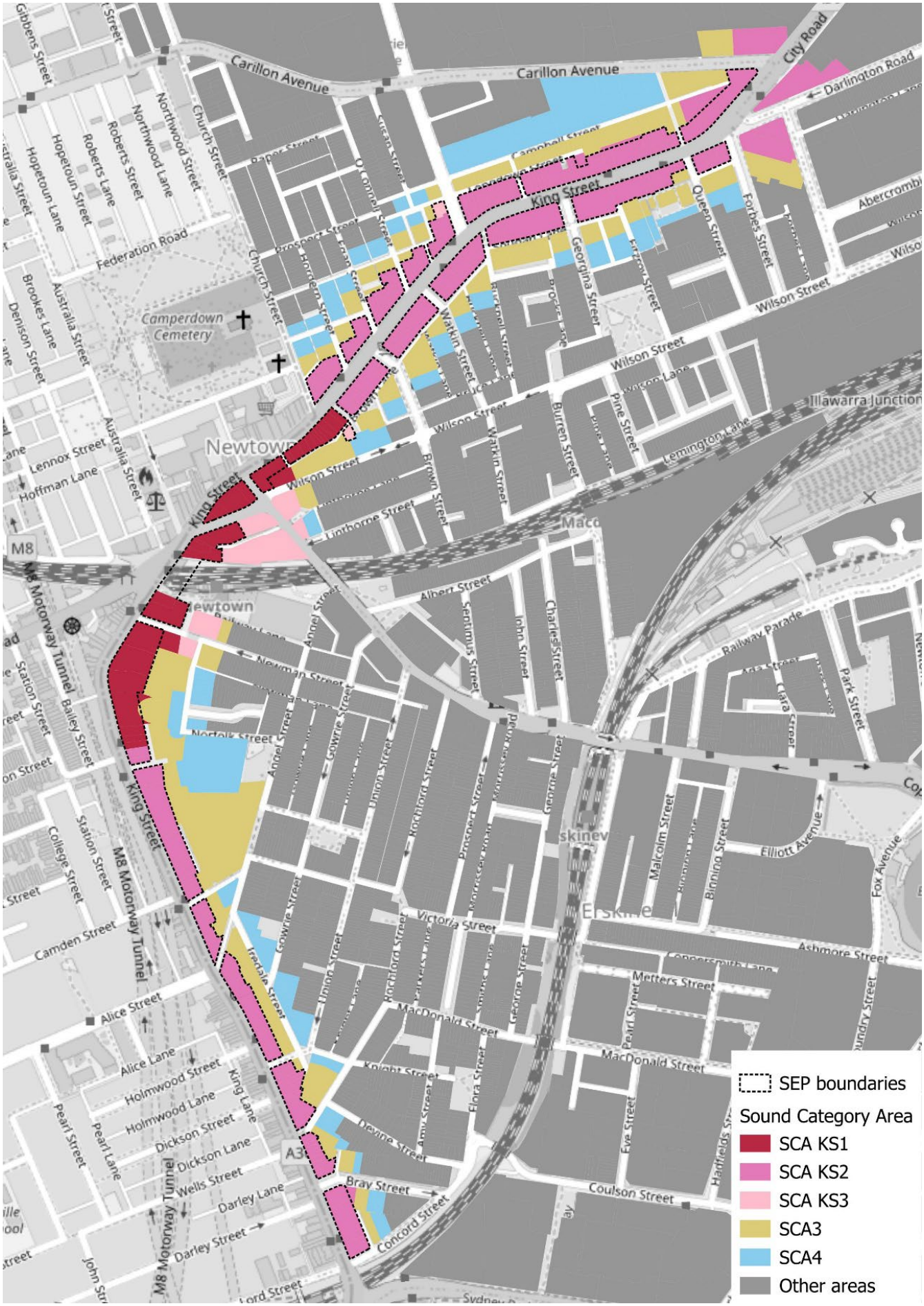
The final SCA allocations are shown in Figure 1, and Table 2 provides the final criteria for King St SEP, with the SCA KS1 and SCA KS2 criteria agreed by both City of Sydney Council and Inner West Council. The criteria are specifically tailored for King St SEP in consideration to its unique context and noise environment, while still ensuring both the enabling of entertainment activities and the protection of residents' amenity.

Compared to previous applicable criteria in the area (City of Sydney DCP and L&GNSW LA10 criteria), the new criteria allow for higher sound levels from venues (even when the 3dB cumulative adjustment is applied). The criteria are easier for venues to follow due to the fixed levels (no need for background noise monitoring) and single assessment location (external in most situations).

Realistic scenarios have been tested to ensure that the King St SEP criteria allows for live music at most venues at most times, while the impact from internal entertainment levels inside residential receivers is reasonable and manageable. In particular, the criteria allow for the following operations in the majority of scenarios on King St:

- Outdoor dining until midnight (limited to 11pm on weekdays by trading hours in the Precinct Management Plan)
- Live music with venue doors open until midnight
- Live music with venue doors closed after midnight (average doors/seals, with occasional opening for access/egress)

Figure 1 King St SEP Sound Category Areas



Memo

ACOUSTIC STUDIO

Table 2 King St SEP final criteria

Sound category area (SCA)	Days of the week	Day/Evening (7am–10pm)					Early night (10pm–midnight)					Late night (midnight–2am)					Early morning (2am-7am)				
		dBA	Octave bands – dB				dBA	Octave bands – dB				dBA	Octave bands – dB				dBA	Octave bands - dB			
			31.5	63	125	250		31.5	63	125	250		31.5	63	125	250		31.5	63	125	250
SCA KS1	Sun 6pm–Thu 6pm	**68**	67	69	69	69	**60**	63	64	64	64	**55**	59[1]	55	55	56	**50**	59[1]	52	52	50
	Thu 6pm–Sun 6pm	**68**	67	69	69	69	**65**	65	67	67	67	**57**	59[1]	57	57	57	**55**	59[1]	55	55	56
SCA KS2	Sun 6pm–Thu 6pm	**65**	65	67	67	67	**60**	63	64	64	64	**52**	59[1]	52	52	50	**50**	59[1]	52	52	50
	Thu 6pm–Sun 6pm	**65**	65	67	67	67	**63**	65	67	67	67	**55**	59[1]	55	55	56	**50**	59[1]	52	52	50
SCA KS3	Sun 6pm–Thu 6pm	**63**	61	61	61	61	**55**	56[2]	55	55	56	**47**	56[2]	46[2]	46	46	**45**	56[2]	46[2]	44	44
	Thu 6pm–Sun 6pm	**63**	61	61	61	61	**60**	56[2]	58	58	59	**50**	56[2]	49	49	49	**47**	56[2]	46[2]	46	46
SCA3	Any day	**58**	60	60	59	58	**50**	56[2]	52	52	51	**42**	56[2]	46[2]	43[2]	44	**40**	56[2]	46[2]	43[2]	38
SCA4	Any day	**53**	56[2]	56	53	53	**45**	56[2]	49	46	46	**37**	56[2]	46[2]	43[2]	33	**35**	56[2]	46[2]	43[2]	31

Notes 1-2: If these levels are exceeded, an optional third octave-band assessment may be carried out, and compliance with the corresponding third octave-band levels provided in Table 11 of the Technical Report will demonstrate compliance.

Item 4.

Public Exhibition - Planning Proposal - 133-145 Castlereagh Street, Sydney - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment

File No: X126643

Summary

Despite the challenges of hybrid working and Artificial Intelligence (AI) on business confidence to forward plan workspace demand, Central Sydney continues to be Australia's leading economic centre by attracting business investment and being a preferred location for leading businesses, workers, residents and visitors. The Central Sydney Planning Strategy prioritises future productive floor space growth with increased capacity in areas that can accommodate greater building height and floor space. The Strategy protects Central Sydney's heritage and public place amenity, encourages pedestrian connections and the use of public transport, and moves towards a more sustainable city.

A planning proposal has been prepared for 133-145 Castlereagh Street, Sydney, following a request by the proponent to amend the planning controls for the site. Known as the Piccadilly Centre, the site fronts both Castlereagh and Pitt Streets, in an area with excellent public transport accessibility, and a high concentration of retail and entertainment premises.

The planning proposal seeks to amend planning controls for the site to provide for 2 different development options, dependant on landowner preferences and market conditions:

- commercial development comprising office, retail and other non-residential uses, including continued use by the Uniting Church of Australia’s Wesley Mission
- mixed-use development with retail and commercial development in the podium and lower tower, and residential in the upper-most part of the tower

Both scenarios are consistent with the Central Sydney Planning Strategy, and both options retain and upcycle the existing Castlereagh Street commercial tower and basement superstructure for embodied carbon savings while removing the part of the building that currently exceeds the Hyde Park Sun Access Plane. Each option integrates additional floor space on the site, with public domain improvements to improve the quality of the surrounding public places, similar to the 3XN + BVN tower developed by AMP at 50 Bridge Street.

A draft site-specific development control plan has been prepared to support the planning proposal, detailing building envelopes for each option and providing guidance on the built form, public amenity, access and loading, heritage, sustainability and design excellence.

The proponent has submitted a public benefit offer to enter into a planning agreement for a number of benefits including public access to the through-site link and removal of the Castlereagh Street car park vehicle ramp and re-instatement of the footpath.

The proponent will also remove 2 end of life elevated skybridges spanning over Pitt and Castlereagh Streets and make good the buildings they are connected to.

This report recommends approval of the planning proposal for submission to the Department of Planning, Housing and Infrastructure seeking a Gateway Determination, followed by public exhibition and referral to government agencies for comment. It recommends that a draft site-specific development control plan (DCP) is also endorsed for exhibition. The planning proposal, draft DCP and draft voluntary planning agreement will be exhibited concurrently, after which any issues raised in submissions will be reported back to Council and the Central Sydney Planning Committee.

Recommendation

It is resolved that:

(A) Council approve Planning Proposal - 133-145 Castlereagh Street, Sydney, as shown at Attachment A to the subject report, to be submitted to the Minister for Planning and Public Spaces with a request for Gateway Determination;

(B) Council approve Planning Proposal - 133-145 Castlereagh Street, Sydney, as shown at Attachment A to the subject report for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination;

(C) Council seek authority from the Minister for Planning and Public Spaces to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect Planning Proposal - 133-145 Castlereagh Street, Sydney;

(D) Council approve the Draft Sydney Development Control Plan 133-145 Castlereagh Street, Sydney, shown at Attachment B to the subject report for public authority consultation and public exhibition concurrent with the Planning Proposal;

(E) authority be delegated to the Chief Executive Officer to make any variations to Planning Proposal - 133-145 Castlereagh Street, Sydney, to correct any drafting errors or to ensure consistency with the Gateway Determination;

(F) authority be delegated to the Chief Executive Officer to make any variations to Draft Sydney Development Control Plan 2012 - 133-145 Castlereagh Street, Sydney, to correct any drafting errors or ensure it is consistent with the Planning Proposal following the Gateway Determination; and

(G) Council note the Chief Executive Officer will prepare a draft planning agreement in accordance with the letter of offer dated 24 September 2025 at Attachment C to the subject report, and the requirements of the Environmental Planning and Assessment Act 1979, to be exhibited in accordance with the Act.

Attachments

Attachment A. Planning Proposal - 133-145 Castlereagh Street, Sydney and Appendices

Attachment B. Draft Sydney Development Control Plan 2012 - 133-145 Castlereagh Street, Sydney

Attachment C. Letter of Intent Public Benefits Offer

Background

1. In November 2025, a request to prepare a planning proposal was lodged by Stockland for 133-145 Castlereagh Street, Sydney. The site is shown in Figure 1.

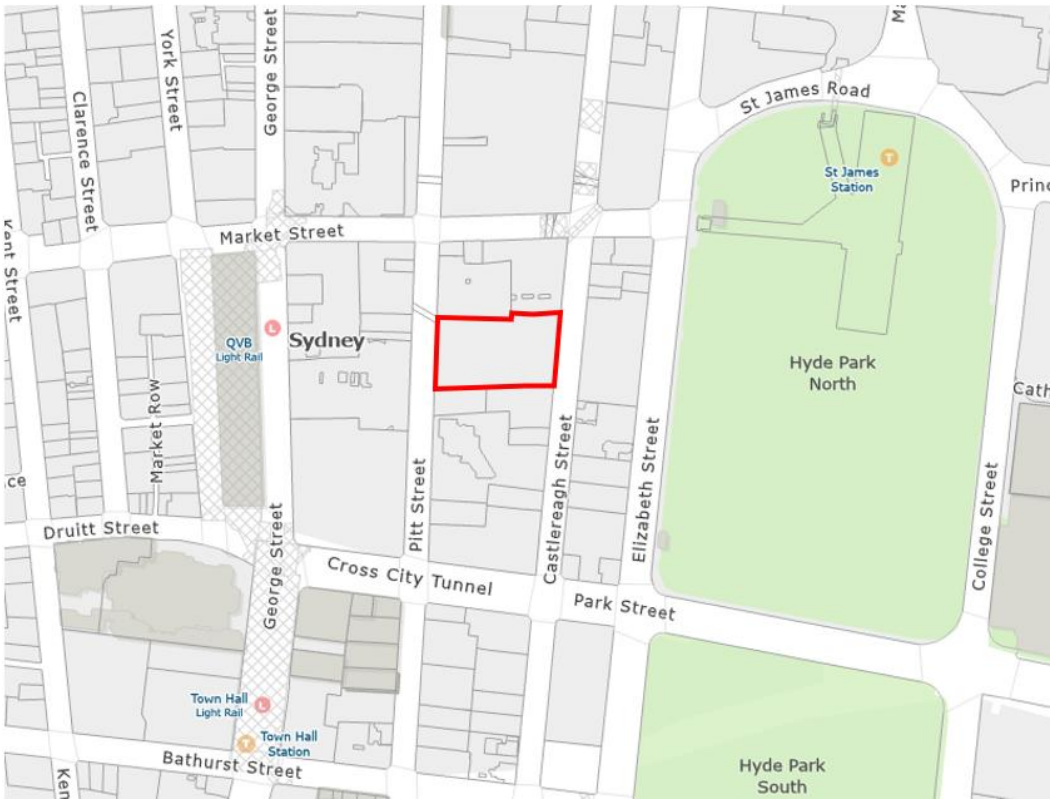


Figure 1: Site outlined in red

2. The site has a total area of 4,800sqm and has frontages to Castlereagh Street and Pitt Street. The underlying site is owned by the Uniting Church in Australia Property Trust.

3. Three buildings on the site are collectively known as the Piccadilly Centre complex, comprising a 2-storey building with retail premises and Wesley Mission entry foyer, and 2 office towers, 14 and 31 storeys in height. The 31-storey tower, fronting Castlereagh Street, currently penetrates the Hyde Park Sun Access Plane.

4. A 4 to 5 level basement extends across the site, with entry from a ramp parallel to Castlereagh Street, and a separate exit driveway is further south. The basement includes Wesley Mission facilities and 274 parking spaces, mostly used for public paid car parking. Two unused pedestrian skybridges over city streets formerly connected pedestrians to this site: one over Castlereagh Street to the Sheraton on the Park Hotel; and one over Pitt Street to the building at 55 Market Street. Images of the site are at Figures 2 and 3.

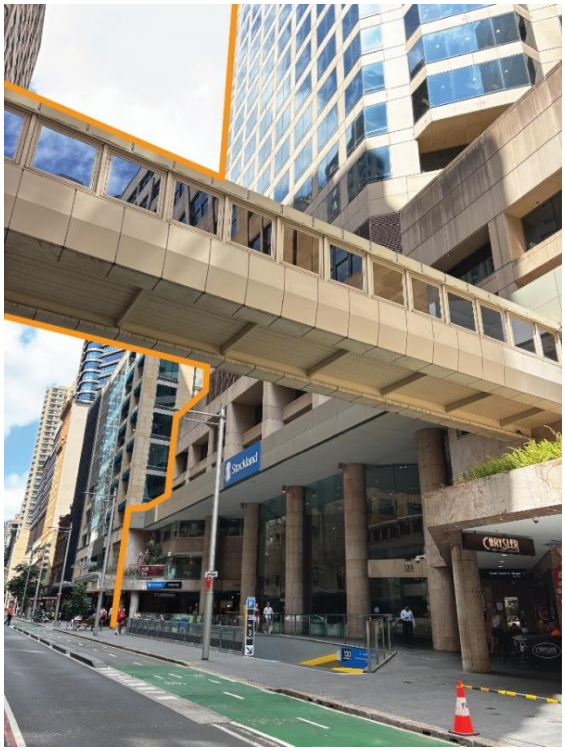


Figure 2: View of the site, in orange outline, from Castlereagh Street looking south

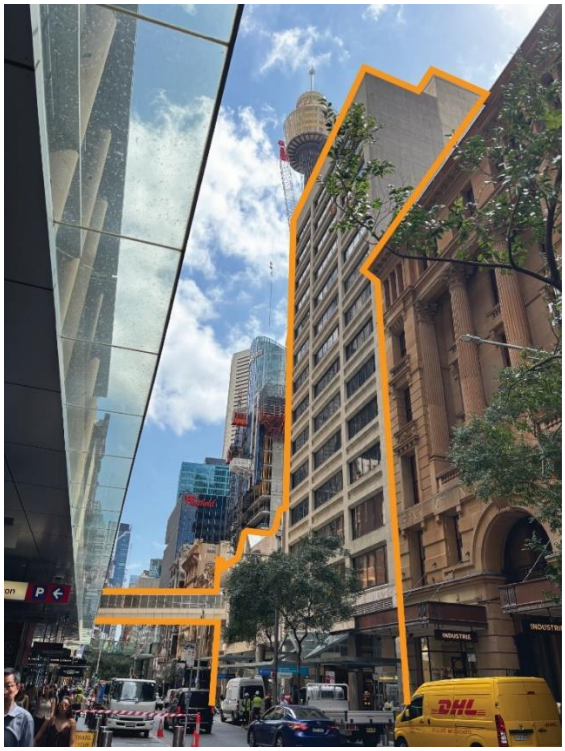


Figure 3: View of the site, in orange outline, from Pitt Street looking north

5. Further details of the site and existing planning controls are found in the planning proposal at Attachment A to this report.

A previous planning proposal on this site which was withdrawn in 2023

6. A previous planning proposal on this site was lodged in 2020 for full demolition and new build. It was reported to the Central Sydney Planning Committee and Council in June 2021 and approved to proceed to a Gateway request and public exhibition. However, the exhibition did not proceed as the proponent withdrew the application to replace it with a part upcycle and reuse proposal to include the retention of the Castlereagh Street tower superstructure, with embodied carbon savings and cost savings.

The proponent requested changes to floor space controls to allow for either retail and commercial only development, or a mixed-use retail, commercial and residential scheme

7. The proponent has requested controls to enable either of 2 development schemes on the site, dependant on commercial decisions and market conditions. One scheme will allow a commercial development and include the retention of the Wesley Mission facilities. An alternate scheme will allow a mixed-use scheme with both commercial and residential uses, but not the Wesley Mission facilities.

8. Both schemes will feature:

   (a) maximum height up to the height of the Hyde Park Sun Access Plane. For each option this will be:

      (i) RL 187.46m, or around 43 storeys for the commercial scheme

      (ii) RL 187.29m or 44 storeys, due to the increased setbacks at the top of the tower, and lower floor to ceiling heights for residential uses

   (b) maximum gross floor area of around 99,216sqm, or FSR of 20.67:1 above ground and 5,664sqm or FSR of 1.18:1 below ground

   (c) retention of most of the existing Castlereagh Street tower and basement structure, with the exception of the part that breaches the Hyde Park Sun Access Plane

   (d) redeveloped podium extending across the whole site with a single tower

   (e) single driveway from Castlereagh Street to support the reinstatement of the Castlereagh Street footpath

   (f) removal of the existing commercial car park

   (g) removal of the 2 skybridges over Pitt Street and Castlereagh Street

   (h) pedestrian through-site link between Pitt and Castlereagh Street

   (i) affordable housing contributions under the City's policy settings when the proposal was lodged

9. The commercial scheme provides for around 42,000sqm of future workspace above ground and 1,200sqm of additional floor space in the basement. This scheme includes the retention of the existing Wesley Mission facilities.

10. The mixed-use scheme provides for around 14,000sqm of future workspace, and around 15,000sqm of new residential floor space, with around 1,210sqm of additional floor space in the basement. The Wesley Mission is not anticipated to be retained on the site in this option, with the floor space in the basement converted to other uses. The mixed-use scheme planning envelope has greater setbacks in the upper tower to accommodate residential use while being able to achieve compliance with the Apartment Design Guide.

11. Images prepared by the proponent of the indicative development outcomes can be found at figures 4 to 7.

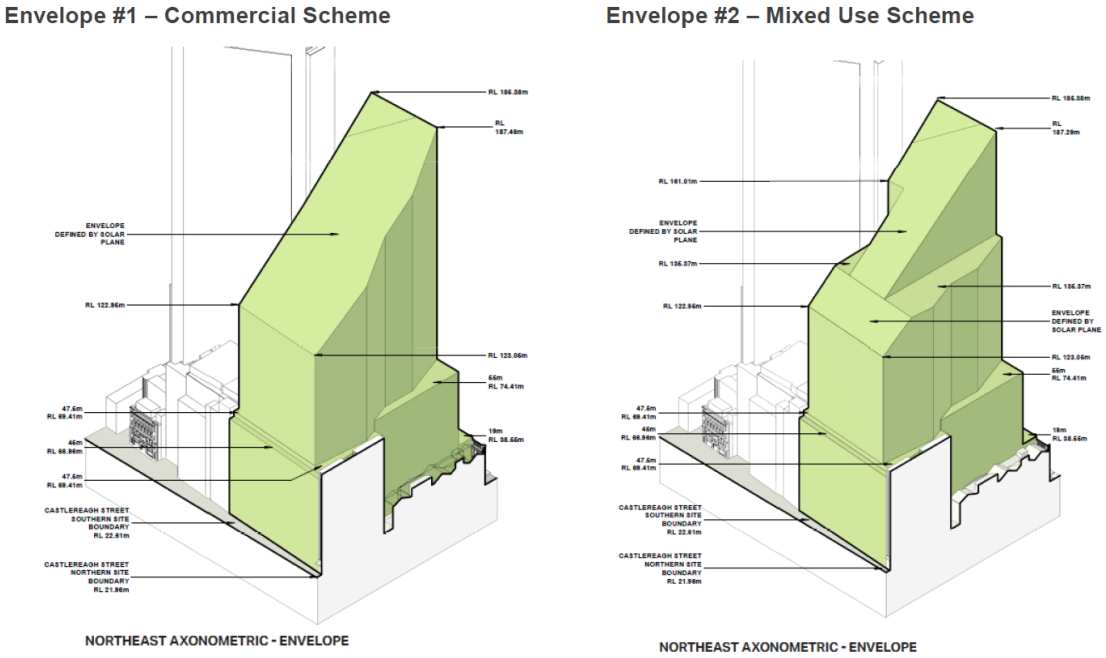


Figure 4: Planning envelopes for the commercial scheme (left) and mixed-use scheme (right)



Figure 5: Artist's impression of the mixed-use development scheme, looking north-west



Figure 6: Artist's impression of the commercial scheme, looking from Pitt Street



Figure 7: Subject to a competitive process, an artist's impression of the development, including through-site link from Pitt Street

The City has prepared a planning proposal to increase the height and floor space controls to facilitate the proposed redevelopment of the site for either option

12. The planning proposal will amend the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) by inserting new site-specific provisions that:

    (a) permit a maximum floor space ratio of 21.85:1 on the site, inclusive of the following:

        (i) a maximum floor space ratio of 20.67:1 above ground comprising:

            a. the mapped floor space ratio (in accordance with clause 4.4);
            b. accommodation floor space (clause 6.4)
            c. end of journey floor space (clause 6.6)
            d. additional site specific floor space after a-c in this sub-clause is used
            e. design excellence floor space up to 10% of the sum of the above listed floor space (clause 6.21D)

        (ii) a maximum floor space ratio of 1.18:1 below ground

    (b) prevent development consent being granted under this clause unless the consent authority is satisfied that the building:

        (i) retains a significant portion of the existing Castlereagh Street tower and basement structure under the Hyde Park Sun Access Plane

        (ii) does not exceed the Hyde Park Sun Access Plane

(iii) includes a pedestrian through-site link connecting Castlereagh Street to Pitt Street with retail premises fronting this link

(iv) removes of the vehicle entry ramp parallel to Castlereagh Street and realigns the footpath in this street

(v) removes the sky bridges over Pitt and Castlereagh Streets

(vi) provides adequate on-site loading facilities including waste collection to service the development

(vii) will not be used for a commercial car park

(viii) does not allocate more than 15% of above ground floor space as residential uses

(c) clarify that no additional building height is available under clause 6.21D(3)

(d) clarify that clause 6.9 Opportunity sites does not apply to this site

13. Further explanation of the provisions can be found in section 4 of the Planning Proposal.

Affordable housing requirements will be set out in an amendment to the Sydney LEP 2012

14. It is proposed to add the site to Schedule 6C Contribution requirements, to specify the affordable housing contributions consistent with the City's program at the time the proposal was lodged, for the uplift development as a result of the planning proposal.

15. The rezoning contribution will apply as per the affordable housing program in place when the proposal was lodged, which required an additional 10% of residential uplift through the planning proposal (rezoning). The additional contribution on the planning proposal floor space will be apportioned according to the split of uses across the whole building, which is 15% residential and 85% non-residential. This scenario suggests 15% of the total uplift will attract the additional 10% contribution.

16. In addition, the standard contribution of 3% residential and 1% non-residential floor space under clause 7.13 of the LEP will also apply across the whole development.

17. A revised affordable housing program and associated planning proposal was endorsed by the Central Sydney Planning Committee (CSPC) and Council for public exhibition in December 2024. This was reported back to Council and CSPC for adoption in May 2026, after the planning proposal was lodged.

18. Draft or proposed changes to monetary contributions, such as increased developer contributions, are not typically a matter for consideration in making a decision about a planning proposal. While the City makes proponents aware of draft contributions and proponents may opt to make a public benefit offer in line with a draft contribution, there is no precedent for the City imposing an additional contribution prior to it coming into force. The December 2024 report to Council and CSPC on the draft affordable housing program stated the proposed rezoning contribution would come into effect upon adoption of the Program.

Changes to the Development Control Plan will make sure the development fits within the area, and protects amenity with good access and activation

19. A draft site-specific development control plan (DCP) is at Attachment B and provides further guidance for development facilitated by this planning proposal. The draft DCP includes:

    (a) maximum building envelopes for both the commercial and mixed-use schemes, including setbacks, street wall heights and heights

    (b) active frontages

    (c) pedestrian through-site link connecting Pitt Street and Castlereagh Street

    (d) vehicle access and loading

    (e) environmentally sustainable development targets

    (f) public domain improvements

    (g) public art

    (h) design excellence

    (i) flooding

A Voluntary Planning Agreement will deliver benefits including a publicly accessible through-site link

20. The proponent has offered to enter into a Voluntary Planning Agreement (VPA) with Council to deliver public benefits as part of this planning proposal. The Environmental Planning and Assessment Act 1979 (the Act) allows the proponent to enter into a legally binding VPA with Council. VPAs are voluntary and must be freely entered into by the public authority and a proponent. They are also publicly exhibited and held on a publicly accessible register.

21. The letter of offer at Attachment C to this report outlines the proposed public benefits. The benefits will be:

    (a) pedestrian through-site link with public access easement for 24/7 use

    (b) removal of the parallel Castlereagh Street vehicle ramp to the basement and reinstatement of footpath

    (c) environmental performance where these exceed those required by the Sydney DCP 2012

22. Two benefits that are not considered to be public benefits and will be required as part of the planning proposal are:

    (a) the removal of the existing breach of the Hyde Park sun access plane

    (b) environmental performance upfront carbon initiatives involving embodied carbon savings from retention of the existing structure

23. The value of the VPA will not offset local infrastructure contributions required under the s7.12 contributions plan or housing and productivity contributions under division 7.1, subdivision 4 of the Act. These will be addressed as part of the future development application.

24. The VPA will be prepared and publicly exhibited with the planning proposal and site-specific DCP.

The proposal demonstrates strategic and site-specific merit

25. The 2 development options are well located, with the proposed controls to provide for a development that will be a good contextual fit and have site-specific merit, while increasing future employment workspace and providing an opportunity for additional housing with good residential amenity.

26. The proposed building envelopes and supporting controls have been designed to address amenity in the public domain and for future occupants of the site, as well as to address hazards including flood risk management.

27. Further information on the urban design, environmental, social and economic impacts of the planning proposal can be found in section 5.3 of the Planning Proposal. The proponent has also prepared technical reports to support their proposal, including an Urban Design Report, Transport Impact Assessment, Flood Risk Impacts Assessment and Heritage Impact Statement.

Residential Use in the Planning Proposal

28. The Central Sydney Planning Framework, comprising the Central Sydney Planning Strategy, planning controls and contribution plan, is tailored to Central Sydney's unique characteristics. It incentivises opportunities for development to maintain and grow commercial, retail, and cultural uses while balancing other uses, including build-to-rent, build-to-sell, co-living/student housing, community and recreational uses. FSRs offer incentives for uses, design excellence and other desirable outcomes in Central Sydney.

29. Consistent with the Central Sydney Planning Strategy, the Guideline for Site Specific Planning Proposal Requests in Central Sydney (the Guideline) provides opportunities to increase FSRs, above those permitted in the Sydney LEP 2012, to encourage sustainable employment floor space. However, the Strategic Opportunity Site provisions in the Guideline allows for residential development to be considered as part of a planning proposal request where specific criteria are met. These include where a planning proposal request on specified sites results in a significant reduction in existing overshadowing to a protected public space by reducing building heights to under the sun access planes.

30. The subject site is identified in the Guideline as a Strategic Opportunity Site to improve solar access to Hyde Park. As the planning proposal will reduce the height of the existing Castlereagh Street tower to be under the Hyde Park Sun Access Plane, residential floor space can be considered as part of the planning proposal.

Envelopes and gross floor areas

31. The 2 different development schemes that will be permitted by this planning proposal provide for 2 different envelopes. The variances are largely at the upper part of the tower. The mixed use residential scheme envelope has greater setbacks above RL135.37 (Level 32 in the reference scheme) to be capable of meeting the NSW Apartment Design Guide but includes an extra 2 floors compared to the commercial scheme. This is due to the lower floor to floor heights required for residential development. However, both schemes conform to the height control of the sun access plane.

32. Envelope testing has been carried out for this planning proposal. While not complying with the Guideline's standard engineering and mechanical servicing methods, supporting document from the proponent at Attachment A11 demonstrates that engineering and mechanical servicing methods can be used to achieve the proposed floor space yield. This includes using double height lifts for the main tower core. If these methods are not incorporated in the detailed design stage, a lower FSR is likely to result for the site.

Access and loading and parking

33. Introducing a residential use on the site that seeks to retain the existing Castlereagh Street office tower creates challenges, including the need for on-site Council waste collection for the residential apartments.

34. The proponent has not demonstrated that the mixed-use scheme meets the existing or draft DCP controls for loading and servicing requirements. A mixed-use scheme is considered to be able to meet the draft DCP requirements but will require a different design approach than that detailed in the mixed-use reference scheme. Specific controls for this site have been included to ensure future development on the site is capable of accommodating residential development on the site. This includes:

    (a) a Council waste truck access to and from the site, manoeuvring space within the site, and infrastructure to support access and movement

    (b) a maximum driveway width of 7.5m, rather than the 11m width shown on the mixed-use reference scheme

Parking

35. There are currently 270 car parking spaces on the site, mostly used for a commercial car park, including discounted parking for church services on Sunday. The proponent requested that car parking spaces be reduced to 220 for the commercial scheme and 185 for the mixed-use scheme.

36. Since the Piccadilly Complex was first built, public transport access to the site has significantly improved, with the QVB light rail stop and the Gadigal metro station opened and within 250m of the subject site. A separated bicycle lane along Castlereagh Street adjoining the site has also been completed.

37. Under both the current and draft controls, up to 176 car parking spaces could be allocated for place of public worship uses, however the number of spaces the proponent is seeking for commercial use, from Mondays to Saturdays, is significantly above the existing and proposed parking numbers, and would generate more vehicle traffic.

38. Due to the uncertain outcome of the development at this stage, whether it will be a commercial only or mixed-use scheme, and whether Wesley Mission continues to operate on the site, it is recommended that we don't approve or vary the rates for private vehicle parking above the rates in the amendments to the Sydney DCP 2012 adopted by Council on 23 June 2025.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

39. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This planning proposal is aligned with the following strategic directions and objectives:

    (a) Direction 2 - A leading environmental performer - this planning proposal enables a future development that delivers ambitious sustainability targets for future development on the site, including embodied carbon savings.

    (b) Direction 3 - Public places for all - future development includes active street frontages, footpath reinstatement in Castlereagh Street and improved solar access to Hyde Park.

    (c) Direction 4 - Design excellence and sustainable development - future development will be subject to a design competition and meet environmentally sustainable development requirements.

    (d) Direction 5 - A city for walking, cycling and public transport - future development will require a pedestrian through site link connecting Pitt and Castlereagh Streets, and improvements to Castlereagh Street footpath supporting improved pedestrian conditions.

    (e) Direction 6 - An equitable and inclusive city - affordable housing contributions will be required for the development.

    (f) Direction 8 - A thriving cultural life - public art within the new development will provide creative and cultural experiences and opportunities for engagement with the public

    (g) Direction 9 - A transformed and innovative economy - this planning proposal helps support employment growth in Central Sydney, helping to maintain its position a destination for business, investment and talent attraction.

    (h) Direction 10 - Housing for all - the planning proposal supports and option for additional housing to meet targets plus affordable housing contributions.

Strategic alignment - Local Strategic Planning Statement

40. The City's local strategic planning statement, City Plan 2036 sets the land use context, vision and planning priorities to positively guide development and outlines how the City will plan for and manage change. This planning proposal gives effect to the Plan by delivering additional floor space and capacity for economic and employment growth, and potentially for limited residential development, close to existing and future transport infrastructure. It also provides for public domain upgrades and community wellbeing in a new plaza featuring high-quality public art.

Central Sydney Planning Strategy

41. The Central Sydney Planning Strategy is a 20-year growth strategy that facilitates opportunities for additional height and density for high value jobs with environmental sustainability initiatives and excellence in urban design. This planning proposal aligns with the Central Sydney Planning Strategy by:

    (a) Supporting employment growth and increasing capacity to enable additional premium-grade and A grade work space, retail and other commercial uses, with limited residential opportunity

    (b) Ensures future development is responsive to its context with appropriate street frontage heights and setbacks that responds to adjacent heritage items, and improve public domain amenity and access

    (c) Improves the pedestrian network with a pedestrian through-site link and improved activation of the street, and reinstatement of the footpath in Castlereagh Street and

    (d) Future development will at a minimum meet the City’s proposed 2026 performance standards for net zero energy buildings, including 100% renewable energy, and minimum 5.5 star NABERS Energy Commitment Agreement plus 25%.

Risks

42. City staff have undertaken a detailed assessment of the planning proposal and have determined that it demonstrates strategic and site-specific merit in accordance with NSW Government guidelines. The planning proposal is also consistent with the City's strategies including City Plan 2036, Central Sydney Planning Strategy and Sustainable Sydney 2030-2050 Continuing the Vision.

43. Progressing the planning proposal is within the City's risk tolerance and appetite. The planning proposal has demonstrated that future development is capable of complying with the relevant environmental and planning legislation, regulations and industry standards, meeting the City's minimal appetite for non-compliance.

44. Should Council and the Central Sydney Planning Committee endorse the planning proposal, it will go to the Department of Planning, Housing and Infrastructure for Gateway Determination. Proceeding with the planning proposal is consistent with the City's minimal appetite for disruption to our regulatory functions as decisions will be within the timeframes set in the NSW Government's Statement of Expectations Order 2024.

Relevant Legislation

45. Environmental Planning and Assessment Act 1979.

Critical Dates / Time Frames

46. Should Council and the Central Sydney Planning Committee endorse the attached planning proposal for public exhibition, it will be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination in accordance with section 3.34 of the Act. The Gateway Determination will provide the required finalisation date of the Local Environmental Plan amendment.

Public Consultation

47. Public exhibition for this planning proposal will be determined by the Department of Planning, Housing and Infrastructure. Consultation will be in accordance with:

    (a) the Gateway Determination issued by the Department of Planning, Housing and Infrastructure under section 3.34 of the Act

    (b) the Environmental Planning and Assessment Regulation 2021

    (c) the City of Sydney's Community Engagement Strategy and Participation Plan.

48. It is likely that the public exhibition period for the planning proposal would be a minimum of 20 working days.

49. It is intended the planning proposal, draft Development Control Plan and voluntary planning agreement will be publicly exhibited concurrently on the City of Sydney website.

50. The public consultation outcomes will be reported back for consideration by Council and the Central Sydney Planning Committee.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Michelle Cramsie, Specialist Planner

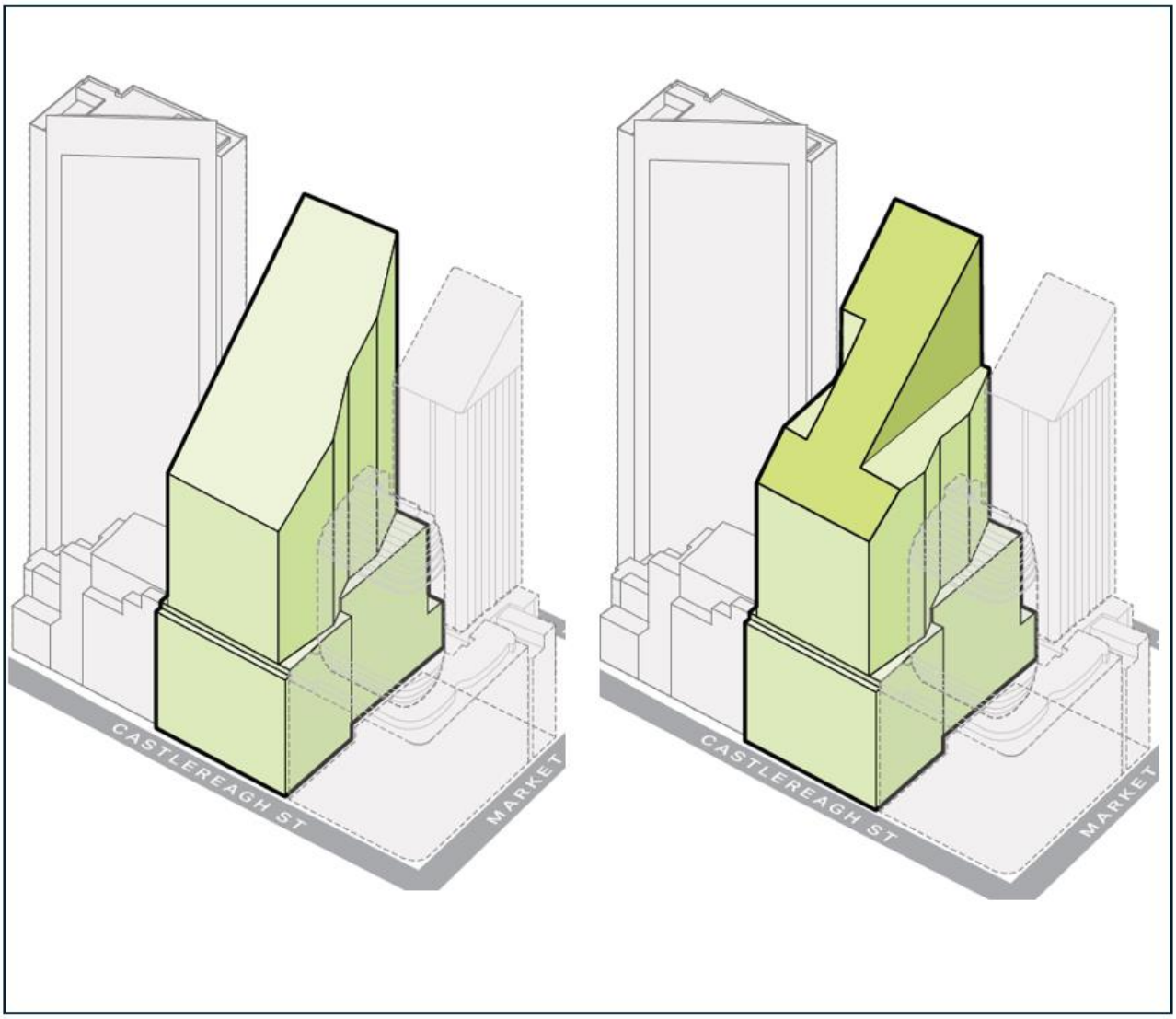
Lily Gibson, Cadet Planner

Attachment A

Planning Proposal
133-145 Castlereagh Street, Sydney

CITY OF SYDNEY

Planning Proposal: 133-145 Castlereagh Street, Sydney



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Executive Summary

This planning proposal has been prepared by the City of Sydney (the City) for 133-145 Castlereagh Street, Sydney (the site), in response to a request from Stockland, the proponent, to amend the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) and the Sydney Development Control Plan 2012 (Sydney DCP 2012) as they apply to the site.

This planning proposal has been prepared in accordance with section 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning, Housing and Infrastructure's (the Department) Local Environmental Plan Making Guideline dated August 2023.

The site

The site is located in Central Sydney and has an area of 4,800 square metres with frontages to Castlereagh Street and Pitt Street. There are 3 interconnected buildings on the site collectively known as the Piccadilly Centre Complex, comprising a 2-storey building with retail premises and part of the Uniting Church's Wesley Mission facilities, and two office towers 14 and 31-storeys in height.

Existing development controls

The site is zoned SP5 Metropolitan Centre in the Sydney LEP 2012 which permits a broad range of uses including office, retail, commercial and residential uses. The site has a maximum floor space ratio of 8:1, with additional floor space available, including where the development exhibits design excellence. The maximum building height is determined by the Hyde Park Sun Access Plane.

Intended outcome for development on the site

The proposed change to the planning controls will facilitate redevelopment of the site delivering the following key benefits:

- additional floor space to deliver either a fully commercial development, or mixed used development with limited residential use
- meeting the Hyde Park Sun Access Plane
- built form which retains the core structure of the Castlereagh Street tower and basement for embodied carbon benefits
- improved street activation and a pedestrian link through the site
- adequate provision of on-site loading to service the site
- improved public domain and public art
- ecologically sustainable development
- high quality residential amenity
- achieves design excellence.

The planning proposal – Sydney Local Environmental Plan 2012 controls

This planning proposal seeks to insert a new site-specific clause in Division 5 of the Sydney LEP 2012 to:

- increase the maximum floor space ratio to 21.85:1
    - a maximum floor space of 20.67:1 above ground
    - a maximum floor space of 1.18:1 below ground
- retain most of the existing Castlereagh Street tower and basement structure, with the exception of the Hyde Park Sun Access plane breach which will be removed
- allow for residential development on the site, up to 15% of the total floor area above ground

- allow development consent to only be granted if a through-site link, specific public domain improvements, and adequate site servicing outcomes are achieved
- clarify that clause 6.9 Opportunity floor space does not apply
- not permit additional height or floor space as a result of competitive design process under clause 6.21 as the additional FSR is already included.
- continue to permit alternative development utilising the existing Sydney LEP 2012 controls
- add a site-specific clause under Schedule 6C for the calculation of affordable housing contributions based on the uplift floor space apportioned for 15% of the above ground floor space where residential uses are included in the development.

The City has prepared a draft site-specific amendment to the Sydney Development Control Plan 2012 (draft DCP) to help ensure the objectives and intended outcomes of this planning proposal are achieved. The draft DCP includes controls relating to the built form of the proposed development, active frontages, public domain, public art, design excellence and sustainability. The City intends to publicly exhibit the draft DCP with this planning proposal. This may need updating following the review of the Sydney DCP.

Draft site specific Development Control Plan

The City has prepared a draft site-specific amendment to the Sydney DCP 2012 to help ensure the objectives and intended outcomes of this planning proposal are delivered, including built form, pedestrian through site link, heritage, access and loading, sustainability and design excellence.

1. Background

1.1 Site identification

This planning proposal relates to the site known as 133-145 Castlereagh Street, Sydney (the site). The site is owned by The Uniting Church in Australia Property Trust (NSW) who have consented to the request for the planning proposal.

The site is known as Lot 10 DP 828419, and has dual frontages to Castlereagh Street to the east and Pitt Street to the west. A map of the site, outlined in red, is shown at Figure 1.



Figure 1. Land affected by this planning proposal

1.2 Site location

The site is located within Central Sydney, within the 'Midtown' precinct as identified by the Central Sydney Planning Strategy.

The site is within 250 metres of several transport connections including Town Hall and St James railway stations, Gadigal metro station, the QVB light rail stop, and bus stops. Dedicated cycle lanes are on the western side of Castlereagh Street, adjoining the site. Hyde Park is located around 100m to the east of the site.

An aerial image of the site and surrounding area is shown at Figure 2.

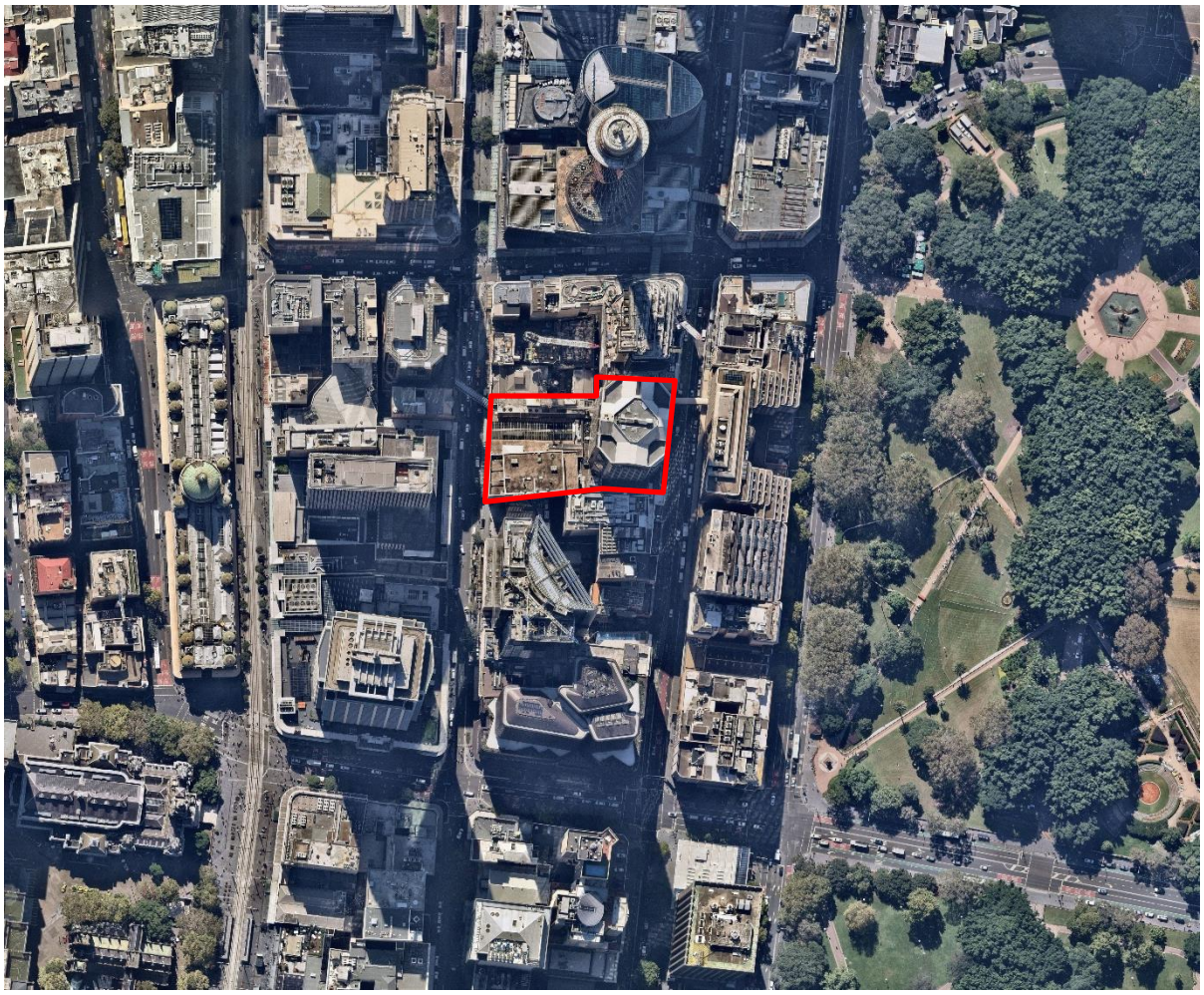


Figure 2. Aerial photo of the site

1.3 Site characteristics

The site has total area of 4,800m^2. The site is irregular in shape and has a fall of around 2 metres towards Pitt Street. It has a 55 metre frontage to Castlereagh Street and 54 metre frontage to Pitt Street. The northern boundary is approximately 93 metres, and the southern boundary is approximately 90 metres.

There are three interconnected buildings on the site collectively known as the Piccadilly Centre complex, comprising a 2 storey building with retail premises and Wesley Mission entry foyer, and two office towers 14 and 31-storeys in height. It has a total gross floor area of 56,890 square metres, including 4,450 square metres of gross floor area in the basement for Wesley Mission

facilities. The 31-storey tower adjoining Castlereagh Street breaches the Hyde Park Sun Access Plane.

Retail premises are located throughout the ground floor of the site in a shopping arcade providing a private pedestrian connection between Castlereagh and Pitt Streets. Food premises and tower lobbies are located on the first floor. The Wesley Mission entry foyer is located at ground level, with the facilities including the lyceum, theatre, church (used for Uniting Church services), and other related services located below ground.

Vehicle access to the basement is via a ramp parallel to Castlereagh Street, which is a dedicated public road. The basement exit is via a driveway perpendicular to Castlereagh Street. The existing basement contains 4 to 5 levels, with the Wesley Mission facilities on the upper two levels, and car parking on the levels below. The existing basement contains a total of 274 parking spaces, with many used as a casual, paid publicly accessible car park, and 35 permanent spaces allocated for use by the Wesley Mission.

Two end-of-life pedestrian skybridges connect to this site, one over Castlereagh Street to the Sheraton on the Park Hotel, and one over Pitt Street to the building at 55 Market Street which provide rent to the City of Sydney.

Surrounding development comprises a mixture of retail, commercial, residential, and tourist accommodation uses, these being:

- North: Two properties adjoin the northern boundary of the site. The building known as the David Jones Market Street store is a local heritage item (I1888). A 22-storey residential tower above the existing 10 storey building is under construction. The City Tattersalls Club comprising several buildings 4-8 storeys in height including three local heritage items (I1929, I1928 and I1927). A new 50 storey mixed-use development accommodating hotel, residential and club uses is under construction.
- South: Two sites adjoin the southern boundary of the site. ‘Banking House’ is a local heritage item (I1930) fronting Pitt Street and is six storeys in height. The building at 147-153 Castlereagh Street fronts Castlereagh Street and is 43 storeys in height. Both buildings contain a mix of retail on the lower levels, and a commercial tower above.
- East: The Sheraton on the Park Hotel, comprising 24 levels, is opposite the site. A skybridge connects this building to the subject site. Other buildings in the vicinity of the site are largely commercial with retail at ground floor.
- West: Properties opposite the site in Pitt Street includes the Hilton hotel at 259 Pitt Street with a 46-storey podium and tower, and is a local heritage item (I1934). Next to this is 253 Pitt Street, a 3-storey commercial building with retail on the ground floor and offices above. Further north is 249-241 Pitt Street which is an 8-storey commercial building with ground floor retailing and offices above, and is a local heritage item (I1932). On the corner of Pitt and Market Street is 55 Market Street, a 20-storey commercial building with a retail podium. This site is connected to the site by a skybridge over Pitt Street.

Figures 3 to 7 show existing development on the site and adjoining land.

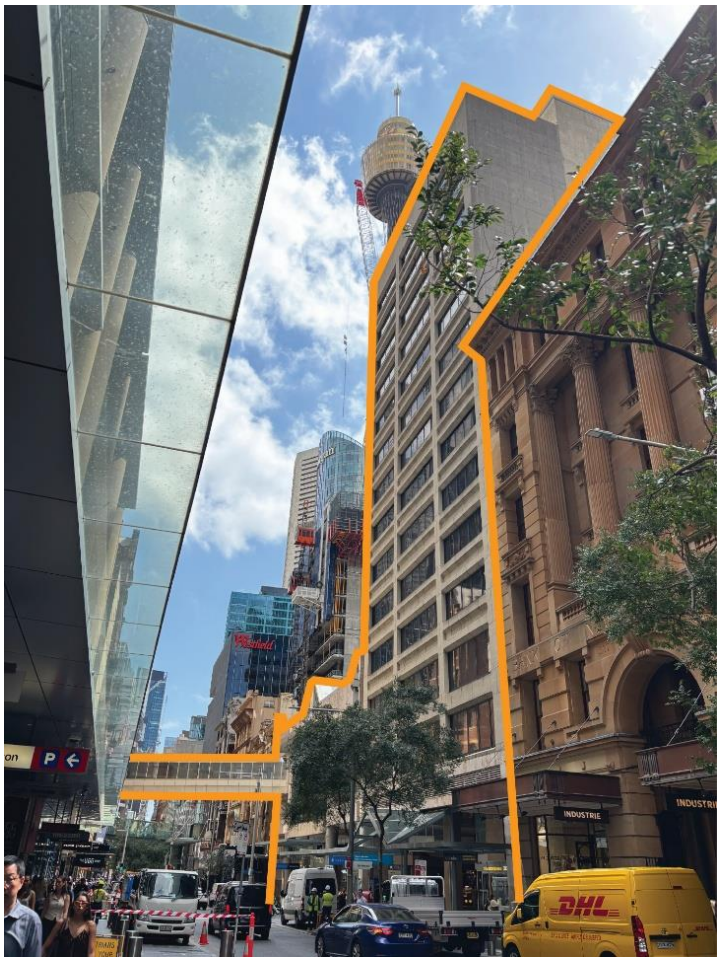


Figure 3. View along Pitt Street, looking north



Figure 4. Detailed view of Pitt Street frontage, including skybridge



Figure 5. View along Castlereagh Street, looking south from Market Street



Figure 6. Detailed view of Castlereagh Street frontage, including skybridge



Figure 7. View along Castlereagh Street, looking north

2. Current planning controls

2.1 Zoning

The site is zoned SP5 Metropolitan Centre in the Sydney LEP 2012, as shown in Figure 8. The zone objectives provide for the pre-eminent role of business, retail, entertainment and tourist premises, and opportunities for an intensity of land uses commensurate with Sydney's global status.

The zone permits a broad range of uses, including commercial premises, community facilities, food and drink premises, as well as residential accommodation and tourist and visitor accommodation.

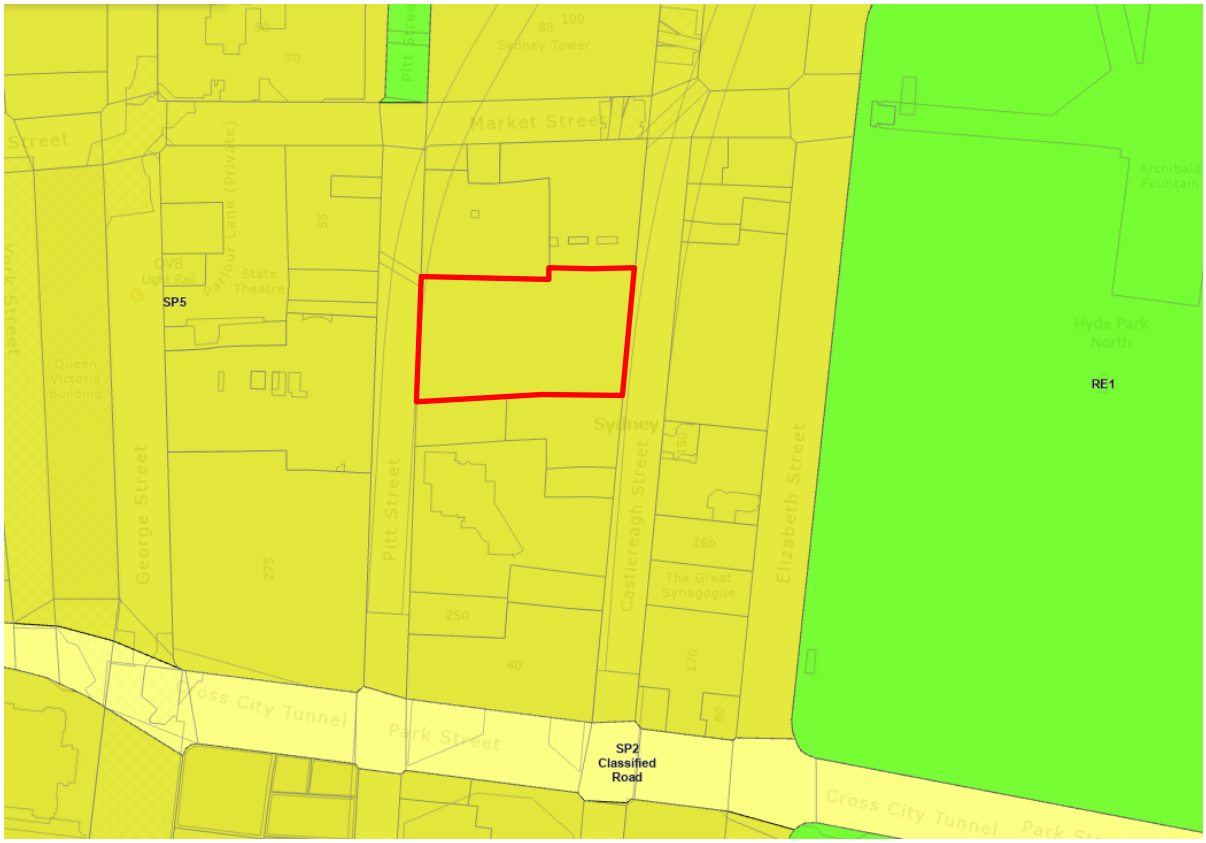


Figure 8. Extract from Zoning Map in the Sydney Local Environmental Plan 2012

2.2 Building height

The site is located within Area 3 on the Height of Building Map in the Sydney LEP 2012 as shown in Figure 9. The maximum height is determined by the sun access plane extending over this land, as detailed in Clause 6.17 - Sun Access Planes of the Sydney LEP 2012.

Clause 6.17 of the Sydney LEP 2012 states there shall be no additional overshadowing of identified public spaces in Central Sydney during specified times. One of these public spaces is Hyde Park, and mapped in the Central Sydney Planning Strategy. This is shown in Figure 10.

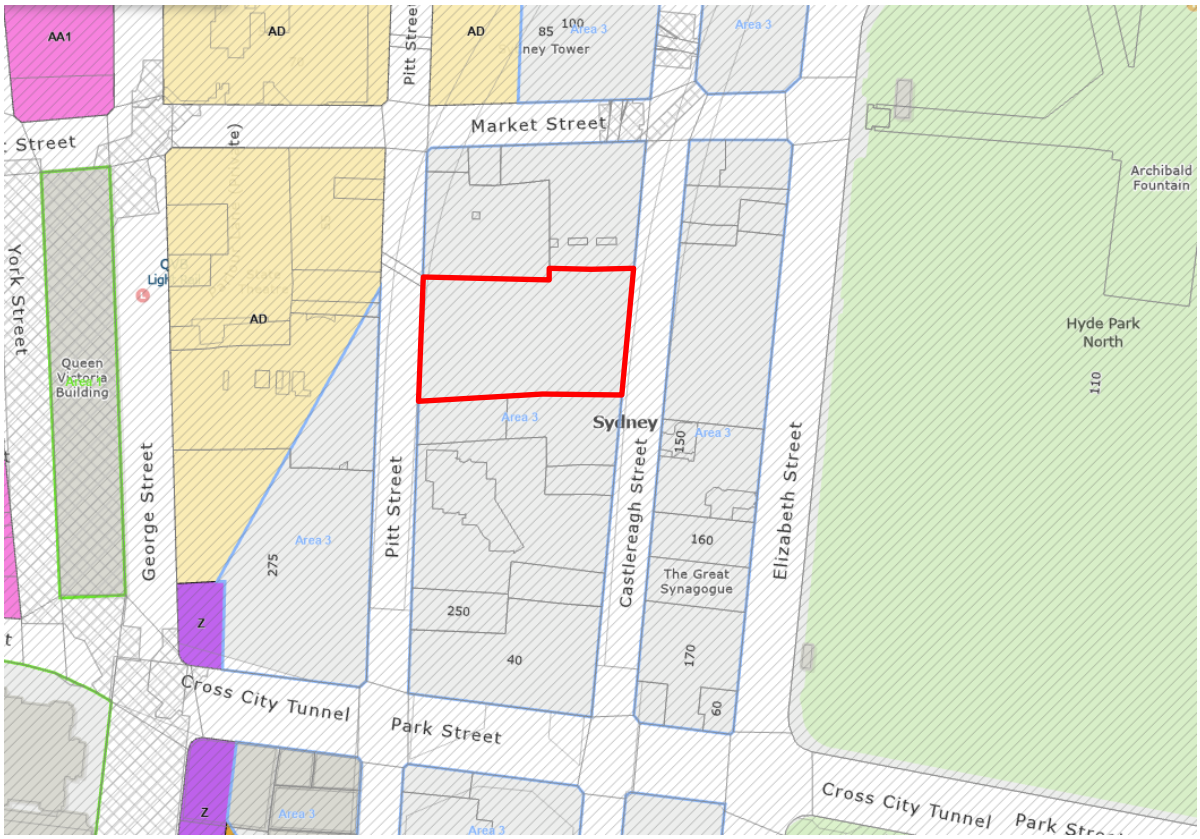


Figure 9. Extract from Height of Building Map in the Sydney Local Environmental Plan 2012



Figure 10. Extract of the Hyde Park sun access plane in the Central Sydney Planning Strategy

2.3 Floor space ratio

The site is subject to a maximum mapped floor space ratio control of 8:1, shown as 'AC1' in Figure 11. The site is also located in Area 2 which, under Clause 6.4 of the Sydney LEP 2012, means the site is eligible for accommodation floor space of up to 4.5:1 for certain uses including business office or retail premises, and up to 6:1 for certain uses including community facilities, hotel or motel accommodation and build-to-rent housing.

Up to 10 per cent additional floor space may be granted under clause 6.21D of the Sydney LEP 2012 if a competitive design process has been undertaken and design excellence achieved. It is noted that the amendments to the Sydney LEP 2012 adopted by Council on 23 June 2025 will enable 10 per cent additional floor space of both height and floor space ratio if a competitive design process is undertaken and design excellence achieved.



Figure 11. Extract from Floor Space Ratio Map in the Sydney Local Environmental Plan 2012

2.4 Heritage

The subject site does not contain any heritage items and is not located within a heritage consideration area. There are several heritage items within the site's vicinity as shown in Figure 12:

I1888 - David Jones Department Store Market Street building on the northern boundary

I1928 and I1929 - City Tattersalls Club buildings to the north of the site

I1930 - Banking House" building adjoining the southern boundary fronting Pitt Street.

I1930 – Simpson House opposite the site in Pitt Street

I1934 – Marble Bar (interior only) opposite the site in Pitt Street

I1698 – Former Legion House further south of the site at 161-163 Castlereagh Street

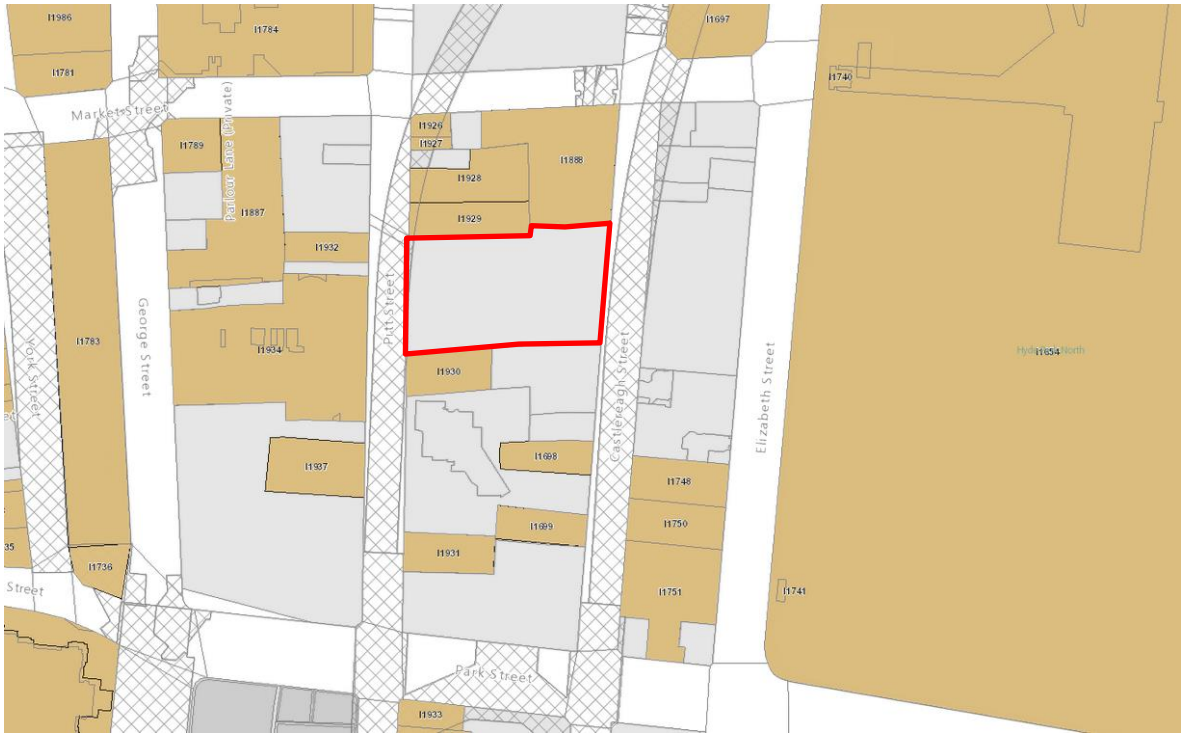


Figure 12. Extract from Heritage Map in the Sydney Local Environmental Plan 2012

3. Objectives and intended outcomes

The objective of this planning proposal is to amend the Sydney LEP 2012 to insert new site specific provisions that permit an increased maximum floor space ratio for the subject site to accommodate a development on the site that will be for either all commercial development and Wesley Mission services, or a mixed use scheme providing for both commercial uses and residential uses.

Specifically, the objectives and intended outcomes of this planning proposal are to:

- facilitate additional floor space in a strategic location to support one of two development outcomes, either for:
  - retail, commercial and other non-residential uses; or
  - retail, commercial uses with limited residential uses
- support additional employment growth to further strengthen Central Sydney's economy
- facilitate a building that is responsive to the character of the surrounding area and respects adjacent heritage buildings
- retain most of the existing Castlereagh Street tower and basement structure while improving solar access to Hyde Park
- improve pedestrian permeability through the site by delivering a through site link with a location for public art
- improve amenity and pedestrian conditions in the public domain
- achieve appropriate wind and daylight conditions at ground level;
- achieve ecologically sustainable development including embodied carbon benefits
- ensure the development provides adequate on-site loading to service the site, and
- ensures a built form that delivers design excellence.

Draft site-specific amendments to the Sydney DCP 2012 accompanying this planning proposal provide detailed guidance for the future redevelopment of the site.

A planning agreement (VPA) will be exhibited to secure the delivery of:

- pedestrian through-site link with easement for 24/7 public access
- removal of the parallel Castlereagh Street vehicle ramp and reinstatement of footpath.
- environmental performance where these exceed those required by the Sydney DCP 2012.

4. Explanation of provisions

4.1 Sydney Local Environmental Plan 2012

To achieve the objectives and intended outcomes, this planning proposal seeks to amend the Sydney LEP 2012 by inserting a new site-specific provisions for the subject site under Part 6, Division 5 as follows:

- permit a maximum floor space ratio to 21.85:1 on the site, inclusive of the following:
  - a maximum floor space ratio of 20.67:1 above ground that could be accommodated within the planning envelope of the site, comprising:
    - the mapped floor space ratio (in accordance with clause 4.4);
    - accommodation floor space (clause 6.4)
    - end of journey floor space (clause 6.6)
    - additional site specific floor space dependant on use after the accommodation floor space (clause 6.4) is used
    - where the building demonstrates design excellence through a competitive design process, additional design excellence floor space of up to 10% of the sum of the above listed floor space.
  - a maximum floor space ratio of 1.18:1 below ground subject to no environmental constraints being demonstrated.
- prevent development consent being granted under this clause unless the consent authority is satisfied that the building:
  - retains the existing majority of the existing Castlereagh Street tower and basement structure
  - is under the Hyde Park Sun Access Plane
  - includes a pedestrian through-site link connecting Castlereagh Street to Pitt Street with retail premises fronting this link
  - removes the vehicle entry ramp parallel to Castlereagh Street and realignment of the footpath
  - removes the sky bridges over Pitt Street and Castlereagh Street
  - provides adequate on-site loading facilities including waste collection
  - is not used for a commercial car park
  - does not include more than 15% of above ground floor space as residential uses
- clarify that no additional building height is available under clause 6.21D(3)
- clarify that clause 6.9 Opportunity sites does not apply to this site

These controls should not prevent alternative development on the site taking place under the existing Sydney LEP 2012 controls.

For the residential component, it is proposed to insert a new provision under Schedule 6C to capture 10% floor area affordable housing contributions on the 15% of the additional residential floor space delivered by this planning proposal.

Appendix 1 of this planning proposal provides some example clauses of the proposed controls. The final version of the clauses to be inserted into the Sydney LEP 2012 would be subject to drafting and agreement with the NSW Parliamentary Counsel's Office.

4.2 Sydney Development Control Plan 2012

To ensure future development is consistent with the objectives of the planning proposal, site specific provisions for the DCP will accompany to ensure a high-quality built form and public domain outcome is achieved. This may have to be updated after the review of the Sydney DCP.

The DCP provisions describe and outline the desired future development and include the following key design considerations:

- maximum building envelope dimensions, including setbacks and heights, for a commercial-only scheme, and mixed use development scheme with residential
- ground floor including active frontages
- through-site link
- heritage
- access, loading and servicing
- design excellence
- sustainability
- flooding

A draft of the new site specific provisions for the Sydney DCP 2012, is also to be placed on public exhibition.

5. Justification

This planning proposal amends the floor space ratio controls to facilitate redevelopment for either a commercial only building, or mixed use scheme including residential uses. No change to the land use zoning is proposed.

The following section provides justification for the planning proposal, outlining strategic and site specific merit, outcomes and process for implementation.

5.1 Landowner request

In November 2025, Stockland, the proponent, supported by Urbis, lodged a planning proposal requesting the insertion of request site specific controls into Part 6, Division 5 of the Sydney LEP 2012.

The proposal is to enable the redevelopment of the site for either a commercial only development with Wesley Mission facilities, or a mixed used scheme comprising commercial and limited residential development. Both development outcomes are to feature a podium across the site with a single tower above, with a height up to the Hyde Park Sun Access Plane.

Indicative designs of both development options have been prepared by the proponent and are at Figure 13 to 15.



Figure 13. Artists impression of the commercial scheme, from Pitt Street



Figure 14. Artists impression of the development, from Pitt Street



Figure 15. Artists impression of the mixed use development scheme, looking north-west

5.2 Need for the planning proposal

Is the planning proposal a result of an endorsed LSPS, strategic study or report?

This planning proposal is a result of a request from the landowner to change the planning controls that relate to the subject site.

The planning proposal responds to, and is consistent with, the Central Sydney Planning Strategy. The Strategy describes objectives and a framework to ensure future growth is employment focused, occurs where it respects our special places and spaces, and is highly sustainable, resilient and responsive to climate change. A detailed review of the consistency of the proposal with the strategic planning framework is provided at section 5.4 below.

The landowner has undertaken a number of studies in support of the request, including an Urban Design Study prepared by 3XN. The study describes how the proposal is consistent with the City's vision for Central Sydney to remain economically competitive and capable of accommodating growth in employment generating floor space through additional building height and floor space in selected locations that do not result in unacceptable impacts on public domain amenity.

Documentation submitted by the proponent in support of their request are as follows:

- Attachment A1 – Request for Planning Proposal
- Attachment A2 – Urban Design Report
- Attachment A3 – Site Survey
- Attachment A4 – Quantity Surveyor Letters
- Attachment A5 – Draft Design Excellence Strategy
- Attachment A6 – Statement of Intent – Public Benefits Letter of Offer
- Attachment A7 – Heritage Impact Statement
- Attachment A8 – Pedestrian Footpath Analysis – Commercial Scheme
- Attachment A9 – Pedestrian Footpath Analysis – Mixed Use Scheme
- Attachment A10 – Desktop Geotechnical Assessment
- Attachment A11 – Building Services Report
- Attachment A12 – Structural Design Description
- Attachment A13 – Stakeholder Engagement Plan
- Attachment A14 – Rail Corridor Impact Report – Commercial Scheme
- Attachment A15 – Rail Corridor Impact Report – Mixed Use Scheme
- Attachment A16 – Pedestrian Wind Assessment
- Attachment A17 – Skyview Factor Report
- Attachment A18 – Transport Impact Assessment – Commercial Scheme
- Attachment A19 – Transport Impact Assessment – Mixed Use Scheme
- Attachment A20 – Acoustic Impact Assessment – Commercial Scheme
- Attachment A21 – Acoustic Impact Assessment – Mixed Use Scheme
- Attachment A22 – Sustainable Design Strategy Report – Commercial Scheme
- Attachment A23 – Sustainable Design Strategy Report – Mixed Use Scheme
- Attachment A24 – Flood Assessment – Commercial Scheme
- Attachment A25 – Flood Assessment – Mixed Use Scheme
- Attachment A26 – Utility Services Infrastructure Report – Commercial Scheme
- Attachment A27 – Utility Services Infrastructure Report – Mixed Use Scheme
- Attachment A28 – Preliminary Waste Management Plan – Commercial Scheme
- Attachment A29 – Preliminary Waste Management Plan – Mixed Use Scheme
- Attachment A30 – Preliminary Public Art Strategy
- Attachment A31 – Preliminary Site Contamination Investigation

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This planning proposal seeks to insert new site-specific provisions into Division 5 and Schedule 6 of the Sydney LEP 2012 for the subject site. The proposed envelope has been assessed to ensure that future built form is appropriate and does not result in any unacceptable impacts on adjoining properties or the public domain. The amended controls facilitate the delivery of additional employment generating floor space, and potentially additional residential floor space consistent with the vision of the Central Sydney Planning Strategy and Local Strategic Planning Statement.

5.3 Relationship to strategic planning framework

Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy, or draft strategy?

This planning proposal is consistent with the relevant actions and objectives of the applicable regional and district plans, as summarised below.

A Metropolis of Three Cities – The Greater Sydney Region Plan

The Greater Sydney Region Plan is the NSW Government's overarching strategic plan for growth and change in Sydney.

The Plan outlines how Greater Sydney will manage and deliver growth and guide infrastructure delivery. This planning proposal gives effect to the Plan, as follows:

- Infrastructure – Future development on the site will support the investment in new transport infrastructure, and benefit from additional passenger capacity, especially the new Gadigal Metro Station close to the site on Pitt Street.
- Liveability – The proposal will deliver retail activation at ground level fronting Castlereagh and Pitt Streets. The publicly accessible through site link with improve connectivity to Pitt and Castlereagh Street and be activated with retail uses and will feature natural daylight. The proposal will facilitate public domain works to improve pedestrian movement and increase the permeability of Central Sydney. Future development in a mixed-use scheme would also contribute to greater housing supply and choice through the provision of residential apartments with adequate dwelling mix.
- Productivity – The proposal will deliver additional commercial floor space for both potential development outcomes, close to existing and future transport infrastructure contributing to the growth of Central Sydney's economy.
- Sustainability – Delivery of a new building with improved sustainability outcomes than the current building stock is a key priority of the proposed development concept. Retaining significant components of the existing structure improves sustainability by the retention of embodied carbon.

Eastern City District Plan

The Eastern City District Plan sets out the vision, priorities and actions for the Eastern District of the Greater Sydney area, which includes the City of Sydney.

This planning proposal is consistent with the following priorities from the Plan:

- Planning Priority E1 – Planning for a city supported by infrastructure – To refresh and renew the offering of commercial floor space in this area of Central Sydney, this planning proposal seeks to expand and enhance commercial uses on the subject site by facilitating the delivery of new office space on a site located close to existing and planned transport infrastructure to maximise the efficient use of the existing and future new capacity.

- Planning Priority E5 – Providing housing supply, choice and affordability with access to jobs, services and public transport – If a mixed-use development scenario is pursued, this planning proposal will allow for additional limited housing supply to balance the need for planning for long term jobs supply, in a well-serviced location close to existing and forecast jobs, retail, community facilities, key services and public transport options.
- Planning Priority E6 – Creating and renewing great places and local centres and respecting the District's heritage – The planning proposal will improve the public domain around the site and improve amenity and accessibility for pedestrians, while also being sympathetic to adjoining heritage buildings.
- Planning Priority E7 – Growing a stronger and more competitive Harbour CBD – Central Sydney lies at the core of the Harbour CBD, within the Eastern Economic Corridor. This Planning Proposal will help facilitate new commercial office space within Central Sydney to maximise the competitive advantage of this part of Sydney.
- Planning Priority E10 – Delivering integrated land use and transport planning for a 30 minute city – The future development concept satisfies the 30 minute city objective as it will increase employment opportunities, and housing supply in a mixed-use scheme, close to existing and future public transport connections across may part of Greater Sydney within a 30 minute travel time.
- Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres – This planning proposal will facilitate the delivery of new commercial and retail development on the subject site delivering additional office space in Central Sydney, which will add to the viability of the Harbour CBD economy.
- Planning Priority E13 – Supporting growth of targeted industry sectors – This planning proposal will deliver additional retail and commercial floor space which will be available for investment from targeted industry sectors including retail, visitor economy and knowledge-intensive businesses.
- Planning Priority E19 – Reducing carbon emissions and managing energy, water and waste efficiently – The planning proposal will deliver a development with significantly improved sustainability outcomes than the current built form on site. Embodied carbon will be achieved by retaining the key structural components of the existing Castlereagh Street tower, and basement. Future development on the site is to achieve the sustainability targets in the amendments to Sydney DCP 2012 as adopted by Council on 23 June 2025.

The Sydney Plan (Draft)

The draft Sydney Plan sets out how growth is to be addressed in Sydney over the next 20 years. The planning proposal is consistent with the following priority responses of the draft plan:

This planning proposal gives effect to the following priorities of the Plan:

- Housed – If a mixed-use scheme is pursued, this planning proposal will enable greater housing supply and dwelling choice. Future mixed-use development would ensure additional housing is well-located close to existing jobs, services and amenities.
- Prosperous – Future redevelopment on site will facilitate additional commercial floor space in Central Sydney, strengthening the economy of a key commercial centre for the City.
- Connected – The planning proposal will deliver additional commercial floor space in a central location within walking distance of existing and future public transport connections and cycleways. The inclusion of residential in a mixed-use scheme will similarly achieve this, by increasing commercial floor area with a limited quantity of market residential floor space provision in a well-serviced location.
- Resilient – Future development on site will result in better sustainability outcomes than the current building stock and will achieve sustainability targets that align with the City of Sydney's net zero targets.
- Liveable – Future development will result in an enhanced public domain by including retail activation on ground level, a through site link as well as public domain improvements to support

pedestrian movement. The planning proposal will also enable more workers, and residents in a mixed-used scheme, to be located close to key infrastructure and essential services.
- Coordinated – The site is well positioned to capitalise on existing transport infrastructure including light rail, heavy rail, metro and bus connections as well as nearby cycleways and pedestrian links.

Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Local Strategic Planning Statement – City Plan 2036

The City's local strategic planning statement (LSPS) sets the land use planning context, vision and planning priorities to positively guide future development in the City. This planning proposal aligns with the following priorities of the LSPS:

Infrastructure

- I1. Movement for walkable neighbourhoods and a connected city – The future development concept for the subject includes a through-site link that will improve connections between Castlereagh and Pitt Streets, providing increased accessibility and activation to encourage a permeable pedestrian network. This planning proposal also facilitates additional retail and commercial floor space in a well-located area within walking distance to key destinations for working, shopping, socialising, exercising and essential services. A mixed-use development scheme would additionally provide residential floor space, in conjunction with retail and commercial floor space, in a well-serviced location.
- I2. Align development and growth with supporting infrastructure – The subject site is well located to take advantage of nearby existing and future transport infrastructure, including heavy rail, light rail and metro connections, as well as bus services and cycleways.

Liveability

- L2. Creating great places – This planning proposal will deliver improved street life and activation by reinstating the footpath design along Castlereagh Street and new fine-grain retail premises, where new food and drink premises will be encouraged.
- Priority L3 – New homes for a diverse community – If a mixed-use development scenario is pursued, increased housing supply would be achieved through the provision of residential apartments with appropriate dwelling mix.

Productivity

- P1. Growing a stronger, more competitive Central Sydney – This planning proposal supports growth in Central Sydney by facilitating future development that will deliver additional capacity for economic and employment growth and provide premium office floor space to attract globally competitive business.

Sustainability

- S2. Creating better buildings and places to reduce emissions and waste and use water efficiently – Future development facilitated through this planning proposal will be required to meet ambitious sustainability benchmarks ensuring the new buildings will be more sustainable than the existing building stock.

Sustainable Sydney 2030-2050: Continuing the vision

Sustainable Sydney 2030-2050 provides a vision for a green, global and connected city and includes directions for sustainable growth, creativity and innovation. This planning proposal gives effect to the following strategic directions:

- Direction 2 – A leading environmental performer – This planning proposal will retain the Castlereagh Street tower, and most of the basement structure, for embodied carbon savings. Future development on the site is to achieve the sustainability targets in the amendments to Sydney DCP 2012 as adopted by Council on 23 June 2025.
- Direction 3 – Public places for all – Future redevelopment on site would enhance the ground plane through improved footpath design along Castlereagh Street and new fine-grain retail premises, where new food and drink premises will be encouraged.
- Direction 4 – Design excellence and sustainable development – Future development on site would be subject to a competitive design process to ensure built form achieves design excellence.
- Direction 5 – A city for walking, cycling and public transport – The site is within walking distance of key destinations, and is well positioned to take advantage of existing transport infrastructure, including heavy rail, light rail, metro and bus connections as well as nearby cycleways.
- Direction 6 – An equitable and inclusive city – Future development facilitated by the planning proposal will deliver a positive contribution to Central Sydney through greater opportunities for business and new retail activation for local workers, residents and visitors.
- Direction 9 – A transformed and innovative economy – This planning proposal provides additional employment floor space, strengthening the city's position as a destination for business, investment and talent.
- Direction 10 – Housing for all – Future development may include a portion of residential accommodation, should a mixed-use development scheme be chosen, helping to meet the diverse housing needs of our community.

Central Sydney Planning Strategy

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and delivers on the City's Sustainable Sydney 2030-2050 program. As the economic heart of Australia's global city, Central Sydney plays a critical role in the continued growth and economic success of Greater Sydney and the national economy.

The Strategy includes opportunities for additional height and density in the right locations balanced with environmental sustainability and sets criteria for excellence in urban design. This planning proposal is aligned with the following relevant key moves of the Strategy:

- 1. Prioritise employment growth and increase capacity – This planning proposal will facilitate the delivery of additional employment generating floor space, in the form of office and retail uses, increasing the employment capacity and growth within Central Sydney.
- 2. Ensure development responds to context – The draft site-specific DCP that accompanies this planning proposal includes provisions to ensure future development responds to its context with a built form that includes sufficient tower setbacks, and does not result in adverse wind and daylight impacts in the public domain.
- 5. Ensure infrastructure keeps pace with growth – Development facilitated by this planning proposal is subject to the Central Sydney Development Contributions Plan 2020, and the City of Sydney Affordable Housing Program in place at the time the planning proposal was lodged.
- 6. Move towards a more sustainable city – This planning proposal retains the existing building, helping to reduce greenhouse gas emissions by preserving the embodied carbon within the existing structure. Future development is also to achieve the ambitious sustainability targets as set out in the draft site specific DCP, consistent with the Strategy.
- 7. Protect, enhance and expand Central Sydney's heritage and public space – This planning proposal delivers additional floor space while lowering the existing Castlereagh St tower building height and offering a sympathetic design treatment to the adjoining heritage buildings.
- 8. Move people more easily – The site is within easy walking distance of key destinations and is well located to capitalise on existing public transport connections including heavy rail, light rail, metro and bus services as well as cycleways.

- 9. Reaffirm commitment to design excellence – Future development on site will be subject to a full competitive design competition with the draft DCP to include design excellence provisions to ensure a high quality built form.

Is the planning proposal consistent with any other applicable State and regional studies or strategies?

City of Sydney Economic Development Strategy 2025-2035

This planning proposal gives effect to the outcomes of the City's Economic Development Strategy in the following ways:

- Establishing ambitious sustainability benchmarks to support Sydney's transition to net zero
- Increasing employment floor space to attract talent and investment, and strengthen the productivity of Sydney's economy. Accommodation of new jobs on site will also assist the City in achieving its 2036 jobs target
- Enhancing the public domain and upgrading the through-site link to improve connectivity and ground plane experience.

Is the planning proposal consistent with applicable SEPPs?

The following table (Table 1) outlines the consistency of this planning proposal with applicable SEPPs.

Table 1: Consistency with applicable SEPPs

SEPP	Comment
SEPP (Biodiversity and Conservation) 2021	This planning proposal is consistent. As the site is located within Central Sydney there is no vegetation to be cleared and the planning proposal does not change the existing site coverage. The site is located in the Sydney Harbour Catchment but is not located within the Foreshores and Waterways Area. The existing structure is being retained and limited excavation is proposed. There is no change to current site coverage and no change to current drainage infrastructure is proposed. Therefore, it is considered unlikely that the proposal will have any adverse impacts on water quality, aquatic ecology, recreation and public access, or flooding beyond the boundaries of the site.
SEPP (Exempt and Complying Development Codes) 2008	This planning proposal is consistent.
SEPP (Housing) 2021	This planning proposal is consistent. Should a mixed-use scheme be pursued, new residential apartments with appropriate dwelling mix would be delivered in a central location well serviced by existing transport infrastructure, jobs, essential services and community facilities. The apartments would be concentrated to the upper tower levels with greater setback than a commercial-only scheme, helping to maximise amenity for future

SEPP	Comment
	residents including solar access. The planning proposal is accompanied by a draft development control plan which provides site-specific controls to ensure any dwellings provided on site are designed to reflect the locality and be well integrated into the surrounding area.
SEPP (Industry and Employment) 2021	This planning proposal is consistent.
SEPP (Planning Systems) 2021	This planning proposal is consistent.
SEPP (Precincts – Eastern Harbour City) 2021	This planning proposal is consistent.
SEPP (Resilience and Hazards) 2021	This planning proposal is consistent. The site is not located in a coastal environment area or a coastal use area. This planning proposal request was accompanied by a Geotechnical Report detailing the site's expected ground conditions, groundwater and vibration, as well as initial design parameters for foundations and shoring walls. Further detailed investigation will be required as part of any future development application process.
SEPP (Resources and Energy) 2021	This planning proposal is consistent.
SEPP (Sustainable Buildings) 2022	This planning proposal is consistent. Future development will be consistent with the standards for non-residential development as articulated in Chapter 3 of the SEPP, as well as Chapter 2 if residential development is provided in a mixed-use development scenario.
SEPP (Transport and Infrastructure) 2021	This planning proposal is consistent. As any future development on the site will be considered a `traffic generating development' for the purposes of the SEPP as over 10,000m2 of commercial floor space is proposed, any future development application will be referred to Transport for NSW for concurrence prior to determination. This site is close to Sydney Metro tunnels under Castlereagh St and Pitt St. Given this close proximity, any future application must consider potential impacts of the proposal on the corridors and will require consultation with Transport for NSW.

The following SEPPs are not applicable to this planning proposal:

- SEPP (Precincts – Central River City) 2021, SEPP (Precincts – Regional) 2021, SEPP (Precincts – Western Parkland City) 2021, SEPP (Primary Production) 2021

Is the planning proposal consistent with applicable Ministerial Directions?

The following table (Table 2) outlines the consistency of this planning proposal with applicable Ministerial Directions.

Table 2: Consistency with Ministerial Directions

Ministerial Direction	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Region Plans	This planning proposal is consistent, as demonstrated in section 5.4 of this document.
1.3 Approval and Referral Requirements	This planning proposal is consistent. No provisions are being proposed that would require the concurrence, consultation or referral of development applications to a Minister or public authority, nor identify the development as designated development.
1.4 Site Specific Provisions	This planning proposal is consistent. The planning proposal does not restrict the permitted uses on the land. This planning proposal provides an uplift for commercial floorspace, and residential development in a mixed-use scheme, consistent with strategic priorities established in the relevant regional and district plan, and LSPS. Development that does not make use of the uplift provided by the planning proposal can continue to make use of the full range of uses permitted in the SP5 Zone.
1.4A Exclusion of Development Standards from Variation	This planning proposal is consistent. The planning proposal does not propose to exclude a development standard from variation under Clause 4.6.
Focus area 3: Biodiversity and Conservation	
3.1 Conservation Zone	This planning proposal is consistent. The site is not located within an environmentally sensitive area, a conservation zone nor land otherwise identified for environment conservation or protection purposes.
3.2 Heritage Conservation	This planning proposal is consistent. There are no heritage-listed items on the site, and the site's proximity to heritage items is appropriately considered by the planning proposal. A Heritage Impact Statement, provided by the proponent, accompanies this document.

Ministerial Direction	Comment
3.5 Recreation Vehicle Areas	The planning proposal is consistent. The site is not being developed for the purpose of a recreation vehicle area.
3.7 Public Bushland	The planning proposal is consistent. The site does not contain any urban bushland.
3.9 Sydney Harbour Foreshores and Waterways Areas	This planning proposal is consistent. The site is not located within the Foreshores and Waterways Area.
3.10 Water Catchment Protection	This planning proposal is consistent. The site is located within the Sydney Harbour Catchment but outside the Foreshores and Waterways Area boundary. The planning proposal does not conflict with the objectives of the Direction.
Focus area 4: Resilience and Hazards	
4.1 Flooding	This planning proposal is consistent. Pitt St fronting site to the west is impacted by high hazard flooding in a PMF event, and Castlereagh St fronting site to the east is impacted by low hazard flooding in a PMF event. Two Flood Impact Assessments accompany this planning proposal, one for a mixed-use scheme and one for a commercial-only development. Table 5 of the reports demonstrate non-compliance with the City's flood planning level (FPL) criteria. The report proposes the adoption of the PMF level as the applicable FPL for certain uses. It identifies this as relatively low risk on the site due to its location near the top of the catchment, away from any significant trapped sag locations and the site's low sensitivity of peak flood levels to changes in the hydrological assumptions. The proposed FPL would provide flood immunity without the use of flood gates. Following review by the City's water engineers, a response was provided by the proponent's engineer, which is considered to satisfactorily demonstrate that a future development is capable of meeting relevant flood planning requirements. A detailed Flood Impact and Risk Assessment (FIRA), and Flood Emergency Response Plan, along with other supporting studies is required at the DA stage to confirm the management of flooding risk.
4.2 Coastal Management	This planning proposal is consistent. The site is not located within the coastal environment area or coastal use area.

Ministerial Direction	Comment
4.4 Remediation of Contaminated Land	This planning proposal is consistent. This site is currently used for commercial purposes and the proposed future use will either remain all-commercial, or majority commercial with some residential. The site, and adjoining, are used for commercial uses. Excavation proposed is to RL 14m in the southwestern Piccadilly Court basement area, down to existing basement level at approximately RL 14m. A preliminary site (contamination) investigation was prepared by Douglas Partners to support the planning proposal request for the site lodged in 2020, though subsequently withdrawn. Although a different reference scheme was proposed which included no further excavation of the basement, the report found that there is low risk that the site is impacted by significant contamination, though may be subject to potential contamination sources. It was considered that the site can be made suitable for redevelopment following further investigations, should any contamination be identified.
4.5 Acid Sulfate Soils	This planning proposal is consistent. The site is classified as Class 5 Acid Sulfate Soils as per the Sydney LEP 2012. Retention of the existing building is proposed, and excavation will be limited to the southwestern Piccadilly Court basement area, down to the existing basement level. Further investigation and the need for an Acid Sulfate Soils Management Plan will be addressed in any future development application.
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	This planning proposal is consistent. The site is well-located close to key public transport connections in Central Sydney.
5.2 Reserving Land for Public Purpose	This planning proposal is consistent. No changes to existing zonings or reservations of land for public purposes are facilitated by this planning proposal. The site is within close proximity to land that was acquired for the rail corridor for construction of he Sydney Metro. Consultation with Transport NSW and Sydney Metro will be undertaken as part of the public consultation process due to this issue.
5.3 Development near Regulated Airports and Defence Airfields	This planning proposal is not consistent.

Ministerial Direction	Comment
	In an all-commercial building envelope, the proposed maximum height is RL 187.46m (around 168.05m). In a mixed-use building envelope, the proposed maximum height is RL 187.29m (around 167.88m). In both instances the development exceeds the Obstacle Limitations Surfaces (OLS) of 156m AHD for this site for Sydney Airport. This will be addressed through consultation with the relevant agencies as part of the public exhibition process for this project. This includes consultation with the Sydney Airport Corporation, Airservices Australia and the Civil Aviation Safety Authority. Following consultation with the relevant public agencies, the planning proposal will be amended where necessary and reported back to Council and the Central Sydney Planning Committee for final approval prior to the drafting of the relevant amendments to the Sydney LEP 2012.
Focus area 6: Housing	
6.1 Residential Zones	This planning proposal is consistent, should a mixed-use development scheme be pursued. The provision of residential development will be enabled by a mixed-use development scheme under this planning proposal, with additional standards to ensure commercial floor space will be a significant proportion of the total gross floor area of the site. Controls in the Sydney LEP 2012 and Sydney DCP 2012 to ensure that if residential uses are proposed, the site can be adequately serviced.
6.2 Caravan Parks and Manufactured Home Estates	This planning proposal is consistent. It provides an alternative set of planning controls for commercial or mixed use of the site. It is not a suitable zone or location for the provision of a caravan park.
Focus area 7: Industry and Employment	
7.1 Employment Zones	This planning proposal is consistent. It will encourage employment growth in a suitable location, as well as protect and support the viability of an area identified in the relevant regional and district plans and LSPS for commercial uses.

The following Ministerial Directions are not applicable to this planning proposal:

- 1.2 Development of Aboriginal Land Council Land, 1.5 Parramatta Road Urban Transformation Strategy, 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan, 1.7 Implementation of Greater Parramatta Priority Growth Area Interim

Land Use and Infrastructure Implementation Plan, 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan, 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor, 1.10 Implementation of the Western Sydney Aerotropolis Plan, 1.11 Implementation of Bayside West Precincts 2036 Plan, 1.12 Implementation of Planning Principles for the Cooks Cove Precinct, 1.13 Implementation of St Leonards and Crows Nest 2036 Plan, 1.14 Implementation of Greater Macarthur 2040, 1.15 Implementation of the Pyrmont Peninsula Place Strategy, 1.16 North West Rail Link Corridor Strategy, 1.17 Implementation of the Bays West Place Strategy, 1.18 Implementation of the Macquarie Park Innovation Precinct, 1.19 Implementation of the Westmead Place Strategy, 1.20 Implementation of the Camellia-Rosehill Place Strategy, 1.21 Implementation of the South West Growth Area Structure Plan, 1.22 Implementation of the Cherrybrook Station Place Strategy, 3.3 Sydney Drinking Water Catchments, 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs, 3.6 Strategic Conservation Planning, 3.8 Willandra Lakes Region, 4.3 Planning for Bushfire Protection, 4.6 Mine Subsidence and Unstable Land, 5.4 Shooting Ranges, 5.5 High Pressure Dangerous Goods Pipelines, 7.2 Reduction in non-hosted short-term accommodation period, 7.3 Commercial and Retail Development along the Pacific Highway, North Coast, 8.1 Mining, Petroleum Production and Extractive Industries, 9.1 Rural Zones, 9.2 Rural Lands, 9.3 Oyster Aquaculture, 9.4 Farmland of State Regional Significance on the NSW Far North Coast.

5.4 Environmental, social and economic impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitat, will be adversely affected as a result of the proposal?

The planning proposal is unlikely to adversely affect any critical habitat or threatened species, populations or ecological communities or their habitats. The subject site is located in Central Sydney, which does not contain any critical habitats or threatened species, populations or ecological communities.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Planning Envelope Testing for Future Built From

The two planning envelopes informing the planning proposal have been rigorously tested against public domain amenity criteria, including Sky View Factor and Pedestrian Wind Impacts which are an improved outcome to that of a building envelope that is consistent with the requirements of the Central Sydney Planning Framework.

The planning envelopes have demonstrated that they are capable of comfortably accommodating the built form of the proposed indicative concept designs with sufficient flexibility and provide for architectural articulation without resulting in adverse conditions at ground level.

The site is subject to the Hyde Park Sun Access Plane, and the planning envelope has been designed to comply with this requirement through a sloping form at the top of the envelope.

The podium envelope provides for a future development to respond to the built form of adjoining buildings, including heritage items. Appropriate tower setbacks have been incorporated into the proposed building envelope along with controls in the draft site specific DCP.

Notwithstanding the variations to tower setbacks, the proposed maximum planning envelope is consistent with the objectives of the Central Sydney Planning Strategy in that the planning proposal will facilitate additional employment generating floor space through additional building height and floor space without detrimentally impacting pedestrian amenity, solar access and wind conditions in the public domain.

Controls in both the Sydney LEP 2012 and Sydney DCP 2012 are to achieve the desired built form outcome.

The draft DCP, which accompanies the planning proposal, includes detailed site-specific provisions to describe and outline the desired future development on site to ensure a high quality built form and public outcome is delivered.

Floor Space Ratio Changes

Informed by the above impact assessment, the planning proposal will insert site-specific floor space ratio (FSR) controls in the Sydney LEP 2012 for the subject site.

The planning proposal provides for site specific provisions to achieve a maximum floor space ratio of 21.85:1, with a maximum above ground floor space ratio of 20.67:1 and maximum below ground floor space ratio of 1.18:1.

Envelope testing has been carried out for this planning proposal. While not complying with the Guideline's standard engineering and mechanical servicing methods, supporting document from the proponent demonstrates that engineering and mechanical servicing methods can be used to achieve the proposed floor space yield. This includes using double height lifts for the main tower core. If these methods are not incorporated in the detailed design stage, a lower FSR is likely to result for the site.

Although the maximum floor space ratio is the same for either development scheme permitted by the planning proposal, there are variations in the planning envelope for the two different development schemes The variances are largely at the upper part of the tower. The mixed-use residential scheme envelope has greater setbacks above RL135.37 to be capable of meeting the NSW Apartment Design Guide, but includes an extra two floors compared to the commercial scheme. This is due to the lower floor to floor heights required for residential development. However, both schemes conform to the height control of the sun access plane.

The proposed maximum planning envelopes are consistent with the objectives of the Central Sydney Planning Framework in that the planning proposal will facilitate additional employment generating floor space in a building that provides for positive outcomes for pedestrian amenity, solar access and wind conditions in the public domain.

Controls in both the Sydney LEP 2012 and Sydney DCP 2012 are to achieve the desired built form outcome.

The draft DCP, which accompanies the planning proposal, includes detailed site-specific provisions to describe and outline the desired future development on site to ensure a high quality built form and public outcome is delivered.

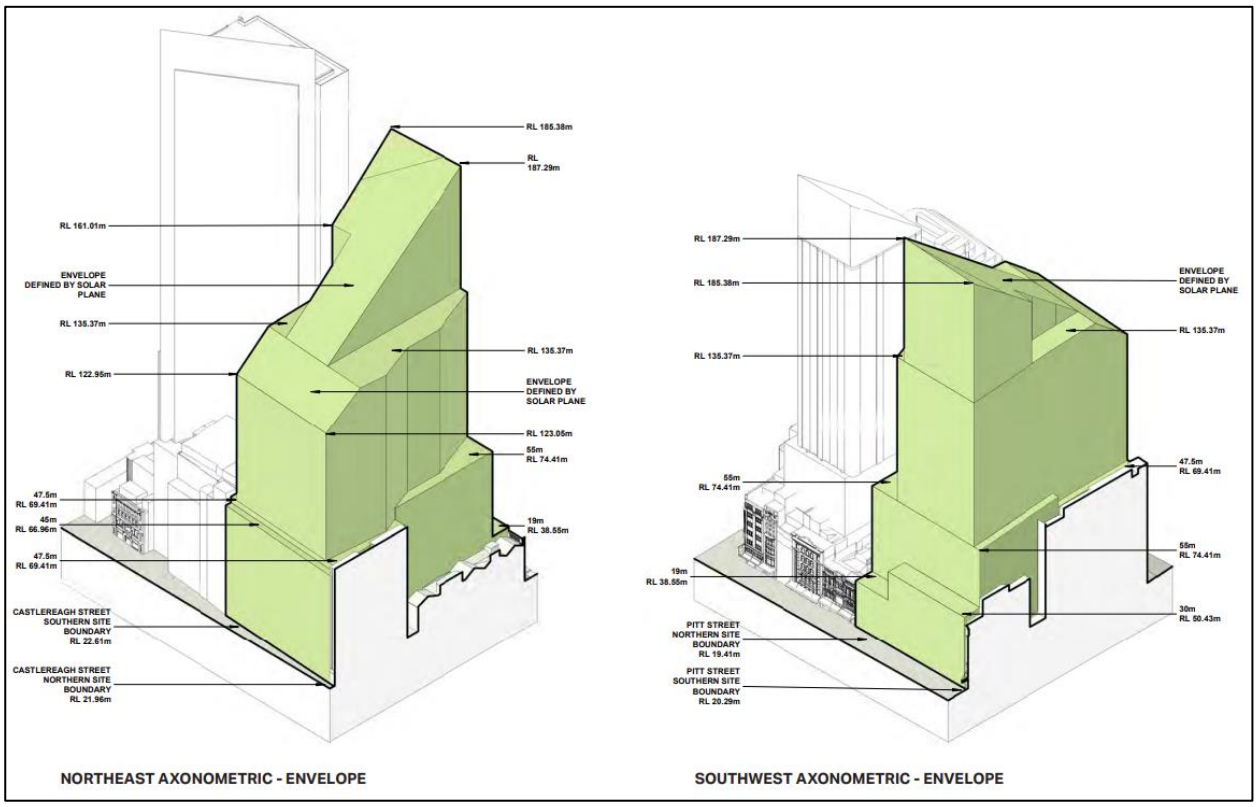


Figure 16. Elevations of the indicative building envelope



Figure 17. Setbacks of the indicative building envelope

Residential Use

The Guideline for Site Specific Planning Proposals in Central Sydney details the planning pathways to access additional height and density through site specific planning proposals in Central Sydney. This Guideline identifies Strategic Opportunity Sites which are different to other sites because they are capable of delivering significant public benefits, allowing for uses other than commercial. The subject site is identified as a Strategic Opportunity Site, and the planning proposal request facilitates a reduction in existing overshadowing to a protected space to comply with the sun access provisions of the Sydney LEP 2012.

The planning proposal requires the reduction in the height of the Castlereagh Street tower, removing the height breach to fully comply with the Hyde Park Sun Access Plane, resulting in improved solar access to this protected public space.

One of the two development outcomes available under the planning proposal is to allow for limited residential development, with the request for residential floor space be limited to 15% of the total floor space for the site. The reference scheme submitted with the request shows 14,752 square metres of residential floor space, which is 14.87% of the proposed maximum above ground floor space of 20.67:1. Therefore it is recommended that the gross floor area of residential use in a future building be capped at 15% of the maximum available above ground gross floor area.

The mixed use scheme also increases the commercial GFA of the site by around 30,000 square metres, consistent with the objectives of the Central Sydney Planning Framework in that the planning proposal will facilitate additional employment generating floor space.

Affordable housing requirements

It's proposed to add the site to Schedule 6C contribution requirements, to specify the affordable housing contributions for development on the site as a result of the planning proposal. The contribution requirements will require the application of the affordable housing program in place at the time of lodgement.

The program set out a contribution of an additional a10% for residential uplift accessed through a planning proposal.

Where residential floor space is utilising the additional floor space enabled through the planning proposal, Schedule 6C would require the contribution of the uplift at the 10% rate, in addition to the standard contributions under clause 7.13 of the LEP. It is proposed that the contribution on the additional floor space the result of the planning proposal would be apportioned noting the proposed maximum of 15% of the floor space for residential use.

Daylight access/Sky view factor

The Central Sydney Planning Strategy seeks to unlock additional employment generating floor space in Central Sydney through opportunities for additional height and density that will not result in adverse impacts to public domain amenity including daylight access.

The Strategy provides for a base case building envelope to establish the minimum performance benchmarks for daylight levels in public places adjacent to the site. Planning proposals may vary the building envelope set by the Strategy subject to equivalent or improved daylight access to the surrounding public domain.

A Sky View Factor Report accompanying the planning proposal request to demonstrate daylight in the vicinity. A sky view factor test calculates the proportion of sky visible when viewed from the ground up. The testing analysed 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, comparing the base case envelope with the proposed building envelope. The results found that the proposed building envelopes, which require the removal of the two sky bridges, increase the amount of sky visible compared to the DCP base case envelope. The proposed average sky view factor (SVF) score for the commercial-only scheme envelope is 11.418312%, and the score for the mixed use scheme

envelope is 11.448052%, which are higher than the DCP base case envelope score of 10.991138%. Therefore this planning proposal satisfies the requirements of Schedule 12 of the Sydney DCP 2012 in this regard.

Wind Assessment

The planning proposal was accompanied by a Pedestrian Wind Environment Study prepared by CPP which assessed pedestrian wind comfort levels as a result of future development on the subject site.

The Central Sydney Planning Framework provides for a base case building envelope to establish the minimum performance benchmarks for wind impacts in public places adjacent to the site. The wind impacts have been assessed to the safety standard as well as the walking, standing, and siting comfort standards The wind testing compared the base case envelope to the proposed building envelope.

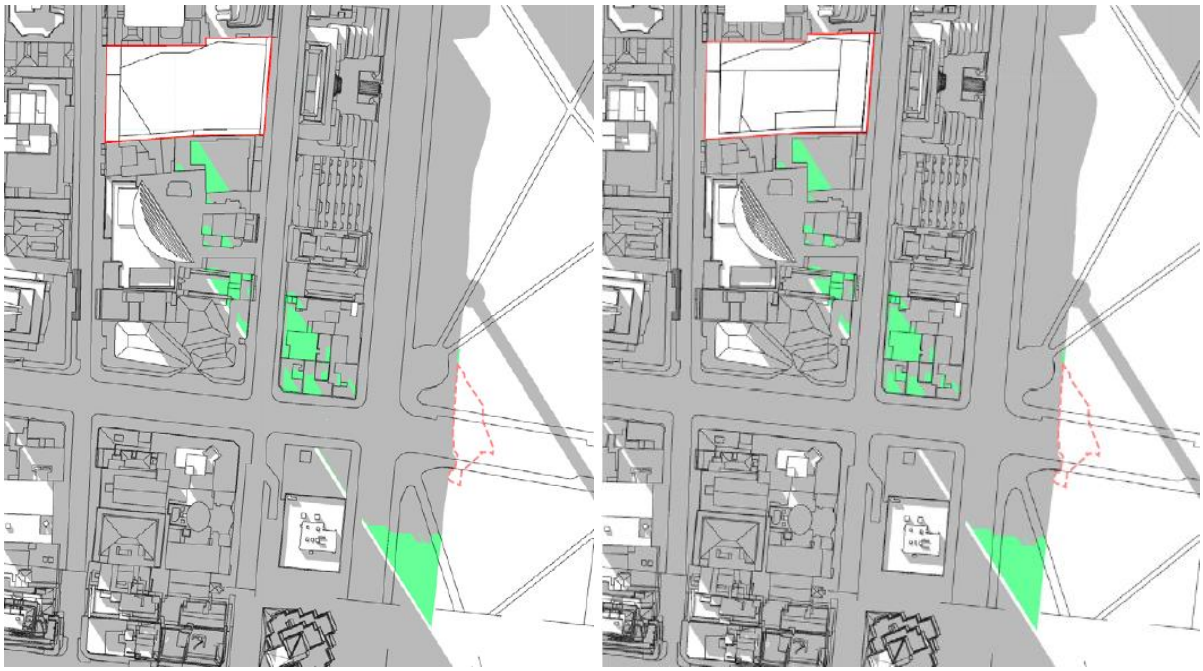
The wind assessment found that the proposed envelopes result in improved overall wind conditions as compared to the base case envelope. Three locations see a comfort rating change from pedestrian sitting to pedestrian standing, however the overall wind conditions remained generally within the comfort range, suitable for pedestrian standing. All locations, for all envelopes, meet the wind safety criteria.

Solar Access and Overshadowing

Clause 6.19 of the Sydney LEP 2012 prevents new buildings from creating additional overshadowing to certain public places, which includes Hyde Park. The proposal does not include changes to the Hyde Park sun access plane, with the proposed concept design fully compliant with this height control. This would result in an improved outcome for Hyde Park compared to the existing buildings on the site, with the 31-storey tower currently exceeding the sun access plane. Both proposed envelopes achieve the same outcomes, as shown in Figure 18.

The Urban Design Study that accompanies the planning proposal includes a solar and overshadowing analysis. The additional overshadowing generated by the proposal is located within the shadows generated by the street wall height, and is therefore considered satisfactory.

A detailed solar access and overshadowing analysis will be included as part of a detailed development application.



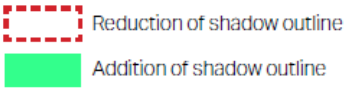


Figure 18. Change in overshadowing for the commercial only envelope (left) and mixed use envelope (right)

View analysis

The Urban Design Study accompanying the planning proposal provides a view analysis exploring the impact of the proposal from key viewpoints in the public domain in Central Sydney.

The Central Sydney Planning Framework includes controls for Views from Public Places that that take in important buildings or urban landscapes that help define Central Sydney. One of the views identified that affects this proposal is a view along Pitt Street, from Park Street.

A view analysis was undertaken for each scheme as part of the Urban Design Study and found that there were no significant impacts to views, and existing and proposed towers to the north and south of the site will obscure views to a future tower on the site. The removal of the sky bridges to facilitate the proposed future development will improve the quality of views and outlook looking north along Pitt Street.

Heritage

The subject site is not identified as a heritage item, nor is it located in a special character area. The proposed redevelopment facilitated by this planning proposal will not include the demolition of any heritage item.

There are three heritage items adjoining the site including the David Jones Market Street building and City Tattersalls Club to the north, and Banking House building to the south. Both the David Jones and Tattersalls Club sites are undergoing redevelopment, including new towers.

The planning proposal is accompanied by a Heritage Impact Statement which advised that the proposal will have limited impact to the significance of nearby items, especially due to the approvals for substantial development above the heritage listed David Jones Market Street building, and Tattersalls Club buildings.

The proposed reference scheme offers a design that is able to respond sympathetically to the heritage items in the vicinity, due to the proposed podium and tower setbacks, and proposed podium heights and tower setbacks to Pitt Street. Existing views towards heritage items will be retained in their existing urban setting. Hyde Park, a state and local heritage item will also benefit due to the improved solar access that would result from new development subject to the proposed controls.

The planning proposal is accompanied by draft site-specific provisions for the DCP to ensure future development on site relates sympathetically to adjacent heritage items in terms of, façade treatments, massing and materials.

Access and loading

The proponent has been able to demonstrate that the proposal is capable of meeting the approved Sydney DCP 2012 for the commercial scheme, with regards to loading access for vehicle access, loading and servicing, and bicycle parking, although this will need to be demonstrated at the detailed design stage.

Introducing a residential use on the site that seeks to retain the existing Castlereagh Street office tower creates challenges, including the need for on-site Council waste collection for the residential apartments.

The proponent has not demonstrated that the mixed-use scheme meets the existing or approved Sydney DCP 2012 controls for access, loading and servicing requirements. A mixed use scheme is considered to be able to meet the approved DCP requirements, but will require a different design

approach than that detailed in the mixed use reference scheme. Specific controls for this site have been included to ensure future development on the site is capable of accommodating residential development on the site. This includes:

- a Council waste truck access to and from the site, manoeuvring space within the site, and infrastructure to support access and movement; and
- a maximum driveway width of 7.5m, rather than the 11m width shown on the mixed-use reference scheme.

Parking

The proponent requested that parking rates for each option be included in the site specific LEP controls. The proponent's proposed parking rate for each development option, compared to the current and approved Sydney LEP 2012 provisions, are in Table 3 and Table 4 below.

Table 3: Current vs proposed parking rates for 133-145 Castlereagh Street – commercial scheme

	Proponent Proposed	Current LEP	Approved LEP
Commercial	185	91	45
Retail	-	1	1
Place of public worship	35	176	176
Total	**220**	**268**	**222**

Allocation for Monday to Saturday, all spaces to be made available for Wesley public worship services on Sundays.

Table 4: Current vs proposed parking rates for 133-145 Castlereagh Street – mixed use scheme

	Proponent Proposed	Current LEP	Approved LEP
Commercial	110	79	40
Retail	-	4	3
Residential	75	74	66
Total	**185**	**157**	**109**

The rates proposed for commercial car parking on the site are significantly higher than both the existing Sydney LEP 2012 and approved Sydney LEP 2012 controls. However as the outcome for the site is still unknown, including which option is likely to proceed, it is considered premature to lock in a maximum parking scheme.

The planning proposal request did propose the removal of the commercial car park, which is supported.

Pedestrian Activity and comfort

Pedestrian assessments were prepared to assess impacts of both schemes on adjacent footpaths and pedestrian links. The additional pedestrian volume associated with the development is considered to be negligible in this central Sydney context.

The report notes that removal of the parallel basement entry ramp from Castlereagh Street and reinstatement of the footpath alignment and proposed signalised perpendicular driveway would improve pedestrian experience especially for those with disabilities.

Design excellence

Future development on site will be subject to an architectural design competition consistent with the requirements of clause 6.21 of the Sydney LEP 2012.

A Design Excellence Strategy accompanied the planning proposal, which has been refined to be consistent with the Central Sydney Planning Framework. The competition requirements will require an invited architectural design competition consisting of a minimum of five competitors ranging from emerging and established local and national architectural firms and a competition jury that will comprise of representatives nominated by the City and the proponent. The accompanying draft DCP for this planning proposal details the design excellence provisions for an architectural design competition.

Draft site specific Development Control Plan

A draft Development Control Plan has been prepared and will be exhibited alongside this planning proposal and provides site specific controls to be inserted into Section 6 of the Sydney DCP 2012. It includes objectives and provisions to ensure a high quality built form is delivered.

The draft DCP amendment includes provisions to ensure the delivery of future development is undertaken in a manner that is consistent with the objectives and intended outcomes of this planning proposal. The draft DCP amendments address the following considerations:

- maximum building envelope for the commercial scheme and mixed-use scheme, including setbacks and street wall heights
- ground floor including active frontages
- through-site link
- heritage
- access, loading and servicing
- design excellence strategy
- sustainability
- flooding.

Has the planning proposal adequately assessed any social and economic effects?

This planning proposal provides an opportunity for the redevelopment of the subject site, subject to acceptable public domain amenity conditions. Redevelopment will provide positive social and economic effects including:

- providing additional employment generating floor space to contribute to and strengthen Central Sydney's role as a globally competitive city, with the commercial scheme providing for around 42,000 square metres of additional commercial floor space, and the mixed-use scheme providing for around 14,000 square metres of additional commercial floor space;
- increasing activation and accessibility of the surrounding public domain, delivering improved amenity and safety for the public.
- the commercial only scheme proposes the retention of the Wesley Church as associated services onsite, while the mixed-use scheme will provide residential development.

5.6 State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

As the subject site is in Central Sydney, it is well served by the full range of public utilities including electricity, telecommunications, water, sewer and stormwater. It is expected that these services would be upgraded where required by the developer.

The proposal will provide upgraded public domain and improved pedestrian accessibility through the site, capitalise on its location close to major retail, office, and other uses, close to existing and planned major transport nodes.

The detailed development application will be subject to the statutory development contributions, which will contribute to the provision of other community facilities, the demand for which will be generated by the development.

What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

The gateway determination will advise of the public authorities to be consulted as part of this planning proposal process. Any issues raised will be incorporated into this planning proposal following consultation in the public exhibition period.

Clause 7.16 of the Sydney LEP 2012 requires concurrent approval from Sydney Airport for all works proposed to penetrate the OLS height, which is RL 156 metres in this location. The maximum height of the planning proposal, which is limited to the Hyde Park Sun Access Plane, exceeds RL 156m, with the commercial only scheme envelope, the tallest of the two envelopes, up to RL 187.46 metres in height. Therefore, future development would require approval under the Airports Act 1996 before the detailed development application can be approved by the City. It is proposed that the relevant public agencies are consulted on the height at the planning proposal stage.

6. Mapping

This planning proposal does not include any amendments to maps.

Instead, new site specific provisions relating to height and FSR will be inserted into Part 6, Division 5 of Sydney LEP 2012.

Updated maps and new figures to reflect the proposed future development concept as discussed in this planning proposal are detailed in the draft DCP, included as an appendix.

7. Community consultation

This planning proposal is to be exhibited in accordance with a Gateway Determination issued by the Department of Planning, Housing and Infrastructure.

Notification of the public exhibition will be consistent with the Gateway Determination and the City's Community Engagement Strategy and Participation Plan and include publication on the City of Sydney website and notification to surrounding owners and occupiers.

Consultation with relevant NSW agencies, authorities and other relevant organisations will be undertaken in accordance with the Gateway Determination.

8. Project timeline

This planning proposal is categorised as a Principal planning proposal as per the Local Environmental Plan Making Guidelines dated August 2023.

It is anticipated that the gateway determination will require public exhibition for a period of not less than 28 days in accordance with the Environmental Planning and Assessment Act 1979 and Local Environmental Plan Making Guideline dated August 2023.

Notification of the public exhibition will be consistent with the gateway determination and the City's Community Participation Plan.

Consultation with the necessary state agencies, authorities, other relevant organisations and stakeholders will be undertaken in accordance with the conditions contained in the gateway determination.

The anticipated timeframe for the completion of the planning proposal is as follows:

Stage	Timeframe
Commencement / Gateway Determination	**September 2026**
Government agency consultation	**October 2026**
Public exhibition	**October 2026**
Consideration of submissions	**December 2026**
Post exhibition consideration of proposal	**February 2027**
Draft and finalise LEP	**March 2027**
LEP made	**April-May 2027**
Plan forwarded to Department of Planning, Industry and Environment for notification	**May 2027**

Appendix 1

Example provisions

The final version of the site specific provisions to be inserted into the Sydney LEP 2012 are subject to drafting and agreement with NSW Parliamentary Counsel's Office, but may be as follows:

Part 6 Local provisions – height and floor space

Division 5 Site specific provisions

6.## 133-145 Castlereagh Street, Sydney

(1) The objective of this clause are to provide additional floor space to encourage:
  (a) Development of the site for one of two development outcomes, either for
    i. Commercial and other non-residential uses; or
    ii. Commercial uses with limited residential uses
  (b) Respectful development adjacent heritage buildings
  (c) improved pedestrian amenity and amenity of public places
  (d) achieves embodied carbon benefits
  (e) adequate servicing of the site
  (f) delivers design excellence

(2) This clause applies to 133-145 Castlereagh Street, Sydney, being Lot 10 DP 828419.

(3) Despite any other provision of this Plan, a building on land to which this clause applies may have a maximum floor space ratio of 21.85:1 inclusive of the following:
  (a) a maximum floor space ration of 20.67:1 above ground, comprising:
    i. mapped floor space ratio under clause 4.4, and
    ii. accommodation floor space ratio under clause 6.4, and
    iii. end of journey floor space under clause 6.6, and
    iv. an additional site-specific floor space ratio
    v. an amount of additional floor space, to be determined by the consent authority, of up to 10% of the sum of the above list floor space if the building demonstrates design excellence within the meaning of clause 6.21(7)(b).
  (b) A maximum floor space ratio of 1.18:1 below ground subject to no environmental constraints being demonstrated

(4) Development consent must not be granted under this clause unless the consent authority is satisfied that the development:
  (a) retains the existing majority of the existing Castlereagh Street tower and basement structure
  (b) is under the Hyde Park Sun Access Plane
  (c) includes a publicly accessible pedestrian through site link connecting Castlereagh Street to Pitt Street with retail premises fronting this link
  (d) removes the vehicle entry ramp parallel to Castlereagh Street and realignment of the footpath
  (e) removes the sky bridges over Pitt Street and Castlereagh Street
  (f) provides adequate on-site loading facilities including waste collection to service the development
  (g) is not used for a commercial car park
  (h) does not include more than 15% of above ground floor space as residential uses

(5) Clause 6.21D(3) does not apply to a building on the land to which this clause applies.

(6) Clause 6.9 does not apply to this site.

Schedule 6C Contribution requirement for certain development on Planning Proposal Land

Planning Proposal Land

Lot 10 DP 828419.

Contribution requirements:

The total amount of-

(a) 1% of the non-residential gross floor area and 3% residential gross floor area of the total development; and
(b) 10% of the residential additional site specific floor space, where the residential additional site specific floor space is no more than 15% of the total additional site specific floor space.



Attachment A1

Request for Planning Proposal



URBIS

REQUEST FOR PLANNING PROPOSAL

Stockland Piccadilly Complex

133-145 Castlereagh Street, Sydney

Prepared for
STOCKLAND
September 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Tim Blythe
Associate Director	Naomi Daley, Eliza Scobie
Project Code	P0047430
Report Number	FINAL_27 Sept 2025



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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EXECUTIVE SUMMARY

EXPLANATORY NOTE

This Request for Planning Proposal (**PP**) report has been prepared by Urbis Ltd (**Urbis**) on behalf of Stockland Development Pty Ltd to accompany a proponent-initiated planning proposal in support of an amendment to the *Sydney Local Environmental Plan 2012* (**Sydney LEP 2012**).

The PP aims to insert a site-specific provision applicable to the Stockland Piccadilly Complex located at 133-145 Castlereagh Street, Sydney into Part 6, Division 5 of the Sydney LEP 2012 relating to various matters including floor space ratio (**FSR**), car parking and through-site links. The PP also seeks to amend Schedule 6C of the Sydney LEP 2012 related to affordable housing contribution requirements.

PURPOSE

The purpose of the PP is to facilitate the redevelopment and renewal of the Piccadilly Centre site incorporating the retention and re-cycling of the Castlereagh Street tower structure as well as existing basement structures delivering significant embodied carbon savings. The PP seeks to facilitate optionality in the final land use mix that allows for land use scenarios that include:

- A commercial development incorporating retail and/or place of public worship within the lower levels of the building.
- A mixed-use development incorporating commercial development, with the residential accommodation at the upper levels of the new tower, together with the incorporation of retail within the lower levels of the building.

Two supporting concept reference schemes have been prepared to demonstrate how two different land use concepts could be delivered within the proposed planning controls.

The PP and accompanying references schemes proposal are founded upon:

- A significant **increase in commercial floor space** on the site aligned to strategy.
- A **total maximum GFA** regardless of which development option is pursued.
- **Significant retention** of the existing basement and tower structure,
- The **opportunity for Wesley Mission** to continue its operation through redevelopment, (in a commercial scheme), and
- The **opportunity for residential accommodation** (in a mixed-use scheme) to provide a diversification of land uses and support the viability and certainty of the development, capped at a maximum of 15% of total floor area.
- **Delivery of agreed public benefits** and public domain outcomes regardless of the land use

It is expected that the objectives and intended outcomes of the PP will be facilitated by a site-specific provision in the Sydney LEP 2012. Thus, no mapping amendments are expected to be required.

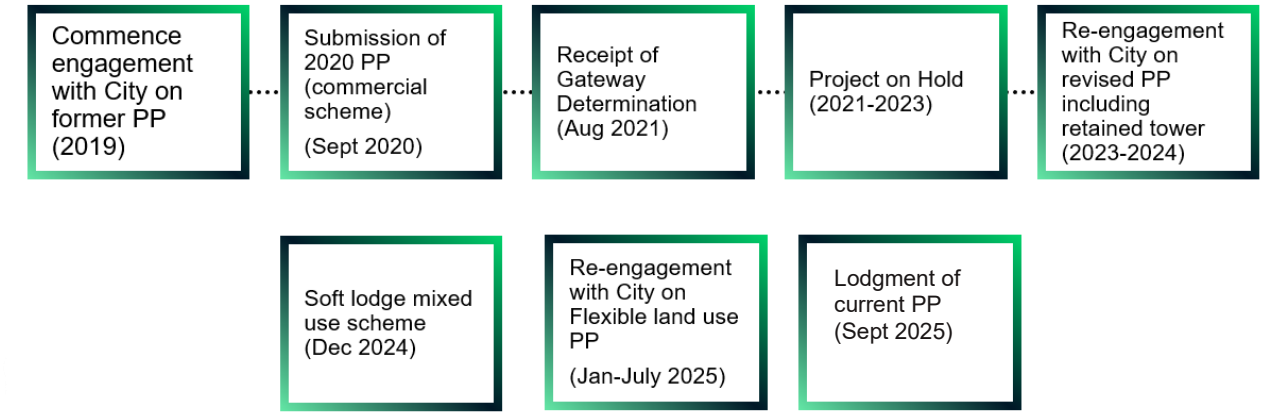
The PP is accompanied by a site-specific amendment to the Sydney Development Control Plan 2012 (**Sydney DCP 2012**) to establish site specific provisions to guide future development for the site. It is intended that the draft DCP will be developed in further consultation with the City of Sydney (**Council**).

PLANNING HISTORY AND STAKEHOLDER ENGAGEMENT

The PP is the culmination of over five years of extensive engagement with Council stakeholders and the preparation of detailed studies, reference schemes and modelling to determine the most appropriate land uses for the site and to identify the site's capacity for increased floor space whilst resolving an existing solar access impact on public open space.

Aligned with Stockland's corporate position on ESG, the principles for the site have evolved over time and now centre on the concept of adaptive re-use, with significant embodied carbon savings associated with significant retention and adaptive reuse of the existing office tower and basement.

The following diagram outlines key project milestones and is discussed following.



Stockland Development has consulted with Council on opportunities to re-imagine the Piccadilly Complex, to achieve additional contemporary employment floor space as well improve its contribution to the fabric of Central Sydney. The consultation between 2019 – 2022 primarily related to a former planning proposal (PP-2021-4199) to support a commercial redevelopment of the site. During this initial period of engagement, Stockland responded to feedback from the Council Design Advisory Panel (**DAP**), Planning & Design Team and other Technical Officers.

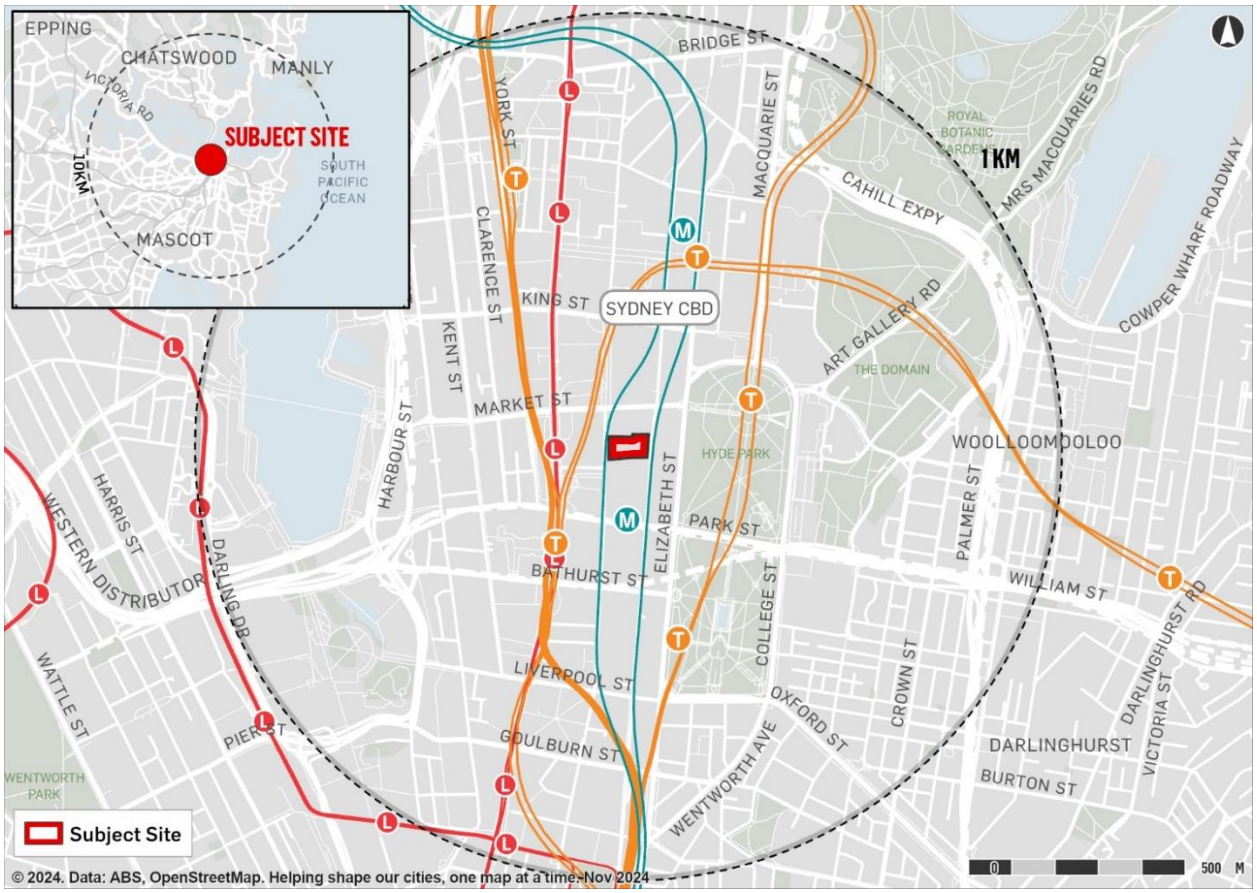
As a result of the pandemic and global changes in the commercial office market, between 2021 – 2023 there was a hold in the project. In 2023, Stockland re-commenced exploration of future options for the site and an extensive options analysis to determine the most appropriate use and development outcome for the site. This included the potential to incorporate residential accommodation into the proposal at the upper levels while retaining the majority of the floor space for commercial use. This was discussed and presented to the Council over the course of several meetings throughout 2024 informing the draft lodgement of an updated PP request in December 2024.

In essence, Stockland has been engaging with the City of Sydney for over 5 years proving up different scenarios for the redevelopment of the Piccadilly Centre, with the awareness that planning flexibility is key to unlocking the complexities of the site, landowner requirements and the external market environment. Therefore, this current PP seeks to retain land use optionality to respond to the site challenges on the basis that the different land use outcomes presented are all capable of demonstrating site specific and strategic merit.

SITE CONTEXT

This PP relates to land known as Stockland Piccadilly Complex and located at 133-145 Castlereagh Street, Sydney. The site is legally described as Lot 10 in DP828419 and is owned by the Uniting Church in Australia Property Trust (N.S.W). The site is situated above part of Lot 141 in Deposited Plan 1231660, which is a subterranean stratum of land acquired by Transport for NSW for the proposes of Metro. A map of the site location is illustrated in Figure 1.

Figure 1 Regional location of site



Source: Urbis

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements of the site. The buildings on the site include a 14-storey office building fronting Pitt Street, 2 storey retail podium building, and 31 storey commercial office building fronting Castlereagh Street which accommodate commercial uses including office and retail space, and basement parking.

Wesley Mission, a non-for-profit organisation forming part of the Uniting Church, operates facilities located on the ground and basement levels of the site including the Wesley Church, Lyceum, Wesley Theatre and supporting office space.

INTENDED OUTCOMES

The indicative reference schemes have been prepared by 3XN Australia as part of a comprehensive urban design process to establish the appropriate mix of land uses and inform a building envelope for the site. The envelopes include appropriate allowances excluded from the GFA calculation under the LEP and design measures to ensure flexibility for a future design excellence competition process.

The intended outcomes of the reference schemes, enabled by the planning proposal, include:



104,867sqm of GFA, being predominantly commercial office use, with the opportunity for up to 15% to be residential floor space, together with the potential to retain the place of public worship (Wesley Mission Facilities) and associated retail use.



Approximately 2020 direct employment opportunities generated on site and $974,372,000 expenditure upon completion.



Improvement to the urban fabric of Central Sydney through alignment of the new built form to the street edge, enhancing pedestrian activation and amenity.



Removal of the existing Hyde Park SAP breach (from the existing Piccadilly tower) to enhance the sunlight access to Hyde Park between 10am and 2pm all year.



Improvements to the public domain outcome including removal of the Castlereagh Street vehicular access ramp, reinstatement of the pedestrian footpath, removal of existing sky bridges connecting to site and creation of a new 24/7 pedestrian access through site link.



Delivery of an exemplar sustainable, upcycling project with significant embodied carbon savings along with establishing criteria to achieve a high level of environmental performance and design excellence.



Option for the continuation, retention and enhancement of the existing Wesley Mission social and community services in the centre of the city.

PLANNING PROPOSAL

The PP has been prepared in accordance with the Department of Planning, Housing and Infrastructure (**DPHI**) '*Local Environmental Plan Making Guidelines'* (**LEP Guidelines**) dated August 2023.

The Council Guideline for Site Specific Planning Proposals in Central Sydney (**Site-Specific PP Guideline**) prepared to support the Central Sydney Planning Strategy (**CSPS**) outlines that whilst planning proposals cannot contain residential or serviced apartment floor space, there are exceptions for Solar Access Opportunity Sites. To qualify as a Solar Access opportunity Site, the Request must ensure compliance with Sydney LEP 2012 SAP controls and remove an existing significant breach of more than 15 metres in height.

This PP will enable compliance with the SAP provision and remove the existing Hyde Park sun access plane (**SAP**) breach. The site is therefore considered a Solar Access Opportunity Site for the purposes of the mixed use option, and the PP complies with Council's Guideline.

This PP report and the submitted documentation demonstrate that there is strategic and site-specific merit to support the advancement of the PP as follows:

Strategic Merit

- The PP demonstrates a high level of consistency with the strategic planning framework governing the Greater Sydney Region and Sydney CBD.
- Alignment with CSPS objectives, which includes actions to investigate provisions that reward the retention, refurbishment and upgrade of older office buildings. The scheme will deliver an environmentally sustainable outcome, efficient use of land, supporting great streets, provision of community services infrastructure and ensures a resilience and diverse economy.
- Consistent with the City's Site-Specific PP Guidelines through rectification of a Solar Access Opportunity Site if a residential mixed-use option is progressed.
- The PP is consistent with the State Environmental Planning Policies and s9.1 Ministerial Directions.
- The PP will significantly enhance the employment generating capacity of the site through the enabling additional employment floorspace which will ensure the Sydney CBD remains competitive and maintains its global status, both in terms of quantity, quality and availability of floor space.
- The proposed development enabled by the PP will be an exemplar upcycling project, furthering the CSPS sustainability objectives including significant embodied carbon emissions savings and retention, refurbishment and upgrade of older office buildings.

Site Specific Merit

- The Urban Design Report and Concept Reference Schemes demonstrates how the site can accommodate the increased floor space density to increase the employment generating capacity of the site, irrespective of whether the residential accommodation option is pursued.
- The proposal will deliver significant public domain improvements including a through-site link between Pitt and Castlereagh Streets and enhancements to pedestrian amenity and activation at the ground plane through removal of the existing Castlereagh Street parallel basement parking ramp which is a significant intrusion into the public realm.
- The proposal will reduce the existing parking provision on site and remove the existing casual public parking arrangements.
- The availability of a large site of 4,800m2 in area is a significant opportunity to deliver premium grade commercial floor space maximising daylight access and improved amenity.
- Redevelopment of the site provides the opportunity to deliver an efficient and sustainable site-specific outcome within proximity to transport corridors and local, strategic and metropolitan centres. As explored within the Sustainability Strategy, this will ultimately slow emissions growth and contribute to a low-carbon city, aligning with the sustainability priorities of State and local policies.
- The site is not subject to significant ecological or environmental constraints due to its development history and location within a built urban area, and local infrastructures and services have already been accommodated on the site.

In accordance with the above, it is submitted that the proposed amendments to the LEP are appropriate in that they are consistent with the State's strategic direction in that it will provide additional and diversification of floor space in Central Sydney.

We recommend that Council resolves to support this PP to the NSW DPHI Gateway Review Panel and the issuing of a Gateway Determination that facilitates the proposed amendments to the Sydney LEP 2012.

1. INTRODUCTION

1.1. OVERVIEW

This PP Report has been prepared by Urbis, on behalf of Stockland Development Pty Ltd, to accompany a proponent-initiated planning proposal in support of an amendment to the Sydney LEP 2012.

It is irregular in shape, extends to an area of 4,800m^2 and contains two street frontages onto Castlereagh Street to the east (55m) and Pitt Street to the west (54m). The site is located within the Sydney local government area (**LGA**) and the Central Sydney core.

The PP aims to insert a site-specific provision applicable to the Stockland Piccadilly Complex located at 133-145 Castlereagh Street, Sydney and known as Lot 10 DP 828419 into Part 6, Division 5 of the Sydney LEP 2012 relating to various matters including FSR, car parking and through site links. The PP also seeks to amend Schedule 6C of the Sydney LEP 2012 relating to contribution requirements.

1.2. THE PROPONENT

Stockland is one of Australia's largest diversified property groups, with key sectors of residential (including land lease), commercial/workplace, logistics and retail town centre.

Stockland is focused on dynamically reshaping its portfolio through accelerating delivery in core business, scaling capital partnerships, and achieving long-term sustainable growth. A key policy driver for the business is ESG with a focus on:

- Decarbonisation
- Circularity
- Social impact
- Resilience

Proponent Vision and Principles

Since 2022, Stockland has been re-considering the development outcome on the site with a key driver being the building upcycling opportunity that could be realised. Stockland identified important limitations that the previous PP exhibited including the full site demolition and redevelopment of the site, which is misaligned to Stockland's ESG commitments, the need to displace Wesley for the period of construction and the quantum of commercial floor space proposed in a changed market environment post pandemic. The current scheme has overcome these factors to enable a more superior development outcome, with the key objectives outlined below.

Key Objectives

- **Better workplace:** address the previous constraints and make the workplace offering more compelling with more coherent office tower floorplates.
- **Manage the Risk of the Scale of the Office Floorspace:** create the optionality to reduce the previous quantum of commercial floor area and enable a staged delivery to provide greater investment certainty and confidence for the project to proceed.
- **Create the ability to retain Wesley on site and in place:** create the potential to retain Wesley facilities in situ, managing structural intervention and enabling a better commencement control through staging.
- **Sustainability and Upcycling:** the upcycling proposition considers its whole of life carbon and can fully leverage all latent capacity.
- **Produce a better urban outcome:** drawing back from the north and greater articulation allowance to be provided within the proposed envelope.

1.3. PROPOSED LEP AMENDMENTS

The PP aims to insert a site-specific provision applicable to the Stockland Piccadilly Complex located at 133-145 Castlereagh Street, Sydney into Part 6, Division 5 of the Sydney LEP 2012 relating to:

- a maximum allowable FSR on the site of 19.67:1 which can achieve an FSR of 21.85:1 if a competitive design process has been held through a 10% FSR bonus,
- the reduction to the existing car parking on site,
- delivery of public domain upgrades including an improved through site link with retail activation and removal of the existing vehicular entry ramp.

The planning proposal also seeks to amend Schedule 6C of the Sydney LEP 2012 related to affordable housing contribution requirements associated with the uplift floorspace achieved by the PP.

The planning proposal is accompanied by a site-specific amendment to the Sydney Development Control Plan 2012 (**the DCP**) to establish site specific provisions to guide the future development for the site. It is intended that the draft DCP will be developed in further consultation with the Council.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either a commercial scheme or a mixed-use scheme including retail and an option for Wesley Mission facilities at ground and below, together with basement car parking and associated facilities.

The PP is supported by two conceptual reference schemes (for both a commercial and mixed-use scheme) however the design of the development will be subject to a future design excellence process and a future detailed development application.

1.4. REPORT STRUCTURE

This PP has been prepared in accordance with section 3.33 of the EP&A Act and the DPHI LEP Guidelines.

The relevant sections of this report are listed below:

- **Section 2:** Detailed description of the site, the existing development and local and regional context.
- **Section 3:** Planning proposal pre-lodgement and scoping background.
- **Section 4:** Summarises the statutory planning framework.
- **Section 5:** Summarises the strategic planning framework.
- **Section 6:** Summarises the compelling reasons why the Council should resolve to support the planning proposal and initiate the required amendments to the planning legislation.
- **Section 7:** Key features of the proposed development concept and reference schemes which are intended to demonstrate the intended outcome of the planning proposal.
- **Section 8:** Summarises the environmental impact assessment.
- **Section 9:** Comprehensive description and assessment of the requested planning proposal in accordance with the DPHI LEP Guidelines.
- **Section 10-13**: Mapping, consultation summary, conclusion and justification.

1.5. PROJECT TEAM

This Planning Proposal has been prepared through significant collaboration with the project team and is supported by a range of technical inputs as shown in **Table 1 and Table 2**.

Table 1 Planning proposal project team

Document	Consultant
Urban Design Report and Architectural drawings	3XN
Surveyor	LTS Lockley
Quantity Surveyor	RLB
Planner	Urbis
Traffic and Transport	ARUP
Heritage	Urbis
Pedestrian Wind	CPP Wind
Pedestrian Footpath Analysis	ARUP
Services	ARUP
Ecologically Sustainable Development	ARUP
Acoustic	ARUP
Public Art	Barbara Flynn Pty Ltd
Flooding	ARUP
Skyview Factor	BIM Consulting
Geotechnical	Douglas Partners
Stakeholder Engagement	Urbis
Rail Impact	ARUP
Waste	Foresight Environmental

1.6. ACCOMPANYING DOCUMENTATION

The Planning Proposal is accompanied by the following supporting documents as summarised in the table below.

Table 2 Accompanying Documentation

Document	Consultant	Appendix
VOLUME 1		
Urban Design Report, Envelope Plans and Concept Reference Schemes	3XN	**Appendix A**
Site Survey	LTS Lockley	**Appendix B**
Quantity Surveyor EDC Letters	RLB	**Appendix C**
Draft Site-Specific Development Control Plan	3XN/Urbis	**Appendix D**
Draft Design Excellence Strategy	Urbis	**Appendix E**
Statement of Intent – Public Benefits Letter of Offer	Stockland	**Appendix F**
Heritage Impact Statement	Urbis	**Appendix G**
Pedestrian Footpath Analysis	ARUP	**Appendix H**
Desktop Geotechnical Assessment	Douglas Partners	**Appendix I**
Services Report and Structural Design Description	ARUP	**Appendix J**
Stakeholder Engagement Plan	Urbis	**Appendix K**
Rail Corridor Impact Report	ARUP	**Appendix L**
Pedestrian Wind Assessment (both schemes)	CPP Wind	**Appendix M**
Skyview Factor report (both schemes)	BIM Consulting	**Appendix N**
VOLUME 2 – COMMERCIAL SCHEME		
Traffic and Transport Impact Assessment	ARUP	**Appendix O**
Acoustic Impact Assessment	ARUP	**Appendix P**
ESD Report	ARUP	**Appendix Q**
Preliminary Flooding Advice	ARUP	**Appendix R**
Utility Services Infrastructure Report	ARUP	**Appendix S**

Document	Consultant	Appendix
Preliminary Waste Management Plan	Foresight Environmental	**Appendix T**
VOLUME 3 – MIXED USE SCHEME		
Traffic and Transport Impact Assessment	ARUP	**Appendix U**
Acoustic Impact Assessment	ARUP	**Appendix V**
ESD Report	ARUP	**Appendix W**
Preliminary Flooding Advice	ARUP	**Appendix X**
Utility Services Infrastructure Report	ARUP	**Appendix Y**
Preliminary Waste Management Plan	Foresight Environmental	**Appendix Z**
Preliminary Public Art Strategy (both schemes)	Barbara Flynn	**Appendix AA**

2. SITE CONTEXT

2.1. SITE DESCRIPTION

The site is known as *Stockland Piccadilly Complex* and located at 133-145 Castlereagh Street, Sydney. It is irregular in shape, extends to an area of 4,800m^2 and contains two street frontages onto Castlereagh Street to the east (55m) and Pitt Street to the west (54m).

The site ownership, legal description, lease agreement, and easements are detailed in Table 3.

Table 3 Site details

Item	Detail
Legal Description	The site is legally described as Lot 10 in DP828419. The site is situated above part of Lot 141 in Deposited Plan 1231660 (Rail Corridor), which is a subterranean stratum of land acquired by Transport for NSW for the proposes of Sydney Metro. This is further detailed in **Table 3**.
Ownership	The site is owned by the Uniting Church in Australia Property Trust (N.S.W.).
Lease Agreement	Registered lease (Y517772) between The Uniting Church in Australia Property Trust (NSW) and Capital Land Corporation Pty Limited (now The Trust Company Limited) dated 2 August 1988 (the Head Lease). There is a registered sublease over Substation Premises No 6655 and No 6656 on the land, as well as the subleases recorded on Lease Folio 314.
Head Lease Term	103 years commencing on 2 August 1988 and ending on 1 August 2091.
Caveats or covenants	There are no caveats or covenants registered on title.
Easements	The site is not burdened by any easements. The site benefits from the following easement: ▪ An easement (O541870) over the adjacent Lot 1 in Deposited Plan 66194 (226-230 Pitt Street located to the south of the site fronting Pitt Street) and its air space for the maintenance and repair of any building on the site.
Registered Encumbrances	There are the following other encumbrances registered on title: ▪ a restriction on the use of land (AK904441) registered by the Sydney City Council, which provides that part of the building which has been constructed on the land pursuant to development consent, known as the "end of journey" facilities, has been excluded from floor space for the purposes of calculating floor space ratio ▪ a notice (AM711120) that the Property was subject to a proposed acquisition for the purposes of the Sydney Metro. Transport for NSW has now acquired the Rail Corridor, part of which is situated below the site.
Site Access	The site benefits from dual street frontages to Pitt Street (west) and Castlereagh Street (east), both functioning as one-way streets. ▪ Castlereagh Street is one-way southbound running from Hunter Street in the north to Hay Street in the south. Castlereagh Street generally provides

Item	Detail
	two traffic lanes and a dedicated bike lane reflecting the streets important transport function. ▪ Pitt Street, where it fronts the site, is one way northbound from Park Street (south) to the Pitt Street Mall (north) at the corner of Market Street. Pitt Street generally provides two traffic lanes and two paid parking lanes and loading zones on either side.

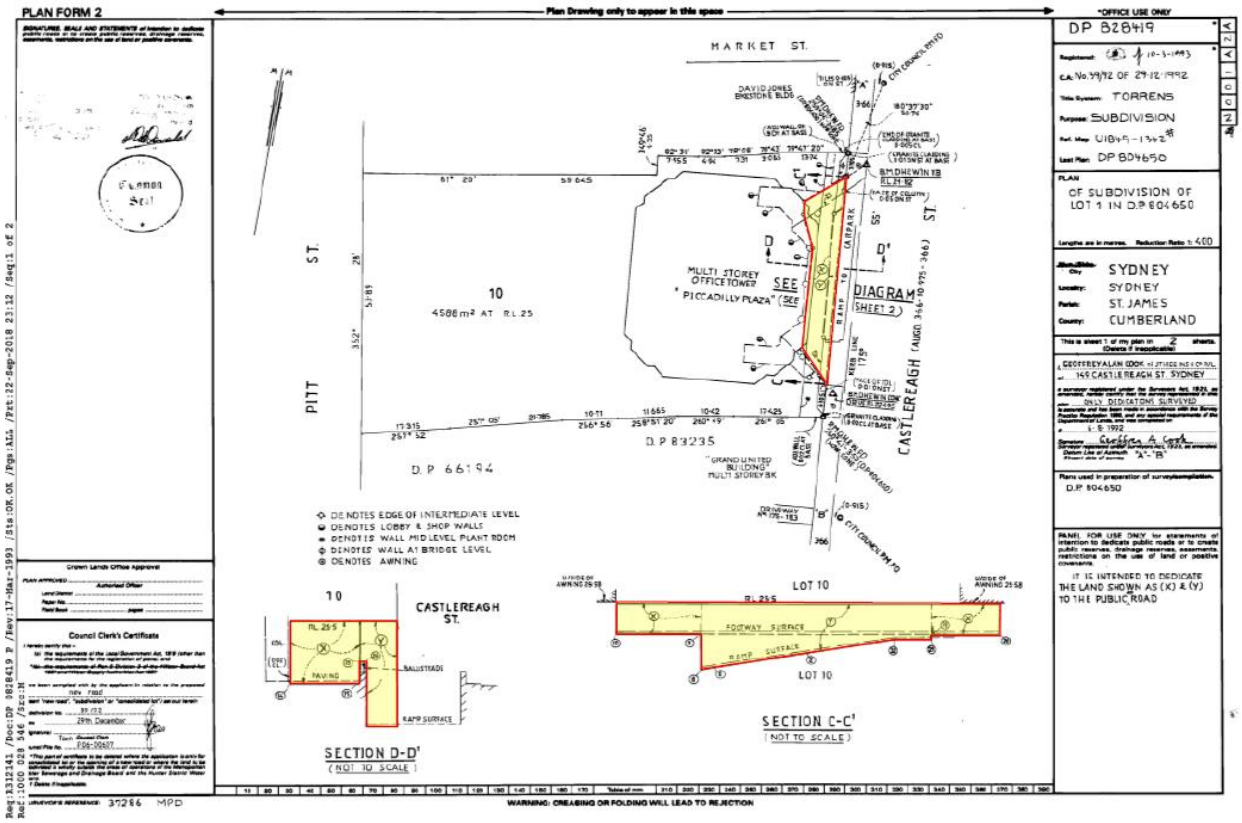
The existing carpark entry ramp (which runs parallel to the street) between RL 17.97 and 22.36 is dedicated as public road as highlighted in the plan of subdivision (refer **Figure 2**). As part of the redevelopment of the site, the parallel car park entry ramp is proposed to be removed and a single entry/exit located at the southern site boundary (which is the current exit from the car park). Therefore, with the existing entry ramp re-instated to a pedestrian footpath, the intention is that this land will be closed as public road and the land will be consolidated with Lot 10 in DP828419.

As illustrated in **Figure 3**, a portion of the site is overlapped by the Rail Corridor. The deposited plan identifies the affections and stratum limits on the site as follows:

Table 4 Affection and stratum limits on Lot 10 in DP828419 from the Rail Corridor

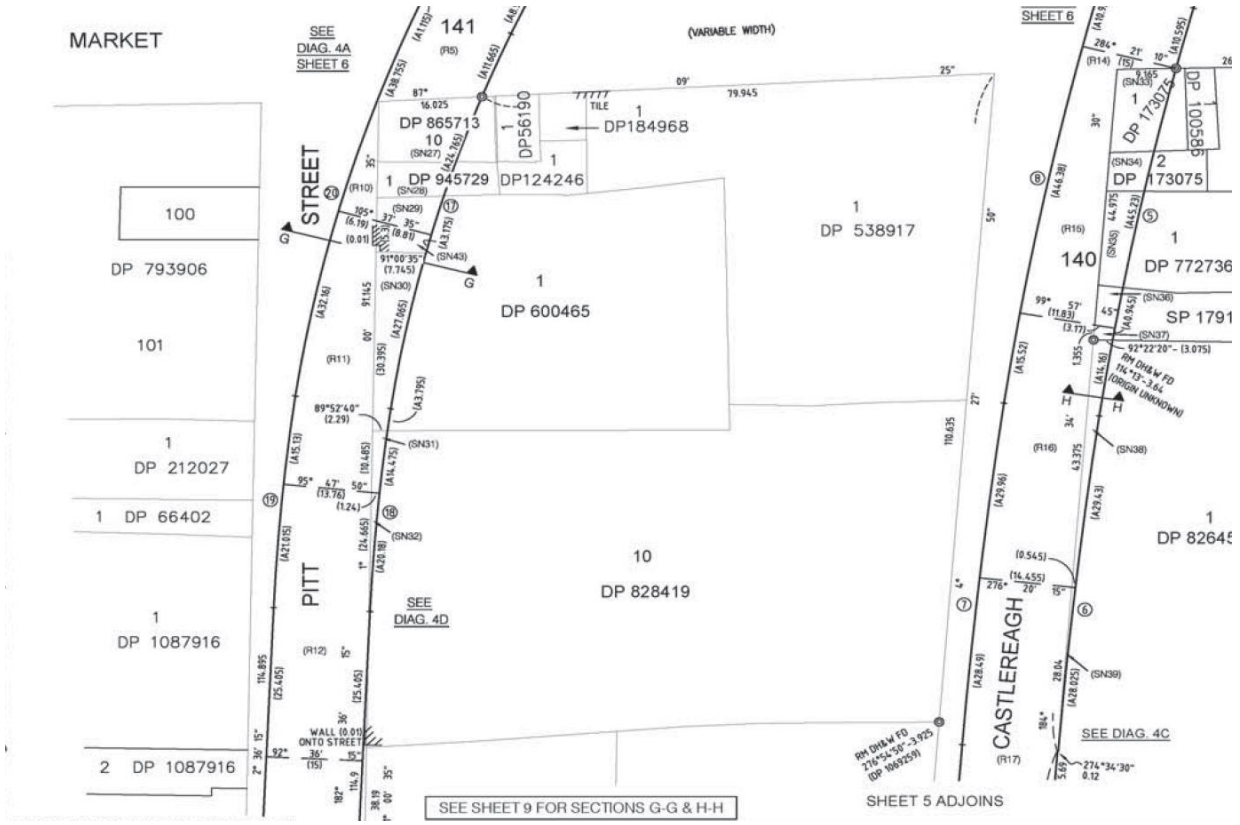
Approx. Ground Surface Level	Upper Stratum Limit	Lower Stratum Limit	Part Area (approx. m^2)	Total Area (approx. m^2)
RL 20	RL 0	RL -11.45	18	30
RL 20	RL 0	RL -9.5	12	

Figure 2 Plan of Subdivision



Source: NSW Land Registry Services

Figure 3 Extract from Deposited Plan 1231660



Source: NSW Land Registry Services

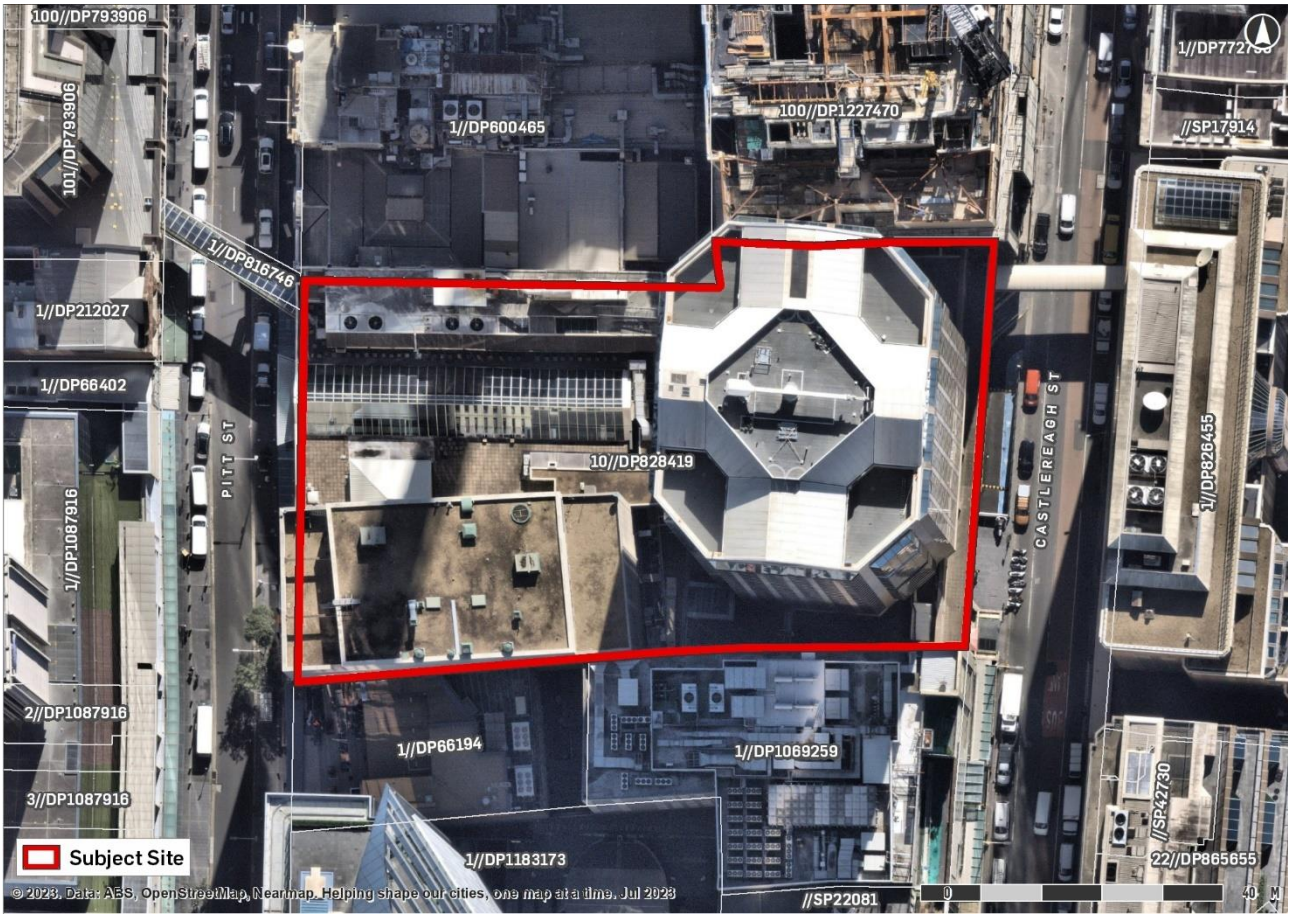
2.2. EXISTING DEVELOPMENT

2.2.1. Piccadilly Complex

As illustrated in the aerial image of the site is provided in **Figure 4,** the site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The site is used by Wesley Mission, who are a non-for-profit organisation founded by the Uniting Church which has history dating back to the early 1900's. This use includes Sunday Church services.

A site survey accompanies the Planning Proposal at **Appendix B**. The site slopes from east to west rising approximately 2.7m from Pitt Street to Castlereagh Street. The majority of the site is currently excavated to RL 3.6 accommodating 5 basement levels. The Piccadilly Court portion of the site is currently excavated to approximately RL16.8 accommodating a single basement level.

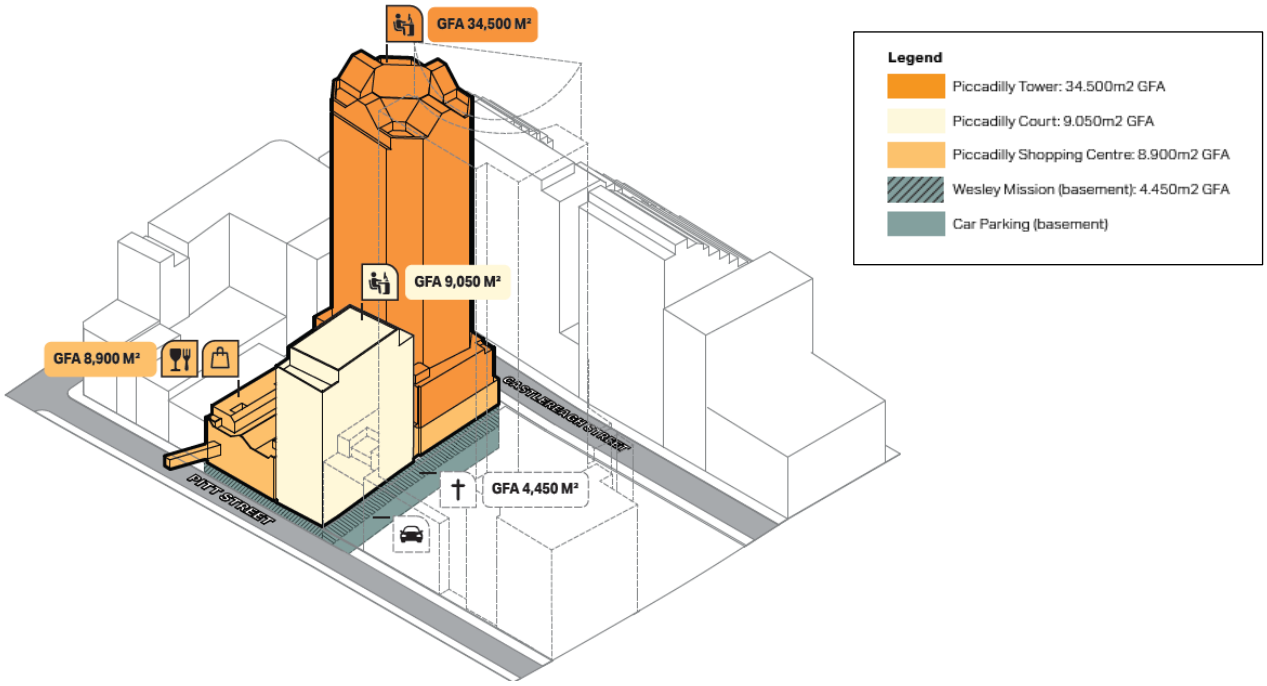
Figure 4 Site Aerial



Source: Urbis

The buildings currently occupying the site are detailed in **Table 5** and illustrated in **Figure 5.**

Figure 5 Site Aerial



Source: 3XN

Table 5 Description of existing buildings and improvements

Building	Description	GFA (m^2)
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.	~ 9,050
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at lower ground and basement level. The Wesley Centre facilities comprise the following patron capacity: ▪ Theatre – 950 ▪ Lyceum – 277 ▪ Chapel – 534 A footbridge over Pitt Street connects the building to 55 Pitt Street to the west.	~ 8,900 ~ 4,450 (basement)
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.	~ 34,500
Total (as per LTS Lockley survey)		**GFA= 56,890** **FSR = 11.85:1**

Photos of the current buildings on the site described above are provided in the figure below.

Figure 6 Images of Piccadilly Complex



Picture 1 Piccadilly Tower (Castlereagh Street)



Picture 2 Piccadilly Court (Pitt Street)



Picture 3 Piccadilly Shopping Centre and sky bridge

Source: Urbis (December 2024)

2.2.2. Sky Bridges

Two existing sky bridges connect the site to adjoining sites including:

- Pitt Street: connects the building to 55 Market Street to the west.
- Castlereagh Street: connects the building to the Sheraton On the Park located to the east of the site.

Consent will be sought via the detailed development application (DA) to demolish these sky bridges as part of the redevelopment of the site subject to settling lease arrangements with the relevant parties.

Figure 7 Sky Bridges – Pitt Street (left) and Castlereagh Street (right)





Source: Urbis (December 2024)

2.2.3. Car Parking and Access

The basement car parking formed part of the comprehensive redevelopment of the Piccadilly site which was completed in 1991. The Piccadilly site currently accommodates approximately 274 car spaces over 4 basement levels accessed from a ramp from Castlereagh Street.

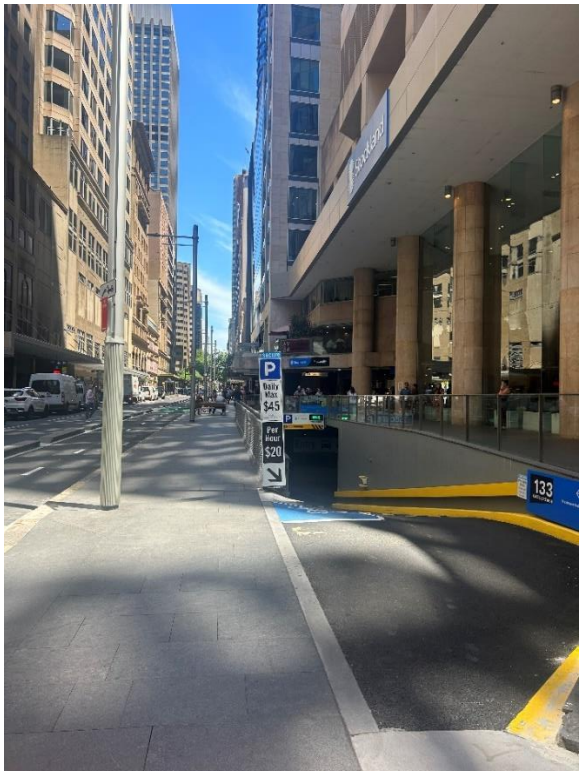
The car park is operated by Secure Parking and operates primarily as a public car park. Clause 8 of the ground lease agreement with The Uniting Church of Australia Property Trust (NSW) stipulates the allocation of certain car parking spaces to the landlord.

Of the total parking provided:

- 35 are permanently dedicated to the Uniting Church under the ground lease agreement,
- A further 225 car spaces are granted for use by the church on Sundays, Christmas and Easter as part of the ground lease agreement, and
- 2 car spaces are required to be dedicated for the childcare use as part of a DA condition – commenced in around 2007.

- Vehicle access to the site is currently from Castlereagh Street via a ramp that is parallel to the street which hinders a direct pedestrian pathway along Castlereagh Street. A vehicle exit is provided at the southern eastern boundary of the site at Castlereagh Street.

Figure 8 Site images of vehicular entry and access ramp



Vehicular entry



View of vehicular access ramp



Vehicular exit

Source: Urbis (December 2024)



View of vehicular access ramp

Source: Urbis (December 2024)

2.3. SITE CONTEXT

2.3.1. Existing Context

The site is located within a high-density mixed-use environment, surrounded by similar multi-storey buildings accommodating a range of land-uses.

The character of the locality is generally commercial in nature, however supports a variety of uses including retail, office, hotel and residential. To the north west of the site is Pitt Street Mall, a world class retail core which is anticipated to extend further south of Market Street. This is driven by the recently opened Sydney Metro City & future South West rail line which will improve connections within the CBD with the Pitt Street North Metro Station (located on the corner of Park, Pitt & Castlereagh Streets) expected to channel pedestrian movements north towards the site and Pitt Street Mall.

To the east of the site is a significant public open space corridor extending from Hyde Park through to The Domain and Royal Botanic Gardens. This provides amenity opportunities for the site as well as SAP constraints.

An aerial image illustrating the site's regional context is provided at **Figure 9.**

Figure 9 Aerial image



Source: 3XN

Specifically, the site's surrounding context can be described as follows:

- **North**: Directly adjacent to the north of the site is 65-77 Market Street at the corner of Castlereagh Street. The City Tattersall Club adjoins the site to the north fronting Pitt Street. Both of these sites accommodate mixed-use development with a significant proportion of residential use. Further north are Pitt Street Mall and Westfield Sydney, which both provide a range of shops, eateries, banking facilities and services.
- **East:** Directly adjacent to the east of the site is Castlereagh Street and further east is the Sheraton on the Park Hotel and Hyde Park.
- **South**: Directly adjacent to the south of the site along Pitt Street is the former Bank of NSW building which comprises a six storey building which currently contains a small-scale retail tenancy. Adjoining the

site to the south along Castlereagh Street is 151 Castlereagh Street which is a 13 storey commercial office building with ground floor retail tenancies. Further south at 161 Castlereagh Street is a recently constructed 43 storey premium office tower with ground floor retail and a penthouse residential apartment known as ANZ tower and Liberty Place.

- **West**: Directly adjacent to the west of the site is Pitt Street. Further west is the Hilton Hotel, Queen Victoria Building and Town Hall Square.

2.3.2. Future Context

Three sites located within the same block as the site have recently been the subject of major redevelopment applications as illustrated in Figure 10 including:

City Tattersalls Club (194-204 Pitt Street):

- Approval granted in November 2019 to D/2018/1246 for a concept DA establishing a building envelope and uses comprising a mix of retail, registered club indoor recreation facility, tourist and visitor accommodation and residential accommodation (indicatively 246 apartments) within a building envelope of a maximum height of 168m.
- Approval was subsequently granted in November 2021 to D/2021/203 for a detailed DA for the construction of a new mixed use development to a maximum height of RL 185.916 AHD, with hotel, residential and club land uses in a 50 storey podium and tower, including 101 hotel rooms, 241 apartments, demolition of the building at 196 Pitt Street, alterations and additions to the heritage buildings at 194 and 198-204 Pitt Street, excavation for 5 basement levels and service vehicle access to Pitt Street.
- Construction works are currently underway.

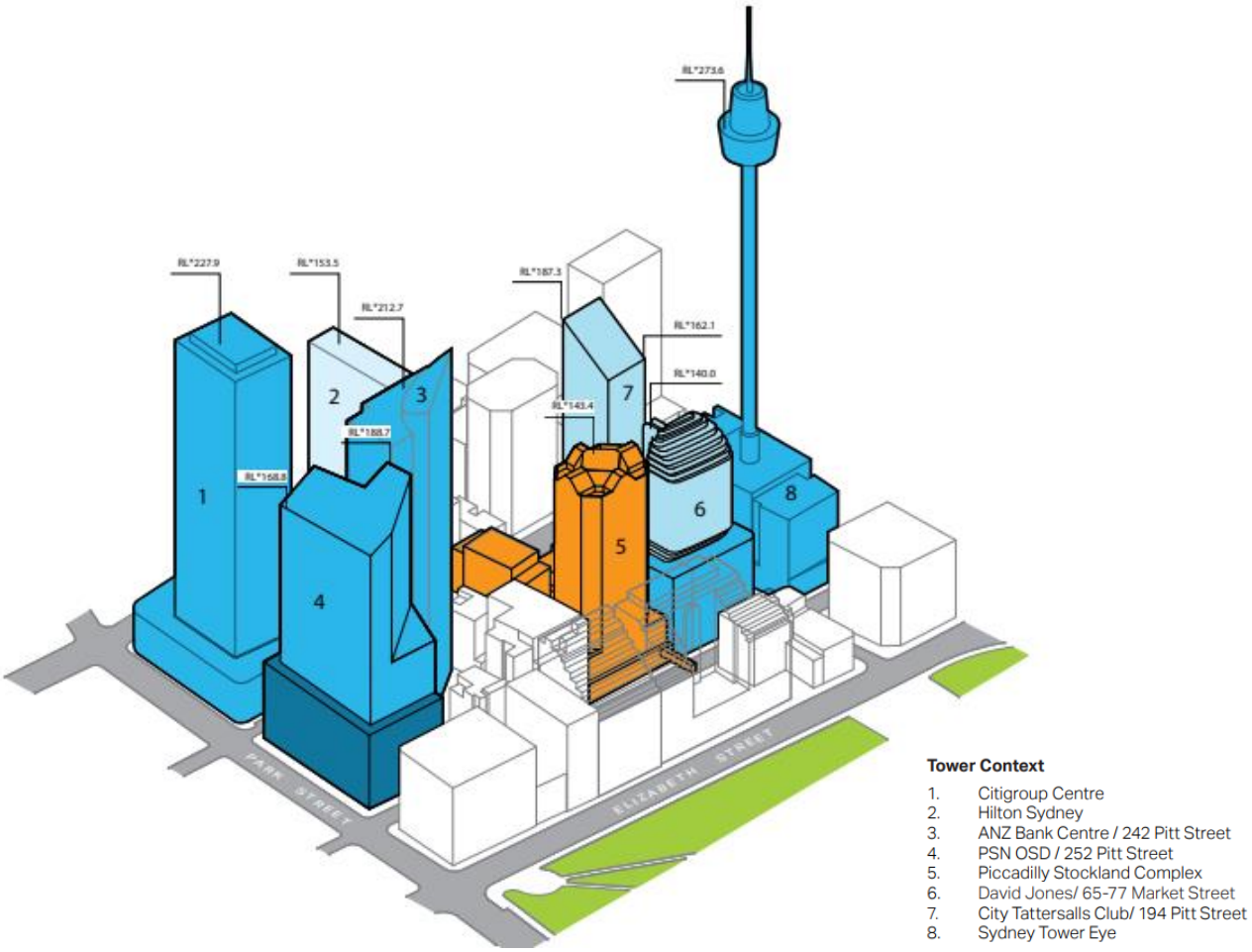
David Jones Building (65-77 Market Street):

- Approval granted in April 2020 to D/2019/263 for the construction of a 32-storey mixed-use building, incorporating the conservation, refurbishment and fit out of the existing 10-storey heritage building and construction of a 22- storey tower above the heritage item.
- Construction works for the mixed-use building are nearing completion.

Pitt Street North Over Station Development:

- The Minister for Planning and Public Spaces (the Minister) granted development consent to the Concept State significant DA (SSD-8875) in June 2019. Concept approval was granted for:
  - A maximum building envelope, including street wall and setbacks for the over station development
  - A maximum building height of RL 188.74 metres
  - A maximum gross floor area of 50,310m² (including station floor space)
  - Podium level car parking for a maximum of 50 parking spaces
  - Conceptual land use for either one of a mixed-use or commercial scheme (not both).
- The Minister subsequently granted development consent to the detailed State significant DA (SSD-10375) on 26 February 2021 for the construction of a commercial office tower with a maximum building height of RL 176.8 and a maximum gross floor area of 55,743 m2 (including gross floor area approved under CSSI 7400), staged stratum subdivision, signage zones and use of the podium for commercial lobbies, retail tenancies, 200 bicycle storage, 40 car parking spaces, loading, plant and circulation.
- This development is completed and operational.

Figure 10 Building envelope model of urban context



Massing diagram (above)



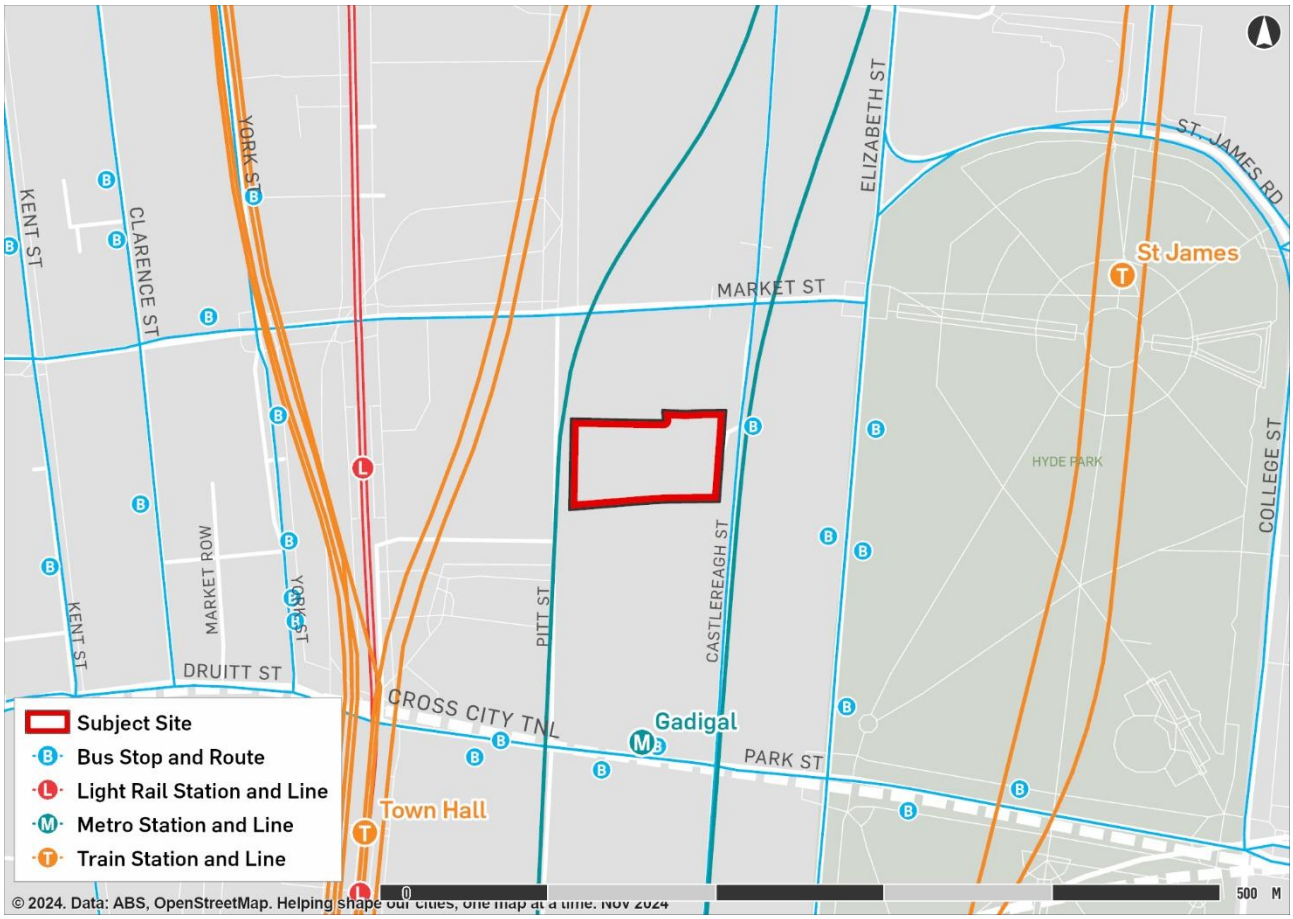
Context plan of city block between Market Street and Pitt Street

Source: 3XN

2.4. PUBLIC TRANSPORT INFRASTRUCTURE

The site is ideally located within close walking distance to public transport services as illustrated in **Figure 11** and described below.

Figure 11 Public transport map



Source: Urbis

- **Train**: St James Station, which is a stop on the City Circle Loop and Town Hall Station, is serviced by the T2 (Inner West), T1 (North Shore and Western Line), T9 (Northern Line), T4 (Eastern Suburbs and Illawarra Line), South Coast Line, T8 (Airport and South), and T3 (Bankstown Line).
- **Light Rail**: the QVB stop is located to the west of the site along George Street which is serviced by the CBD and South East Light Rail which travels north to Circular Quay and South east to Kingsford and Randwick.
- **Pedestrian and Cycleways**: networks are located within the immediate locality providing connections to key surrounding land uses.
- **Sydney Metro**: The operational Pitt Street North Metro station known as 'Gadigal' is located south of the site within the same street block.
- **Bus:** Bus corridors throughout Central Sydney were recently reorganised in accordance with the Sydney City Centre Access Strategy, which sought to redesign the Sydney CBD bus network to include new and improved services through a number of key corridors.
- There are numerous bus services in the vicinity of the site, with the following key bus corridors close to the site:
  - Castlereagh Street is a key corridor for southbound bus services travelling towards the Inner West and South.
  - Elizabeth Street, one block east of the site, acts as a major north-south bus route through the CBD. Travelling north, Elizabeth Street provides access to Martin Place and Circular Quay, as well as the

metrobus network, which provides services to major nodes across Sydney. Travelling south, Elizabeth Street provides access to the Inner South and Eastern Suburbs.

  - Park Street provides east-west bus access through the CBD, providing access to services across the Anzac Bridge to Victoria Road and the north-west, as well as additional access to the Eastern Suburbs.

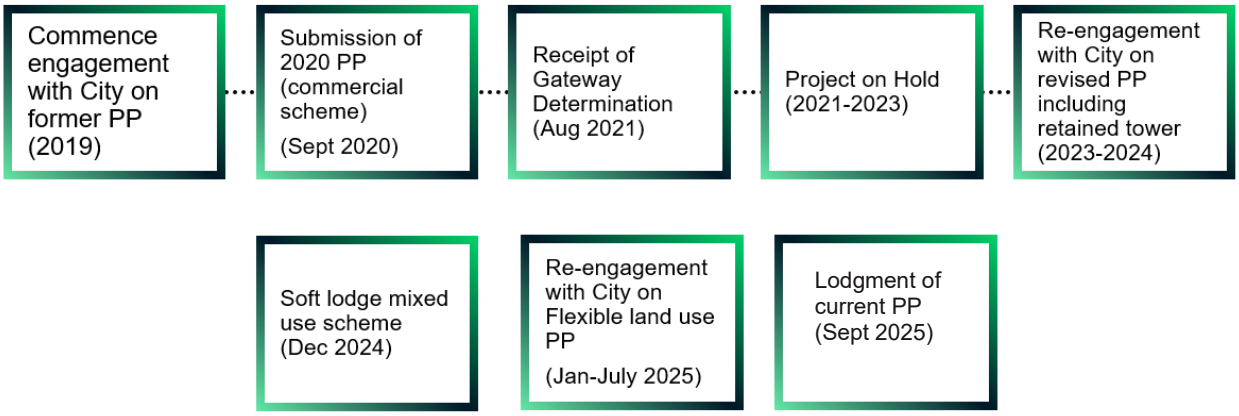
- The site also benefits from proximity to the Queen Victoria Building bus interchange, which provides access to the North Shore, Northern Beaches, Inner West and Hills District.

3. PRE-LODGEMENT / SCOPING BACKGROUND

3.1. SITE HISTORY

Stockland has been in consultation with the Council since 2019 to discuss opportunities to upgrade the quality of the current Piccadilly Complex to achieve additional contemporary employment floor space and complementary land uses as well as improve its contribution to the fabric of Central Sydney.

A summary of the timeline of the project is below with some key items discussed.



3.2. PRE-LODGEMENT ENGAGEMENT

Following the change in direction by Stockland seeking a more environmentally sustainable outcome and with the inclusion of residential land use, a number of meetings occurred with the Council from March 2024 to October 2024.

It is noted that many planning and design matters had been resolved in varying degrees given the advancement of the former PP, however key matters still needed to be tested and addressed with Council including a revised envelope, confirmation of a planning pathway to enable a portion of residential on site, rectification of the SAP breach, structural considerations associated with the building envelope and through site link and access, loading and parking arrangements.

The project team has engaged closely with the Council in an effort to resolve key issues. A series of meetings have been held with the project team and the Council to discuss key considerations with the PP:

- Building massing, envelope and GFA
- Urban design and built form impacts
- Structural complexity and constraints
- TSL design and ground plane response
- Alignment with strategic planning policy
- Car parking provision and site access
- Equivalence testing: Wind and sky view factor assessment
- Feedback from the Design Advisory Panel (DAP) in 28 November 2024
- The shifting economic market, the importance of ESG/retained carbon and development certainty has led to the subject Planning Proposal seeking optionality in the end land use.
- Recent discussions were held with the City from January to July 2025 including a meeting on 24 June 2025 which discussed the matters of:

- Mixed use challenges
- Planning Proposal flexibility (which can facilitate a commercial or a mixed use outcome)
- Minor adjustments to envelopes including a minor change to the Pitt Street upper podium
- Approach to car parking and LEP provisions

4. STATUTORY FRAMEWORK

4.1. LAND USE ZONE AND PERMISSIBILITY

The Sydney LEP 2012 is the primary planning instrument that applies to the site.

The site is zoned SP5 Metropolitan Centre pursuant to the Sydney LEP 2012 (refer **Figure 12**). The zone objectives and permitted uses are illustrated in the following table.

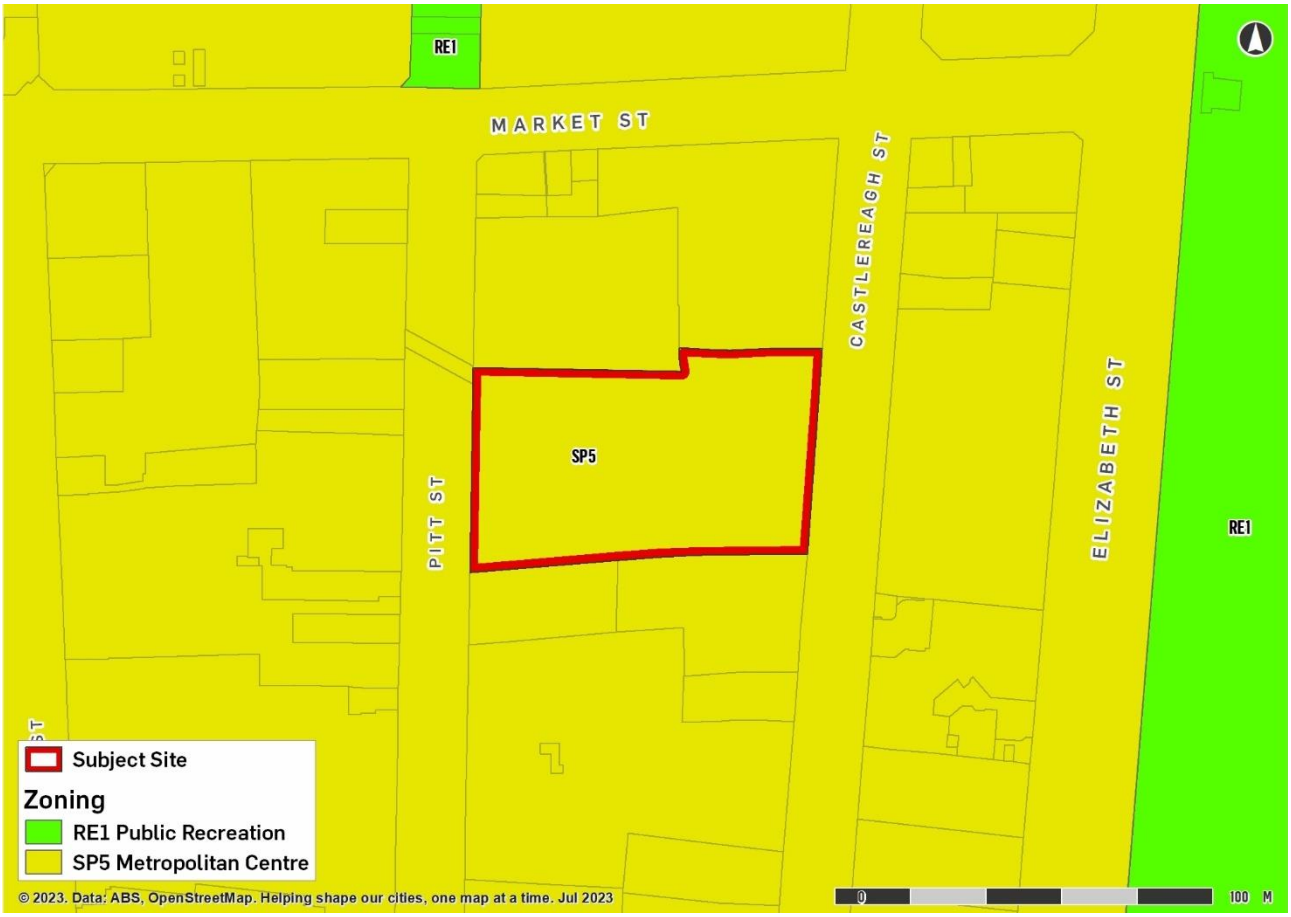
The concept schemes comprise the following potential land uses:

- Commercial premises
- Residential accommodation
- Place of *public worship*

Table 6 SP5 Metropolitan Centre Zone objectives and permissible uses

Item	Description
Zone Objectives	▪ *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.* ▪ *To provide opportunities for an intensity of land uses commensurate with Sydney's global status.* ▪ *To permit a diversity of compatible land uses that are characteristic of Sydney's global status and that serve the workforce, visitors and wider community.* ▪ *To encourage the use of alternatives to private motor vehicles, including public transport, walking and cycling.* ▪ *To promote land uses with active street frontages within podiums that contribute to the character of the street.* ▪ *To promote the efficient and orderly development of land in a compact urban centre.* ▪ *To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities.* ▪ *To recognise the important role that central Sydney's public spaces, streets and amenity play in a global city.* ▪ *To promote the primary role of the zone as a centre for employment and permit residential accommodation and serviced apartments where the accommodation complements employment-generating land uses.*
Permissible land uses	All land uses are permissible within the SP5 zone except for *Pond-based aquaculture*.

Figure 12 Zoning Map



Source: Sydney LEP 2012

4.2. LEP PLANNING PROVISIONS

Local planning provisions outlined in Part 4 – Part 7 of the Sydney LEP 2012 are outlined below.

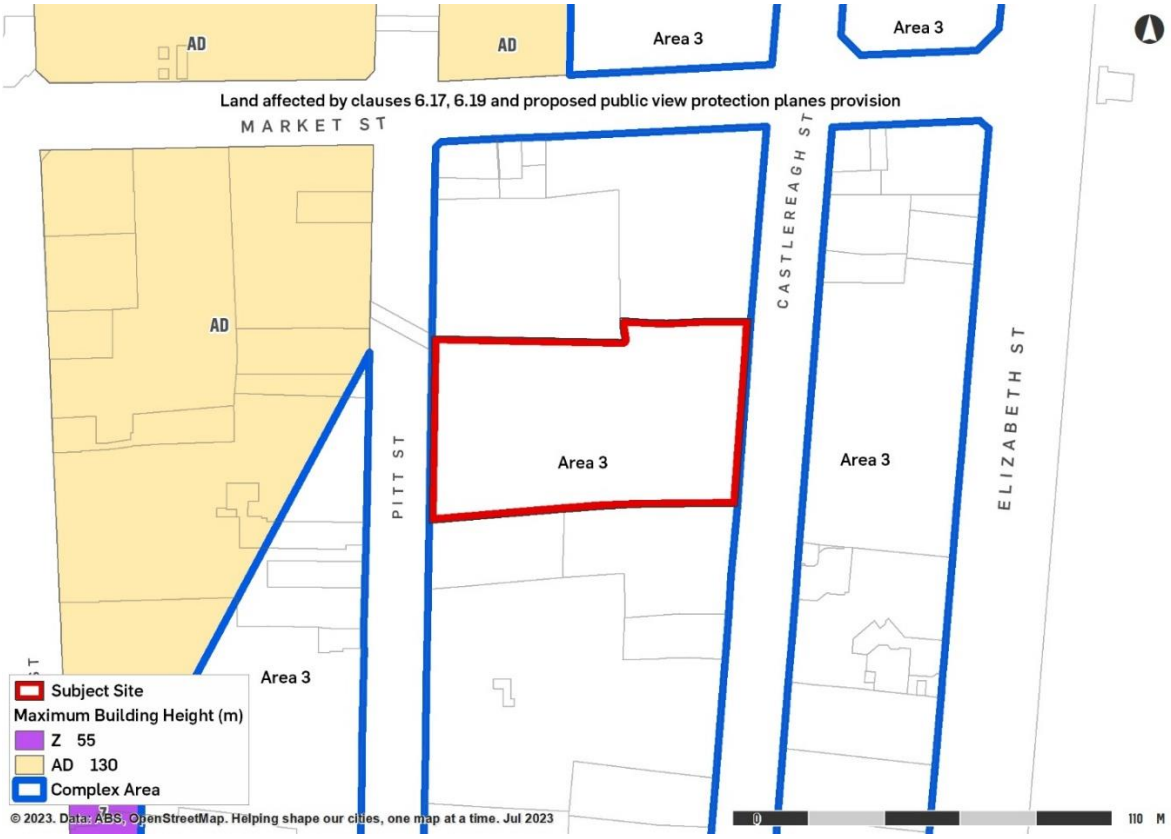
Table 7 Key Sydney LEP 2012 planning provisions

Item	Description
Height of Building and Sun Access Plane	There is no maximum building height control in metres applicable to the site. Instead, the maximum height of buildings on the site is determined by the Hyde Park SAP under clause 6.17 of the LEP. The SAP provides sun light protection to Hyde Park between 10am – 2pm all year and is described in Part 4 of Schedule 6A of the LEP. The sun access plan maps are included in Section 5.1.7 of the DCP which is further detailed in Section 3.3.2 of this report.
Floor Space Ratio	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 business premises, educational establishments, entertainment facilities, function centres, health services facilities, information and education facilities, light industries, office premises or retail premises ▪ 6:1 for centre-based child care facilities, community facilities or hotel or motel accommodation

Item	Description
	In addition to accommodation floor space, the site is potentially eligible for additional floor space pursuant to Clauses 6.5 – 6.9 and 6.21D of the LEP. This includes: ▪ an additional 10% bonus floor space provision if a competitive design process is undertaken and design excellence is demonstrated. ▪ a maximum 0.3:1 bonus floor space provision where end of trip facilities are provided. ▪ a floor space bonus equal to the area of existing car parking in any part of a basement of a building changed to any other use. ▪ a floor space bonus equal to the area of a community loading dock facility or shared loading dock facility with the basement of a building. ▪ a floor space bonus equal to the area of entertainment facilities or registered clubs provided within the basement of a building. ▪ a floor space bonus equal to (the lesser of) the amount of floor space created by any alterations or additions to the building, being floor space with a floor level no more than 5 metres above the ground level (existing), or the amount of floor space that can be achieved by applying a FSR of 0.8:1 to the building. A number of pre-conditions must be satisfied prior to granting of the opportunity site floor space. (note that this is proposed to be removed under the housekeeping LEP – see further below).
Heritage conservation	The site is not identified as a local heritage item in the Sydney LEP 2012, nor is it located within a Heritage Conservation Area. The site is located within proximity to the following local heritage listed items (refer Figure 14): ▪ I1888 – David Jones Department store including interior ▪ I1926 – Former Fay's Chambers, exterior only ▪ I1927 – Former Symonds buildings including interior ▪ I1928 – City Tattersalls Club (198-200 Pitt Street) including interior ▪ I1929 – City Tattersalls Club (202-204 Pitt Street) including interior ▪ I1930 – Banking House including interior ▪ I1931 – National Building including interior ▪ I1698 – Former Legion House including interiors ▪ I1699 – Community building Masonic Club including interior.
Car parking	The site is subject to the following maximum car parking rate pursuant to the LEP. ▪ For office premises, business premises and retail premises, the following formula is to be used: – M = (G x A) / (50 x T) – Where: – **M** is the maximum number of parking spaces, and

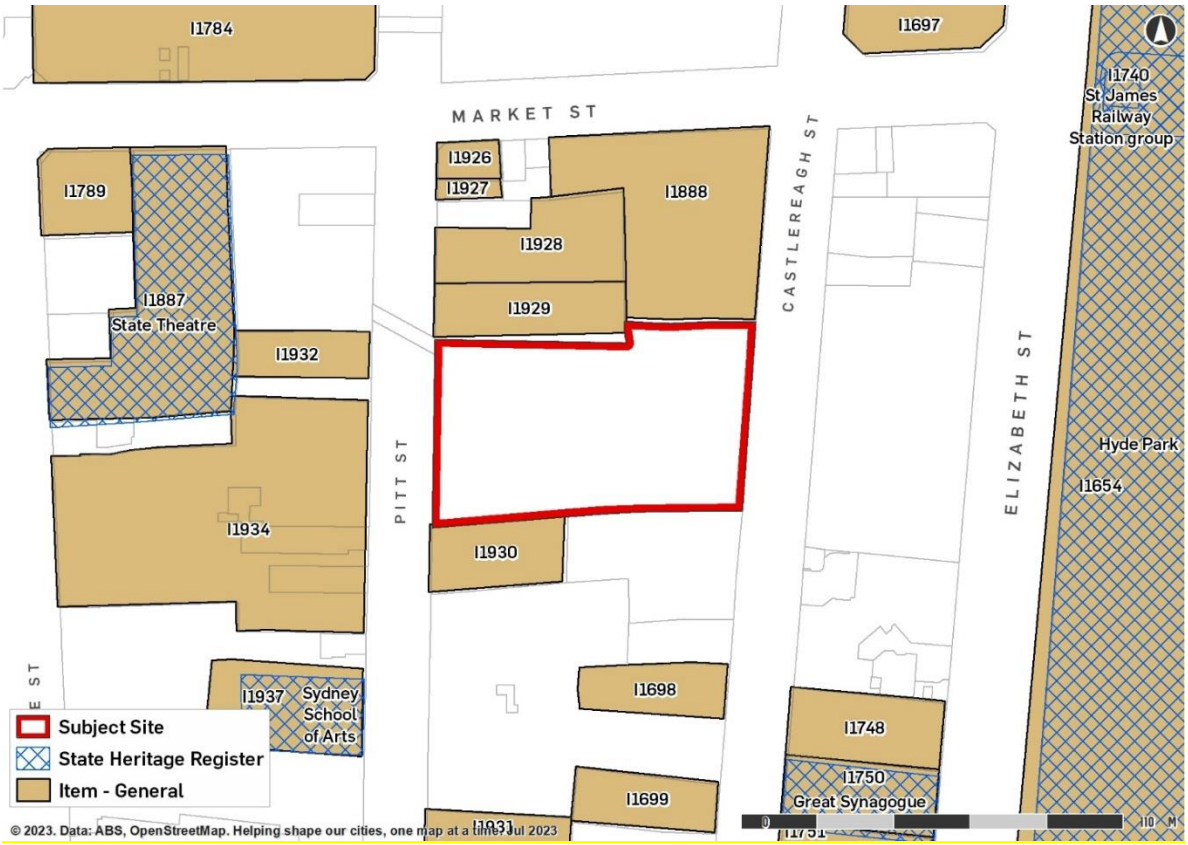
Item	Description
	– **G** is the gross floor area of all office premises / business premises / or retail premises in the building in square metres, and – **A** is the site area in square metres, and – **T** is the total gross floor area of all buildings on the site in square metres. – The above calculation does not apply to buildings that provide more than 2,000sqm of retail GFA. ▪ For places of public worship and entertainment: – 1 space for every 10 seats, or – 1 space for every 30 square metres of the gross floor area of the building used for those purposes Based on the provisions of Part 7 of the LEP, subject to the commercial scheme comprising Wesley, the proposed uses on the land generate a maximum parking provision of 290 spaces.
Affordable housing	Development on land in Central Sydney that creates more than 100sqm of gross floor area or results in the demolition of existing floor area and the subsequent creation, whether for the same or a different purpose, of more than 100 square metres of gross floor area, is required to pay an affordable housing levy contribution by way of a condition of development consent.
Airspace operations	As the site is located within the prescribed airspace of the Sydney Kingsford Smith Airport, any development on the site which penetrates the Obstacle Limitation Surface (**OLS**) or the Procedures for Air Navigation Services Operations Surface (PAN-Ops) must be referred to the Civil Aviation Safety Authority (CASA) for concurrence.
Opportunity Site	The Piccadilly site is a nominated and mapped Opportunity Site which is eligible for additional floor space where refurbishments to the ground plane are proposed. (see section 4.3).
Design Excellence	Development consent must not be granted unless, in the opinion of the consent authority, the proposed development exhibits design excellence. A competitive design process is required to be taken to inform a future DA as the site meets the thresholds which includes, for development in Central Sydney over 55m. The future detailed design development application for the site will be subject to a design competition in accordance with the draft design excellence strategy at **Appendix E.**

Figure 13 Maximum height of building Map



Source: Sydney LEP 2012

Figure 14 Heritage Map



Source: Sydney LEP 2012

4.3. DRAFT LEP PLANNING PROVISIONS

4.3.1. House-Keeping Amendments LEP (PP-2024-709)

At the Council meeting on 11 December 2023, a Planning Proposal known as the 'Policy and Housekeeping Amendment' was supported by Council for submission to DPHI for a Gateway Determination and public exhibition. The Housekeeping Amendment PP was supported by amendments to a number of Council policies, including the Sydney DCP 2012 and the City of Sydney Competitive Design Policy.

Gateway Determination was issued on 29 October 2024.

Key changes of relevance to this PP include:

- Repeal of clause 6.9 – Opportunity sites.
- Amendment to design excellence provisions and the City of Sydney Competitive Design Policy.
- Reduction of maximum permitted car parking rates across the LGA.
- Amendments to the Sydney DCP 2012 related to future design development.

At the time of preparation of this report, the Housekeeping Amendment has been adopted by Council and is now awaiting legal drafting and finalisation.

4.3.2. Affordable Housing Contributions Review (PP-2024-2747)

At the Council Equity and Housing Committee on 9 December 2024, a Planning Proposal known as the 'City of Sydney Affordable Housing Contributions Review PP' was presented to the Council with a recommendation to be referred to DPHI for Gateway Determination and public exhibition. The Affordable Housing Contributions Review is also supported by a draft City of Sydney Affordable Housing Program Amendment 2024.

Key changes of relevance to this PP include:

- Amendment to monetary contribution in the Affordable Housing Program.
- Amendment to Clause 7.13 – relevant to local development and 7.13B – relevant to planning proposals. Specifically for Central Sydney, this includes:
  - A 20% affordable housing levy to be applied to residential floor space that results from a Planning Proposal.
  - A 2% affordable housing levy to be applied to additional non-residential floor space that results from a Planning Proposal.
- Change in the methodology by which to calculate contributions from 'total floor area'/TFA to 'Gross floor area'/ GFA.

On 30 July 2025, The Department issued a Gateway Determination.

The draft LEP is on not yet made and is on public exhibition from 25 August to 7 October 2025.

4.4. SYDNEY DEVELOPMENT CONTROL PLAN 2012

The following section provides an overview of the key built form DCP controls applying to the site which would apply to the redevelopment of the site for the purposes of the end scheme.

4.4.1. Key Built Form Controls

The key built form controls for development in Central Sydney that are applicable to the site pursuant to the DCP are detailed in **Table 8**.

Table 8 Built Form DCP Provisions

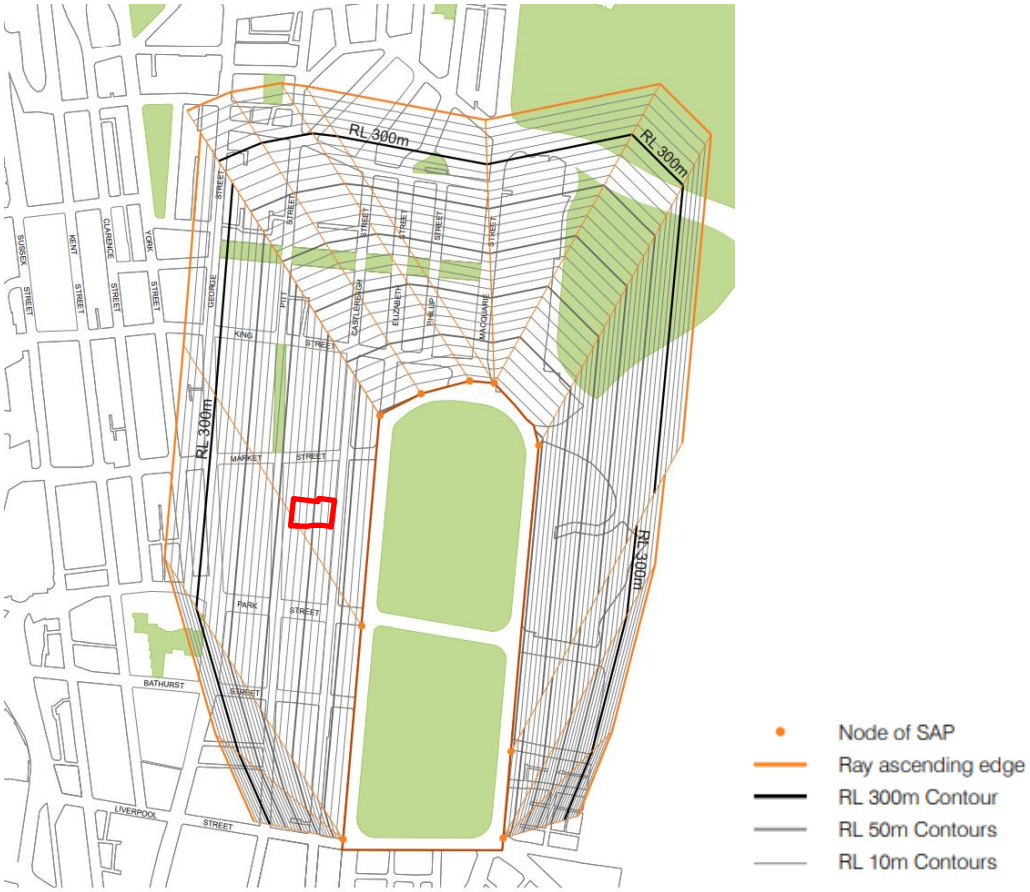
Matter	Built Form Control				
Street Frontage Heights	**Control**	**Up to 55m**	**Greater than 55m up to 120m**	**Greater than 120m**	
	Street Frontage Height	20-35m	20-35m	20-25m	
Minimum Street Setbacks	**Control**	**Up to 55m**	**Greater than 55m up to 120m**	**Greater than 120m**	
	Minimum Street Setback	8m or 6m where adjoining sites Street Setbacks are less than 6m	8m	8m	
	Variation to Street Setbacks may be permitted to building massing that provides equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to a base case building massing with complying Street Frontage Heights and Street Setbacks (i.e. variation to massing is governed by achieving equal or better performance).				
Side and Rear Setbacks and Building Form Separations	**Control**	**Up to 55m**	**Greater than 55m up to 120m**	**Greater than 120m up to 240m**	**Greater than 240m**
	Side and Rear Setback above Street Frontage Height	0m	4m	3.33% of the proposed total height of building	8m
	Building Form Separations	0m	8m	6.66% of the proposed total height of building	16m
	Variation to Side and Rear Setbacks and Building Form Separations may be permitted to building massing that provides equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to a base case building massing with complying Side and Rear Setbacks (i.e. variation to massing is governed by achieving equal or better performance).				
Building Form Massing, tapering and maximum dimensions	Above Street Frontage Height the maximum horizontal dimension of a building including all external elements (for example architectural elements like horizontal or vertical fins) measured in any direction (including diagonally across the site) is not to exceed:				

Matter	Built Form Control
	▪ 100m for all developments other than residential accommodation and serviced apartments ▪ 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 DCP setbacks: (a) 100% up to 120m above ground; (b) 90% above 120m up to 240m above ground; and (c) 80% above 240m above ground.

4.4.2. Sun Access Plane

Section 5.1.7 of the Sydney DCP 2012 outlines provisions for sun protection of parks and places. The site is subject to the Hyde Park SAP provisions within the DCP. Hyde Park is to be provided unobstructed sunlight from 10am to 2pm all year.

Figure 15 Extract of Hyde Park SAP Map and indicative location of site



Source: Sydney DCP 2012

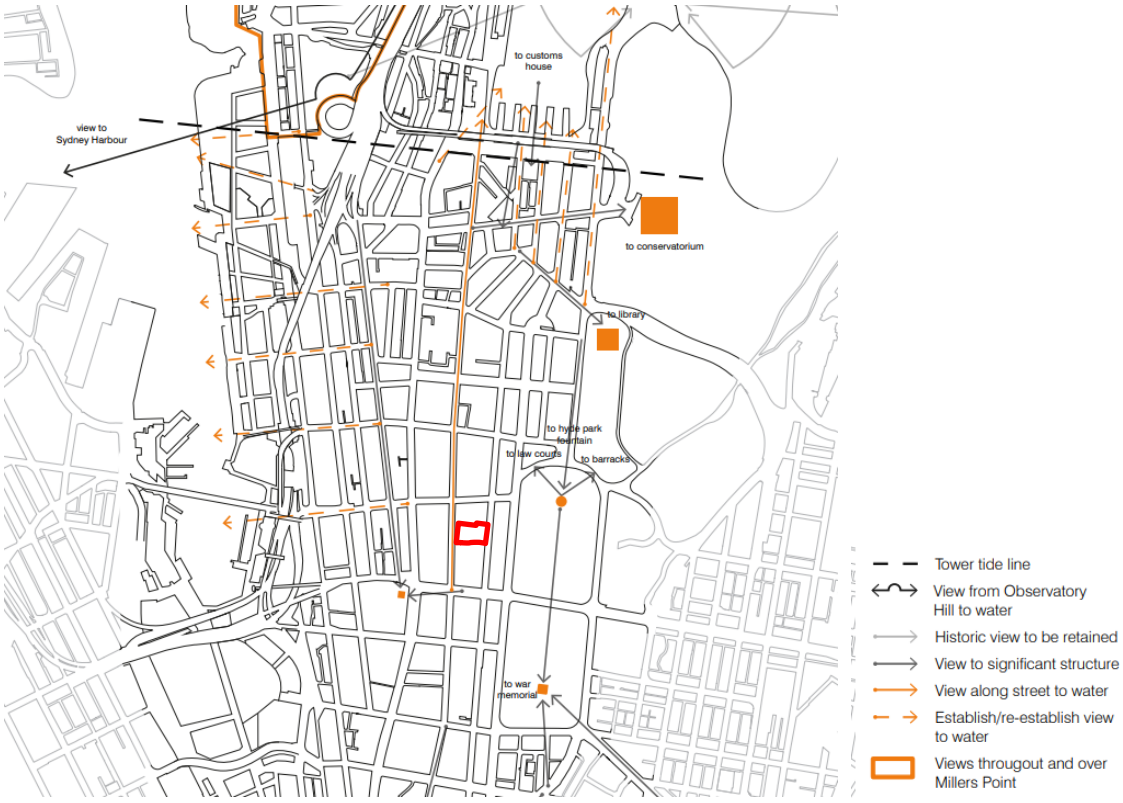
4.4.3. View Corridors

Section 5.28 of the Sydney DCP 2012 outlines provisions to protect views from public places.

The public view protection map identifies a view corridor north along the Pitt Street frontage of the development from Park Street to Circular Quay. The DCP 2012 identifies that development must not

encroach within any of the views nominated on the Public Views Protection Maps and where possible should improve the views to Sydney Harbour (surface of the water) through modulation of built mass.

Figure 16 Extract of view protection map and indicative location of site



Source: Sydney DCP 2012

4.4.4. Schedule 12 - Procedure to Vary Setback Controls

Schedule 12 outlines procedures for demonstrating compliance with variation provisions for street frontage height and setbacks, side and rear setbacks, building separations and tapering controls in Central Sydney.

Procedure A relates to street setback encroachment and compensating recess.

Procedure B can only be used for sites larger than 1000m^2. This procedure requires preparation of a base case model and equivalence reporting of:

- Equivalent or improved wind speed comfort values in m/second.
- Equivalent or improved daylight (or 'sky view factor') testing in adjacent Public Places.
- The proposed massing envelopes are compared against the base case (compliant). It is noted the DCP identifies a high level of prescription for this assessment. The DCP defines 'equivalent' as "very slightly 'better than' at a high level of accuracy".
- Where equivalent or improved wind comfort and daylight levels (determined by average Sky View Factor (**SVF**) in adjacent public places is demonstrated, variations may be permitted.

4.4.5. General Provisions

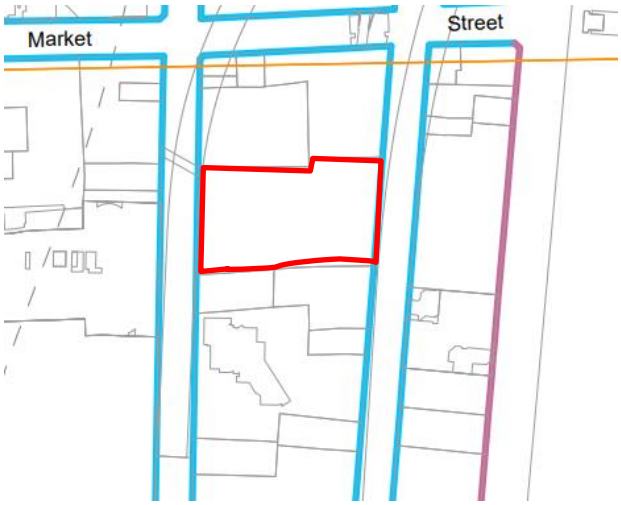
Section 3.1 and 3.2 of the Sydney DCP 2012 outline provisions for defining the public domain. Key provisions include:

- S3.1.2: Through-site links are to be provided in the locations shown on the Through-site links map. A through-site link is identified connecting the site to the north (Figure 17).
- S3.2.3: The site is identified as requiring active frontages both to Castlereagh Street to the east, and Pitt Street to the west **(4)**.

- S3.24: The site is identified as requiring an awning on frontages both to Castlereagh Street to the east, and Pitt Street to the west.
- S3.25: Colonnades are generally not permitted as they obscure views of retail frontages and separate street frontage activity from the street.

Figure 17 Extract of public domain provisions map and location of site





Extract of through site link map

Source: Sydney DCP 2012

4 Extract of active frontages map

Source: Sydney DCP 2012

Section 3.6 of the Sydney DCP 2012 outlines provisions for ecologically sustainable development. Key provisions include:

- S3.6.1: Applications for new developments containing office premises with a net lettable area of 1,000sqm or more are to be submitted with documentation confirming that the building will be capable of supporting a Base Building NABERS Commitment Agreement of 5.5 stars.
- Applications for developments involving alterations, additions and refurbishments to existing office premises where the estimated cost of works is over $5 million, and contains a net lettable area of 1,000sqm or more, are to be submitted with documentation confirming that the building will be capable of supporting a Base Building NABERS Energy Commitment Agreement of 5 stars.

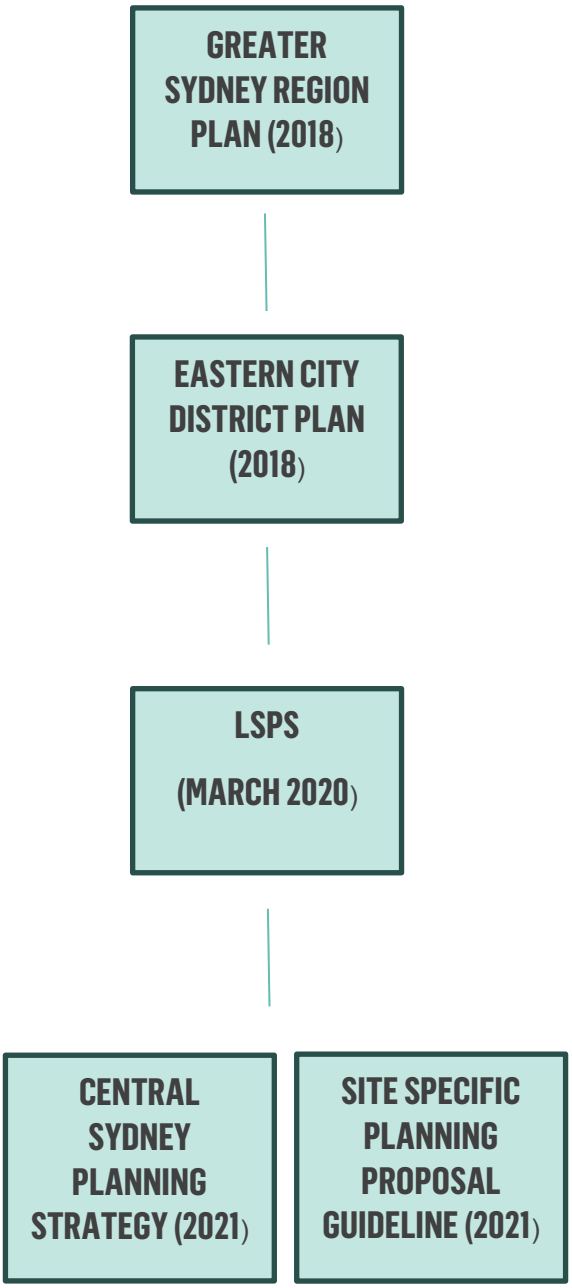
Section 3.11 of the Sydney DCP 2012 outlines provisions for vehicular access and parking. Key provisions include:

- S3.11.3: Bicycle parking is to be provided in accordance with the land use rates.
- S3.11.6: Service vehicle parking is to be provided in accordance with Schedule 7 Transport, parking and access.
- S3.11.11: Vehicle access points are restricted in places of high pedestrian activity identified on the Pedestrian priority map. The pedestrian priority map identifies the site's frontages to Pitt Street and Castlereagh Street are identified as not being preferred for additional vehicular access points.

5. STRATEGIC FRAMEWORK

5.1. REGIONAL AND LOCAL POLICIES

The following table summarises the strategic planning framework guiding future development on the site. An assessment of the Planning Proposal against these policies is provided in the following section.



A Metropolis of Three Cities – The Greater Sydney Region Plan (March 2018) is the NSW Government's overarching strategic plan for growth and change in Sydney. The 20 year plan provides a 40 year vision that seeks to transform Greater Sydney into a metropolis of three cities.

It identifies key challenges facing Greater Sydney, including a projected population increase of 1.7 million and the associated requirements to deliver 725,000 new homes and create 1 million new jobs by 2036. The Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery.

The **Eastern City District Plan** (March 2018) sets out the NSW Government's vision, priorities and actions for the Eastern District of the Greater Sydney area, which includes the City of Sydney. It establishes a 20 year vision for the Eastern District to be a global sustainability leader, managing growth while maintaining and enhancing liveability, productivity and attractiveness for residents and visitors. Planning priorities and associated actions for productivity, liveability and sustainability seek to deliver on this vision.

The Harbour CBD is identified in the Eastern District Plan as 'Metropolitan Centre' and 'Core Economic and Employment Centre'. A key objective of the Plan is to make the Harbour CBD stronger and more competitive. The Plan also identifies predicted growth in the CBD of 45,000-80,000 jobs.

The Council's **Local Strategic Planning Statement** (LSPS) 'City Plan 2036' (endorsed March 2020) sets the land use planning context, 20-year vision and planning priorities to positively guide change towards the City's vision for a green, global and connected city. The planning statement explains how the planning system will manage change to achieve the desired outcomes, and guides future changes to the City's controls, including those sought by proponents through planning proposals. A key measure identified in the LSPS is the implementation of the Central Sydney Planning Strategy.

The **Central Sydney Planning Strategy** (CSPS) was originally released in draft by the Council in 2016 and adopted in November 2021. The CSPS provides the strategic framework of planning policy applying across the Sydney CBD and is discussed in further detail below.

5.1.1. Central Sydney Planning Strategy

The CSPS was adopted in November 2021.

The CSPS provides the strategic framework of planning policy applying across the Sydney CBD. The CSPS is focused on delivering additional floor space to accommodate employment growth, protecting heritage and public spaces, and ensure infrastructure is provided for the growing City.

Targets for the CSPS include increasing jobs in Central Sydney by 1.24% per annum to 2036, and residents by 3.04% per annum to 2036. To achieve this growth, the CSPS outlines 10 key moves which the strategy applies to achieve these targets. The following are relevant to the development potential of the Acquired Land.

- Key Move 1 – Prioritise employment growth and increase capacity
- Key Move 2 – Ensure development responds to context by providing minimum setbacks for outlook, daylight and wind
- **Key Move 6 – Move towards a sustainable City with best practice energy and water standards and for growth sites to drive zero-net energy outcomes / Investigate provisions that reward the retention, refurbishment and upgrade of older office buildings**
- Key Move 7 – Protect, enhance and expand Central Sydney's heritage and public places

5.1.2. Guideline for Site Specific Planning Proposals

On 14 December 2020 the Council formally noted that the Site-Specific PP Guideline would be used to guide the preparation of planning proposals in Central Sydney. The Site-Specific PP Guideline was prepared to support the CSPS and enable development uplift to be achieved in Central Sydney on sites that are not within Tower Cluster Areas or alternatively select this pathway.

Section 4 of the Site-Specific PP Guideline applies to strategic opportunity sites, and notes:

> *"For Solar Access Opportunity Sites proposed new buildings (or altered buildings) that rely on increased maximum heights and/or FSR controls may be any use permitted by Sydney LEP including* ***residential accommodation and serviced apartments."***

As relevant to the mixed use option, to qualify as a Solar Access Opportunity Site the Planning Proposal request must demonstrate how, and by how much existing overshadowing is being reduced to a protected space under Sydney LEP. The reduction in overshadowing is to ensure compliance with the SAP and remove an existing significant breach of more than 15 metres in height.

Response to Site-Specific PP Guideline

The Urban Design Report accompanying the PP outlines the existing height breach and how the building envelopes seeks to remove this breach, which has been discussed with Council extensively during the pre-lodgement process. Specifically, it is noted:

- The 14-storey Piccadilly Complex was competed in 1975, prior to the introduction of the Hyde Park SAP controls. Level 31 and plant was completed in the 1990's.
- The structure currently results in shadow to Hyde Park throughout the year at the winter solstice, equinoxes, and summer solstice. The quantum of shadow on the protected space is illustrated in Fi**gure 18** and as follows:
  - 21 June: 1647sqm between 1.45pm – 2.15pm
  - 23 September: 1564sqm between 2.30pm – 3pm
  - 21 March: 1109sqm between 3:30pm – 4pm
  - 21 December: 1331sqm between 4.15pm – 4.45pm

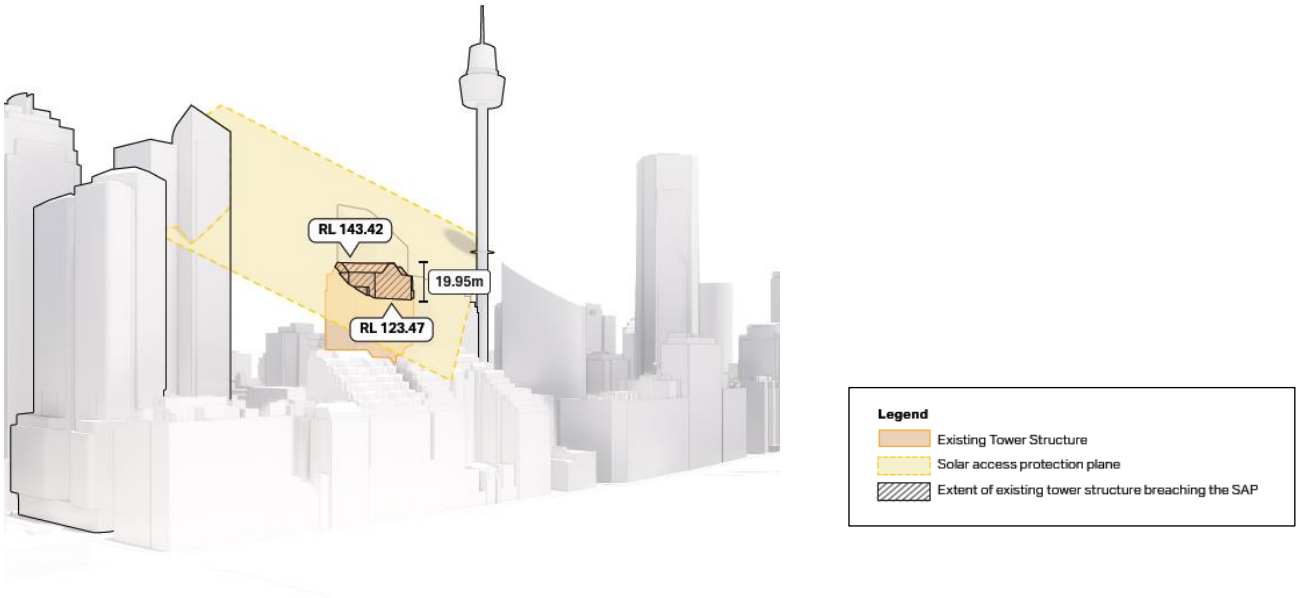
Figure 18 Extract of existing shadow impact on Hyde Park



Source: 3XN

The breach in the Hyde Park SAP is caused by the upper three levels of the existing building, in addition to roof plant, which has a total height of approximately 19.95m and 850sqm of GFA. This is illustrated in elevation and 3D envelope form in **Figure 19.**

Figure 19 Existing SAP breach



Source: 3XN

The building envelopes have been prepared to inform the proposed planning provisions for the site and will result in a **complete removal of the 19.95m Hyde Park solar access breach** and a compliant future development on the site as illustrated in the 3XN shadow plans.

There is a strong net benefit in the removal of the SAP breach and rectification of this non-compliance.

In addition to the above, Section 8 of the Guideline outlines the minimum requirements for Requests lodged under the Guideline. The following table outlines a high-level assessment against each of the minimum requirements.

Table 9 Assessment against Guideline minimum requirements

Minimum Requirement * *unless otherwise stated by the Guideline.*	**PP**
new buildings cannot contain residential or serviced apartment floor space	The Guideline states that for Solar Access Opportunity Sites proposed new buildings (or altered buildings) that rely on increased maximum heights and/or FSR controls may be any use permitted by Sydney LEP including residential accommodation and serviced apartments. As outlined in the prior subsection, the site is a Solar Access Opportunity Site as it will result in the removal of a breach of the Hyde Park SAP.
a minimum Site Area of 1,000 square metres	The site has an area of 4,800m^2.
commit to participating in a full architectural design competition	The future detailed design development application for the site will be subject to a design competition in accordance with the draft design excellence strategy at **Appendix E**.
deliver capability for net-zero emissions, zero waste and water efficient outcomes	The development will target a range of ESD targets, including net zero carbon emissions target by 2050, as discussed in the Sustainable Design Strategy Reports prepared by ARUP.
demonstrate best endeavours to use land efficiently accommodating appropriate tower setbacks and outlook, and	The building envelope is informed by the surrounding context and seeks to utilise the land efficiently whilst retaining the existing tower and basement structure. This is discussed further in **Section 7.3.**
be accompanied by a cumulative assessment of footpath pedestrian capacity (see section 7)	A Footpath Analysis has been prepared by ARUP and is provided with the PP and discussed in **Section 8.4.1.**

The Request and future mixed-use development on the site can therefore be submitted to Council for assessment.

6. THE CASE FOR CHANGE

The site has the capacity and capability to accommodate additional density for the purposes of employment and residential floor space, to a materially greater extent than the current planning controls permit. Achievement of this additional floor space to create a viable development outcome and the associated arising public benefits requires amendment to existing planning controls. Justification for this is outlined below.

Increasing the site's employment generating capacity and land use diversity in line with the objectives of the City Plan 2036: Local Strategic Planning Statement

The proponent is committed to delivering a contemporary development meeting the expectations of modern commercial tenants and investors. The Sydney CBD has seen a continuous strong demand for employment generating uses that underpins its status as global central business district.

To ensure the Sydney CBD remains competitive and achieves its global status, both in terms of quantity, quality and availability of office floor space, the Proposal seeks to significantly enhance the employment generating capacity of the site, while also creating opportunity to diversify land use on the site.

The potential to integrate residential land use into the site in the skyrise of the tower provides the opportunity to diversify land use and reduce the delivery and market risk associated with a very large quantum of commercial office use. The ability to allow up to 15% of the floor space for residential use, reduces this delivery risk and enhances project delivery certainty. At a minimum, in the event that the mixed-use option is progressed, this will still enable the delivery of 80% of the available floor space (83,493sqm) as office premises, in addition to retail tenancies and/or Wesley facilities.

The proposed employment floor space will provide a range of employment opportunities that directly respond to market demand and need, with most uses supported within the Sydney CBD market within the future. The importance of worker well-being will be a key element of the commercial offering, catering for a diversity of workers as the market transitions to a more flexible, dynamic commercial future.

Further, the development will provide additional housing within Sydney CBD with access to jobs, services and transport consistent with the objectives of the Eastern City District Plan. If progressed, the mixed-use development of this site will generate diversity of development in the Sydney CBD centre and will support the Council's objectives for vibrant place making with future growth that is highly resilient and responsive to market factors. Notably, the residential land use is already permitted on the site and the mixed use scheme proposes less than the permitted 'base' residential FSR under the current Sydney LEP 2012.

Rectifying elements of the existing Piccadilly Complex which result in a sub-optimal public domain outcome

The existing Piccadilly Complex was completed in 1991. Since this time, the planning controls governing the site have significantly progressed to protect daylight access to Hyde Park and enhance public domain outcomes within Central Sydney. The rectification of the following elements of the current Piccadilly Complex result represent a significant opportunity to improve public domain outcomes:

- The eastern portion of the top of the existing building on the site breaches the Hyde Park SAP provisions meaning that it currently overshadows Hyde Park. The building envelope proposed through this Planning Proposal is consistent with the Hyde Park SAP resulting in no overshadowing of Hyde Park. This will ensure that the public can enjoy improved daylight access to Hyde Park between 10am and 2pm all year.
- The parallel car park access ramp on Castlereagh Street is a major obstacle and intrusion for pedestrians. In addition, the sky bridges over Pitt Street and Castlereagh Street represent a poor urban design outcome and obstruct daylight access and sky view from the public domain. In the concept reference schemes, the existing car park entry ramp is proposed to be consolidated with the existing exit ramp aligned to the south-eastern site boundary at Castlereagh Street. The existing sky bridges will also be removed.
- The existing site frontage to Pitt Street and Castlereagh Street includes colonnades which break up the frontage and diminishes its activation to the street. The enhanced amenity and activation of the street frontages and the removal of colonnades at the Pitt Street and Castlereagh Street frontages.
- The removal of "public parking" from the site to be replaced by a reduced car park capacity and restriction of use.

- The reference schemes will create a pedestrian through-site link which is accessible at all times and provides connection from Pitt Street through to Castlereagh Street. This will be a significant improvement to the existing through site passages which do not have a clear line of sight and are not universally accessible.

These measures will result in a greatly improved public domain outcome for the site and would only be possible through the comprehensive redevelopment of the site facilitated by this PP.

Exemplar sustainability outcome

This site presents an opportunity for a major regeneration project that will deliver an exemplary sustainability outcome and reinforce the Sydney CBD's global status as a leader in ESD policy and implementation. The development concept seeks to retain the majority of the existing tower and basement structure, potentially including existing Wesley facilities, and adaptively reuse and reimagine the structure for contemporary redevelopment.

The schemes will be an exemplar of sustainable architecture and minimise the environmental impact of the site redevelopment. Piccadilly's upcycling proposition considers its whole of life carbon which will be significant in the Sydney and global context.

Specifically, the retention of the structure could enable a significant reduction in embodied carbon, with up to a 60% reduction in carbon in comparison to a full demolition and re-build proposition. The future development further targets:

- Net Zero carbon emissions target by 2050,
- 6-Star Green Star,
- 5.5 star energy,
- 4.5 star water NABERs rating.

A case for land use flexibility

The site is eligible under Council's Guidelines for Site Specific Planning Proposals to be considered for both commercial and residential uses. This is a relatively unique characteristic of the site, due to the current breach to the solar access plane to Hyde Park, which is proposed to be remedied by the PP.

It should be stressed that notwithstanding the land use flexibility being sought, the redevelopment of Piccadilly would remain in land use terms predominantly commercial in character, reflecting as a minimum the delivery of over 80,000sqm of commercial office floor space. Therefore, the optionality in land use being sought through the Planning Proposal does not derogate this core objective of optimising the site potential for employment floorspace, but does so in a manner that provides a means for Stockland to manage delivery risk and provide project commencement certainty.

Seeking a Planning Proposal that allows for diversity of options in the final land use mix for the site is appropriate in the case of the subject site that involves:

- A consistent maximum GFA
- A predominantly commercial office scheme
- A capped maximum proportion of residential use (15%)
- Delivery of agreed public benefits and public domain outcomes regardless of the land use.

Stockland has demonstrated through the previous years of engagement with the City of Sydney that both a commercial scheme and a mixed use scheme have both strategic and site specific merit and each are capable of being supported.

Incorporating land use optionality at the PP stage enables Stockland to progress stakeholder engagement concurrently with the PP assessment, supporting a streamlined and expedited pathway to resolution. This approach ensures planning outcomes remain responsive to market conditions while maintaining momentum across key project milestones.

A large scale site in the Sydney CBD context with the ability to be fully redeveloped in accordance with strategic plans and policies

- The site possesses distinctive characteristics within the Sydney CBD context which renders it an attractive proposition for redevelopment. These characteristics include:
- Large site for renewal extending to a total area of 4,800m2
- Two significant street frontages, being Pitt Street to the west and Castlereagh Street to the east
- Iconic views to Hyde Park and Sydney Harbour beyond
- Close proximity to both new and existing public transport infrastructure
- The site is under single ownership and does not require amalgamation.

These characteristics enable the comprehensive redevelopment of the site which has the ability to:

- Deliver a variety of efficient, coherent and flexible office floorplates to accommodate future tenant needs and satisfy the shortfall in the market
- Create a vibrant mix of land uses in the heart of the city
- Address both site frontages resulting in an improved urban design outcome
- Deliver a publicly accessible east west link between the two street frontages at Castlereagh and Pitt Street.

For these reasons, we request that Council (as the relevant planning authority) resolve to initiate the amendment process under Section 3.33 and 3.34 of the EP&A Act and seek a 'Gateway Determination' from the NSW DPHI.

7. DEVELOPMENT CONCEPTS

7.1. OVERVIEW

The objective and intended outcomes of the proposed amendments to the Sydney LEP 2012 and supporting site specific DCP is to facilitate the redevelopment of the site and an exemplar upcycling outcome for either:

- a commercial scheme or
- a mixed-use scheme

Two building envelope options are proposed to establish the objectives, built form parameters and the site-specific FSR provision to be included in Part 6, Division 5 of the Sydney LEP 2012 and key design principles to be within the Sydney DCP 2012.

The envelopes set the maximum GFA achievable within the building envelope. This calculation has excluded certain area from the GFA calculation in accordance with the applicable LEP definition including building plant, circulation area, car parking, and servicing area. It also excludes design measures including building articulation zones and building core.

Two supporting concept reference schemes have been prepared to demonstrate how two different land use schemes could be delivered within the proposed planning controls (this is illustrated indicatively below). The two reference schemes are summarised as follows:

Concept Scheme #1

- Provides a predominately commercial office tower with ground floor retail and basement car parking.
- For the purpose of the reference design, this option retains Wesley facilities at ground level and lower ground level.

Concept Scheme #2

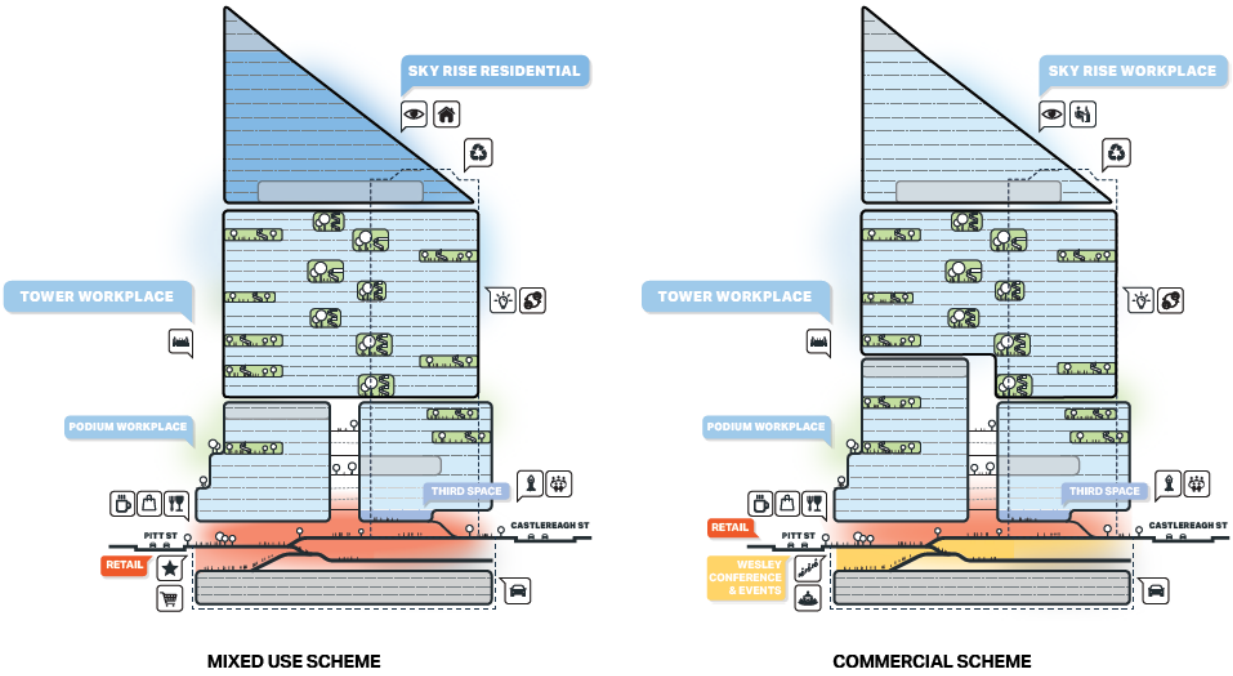
- Provides a commercial office tower (consistent with Scheme #1) for the podium and mid rise tower, includes residential apartments in the sky-rise component of the tower.
- For the purpose of the reference design, this option includes retail use at ground level and lower ground levels replacing Wesley facilities.

Importantly, both schemes:

- Have a consistent maximum GFA.
- Include consistent public domain outcomes including:
  - a through-site link; and
  - retail tenancies which will activate the east-west connection between Pitt Street and Castlereagh Street.

The final detailed design is not limited to the options presented in Concept Schemes 1 or 2 as these represent only possible examples of how development could be realised. Subject to the Planning Proposal being finalised, the proponent will prepare a competition brief in support of a design competition that will support the preparation of a future detailed DA.

Figure 20 Illustration of the two concept reference scheme



Source: 3XN

7.2. BUILDING ENVELOPES

As outlined in this PP, in order to deliver upon the strategic objectives of the CSPS and contribute to the diversity and productivity of Central Sydney, two alternate building envelopes have been prepared by 3XN to provide sufficient floor space on the site.

The proposed envelopes are informed by the:

- unique site constraints given the proposed retention of building structure, lower level structures and basement car parking.
- objective to retain and 'upcycle' the majority of the existing structure of 133 Castlereagh Street tower and basement,
- allowing the potential of maintaining Wesley Mission facilities on site in the commercial scheme,
- design imperatives including improving floor plate depth for commercial uses and achieving appropriate amenity and setbacks for residential uses (where applicable),
- the existing built form controls in the DCP and establishing a contextual response to adjoining sites, and
- extensive consultation with Council.

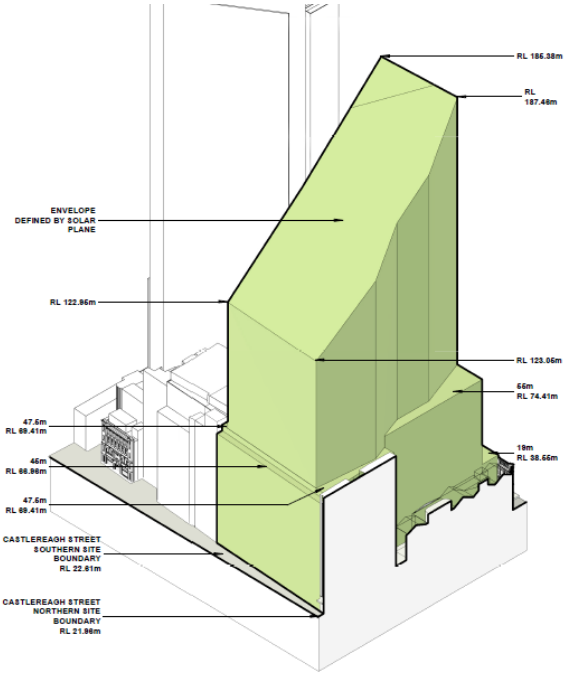
7.2.1. Two Building Envelope Options

Given the flexibility sought in the Planning Proposals for different land use option outcomes, two different building envelope plans have been prepared and included in the draft site specific DCP.

One building envelope plan applies to a commercial building scheme while the other applies in the event that a mixed-use scheme is pursued.

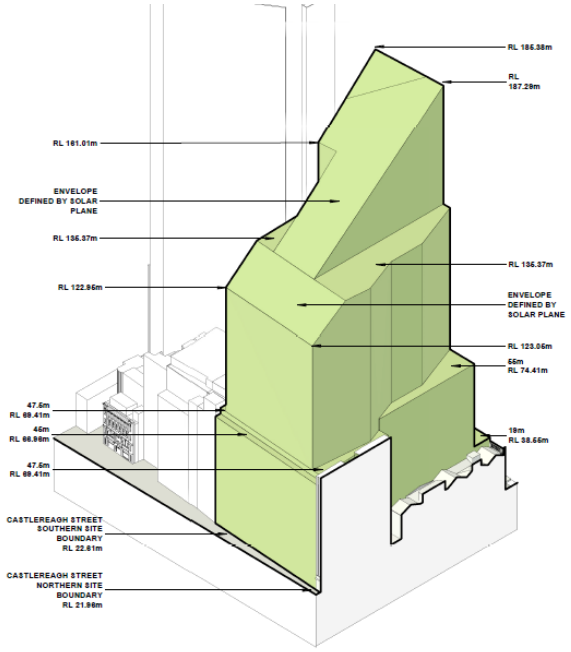
The two envelope plans are illustrated below:

Envelope #1 – Commercial Scheme



NORTHEAST AXONOMETRIC - ENVELOPE

Envelope #2 – Mixed Use Scheme



NORTHEAST AXONOMETRIC - ENVELOPE

The two envelope options have the following consistent elements:

Podium Level

- Consistent street wall heights along Pitt and Castlereagh Streets.
- Location and dimensions of through-site link.

Mid Rise Tower

- Consistent tower setbacks (above podium) from Pitt and Castlereagh Streets.
- Consistent northern and southern setbacks (above podium).

Sky Rise Tower

- Alignment of upper level envelope to sun access plane.
- Overall maximum building height.

The material differences between the two envelopes relate to the sky rise tower element, which has adopted a different form depending on whether the land use is commercial or residential use. The mixed use envelope option includes greater setbacks at the sky rise level from the north and south to address required separations between adjacent buildings which are greater in the case of residential use as per the Apartment Design Guide.

An Urban Design Report accompanies the Planning Proposal at **Appendix A,** which includes a detailed description of the proposed building envelopes.

7.3. BUILDING ENVELOPE #1 – COMMERCIAL OPTION

7.3.1. Envelope Description

The building envelope proposes an irregular shape largely driven by the retention of the existing structure on site and compliance with the Hyde Park SAP. The envelope will provide an overall height of 168.05m (RL 187.46) with a podium height of ~50m (RL69.41) to Castlereagh Street and a stepped podium height of 19m (RL 38.55) – 30m (RL50.43) to Pitt Street. Key elements of the envelope are outlined below.

7.3.2. Podium Level

The podium envelope consists of a ground, lower and upper podium form as illustrated in **Figure 21**.

The podium is designed to predominately align with the site boundaries at ground and lower podium. The envelope is articulated through a substantial minimum clear 6m wide through site link (with a minimum 6m clear line of sight) that dissects the ground level and provides access from Pitt Street to Castlereagh Street. To align with the adjoining heritage item to the north-west (City Tattersalls), an 8m setback is proposed above the street wall height of 19m. This setback is proposed for a length of 16m to create a spacious and legible entry into the through site link.

The 8m tower setback is carried along the full western street frontage of Pitt Street. A 2.5m tower setback along the full eastern frontage of Castlereagh Street above the 45m high upper podium envelopes which is driven by the retention of the existing structure. This creates a continuous 45m Castlereagh Street wall.

Figure 21 Extract of podium envelope plans



Ground Envelope Plan



Lower Podium Plan (up to 30m)



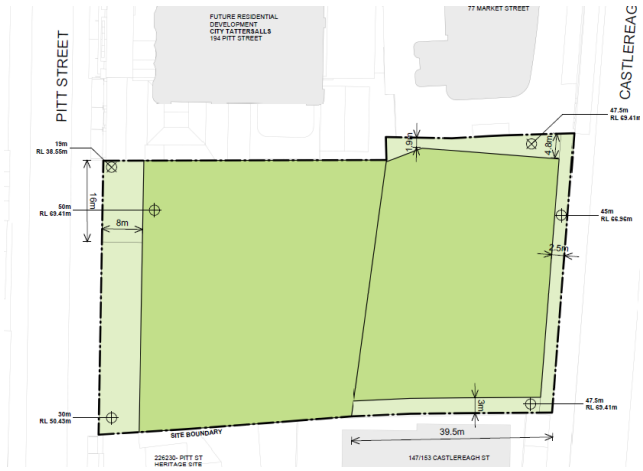
5 Upper Podium Plan (30m – 45m)

Source: 3XN



Upper Podium Plan (45m – 50m)

Source: 3XN



Upper Podium (50m - 55m)

The following table clarifies the proposed podium envelope height and setbacks.

Table 10 Building Envelope – Podium Setbacks

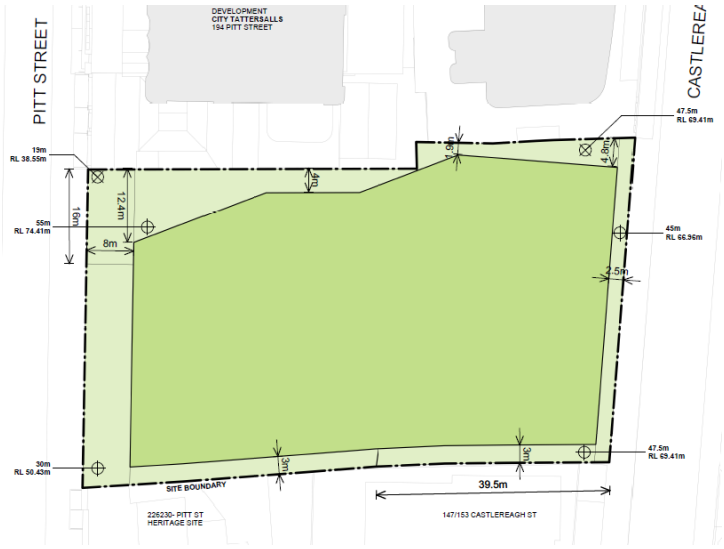
Frontage	Podium	Setback
North (65-77 Market Street – David Jones Building, and 194 Pitt Street – City Tattersalls Club)	Lower podium (0m – 50m) TSL allowance (up to 30m)	0m 16m to the northern boundary to 30m, allowing for the through site link
	Upper podium (from 47.5m)	1.9m to 4.8m (eastern end)
East (Castlereagh Street)	Lower podium (0m – 45m)	0m
	Upper podium (from 45m)	2.5m
South (151 Castlereagh Street and 228 Pitt Street)	Lower podium (0m – 55m)	0m
	Upper podium (from 47.5m)	3m (eastern end)
West (Pitt Street)	Lower podium (from 19m)	0m – 8m (north-west)
	Upper podium (from 30m)	8m

7.3.3. Tower Levels

The tower envelope plan is defined by a splayed setback to the north-west, existing heritage building and the future redevelopment opportunities to the south, retention of the existing structure, and feedback from the Council. In addition, the tower crown responds to the removal of the existing SAP breach as discussed in **Section 5.1.2**.

The tower plan provides a side setback of 3m to the southern boundary. A varying setback ranging between 1.9m, 4m, 4.8m and 12.4m to the northern boundary is proposed. This is informed by the existing structure to the east (1.9m – 4.8m setback) and building separation to the adjoining residential development and an adequate articulation zone of 5.5m for future site redevelopment (4m – 12m).

The tower envelope is defined as a lower tower and upper tower form, illustrated in **Figure 22**.

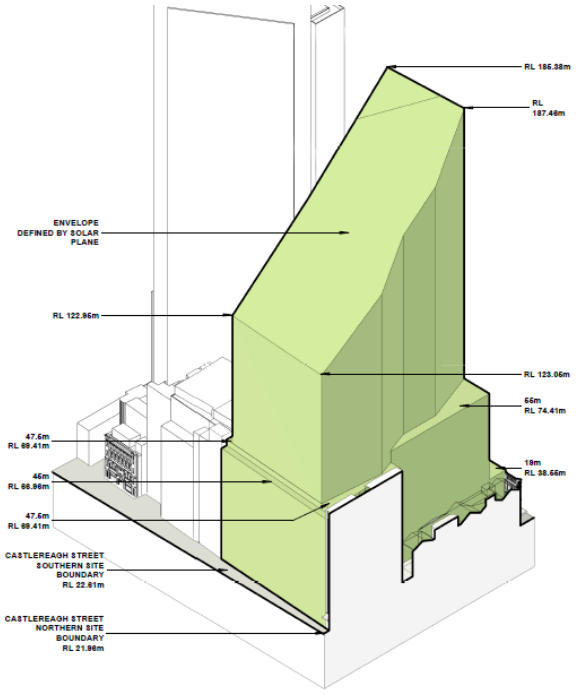


55m-187m, variable top of envelope

7.3.4. Overall Building Envelope for Commercial Scheme

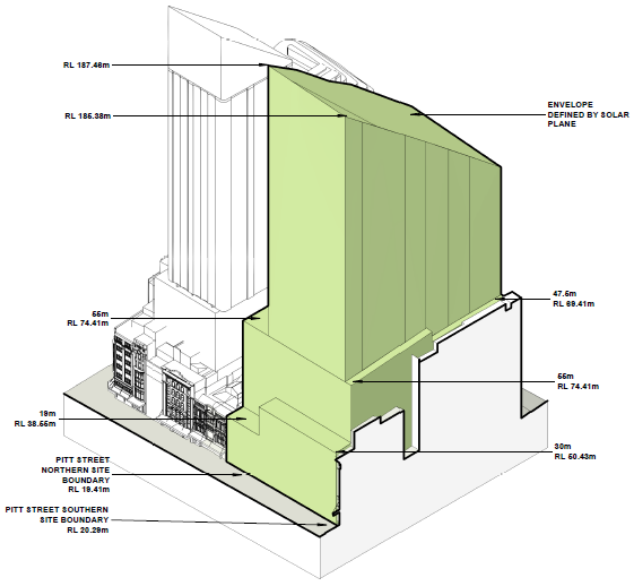
Axonometric views of the proposed building envelope from the north-east (Castlereagh Street frontage) and the south-east (Pitt Street frontage) are provided in **Figure 22** and **Figure 23.**

Figure 22



NORTHEAST AXONOMETRIC - ENVELOPE

Figure 23



SOUTHWEST AXONOMETRIC - ENVELOPE

7.4. BUILDING ENVELOPE #2 – MIXED USE OPTION

7.4.1. Envelope Description

The building envelope proposes an irregular shape largely driven by the retention of the existing structure on site and compliance with the Hyde Park SAP. The envelope will provide an overall height of 167.88m (RL 187.29) with a podium height of ~50m (RL69.41) to Castlereagh Street and a stepped podium height of 19m (RL 38.55) – 30m (RL50.43) to Pitt Street. Key elements of the envelope are outlined below.

7.4.2. Podium Level

The podium envelope consists of a ground, lower and upper podium form as illustrated in **Figure 24**. The podium envelope is consistent with the Commercial Building Envelope described above.

The podium is designed to predominately align with the site boundaries at ground and lower podium. The envelope is articulated through a substantial 6m – 10m wide through site link (with a minimum 6m clear line of sight) that dissects the ground level and provides access from Pitt Street to Castlereagh Street. To align with the adjoining heritage item to the north-west (City Tattersalls), an 8m setback is proposed above the street wall height of 19m. This setback is proposed for a length of 16m to create a spacious and legible entry into the through site link.

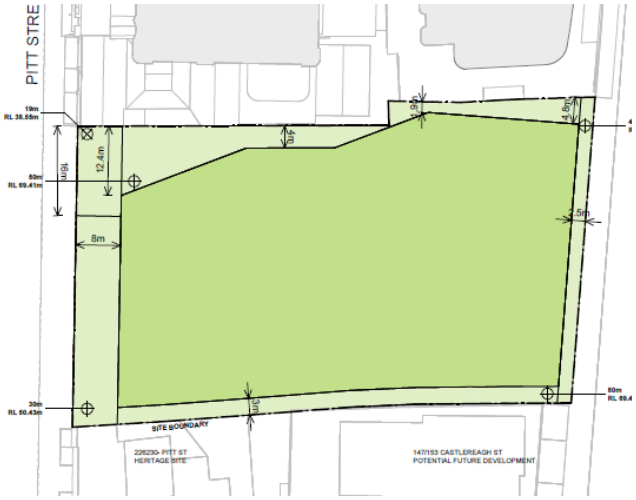
The 8m tower setback is carried along the full western street frontage of Pitt Street. A 2.5m tower setback along the full eastern frontage of Castlereagh Street above the 45m high upper podium envelopes which is driven by the retention of the existing structure. This creates a continuous 45m Castlereagh Street wall.

7.4.3. Mid Rise Tower

The mid-rise tower component of the envelope also remains consistent the Commercial Building Envelope as per the figure below:

The mid-rise tower plan provides a side setback of 3m to the southern boundary. A varying setback ranging between 1.9m, 4m, 4.8m and 12.4m to the northern boundary is proposed. This is informed by the existing structure to the east (1.9m – 4.8m setback) and building separation to the adjoining residential development and an adequate articulation zone of 5.5m for future site redevelopment (4m – 12m).

Figure 24 Extract of tower envelope plan- mid rise



Lower Tower Plan (55m – 116m)

Source: 3XN

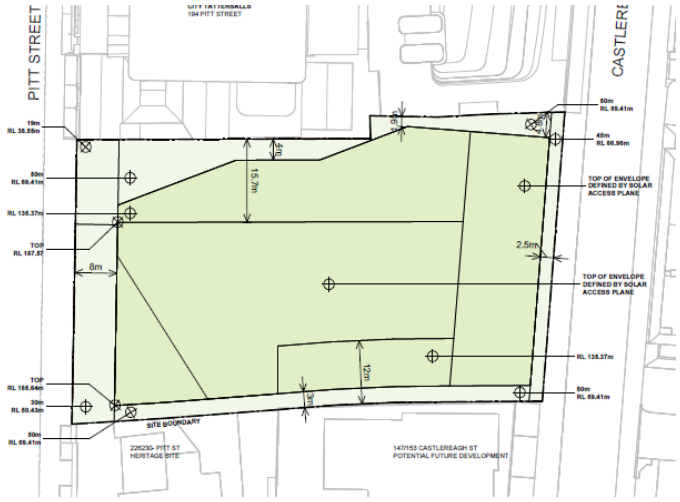
7.4.4. Sky Rise Tower

The upper tower plan is highly articulated from 116m up to the maximum height.

An increased setback of 15.7m is proposed to the north adjoining the City Tattersalls redevelopment to provide adequate separation, amenity, and daylight access. Similarly, an increased 12m separation is proposed to the south should the adjoining site at 147/153 Castlereagh Street be developed into a residential form in the future.

To the east on Castlereagh Street, the building envelope follows the Hyde Park sloped solar access plane from RL122.95m up to RL 187.29m, in a similar manner to the adjoining approved Concept DA and development at 65-7 Market Street, Sydney. The apex of the building crown is along the Pitt Street frontage and ranges between RL 185.38m (south) – RL 186.29m (north) due to the sloped site topography.

Figure 25 Extract of tower envelope plan – high rise



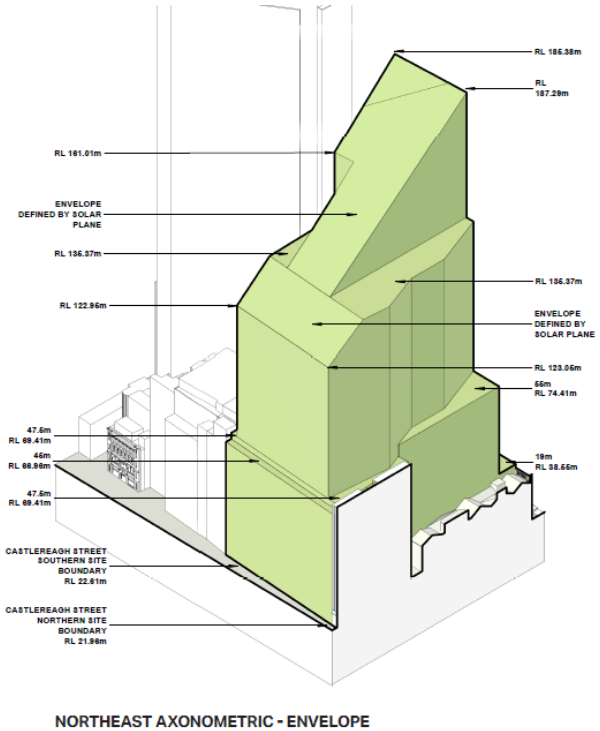
The following table clarifies the proposed tower envelope height and setbacks.

Table 11 Building Envelope – Tower Setbacks

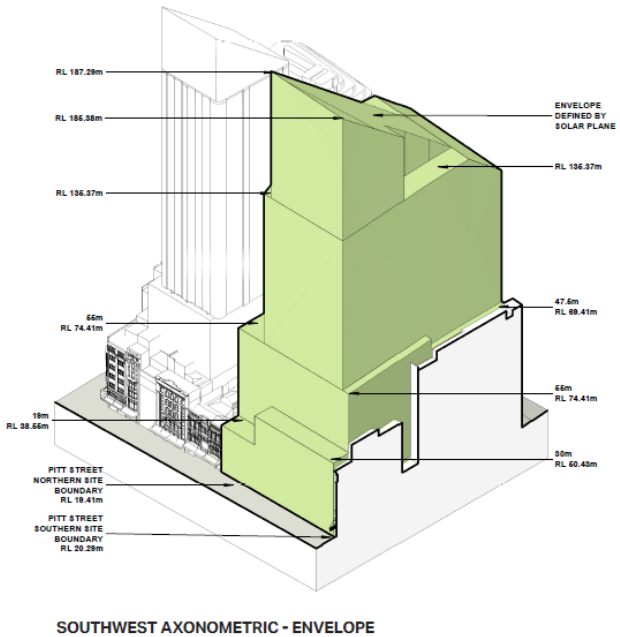
Frontage	Tower	Setback
North (77 Market Street – David Jones Building, and 194 Pitt Street – City Tattersalls Club)	Lower tower (50 – 116m)	1.9m – 12.4m
	Upper tower (from 116m)	1.9m – 15.7m
East (Castlereagh Street)	Lower tower (50 – 116m)	2.5m
	Upper tower (from 116m)	N/A – sloped height
South (151 Castlereagh Street and 228 Pitt Street)	Lower tower (50 – 116m)	3m
	Upper tower (from 116m)	3m- 12m
West (Pitt Street)	Lower tower (55m – 116m)	8m
	Upper tower (from 116m)	8m

7.4.5. Overall Envelope for Mixed Use Scheme

Figure 26 North-east (Castlereagh Street frontage) axonometric building envelope view (below left)



NORTHEAST AXONOMETRIC - ENVELOPE



SOUTHWEST AXONOMETRIC - ENVELOPE

Source: 3XN

Figure 27 South-east (Pitt Street frontage) axonometric building envelope view (above right)

7.4.6. Envelope GFA

The GFA that informs the draft site-specific planning provisions in the Sydney LEP 2012 are determined by:

- The concept reference scheme for above ground floor space;

- Completion of a competitive design process and award of 10% floor space bonus; and
- The existing GFA of the Wesley facilities below ground (whereby this basement is levels have the potential to be used by Wesley or retail/EOT uses). There is detailed design work still required to the loading area and ground floor which may lead to a removal, re-arrangement or reduction of this basement floor space. A conservative approach has been taken by adopting Wesley's existing GFA.

This results in a total GFA of 104,867sqm (99,200sqm above ground and 5,667sqm below ground) and a FSR of 21.85:1.

Table 12 Envelope Key Development Metrics

Metric	Description	Building Envelope GFA	FSR
Floor space distribution	Above ground	99,200sqm	20.67:1
	Below ground	5,667sqm (reflective of existing below ground Wesley Mission facilities)	1.18:1
	Total	**104,867sqm**	**21.85:1**

7.5. CONCEPT REFERENCE SCHEMES

7.5.1. Overview

Consistent with the approach to the building envelope plans, two concept reference schemes accompany the Planning Proposal for the purposes of demonstrating that the proposed building envelope is capable of accommodating a future redevelopment under each scenario. The reference schemes are indicative only and the final detailed design of the scheme will be the subject of a competitive design process and detailed DA.

The project will deliver an adaptive upcycled tower preserving embodied carbon. The public domain will be greatly enhanced through the redevelopment of the Castlereagh frontage, inclusion of a through site link and the removal of the Hyde Park SAP intrusion.

Common attributes to the concept reference schemes are discussed below including retained structure, ground floor through site link, loading and access, ESD and public art and are discussed in turn below.

An Urban Design Report and Concept Reference Scheme Plans accompanies this report at **Appendix A**.

7.5.2. Concept Reference Scheme #1 - Commercial

This concept reference design supports the delivery of a commercial development accommodating:

- Five basement levels, accommodating three levels of car parking (P5 – P3), three levels of loading and servicing (P2 – PS), end of trip facilities (P2) and Wesley facilities (P2 – PS) including amenities, kitchen and meeting rooms.
- Ground level retail tenancies activating the generous east-west pedestrian through site link and street frontages as well as commercial and conference lobbies.
- Wesley office and upper commercial lobby on level 1.
- Commercial floor space from level 2 – level 40 (including within the existing structure) providing approximately 98,244sqm of commercial office space.

The key development metrics for this scheme are summarised in the table below:

Table 13 Reference Scheme Key Development Metrics

Metric	Description	Concept Reference Scheme - commercial
Land use (GFA)	Commercial premises (office premises) - Inclusive of Wesley L1 and L2 commercial office	98,244sqm
	Retail premises	1,368sqm
	Place of public worship (Wesley GF lobby, GF café)	4,554sqm (this is for GF to basement only, as the commercial office areas are captured within the overall office premises above).
	Other (EOT)	701sqm
	Total	**104,867sqm**
Access and parking	Vehicular access	Combined vehicular ingress and egress from Castlereagh Street.
	Car parking and loading	Five levels of basement car parking accommodating 220 car spaces.
	Loading	8 van bays at P1; 6 SRV + 1 van bays at PS
	Pedestrian access	Minimum clear width of 6m connection providing access from Pitt Street through to Castlereagh Street. 24-hour access available.

7.5.2.1. Car Parking – Commercial Scheme

The concept reference scheme will result in the rationalisation of car parking and access to the site from Castlereagh Street and a reduction in the total parking capacity by 50 spaces from approximately 270 spaces to 220 spaces. The proposed allocation of car parking is illustrated in Table 14.

The future parking arrangements for the site seeks to balance the following considerations:

- The existence of the existing public car parking on the site which currently provides for 24/7 car parking spaces on the site, within an existing substantial basement excavation.
- The retention of the existing tower structure, including core, columns and basement, providing a sub optimal base condition.
- The acknowledgement of strategic planning objectives to reduce vehicle movements in Central Sydney over time, by:
  - Reducing the total parking provision of circa 18% compared to that currently existing; and
  - Removing the existing casual parking arrangements in place currently as a public car parking facility.
- The ability for some flexibility in the management of this car parking to address ground lease obligations with the Uniting Church as an on-going user. In practice, this means that while the full capacity of the commercial car park spaces (147 spaces) would be required for the Uniting Church on Sundays, Easter

and Christmas, at other times of the week (specifically Monday to Saturday), the intention is the car park (excluding the 35 permanent spaces exclusively allocated for the Church) is available for the use of commercial tenants of the building.

- It is proposed that this would be established on a “reserved basis” from Monday to Saturday forming a “managed car parking” use, as opposed to a public car parking operation that supports casual parking use.

Table 14 Proposed car parking

Land use	**Monday – Saturday allocation (spaces)**	**Sunday allocation (spaces)**
Retail / commercial	185	nil
Wesley	35	220
TOTAL	220	220

* inclusive of the 35 exclusive use by under the ground lease agreement

It is noted that:

- In this reference scheme, the proposal will retain parking for use by the Wesley Mission for their Sunday services, noting this is reduced from the current provision. Office, retail building tenants to use spaces on Monday - Saturday. The PP does have the flexibility for Wesley to vacate and retail/commercial to replace the area.
- Public car park is removed and prohibited
- A car park management plan will be prepared prior to occupation

This is further addressed in **Section 8.2.6** of this report.

7.5.2.2. Loading and Vehicular Access

The vehicular access points will be consolidated into a single access point aligned to the southern site boundary at Castlereagh Street. The southern ramp to serve as a single-lane, bi-directional, access controlled ramp for all vehicle access. An integrated off-street waiting bay is proposed at the entrance on Castlereagh Street. A provision to this effect is proposed within the site specific DCP accompanying the PP submission**.**

The removal of the northern perpendicular ramp allows for a continuous footpath and improved public domain.

Loading will be accessed from Castlereagh Street and occur at ground level, Level S and Level P1. It will be managed via a car park management plan to ensure mitigation of any conflicts and restrict on street queuing. The indicative reference scheme presents a number of van spaces as well as SRVs.

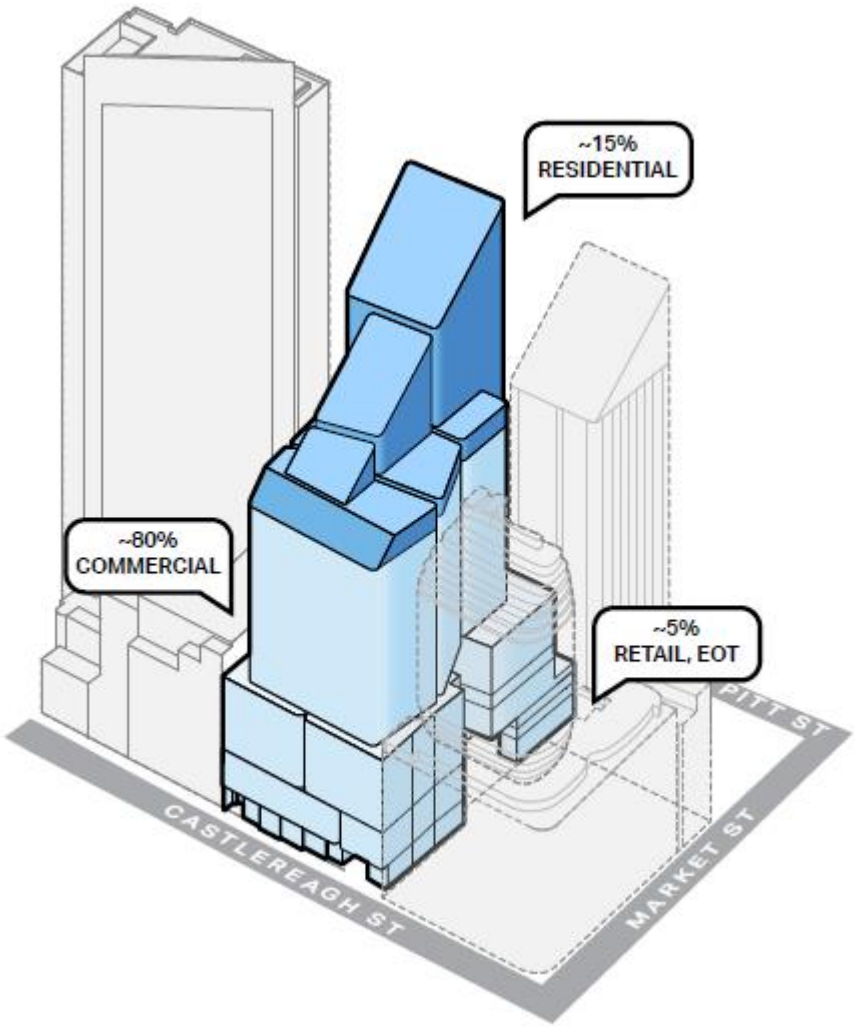
7.5.3. Concept Reference Scheme #2 – Mixed Use

The mixed-use concept reference design supports the delivery of a mixed-use development accommodating:

- Five basement levels, accommodating three levels of car parking (P5 – P3), three levels of loading and servicing (P2 – PS), end of trip facilities (P2) and retail (P2 – PS).
- Ground level retail tenancies activating the generous east-west pedestrian through site link, loading dock and turntable, and the residential lobby off Pitt and commercial lobbies off both frontages.
- Commercial floor space from level 2 – level 28 (including within the existing structure) providing approximately 83,458sqm of commercial office space.
- Residential dwellings and amenity from level 29 – 42 accommodating approximately 96 dwellings.

The distribution of land use within the reference scheme is outlined in **Figure 28.**

Figure 28 Approximate Land use distribution



Source: 3XN

The key development metrics for this scheme are summarised in the table below:

Table 15 Reference Scheme Key Development Metrics

Metric	Description	Concept Reference Scheme – mixed use
Land use (GFA)	Commercial premises (office premises)	83,493sqm (79.6% of total floor space)
	Residential accommodation	15,882sqm (15.14% of total floor space)
	Retail premises	4,719sqm (4.5% of total floor space)
	Other (EOT)	773sqm (1% of total floor space)
	Total	**104,867sqm**

Metric	Description	Concept Reference Scheme – mixed use
Access and parking	Vehicular access	Combined vehicular ingress and egress from Castlereagh Street.
	Car parking and loading	Five levels of basement car parking accommodating 185 car spaces as follows: ▪ 75 residential spaces ▪ 110 commercial/retail
	Loading	11 van bays, 6 SRV bays and 1 MRV loading bay
	Pedestrian access	Minimum clear width of 6m connection providing access from Pitt Street through to Castlereagh Street. 24-hour access available.
Residential Yield	1-bedroom	15 dwellings (15.6%)
	2-bedroom	38 dwellings (39.6%)
	3-bedroom	43 dwellings (44.8%)
	Total	**96 dwellings**

7.5.3.1. Car Parking – Mixed Use Scheme

The concept reference scheme will result in the rationalisation of car parking and access to the site from Castlereagh Street and a reduction in the total parking capacity by 50 spaces from approximately 270 spaces to 185 spaces. The proposed allocation of car parking is illustrated in **Table 16.**

The future parking arrangements for the site seeks to balance the following considerations:

- The existence of the existing public car parking on the site which currently provides for 24/7 car parking spaces on the site, within an existing substantial basement excavation.
- The retention of the existing tower structure, including columns and basement, providing a sub optimal base condition.
- The acknowledgement of strategic planning objectives to reduce vehicle movements in Central Sydney over time, by:
  - Reducing the total parking provision of circa 31% compared to that currently existing; and
  - Removing the existing casual parking arrangements in place currently as a public car parking facility.

Table 16 Proposed car parking

Land use	Monday – Sunday allocation (spaces)
Residential	75
Retail / commercial	110
TOTAL	185

It is noted that:

- Public car park is removed and prohibited
- A car park management plan will be prepared prior to occupation

This is further addressed in **Section 8.3.7** of this report.

7.5.3.2. Loading and Vehicular Access

The vehicular access points will be consolidated into a single access point aligned to the southern site boundary at Castlereagh Street. The southern ramp to serve as a single-lane, bi-directional, access controlled ramp for all vehicle access. An integrated off-street waiting bay is proposed at the entrance on Castlereagh Street. A provision to this effect is proposed within the site specific DCP at **Appendix D.**

The removal of the northern perpendicular ramp allows for a continuous footpath and improved public domain.

Loading will be accessed from Castlereagh Street and occur at ground level, Level S and Level P1. It will be managed via a car park management plan to ensure mitigation of any conflicts and restrict on street queuing. Given the residential use, it has been advised through pre-lodgement engagement that a Council MRV is required to service the development. The indicative reference scheme presents one potential option recognising that additional design development is required to create a more efficient and workable basement which may have implications on the below ground GFA.

7.5.4. Common Elements to both Concept Reference Schemes

7.5.4.1. Ground Floor Through-Site Link

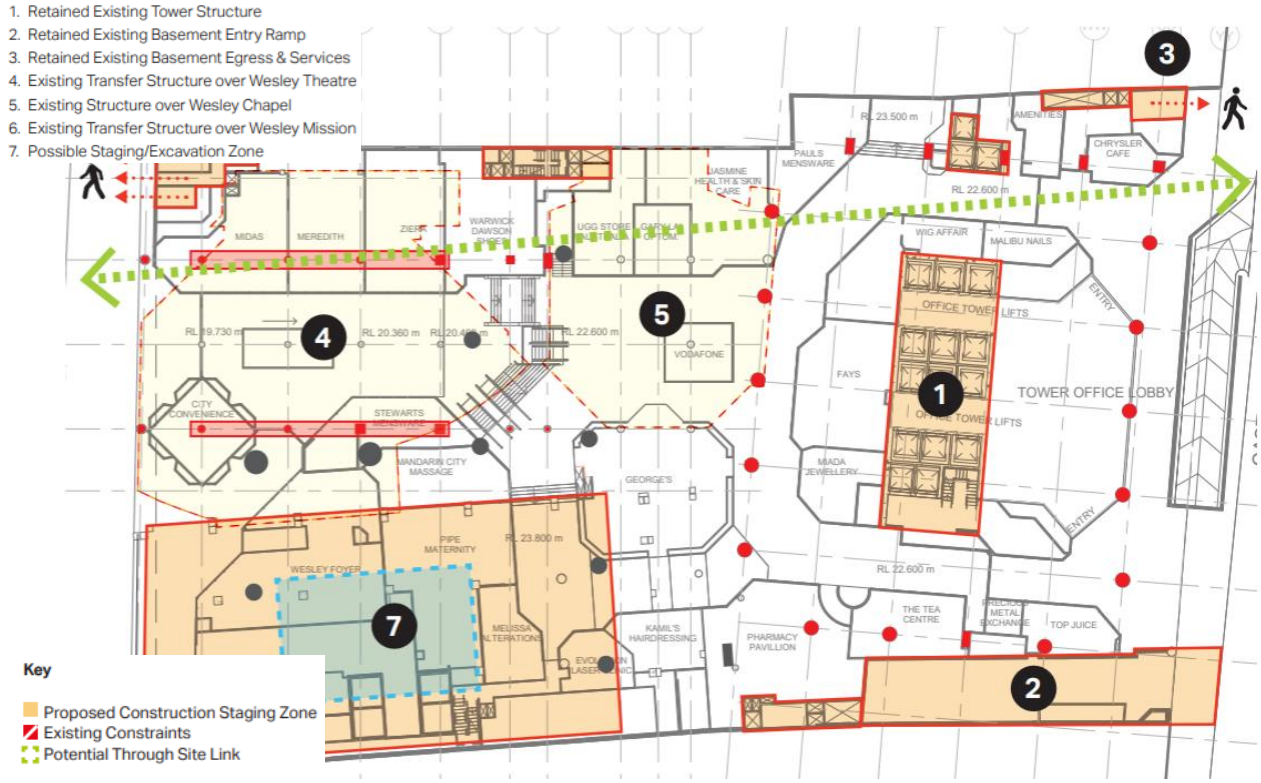
Both reference schemes include a through site link between Castlereagh Street (to the east) and Pitt Street (to the west). This through site link is to be activated where possible and will be open and accessible to the public 24/7. Daylight access to the through site link is to be facilitated by an internal forecourt generally aligned to the north of the ground floor. A photomontage of the link from Pitt Street, an applicable Section Plan and Floor Plan is provided at **Figure 31** and **Figure 32.**

Key elements that informed the arrangement and placement of the through site link are:

- The retention of the 133 Castlereagh commercial tower structure and associated columns
- Retention of the basement and the upper ground floor slab and including potential retention of the Wesley facilities below ground
- Figures below demonstrate the placement of through site link when considering the structural complexity.

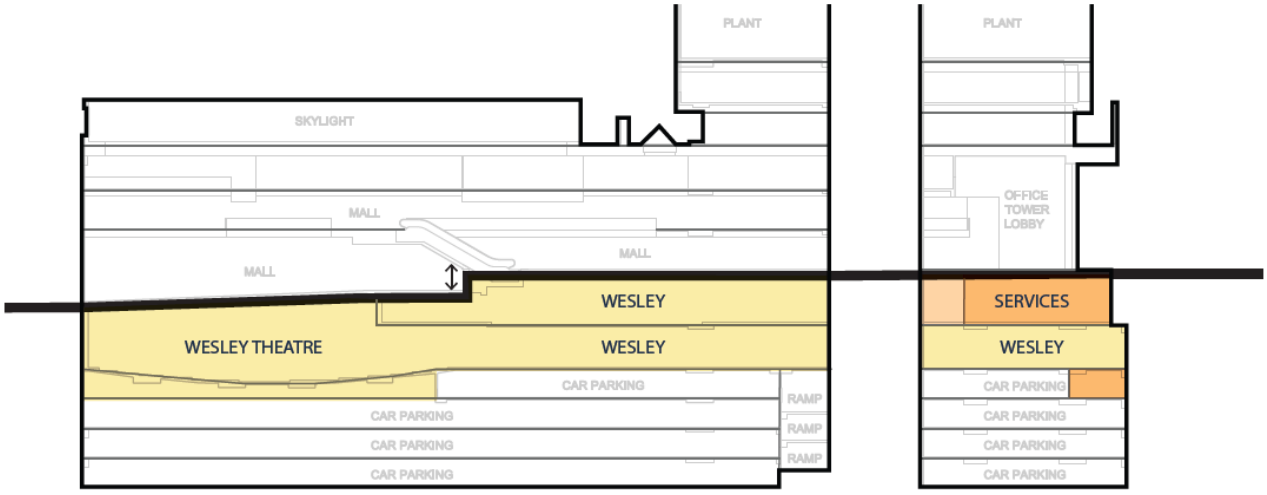
Guidance on the development of the through site link is provided in the proposed site specific DCP (refer **Appendix D**). Specifically, the site specific DCP provisions seek to establish a minimum width and height of the through site link to ensure that the pedestrian link can accommodate activation and an appropriate pedestrian pathway.

Figure 29 Through site link constraint summary



Source: 3XN

Figure 30 Through site link levels informed by retaining the basement and upper ground slab (existing conditions)



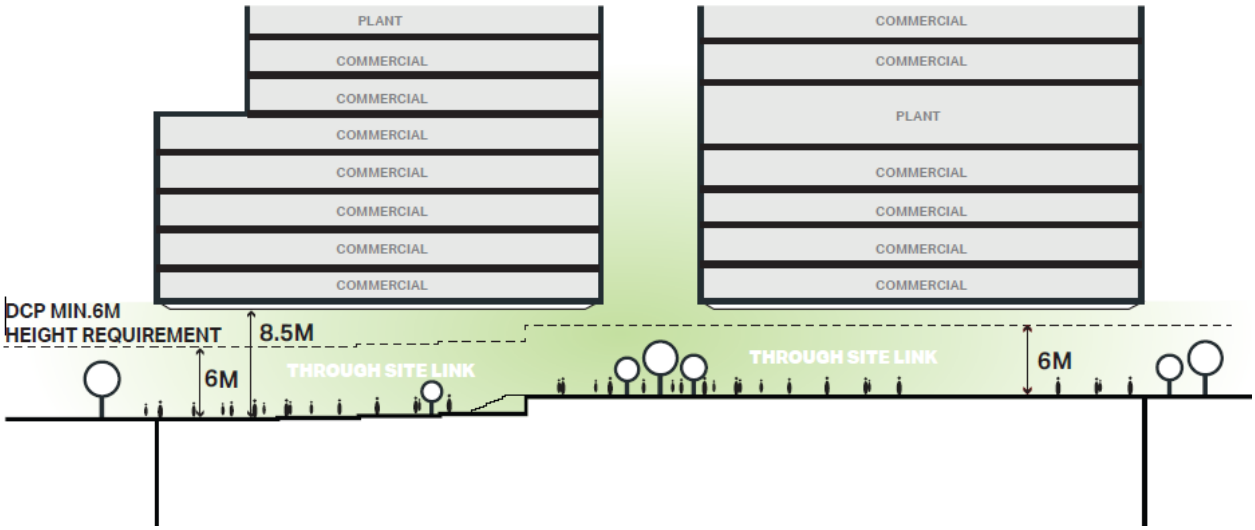
Source: 3XN

Figure 31 Photomontage of entry into the through site link from Pitt Street



Source: 3XN

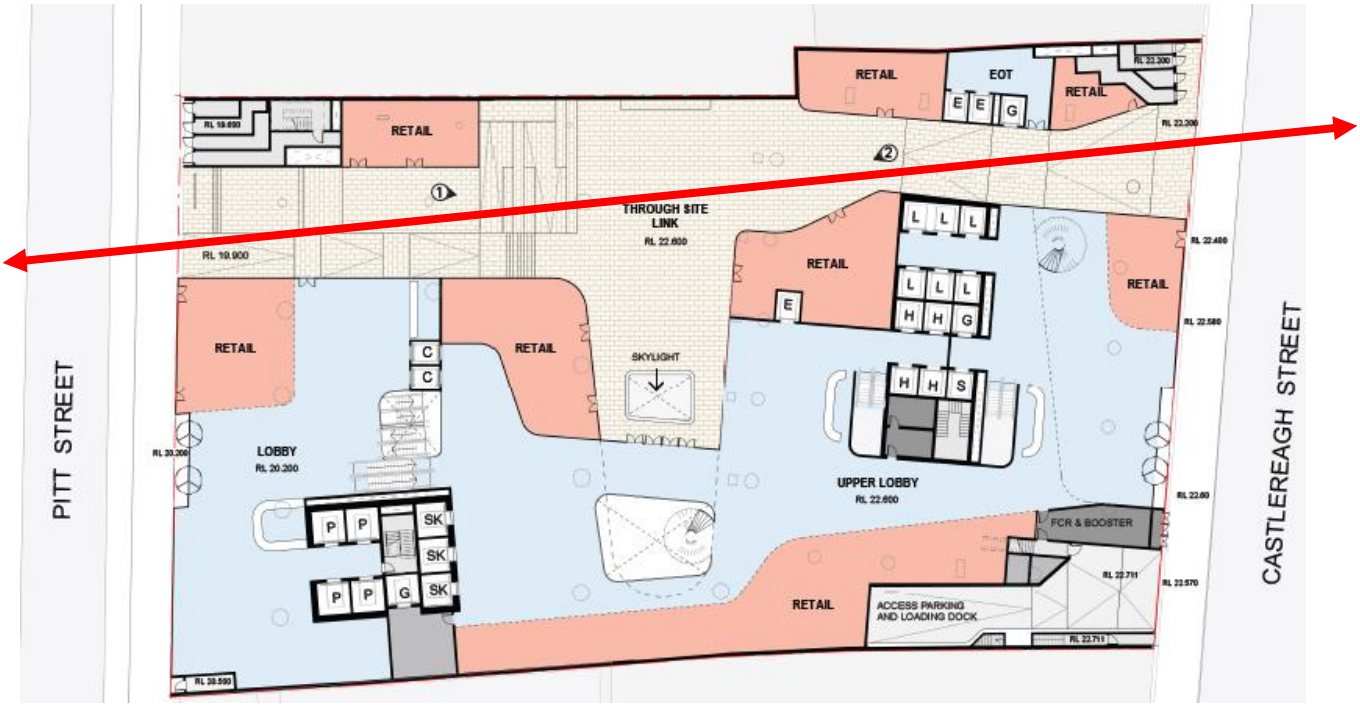
Figure 32 Through site link – section plan and ground floor plans



Section Plan, above



Ground Floor Plan of through site link (Above: Mixed use concept; Below: Commercial concept)

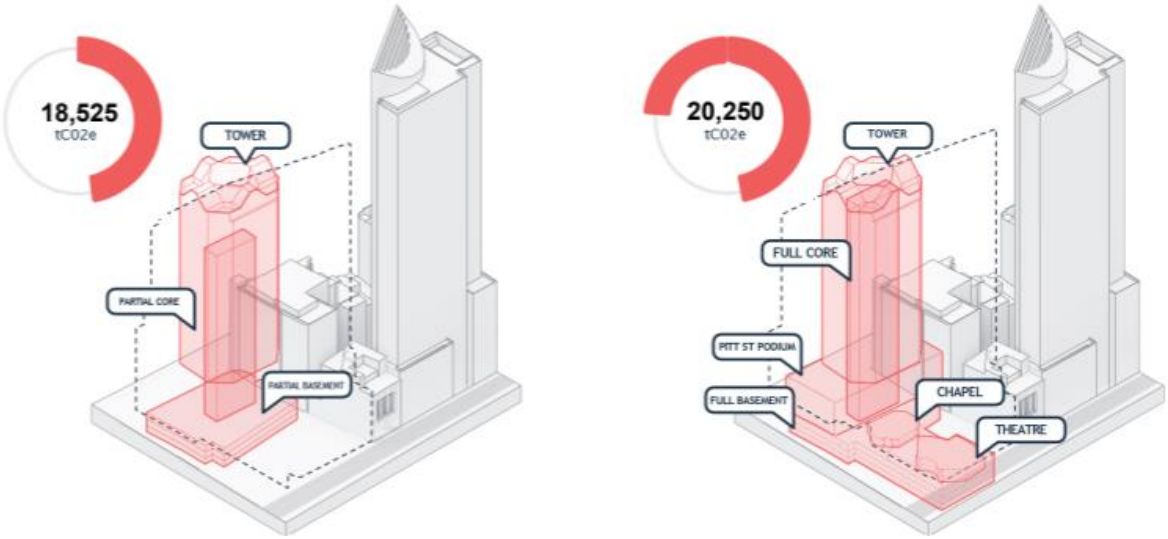


7.5.4.2. Retained Structure / ESD

The development comprises the demolition of 222 Pitt Street building, retention and additions on 133 Castlereagh Street building and a new building on the Pitt Street side. Wesley facilities are largely kept in situ which in turn dictate the ground floor datum. The figure below shows the retained structure as well as the proposed construction methodology utilising raking columns on the Pitt Street frontage.

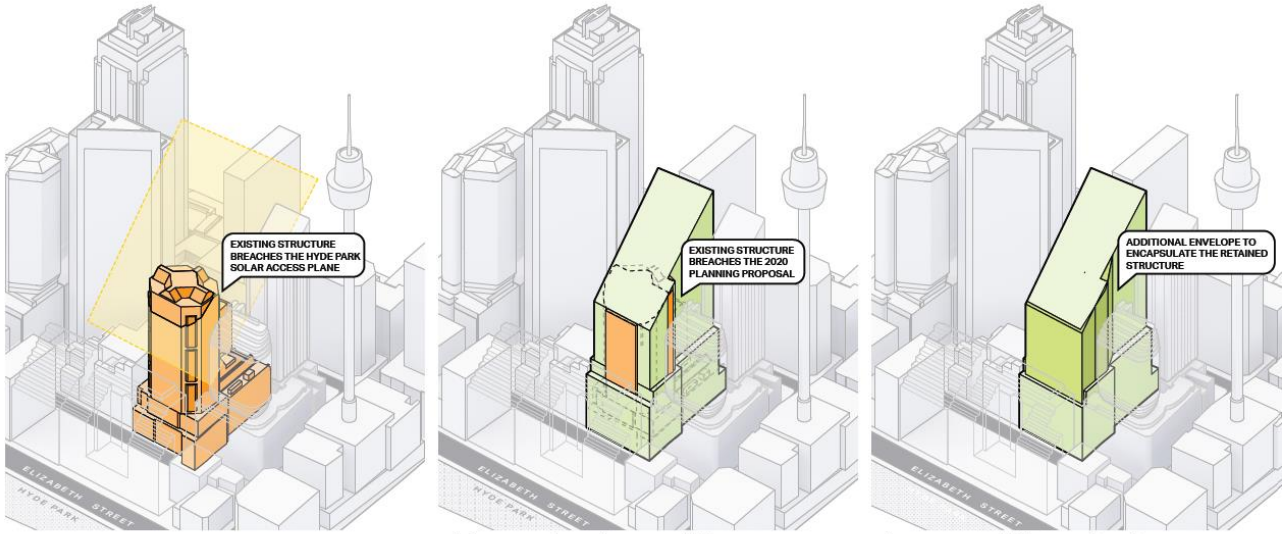
Piccadilly's upcycling proposition considers its whole of life carbon which will be significant in Sydney and a point of difference. The potential redevelopment will retain the majority of its structure making it an innovative and exemplar project. The potential embodied carbon retained on site is demonstrated in **Figure 33.**

Figure 33 Estimated Embodied carbon



Source: 3XN

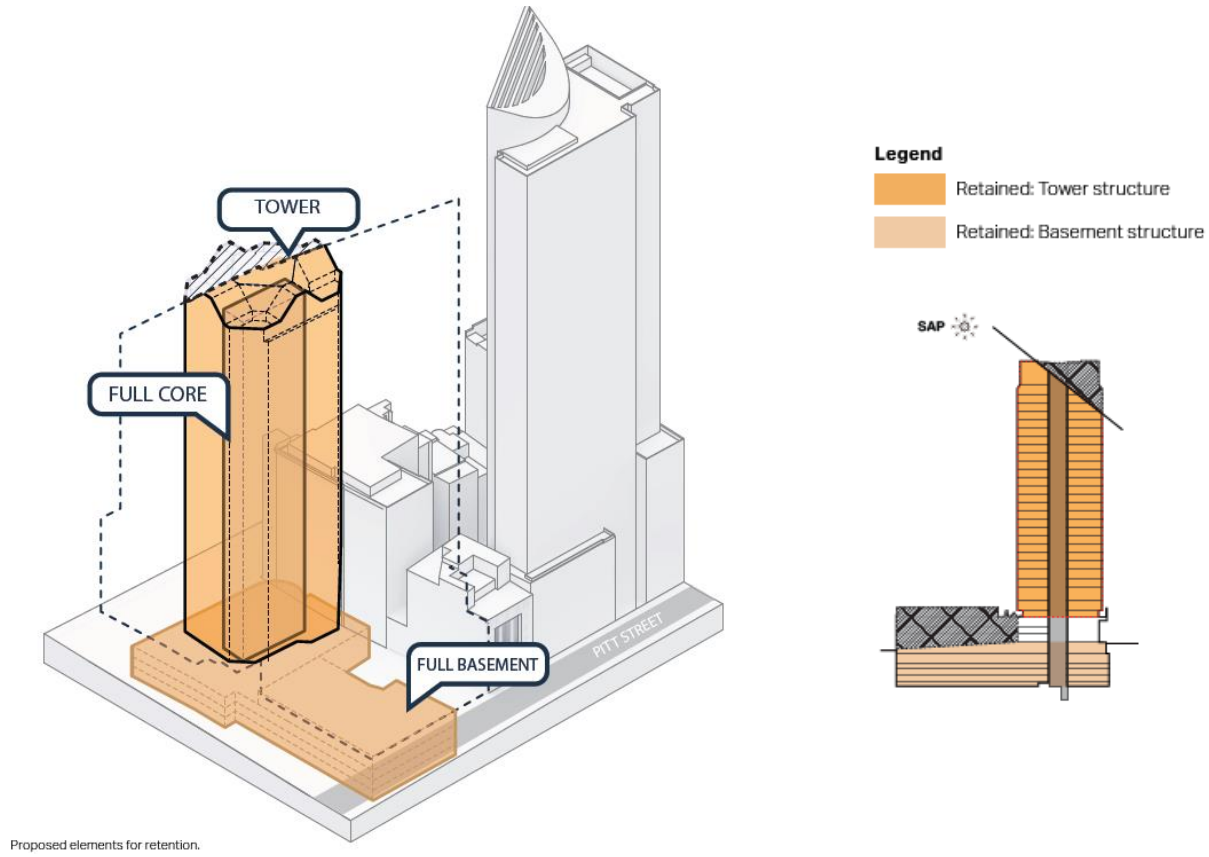
Figure 34 Retained structure and construction



Breach of Hyde Park SAP to be removed.

Existing structure sits outside of the PP2020 envelope.

Adjustment to the PP2020 envelope is required to encapsulate the existing structure and to allow for a new facade zone.



Source: 3XN

7.5.4.3. ESD

The future development of the site will seek to achieve the following benchmark sustainability standards:

- NABERS Energy 5.5 star
- Net Zero Carbon
- NABERS Water 4.5 star
- 6 Star Green Star Buildings v1 rating
- Residential development will comply with required BASIX targets as per the Sustainable Buildings SEPP.

Further, as outlined in this report the upcycling of the existing structure will achieve best practice for sustainability and will be a new landmark for sustainable, mixed-use development in Central Sydney.

This is discussed further in the Sustainable Design Strategy Reports prepared by ARUP that accompanies the Planning Proposal.

7.5.4.4. 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 specifically within the future lobby space, and the future east-west through site link.

7.6. PUBLIC BENEFITS

A Statement of Intent – Public Benefits accompanies the Planning Proposal at **Appendix F.** Stockland is committed to delivering an exemplary development in terms of architectural design, environmentally sustainable design and a greatly enhanced urban experience for the community in terms of street activation, through-site access, mixed-use floor space and the pedestrian experience.

As part of the delivery of the project, Stockland has set out specific tangible public benefits in addition to monetary contributions in force at the time of DA consent. These benefits can be secured through a number of mechanisms including the amended LEP and DCP as well conditions of future development consents.

8. ENVIRONMENTAL IMPACT ASSESSMENT

8.1. EXPLANATION AND OVERVIEW OF THE ENVIRONMENTAL ASSESSMENT

The following environmental assessment is structured as follows:

- Commercial scheme (Section 8.2)
- Mixed use scheme (Section 8.3)
- Other relevant matters for both Commercial and Mixed Use Schemes (Section 8.4)

An urban design report and concept reference schemes prepared by 3XN accompanies this PP at **Appendix A**. The report provides a comprehensive site analysis including review of the existing and future constraints and opportunities presented by the site to inform the building envelopes sought via this PP and the concept reference schemes. The outcome of these investigations created indicative designs that reflects existing site characteristics and optimises site opportunities, enabling the provision of additional floor space density without compromising the amenity of surrounding landholders. The following section provides a built form and urban design assessment of the building envelope sought via this PP.

8.2. COMMERCIAL SCHEME

8.2.1. Building Podium Height and Tower Setbacks

The proposed envelope has been devised with consideration of the objectives and controls in the planning policies as well as an appropriate urban contextual response.

The site is mid-block and in a high-density mixed-use environment, whereby compatibility and integration of the proposed envelope in this context is a key consideration. Not only is the existing built form relationship viewed as important, but the future character, including podium and tower setbacks. Three sites located within the same street block as the site have recently been the subject of major redevelopment applications. This future context is important to draw reference to, particularly the adjoining developments to the north of City Tattersalls Club (194 Pitt Street) and David Jones Building (65-77 Market Street).

Therefore, having regard to the established and approved future urban context, the building envelope podium and tower setbacks sought via the site specific DCP include some variations to seek to vary the built form controls provided in the Sydney DCP 2012.

Podium

The podium heights have been established to align with the predominant or prevailing podium height of the adjoining developments. This creates a consistent streetscape character, and also achieves a comfortable street environment for pedestrians with adequate daylight, scale, sense of enclosure and wind mitigation. This design response results in lower podium heights to Pitt Street reflecting the lower prevailing street wall height, while on Castlereagh Street the established street wall heights are higher.

The podium height along Castlereagh Street is 45m, aligning with the established street wall in the streetscape 38-50m) (of as illustrated in Figure 35)**.** The creation of a lower and upper podium on Pitt Street reflects the character of the street. A stepped podium height is proposed along Pitt Street, as illustrated in Figure 35)**,** aligning with the immediately adjacent heritage items to the north and south. The lower podium also incorporates a 16m side setback from the north to facilitate the east-west through site link. An upper podium on Pitt Street, retaining the 8m setback from the street, is set at 55m to reflect a prevailing podium height in the streetscape that ranges from ~50-55m.

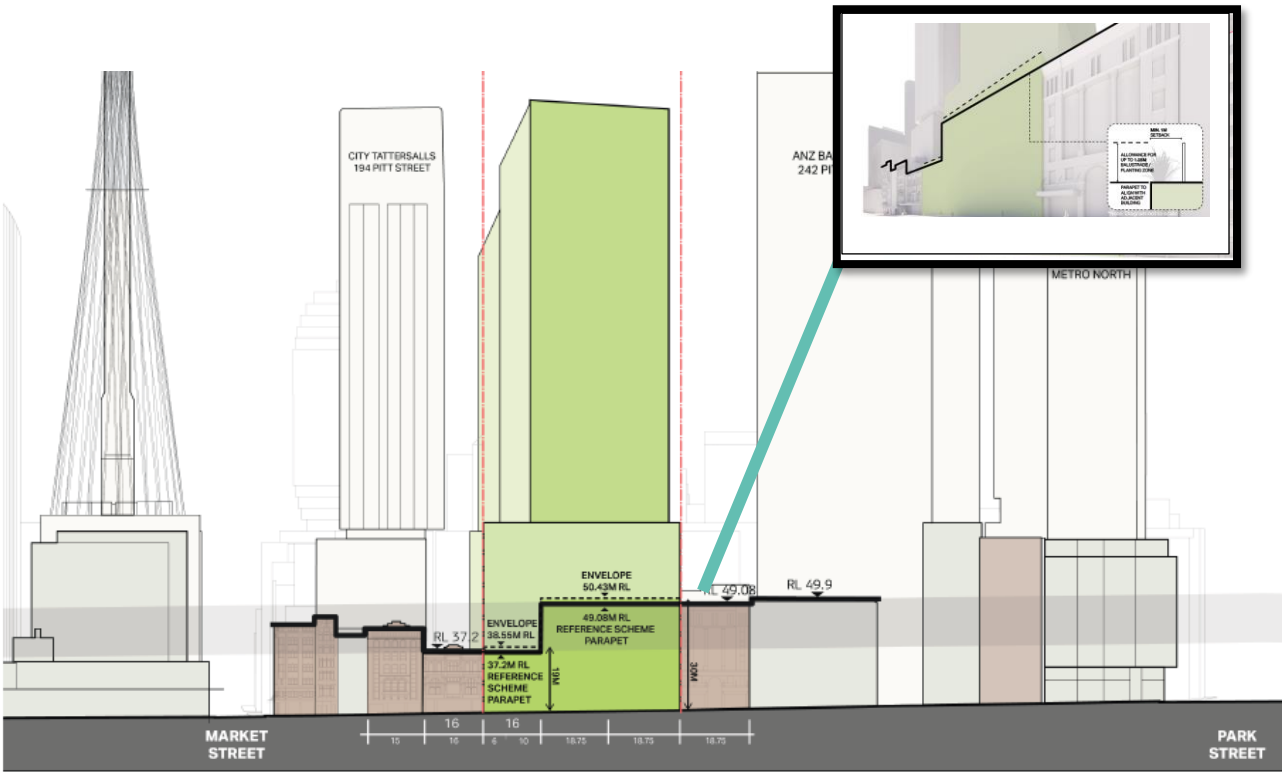
The Sydney DCP 2012 requires a street frontage height of 20-35m greater than 55m and up to 120m, and 20-25m for buildings greater than 120m. The envelope is therefore non-compliant with these provisions.

In order to vary these controls, detailed assessment has been undertaken in accordance with the procedure specified in Schedule 12 of the DCP Amendment. Specifically, Procedure B requires a comparison of base case building massing to the proposed non-compliant building envelope sought via this PP. Where equivalent or improved wind safety and daylight levels (determined by average SVF in adjacent public places is demonstrated, variations may be permitted.

As per Schedule 12 (B) of the Sydney DCP 2012, this non-compliance is justified as:

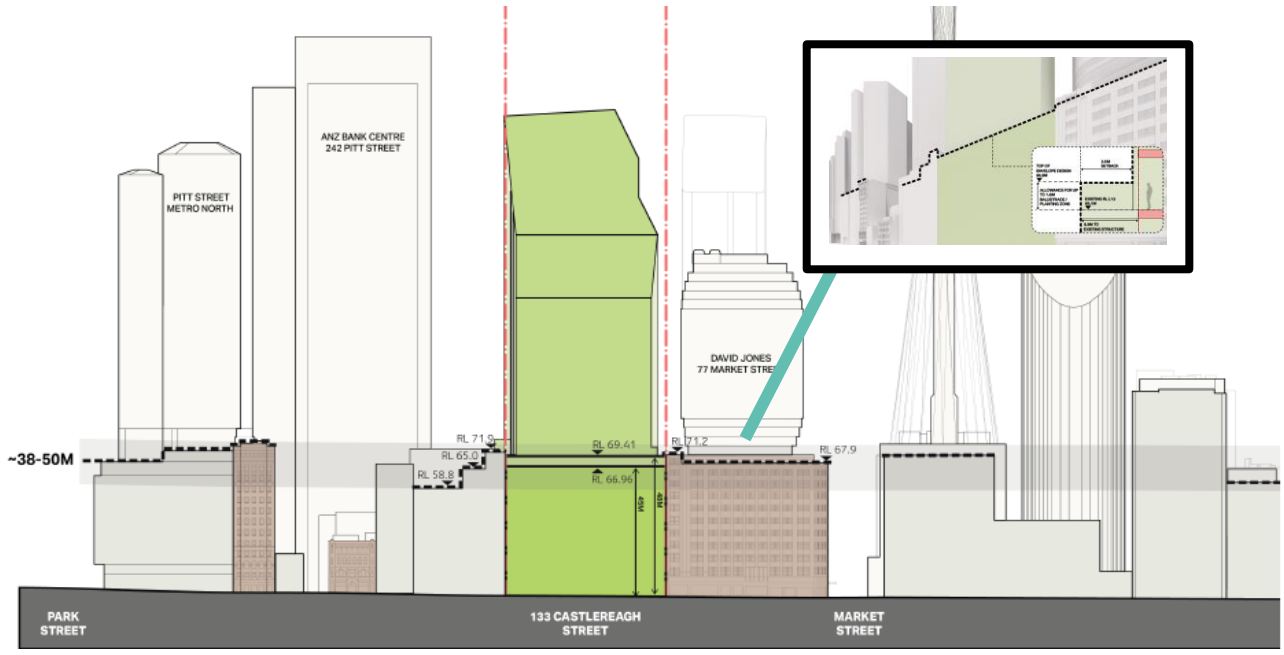
- A summary of the outcomes of the SVF assessment and wind impact assessment undertaken to justify the variations to the built form controls is detailed in Section 8.2.4. and 8.2.5 and the accompanying SVP and wind reports. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.
- A high-quality urban design outcome will be achieved. This is discussed at **Appendix A**, and summarised in **Figure 36** and **Figure 37.**

Figure 35 Prevailing podium heights – Pitt St and Castlereagh St



Picture 6 Pitt Street elevation and 3D massing in image subset

Source: 3XN



Castlereagh Street elevation and 3D massing in image subset

Source: 3XN

Tower

Consistent with the approach to the podium, the proposed tower setbacks are responsive to context, removal of SAP breach and the retention of the existing structure. On significant frontages such as Pitt Street where the built form will achieve its highest point, a compliant 8 metre front setback is provided. On Castlereagh Street, where the existing structure is retained, tower setbacks are varied and the built form is lower due to the sun access plane, the standard tower setback is unable to be achieved.

The tower setbacks result in variable side setback requirements which is reflective of the distinctive sloped building height plane and as such also results in partial non compliances against the DCP.

The Sydney DCP 2012 requires minimum street setbacks of 8m and a side and rear setback of 4m for buildings greater than 55m up to 120m, and 3.33% of the proposed total height of building for development greater than 120m up to 240m.

The envelope is therefore non-compliant with these provisions.

In order to vary these controls, detailed assessment has been undertaken in accordance with the procedure specified in Schedule 12 of the DCP Amendment. Specifically, Procedure B requires a comparison of base case building massing to the proposed non-compliant building envelope sought via this Planning Proposal. Where equivalent or improved wind safety and daylight levels (determined by average SVF in adjacent public places is demonstrated, variations may be permitted.

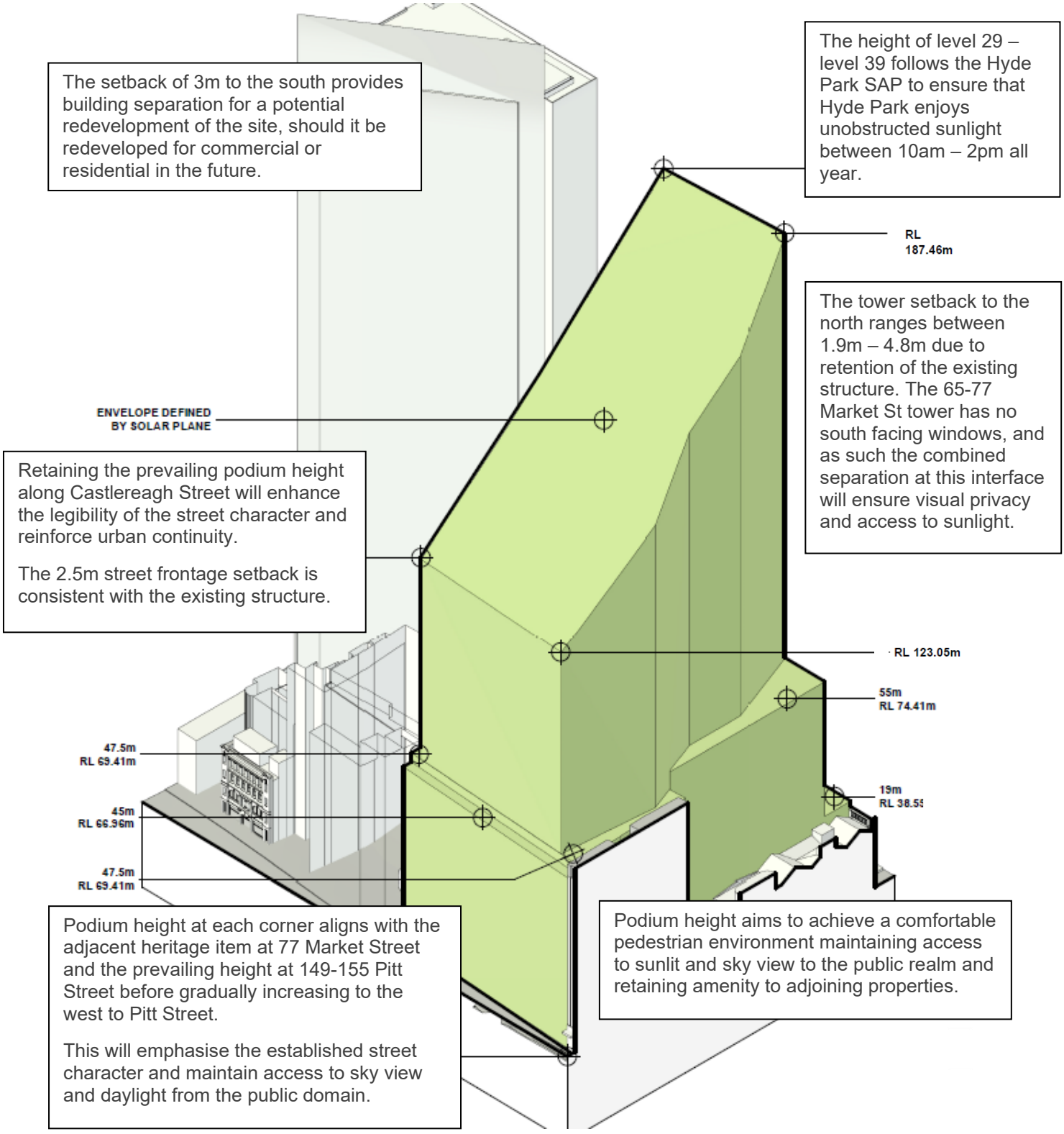
As per Schedule 12 (B) of the Sydney DCP 2012, this non-compliance is justified as:

- equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to a base case building massing is achieved. A summary of the outcomes of the SVF assessment and wind impact assessment undertaken to justify the variations to the built form controls is detailed in Section 8.2.4 and Section 8.2.5 and the accompanying SVF and wind reports. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.
- A high-quality urban design outcome will be achieved. This is discussed below, at **Appendix A**, and summarised in **Figure 36** and **Figure 37.**
- In summary, the tower setbacks to the side boundaries are appropriate having regard to the side separation to the proposed residential developments to the north, including:

- Respecting the future City Tattersalls Club residential interface on the north western end, through a combined 23m building separation between the towers. The pulling back of the NW corner provides greater building separation from the northern development and greater visual privacy to their south facing apartments, which do not achieve minimum ADG setbacks.
- At the NE corner, the envelope is cut back (by 1.9m to 4.8m from the northern boundary) to follow the geometry of the existing floor plate. This allows for a building separation of 7.9m to 10.8 between 77 Market Street. Whilst the southern apartments at 77 Market St only have outlooks east or west, this reduction in massing helps reduce any impacts to the periphery of their views and allows for adequate daylight and outlook to both developments

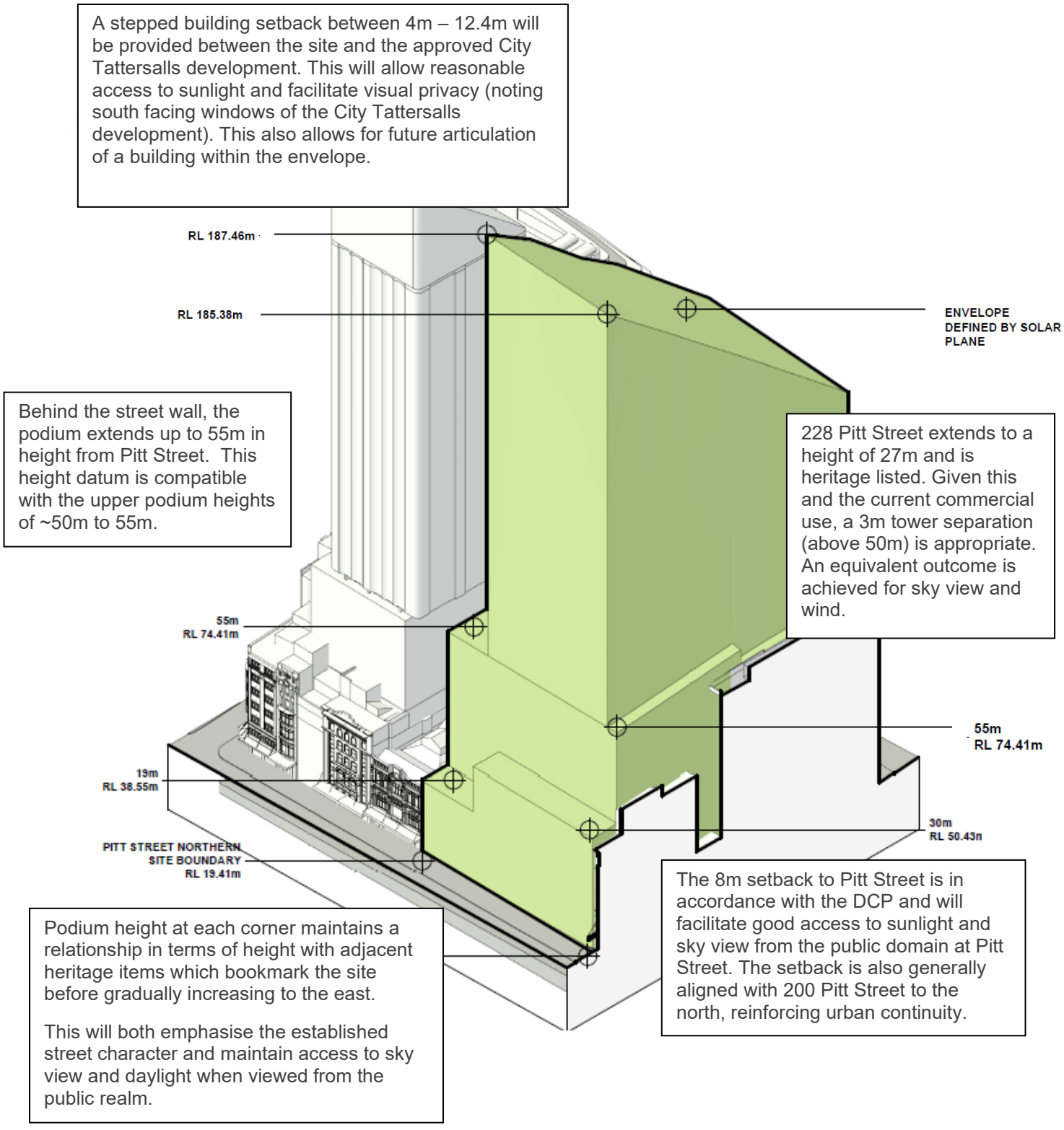
- The southern side tower setback is setback 3m and is appropriate when considering:
  - The development potential of 228 Pitt Street, being a heritage item and therefore being constrained by heritage considerations as well as the site area limiting the future building height.
  - 149-155 Castlereagh Street is currently a commercial development and given the strong incentivisation of employment floor space under the Central Sydney Planning Strategy, it is likely that this future development would continue to be commercial in nature. Notwithstanding this, a potential future residential development on the adjacent site would result in appropriate building separation.
  - The tower setbacks ensure there is appropriate consideration of amenity in terms of daylight, outlook, view sharing, ventilation, wind mitigation and privacy for nearby residential buildings.

Figure 36 Built form envelope response – Castlereagh Street



Source: 3XN, Urbis

Figure 37 Built form envelope response – Pitt Street



Source: 3XN, Urbis

8.2.2. Overshadowing

The eastern portion of the top of the existing building on the site breaches the Hyde Park SAP provisions. The building envelope proposed through this Planning Proposal is consistent with the Hyde Park SAP resulting in no overshadowing of Hyde Park as demonstrated in the shadow diagrams in the Urban Design report prepared by 3XN. The extract below shows the additional solar access afforded to Hyde Park, due to the removal of the SAP breech.

Figure 38 2pm Shadow Diagram (Winter Solstice)



8.2.3. Visual Impacts

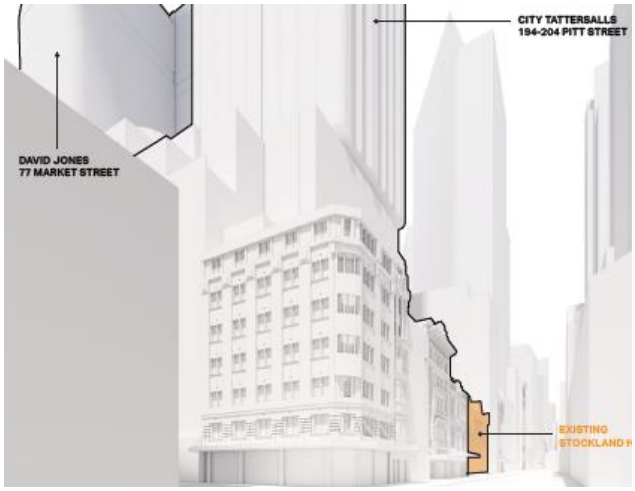
To determine the visual impact assessment of the commercial reference scheme compared to the existing Piccadilly Complex 3XN have prepared a series of building massing diagrams scheme from key vantage points in the public domain (refer **Figure 39** and **Figure 40**).

The visual impacts of the built form are most noticeable from Pitt Street noting that the existing Piccadilly tower is located toward the east of the site at Castlereagh Street and the built form at this streetscape will be somewhat unchanged. As noted throughout this report, the building envelope is appropriately setback at this frontage to allow access to sky view and daylight at the public domain. The removal of the sky bridges will result in an improved outcome from the public domain.

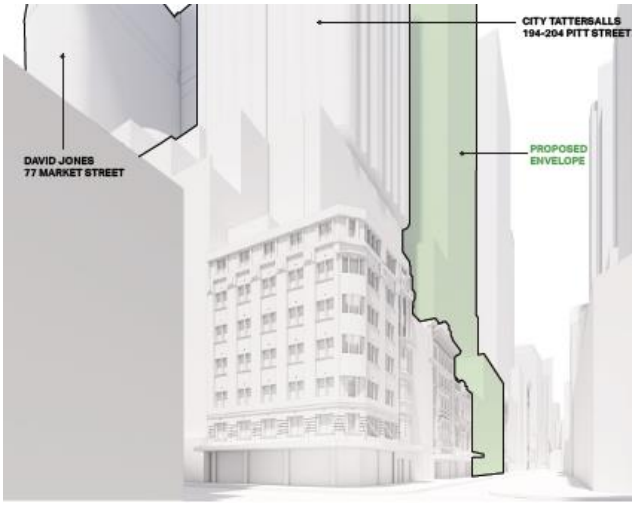
In addition, it is noted that the future surrounding development at City Tattersalls Club (194 Pitt Street) and the David Jones Building (65-77 Market Street) will conceal views of the building from the public domain at Pitt Street the corner of Pitt and Market Street.

The vantage point from Hyde Park presented in **Figure 40** demonstrates that the envelope will result in a built form outcome which is in keeping with the CBD context in which it is located. As a result of the Hyde Park Sun Access Plane, the future building is purposefully visible from the public domain noting that it will be assured of achieving design excellence through a competitive design process.

Figure 39 Building massing diagrams from key vantage points



Existing view from Pitt Street looking south



Proposed view from Pitt Street looking south

Figure 40 Building massing diagrams from key vantage points



Existing view from Hyde Park looking west

Source: 3XN



Proposed view from Hyde Park looking west

Source: 3XN

8.2.4. Sky View Factor Assessment

In accordance with the Section 11 of the DCP with specific reference to 'Procedure B', a SVF Report on the commercial scheme accompanies the PP prepared by BIM Consulting Pty Ltd. The purposes of the SVF report is to demonstrate an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.

Methodology

The SVF analysis was undertaken using the open-source environmental plug in 'Ladybug for Grasshopper' which adds-in to Rhinoceros 3D.

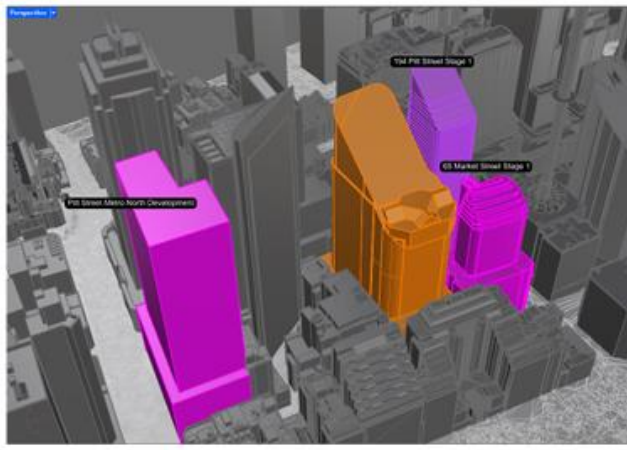
As agreed with Council in consultation workshops, the 'base case' envelope (**Figure 41**) utilised for the purposes of the comparative analysis includes a portion of the existing building on site which penetrates the solar access plane over the site related to Hyde Park, and the two sky bridges above street level.

This envelope was compared to the envelope sought via this PP which seeks variations to the built form controls in the DCP.

The SVF analysis undertaken extended 50 meters from the site boundary. Grid Spacing of every test point was set to 1m, and sky density (the resolution of the imagery generated by the analysis) was set to

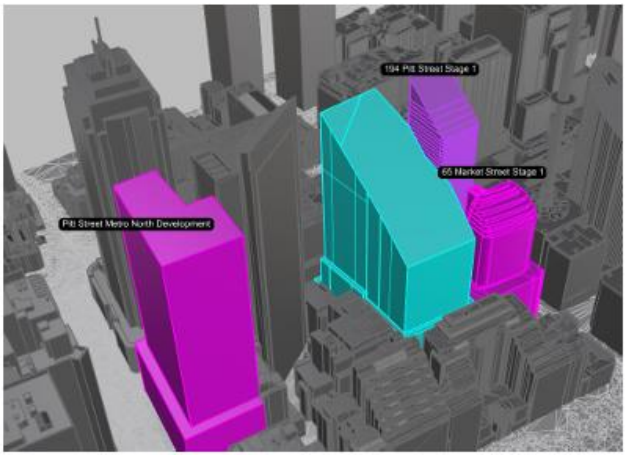
approximately 5500 hemispherical patches (vectors) per test point. The nominated grid spacing, and sky density testing criteria ensures highly accurate results and is therefore considered adequate to satisfy the related requirements.

Figure 41 Base case and proposed planning envelope



Base case envelope

Source: BIM Consulting Pty Ltd



Proposed envelope

Source: BIM Consulting Pty Ltd

Assessment

The analysis undertaken found that there will be an increase in sky visibility between the 'base case' envelope and the proposed envelope sought under this Planning Proposal.

When averaged across all test point options, the proposed envelope will result in an increase of 0.427% of sky visibility from the base case envelope of 10.99% to the proposed envelope of 11.41%.

The PP therefore satisfies the Sydney DCP 2012 Schedule 12 (4)(b) related to increase in daylight factor.

8.2.5. Wind Impact

In accordance with the Section 11 of the Sydney DCP 2012 with specific reference to 'Procedure B', a Wind Environment Report prepared by CPP accompanies the PP. The purpose of the Wind Environment Report is to demonstrate an equivalent outcome is achieved with regards to varying built form controls specified in the Sydney DCP 2012.

The report discusses the results of the wind-tunnel testing study conducted for the PP and provides an interpretive discussion on the impact of the building on the pedestrian level wind comfort and safety.

Methodology

Wind tunnel testing at a 1:400 scale model was undertaken by CPP to assess two scenarios being:

- The 'base case' envelope utilised for the purposes of the comparative analysis – referred to as 'Configuration A'.
- The proposed building envelope under this PP – referred to as 'Configuration B'.

The construction of the physical models were based on the 3D models provided by 3XN. The tunnel testing programme conducted by CPP was undertaken in accordance with relevant requirements with testing conducted for 18 wind direction locations. Weather date recorded at Sydney International Airport by the Bureau of Meteorology was utilised for the purposes of the modelling.

The results of the model were assessed against the wind comfort and safety criteria outlined in Section 5.1.9 of the Sydney DCP 2012, and the Lawson wind comfort and safety criteria.

All testing was completed without trees or landscaping to provide a conservative result for pedestrian safety.

Assessment

The results of the wind study are summarised as follows:

- The majority of wind point study locations around the site are classified as suitable for pedestrian standing type activities from a comfort perspective. All locations pass the safety criteria. Overall, conditions on the ground level are acceptable for general pedestrian access/thoroughfare in all areas from a wind comfort perspective.
- When comparing to the results of the base case envelope, the proposed envelope results in calmer wind conditions to two study locations along Pitt Street and a change of rating from pedestrian standing to pedestrian sitting.
- In accordance with the Schedule 12 assessment requirements, the 5% exceedance comfort wind speed values in metres per second has been averaged and compared. On average, the wind speed value for the base case is 4.743m/s and the wind speed value for the proposed envelope is 4.741m/s.
- The proposed commercial envelope is therefore an improvement on the base case and meets the 'equivalent' test under Sydney DCP 2012 Schedule 12 (4)(a) related to wind speeds.

8.2.6. Traffic and Transport Impact

A Traffic and Transport Impact Assessment, specific to the commercial scheme and a Footpath Analysis prepared by ARUP accompanies the Planning Proposal and which provides an overview of the existing site conditions, parking and loading assessment, traffic generation, road and footpath network assessment.

Car Parking

The site redevelopment to be facilitated by the PP will result in the rationalisation and improvement of car parking and access to the site resulting in enhanced environmental outcomes for Central Sydney. The key considerations in relating to the provision of car parking are outlined as follows:

Acknowledging the Existence of an Existing Public Car Park

The site currently accommodates 274 car spaces located over a 4 level basement. The car park operates as a public car park allowing for permanent and casual users. The volume of the basement area is significant and is sought to be retained and enhanced as part of the future redevelopment.

It makes practical sense to retain the car parking and utilise the basement void.

Reducing the Overall Quantum of Car Parking

The proposal seeks to reduce the overall quantum of car parking provided on the land to a maximum of 220 car spaces (a circa 22% reduction on the current supply).

Removing the 'Public Car Park' function

The proposal seeks to remove the existing casual parking arrangements in place as part of the operation as a public car park. As a result, it would have the visual and operating characteristics of a private car park, typical of any mixed-use building in the CBD.

It is proposed that car parking would be established on a "reserved basis" forming a "managed car parking" use, as opposed to a public car parking operation that supports casual parking use.

The benefit of this approach is that it reduces the available supply of public car parking, aligned with Council's long term strategy to reduce vehicle traffic in Central Sydney. It also will reduce the number of traffic movements in Central Sydney as set out further below.

Reducing the Ratio of Parking relative to Floor Space Provision

Noting that the redevelopment of the site facilitated by the PP will increase the existing GFA on site, the quantum of car parking proposed is a significant reduction of car parking when applied to the existing rate per sqm of GFA. Car parking as a proportion of the total floor area is proposed to reduce thereby reducing car mode % for the site (i.e. from a current parking ratio of 1 space per 213sqm GFA to approximately 1 space per 476sqm GFA).

Supporting Flexibility Associated with Wesley Mission Use

In the event that Wesley is retained on site, Wesley Mission only requires the majority of the parking demand generated by the use to be available for use on a Sunday and major religious holidays. On this basis, flexibility is sought to make use of these residual parking spaces during the Monday to Saturday period should Wesley be incorporated in future scheme.

Flexibility is sought to allow the available parking supply not used by Wesley to be used during the Monday to Saturday period either for building tenants on the subject land and this is outlined as follows:

Land use	Monday – Saturday allocation (spaces)	Sunday allocation (spaces)
Retail / commercial	185	nil
Wesley	35	220
TOTAL	220	220

Loading and Servicing

The site currently provides two single lane vehicular access ramps from Castlereagh Street. The maximum vehicle height clearance of the entries is 3.2m. Only light vehicles (B99 cars, vans, utes) and Small Rigid Vehicles (SRVs) can currently access the loading dock.

The reference scheme seeks to consolidate and retain use of the southern ramp access. The retention of the existing ramps resultingly limits loading dock access to light vehicles (cars, vans, utes) and SRVs. The maximum height of a vehicle accessing the loading dock on Level P1 is proposed to be 4.5m to accommodate various delivery services. The largest vehicle expected to enter the basement levels is proposed to be a 6.4m long SRV. Swept paths are provided with the submission.

Further design work will occur during the design competition and development application stage to improve the efficiency and functionality of the basement and loading function.

The Sydney DCP 2012 requires the provision of a minimum of 26 loading bays. However, ARUP have assessed alternative service and loading requirements and identify:

- Based upon the TfNSW Urban Freight Forecasting Model (**UFFM**), the development will require 20 loading bays. The UFFM estimates daily profiles of the vehicle demand that a building is likely to generate, and the optimum quantum of loading bays to achieve 95% efficacy (i.e. at least 95% of arriving vehicles are accommodated throughout the day). The UFFM models a managed dock operation, which leads to higher utilisation of fewer loading bays.

The reference scheme proposes loading at basement level 1, level S and provides:

- 8 van bays at P1;
- 6 SRV + 1 van bays at PS

ARUP considers this is suitable at this stage and note the future DA will be designed to meet the required loading and servicing bays as suggested by TfNSW's UFFM calculation.

A Loading Dock Management Plan will be prepared prior to future occupation of the building to further manage use of the loading dock.

Traffic Generation and Access Arrangements

The site redevelopment facilitated by the PP for the commercial concept scheme will have a minimal impact on traffic generation and enhance site access and egress.

These outcomes will be achieved as follows:

- The development will have a reduction of 50 vehicle trips during the PM peak period compared to existing conditions and would generate an additional 25 vehicle trips per hour over existing conditions during AM peak period. The volumes during the AM peak period would equate to an additional vehicle trip being generated every minute compared to the existing condition and is considered to result in minimal impacts on the surrounding road network. In summary, the traffic impacts for the development are considered negligible.
- The existing southern ramp will be upgraded to serve as a single-lane, bi-directional, access controlled ramp for all vehicle access. An integrated off-street waiting bay is proposed at the entrance on Castlereagh Street. The proposal includes the removal the parallel vehicle ramp along Castlereagh Street, improving the public domain. The proposed access arrangements are appropriate to cater for the estimated level of traffic generation.

- The operation of the Castlereagh Street access will allow a mixture of 2-way access to the car parking and loading bays, with 1-way access at the entrance/exit point. To reduce the likelihood of queuing on Castlereagh Street, and to prioritise footpath space for walking and cycling, a waiting bay is provided for outbound traffic.
- The through-site link in the reference design provides an improved linkage between Pitt Street and Castlereagh Street that will provide a legitimate link for pedestrians who want to travel east west. This has the potential to take pedestrian traffic off the surrounding footpath network.

8.2.7. Acoustic Impact Assessment

An Acoustic Impact Assessment specific to commercial land use accompanies the Planning Proposal which provides a high level acoustic assessment of the proposed land uses and built form elements in the commercial reference scheme. Noting that no built form components are proposed, a qualitative assessment is provided to confirm that the future building is capable of achieving relevant acoustic criteria.

Existing Acoustic Environment

The primary environmental acoustic factors with the potential to influence the development are:

- Existing road traffic noise from Pitt Street, Castlereagh Street, and to a lesser extent, Market Street and Park Street.
- Ground borne noise and vibration from operation of the Sydney Metro City & Southwest Metro.
- Building services and entertainment noise from future mixed-use development located 65-77 Market Street and 194-204 Pitt Street (City Tattersalls Club).

Long term noise monitoring was undertaken from 29 June to 5 July 2020 on level 3 of the existing Piccadilly Complex toward Pitt Street. In addition, long term noise monitoring results have been obtained from separate noise and vibration assessments for City Tattersalls development (2019) and David Jones development (2019). It was determined that updated monitoring was not required due to the construction noise on adjacent sites impacting the results.

Observations on site and further analysis of the measurement data indicate that noise levels at the ARUP monitoring location are influenced by existing plant associated with the Piccadilly Complex and therefore future noise levels may be lower than measured post development. The ultimate noise impacts will, however, depend on future plant noise from the adjacent development sites and the future Piccadilly Complex.

Acoustic Impact

Noise emissions generated from the site during the operational stage of the development would not be anticipated to impact on surrounding land uses. The following section provides a high-level assessment of the anticipated acoustic impacts associated with the future development.

Pedestrian Link

While the PP does not seek consent for specific uses within the northerly aligned pedestrian link, a preliminary assessment has been carried out by ARUP to evaluate potential implications upon nearby noise sensitive developments, including the future residential development approved for 77 Market Street and 194 Pitt Street. Given the desire to create a ‘destination’, the reference scheme incorporates retail tenancies along the through site link, as well as an open void that will be open to the sky to provide natural ventilation and daylight. As such, it is anticipated that there may be desire for activity or events that may be of a higher intensity than a passive pedestrian link.

It is noted that future noise sensitive residential development to the north are required to achieve specific internal noise levels, which would be based on the existing ambient noise environment. Noise modelling has been carried out for the conceptual reference design, with a primary focus on noise propagation via the central void to the future development to the north. Noise modelling is based upon a uniform source of noise along the length of the through site link.

While more detailed assessment is warranted to take into account the detailed architecture and uses within the TSL, based on the measured background noise levels of between 58 to 62 dB(A) (night and day respectively) and background levels between 57 and 61 dB(A) (night and day respectively), low to medium type activation uses would be appropriate for the TSL in consideration of the surrounding sensitive receivers.

A more detailed assessment will be carried out to inform the architecture through the Design Competition process and as part of the future DA.

Building Services

The primary operational noise associated with the reference scheme is expected to be building services equipment. ARUP recommend that appropriate selection of low noise equipment and standard noise control methods such as attenuators to mitigate acoustic impacts of mechanical services equipment. This will be further addresses at the detailed DA stage.

Road Traffic Generation

As outlined in the ARUP Traffic Report, the reference scheme is not expected to give rise to a material increase in road traffic generation. The indicative redevelopment in accordance with the proposed planning provisions is therefore not anticipated to result in an increase in road traffic noise to the surrounding receivers. In addition to general traffic generation, it is considered that noise from basement loading docks can be appropriately managed

Construction Noise and Vibration

Assessment of construction noise and vibration assessment will be further detailed at the detailed DA stage. This will include detailed assessment of potential vibration impacts associated with any excavation required.

Conclusion

The future building on the site is capable of achieving relevant acoustic policies and standards. Further detailed acoustic and vibration studies will accompany the detailed DA stage to inform the building design, confirm that the future building can meet relevant acoustic criteria, and recommend more specific mitigation and management strategies.

8.3. MIXED USE SCHEME

8.3.1. Building Podium Height and Tower Setbacks

Overall the mixed use building envelope and concept reference scheme are built on the same core fundamentals as the commercial scheme.

Similarly, the proposed envelope has been devised with consideration of the objectives and controls in the planning policies as well as an appropriate urban contextual response and recognising the top of the building has the potential to accommodate a residential land use.

Podium

The podium form of the mixed use scheme is unchanged from that described in **Section 8.2.1** and make the following comments:

- The podium heights have been established to align with the predominant or prevailing podium height of the adjoining developments.

- The Sydney DCP 2012 requires a street frontage height of 20-35m greater than 55m and up to 120m, and 20-25m for buildings greater than 120m. The envelope is therefore non-compliant with these provisions. As such in order to vary these controls, detailed assessment has been undertaken against Procedure B in Schedule 12 of the DCP which compares a base case building massing to the proposed non-compliant building envelope sought via this PP. Where equivalent or improved wind safety and daylight levels (determined by average SVF in adjacent public places is demonstrated, variations may be permitted. This non-compliance is justified as:

  – A summary of the outcomes of the SVF assessment and wind impact assessment undertaken to justify the variations to the built form controls is detailed in Section 8.3.5 and 8.3.6 and accompanying SVF and wind reports relevant to a mixed use outcome. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.

- It is noted that internally within the podium, the mixed use scheme exhibits an alternate ground floor and basement levels.

Tower

Consistent with the approach to the podium, the proposed tower setbacks are responsive to context, removal of SAP breach and the retention of the existing structure. Similarly the tower setbacks result in variable side setback requirements which is reflective of the retained commercial tower and the distinctive sloped building height plane and as such also results in partial non compliances against the DCP.

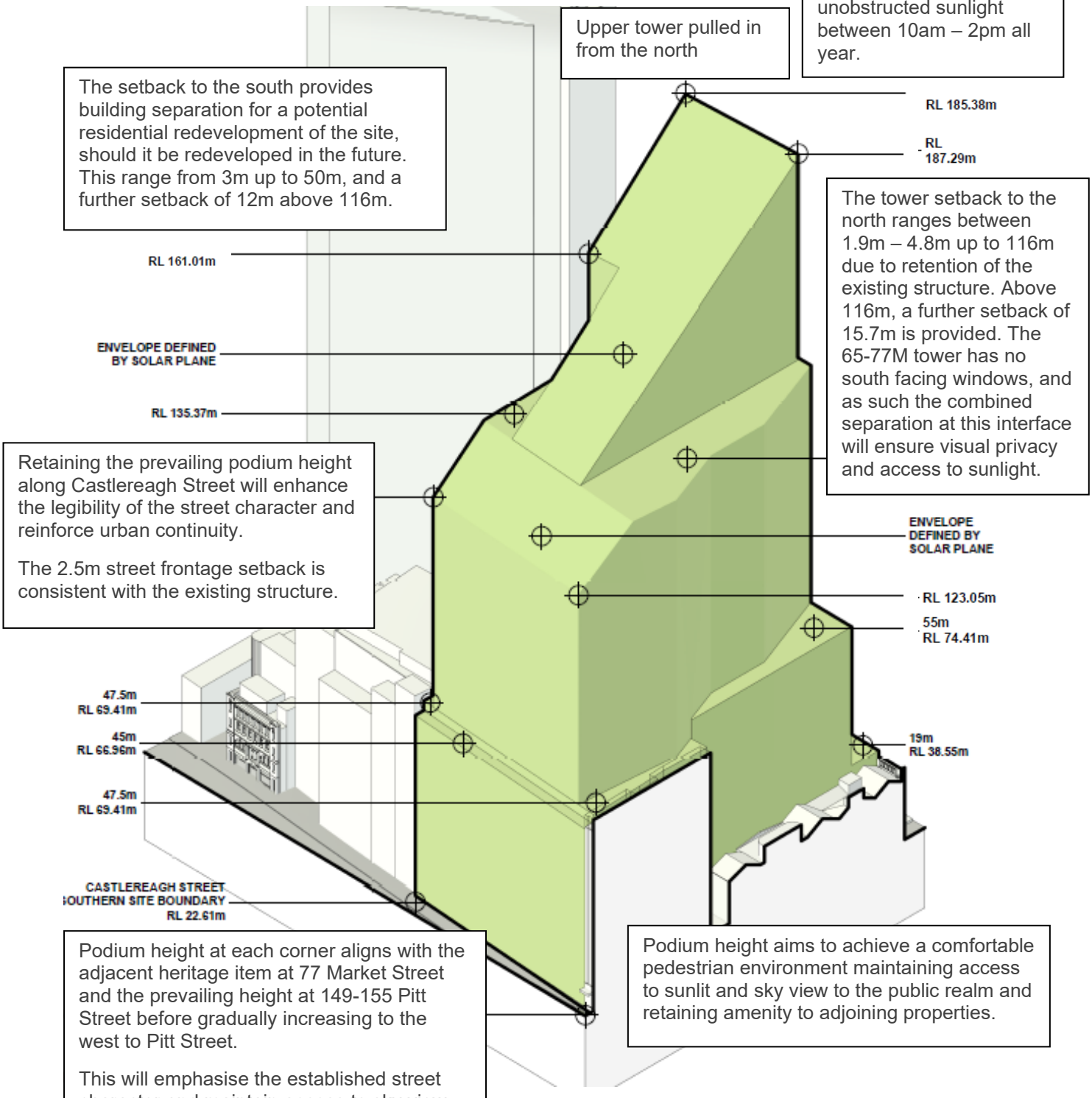
The tower setbacks result in variable side setback requirements which is reflective of the distinctive sloped building height plane and as such also results in partial non compliances against the DCP.

The Sydney DCP 2012 requires minimum street setbacks of 8m and a side and rear setback of 4m for buildings greater than 55m up to 120m, and 3.33% of the proposed total height of building for development greater than 120m up to 240m. The envelope is therefore non-compliant with these provisions and as per the podium appropriate equivalence testing has been undertaken, i.e. comparison of base case building massing to the proposed non-compliant building envelope sought via this Planning Proposal. Where equivalent or improved wind safety and daylight levels (determined by average SVF in adjacent public places is demonstrated. These assessments confirm that an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.

The key move that is different from the commercial concept reference scheme is the upper tower whereby the tower pulls back from the north to ensure increased amenity is afforded to the subject site and adjoining developments.

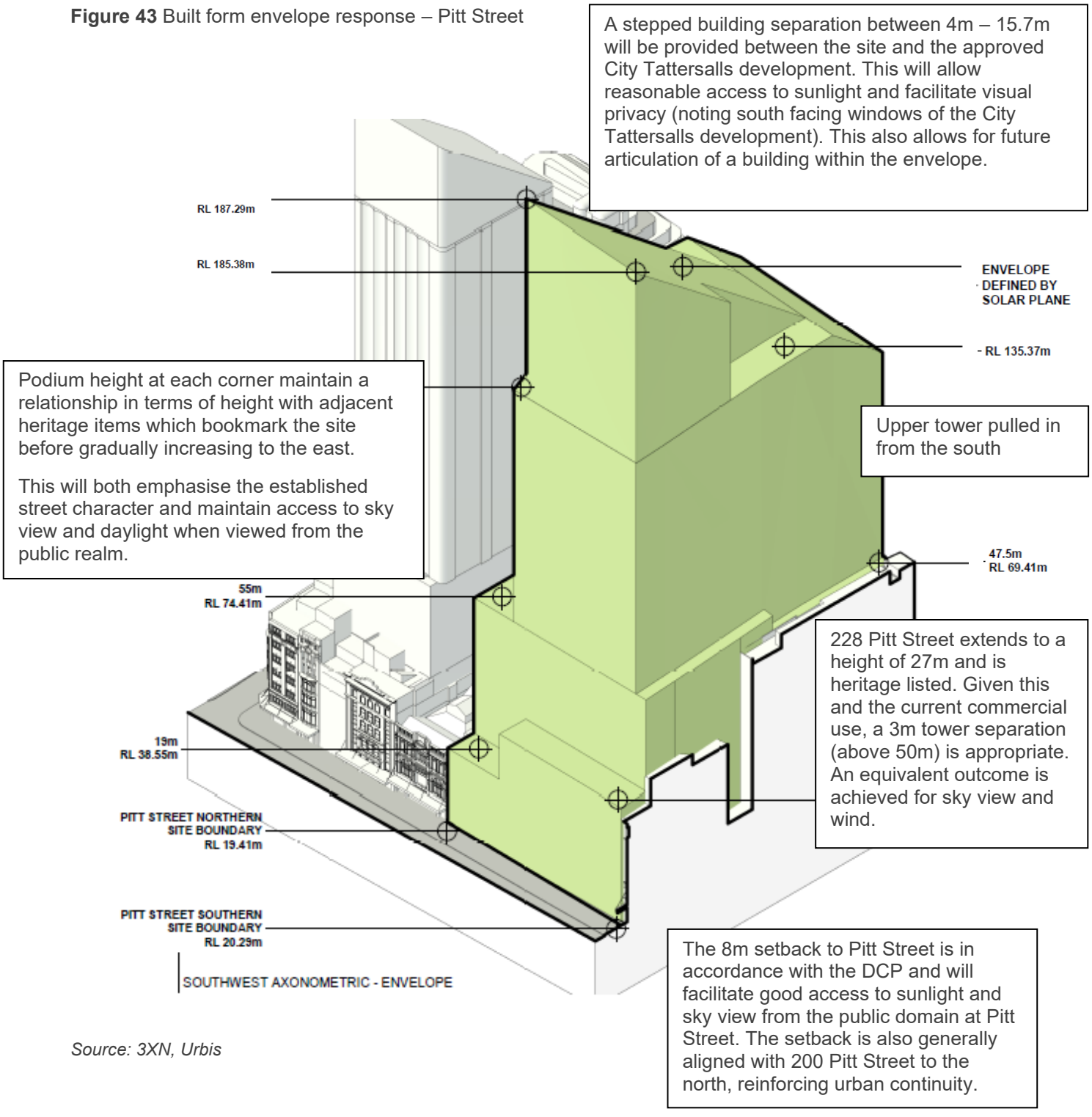
- In summary, the tower setbacks to the side boundaries are appropriate having regard to the side separation to the proposed residential developments to the north, including:
  - Respecting the future City Tattersalls Club residential interface on the north western end, through a combined 23m building separation between the towers at the lower tower and a combined 26m separation from the upper tower (residential).
  - Provision of a range of 7.9m to 10.8m combined tower separation to 77 Market Street (which has no south facing apartments) to allow for adequate daylight and outlook to both developments.
- The southern side tower setbacks are no less than 3m and is appropriate when considering:
  - The development potential of 228 Pitt Street, being a heritage item and therefore being constrained by heritage considerations as well as the site area limiting the future building height.
  - 149-155 Castlereagh Street is currently a commercial development and given the strong incentivisation of employment floor space under the Central Sydney Planning Strategy, it is likely that this future development would continue to be commercial in nature. Notwithstanding this, as per the feedback from the City, the potential future residential development is considered on this site resulting in a total 6m building separation, with an increase 12m side setback for the central portion.
  - The tower setbacks ensure there is appropriate consideration of amenity in terms of daylight, outlook, view sharing, ventilation, wind mitigation and privacy for nearby residential buildings.

Figure 42 Built form envelope response – Castlereagh Street



Source: 3XN, Urbis

Figure 43 Built form envelope response – Pitt Street



Source: 3XN, Urbis

8.3.2. Overshadowing

As discussed in **Section 5.1.2,** the eastern portion of the top of the existing building on the site breaches the Hyde Park SAP provisions. The building envelope proposed through this Planning Proposal is consistent with the Hyde Park SAP resulting in no overshadowing of Hyde Park.

8.3.3. Residential Amenity

The concept reference scheme prepared by 3XN demonstrates potential land use distribution and layout within the building envelope, which informs the proposed planning provisions. An assessment of the reference scheme against the criteria contained in the Apartment Design Guide is addressed in the urban design report submitted in the PP submission.

It is envisaged, as proposed by the concept reference scheme, that any residential land uses will be distributed in the tower form which will be from level 29 – level 39.

As discussed in the 3XN urban design report submitted in the PP package, the envelope:

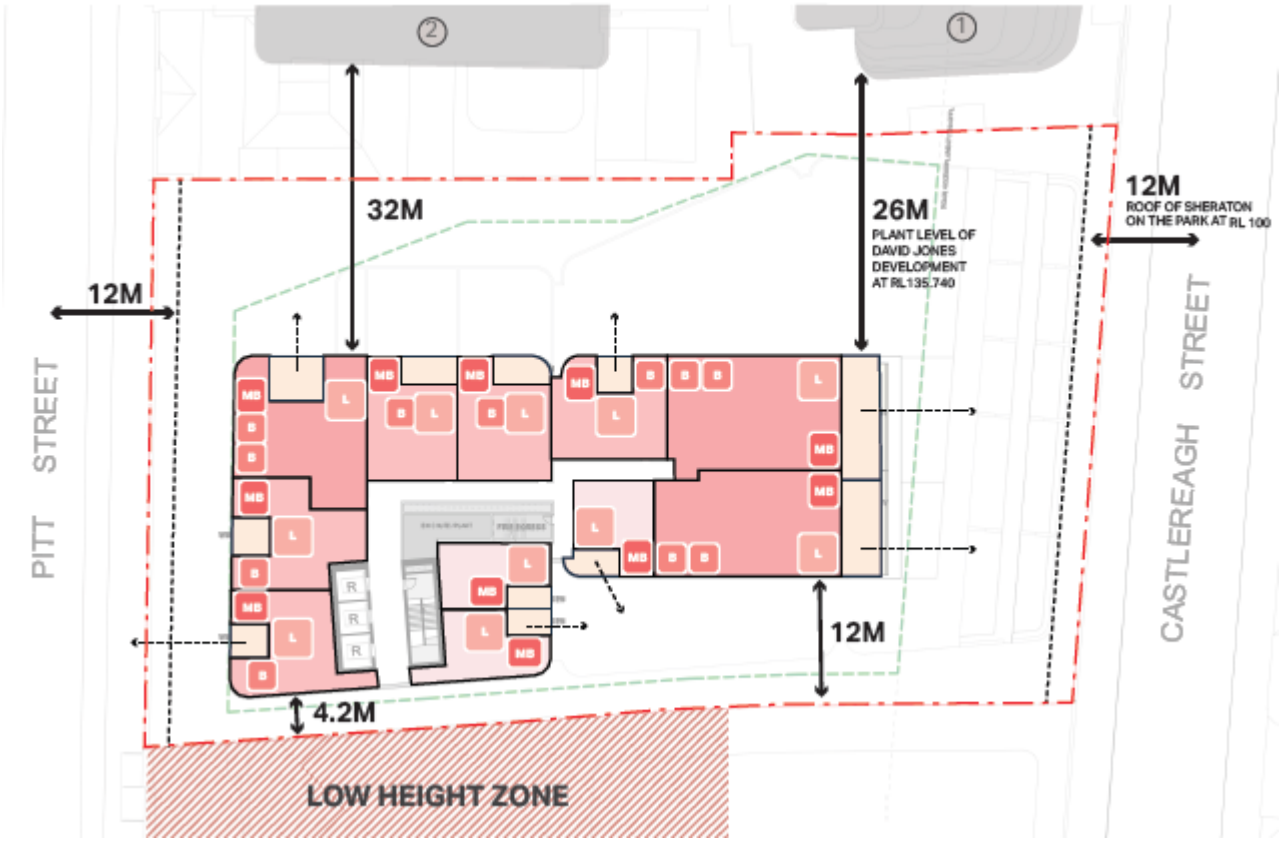
- prioritises a northern setback as a response to the neighbouring residential developments,
- provides building separation which exceeds ADG requirements, resulting in enhanced visual privacy and solar access, and
- reduces building bulk and improves sky view access through introduction of a greater setback at the top of the envelope.

A summary of compliance with key ADG design criteria is provided in **Table 17.**

Table 17 Assessment of residential amenity

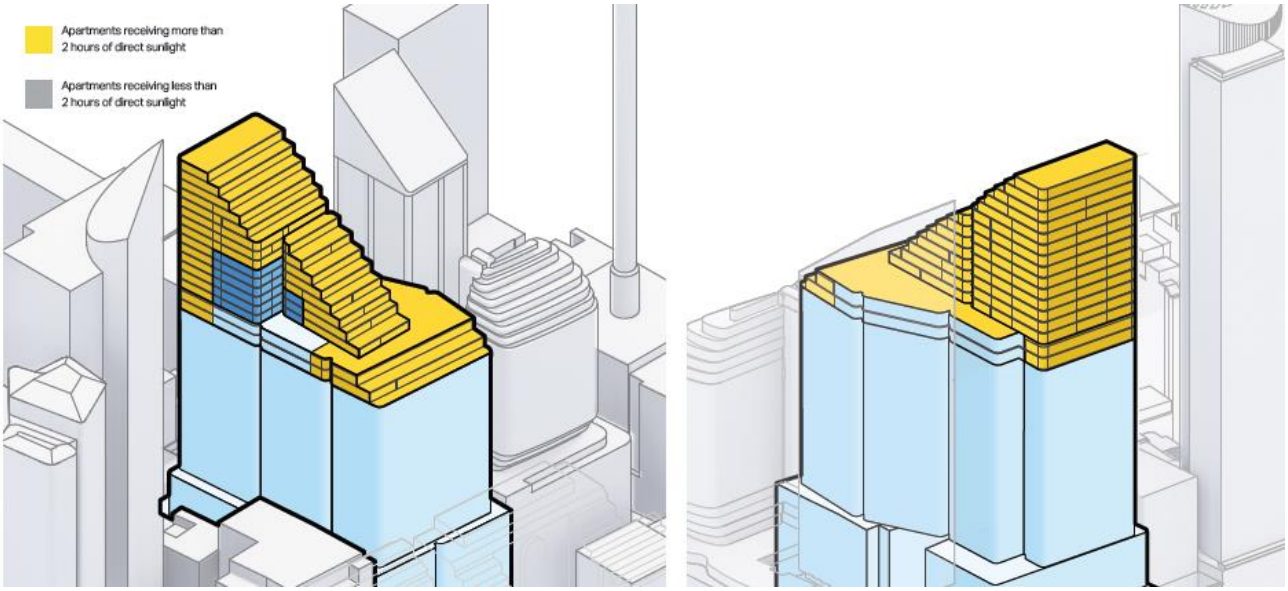
Design criteria	Concept reference scheme
2D Common Open Space: 25%	Reference design has approximately 600sqm of common open space, equivalent to 12.5% of the site area, but is also next to Hyde Park
2f Building Separation: Up to 12m: 6m – 12m, Up to 25m: 9m – 18m, Over 25m: 12m – 24m	Compliant with building separation requirement in all residential levels. Residential apartments which are only 3m from the southern site boundary will have a single orientation.
3E Deep soil: 7%	N/A – Retention of existing basement.
4A Solar Access: Living rooms and private open space of at least 70% of apartments are to receive a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid-winter. 15% no direct sunlight between 9am and 3pm at mid-winter.	85% solar access 15% no direct sunlight between 9am and 3pm at mid-winter.
4B Natural Ventilation: At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building.	N/A – Residential dwellings are provided between level 29 – level 42.
4D Apartment Size and Layout, and 4K Apartment Mix: Minimum requirements for apartment size and mix.	(a) Studio: 0 (b) 1 bedroom: 15.6% (c) 2 bedroom: 39.6% (d) 3+ bedroom: 44.8%

Figure 44 Building separation diagram



Source: 3XN

Figure 45 Solar access diagram



Source: 3XN

8.3.4. Visual Impacts

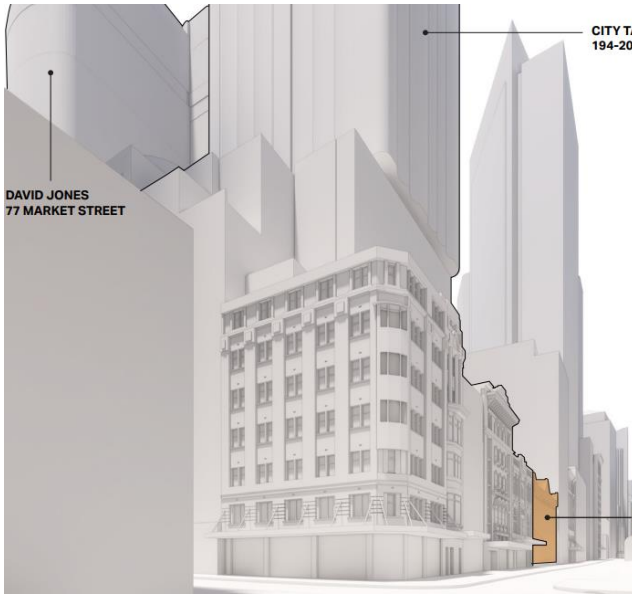
To determine the visual impact assessment of the reference scheme compared to the existing Piccadilly Complex 3XN have prepared a series of building massing diagrams scheme from key vantage points in the public domain (refer **Figure 46** and **Figure 47**).

The visual impacts of the built form are most noticeable from Pitt Street noting that the existing Piccadilly tower is located toward the east of the site at Castlereagh Street and the built form at this streetscape will be somewhat unchanged. As noted throughout this report, the building envelope is appropriately setback at this frontage to allow access to sky view and daylight at the public domain. The removal of the sky bridges will result in an improved outcome from the public domain.

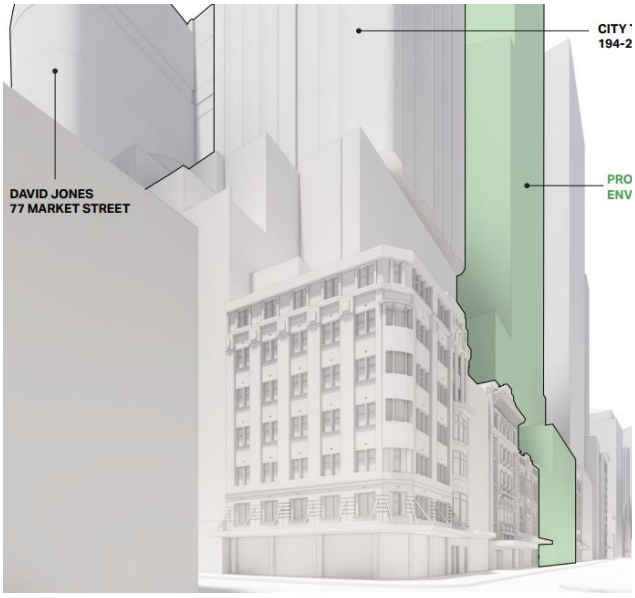
In addition, it is noted that the future surrounding development at City Tattersalls Club (194 Pitt Street) and the David Jones Building (65-77 Market Street) will conceal views of the building from the public domain at Pitt Street the corner of Pitt and Market Street.

The vantage point from Hyde Park presented in Figure 45 demonstrates that the envelope will result in a built form outcome which is in keeping with the CBD context in which it is located. As a result of the Hyde Park Sun Access Plane, the future building is purposefully visible from the public domain noting that it will be assured of achieving design excellence through a competitive design process.

Figure 46 Building massing diagrams from key vantage points



Existing view from Pitt Street south



Proposed view from Pitt Street south

Figure 47 Building massing diagrams from key vantage points



7Existing view from Hyde Park looking west

Source: 3XN



8 Proposed view from Hyde Park looking west

Source: 3XN

8.3.5. Sky View Factor Assessment

In accordance with the Section 11 of the DCP with specific reference to 'Procedure B', a SVF Report relevant to a mixed use envelope accompanies the PP prepared by BIM Consulting Pty Ltd. The purposes of the SVF report is to demonstrate an equivalent outcome is achieved with regards to varying minimum street setbacks and side and rear setbacks, building form separations and tapering provisions.

Methodology

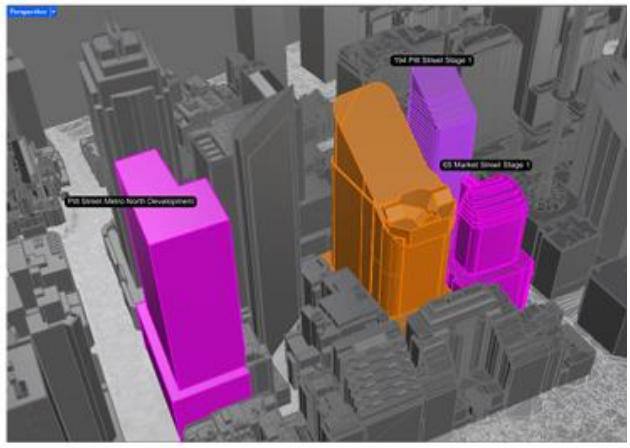
The SVF analysis was undertaken using the open-source environmental plug in 'Ladybug for Grasshopper' which adds-in to Rhinoceros 3D.

As agreed with Council in consultation workshops, the 'base case' envelope (**Figure 48**) utilised for the purposes of the comparative analysis includes a portion of the existing building on site which penetrates the solar access plane over the site related to Hyde Park, and the two sky bridges above street level.

This envelope was compared to the envelope sought via this PP which seeks variations to the built form controls in the DCP.

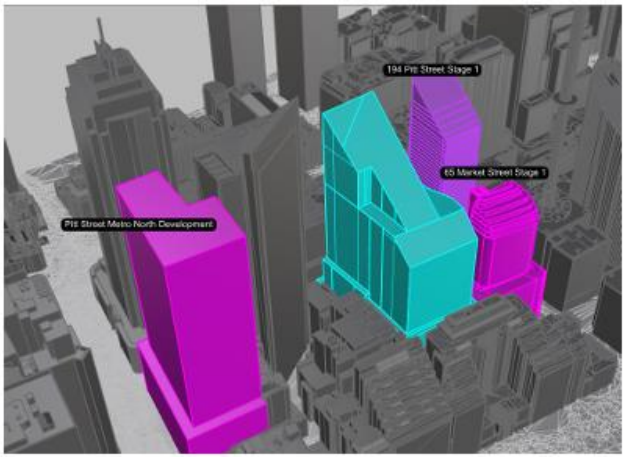
The SVF analysis undertaken extended 50 metres from the site boundary. Grid Spacing of every test point was set to 1m, and sky density (the resolution of the imagery generated by the analysis) was set to approximately 5500 hemispherical patches (vectors) per test point. The nominated grid spacing, and sky density testing criteria ensures highly accurate results and is therefore considered adequate to satisfy the related requirements.

Figure 48 Base case and proposed planning envelope



Picture 9 Base case envelope

Source: BIM Consulting Pty Ltd



Picture 10 Proposed envelope

Source: BIM Consulting Pty Ltd

Assessment

The analysis undertaken found that there will be an increase in sky visibility between the 'base case' envelope and the proposed envelope sought under this Planning Proposal.

When averaged across all test point options, the proposed envelope will result in an increase of 0.456% of sky visibility from the base case envelope of 10.99% to the proposed envelope of 11.45%.

The PP therefore satisfies the Sydney DCP 2012 Schedule 12 (4)(b) related to increase in daylight factor.

8.3.6. Wind Impact

In accordance with the Section 11 of the Sydney DCP 2012 with specific reference to 'Procedure B', a Wind Environment Report relevant to a mixed use outcome prepared by CPP accompanies the PP. The purpose of the Wind Environment Report is to demonstrate an equivalent outcome is achieved with regards to varying built form controls specified in the Sydney DCP 2012.

The report discusses the results of the wind-tunnel testing study conducted for the PP and provides an interpretive discussion on the impact of the building on the pedestrian level wind comfort and safety.

Methodology

Wind tunnel testing at a 1:400 scale model was undertaken by CPP to assess two scenarios being:

- The 'base case' envelope utilised for the purposes of the comparative analysis – referred to as 'Configuration A'.
- The proposed building envelope under this PP – referred to as 'Configuration B'.

The construction of the physical models were based on the 3D models provided by 3XN. The tunnel testing programme conducted by CPP was undertaken in accordance with relevant requirements with testing conducted for 18 wind direction locations. Weather date recorded at Sydney International Airport by the Bureau of Meteorology was utilised for the purposes of the modelling.

The results of the model were assessed against the wind comfort and safety criteria outlined in Section 5.1.9 of the Sydney DCP 2012, and the Lawson wind comfort and safety criteria.

All testing was completed without trees or landscaping to provide a conservative result for pedestrian safety.

Assessment

The results of the wind study are summarised as follows:

- The majority of wind point study locations around the site are classified as suitable for pedestrian standing type activities from a comfort perspective, with one location to the north-east on Castlereagh Street meeting the sitting classification. All locations pass the safety criteria. Overall, conditions on the ground level are acceptable for general pedestrian access/thoroughfare in all areas from a wind comfort perspective.
- In accordance with the Schedule 12 assessment requirements, the 5% exceedance comfort wind speed values in metres per second has been averaged and compared. On average, the wind speed value for the base case is 4.743m/s and the wind speed value for the proposed envelope is 4.739m/s.
- The proposed envelope is therefore an improvement on the base case and meets the 'equivalent' test under Sydney DCP 2012 Schedule 12 (4)(a) related to wind speeds.

8.3.7. Traffic and Transport Impact

A Traffic and Transport Impact Assessment relevant to a mixed use outcome and a Footpath Analysis prepared by ARUP accompanies the Planning Proposal which provides an overview of the existing site conditions, parking and loading assessment, traffic generation, road and footpath network assessment.

Car Parking

The site redevelopment to be facilitated by the PP will result in the rationalisation and improvement of car parking and access to the site resulting in enhanced environmental outcomes for Central Sydney. The key considerations in relating to the provision of car parking are outlined as follows:

Acknowledging the Existence of an Existing Public Car Park

The site currently accommodates 274 car spaces located over a 4 level basement. The car park operates as a public car park allowing for permanent and casual users. The volume of the basement area is significant and is sought to be retained and enhanced as part of the future redevelopment.

It makes practical sense to retain the car parking and utilise the basement void.

Reducing the Overall Quantum of Car Parking

The proposal seeks to reduce the overall quantum of car parking provided on the land to a maximum of 185 car spaces (a circa 32% reduction on the current supply).

Removing the 'Public Car Park' function

The proposal seeks to remove the existing casual parking arrangements in place as part of the operation as a public car park. As a result, it would have the visual and operating characteristics of a private car park, typical of any mixed-use building in the CBD.

It is proposed that car parking would be established on a "reserved basis" forming a "managed car parking" use, as opposed to a public car parking operation that supports casual parking use.

The benefit of this approach is that it reduces the available supply of public car parking, aligned with Council's long term strategy to reduce vehicle traffic in Central Sydney. It also will reduce the number of traffic movements in Central Sydney as set out further below.

Reducing the Ratio of Parking relative to Floor Space Provision

Noting that the redevelopment of the site facilitated by the PP will increase the existing GFA on site, the quantum of car parking proposed is a significant reduction of car parking when applied to the existing rate per sqm of GFA. Car parking as a proportion of the total floor area (excluding the residential component) is proposed to reduce thereby reducing car mode % for the site (i.e. from a current parking ratio of 1 space per 213sqm GFA to approximately 1 space per 822sqm GFA).

Aligning residential car parking to the LEP

The proposal retains the basement structure and accordingly has a surplus of car parking reflecting the historical use as public car park. The provision of car parking for any residential land use portion of the site will be required to be compliant with the SLEP, in the event a mixed use outcome is progressed on site.

By way of a summary, the concept reference scheme shows the breakdown of car parking as per the current LEP provisions:

Land use	Monday – Sunday allocation (spaces)
Residential	75
Retail / commercial	110
TOTAL	185

Loading and Servicing

The site currently provides two single lane vehicular access ramps from Castlereagh Street. The maximum vehicle height clearance of the entries is 3.2m. Only light vehicles (B99 cars, vans, utes) and Small Rigid Vehicles (SRVs) can currently access the loading dock.

The reference scheme seeks to consolidate and retain use of the southern ramp access. The retention of the existing ramps resultingly limits loading dock access to light vehicles (cars, vans, utes) and SRVs. However as residential land use is proposed in this reference scheme, Council's MRV sized waste truck has been accommodated on site, including through the use of a turntable at Level S. Below this loading dock level, the height is restricted 2.4m and as such would not accommodate either an SRV or an MRV. Further design work will occur during the design competition and development application stage to improve the efficiency and functionality of the basement and loading function.

The Sydney DCP 2012 requires the provision of a minimum of 24 loading bays. However, ARUP have assessed alternative service and loading requirements and identify:

- Based upon surveys in the CBD of commercial buildings, ARUP estimate the development will require at least 15 loading bays.
- Based upon the TfNSW Urban Freight Forecasting Model (UFFM), the development will require 19 loading bays. The UFFM estimates daily profiles of the vehicle demand that a building is likely to generate, and the optimum quantum of loading bays to achieve 95% efficacy (i.e. at least 95% of arriving vehicles are accommodated throughout the day). The UFFM models a managed dock operation, which leads to higher utilisation of fewer loading bays.
- The reference scheme proposes loading at basement level 1, level S and the ground floor, and provides:

- 11 van bays,
- 6 SRV bays, and
- 1 MRV loading bay.

ARUP consider this is suitable at this stage and note the future DA will be designed to meet the required loading and servicing bays as suggested by TfNSW's UFFM calculation.

A Loading Dock Management Plan will be prepared prior to future occupation of the building to further manage use of the loading dock.

Traffic Generation and Access Arrangements

The site redevelopment facilitated by the PP will have a minimal impact on traffic generation and enhance site access and egress.

These outcomes will be achieved as follows:

- The development will have a reduction of 49 vehicle trips during the PM peak period compared to existing conditions and would generate an additional 21 vehicle trips per hour over existing conditions during AM peak period. The volumes during the AM peak period would equate to an additional vehicle trip being generated every minute compared to the existing condition and is considered to result in minimal impacts on the surrounding road network. In summary, the traffic impacts for the development are considered negligible.
- The existing southern ramp will be upgraded to serve as a single-lane, bi-directional, access controlled ramp for all vehicle access. An integrated off-street waiting bay is proposed at the entrance on Castlereagh Street. The proposal includes the removal the parallel vehicle ramp along Castlereagh Street, improving the public domain. The proposed access arrangements are appropriate to cater for the estimated level of traffic generation.
- The operation of the Castlereagh Street access will allow a mixture of 2-way access to the car parking and loading bays, with 1-way access at the entrance/exit point. To reduce the likelihood of queuing on Castlereagh Street, and to prioritise footpath space for walking and cycling, a waiting bay is provided for outbound traffic.
- The through-site link in the reference design provides an improved linkage between Pitt Street and Castlereagh Street that will provide a legitimate link for pedestrians who want to travel east west. This has the potential to take pedestrian traffic off the surrounding footpath network.

8.3.8. Acoustic Impact Assessment

An Acoustic Impact Assessment relevant to a mixed use outcome accompanies the Planning Proposal which provides a high level acoustic assessment proposed land uses and built form elements. Noting that no built form components are proposed, a qualitative assessment is provided to confirm that the future building is capable of achieving relevant acoustic criteria.

Existing Acoustic Environment

The primary environmental acoustic factors with the potential to influence the development are:

- Existing road traffic noise from Pitt Street, Castlereagh Street, and to a lesser extent, Market Street and Park Street.
- Potential ground borne noise and vibration from operation of the future Stage 2 Sydney Metro City & Southwest.
- Potential building services and entertainment noise from future mixed-use development located 65-77 Market Street and 194-204 Pitt Street (City Tattersalls Club).

Long term noise monitoring was undertaken from 29 June to 5 July 2020 on level 3 of the existing Piccadilly Complex toward Pitt Street. In addition, long term noise monitoring results have been obtained from separate noise and vibration assessments for City Tattersalls development (2019) and David Jones development (2019).

Observations on site and further analysis of the measurement data indicate that noise levels at the ARUP monitoring location are influenced by existing plant associated with the Piccadilly Complex and therefore

future noise levels may be lower than measured post development. The ultimate noise impacts will, however, depend on future plant noise from the adjacent development sites and the future Piccadilly Complex.

Acoustic Impact

Noise emissions generated from the site during the operational stage of the development would not be anticipated to impact on surrounding land uses. The following section provides a high-level assessment of the anticipated acoustic impacts associated with the future development.

Residential Dwellings

Section 2.120 of the T&I SEPP outlines acoustic requirements and considerations for residential development and place of public worship adjacent to road corridors.

In addition to the T&I SEPP, ARUP note additional considerations for residential development are outlined in:

- Housing SEPP and Apartment Design Guide
- Section 4.2.3.9 and Section 4.2.3.11 of the Sydney DCP 2012
- Draft Alternative natural ventilation of apartments in noisy environments (2018)

Considerations of maintaining natural ventilation to apartments whilst protecting the internal acoustic amenity of the dwellings will be further addressed at the detailed DA stage.

ARUP note that as the residential uses in the upper tower level, these are sufficiently removed from the Sydney Metro rail tunnels and as not anticipated to be impacted by vibration or noise from Sydney Metro.

Pedestrian Link

While the PP does not seek consent for specific uses within the northerly aligned pedestrian link, a preliminary assessment has been carried out by ARUP to evaluate potential implications upon nearby noise sensitive developments, including the future residential development approved for 77 Market Street and 194 Pitt Street. Given the desire to create a ‘destination’, the reference scheme incorporates retail tenancies along the through site link, as well as an open void that will be open to the sky to provide natural ventilation and daylight. As such, it is anticipated that there may be desire for activity or events that may be of a higher intensity than a passive pedestrian link.

It is noted that future noise sensitive residential development to the north are required to achieve specific internal noise levels, which would be based on the existing ambient noise environment. Noise modelling has been carried out for the conceptual reference design, with a primary focus on noise propagation via the central void to the future development to the north. Noise modelling is based upon a uniform source of noise along the length of the through site link.

The noise modelling undertaken has concluded that the through site link and use of this space for low to medium type activation uses can achieve relevant acoustic criteria. A further detailed acoustic assessment of the impacts associated with the pedestrian link will be undertaken to accompany the future detailed DA.

Building Services

The primary operational noise associated with the reference scheme is expected to be building services equipment. ARUP recommend that appropriate selection of low noise equipment and standard noise control methods such as attenuators to mitigate acoustic impacts of mechanical services equipment. This will be further addresses at the detailed DA stage.

Road Traffic Generation

As outlined in the ARUP Traffic Report, the reference scheme will result in a reduction in vehicle trips in the PM peak period and a minor increase in volumes in the AM peak period. The indicative redevelopment in accordance with the proposed planning provisions is therefore not anticipated to result in an increase in road traffic noise to the surrounding receivers.

Construction Noise and Vibration

Assessment of construction noise and vibration assessment will be further detailed at the detailed DA stage. This will include detailed assessment of potential vibration impacts associated with any excavation required.

Conclusion

The future building on the site is capable of achieving relevant acoustic policies and standards. Further detailed acoustic and vibration studies will accompany the detailed DA stage to inform the building design, confirm that the future building can meet relevant acoustic criteria, and recommend more specific mitigation and management strategies.

8.4. OTHER RELEVANT MATTERS COMMON TO ALL SCHEMES

The following section covers commentary applicable to both proposed development outcomes and covers matters that are more land based in their assessment such as geotechnical, flooding, rail impact and the like.

8.4.1. Pedestrian Safety and Comfort Levels

The site redevelopment facilitated by the PP will improve pedestrian safety and access. The methodology of the Pedestrian Report to assess this is as follows:

- The pedestrian footpath analysis has been prepared in accordance with the requirements set by the Council Guidelines for Site Specific Planning Proposals which require that a Pedestrian Comfort Level (PCL) assessment be prepared in accordance with the Transport for London (TfL) pedestrian comfort guidance document.
- TfL's PCL tool requires that pedestrian activity and movement on footpaths and formal crossings be assessed under existing conditions. No mention is made of assessment of future year scenarios. The approach taken in the analysis considers the uplift demand generated by the building upon completion and qualitatively compares it to the available and potential footpath widths.
- Footpaths assessed are highlighted in pink in **Figure 49.**

Figure 49 Pedestrian footpaths analysed



Source: ARUP

- Observations of footpath infrastructure analysed in the study area was undertaken on 29 June 2020 and included a review of footpath widths and obstructions. As the assessment was undertaken during the COVID-19 pandemic, ARUP have also analysed recent development applications in the vicinity of the site including City Tattersalls DA, David Jones DA, Chatswood to Sydenham EIS (May 2016), and the

Gadigal Station interchange access plan (2024). In addition, a site visit was undertaken on 24 September 2024.

- The pedestrian performance was assessed under a 'base case' and future development scenario where pedestrian counts were available. Where these were not available, the AM peak development scenario and a qualitative assessment of the existing footpath's ability to support future increase in demand was assessed.
- An assessment of estimate footpath volumes is also informed by a range of assumptions, Journey to Work data, Opal data.

Key findings of the assessment can be summarised as follows:

- All the six footpaths within the study area already have effective widths less than the required widths under the NSW Walking Space Guide (WSG) requirements, and all assessed footpaths evaluated on existing conditions, without the development, fail to meet a WSG LoS of C, which is the minimum target criterion. An intervention would be needed to be provided to increase the footpath widths (i.e. without the development).
- When considering the pedestrian volumes post-development, all footpaths have small increases in demand (i.e. in PPMM) that are considered to be negligible. There is an increase of between 0.5 PPMM to 5.5 PPMM estimated.
- The pedestrian volumes generated by the development examined in isolation will have negligible additional effective walking space width demands compared to total available widths of the more critical footpaths assessed.
- The existing driveway on Castlereagh Street that provides access to the basement car park currently has a major impact on the quality of the pedestrian experience along the footpath. The proposed reference design for vehicular access is therefore a substantial improvement in terms of pedestrian experience and continuity of shoreline for people with disabilities.
- The existing through site link includes horizontal shifts as well as level changes and is not an attractive or intuitive option for thoroughfare movements. The proposed development includes a substantially improved through-site link which is wider, has unobstructed views and has gentle ramps connecting Pitt Street and Castlereagh Street. It will provide a legitimate link for pedestrians who want to travel east west.

8.4.2. Ecologically Sustainable Development

Sustainable Design Strategy Reports (one considering a commercial scheme and the other a mixed use scheme) prepared by ARUP accompanies the Planning Proposal which outlines the sustainable design framework which will be utilised to guide the future development of the site.

- A range of measures are recommended in the report to assist in achieving sustainability targets which will be further detailed in the future DA. These measures include selection of energy efficient lighting and fixtures, rainwater capture and reuse, potential for the site to be fully electric, and exploring carbon offset opportunities.

8.4.3. Flood Impacts

Preliminary flood impact assessments (one considering a commercial scheme and the other a mixed use scheme) prepared by ARUP accompanies the PP. The assessment provides a high-level desktop review of the flooding risks and constraints of the site to confirm that the future development is capable of achieving relevant flooding criteria.

Existing Flooding Environment

ARUP have reviewed the City Area Catchment Flood Study prepared by BMT WBM in October 2014 and the City Area Catchment Floodplain Risk Management Plan both prepared for the Council. These studies confirm that the site is subject to the following flooding risks:

- The site is positioned near the top of the City North stormwater catchment. The critical duration is 25 minutes and 15 minutes for the 100-year Average Recurrence Interval (ARI) and the Probable Maximum Flood (PMF) event respectively in the vicinity of the site.

- During the 100-year ARI event, the peak flood depths are up to 0.17 m within Castlereagh Street, and 0.15 m on Pitt Street.
- For the PMF peak flood depths are up to 0.30 m in Castlereagh Street and 0.40 m in Pitt Street up to 0.1m.

Assessment and Recommendations

The ARUP reports outline the flood planning level requirements for the site based upon the Interim Floodplain Management Policy. In summary:

- All residential development, if proposed, is located above ground and complies with the FMP.
- The governing flood planning levels (FPL) is the 1% AEP + 0.5 m at all of the locations on the ground level. Due to the retention and reuse of the vehicular access points and existing structure, there will be challenges associated with achieving this FPL. A design review by 3XN identifies this will have adverse implications on:
  - Street level activation;
  - Disability Discrimination Act (DDA) compliance; and
  - Vehicle clearance requirements to basement level carpark ramp.
- As such, ARUP have assessed alternative FPL for the ground floor retail and vehicular access. ARUP consider adoption of the PMF level as the applicable FPL (as opposed to 1% AEP + 0.5 m) is relatively low risk at the site as:
  - The site is located near the top of catchment;
  - The site is located away from any significant trapped sag locations, so the potential for flooding within the development resulting from any significant blockage of the drainage network is low; and
  - The sensitivity of peak flood levels at the site to changes in the hydrological assumptions is low, as evidenced by the relatively small differences in the PMF and 1% AEP peak flood levels (less than 0.25m at all reference locations).
- Compliance with the alternate FPL will achieve flood immunity to the maximum PMF without use of flood gates or barriers.

Assessment of FPL will be undertaken further at the future DA stage.

As Piccadilly development (i.e. excluding any public domain works) is contained to within the existing building envelope and will not result in increased runoff compared to existing conditions, it is not anticipated the proposed development will result in any changes to flood affectation within the wider catchment area.

8.4.4. Geotechnical Impacts

A geotechnical desktop analysis prepared by Douglas Partners accompanies the Planning Proposal**.** The report details the existing geotechnical conditions below the site, groundwater and vibration, and details initial recommended design parameters for foundations and shoring walls for the future detailed DA.

The existing ground conditions below the site are characterised by Triassic Age Hawkesbury Sandstone. A geological feature known as the Martin Place Joint Swarm passes through the site. The joint swarm zone comprises closely spaced steeply dipping joints in otherwise medium to high strength rock. Excavating vertical faces in this material may require a retention system or rock bolting to secure any potentially unstable rock wedges.

The groundwater level is expected to be lower than the bulk excavation level due to adjoining basement developments lowering the groundwater level. An existing Telstra runs along Pitt Street adjacent to the site.

Excavation would be required to approximately RL14m in the south western portion of the site below the existing Piccadilly Court Building to facilitate expansion of the basement extent to accommodate the re-positioned carpark access ramp and tower core.

Noting that the final details of excavation and the built form are not known at this stage, the geotechnical investigation details recommended measures to mitigate impacts during excavation required for the basement.

Douglas Partners have recommended that the following geotechnical work be undertaken to inform the detailed DA for the future redevelopment of the site:

- Geotechnical investigation of the site including:
  - Including on-site boreholes and in situ testing to develop a geological model and establish the likely in situ stress conditions and for foundation design
  - Test pits to investigate building footings and foundation conditions adjacent to the proposed excavation beneath the Piccadilly Court Basement
  - Inspection slots in existing basement walls to investigate the ground profile for shoring design.
- Numerical modelling to predict ground movements in relation to the Sydney Metro tunnels and the Telstra tunnel/services along Pitt Street. It is likely that three-dimensional modelling will be required.
  - Geotechnical input into the engineering impact assessment report.
  - Geotechnical input into the risk assessment report.
  - Dilapidation survey of tunnels (subject to Sydney Metro access).

8.4.5. Rail Tunnel Impact

Rail impact reports (one considering a commercial scheme and the other a mixed use scheme) prepared by ARUP accompanies the Planning Proposal. The following section details the location of the Metro tunnels below the site and provides an assessment of the impacts associated with the excavation proposed within the south-western corner of the site below the existing Piccadilly Court Building to regulate the site basement levels.

Existing Conditions

The majority of the existing basement extent reaches approximately 15m below ground comprising 5 basement levels, except for below the Piccadilly Court building which comprises only one basement level at approximately 4m below ground level.

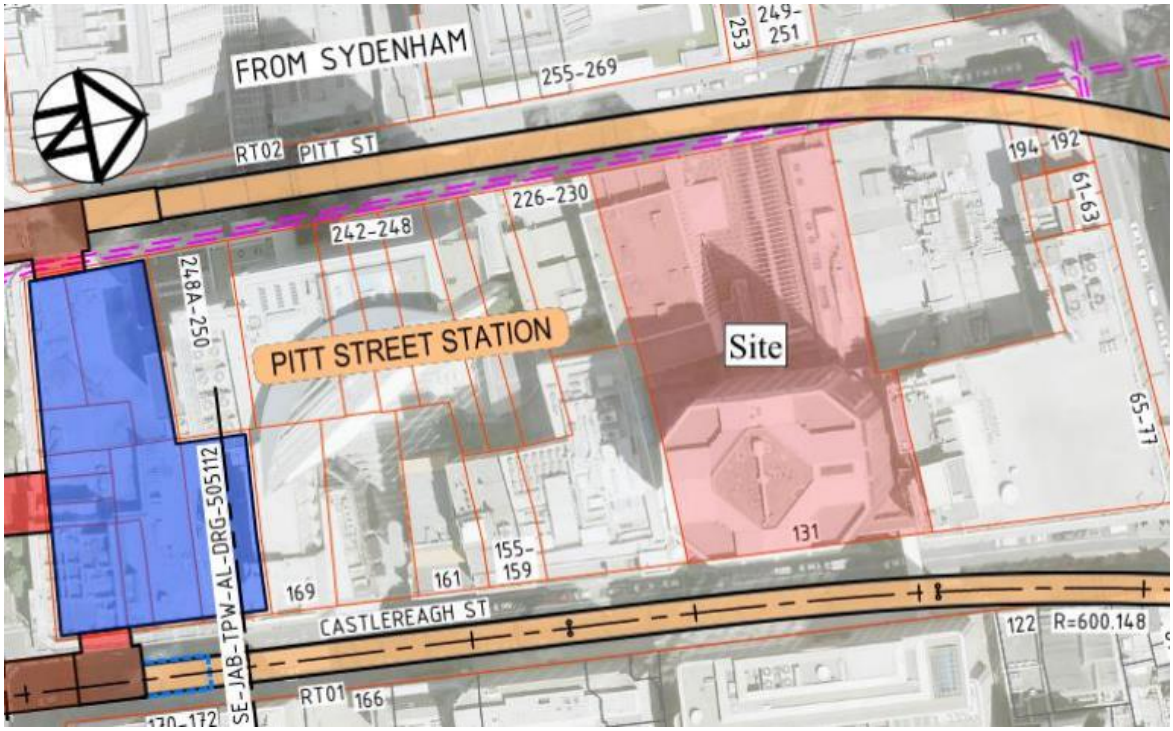
The existing basement construction at the excavated faces comprise concrete columns built in front of but not generally in contact with the cut face.

The concrete shoring wall is typically propped by the level ground floor and the level B1 floor. Along the Castlereagh Street boundary, the vehicle entry ramp partially extends beyond the site boundary. The ramp is on fill and the wall stem supporting Castlereagh Street cantilevers from the ramp base.

The site is bounded by both tunnels of the Sydney Metro – City & Southwest metro line to the east and the west, with tunnels running underneath Castlereagh and Pitt Street respectively. The newly constructed Gadigal station is located to the south of the site on the same block. The proximity to the tunnels is illustrated in **Figure 50.** The tunnels interact with the site at:

- The centres of the metro tunnels run at ~RL 2.7m towards the south ends of the site, diving down to RL 0.5m at the north of the site.
- The tunnels are roughly aligned with the lowest existing basement level (B5 at RL 3.6m).
- The tunnel bends towards the east causing the first reserve to overlap with the existing excavation at the northwestern boundary corner. The tunnel approaches within 1.5m from the western site boundary at its closest.
- On the east, the proposed development remains clear of the first reserve in plan with the tunnel at least 8.5m from the eastern site boundary.

Figure 50 Sydney Metro Tunnel Corridor Extent



Source: ARUP

Assessment

ARUP consider the proposed reference schemes and provide a high-level assessment of the impact on rail tunnels. In summary, ARUP note:

- There is no additional excavation proposed along the existing site boundaries or adjacent the rail tunnels.
- A new excavation is required to reach the base of the satellite core raft and column pad footings (at roughly RL 13.5m from existing RL 16.8m). The raft sits inboard of the southern and western boundaries and a buffer from the excavation will be kept to the neighbouring 226-230 Pitt Street Banking House and Pitt St avoiding any new retention. The satellite core raft and new footings will sit within the second reserve.
- A local excavation within the satellite core raft is required for two lift shafts to reach down to basement level 4 (RL 6.2m) providing lift access to the residential parking levels. The rock is expected to be of sufficient strength to not require additional retention. This will be located outside of the first reserve of both Metro tunnels however will encroach into the second reserves.
- The existing foundations are expected to undergo a cycle of unloading during demolition followed by reloading with increased loads under gravity to accommodate the new development.
- Overall, the new core excavation is minimal and well above the western Sydney Metro tunnel with no significant stress relief expected.
- The extent of new core excavation has been located inside the site boundaries to Pitt St and the heritage building at 226-230 Pitt St on the southern boundary.
- Existing retention along the site boundaries is to be retained without any additional retention proposed. The existing retention and excavation do not impact the performance of the Sydney Metro tunnels.
- The proposed foundation works will not encroach into the 1st and 2nd reserve of the Eastern Suburbs railway line.

Overall, the reference schemes have been designed such that any new excavations, foundations or retention structures are outside of the first reserves of the Sydney Metro Tunnels. Based on a preliminary empirical analysis, the impact of the structure will achieve a total of less than 10mm movement in the adjacent metro

rail infrastructure, which is to be expected given there are no new major excavations near the depth of the tunnels.

If required, a three-dimensional geotechnical analysis model of the rock substratum can be prepared at a future DA stage to assess the impact of the development on the metro rail tunnels.

8.4.6. Utility Services Assessment

Utility services assessments (one considering a commercial scheme and the other a mixed use scheme) prepared by ARUP accompanies the PP which provides a review of the availability, capacity and location of utility services infrastructure in the vicinity of the site. The report confirms that existing utility services can be augmented to meet the increased demand generated by the proposal.

Table 18 details the existing utility services infrastructure availability and augmentation required to accommodate the proposal.

Table 18 Utility services upgrade

Service	Existing supply	Augmentation required
Electricity	▪ Ausgrid connection ▪ 11kV and 400V cables including a substation	▪ Estimated demand approximately 13kVA ▪ Three substations required to Ausgrid standards
Communications	▪ A range of communication services including Telstra, Optus, NBN, TPG, Vocus, Uecomm, Verizon, AARNet, Nextgen, FibreconX.	▪ Augmentation required will depend on future tenant services requirements. ▪ The future development will require lead in cable routs for multiple service provides. This includes conduit provides to allow for servicing from multiple services providers.
Potable Water	▪ Sydney Water mains are available along Pitt Street and Castlereagh Street.	▪ It is anticipated that a new connection will be required to meet increased water demand. ▪ Two options to be taken forward to Sydney Water including access from Castlereagh Street or Pitt Street are detailed in the utility report which will be finalised at the detailed DA stage.
Sewer Service	▪ A Sydney Water 225VC Sewer main runs south to north along both Castlereagh Street and Pitt Street.	▪ It is anticipated that a new connection will be required to meet increased demand. ▪ Three options to be taken forward to Sydney Water are detailed in the utility report which will be finalised at the detailed DA stage.
Stormwater Drainage	▪ Existing stormwater drainage services are available along Pitt and Castlereagh Streets	▪ Stormwater is to be discharged to existing infrastructure.

Service	Existing supply	Augmentation required
		▪ 75 cubic metres of On-Site-Detention will be required to be further detailed at the detailed DA stage.

8.4.7. Heritage Impact

A Heritage Impact Statement (**HIS**), considering both potential development schemes, prepared by Urbis accompanies the PP. The HIS provides an assessment of the potential heritage impact of PP on the heritage listed items located in the vicinity of the subject site.

Methodology

The HIS has been prepared in accordance with the NSW Heritage Division guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

Assessment

The HIS concludes that the building envelope sought through this Planning Proposal is acceptable from a heritage perspective noting the following:

- The PP does not seek an amendment to Schedule 5 of the LEP. Therefore, all listed items identified in this report will continue to be protected by the provisions relevant to heritage set out in the LEP and DCP.
- The site does not meet the Heritage NSW criteria for assessing local heritage significance under any criterion.
- The subject property is located within the vicinity of a number of local and state heritage listed items. There are no physical works proposed at this stage, and no physical intervention to any heritage items in the vicinity.
- The proposed development envelope is located on a city block that contains existing substantial high rise development as well as low scale historic buildings. Sydney's Central Business District is characterised by situations where high rise towers are located adjacent to smaller historic buildings. These relationships, when handled appropriately, contribute to the diversity of the townscape.
- There is no proposed change to the maximum allowable height of building as part of this Planning Proposal. Therefore, there would be no impact on solar access to State listed Hyde Park or the enjoyment of the place as a result of the PP in comparison to the type of development currently allowable under the LEP – rather the PP will enable an improved outcome for Hyde Park through the removal of the existing Sun Access Plan breach.
- The additional FSR facilitated by this PP will primarily allow for the utilisation of the entire depth of the site for new mass (subject to future DA) up to the maximum height allowance as facilitated by the proposed envelope. The proposed increased density through the centre of the site would not be visually dominant when viewed from the public domain having regard for existing site constraints which limit views to the centre of the site.
- The proposed increase in density is in line with an uplift in density in the area and on the western side of Hyde Park generally, including the City Tattersalls, David Jones and Pitt Street North OSD developments which are located in the same city block.
- As the site does not meet the threshold of significance required for local heritage listing under any criterion, none of the elements comprised within the site are required to be retained from a heritage perspective.
- The heritage items in the vicinity will continue to be appreciated as historic structures of individual composition and street presence, surrounded by substantial high-rise development as is the current urban environment.

- Vicinity heritage items will continue to be read in their existing urban context and will continue to be able to be interpreted. Existing significant views towards heritage items in the vicinity will not be adversely affected by this Planning Proposal.
- The envelopes and reference schemes however already demonstrate an appropriate podium which relates to the establish street wall height in this part of the city and has a relationship with the scale of the heritage item adjacent (north).

In order to ensure that potential heritage impacts of the future redevelopment of the site on vicinity heritage items are avoided or mitigated, the HIS includes the following heritage principles:

- The articulation and fenestration of the podium form of the future building should respond to and complement the adjoining heritage items, in particular the City Tattersall's Club buildings and former Banking House on Pitt Street and the David Jones Market Street building at the corner of Market and Castlereagh Street.
- The future subject site podium form should provide a considered transition between the smaller scale City Tattersalls Club heritage to the north and the grand proportions of the former Banking House heritage item to the immediate south at 226-230 Pitt Street. A considered response should include reference to the varying floor to ceiling heights of the booked-ending heritage items, along with dominant vertical and horizontal detailing inherent in the traditional architecture of these buildings.
- Future development should adopt materiality and texture that adds a richness to the character of the Pitt Street and Castlereagh Street streetscapes. Materiality should not seek to replicate traditional detail, but provide a contemporary response to the immediate context while adding a new layer of design excellence to the CBD.

8.4.8. Waste Management

Preliminary operational waste management plans (one considering a commercial scheme and the other a mixed use scheme) prepared by Foresight Environmental accompanies the PP**.** The reports identify principles for waste management for the future redevelopment of the site.

The reports confirm that the future redevelopment of the site can adequately accommodate the indicative required equipment for the effective management of waste that it would generate. Further detailed design will accompany the future DA for the redevelopment of the site which will ensure that the spatial design requirements of the waste management area can be accommodated.

9. THE PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with section 3.33 of the EP&A Act and the DPHI LEP Guideline. Accordingly, the proposal is discussed in the following parts:

- Objectives and intended outcomes.
- Explanation of provisions.
- Justification of strategic and site-specific merit.
- Maps.
- Community consultation.
- Project timeline.

Discussion for each of the above parts is outlined in the following sections.

9.1. PART 1: OBJECTIVES AND INTENDED OUTCOMES

The intended outcome of this Planning Proposal is to amend the LEP in order to facilitate the redevelopment of the site with the potential to compromise a range of uses including commercial office, retail, place of public worship and residential land uses.

The intended outcomes of the requested amendments include:

- To satisfy State Government objectives to increase mixed-use floor space in Central Sydney and ensure the diversity and resilience of the Central Sydney market.
- Align with the City Plan 2041: Local Strategic Planning Statement to facilitate additional floor space capacity in Central Sydney while also delivering improved public domain outcomes.
- To deliver significant public domain improvements including a through site link between Pitt and Castlereagh Streets and enhanced pedestrian amenity and activation at the ground plane.
- To rectify the existing SAP breach to ensure that Hyde Park achieves unobstructed sunlight access between 10am and 2pm all year.
- To deliver a major regeneration project that will deliver an exemplary sustainability outcome and reinforce the Sydney CBD's global status as a leader in ESD policy and implementation.
- To improve the current public domain outcome along Castlereagh Street through removal of the existing parallel basement parking ramp which disrupts the footpath
- To remove the sky bridges over Pitt and Castlereagh Street which result in a poor public domain outcome.
- Clarify the existing car parking arrangements.
- Ultimately, this will enable the achievement of a range of both State and local strategic planning objectives, whilst ensuring a site-specific and sensitive response as informed by the surrounding land use and built form character.

9.2. PART 2: EXPLANATION OF THE PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be achieved by implementing a site-specific provision into Part 6, Division 5 of the Sydney LEP 2012 which will allow a maximum allowable FSR on the site of 19.67:1 which can achieve an FSR of 21.85:1 if a competitive design process has been held and the building demonstrates design excellence through a 10% FSR bonus.

An amendment is also proposed to Schedule 6C of the Sydney LEP 2012, which reflects the current adopted Affordable Housing Program rate of 13% which is applied to residential uplift floor space where this is achieved via a Planning Proposal.

The drafting of Schedule 6C:

- Is intended to apply to residential floor space only and limited to the 'uplift' residential floorspace achieved through the planning proposal.
- It is not intended to apply to commercial GFA which would be levied under the provisions of Clause 7.13 of the SLEP 2012 in the usual way.
- The calculation of 'uplift' floor space has been proposed in pre-consultation with the City of Sydney and applies a methodology, based on 'gross floor area' of:
    - Defining the existing eligible maximum floor space of the Mixed Use Scheme under the SLEP2012.
    - Determining the difference between the proposed total GFA of the Mixed Use Scheme and the maximum eligible FSR.
    - Proportioning the floor space as per the Mixed Use Scheme (i.e. 85% commercial/non-residential and 15% residential).
    - Multiplying the total uplift GFA sought under the Planning Proposal by 15% to determine the residential floor space uplift.
    - Based on this approach, 40.4% of all residential floor space would be deemed 'uplift' floorspace and therefore subject to the rate of 13% under Schedule 6C, with the remainder subject to the normal contribution of 3% under clause 7.13 of the SLEP2012.

While complex, the proposed methodology recognises that residential floor space is already permitted within the zone and therefore, it is the exercise of appropriately proportioning the floorspace uplift as it is to be applied to residential GFA which is the key calculation.

In respect to car parking provision, this is addressed by including an objective to reduce the existing car parking provision on site (currently 270 spaces), to a maximum of 220 spaces in the event of the commercial development scheme and 185 spaces if the development scheme includes residential. It is proposed to retain clause 7.5 of the SLEP which sets an upper limit provision for the provision of parking associated with residential use.

The proposed wording of the provisions subject to legal drafting by the Parliamentary Counsel Office is outlined below.

9.2.1. Site Specific Provision

Division 5 Site Specific Provisions

6.## 133-145 Castlereagh Street, Sydney

(1) The objective of this clause is to encourage:

(a) a diversity of land uses which may include residential accommodation, and

(b) the provision retail activation and pedestrian connections.

(c) to reduce where practicable, the total amount of existing parking on site as part of site redevelopment.

(2) This clause applies to 133-145 Castlereagh Street, Sydney, being Lot 10 DP 828419.

(3) Despite any other provision of this Plan, a building on land to which this clause applies may have a maximum floor space ratio of 21.85:1 which comprises:

i. 20.67:1, located in the above ground portion of the building

ii. 1.18:1, located in the below ground portion of the building

(5) Development consent must not be granted under this clause unless the consent authority is satisfied that the development will–

(a) include a pedestrian through-site link connecting Castlereagh Street and Pitt Street, and

(b) include retail premises fronting the through-site link, and

(c) remove the vehicle entry ramp to the basement and realigns the footpath adjacent to Castlereagh Street, and

(d) reduce the existing on-site parking provision to a maximum of 220 spaces (for development not including residential accommodation) and a maximum of 185 spaces (for development incorporating residential accommodation).

(e) not be used for the purposes of a commercial car park, and

(f) comprise residential land use not exceeding 15% of the total gross floor area.

(6) The following do not apply to development to which this clause applies —

(a) clause 6.3 and Subdivision 2 of Division 1 of Part 6,

(b) clause 6.21D(3), and

(c) Division 1 of Part 7 (but excluding clause 7.5 which continues to apply).

9.2.2. Schedule 6C

Schedule 6C Contribution requirement for certain development on Planning Proposal Land

Planning Proposal Land	***Contribution Requirement***
133-145 Castlereagh Street, Sydney, being Lot 10 DP 828419	*If the development comprises residential floor space:* *The total amount of—* *(a) for 59.6% of the gross floor area of all buildings used for residential purposes —the contribution applying to the development under clause 7.13, and* *(b) for 40.4% of the gross floor area of all buildings used for residential purposes —13% of that floor area*

9.2.3. Site Specific DCP

In addition, the Planning Proposal is accompanied by the preparation of a draft site-specific Development Control Plan (see **Appendix D**) that will be further detailed and finalised as the Planning Proposal progresses through the planning process. The draft site-specific DCP details objectives and site specific provisions which will apply to the site despite other provisions of the DCP.

Provisions detailed in the draft site-specific DCP include:

- Minimum building setback and maximum building envelope controls (for each land use option) to establish the maximum extent of the built form of the future building.
- Establish the location, size, and operation of an activated east west through-site link with daylight access provided by a central atrium.
- Establish a vehicular access location at the south eastern corner of the site from Castlereagh Street and removal of the existing parallel ramp.
- Removal of the existing sky bridges above Pitt Street and Castlereagh Street as part of any comprehensive redevelopment of the site.
- Establish sustainability criteria to be achieved by the future building.
- Ensure the redevelopment of the site responds appropriately to the adjoining heritage items.
- Ensure the redevelopment of the site does not overshadow Hyde Park in accordance with the SAP provisions.

9.3. PART 3: JUSTIFICATION

The DPHI LEP Guidelines (August 2023) identifies that the Minister (or delegate) must be satisfied that the proposal has strategic and site-specific merit and that identified potential impacts can be readily addressed during the subsequent LEP making stages.

Consistent with the assessment criteria outlined in the LEP Guideline, **Table 19** outlines an assessment against the assessment criteria for strategic and site-specific merit.

Table 19 Strategic and site-specific merit assessment

Assessment Criteria	**Response**
Strategic Merit - *Does the proposal:*	
▪ *Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site.*	**Section 9.3.2** outlines how the Planning Proposal gives effect to the objectives of the following regional and district plans: ▪ Greater Sydney Region Plan – A Metropolis of Three Cities ▪ Eastern District Plan
▪ *Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan*	**Section 9.3.2** outlines consistency with the LSPS, Sustainable Sydney and the CSPS.
▪ *Respond to a change in circumstances that has not been recognised by the existing planning framework*	The LEP Guidelines identifies factors that contribute to a change in circumstances includes a "*Response to key Government priorities – Premier's Priorities, climate change, or a shift in government policy (e.g. NSW Government's Net Zero Plan*)". The proposal is able to significantly contribute to a shift in Governmental priority that has focused on increasing residential housing supply in NSW. Recent policy updates from all levels of Government have identified a "housing emergency". The proposal will contribute to the identified target for NSW of 320,000 new homes within the next five-year period.
Site-specific merit - Does the proposal give regard and assess impacts to:	
▪ *the natural environment on the site to which the proposal relates and other affected land*	**Section 9.3.3** provides an assessment of the suitability of the natural environment.
▪ *existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates*	The proposal creates the potential to retain existing Wesley facilities, commercial use in the podium and lower tower and incorporates the potential for residential uses in the upper tower.
▪ *services and infrastructure that are or will be available to meet the demands arising from*	A utility services assessment prepared by ARUP accompanies the Planning Proposal and **Section**

Assessment Criteria	Response
the proposal and any proposed financial arrangements for infrastructure provision	**8.4.6** provides an assessment of necessary services and infrastructure.

9.3.1. Section A – Need for the Planning Proposal

Q1 - Is the Planning Proposal a result of any strategic study or report?

Yes, the Planning Proposal is a response to and is consistent with the CSPS and the accompanying Guideline. Discussion of the CSPS and the Guideline is outlined in **Section 5.1** and an assessment of the consistency of the proposal with the strategic planning framework is provided in **Section 9.3.2.**

In addition to the objectives of these strategies, this Planning Proposal has been informed by a comprehensive evaluation of the site's physical and strategic attributes. This built form analysis included the preparation of indicative design concepts and urban design analysis to inform an appropriate bulk and massing scenario in keeping with the Hyde Park SAP which is responsive to the metropolitan context, but not unreasonable with regards to impacts on surrounding amenity-sensitive land uses.

The analysis undertaken demonstrates that the site's characteristics make it a unique, highly strategic and prominent site that can realise the objectives and intended outcomes of the applicable strategic planning policies, whilst also suitably accommodating the proposed density as sought within this Planning Proposal request.

Q2 - Is the Planning Proposal the best means of achieving the objectives or intended outcomes is there a better way?

Yes, the proposed amendments to the LEP including the proposed site-specific provision are required to increase the floor space development standard on the site and facilitate the redevelopment of the site. The current development standards under the LEP do not enable the proposed concept reference schemes or full potential of the site.

A Planning Proposal will achieve the anticipated built form and development outcomes outlined in **Section 4** of this report.

9.3.2. Section B – Relationship to Strategic Planning Framework

Q3 – Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes, the Planning Proposal is consistent with the objectives and actions of the following regional and district strategic policies.

Greater Sydney Regional Plan – A Metropolis of Three Cities

The *Greater Sydney Region Plan – A Metropolis of Three Cities* (GSRP 2018) was released by the Greater Sydney Commission in March 2018 and provides guidance for land use planning into the future for the three cities of Greater Sydney. These include the Western Parkland City; the Central River City; and the Eastern Harbour City. The site is located on the Eastern Harbour City.

The Harbour CBD (which includes Sydney City & North Sydney CBDs) is planned to be economically strengthened with focus on innovation and global competitiveness. Key infrastructure projects include the CBD and South East Light Rail, expected to be completed in 2020, and the Sydney Metro City and Southwest, expected to be completed in 2024. An assessment of the proposal against relevant planning priorities in the GSRP 2018 is provided in the Table below.

Table 20 Consistency with the Greater Sydney Regional Plan

Provision	Response
Direction 1 - A city supported by infrastructure	The proposed increase in density on site is considered highly appropriate given its proximity to rail (heavy and light rail), bus and metro rail services, which positively contributes to this objective by placing density in a highly convenient location that will encourage use of existing and new transport infrastructure. Furthermore, the proposed potential mix of commercial, retail, Wesley and residential land uses provides a diverse land use, which will ensure the public transport infrastructure is further optimised. Delivering density in the right location, such as the site, will help to drive better travel behaviour in future residents and workers, encouraging increased reliance on public transport.
Direction 3 - A city for people	The PP will support the strategic direction of Central Sydney and promote a strong “sense of place” that will directly influence community values and culture for the community. The PP provides the option for Wesley to remain on site and continue this service on the site. The Planning Proposal is supported by a public art strategy and described in **Section 7.5.4.4**. Opportunities to integrate public art will be further detailed at DA stage.
Direction 4 - Housing the city	This PP seeks to introduce the potential for residential development on this strategically located site. 96 new dwellings can be achieved under the mixed use reference scheme which will contribute to the housing targets. Whilst new housing targets are anticipated in the new year through updated metropolitan and District Plans, as evidenced in the Housing Accord, the need to deliver housing in NSW is more acutely critical compared with the time of preparation of this Plan.
Direction 5 - A city of great places	The PP seeks to establish an east west through site link at the ground floor level which to the benefit of pedestrians. The site is not identified as containing a heritage item or being located within a heritage conservation area. Notwithstanding this, the site is located within proximity to a number of items with heritage significance. A statement of heritage impact accompanies the Planning Proposal which confirms that the building envelopes sought through this planning proposal is acceptable from a heritage perspective.
Direction 6 - A well-connected city	The PP will unlock the ability for workers and residents to access key strategic centres and employment hubs within 30 minutes. The proximity of the site to existing and planned transport options will assist in promoting walkable cities as well as be attractive to commercial tenants. The provision of mixed-use development incorporating residential and office uses, is important in providing jobs close to home, and optimising the employment self-containment levels in the LGA.
Direction 7 - Jobs and skills for the city	The PP is entirely consistent with this direction in that it will result in commercial office space and retail tenancies within close proximity to public transport nodes. This will assist the delivery of a 30-minute city in

Provision	Response
	that future occupants of the site will benefit from accessible public transport. The PP will provide commercial office space with large floorplates with the flexibility to attract a range of future tenants. This will ultimately contribute to growth in investment in the Harbour CBD.
Direction 8 - A city in its Landscape	Future redevelopment of the site will improve the current solar access to Hyde Park due to an existing breach of the Piccadilly Tower above the SAP. This will improve the amenity of the space and rectify the non-compliance. The site through link will provides opportunity for retail alfresco dining and flexible outdoor spaces.
Direction 9 - An efficient city	The redevelopment of the site will provide the opportunity to deliver an exemplary sustainable development through upcycling of the existing structure as well as targeting a high level of environmental performance in future development. The retention of the structure will enable a significant reduction in embodied carbon, with a 60% reduction in carbon in comparison to a full demolition and re-build proposition.

Eastern City District Plan

The Eastern City District Plan was released by the Greater Sydney Commission in March 2018. The site is located within the Eastern Harbour CBD which is the metropolitan centre of the Eastern City District. The Eastern Harbour CBD is Australia's global gateway and financial capital.

The District Plan highlights the tension between residential and commercial office uses within the Sydney CBD and highlights the importance of retaining a strong commercial core in order to accommodate the 45,000 – 80,000 future jobs forecast for the District. Policy settings are designed to support innovative and creative industries, aligning growth with infrastructure, and increasing the supply of A-grade commercial office space. An assessment of the Planning Proposal's consistency with relevant key planning priorities in the Eastern City District Plan is provided in **Table 21.**

Table 21 Consistency with Eastern City District Plan

Planning Priority	Comment
E1 – Planning for a city supported by infrastructure	The PP demonstrates consistency with this objective in that it will facilitate mixed-use floor space serviced by several public transport modes including rail, light rail, bus, and metro. The future development of the site will also be subject to development contributions.
E4 – Fostering healthy, creative, culturally rich and socially connected communities	The PP creates the option to retain and refurbish the Wesley facilities (if sought by the Church) which supports the cultural fabric of Central Sydney and provision of social and community services.
E5 – Providing housing supply, choice and affordability with access to jobs and services	The PP has the potential to facilitate the delivery of 96 dwellings with excellent access to public transport and job markets. The Proposal can assist in meeting the housing targets identified for District and will assist in achieving greater housing supply.
E7 – Growing a stronger and more competitive Harbour CBD	The PP will result in the delivery of additional high-quality office floor space on the site. This will assist in the growth of a stronger and more competitive Harbour CBD.

Planning Priority	Comment
E10 - Delivering integrated and land use and transport planning for a 30-minute city	The PP is entirely consistent with this direction in that it will result in commercial office space and retail tenancies within close proximity to public transport nodes. This will assist the delivery of a 30-minute city in that future occupants of the site will benefit from accessible public transport.
E11 – Growing investment, business opportunities and jobs in strategic centres	The PP will provide commercial office space with large floorplates with the flexibility to attract a range of future tenants. Contemporary and flexible employment space is a focus for the proposed commercial space, to promote diversity in industries and provide variety of job opportunities. This will ultimately contribute to growth in investment in the Harbour CBD.
E13 – Supporting growth and targeted industry sectors	The PP will facilitate commercial office space which will be able to ultimately accommodate a wide range of tenants.
E19 – Reducing carbon emissions and managing energy water and waste efficiency	The PP will facilitate a future building capable achieving a high level of environmental performance (refer to **Urban design report, ESD report** and **waste** reports and **Section 8.4.2 and 8.4.8**), in addition to significant savings un carbon through up-cycling of the schemes.

Q4 – Is the Planning Proposal consistent with a Council's local strategy or other local strategic plan?

Sustainable Sydney

Sustainable Sydney 2030 is a long-term plan prepared by the Council to achieve a green, global, and connected city. It contains ten strategic directions, of which the following are relevant and will be delivered by the Planning Proposal:

Table 22 Consistency with Sustainable Sydney 2030

Direction	Comment
A globally competitive and innovative city	The PP will facilitate the construction of modern commercial floor space in Central Sydney. The reference design and building envelope appropriately responds to the site constraints resulting in a high-quality urban design outcome which will contribute to Sydney's global status and attractiveness.
A leading environmental performer	The PP will facilitate a future building which capable achieving a high level of environmental performance. (refer **to Urban Design Report** and **ESD statement** and **Section 8.4.2).**
Integrated transport for a connected city	The PP will facilitate increased employment floor space in a location that benefits from excellent access to public transport nodes.
A city for walking and cycling	The site is highly accessible via footpaths along Castlereagh and Pitt Street and the Council cycle path network. A cycle path is planned along Castlereagh Street as part of the regional cycle network. The future

Direction	Comment
	building will provide end of trip facilities which will encourage walking and cycling to the site.
A lively and engaging city centre	The PP will achieve the objectives of this direction in that it facilitates active frontages to Pitt and Castlereagh Streets and an east west through site link.
A cultural and creative city	Public art will be provided within the future development of the site as demonstrated in the public art strategy submitted with the PP**.**
Sustainable development, renewal, and design	The PP represents a sustainable development in that it will facilitate employment floor space that is capable of meeting sustainability requirements in an accessible location with access to public transport nodes.

City Plan: Local Strategic Planning Statement

City Plan 2036 is the Local Strategic Planning Statement (**LSPS**) for the Council and links the state and local strategic plans with the planning controls to guide future development and the Local Environmental Plan review. Notably, the LSPS stipulates that the LGA will accommodate 200,000 additional jobs to 2036.

The City Plan sets 13 priorities to achieve the City's Green, Global, Connected vision and guide future changes to the City's planning controls. The PP is consistent with the LSPS as demonstrated in the **Table 23.**

Table 23 Consistency with the LSPS

Priority	Comment
Movement for walkable neighbourhoods and a connected city	The PP will facilitate employment floor space in a highly walkable location in Central Sydney and will facilitate a through site link.
Creating great places	Future development of the site will improve the current solar access to Hyde Park. In addition, the future development will provide a northerly aligned through-site link from Pitt Street to Castlereagh Street to the benefit of pedestrians. The mixture of land use also contribute to a diverse and vibrant place.
Growing a stronger, more competitive Central Sydney	The PP will result in increased modern employment floor space in Central Sydney.
Creating better buildings and places to reduce emissions and waste and use water efficiency	The PP will facilitate a future building which capable achieving a high level of environmental performance (refer Urban Design Report and ESD statement with the PP and Section 8.4.2), and will be a leader in sustainable development through retention and upcycling of the existing structure.

Central Sydney Planning Strategy

The CSPS is a 20-year growth strategy that builds upon the strategy of Sustainable Sydney 2030 and revises planning controls for Central Sydney. The Strategy outlines 10 key moves. The PP is consistent with the key moves of the CSPS as demonstrated in **Table 24.**

Table 24 Consistency with CSPS

Key Move	Comment
Prioritise employment growth and increase capacity	The PP is entirely consistent with this key move in that it will increase premium office space and ancillary retail tenancies within Central Sydney which will accommodate for projected jobs growth. Whilst the mixed use scheme introduces the potential for residential land use of the site, this is consistent with the City's Guideline and will improve the diversity and resilience of the site redevelopment. Notably, the quantum of residential is a maximum of 15% (and complies with the current LEP) and the majority of the site redevelopment will be dedicated to employment generating uses.
Ensure development responds to context	The PP seeks to establish a building envelope options through a site specific DCP provision which will accommodate a range of uses within a mixed-use CBD locality. A detailed assessment of environmental impacts of the proposal is provided at **Section 8** of this report.
Ensure infrastructure keeps pace with growth	The PP demonstrates consistency with this objective in that it will facilitate commercial floor space serviced by several public transport modes including rail, light rail, bus, and metro. The future development of the site will also be subject to development contributions.
Move towards a more sustainable city	The PP will facilitate a future building which capable achieving a high level of environmental performance (refer to Urbis Design report and also **Section 8.4.2**), and will be a leader in sustainable development through retention and upcycling of the existing structure. Thie key move also "*includes actions to investigate provisions that reward the retention, refurbishment and upgrade of older office buildings*", which the reference schemes are directly consistent with. As discussed in earlier sections, Piccadilly's upcycling proposition considers its whole of life carbon which will be significant in Sydney and enable a 60% reduction in carbon in comparison to a full demolition and re-build proposition.
Protect, enhance, and expand Central Sydney's heritage, public places and spaces	The PP will improve the current sun access provision to Hyde Park through the removal of existing floor space which breaches the SAP. The proposed envelopes and reference schemes is consistent Hyde Park West sun SAP.
Move people more easily	The site is highly accessible to public transport, footpaths, and cycling links. In addition, the future building will provide end of trip facilities which will encourage walking and cycling to the site. A through site link is also proposed, facilitating an improved mid-block pedestrian link.
Reaffirm commitment to design excellence	The future detailed design development application for the site will be subject to a design competition in accordance with the draft design excellence strategy submitted with the PP.

Guidelines for Site Specific Planning Proposals in Central Sydney

The CSPS is accompanying by the Guidelines for Site Specific Planning Proposals in Central Sydney (the Guideline). The Guideline details the planning pathway to access additional height and density through site specific planning proposals in Central Sydney.

Consistent with the Central Sydney Planning Strategy (the Strategy), the Guideline **(typically)** limits these growth opportunities to employment floor space and promotes the efficient use of land.

The Guideline outlines matters for consideration in determining if a Request has strategic merit.

Stated purposes of the Guideline are:

- *provide opportunities for additional floor space on appropriate sites that serve the workforce, visitors and wider community;*
- *provide opportunities on **Strategic Opportunity Sites** for additional height where significant public benefit can be demonstrated;*
- *ensure planning proposals align with the aims, objectives and actions of the Central Sydney Planning Strategy and have planning and architectural merit;*
- *provide a transparent and consistent approach to the evaluation of planning proposals*

The site is nominated as a "Solar Access Opportunity Site" under the Guideline. The Guideline for Site Specific Planning Proposals in Central Sydney states:

> *A Strategic Opportunity Site is different to other sites because it is capable of delivering, or facilitating the delivery of, significant public benefits that otherwise would not have been delivered.*
>
> *To qualify as a Strategic Opportunity Site the Request must demonstrate how, and by how much existing overshadowing is being reduced to a protected space under Sydney LEP. The reduction in overshadowing is to ensure:*
>
> *• compliance with Sydney LEPs Sun Access Protection controls, and*
>
> *• remove an existing significant breach of more than 15 metres in height*.

It further allows for the opportunity to explore residential land use as it states:

> "*This Guideline applies to Strategic Opportunity Sites in full except for the restriction on use…For Solar Access Opportunity Sites proposed new buildings (or altered buildings) that rely on increased maximum heights and/or FSR controls may be any use permitted by Sydney LEP including residential accommodation and serviced apartments*".

Q5 – Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

The Planning Proposal is consistent with the following State Environmental Planning Policies (**SEPPs**) as identified in **Table 25.**

Table 25 Assessment of the Planning Proposal against relevant SEPPs

SEPP	Requirement	Comment
State Environmental Planning Policy (Transport and Infrastructure) 2021 (**T&I SEPP**)	Section 2.101 Development within or adjacent to interim rail corridor The western portion of the site is identified within the CBD Metro (Zone B – tunnel) mapping under the T&I SEPP.	Any future development application will need to consider the provision of the T&I SEPP. Concurrence of the Sydney Metro Authority will be required for the future detailed development application.

SEPP	Requirement	Comment
	Section 2.120 Impact of road noise or vibration on non-road development	The section applies to development of residential accommodation and a place of public worship that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles. The section also outlines maximum noise levels (LAeq) for residential development. The Acoustic Report prepared by ARUP provides a high-level assessment of the acoustic amenity of the reference schemes, with further assessment to be undertaken at the DA stage. This is discussed further in **Section 8.2.7 and 8.3.8**.
	Section 2.122 Traffic Generating Development	Concurrence of Transport for NSW will be required for the future detailed development application as over 10,000sqm of commercial floor space is proposed.
State Environmental Planning Policy (Resilience and Hazards) 2021 (**R&H SEPP**)	Section 4.6 Contamination and remediation to be considered in determining development application Requires a consent authority to consider whether land is contaminated and if the land is suitable for the carrying out of any development on land.	Any future development application will need to consider the provision of the R&H SEPP.
State Environmental Planning Policy (Housing) 2021 (**Housing SEPP**)	Chapter 4 outlines design requirements related to mixed-use development. Specifically, section 147 requires the consent authority to consider the Apartment Design Guide in the determination of an application.	Any future application for residential use will outline compliance with the ADG and the design requirements of the Housing SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (**Codes SEPP**)	Part 2 Exempt development codes and Part 4A General development codes	The PP does not contradict or hinder the application of the Codes SEPP to future application to development on the site.
State Environmental Planning Policy	Chapter 2 Standards for residential development—BASIX and Chapter 3	Any future application will need to consider the sustainability provisions

SEPP	Requirement	Comment
(Sustainable Buildings) 2022 (**SB SEPP**)	Standards for non-residential development	applicable to residential and non-residential development in the SB SEPP. The reference mixed use scheme has been prepared in accordance with the SB SEPP and will seek to exceed the minimum sustainability provisions to achieve an exemplary development outcome.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Chapter 6 Water catchments	The PP does not contradict or hinder the application of the planning principles for the Sydney Harbour Catchment.
State Environmental Planning Policy (Planning Systems) 2021 (**PS SEPP**)	Chapter 2 State and regional development	The PP does not contradict or hinder the application of the PS SEPP to future application to development on the site.
State Environmental Planning Policy (Industry and Employment) 2021 (**I&E SEPP**)	Chapter 3 Advertising and signage	The PP does not contradict or hinder the application of the I&E SEPP to future application to development on the site.

The following SEPPs are not applicable to this Planning Proposal:

- State Environmental Planning Policy (Resources and Energy) 2021
- State Environmental Planning Policy (Primary Production) 2021
- State Environmental Planning Policy (Precincts—Western Parkland City) 2021
- State Environmental Planning Policy (Precincts—Regional) 2021
- State Environmental Planning Policy (Precincts—Central River City) 2021
- State Environmental Planning Policy (Precincts—Eastern Harbour City) *2021*

Q6 - Is the Planning Proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

The PP is consistent with the following applicable section 9.1 Ministerial Directions as identified in **Table 26.**

Table 26 Consistency with Section 9.1 Ministerial Directions

Direction	Response
1.1 Implementation of Regional Plans	The proposal is consistent with the land use strategy, goals, directions and actions contained within the GSRP and District Plan as discussed in **Section 9.3.2.1.**
1.3 Approval and Referral Requirements	This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The relevant requirements of this direction have been considered in the preparation of this PP and proposed LEP amendments.
1.4 Site Specific Provisions	The objectives and intended outcomes of the PP will be facilitated by a site-specific provision enabling FSR on the site which is greater than otherwise allowed by the LEP. The Sydney LEP 2012 is somewhat unique in that it includes site specific provisions within the LEP to vary the development standards applying to a site rather than amending the relevant map, predominantly in Central Sydney. Part 6, Division 5 of the LEP includes 28 site specific controls which vary development standards, consistent with that sought by the Planning Proposal. In the circumstances of the case, it is appropriate and necessary to implement site specific development controls to the site.
1.4A Exclusion of Development Standards from Variation	Not proposed as some flexibility is appropriate in the circumstances, noting limitations of sun access plane to built form.
3.2 Heritage Conservation	The site is not identified as containing a heritage item or being located within a heritage conservation area. Notwithstanding this, the site is located within close proximity to a number of items with heritage significance. A statement of heritage impact accompanies the PP which confirms that the building envelope sought through this planning proposal is acceptable from a heritage perspective.
4.1 Flooding	A preliminary flood impact assessment prepared by ARUP accompanies the PP. Measures are identified to be incorporated into the detailed design of the site at a future DA stage.
4.4 Remediation of Contaminated Land	This site is currently used for commercial purposes. The future outcome could be commercial or mixed-use of the site (which will introduce residential uses into the site). Excavation is proposed to lower the existing basement level in the southwestern corner of the site. The site's suitability will be demonstrated as part of a future detailed development application for the site.
4.5 Acid Sulfate Soils	The site is identified in the LEP as containing class 5 acid sulfate soils. Pursuant to the Sydney LEP 2012 consent is required for works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the water-table is likely to be

Direction	Response
	lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land. The LEP map identifies class 2 acid sulfate soils located at Sussex Street approximately 400m west of the site. Notwithstanding this, excavation required for the south-western corner of the site is only expected to reach depths of approximately RL 14m. It is, therefore, not expected that an acid sulfate soils management plan will be required to accompany the detailed DA for redevelopment of the site.
5.1 Integrating Land Use and Transport	The PP demonstrates consistency with this objective in that it will facilitate either commercial or mixed-use floor space serviced by several public transport modes. Specifically, the site: ▪ Exhibits excellent access to public transport, being within walking distance of the St James and Town Hall train stations, as well as Martin Place and Gadigal Metro Stations. The site is also proximate to existing bus services and the CBD and South East light rail. ▪ The increased density on the site supports the patronage of the Metro station and accords with the key direction from the State government, which seeks to co-locate increased densities within the walker catchment of public transport nodes. ▪ The provision of increased housing supply within Central Sydney reduces the need for car dependency and encourages a walkable neighbourhood.
5.3 Development Near Regulated Airports and Defence Airfields	The Planning Proposal seeks consent for building envelopes which is located above RL156 which is the Obstacle Limitation Surface (OLS) airspace surrounding the Sydney Kingsford Smith Airport (Sydney Airport). Notwithstanding this, the PP does not seek an increase in the maximum height of building control applicable to the site. If necessary, consultation with the operator of Sydney Airport will be undertaken as condition of Gateway Determination.
6.1 Residential Zones	The PP is consistent with the direction as: ▪ The mixed use reference scheme contributes to an increase in housing types to meet the existing needs of the community. The reference scheme includes 1, 2 and 3-bedroom apartments. ▪ The proposal makes an efficient use of existing infrastructure and services through delivery of a mixed-use scheme on a site that is already serviced. ▪ The site is located within an established urban centre and will not result in development on the urban fringe. ▪ The mixed use reference scheme proposes a high-quality design that achieves key provisions of the ADG.

Direction	Response
7.1 Employment Zones	The site is located in the SP5 zone and the PP does not seek to change the existing zoning. Consistent with the direction the proposal will deliver contemporary commercial and retail uses on the ground floor, podium and upper tower levels that will generate employment. The proposal will optimise a development outcome that facilitates retail and commercial uses by amending built form controls.

The following S9.1 directions are not applicable to this PP:

- 1.2 Development of Aboriginal Land Council Land
- 1.5 Parramatta Road Corridor Urban Transformation Strategy – 1.22 Implementation of Cherrybrook Station Place Strategy
- 3.1 Conservation Zones
- 3.3 Sydney Drinking Water Catchments – 3.10 Water Catchment Protection
- 4.2 Coastal Management – 4.3 Planning for Bushfire Protection
- 4.6 Mine Subsidence and Unstable Land
- 5.2 Reserving Land for Public Purposes
- 5.4 Shooting Ranges – 5.5 High Pressure Dangerous Goods Pipeline
- 6.2 Caravan Parks and Manufactured Home Estates
- 7.2 Reduction in non-hosted short-term rental accommodation period – 7.3 Commercial and retail development
- 8.1 Mining, Petroleum Production and Extractive Industries
- 9.1 Rural Zones – 9.4 Farmland of State and Regional Significance on the NSW Far North Coast

9.3.3. Section C – Environmental, Social and Economic Impact

Q7 – Is there any likelihood that critical habitat, or threatened species populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No, the site is situated within an urban context and was historically used for commercial purposes. The site is highly modified and therefore it is expected that the Planning Proposal will not affect any critical habitat or threatened species, populations, or ecological communities.

Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how they are proposed to be managed?

The Planning Proposal is not expected to give rise to any unreasonable environmental impacts. Where potential environmental impacts have been identified, mitigation and management measures have been provided.

Section 10 provides an assessment of the potential environmental impacts and management measures.

Q9 – Has the Planning Proposal adequately addressed any social and economic effects?

The intended outcomes of the PP will have an overwhelmingly positive social and economic impact on the local community. The Urban Design Report and Concept Reference Schemes (**Appendix A**) demonstrates

how the site can accommodate the increased density to increase the employment generating capacity of the site that is a significant improvement to the existing site condition.

Specifically, the PP will have the following positive social and economic effects on the immediate and surrounding locality:

- The proposal will generate jobs both during construction and operation of the proposed development which will have flow on effects to the local economy. Integrating residential land uses into the site as an option will ensure the financial viability to support the significant investment in the site redevelopment.
- The proposal aligns with the City Plan 2041 LSPS and the CSPS to facilitate additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes.
- The proposal will deliver significant public domain improvements including a through site link between Pitt and Castlereagh Streets and enhances pedestrian amenity and activation at the ground plane.
- The proposal will rectify the existing sun access plane breach to ensure that Hyde Park achieves unobstructed sunlight access between 10am and 2pm all year.
- The proposal will improve the current public domain outcome along Castlereagh Street through removal of the existing parallel basement parking ramp which disrupts the footpath
- The proposal will remove the sky bridges over Pitt and Castlereagh Street which result in a poor public domain outcome.
- The proposal will result in the rationalisation and improvement of car parking and vehicular access arrangements to the site.
- The new building will achieve a high level of environmental performance and will be a leader in sustainable development through the upcycling of the existing structure, resulting in a significant reduction in embodied carbon.
- The future development consent will require payment of monetary contributions toward the cost of public amenities and public services, which the council has determined is required to meet the demand created by the redevelopment.

9.3.4. Section D – State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the Planning Proposal?

The site is located within a CBD context within close walking distance to all major public transport services including bus, heavy rail, Metro and light rail.

A Statement of Intent – Public Benefits accompanies the Planning Proposal and which is summarised in **Section 7.6** of this report.

As part of the delivery of the project, Stockland has set out specific tangible public benefits including monetary contributions that will be committed to as part of the project delivery. These benefits can be secured through a number of mechanisms including the amended Sydney LEP 2012 and DCP as well conditions associated with future development consents.

Q11 – What are the view of State and Commonwealth public authorities consulted in accordance with Gateway Determination

No consultation with State or Commonwealth authorities has been carried out to date on the subject Planning Proposal.

The Gateway Determination will advise the public authorities to be consulted as part of the PP process. Any issues raised will be incorporated into this PP following consultation in the public exhibition period. In accordance with the Gateway Determination, public exhibition of the planning proposal is required for a minimum of 28 days. The relevant planning authority must comply with the notice requirements for public exhibition of Planning Proposals in the LEP Making Guideline.

10. PART 4: MAPPING

It is expected that the objectives and intended outcomes of the Planning Proposal will be facilitated by a site-specific provision in the LEP, as detailed in **Section 9.2** of this report. Thus, no mapping amendments are expected to be required.

11. PART 5: COMMUNITY CONSULTATION

Pre-lodgement consultation with Council has been undertaken as outlined in **Section 3** of this report.

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. It is anticipated that the PP will be publicly exhibited for at least 28 days in accordance with the requirements of the DPHI guidelines 'A Guide to Preparing Local Environmental Plans'.

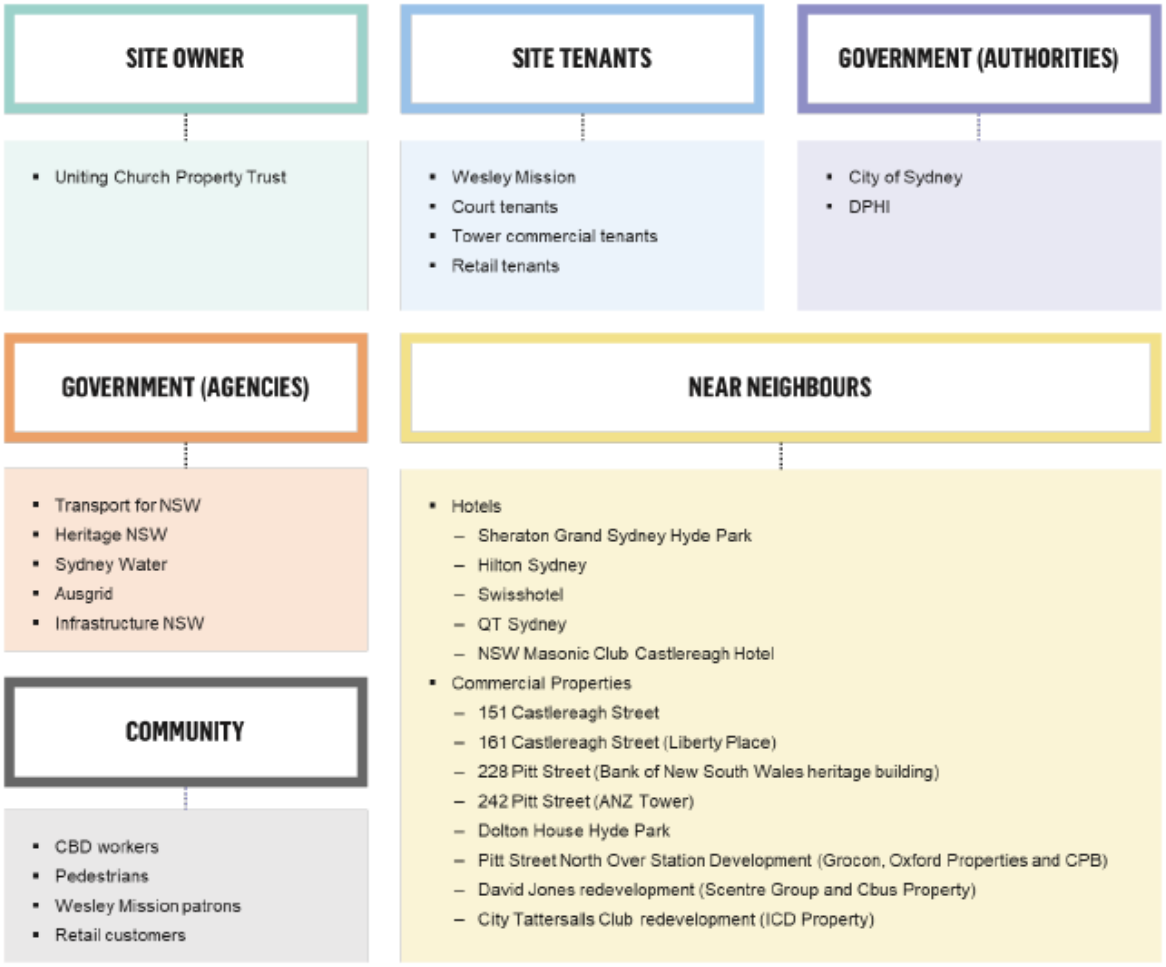
It is anticipated that the public exhibition would be notified by way of:

- A public notice in the local newspaper(s).
- A notice on the Council website.
- Written correspondence to adjoining and surrounding landowners.

The Gateway Determination and PP would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation. As part of the public consultation process, the proponent will review all submissions, discuss with Council and DPHI as required, and provide written comments in response to assist in the assessment of the PP.

A stakeholder management plan accompanies the Planning Proposal which provides guiding principles and approach for engagement and a list of stakeholders which will be engaged. The engagement approach is primarily focused on the site's immediate surrounds. Key stakeholders include:

Figure 51 Stakeholder management plan



Source: Urbis

12. PART 6: PROJECT TIMELINE

The following table sets out the anticipated project timeline in accordance with the DPHI guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPHI.

Table 27 Anticipated Project Timeline

Process	Indicative Timeframe
Consideration by Council / CSPC	September 2025 – December 2025
Planning Proposal referred to the DPHI	January 2026
Gateway Determination by DPHI	February 2026
Commencement and completion of public exhibition	April 2026
Consideration of submissions and consideration of the proposal post-exhibition	May - June 2026
Proposal reported back to Council for endorsement	August 2026
Date of submission to the DPHI to finalise the LEP	September 2026
Legal Drafting of the LEP	September - October 2026
Notification of the LEP	November 2026

13. CONCLUSION

The objectives and intended outcomes of this PP will be achieved by implementing a site-specific provision into Part 6, Division 5 of the LEP which will allow a maximum allowable FSR on the site of 19.67:1 which can achieve an FSR of 21.85:1 if a competitive design process has been held and the building demonstrates design excellence through a 10% FSR bonus.

- This PP also seeks amendments to the DCP to establish site specific provisions to guide the future development, including establishing building envelopes for the site as well as other key assessment criteria including the establishment of a through-site link, site vehicular access and car parking provision, and establish criteria for a future design excellence competition.

The amendments sought to the LEP and DCP have the ability to generate approximately 104,867sqm of floor space on the site.

This PP request to amend the Sydney LEP 2012 and Sydney DCP 2012 has been prepared in accordance with the relevant provisions of the EP&A Act, the regulations, applicable Local Planning Directions and the guidelines for the preparation of LEP amendments. The PP has been assessed against relevant State and local planning considerations including relevant Strategic Merit Tests. The PP is justified on planning merits for the reasons summarised as follows:

- The PP demonstrates a high level of consistency with the strategic planning framework governing the Greater Sydney Region and Sydney CBD and specifically, the CSPS and the accompanying Site Specific Planning Proposal Guideline. The CSPS seeks additional commercial floor space capacity in Central Sydney while also accommodating a mix of land uses to contribute to the diversity of the Sydney CBD. The PP is consistent with the LEP Guidelines which provides a pathway for a mixed-use PP on solar access sites.
- To ensure the Sydney CBD remains competitive and maintains its global status, both in terms of quantity, quality and availability of office floor space, the PP seeks to significantly enhance the capacity of the site to accommodate commercial, retail, place of public worship and residential land uses.
- The indicative reference schemes will generate jobs both during construction and operation which will have flow on effects to the local and broader domestic economy.
- The PP demonstrates strong site-specific merit due to the following:
  - The Urban Design Report and Concept Reference Schemes (**Appendix A**) demonstrates how the site can accommodate the increased floor space density to increase the employment generating capacity of the site which is a significant improvement to the existing site condition.
  - The proposal will retain and ‘upcycle’ the existing building structure at 133 Castlereagh Street and creates the potential if required to retain Wesley in situ, and will demonstrate global best practice for environmental sustainability and carbon emission savings.
  - The proposal will deliver significant public domain improvements including a through-site link between Pitt and Castlereagh Streets and enhances pedestrian amenity and activation at the ground plane.
  - The proposal will significantly enhance the public domain along Castlereagh Street through removal of the existing parallel basement parking ramp which is a significant intrusion into the public realm.
  - The proposal will reduce the existing parking provision and remove the existing casual public parking arrangements.
  - The availability of a large site extending to 4,800m2 in area is a significant opportunity to deliver larger premium grade floor plates maximising daylight access and improved amenity.
  - Redevelopment of the site provides the opportunity to deliver an efficient and sustainable site-specific outcome within proximity of the site to transport corridors and local, strategic and metropolitan centres. As explored within the Sustainability Strategy, this will ultimately slow emissions growth and contribute to a low-carbon city, aligning with the sustainability priorities of State and local policies.

  - The site is not subject to significant ecological or environmental constraints due to its development history and location within a built urban area, and local infrastructures and services have already been accommodated on the site.

- An environmental impact assessment has been undertaken to accompany the PP which has found that:
  - The redevelopment of the site will result in an equivalent outcome in terms of wind safety when compared to a 'base case' envelope as per Schedule 12, Procedure B of the Sydney DCP 2012.
  - The redevelopment of the site will result in an improved outcome in terms of SVF when compared to a 'base case' envelope as per Schedule 12, Procedure B of the Sydney DCP 2012.
  - A utility services assessment prepared by ARUP confirms that existing utility services available to the site can be augmented to meet the increased demand generated by the proposal.
  - Flooding advice confirms that the future development is capable of achieving relevant flooding criteria subject to implementation of flood mitigation measures to be detailed at the DA stage.
  - The subterranean conditions are suitable to accommodate the future redevelopment of the site, noting that the site is already substantially excavated. Any future works will be managed to avoid the zone of influence of the rail tunnels.
  - The future building on the site is capable of achieving relevant acoustic policies and standards.
  - The building envelope proposed through this PP is consistent with the Hyde Park SAP resulting in improved sunlight access to Hyde Park compared to the existing condition.
  - The redevelopment of the site will result in the rationalisation and improvement of car parking and vehicular access arrangements, and an overall reduction in parking on the site.
  - The building envelope is assessed to have acceptable from a heritage perspective.

In accordance with the above, it is submitted that the proposed amendments to the LEP are appropriate in that they are consistent with the State's strategic direction in that it will provide additional and diversification of floor space in Central Sydney.

We recommend that Council resolves to support this PP to the NSW DPHI Gateway Review Panel and the issuing of a Gateway Determination that facilitates the proposed amendments to the LEP.

DISCLAIMER

This report is dated 27 September 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Stockland **(Instructing Party)** for the purpose of Planning Proposal **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Attachment A2

Urban Design Report Section A

PICCADILLY COMPLEX

URBAN DESIGN REPORT

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

T6T

We acknowledge the Gadigal people of the Eora Nation, the traditional owners of the land on which this site is located, and recognise that by engaging with this Country we have a shared responsibility to respect and contribute to its care.

We honour elders both past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

We recognise that their lands were never ceded, and acknowledge their continuing connection to land, water, and culture.

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Version	Description	Date of Issue
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02	Issued for Planning Proposal	08.08.2025

Document Revision : 02

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A.1 - INTRODUCTION

URBAN STUDY REPORT

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

194



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 tower at 133 - 145 Castlereagh Street in the Sydney's Central Business District (CBD), legally described as Lot 10 in DP 828419.

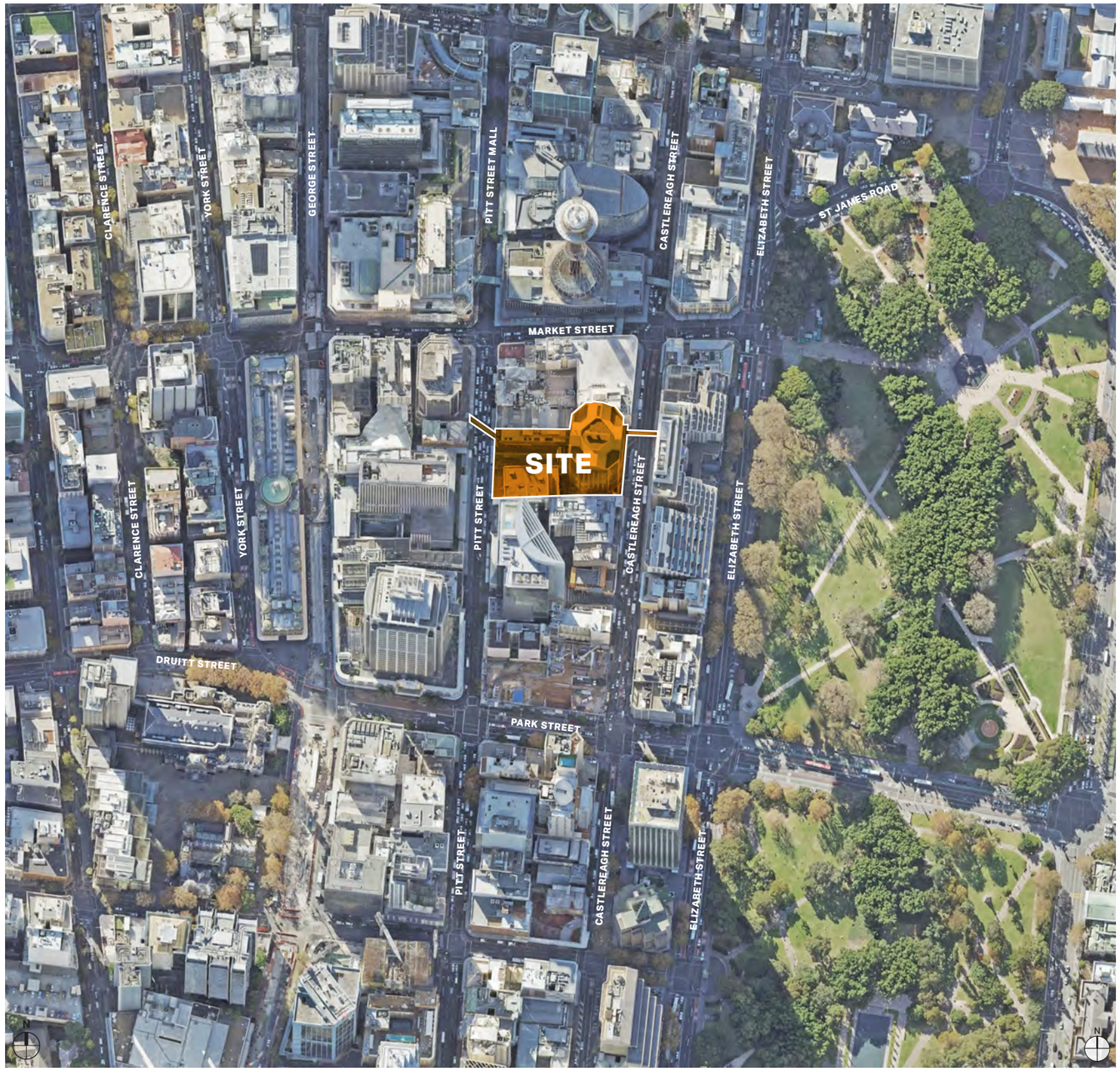
The site area is approximately 4,800m². The existing Stockland Piccadilly Complex comprises an existing multi-storey underground car park; Wesley Mission facilities at lower ground and basement floors; a 2 storey mixed-use podium, Piccadilly Court office building; and, a commercial tower known as the Piccadilly Tower of 31 storeys.

The subject site is bounded by Pitt Street to the east, and 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 proposal is for two alternate building envelopes, to enable flexibility of land use, and the following report provides a detailed context analysis to demonstrate how both these uses can achieve a consistent project vision, and be delivered under similar controls.



Site Plan. The proposed Piccadilly redevelopment is located within the heart of Sydney Central Business District (CBD).

CHAPTER 1

CONTEXT AND SITE 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, residential, 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 has recently been transformed from a majority of mid-rises to high rises with the approval and construction of projects such as the City Tattersalls Club development (196 - 204 Pitt St), the David Jones development (65-77 Market St) and the Pitt Street North Over Station Development (PSN OSD).

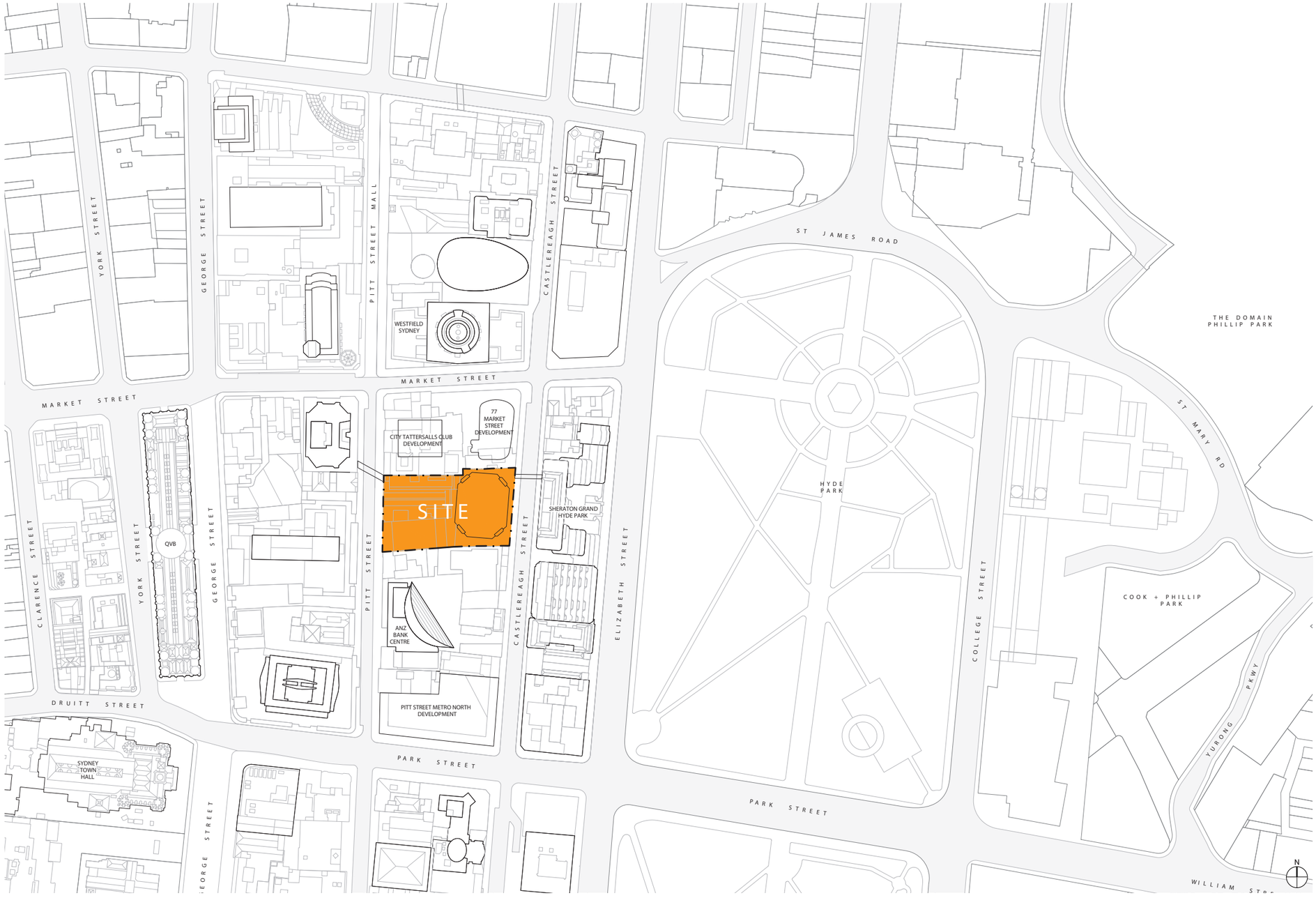
Legend

Central Sydney area

Project site



Key Legend.



Site Plan. 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.

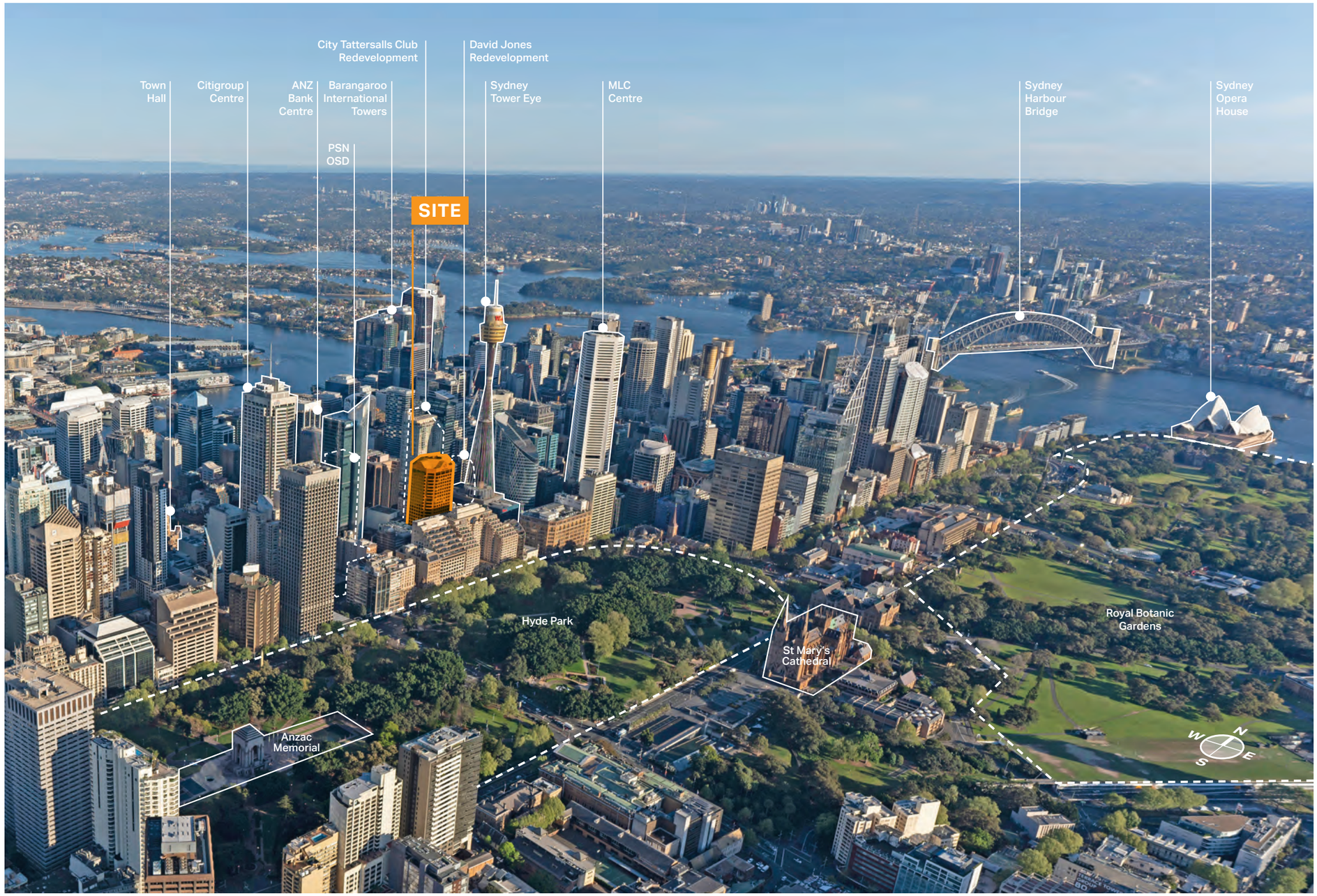
East
The development site is located one street back from Elizabeth Street, which forms the western edge of Hyde Park. This area is part of the College Street / Hyde Park Special Character Area, serving as the eastern gateway to the city. Developments along Elizabeth Street contribute to a sense of enclosure around the park, whilst significant free standing heritage buildings on College Street further emphasise the sense of openness and departure from the CBD.

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. Access to the newly completed Gadigal Metro Station is also south of the site, under the PSN OSD.

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

Legend

Project site



Existing aerial view, with recently completed/yet to be completed neighbouring developments dashed. The proposed Piccadilly redevelopment is located within walking distance to Hyde Park and Circular Quay.

A.1.1 - CONTEXT ANALYSIS

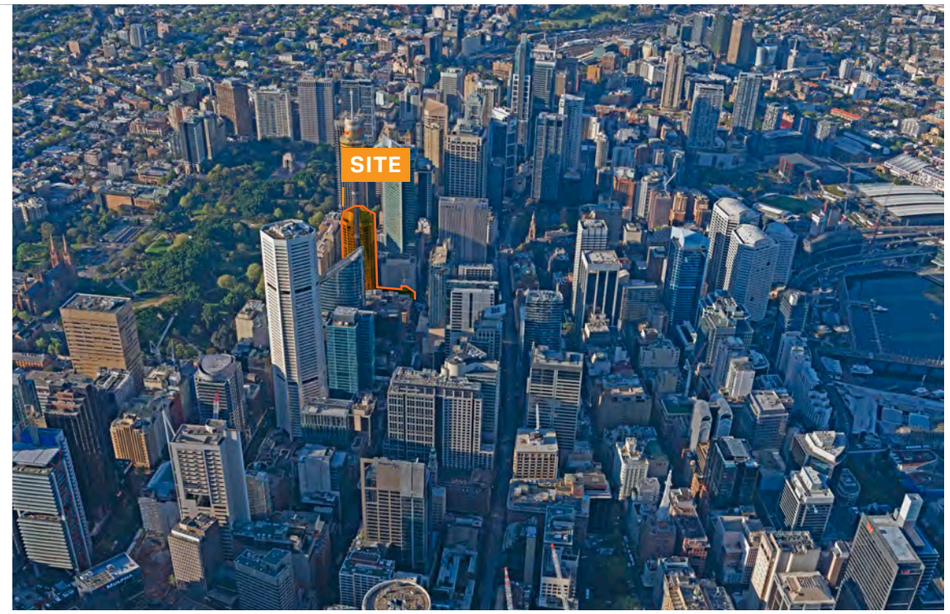
AERIAL VIEWS

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.

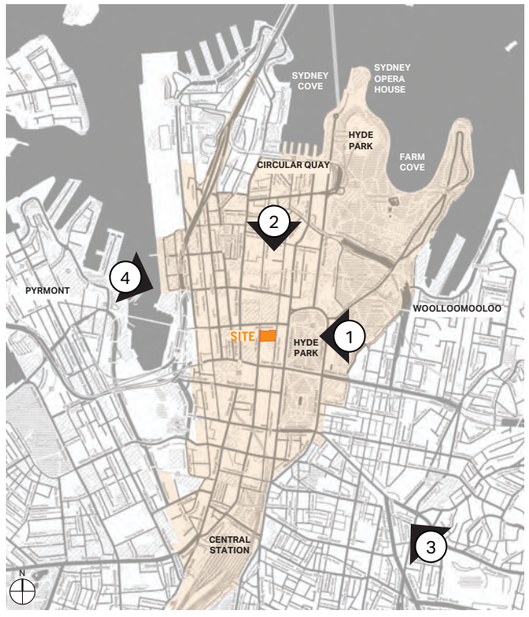
Notable surrounding tall buildings include the ANZ Tower (195m in height) at Liberty Place to the south, and Sydney Tower Eye (305m in height) to the north.



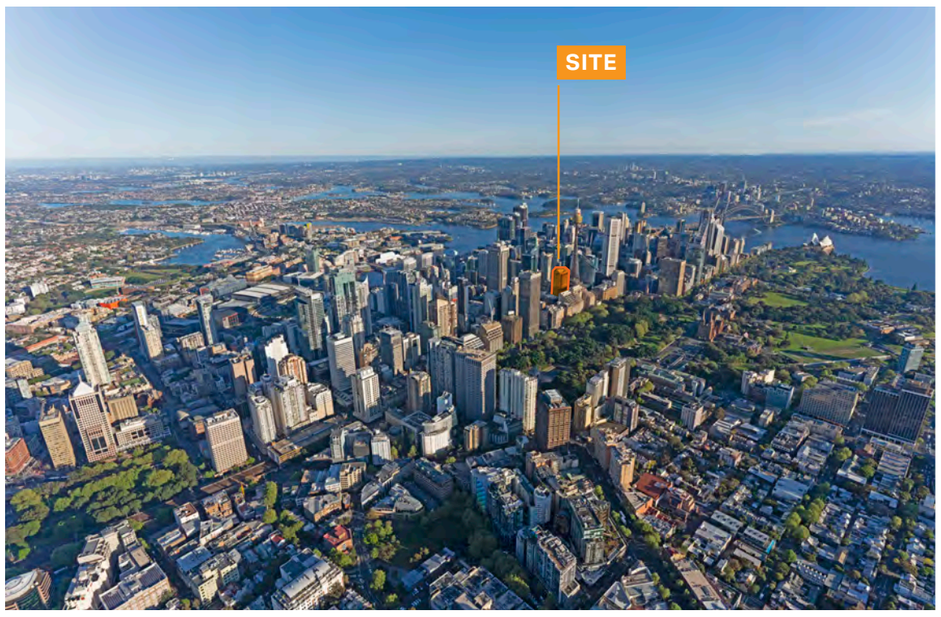
Existing aerial view 1 - From Hyde Park towards west to Pyrmont.



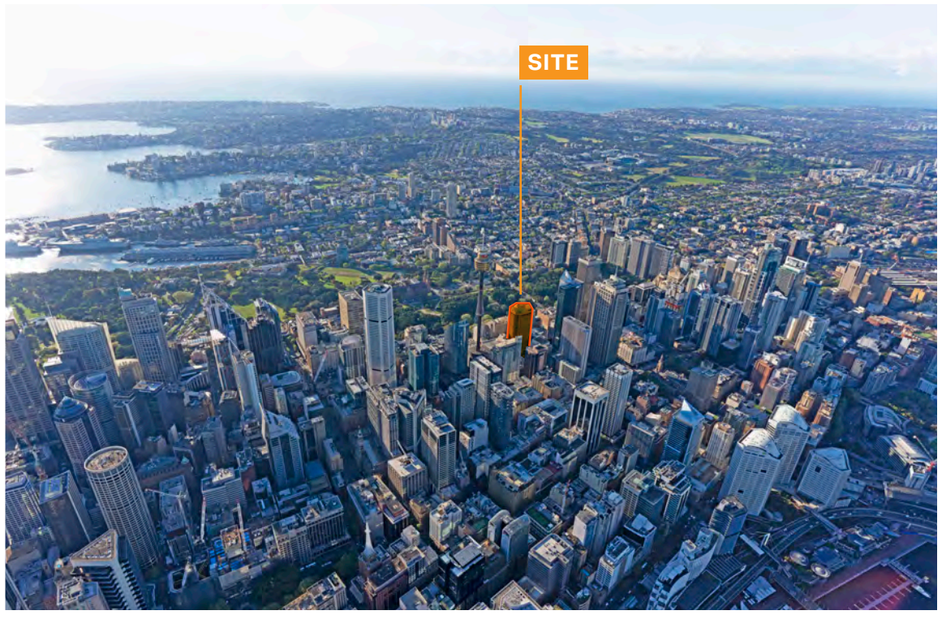
Existing aerial view 2 - Looking south to midtown precinct of Sydney CBD.



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, approved developments and main transport nodes within the immediate site context:

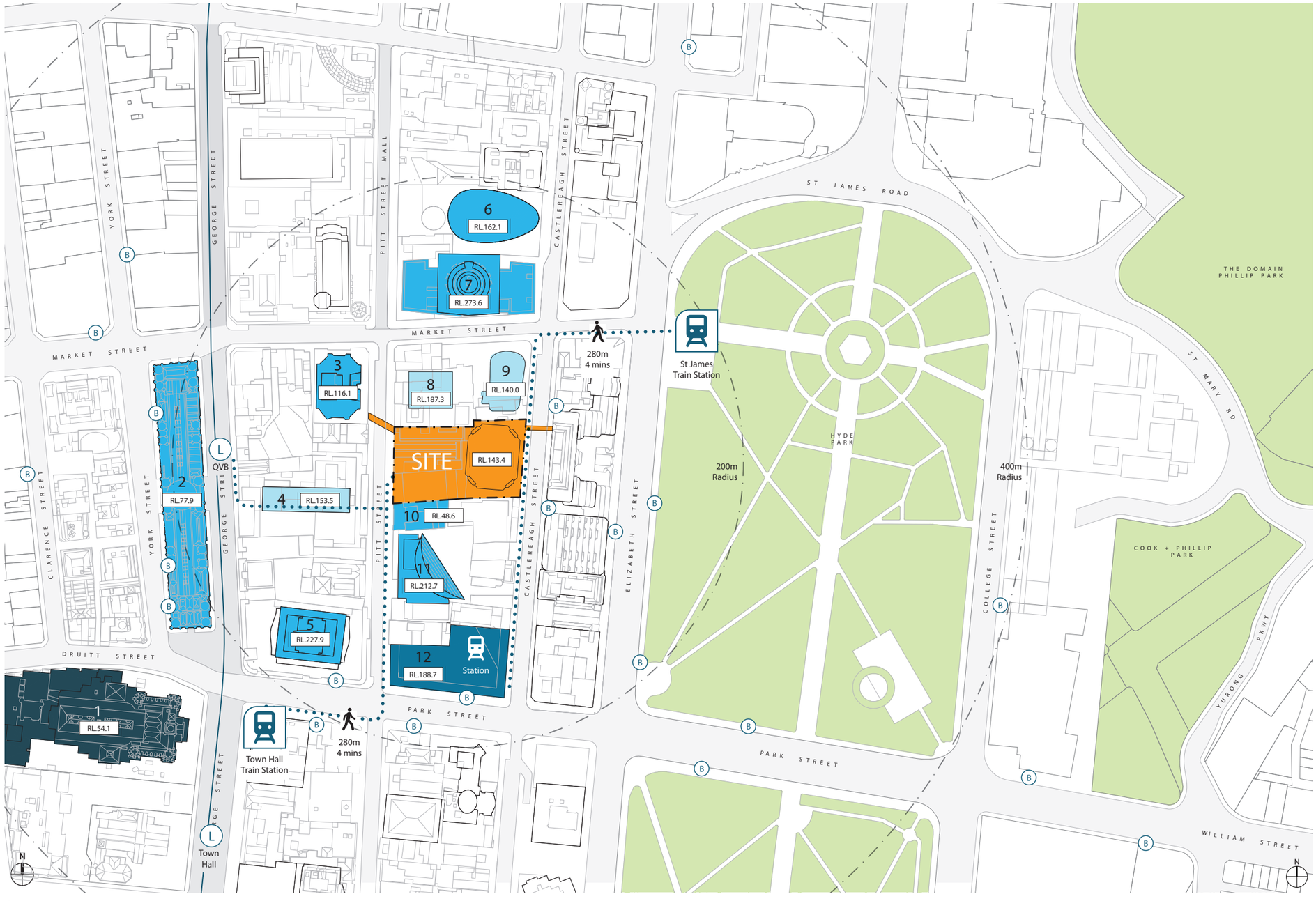
1. Sydney Town Hall
2. Queen Victoria Building
3. 55 Market Street
4. Hilton Sydney
5. Citigroup Centre
6. 85 Castlereagh St/ Westfield Tower
7. Sydney Tower Eye
8. *City Tattersalls Club
9. *David Jones/ 65 Market Street
10. Banking House
11. ANZ Bank Centre
12. Pitt Street North Over Station Development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

201 Approved development/under construction

Legend

- Project site
- Pedestrianised street
- Park
- Civic
- Transport
- Commercial / Retail
- Residential / Accommodation

- Walking distance and time (indicative)
- Train/Metro station
- Bus stop station
- Light rail station



Site plan.

A.1.1 - CONTEXT ANALYSIS

PITT STREET ELEVATION

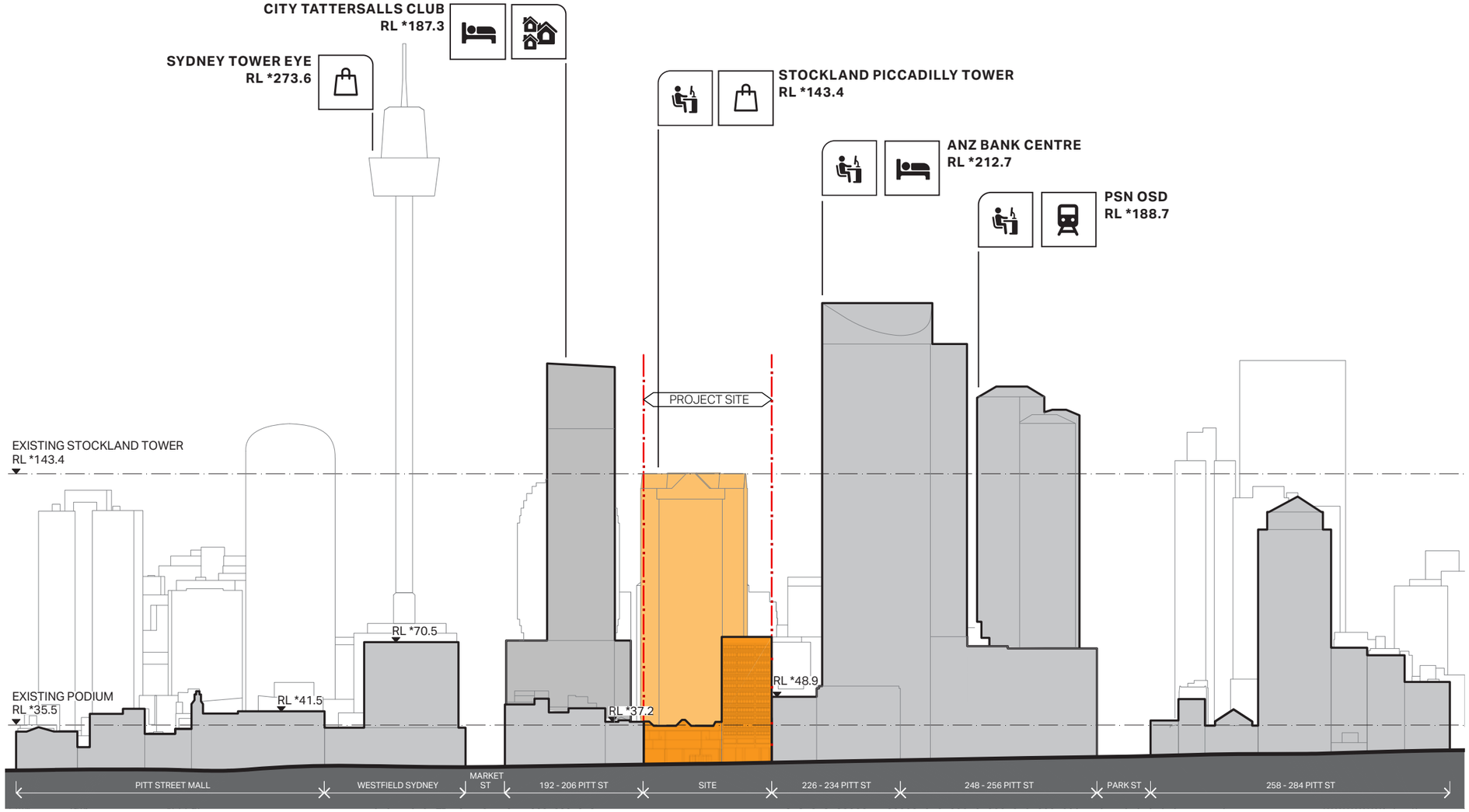
The western boundary of the site is located at 210 - 222 Pitt Street.

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 is a mix of mid and high rise developments, with the highest building on this current elevation being the ANZ Bank Centre.

Legend

- Project site
- Program: Commercial
- Program: Residential
- Program: Accommodation
- Program: Retail

*RL XX - Approximate Relative Level.



Pitt Street elevation.



Key Legend.



Existing view 1 - Pitt Street, looking north.



Existing view 2 - Pitt Street, looking north.



Existing view 3 - Pitt Street side sky bridge.



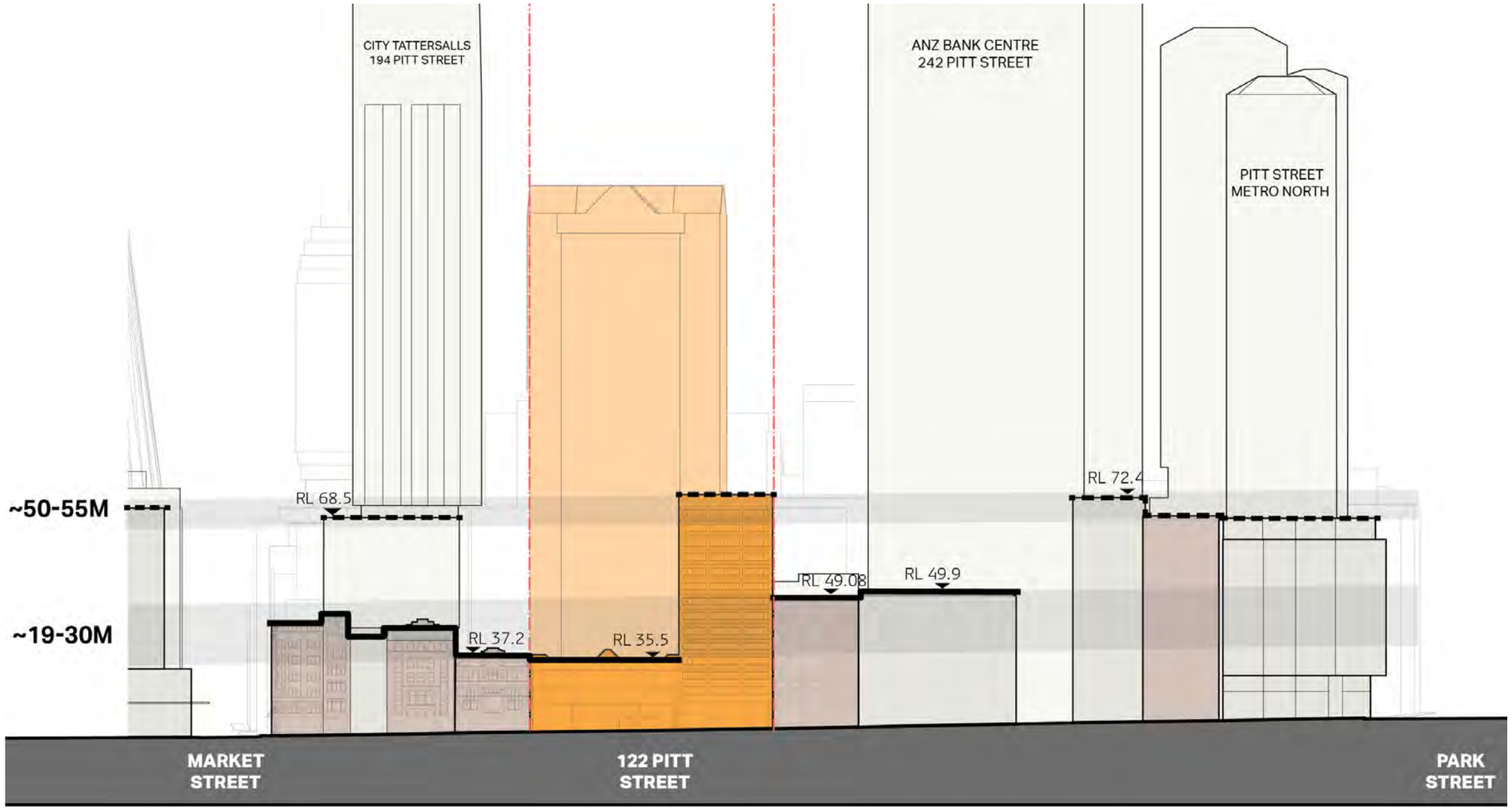
Existing view 4 - Market Street, looking south.

A.1.1 - CONTEXT ANALYSIS

PITT STREET ELEVATION

Pitt Street is characterised by buildings with variable street frontage heights. Primarily, this varies between 18 to 28m.

A secondary datum can be identified at between 50-54m above street level. This compromises of heritage buildings built to the street, and building podiums setback from the street.



Pitt Street elevation.

Legend

- Project site
- Heritage buildings
- Upper podium: ~50-54M
- Street Wall: ~19M-30M



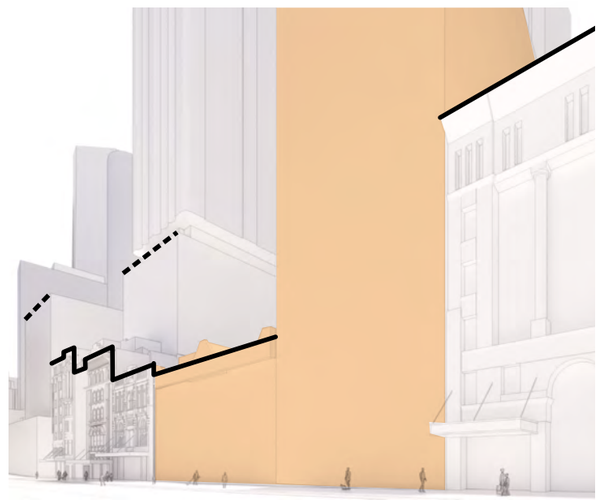
Key Legend.



Existing view 1 - Pitt Street, looking north.



Existing view 2 - Pitt Street, looking south.



Existing view 3 - Pitt Street, looking north.

A.1.1 - CONTEXT ANALYSIS

CASTLEREAGH STREET ELEVATION

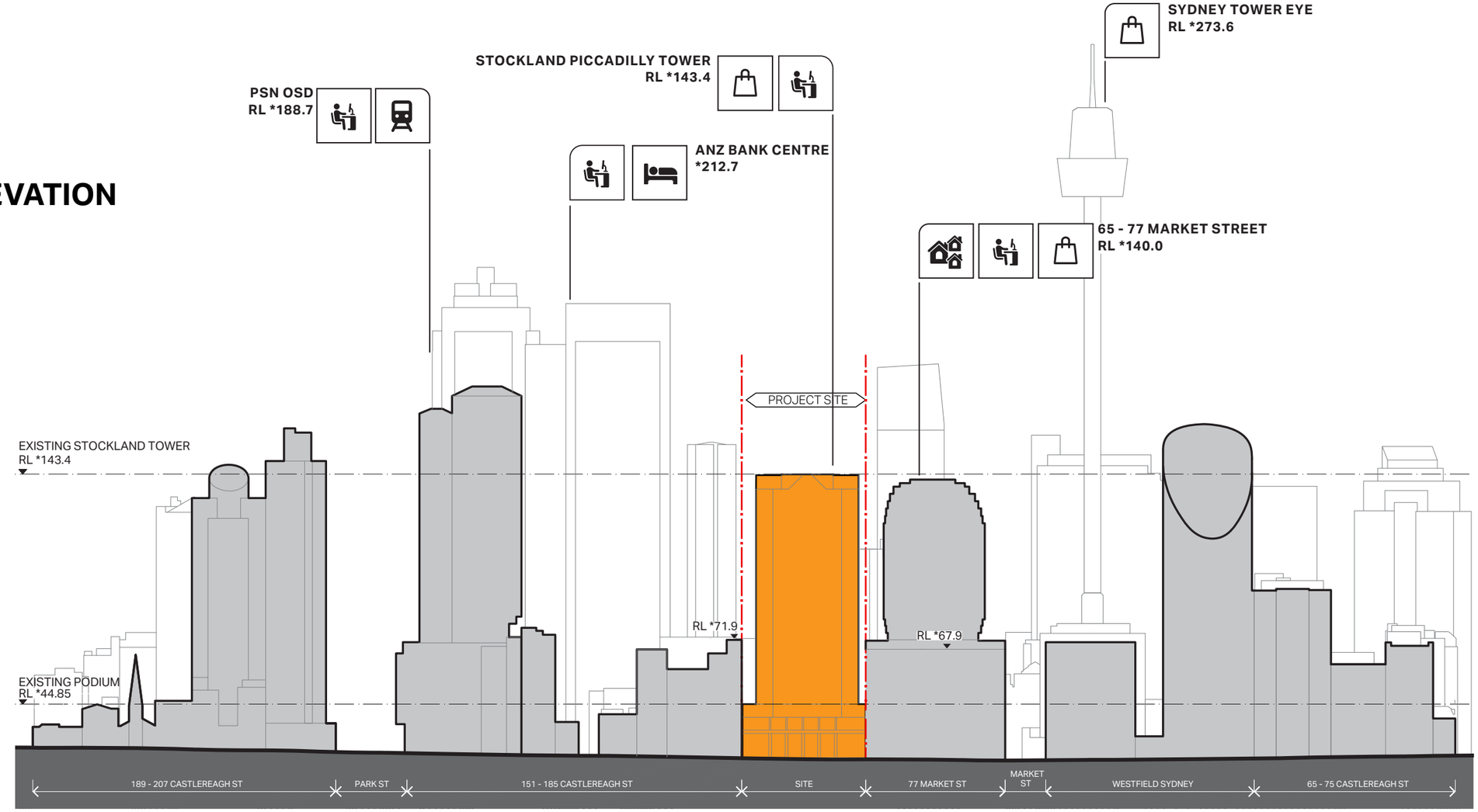
The eastern boundary of the site is located at 133-145 Castlereagh Street. The PSN OSD is the tallest building along this elevation.

A number of buildings along this elevation are built to the Hyde Park SAP, and are characterised by sloped tops to their built form.

Legend

- Project site
- Program: Commercial
- Program: Residential
- Program: Accommodation
- Program: Retail
- Program: Transportation

*RL XX - Approximate Relative Level.



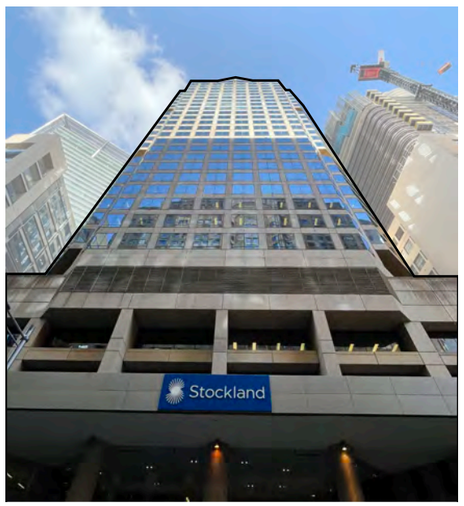
Castlereagh Street elevation.



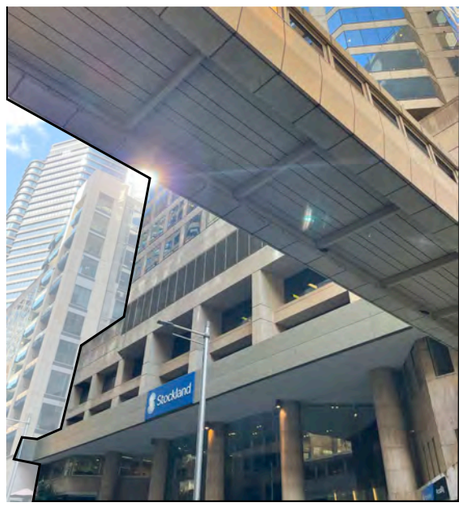
Key Legend.



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.

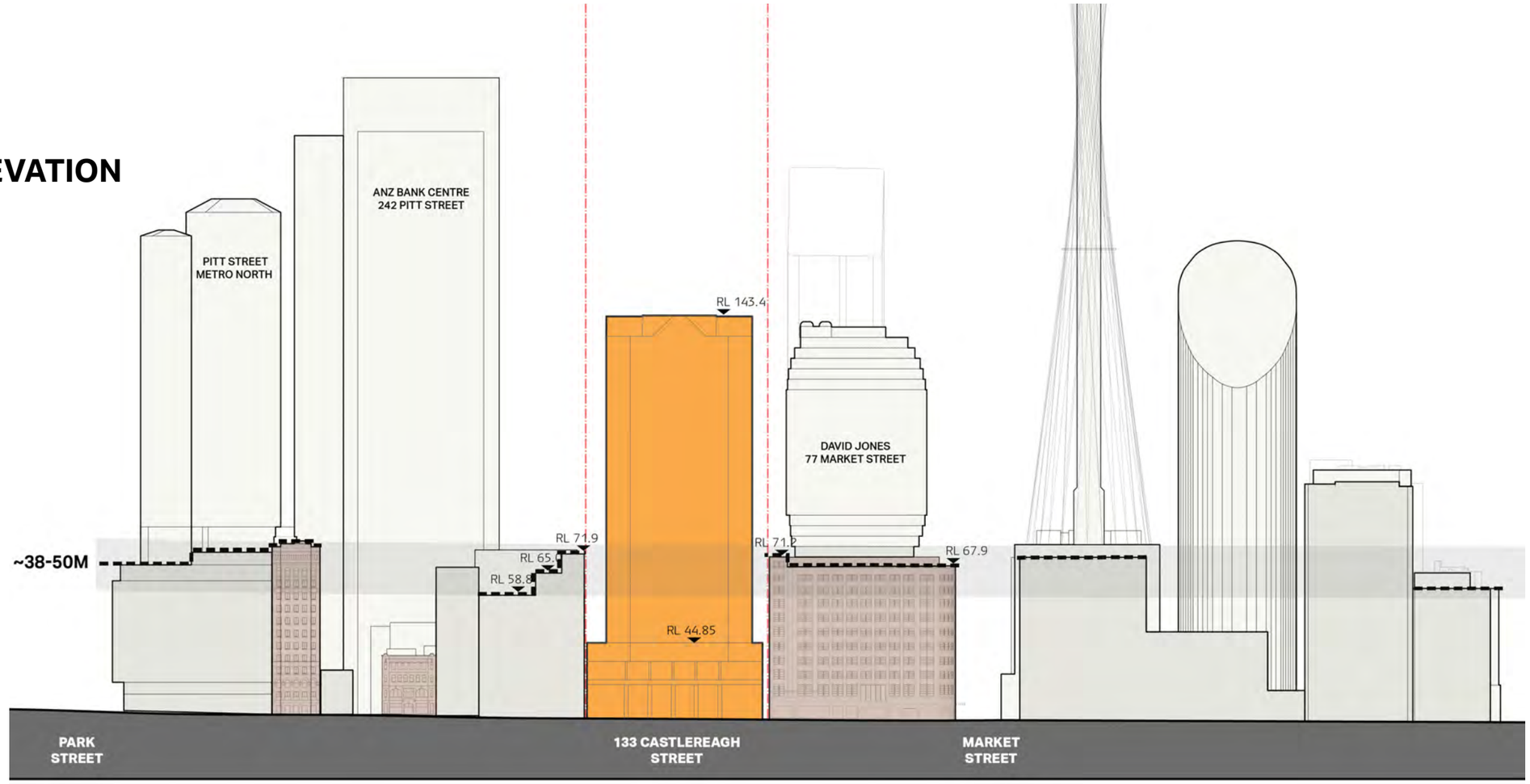
A.1.1 - CONTEXT ANALYSIS

CASTLEREAGH STREET ELEVATION

In comparison to Pitt Street, Castlereagh Street is characterised by buildings with longer and more consistent street frontages. Primarily, a street frontage height between 37-50m can be identified.

Legend

- Project site
- Heritage buildings
- Upper podium: ~38-50



Castlereagh Street elevation.



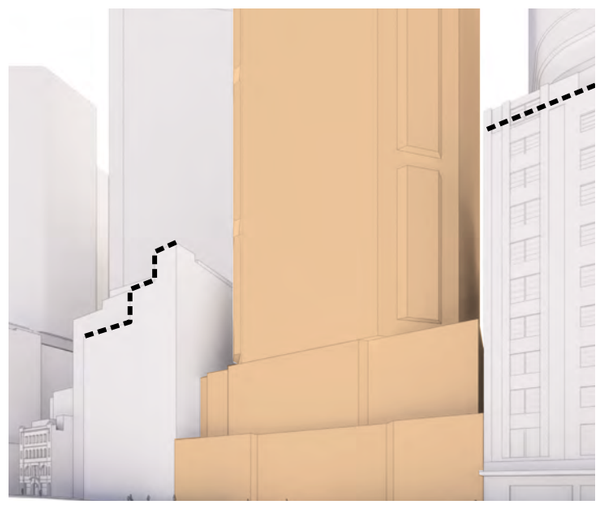
Key Legend.



Existing view 1 - Castlereagh Street, looking south.



Existing view 2 - Castlereagh Street, looking north.



Existing view 3 - Castlereagh Street, looking south west.

A.1.1 - CONTEXT ANALYSIS

HERITAGE 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 street scape character through the consideration to scale, proportions, street alignment, materials and finishes.

Sydney LEP 2012 Heritage Map
A. I1698: Former 'Legion House'. (161-163 Castlereagh St.)
B. I1888: David Jones Department Store. (65-77 Market St.)
C. I1928: City Tattersalls Club. (198-200 Pitt St.)
D. I1929: Former Tattersalls Club. (202-204 Pitt St.)
E. I1930: Banking House. (226-230 Pitt St.)
F. I1932: Simpson House. (249-251 Pitt St.)

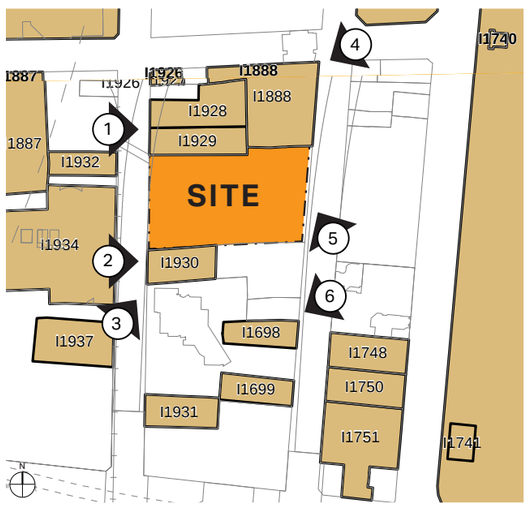
Legend

Project site

Item: General



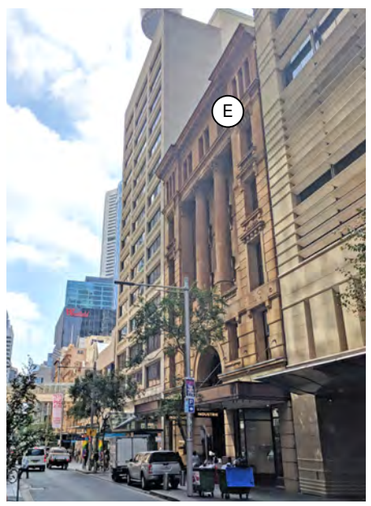
Existing view 1 - Pitt Street existing street scape view demonstrating the adjoining street frontage heights alignment.



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.

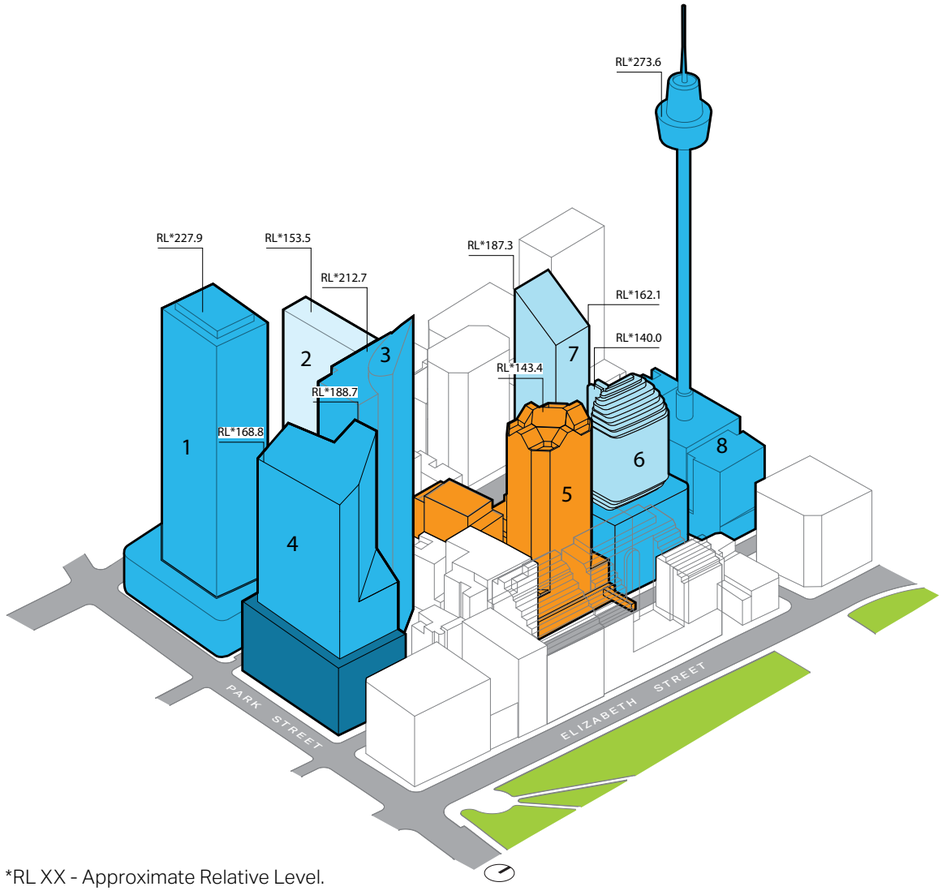
A.1.1 - CONTEXT ANALYSIS

THE CITY BLOCK

The character of the city block in which the site is situated has undergone significant change within the last five years, with an increase of tower developments approved and under construction. These include:

- PSN OSD / 252 Pitt St
  (39 storey commercial development)
- City Tattersalls Club / 194 Pitt St
  (50 storey hotel and residential development)
- David Jones / 65-67 Market St
  (34 storey mixed use residential development)

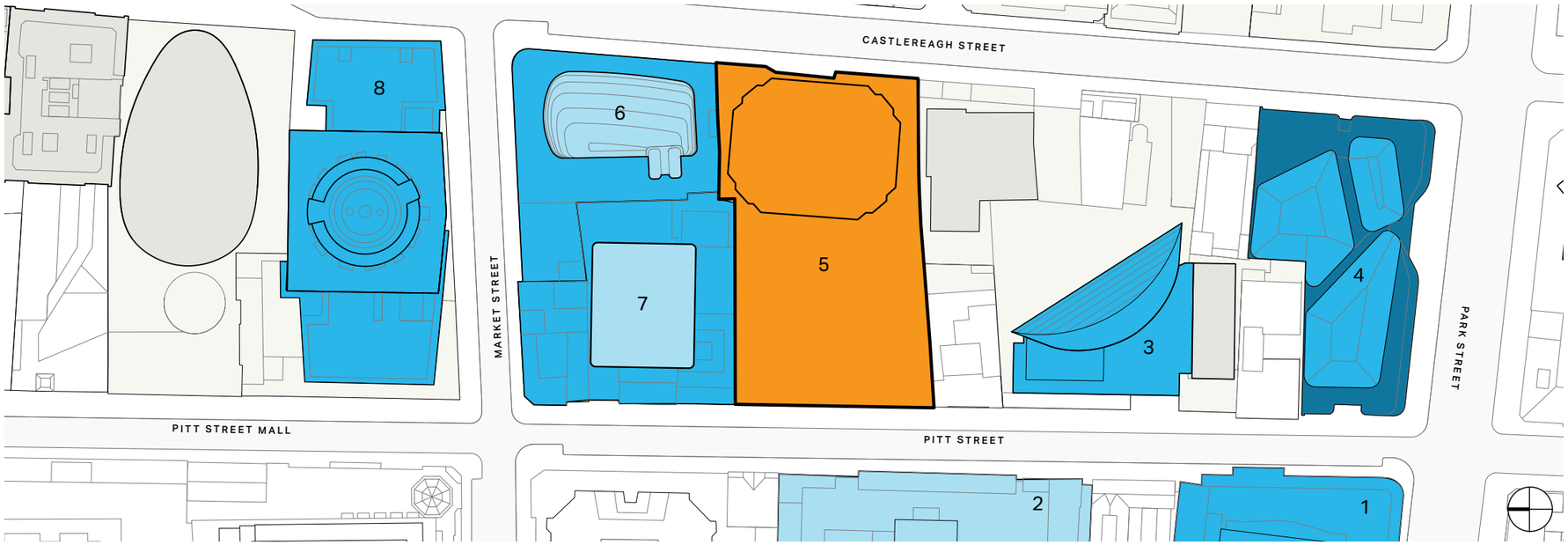
Setbacks of these towers from the street vary on both Castlereagh and Pitt Street. The new development will sit in context to these towers and maintain reasonable levels of daylight and minimise wind impacts to create a comfortable street environment.



*RL XX - Approximate Relative Level.

Tower Context

1. Citigroup Centre
2. Hilton Sydney
3. ANZ Bank Centre / 242 Pitt Street
4. PSN OSD / 252 Pitt Street
5. Piccadilly Stockland Complex
6. David Jones/ 65-77 Market Street
7. City Tattersalls Club/ 194 Pitt Street
8. Sydney Tower Eye



Detailed context plan of the city block between Market Street and Pitt Street.

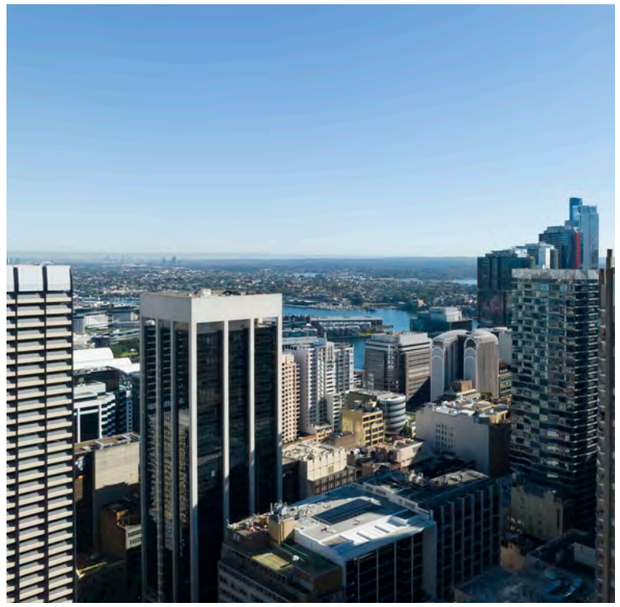
Legend

- Project site
- Transport
- Commercial / Retail
- Residential / Accommodation

A.1.1 - CONTEXT ANALYSIS

VIEW CORRIDORS

The diagrams illustrate the view corridors from the proposed site, which will have expansive views overlooking Hyde Park, and sweeping district views through the CBD.

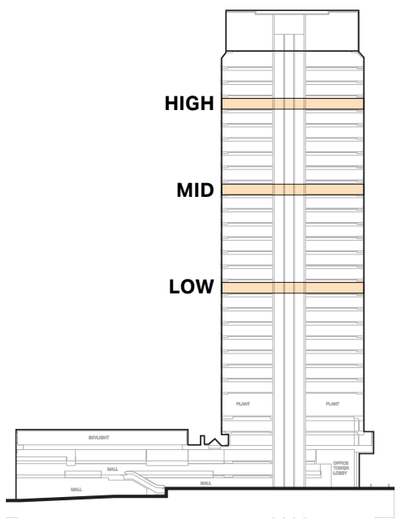




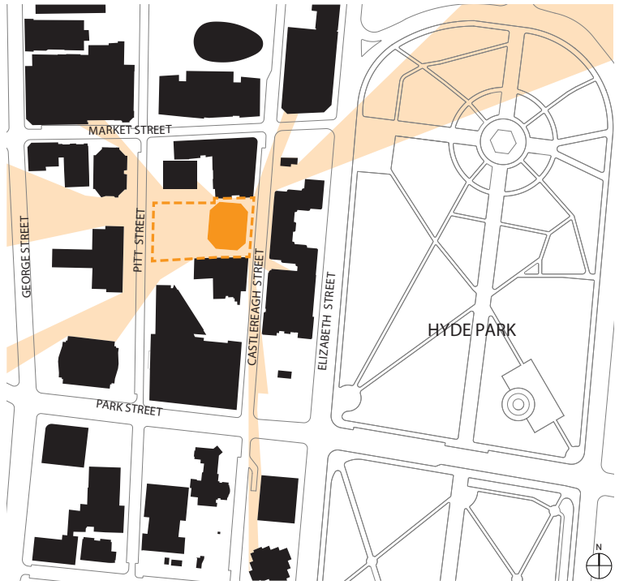


Legend

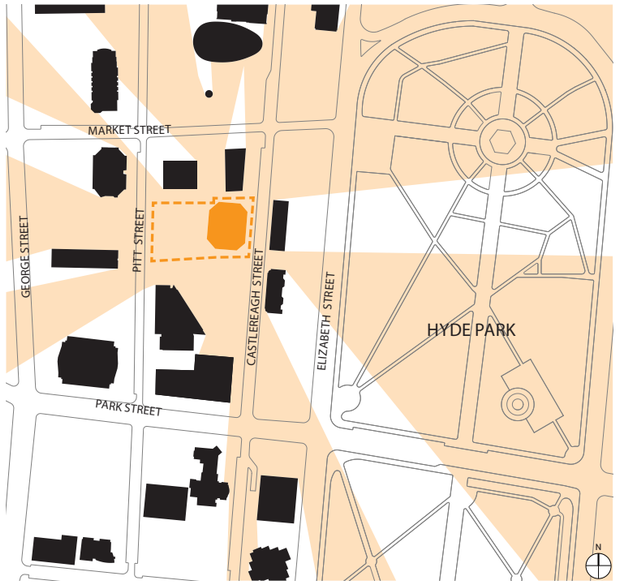
Project site



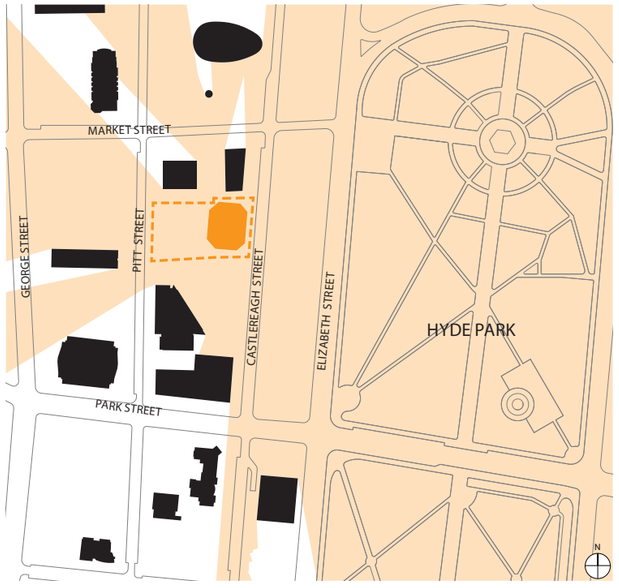
Key Legend.



Existing context - Low typical floor (RL 72.3).



Existing context - Mid typical floor (RL 97.5).



Existing context - High typical floor (RL 119.1).

A.1.1 - CONTEXT ANALYSIS

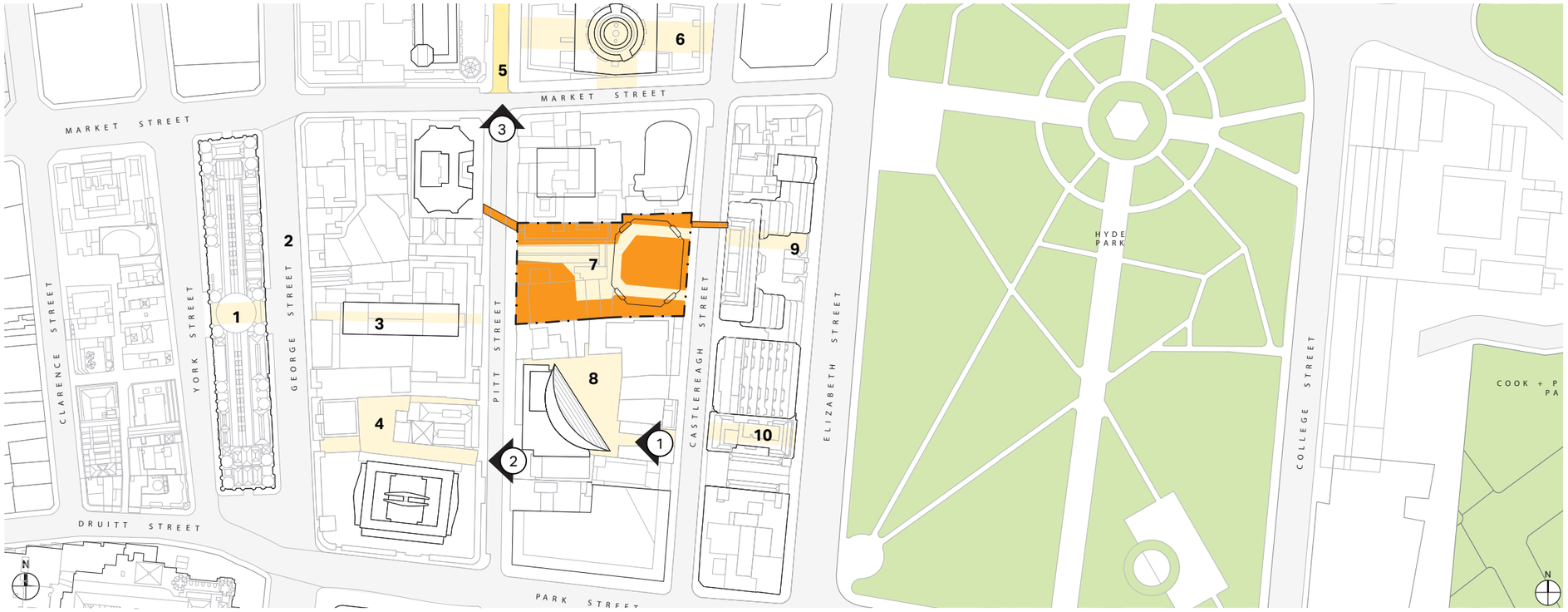
GROUND PLANE AND PUBLIC DOMAIN

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.

The site plan illustrates an overview of Through Site Links and pedestrianised streets within the site context.

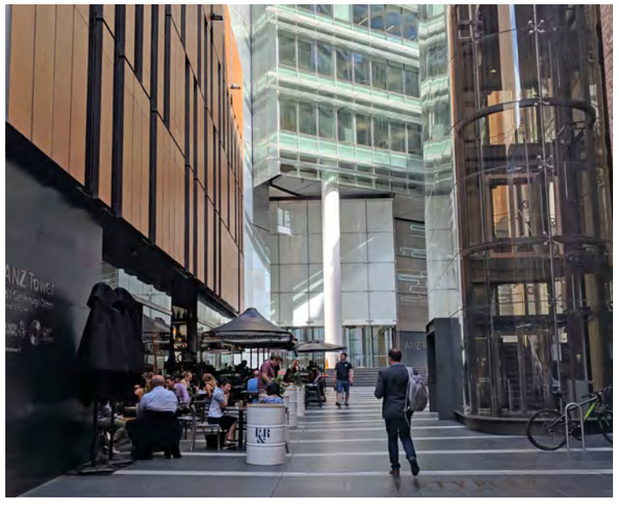
1. Queen Victoria Building (QVB)
2. George Street
3. Hilton Sydney Through Site Link
4. The Galleries Through Site Link
5. Pitt Street Mall
6. Westfield Sydney
7. Piccadilly Complex Through Site Link
8. Liberty Place
9. Sheraton Grand
10. St James Trust Building



Site plan.

Legend

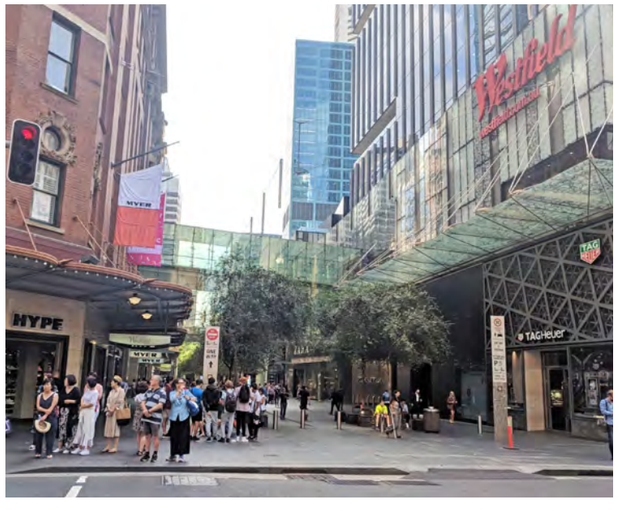
- Project site
- Park
- Through Site Link
- Pedestrianised street



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.

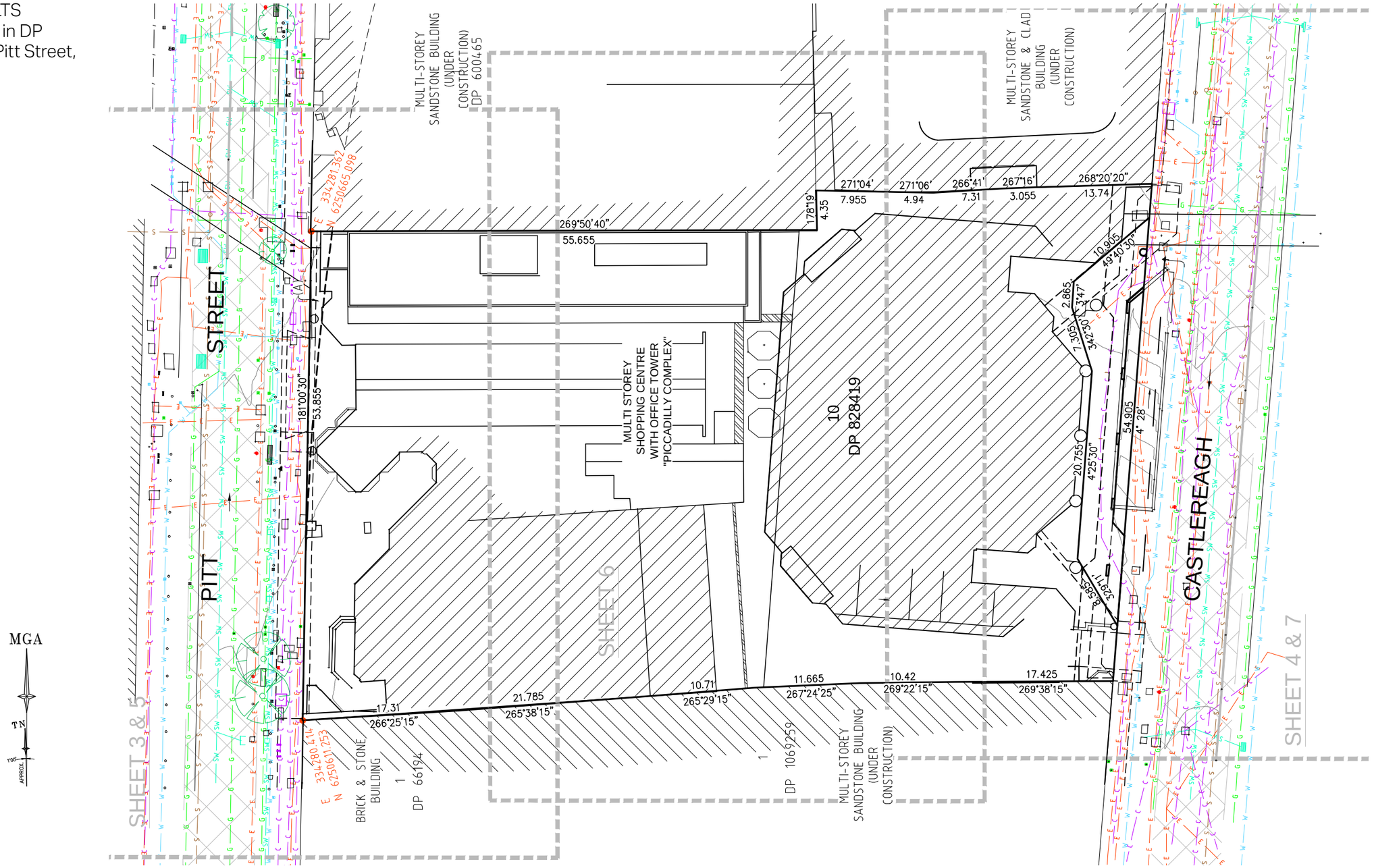
A.1.1 - CONTEXT ANALYSIS

SITE SURVEY

The site survey was prepared by LTS surveyor, for proposed site Lot 10 in DP 828419 'Piccadilly Complex', 210 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.

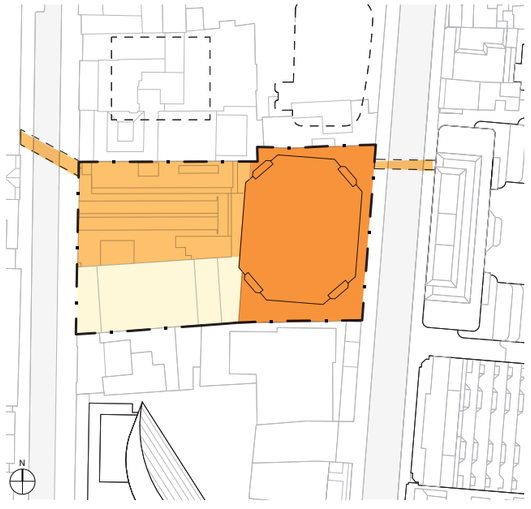
A.1.1 - CONTEXT ANALYSIS

EXISTING BUILDINGS AND PROGRAMS ON SITE

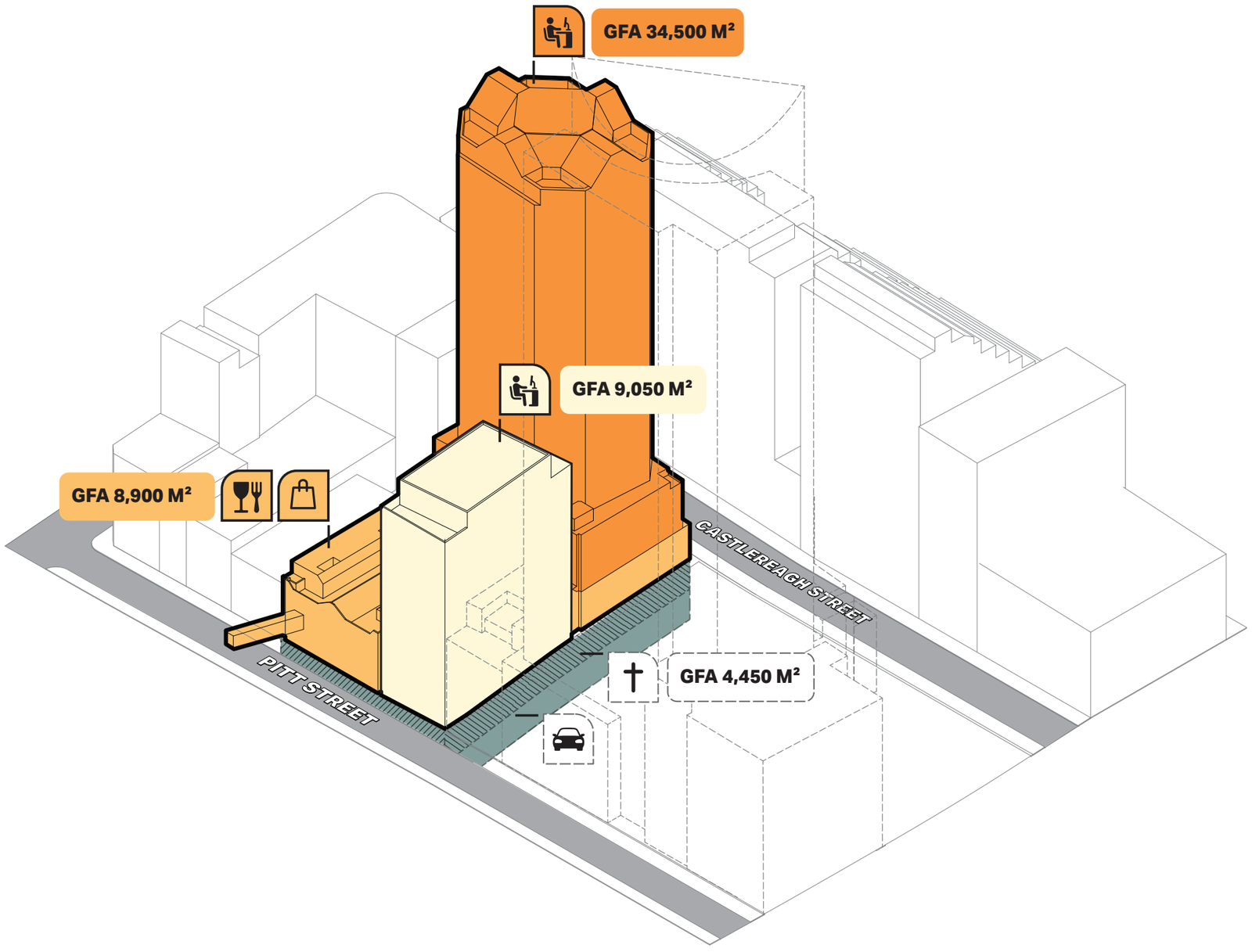
The existing Piccadilly Stockland Centre is comprised of; 'Piccadilly Tower', a 31 storey commercial tower at 133 - 145 Castlereagh Street; 'Piccadilly Court', a 15 storey office building at 222 Pitt Street; together with a two-level retail podium at 210 Pitt Street, and 5 level basement with Wesley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

Legend

- Piccadilly Tower: 34.500m2 GFA
- Piccadilly Court: 9.050m2 GFA
- Piccadilly Shopping Centre: 8.900m2 GFA
- Wesley Mission (basement): 4.450m2 GFA
- Car Parking (basement)
- Program: Commercial
- Program: Food & Beverage
- Program: Retail
- Program: Car parking
- Program: Christian community service



Key Legend.



CHAPTER 2

EXISTING PLANNING FRAMEWORK

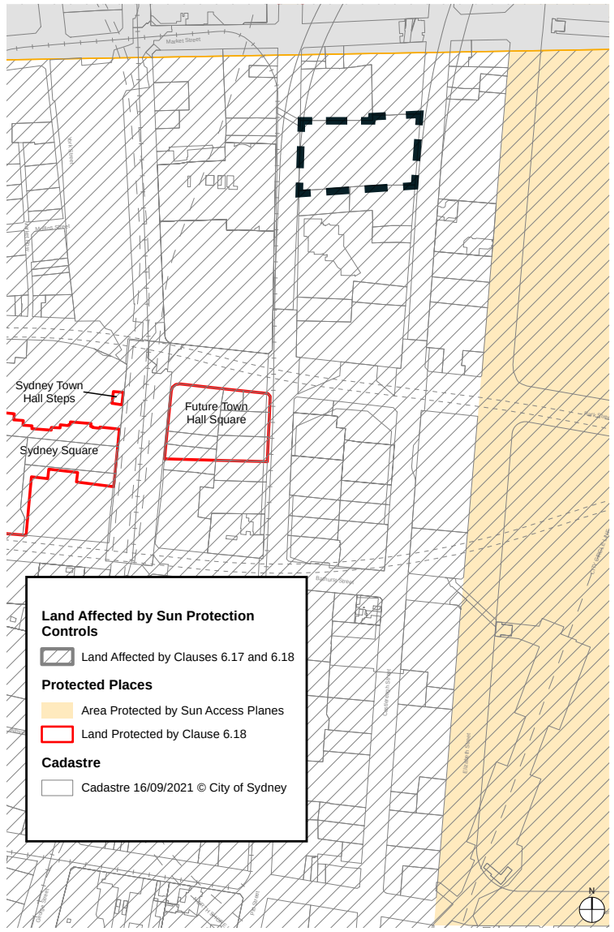
A.2.0 - EXISTING PLANNING FRAMEWORK

SYDNEY LEP 2012

The maximum height of the building is defined by the Hyde Park Solar Access Protection plane.

The development site is identified in the Sydney LEP 2012 as an opportunity site, and is eligible for additional floor space beyond that of being in an Area.

Solar access protection map (LEP)



The maximum height is determined by the Hyde Park Solar Access Protection plane.

Opportunity site map (LEP)



The development site is identified as an opportunity site, and is eligible for additional floor space.

FSR map (LEP)



The site is in Area 2, and eligible for additional floor space.

Legend

Project Site

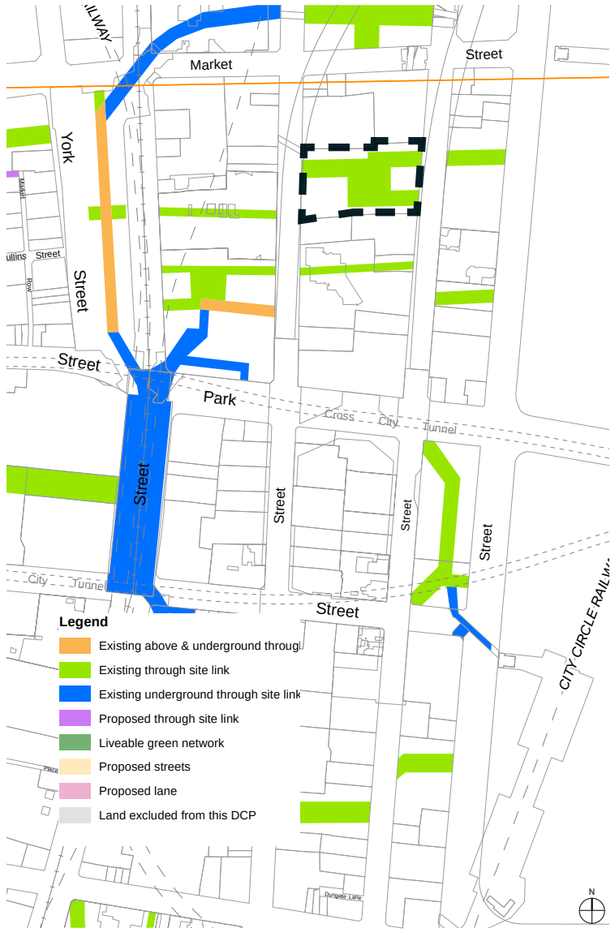
A.2.0 - EXISTING PLANNING FRAMEWORK

SYDNEY DCP 2012

The Sydney DCP 2012 outlines a number of expectations for provisions on the ground plane to help achieve a high quality public domain outcome.

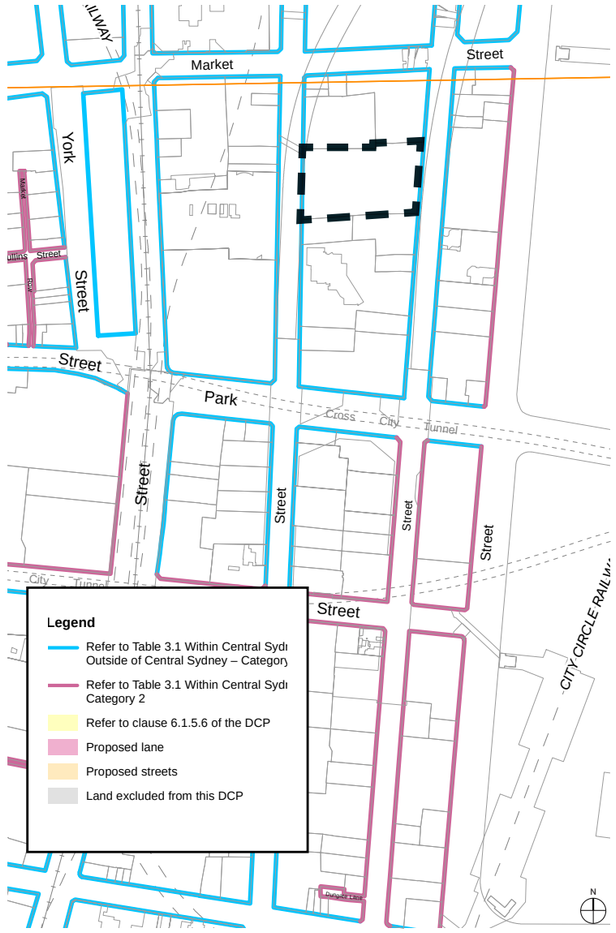
The objective of these requirements is primarily focused on enhancing pedestrian access and activity, to maximise street life and the vibrancy of the city.

Through site link map



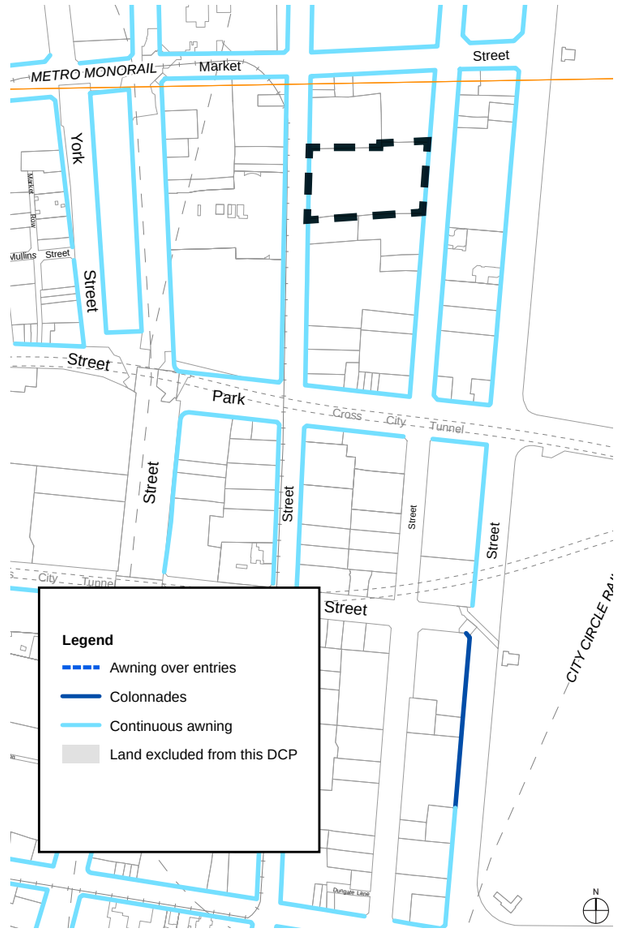
A through site link is to be provided in the development site.

Active frontage map



The development site is to have active frontages to the street.

Awnings and colonnade map



Continuous awnings are required on the development site.

Legend

Project Site

A.2.0 - EXISTING PLANNING FRAMEWORK

GUIDELINE FOR SITE SPECIFIC PLANNING PROPOSALS IN CENTRAL SYDNEY

The Guideline for Site Specific Planning Proposals in Central Sydney identifies the proposed site as having existing structures which break the Solar Access Protection controls.

The site could qualify as a Solar Access Opportunity if the requirements are met, enabling an increase to the floor space ratio.

Sites containing existing structures breaking SAP



The site could qualify as a Solar Access Opportunity site if the specified criteria are met.

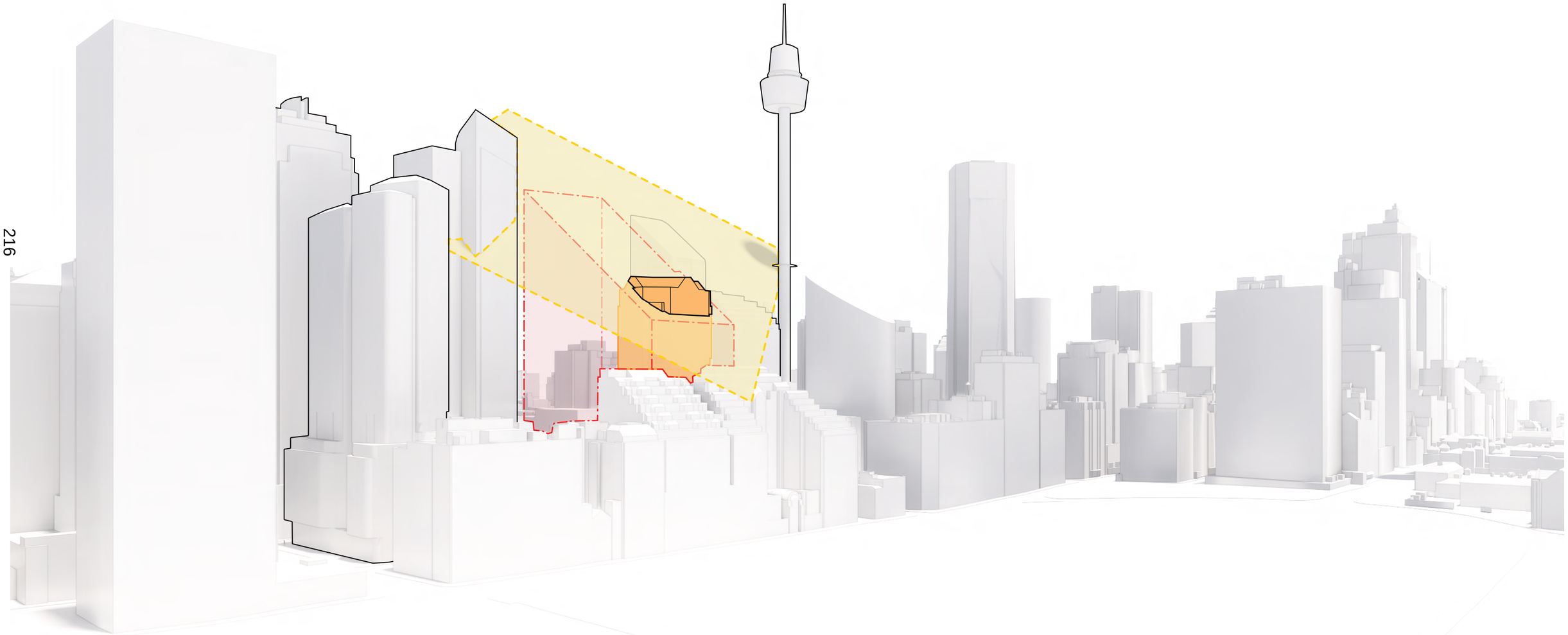
Legend

Project Site

A.2.1 - MAXIMUM HEIGHT

HYDE PARK SOLAR ACCESS PROTECTION (SAP) PLANE

The maximum height of the development is determined by the Hyde Park SAP plane, as determined in the Sydney LEP and as shown in the below diagram. The existing tower currently breaches this SAP plane.



Legend

- Existing Tower Structure
- Site Envelope
- Solar access protection plane

A.2.2 - OPPORTUNITY SITE

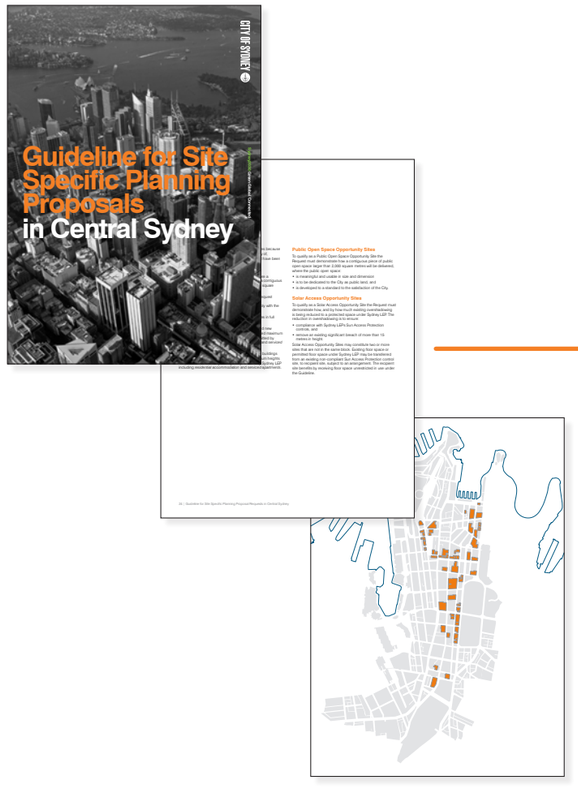
IDENTIFICATION AND QUALIFICATION

The Guideline for Site Specific Planning Proposals in Central Sydney identified the breach of the Hyde Park SAP, and notes:

"To qualify as a Solar Access Opportunity Site the Request must demonstrate how, and by how much existing overshadowing is being reduced to a protected space under Sydney LEP.
The reduction in overshadowing is to ensure:

- Compliance with Sydney LEPs Sun Access Protection controls, and
- Remove an existing significant breach of more than 15 meters in height.

The following pages demonstrate how this proposal qualifies with these requirements.



Solar Access Opportunity Sites

To qualify as a Solar Access Opportunity Site the Request must demonstrate how, and by how much existing overshadowing is being reduced to a protected space under Sydney LEP. The reduction in overshadowing is to ensure:

- compliance with Sydney LEPs Sun Access Protection controls, and
- remove an existing significant breach of more than 15 metres in height.

Solar Access Opportunity Sites may constitute two or more sites that are not in the same block. Existing floor space or permitted floor space under Sydney LEP may be transferred from an existing non-compliant Sun Access Protection control site, to recipient site, subject to an arrangement. The recipient site benefits by receiving floor space unrestricted in use under the Guideline.

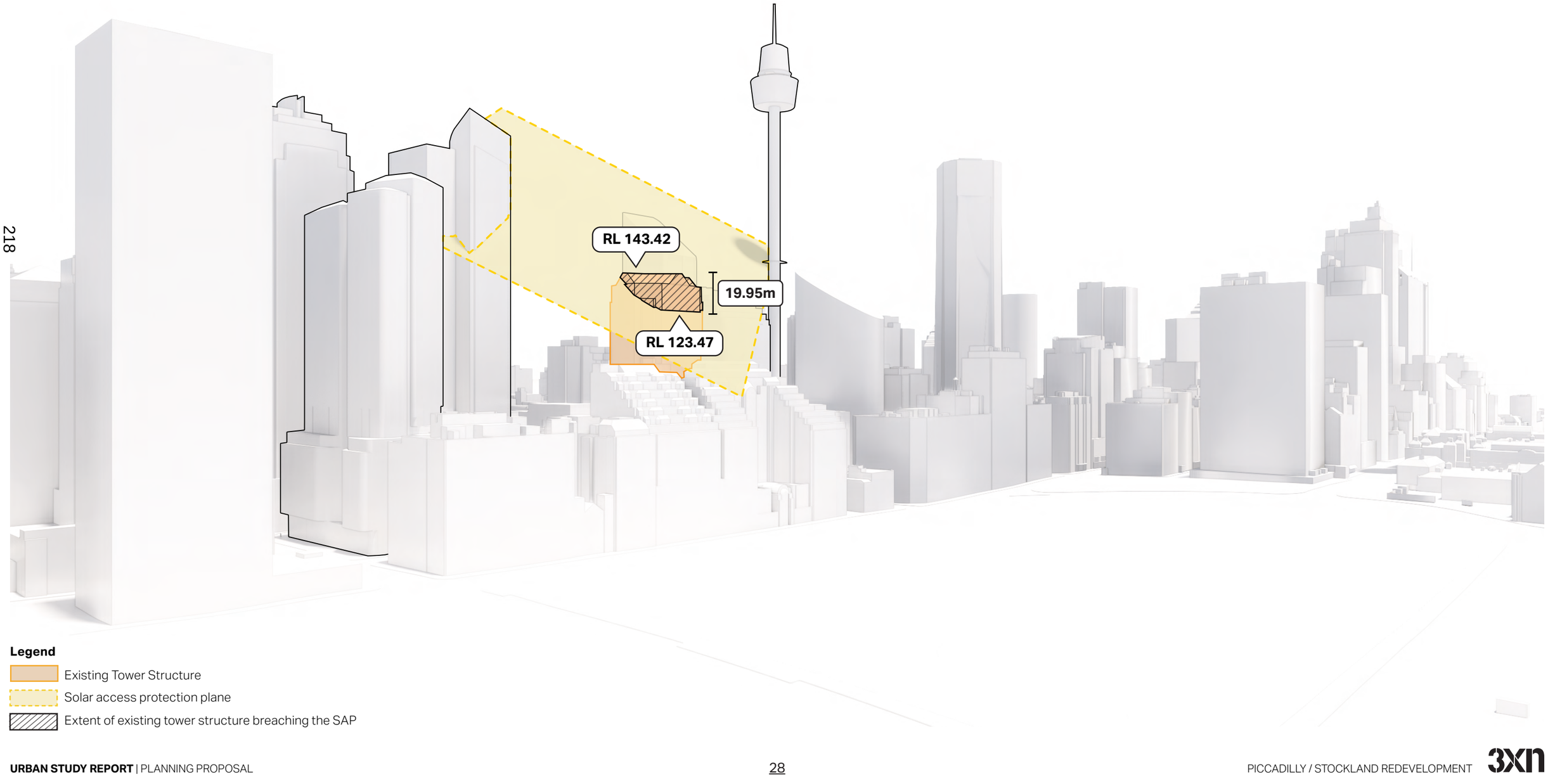


Source: City of Sydney DCP 2012, SAP map.

A.2.2 - OPPORTUNITY SITE

COMPLIANCE WITH REQUIREMENTS

The proposed site qualifies as a Solar Access Opportunity Site as the existing significant breach is more than 15m in height.



Legend

- Existing Tower Structure
- Solar access protection plane
- Extent of existing tower structure breaching the SAP

A.2.2 - OPPORTUNITY SITE

OVERSHADOWING ASSOCIATED WITH SAP BREACH

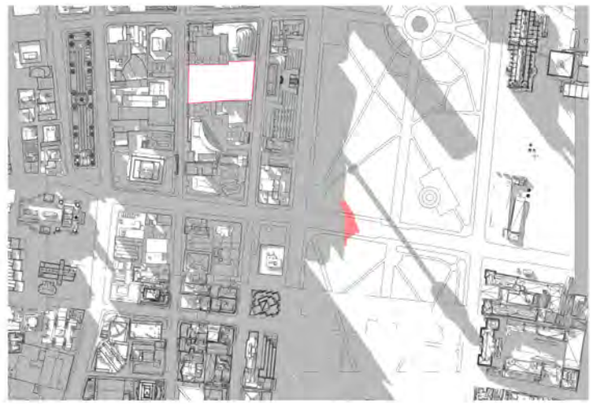
The following shadow diagrams demonstrate the extent of overshadowing to Hyde Park associated with the SAP breach, and the potential reduction afforded by adhering to the control.



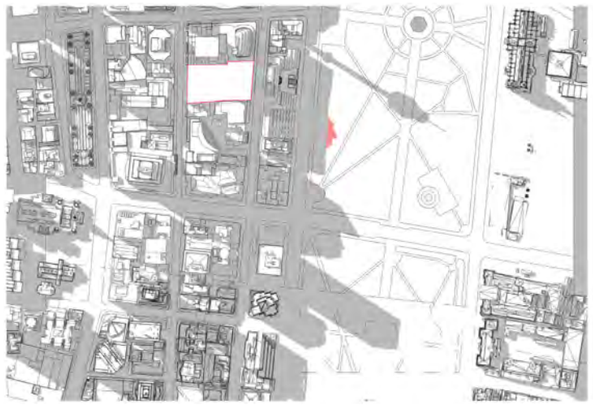
June 21st winter solstice, 1:45 pm



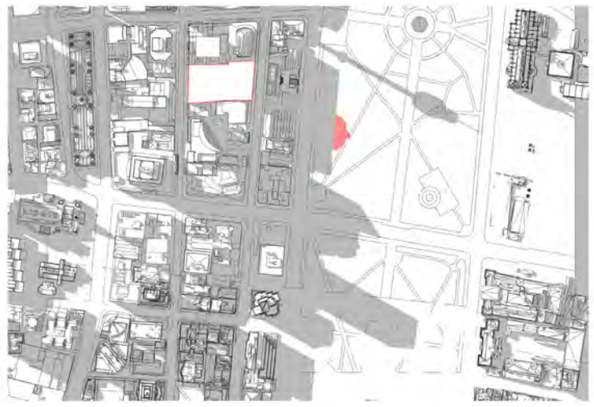
June 21st winter solstice, 2:00 pm



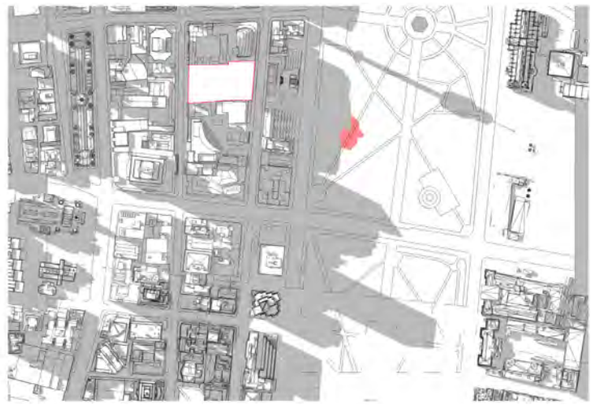
June 21st winter solstice, 2:15 pm



September 23rd, 2:30 pm



September 23rd, 2:45 pm



September 23rd, 3:00 pm

Legend

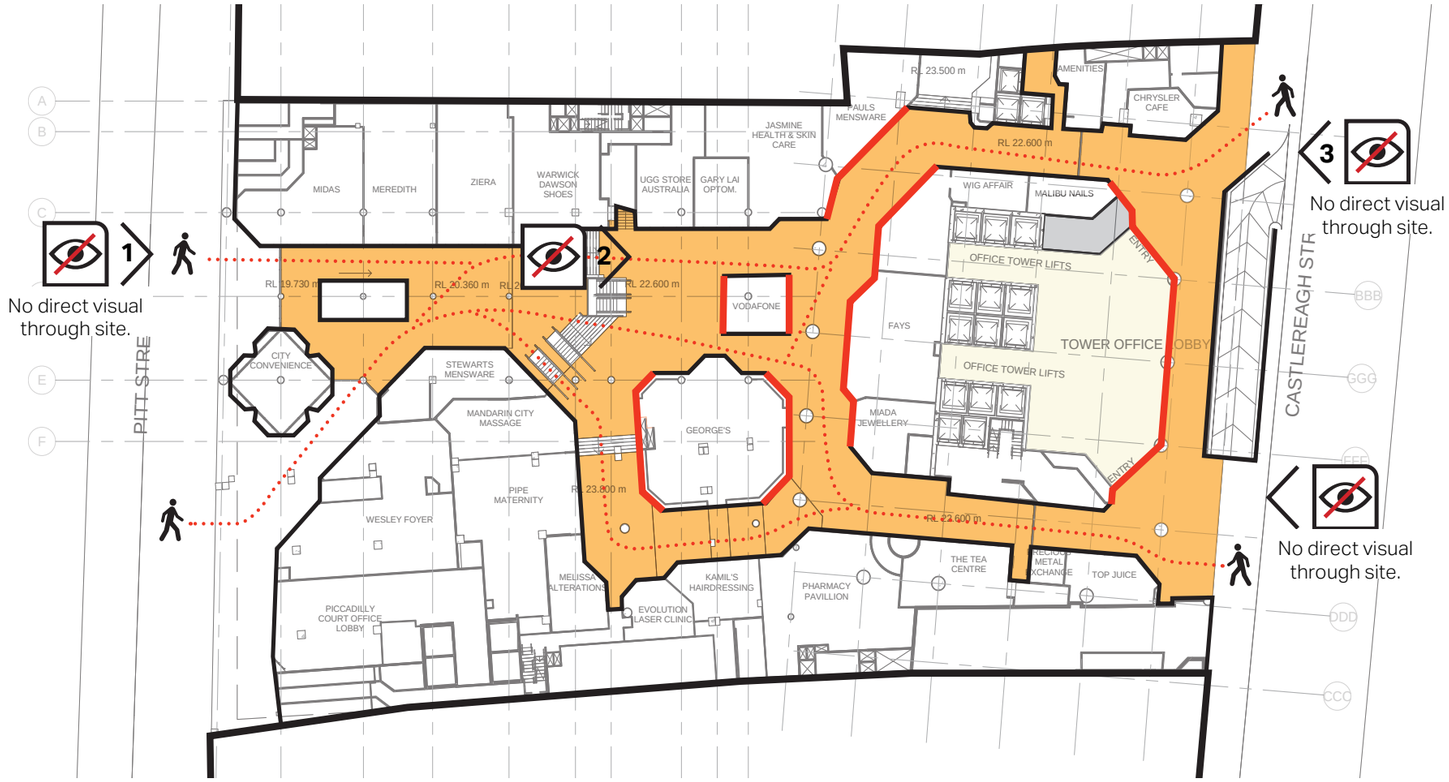
Existing Structure SAP Breach

A.2.3 - THROUGH SITE LINK

EXISTING THROUGH SITE LINK

There is an existing through site link passing through the development site. However, this does not meet the DCP's requirements for natural light nor having clear line of sight between Pitt and Castlereagh Street. Furthermore, the current TSL is not universally accessible as level changes are addressed by stairs and escalators.

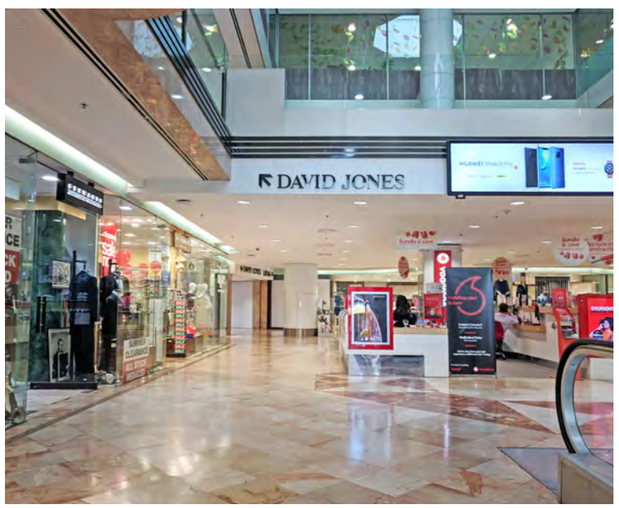
Opportunity Site
The potential to improve the quality of the TSL, particularly the configuration of pedestrian access and movement in and around the site presents opportunities for additional floor space under the LEP.



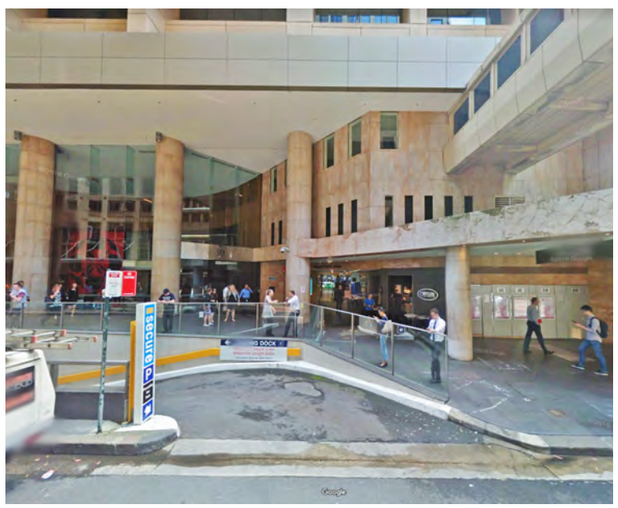
Existing ground floor plan showing through site link.



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

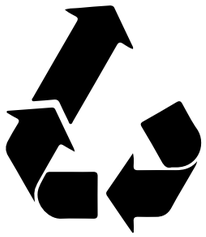
- Visual blockage
- Pedestrian circulation route
- Through site link circulation

CHAPTER 3

SITE SPECIFIC RESPONSE AND KEY DRIVERS

A.3.0 - SITE SPECIFIC RESPONSE AND DRIVERS

KEY PROJECT DRIVERS



ALLOW FOR UPCYCLING

The proposal should:

- Allow for the retention and upcycling of components of the existing structure to minimise carbon emissions



RESPONSE TO NEIGHBOURING BUILDINGS

The proposal should:

- Respond to neighbouring buildings, in particular, the buildings immediately north of the site, which impact and will be impacted by any proposed development
- Reinforce the character of the existing heritage streetscape



CREATING A VIBRANT GROUND PLANE

The proposal should:

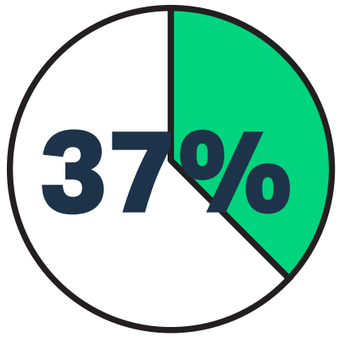
- Prioritise pedestrian movement and ensure universal access around and through the site
- Activate the streetscape

A.3.1 - RETENTION/ UPCYCLING

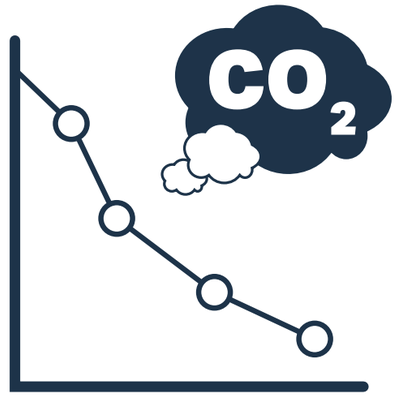
REDUCING UPFRONT EMBODIED CARBON

The real estate and construction industry is a major contributor to climate change, with the global industry responsible for 37% of energy related carbon dioxide emissions and a third of the world's waste. As one of the world's biggest economic ecosystems, the construction industry has a significant opportunity to lead the change required to achieve global sustainability goals to reach net zero.

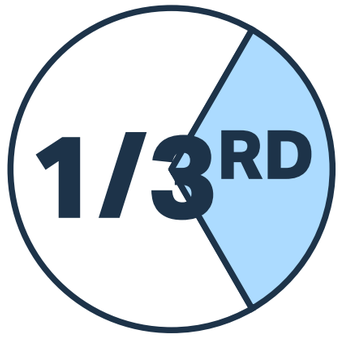
Ahead of global targets, the City of Sydney has committed to achieving net zero emissions by 2035. While the focus, both at a state and city level, has been on the reduction of operational emissions thus far, there is becoming an increased awareness to the significance of embodied carbon to the equation, as modelling is projecting that embodied carbon will become the primary source of built environment emissions as building improvements and grid de-carbonisation continues.[1]



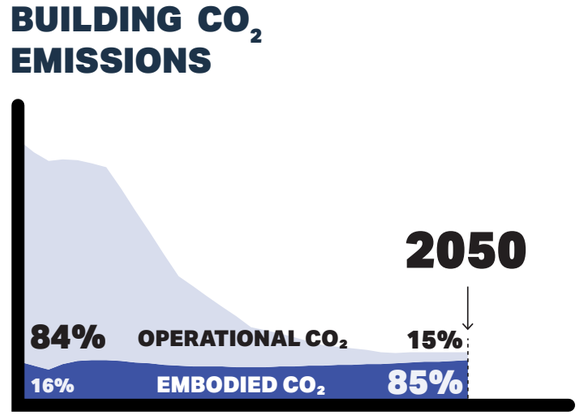
ENERGY-RELATED CO_2 PRODUCED BY CONSTRUCTION



NET ZERO EMISSIONS



GLOBAL WASTE PRODUCED BY CONSTRUCTION



PRIORITISING EMBODIED CARBON REDUCTION TO REACH NET ZERO [2]

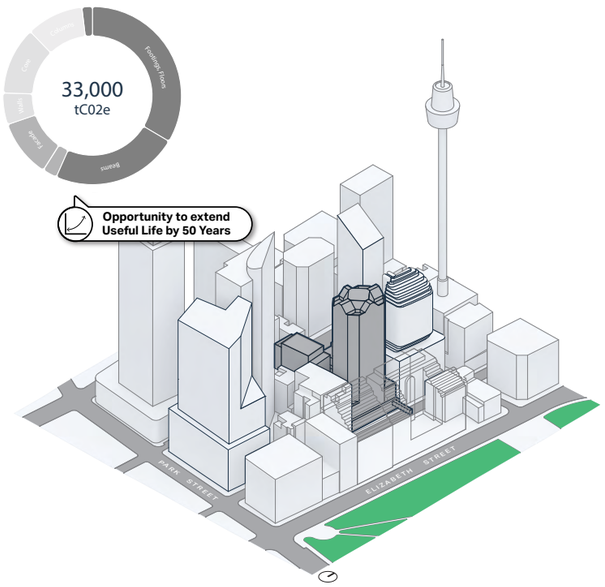
[1] UK Net Zero Whole Life Carbon Roadmap for the Built Environment

[2] Embodied Carbon and Embodied Energy in Australia's Buildings

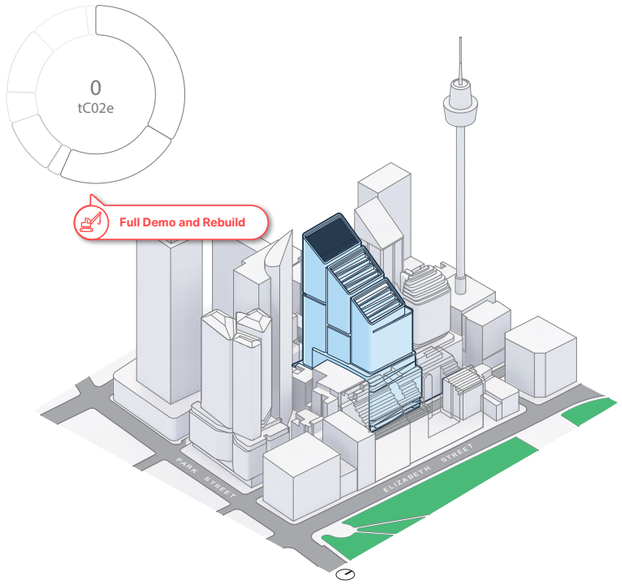
A.3.1 - RETENTION/ UPCYCLING

UPCYCLING THE EXISTING TOWER

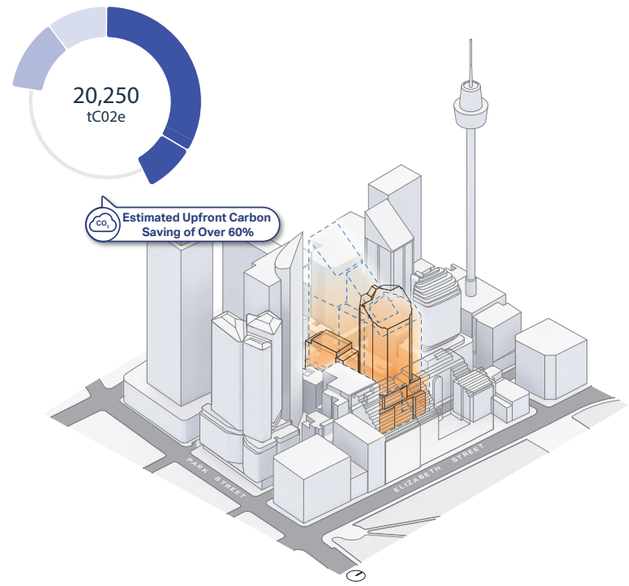
Stockland is genuinely ESG led, and is committed to being a leader in sustainability. The upcycling of the existing building, which could retain a majority of it's estimated 33,000+ tonnes of embodied carbon, presents an opportunity to go beyond the typical Green Star and GBCA initiatives, and breathe new life into a building for another 50 years.



EXISTING BUILDING (CURRENT)



DEMOLISH AND REBUILD (PP2020)



RETAIN AND RE-IMAGINE (PROPOSED)

0% **UPFRONT CARBON SAVINGS** **60%+**

A.3.1 - RETENTION/ UPCYCLING

THE EXISTING STRUCTURE

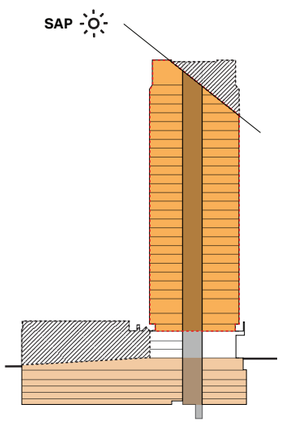
Stockland, together with 3XN/GXN, explored a number of upcycling strategies to assess the extent of structure to retain.

Aside from the removal of existing structure breaching the Hyde Park SAP, major components of the tower and basement structure are proposed to be retained, presenting significant savings of up to around 20,250+ tonnes of embodied carbon, whilst ensuring a PCA Premium Grade Office tower could be delivered.

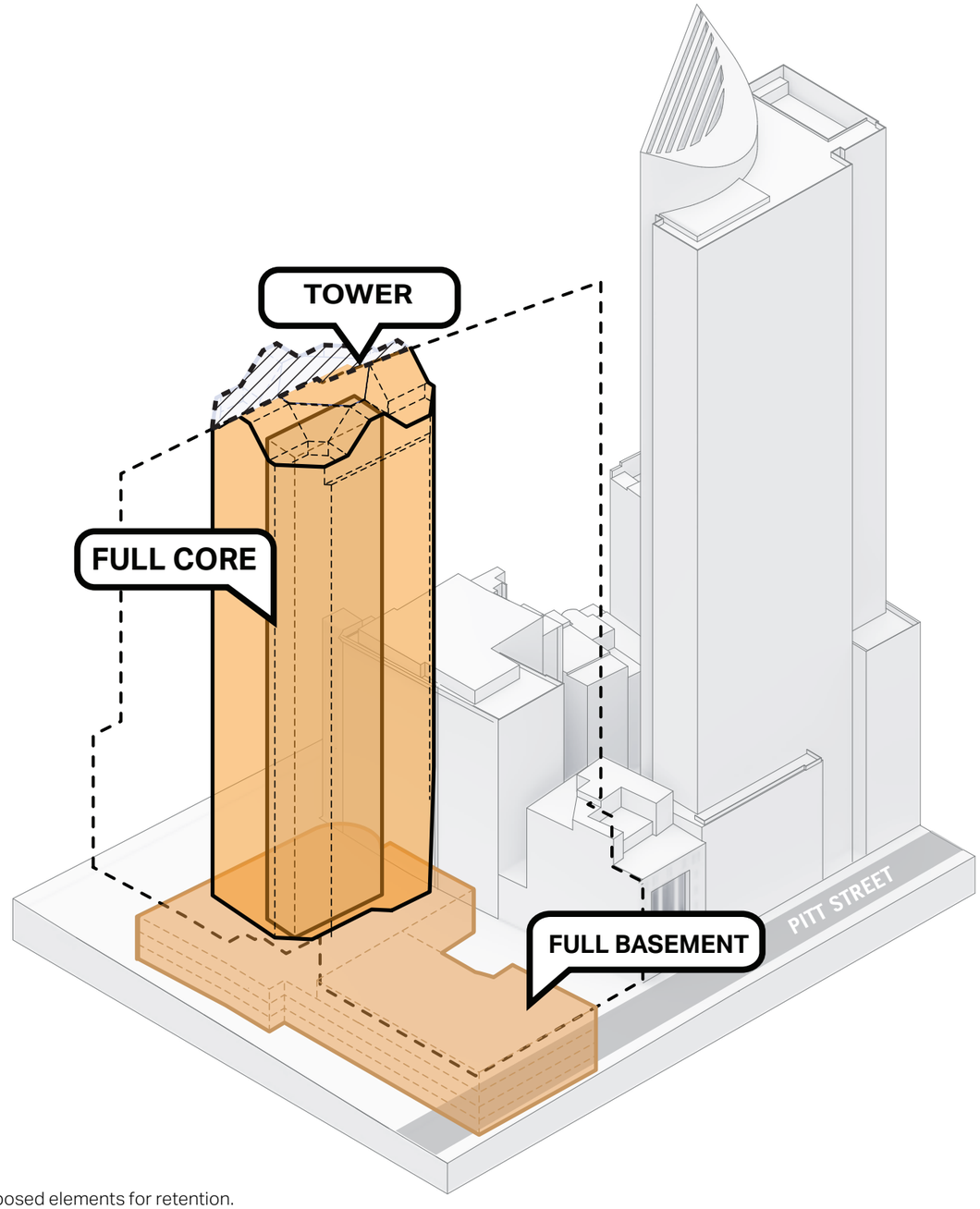
Legend

Retained: Tower structure

Retained: Basement structure



Key Legend.



Proposed elements for retention.

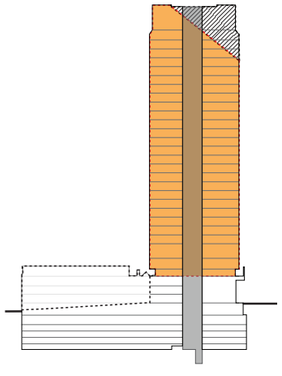
A.3.1 - RETENTION/ UPCYCLING

RETENTION OF THE EXISTING TOWER

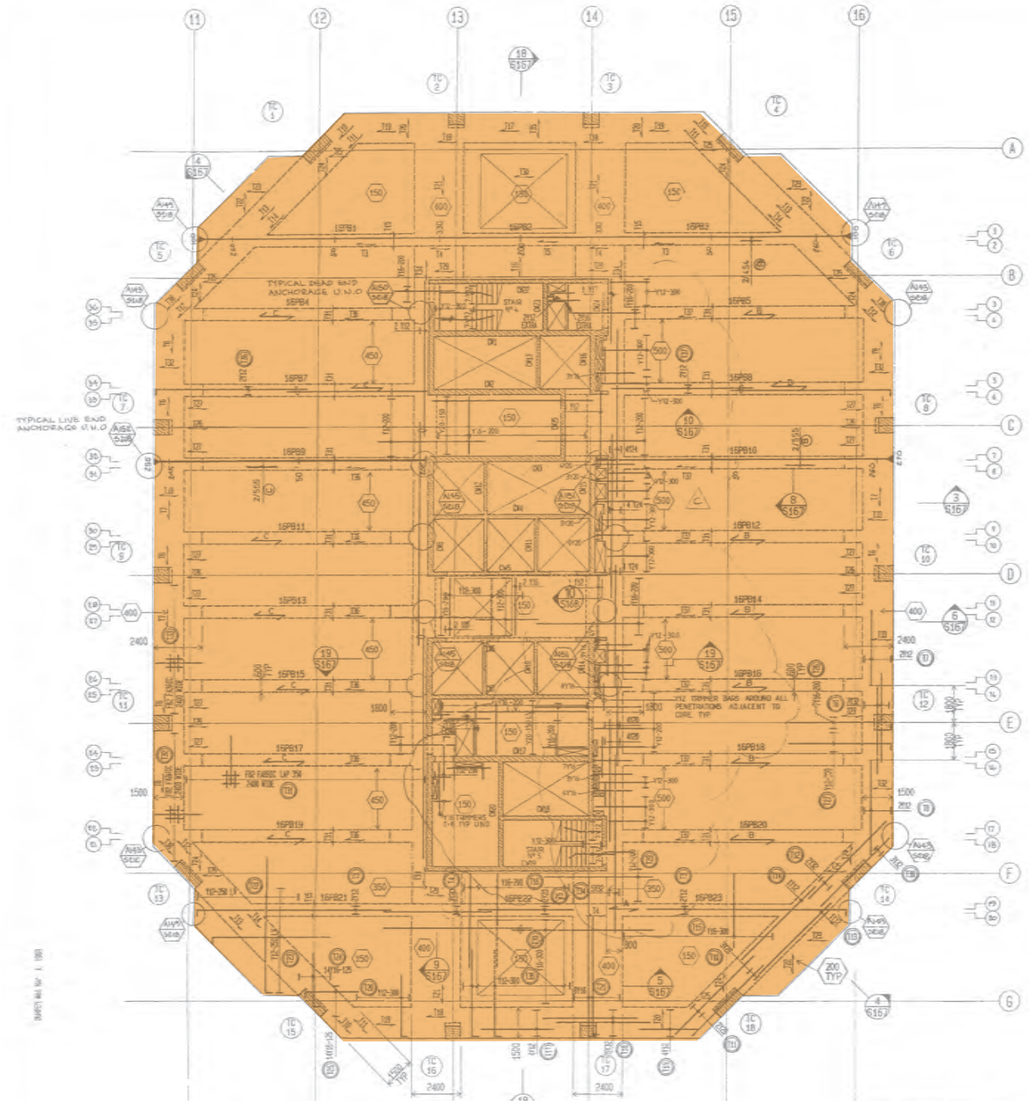
The feasibility for retention and reuse of the existing structure has been assessed by Arup. With the exception of the required demolition to the top of the tower, the intent is to retain the floor plates, core and columns of the existing tower.

Legend

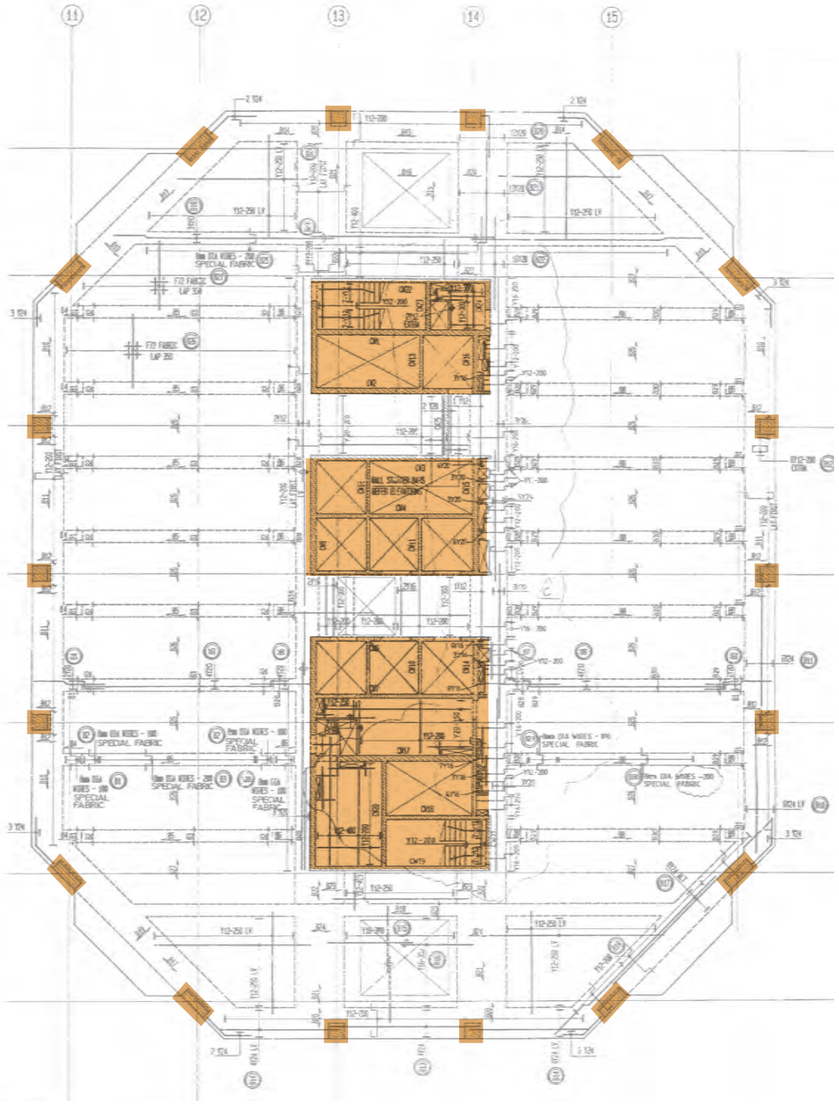
Retained: Tower structure



Key Legend.



Retention of existing floor plate



Retention of existing column and core

A.3.1 - RETENTION/ UPCYCLING

RETAINING THE BASEMENT AND THE UPPER GROUND SLAB

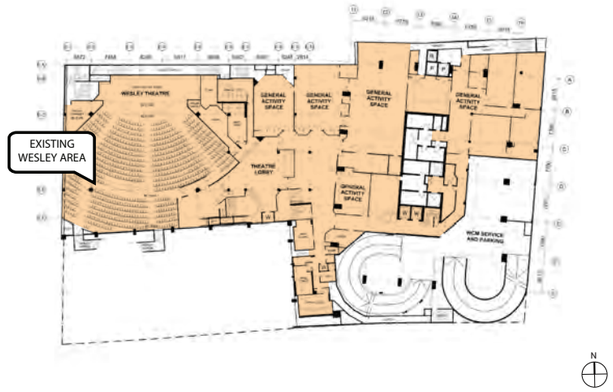
The existing basement currently accommodates parking, building services, and essential spaces used by Wesley Mission, a non-profit Christian organisation that operates a range of community services on site.

Retaining the basement and ground floor slab not only contributes to embodied carbon savings, but also presents opportunities to retain/reuse critical services, and existing areas associated with Wesley Mission.

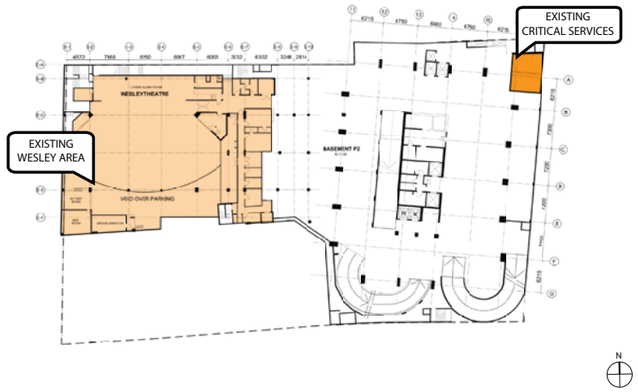
This retention also provides opportunities for staging the development, if required, by allowing key services and functions to continue operating throughout the construction process.



Level S - Existing floor plan



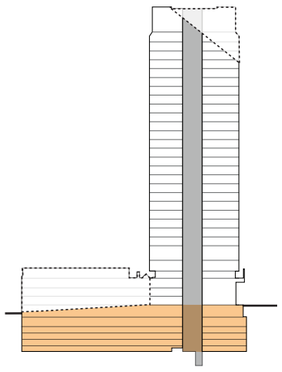
Level P1 - Existing floor plan



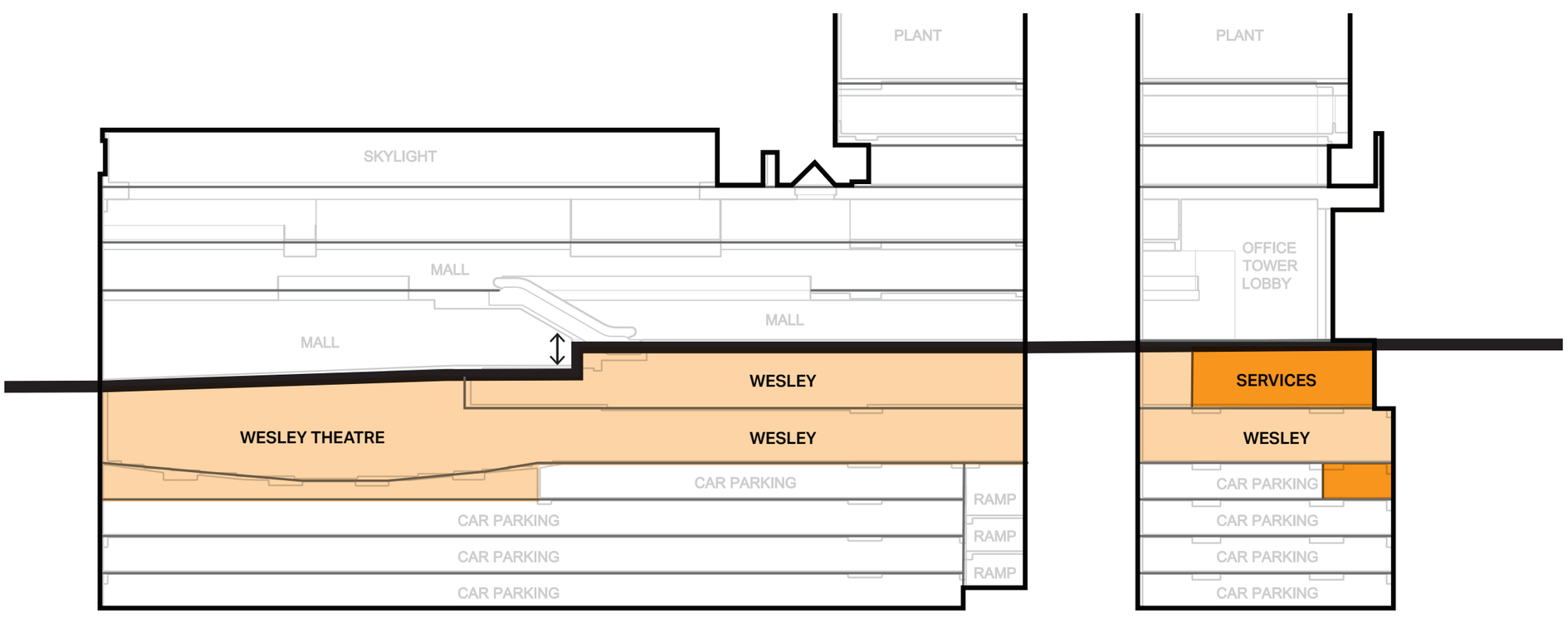
Level P2 - Existing floor plan

Legend

- Wesley Mission existing areas
- Existing critical services
- Existing loading dock



Key Legend.



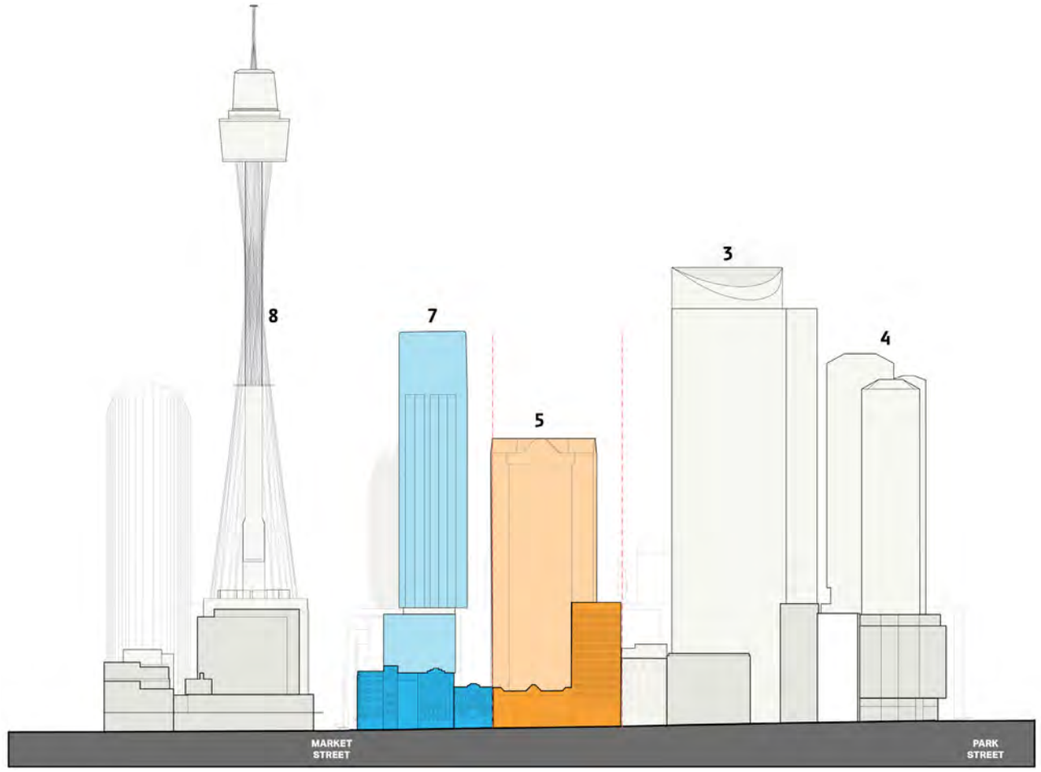
Basement section - existing Wesley and Critical Building Services

A.3.2 - NEIGHBOURING BUILDINGS

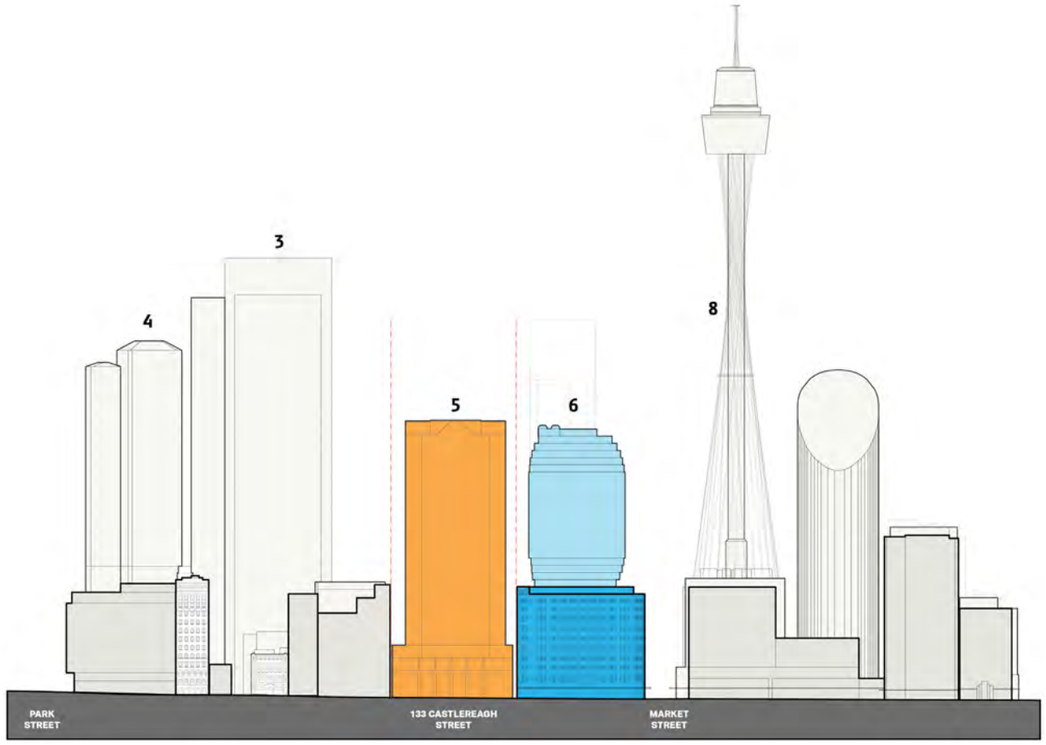
NORTHERN BUILDINGS

The sites directly north of the proposed site, on both Pitt and Castlereagh Street, are being developed with significant residential components.

An assessment of these developments has been undertaken to ensure the proposed development responds to, and does not unreasonably impede on, the amenity of these developments.



Pitt Street Elevation.



Castlereagh Street Elevation.

TOWER CONTEXT

1. Citigroup Centre
2. Hilton Sydney
3. ANZ Bank Centre / 242 Pitt Street
4. PSN OSD / 252 Pitt Street
5. Piccadilly Stockland Complex
6. David Jones/ 65-77 Market Street
7. City Tattersalls Club/ 194 Pitt Street
8. Sydney Tower Eye

Legend

- Proposed site
- Commercial / Retail
- Residential / Accommodation

A.3.2 - NEIGHBOURING BUILDINGS

CITY TATTERSALLS CLUB REDEVELOPMENT

The City Tattersalls redevelopment at 196–204 Pitt Street, directly north of the Piccadilly site, features a mixed-use tower with hotel and residential components, set above a podium that incorporates several heritage sites.

At 202-204 Pitt Street, the former Tattersalls Club has been significantly reconstructed, with the roof lanterns above the Administration and Billiard rooms restored.

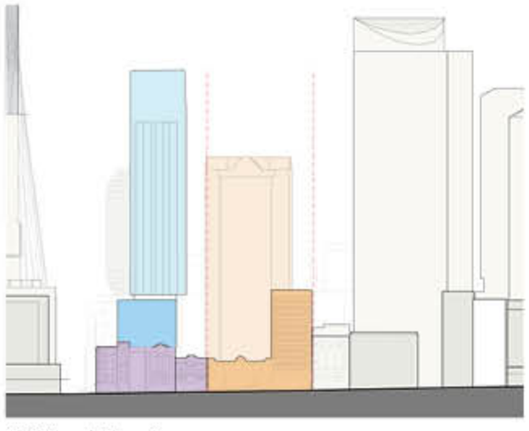
To enhance visual privacy and protect the amenity of the development, increased setbacks will help reduce the impact on the sky view through the heritage lanterns.

229

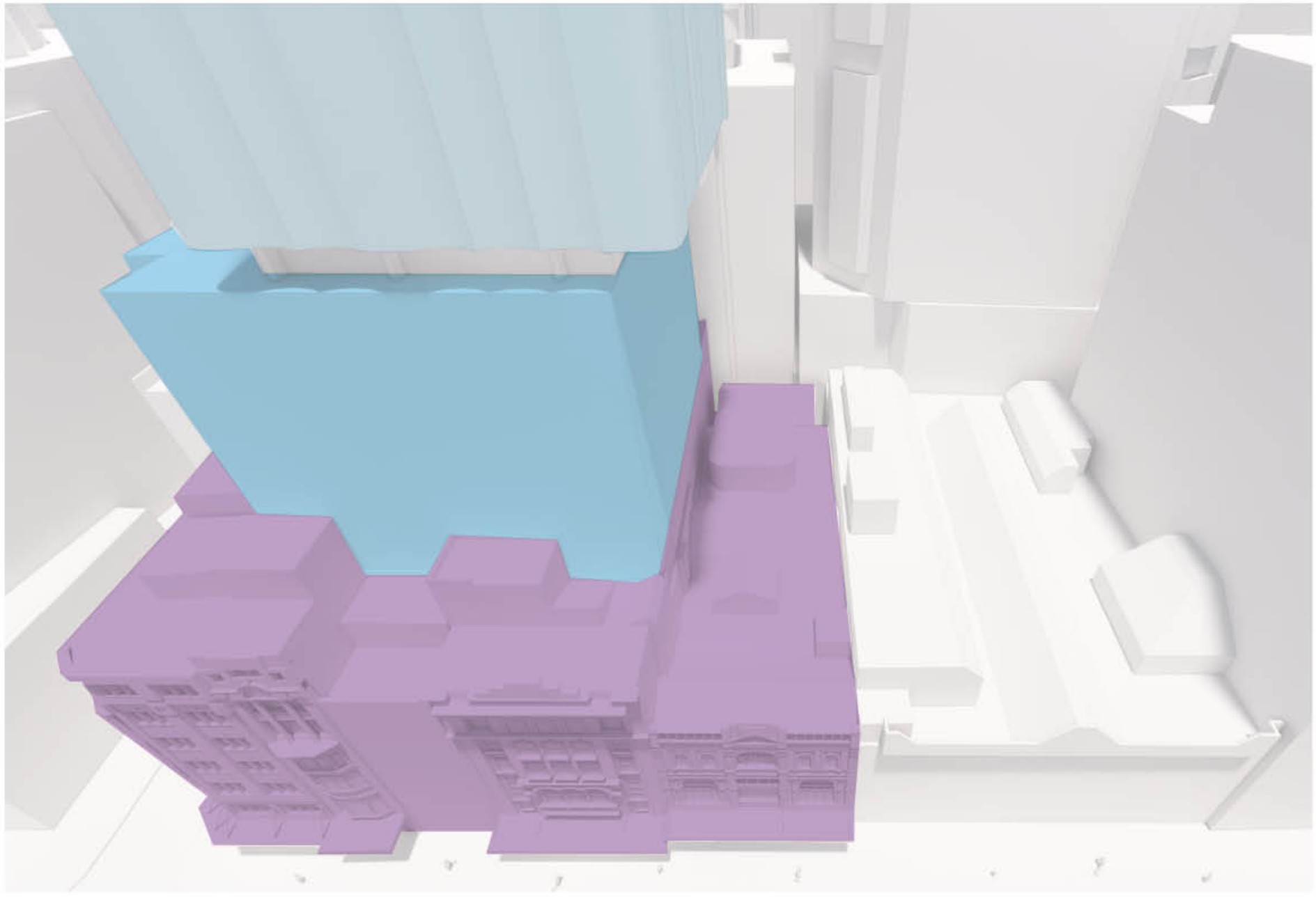
Architect:
FJC Studio and BVN Architecture
Reference Document:
'City Tattersalls Club Architectural Design Report for the Stage 2 Development Application'

Legend

- Club
- Hotel
- Residential



Pitt Street Elevation.



A.3.2 - NEIGHBOURING BUILDINGS

CITY TATTERSALLS CLUB REDEVELOPMENT SOUTHERN FACADE ANALYSIS

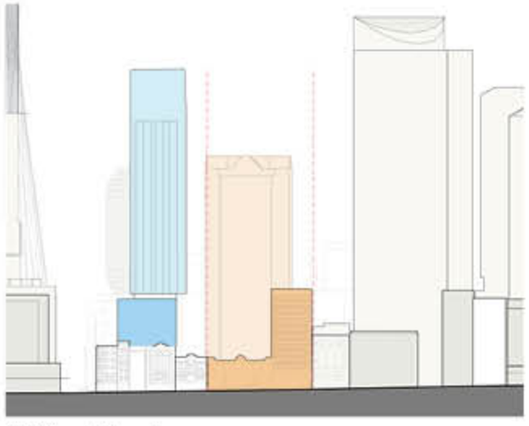
The southern facade of the City Tattersalls development overlooks the proposed site and includes both hotel and residential components.

Hotel Floors:
The hotel, extending up to approximately RL68.5 (about 50m from the street), features a solid facade with narrow glazing slots that provide natural light to the lift lobby. At the eastern and western ends of the floor plate, the corner hotel rooms have a limited extent of glazing facing the southern facade, though these do not serve as the primary outlook for the rooms.

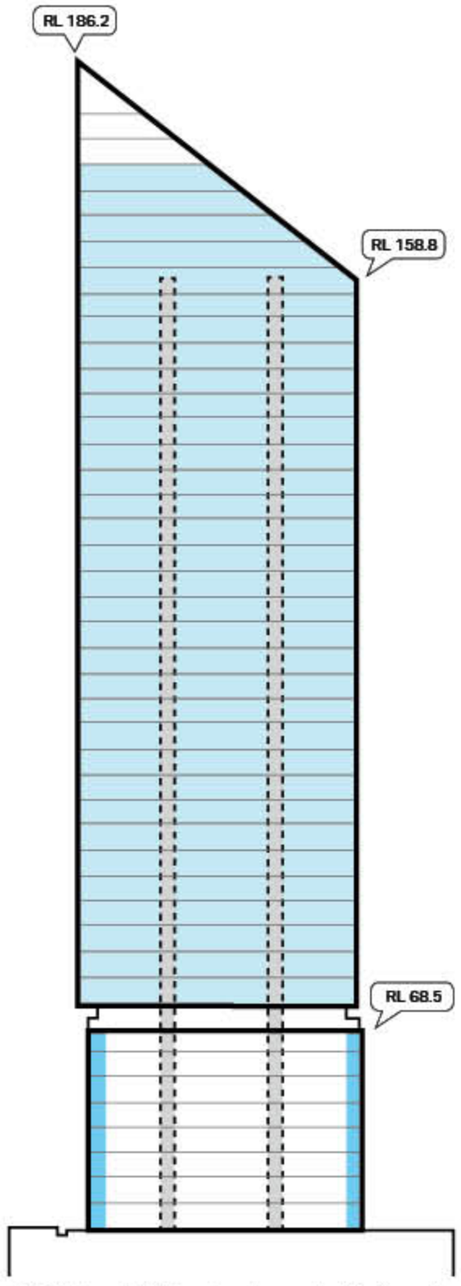
Residential Floors:
Above the hotel, the residential apartments on the southern facade are oriented south, with a setback of less than 12m from the site boundary.

Legend

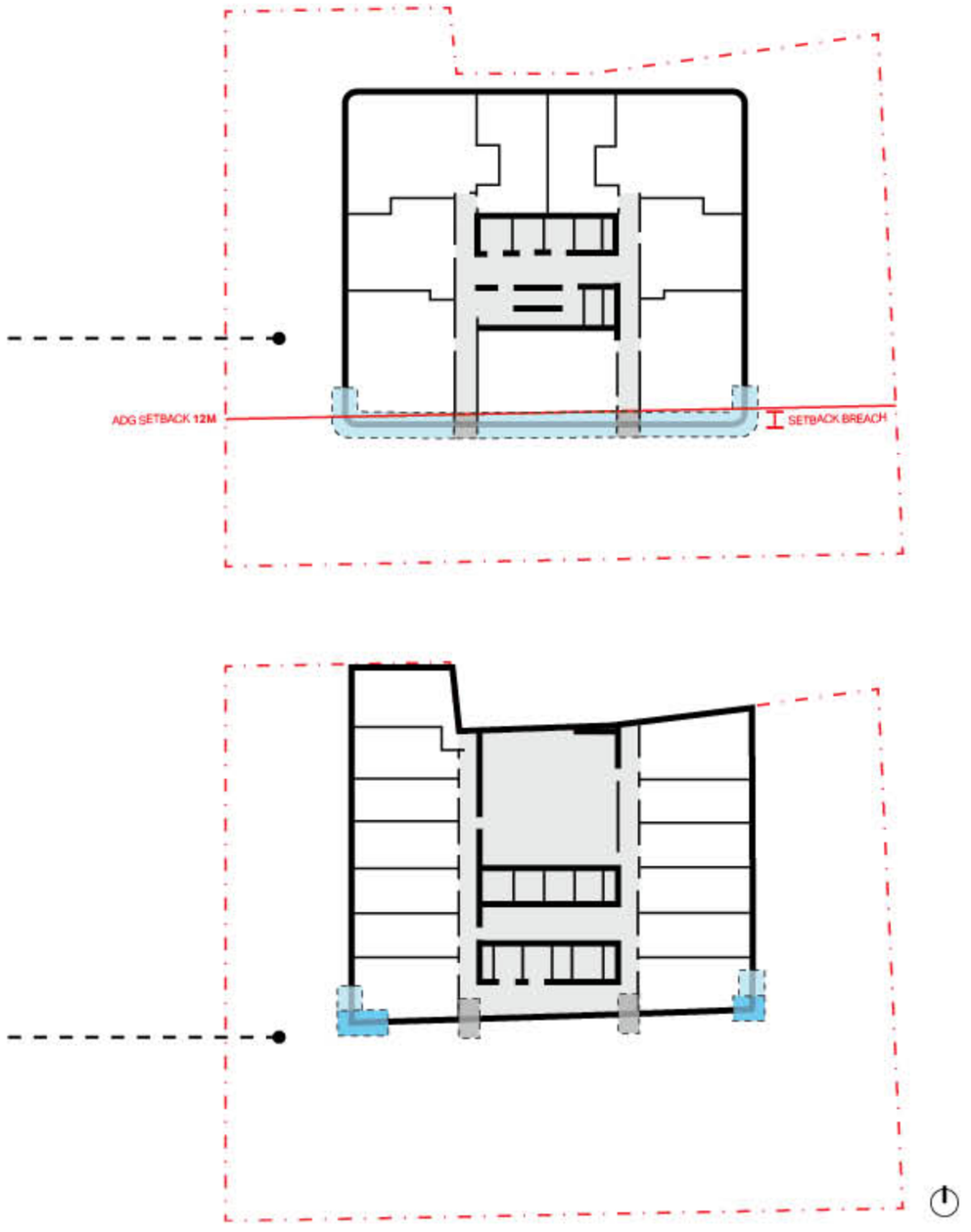
- Primary outlook glazing
- Secondary outlook glazing
- Lift lobby void glazing



Pitt Street Elevation.



City Tattersalls Club redevelopment - Southern Facade



A.3.2 - NEIGHBOURING BUILDINGS

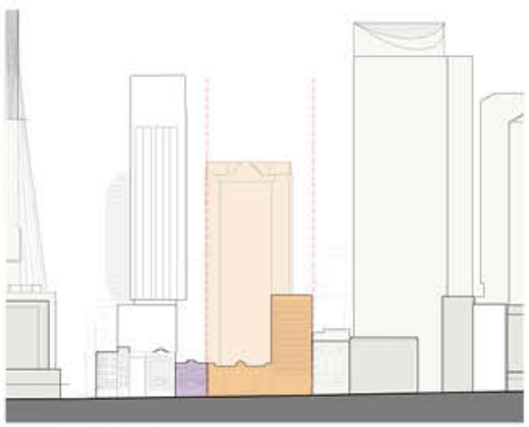
CITY TATTERSALLS CLUB REDEVELOPMENT PODIUM DETAIL

202 - 204 Pitt Street is the location of the former Tattersalls Club, and is the adjacent building to the Piccadilly site.

Built in 1891, and at three storeys high, the building sits below the typical 25m building frontage found on along Pitt Street.

A sensitive design response to this heritage item would involve careful mitigation of the interfacing massing to ensure the heritage structure remains prominent and unencumbered.





Pitt Street Elevation.

A.3.2 - NEIGHBOURING BUILDINGS

DAVID JONES REDEVELOPMENT

The David Jones redevelopment, located on 65 - 77 Market St, is directly north of the site on Castlereagh Street. It comprises of a 22 level residential development, built above a 10 storey heritage podium building, comprising of commercial and retail program, within the former David Jones Market Street building.

The building height and form is guided by the Hyde Park SAP, and features a terracing at the top of the tower.

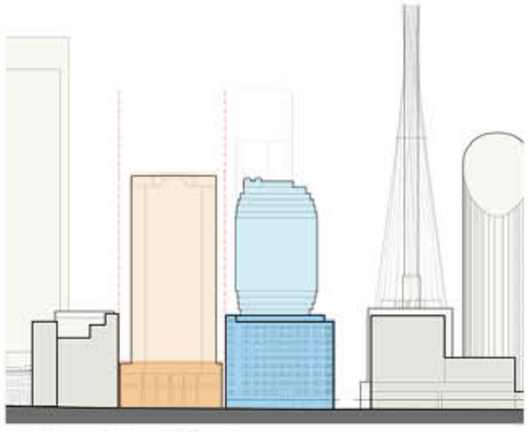
The southern extent of the residential tower is noted to be 6m from the site boundary.

Architect:
FJC Studio
Reference Document:
'77 Market Street Stage 2 Design Report'

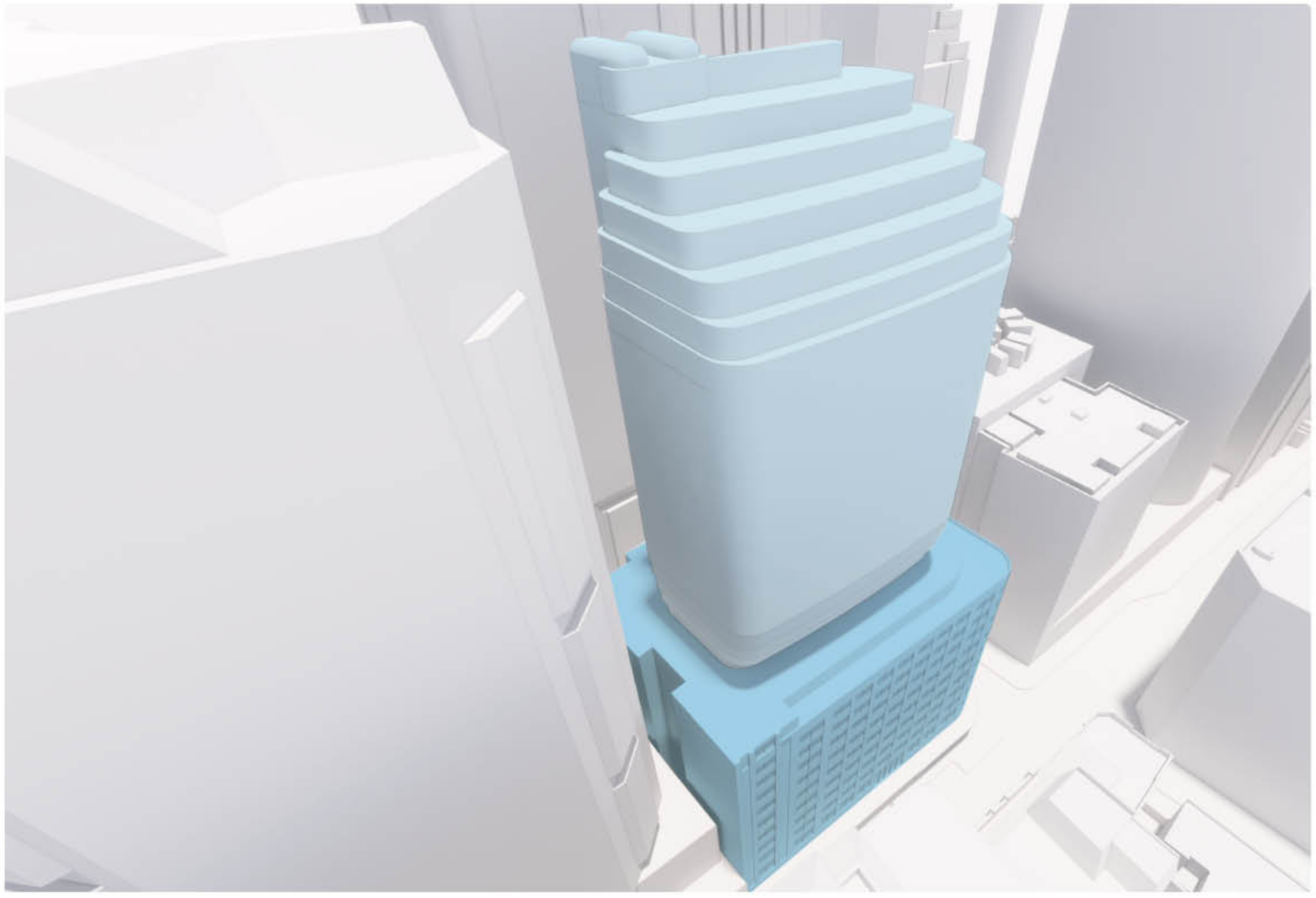
Legend

Residential

Commercial / Retail



Castlereagh Street Elevation.



A.3.2 - NEIGHBOURING BUILDINGS

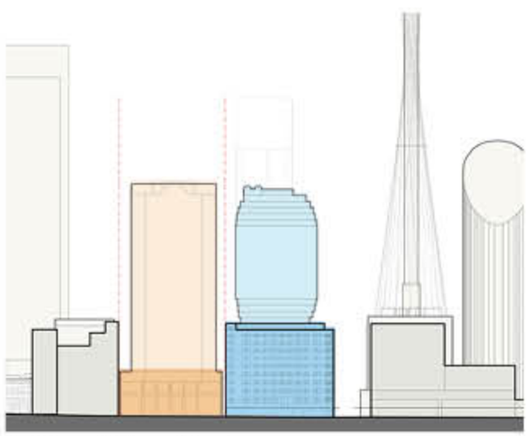
DAVID JONES REDEVELOPMENT SOUTHERN FACADE ANALYSIS

Per the approved Stage 1 drawings, the 6m setback of the residential envelope was based on a "non-principle windows or solid wall to southern elevation".

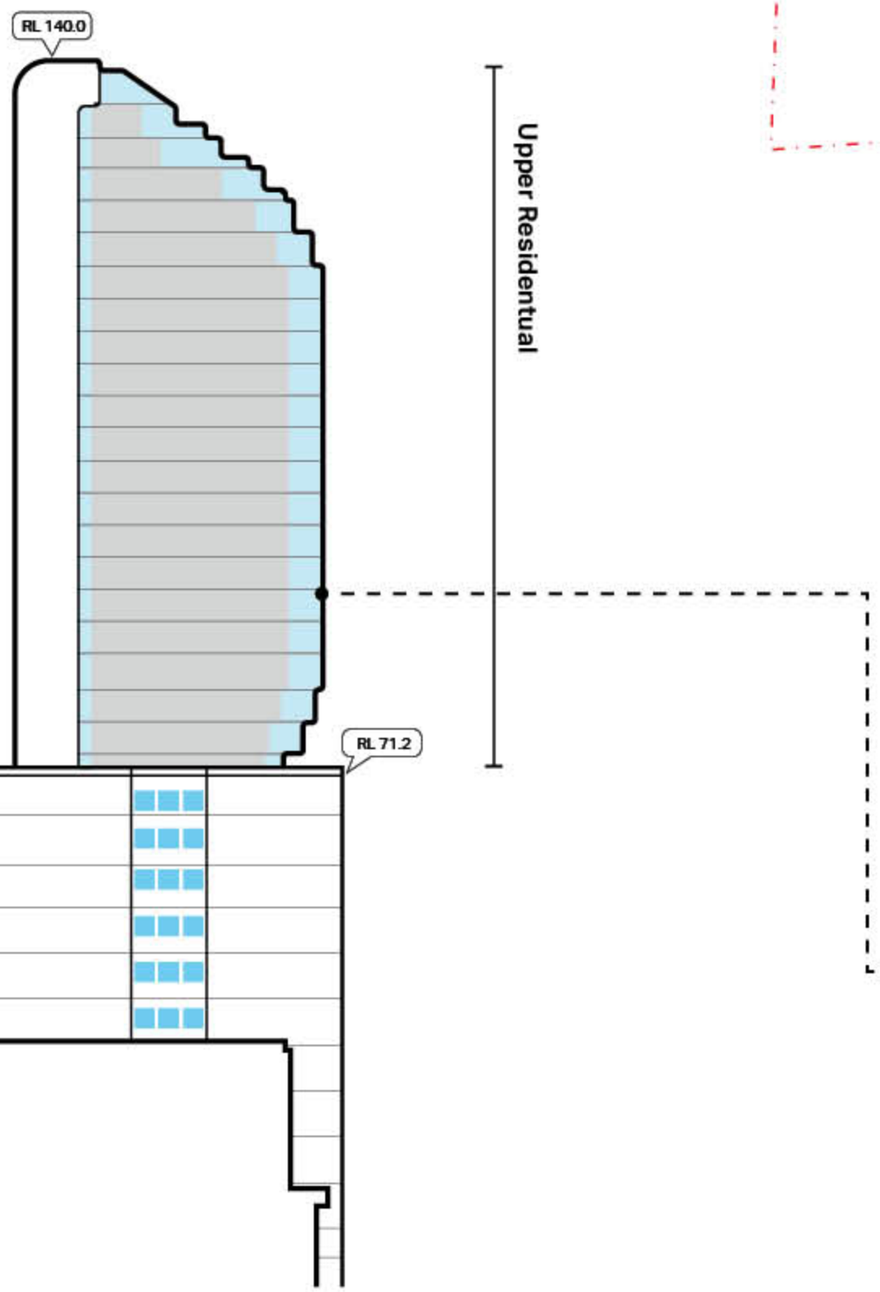
The developed design shows that a 600mm highlight window, provided at 2100 AFFL. The residents of the David Jones apartments would be aware that they have limited outlook to the south, with these windows only providing some reflective light, and understand that the primary outlook from their apartments will be to the east.

Legend

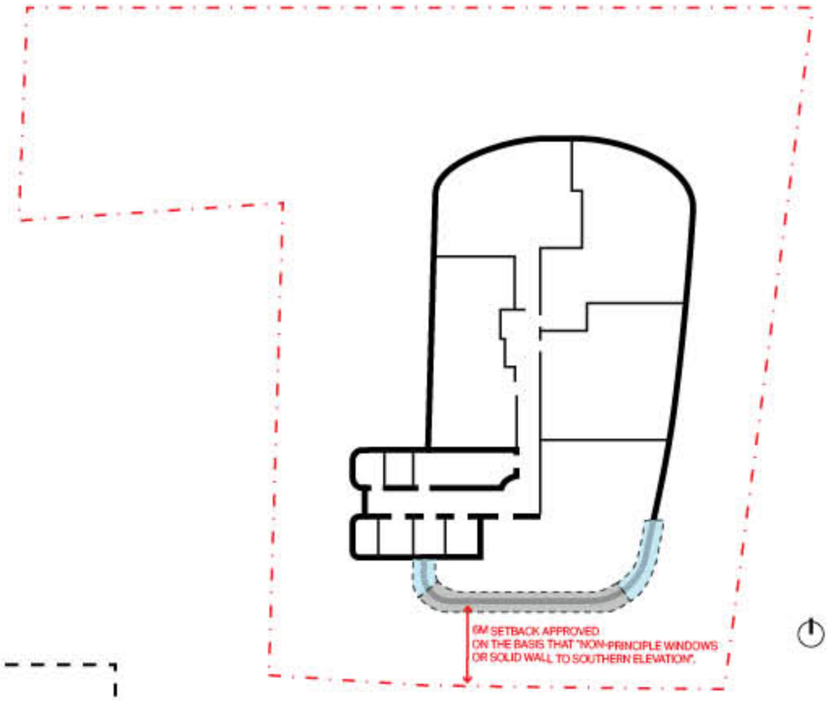
- Glazed
- Obstructed
- Solid



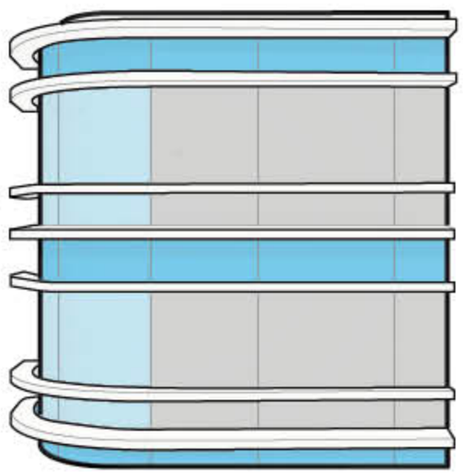
Castlereagh Street Elevation.



David Jones south elevation, highlighting facade types.



Residential plan, highlighting solid/obstructed southern facade.



Facade type FT05, used on southern facade.

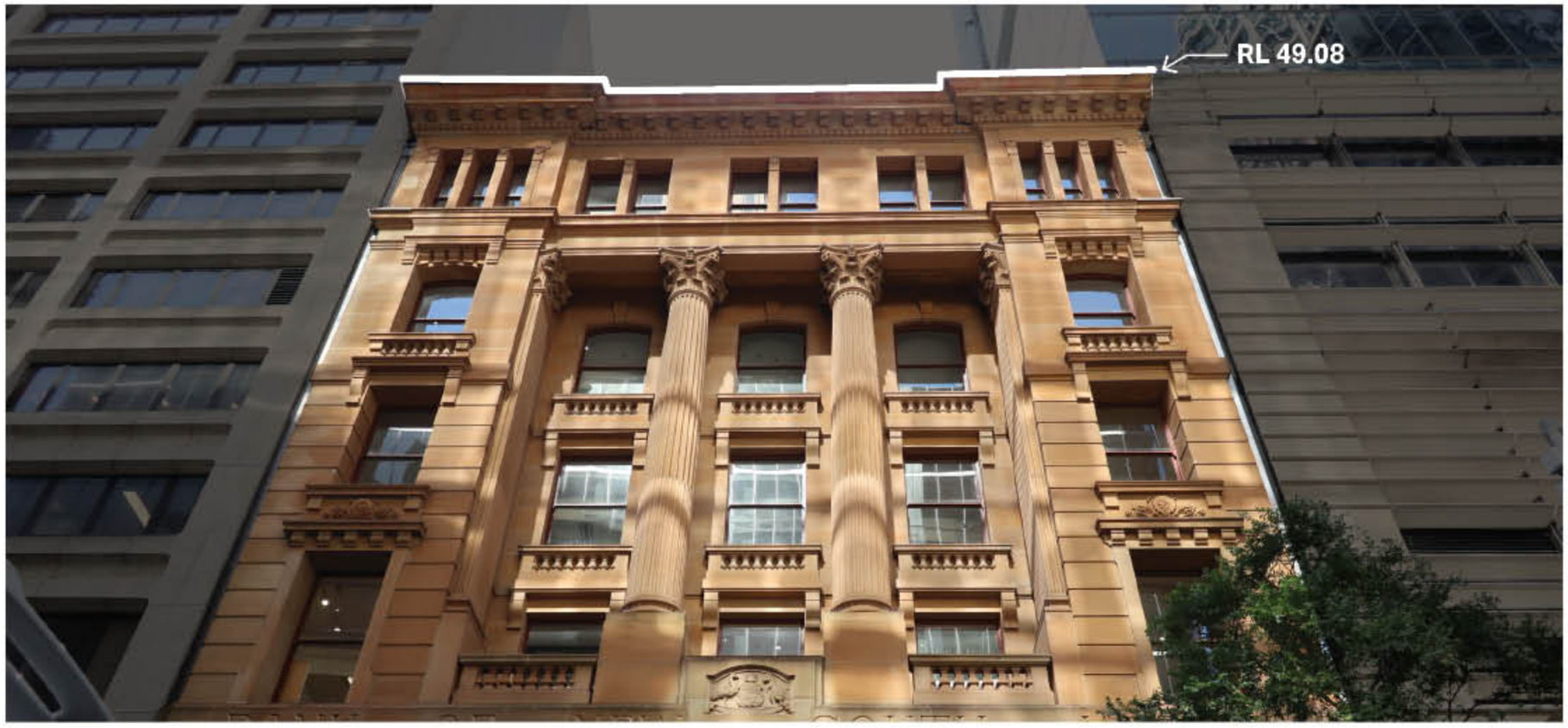
A.3.2 - NEIGHBOURING BUILDINGS

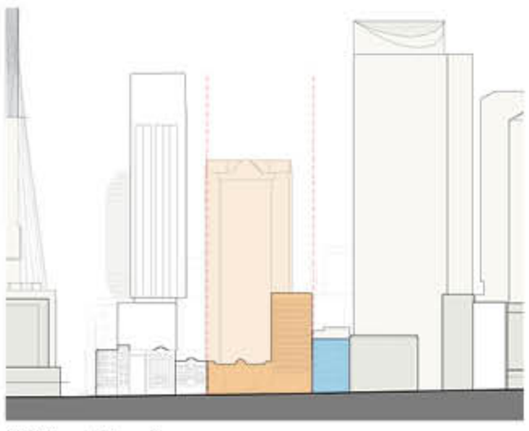
BANKING HOUSE

The former Banking House, at 228 Pitt Street, is a heritage building opened in 1912, developed by the Bank of New South Wales as a new premise for their Pitt Street Branch. The building is characterised by it's Sandstone and Trachyte cladding.

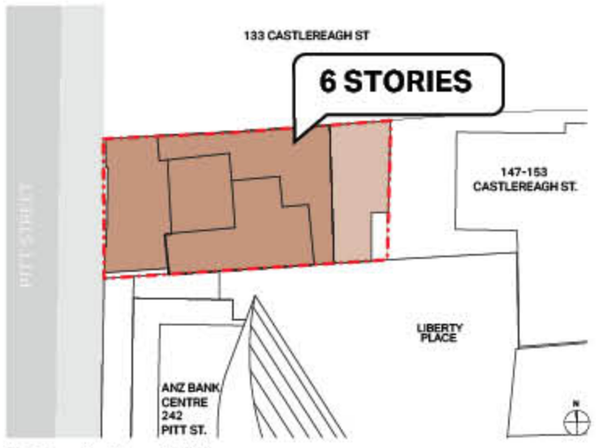
The site is approximately 725m2 in size. Being under 1000m2, the site does not qualify for a site specific planning proposal, and under the LEP Clause 6.16, any building height would be limited to 55m.

Based on these limitations, the development of this site is unlikely to provide a northern outlook, as the provision of any non-required setbacks would impact the commercial viability of this development.

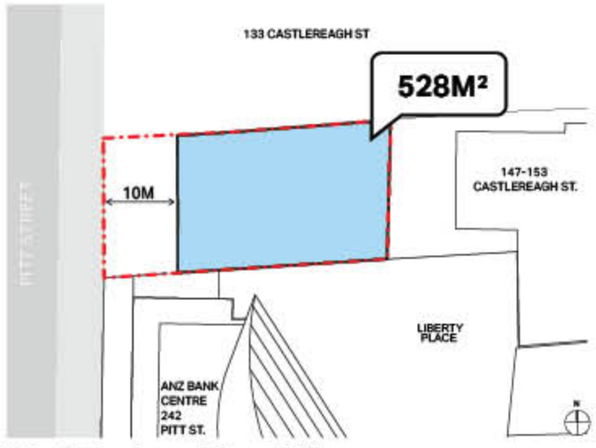




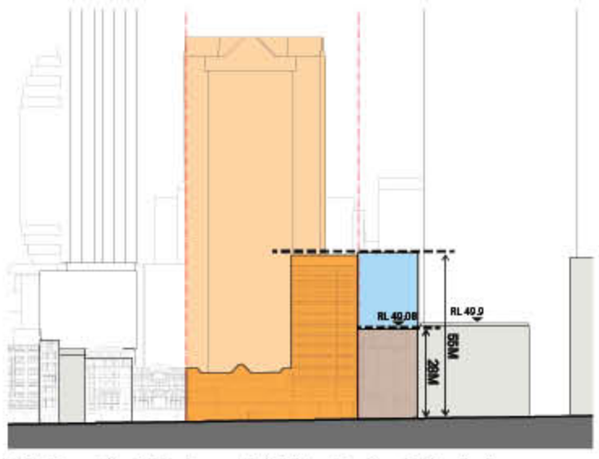
Pitt Street Elevation.



Existing Heritage Building



Potential Development Above Heritage



Relationship of Maximum Height Restriction in Context

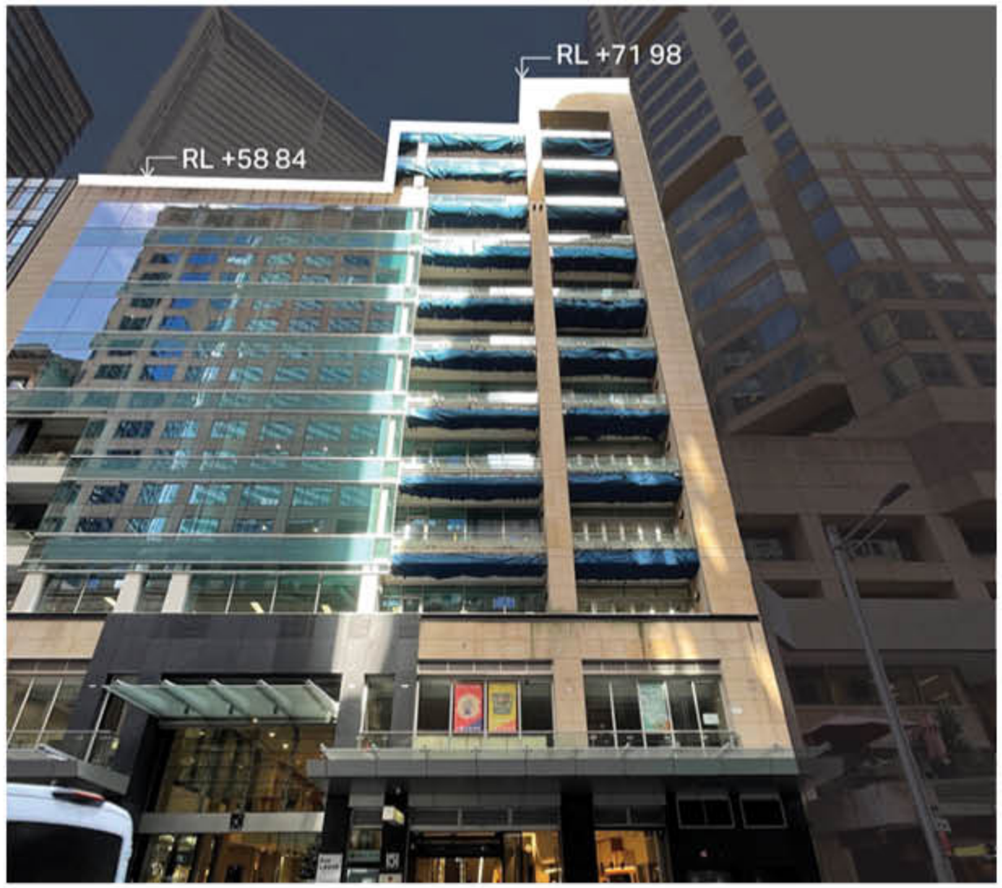
A.3.2 - NEIGHBOURING BUILDINGS

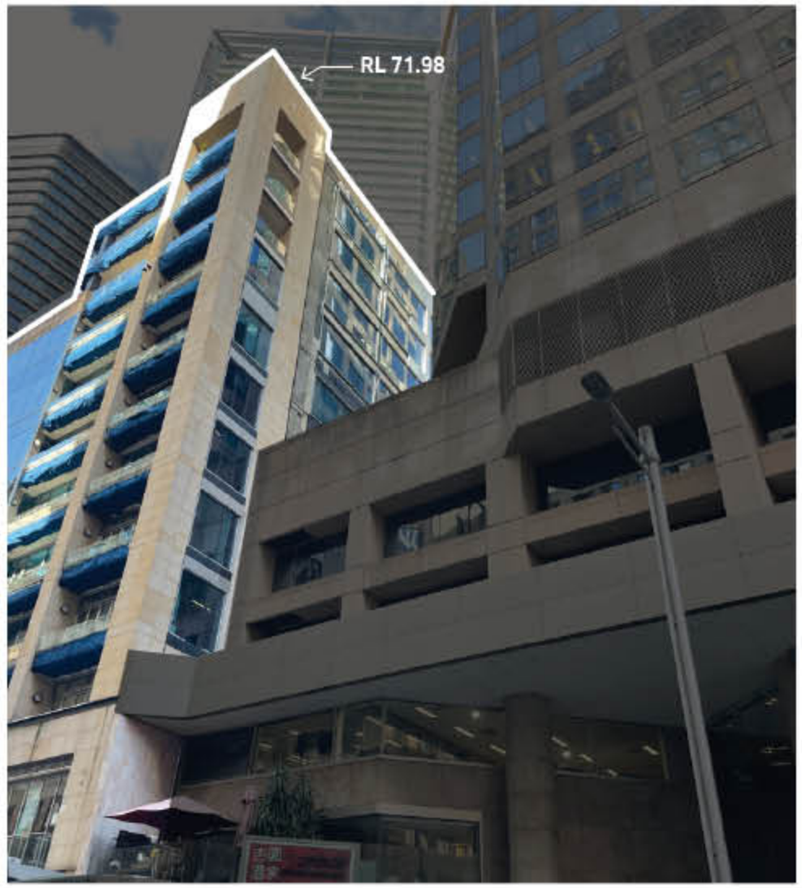
147 - 153 CASTLEREAGH ST

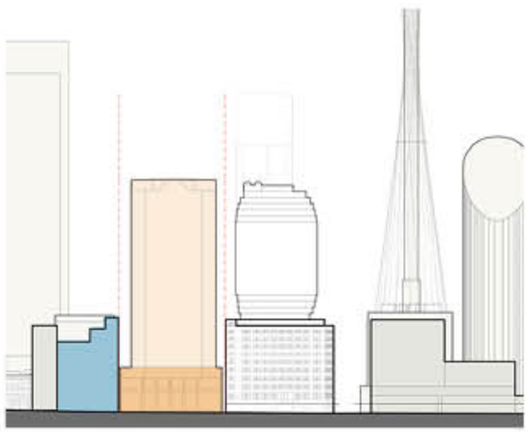
147 - 153 Castlereagh Street, previously known as the Grand United Building, is situated on a larger 1,333m2 site.

Whilst capable of qualifying for a site specific planning proposal, the width of the site would limit the feasibility of any residential development with a northern aspect.

Any development would likely rely on reduced setbacks to the northern boundary, to maximise GFA, thus resulting in a primary east or west facing outlook.



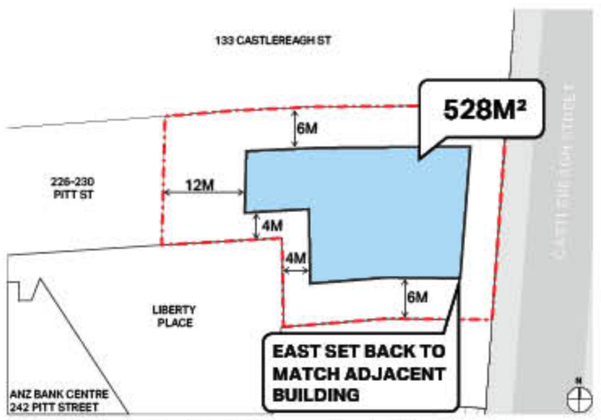




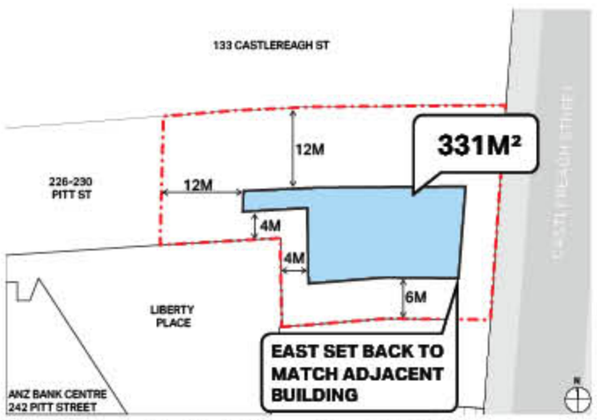
Castlereagh Street Elevation .



Existing Scheme



Potential Typical Residential Floor plate with 6m Setback



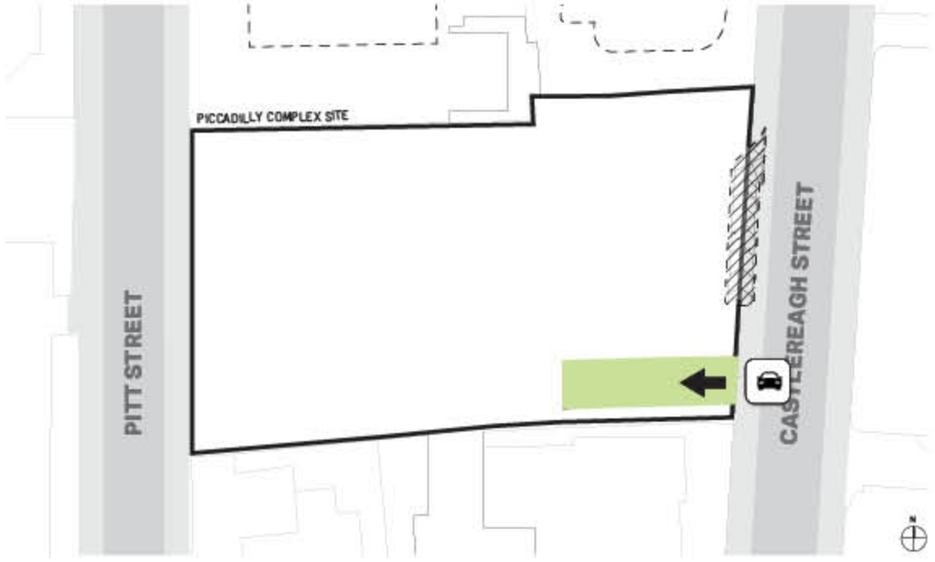
Potential Typical Residential Floor plate with 12m Setback

A.3.3 - PRIORITISING THE PEDESTRIAN EXPERIENCE

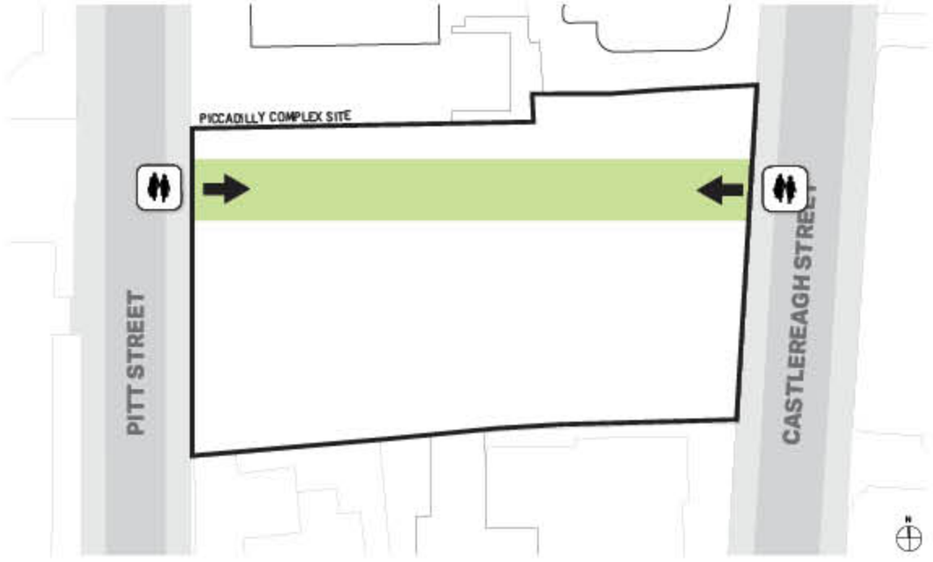
IMPROVING CONNECTIVITY AND ACTIVATION

Improving the pedestrian movement in and around the site, is a key driver and opportunity for the development site, and a focus aligned with the DCP requirements.

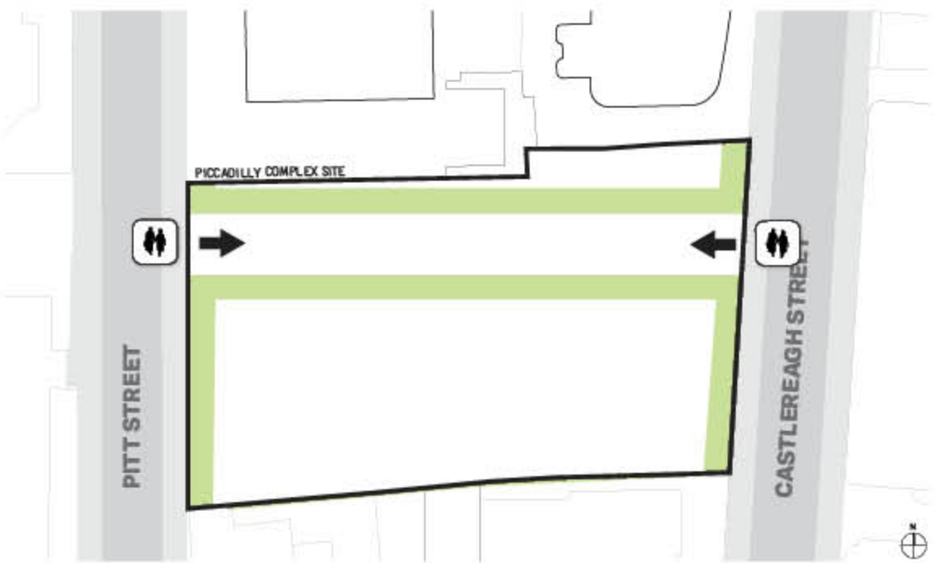
The retention of existing structure means that the position of existing columns, cores and levels are set, and must be accommodated as part of any new proposal.



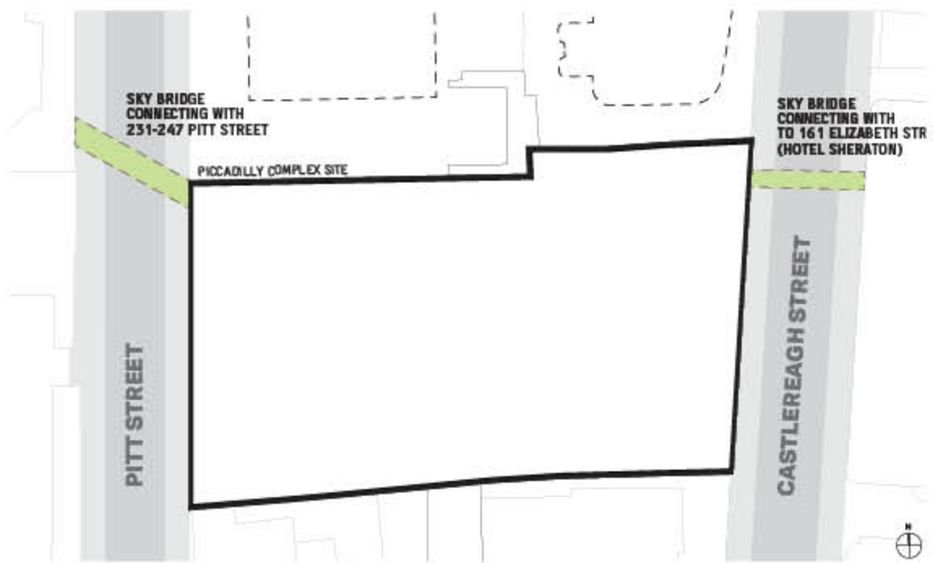
Vehicular Access



Through Site Link



Activation of Public Domain



Removal of Sky Bridges

Legend

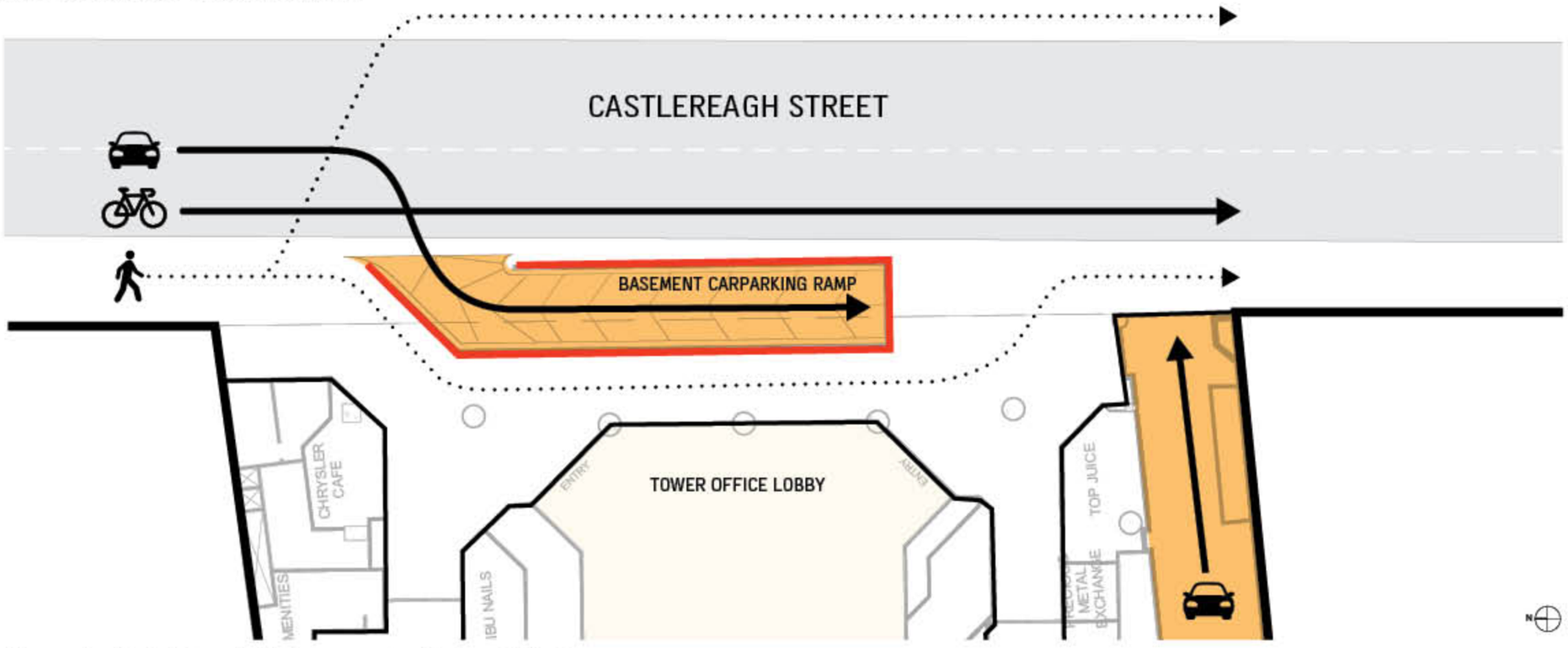
//// Removal of car ramp

A.3.3 - PRIORITISING THE PEDESTRIAN EXPERIENCE

IMPROVING THE CASTLEREAGH STREET FOOTPATH

The existing frontage on Castlereagh Street is obstructed by a car park entry ramp, positioned parallel to street. This impacts both the flow and width of the pedestrian footpath, which has to navigate around this and the existing exit ramp, to it's south.

Whilst retention of structure is a key driver to save on embodied carbon, the removal of the existing entry ramp and it's associated structure would present an opportunity to greatly improve the Castlereagh Street pedestrian flow and street scape, not only by increasing the overall footpath width and simplifying circulation, but also enabling the extension of the building envelope back to the street edge.



Plan overview of pedestrian and vehicular movement on Castlereagh Street.

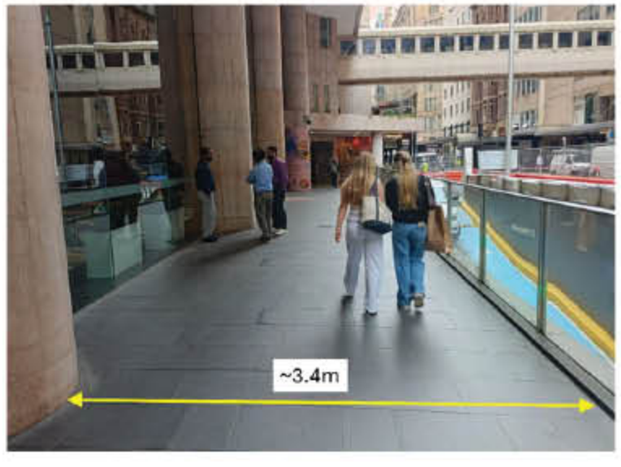
Legend

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

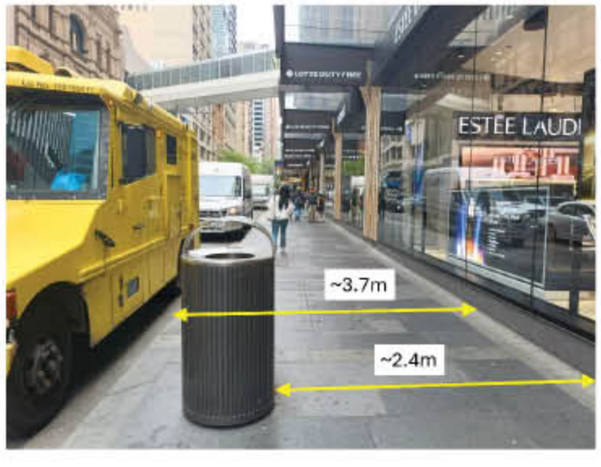
Source: Footpath Analysis for Planning Proposal Revision 1 | Stockland Piccadilly Complex | Prepared by Arup for Stockland | .04 October 2024



Site observation image 1: Castlereagh Street, looking north, opposite 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 south, opposite the podium shopping centre entrance.

A.3.3 - PRIORITISING THE PEDESTRIAN EXPERIENCE

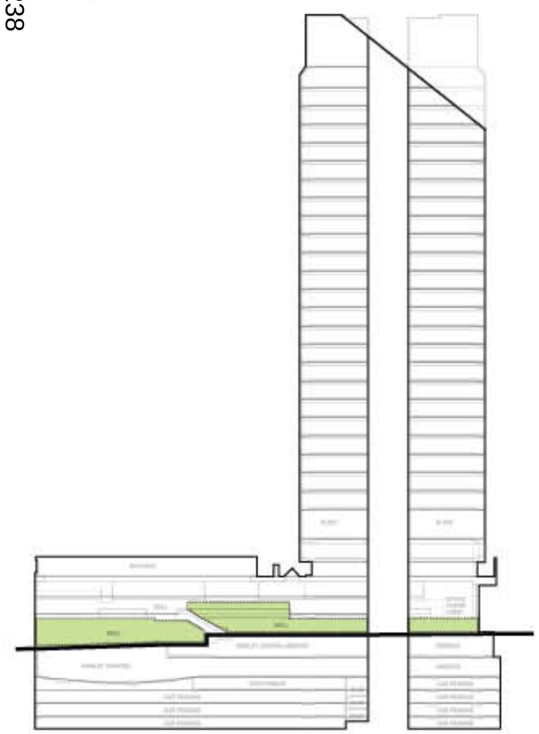
IMPROVING THE THROUGH SITE LINK

The provision for a new through site link will have to navigate existing structure and levels which are being retained.

The location of the through site link becomes limited once accounting for the DCP requirements for minimum widths; clear height; line of site and active uses.

Legend

- Through site link: Unobstructed
- Through site link: Obstructed
- Retained existing structure
- Proposed secondary core



Key Legend.



Plan overview of Through site link possibilities with existing structures.

A.3.3 - PRIORITISING THE PEDESTRIAN EXPERIENCE

REMOVING EXISTING SKYBRIDGES

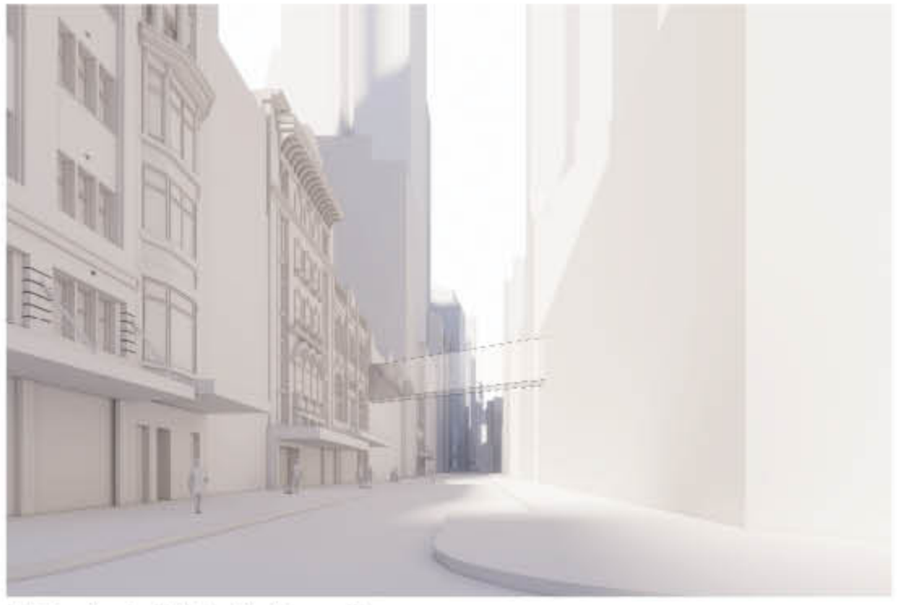
The removal of existing sky bridges will improve daylight and the sky view factor to both Pitt and Castlereagh Street, and reinstate views down the streets, promoting visual connectivity and improving the quality of the street scape.

Existing view 1 - Pitt Street looking north.

Existing view 3 - Castlereagh Street looking north.



Key Legend.



Existing view 2 - Pitt Street looking south.



Existing view 4 - Castlereagh Street looking south.

CHAPTER 4

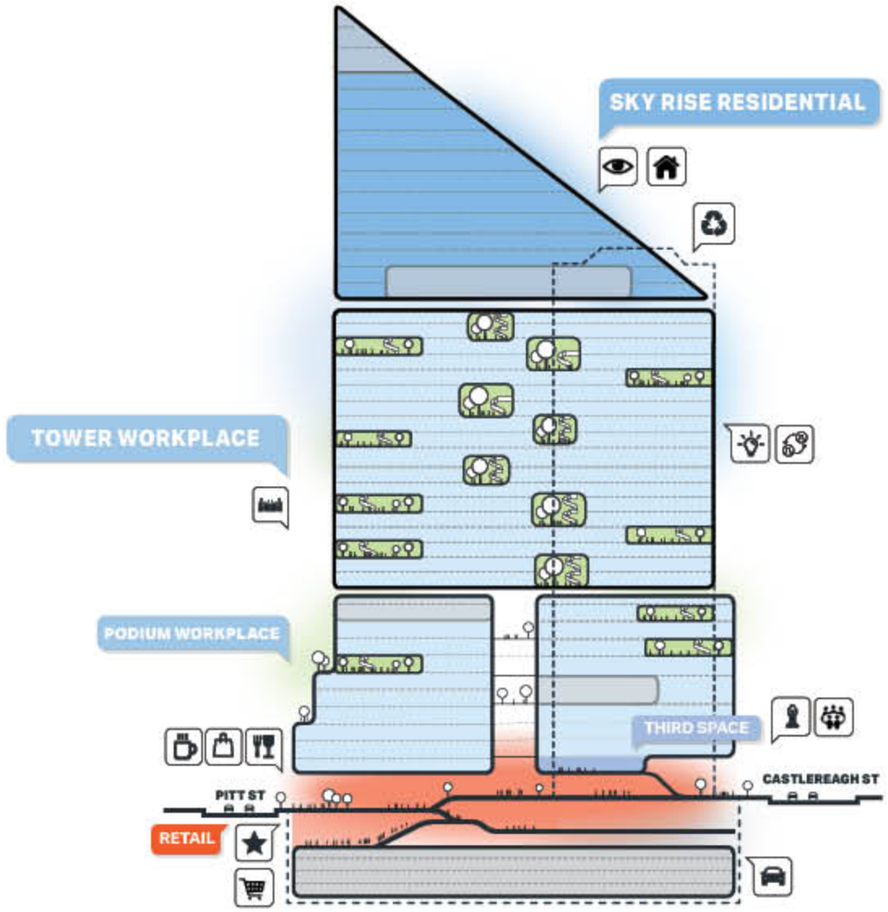
PROPOSALS

A.4.1 - OVERVIEW

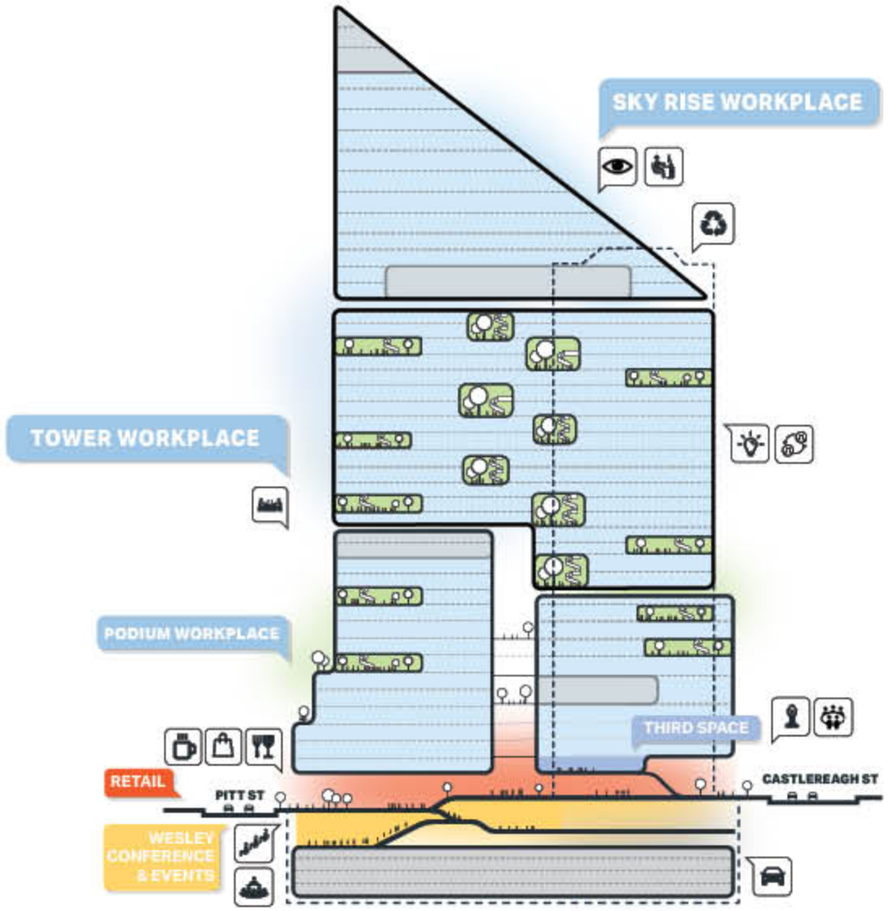
INTRODUCTION

Stockland is seeking approval for two alternate envelopes, to enable either the development of a mixed-use or full commercial tower. Both envelopes share similar design drivers, with changes only to the upper envelope driven by the intended use.

The following pages of this report have been prepared to demonstrate the principles of both schemes, and how the different land uses can be delivered under similar planning controls.



MIXED USE SCHEME



COMMERCIAL SCHEME

A.4.2 - ENVELOPE DESIGN PRINCIPLES

KEY ENVELOPE PRINCIPLES



ALLOW FOR UPCYCLING

The envelope should:

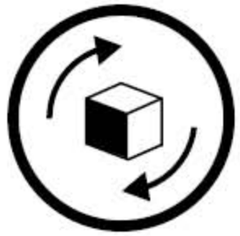
- Allow for the retention and upcycling of components of the existing structure to minimise carbon emissions



RESPOND TO NEIGHBOURING BUILDINGS

The envelope should:

- Respond to neighbouring datums and setback principles
- Consider the impact to and from neighbouring buildings
- Allow for flexibility to address the existing heritage streetscape



FLEXIBILITY

The envelope should:

- Accommodate diverse use requirements through flexible design solutions



MAXIMISE OPPORTUNITIES

The envelope should:

- Maximise opportunities for solar access.
- Respond to the availability of harbour, park and city views.

Attachment A2

Urban Design Report Section B

B. MIXED USE SCHEME

URBAN STUDY REPORT

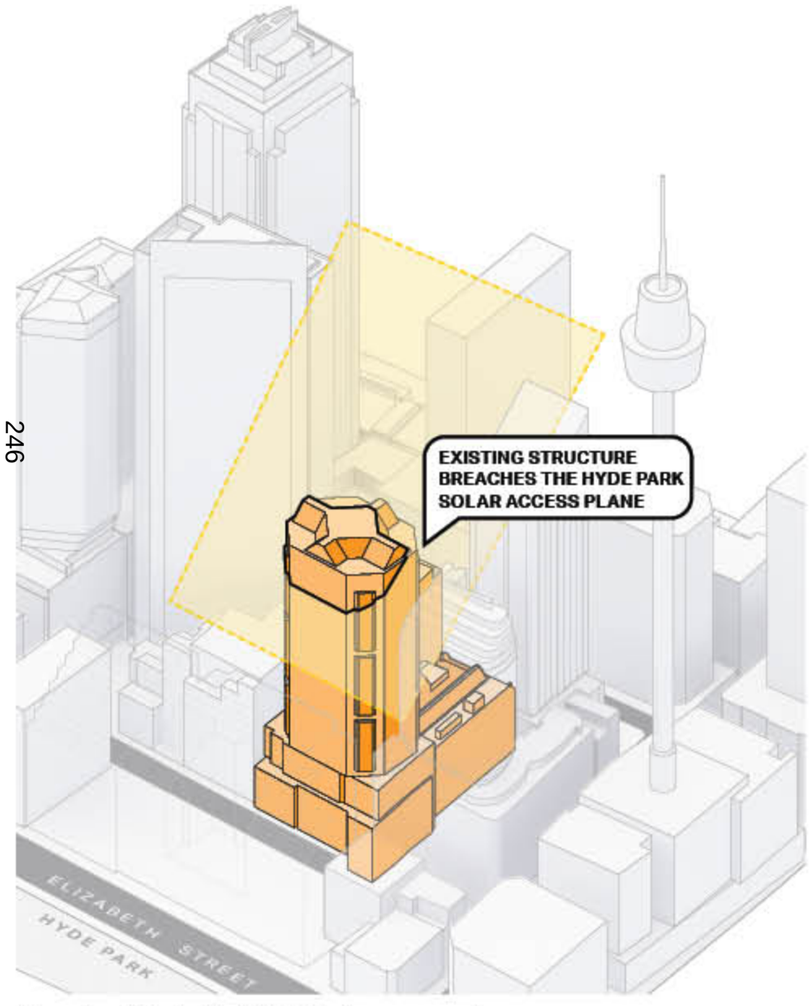
STOCKLAND / PICCADILLY COMPLEX
133 - 145 CASTLEREAGH STREET, SYDNEY CBD

CHAPTER 1

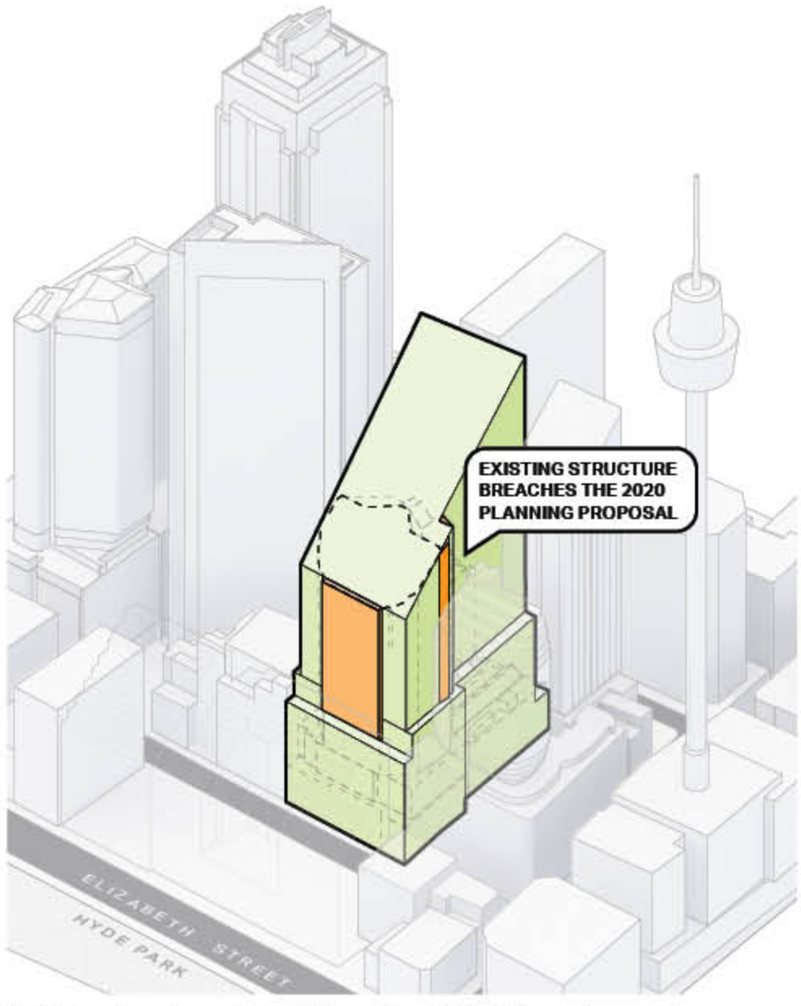
ENVELOPE DESIGN APPROACH

B.1.2 - ALLOWING FOR RETENTION

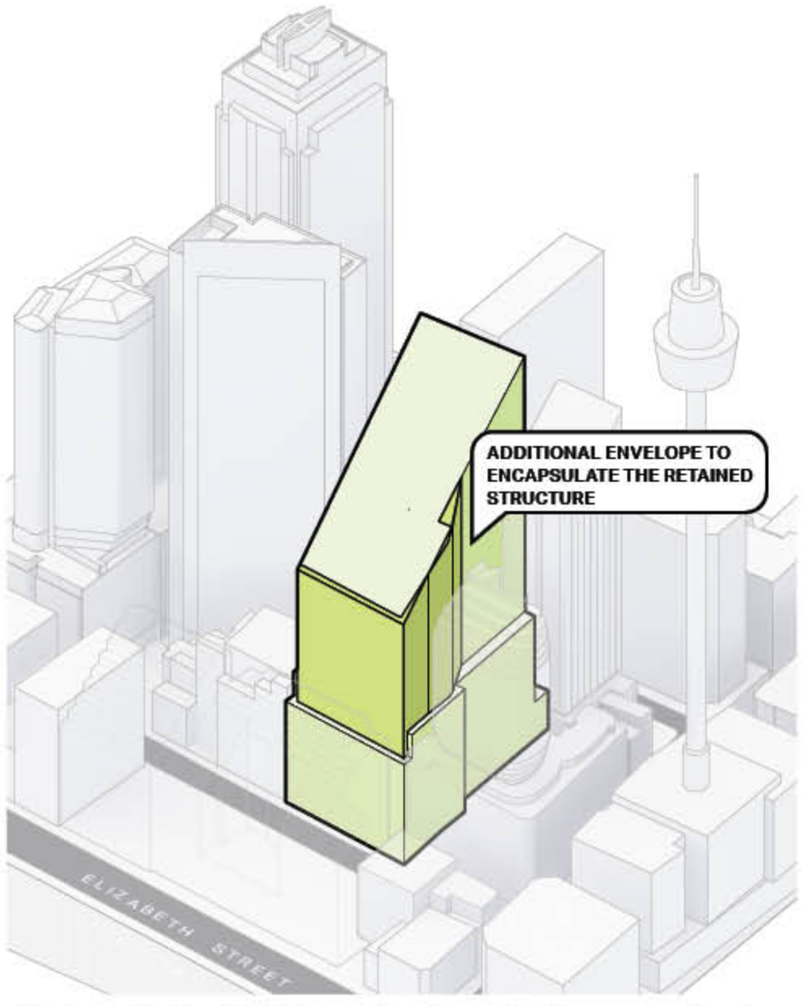
IMPACT OF RETENTION



Breach of Hyde Park SAP to be removed.



Existing structure sits outside of the PP2020 envelope.



Adjustment to the PP2020 envelope is required to encapsulate the existing structure and to allow for a new facade zone.

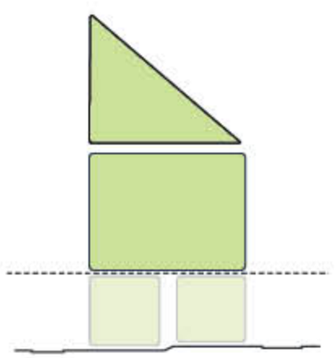
B.1.2 - ALLOWING FOR RETENTION

ENCAPSULATING THE EXISTING STRUCTURE

The eastern face of the PP2020 envelope is extended towards the street to provide a consistent envelope edge for design flexibility.

The extended zone allow for a facade from the existing structure.

The increased setback of the NE corner follows the geometry of the existing floor plate, and provides additional separation from the 77 Market St development. Given the southern apartments have single orientated views, this gesture aims to minimise any obstructions to the periphery of their views.







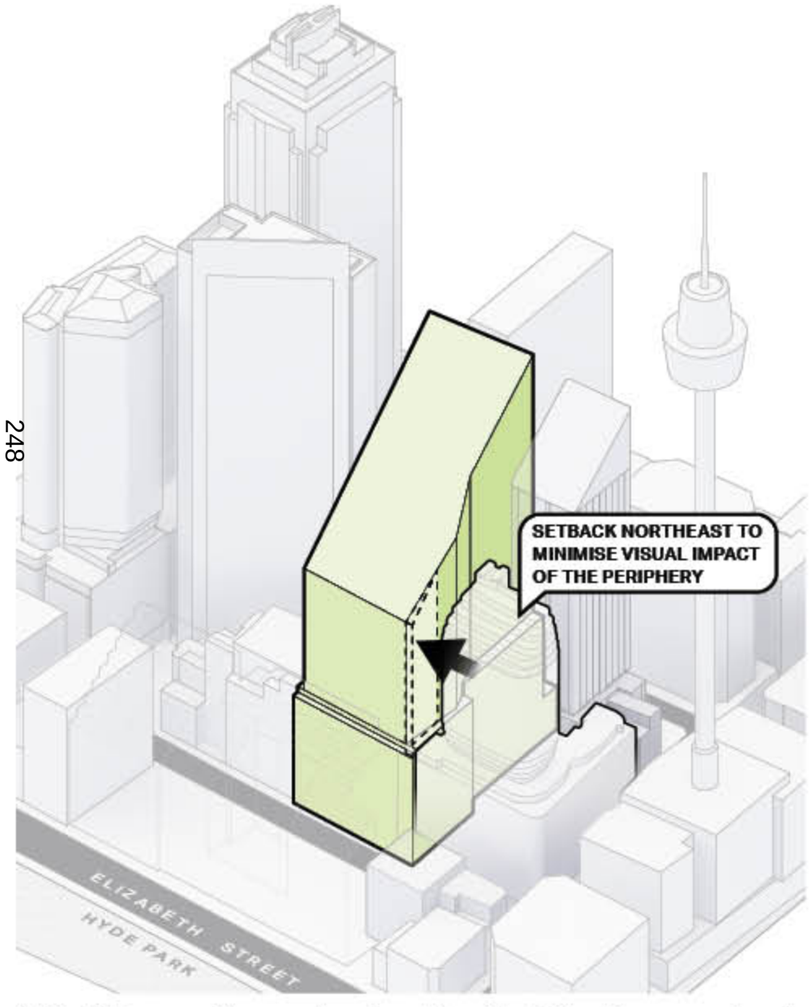
View of existing structure.



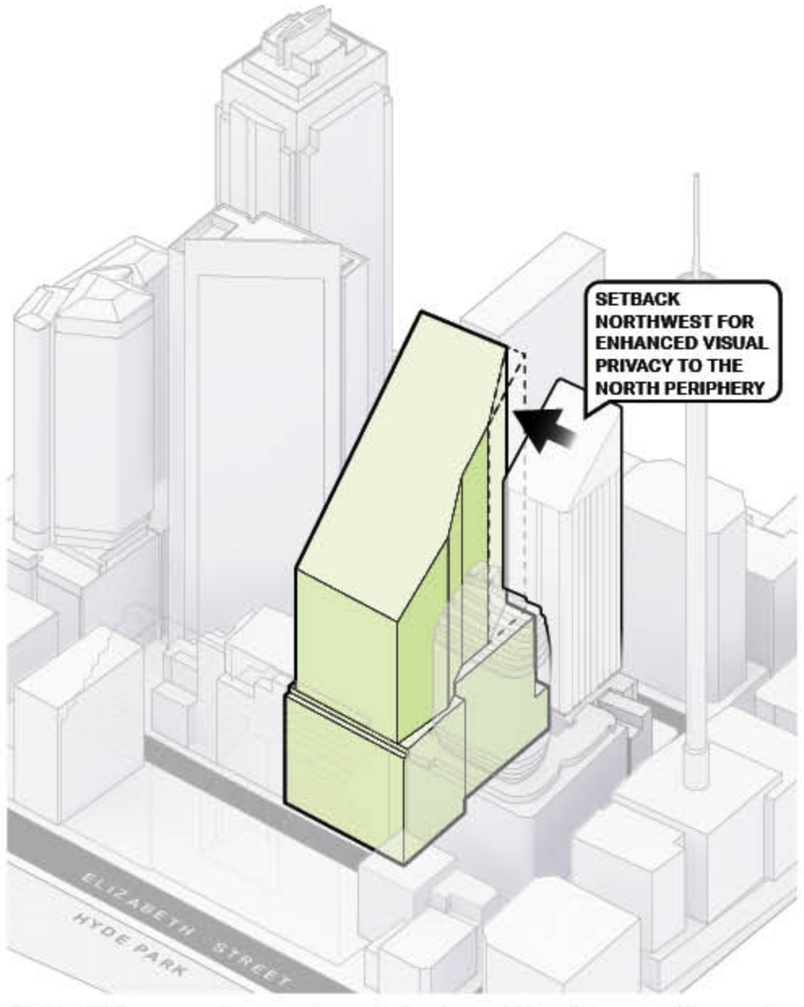
View of existing structure encapsulated by the proposed envelope, capped by the SAP.

B.1.3 - RESPONDING TO NEIGHBOURING DEVELOPMENTS

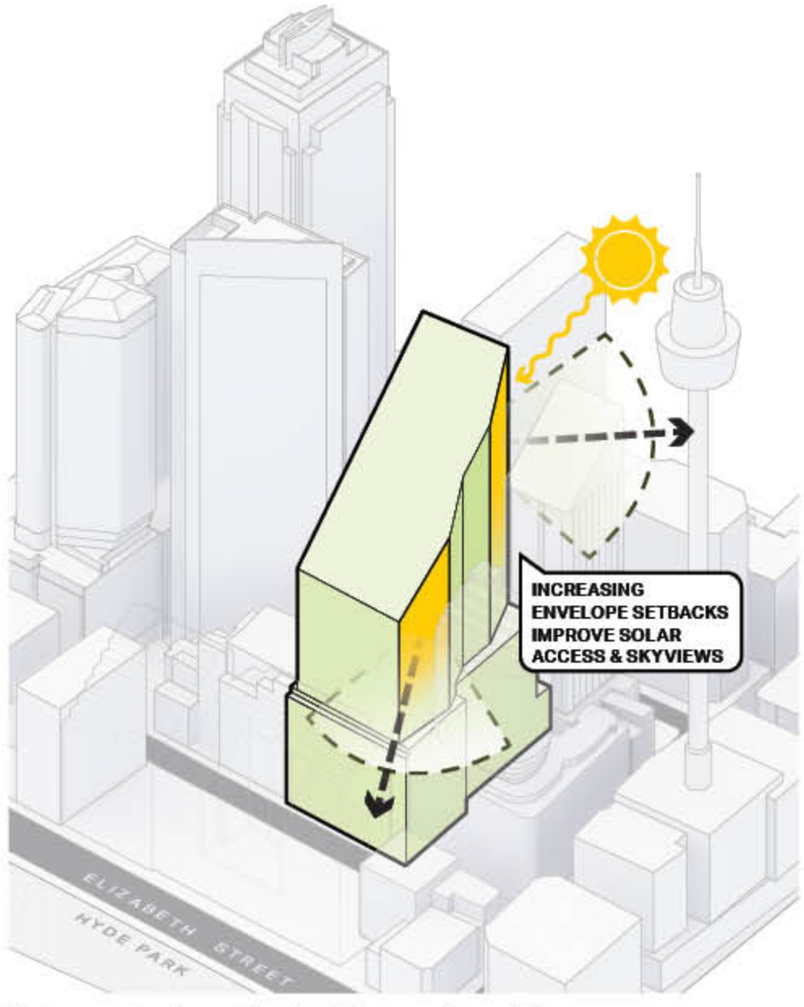
TOWER ENVELOPE DRIVERS



At the NE corner, the envelope is cut back to follow the geometry of the existing floor plate. Whilst the southern apartments at 77 Market St only have outlooks east or west, this reduction in massing helps reduce any impacts to the periphery of their views.



At the NW corner, the envelope is further cut back to provide greater building separation from the City Tattersalls development. This helps provide greater visual privacy to their south facing apartments, which do not achieve minimum ADG setbacks.



By increasing the setback of the envelope at these corners, opportunities are also created for the proposed development area, with the increased building separation and angled form improving solar access and creating new aspects for city views.

B.1.3 - RESPONDING TO NEIGHBOURING DEVELOPMENTS

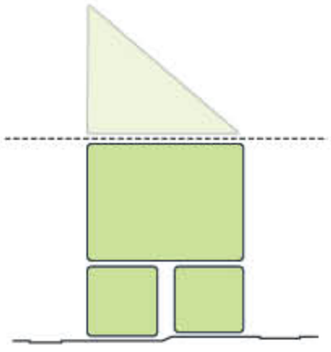
TOWER ENVELOPE

To reduce the scale of the envelope; to reduce it's impact to the northern residential developments, and to ensure that solar access and outlook to available views are maximised, additional setbacks at the NE and NW corners of the envelope are proposed.

At the NE corner, the envelope is cut back to follow the geometry of the existing floor plate. Given the southern apartments at 77 Market St only have single orientated views, this aims to minimise any impacts to the periphery of their views.

At the NW corner, a greater setback is created to provide additional building separation and improve visual privacy to the south facing apartments of the City Tattersalls development. This angled setback helps create a NW aspect for the development site, creating more opportunities for outlook over Pitt Street, and allowing for additional daylight into the development area.

Setback of the envelope from the south remains unchanged from the approved PP2020 envelope. With the limited frontage and site area of both the Pitt and Castlereagh sites, any future developments would also have to rely on minimal side setbacks and prioritise eastern and/or western orientations.



Key Legend.





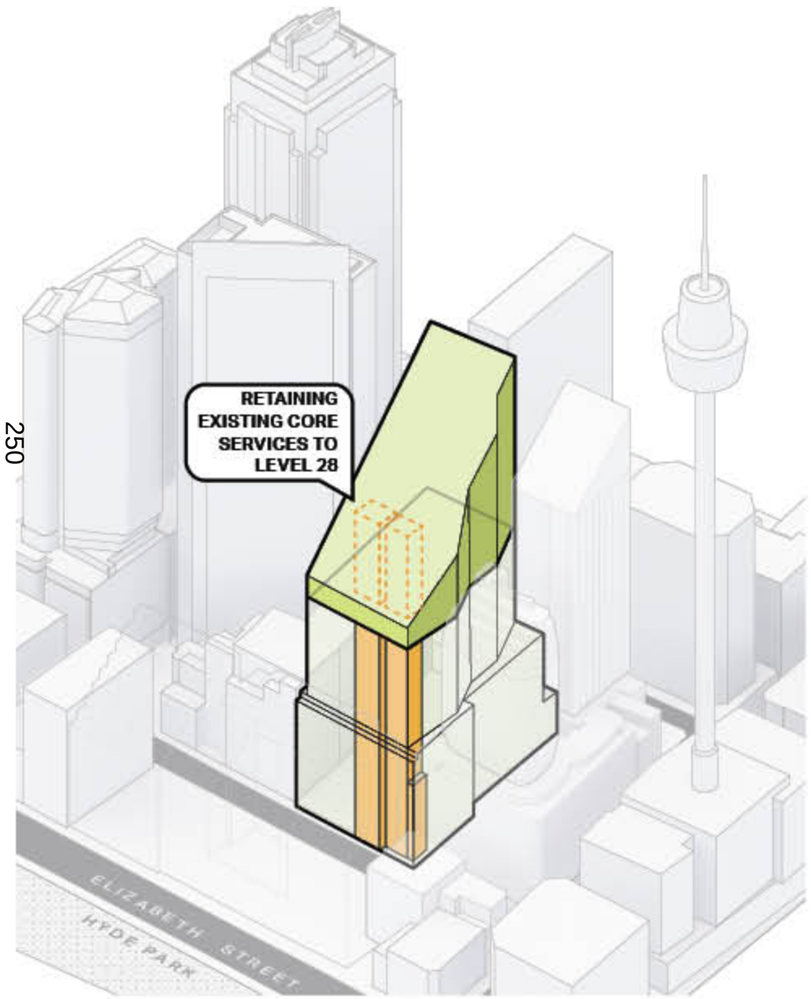
View of envelope NE setback to the David Jones redevelopment.



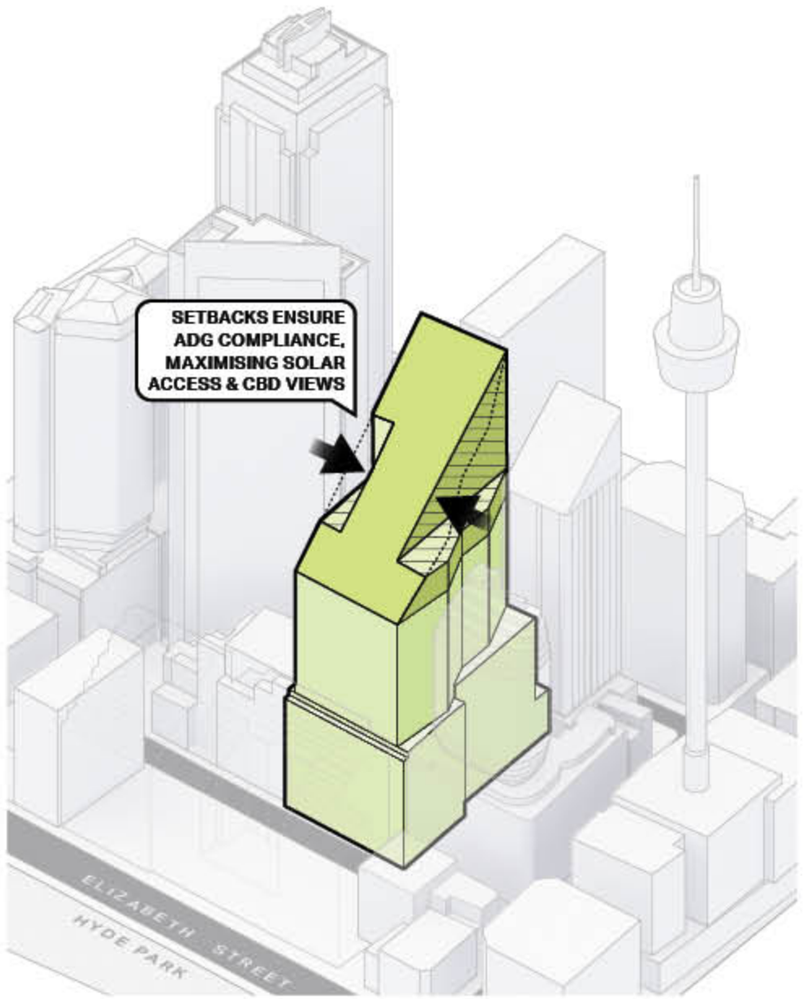
View of envelope NW setback to the City Tattersalls redevelopment.

B.1.4 - RESPONDING TO MIXED USED REQUIREMENTS

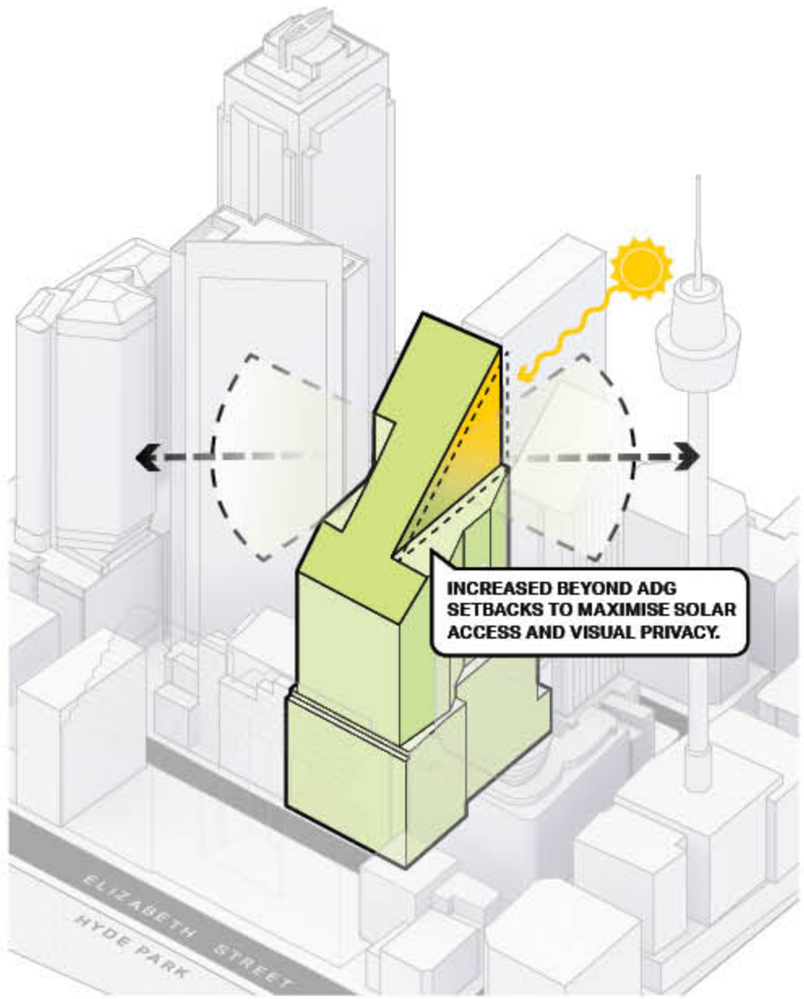
SKYRISE ENVELOPE DRIVERS



By reducing the existing structure to fit within the SAP, the extent of commercial program, serviceable by the existing core, is naturally limited. This presents an opportunity for a clear change of use.



The upper volume is setback to comply with ADG requirements, to enable residential program to be introduced.



Setback from the northern site boundary is increased beyond ADG requirements, to improve visual privacy and maximise solar access to the development site.

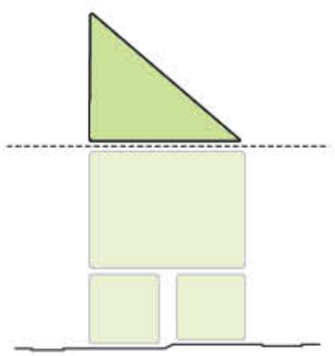
B.1.4 - RESPONDING TO MIXED USED REQUIREMENTS

RESIDENTIAL ENVELOPE

The residential envelope prioritises a northern setback as a response to the neighbouring residential developments. This move allows for building separation which exceeds ADG requirements, resulting in enhanced visual privacy and solar access.

The introduction of a greater setback towards the top of the envelope also helps reduce it's visual bulk, ensuring a better SVF and reducing overshadowing to the surrounding public domain.

Adjacent to 151 Pitt Street, the envelope continues from the lower tower as the development potential of the heritage building appears limited at this height. With these reduced setbacks, residential apartments along this edge would have to be orientated to either the east or west.



Key Legend.





View of envelope NE setback to the David Jones redevelopment.



View of envelope NW setback to the City Tattersalls redevelopment.

B.1.4 - RESPONDING TO MIXED USED REQUIREMENTS

VIEWS IN CONTEXT

The proposed envelope has been developed as a response to the planning controls, but also to the unique project specific drivers and context.

The raking form of the envelope is a familiar language of developments around the Hyde Park SAP, whilst the stepping of the envelope provides greater building separation and evokes the intended program,. The reduction to it's visual bulk helps ensure amenity to the public domain is maintained.



Indicative view 1 - Envelope Design - From South-East.



Indicative view 2 - Envelope Design - From North-East.



Key Legend.



Indicative view 3 - Envelope Design - From West.



Indicative view 4 - Envelope Design - From North-West.

B.1.5 - PODIUM ALIGNMENTS

PITT STREET

STREET WALL
The street wall and upper podium envelope has been defined to reinforce the character of the street.

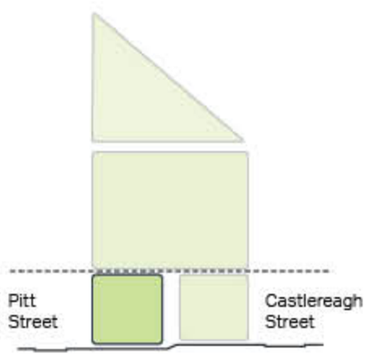
The street wall (lower podium) responds to the heritage buildings on either side, with the envelope allowing for alignment with the respective heritage parapets whilst also accounting for balustrades which would be required if terraces were introduced.

The step required to negate these different levels follow the rhythm of the surrounding building frontages, unifying the street wall line.

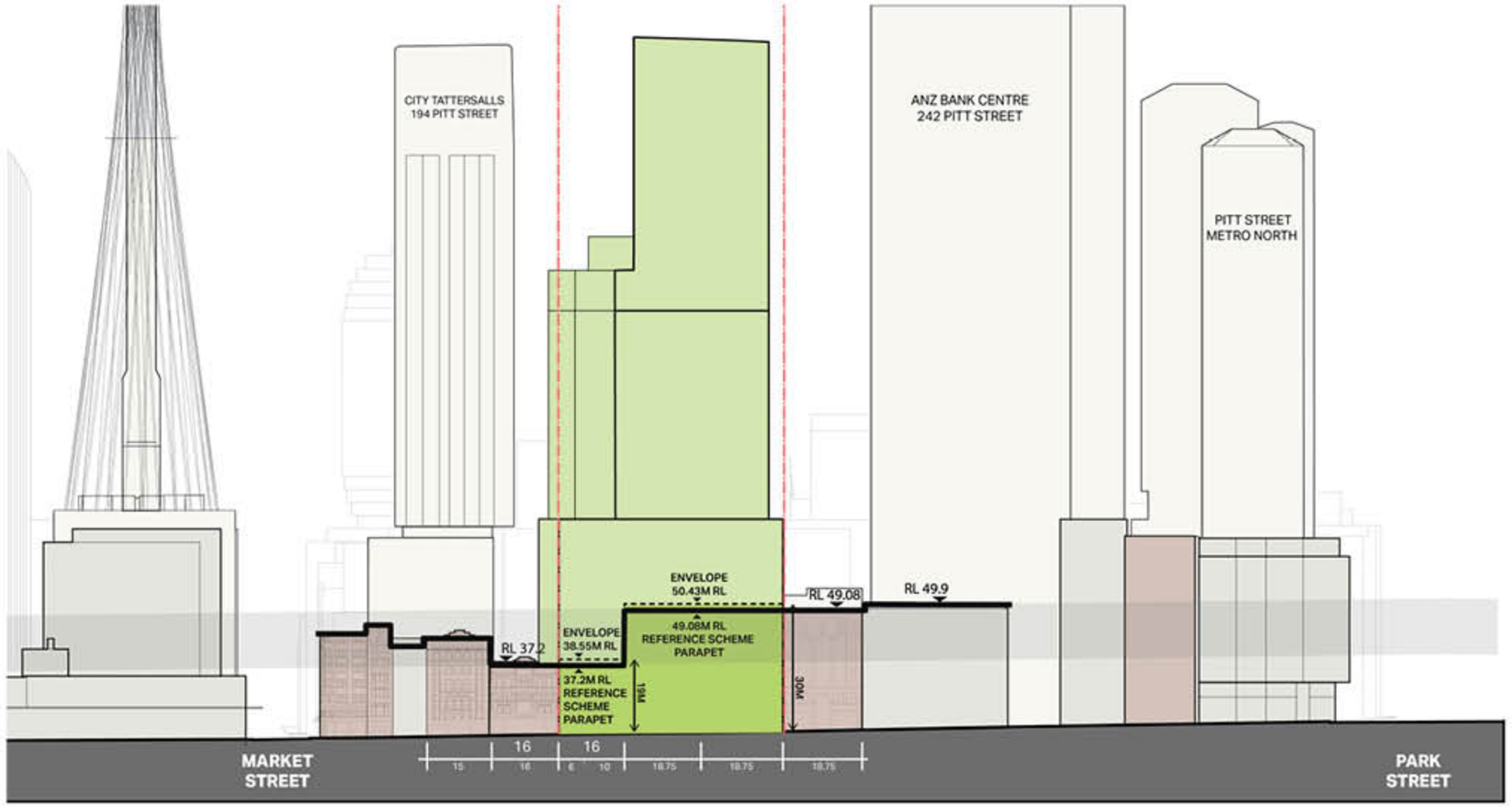
The proposed envelope improves upon the existing condition by reducing the extent of massing at the street alignment, opening up and improving daylight to the street.

Legend

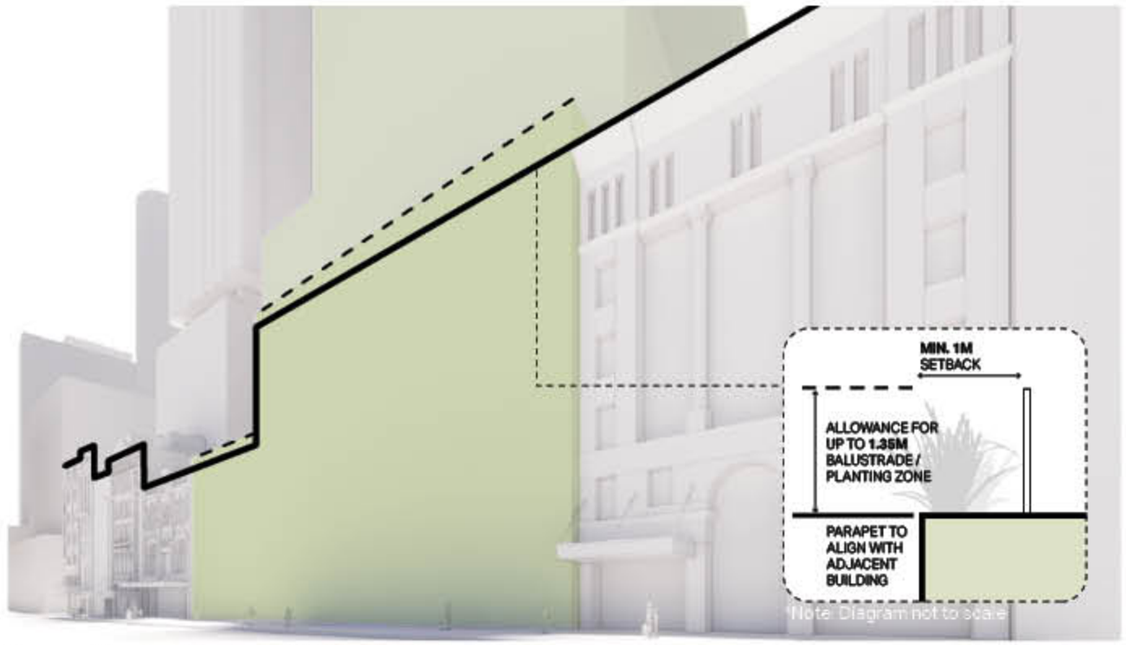
- Envelope
- Street wall: ~19M-30M
- Heritage Buildings



Key Legend.



Pitt Street elevation.



Proposed Envelope Close-up - Pitt Street, looking north.



Proposed Envelope view 1 - Pitt Street, looking south.



Proposed Envelope view 2 - Pitt Street, looking north.

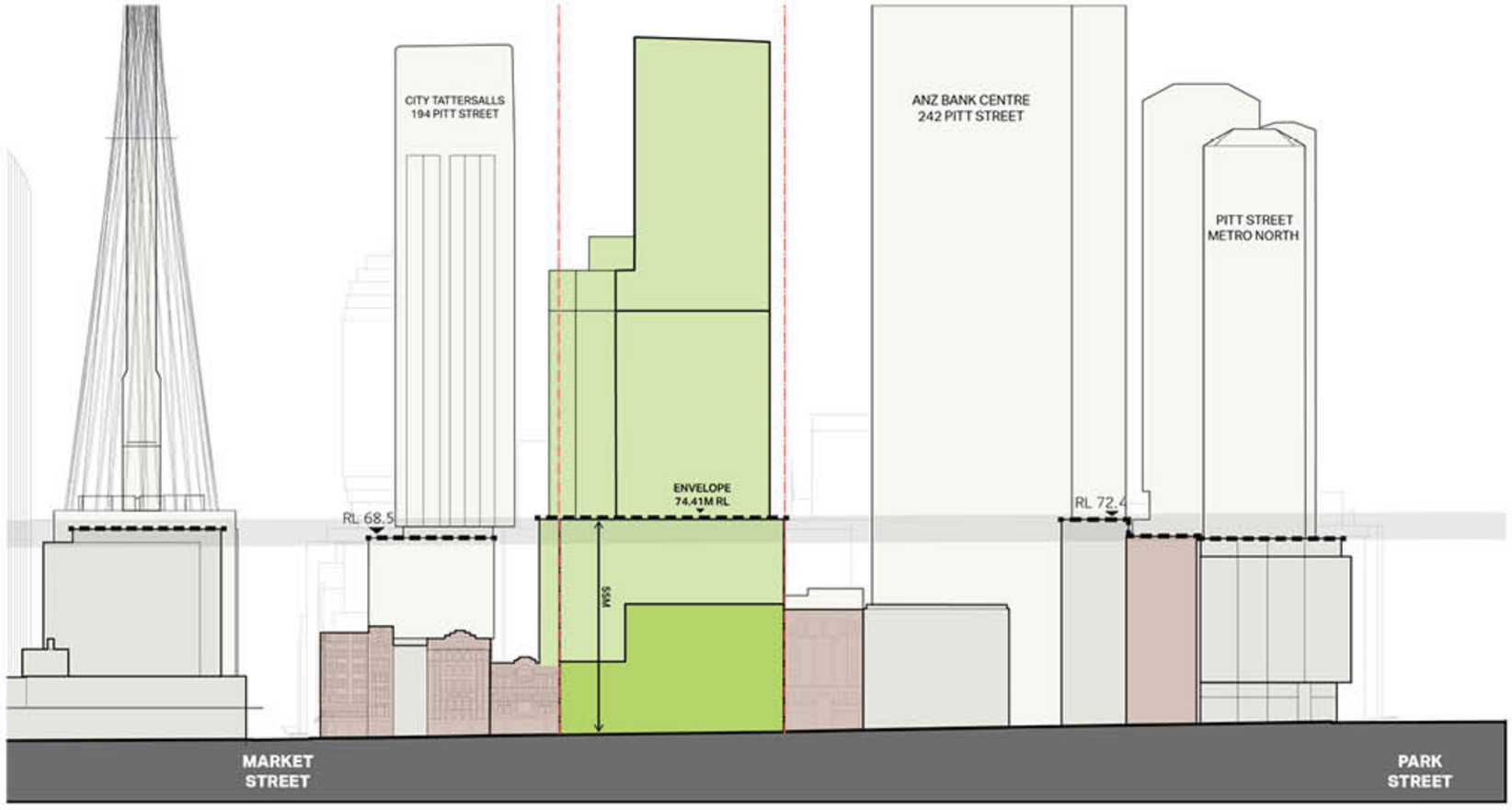
B.1.5 - PODIUM ALIGNMENTS

PITT STREET

UPPER PODIUM
Behind the street wall, the podium extends up to 55m in height from Pitt Street.

This podium envelope is setback 8m to ensure adequate daylight, and an openness of the street is maintained.

The proposed envelope improves upon the existing condition by reducing the extent of massing at the street alignment, re-establishing the street wall expression which had been compromised by the existing Piccadilly Court building.



Pitt Street elevation.



Proposed Envelope Close-up - Pitt Street, looking north.



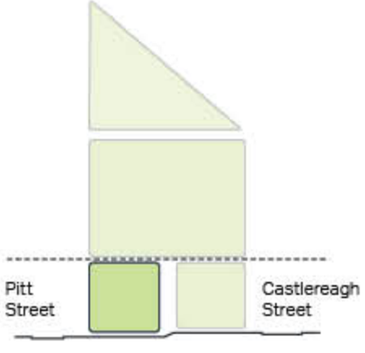
Proposed Envelope view 1 - Pitt Street, looking south.



Proposed Envelope view 2 - Pitt Street, looking north.

Legend

- Envelope
- Upper podium: ~50M-55M
- Heritage Buildings

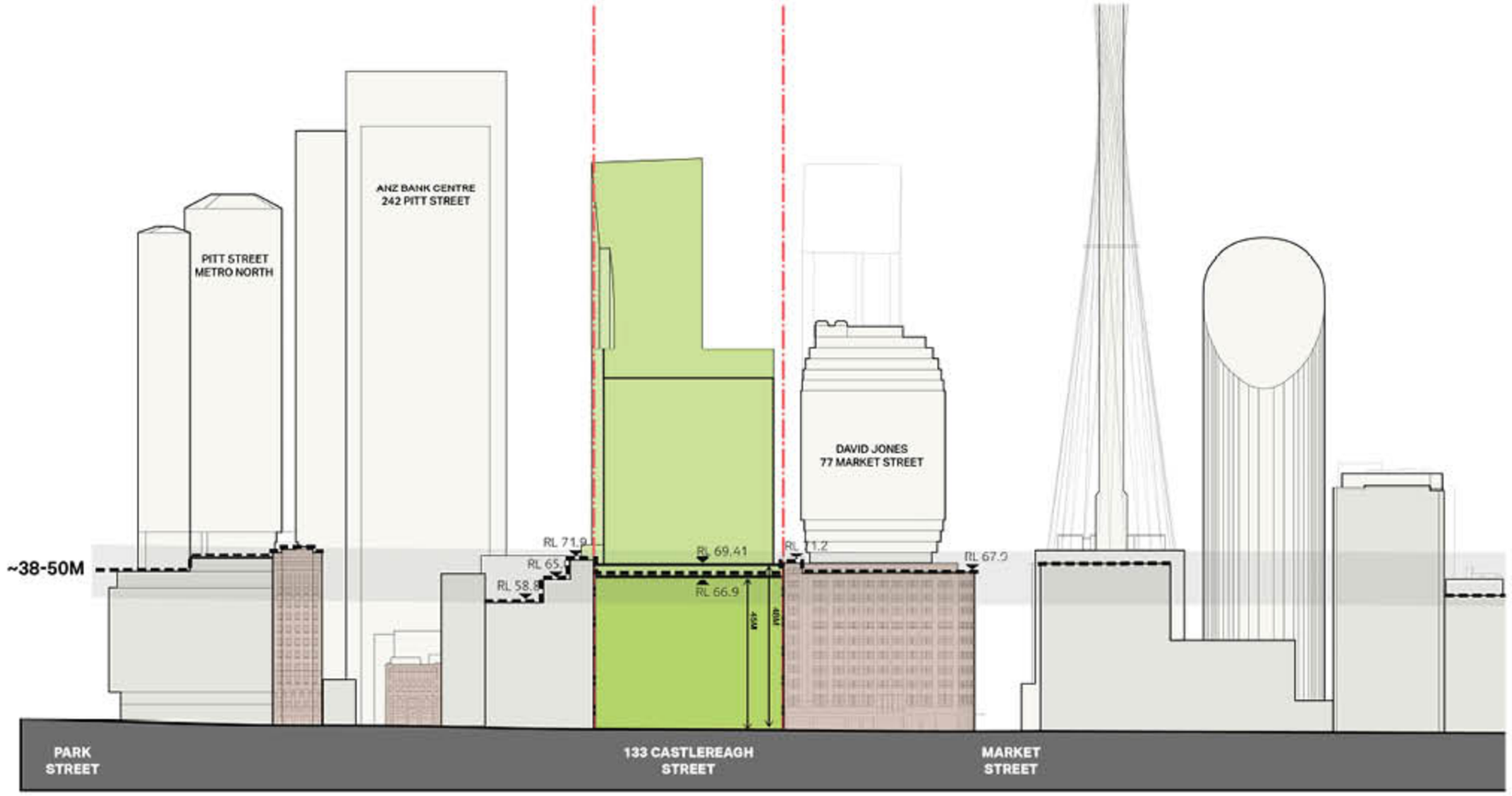


Key Legend.

B.1.5 - PODIUM ALIGNMENTS

CASTLEREAGH STREET

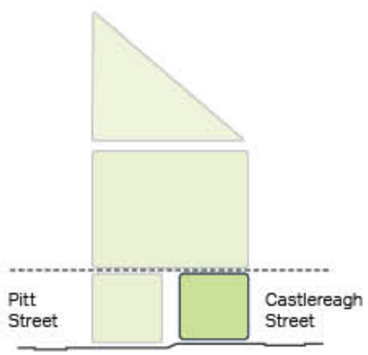
The podium frontage on Castlereagh Street follows the prevalent street wall height of 45m above street level.



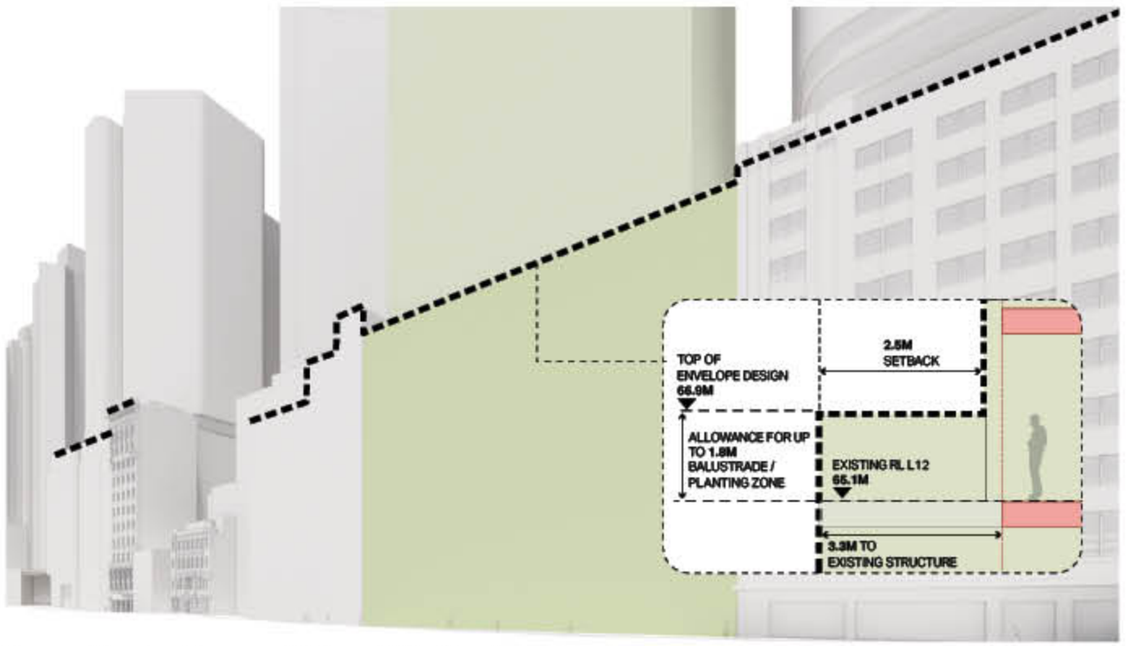
Castlereagh Street elevation.

Legend

- Envelope
- Upper podium: 38-50M
- Heritage Buildings



Key Legend.



Proposed Envelope Close-up - Castlereagh Street, looking south.



Proposed view 1 - Castlereagh Street, looking north.



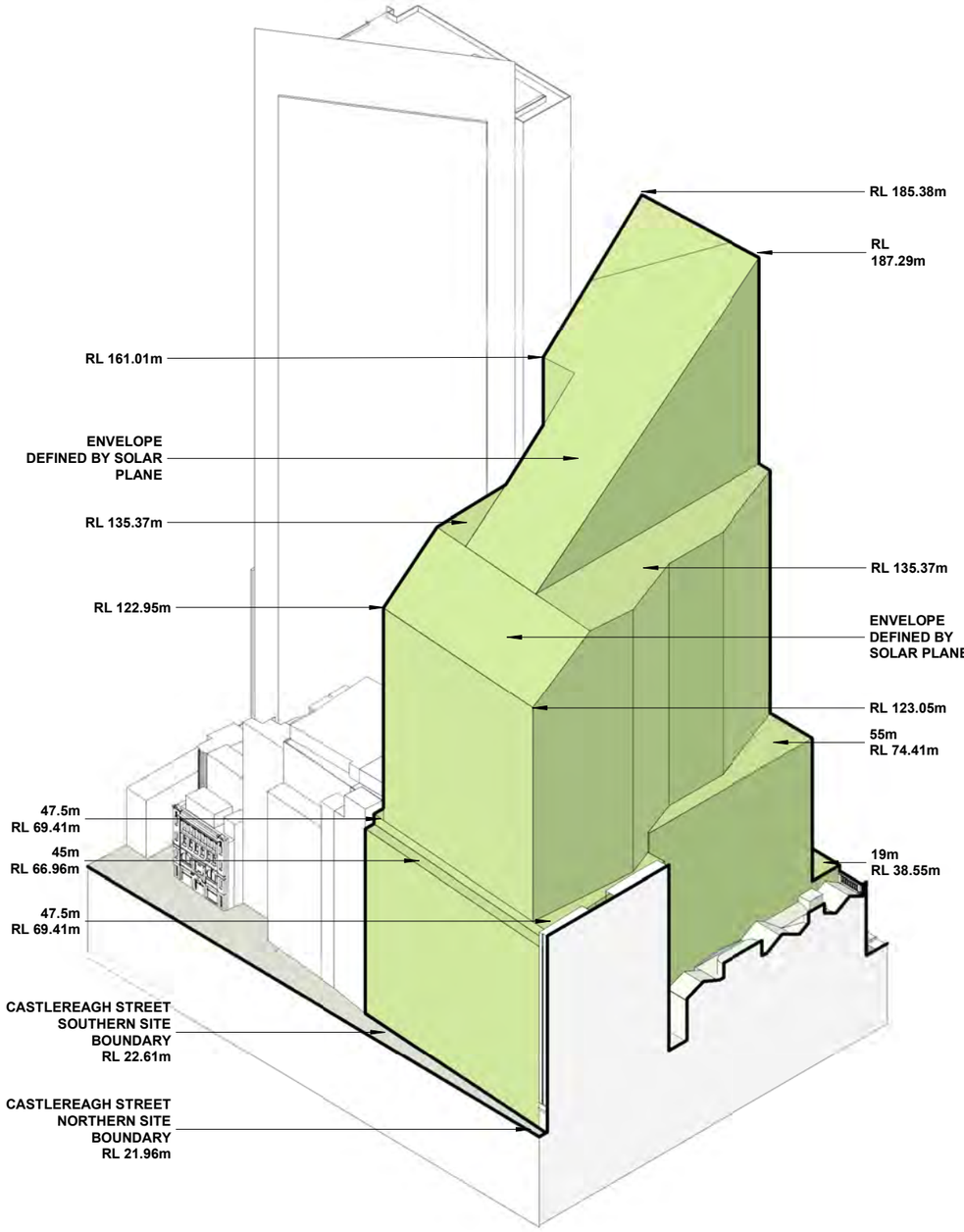
Proposed view 2 - Castlereagh Street, looking south.

CHAPTER 2

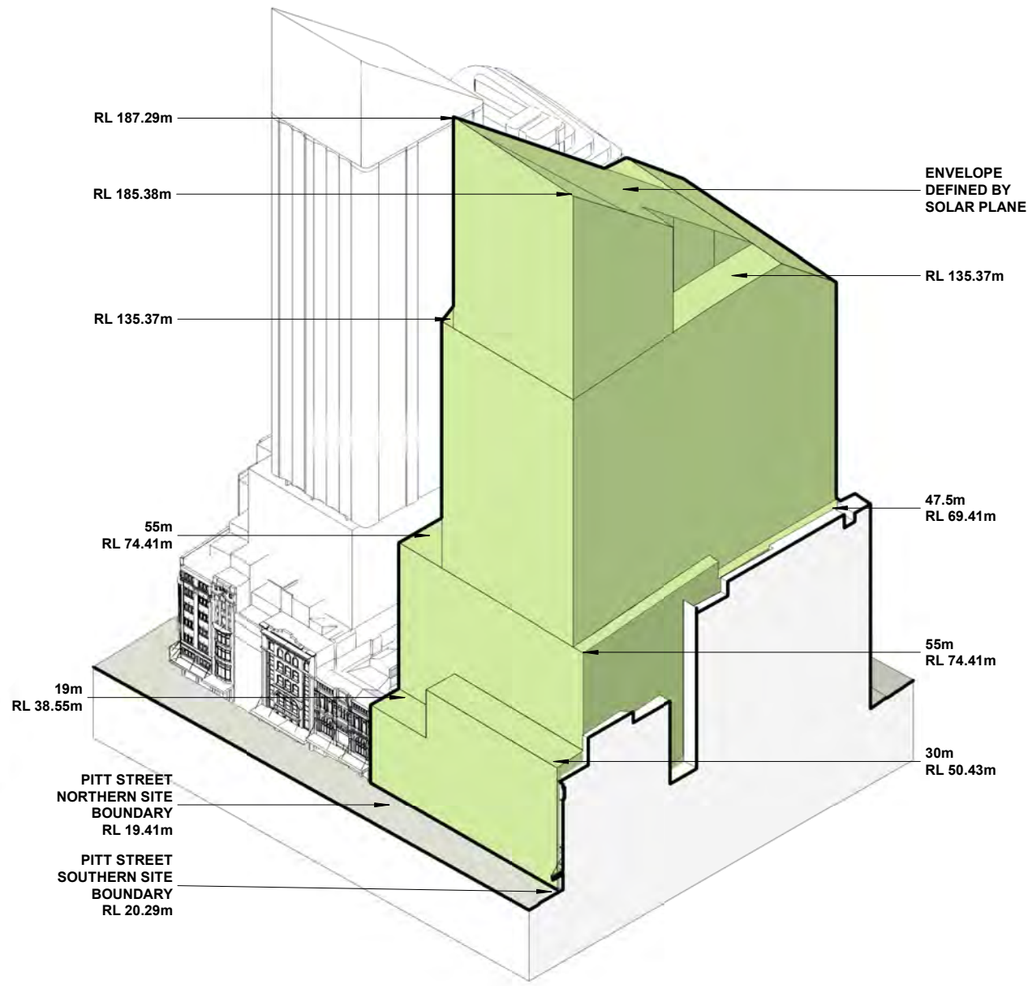
ENVELOPE DRAWINGS

B.2.0 ENVELOPE DRAWINGS

AXONOMETRICS OF THE PROPOSED ENVELOPE



NORTHEAST AXONOMETRIC - ENVELOPE



SOUTHWEST AXONOMETRIC - ENVELOPE

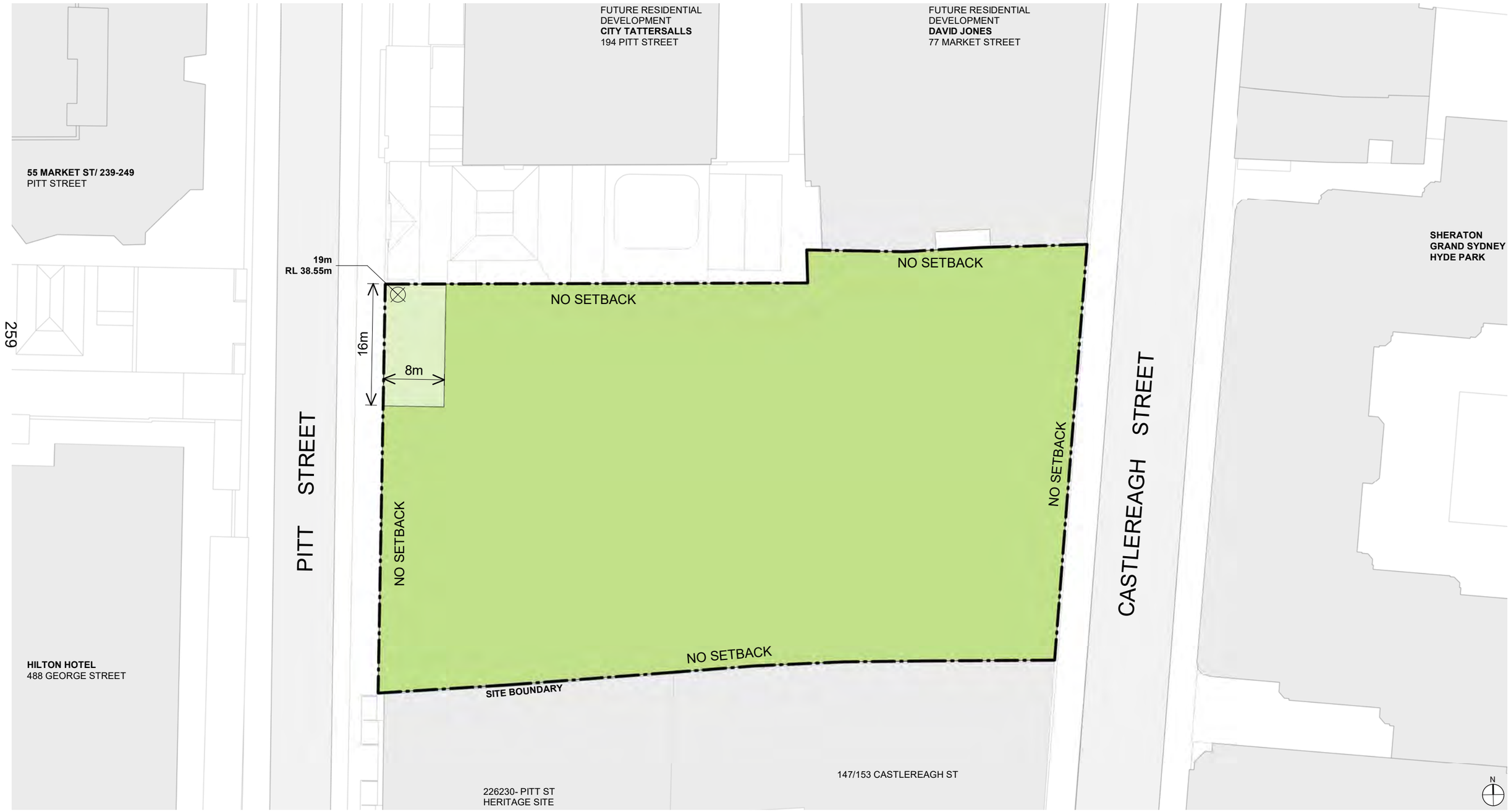
B.2.0 ENVELOPE DRAWINGS

0M TO 19M



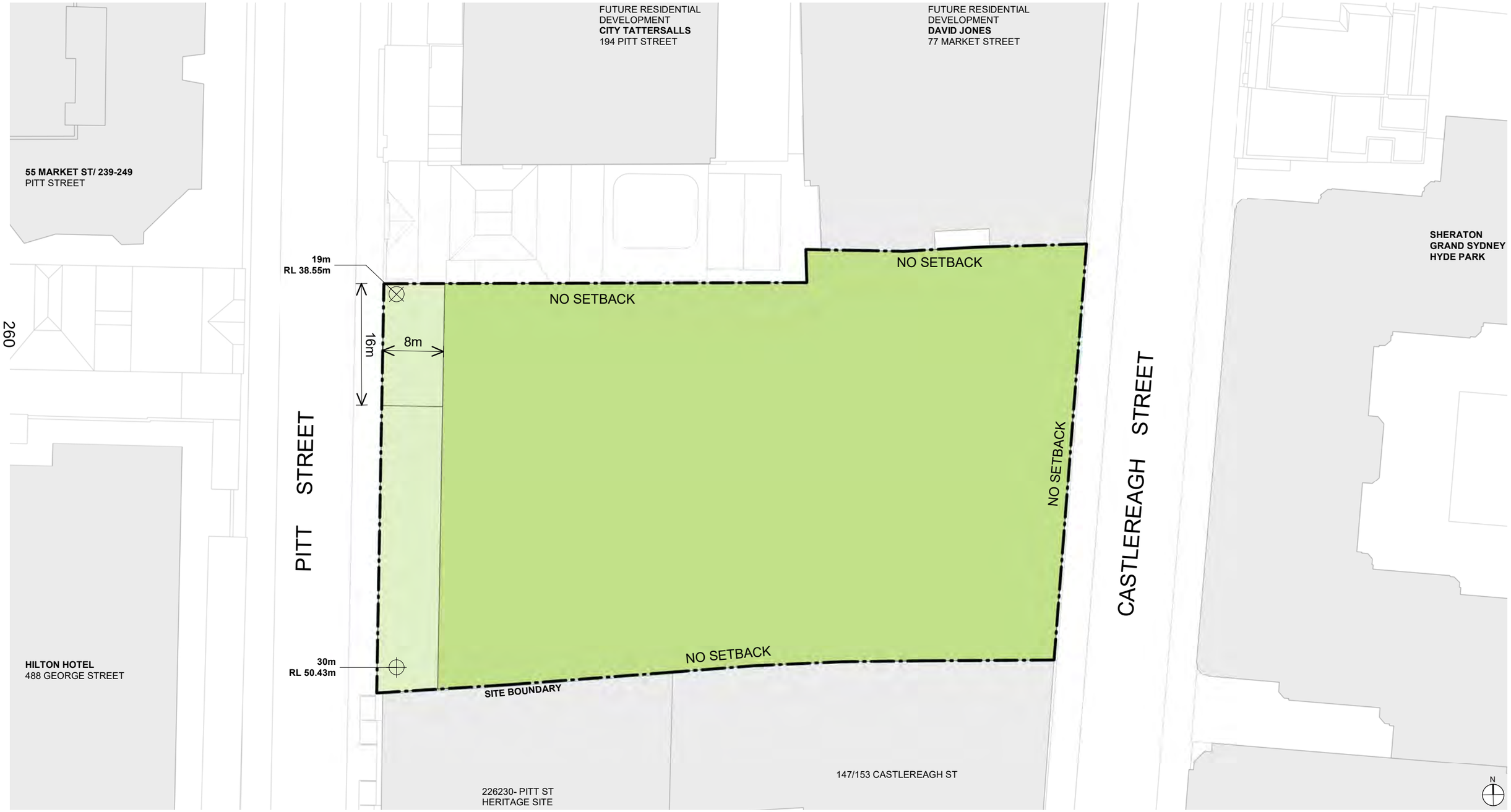
B.2.0 ENVELOPE DRAWINGS

19M TO 30M



B.2.0 ENVELOPE DRAWINGS

30M TO 45M



B.2.0 ENVELOPE DRAWINGS

45M TO 50M



B.2.0 ENVELOPE DRAWINGS

50M TO 55M



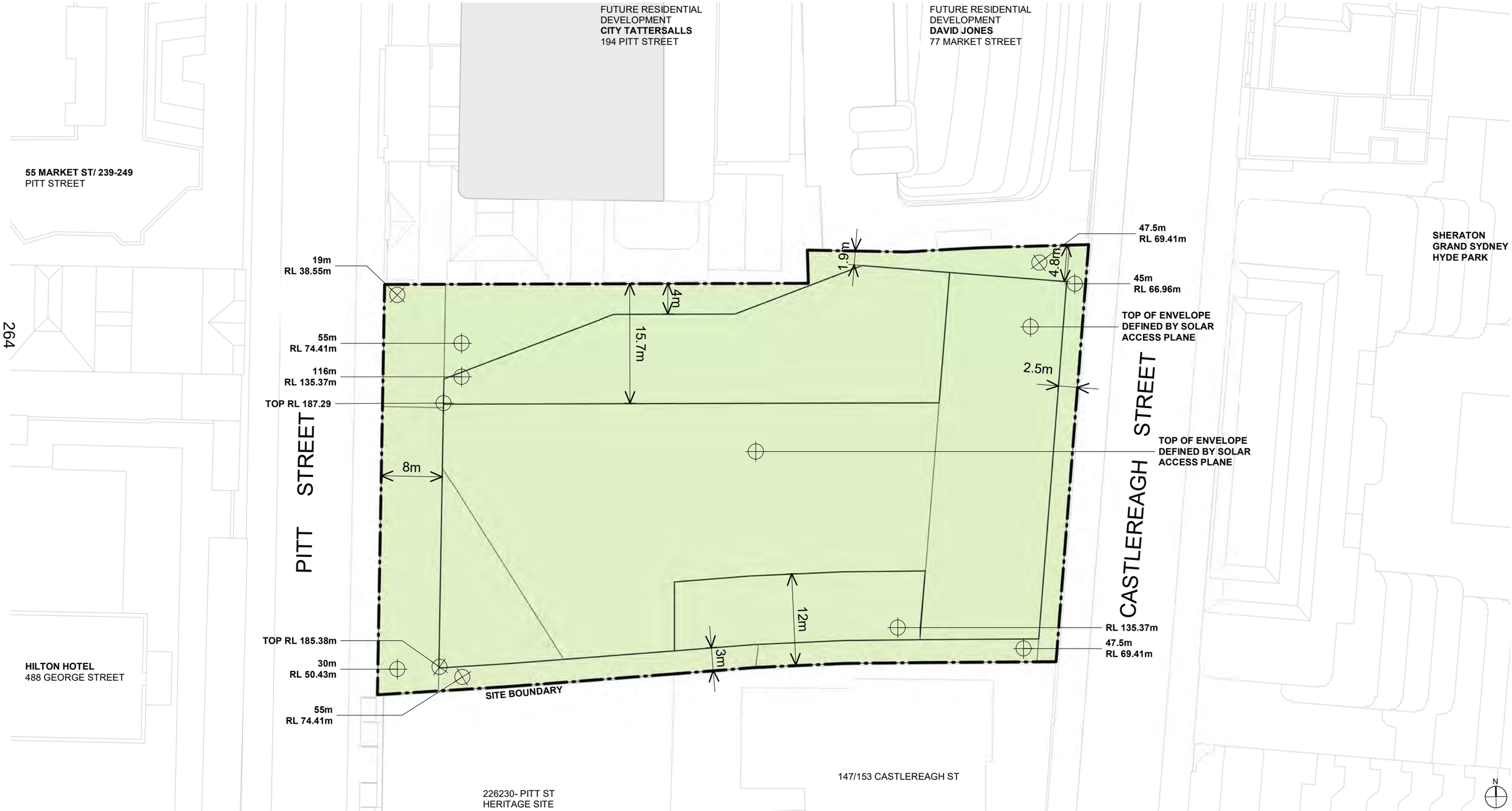
B.2.0 ENVELOPE DRAWINGS

55M TO 101M



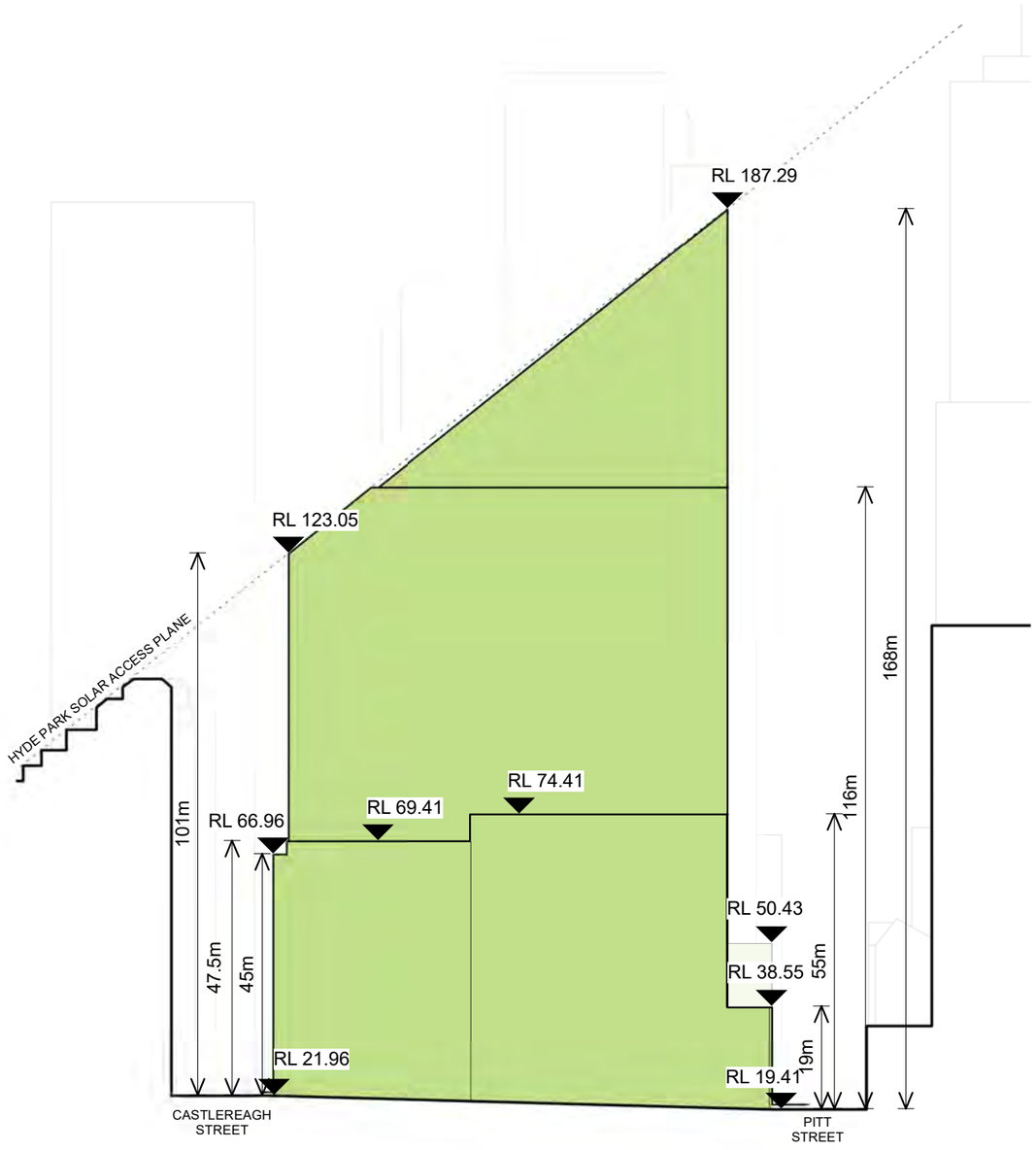
B.2.0 ENVELOPE DRAWINGS

168M

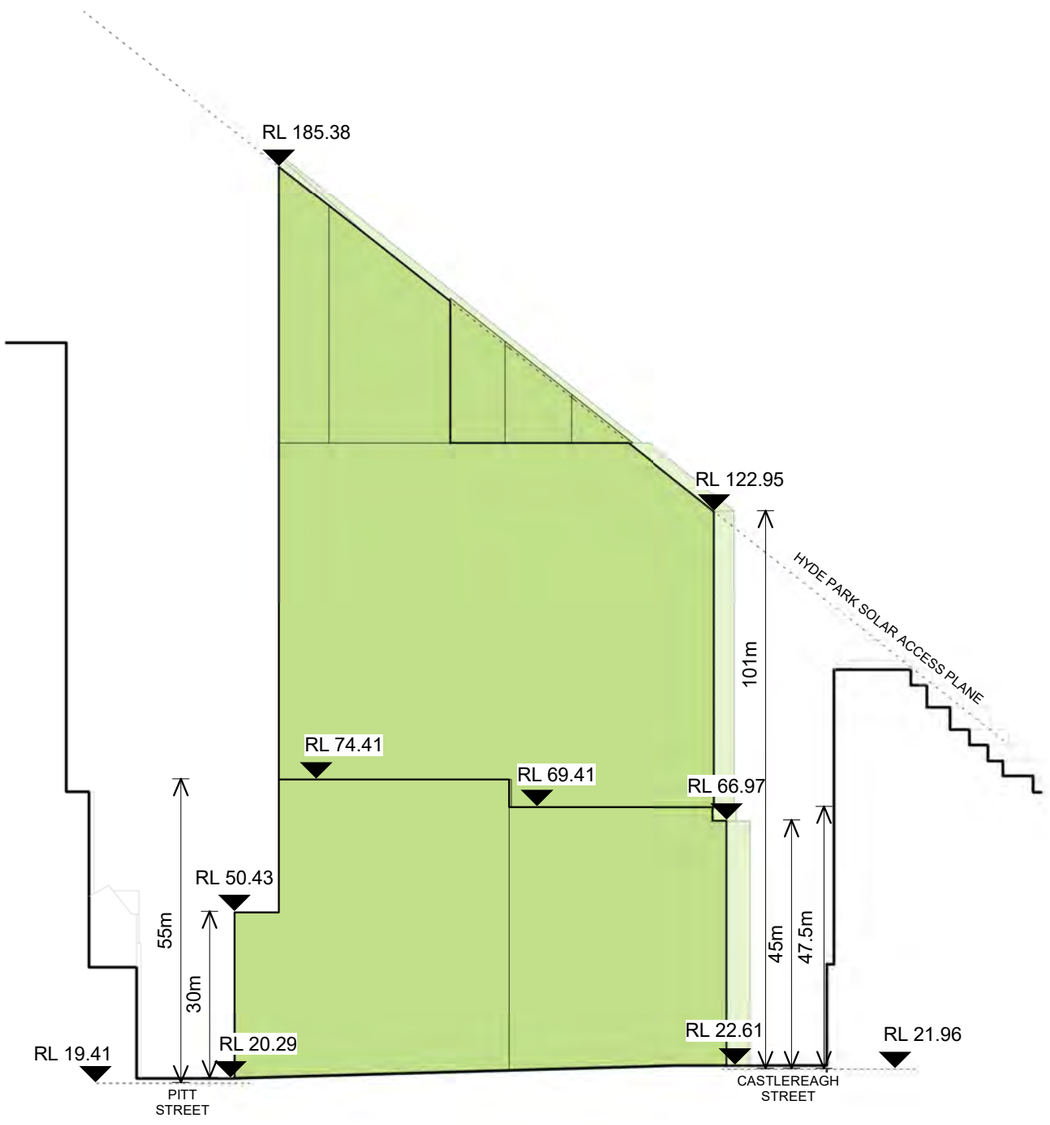


B.2.0 ENVELOPE DRAWINGS

ELEVATIONS OF THE PROPOSED ENVELOPE



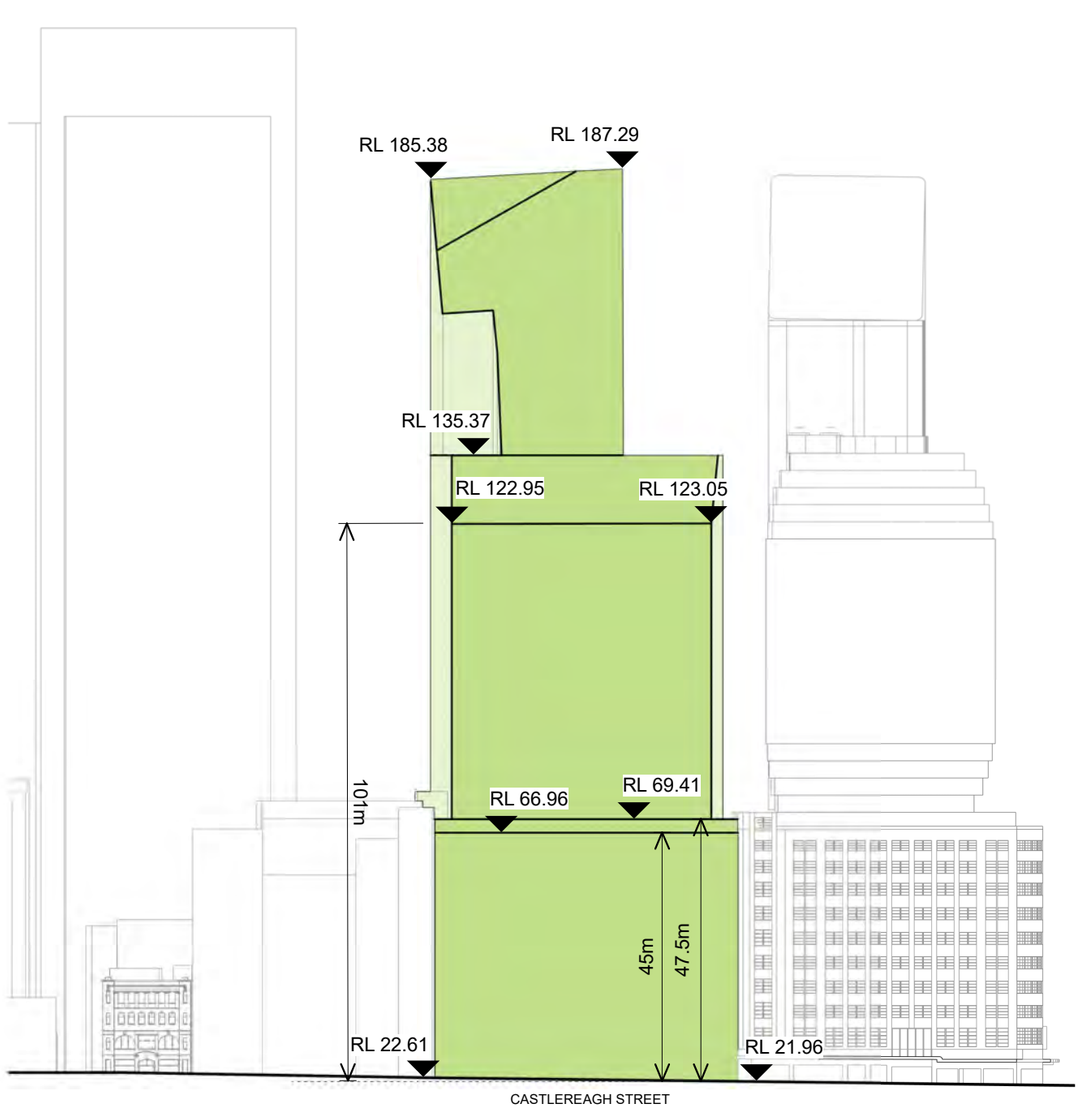
NORTH ELEVATION - ENVELOPE



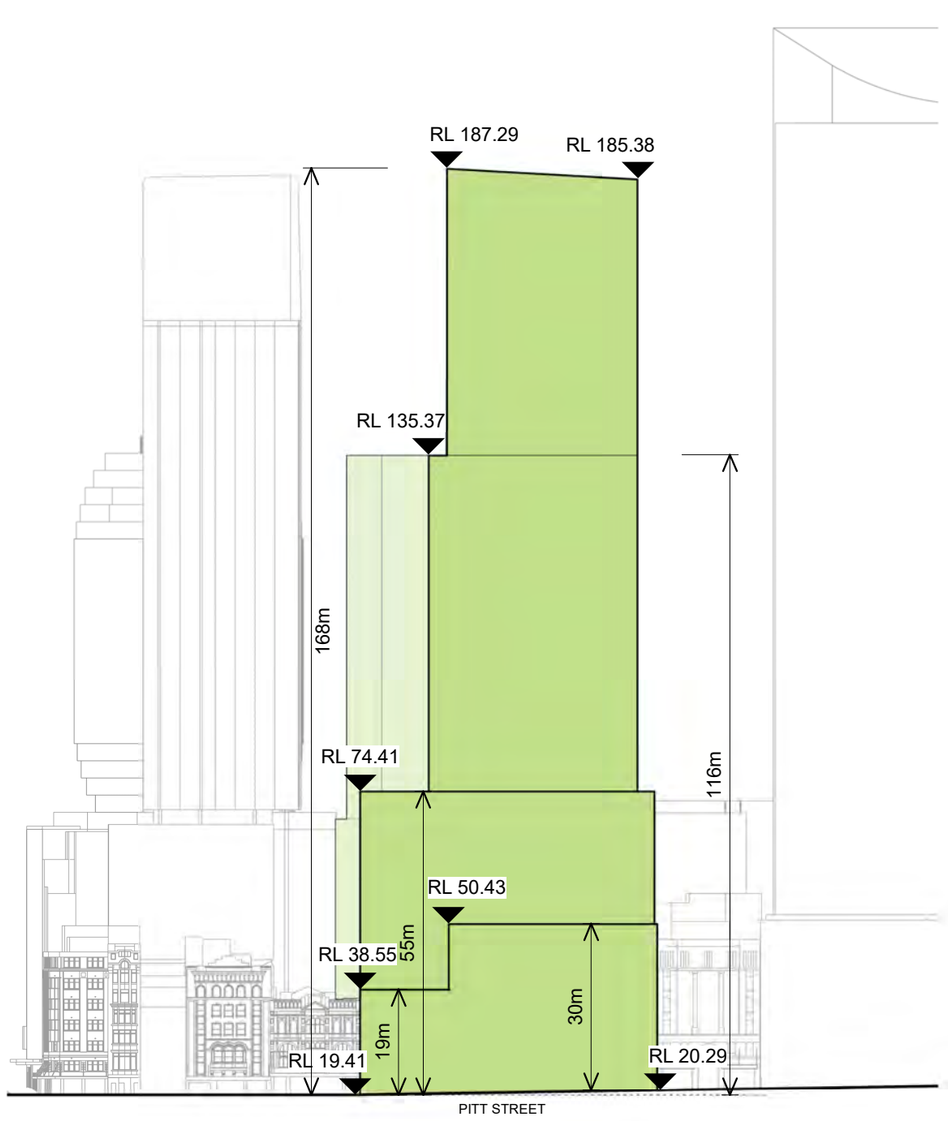
SOUTH ELEVATION - ENVELOPE

B.2.0 ENVELOPE DRAWINGS

ELEVATIONS OF THE PROPOSED ENVELOPE



EAST ELEVATION - ENVELOPE



WEST ELEVATION - ENVELOPE

CHAPTER 3

ENVIRONMENTAL IMPACT STATEMENT

B.3.0 - 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 5,500 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 0.10991138 and the proposed envelope provides a SVF value of 0.11448052, **resulting in an overall SVF value difference (improvement) of +0.00456914.**

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.

Legend

- Removed skybridge
- Area impacted by proposed development
- Area returned by proposed development

Source: Sky View Factor Report Version 4 | Stockland Piccadilly Complex | Prepared by BIM Consulting for Stockland | 09 July 2025.

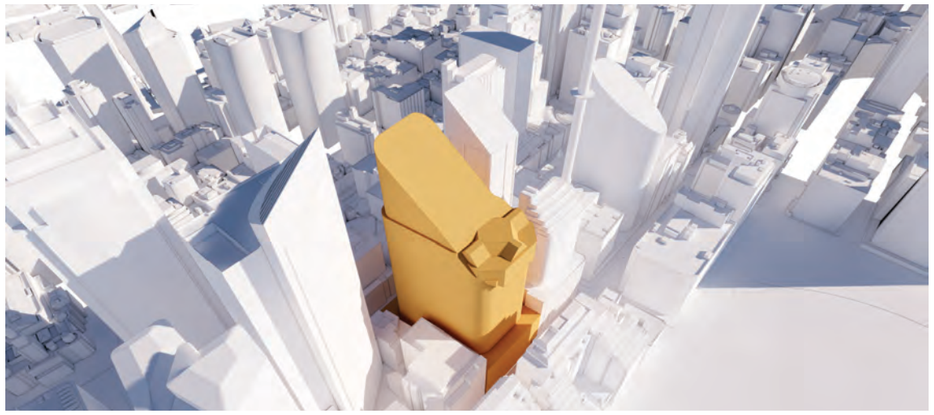


Image 1 - Maximum permissible Draft DCP envelope

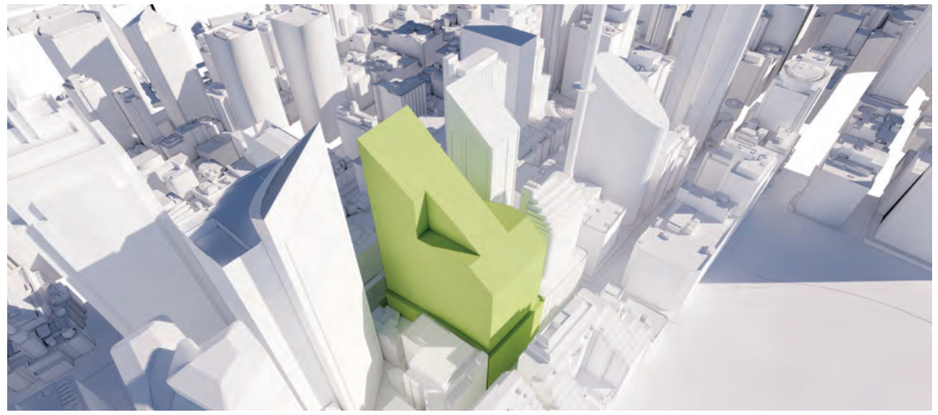


Image 2 - Proposed Site Specific DCP Envelope



Image 3 - Analysis Points 1 to 6

B.3.0 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

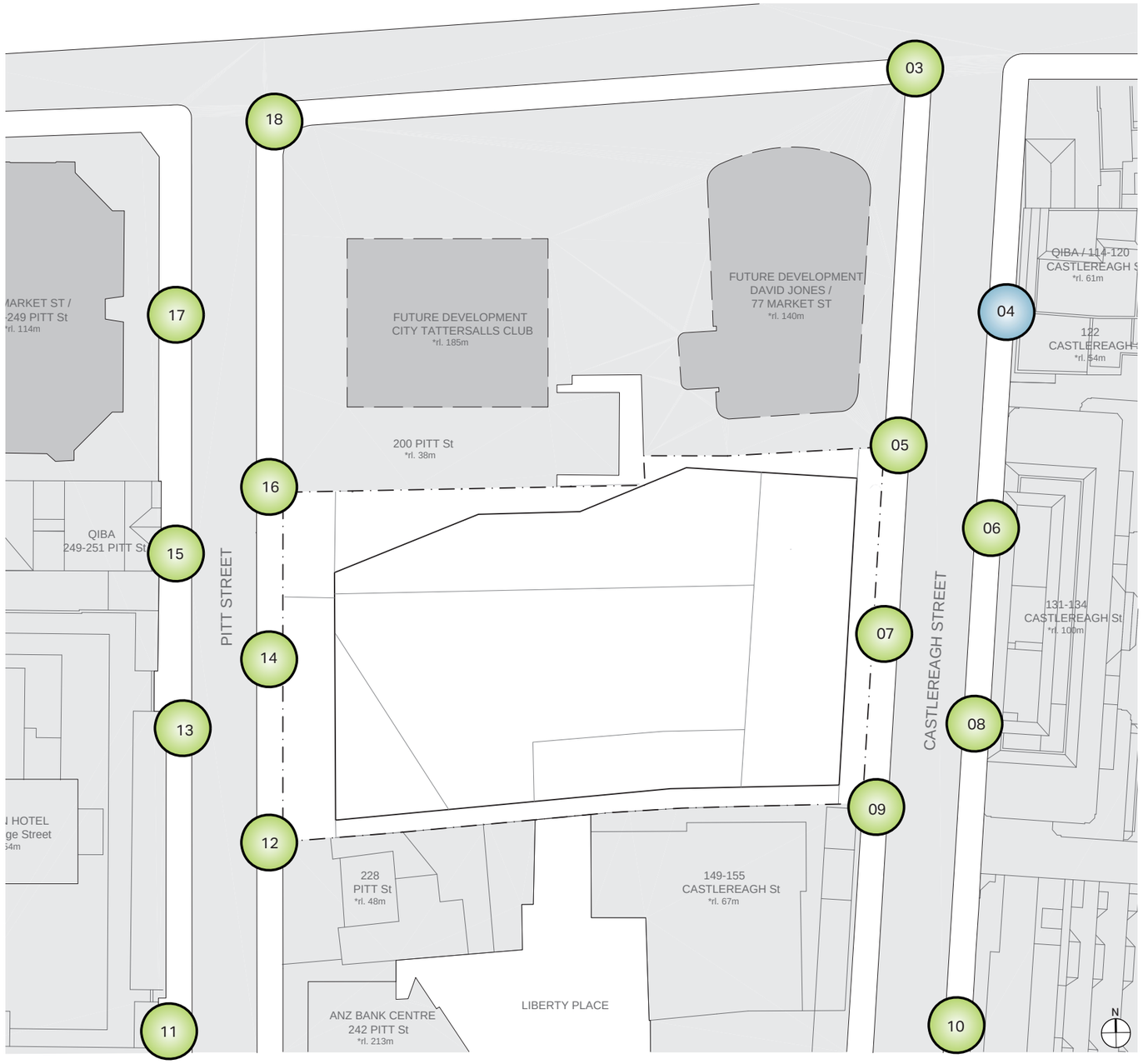
WIND IMPACT

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 and analysis were conducted by CPP.

The equivalence testing between the Draft DCP compliance and Proposed building envelope meets the equivalence criteria for wind comfort as described under Schedule 12 of the Sydney DCP 2012.

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

Wind Comfort

- Outdoor Dining (<2km/h)
- Pedestrian Sitting (2 to 4km/h)
- Pedestrian Standing (4 to 6km/h)
- Pedestrian Walking (6 to 8km/h)
- Business Walking (8 to 10km/h)
- Uncomfortable (>10km/h)

Wind Safety

- Pass (<24km/h)
- Fail (>24 km/h)

Source: Pedestrian Wind Assessment Revision 03 | 133 Castlereagh Street | Prepared by CPP Project for Stockland | 31 July 2025.

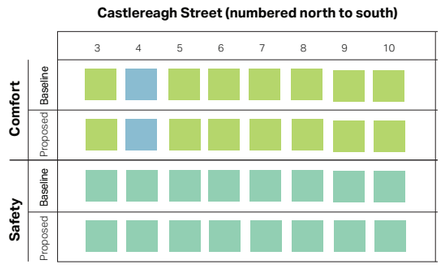


Image 2 - Summary of wind tunnel results (Castlereagh Street)

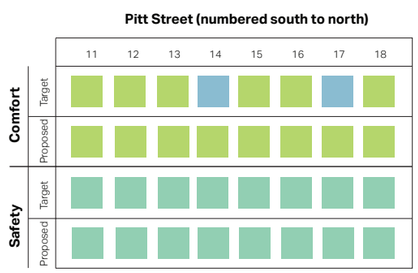


Image 3 - Summary of wind tunnel results (Pitt Street)

B.3.0 - 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, 9 am



June 21st winter solstice, 10 am



June 21st winter solstice, 11 am



June 21st winter solstice, 12 pm



June 21st winter solstice, 1 pm



June 21st winter solstice, 2 pm

Legend

Reduction of shadow outline

Addition of shadow outline

B.3.0 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

KEY VANTAGE VIEWS

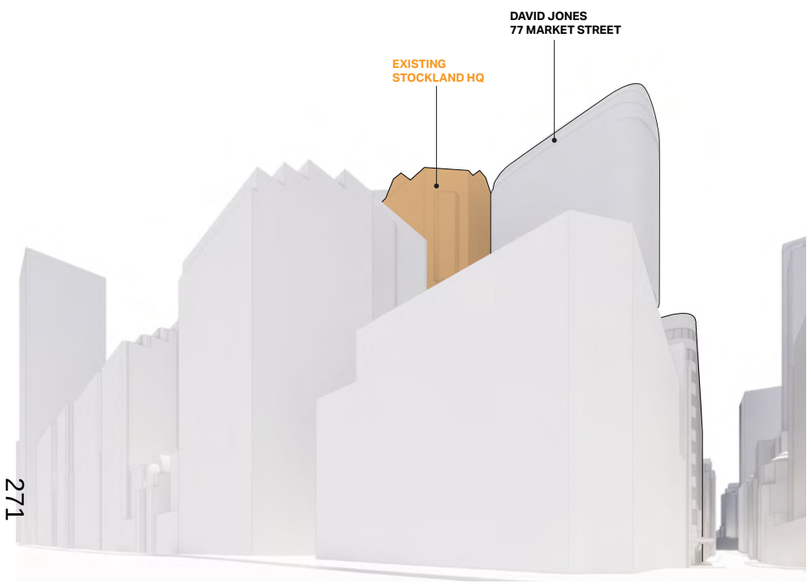


Image 1 - Existing Stockland HQ - View from Elizabeth St / Market St.

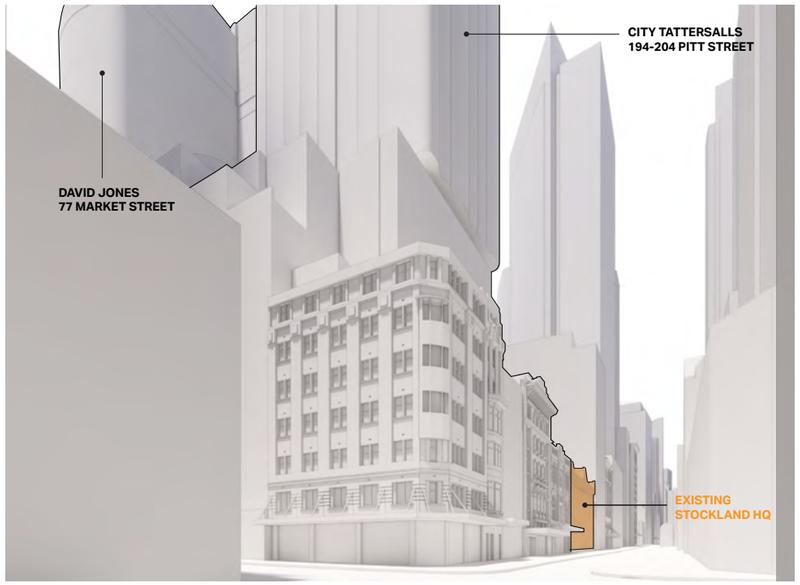


Image 2 - Existing Stockland HQ - View from Pitt St / Market St looking south.



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

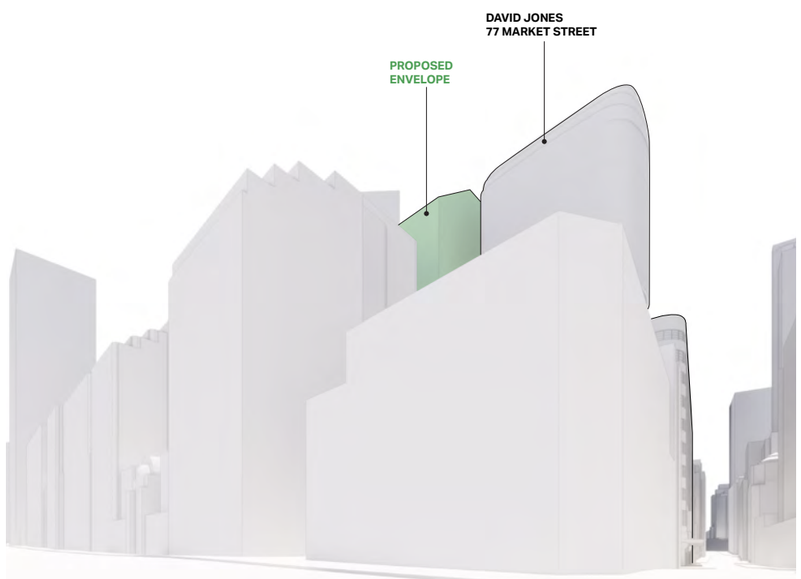


Image 4 - Proposed Envelope - View from Elizabeth St / Market St.

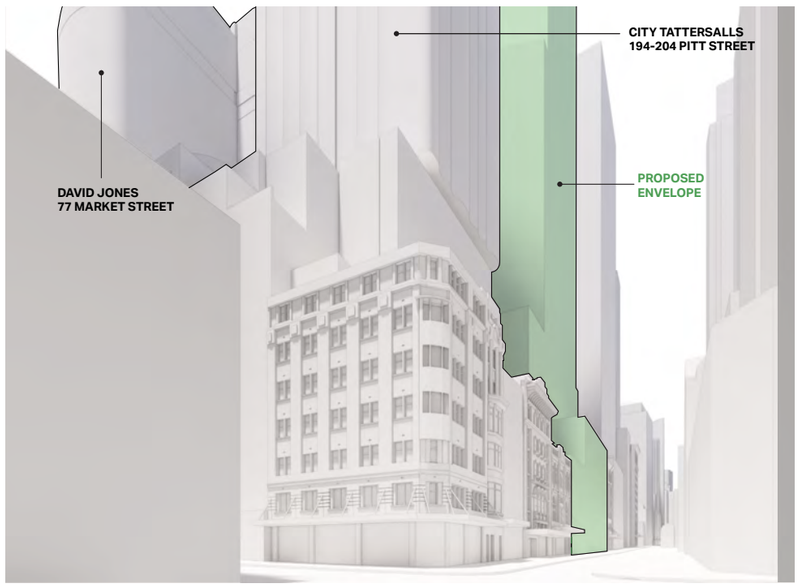


Image 5 - Proposed Envelope - View from Pitt St / Market St looking south.

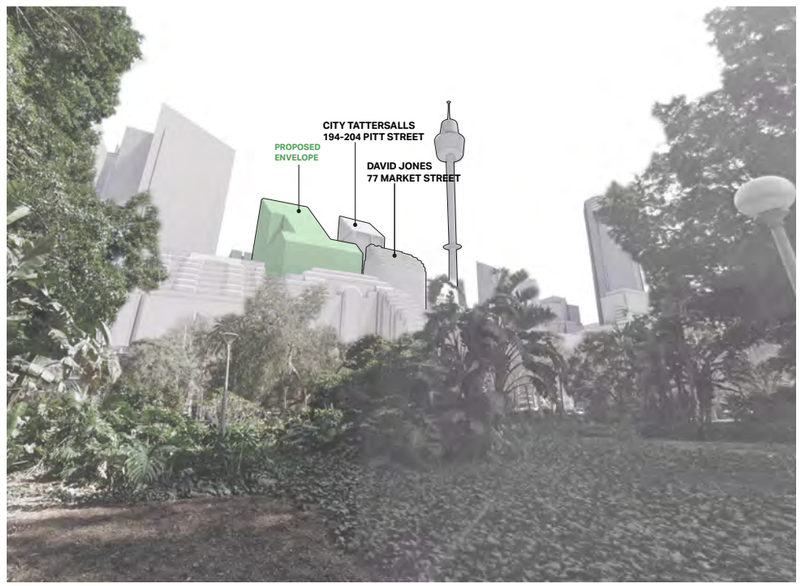


Image 6 - View from Hyde Park.

CHAPTER 4

PROJECT VISION AND OBJECTIVES

B.4.0 - PROJECT VISION AND OBJECTIVES

REVITALISING A SITE AND STRUCTURE

Sydney's Central CBD is undergoing a major transformation, shifting from a primarily retail-focused district with outdated commercial office space into a dynamic, mixed-use hub. The block on which Piccadilly is situated plays a key role in this revitalisation. With the opening of the new metro line offering unmatched connectivity, alongside a blend of residential and commercial spaces designed to support a 24-hour economy, the Central CBD is becoming a vibrant, diverse destination.

The proximity to Hyde Park, Australia's oldest public park, adds significant appeal to the Piccadilly redevelopment site. This historic green space provides a tranquil contrast to the urban energy of the CBD, offering residents, workers, and visitors a peaceful natural retreat just steps from the city's heart.

The Piccadilly site presents a unique opportunity to merge the vibrancy of city life with the serenity of Hyde Park. The redevelopment re-imagines the workplace, offering large, contiguous commercial floor plates at the core of the CBD, alongside a smaller residential component to capitalise on the opportunities of the central location .

Sustainability is a key focus for Stockland, and the existing tower will be reused and upcycled, significantly reducing embodied carbon in the creation of a premium workplace development while adding to the diversity and activity of the area.

The proposed redevelopment will:

- Transform an outdated asset into a premium offering aligned with modern standards.
- Remove a breach of the Hyde Park SAP, eliminating overshadowing of the public domain.
- Improve connectivity and pedestrian flow around and through the site, by eliminating obstacles on the Castlereagh footpath and providing a new Through-Site-Link between Pitt and Castlereagh Streets, open to the public 24/7.
- Increase diversity and vitality through a mixed-use development.

The redevelopment of the Piccadilly site presents a unique opportunity to transform a central and distinctive location, while also showcasing Stockland's commitment to sustainability through the revitalisation of the existing tower structure. This development will play a key role in the renewal of the eastern edge of the CBD, seamlessly blending urban living and working with nature and creating a vibrant, mixed-use environment that fosters both business and leisure.



B.4.0 - PROJECT VISION AND OBJECTIVES

KEY REFERENCE DESIGN OBJECTIVES



ALLOW FOR UPCYCLING

The design should:

- Allow for the retention and upcycling of components of the existing structure to minimise carbon emissions



RESPOND TO NEIGHBOURING BUILDINGS

The design should:

- Be contextual and respond to key datums of the neighbouring buildings
- Respond to the northern residential developments and maximise privacy and sight lines to and from the proposed development
- Respond to the existing heritage streetscape



CREATING A VIBRANT GROUND PLANE

The design should:

- Prioritise pedestrian movement and ensure universal access around and through the site
- Ensure activation of the ground plane with various activities and attractors
- Ensure the weather protection is provided to the footpath



ALLOW FOR MIXED USE

The design should:

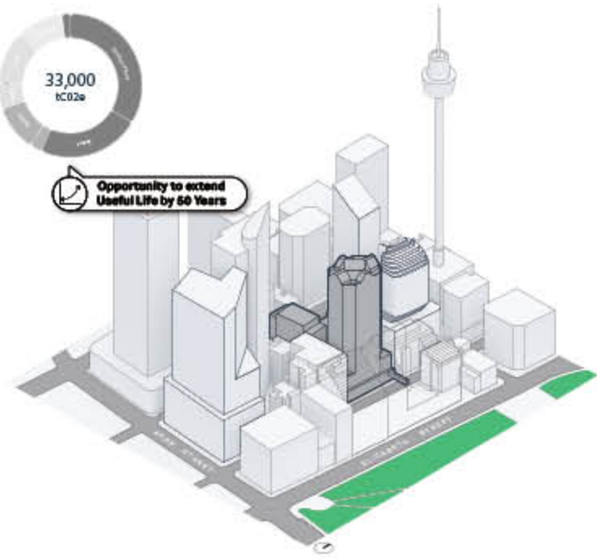
- Include a residential component to the development, to increase diversity and through-cycle resilience whilst increasing public benefit through contributions and the reduction of built form
- Ensure the residential design can achieve compliance with ADG requirements

B.4.0 - PROJECT VISION AND OBJECTIVES

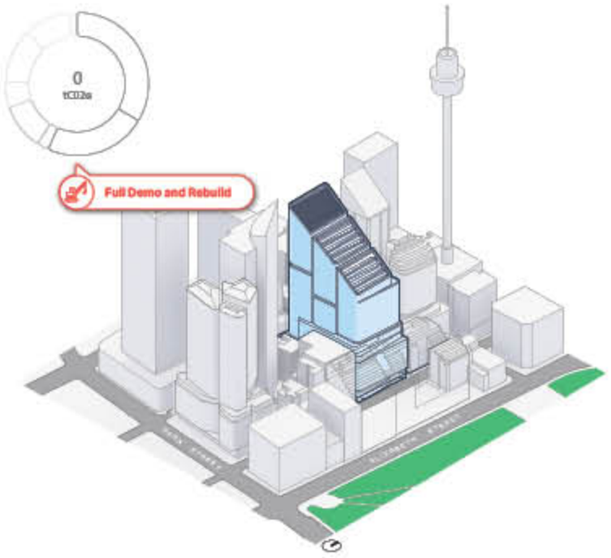
SUSTAINABILITY

We are already experiencing the effects of climate change, and many of the world's climate scientists expect that the 1.5 degree target for global temperature increase will be missed. To substantially reduce the effects of climate change, unprecedented change is required.

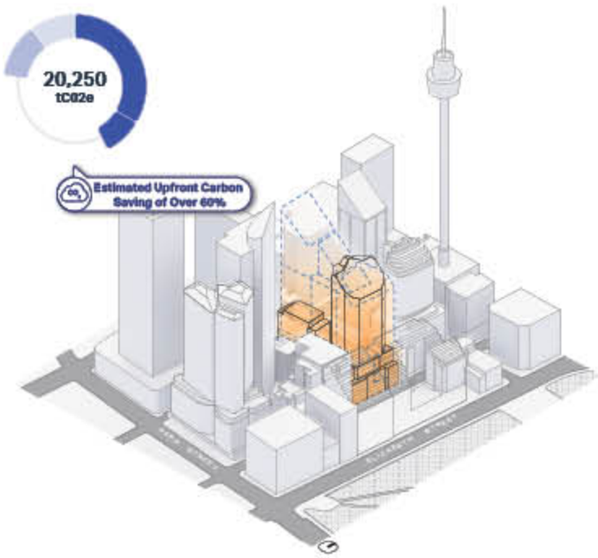
As the global construction industry is responsible for 37% of energy related carbon dioxide emissions and a third of the world's waste, the opportunity to retain and reuse the basement and tower structures presents a significant opportunity to minimise new carbon emissions involved with a new development.



EXISTING BUILDING



DEMOLISH AND REBUILD



RETAIN AND RE-IMAGINE



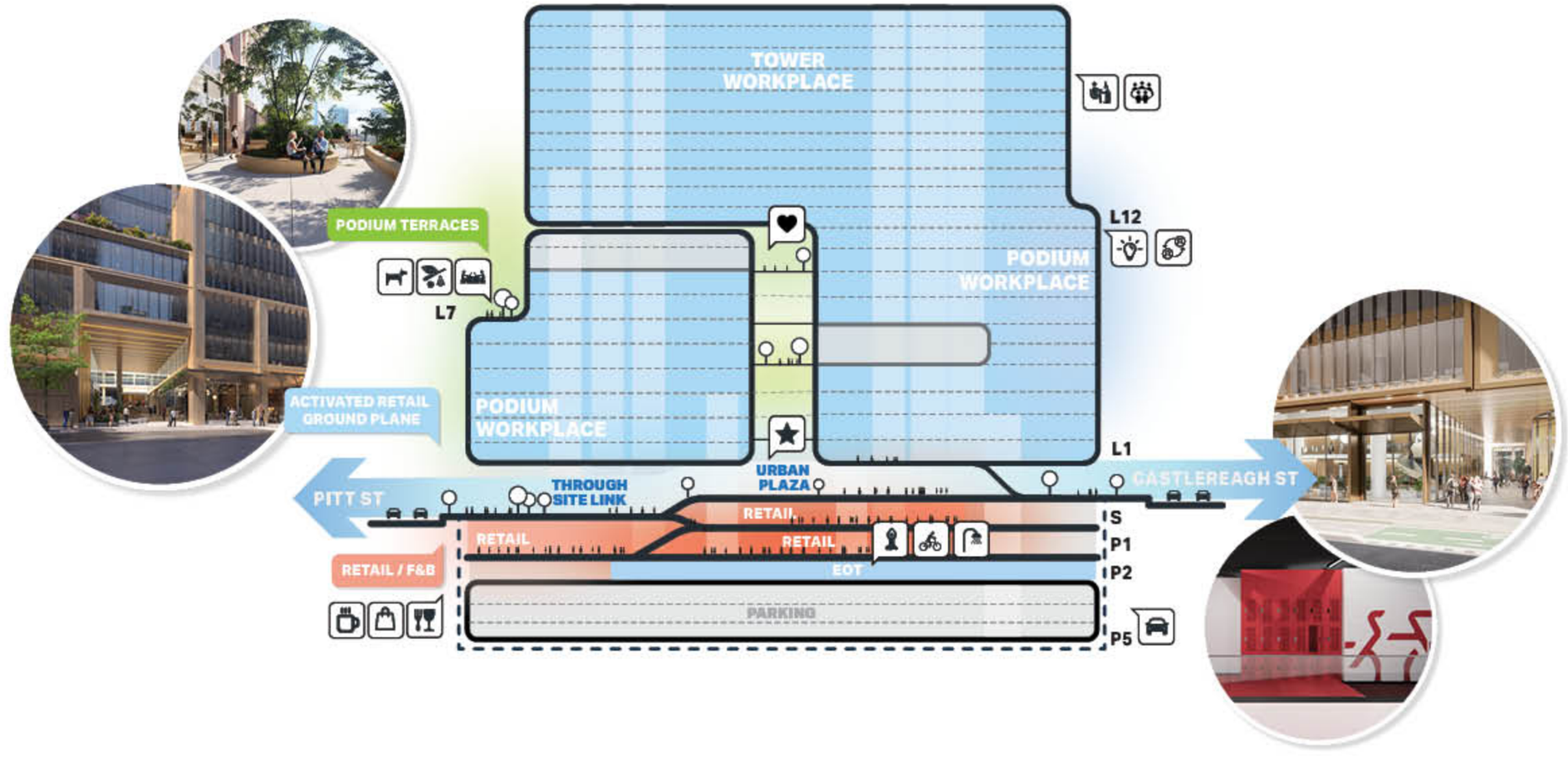
B.4.0 - PROJECT VISION AND OBJECTIVES

VIBRANT GROUND PLANE

Located in the heart of a high-traffic area within the CBD, the site benefits from close proximity to key destinations such as Pitt Street Mall, Hyde Park, and both Town Hall Train Station and Gadigal Metro Station.

With the existing through site link being non-compliant with DCP requirements and lacking universal access, the redevelopment of this critical connection presents an opportunity to create both a physical and visual link between Pitt and Castlereagh Streets that aligns with the city's vision. Additionally, it offers the opportunity to create a peaceful refuge from the bustling street, with the potential for public art and the development of an urban plaza, transforming the space into a destination with a distinctive sense of place and character.

Thoughtfully curated retail opportunities will ensure the ground plane remains permeable, while also contributing to the vibrancy of the street scape and the surrounding city fabric.



B.4.0 - PROJECT VISION AND OBJECTIVES

24 HOUR TOWER/VIBRANCY

The eastern edge of Central Sydney, once reliant on office workers and left devoid of activity after business hours, is undergoing a dramatic transformation. With the introduction of the new metro line and mixed-use developments, including the adjacent approved and proposed projects, the area is set to thrive. What was once a quiet, underutilised space will come to life with increased activity and density. The proposed development, with its mix of retail, commercial, and residential components, will enhance the area's amenities and ensure that the vibrancy no longer fades after office hours. Instead, it will continue to pulse through the evenings and weekends, creating a dynamic, 24-hour environment that reflects the energy and vibrancy befitting a global city like Sydney.



B.4.0 - PROJECT VISION AND OBJECTIVES

PUBLIC ART OPPORTUNITIES

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.

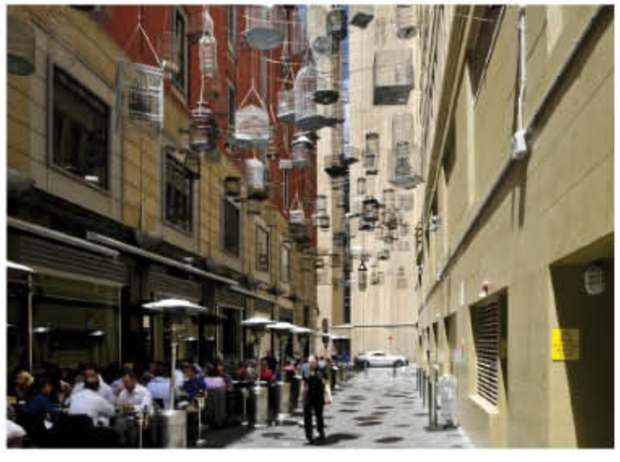
The creation of a newly vital, well-designed, well-considered, comfortable, safe and inviting place is the objective of architecture and public art for the project. These values are basic to the vision for public art:

- 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 re-imagines 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 George 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 2014.



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 133-145 Castlereagh Street, formerly Stockland Piccadilly Complex | Prepared by Barbara Flynn art advisor to Stockland for 133 - 145 Castlereagh Street | 14 October 2024

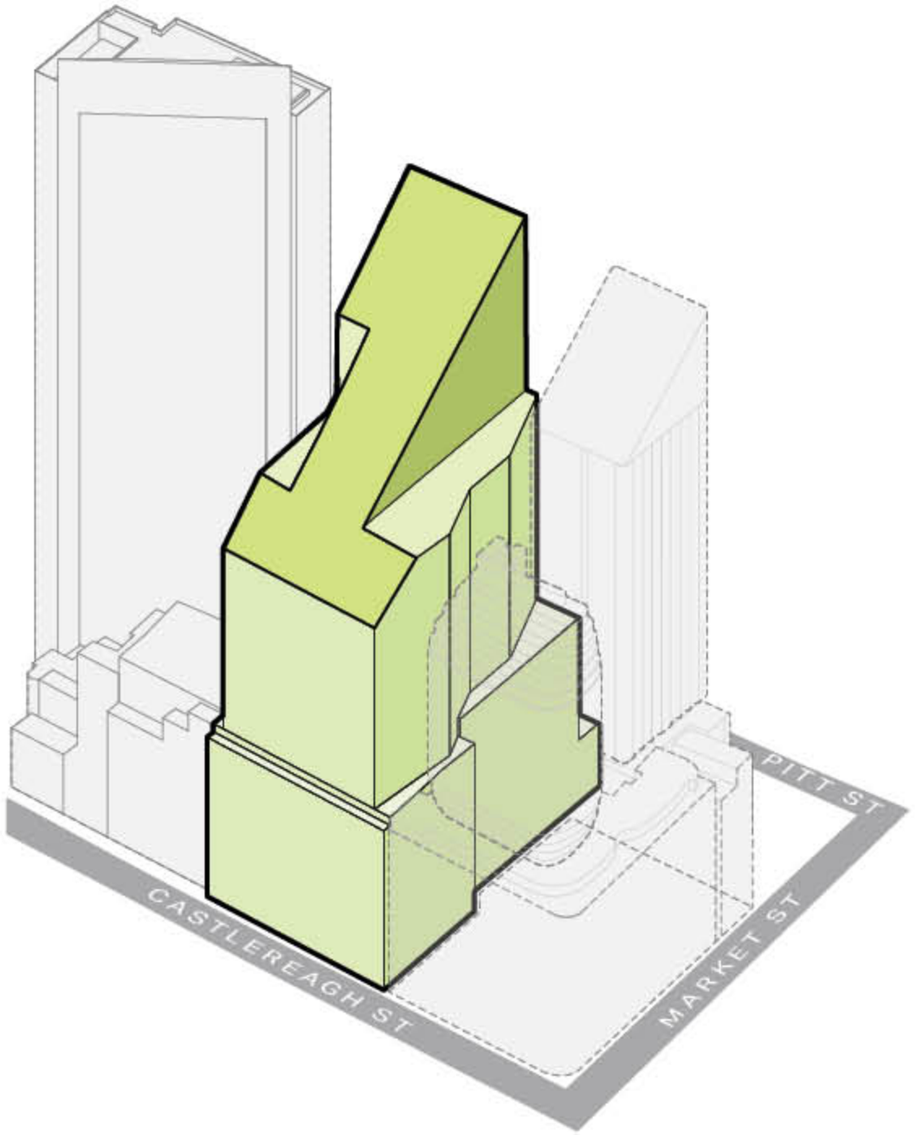
CHAPTER 5

CONCEPT REFERENCE DESIGN

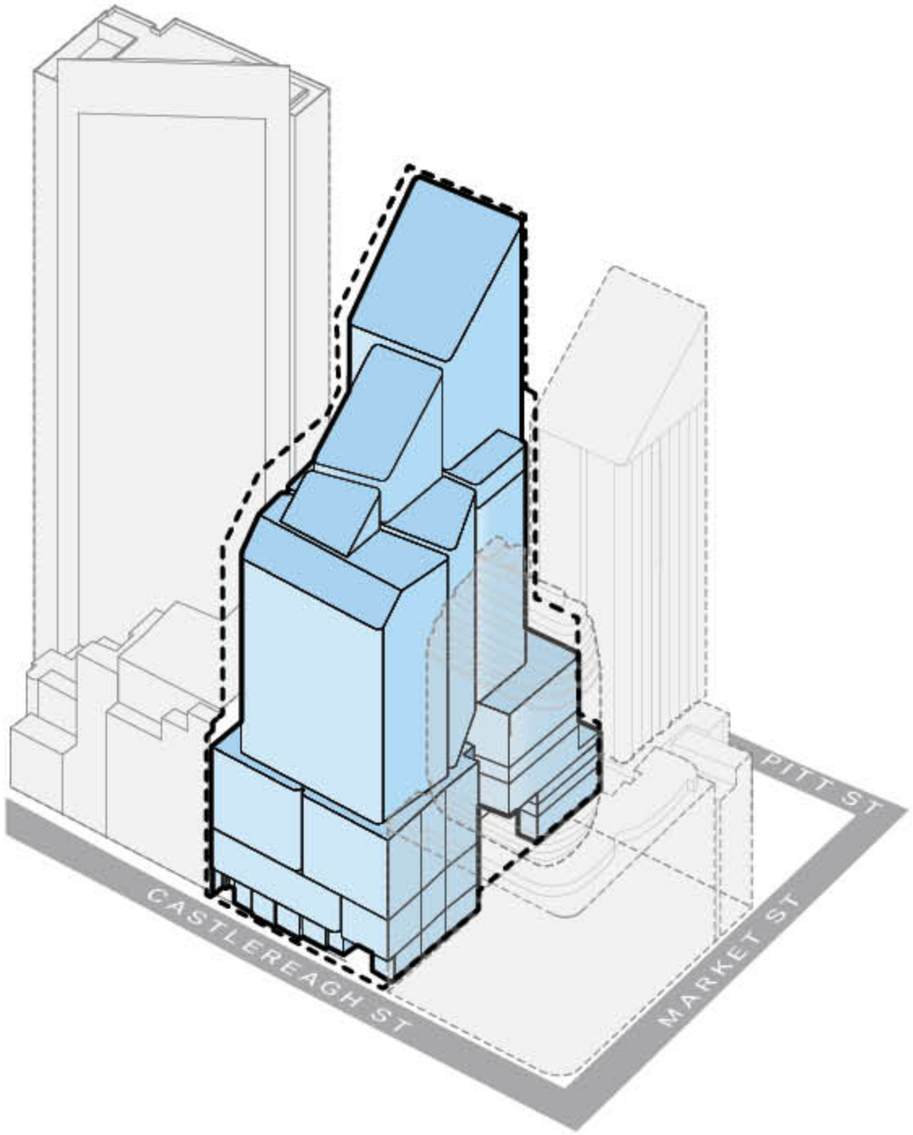
B.5.1 - CONCEPT REFERENCE DESIGN

PROPOSED SITE SPECIFIC DCP ENVELOPE AND CONCEPT REFERENCE DESIGN COMPARISON

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



PROPOSED SITE SPECIFIC DCP ENVELOPE
CASTLEREAGH STREET AXONOMETRICAL DIAGRAM



CONCEPT REFERENCE DESIGN
CASTLEREAGH STREET AXONOMETRICAL DIAGRAM

B.5.1 - CONCEPT REFERENCE DESIGN

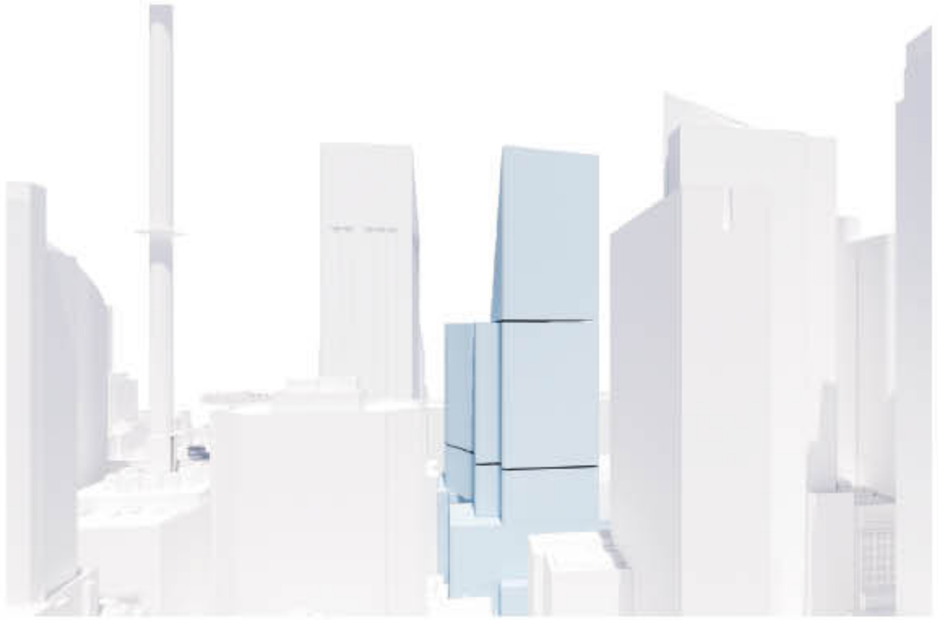
SKYLINE

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 North-West.



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



Key Legend.



Indicative view 3 - Concept Reference Design - From West.



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

CHAPTER B.5.2

PUBLIC REALM AND PODIUM

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

B.5.2 - PUBLIC REALM

KEY REFERENCE DESIGN OBJECTIVES



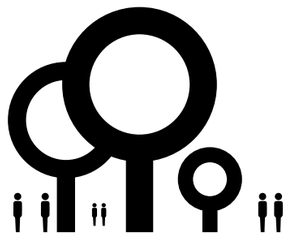
PLACE-MAKING

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.

B.5.2 - PUBLIC REALM

GROUND

The retention of the existing tower structure and ground floor slab was a key consideration in positioning the new through site link to meet the City of Sydney's DCP requirements. This was the primary driver for the ground floor layout.

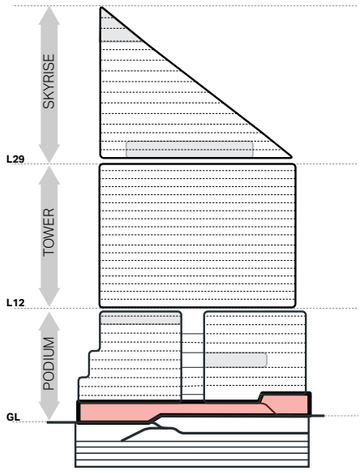
The perimeter of the pedestrian path will be lined with a mix of lobbies and retail spaces, ensuring the ground plane remains highly permeable and active.

To minimise the impact of the required ground floor loading dock, a shared entry is proposed, and the existing basement exit ramp will be re-purposed to reduce vehicle crossover with the Castlereagh footpath.

285

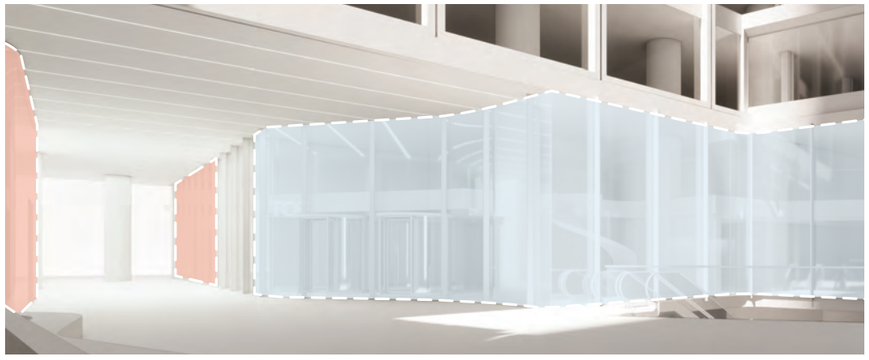
Legend

- Retail
- Commercial Lobby
- Residential Lobby

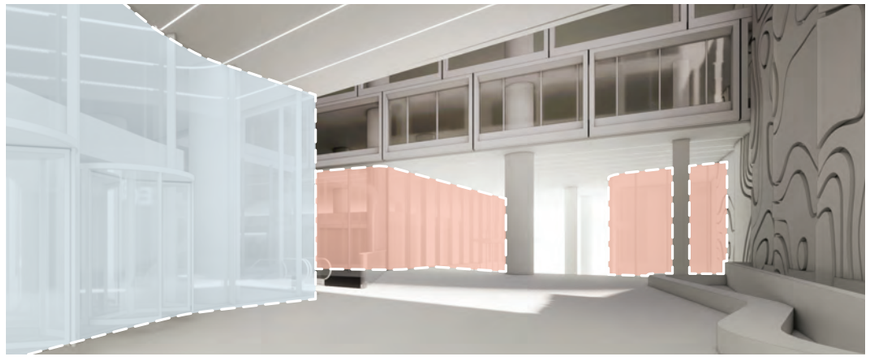


Key Legend.





View 1 - View East



View 2 - View East

B.5.2 - PUBLIC REALM

THROUGH SITE LINK AND IMPROVED PEDESTRIAN FLOWS

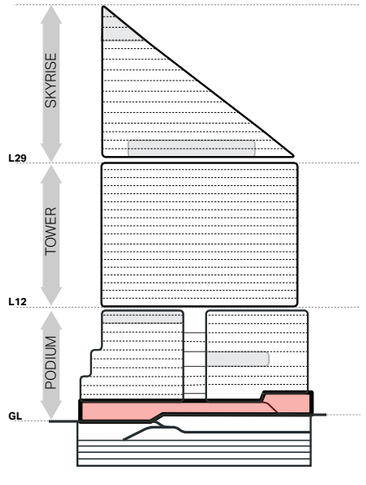
The proposed Through Site Link will be a 24/7 publicly accessible pathway, providing both a physical and visual connection between Pitt and Castlereagh Streets. To address existing slab levels and structure, the link will feature compliant ramped surfaces and will be activated by curated retail offerings.

At the core of the Through Site Link is an urban plaza, open to the north, allowing for ample daylight and offering views of the Sydney Tower Eye.

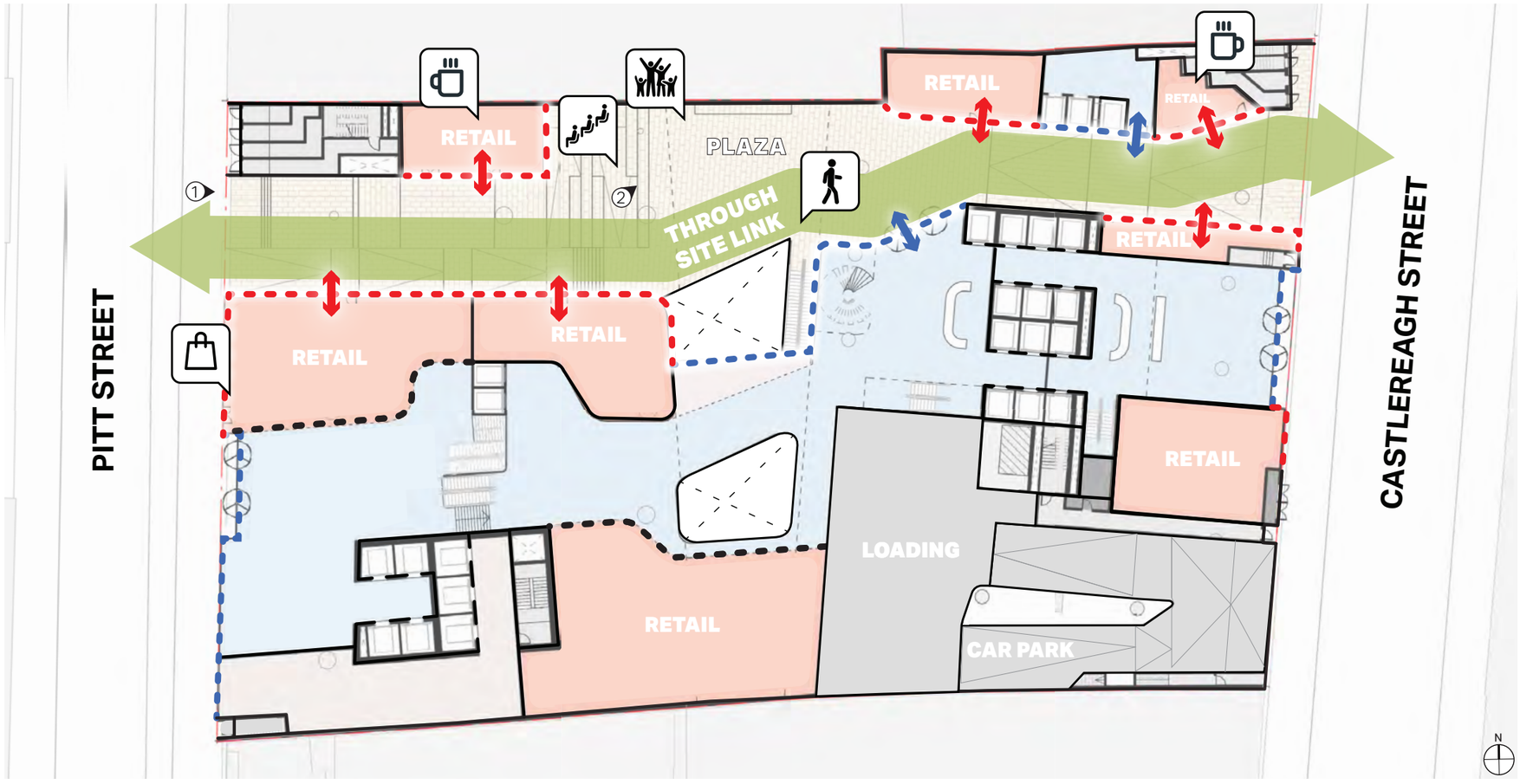
To it's south, a large void reveals an open market hall, publicly accessible and providing both additional retail and seating opportunities.

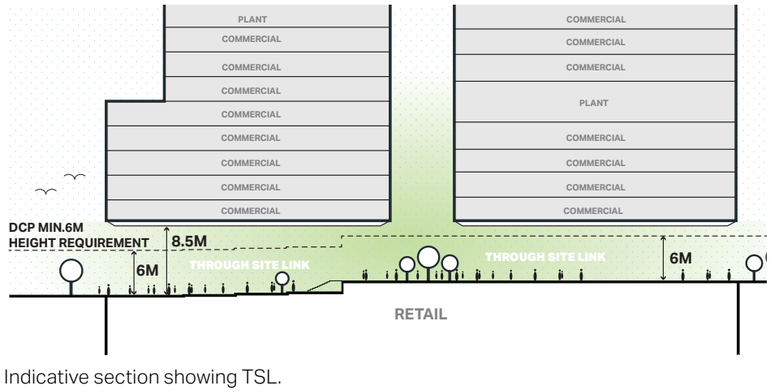
Legend

- TSL Circulation - 6m clear
- Active Frontage
- Lobby Entrance
- Accessible Ramp
- Seating & Stairs

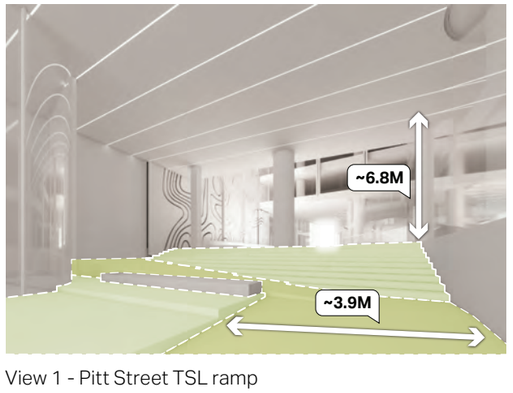


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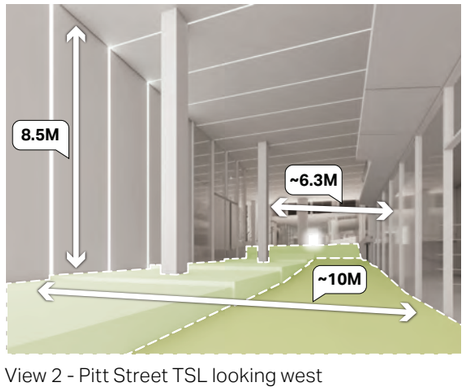




Indicative section showing TSL.



View 1 - Pitt Street TSL ramp



View 2 - Pitt Street TSL looking west

B.5.2 - PUBLIC REALM

ACTIVE FRONTAGES AND CONTINUOUS AWNINGS

Lobbies to the commercial towers and residential apartments open directly to the footpath, providing activity to the street.

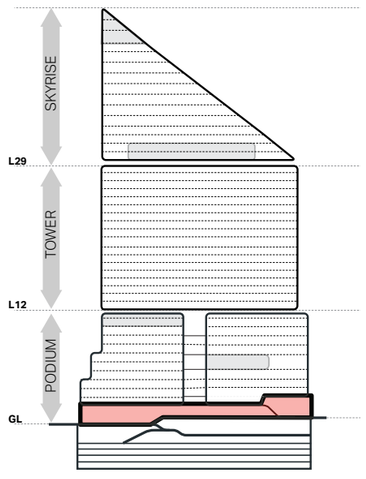
Retail also fronts onto both streets, but is predominantly positioned on either side of the through site link. The potential for external licensed seating areas provides further opportunity for activation, and a welcome respite from the bustle of the surrounding streets.

Continuous awnings line both street frontages, also serving as intuitive way finding elements to highlight the Through Site Link.

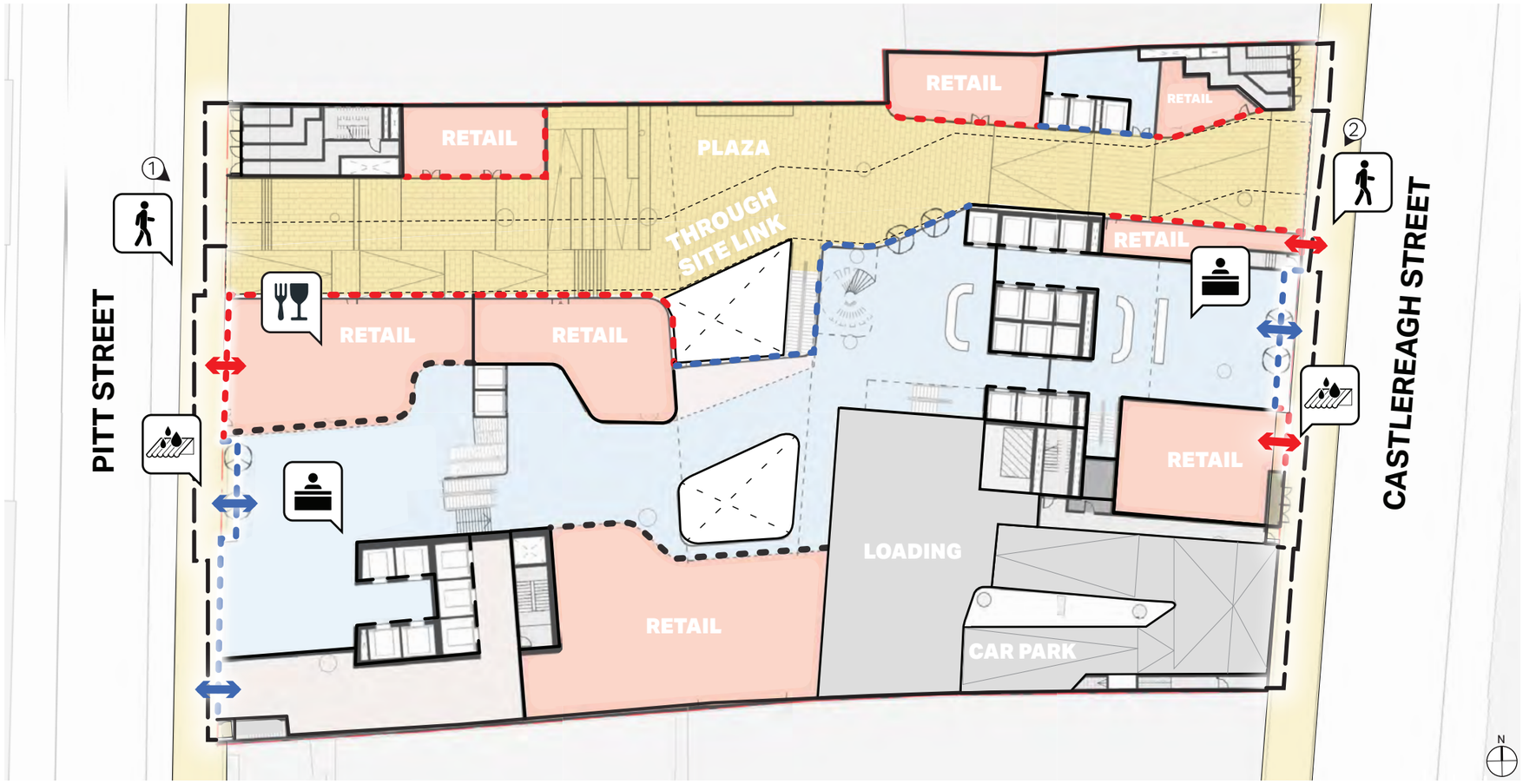
287

Legend

- Awning Continuation
- Active Frontage
- Lobby entrance

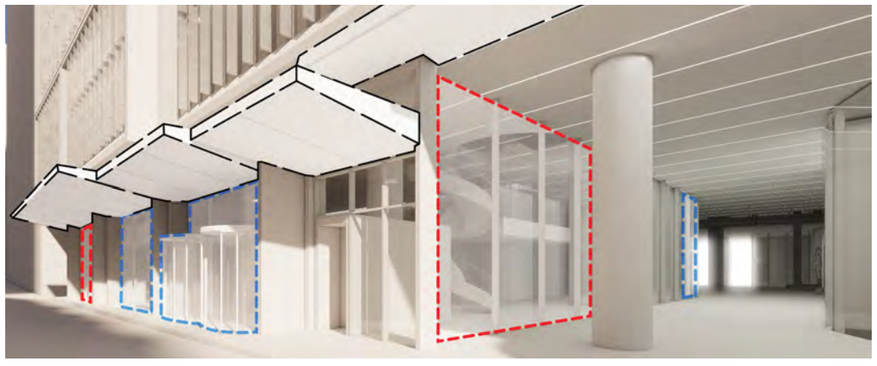


Key Legend.





Indicative visualisation - view 1



Indicative visualisation - view 2

B.5.2 - PUBLIC REALM

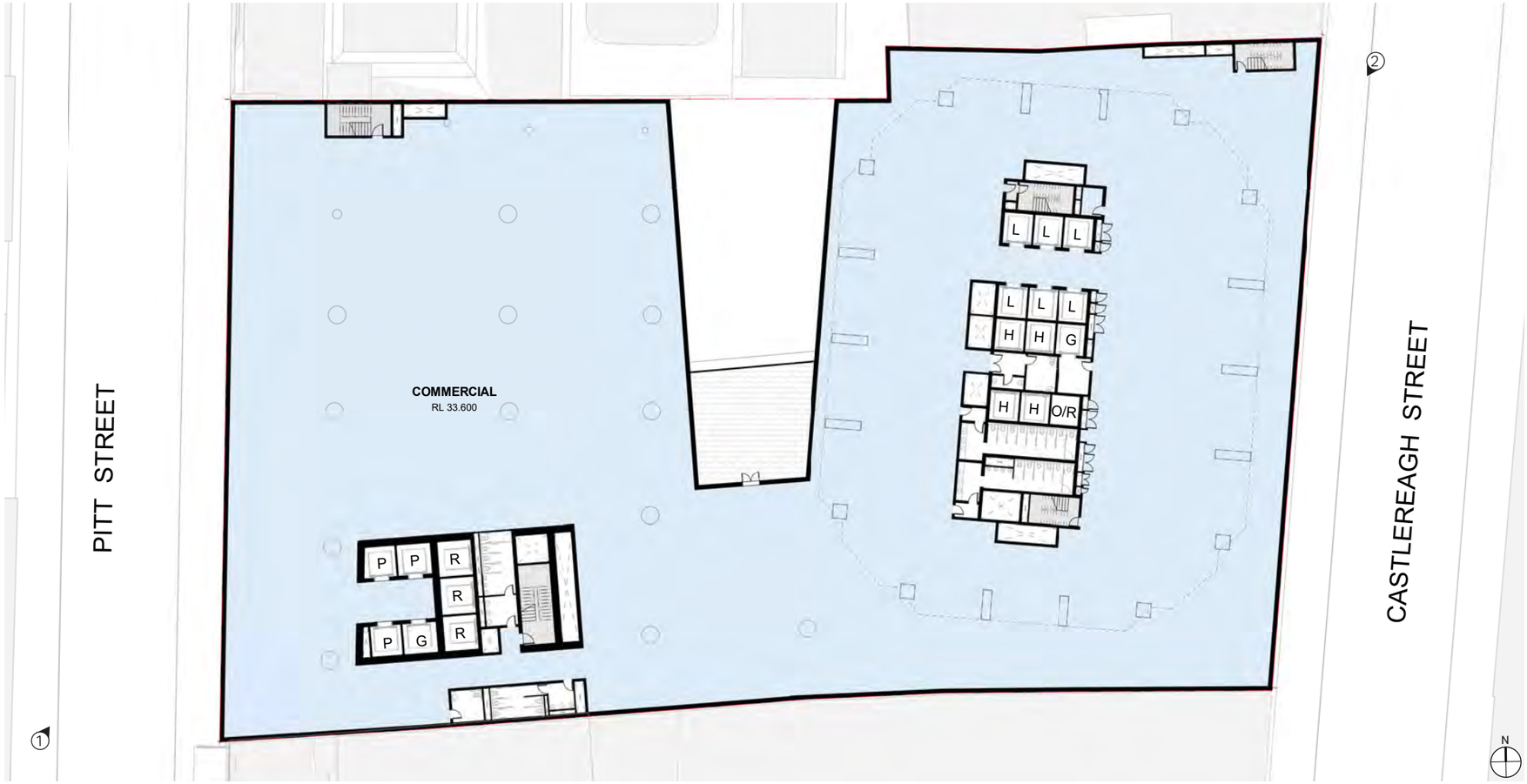
PODIUM DESIGN

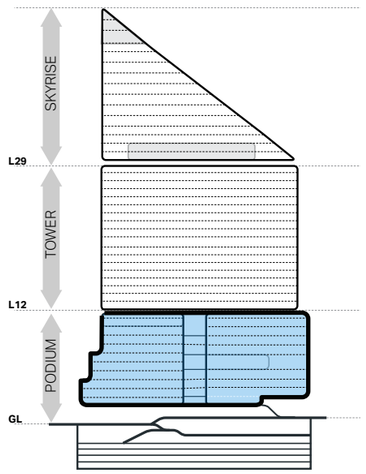
The podium levels are defined by a large central void, allowing natural daylight to penetrate the floor plate and reach the urban plaza below.

Served by both the existing core and a new satellite core, the design offers flexibility for separate commercial tenancies and distinct addresses.

On Pitt Street, the podium aligns with the adjacent heritage buildings, and the stepped massing creates opportunities for open terraces, offering access to natural ventilation and the potential for planting in these tenancies.

288 Right: Typical upper podium plan

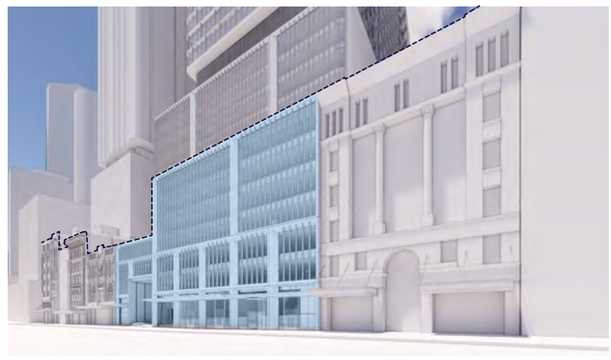




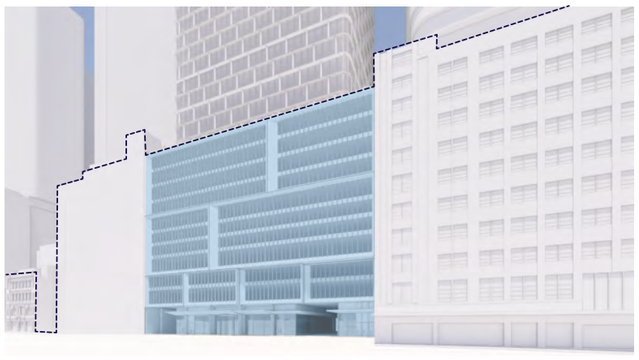
Key Legend.



Podium workplace reference



View 1 - Indicative view from Pitt Street



View 2 - Indicative view from Castlereagh Street

CHAPTER B.5.3

COMMERCIAL TOWER

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

B.5.3 - COMMERCIAL TOWER

KEY REFERENCE DESIGN OBJECTIVES



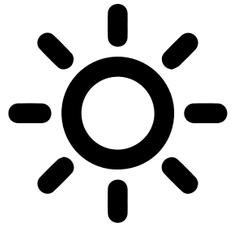
HEALTHY WORKPLACE

Create a building that emphasises the health and well-being of the occupants.



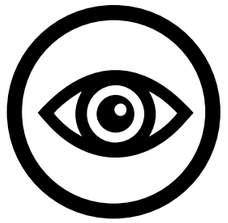
LARGE CONTIGUOUS FLOOR PLATE

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.

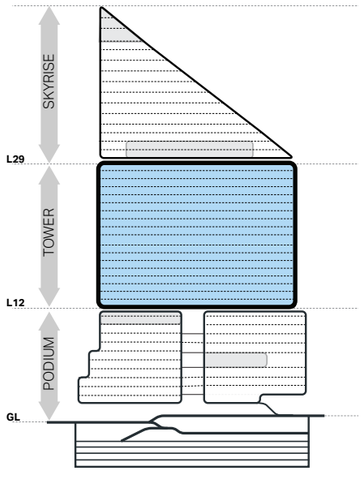
B.5.3 - COMMERCIAL TOWER

TYPICAL COMMERCIAL PLAN (LOWRISE/HIGHRISE)

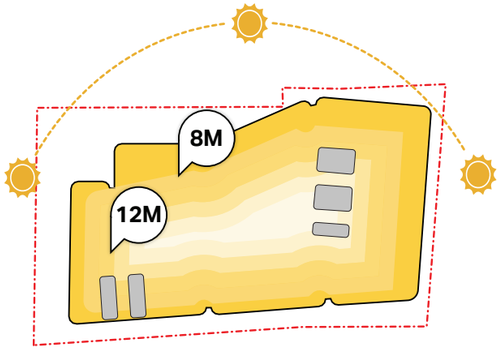
The commercial floor plate offers approximately 2,800m² of lettable area, with its large, contiguous layout providing flexibility for various fitouts.

The floor plate achieves a high level of solar penetration, with the inclusion of atriums, terraces and winter gardens having potential to further enhance natural light and amenity to the floor.

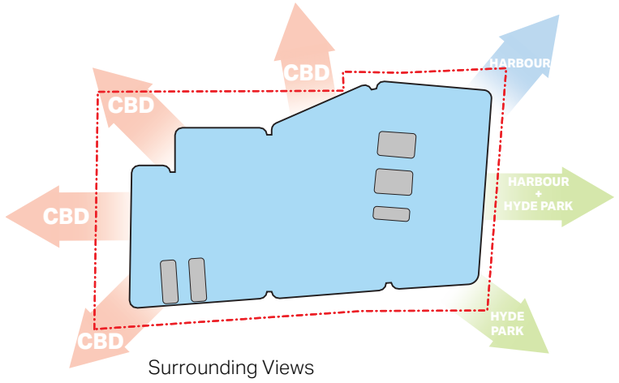




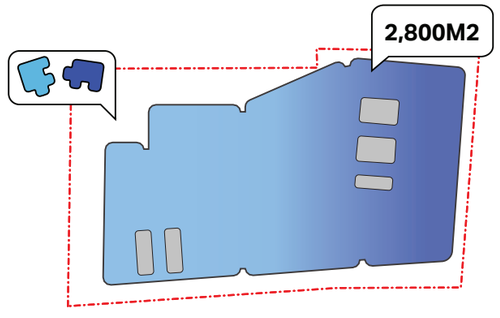
Key Legend.



Daylight Access



Surrounding Views



Large Continuous Floor plate

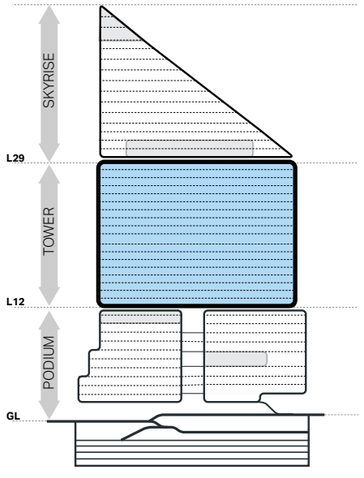
B.5.3 - COMMERCIAL TOWER

TYPICAL COMMERCIAL FITOUTS PLAN

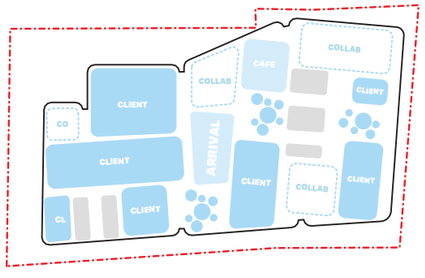
Being double the size of typical CBD floor plates provides flexibility for diverse workplace configurations that can respond to the unique needs and the specific workplace culture of tenants.

With interaction being the cornerstone of effective workspaces, these expanded floor plates facilitate not only an increase in density but also enhanced visibility and natural connectivity between colleagues. By encouraging horizontal rather than vertical workplace planning, a stronger sense of team unity and collaboration is envisaged beyond the typical commercial tower.

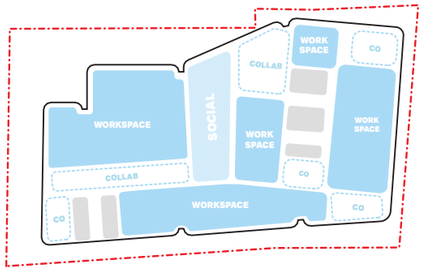




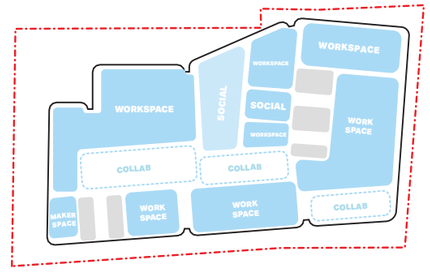
Key Legend.



Client Space



Collaboration



Productive

CHAPTER B.5.4

RESIDENTIAL TOWER

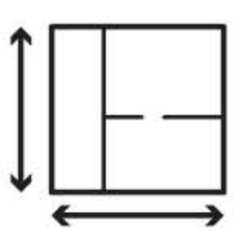
294

B.5.4 - RESIDENTIAL TOWER



B.5.4 - RESIDENTIAL TOWER

KEY REFERENCE DESIGN OBJECTIVES



GENEROUS LIVING

Generously sized apartments exceeding ADG minimum sizes.



OPTIMISE DAYLIGHT

Design with optimal daylight levels in mind.

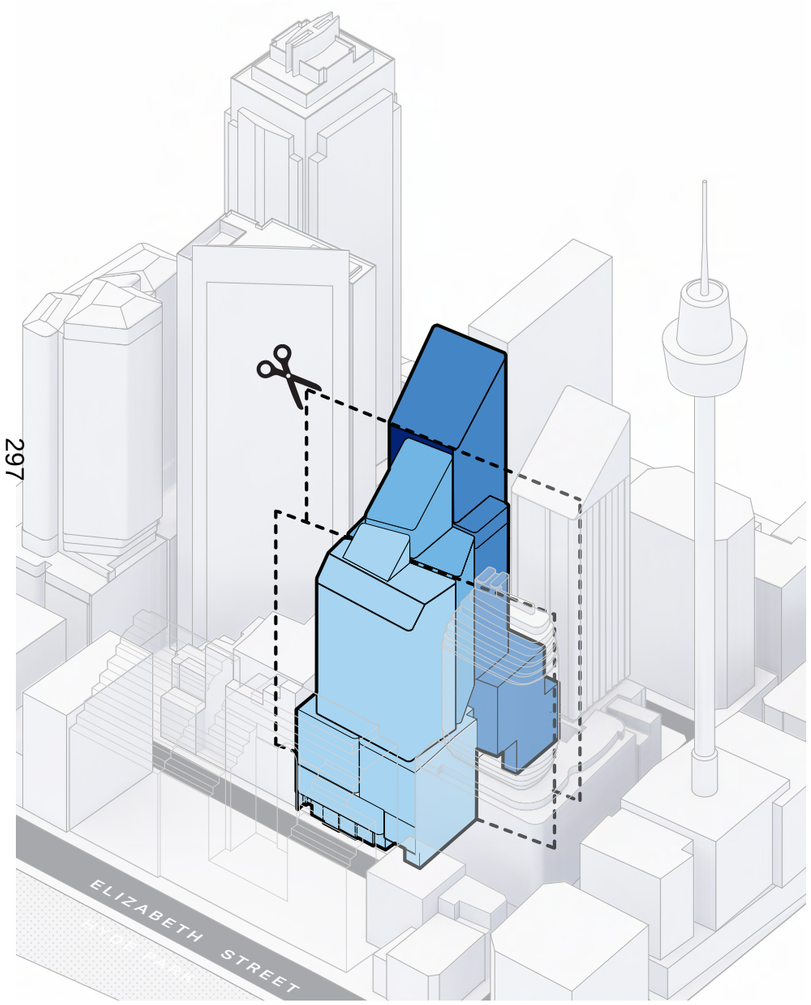


OPTIMISE VIEWS

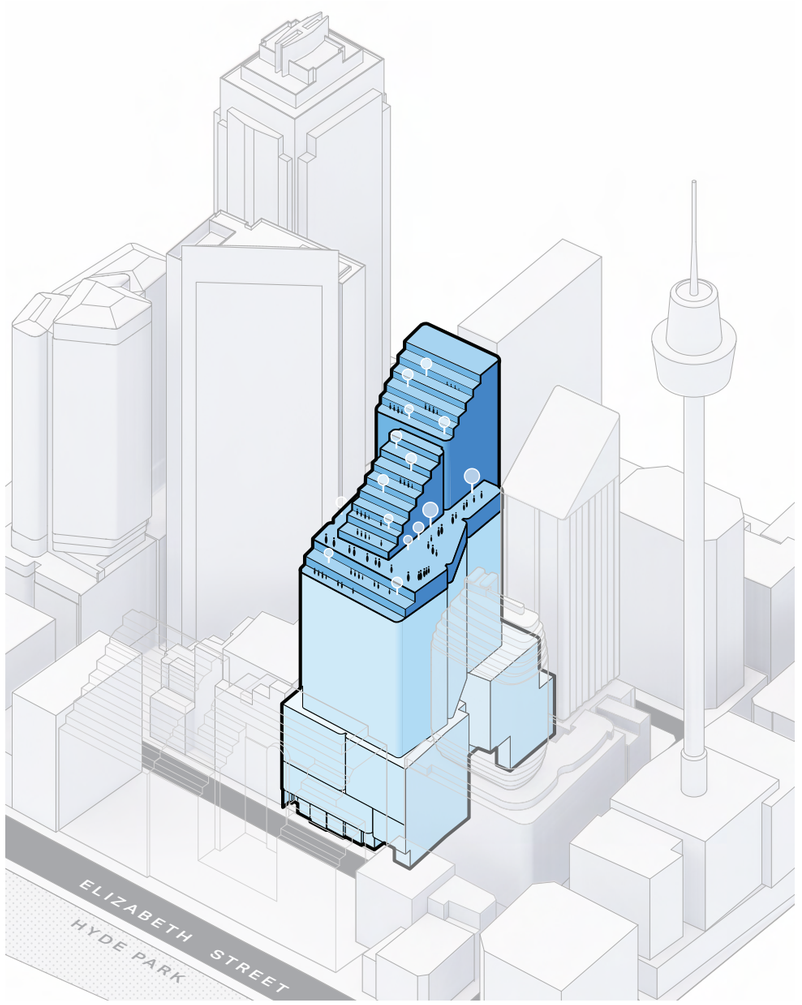
Optimise views to the surrounding context.

B.5.4 - RESIDENTIAL TOWER

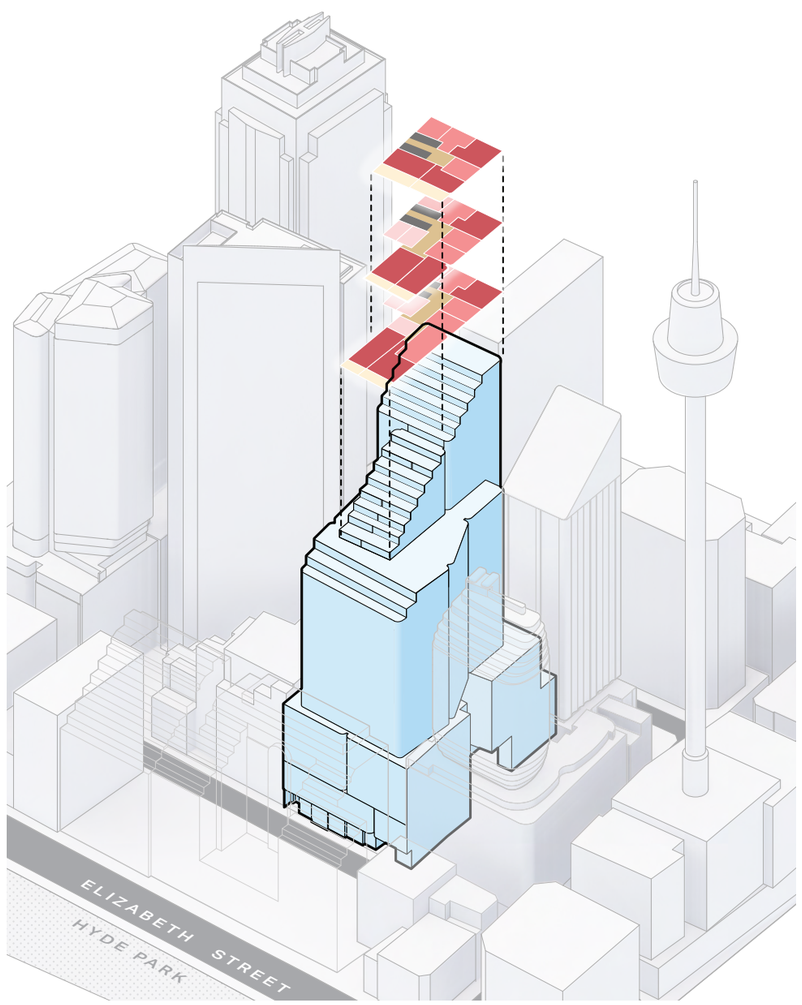
KEY STRATEGY



The setbacks of the residential volume enhance solar access and provide improved views.



Generous terraces are positioned along the Hyde Park SAP, creating sun drenched open spaces with uninterrupted views across Hyde Park.



Efficient residential planning allows for repetition of apartment types whilst catering to the resultant impact of the Hyde Park SAP.

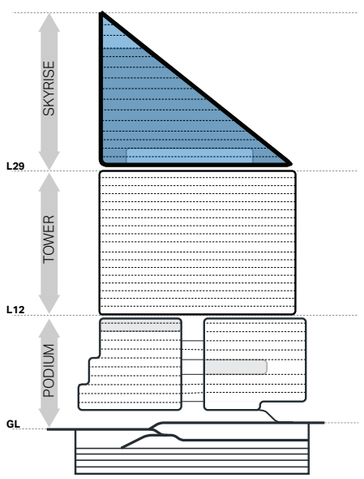
B.5.4 - RESIDENTIAL TOWER

TYPICAL RESIDENTIAL PLAN

The residential tower follows the Hyde Park SAP, and maximises the potential of it's location with generous terraces affording unparalleled views across Hyde Park and the eastern waterways.

The generous setback of the residential massing from the neighbouring buildings, coupled with the predominantly northern orientation of these apartments, allows for increased access to daylight and provides additional visual separation for residents.





Key Legend.



Indicative visualisation - view 1



Indicative visualisation - view 2

B.5.4 - RESIDENTIAL TOWER

APARTMENT MIX

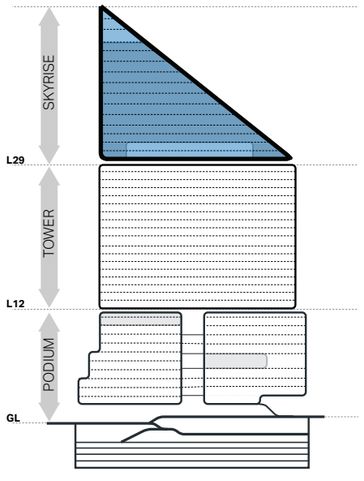
Sydney Development Control Plan 2012

4.2.3.12 Provisions (1)

Developments that propose more than 20 dwellings are to provide a mix of dwellings consistent with the following percentage mix:
(a) Studio: 5 - 10%;
(b) 1 bedroom: 10 – 30%
(c) 2 bedroom: 40 – 75%; and
(d) 3+ bedroom: 10 - 100%

The maximum percentage of 1 bedroom dwellings may be increased above 30% provided that the numbers of studio dwellings and 1 bedroom dwellings combined does not exceed 40% of the total dwellings proposed.

Concept Reference Scheme :
(a) 1 bedroom: 15% (Compliant)
(b) 2 bedroom: 40% (Compliant)
(c) 3 bedroom: 37% (Compliant)
(d) 3+ bedroom: 8% (Compliant)



Key Legend.



Level 29



Level 30



Level 31



Level 32



Level 33



Level 34



Level 35



Level 36



Level 37



Level 38



Level 39



Level 40



Level 41



Level 42

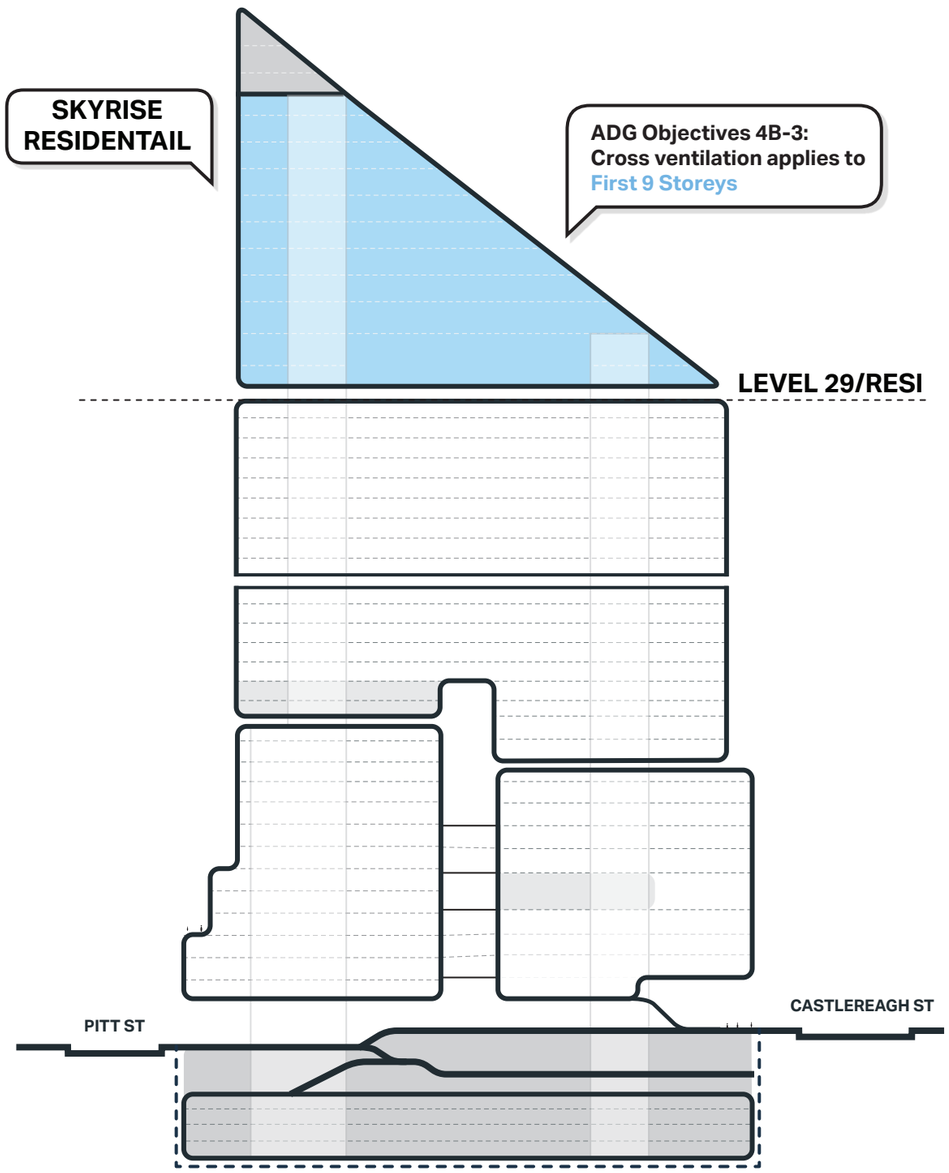


B.5.4 - RESIDENTIAL TOWER

NATURAL VENTILATION

Apartment Design Guide Objective 4B-3
At least 60% of apartments are naturally cross ventilated **in the first nine storeys of the building**. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.

Concept Reference Scheme : Not Applicable
(The first 9 storeys of the building are non residential.)



Indicative overview of tower program.

B.5.4 - RESIDENTIAL TOWER

DAYLIGHT

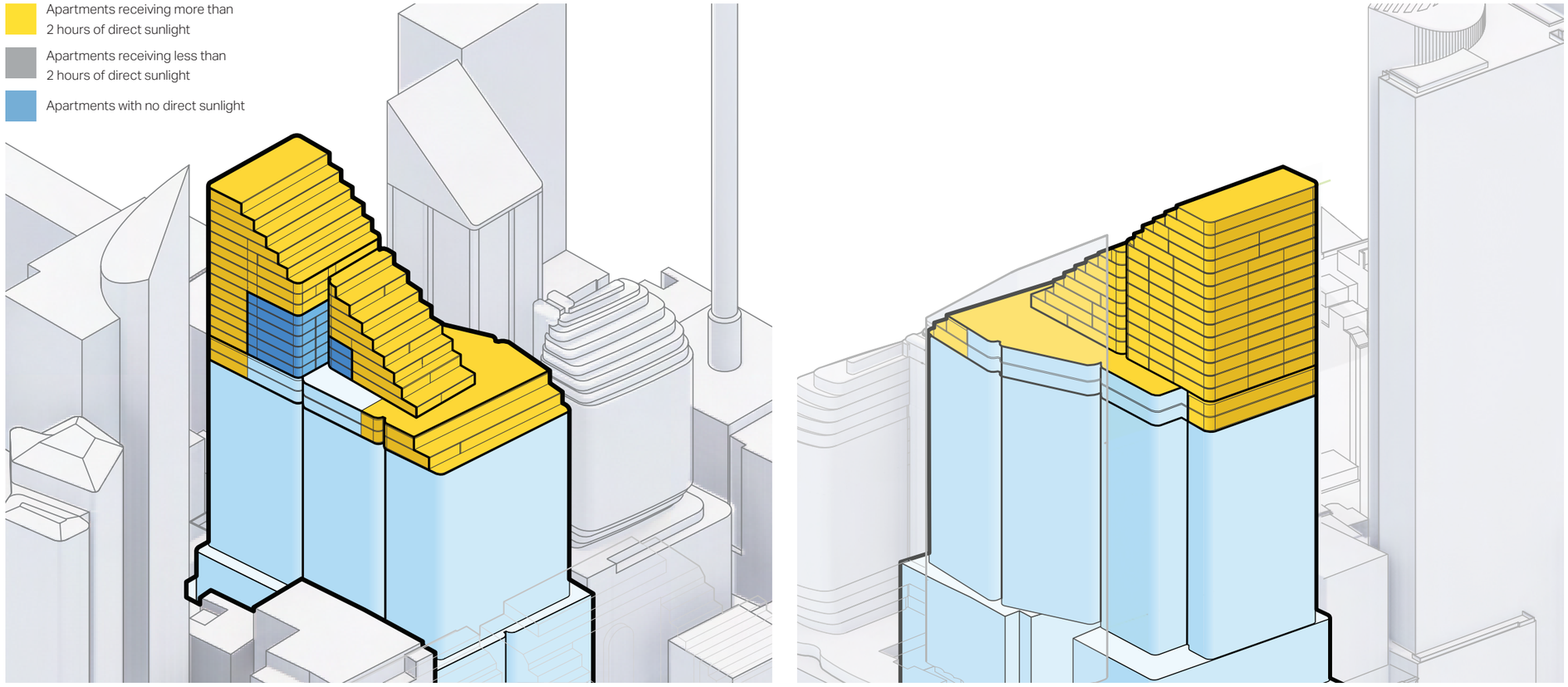
Apartment Design Guide Objective 4A-1 (1) & (3)

The key design criteria for solar access relates to **70% of living rooms and private open spaces** (balconies/winter gardens/ loggias) receiving "**a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter** in the Sydney Metropolitan Area".

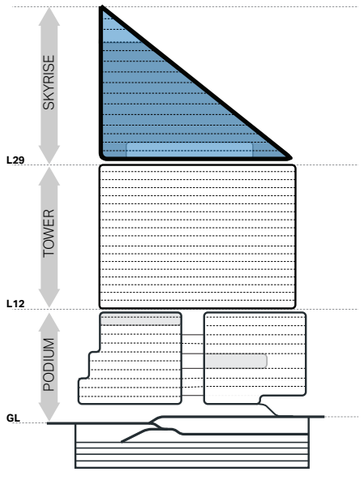
Concept Reference Scheme : 85 % (Compliant)

"A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter."

Concept Reference Scheme : 15 % (Compliant)



Overview of direct solar access to apartments.



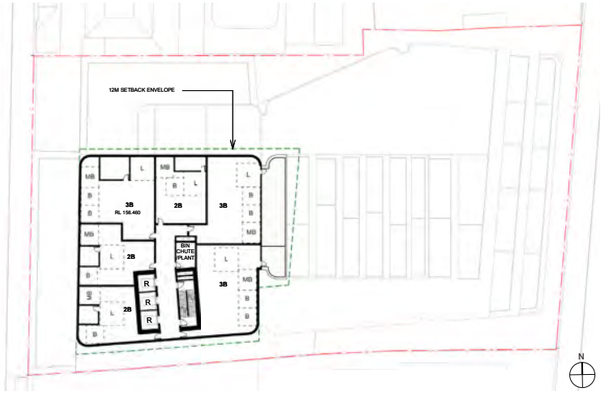
Key Legend.



Level 31 Floor Plan.



Level 32 Floor Plan.



Level 39 Floor Plan.

B.5.4 - RESIDENTIAL TOWER

COMMON OPEN SPACES

Apartment Design Guide Objective 2D-1
An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping.

Design criteria:

1. Communal open space has a minimum area equal to 25% of the site

2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)

Design guidance:

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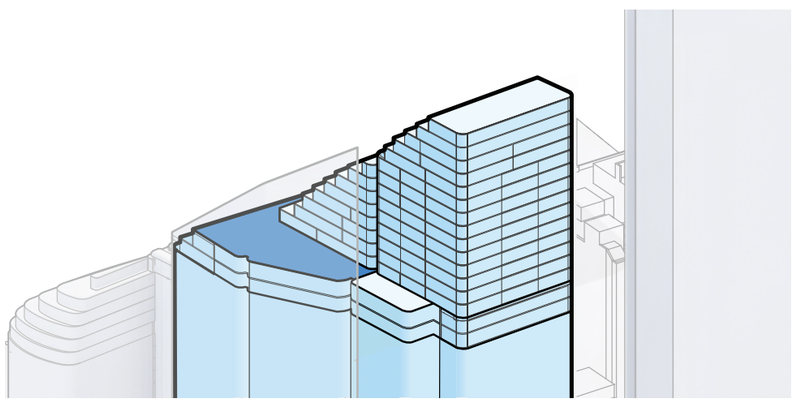
Where developments are unable to achieve the design criteria, such as on small lots, sites within business zones, or in a dense urban area, they should:

- Provide communal spaces elsewhere such as a landscaped roof top terrace or a common room
- Provide larger balconies or increased private open space for apartments
- Demonstrate good proximity to public open space and facilities and/or provide contributions to public open space

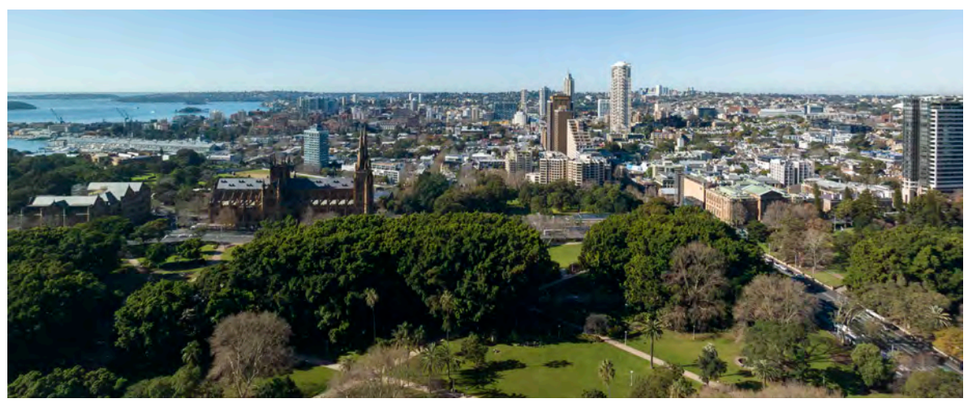
Concept Reference Scheme :

Compliant with design guidance, noting central CBD location. Reference design has circa 600m2 of common open space, equivalent to 12.5% of the site area, but is also next to Hyde Park.





Overview of common open spaces.



View to Hyde Park.

B.5.4 - RESIDENTIAL TOWER

BUILDING SEPARATION

Apartment Design Guide Objective 2F

The key design criteria for the tower building the minimum separation increase proportionally to the building height as follow.

Minimum separation distances for buildings are:

Up to four storeys (approximately 12m):
- 12m between habitable rooms/balconies
- 9m between habitable and non-habitable rooms
- 6m between non-habitable rooms

Five to eight storeys (approximately 25m):
- 18m between habitable rooms/balconies
- 12m between habitable and non-habitable rooms
- 9m between non-habitable rooms

Nine storeys and above (over 25m):
- 24m between habitable rooms/balconies
- 18m between habitable and non-habitable rooms
- 12m between non-habitable rooms

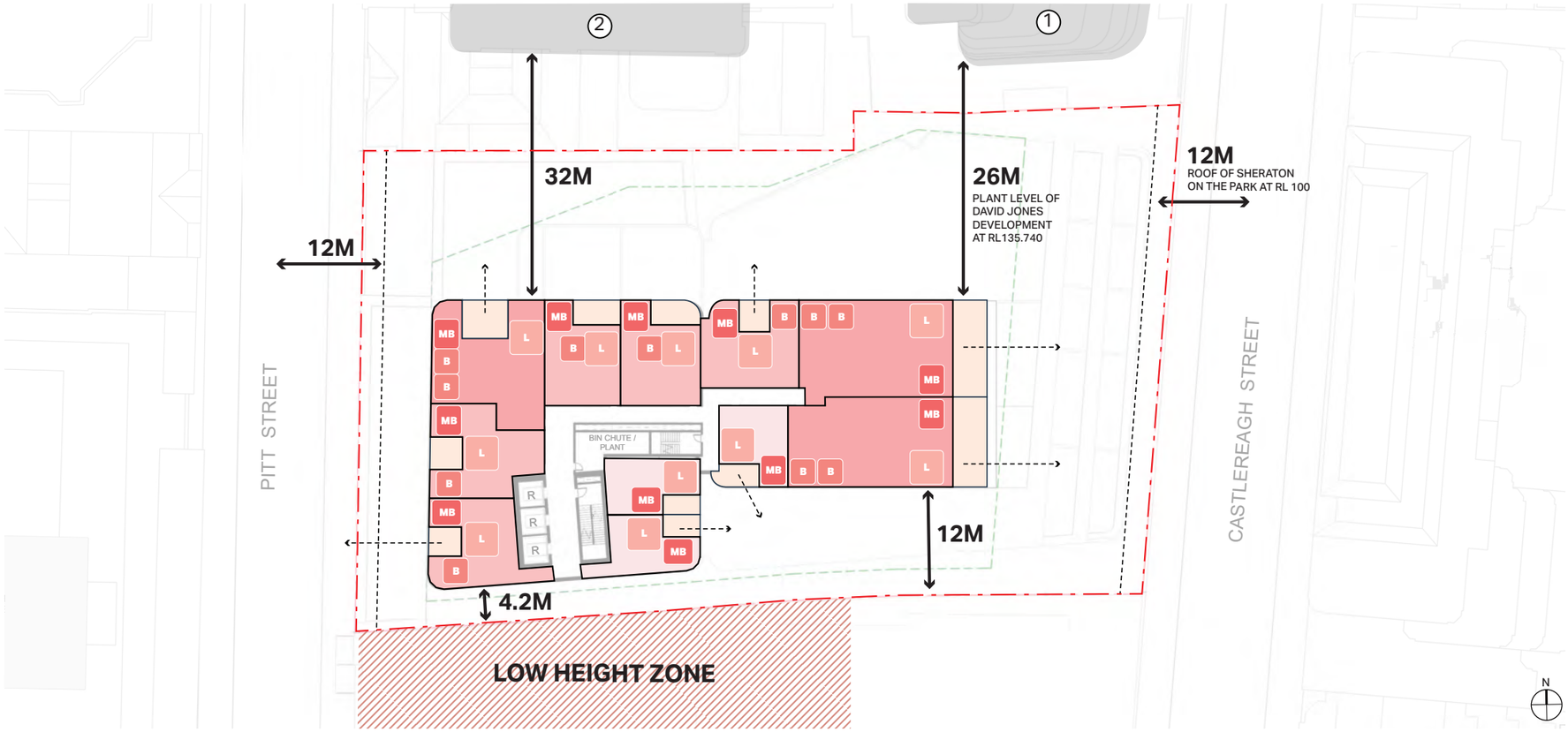
Concept Reference Scheme :

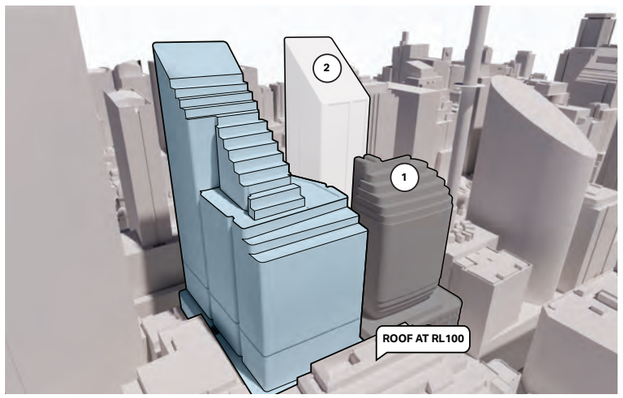
Compliant with building separation requirement in all residential levels. Residential apartments which are only 4m from the southern site boundary will have a single orientation.

① David Jones/ 65-77 Market Street

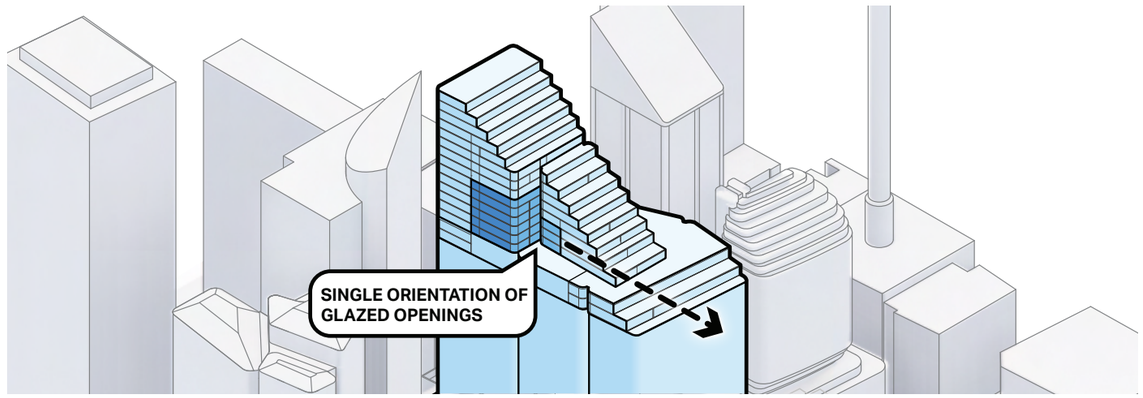
② City Tattersalls Club/ 194 Pitt Street

Units with single orientated opening





View of building separation.



Orientation of glazed openings.

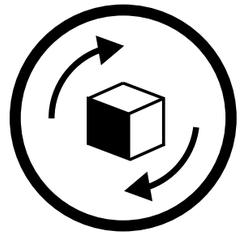
CHAPTER B.5.5

RETAIL

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B.5.5 - RETAIL

KEY REFERENCE DESIGN OBJECTIVES



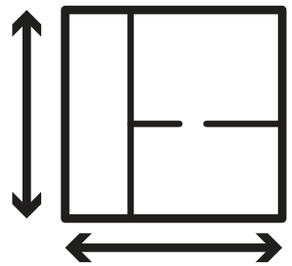
FLEXIBILITY

To enable flexibility of use below ground to support retail or other facilities.



RETAIL VIBRANCY

Create a dynamic and vibrant ground plane, with additional diverse opportunities below ground to support the redevelopment and promote a 24hour economy .



CONFERENCE SPACES AND GATHERING SPACES

Demonstrate how a large contiguous space could be delivered to allow for large events such as conferences facilities within the development.

B.5.5 - RETAIL

OVERVIEW

The concept reference design aims to create additional retail opportunities in the existing basement, on levels where a higher floor to floor is available to support this conversion.

A standalone retail tenancy is created at the corner of the Pitt Street TSL, allowing for a large format tenancy with generous frontage to Pitt Street, whist a generous void is proposed south of the urban plaza to reveal an open market hall below.

A further level of retail of proposed, to provide key retail services to support the concept of a 24 hour economy.

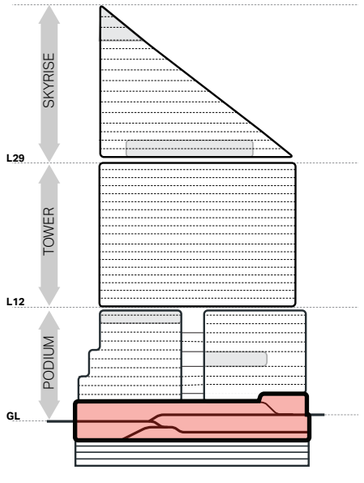


Through Site Link - Artist Impression

Plan Legend

Car parking

Retail



Key Legend.



Level S



Level P1

CHAPTER C.5.6

BASEMENT AND LOADING

C.5.6 - BASEMENT AND LOADING

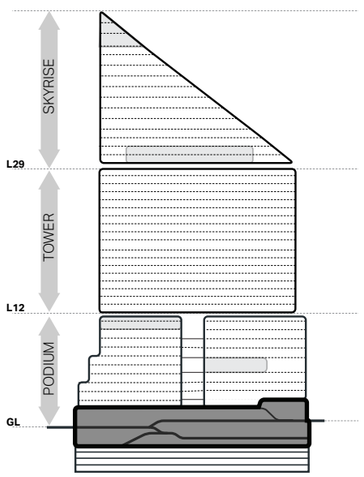
LOADING

LOADING PROVISIONS

TOTAL MRVs (Incl. CoS Waste Truck)	1
TOTAL SRVs	6
TOTAL Van/Utes	11



Ground - MRV and SRV Loading Dock



Key Legend.



Level S - SRV Parking



Level P1 - Van/Ute Parking

C.5.6 - BASEMENT AND LOADING

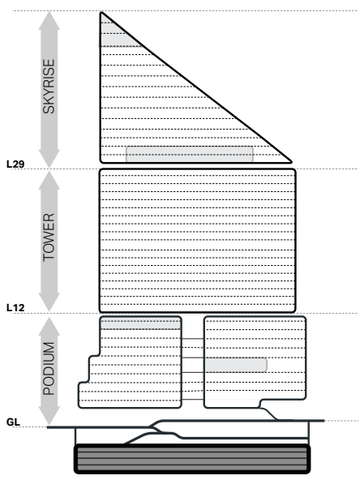
PARKING

EXISTING PARKING (not including SRV/UTEs)

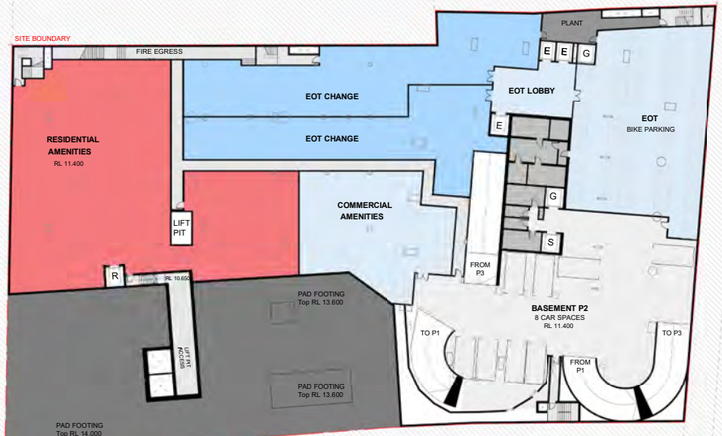
TOTAL CARS WESLEY	35
TOTAL PUBLIC PARKING	235
TOTAL	**270**

NEW PARKING (not including SRV/UTEs)

TOTAL CARS COMMERCIAL	110
TOTAL CARS RESIDENTIAL	75
TOTAL	**185**
REDUCTION OF EXISTING CAR BAYS ON SITE	**-85**



Key Legend.



Level P2 - Commercial Parking



Level P3 - Commercial Parking



Level P4 - Commercial/Residential Parking



Level P5 - Residential Parking

CHAPTER C.5.7

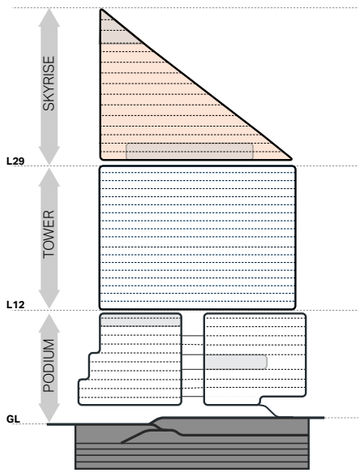
AREA SCHEDULE

C.5.7 - AREA SCHEDULE

CONCEPT REFERENCE DESIGN AREAS

The concept reference design achieves an above ground GFA of 99,200m2. This comprises of circa:

- 15% residential
- 81% commercial
- 4% miscellaneous, including lobbies and retail spaces



Key Legend.

	Type	Level	GEA			GBA	Overall GFA	GFA/GBA Efficiency
			Envelope	Articulation Area	Articulation Percentage			
Tower	Residential	Roof						
		44	525	169	32%	356		
		43	662	177	27%	485		
		42	799	186	23%	613	499	81%
		41	934	200	21%	734	660	90%
		40	1,066	239	22%	827	752	91%
		39	1,162	232	20%	930	857	92%
		38	1,256	247	20%	1,009	939	93%
		37	1,349	238	18%	1,111	1,040	94%
		36	1,441	239	17%	1,202	1,108	92%
		35	1,533	251	16%	1,282	1,169	91%
		34	1,624	262	16%	1,362	1,253	92%
		33	1,715	279	16%	1,436	1,328	92%
		32	2,905	1,409	49%	1,496	1,385	93%
		31	3,102	1,504	48%	1,598	1,495	94%
		30	3,341	470	14%	2,871	990	34%
		29	3,554	461	13%	3,093	1,277	41%
	Commercial	28	3,619	362	10%	3,257	3,084	95%
		27	3,619	362	10%	3,257	3,084	95%
		26	3,619	362	10%	3,257	3,084	95%
		25	3,619	362	10%	3,257	3,084	95%
		24	3,619	362	10%	3,257	3,084	95%
		23	3,619	362	10%	3,257	3,043	93%
		22	3,619	362	10%	3,257	3,012	92%
		21	3,619	362	10%	3,257	3,044	93%
		20	3,619	362	10%	3,257	3,037	93%
		19	3,619	362	10%	3,257	3,037	93%
		18	3,619	362	10%	3,257	3,037	93%
		17	3,619	362	10%	3,257	3,037	93%
		16	3,619	362	10%	3,257	3,037	93%
		15	4,011	754	19%	3,257	3,037	93%
		14	4,011	754	19%	3,257	3,037	93%
		(No L13)						
		12	4,371	1,114	25%	3,257	3,037	93%
Podium	Commercial	11	4,371	153	4%	4,218	3,845	91%
		10	4,371	417	10%	3,954	2,113	53%
		9	4,371	383	9%	3,988	2,147	54%
		8	4,371	383	9%	3,988	3,563	89%
		7	4,673	665	14%	4,008	3,583	89%
		6	4,673	590	13%	4,083	1,711	42%
		5	4,673	348	7%	4,325	2,753	64%
		4	4,800	475	10%	4,325	3,877	90%
		3	4,800	413	9%	4,387	3,912	89%
		2	4,800	323	7%	4,477	4,009	90%
		1	4,800	1,121	23%	3,679	1,666	45%
		0	4,800	1,124	23%	3,676	2,454	67%
Basement	Basement	PS/B1				4,611	1,831	40%
		P1/B2				3,973	1,961	49%
		P2/B3				3,727	1,807	48%
		P3/B4				3,627	34	1%
		P4/B5				3,627	34	1%
		P5/B6				3,627	0	0%
						144,817	104,867	

Above Ground	**121,625**	**99,200**
Below Ground*	**23,192**	**5,667**
TOTAL	**144,817**	**104,867**

CASTLEREAGH ST. BUILDING	AHD	Floor to Floor (m)	Program	GFA			
				Commercial	Residential	Retail	EoT
	176.08						
	172.81	3.27	Plant Mez				
	169.54	3.27	Plant				
	166.27	3.27	Residential		499		
	163.00	3.27	Residential		660		
	159.73	3.27	Residential		752		
	156.46	3.27	Residential		857		
	153.19	3.27	Residential		939		
	149.92	3.27	Residential		1,040		
	146.65	3.27	Residential		1,108		
	143.38	3.27	Residential		1,169		
	140.11	3.27	Residential		1,253		
	136.84	3.27	Residential		1,328		
	133.57	3.27	Residential		1,385		
	130.30	3.27	Residential/Amenity		1,495		
	126.30	4.00	Residential/Plant		990		
	122.70	3.60	Residential/Plant		1,277		
	119.10	3.60	Commercial	3,084			
	115.50	3.60	Commercial	3,084			
	111.90	3.60	Commercial	3,084			
	108.30	3.60	Commercial	3,084			
	104.70	3.60	Commercial	3,084			
	101.10	3.60	Commercial	3,043			
	97.50	3.60	Commercial	3,012			
	93.90	3.60	Commercial	3,044			
	90.30	3.60	Commercial	3,037			
	86.70	3.60	Commercial	3,037			
	83.10	3.60	Commercial	3,037			
	79.50	3.60	Commercial	3,037			
	75.90	3.60	Commercial	3,037			
	72.30	3.60	Commercial	3,037			
	68.70	3.60	Commercial	3,037			
	65.10	3.60	Commercial	3,037			
	61.50	3.60	Commercial	3,845			
	57.90	3.60	Commercial	2,113			
	54.30	3.60	Commercial	2,147			
	50.70	3.60	Commercial	2,147			
	47.10	3.60	Commercial	2,167			
	41.10	6.00	Double Height Commercial/Plant	1,042			
	37.20	3.90	Commercial	2,166			
	33.60	3.60	Commercial	2,076			
	29.70	3.90	Commercial	2,186			
	26.10	3.60	Commercial	458			
	22.60	3.50	Commercial / Retail	648		412	43
	18.00	4.60	Retail / Loading			1,750	
	14.00	4.00	Retail / Loading			1,453	
	11.40	2.60	EoT / Loading	273			730
	8.80	2.60	Parking				
	6.20	2.60	Parking				
	3.60	2.60	Parking				
				70,083	14,752	3,615	773

PTT ST. BUILDING	AHD	Floor to Floor (m)	Program	GFA		
				Commercial	Residential	Retail
	55.20	6.30	Double Height Plant			
	51.60	3.60	Commercial	1,416		
	48.00	3.60	Commercial	1,416		
	44.40	3.60	Commercial	1,711		
	40.80	3.60	Commercial	1,711		
	37.20	3.60	Commercial	1,711		
	33.60	3.60	Commercial	1,836		
	30.00	3.60	Commercial	1,823		
	26.40	3.60	Commercial	1,208		
	20.20	6.2	Commercial / Retail	578	177	596
	18.00	4.60	Retail / Loading		81	
	14.00	4.00	Retail / Loading			508
	11.40	2.60	EoT / Loading		804	
	8.80	2.60	Parking		34	
	6.20	2.60	Parking		34	
	3.60	2.60	Parking			
				13,410	1,130	1,104

Attachment A2

Urban Design Report Section C

C. COMMERCIAL SCHEME

URBAN STUDY REPORT

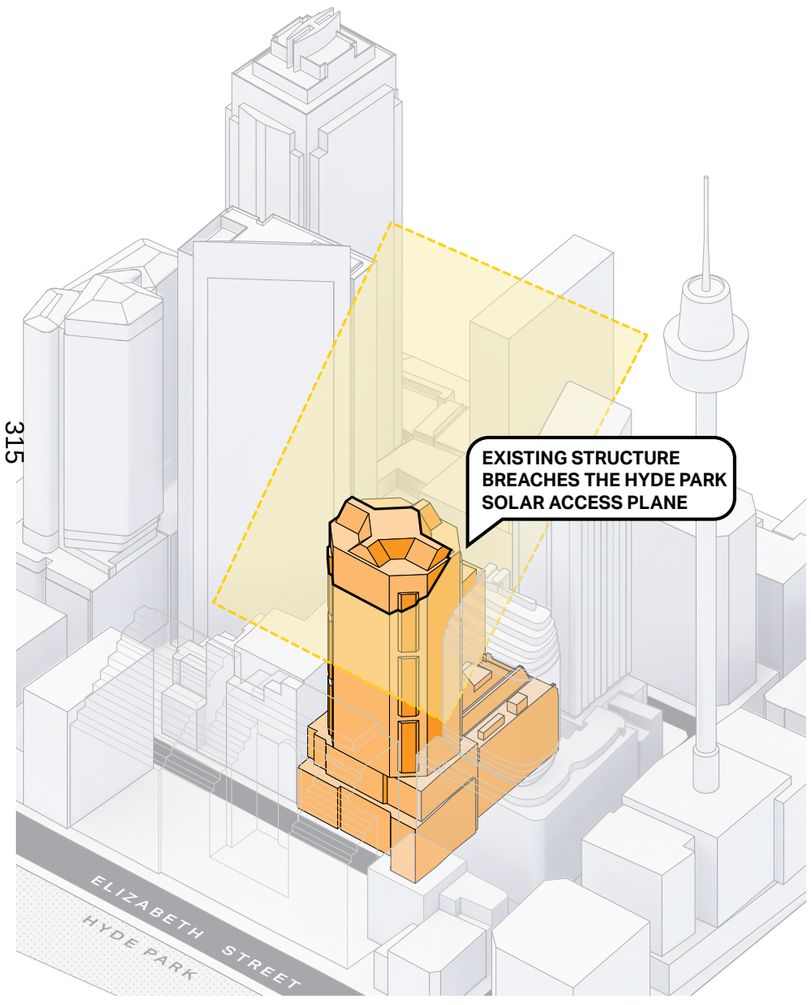
STOCKLAND / PICCADILLY COMPLEX
133 - 145 CASTLEREAGH STREET, SYDNEY CBD

CHAPTER 1

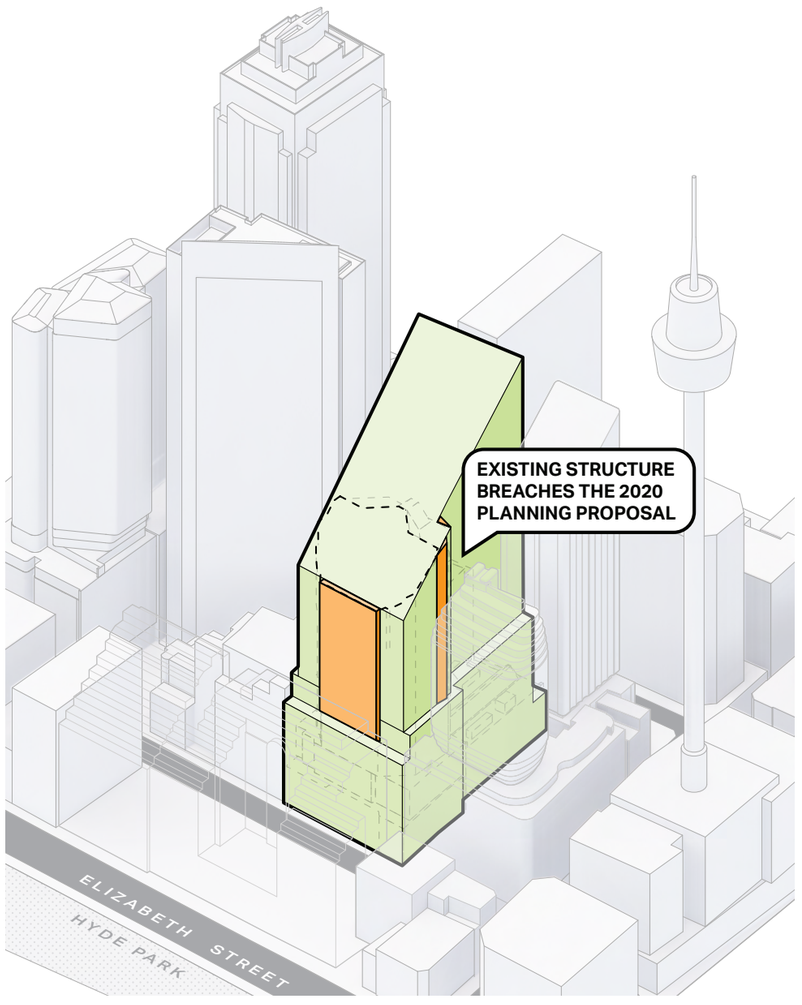
ENVELOPE DESIGN APPROACH

C.1.2 - ALLOWING FOR RETENTION

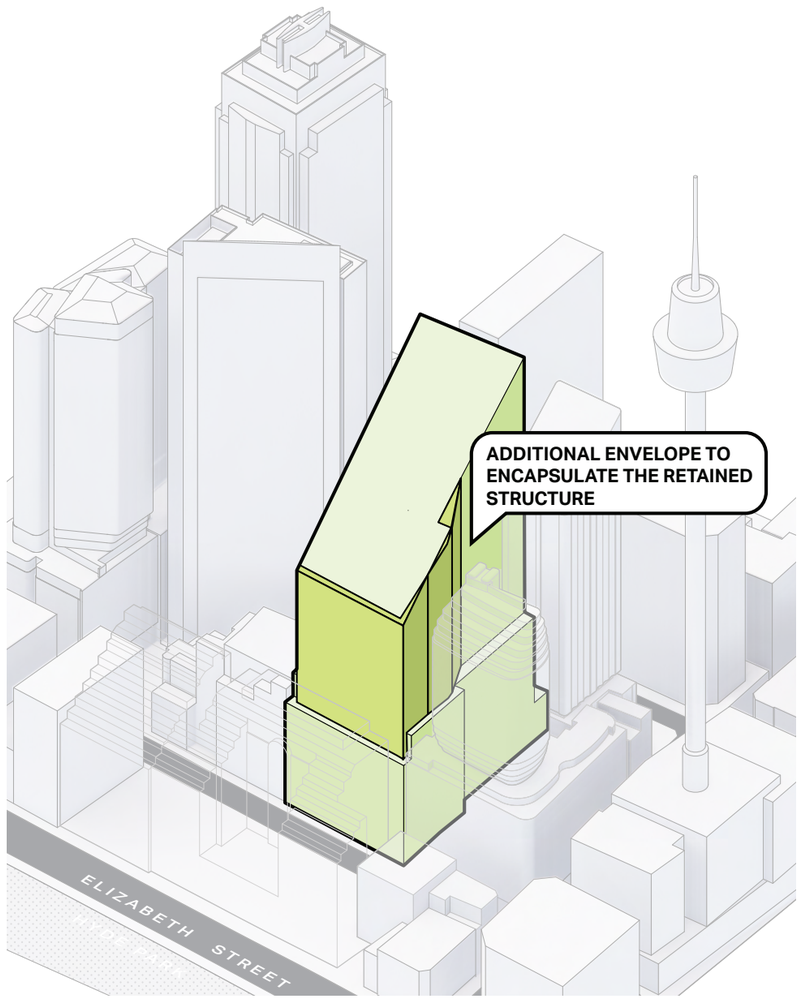
IMPACT OF RETENTION



Breach of Hyde Park SAP to be removed.



Existing structure sits outside of the PP2020 envelope.



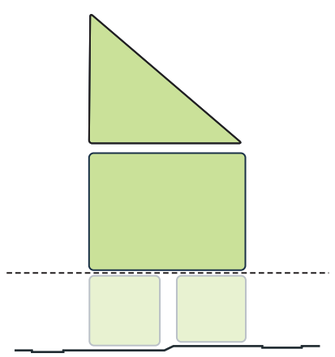
Adjustment to the PP2020 envelope is required to encapsulate the existing structure and to allow for a new facade zone.

C.1.2 - ALLOWING FOR RETENTION

ENCAPSULATING THE EXISTING STRUCTURE

With the intent to retain and reuse the existing tower structure, an increase to the PP2020 envelope is proposed.





Key Legend.



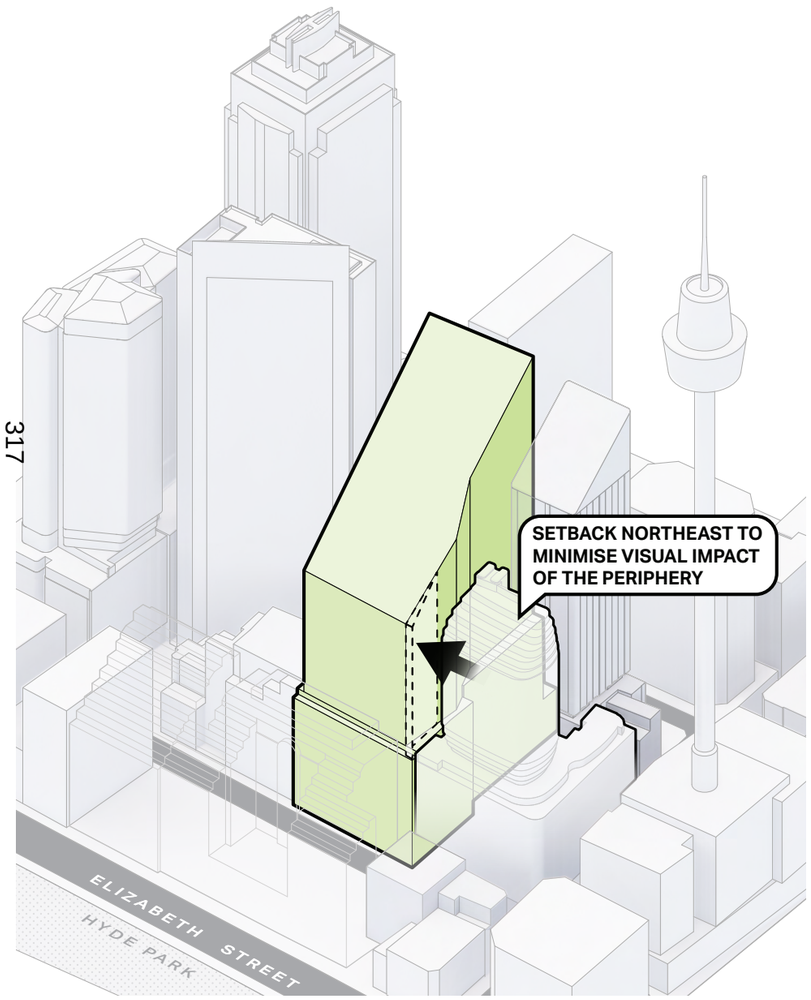
View of existing structure.



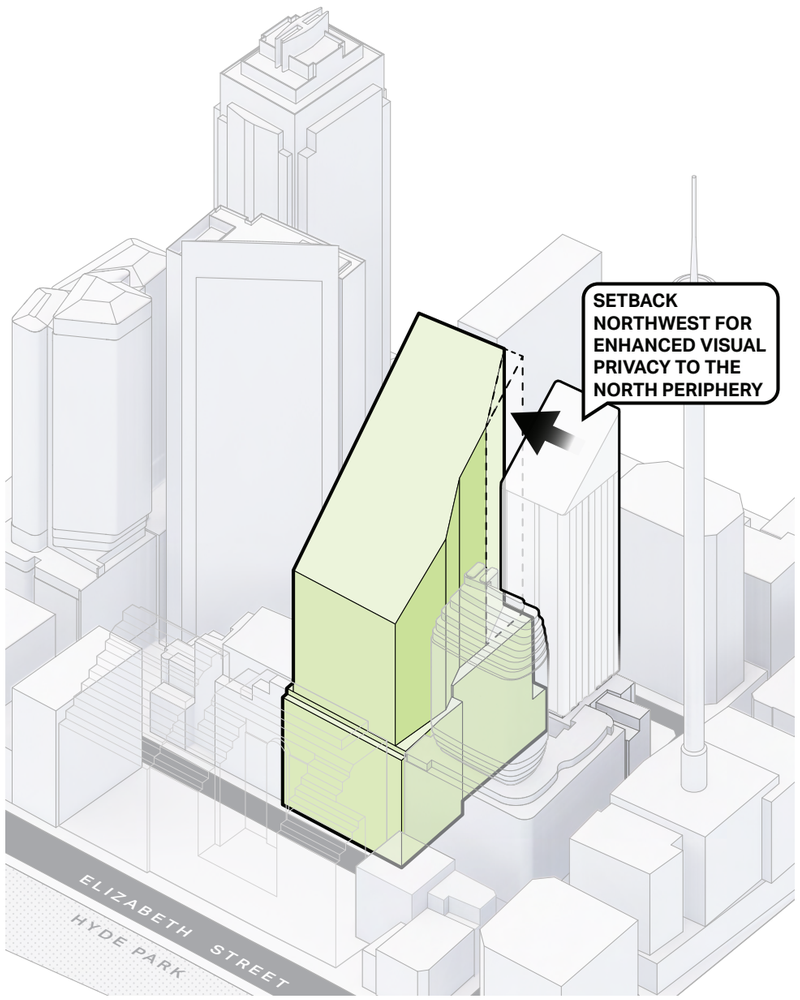
View of existing structure encapsulated by the proposed envelope, capped by the SAP.

C.1.3 - RESPONDING TO NEIGHBOURING DEVELOPMENTS

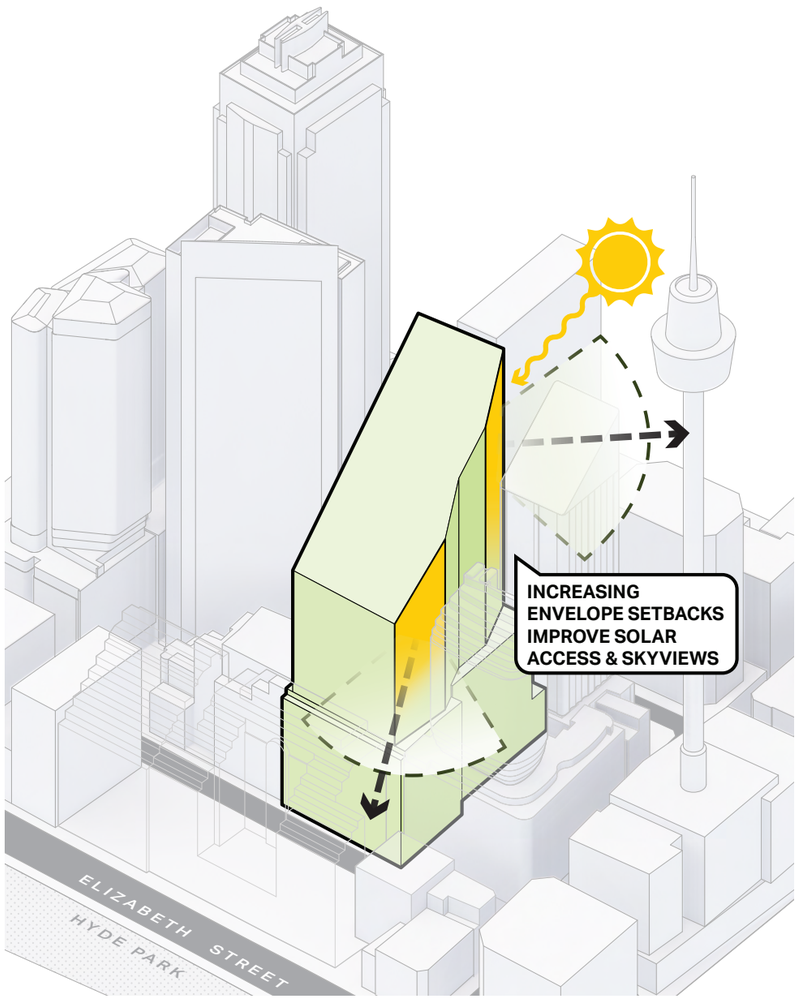
TOWER ENVELOPE DRIVERS



At the NE corner, the envelope is cut back to follow the geometry of the existing floor plate. Whilst the southern apartments at 77 Market St only have outlooks east or west, this reduction in massing helps reduce any impacts to the periphery of their views.



At the NW corner, the envelope is further cut back to provide greater building separation from the City Tattersalls development. This helps provide greater visual privacy to their south facing apartments, which do not achieve minimum ADG setbacks.



By increasing the setback of the envelope at these corners, opportunities are also created for the proposed development area, with the increased building separation and angled form improving solar access and creating new aspects for city views.

317

C.1.3 - RESPONDING TO NEIGHBOURING DEVELOPMENTS

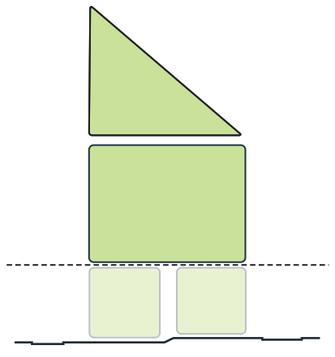
TOWER ENVELOPE

To reduce the scale of the envelope; to reduce it's impact to the northern residential developments, and to ensure that solar access and outlook to available views are maximised, additional setbacks at the NE and NW corners of the envelope are proposed.

At the NE corner, the envelope is cut back to follow the geometry of the existing floor plate. Given the southern apartments at 77 Market St only have single orientated views, this aims to minimise any impacts to the periphery of their views.

At the NW corner, a greater setback is created to provide additional building separation and improve visual privacy to the south facing apartments of the City Tattersalls development. This angled setback helps create a NW aspect for the development site, creating more opportunities for outlook over Pitt Street, and allowing for additional daylight into the development area.

Setback of the envelope from the south remains unchanged from the approved PP2020 envelope. With the limited frontage and site area of both the Pitt and Castlereagh sites, any future developments would also have to rely on minimal side setbacks and prioritise eastern and/or western orientations.

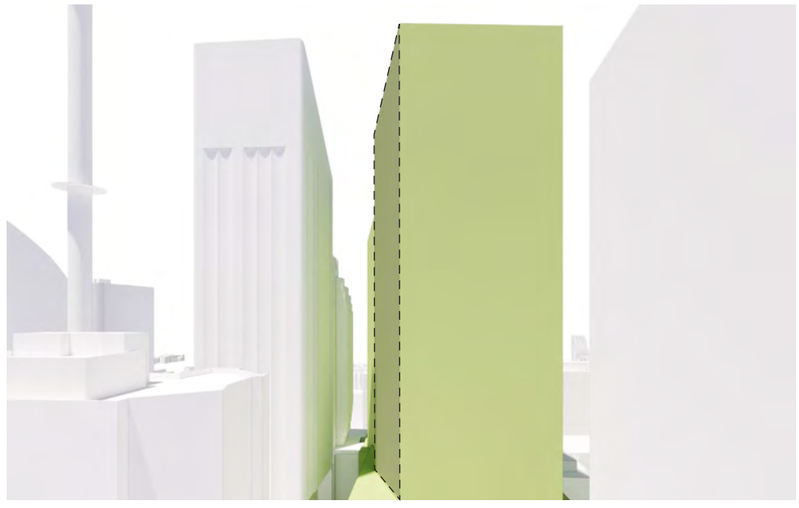


Key Legend.





View of envelope NE setback to the David Jones redevelopment.



View of envelope NW setback to the City Tattersalls redevelopment.

C.1.4 - RESPONDING TO COMMERCIAL USE REQUIREMENTS

VIEWS IN CONTEXT

The proposed envelope has been developed as a response to the planning controls, but also to the unique project specific drivers and context.

The raking form of the envelope is a familiar language of developments around the Hyde Park SAP, whilst the stepping of the envelope provides greater building separation and evokes the intended program,. The reduction to it's visual bulk helps ensure amenity to the public domain is maintained.



Indicative view 1 - Envelope Design - From South-East.



Indicative view 2 - Envelope Design - From North-East.





Indicative view 3 - Envelope Design - From West.



Indicative view 4 - Envelope Design - From North-West.

C.1.5 - PODIUM ALIGNMENTS

PITT STREET

STREET WALL
The street wall and upper podium envelope has been defined to reinforce the character of the street.

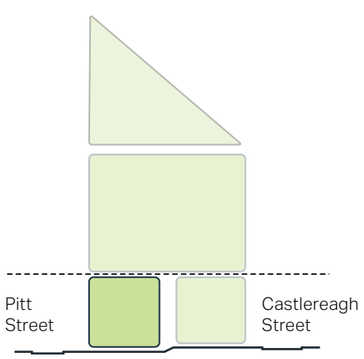
The street wall (lower podium) responds to the heritage buildings on either side, with the envelope allowing for alignment with the respective heritage parapets whilst also accounting for balustrades which would be required if terraces were introduced.

The step required to negate these different levels follow the rhythm of the surrounding building frontages, unifying the street wall line.

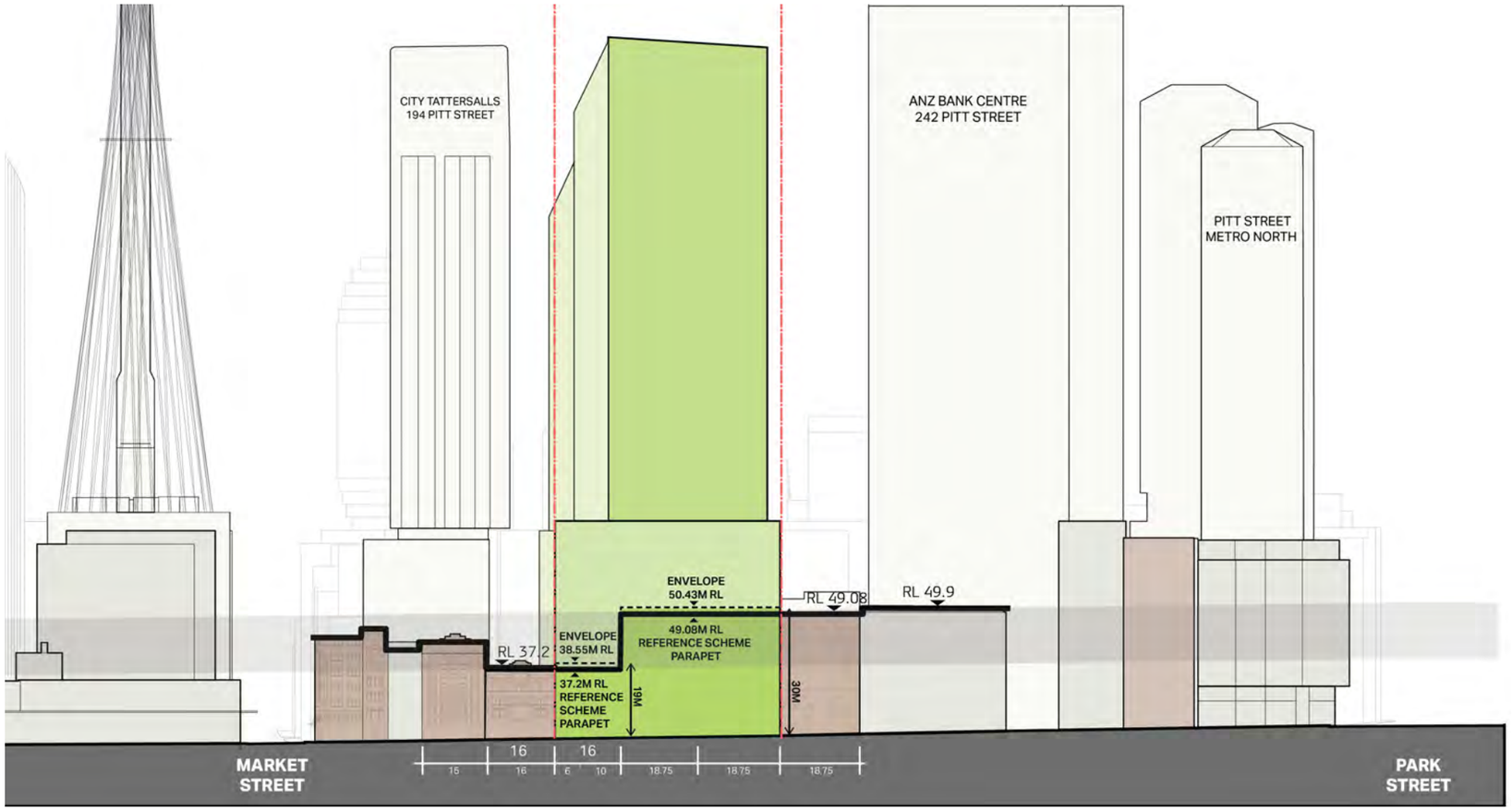
The proposed envelope improves upon the existing condition by reducing the extent of massing at the street alignment, opening up and improving daylight to the street.

Legend

- Envelope
- Street wall: ~19M-30M
- Heritage Buildings



Key Legend.



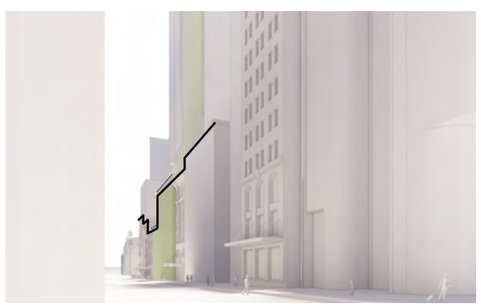
Pitt Street elevation.



Proposed Envelope Close-up - Pitt Street, looking north.



Proposed Envelope view 1 - Pitt Street, looking south.



Proposed Envelope view 2 - Pitt Street, looking north.

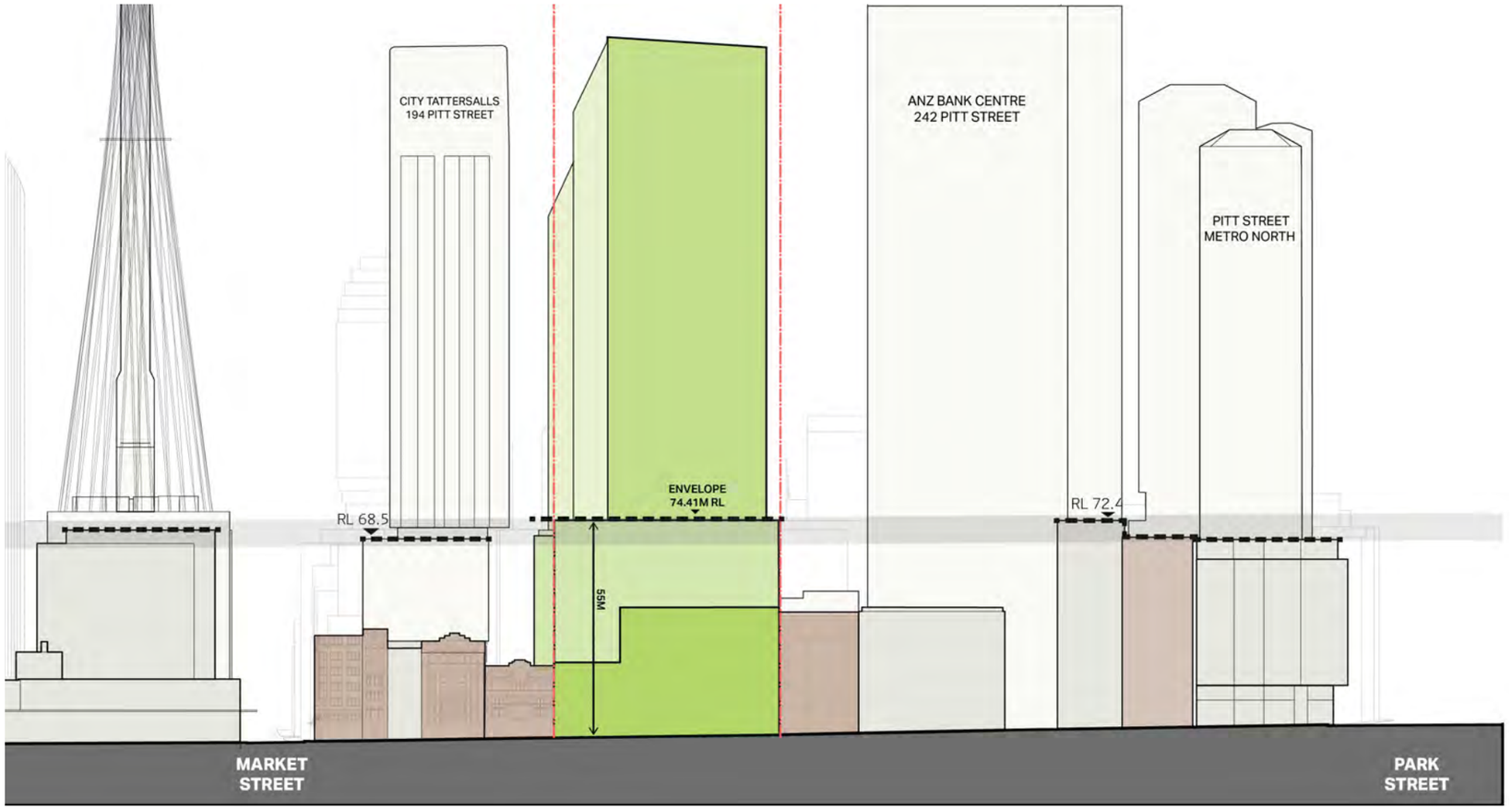
C.1.5 - PODIUM ALIGNMENTS

PITT STREET

UPPER PODIUM
Behind the street wall, the podium extends up to 55m in height from Pitt Street.

This podium envelope is setback 8m to ensure adequate daylight, and an openness of the street is maintained.

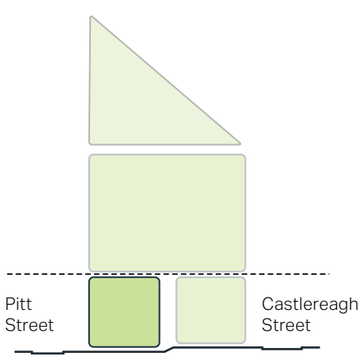
The proposed envelope improves upon the existing condition by reducing the extent of massing at the street alignment, re-establishing the street wall expression which had been compromised by the existing Piccadilly Court building.



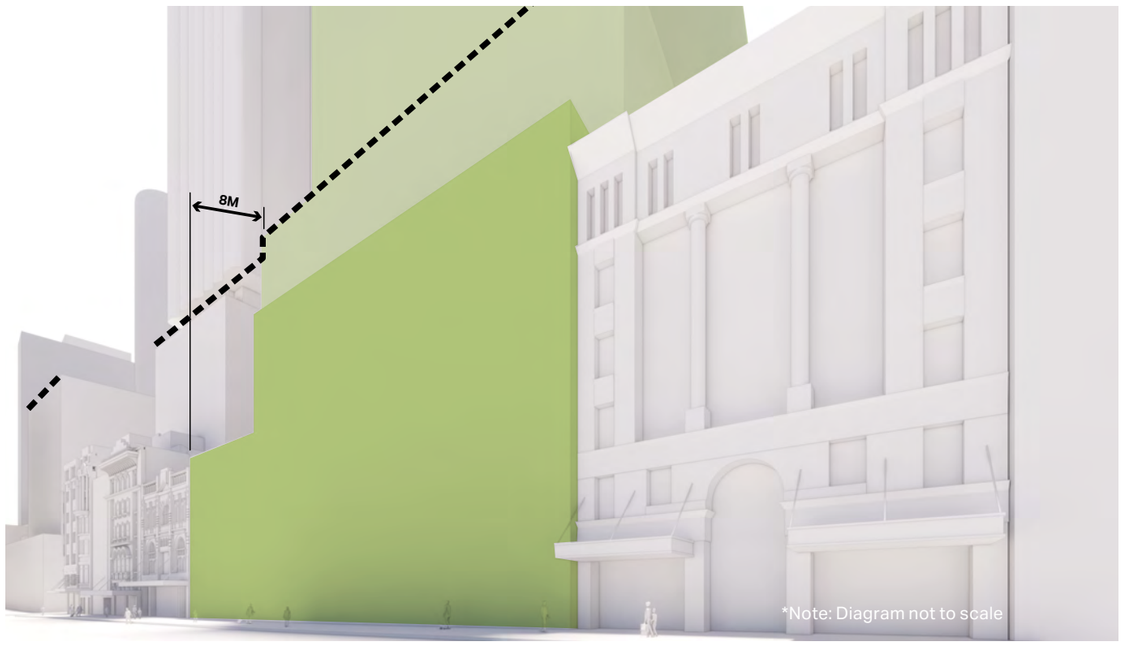
Pitt Street elevation.

Legend

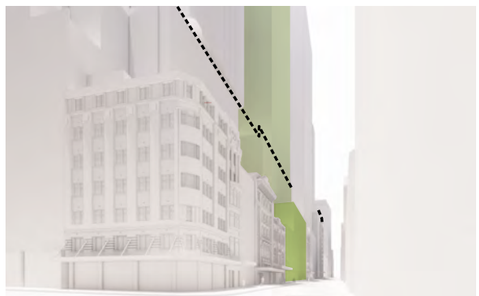
- Envelope
- Upper podium: ~50M-55M
- Heritage Buildings



Key Legend.



Proposed Envelope Close-up - Pitt Street, looking north.



Proposed Envelope view 1 - Pitt Street, looking south.

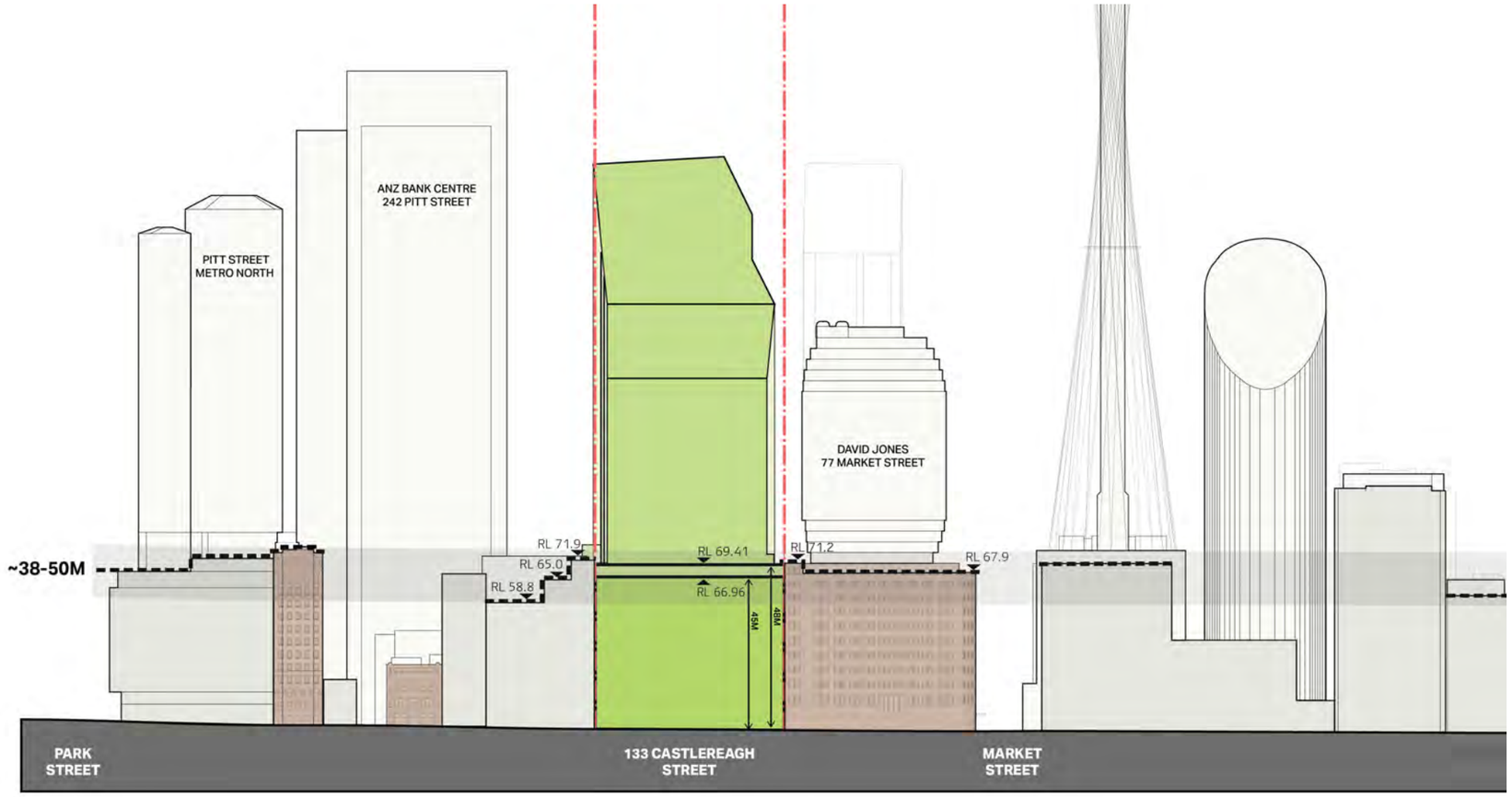


Proposed Envelope view 2 - Pitt Street, looking north.

C.1.5 - PODIUM ALIGNMENTS

CASTLEREAGH STREET

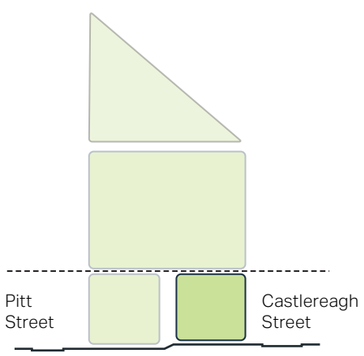
The podium frontage on Castlereagh Street follows the prevalent street wall height of 45m above street level.



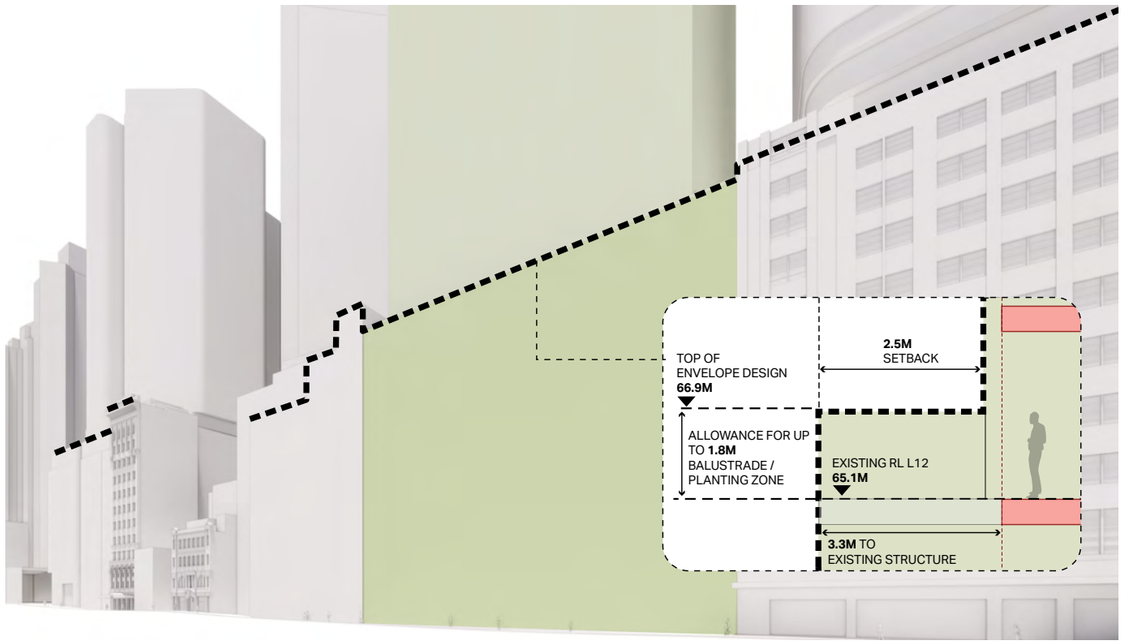
Castlereagh Street elevation.

Legend

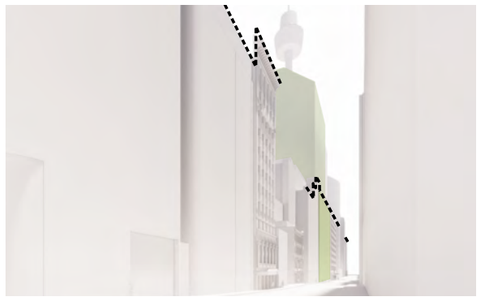
- Envelope
- Upper podium: 38-50M
- Heritage Buildings



Key Legend.



Proposed Envelope Close-up - Castlereagh Street, looking south.



Proposed view 1 - Castlereagh Street, looking north.



Proposed view 2 - Castlereagh Street, looking south.

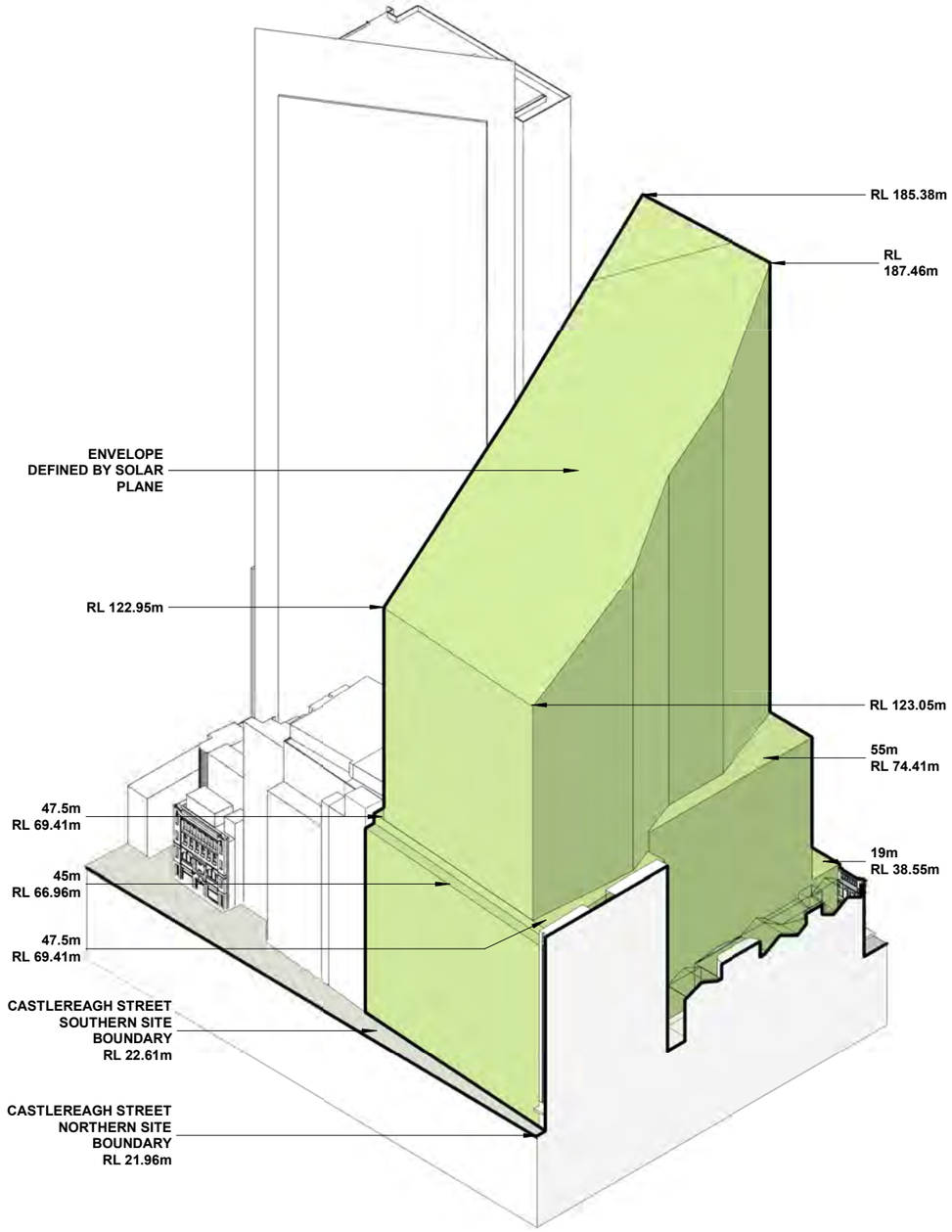
CHAPTER 2

ENVELOPE DRAWINGS

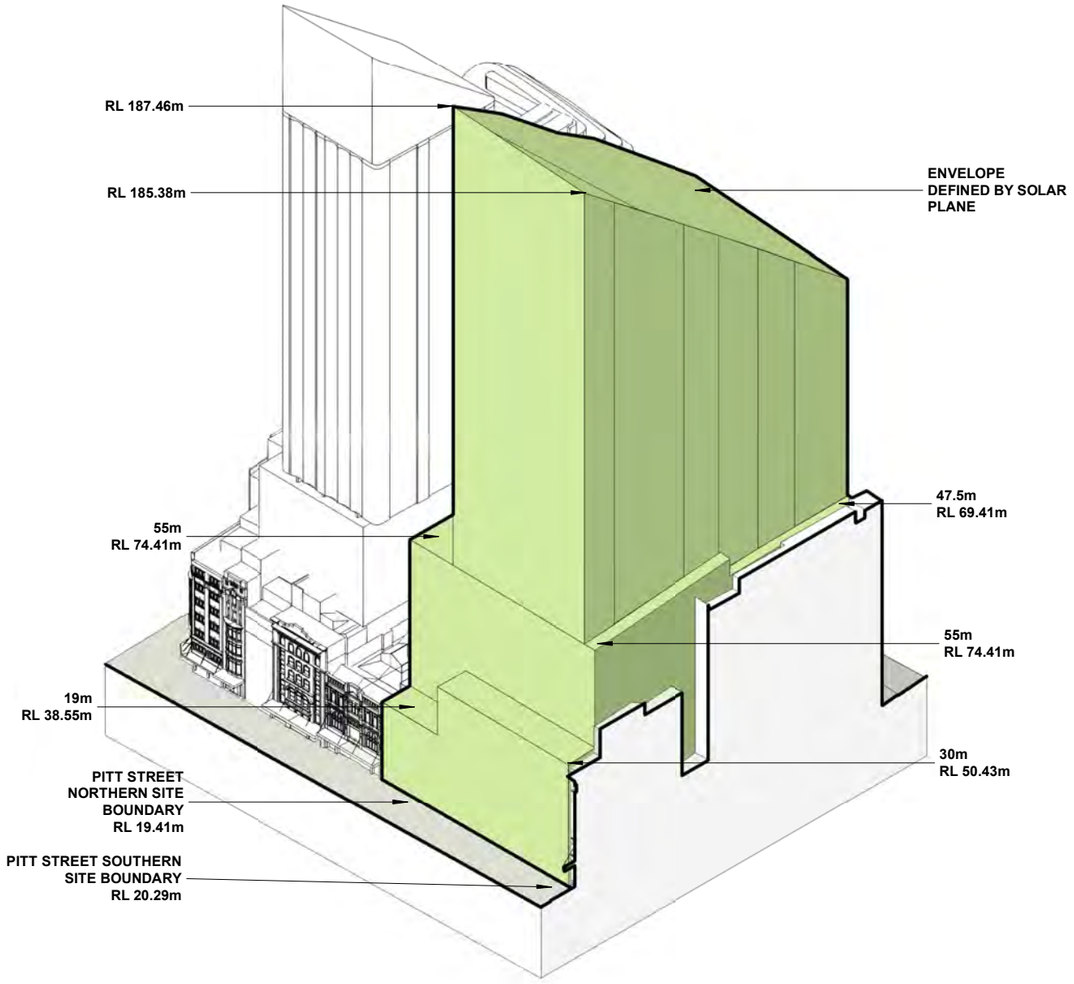
323

C.2.0 ENVELOPE DRAWINGS

AXONOMETRICS OF THE PROPOSED ENVELOPE



NORTHEAST AXONOMETRIC - ENVELOPE



SOUTHWEST AXONOMETRIC - ENVELOPE

C.2.0 ENVELOPE DRAWINGS

0M TO 19M



C.2.0 ENVELOPE DRAWINGS

19M TO 30M



C.2.0 ENVELOPE DRAWINGS

30M TO 45M



C.2.0 ENVELOPE DRAWINGS

45M TO 50M



C.2.0 ENVELOPE DRAWINGS

50M TO 55M



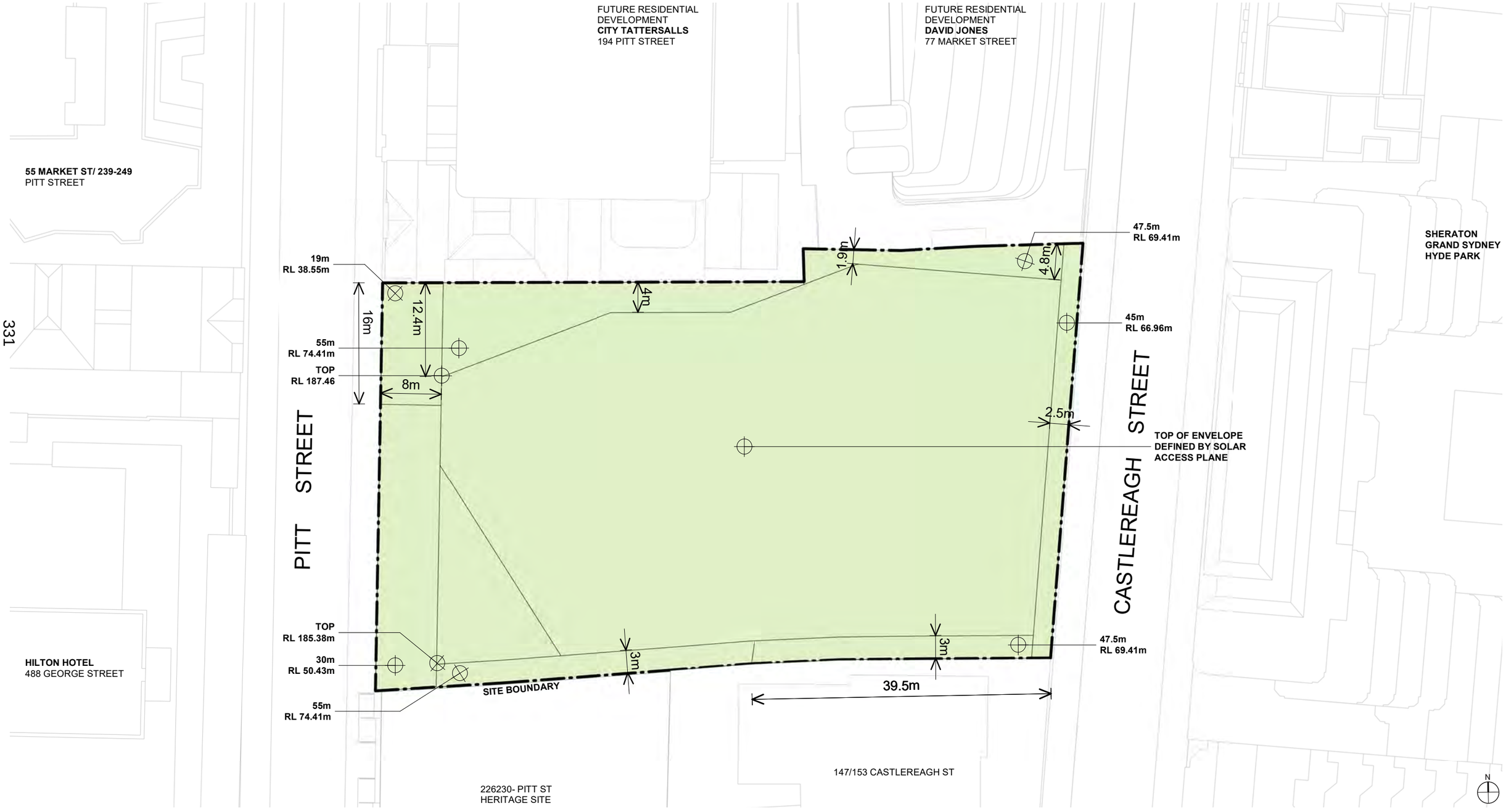
C.2.0 ENVELOPE DRAWINGS

55M TO 101M



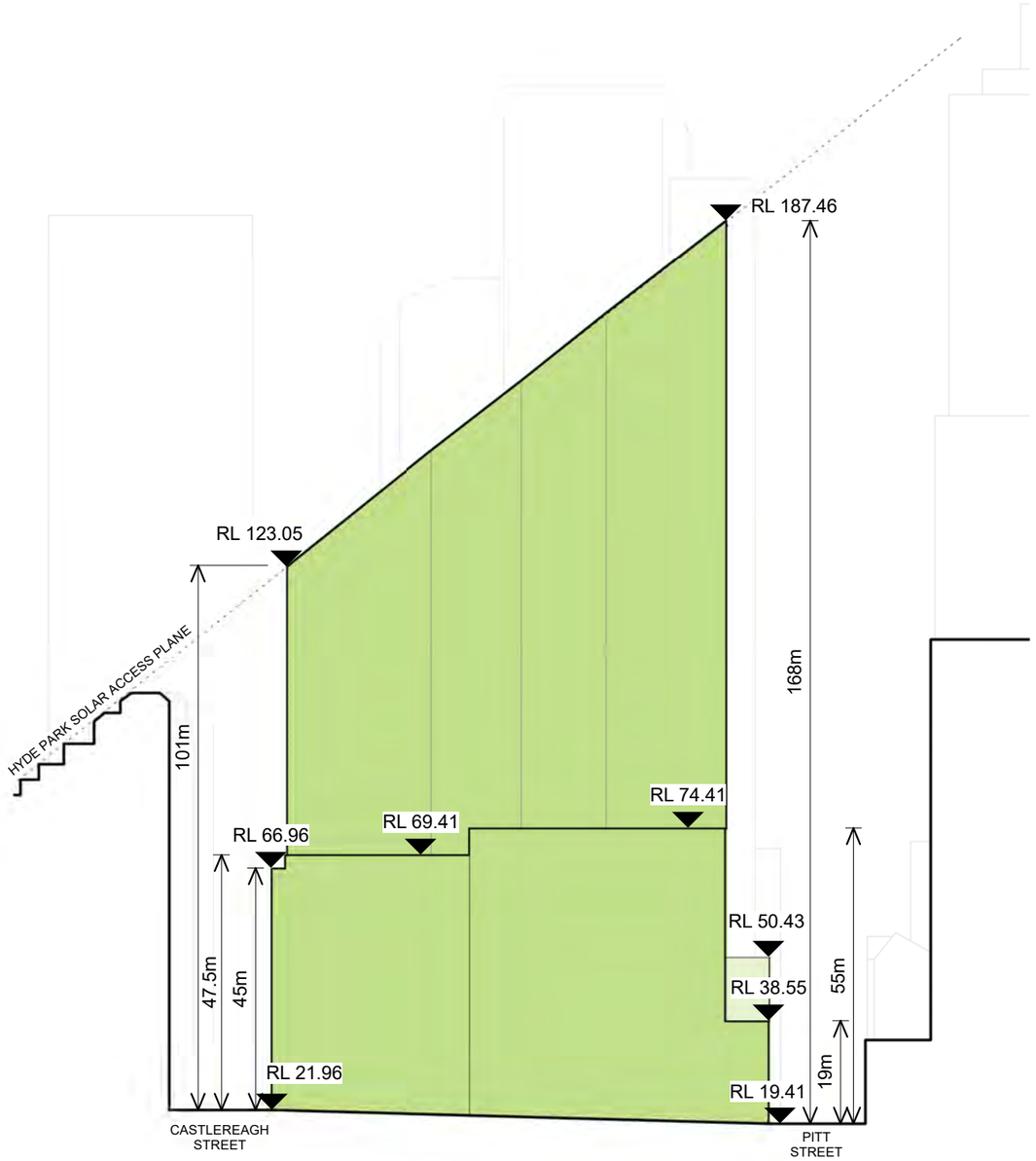
C.2.0 ENVELOPE DRAWINGS

168M

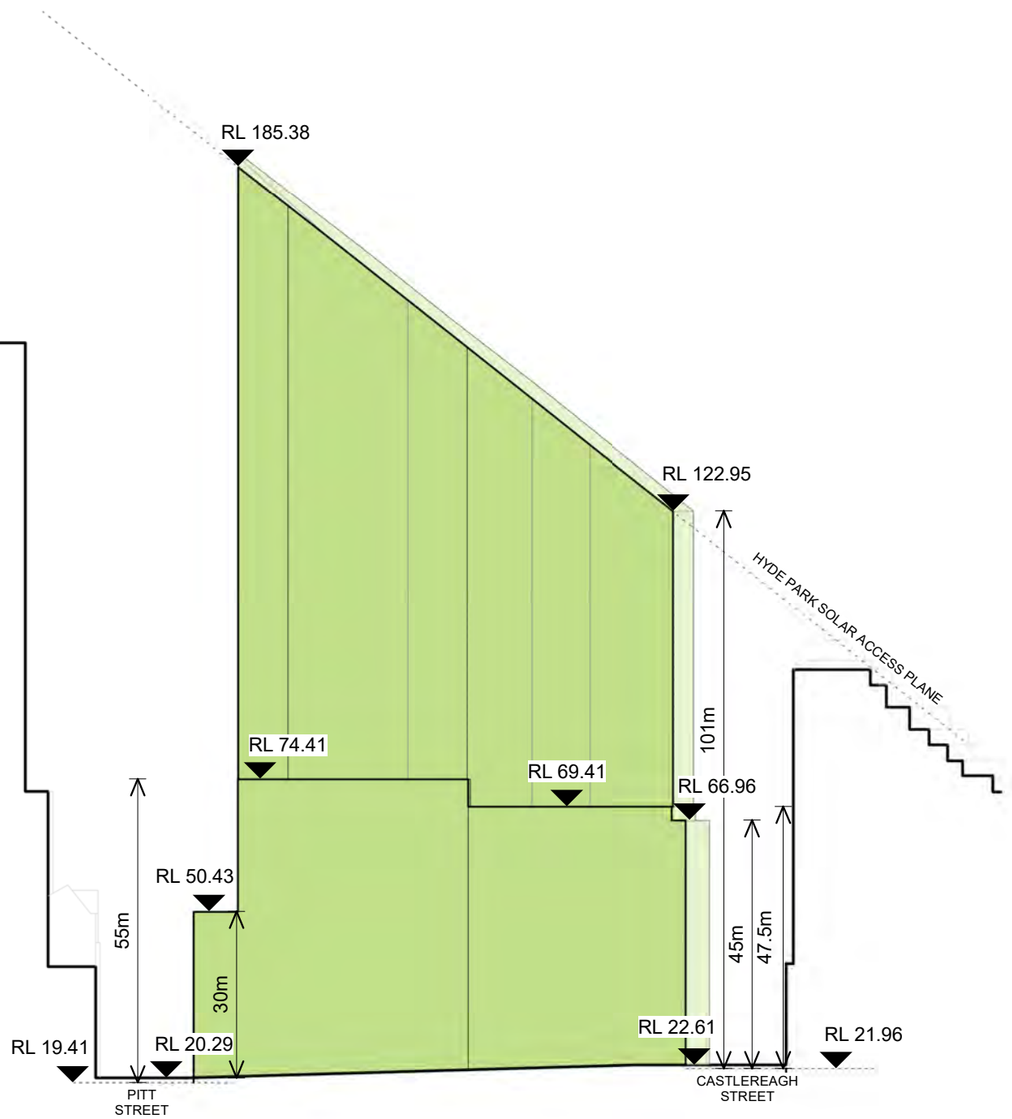


C.2.0 ENVELOPE DRAWINGS

ELEVATIONS OF THE PROPOSED ENVELOPE



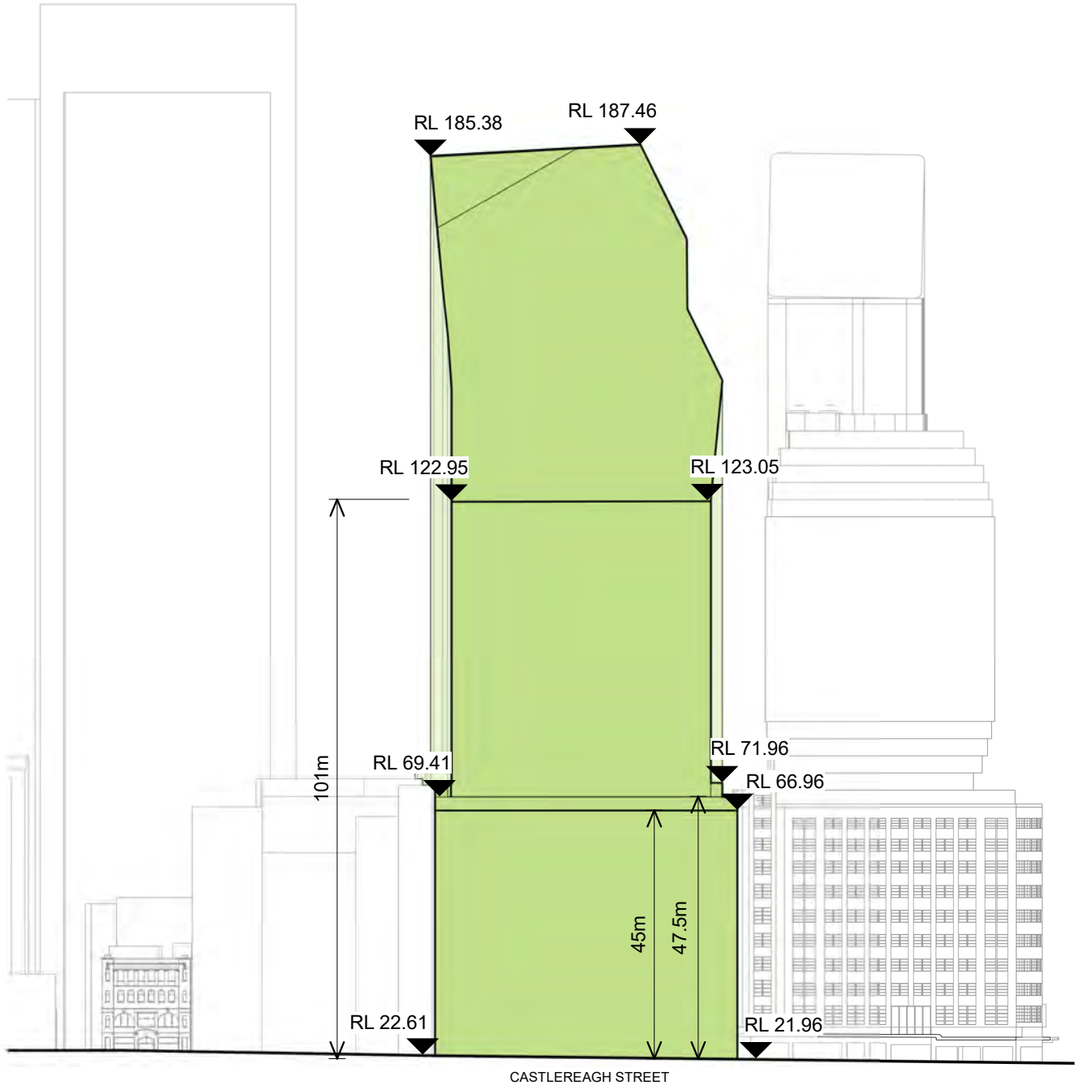
NORTH ELEVATION - ENVELOPE



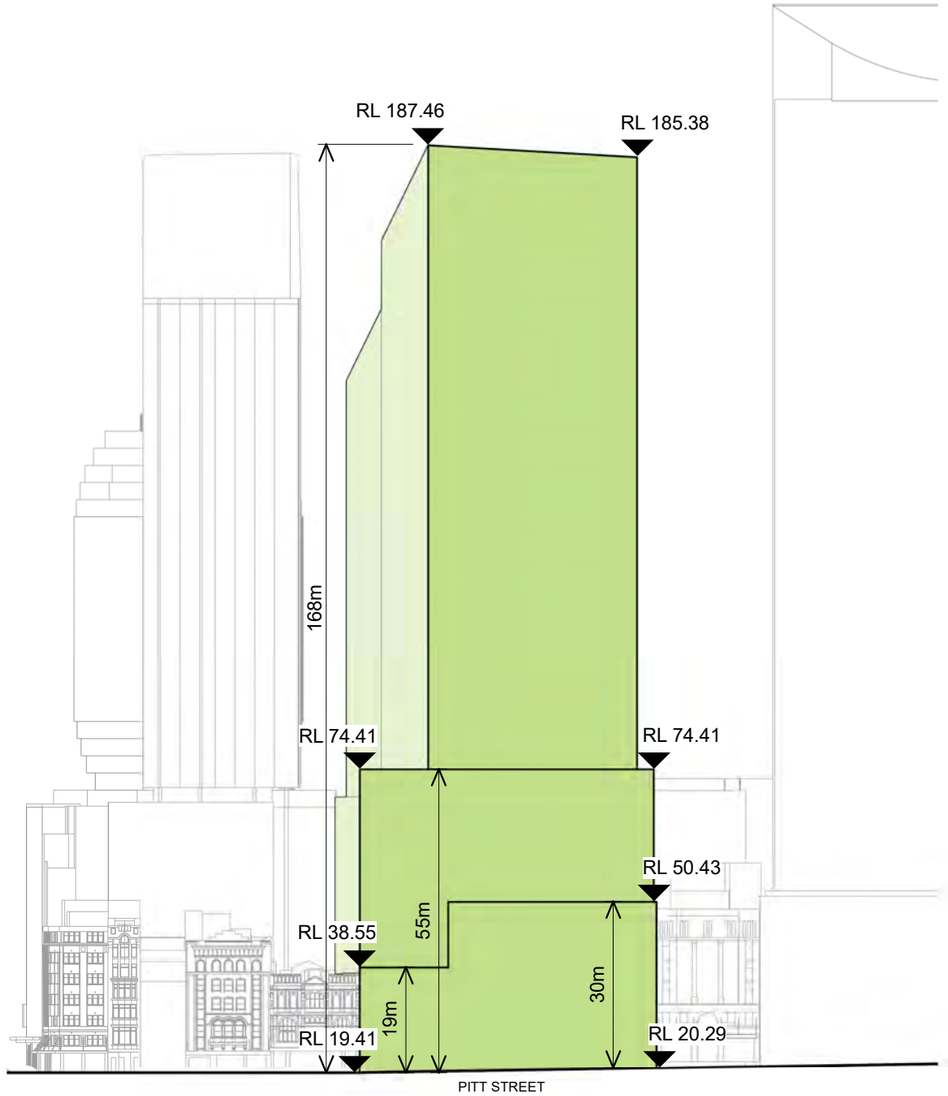
SOUTH ELEVATION - ENVELOPE

C.2.0 ENVELOPE DRAWINGS

ELEVATIONS OF THE PROPOSED ENVELOPE



EAST ELEVATION - ENVELOPE



WEST ELEVATION - ENVELOPE

CHAPTER 3

ENVIRONMENTAL IMPACT STATEMENT

C.3.0 - 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 5,500 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 0.10991138 and the proposed envelope provides a SVF value of 0.11418312, **resulting in an overall SVF value difference (improvement) of +0.00427174**.

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.

Legend

- Removed skybridge
- Area impacted by proposed development
- Area returned by proposed development

Source: Sky View Factor Report Version 4 | Stockland Piccadilly Complex | Prepared by BIM Consulting for Stockland | 09 July 2025.



Image 1 - Maximum permissible Draft DCP envelope

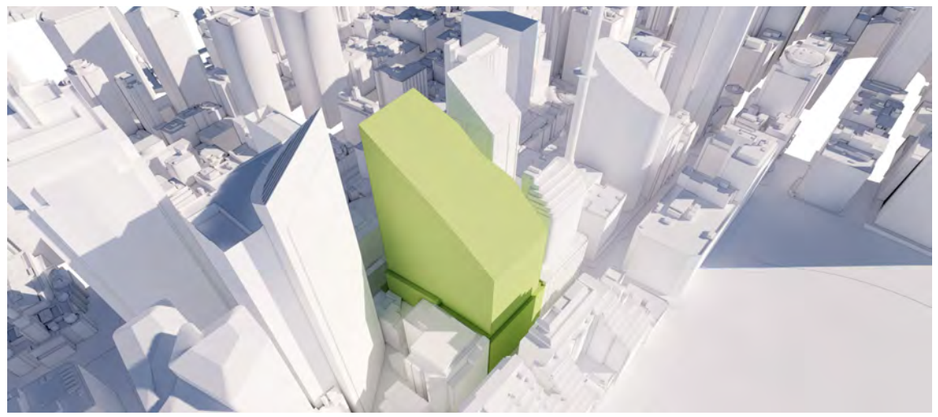


Image 2 - Proposed Site Specific DCP Envelope



Image 3 - Analysis Points 1 to 6

C.3.0 - 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 and analysis were conducted by CPP.

The equivalence testing between the Draft DCP compliance and Proposed building envelope meets the equivalence criteria for wind comfort as described under Schedule 12 of the Sydney DCP 2012.

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

Wind Comfort

- Outdoor Dining (<2km/h)
- Pedestrian Sitting (2 to 4km/h)
- Pedestrian Standing (4 to 6km/h)
- Pedestrian Walking (6 to 8km/h)
- Business Walking (8 to 10km/h)
- Uncomfortable (>10km/h)

Wind Safety

- Pass (<24km/h)
- Fail (>24 km/h)

Source: Pedestrian Wind Assessment Revision 03 | 133 Castlereagh Street | Prepared by CPP Project for Stockland | 31 July 2025.



Image 1 - Measurement Point Location and Classification

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

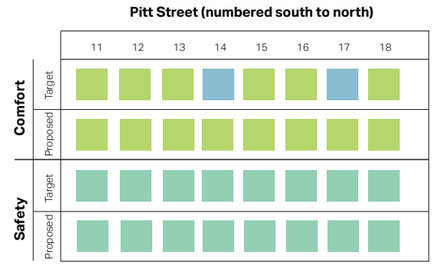


Image 3 - Summary of wind tunnel results (Pitt Street)

C.3.0 - 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, 9 am



June 21st winter solstice, 10 am



June 21st winter solstice, 11 am



June 21st winter solstice, 12 pm



June 21st winter solstice, 1 pm



June 21st winter solstice, 2 pm

Legend

Reduction of shadow outline

Addition of shadow outline

C.3.0 - ENVIRONMENTAL IMPACT STUDY OVERVIEW

KEY VANTAGE VIEWS

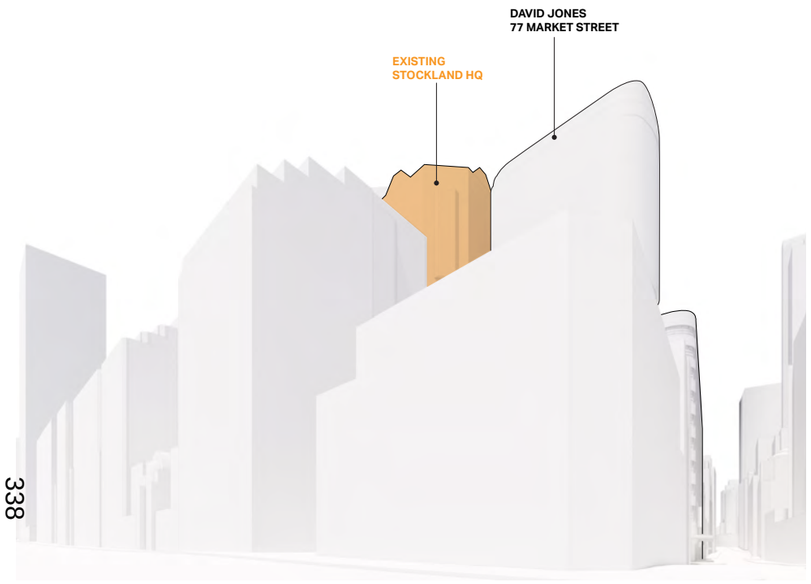


Image 1 - Existing Stockland HQ - View from Elizabeth St / Market St.

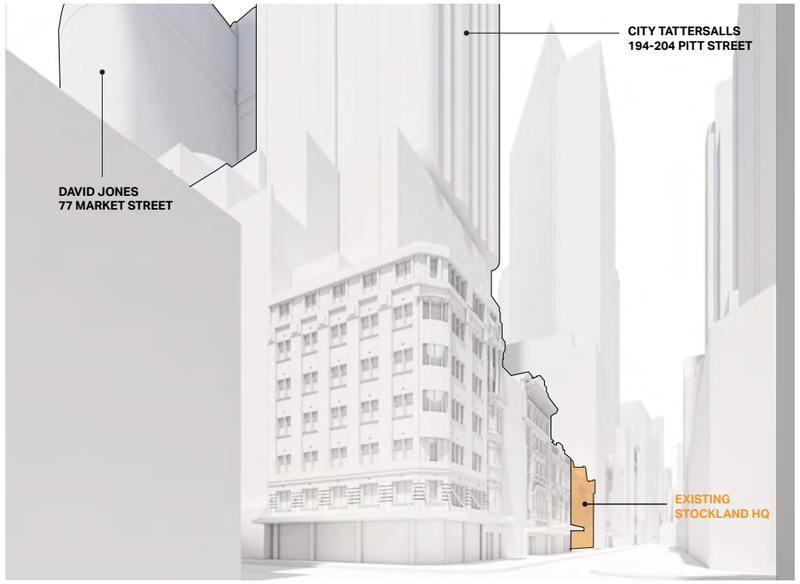


Image 2 - Existing Stockland HQ - View from Pitt St / Market St looking south.



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

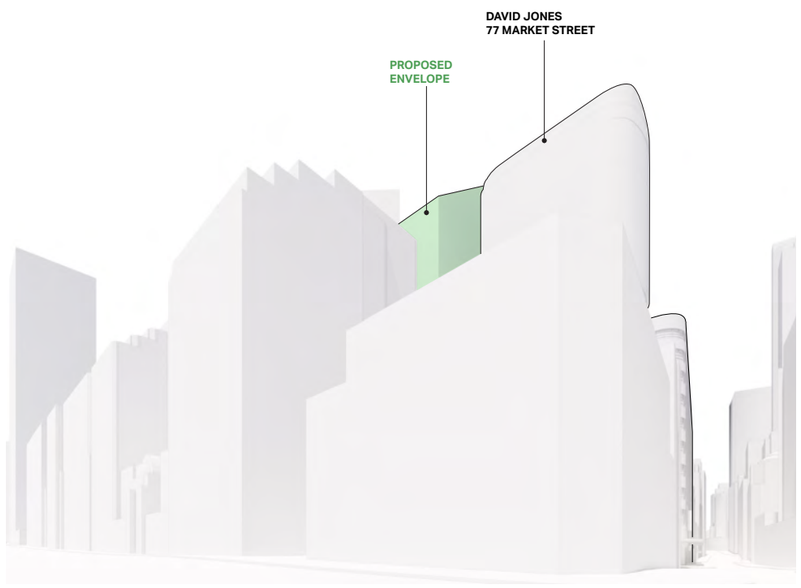


Image 4 - Proposed Envelope - View from Elizabeth St / Market St.

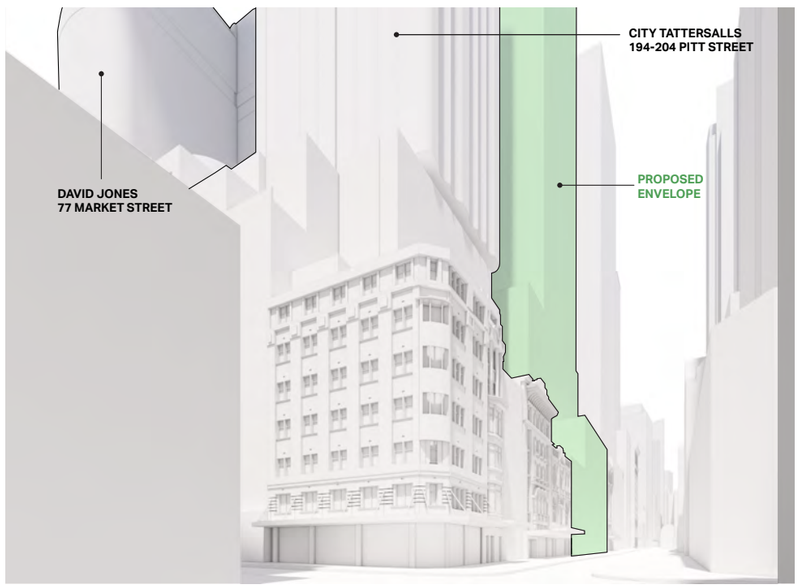


Image 5 - Proposed Envelope - View from Pitt St / Market St looking south.

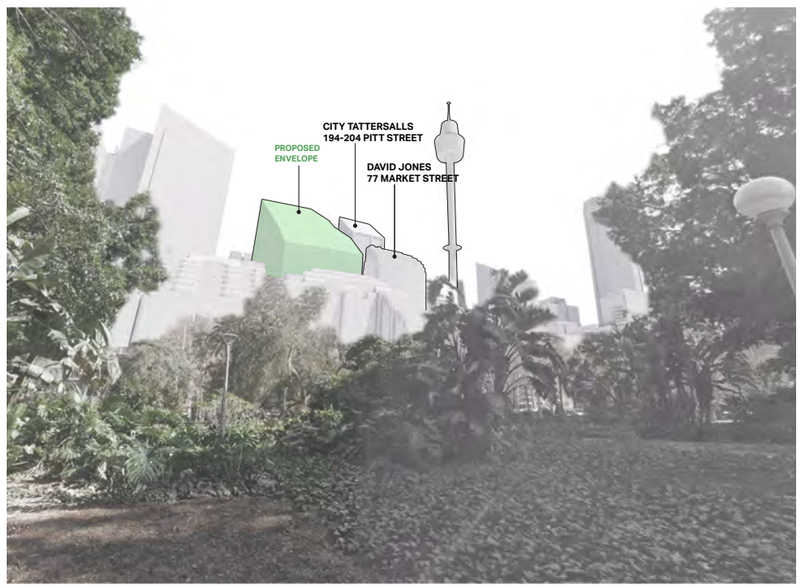


Image 6 - View from Hyde Park.

CHAPTER 4

PROJECT VISION AND OBJECTIVES

C.4.0 - PROJECT VISION AND OBJECTIVES

REVITALISING A SITE AND STRUCTURE

Sydney's Central CBD is undergoing a major transformation, shifting from a primarily retail-focused district with outdated commercial office space into a dynamic, mixed-use hub. The block on which Piccadilly is situated plays a key role in this revitalisation. With the opening of the new metro line offering unmatched connectivity, alongside a blend of residential and commercial spaces designed to support a 24-hour economy, the Central CBD is becoming a vibrant, diverse destination.

The proximity to Hyde Park, Australia's oldest public park, adds significant appeal to the Piccadilly redevelopment site. This historic green space provides a tranquil contrast to the urban energy of the CBD, offering residents, workers, and visitors a peaceful natural retreat just steps from the city's heart.

The Piccadilly site presents a unique opportunity to merge the vibrancy of city life with the serenity of Hyde Park. The redevelopment re-imagines the workplace, offering large, contiguous commercial floor plates at the core of the CBD.

Sustainability is a key focus for Stockland, and the existing tower will be reused and upcycled, significantly reducing embodied carbon in the creation of a premium workplace development while adding to the diversity and activity of the area.

The proposed redevelopment will:

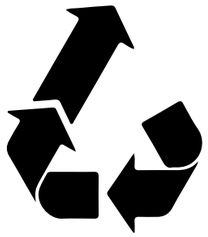
- Transform an outdated asset into a premium offering aligned with modern standards.
- Remove a breach of the Hyde Park SAP, eliminating overshadowing of the public domain.
- Improve connectivity and pedestrian flow around and through the site, by eliminating obstacles on the Castlereagh footpath and providing a new Through-Site-Link between Pitt and Castlereagh Streets, open to the public 24/7.
- Retain and reinvigorate Wesley Mission, ensuring the continuation of critical social services for vulnerable people throughout the redevelopment.

The redevelopment of the Piccadilly site presents a unique opportunity to transform a central and distinctive location, while also showcasing Stockland's commitment to sustainability through the revitalisation of the existing tower structure. This development will play a key role in the renewal of the eastern edge of the CBD, creating a vibrant environment that fosters both business and leisure.



C.4.0 - PROJECT VISION AND OBJECTIVES

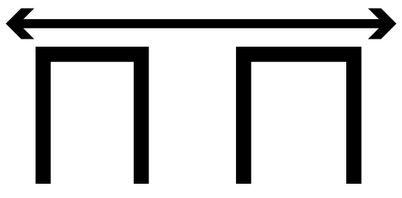
KEY REFERENCE DESIGN OBJECTIVES



ALLOW FOR UPCYCLING

The design should:

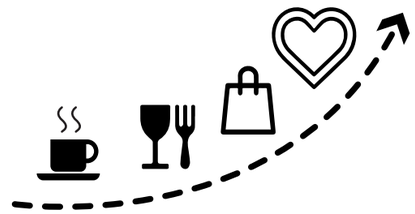
- Allow for the retention and upcycling of components of the existing structure to minimise carbon emissions



RESPOND TO NEIGHBOURING BUILDINGS

The design should:

- Be contextual and respond to key datums of the neighbouring buildings
- Respond to the northern residential developments and maximise privacy and sight lines to and from the proposed development
- Respond to the existing heritage streetscape



CREATING A VIBRANT GROUND PLANE

The design should:

- Prioritise pedestrian movement and ensure universal access around and through the site
- Ensure activation of the ground plane with various activities and attractors
- Ensure the weather protection is provided to the footpath



LARGE CONTIGUOUS FLOOR PLATE

The design should:

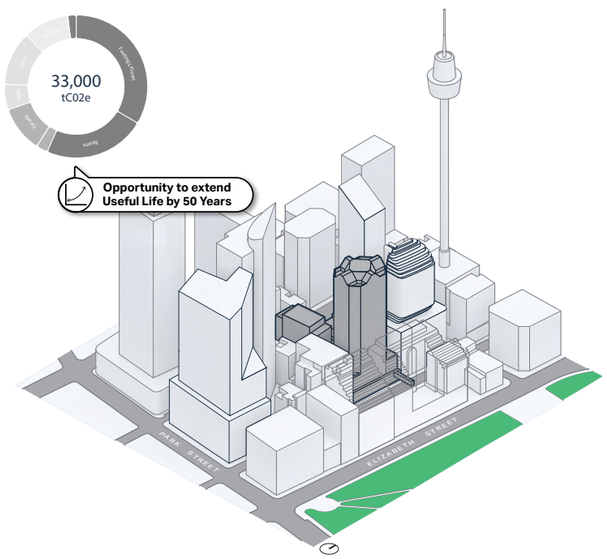
- Improve efficiency through reduction of vertical movement due to large floor plate
- Improve efficiency through the consolidation of services/ amenity
- Improve connectivity through increase of population per floor

C.4.0 - PROJECT VISION AND OBJECTIVES

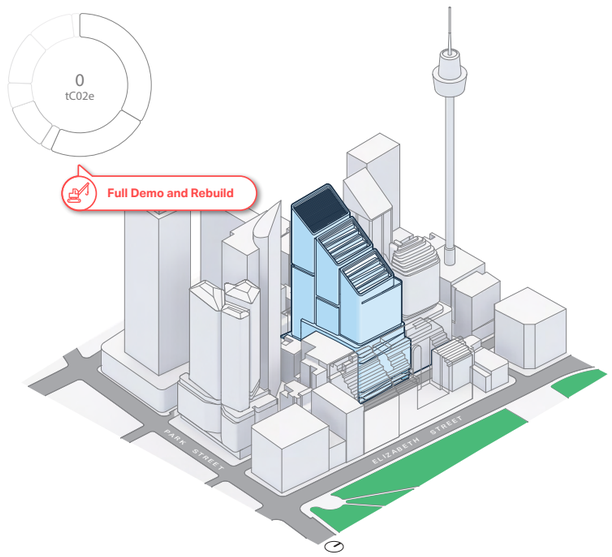
SUSTAINABILITY

We are already experiencing the effects of climate change, and many of the world's climate scientists expect that the 1.5 degree target for global temperature increase will be missed. To substantially reduce the effects of climate change, unprecedented change is required.

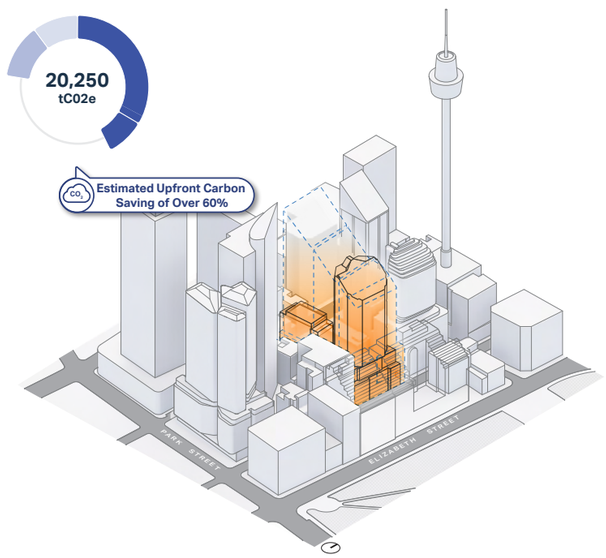
As the global construction industry is responsible for 37% of energy related carbon dioxide emissions and a third of the world's waste, the opportunity to retain and reuse the basement and tower structures presents a significant opportunity to minimise new carbon emissions involved with a new development.



EXISTING BUILDING



DEMOLISH AND REBUILD



RETAIN AND RE-IMAGINE



C.4.0 - PROJECT VISION AND OBJECTIVES

VIBRANT GROUND PLANE

Located in the heart of a high-traffic area within the CBD, the site benefits from close proximity to key destinations such as Pitt Street Mall, Hyde Park, and both Town Hall Train Station and Gadigal Metro Station.

With the existing through site link being non-compliant with DCP requirements and lacking universal access, the redevelopment of this critical connection presents an opportunity to create both a physical and visual link between Pitt and Castlereagh Streets that aligns with the city's vision. Additionally, it offers the opportunity to create a peaceful refuge from the bustling street, with the potential for public art and the development of an urban plaza, transforming the space into a destination with a distinctive sense of place and character.

Thoughtfully curated retail opportunities will ensure the ground plane remains permeable, while also contributing to the vibrancy of the street scape and the surrounding city fabric.







C.4.0 - PROJECT VISION AND OBJECTIVES

RETAINING WESLEY

The ability to retain the Wesley Mission facilities is integral to the social value of the project, ensuring that vital support services for vulnerable and at risk members of the community has the potential to remain accessible.

Preserving Wesley on site does not preclude it from redevelopment works, with the potential for revitalisation and redevelopment having the opportunity to enhance the facility's connection to the street and city. Such improvements would help extend the reach and presence of Wesley within the Sydney CBD, and positively impact even more people.



Indicative Visualisation of the Auditorium

C.4.0 - PROJECT VISION AND OBJECTIVES

PUBLIC ART OPPORTUNITIES

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 re-imagines 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 George 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 2014.



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 133-145 Castlereagh Street, formerly Stockland Piccadilly Complex | Prepared by Barbara Flynn art advisor to Stockland for 133 - 145 Castlereagh Street | 14 October 2024

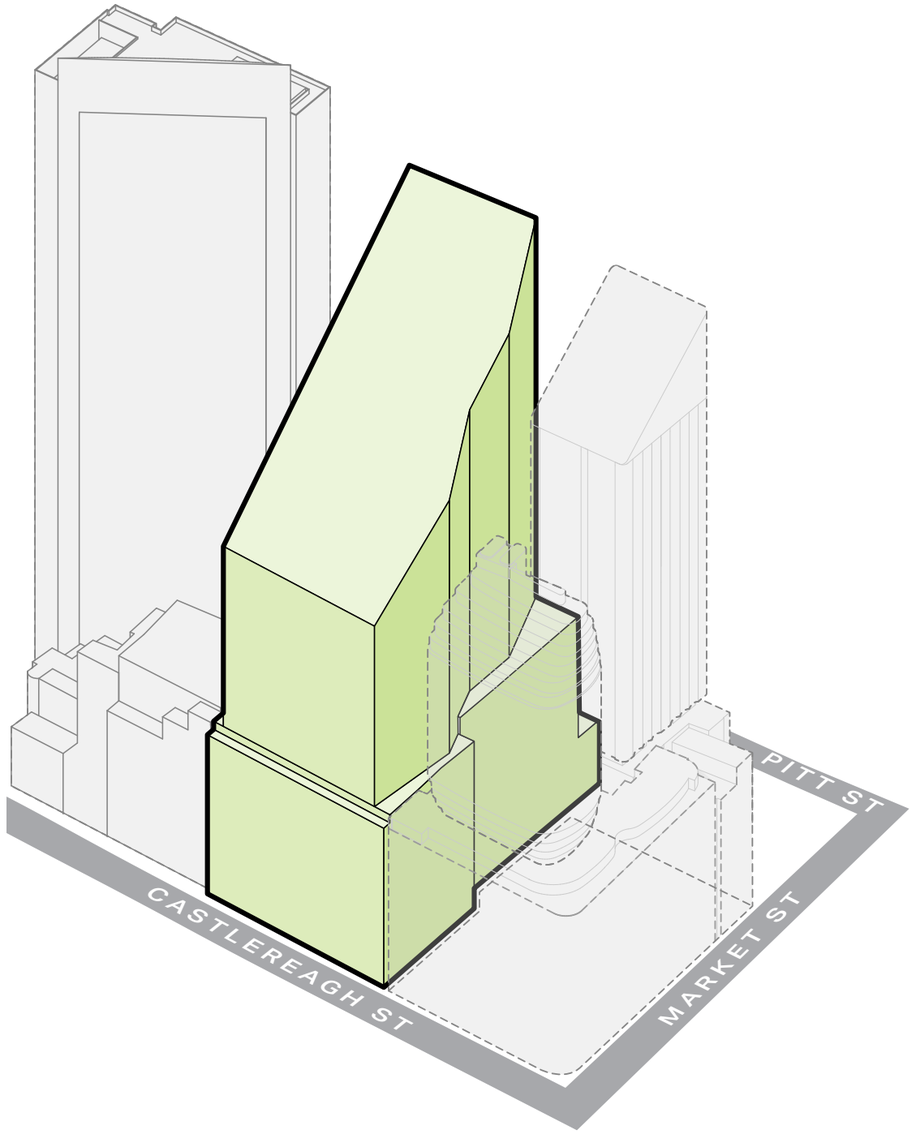
CHAPTER 5

CONCEPT REFERENCE DESIGN

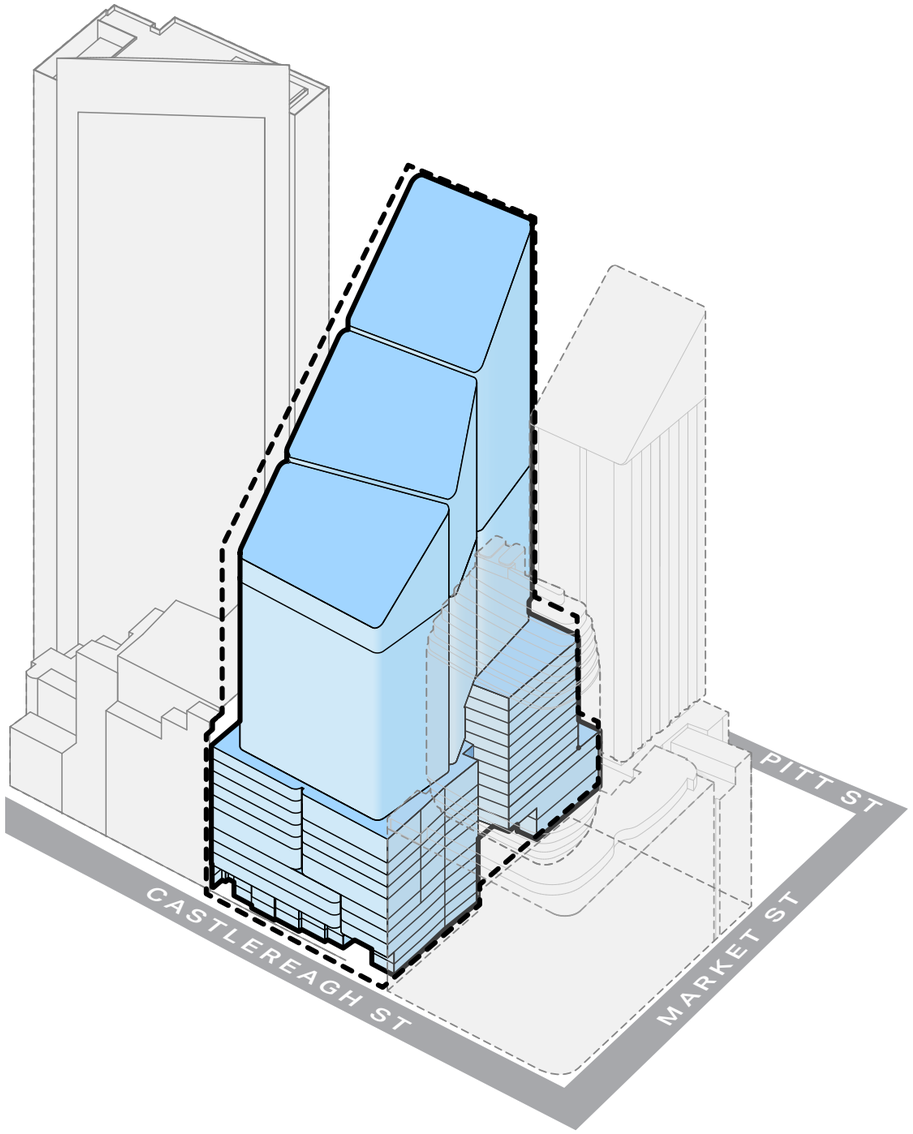
C.5.1 - CONCEPT REFERENCE DESIGN

PROPOSED SITE SPECIFIC DCP ENVELOPE AND CONCEPT REFERENCE DESIGN COMPARISON

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



PROPOSED SITE SPECIFIC DCP ENVELOPE
CASTLEREAGH STREET AXONOMETRICAL DIAGRAM



CONCEPT REFERENCE DESIGN
CASTLEREAGH STREET AXONOMETRICAL DIAGRAM

C.5.1 - CONCEPT REFERENCE DESIGN

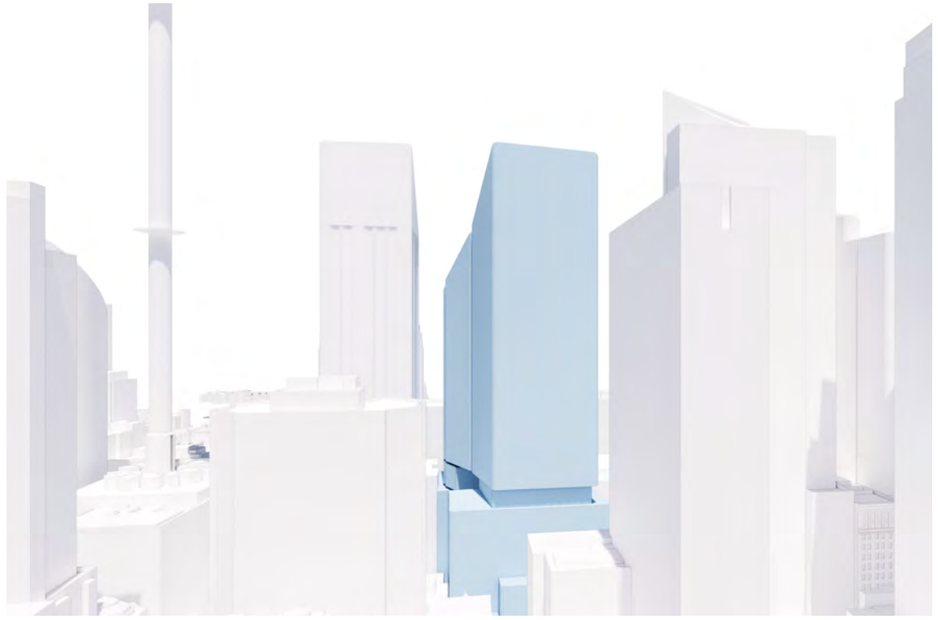
SKYLINE

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.

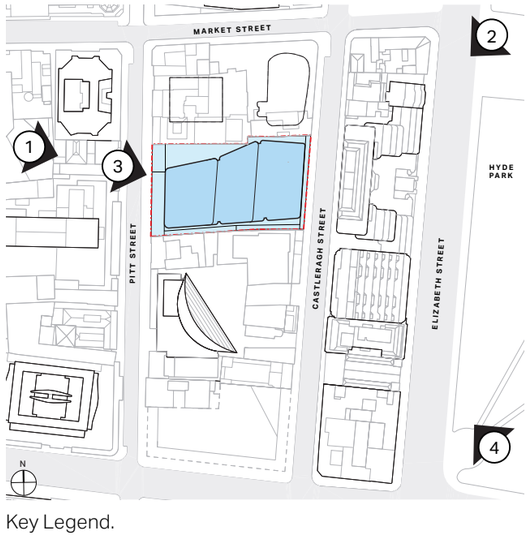
3. Articulation to relate to the existing and proposed neighbouring buildings and skyline form



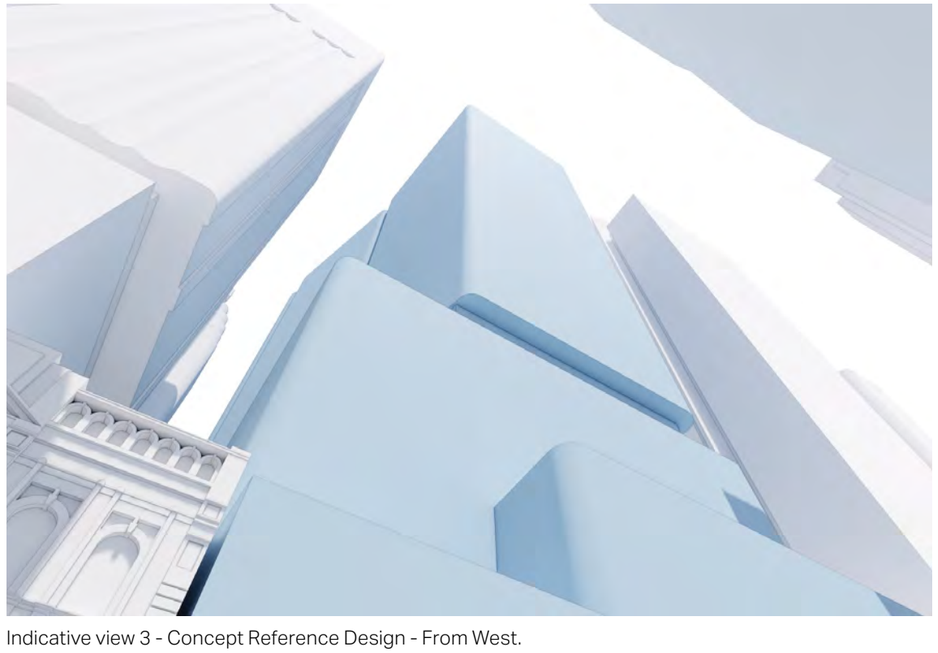
Indicative view 1 - Concept Reference Design - From North-West.



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



Key Legend.



Indicative view 3 - Concept Reference Design - From West.



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

CHAPTER C.5.2

PUBLIC REALM AND PODIUM

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

C.5.2 - PUBLIC REALM

KEY REFERENCE DESIGN OBJECTIVES



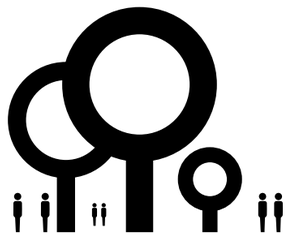
PLACE-MAKING

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.

C.5.2 - PUBLIC REALM

GROUND

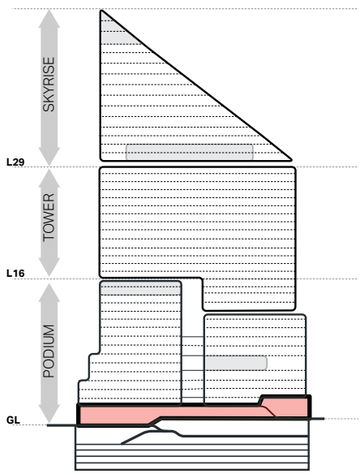
The retention of the existing tower structure and ground floor slab was a key consideration in positioning the new through site link to meet the City of Sydney's DCP requirements. This was the primary driver for the ground floor layout.

The perimeter of the pedestrian path will be lined with a mix of lobbies and retail spaces, ensuring the ground plane remains highly permeable and active.

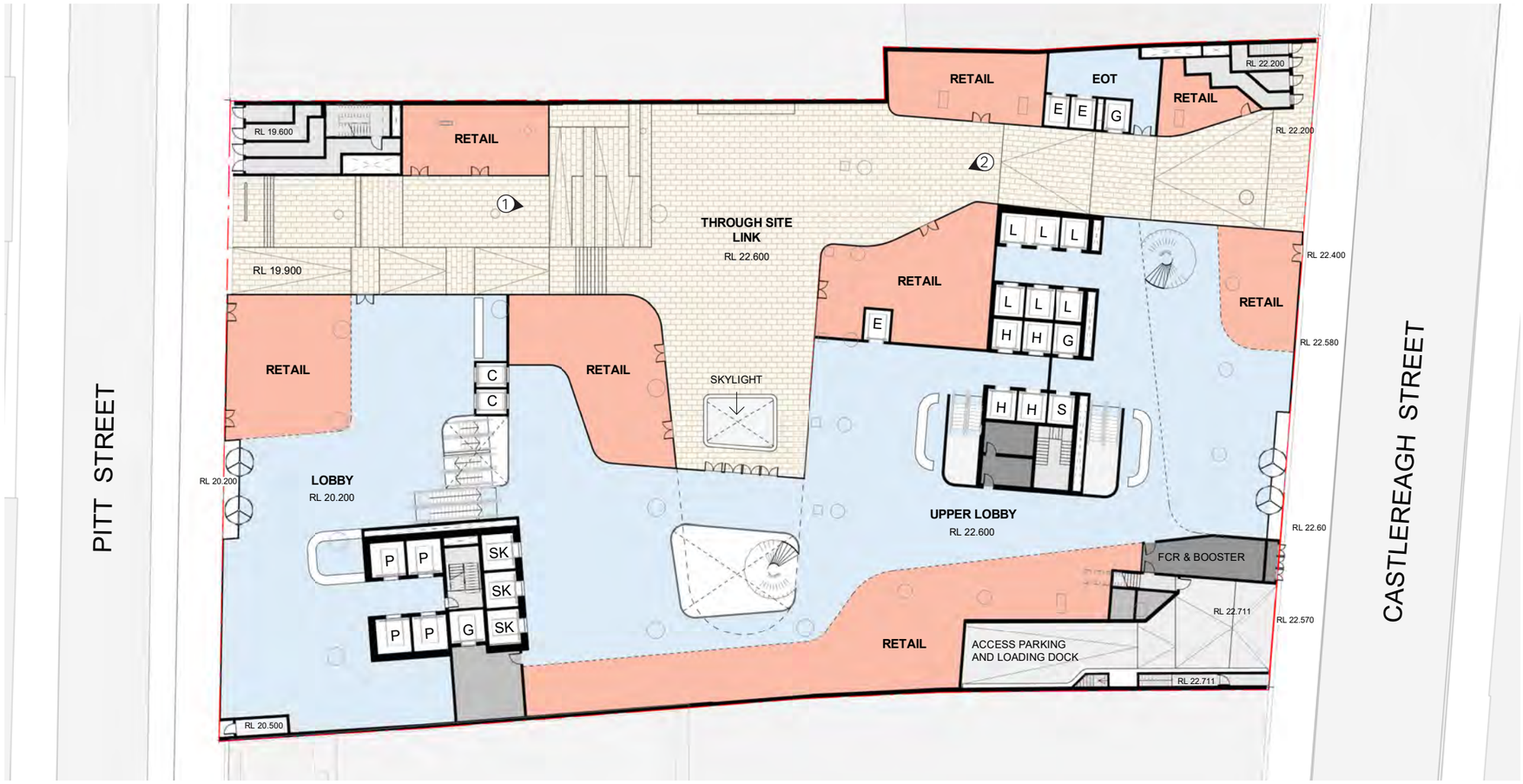
To maximise the extent of active frontage, the existing basement exit ramp will be re-purposed to enable two way traffic. The creation of a new waiting bay allows for anticipated vehicle flows whilst reducing vehicle crossover with the Castlereagh footpath.

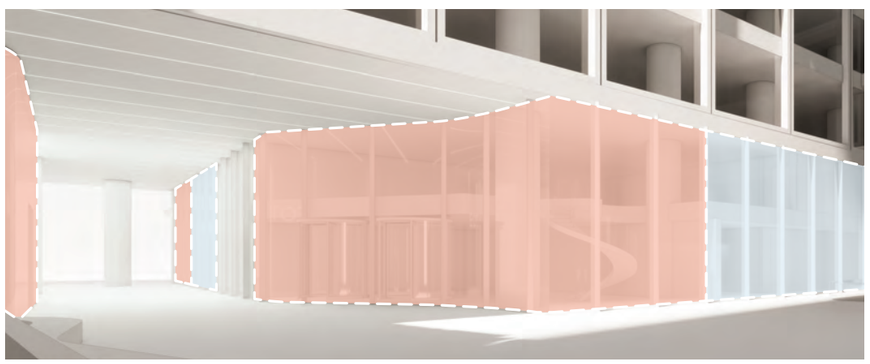
Legend

- Retail
- Commercial Lobby

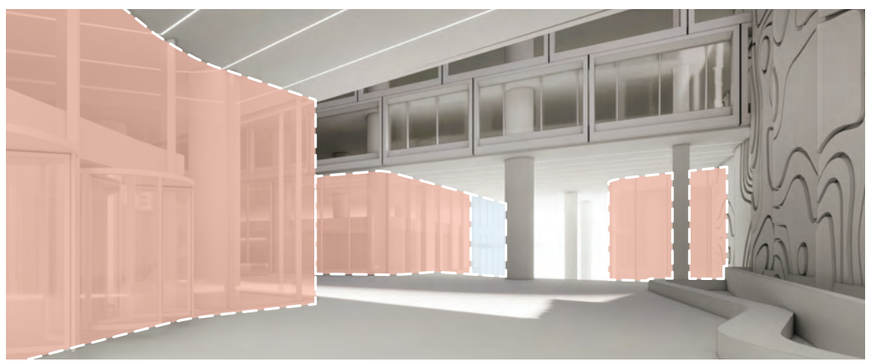


Key Legend.





View 1 - View East



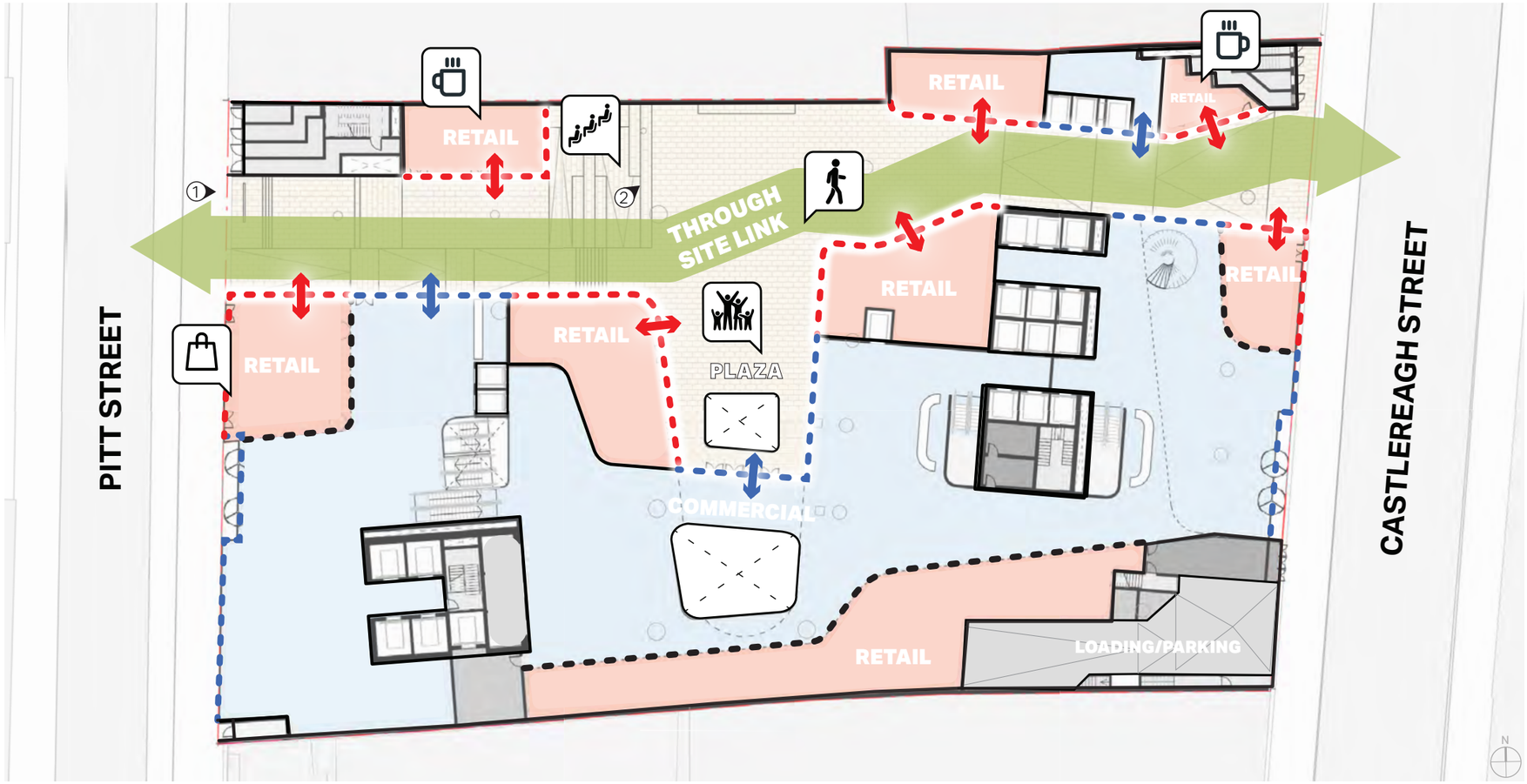
View 2 - View West

C.5.2 - PUBLIC REALM

THROUGH SITE LINK AND IMPROVED PEDESTRIAN FLOWS

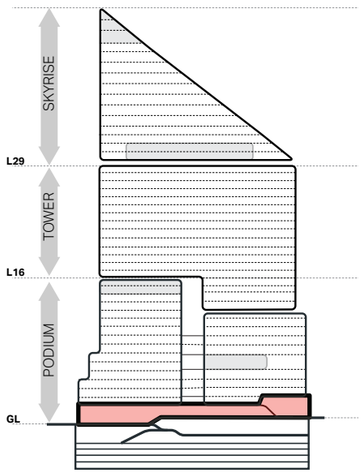
The proposed Through Site Link will be a 24/7 publicly accessible pathway, providing both a physical and visual connection between Pitt and Castlereagh Streets. To address existing slab levels and structure, the link will feature compliant ramped surfaces and will be activated by curated retail offerings.

At the core of the Through Site Link is an urban plaza, open to the north, allowing for ample daylight and offering views of the Sydney Tower Eye, creating an inviting space for pedestrians and visitors alike.

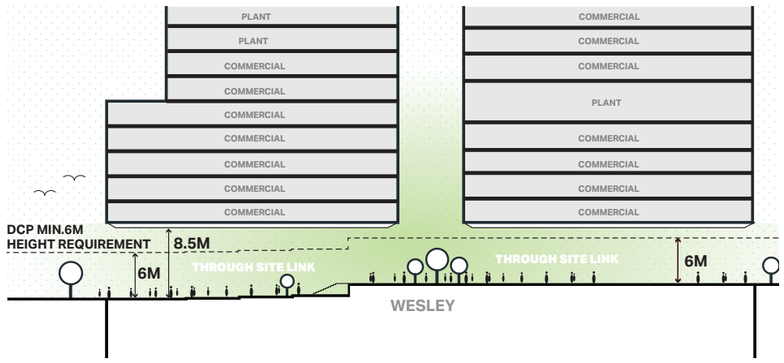


Legend

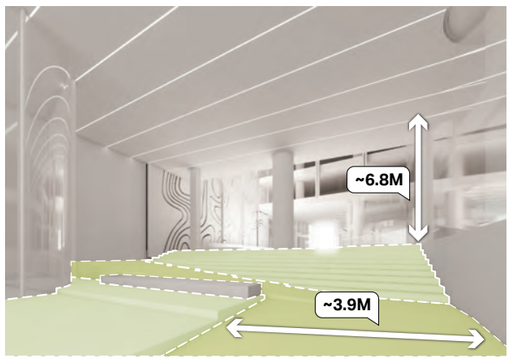
- TSL Circulation - 6m clear
- Active Frontage
- Lobby Entrance
- Accessible Ramp
- Seating & Stairs



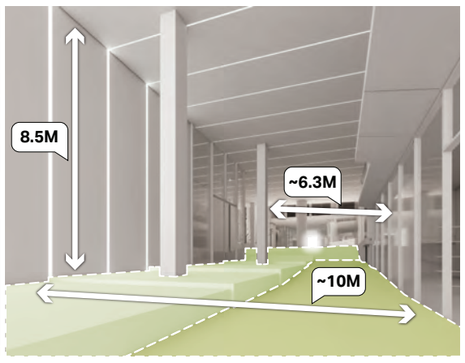
Key Legend.



Indicative section showing TSL.



View 1 - Pitt Street TSL ramp



View 2 - Pitt Street TSL looking west

C.5.2 - PUBLIC REALM

ACTIVE FRONTAGES AND CONTINUOUS AWNINGS

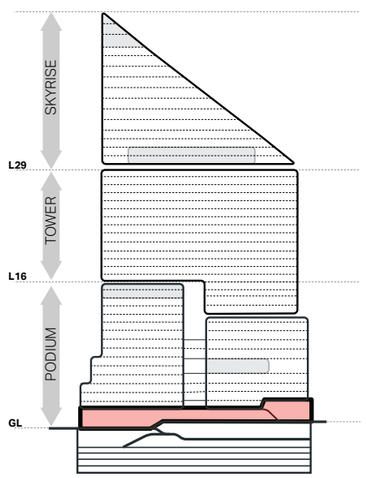
Lobbies to the commercial towers and Wesley Mission open directly to the footpath, providing activity to the street.

Retail also fronts onto both streets, but is predominantly positioned on either side of the through site link. The potential for external licensed seating areas provides further opportunity for activation, and a welcome respite from the bustle of the surrounding streets.

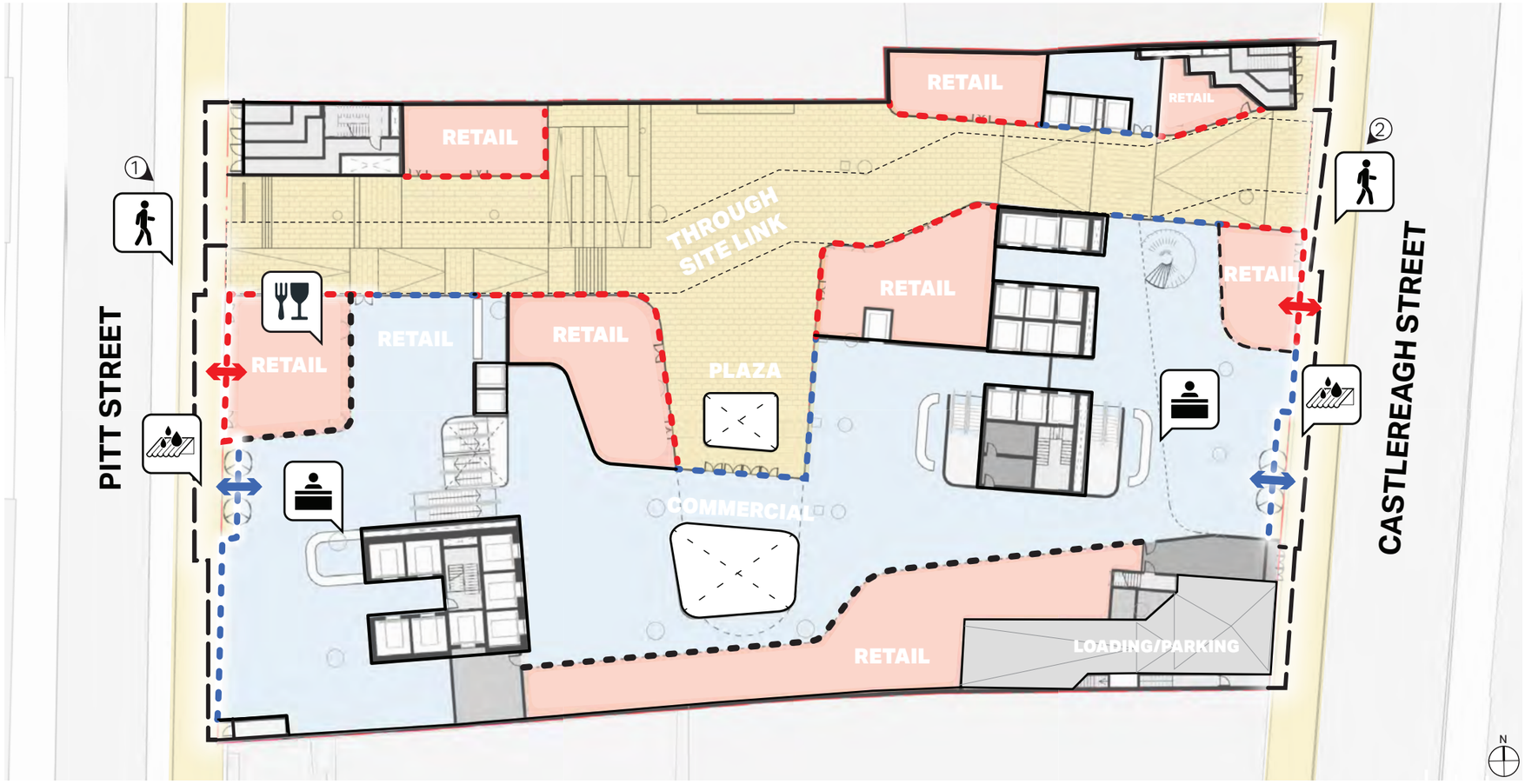
Continuous awnings line both street frontages, also serving as intuitive way finding elements to highlight the Through Site Link.

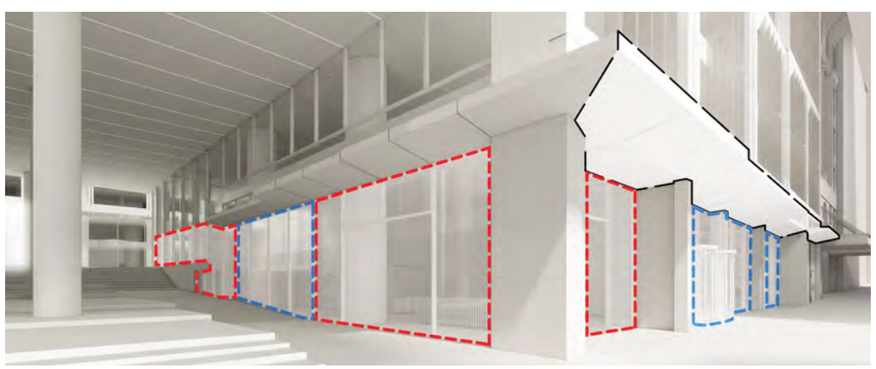
Legend

- Awning Continuation
- Active Frontage
- Lobby entrance

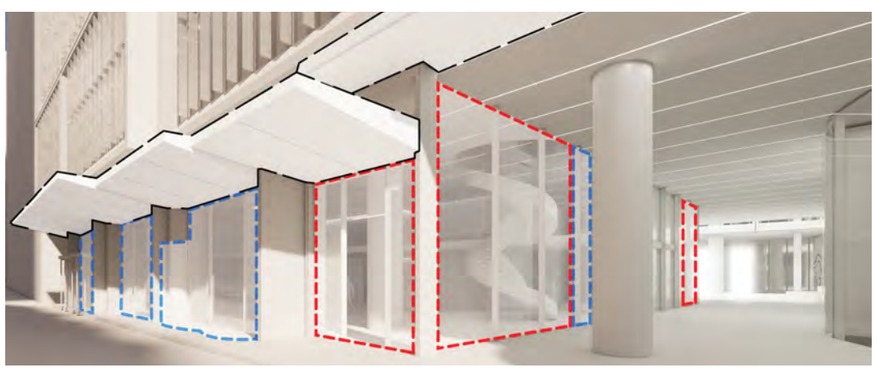


Key Legend.





Indicative visualisation - view 1



Indicative visualisation - view 2

C.5.2 - PUBLIC REALM

PODIUM DESIGN

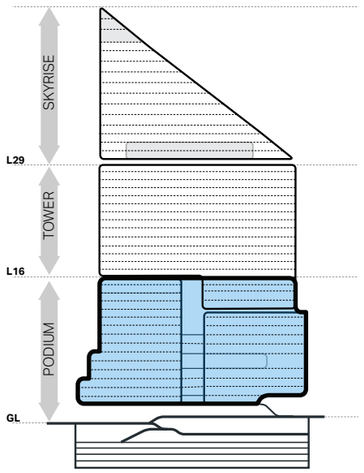
The podium levels are defined by a large central void, allowing natural daylight to penetrate the floor plate and reach the urban plaza below.

Served by both the existing core and a new satellite core, the design offers flexibility for separate commercial tenancies and distinct addresses.

On Pitt Street, the podium aligns with the adjacent heritage buildings, and the stepped massing creates opportunities for open terraces, offering access to natural ventilation and the potential for planting in these tenancies.

Right: Typical upper podium plan

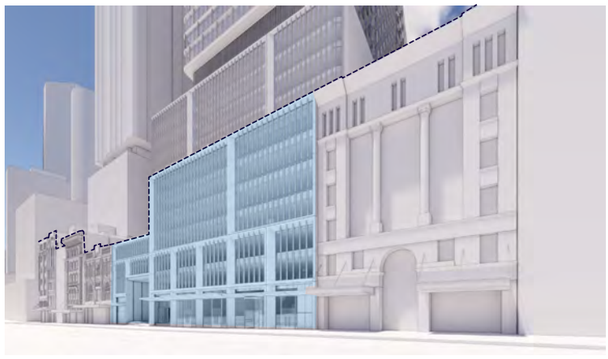




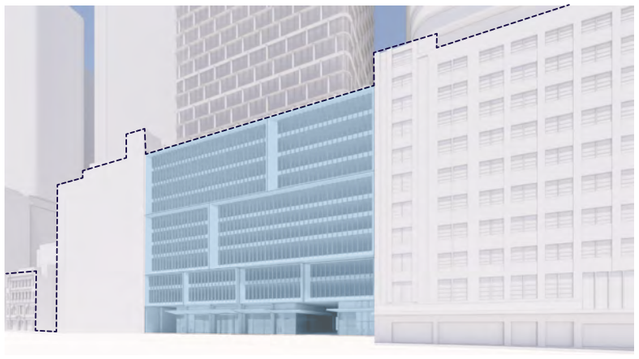
Key Legend.



Podium workplace reference



View 1 - Indicative view from Pitt Street



View 2 - Indicative view from Castlereagh Street

CHAPTER C.5.3

COMMERCIAL TOWER

357

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

C.5.3 - COMMERCIAL TOWER

KEY REFERENCE DESIGN OBJECTIVES



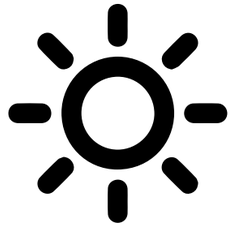
HEALTHY WORKPLACE

Create a building that emphasises the health and well-being of the occupants.



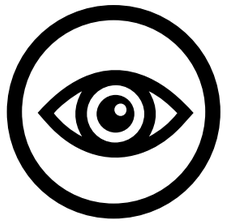
LARGE CONTIGUOUS FLOOR PLATE

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.

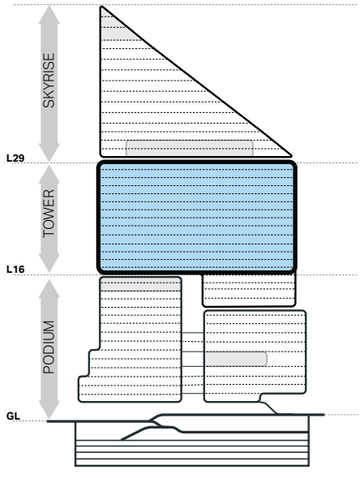
C.5.3 - COMMERCIAL TOWER

TYPICAL COMMERCIAL PLAN

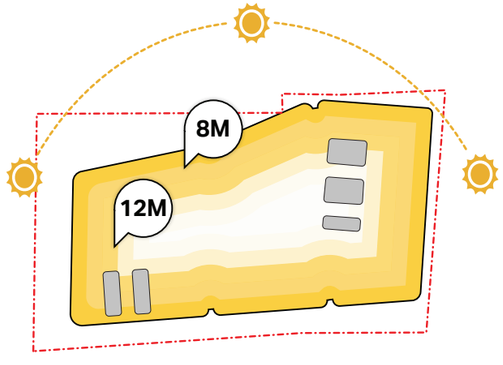
The commercial floor plate offers approximately 2,800m² of lettable area, with its large, contiguous layout providing flexibility for various fit-outs.

The floor plate achieves a high level of solar penetration, with the inclusion of atriums, terraces and winter gardens having potential to further enhance natural light and amenity to the floor.

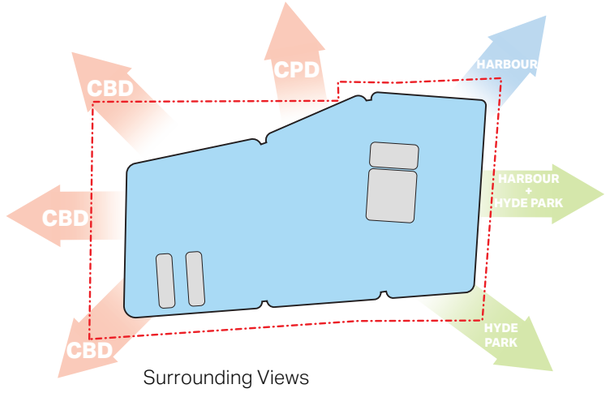




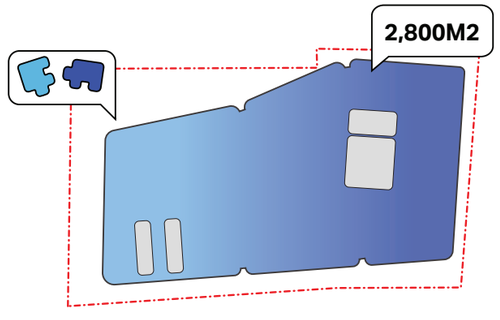
Key Legend.



Daylight Access



Surrounding Views



Large Continuous Floor plate

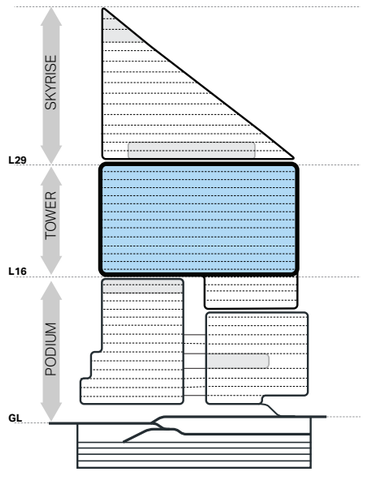
C.5.3 - COMMERCIAL TOWER

TYPICAL COMMERCIAL FITOUTS PLAN

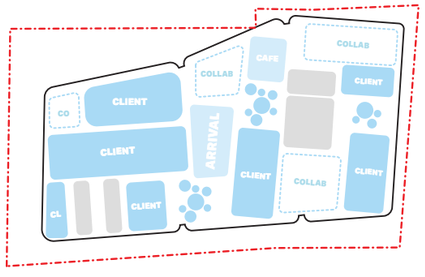
Being double the size of typical CBD floor plates provides flexibility for diverse workplace configurations that can respond to the unique needs and the specific workplace culture of tenants.

With interaction being the cornerstone of effective workspaces, these expanded floor plates facilitate not only an increase in density but also enhanced visibility and natural connectivity between colleagues. By encouraging horizontal rather than vertical workplace planning, a stronger sense of team unity and collaboration is envisaged beyond the typical commercial tower.

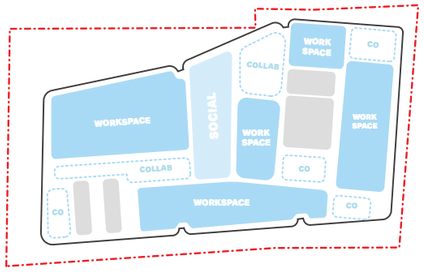




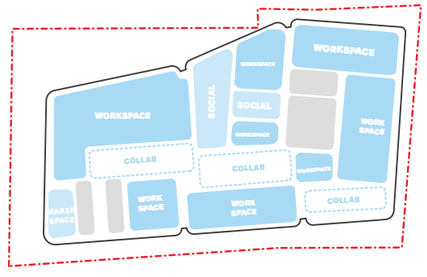
Key Legend.



Client Space



Collaboration



Productive

CHAPTER C.5.4

HIGH RISE COMMERCIAL TOWER

C.5.4 - HIGH RISE COMMERCIAL TOWER



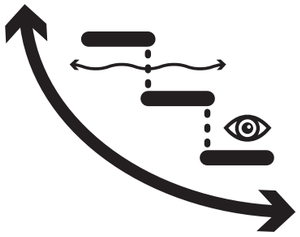
C.5.4 - HIGH RISE COMMERCIAL TOWER

KEY REFERENCE DESIGN OBJECTIVES



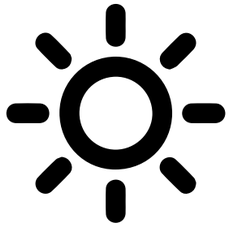
HEALTHY WORKPLACE

Create a building that emphasises the health and well-being of the occupants.



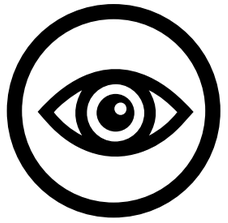
TERRACE OPPORTUNITIES

Create accessible terraces which allow for access to fresh air and views



OPTIMISE DAYLIGHT

Design with optimal daylight levels in mind.



OPTIMISE VIEWS

Optimise views to the surrounding context.

C.5.4 - HIGH RISE COMMERCIAL TOWER

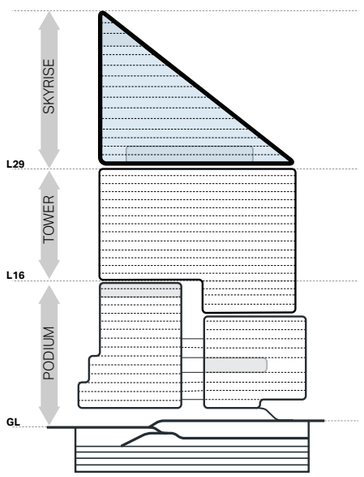
TYPICAL HIGH RISE COMMERCIAL FIT OUT PLAN

At the high-rise levels, the commercial floor plate ranges from approximately 2,300 m² to 700 m² of lettable area, as the building steps up and the floor plate reduces in response to the SAP plane.

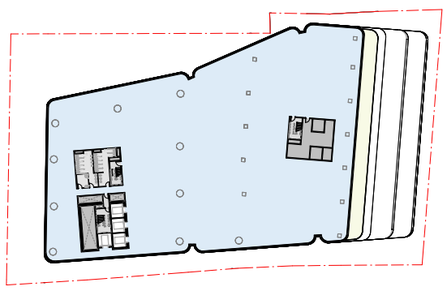
This stepping introduces a series of terraces that enrich the workspace with enhanced views to the harbour and Hyde Park, while maintaining flexibility for a range of fit-outs through a contiguous layout.

The floor plates offer excellent solar penetration and expansive views, with the opportunity to incorporate atriums, terraces, and winter gardens to further enhance natural light and overall amenity.

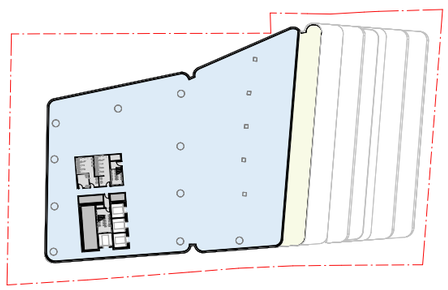




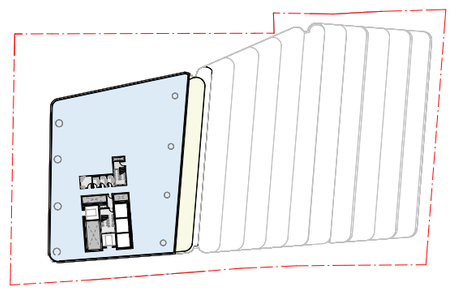
Key Legend.



LEVEL 31



LEVEL 34



LEVEL 39

CHAPTER C.5.5

WESLEY MISSION

365

C.5.5 - WESLEY

KEY REFERENCE DESIGN OBJECTIVES



WESLEY MISSION ®

Maintain optionality for Wesley Mission to remain on site.



IMPROVE ACCESS AND PRESENCE OF WESLEY

Improve access and visibility into Wesley Mission.



OPPORTUNITY TO RETAIN EXISTING WESLEY ROOMS

Retain and incorporate key rooms into the revised design..

C.5.5 - WESLEY

OVERVIEW

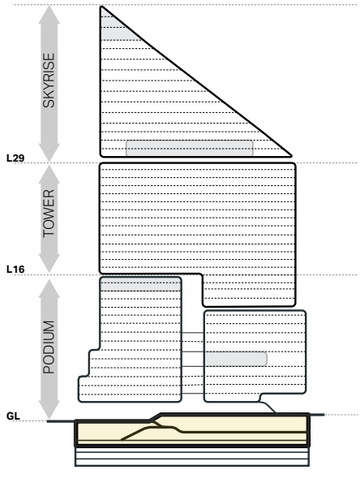
The concept reference design allows for the ability to retain and relocate Wesley services such that it can remain operational throughout construction.

Wesley's presence on Pitt Street is increased through a redesign of the Pitt Street lobby, with the opportunity to open up views to the existing Wesley Chapel and Lyceum.



Plan Legend

- Car parking
- End of Trip
- Wesley Mission



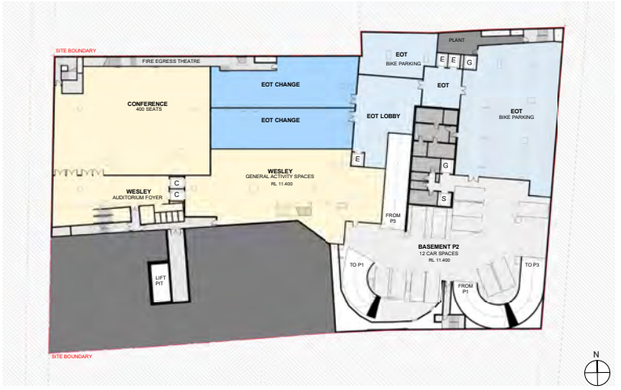
Key Legend.



Level S



Level P1



Level P2

CHAPTER C.5.6

BASEMENT AND LOADING

C.5.6 - BASEMENT

LOADING

LOADING PROVISIONS

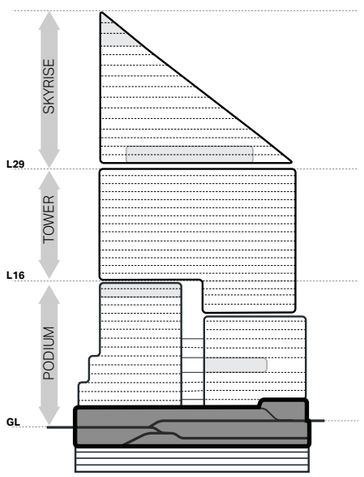
TOTAL SRVs	6
TOTAL Van/Utes	9



Level S - SRV Parking



Level P1 - Van/Ute Parking



Key Legend.

C.5.6 - BASEMENT

PARKING

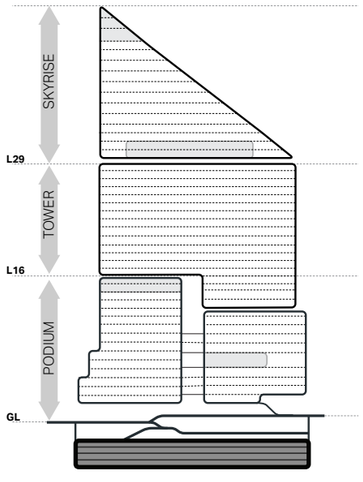
EXISTING PARKING (not including SRV/UTEs)

TOTAL CARS WESLEY	35
TOTAL PUBLIC PARKING	235
TOTAL	**270**

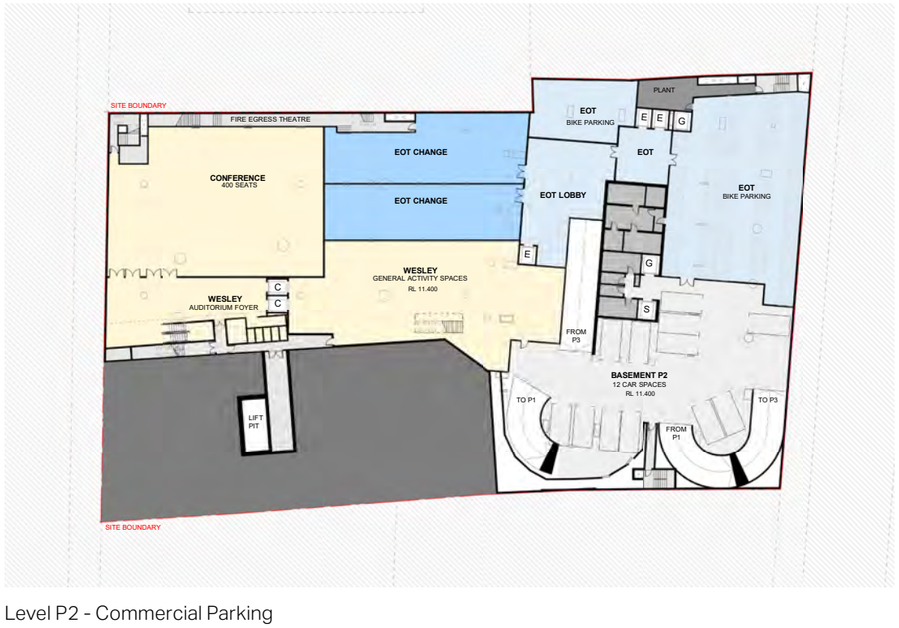
NEW PARKING (not including SRV/UTEs)

TOTAL CARS COMMERCIAL	185
TOTAL CARS WESLEY*	35
TOTAL	**220**
DELTA	**50**

* Where Wesley Mission remain in occupation, 35 car bays are permanently dedicated to Wesley Mission with the remaining 185 cars made available for use on Sundays and religious days.



Key Legend.



Level P2 - Commercial Parking



Level P3 - Commercial Parking



Level P4 - Commercial/Residential Parking



Level P5 - Residential Parking

CHAPTER C.5.7

AREA SCHEDULE

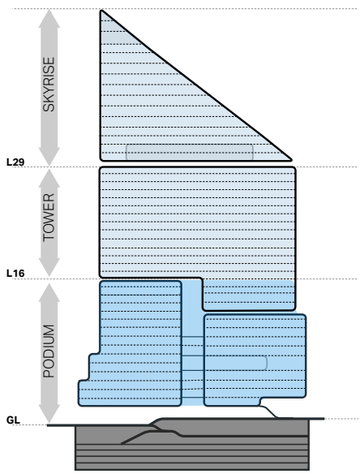
371

C.5.7 - AREA SCHEDULE

CONCEPT REFERENCE DESIGN AREAS

The concept reference design achieves an above ground GFA of 99,200m2. This comprises of circa:

- 96% commercial (including Wesley offices on Level 01)
- 4% miscellaneous (including lobbies and retail spaces)



Key Legend.

Type		Level	GEA			GBA	Overall GFA	GFA/GBA Efficiency
			Envelope	Articulation Area	Articulation Percentage			
Tower	Commercial	Roof						
		44						
		43	504	159	32%	345		
		42	707	231	33%	476		
		41	917	267	29%	650		
		40	1,128	302	27%	826	681	82%
		39	1,337	330	25%	1,007	861	86%
		38	1,544	359	23%	1,185	1,041	88%
		37	1,754	379	22%	1,375	1,228	89%
		36	1,971	395	20%	1,576	1,429	91%
		35	2,195	411	19%	1,784	1,636	92%
		34	2,425	422	17%	2,003	1,853	93%
		33	2,655	433	16%	2,222	2,054	92%
		32	2,883	446	15%	2,437	2,199	90%
		31	3,108	459	15%	2,649	2,409	91%
		30	3,332	474	14%	2,858	426	15%
		29	3,554	482	14%	3,072	679	22%
		28	3,619	362	10%	3,257	2,988	92%
		27	3,619	362	10%	3,257	2,988	92%
		26	3,619	362	10%	3,257	2,988	92%
		25	3,619	362	10%	3,257	2,988	92%
		24	3,619	362	10%	3,257	2,988	92%
		23	3,619	362	10%	3,257	2,941	90%
		22	3,619	362	10%	3,257	2,912	89%
		21	3,619	362	10%	3,257	2,933	90%
		20	3,619	362	10%	3,257	2,945	90%
		19	3,619	362	10%	3,257	2,945	90%
		18	3,619	362	10%	3,257	2,945	90%
		17	3,619	362	10%	3,257	2,945	90%
		16	3,619	362	10%	3,257	2,945	90%
Podium	Commercial	15	4,011	1,265	32%	2,746	1,505	55%
		14	4,011	1,265	32%	2,746	1,775	65%
		(No L13)						
		12	4,371	722	17%	3,649	3,238	87%
		11	4,371	586	13%	3,785	3,372	91%
		10	4,371	586	13%	3,785	3,372	90%
		9	4,371	586	13%	3,785	3,372	90%
		8	4,371	444	10%	3,927	3,510	94%
		7	4,672	738	16%	3,934	3,517	94%
		6	4,672	589	13%	4,083	1,720	43%
		5	4,672	589	13%	4,083	2,592	63%
		4	4,800	562	12%	4,238	3,799	91%
		3	4,800	435	9%	4,365	3,909	91%
		2	4,800	435	9%	4,365	3,909	91%
		1	4,800	1,258	26%	3,542	2,033	58%
		0	4,800	1,262	26%	3,538	2,690	77%
Basement	Basement	P5/B1				4,601	1,778	39%
		P1/B2				3,985	2,077	52%
		P2/B3				3,722	1,812	49%
		P3/B4				3,627		
		P4/B5				3,627		
		P5/B6				3,627		
						146,566	104,867	

Above Ground	123,377	99,200
Below Ground*	23,189	5,667
TOTAL	146,566	104,867

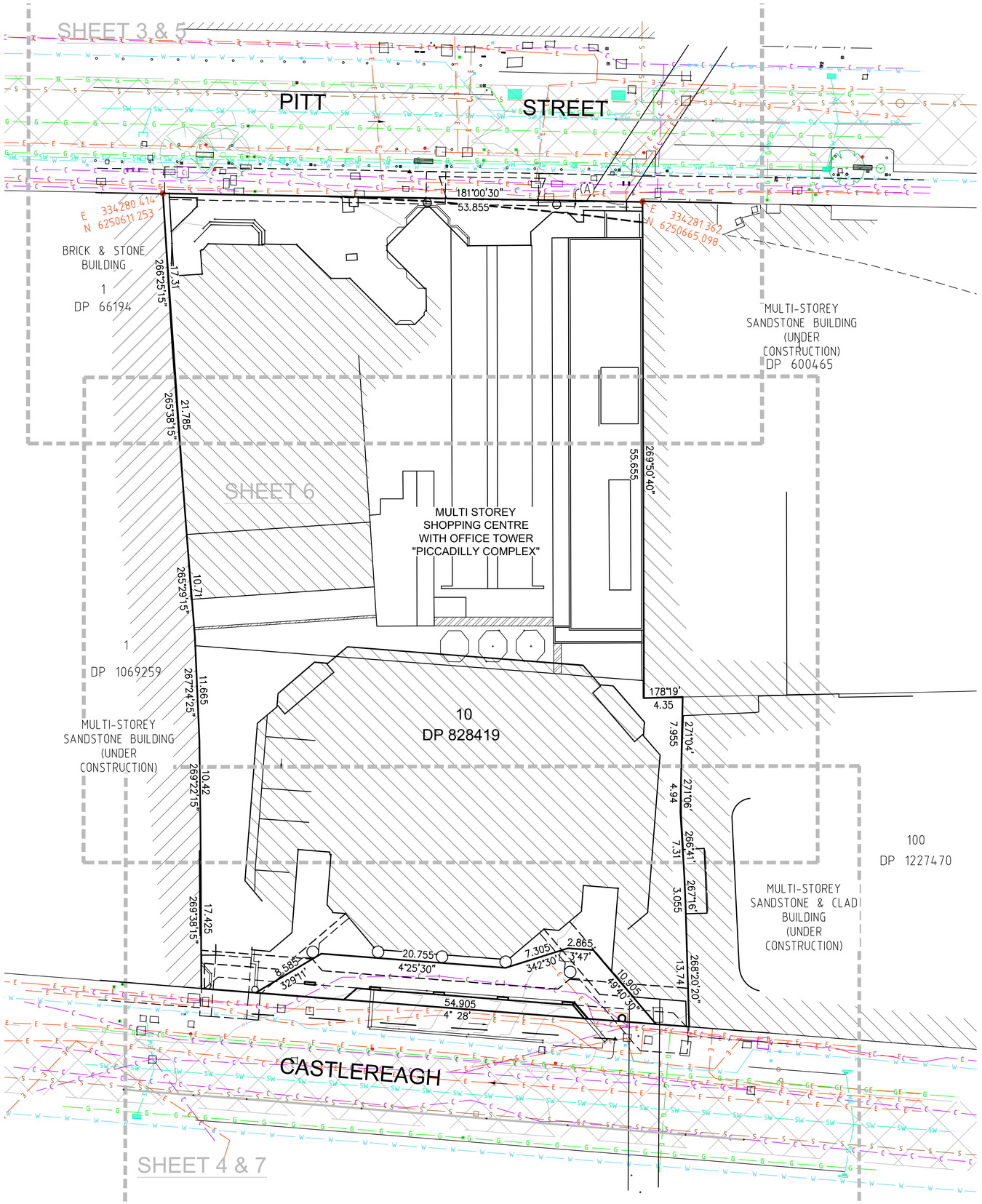
	AHD	Floor to Floor (m)	Program	GFA		
				Commercial	Retail	EoT
CASTLEREAGH ST. BUILDING	182.70	0.00				
	178.95	3.75				
	175.20	3.75	Plant			
	171.45	3.75	Plant			
	167.70	3.75	Plant			
	163.95	3.75	Commercial	681		
	160.20	3.75	Commercial	861		
	156.45	3.75	Commercial	1,041		
	152.70	3.75	Commercial	1,228		
	148.95	3.75	Commercial	1,429		
	145.20	3.75	Commercial	1,636		
	141.45	3.75	Commercial	1,853		
	137.70	3.75	Commercial	2,054		
	133.95	3.75	Commercial	2,199		
	130.20	3.75	Commercial	2,409		
	126.45	3.75	Commercial / Plant	426		
	122.70	3.75	Commercial / Plant	679		
	119.10	3.60	Commercial	2,988		
	115.50	3.60	Commercial	2,988		
	111.90	3.60	Commercial	2,988		
	108.30	3.60	Commercial	2,988		
	104.70	3.60	Commercial	2,988		
	101.10	3.60	Commercial	2,941		
	97.50	3.60	Commercial	2,912		
	93.90	3.60	Commercial	2,933		
	90.30	3.60	Commercial	2,945		
	86.70	3.60	Commercial	2,945		
	83.10	3.60	Commercial	2,945		
	79.50	3.60	Commercial	2,945		
	75.90	3.60	Commercial	2,945		
	72.30	3.60	Commercial	1,505		
	68.70	3.60	Commercial	1,505		
	65.10	3.60	Commercial	1,812		
	61.50	3.60	Commercial	1,946		
	57.90	3.60	Commercial	1,946		
	54.30	3.60	Commercial	1,946		
	50.70	3.60	Commercial	2,084		
	47.10	3.60	Commercial	2,091		
	41.10	6.00	Double Height Commercial / Plant	812		
	37.20	3.90	Commercial	2,079		
	33.60	3.60	Commercial	2,075		
	29.70	3.90	Commercial	2,075		
	26.10	3.60	Commercial	808		
	22.60	3.50	Commercial / Retail / Wesley	850	534	41
	18.00	4.60	Wesley / Loading / Retail			
	14.00	4.00	Wesley / Commercial / Loading			
	11.40	2.60	Wesley/EoT/Loading			660
	8.80	2.60	Parking			
	6.20	2.60	Parking			
	3.60	2.60	Parking			
				78,481	534	701

	AHD	Floor to Floor (m)	Program	GFA		
				Commercial	Wesley	Retail
PTT ST. BUILDNG	69.70	6.20	Double Height Commercial / Plant	270		
	65.80	3.90	Commercial	1,426		
	62.20	3.60	Commercial	1,426		
	58.60	3.60	Commercial	1,426		
	55.00	3.60	Commercial	1,426		
	51.40	3.60	Commercial	1,426		
	47.80	3.60	Commercial	1,426		
	44.20	3.60	Commercial	1,720		
	40.60	3.60	Commercial	1,720		
	37.00	3.60	Commercial	1,720		
	33.40	3.60	Commercial	1,834		
	29.80	3.60	Commercial	1,834		
	26.20	3.60	Commercial	1,225		
	20.20	6	Commercial / Retail	737	130	398
	18.00	4.60	Retail / Loading	147	1,631	
	14.00	4.00	Retail / Loading		1,641	436
	11.40	2.60	EoT / Loading		1,152	
	8.80	2.60	Parking			
	6.20	2.60	Parking			
	3.60	2.60	Parking			
				19,763	4,554	834



Attachment A3

Site Survey



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
PARKING METER	PKM
GRATED INLET PIT	GIP
KERB INLET PIT	KIP
SEWER INSPECTION POINT	SIP
SEWER MANHOLE	SMH
STOP VALVE	SV
HYDRANT	HYD
GAS VALVE	GAS
GAS PLAQUE	GPLQ
UNDERSIDE OF BUILDING	UB
UNDERSIDE OF BRIDGE	UBG
TOP OF BRIDGE	TBG
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

NOTES

1. THE BOUNDARIES HAVE NOT BEEN MARKED ON GROUND
2. ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY NSW LAND REGISTRY SERVICES AND ARE SUBJECT TO FINAL SURVEY
5. ORIGIN OF **MGA2020** COORDINATES IS TAKEN FROM **PM 147004** - E:**334381.891**, N:**6250726.067** IN CASTLEREAGH STREET **(24/09/2024)**
6. ORIGIN OF LEVELS ON A.H.D. IS TAKEN FROM **PM 147007** R.L. **24.529** (A.H.D.) IN CASTLEREAGH STREET
7. CONTOUR INTERVAL **0.5 m**
8. CONTOURS ARE INDICATIVE ONLY. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION
9. KERB LEVELS ARE TO THE TOP OF KERB UNLESS SHOWN OTHERWISE
10. FLOOR LEVELS SHOWN ARE THRESHOLD LEVELS. NO INVESTIGATION OF INTERNAL FLOOR LEVELS HAS BEEN UNDERTAKEN
11. NO INVESTIGATION OF UNDERGROUND SERVICES HAS BEEN MADE. SERVICES HAVE BEEN PLOTTED FROM RELEVANT AUTHORITIES INFORMATION AND HAVE NOT BEEN SURVEYED. ALL RELEVANT AUTHORITIES SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION ON OR NEAR THE SITE
12. 8/.4/7 DENOTES TREE SPREAD OF 8m, TRUNK DIAMETER OF 0.4m & APPROX HEIGHT OF 7m
13. SHOWS APPROXIMATE POSITION OF ROAD LINEMARKING AND IS INDICATIVE ONLY
14. BEARINGS SHOWN ARE MGA (MAP GRID OF AUSTRALIA) ADD APPROX. 1°00' FOR TRUE NORTH

SITE PLAN

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GDA2020

0 5 10 15 20 25

SCALE 1: 250 @ A1

Revision	Date	Description	Reference
H	00/00/00	–	00
G	00/00/00	–	00
F	00/00/00	–	00
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B	00/00/00	–	00
A	27/09/24	DETAIL & LEVELS UPDATED, NOTES REVISED	017

LTS CONFIDENCE TOGETHER
www.ltsl.com.au | P 1300 587 000

THIS IS THE PLAN REFERRED TO IN MY LETTER DATED:

Registered Surveyor NSW

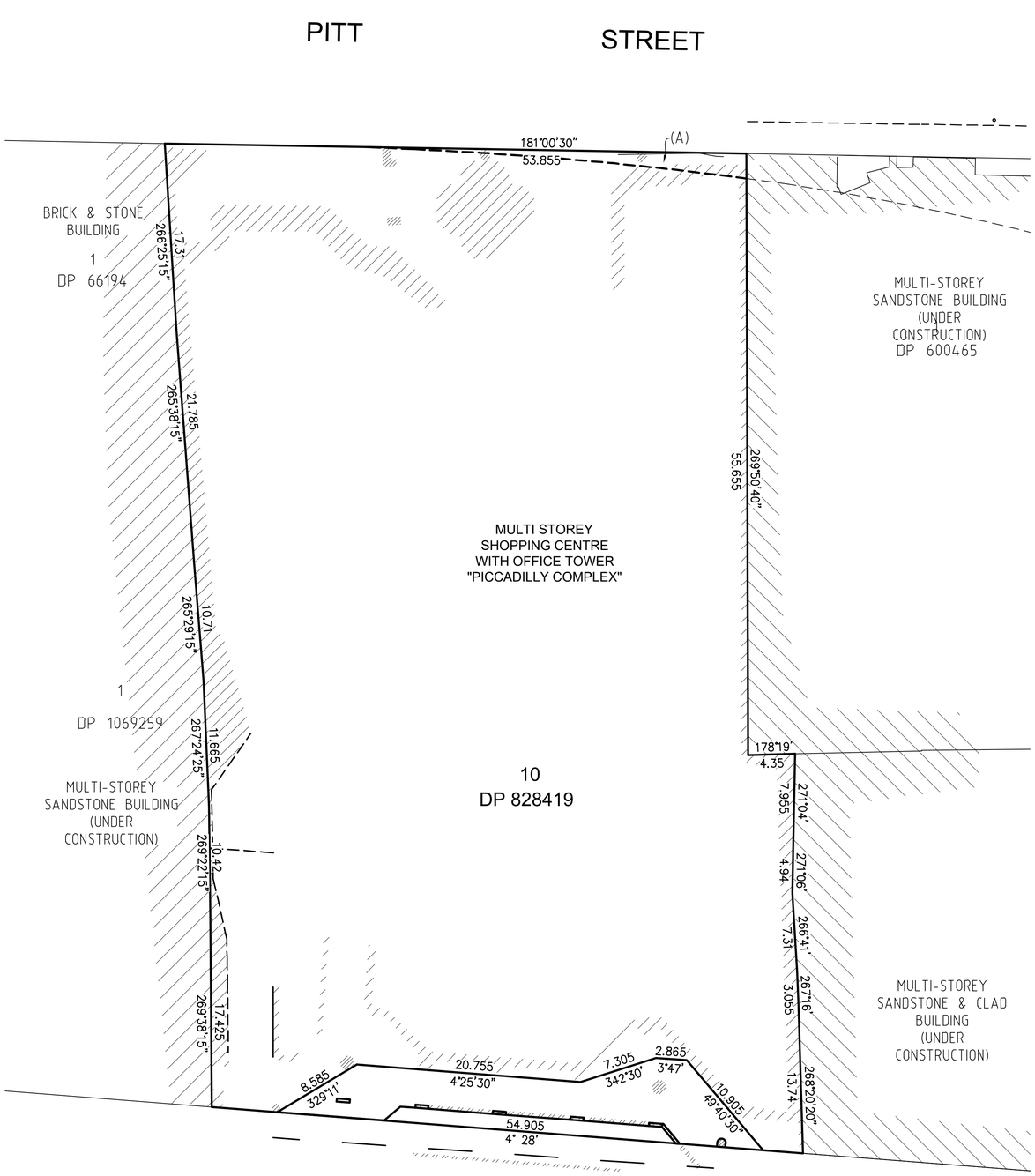
Client STOCKLAND DEVELOPMENTS PTY LTD

Drawing title
PLAN OF DETAIL AND LEVELS OVER LOT 10 IN DP 828419
KNOWN AS "PICCADILLY COMPLEX"
210 PITT STREET, SYDNEY

datum AHD
site Area 4588m² AT RL.25
LGA SYDNEY

reference number 28616 016DT
scale 1:250 @A1
date of survey 07/05/2020
SHEET 1 OF 7

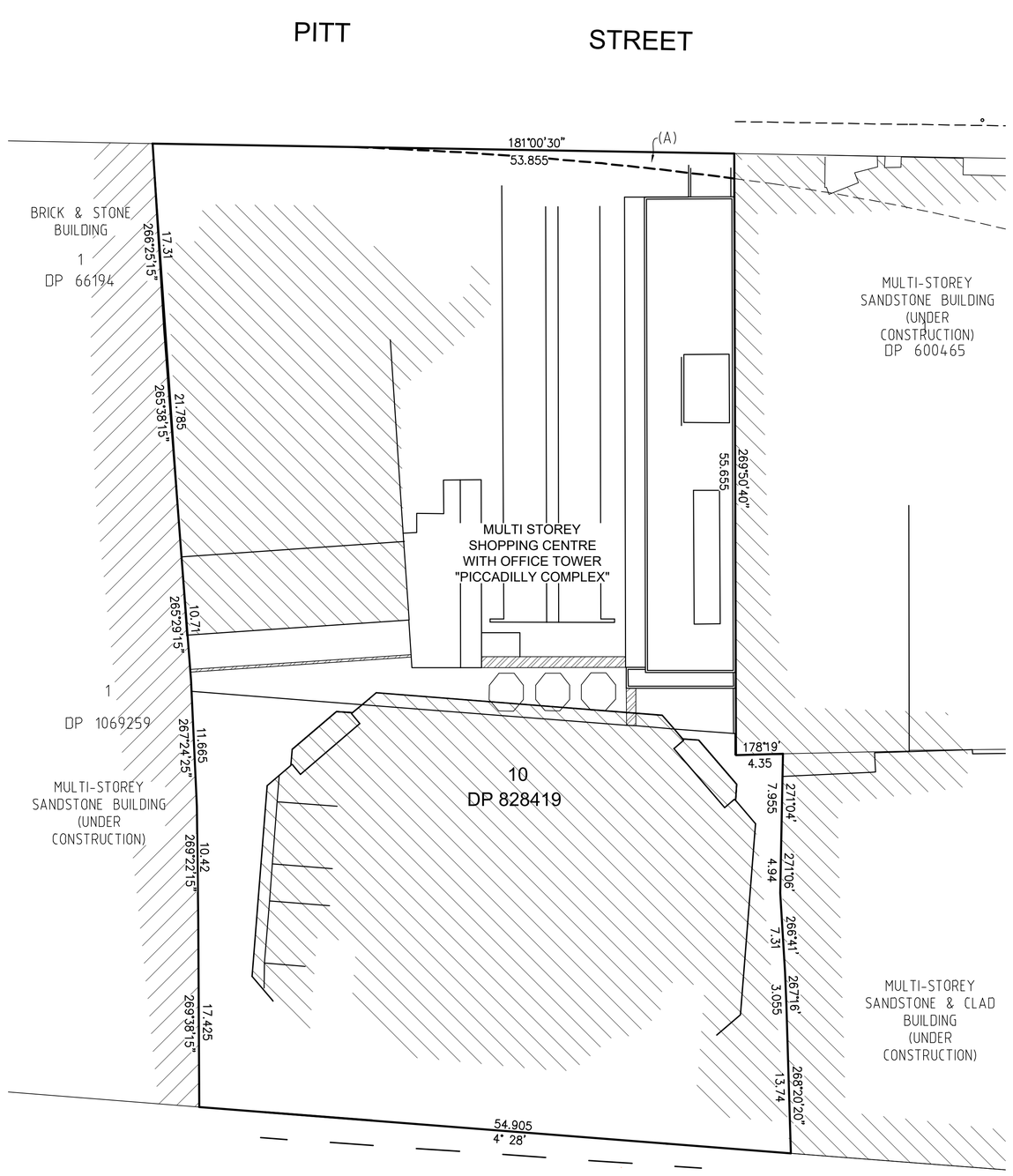
375



376

BOUNDARY BETWEEN RL 17.97 AND 22.36
AS DEFINED IN DP828419

AREA - 4588m²



BOUNDARY ABOVE RL 25.5 AND BELOW RL 17.97
AS DEFINED IN DP 828419

AREA - 4800m²

(A) LIMITED IN STRATUM TO A DEPTH OF RL 0 (DP 1231660)

BOUNDARY PLAN

APPROX 190° TN MGA

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GDA2020

0 5 10 15 20 25
SCALE 1:250 @ A1

Revision	Date	Description	Reference
H	00/00/00	–	00
G	00/00/00	–	00
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210 PITT STREET, SYDNEY

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site Area 4588m² AT RL.25
LGA SYDNEY

reference number 28616 016DT
scale 1:250 @A1
date of survey 07/05/2020
SHEET 2 OF 7

APPROX. TN MGA

PITT STREET

ONE WAY

GLASS

METAL

SHOPS

PAVED FOOTPATH

PAVED PARKING AREA

(VC)

TOP OF KERB

ELEVATED WALKWAY UNDERSIDE RL 24.17 TOP RL 27.59

BENCH

CHAIR

PLANTER

BENCHMARK NAIL RL 19.80 (AHD)

U/S AWNING 24.68

U/S AWNING 23.43

U/S AWNING 24.31

U/S AWNING 32.16

AWNING 23.42

TOP AWNING 23.78

181°00'30"

53.855

UPPER BUILDING LINE

(A)

FLOOR

BUILDING

LINE

GROUND

PAVED

E 334280.414
N 6250611.253

E 334281.362
N 6250665.098

BRICK & STONE BUILDING

1

DP 66194

266°25'15"

17.31

MULTI STOREY SHOPPING CENTRE WITH OFFICE TOWER "PICCADILLY COMPLEX"

10

DP 828419

PARAPET 39.46

MULTI-STOREY SANDSTONE BUILDING (UNDER CONSTRUCTION)

1

DP 600465

DEMOUNTABLE SHED

377

GROUND LEVEL

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GDA2020

0 # ## ## ## ##

SCALE 1: ### @ A1

JOINS SHEET 4

Revision	Date	Description	Reference
H	00/00/00	–	00
G	00/00/00	–	00
F	00/00/00	–	00
E	00/00/00	–	00
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210 PITT STREET, SYDNEY

datum AHD	reference number	28616 016DT	
site Area 4588m² AT RL.25	scale 1:100 @A1	date of survey 07/05/2020	
LGA SYDNEY	SHEET OF 7	3	

JOINS SHEET 3

10
DP 828419

1
DP 1069259

100
DP 1227470

MULTI-STOREY
SANDSTONE BUILDING
(UNDER CONSTRUCTION)

MULTI-STOREY
SANDSTONE & CLAD
BUILDING
(UNDER CONSTRUCTION)

SEPERATE WALLS

EXIT RAMP FROM BASEMENT PARKING

ENTRY RAMP TO BASEMENT PARKING

CASTLEREAGH

(ROAD UNDER CONSTRUCTION)

PAVED

PATH

RENDERED WALL

BUILDING

LEVEL 1

UPPER TERRACE

GROUND FLOOR

UNDERSIDE AWNING 31.82

AWNING 25.59

U/S AWNING 25.59

PARAPET 143.20

PARAPET 44.90

22.12 - GROUND FL
18.21 - B5 (LOADING DOCK)
14.02 - B1 FL
11.42 - B2 FL
8.93 - B3 FL
6.25 - B4 FL
3.64 - B5 FL

BENCHMARK
NAIL
RL 22.01 (AHD)

ELEVATED WALKWAY
UNDERSIDE RL29.05
TOP RL32.45

HOARDING

CONCRETE DRIVEWAY

STREET PARKING

BUS LANE

KERB

TOP

OF

(VC)

269°22'15" 10.42

269°38'15" 17.425

271°06' 4.94

266°41' 7.31

266°16' 3.055

268°20'20" 13.74

342°30' 7.305

329°11' 8.585

4°25'30" 20.755

49°40'30" 10.905

4° 28' 54.905

3°47' 2.865

GROUND LEVEL

Revision	Date	Description	Reference
H	00/00/00	–	00
G	00/00/00	–	00
F	00/00/00	–	00
E	00/00/00	–	00
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A	27/09/24	DETAIL & LEVELS UPDATED, NOTES REVISED	017

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GDA2020

SCALE 1: ### @ A1

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LGA SYDNEY

reference number 28616 016DT
scale 1:100 @A1
date of survey 07/05/2020
SHEET 4 OF 7

APPROX. TRUE TN MGA

PITT STREET

ONE WAY

U/S AWNING 24.68

U/S AWNING 23.43

U/S AWNING 24.31
U/S AWNING 32.16

AWNING 23.42

TOP AWNING 23.78

20.40 20.28 20.28 20.30 20.25 20.33 20.48 20.48 20.54 20.67 20.69 20.69 20.70 20.69 20.56 20.38 20.24 20.23 20.23 20.26 20.26 20.14 20.18 19.96 19.96 19.30 19.13 19.62 19.47

E 334280.414
N 6250611.253

E 334281.362
N 6250665.098

181°00'30"
53.855

(A)

TOP WALL 35.51
TOP WALL 35.58

RL 19.17
LRBD

RL 35.41
LRBD

PARAPET 38.45

PARAPET 39.46

PARAPET 39.46

PARAPET 43.93

BRICK & STONE BUILDING

1
DP 66194

266°25'15"
17.31

MULTI STOREY
SHOPPING CENTRE
WITH OFFICE TOWER
"PICCADILLY COMPLEX"

PODIUM
RL 33.72

10
DP 828419

SLOPING GLASS ROOF

RIDGE 37.85

SLOPING GLASS ROOF

SLOPING CONCRETE

PLANT ROOF
RL 39.25

DEMOUNTABLE SHED

MULTI-STOREY
SANDSTONE BUILDING
(UNDER CONSTRUCTION)

1
DP 600465

JOINS SHEET 6

ROOF PLAN

379

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GDA2020

0 # ## ## ## ##
SCALE 1:### @ A1

Revision	Date	Description	Reference
H	00/00/00	–	00
G	00/00/00	–	00
F	00/00/00	–	00
E	00/00/00	–	00
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210 PITT STREET, SYDNEY

datum AHD
site Area 4588m² AT RL.25
LGA SYDNEY

reference number 28616 016DT
scale 1:100 @A1
date of survey 07/05/2020
SHEET 5 OF 7

JOINS SHEET 5

JOINS SHEET 7

10
DP 828419

1
DP 600465

100
DP 1227470

1
DP 1069259

380

MGA

TN

APPROX

PODIUM
RL 33.72

PARAPET 77.66

PARAPET 71.69

PLANT

SEPERATE WALLS

21.785
265°38'15"

10.71
265°29'15"

11.665
267°24'25"

10.42
269°21'15"

PARAPET 70.15

TOP WALL 34.73

ROOF
RL 33.73

SLOPING GLASS ROOF

RIDGE 37.85

SLOPING GLASS ROOF

RIDGE 35.87

SLOPING CONCRETE

PARAPET 37.82

SLOPING CONCRETE

PARAPET 38.45

ROOF
RL 33.65

TOP WALL 36.08

CONCRETE WALL

33.69

33.68

GLASS DOME

GLASS DOME
+35.45
TOP OF DOME

GLASS DOME
+ 35.41
TOP OF DOME

33.70

33.66

PARAPET 43.93

DEMOUNTABLE SHED

269°50'40"
55.655

PARAPET 42.75

DEMOUNTABLE SHED

PLANT ROOF
RL 39.24

PARAPET 37.35

ROOF
RL 33.72

TOP WALL 36.90

PARAPET 34.87

WALL-BDY (0.03)

4.35
178°19'

PARAPET 46.13

WALL-BDY (0.07)

WALL-BDY (0.03)

7.955
271°04'

4.94
271°06'

7.31
266°41'

PARAPET 137.45

SLOPING

PARAPET 143.20

22.59

22.59

ROOF PLAN

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GDA2020

0 # ## ## ## ##
SCALE 1: ### @ A1

Revision	Date	Description	Reference
H	00/00/00	–	00
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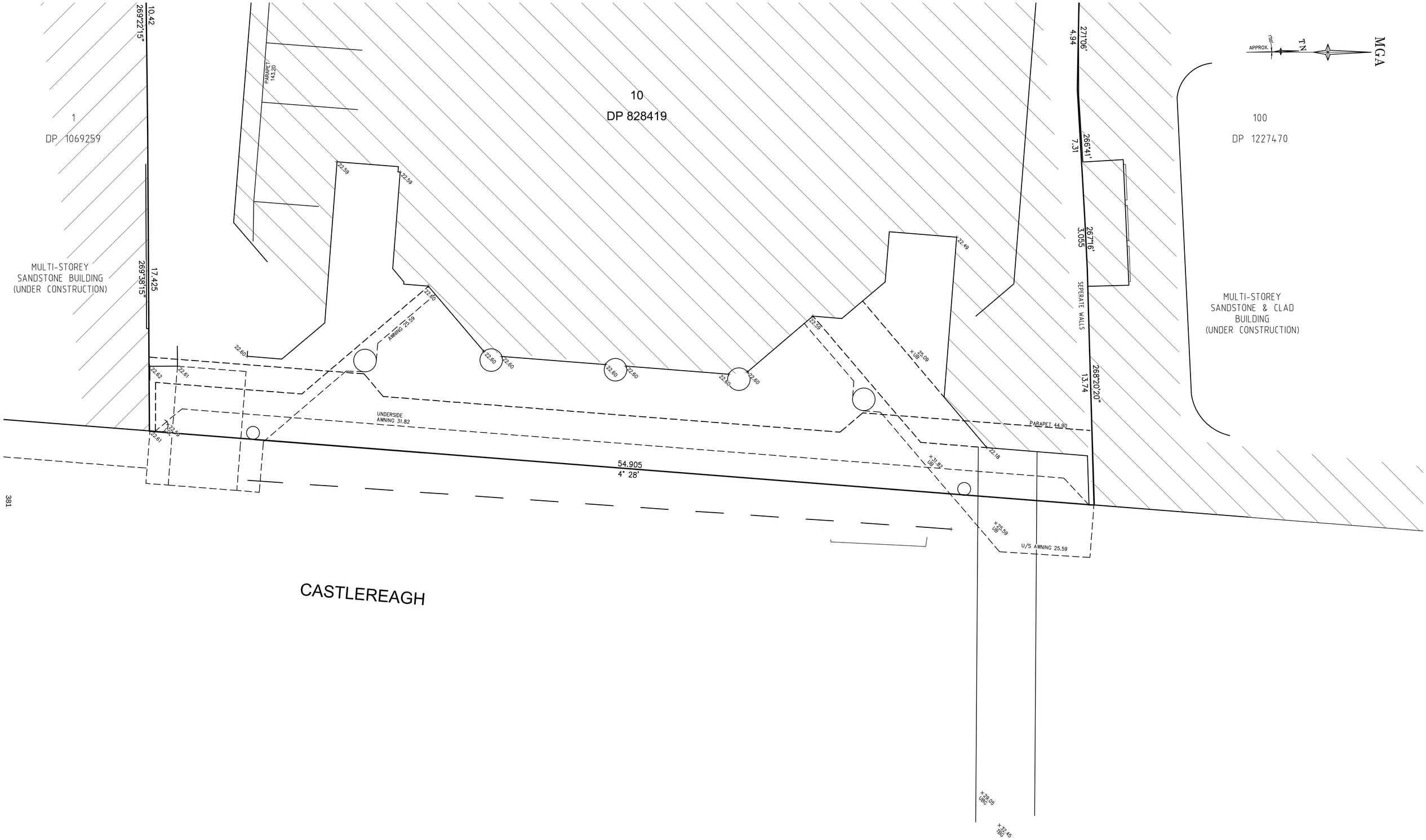
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210 PITT STREET, SYDNEY

datum AHD
site Area 4588m² AT RL.25
LGA SYDNEY

reference number 28616 016DT
scale 1:100 @A1
date of survey 07/05/2020
SHEET 6 OF 7

JOINS SHEET 6



ROOF PLAN

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0 # ## ## ## ##

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B	00/00/00	–	00
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210 PITT STREET, SYDNEY

datum AHD
site Area 4588m² AT RL.25
LGA SYDNEY

reference number 28616 016DT
scale 1:100 @A1
date of survey 07/05/2020
SHEET 7 OF 7

Attachment A4

Quantity Surveyor Letters

Rider Levett Bucknall NSW Pty Ltd
ABN 94 003 234 026

Level 19, 141 Walker Street
PO Box 531
North Sydney NSW 2059
Australia

T: +61 2 9922 2277
E: sydney@au.rlb.com

jf:18798.2.ES-Rpts.32

31 July 2025

Stockland
C/- Pier Property Corporation
Suite 305, Level 3
25 Lime St
King Street Wharf
NSW 2000

Attention: Michael Marshall
Email: michael@pierproperty.com.au

Dear Sir

PICCADILLY, 133 TO 135 CASTLEREAGH STREET, SYDNEY
COMMERCIAL SCHEME – PRELIMINARY ESTIMATED COST

As requested, we have prepared a Preliminary Estimated Cost for the above project.

Our Estimated Cost amounts to $943,621,000 excluding escalation and GST.

This is a high level estimate of the value of the capital works, and the value of the works may vary for the DA submission. This report is not a full Estimated Development Cost (EDC) Report, and we note escalation to site commencement will be required to be included in the EDC report, once the anticipated site commencement date is known.

Proposed Development

The proposed development comprises the following general scope of works:

- Existing basement carparks to be retained and refurbished.
- Refurbishment of the existing Wesley areas
- Demolish existing Building 222 Pitt Street down to ground level.
- Build new commercial levels to Building 222 Pitt Street on the existing podium.
- Partial demolition of the existing Building 133 Castlereagh Street, extension of the floor plates, and integrate together with 222 Pitt Street for commercial space.

Estimated Cost

Our estimated cost of carrying out the development, includes the following:

- the design and erection of a building and associated infrastructure
- the carrying out of a work
- the demolition of a building or work

FS 548756 EMS 808648

DIRECTORS: PM Skinner (Managing). SM Mee. RJ Rigby. MJ Sims. PM Skinner. O Nicolas. MW Hocking. S Arnold. M Brasher. MP Mihailou. RF Jones.
SENIOR ASSOCIATES: RE Berger. SA Fry. RL Jones. T Lai. G Nowak. M Swords. JP Vitler.
ASSOCIATES: J Betterridge. SJ McConkey. V Seretis. CJ Upton. SJ Walker.

RLB.com

but does not include:

- Amounts payable, or the cost of land dedicated, or other benefit provided, under a condition imposed under the EP&A Act, Division 7.1 or 7.2 or a planning agreement
- Costs relating to a part of the development or project that is the subject of a separate development consent or approval
- Land costs, including costs of marketing and selling land
- Costs of the ongoing maintenance or use of the development
- GST
- Finance Costs
- Escalation to site commencement The Rider Levett Bucknall published forecast escalation rates are:
  2025 4.5% pa
  2026 onwards 3.5% pa

This estimate is based on the Architectural drawings prepared by 3XN Australia Pty Ltd.

This is an indicative order of development cost and is based on preliminary information. The actual cost of the development will vary depending on numerous matters including but not limited to the method of contractual procurement, staging, quality of finishes and fitments, method of construction, calibre of contractor, timing and implementation of the works, utility provisions outside site boundaries, etc. Hence, this report is for the benefit of NSW Department of Planning only and is not to be relied upon by third parties.

Employment Benefit from Construction Phase

The entire construction of the project has a forecasted perceived employment contribution throughout the community of 2838 job years during the life of the project comprising:

- Direct employment on site 1958
- Manufacture & supply of intermediate goods & services 581
- Indirect supply of goods & services 299

Refer to the attached letter in respect of our analysis of the perceived employment benefits.

Yours faithfully



Jeremy Vitler
Rider Levett Bucknall
Senior Associate / MRICS

Jeremy.vitler@au.rlb.com

PICCADILLY REDEVELOPMENT

COMMERCIAL SCHEME - PRELIMINARY COST ESTIMATE - AUGUST 2025 (FOR COUNCIL 6G)

Rider Levett Bucknall

LOCATION SUMMARY

GFA: Gross Floor Area
Rates Current At August 2025

Ref	Location	GFA m²	GFA $/m²	Total Cost $
BC	**EXISTING BASEMENT CARPARK LEVEL P5 TO LEVEL S**			
BCXP	Site Preparation & Demolition			2,193,789
BCC	Carpark, Plantrooms	15,256	903	13,775,461
1EP2	Level P2 End of Trip	1,332	4,648	6,191,602
	BC - EXISTING BASEMENT CARPARK LEVEL P5 TO LEVEL S	**16,588**	**1,336**	**22,160,852**
B133	**BUILDING 133 GF TO ROOF**			
1XP	Site Preparation & Demolition			22,375,141
1NP	Podium Level - GF to L10 (10 Floors, No L6)	21,491	4,397	94,486,320
1NL	Low and High Rise L11 to L30 (19 Floors, No L13)	53,640	4,195	225,035,603
1NS	Skyrise L31 to L40 (10 Floors)	16,968	4,180	70,928,677
1NPL	Level 41 to Roof	1,475	6,103	9,001,391
1BM	BMU			3,281,250
1NT	Building 133 Terraces			6,991,656
	B133 - BUILDING 133 GF TO ROOF	**93,574**	**4,618**	**432,100,038**
B222	**BUILDING 222 GROUND FLOOR TO LEVEL 15 (EXCLUDING WESLEY)**			
2XP	Site Preparation & Demolition			8,681,835
2PO	222P - GF to L15 (Floors)	25,398	4,960	125,972,435
2BM	BMU			787,500
	B222 - BUILDING 222 GROUND FLOOR TO LEVEL 15 (EXCLUDING WESLEY)	**25,398**	**5,333**	**135,441,770**
WE	**WESLEY REFURBISHMENT AND ASSOCIATED BOH - LEVEL P2 TO LEVEL S**	**4,608**	**4,479**	**20,637,824**
IN	**SHARED INFRASTRUCTURE COST (SITE SERVICES, ETC)**			**23,349,795**
PD	**STREET/GROUND LEVEL PUBLIC DOMAIN WORKS**			**3,136,319**
GS	**ADDITIONAL ALLOWANCES FOR GREENSTAR AND ESD**			**13,492,500**
ESTIMATED NET COST		**140,168**	**4,640**	**650,319,098**
MARGINS & ADJUSTMENTS				
Contractor's Preliminaries	25.0%			162,579,776
Contractor's Margin	5.0%			40,645,000
TOTAL CONSTRUCTION COST		**140,168**	**6,089**	**853,543,874**
Consultant Fees	5.0%			42,677,194
LS Levy (0.25% on the GST inclusive cost)	0.3%			2,465,000
Contingency	5.0%			44,934,932
Escalation to Commencement - Commencement Date Unknown				Excl.
Goods & services tax				Excl.
ESTIMATED TOTAL COST		**140,168**	**6,732**	**943,621,000**

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31 July 2025

Stockland
C/- Pier Property Corporation
Suite 305, Level 3
25 Lime St
King Street Wharf
NSW 2000

Attention: Michael Marshall
Email: michael@pierproperty.com.au

Dear Sir

PICCADILLY, 133 TO 135 CASTLEREAGH STREET, SYDNEY
COMMERCIAL SCHEME - EMPLOYMENT BENEFIT

As requested, Rider Levett Bucknall (RLB) have undertaken an analysis of the perceived employment benefits derived from the construction of the proposed development. RLB would emphasise that we have assessed the potential "gross" benefits in regard to the project. Our approach is that the economic and employment impact of the project has been viewed in isolation, ignoring external contributory influences and we have assumed that all benefits identified are a result of this project alone.

The benefits attributable to the project can be direct, indirect or induced. The Initial Effect benefits are those derived from the direct employment within the construction industry based on the project value. The Production Induced Benefits are those employment outcomes that are derived from all industries that directly support the construction industry by the supply of materials and services directly to the project.

Employment Multiplier Effects Calculation

The following tables highlight the Employment Generation Analysis of the proposed phases of the project (not including land, project design and management, statutory fees, occupancy and financing costs), highlighting the employment outcomes associated with the project.

The unit measure for employment is the equivalent of one full-time job for one year.

As at July 2025 with escalation

Employment Output (Full Time Job Years)	Initial Effects	Production Induced Effects			Total Employment Output
		First Round Effects	Industrial Support Effects	Total Production Effects	
Building (Res & Non-Res) including Civil Works	1958	581	299	880	2838

DIRECTORS: PM Skinner (Managing). SM Mee . RJ Rigby. MJ Sims.. O Nichols. MW Goulding. S Arnold. M Brasher. MP Mihailou. RF Jones.
SENIOR ASSOCIATES: RE Berger. SA Fry. RL Jones. T Lai. G Nowak. M Swords. JP Vitler.
ASSOCIATES: L Betterridge. SJ McConkey. V Seretis. CJ Upton. SJ Walker.

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As noted within this report, the entire project has a forecasted perceived employment contribution throughout the community of 2838 job years during the life of the project.

The forecast outcomes are derived from established methodological approaches and measures. As the analysis involves forecasting, it can be affected by a number of unforeseeable variables. It represents, for the party to whom it is addressed, the best estimates of Rider Levett Bucknall, but no assurance is, or can be, given that the forecast outcomes will be achieved.

Yours faithfully



Jeremy Vitler
Rider Levett Bucknall
Senior Associate / MRICS

Jeremy.vitler@au.rlb.com

Notes to Rider Levett Bucknall's Employment Benefit Analysis

Methodology

The method used to estimate the direct, indirect and induced effects of a project is by means of an "input-output" analysis. The main application of this analysis is to examine the effects on the economy as a whole in private or government spending.

Input / Output analysis utilises multipliers to assess additional economic activity, measured in dollars (Economic Multipliers) and employment measured in jobs (Employment Multipliers) that result from increased production in a particular industry.

There are two types of multipliers – Production Induced Multipliers and Consumption Induced Multipliers.

Production Induced Multipliers consist of:

(1) First Round Effects which comprise all outputs and employment required to produce the inputs for construction and;

(2) Industrial Support Effects which are the induced extra output and employment from all industries to support the production of the first round effect.

Consumption Induced Multipliers relate to the demand for additional goods and services due to increased spending by the wage and salary earners, across all industries, arising from employment. These multipliers have not been used in this example as they have been deemed too distant for real analysis.

Input-output multipliers used within this analysis have been derived from ABS published data tables and adjusted for inflationary & productivity factors together with Rider Levitt Bucknall's assessment of the project being undertaken.

ABS input/output tables have been derived from the Australian construction industry as a whole and is calculated on all work performed within the sector.

Definitions

Full Time Job Years	The number of full-time jobs of 1 year in length
Initial Effects	The employment or economic benefit generated directly from the project spend on the construction process.
Production Induced Effects	Indirect wages and economic benefit generated by companies supporting the production of goods and services to the project.
First Round Effects	Wages and economic benefit generated by companies directly supplying goods and services to the construction effort.
Industrial Support	Indirect wages and economic benefit arising from the generation of the First Round Effects

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31 July 2025

Stockland
C/- Pier Property Corporation
Suite 305, Level 3
25 Lime St
King Street Wharf
NSW 2000

Attention: Michael Marshall
Email: michael@pierproperty.com.au

Dear Sir

PICCADILLY, 133 TO 135 CASTLEREAGH STREET, SYDNEY
MIXED USE SCHEME – PRELIMINARY ESTIMATED COST

As requested, we have prepared a Preliminary Estimated Cost for the above project.

Our Estimated Cost amounts to $974,372,000 excluding escalation and GST.

This is a high level estimate of the value of the capital works, and the value of the works may vary for the DA submission. This report is not a full Estimated Development Cost (EDC) Report, and we note escalation to site commencement will be required to be included in the EDC report, once the anticipated site commencement date is known.

Proposed Development

The proposed development comprises the following general scope of works:

- Existing basement carparks to be retained and refurbished.
- New retail at levels P1 and Level S
- Demolish existing Building 222 Pitt Street down to ground level.
- Build new commercial levels to Building 222 Pitt Street on the existing podium.
- Partial demolition of the existing Building 133 Castlereagh Street, extension of the floor plates, and integrate together with 222 Pitt Street. Building 133 Castlereagh Street comprises a mixed use of commercial and residential levels.

Estimated Cost

Our estimated cost of carrying out the development, includes the following:

- the design and erection of a building and associated infrastructure
- the carrying out of a work
- the demolition of a building or work

FS 548756 EMS 808648

DIRECTORS: PM Skinner (Managing). SM Mee. RJ Rigby. MJ Sims. PM Skinner. O Nicols. MW Hocking. S Arnold. M Brasher. MP Mihailou. RF Jones.
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but does not include:

- Amounts payable, or the cost of land dedicated, or other benefit provided, under a condition imposed under the EP&A Act, Division 7.1 or 7.2 or a planning agreement
- Costs relating to a part of the development or project that is the subject of a separate development consent or approval
- Land costs, including costs of marketing and selling land
- Costs of the ongoing maintenance or use of the development
- GST
- Finance Costs
- Escalation to site commencement The Rider Levett Bucknall published forecast escalation rates are:
  2025 4.5% pa
  2026 onwards 3.5% pa

This estimate is based on the Architectural drawings prepared by 3XN Australia Pty Ltd.

This is an indicative order of development cost and is based on preliminary information. The actual cost of the development will vary depending on numerous matters including but not limited to the method of contractual procurement, staging, quality of finishes and fitments, method of construction, calibre of contractor, timing and implementation of the works, utility provisions outside site boundaries, etc. Hence, this report is for the benefit of NSW Department of Planning only and is not to be relied upon by third parties.

Employment Benefit from Construction Phase

The entire construction of the project has a forecasted perceived employment contribution throughout the community of 2928 job years during the life of the project comprising:

- Direct employment on site 2,020
- Manufacture & supply of intermediate goods & services 600
- Indirect supply of goods & services 308

Refer to the attached letter in respect of our analysis of the perceived employment benefits.

Yours faithfully



Jeremy Vitler
Rider Levett Bucknall
Senior Associate / MRICS

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PICCADILLY REDEVELOPMENT

MIXED USE SCHEME - PRELIMINARY COST ESTIMATE - AUGUST 2025

Rider Levett Bucknall

LOCATION SUMMARY

GFA: Gross Floor Area
Rates Current At August 2025

Ref	Location	GFA m²	GFA $/m²	Total Cost $
BC	**EXISTING BASEMENT CARPARK LEVEL P5 TO LEVEL S**			
BCXP	Site Preparation & Demolition			2,193,790
BCC	Carpark, Plantrooms	16,184	937	15,164,760
1EP2	Level P2 End of Trip	1,340	4,648	6,228,791
	BC - EXISTING BASEMENT CARPARK LEVEL P5 TO LEVEL S	**17,524**	**1,346**	**23,587,341**
B133	**BUILDING 133 GROUND LEVEL TO ROOF**			
1XP	Site Preparation & Demolition			22,375,150
1PL	Podium Level - GF to L10 (10 Floors, No L6)	20,864	4,486	93,587,686
1LR	Commercial L11 to L28 (17 Floors, No L13)	56,168	4,176	234,541,594
1SR	Residential L29 to L42 (14 Floors)	17,976	7,383	132,722,869
1RF	L43 and Roof	485	7,833	3,799,020
1BM	BMU			3,281,251
	B133 - BUILDING 133 GROUND LEVEL TO ROOF	**95,493**	**5,134**	**490,307,570**
B222	**BUILDING 222 GROUND LEVEL TO LEVEL 9 (EXCLUDING RETAIL)**			
2XP	Site Preparation & Demolition			8,681,838
2PO	Podium Level - GF to L9 (10 Floors)	18,236	4,909	89,518,888
2BM	BMU			787,500
	B222 - BUILDING 222 GROUND LEVEL TO LEVEL 9 (EXCLUDING RETAIL)	**18,236**	**5,428**	**98,988,226**
RE	**RETAIL AND ASSOCIATED BOH - LEVEL P2 TO LEVEL S (PREV WESLEY)**	**5,424**	**3,438**	**18,650,107**
IN	**SHARED INFRASTRUCTURE COST (SITE SERVICES, ETC)**			**23,349,804**
PD	**STREET/GROUND LEVEL PUBLIC DOMAIN WORKS**			**3,136,320**
GS	**ADDITIONAL ALLOWANCES FOR GREENSTAR AND ESD**			**13,492,505**
ESTIMATED NET COST		**136,677**	**4,913**	**671,511,873**
MARGINS & ADJUSTMENTS				
Contractor's Preliminaries	25.0%			167,877,971
Contractor's Margin	5.0%			41,970,000
TOTAL CONSTRUCTION COST		**136,677**	**6,448**	**881,359,844**
Consultant Fees	5.0%			44,067,992
LS Levy (0.25% on the GST inclusive cost)	0.3%			2,545,000
Contingency	5.0%			46,399,164
Escalation to Commencement - Commencement Date Unknown				Excl.
Goods & services tax				Excl.
ESTIMATED TOTAL COST		**136,677**	**7,129**	**974,372,000**

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31 July 2025

Stockland
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Suite 305, Level 3
25 Lime St
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NSW 2000

Attention: Michael Marshall
Email: michael@pierproperty.com.au

Dear Sir

PICCADILLY, 133 TO 135 CASTLEREAGH STREET, SYDNEY
MIXED USE SCHEME - EMPLOYMENT BENEFIT

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Employment Multiplier Effects Calculation

The following tables highlight the Employment Generation Analysis of the proposed phases of the project (not including land, project design and management, statutory fees, occupancy and financing costs), highlighting the employment outcomes associated with the project.

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As at July 2025 with escalation

Employment Output (Full Time Job Years)	Initial Effects	Production Induced Effects			Total Employment Output
		First Round Effects	Industrial Support Effects	Total Production Effects	
Building (Res & Non-Res) including Civil Works	**2020**	600	308	**908**	**2928**

FS 548756 EMS 808648

DIRECTORS: PM Skinner (Managing). SM Mee . RJ Rigby. MJ Sims.. O Nichols. MW Harding. S Arnold. M Brasher. MP Mihailou. RF Jones.
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RLB.com

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Yours faithfully



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Notes to Rider Levett Bucknall's Employment Benefit Analysis

Methodology

The method used to estimate the direct, indirect and induced effects of a project is by means of an "input-output" analysis. The main application of this analysis is to examine the effects on the economy as a whole in private or government spending.

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Consumption Induced Multipliers relate to the demand for additional goods and services due to increased spending by the wage and salary earners, across all industries, arising from employment. These multipliers have not been used in this example as they have been deemed too distant for real analysis.

Input-output multipliers used within this analysis have been derived from ABS published data tables and adjusted for inflationary & productivity factors together with Rider Levitt Bucknall's assessment of the project being undertaken.

ABS input/output tables have been derived from the Australian construction industry as a whole and is calculated on all work performed within the sector.

Definitions

Full Time Job Years	The number of full-time jobs of 1 year in length
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First Round Effects	Wages and economic benefit generated by companies directly supplying goods and services to the construction effort.
Industrial Support	Indirect wages and economic benefit arising from the generation of the First Round Effects

Attachment A5

Draft Design Excellence Strategy

DRAFT DESIGN EXCELLENCE STRATEGY

STOCKLAND PICCADILLY

Stockland

URBIS

AUGUST 2025

OVERVIEW

- This Design Excellence Strategy has been prepared on behalf of The Trust Company (**Proponent**) and aims to guide the realisation of the redevelopment of 133-145 Castlereagh Street, Sydney to achieve the highest quality architectural, urban design and public domain outcome for the site.
- The redevelopment of the site is guided by a building envelope and accompanying site specific amendment to Sydney Development Control Plan 2012 (**SDCP 2012**) proposed with the Planning Proposal to amend the provisions of the Sydney Local Environmental Plan 2012 (**SLEP 2012**). The proposal aims to achieve an enhanced urban outcome with a building and public realm of high design quality.

- This Strategy has been prepared in accordance with Section 3.3.2 of the Sydney Development Control Plan 2012 (SDCP 2012) and Clause 1.2 under the City of Sydney Competitive Design Policy (**the Policy**).

- As per Section 3.3.2 of the SDCP 2012, the Design Excellence Strategy is to define:
  - *a) the location and extent of each competitive design process, where each competitive design process is to be limited to a single development site or street block;*
  - *b) the type of competitive design process(es) to be undertaken: an open or invited architectural design competition or competitive design alternatives. Competitive design alternatives is not available for buildings seeking to demonstrate design excellence in a Tower Cluster Area;the number of designers involved in the process(es);*
  - *c) how fine grain and contextually varied architectural design is to be achieved across large sites;*
  - *d) whether the competitive design process is pursuing additional floor space or height;*
  - *e) options for distributing any additional floor space or height which may be granted by the consent authority for demonstrating design excellence through a competitive design process;*
  - *f) the target benchmarks for ecologically sustainable development.*

  (1A) In addition to clause (1), buildings seeking to demonstrate design excellence in a Tower Cluster Area, the Design Excellence Strategy is to: (a) (b) 3.3.3 demonstrate compliance with the City of Sydney Competitive Design Policy; and demonstrate the analysis required under 3.3.8 Site Specific development control plans and concept development applications has been addressed in the application.

These requirements are outlined in this Design Excellence Strategy document in order to facilitate optimal design outcomes for the redevelopment.

OBJECTIVES

This Design Excellence Strategy is guided by the following objectives:

a) Establish a methodology for the Proponent to implement a competitive design process for the redevelopment of the subject site, in accordance with the City of Sydney's Competitive Design Policy

b) Ensure that the competitive design process works within the framework of an approved Design Excellence Strategy

c) Confirm the number of established architectural practices to participate in the competitive process

d) Set out the approach for establishing a competitive design process brief that ensures:
   - The Consent Authority's design excellence requirements are balanced with the developer's commercial objectives,
   - Achievement of design and architectural diversity,
   - Procedural fairness for competitors.

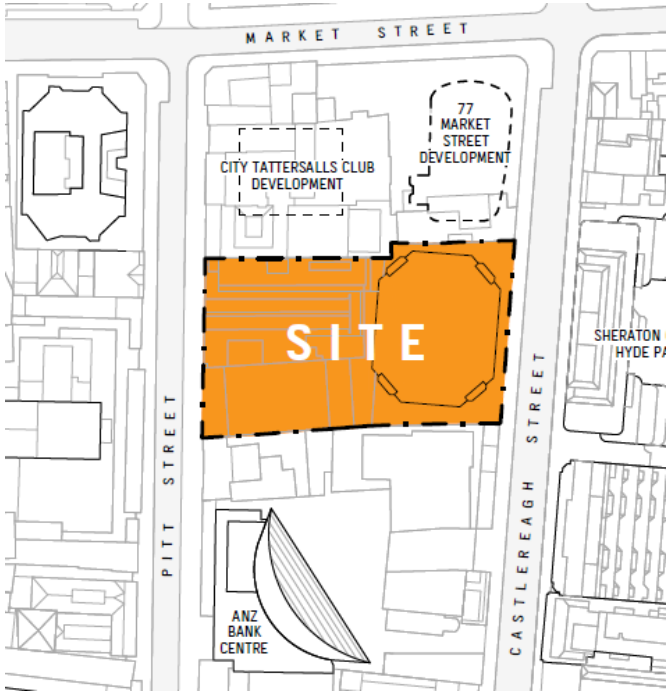
e) Consider the approach for the assessment, decision making and dispute resolution within the competitive design process

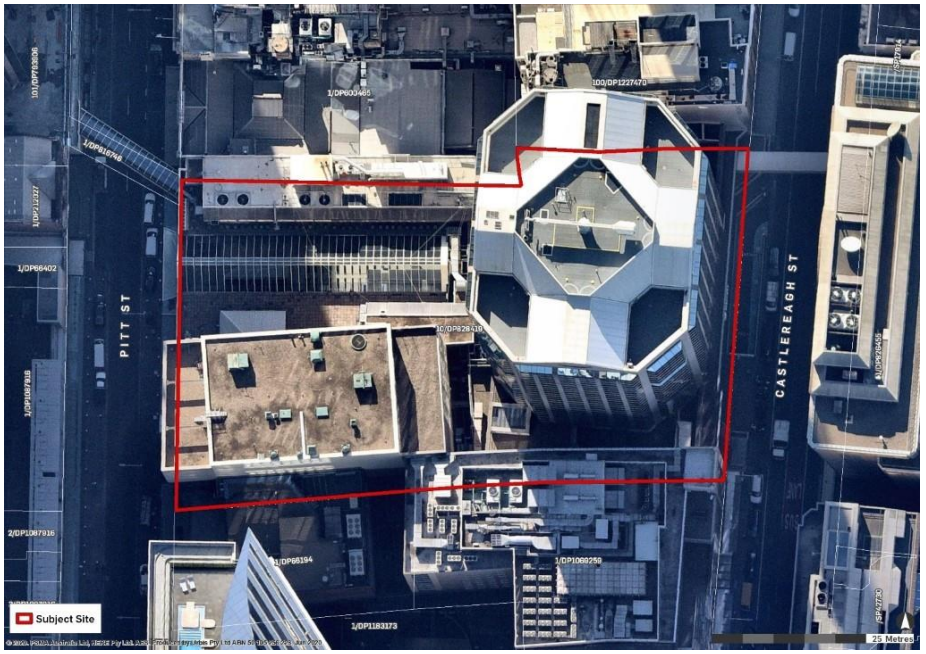
f) Ensure that design excellence integrity is continued in the subsequent detailed development proposal and construction phase of the project

g) Clarify the rationale for granting additional floor space for the achievement of design excellence under the SLEP 2012 and the allocation of additional floor space to buildings having regard to the planning objectives, site specific controls in SDCP 2012 and relevant SLEP 2012 provisions.

EXTENT AND LOCATION OF COMPETITIVE DESIGN PROCESS

- The site is known as *Stockland Piccadilly Complex* and located at 133-145 Castlereagh Street, Sydney (the site). It is irregular in shape, extends to an area of 4,800m^2 and contains two street frontages onto Castlereagh Street to the east (55m) and Pitt Street to the west (54m).
- The site is legally described as Lot 10 in DP828419.





DESIGN EXCELLENCE CONTEXT

The Project Vision and Design Intent of the proposal is as follows:

- **Increasing the site's employment generating capacity in line with the objectives of the Central Sydney Planning Strategy and complementary land uses**
  - The proponent holds a substantial leasehold duration for the site and is committed to delivering a contemporary development that meets the expectations of modern office tenants and responds to a continuous strong demand for employment generating uses in the CBD and may include residential.
  - The proposal has the ability to contribute to the floor space demand outlined in the CSPS and the proposal will be a critical in delivering a variety of large, efficient and flexible floor plates to accommodate the workplace of the future with maximised access to daylight and views. The proposal also helps to satisfy a shortfall in the market and supports employment growth within close proximity to both new and existing public transport infrastructure.

- **Rectifying elements of the existing Piccadilly Complex which result in a sub-optimal public domain outcome and delivery of additional public benefits to support employees and visitors including:**
  - Removal of the existing breach to the Hyde Park sun access plane, thereby enhancing solar access to Hyde Park.
  - Removal of the existing parallel car park access ramp on Castlereagh Street. This presents a major physical and visual obstacle and intrusion into the public domain. This is to be removed and consolidated into a single vehicle ingress/egress at the south western corner at Castlereagh Street.
  - Removal of the sky bridges over Pitt Street and Castlereagh Street. The removal will enhance daylight and sky view to Pitt and Castlereagh Streets and remove the current visual intrusion.
  - Deliver a fully accessible through-site link providing a visual and physical connectivity between Pitt and Castlereagh Streets.
  - Align the new built form to the street edge, enhancing pedestrian activation and amenity. The existing colonnades diminish the site's activation to Pitt Street and Castlereagh Street.

- **Aspiring to deliver an exemplar sustainable built form outcome** targeting, the following subject to the final land use:
  - 6 Star Green Star Building v1
  - 5.5 star NABERS Energy Base Building Rating (Commitment Agreement)
  - 4.5 star NABERS Water Rating (Target)
  - WELL Core Platinum (v2)
  - Fully electric
  - Target 60%+ upfront carbon reductions

  The scheme will be an exemplar of sustainable architecture and minimise the environmental impact of the site redevelopment. Piccadilly's upcycling proposition considers its whole of life carbon which will be significant in the Sydney and global context.

  Specifically, the retention of the structure will enable a significant reduction in embodied carbon.

COMPETITIVE DESIGN APPROACH

In accordance with Section 1.2 (2) of the City of Sydney Competitive Design Policy 2012, the following items have been addressed to ensure implementation of the strategy objectives.

The Proponent proposes the following design excellence strategy for the site:

TYPE OF COMPETITIVE PROCESS

- It is proposed to undertake an **invited architectural design competition** for the whole site that will inform the detailed DA.
- The competitive process will be conducted in accordance with this Strategy and the endorsed Competitive Design Brief

COMPETITIVE PROCESS BRIEF

- The Brief will ensure that the Consent Authority's design excellence requirements are balanced with the proponent's objectives, the process will promote design excellence and architectural diversity, and that procedural fairness for Competitors is achieved.

In preparing the Competitive Design Brief, the Proponent will ensure that:

- All details about the conduct of the competitive process are contained within the Competitive Design Brief only,
- The Competitive Design Brief and appended documents are reviewed and endorsed in writing by the City of Sydney prior to commencement of the competitive process and its distribution to competition entrants, and
- The competitive process brief is in accordance with the City of Sydney's Model Competitive Design Process Brief and the City of Sydney Competitive Design Policy.

SELECTION OF COMPETITORS

The Proponent will appoint a minimum of 5 of competitors to participate in the Architectural Design Competition. The selection of the invitees to the competition will be undertaken in consultation with the City of Sydney and will:

- Consider 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).
- Consider emerging, emerged and established architectural firms to participate in the competitive design process, with at least one (1) competitor being an emerging architect or the majority of competitors must be in partnership with emerging architects.
- Include a balance between local and international based firms as lead Design Architect, with the target of 50% of competitors to be Australian based architects.
- Require that each competitor will 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
- A Competitor shall have demonstrated capabilities in design excellence for example a recipient of an Australian Institute of Architects award or commendation, or in the case of overseas competitors the same with their equivalent professional association.
- Ensure that all competitors demonstrate a high level of skill and experience in sustainable design and upcycled design
- That all competitors establish a design team that is gender diverse with a participation target of 40 per cent women, 40 per cent men and 20 per cent discretionary.

COMPETITIVE DESIGN APPROACH (CONTINUED)

RENUMERATION OF COMPETITORS

- Each participating competitor will be paid $AUD150,000 inclusive of all costs. Travel and expenses for any internationally based architects to be separately negotiated as applicable.

PROPOSED ALLOCATION OF UP TO 10% ADDITIONAL FLOOR SPACE

- In accordance with Clause 1.2 (2)(e) of the City of Sydney Competitive Design Policy, the development site may seek up to an additional 10% of gross floor area or height under Sydney LEP 2012 as a result of undertaking a competitive design process in accordance with the City of Sydney Competitive Design Policy and as supplemented by this Design Excellence Strategy.
- The Proponent will pursue up to 10% of additional floor space under clause 6.21D of SLEP and as per the site specific provisions that prescribe the FSR control in Division 5 of SLEP. The distribution of the floor space which will be explored through the competitive process and is to be accommodated within the building envelope established in the site specific DCP and the SLEP site specific provisions.

ASSESSMENT AND DECISION-MAKING

SELECTION OF JURY

In establishing a Jury for the competitive design process for the site, the Proponent understands that:

- The Jury will be appointed in consultation with the City of Sydney and remunerated by the Proponent.
- The Jury is to constitute six (6) members
  - i. Three (3) members nominated by the Proponent,
  - ii. Three (3) members nominated by the City of Sydney.
- An appropriately qualified, gender diverse Jury will be established with a participation target of 40 per cent women, 40 per cent men and 20 per cent discretionary.
- Jury members are to:
  - Represent the public interest
  - Be appropriately experienced in the type of development proposed
  - Include only persons who have expertise and experience in the development, design and construction professions and industry
  - Include a majority of registered architects with urban design experience
  - Have no pecuniary interests in the development proposal or involvement in approval processes as relevant to the Council nominated members
- The Chairperson of the Jury will have expertise in architecture and urban design and be a recognised proponent of design excellence in NSW.
- The City of Sydney will nominate an impartial observer(s) to verify that the competitive design process has been followed appropriately and fairly.

TECHNICAL ADVISORS

Technical advisors will be engaged by the Proponent to provide technical information and input into the Brief, provide advice to the Competitors, the Proponent and the jury during the competitive process, provide technical assessment of the final submissions and present to the jury on their relevant disciplines.

A sustainability expert is required to be appointed as a technical advisor.

ASSESSMENT AND DECISION-MAKING

ASSESSMENT AND DECISION

- A minimum of three (3) competitive submissions must be considered as part of the competitive process.
- Each Competitor's submission will be graded by the jury according to a set of criteria laid out in The Brief.
- The jury will be responsible for recommending the preferred design via a majority vote.
- All designs shall be evaluated using the same criteria.
- The decision of the Jury will not fetter the discretion of the Consent Authority in its determination of any subsequent development application associated with the development site that is the subject of the competitive design process.
- The Jury's decision will be via a majority vote. Unless stated otherwise herein, Clause 3.4 of the City of Sydney Competitive Design Policy will apply with regard to the decision making and resolution process and Clause 3.5 in relation to the preparation of an Architectural Design Competition Report.

DESIGN INTEGRITY

- The architect of the winning scheme, as chosen by the Jury, is to be appointed as the Lead Design Architect. The Lead Design Architect is to maintain a leadership role over design decisions until the completion of the project. The role of the Lead Design Architect will include at a minimum the following:
  - Prepare Development Application documentation for the winning design, including required design related information to lodge a DA.
  - Prepare the design drawings for a construction certificate for the preferred design.
  - Prepare the design drawings for the contract documentation.
  - Represent the development (with respect to Architecture only) in meetings with the community, authorities and stakeholders where possible and as required.
  - Provide a lead role in ensuring design integrity is maintained.
  - Maintain oversight during the construction phases, through to the completion of the project.
  - Provide documentation required by the Proponent and the Consent Authority verifying the design intent has been achieved at completion.

- The Lead Design Architect may work in association with other architectural practices (such as an Executive Architect appointed by the proponent) to prepare the required design documentation outlined above but is to retain a leadership role over design decisions.

ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD) TARGETS

The Environmental Performance Targets for the proposed development are as follows:

- The Competitive Design Process undertaken will be required to achieve sustainable development targets. These targets are outlined in the Sustainable Design Report submitted with the Subject Planning Proposal and Site Specific DCP and are summarised below. The following sustainability objectives have been targeted:
  - Building Code of Australia – compliance with the requirements of Section J Energy Efficiency;
  - Sydney Development Control Plan (2012)
  - 6 Star Green Star Building v1
  - 5.5 star NABERS Energy Base Building Rating (Commitment Agreement)
  - 4.5 star NABERS Water Rating (Target)
  - WELL Core Platinum (v2)
  - Fully electric and powered by renewable energy
  - Target 60%+ upfront carbon reductions

- Consideration will be given to:
  - Management: Initiatives concerning the management procedures and considerations during design, construction and operation.
  - Indoor Environment Quality: Initiatives that promote better indoor air quality, access to daylight and improved occupant comfort.
  - Energy and Emissions: Initiatives to promote better building energy performance and reduce pollutant emissions.
  - Transport: Initiatives to promote sustainable transport options for occupants.
  - Water: Initiatives around the smarter use of water and reductions in potable water consumption and waste.
  - Materials: Initiatives that encourage sustainable building materials and waste reduction.
  - Land Use and Ecology: Initiatives that minimise the impact on water resources.

- A Sustainability Report submitted with the Planning Proposal/Site Specific DCP outlines a strategy devised to meet the above sustainability objectives. Further calculations and assessment is required and will follow in the later design development stages of the project which will follow a competitive design process being undertaken.

- ESD targets and sustainability initiatives will be carried through the competitive process phase, design development, construction, and through to completion of the project to deliver an exemplar of environmentally sustainable development.

INDICATIVE PROGRAM

The intended process for the invited competitive design process is:

- Brief prepared in consultation with the City of Sydney
- Shortlisted architects to be agreed in consultation with the City of Sydney;
- Jury to be nominated and appointed;
- Brief to be endorsed by the City of Sydney;
- The competitive process will be run in a single stage with a Mid-Point review over an estimated period of 6-8 weeks.
- Following the competitive process time:
  - assessment by the Technical Advisors,
  - presentations to the jury,
  - deliberation and awarding winner.
- The above process is expected to take in the order of 6 months.

URBIS

Attachment A6

Statement of Intent – Public Benefits Letter of Offer

Stockland
Level 25, 133 Castlereagh St,
Sydney NSW 2000

T 02 9035 2000

Ms Monica Barone
CEO
City of Sydney
GPO Box 1591
Sydney NSW 2000

24 September 2025

Dear Monica,

STOCKLAND PICCADILLY CENTRE: 133-145 Castlereagh Street, Sydney, Lot 10 DP828419
REQUEST FOR PLANNING PROPOSAL
STATEMENT OF INTENT – PUBLIC BENEFITS

Stockland Development Pty Limited(the applicant) seeks to initiate the preparation of a Planning Proposal, specifically a Local Environmental Plan amendment, for the land known as *'Stockland Piccadilly Centre'* located at 133-145 Castlereagh Street, Sydney also known as Lot 10 in DP828419 (**Piccadilly Site**).

The Piccadilly Site is a significant land parcel in the 'Midtown precinct' of Central Sydney. With frontage to both Pitt and Castlereagh Streets, the site provides the opportunity to positively contribute to Central Sydney both in terms of enhanced public domain outcomes as well as advancing Council's Central Sydney Planning Strategy by expanding employment floor space capacity to align with Sydney's global city status.

The Request for Planning Proposal seeks to amend:

- the current floor space ratio (FSR) development standard under the *Sydney Local Environmental Plan 2012* (the LEP); and
- the Sydney Development Control Plan 2012 (the DCP) to establish site specific provisions to facilitate optionality for a commercial or mixed-use redevelopment of the Piccadilly Site.

The proposed development is projected to be a circa $943-974 million capital investment into Central Sydney.

Stockland

Stockland is committed to delivering a leading development in terms of architectural design, sustainability and a greatly enhanced urban experience for the community in terms of street activation, through-site access, and the pedestrian experience.

As part of the delivery of the project, Stockland proposes to provide specific tangible public benefits that will be committed to as part of a Voluntary Planning Agreement with the Council. The public benefits are noted **Appendix A** attached and are proposed to be delivered as works in kind, monetary contributions and other project specific initiatives. This public benefit offer has been developed following engagement with The City of Sydney prior to submission of the Request for Planning Proposal.

Should you require additional information, or should you like to discuss further, please do not hesitate to contact the undersigned.

Yours sincerely,



Kylie O'Connor
CEO Investment Management
Stockland

Stockland

Appendix A – Public Benefits Overview

Public Benefit Commitment	Attributed Value	Delivery	Additional Detail
24/7 Pedestrian access through-site link	Works in kind	On or before the date of issue of the relevant Occupation Certificate.	Stockland to construct a through site link located to the North of the Piccadilly Site and provision of an easement granting public access to be lodged to Land Registry Services.
Removal of parallel Castlereagh Street vehicle ramp and re-instatement of footpath	Works in kind	On or before the date of issue of the Occupation Certificate relevant to the existing tower structure (subject to Additional Detail (a) being adhered to).	a) Council to commit to timely process to close road, and transfer title (Ramp 1/5030 Castlereagh Street) to registered proprietor of Lot 10 in DP828419. b) Stockland to remove the parallel basement ramp and re-instate the road, footpath and associated kerb and channel.
Removal of the existing breach to the Hyde Park sun access plane	Works in kind	On or before the date of issue of the Occupation Certificate relevant to the 133 Castlereagh St tower.	Stockland to demolish the existing tower breach of the Hyde Park sun access plane at 133 Castlereagh Street.
Environmental Performance Operational Initiatives	N/A	Item a) to be issued within 24 months of Practical Completion. Item b) and c) to be issued within 12 months after the following conditions are met (whichever occurs first): 1) 75% of the office NLA is occupied by tenants; or 2) 24 months after the occupation certificate is issued	a) A minimum 6-Star Green Star Buildings v1 (Commercial) b) A minimum 5.5 star rating on operation under the NABERS energy scheme (Commercial) c) A minimum 4 star rating in operation under the NABERS water scheme (Commercial)
Environmental Performance Upfront Carbon Initiatives	N/A	Through delivery of the development.	An embodied carbon saving via significant retention of existing structure.

Other public benefits arising from the planning proposal and subsequent development:

- **Public Art**
  Contribution of $4,900,000 (approximately 0.5% Estimated Development Cost (**EDC**)) towards public art within the proposed development (inclusive of consultation, commissioning and professional services to deliver the artwork).).
- **Affordable Housing Levy – Section 7.13 and 7.13B Contributions**
  Monetary contribution in accordance with City of Sydney Affordable Housing Program (adopted June 2023).
- **Removal of airbridges**
  Demolition of Pitt St and Castlereagh St and Pitt St airbridges.
- **Section 7.12 Contribution**
  Monetary contribution of 3% EDC.

Attachment A7

Heritage Impact Statement

URBIS

HERITAGE IMPACT STATEMENT TO ACCOMPANY A PLANNING PROPOSAL

Stockland Piccadilly Complex,
133-145 Castlereagh Street,
Sydney NSW 2000

Prepared for
STOCKLAND
7 August 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director, Heritage	Alexandria Cornish, B Des (Arch), Grad Cert Herit Cons, M.ICOMOS
Project Code	P0005237
Report Number	1 – Working draft issued 08.10.2024
	2 – Final draft issued 26.11.2024
	3 – Final issued 07.08.2025

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence.
It shall only be used in this context and shall not be made available to third parties without client authorisation.
Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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EXECUTIVE SUMMARY

Background

This Heritage Impact Statement accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

Conclusions

This Planning Proposal only seeks consent to amend the underlying planning controls on the site to facilitate future development but does not seek consent for any detailed design of the reference scheme or any built works.

The subject property is located within the vicinity of a number of local and state heritage listed items. There are no physical works proposed at this stage, and no physical intervention to any heritage items in the vicinity.

The proposed development envelopes (and two concept schemes) are located on a city block that contains existing substantial high-rise development as well as low scale historic buildings. Sydney's Central Business District is characterised by situations where high rise towers are located adjacent to smaller historic buildings. These relationships, when handled appropriately, contribute to the diversity of the townscape. The envelopes allow for retention of sympathetic height datums with the heritage item adjacent and the streetscape.

Recommendations

The following heritage principles should be applied during the next stage of development to inform the design of future built structures on the site, to ensure that potential heritage impacts of the proposal are avoided or mitigated and that heritage items in the vicinity are appropriately managed and conserved.

The articulation and fenestration of the podium form of the future building should respond to and complement the adjoining heritage items, in particular the City Tattersall's Club buildings and former Banking House on Pitt Street and the David Jones Market Street building at the corner of Market and Castlereagh Street.

The future subject site podium form should provide a considered transition between the smaller scale City Tattersalls Club heritage to the north and the grand proportions of the former Banking House heritage item to the immediate south at 226-230 Pitt Street. A considered response should include reference to the varying floor to ceiling heights of the booked-ending heritage items, along with dominant vertical and horizontal detailing inherent in the traditional architecture of these buildings.

Future development should adopt materiality and texture that adds a richness to the character of the Pitt Street and Castlereagh Street streetscapes. Materiality should not seek to replicate traditional detail, but provide a contemporary response to the immediate context while adding a new layer of design excellence to the CBD.

1. INTRODUCTION

1.1. BACKGROUND

This Heritage Impact Statement has been prepared by Urbis on behalf of The Trust Company (the applicant). It accompanies a planning proposal seeking to initiate the preparation of a Local Environmental Plan amendment for the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all-commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

The planning proposal is supported by a conceptual reference design, but the final details of the development will be subject to a future design excellence process and a future detailed development application.

The purpose of this Heritage Impact Statement is to assess the potential heritage impact of the Planning Proposal (including the reference scheme) on the heritage listed items located in the vicinity of the subject site as set out in Section 1.3 of this report.

1.2. SITE LOCATION

The subject site is located at 133-145 Castlereagh Street, Sydney (as shown in the image below). The legal definition of the site is Lot 10 of Deposited Plan 828419.

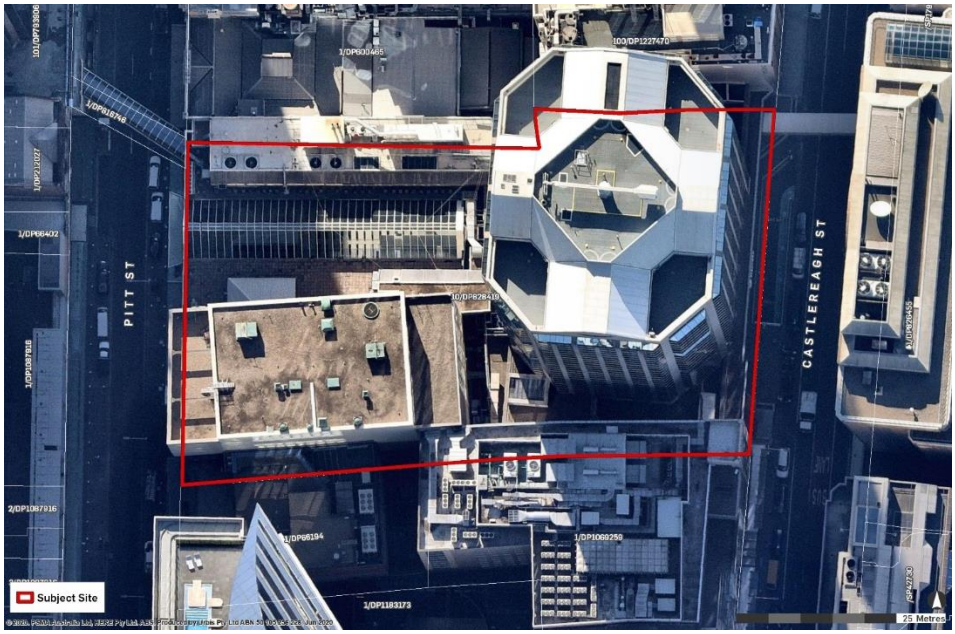


Figure 1 – Aerial image of the subject site showing its approximate extents (red).
Source: Nearmap

1.3. HERITAGE LISTINGS

The subject site is not a listed heritage item, however it adjoins and is located within the immediate vicinity of a number of heritage items, as identified on the figure below and listed below:

- Item 1929, “City Tattersalls Club” (202–204 Pitt Street) including interior, under Schedule 5 of the Sydney Local Environmental Plan 2012 (SLEP 2012).
- Item 1928, “City Tattersalls Club” (198–200 Pitt Street) including interior, under Schedule 5 of the SLEP 2012.
- Item 1930, “Banking House” including interior at 228 Pitt Street, under Schedule 5 of the SLEP 2012.
- Item 1888, “David Jones Department Store” including interior at 65-77 Market Street, under Schedule 5 of the SLEP 2012.
- Item 1932, “Simpson House” including interior at 249-251 Pitt Street, under Schedule 5 of the SLEP 2012.
- Item 1934, The Marble Bar interior within the Hilton Hotel, under Schedule 5 of the SLEP 2012.

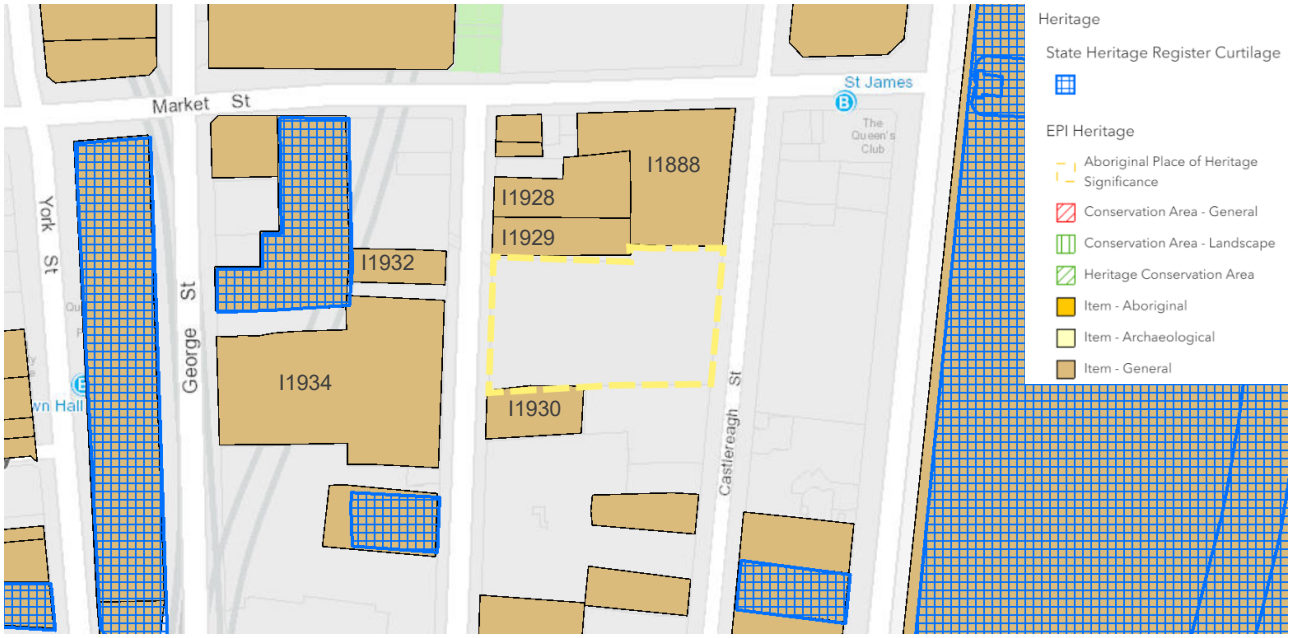


Figure 2 – Extract of heritage map, showing the subject property outlined in yellow

Source: NSW Planning Portal

The subject site is not located within a Special Character Area as identified under the Sydney Development Control Plan (DCP) 2012 (or draft amendments under the Central Sydney Planning Strategy DCP amendments).

1.4. METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Division guidelines ‘Assessing Heritage Significance’, and ‘Statements of Heritage Impact’. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to relevant controls and provisions contained within the Sydney Local Environmental Plan 2012 and the Sydney Development Control Plan 2012 (as well as the proposed DCP amendments under the Central Sydney Planning Strategy).

1.5. LIMITATIONS

It is beyond the scope of this report to consider potential for or impacts on archaeological resources (European or Aboriginal).

1.6. AUTHOR IDENTIFICATION

The following report has been prepared by Alexandria Cornish (Associate Director, Heritage).

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

2. SITE DESCRIPTION

2.1. SITE CONTEXT

The site is located within a high-density mixed-use environment, surrounding by similar multi-storey buildings accommodating a range of land-uses.

The character of the locality is generally commercial in nature with retail, office and hotel buildings dominating the surrounding development. To the north west of the site is Pitt Street Mall, a world class retail core which is anticipated to extend further south of Market Street. This is driven by the planned Sydney Metro City & South West rail line which will improve connections within the CBD with the Pitt Street North Metro Station (located on the corner of Park, Pitt & Castlereagh Streets) expected to channel pedestrian movements north towards the site and Pitt Street Mall.

The subject site is not located in any special character area identified in the Sydney Development Control Plan 2012. However, it is located in the general vicinity of Hyde Park which is located one block east of the subject site. Hyde Park is a highly significant landmark in the CBD with its institutional building bounding the north and east sides. However, the west edge is characterised commercial development and the block behind, including the subject site are characterised by commercial and retail developments which have vistas eastward along Market Street up to Hyde Park and St James Station.

The original setting of the subject site it dominated by relatively recent development. The original fine grain office/retail blocks with narrow frontages to the street have largely been replaced by substantial office buildings similar to that existing on the subject site such as Sydney Tower and the Westfield building at 85 Castlereagh Street. The setting of the building to the east however is more intact in terms of early, modestly scale buildings and bound Hyde Park.



Figure 3 View south along Castlereagh Street towards the subject site showing the scale of development in the vicinity.

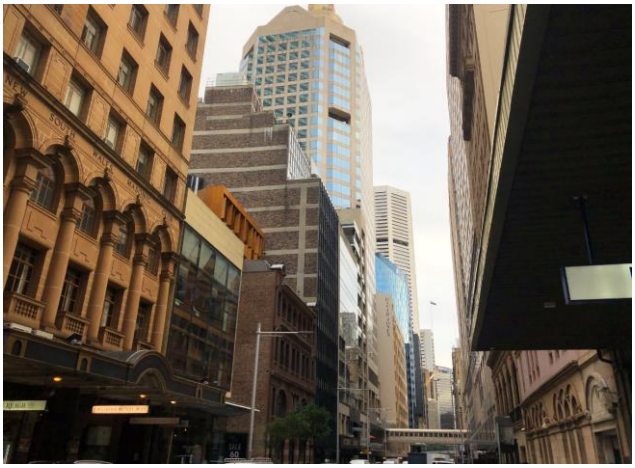


Figure 4 View north along Castlereagh Street towards the subject site showing the scale of development in the vicinity.

2.2. THE SITE

The site is known as *Stockland Piccadilly Complex* and located at 133-145 Castlereagh Street, Sydney (the site). It is irregular in shape, extends to an area of 4,800m^2 and contains two street frontages onto Castlereagh Street to the east (55m) and Pitt Street to the west (54m).

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. Piccadilly Complex comprises Piccadilly Court, Piccadilly Shopping Centre and Piccadilly Tower which are each described below.

Piccadilly Court

Piccadilly Court comprises a 14-storey office building completed in 1975 and was first refurbished in 1991 with frontage to Pitt Street. The extensive refurbishments in the 90s and subsequent fitouts in accordance with its ongoing use have removed any fabric internally and on the ground floor façade which is easily identifiable at 1970s fabric. Notably, early images of the building show a pronounced double height awning over the entrance which has since been removed.

Above the ground/first floor street frontage which appears to comprise entirely 1990s fabric the primary western façade appears to retain its original 1970s composition. The façade is constructed of concrete and the fenestration pattern is identifiable for the period. The building presents as a highly altered and pedestrian example of 1970s architecture.



Figure 5 Entrance to Piccadilly Court.



Figure 6 Principal (western) façade of Piccadilly Court.

Piccadilly Shopping Centre

Piccadilly Shopping Centre comprises a 3-storey retail building and the and Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space.

The Wesley Mission facilities comprise the following patron capacity; Theatre – 950, Lyceum – 277, Chapel – 534.

The shopping centre comprises entirely late 20th century fabric and no particularly remarkable architectural features. A footbridge over Pitt Street connects the building to 55 Market Street to the west.



Figure 7 View of entrance to Piccadilly Shopping Centre on Pitt Street.



Figure 8 View of entrance to Piccadilly Shopping Centre on Pitt Street and walkway to 55 Market.

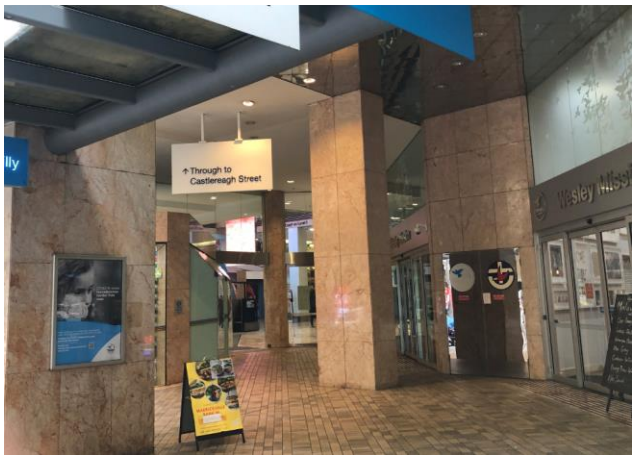


Figure 9 Internal view of Piccadilly Shopping Centre.



Figure 10 View towards Wesley Mission Chapel inside Piccadilly Shopping Centre.

Piccadilly Tower

Piccadilly Tower Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a separate lobby to the south of the site on Castlereagh Street which provides access to Wesley office space facilities on L3 and L4 of the tower.

The tower is a typical late 20th century commercial building, construction was completed in 1992. The building does not comprise any remarkable architectural features.

A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.



Figure 11 View of entrance to Piccadilly Tower.



Figure 12 View of entrance to Piccadilly Tower.



Figure 13 Piccadilly Tower from the south east.



Figure 14 View of top of Piccadilly Tower.

3. HISTORICAL OVERVIEW

3.1. HISTORY OF THE SITE

Historically, the block was a hub of retail activity. The trigonometric survey of 1865 indicates that there was a significantly higher density of built fabric on the site than in the 1830s. The buildings were almost entirely with timber structures in the rear yards.[1] Much of the Castlereagh Street frontage appears to have been redeveloped by this time with the exception of the corner building.

Doves Plan confirms that the uses of these buildings by 1880 were primarily retail and included businesses such as millers, milliners, plumbers and tailors. There was also a substantial horse bazaar and stables located on the site at this time behind the terraces which fronted Castlereagh Street.

The subject site was subdivided and developed by 1833 as shown on the following map (Figure 15). The site comprised the entirety of five city lots (lots owned by Edward Tully, Patrick Moore, Charles Reynolds, Richard Roberts and Hugh Taylor), and half of three city lots (owned by Thomas Hyndes, George Hill and Mr Holmes). Each of the lots appears to have been improved with buildings by this time.

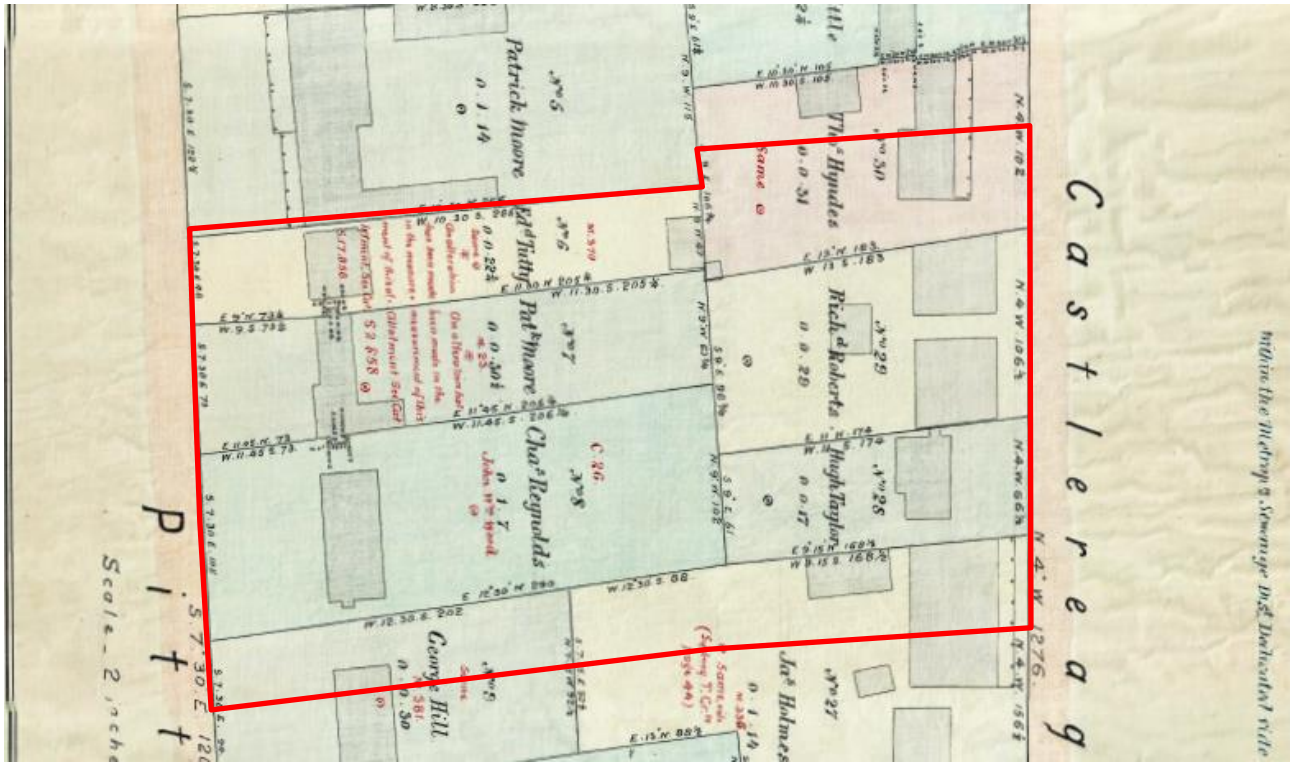


Figure 15 Extract of c.1833 Survey Plan showing the approximate location of the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, City of Sydney - Survey Plans, 1833: Section 32

[1] Trigonometrical Survey of Sydney, 1855-1865 – Block F2

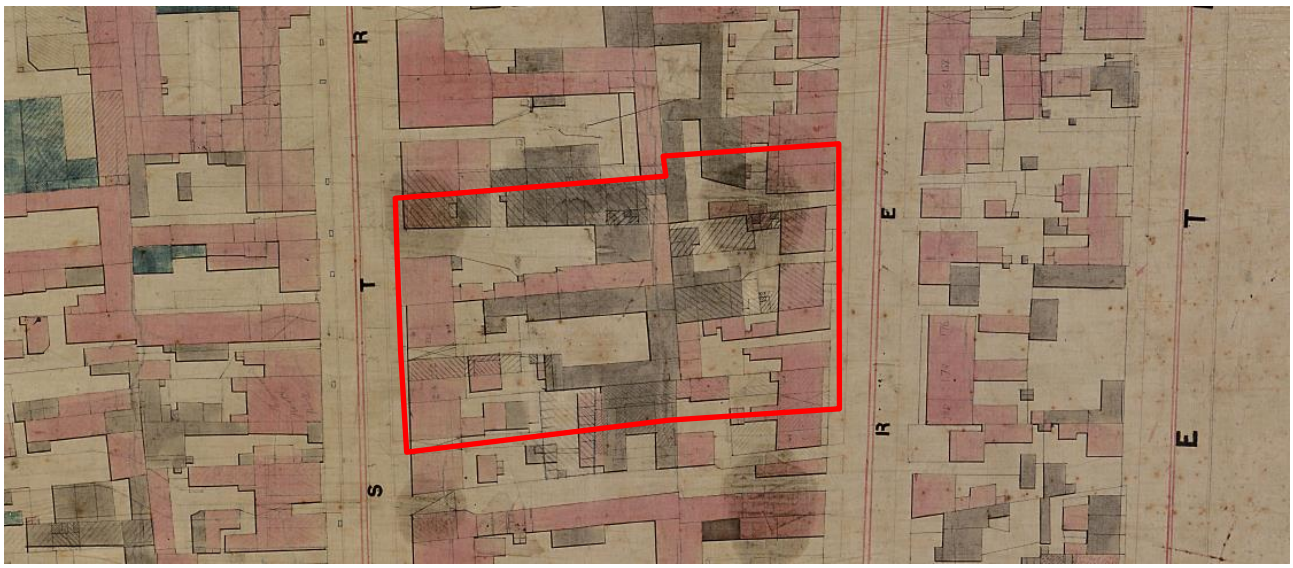


Figure 16 Extract of c.1855-65 Trigonometrical Survey showing the approximate location of the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, City of Sydney - Trigonometrical Survey, 1855-1865: Block F2

By 1880, the subject site had been further subdivided and redeveloped, and now contained numerous residential dwellings in the form of terraces, as well as a range of retail and commercial uses. Many of the buildings had rear yards and outbuildings including stables.

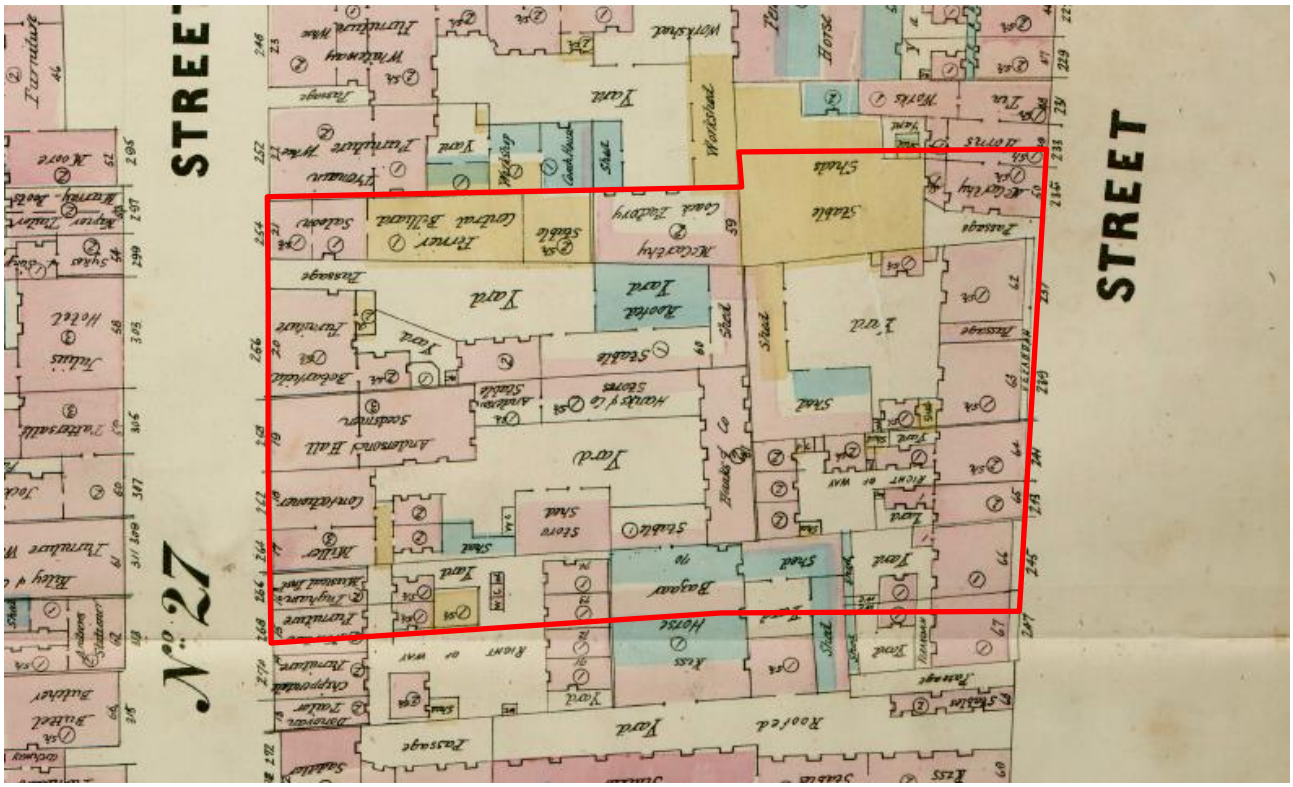


Figure 17 Extract of c.1880 Dove's Plan showing the approximate location of the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, Plans of Sydney (Doves), 1880: Map 10 - Blocks 27, 28

The first major building to be developed on the subject site was the Lyceum Hall or Lyceum Theatre, which was constructed in the 1890s and was located in the centre of the subject site stretching between Pitt and Castlereagh Streets.

The Lyceum Hall opened on 26 December 1892[2], and was designed by Messers. Backhouse and Ladley for Mr Walter Ives.[3] During construction it was purported to be a 'magnificent new building' and was proposed to be the 'handsomest, most complete and comfortable theatre in the southern hemisphere'.[4]

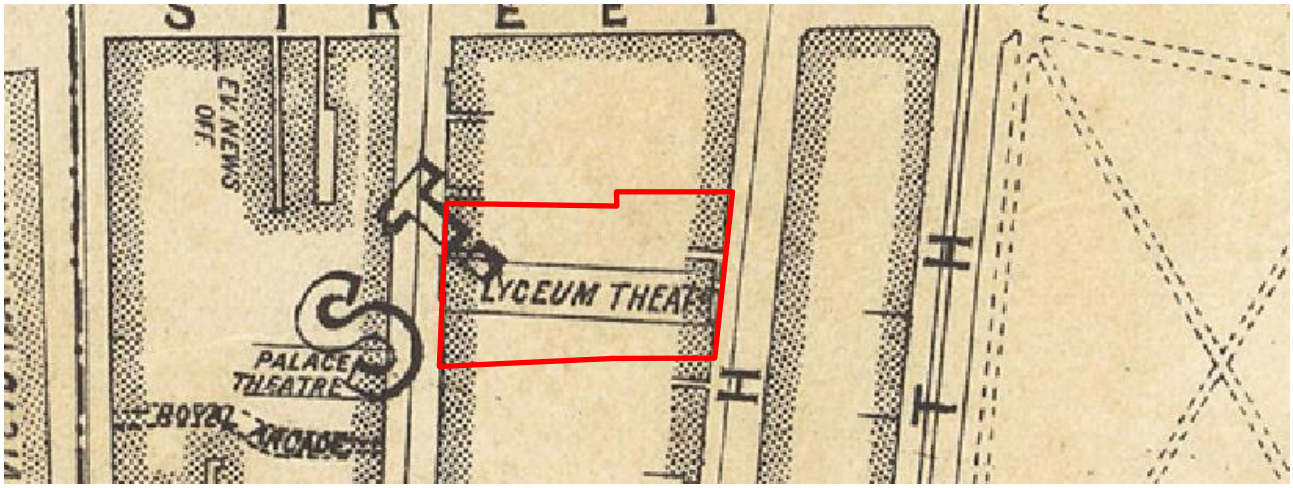


Figure 18 Extract of c.1903 Sydney Survey showing the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, City of Sydney, 1903: Single sheet

Around the turn of the century the remainder of the subject site was also redeveloped, with larger buildings typically replacing the former one to two storey residences and retail shops at ground level. New buildings included the Victoria Coffee Palace to the immediate north of the Lyceum.

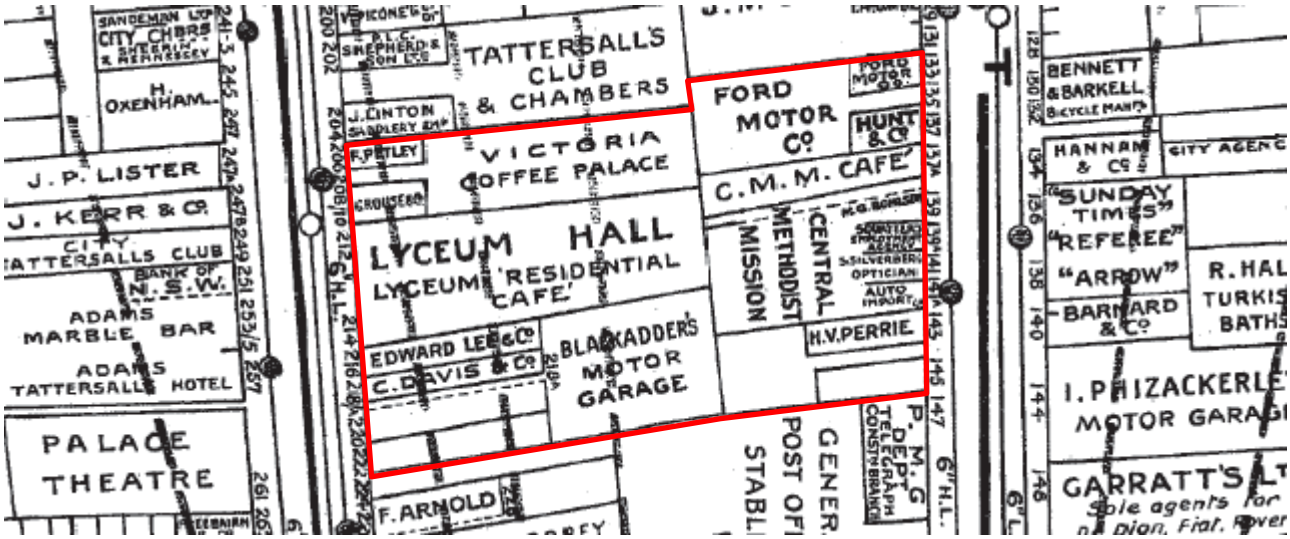


Figure 19 Extract of c.1910 Sydney Survey showing the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, Central City of Sydney, 1910: Single sheet

The following images show the streetscape in the early twentieth century along Pitt Street, where the principal buildings within the street were located.

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[2] Cinema Treasures, Lyceum Theatre, accessed online at http://cinematreasures.org/theaters/37916#:~:text=Lyceum%20Hall%20opened%2026th%20December,produced%20travelogues%20and%20eventually%20features.

[3] 1892 'Advertising', The Australian Star (Sydney, NSW : 1887 - 1909), 24 December, p. 1. , viewed 16 Jul 2020, http://nla.gov.au/nla.news-article227302592

[4] 1892 'Advertising', The Daily Telegraph (Sydney, NSW : 1883 - 1930), 3 December, p. 2. , viewed 16 Jul 2020, http://nla.gov.au/nla.news-article235966056



Figure 20 C.1926-27 Front of the Lyceum Theatre at night, with Jaqueline Logan and Alan Hale in "The Leopard Lady." Also announcing: "Cinesound Talkies opening here soon with Warner Bros. Vitaphone Drama, Al Jolson in 'The Jazz Singer'" (Vitaphone was a sound-on-disk system).

Source: State Library of NSW, Call Number Home and Away - 7856

The Lyceum Theatre was purchased by Ebenezer Vickery in 1905 and gifted to the Methodist Church. He also built the Vickery Mission Settlement to the rear of the theatre fronting Castlereagh Street at the time. This new name can be seen in the following images.

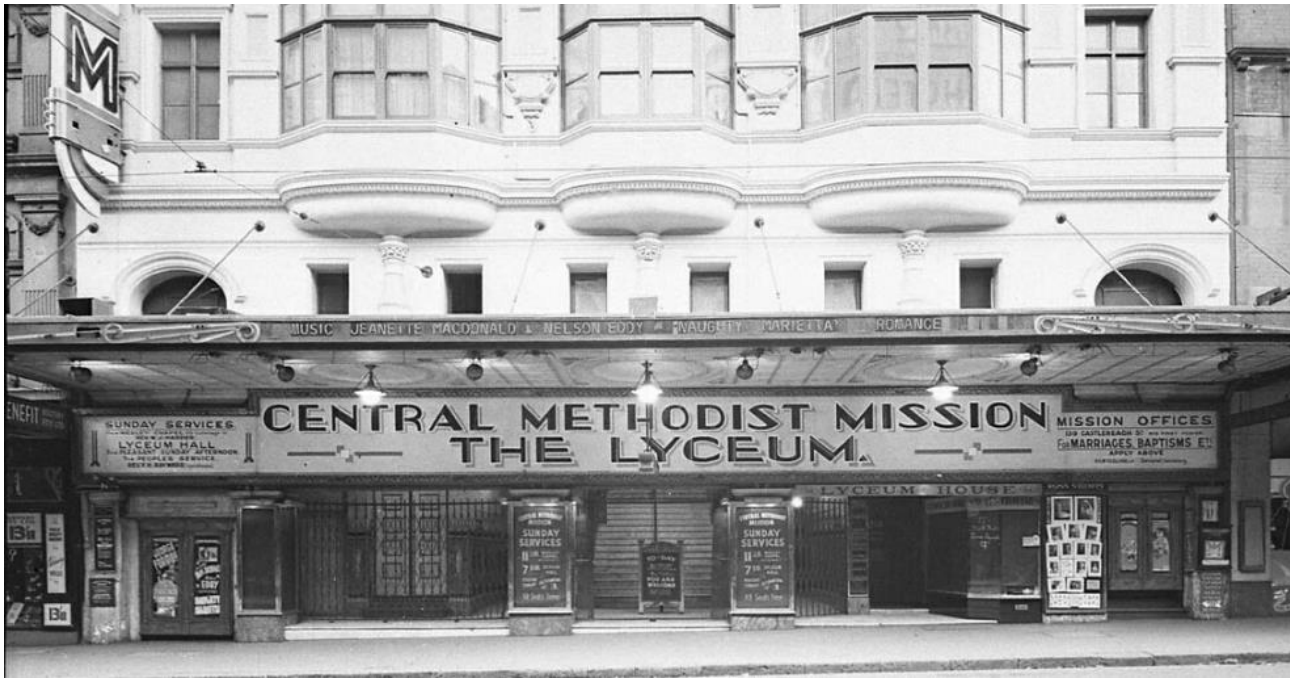


Figure 21 Street front view, Lyceum Theatre (owned by Central Methodist Mission)

Source: State Library of NSW, Call Number Digital order no: hood_09536

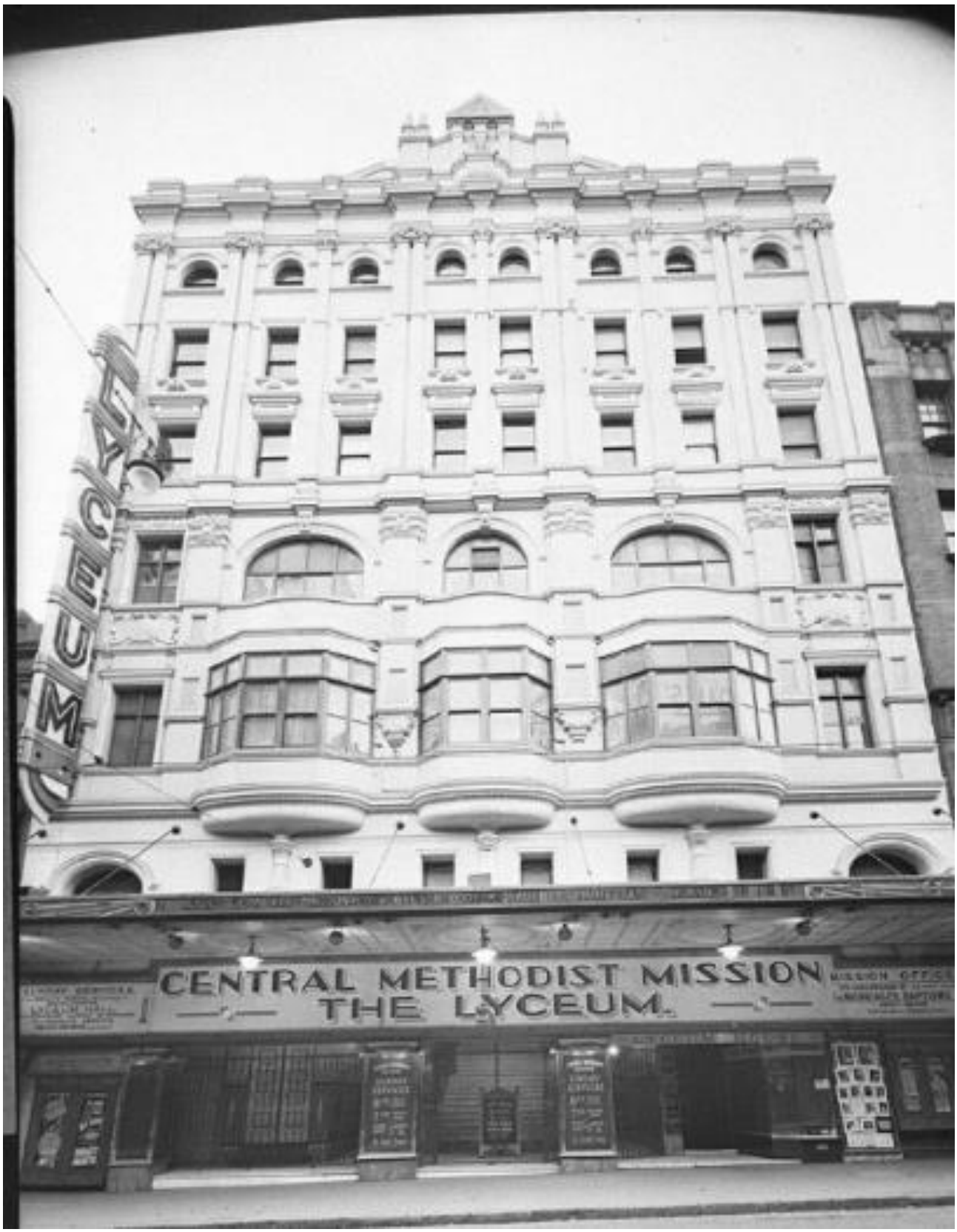


Figure 22 Interwar photograph of the Pitt Street frontage showing the Lyceum Theatre frontage and the Public Benefit Bootery to the north.

Source: State Library of NSW, Call Number Home and Away - 9542

The remaining buildings located throughout the site during the interwar period are shown on the following map (Figure 23). A five-storey building known as the Piccadilly Arcade was constructed to the immediate south of the Lyceum Theatre and fronted both Castlereagh and Pitt Streets. This five-storey building with

ground floor arcade connecting two streets replaced earlier buildings including a garage and small retail buildings.

To the Castlereagh Street frontage, the Vickery Mission Settlement building dominated the streetscape and held a commanding position. On either side of this imposing building included the Castlereagh frontage of the Piccadilly Arcade (to the south) and a four-storey commercial and retail building (to the north) known as Lincoln House. This Castlereagh Street streetscape is visible in (Figure 24 below).

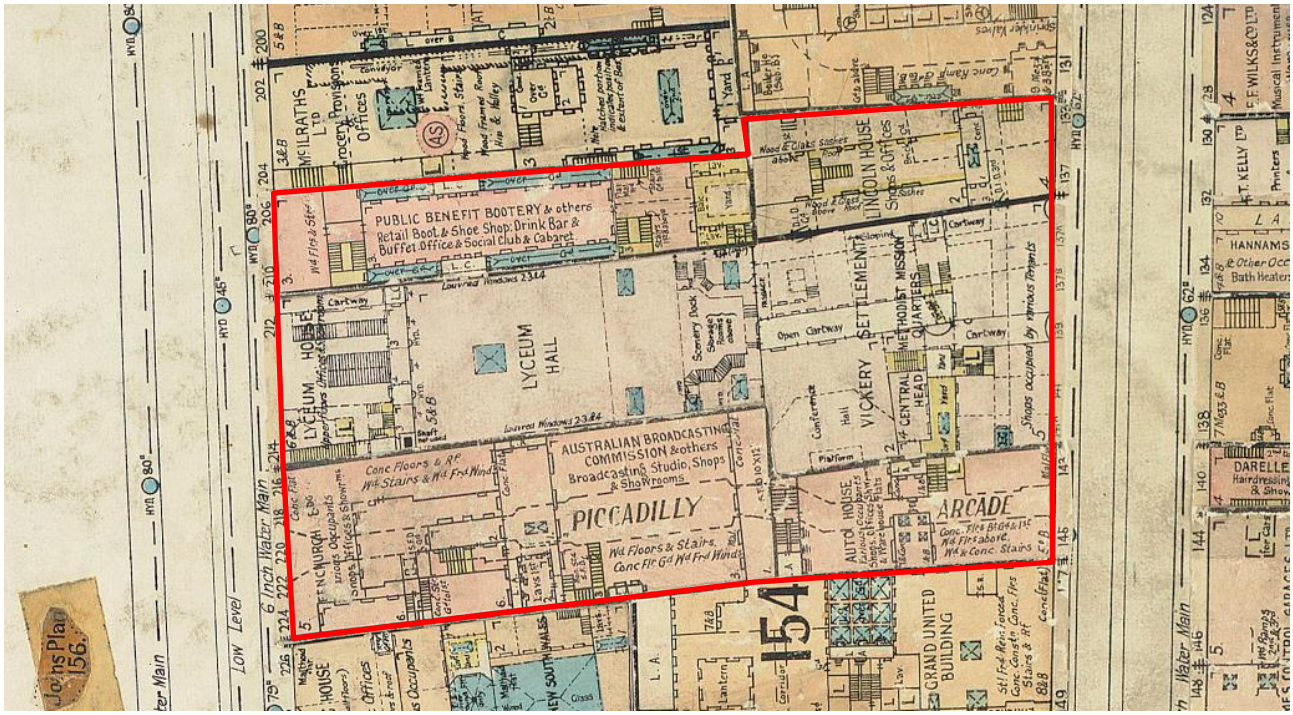


Figure 23 Extract of c.1917-1939 Fire Underwriter Plan showing the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, Plans of Sydney (Fire Underwriters), 1917-1939: Blocks 153, 154



Figure 24 Vickery Mission Settlement and Central Methodist Mission

Source: State Library of NSW, Call Number Home and Away - 9540

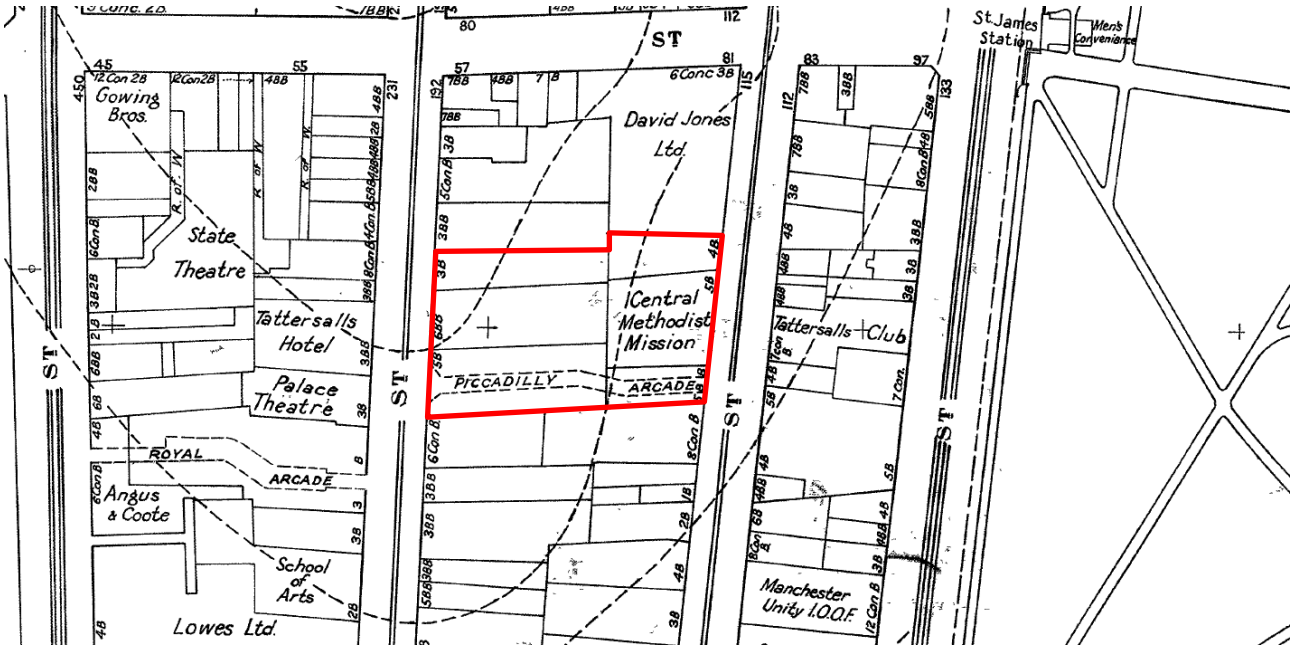


Figure 25 Extract of c.1938-1950 Sydney Civic Survey showing the subject site outlined in red

Source: City of Sydney Archives, Historical Atlas of Sydney, City of Sydney - Civic Survey, 1938-1950: Map 7Â - City Proper

The Lyceum was substantially altered during the 1940s with an art deco interior shown in the following images by Sam Hood.

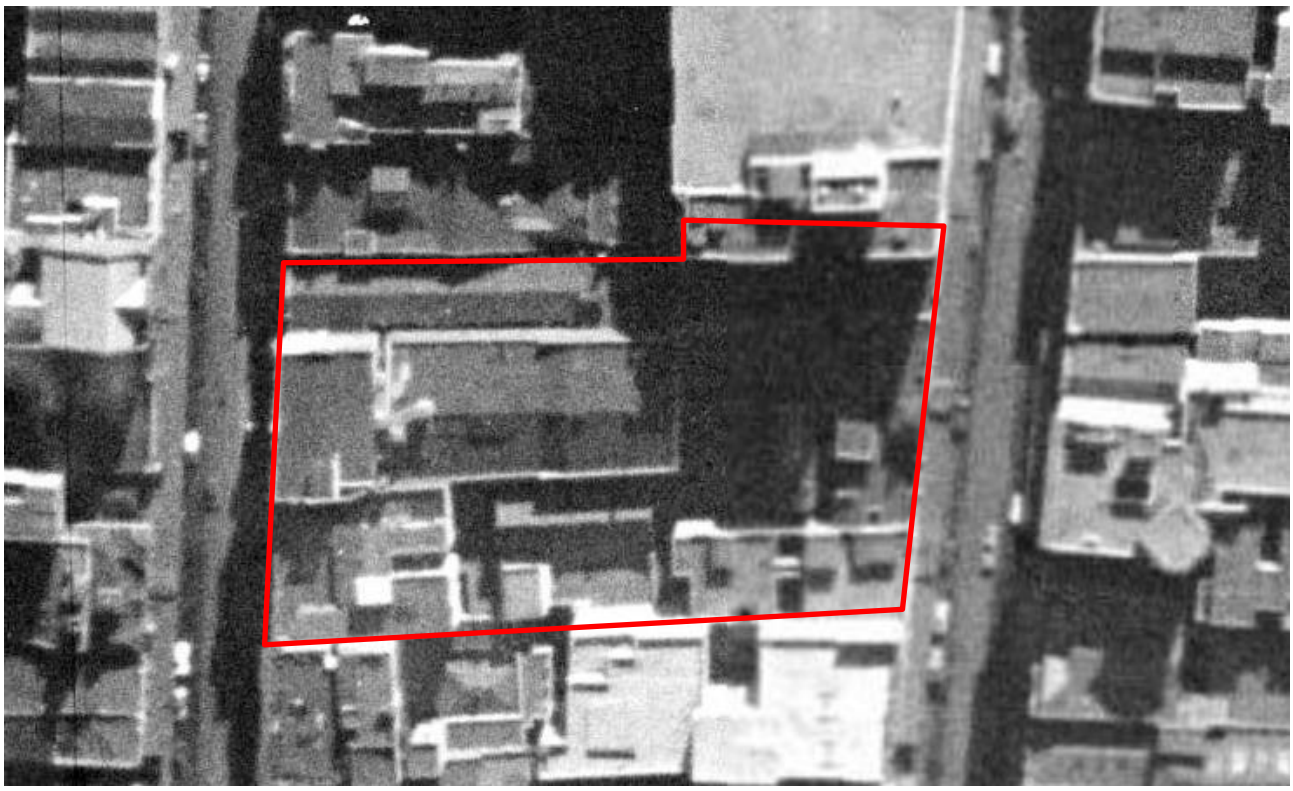


Figure 26 Extract of 1943 historical aerial showing the subject site outlined in red

Source: SIX Maps 2020

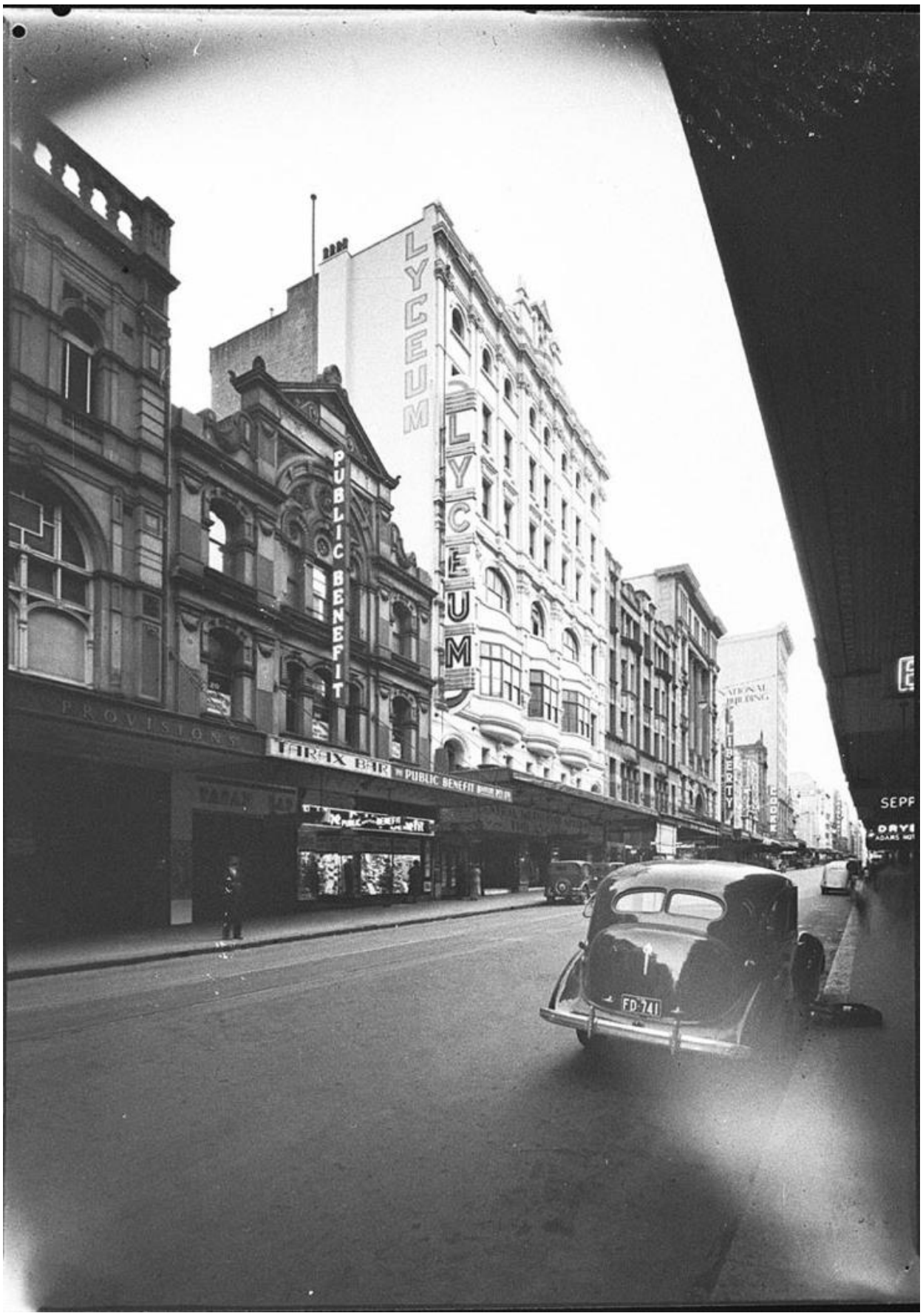


Figure 27 – Front façade of the Lyceum Theatre in Pitt Street / Sam Hood, June – November 1938.

Source: SLNSW, Digital order no: hood_09541

The Lyceum Hall and Wesley Centre was devastated by fire in 1964 and was rebuilt at a cost of £950,000. The Hall reopened in 1966 but was soon thereafter demolished to make way for the new Piccadilly Court development.



Figure 28 1970s photograph of Piccadilly Court

Source: Trove, accessed online at https://trove.nla.gov.au/work/161216603

3.2. DATE OF CONSTRUCTION

The following summary of construction dates for the existing buildings on the site has been sourced from CityScope records.

Table 1 Description of existing buildings and improvements

Building	Description	Construction Date
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and refurbished in 1991 with frontage to Pitt Street.	1975 1991 (refurbished)
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley mission chapel including a function / conference rooms and office space predominately located at basement level.	1991
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance.	1991

Building	Description	Construction Date
	A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.	

3.3. ALTERATIONS AND ADDITIONS

The existing buildings have been subject to numerous building applications for internal fit out works since construction to support an evolving retail environment within the building.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place – why it is important and why a statutory listing was made to protect these values.

4.2. SIGNIFICANCE ASSESSMENT

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' guides.

Table 2 Assessment of Heritage Significance

Criteria	Significance Assessment
A – Historical Significance *An item is important in the course or pattern of the local area's cultural or natural history.*	The site historically formed part of a relatively dense retail and commercial centre in Sydney and was developed for this purpose from the 1860s. It was also the location of the substantial Lyceum Theatre from the 1890s. The theatre extended between Pitt Street and Castlereagh Streets. It was proposed to be the 'handsomest…theatre in the southern hemisphere'. However, all earlier buildings on the subject site have since been demolished and there is no evidence on the site of the early subdivision pattern, historic uses, or important periods of development in the history of the CBD. The subject site therefore does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion ▪ shows evidence of a significant human activity ☐ ▪ is associated with a significant activity or historical phase ☐ ▪ maintains or shows the continuity of a historical process or activity ☐	*Guidelines for Exclusion* ▪ has incidental or unsubstantiated connections with historically important activities or processes ☐ ▪ provides evidence of activities or processes that are of dubious historical importance ☒ ▪ has been so altered that it can no longer provide evidence of a particular association ☐
B – Associative Significance *An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.*	There is no evidence which suggests that the subject site has any associations with any person or group or persons of particular importance in the local area's history. The subject site therefore does not meet the requisite standard of significance under this criterion.

Criteria	Significance Assessment
Guidelines for Inclusion ▪ shows evidence of a significant human occupation ☐ ▪ is associated with a significant event, person, or group of persons ☒	*Guidelines for Exclusion* ▪ has incidental or unsubstantiated connections with historically important people or events ☐ ▪ provides evidence of people or events that are of dubious historical importance ☐ ▪ has been so altered that it can no longer provide evidence of a particular association ☐
C – Aesthetic Significance *An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.*	All three buildings on the site comprise predominantly 1990s fabric of no particular architectural merit. The western façade of Piccadilly Court is identifiable as a typical 1970s commercial façade however it does not comprise the quality of features necessary to list a building less than 50 years old and the remainder of the building, including the ground floor façade has been highly altered and subject to successive changes in line with its ongoing use. The subject site therefore does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion ▪ shows or is associated with, creative or technical innovation or achievement ☐ ▪ is the inspiration for a creative or technical innovation or achievement ☐ ▪ is aesthetically distinctive ☐ ▪ has landmark qualities ☐ ▪ exemplifies a particular taste, style or technology ☐	*Guidelines for Exclusion* ▪ is not a major work by an important designer or artist ☒ ▪ has lost its design or technical integrity ☒ ▪ its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded ☐ ▪ has only a loose association with a creative or technical achievement ☐
D – Social Significance *An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.*	There is no evidence which suggests that the subject site is important to an identifiable group or is important to the community's sense of place. The subject site therefore does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion ▪ is important for its associations with an identifiable group ☐	*Guidelines for Exclusion* ▪ is only important to the community for amenity reasons ☐

Criteria	Significance Assessment
▪ is important to a community's sense of place ☐	▪ is retained only in preference to a proposed alternative ☐
E – Research Potential *An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.*	The subject site comprises predominantly typical 1990s fabric and a limited amount of typical 1970s fabric. Any information comprised within fabric on site is not likely to contribute to an understanding of Sydney's cultural history. Further, such information is readily available from other resources. The subject site therefore does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion ▪ has the potential to yield new or further substantial scientific and/or archaeological information ☐ ▪ is an important benchmark or reference site or type ☐ ▪ provides evidence of past human cultures that is unavailable elsewhere ☐	*Guidelines for Exclusion* ▪ the knowledge gained would be irrelevant to research on science, human history or culture ☒ ▪ has little archaeological or research potential ☐ ▪ only contains information that is readily available from other resources or archaeological sites ☒
F – Rarity *An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history*.	Late 20th century commercial buildings are not rare in Sydney. The CBD comprises a substantial number of buildings of the same typology and many of these other examples represent particular architectural achievements. The subject site therefore does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion ▪ provides evidence of a defunct custom, way of life or process ☐ ▪ demonstrates a process, custom or other human activity that is in danger of being lost ☐ ▪ shows unusually accurate evidence of a significant human activity ☐ ▪ is the only example of its type ☐ ▪ demonstrates designs or techniques of exceptional interest ☐	*Guidelines for Exclusion* ▪ is not rare ☒ ▪ is numerous but under threat ☐

Criteria	Significance Assessment
▪ shows rare evidence of a significant human activity important to a community ☐	
G – Representative *An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):* ▪ *cultural or natural places; or* ▪ *cultural or natural environments.*	The buildings represent typical examples of late 20th century commercial/retail developments. They are not considered to be remarkable examples of their type and therefore are no assessed to comprise representative value.
Guidelines for Inclusion ▪ is a fine example of its type ☐ ▪ has the principal characteristics of an important class or group of items ☐ ▪ has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity ☐ ▪ is a significant variation to a class of items ☐ ▪ is part of a group which collectively illustrates a representative type ☐ ▪ is outstanding because of its setting, condition or size ☐ ▪ is outstanding because of its integrity or the esteem in which it is held ☐	*Guidelines for Exclusion* ▪ is a poor example of its type ☒ ▪ does not include or has lost the range of characteristics of a type ☐ ▪ does not represent well the characteristics that make up a significant variation of a type ☐

4.3. STATEMENTS OF SIGNIFICANCE

4.3.1. Subject Property

The subject site does not meet the threshold of significance required for local heritage listing under any criterion.

The site historically formed part of a relatively dense retail and commercial centre in Sydney and was developed for this purpose from the 1860s. It was also the location of the substantial Lyceum Theatre from the 1890s. The theatre extended between Pitt Street and Castlereagh Streets. It was proposed to be the 'handsomest…theatre in the southern hemisphere'. However, all earlier buildings on the subject site have since been demolished and there is no evidence on the site of the early subdivision pattern, historic uses, or important periods of development in the history of the CBD.

All three buildings on the site comprise predominantly 1990s fabric of no particular architectural merit. The western façade of Piccadilly Court is identifiable as a typical 1970s commercial façade however it does not comprise the quality of features necessary to list a building less than 50 years old and the remainder of the building, including the ground floor façade has been highly altered and subject to successive changes in line with its ongoing use.

4.3.2. Vicinity Heritage Items

The existing statements of significance for the heritage items in the vicinity are included in the following table and directly sourced from the NSW State Heritage Inventory for each item.

Table 3 Vicinity heritage item statements of significance

Item	Statement of Significance
Item 1929, “City Tattersalls Club” (202–204 Pitt Street) including interior, under Schedule 5 of the Sydney Local Environmental Plan 2012 (SLEP 2012).	*The Tattersalls Club is one of the few surviving city clubs in its late 19th century premises (105 years of continuous occupation). The quality of the building reflects the importance of this type of social institution, and particularly the prestige of the racing industry in Sydney. It is associated with the distinguished architectural practice of Sheerin & Hennessy, and several alterations were the work of other notable firms. During its later years the building has also been associated with popular entertainment. The City Tattersalls Club exhibits a confident adaptation of Classical elements to envelop a steel framed building expressing the lightness of structure in stonemasonry and timber. The Free Classical architectural approach marks a transition from the Victorian to the Federation period. It contributes significantly to the townscape character of this block of Pitt Street. The building demonstrates excellence in its external stonemasonry and joinery as well as its internal plaster ceilings, leadlight panels and stair details.*
Item 1928, “City Tattersalls Club” (198–200 Pitt Street) including interior, under Schedule 5 of the SLEP 2012.	*City Tattersall's Club Centre (north) is a six storey reinforced concrete retail and commercial building constructed in the Federation Free Classical Style, which together with its adjacent building, occupies a prominent position in the Pitt Street streetscape. The building has high historic significance as a reflection of the importance of Pitt Street as a bookmaking and gambling precinct since the mid-nineteenth century. The building has high social significance for its ability to demonstrate the importance of horse racing in Australian popular culture. The building has aesthetic significance for its contribution to Pitt Street. The Club Room has a high aesthetic significance as a fine and highly intact example of a streamlined modern interior and includes many specific elements such as the decorative columns and bar grill.*
Item 1930, “Banking House” including interior (226-230 Pitt Street), under Schedule 5 of the SLEP 2012.	*Banking House, a six storey steel framed banking and commercial building constructed in the Federation Academic Classical style, is part of the varied Pitt Street streetscape. The building has historic significance for its reflection of the financial power of the racing industry. It is significant as the Bank of New South Wales' first venture into the development office space and an important* *example of the professional work of noted architect John Reid. The building has a high aesthetic significance as a fine and largely intact example of the style (externally and at ground floor), and includes many of the identifying elements such as the triumphal arch, classical columns, ground floor mosaic tiles and pressed ceilings.*

Item	Statement of Significance
Item 1888, “David Jones Department Store” including interior at 65-77 Market Street, under Schedule 5 of the SLEP 2012.	*The Market Street David Jones Department store is part of an ongoing tradition of centralised commercial, financial and professional dealings in the CBD with particular associations with the pre-eminent Australian firm. The choice of site, along with the Elizabeth Street store (refer No 4019) underline the prestige nature of the business. The building represents the company's long tradition of retailing. It is a fine interoperation of the functionalist design tradition, expressive of the department store use and well related to a strong townscape character at an important city corner. Its materials, attractive proportions and subtlety of address to the corner site show an architectural style and sensitivity of a high order. The use of aluminium for window frames and street awning (both still extant) was innovative at the time.*
Item 1932, “Simpson House” including interior at 249-251 Pitt Street, under Schedule 5 of the SLEP 2012.	*Simpson House, formerly Film House or Kyana building, is an eight storey steel framed building constructed in the Federation Anglo Dutch Style. It has a distinctive position within the Pitt Street streetscape, due partly to its painted advertising signs. The building has high historic significance as the first office for Australasian Films which served as a focus of the initial Pitt Street film industry precinct. It has high historic significance for its association with prominent Sydney medical practitioner Dr William Odillo Maher and as an important building in the professional work of the noted architectural firm of Robertson & Marks. The building has high aesthetic significance as a fine and largely intact example of this rare style which features a high quality facade finished composition and for the extent of the intact interior and exterior fabric with outstanding potential to be restored.*
Item 1934, The Marble Bar interior within the Hilton Hotel, under Schedule 5 of the SLEP 2012.	*The Marble Bar is of aesthetic and historical significance as a unique and highly ornate example of a bar room from the High Victorian period. It is also of significance for its past associations with Sydney's sporting figures and club personalities.*

5. DEVELOPMENT CONCEPTS

5.1. OVERVIEW

The objective and intended outcomes of the proposed amendments to the Sydney LEP 2012 and supporting site specific DCP is to facilitate the redevelopment of the site and an exemplar upcycling outcome for either:

- a commercial scheme or
- a mixed-use scheme

Two building envelope options are proposed to establish the objectives, built form parameters, design principles and the site-specific provisions in Sydney LEP 2012 and Sydney DCP 2012.

Two supporting concept reference schemes have been prepared to demonstrate how two different land use concepts could be delivered within the proposed planning controls.

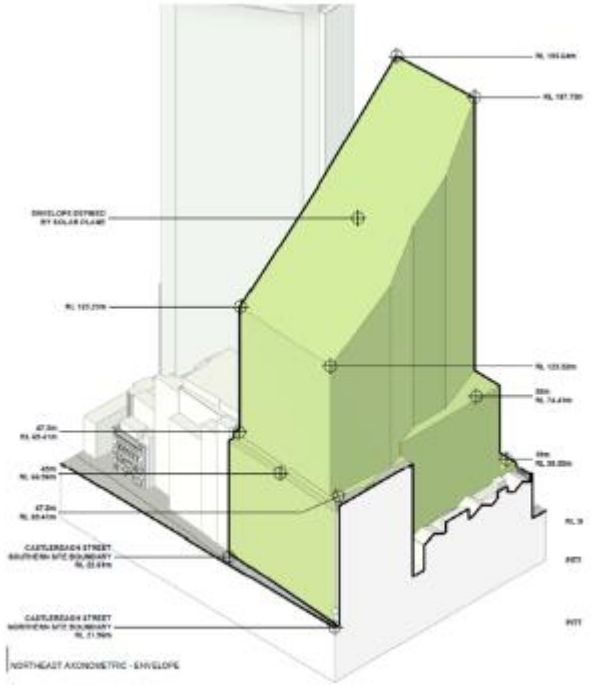
5.2. TWO BUILDING ENVELOPE OPTIONS

Given the flexibility sought in the Planning Proposals for different land use option outcomes, two different building envelope plans have been prepared and included in the draft site specific DCP.

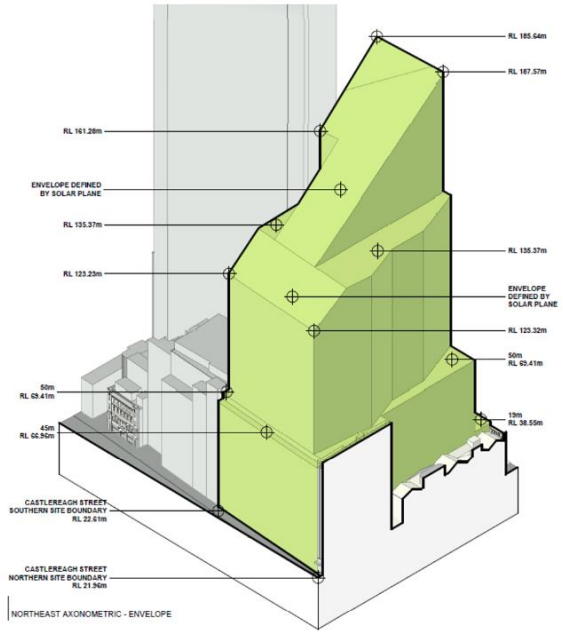
One building envelope plan applies to a commercial building scheme while the other applies in the event that a mixed-use scheme is pursued.

The two envelope plans are illustrated below:

Envelope #1 – Commercial Scheme



Envelope #2 – Mixed Use Scheme



The two envelope options have the following consistent elements:

Podium Level

- Consistent street wall heights along Pitt and Castlereagh Streets.
- Location and dimensions of through-site link.

Mid Rise Tower

- Consistent tower setbacks (above podium) from Pitt and Castlereagh Streets.
- Consistent northern and southern setbacks (above podium).

Sky Rise Tower

- Alignment of upper level envelope to sun access plane.
- Overall maximum building height.

The material differences between the two envelopes relate to the sky rise tower element, which has adopted a different form depending on whether the land use is commercial or residential use. The mixed-use envelope option includes greater setbacks at the sky rise level from the north and south to address required separations between adjacent buildings which are greater in the case of residential use as per the Apartment Design Guide.

5.3. CONCEPT REFERENCE SCHEMES

5.3.1. Concept Reference Scheme #1 - Commercial

This concept reference design supports the delivery of a commercial development accommodating:

- Five basement levels, accommodating three levels of car parking (P5 – P3), three levels of loading and servicing (P2 – PS), end of trip facilities (P2) and Wesley facilities (P2 – PS) including a theatre, amenities, kitchen and meeting rooms.
- Ground level retail tenancies activating the generous east-west pedestrian through site link and street frontages as well as commercial and conference lobbies.
- Wesley office and upper commercial lobby on level 1.
- Commercial floor space from level 2 – level 40 (including within the existing structure) providing approximately 98,244sqm of commercial office space.

5.3.2. Concept Reference Scheme #2 – Mixed Use

The mixed-use concept reference design supports the delivery of a mixed-use development accommodating:

- Five basement levels, accommodating three levels of car parking (P5 – P3), three levels of loading and servicing (P2 – PS), end of trip facilities (P2) and retail (P2 – PS).
- Ground level retail tenancies activating the generous east-west pedestrian through site link, loading dock and turntable, and the residential lobby off Pitt and commercial lobbies off both frontages.
- Commercial floor space from level 2 – level 28 (including within the existing structure) providing approximately 83,458sqm of commercial office space.
- Residential dwellings and amenity from level 29 – 42 accommodating approximately 96 dwellings.

6. IMPACT ASSESSMENT

6.1. SUMMARY DISCUSSION OF HERITAGE IMPACT ASSESSMENT OF PROPOSED PLANNING CONTROL CHANGES

There is no proposed change sought to Schedule 5 of the SLEP 2012 as part of this Planning Proposal. Therefore, all listed items identified in this report will continue to be protected by the provisions relevant to heritage set out in the Sydney LEP 2012 and the existing Sydney DCP 2012. There are no changes that will be impacted by the proposed amendments to the Sydney DCP 2012 under the CSPS amendments.

The existing permissible height of development on the site is determined by the Hyde Park sun access plane. There is no proposed change to the maximum allowable height of building as part of this Planning Proposal. Therefore, there would be no impact on solar access to State listed Hyde Park or the enjoyment of the place as a result of the Planning Proposal in comparison to the type of development currently allowable under the LEP. In fact, there will be an improved outcome for Hyde Park through the removal of the existing Sun Access Plan breach.

This Planning Proposal seeks only to increase the maximum allowable FSR on the site. The additional FSR facilitated by this Planning Proposal will primarily allow for the utilisation of the entire depth of the site for new mass (subject to future DA) up to the maximum height allowance as facilitated by the proposed envelope. The proposed increased density through the centre of the site would not be visually dominant when viewed from the public domain having regard for existing site constraints which limit views to the centre of the site.

The proposed increase in density is in line with an uplift in density in the area and on the western side of Hyde Park generally. It is noted that three substantial new developments are approved and under construction on the same block as the subject site. Specifically, approval has been granted (November 2019 – D/2018/1246) and construction has commenced for a building envelope to 168 metres at the City Tattersalls Club at 194 Pitt Street. Approval has been granted (April 2020 – D/2019/263) and construction started for a 32-storey mixed use building at 65-77 Market Street. Further, approval was granted (June 2019 – SSD-8875) and construction started for the Pitt Street North Over Station Development which achieves a maximum building height of 188.74m.

Further, it is generally noted that the site is located within a progressively redeveloped CBD context, which includes high rise development and juxtapositions of scale. Therefore, the increase in density is considered to be in line with the changing character of the CBD. The approved/under construction developments in the vicinity are shown in the graphic below.

The reference schemes assume the demolition of the existing buildings on the site. As set out in Section 4.3 of this report the subject site does not meet the threshold of significance required for local heritage listing under any criterion. Therefore, none of the elements comprised within the site are required to be retained from a heritage perspective.

Both potential building envelopes generally retain a height datum with the heritage item adjacent and the predominant streetwall height. A future development would therefore be in line with the existing massing arrangements of existing high density development surrounding the proximate heritage items.

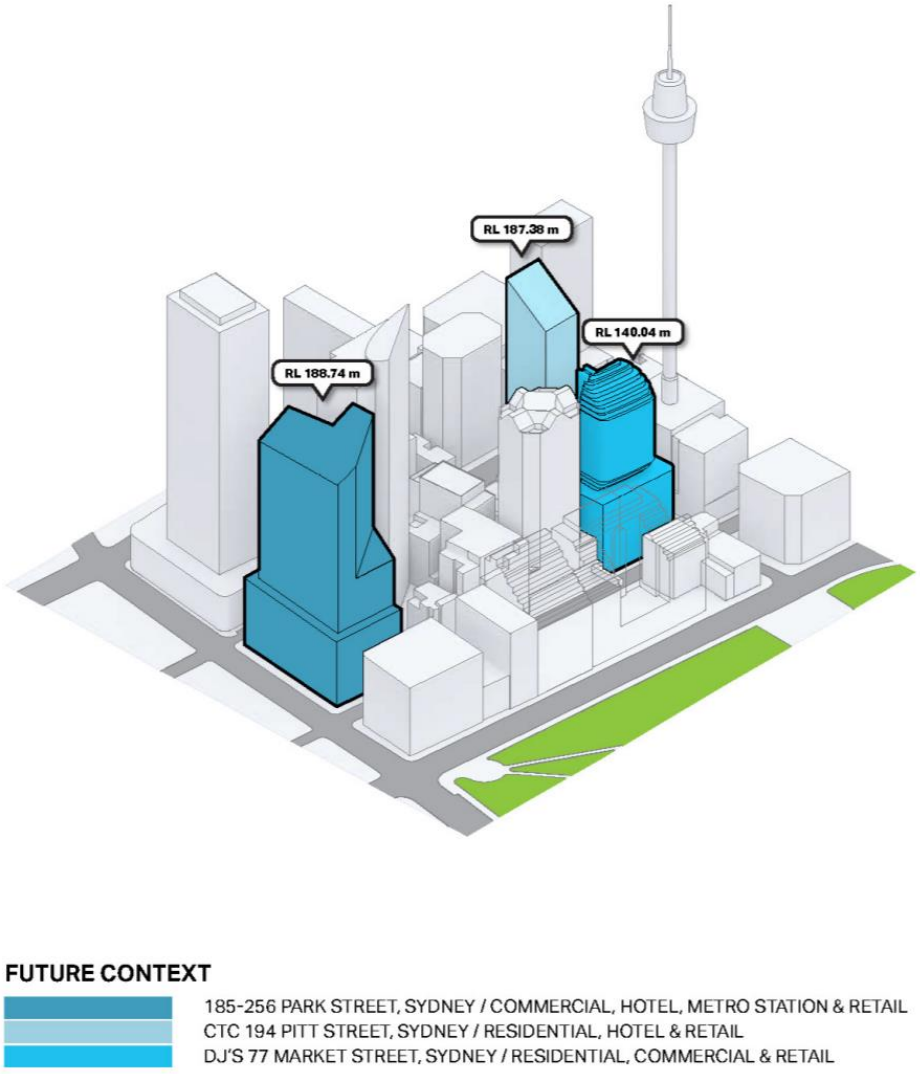


Figure 29 Recently constructed development or development under construction near the subject site.

Source: 3XN

6.2. ASSESSMENT AGAINST EXISTING HERITAGE PLANNING CONTROLS

6.2.1. Sydney Local Environmental Plan 2012

Table 4 Sydney Local Environmental Plan 2012

Clause	Discussion
(2) Requirement for consent *Development consent is required for any of the following:* *(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*	The subject site is not a listed heritage item, however it adjoins and is located within the immediate vicinity of a number of heritage items, as identified in Section 1.3 of this report. Therefore, this impact assessment is required to assess the Planning Proposal on the vicinity heritage items. The reference scheme assumes the demolition of the existing buildings on the site. As set out in Section 4.3 of this report the subject site does not

Clause	Discussion
(i) a heritage item, *(ii) an Aboriginal object,* *(iii) a building, work, relic or tree within a heritage conservation area,* *(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,* *(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,* *(d) disturbing or excavating an Aboriginal place of heritage significance,* *(e) erecting a building on land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,* *(f) subdividing land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*	meet the threshold of significance required for local heritage listing under any criterion. Therefore, none of the elements comprised within the site are required to be retained from a heritage perspective.
(4) Effect of proposed development on heritage significance *The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation*	This report has been prepared to assist the consent authority in determining the potential heritage impact of the Planning Proposal. For the reasons outlined in detail below it is not considered that the Planning Proposal would have any adverse impacts on the significance of the identified heritage items in the vicinity of the subject site.

Clause	Discussion
management plan is submitted under subclause (6).	
(5) Heritage assessment *The consent authority may, before granting consent to any development:* *(a) on land on which a heritage item is located, or* *(b) on land that is within a heritage conservation area, or* *(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),* *require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*	This report has been prepared in response to this provision.

6.2.2. Sydney Development Control Plan 2012

The proposed works are addressed in relation to relevant provisions in the Sydney Development Control Plan 2012.

Table 5 Sydney Development Control Plan 2012

Provision	Discussion
3.9 HERITAGE	
3.9.5 Heritage items (4) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting, where possible and allowing the interpretation of archaeological features; and (d) Retaining and respecting significant views to and from the heritage item.	This Planning Proposal only seeks consent to amend the underlying planning controls on the site to facilitate future development but does not seek consent for any detailed design of the reference scheme or any built works. The subject property is located within the vicinity of a number of local and state heritage listed items. There are no physical works proposed at this stage, and no physical intervention to any heritage items in the vicinity. The proposed development envelopes are located on a city block that contains existing substantial high rise development (and approved/under construction development) as well as low scale historic buildings. Sydney's Central Business District is characterised by situations where high rise towers are located adjacent to smaller historic buildings. These relationships, when handled appropriately, contribute to the diversity of the townscape and do not impact on the significance of the earlier development layer. The heritage items in the vicinity will continue to be appreciated as historic structures of individual composition and street presence, surrounded by substantial high-rise development as is the current urban environment. As outlined in Section 6.5 of this report, a number of these proximate heritage items have existing approval for substantial redevelopment and tower forms on their sites and construction is underway on these sites. These sites will also contribute to the future mixed character of the precinct. Proximate heritage items will continue to be read in their existing urban context and will continue to be able to be interpreted. Existing significant views towards heritage items in the vicinity will not be adversely affected by this Planning Proposal or by the future development it will facilitate through additional Development Applications. All nearby heritage items will be retained in their existing urban settings, and no changes are sought under Schedule 5 of the Sydney LEP 2012, meaning that all nearby heritage items will retain their existing statutory heritage protections. Detailed design of the future building through additional Development Applications will provide an opportunity to architecturally respond to the character of the area and the

Provision	Discussion
	heritage items in the vicinity through façade articulation, massing, materiality and fenestration. The envelopes and reference schemes however already demonstrate an appropriate podium which relates to the establish street wall height in this part of the city and has a relationship with the scale of the heritage item adjacent (north). A future development in accordance with the proposed changes sought under this Planning Proposal will not have any material additional effect on the heritage items in the vicinity of the subject site compared with a future development in accordance with the current planning controls.

6.3. ASSESSMENT AGAINST PROPOSED HERITAGE PLANNING CONTROLS

6.3.1. Amendments to Sydney Development Control Plan 2012 – Central Sydney Planning Strategy Amendments

The proposed works are addressed in relation to relevant provisions in the *Amendments to Sydney Development Control Plan 2012 – Central Sydney Planning Strategy Amendments*.

Table 6 Amendments to Sydney Development Control Plan 2012 – Central Sydney Planning Strategy Amendments

Provision	Discussion
SECTION 5.1 – CENTRAL SYDNEY	
5.1.1 Built Form Controls *Value Statement* Heritage items create space between tall buildings that allow more sunlight, daylight and air circulation to the street.	The subject property is located within the vicinity of a number of local and state heritage listed items. There are no physical works proposed at this stage, and no physical intervention to any heritage items in the vicinity. The proposed development envelopes are located on a city block that contains existing substantial high rise development as well as low scale historic buildings. Sydney's Central Business District is characterised by situations where high rise towers are located adjacent to smaller historic buildings. These relationships, when handled appropriately, contribute to the diversity of the townscape. The heritage items in the vicinity will continue to be appreciated as historic structures of individual composition and street presence, surrounded by substantial high-rise development as is the current urban environment. As outlined in Section 6.5 of this report, a number of these vicinity heritage items have existing approval for substantial redevelopment and tower forms on their sites. These sites will also contribute to the future mixed character of the precinct. Vicinity heritage items will continue to be read in their existing urban context and will continue to be able to be interpreted. Existing significant views towards heritage items in the vicinity will not be adversely affected by this Planning Proposal or by the future development it will facilitate through additional Development Applications.
5.1.1.1 Street Frontage Height and Street Setbacks *Objectives*	Detailed design of the future building through additional Development Applications will provide an opportunity to architecturally respond to the character of the area and the heritage items in the

Provision	Discussion
(b) Encourage flexibility in building design while reinforcing the character of Central Sydney and ensuring built form is compatible with heritage items and the desired streetscape character.	vicinity through façade articulation, massing, materiality and fenestration. The envelopes and reference schemes however already demonstrate an appropriate podium which relates to the establish street wall height in this part of the city and has a relationship with the scale of the heritage item adjacent (north).
5.1.3.2 Development Adjacent to Heritage Items (1) New development adjacent to a heritage item should respect and reinforce the historic scale, form, modulation, articulation, proportions, street alignment, materials and finishes that contribute to the heritage significance of the adjacent heritage item. (2) Consideration must be given to the impact of adjacent development on the significance, setting, landmark values and ability to view and appreciate the heritage item from public places.	As discussed above.
5.1.4 Building Exteriors *Provisions* (1) Adjoining buildings, particularly heritage buildings, must be considered in the design of new development in terms of: (a) street alignment; (b) Street Frontage Heights; (c) Street Setbacks; and (d) facade proportions including horizontal or vertical emphasis and enclosed corners at street intersections. Note: for development adjacent to Heritage Items, see also Section 5.1.3.1 (2) Building exteriors are to be designed so that: (a) the predominant masonry character and articulation of Central Sydney is reinforced, particularly at the lower levels of buildings; and (b) the materials used, including glass, are predominantly light in colour to reflect better quality	As discussed above.

Provision	Discussion
light into the streets and respond to characteristic light colours of Central Sydney. (3) Extensive expanses of blank glass or solid wall on a building facade are to be avoided.	

6.4. ASSESSMENT AGAINST THE HERITAGE NSW GUIDELINES

The proposed works are addressed in relation to relevant questions posed in Heritage NSW's 'Statement of Heritage Impact' guidelines.

Table 7 Heritage NSW Guidelines

Clause	Discussion
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	This Planning Proposal only seeks consent to amend the underlying planning controls on the site to facilitate future development but does not seek consent for any detailed design of the reference scheme or any built works. The subject property is located within the vicinity of a number of local and state heritage listed items. There are no physical works proposed at this stage, and no physical intervention to any heritage items in the vicinity. The proposed development envelopes are located on a city block that contains existing substantial high rise development as well as low scale historic buildings. Sydney's Central Business District is characterised by situations where high rise towers are located adjacent to smaller historic buildings. These relationships, when handled appropriately, contribute to the diversity of the townscape. The heritage items in the vicinity will continue to be appreciated as historic structures of individual composition and street presence, surrounded by substantial high-rise development as is the current urban environment. As outlined in Section 6.5 of this report, a number of these vicinity heritage items have existing approval for substantial redevelopment and tower forms on their sites. These sites will also contribute to the future mixed character of the precinct. Vicinity heritage items will continue to be read in their existing urban context and will continue to be able to be interpreted. Existing significant views towards heritage items in the vicinity will not be adversely affected by this Planning Proposal or by the future development it will facilitate through additional Development Applications. All vicinity heritage items will be retained in their existing urban settings, and no changes are sought under Schedule 5 of the Sydney LEP 2012, meaning that all vicinity heritage items will retain their existing statutory heritage protections. Detailed design of the future building through additional Development Applications will provide an opportunity to architecturally respond to the character of the area and the heritage items in the vicinity through façade articulation, massing, materiality and fenestration. The Hyde Park sun access plane will continue to define the maximum height of development on the site. Therefore,

	development will continue to be comparable in terms of height to the existing development on the site and to the approved development in the vicinity. A future development in accordance with the proposed changes sought under this Planning Proposal will not have any material impact on the heritage items in the vicinity compared with a future development in accordance with the current planning controls. The reference schemes assume the demolition of the existing buildings on the site. As set out in Section 4.3 of this report the subject site does not meet the threshold of significance required for local heritage listing under any criterion. Therefore, none of the elements comprised within the site are required to be retained from a heritage perspective.
The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:	There are no aspects of the proposal which are anticipated to have an adverse impact on the heritage items in the vicinity.
The following sympathetic solutions have been considered and discounted for the following reasons:	N/A

6.5. CONSIDERATION OF ADJOINING HERITAGE ITEMS SUBJECT TO NEW DEVELOPMENTS

6.5.1. Approved Development - City Tattersall's Club (under construction)

In November 2019, a concept building envelope for the redevelopment of the City Tattersall's Club, comprising a podium and tower containing indicative residential, retail, hotel and club land uses, was approved under D/2018/1246 by the Central Sydney Planning Committee. Extracts of the approved building envelopes tare included below:

In July 2020, BVN Architects were unanimously selected by a panel of six esteemed jurors representing the City of Sydney, the Club and ICD to design the redevelopment of the approved envelope. The winning scheme is included hereunder for reference.

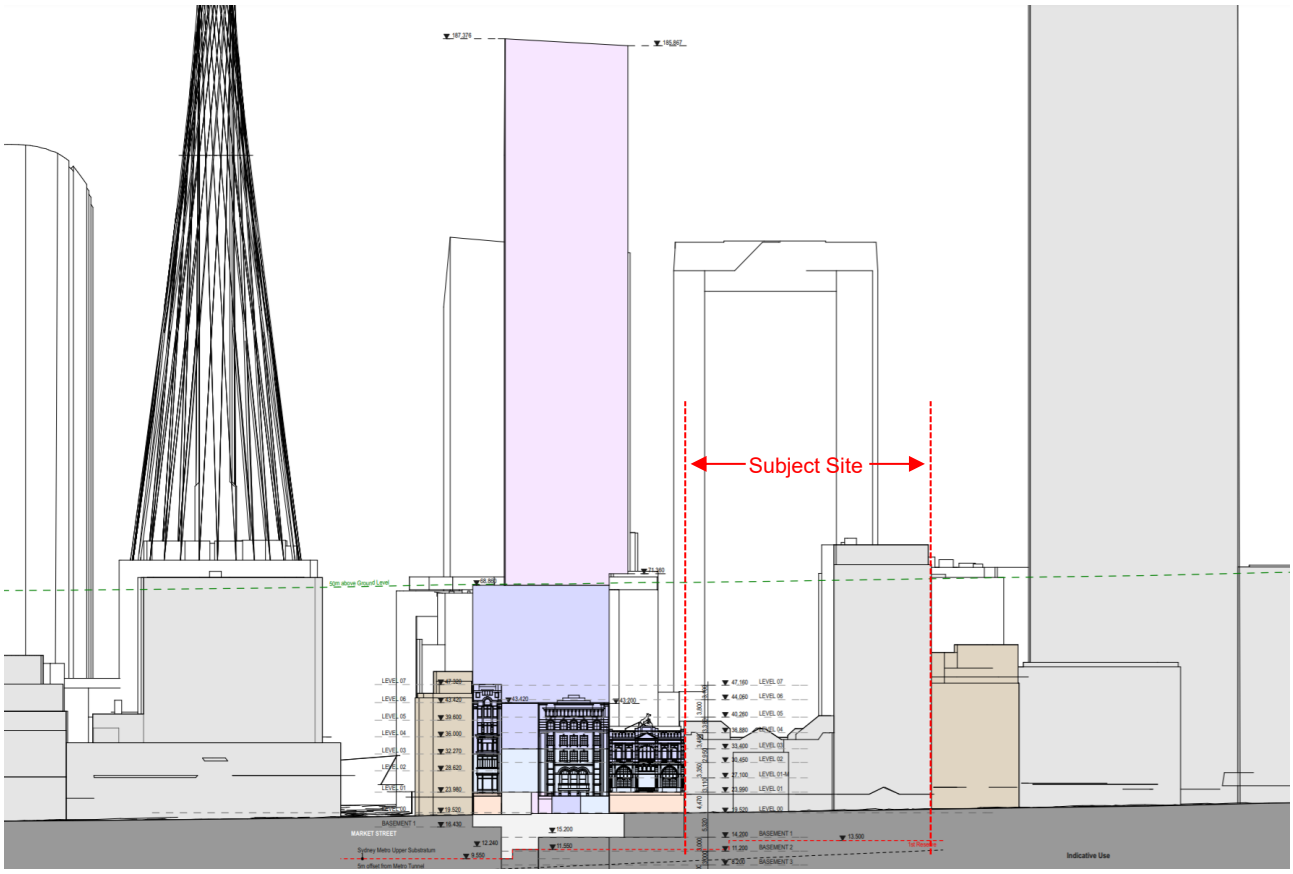


Figure 30 Extract of approved building envelope under D/2018/1246 – Pitt Street elevation (showing the subject site indicated in red)

Source: FJMT Architects, 15 June 2019

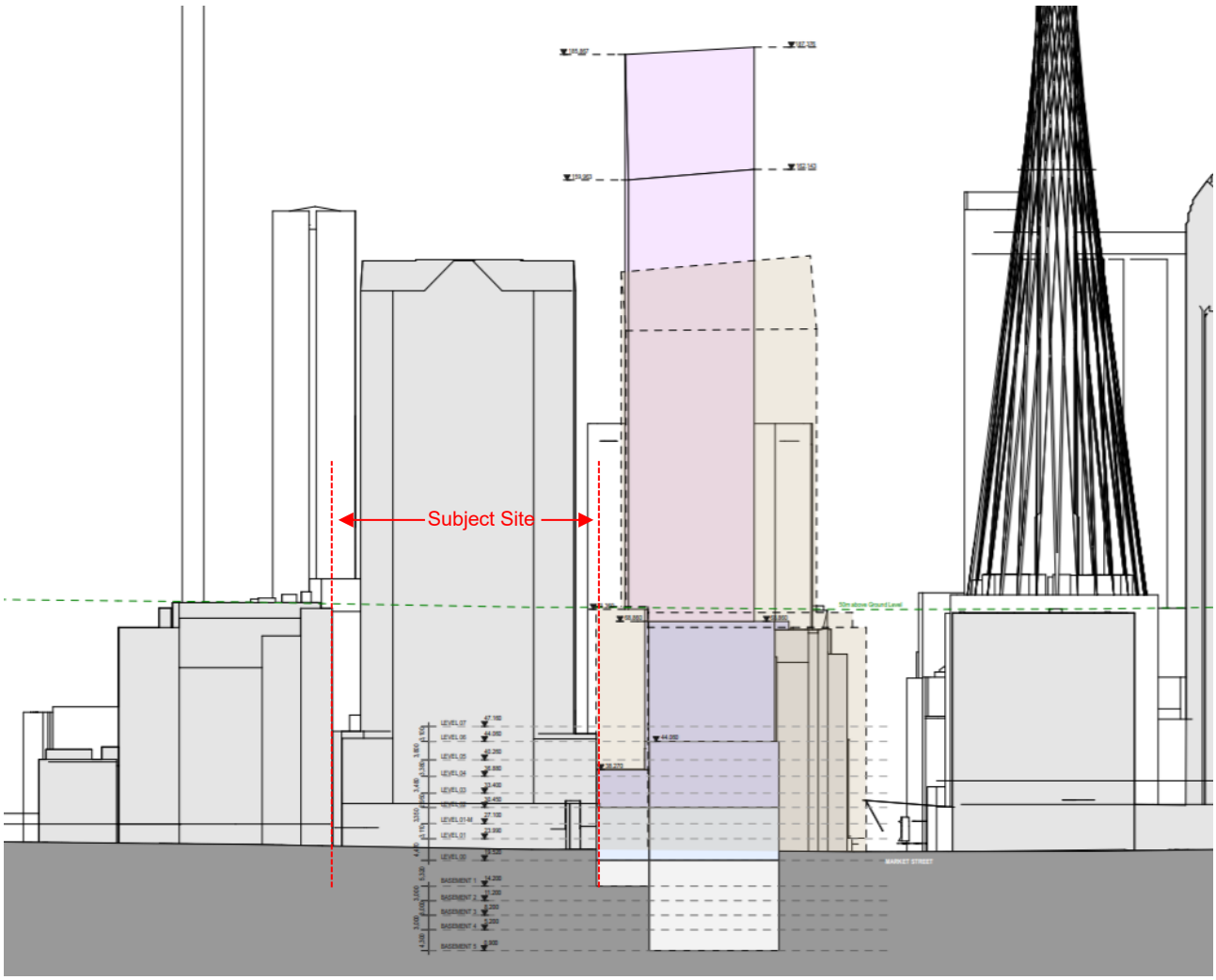


Figure 31 Extract of approved building envelope under D/2018/1246– Castlereagh Street elevation (showing the subject site indicated in red and the approved David Jones envelope in dotted lines with brown shading)

Source: FJMT Architects, 15 June 2019

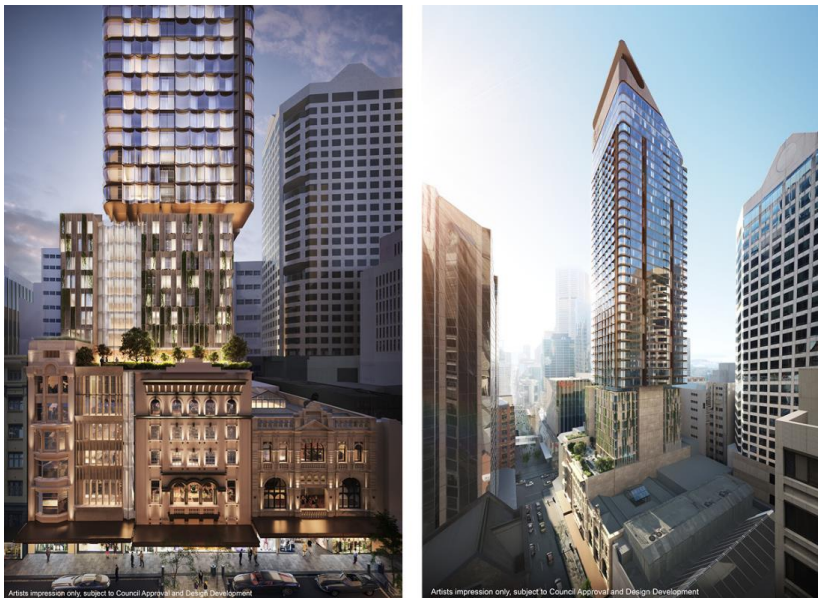


Figure 32 Extract of winning design for City Tattersall's design competition

Source: BVN, 2020

6.5.2. Approved Development – David Jones (under construction)

In April 2020 an Integrated Development Application for the retention and alteration of the existing retail/commercial building on the site and the construction of a 22 storey residential tower above (total height of 32 storeys), was approved by the Central Sydney Planning Committee for the adjoining David Jones site (Market Street store). The development accommodates retail and commercial uses within the existing building, 101 residential apartments within the tower and 108 car parking spaces within the basement. The following approved plans show the proposed tower above David Jones to the immediate north of the subject site.

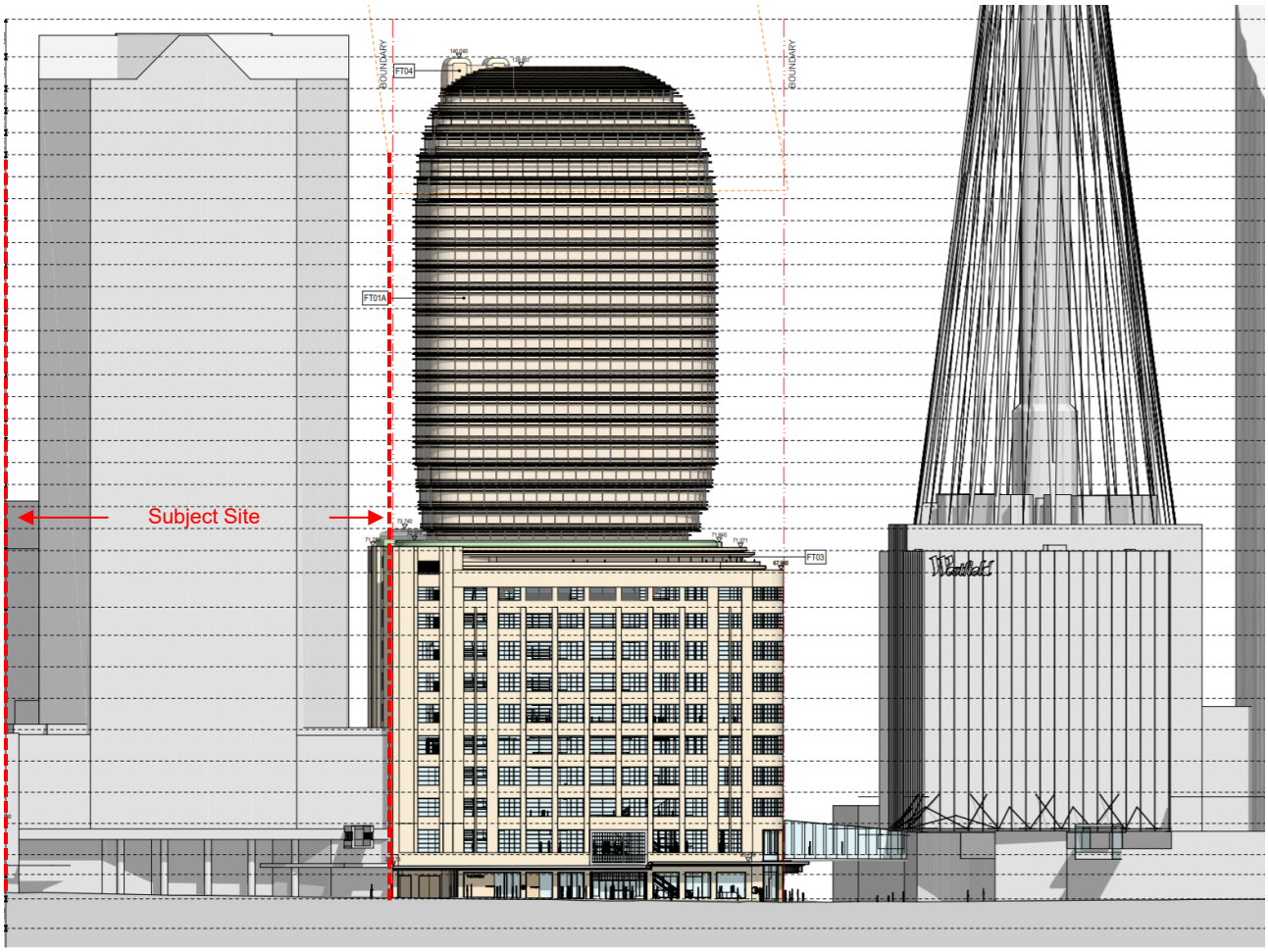


Figure 33 Extract of approved building under D/2019/263– Castlereagh Street elevation (showing the subject site indicated in red)

Source: FJMT Architects, 8 March 2019

6.5.3. Impact Assessment Discussion for Adjoining Heritage Items

The subject site is located to the immediate south of the City Tattersall's Club (CTC) site on Pitt Street. The approved building envelope and subsequent winning design scheme both demonstrate that the southern-most building on the CTC site will not be built on top of, providing a physical gap between the CTC tower and the tower on the subject site to the south.

The subject site Planning Proposal and associated reference schemes as outlined in this report is consistent with the overall built form scale and massing of the adjoining CTC site proposed development, which includes and is located on top of and behind a group of small scale heritage buildings. The subject site reference schemes have employed setbacks and a podium scale which directly responds to and respects the lower scale form of the historic CTC buildings, to maintain the lower scale podium streetscape character of the place.

To the immediate north of the subject site along Castlereagh Street sits David Jones. The subject reference scheme has employed setbacks and a stepped form which is consistent with and complements the approved building envelope for this adjoining listed heritage item. The subject site Planning Proposal and associated reference scheme will not detract from the David Jones building's commanding corner position in the streetscape. The envelopes proposed under the Planning Proposal has a relationship with the scale of both the 1940s David Jones building and the approved development above.

The proposed subject site reference scheme in comparison with the approved CTC building envelope is demonstrated clearly in the following diagram by 3XN.

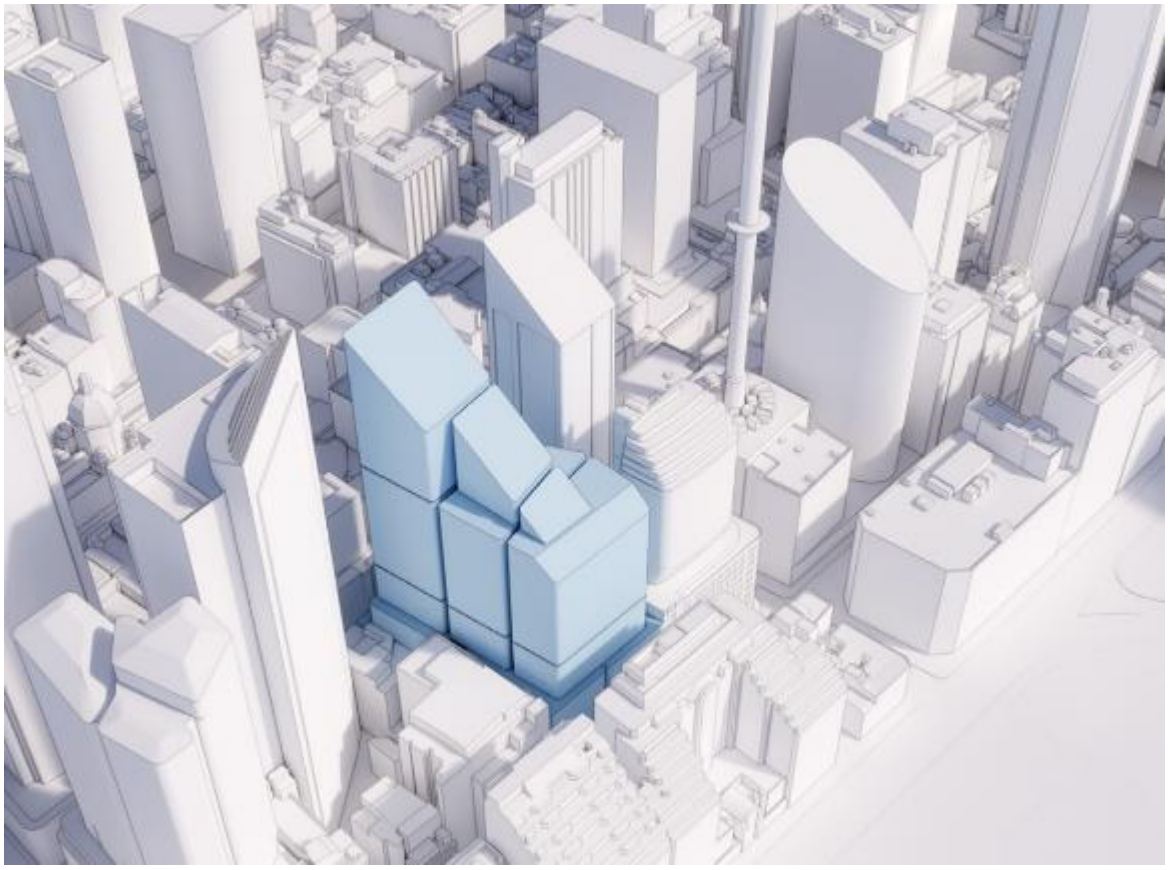


Figure 34 Extract of reference scheme from design report in the context of adjoining approved building envelopes on adjoining heritage items.

Source: 3XN

6.6. RECOMMENDED HERITAGE PRINCIPLES FOR FUTURE BUILT FORM

This Planning Proposal only seeks consent to amend the underlying planning controls on the site to facilitate future development but does not seek consent for any detailed design of the reference scheme or any built works. The following heritage principles should be applied during the next stage of development to inform the design of future built structures on the site, to ensure that potential heritage impacts of the proposal are avoided or mitigated and that heritage items in the vicinity are appropriately managed and conserved.

The articulation and fenestration of the podium form of the future building should respond to and complement the adjoining heritage items, in particular the City Tattersall's Club buildings and former Banking House on Pitt Street and the David Jones Market Street building at the corner of Market and Castlereagh Street.

The future subject site podium form should provide a considered transition between the smaller scale City Tattersalls Club heritage to the north and the grand proportions of the former Banking House heritage item to the immediate south at 226-230 Pitt Street. A considered response should include reference to the varying floor to ceiling heights of the booked-ending heritage items, along with dominant vertical and horizontal detailing inherent in the traditional architecture of these buildings.

Future development should adopt materiality and texture that adds a richness to the character of the Pitt Street and Castlereagh Street streetscapes. Materiality should not seek to replicate traditional detail, but provide a contemporary response to the immediate context while adding a new layer of design excellence to the CBD.

7. CONCLUSION AND RECOMMENDATIONS

Conclusions

This Planning Proposal only seeks consent to amend the underlying planning controls on the site to facilitate future development but does not seek consent for any detailed design of the reference scheme or any built works.

The subject property is located within the vicinity of a number of local and state heritage listed items. There are no physical works proposed at this stage, and no physical intervention to any heritage items in the vicinity.

The proposed development envelopes (and two concept schemes) are located on a city block that contains existing substantial high-rise development as well as low scale historic buildings. Sydney's Central Business District is characterised by situations where high rise towers are located adjacent to smaller historic buildings. These relationships, when handled appropriately, contribute to the diversity of the townscape. The envelopes allow for retention of sympathetic height datums with the heritage item adjacent and the streetscape.

Recommendations

The following heritage principles should be applied during the next stage of development to inform the design of future built structures on the site, to ensure that potential heritage impacts of the proposal are avoided or mitigated and that heritage items in the vicinity are appropriately managed and conserved.

The articulation and fenestration of the podium form of the future building should respond to and complement the adjoining heritage items, in particular the City Tattersall's Club buildings and former Banking House on Pitt Street and the David Jones Market Street building at the corner of Market and Castlereagh Street.

The future subject site podium form should provide a considered transition between the smaller scale City Tattersalls Club heritage to the north and the grand proportions of the former Banking House heritage item to the immediate south at 226-230 Pitt Street. A considered response should include reference to the varying floor to ceiling heights of the booked-ending heritage items, along with dominant vertical and horizontal detailing inherent in the traditional architecture of these buildings.

Future development should adopt materiality and texture that adds a richness to the character of the Pitt Street and Castlereagh Street streetscapes. Materiality should not seek to replicate traditional detail, but provide a contemporary response to the immediate context while adding a new layer of design excellence to the CBD.

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8.1. BIBLIOGRAPHY

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8.2. REFERENCES

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

DISCLAIMER

This report is dated 5 August 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of STOCKLAND **(Instructing Party)** for the purpose of a Planning Proposal **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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Attachment A8

Pedestrian Footpath Analysis – Commercial Scheme

ARUP

Stockland

Stockland Piccadilly Complex

Footpath Analysis for Planning Proposal

Reference: Piccadilly Complex Footpath Analysis

01 | 05 August 2025

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 29537500

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Document Verification

Project title	Stockland Piccadilly Complex
Document title	Footpath Analysis for Planning Proposal
Job number	29537500
Document ref	Piccadilly Complex Footpath Analysis
File reference	

Revision	**Date**	**Filename**	2025-08-05 Pedestrian Footpath Analysis - 133-145 Castlereagh Street, COMMERCIAL_ISSUE		
01	5th August 2025	**Description**			
			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	**Prepared by**	**Prepared by**
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			

Issue Document Verification with Document ☑

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Footpath Analysis for Planning Proposal undertaken by Arup (dated: 10 August 2020) A-1

1. Introduction

This Footpath Analysis report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419. The site location is shown in Figure 1.



Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish a building envelope for the site, as well as other key assessment criteria including the establishment of a through-site link, vehicular access and car parking provision, and sustainability criteria.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a commercial development, together with basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton on the Park located to the east of the site.

A Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.

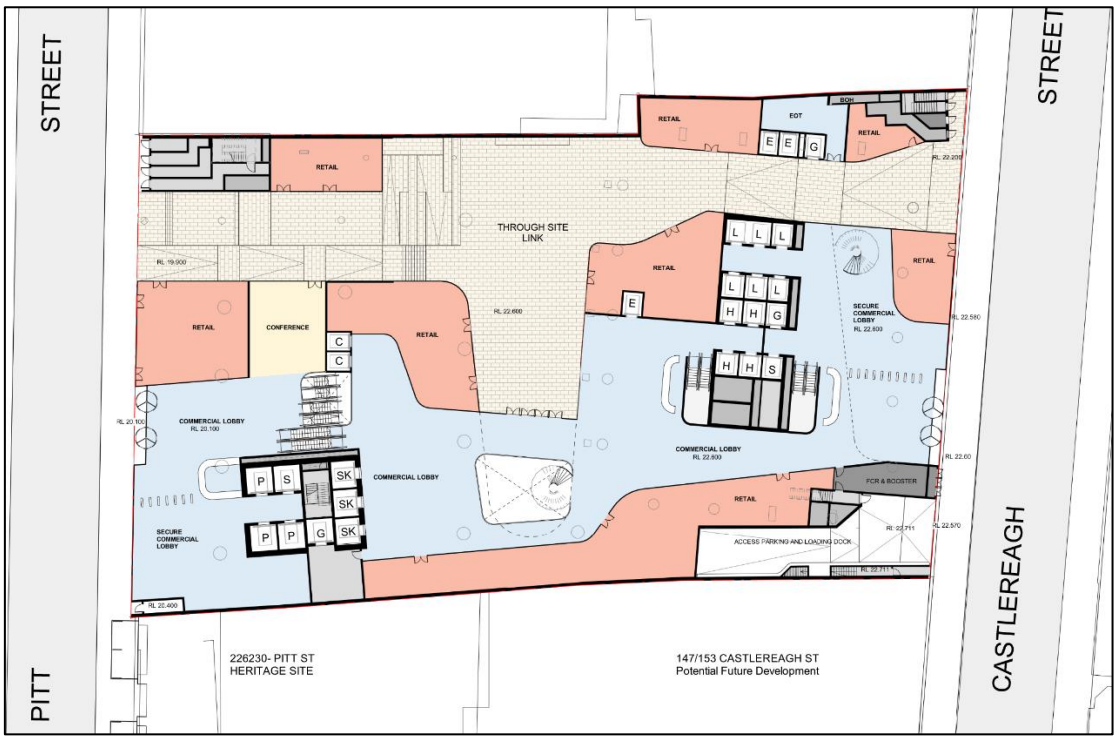


Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, 550029-Commercial, SK-11-100)

The Concept Reference Design includes the following elements:

- Basement car parking and building services plant;
- Wesley Mission facilities including the Church, Theatre and Lyceum, and supporting offices;
- Wesley Mission Office;
- End of trip, back of house area and plant;
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Podium levels comprising lobby, retail, commercial and plant;
- Tower levels comprising commercial and plant;

1.2 Purpose of report

The purpose of this report is to document the pedestrian comfort of the footpaths adjacent to the new development at 133-145 Castlereagh Street using the NSW Walking Space Guide (WSG), a state-wide guide to be applied in the design of comfortable walking spaces. The guide was developed through a collaboration between the City of Sydney (CoS) and Transport for New South Wales (TfNSW) to understand the relationship between pedestrian volumes, density, and comfort in the NSW context, and to establish a consistent framework for assessing footpaths within the built environment. The WSG intends to set minimum footpath widths that provide the opportunity for comfortable pedestrian movement across may different footpath types and contexts such as from high-use central city footpaths.

The report builds on, and where appropriate, updates the *Footpath Analysis for Planning Proposal undertaken by Arup (dated: 10 August 2020)* document produced for the proposed development by Arup (see Appendix A). The previous work used the Pedestrian Comfort Levels (PCL) assessment method following the Transport for London (TfL) Pedestrian Comfort Guidance. The updated WSG assessment will compare the base scenario (i.e. existing conditions) and compare with the 'with development' impact on the footpaths adjacent to 133-145 Castlereagh Street.

2. Study Area

The study area is outlined in Figure 3.The proposed development site has dual frontages for pedestrian access at Pitt Street and Castlereagh Street. The footpaths assessed as part of this study are shown in pink, which aligns with the previous approach taken to assess the footpaths. These include the footpaths that provide direct access to the building entrances on Castlereagh and Pitt Streets as well as secondary footpaths that connect to the surrounding transport nodes.

The footpath assessment includes an additional link on Park Street between Pitt Street and Castlereagh Street. The purpose of including this link is to capture the development generated pedestrian traffic which use the newly operational Gadigal Metro Station with an access point located along the northern footpath of this street.



Figure 3: Study Area

3. Existing Conditions Assessment

This study has reviewed a number of documents that include pedestrian surveys conducted prior to the Covid-19 pandemic. These include:

- Development Application: 194 & 196-204 Pitt Street, Sydney
- Development Application: 65-77 Market Street, Sydney
- Chatswood to Sydenham Environmental Impact Statement (EIS), May 2016 (relevant for Gadigal Metro Station)
- Gadigal Station, Interchange Access Plan (IAP), January 2024 (relevant for Gadigal Metro Station)

The two neighbouring development applications did not include any indication of existing pedestrian counts in the area. However, the Chatswood to Sydenham EIS and Gadigal Station IAP has been interrogated to understand the usefulness of the information to be used in the WSG assessment.

A site visit was conducted on 24 September 2024 to get an understanding of physical characteristics of the footpath network in the study area.

3.1 Pedestrian Counts

3.1.1 Chatswood to Sydenham Environmental Impact Statement

The Chatswood to Sydenham Environmental Impact Statement (EIS) included 2015 AM Peak hourly pedestrian counts as outlined in Figure 4. The EIS shows that existing counts are only available on Park Street either side of Pitt Street and on Pitt Street north of Park Street. An overview of the 2015 AM peak hour flows is provided in Figure 4.

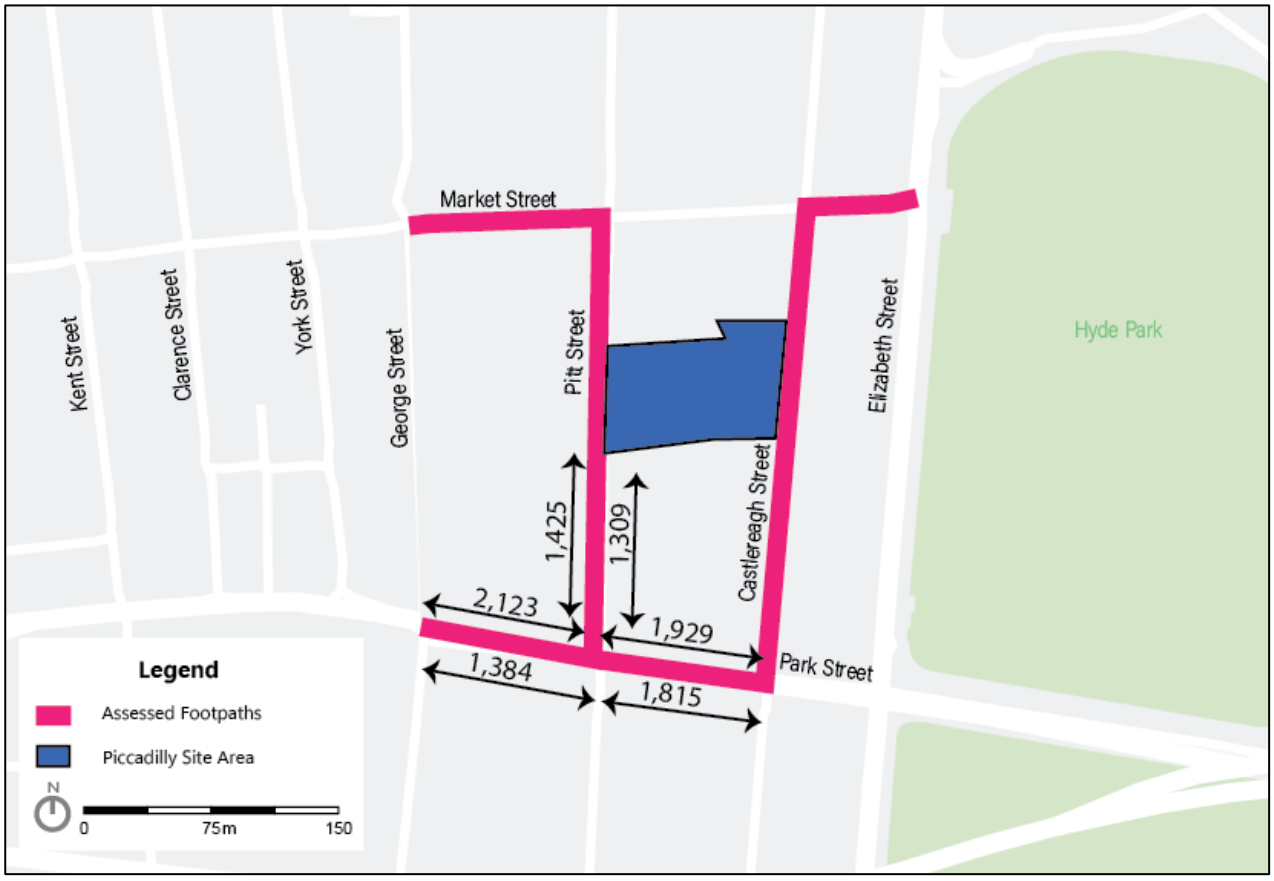


Figure 4: Pedestrian movement counts, 2015 AM Peak Hour flows (Sydney Metro 2016).

It is acknowledged that the information from the Chatswood to Sydenham EIS representing pedestrian counts in 2015, is potentially outdated and not representative of current conditions or when the future year when the proposed development opens. It has therefore been used in Section 5 as supplementary information as part of the WSG assessment.

3.1.2 Gadigal Station Interchange Access Plan

Sydney Metro's 2024 Interchange Access Plan (IAP) for Gadigal Metro station provides an overview of the 2036 AM peak period (over 3.5 hours) demand profile along with station egress and access distributions. As the information is forecast to a future year of 2036, the information is similarly useful (as that of the Chatswood to Sydenham EIS pedestrian counts) but not representative of existing conditions since the opening of the station in August 2024. The information is still considered to be of use to the WSG

assessment and has been used to supplement the assessment provided in Section 5. An overview of the 2036 AM peak period demand for the Gadigal Metro Station is provided in Figure 5.

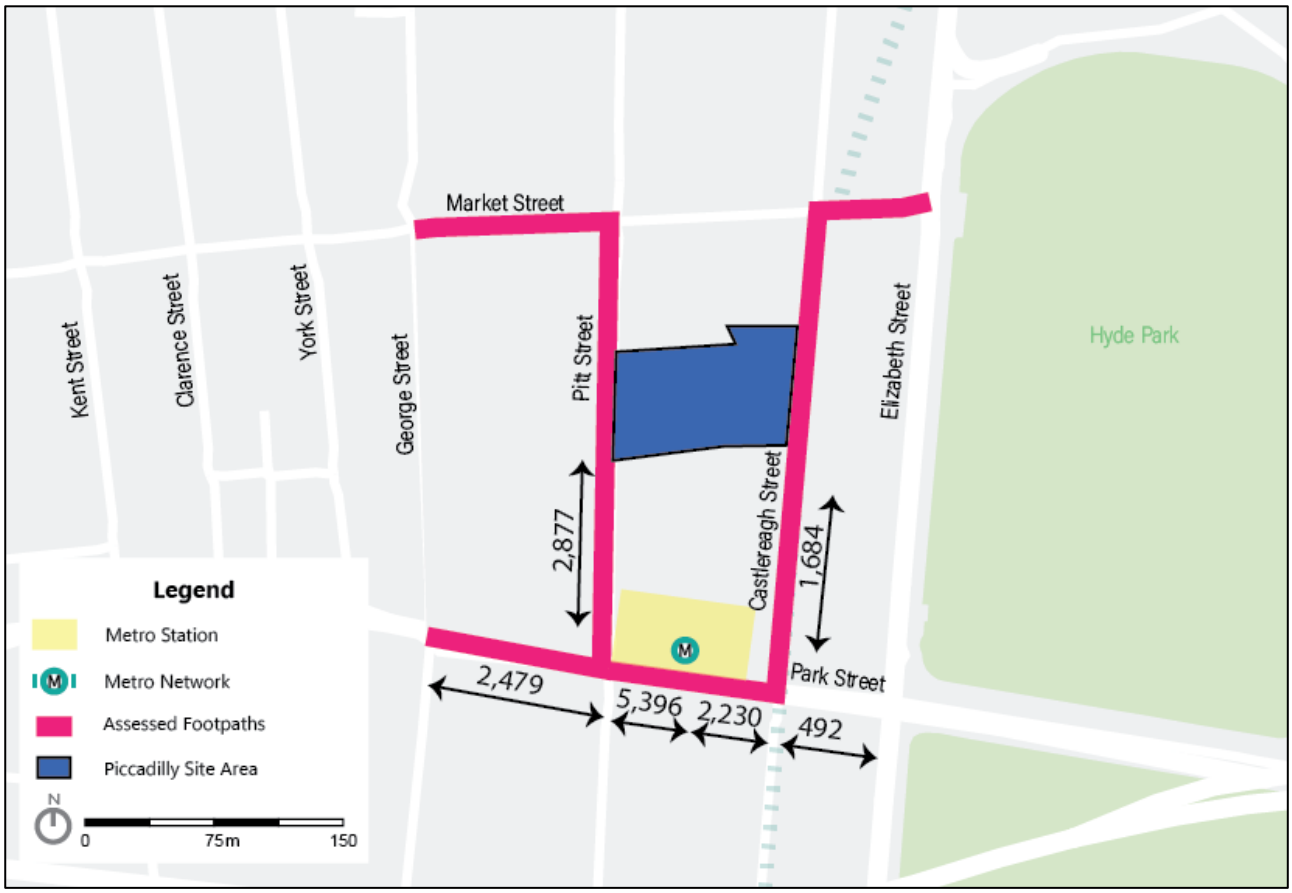


Figure 5: 2036 Gadigal Metro pedestrian movements (Sydney Metro 2024)

3.2 Site observations

A site visit of the study area was undertaken on 24 September 2024 to collect site specific measurements of the footpaths in the study area. The purpose of the visit was to measure the total footpath width to the kerb, and the effective footpath width accounting street furniture and parking bay insets. The narrowest section of each footpath is photographed, measured, and used in the footpath assessment in Section 5. The findings of the site visit are summarised in this section with a plan of assessed footpaths shown in Figure 6.

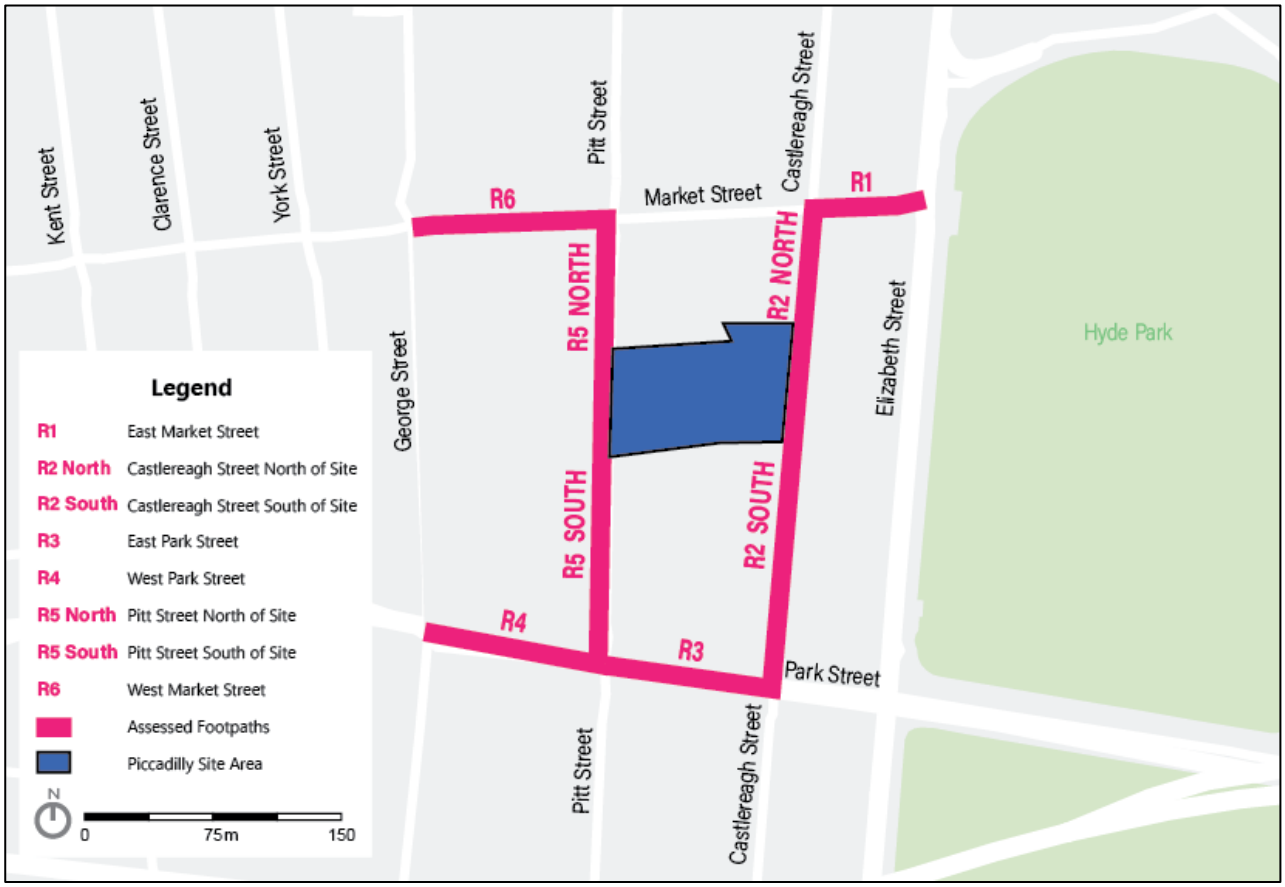


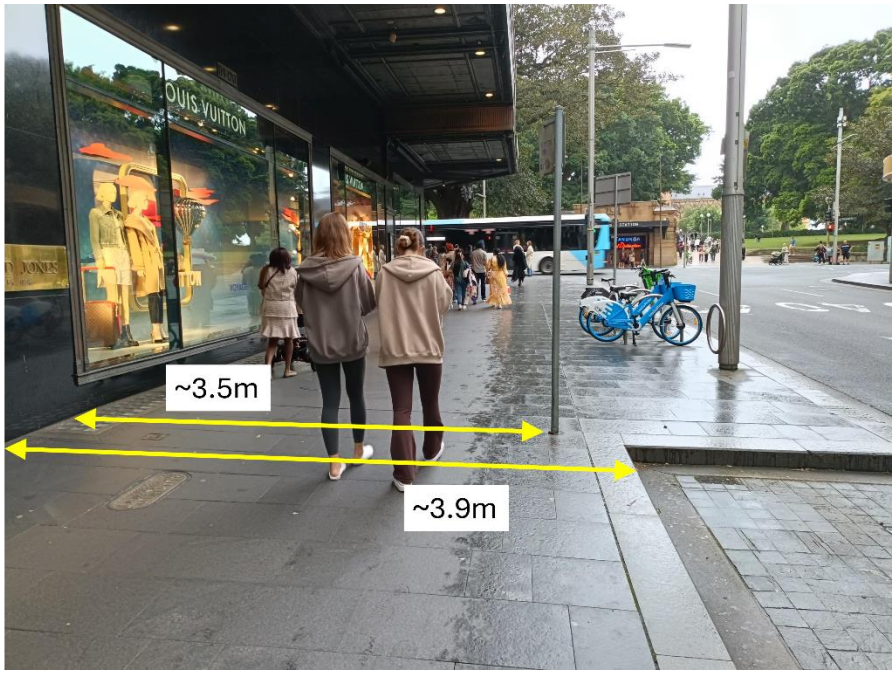
Figure 6: Assessed footpaths.

3.2.1 Market Street

Market Street is a main east-west thoroughfare. Two sections of Market Street are assessed as part of this footpath analysis.

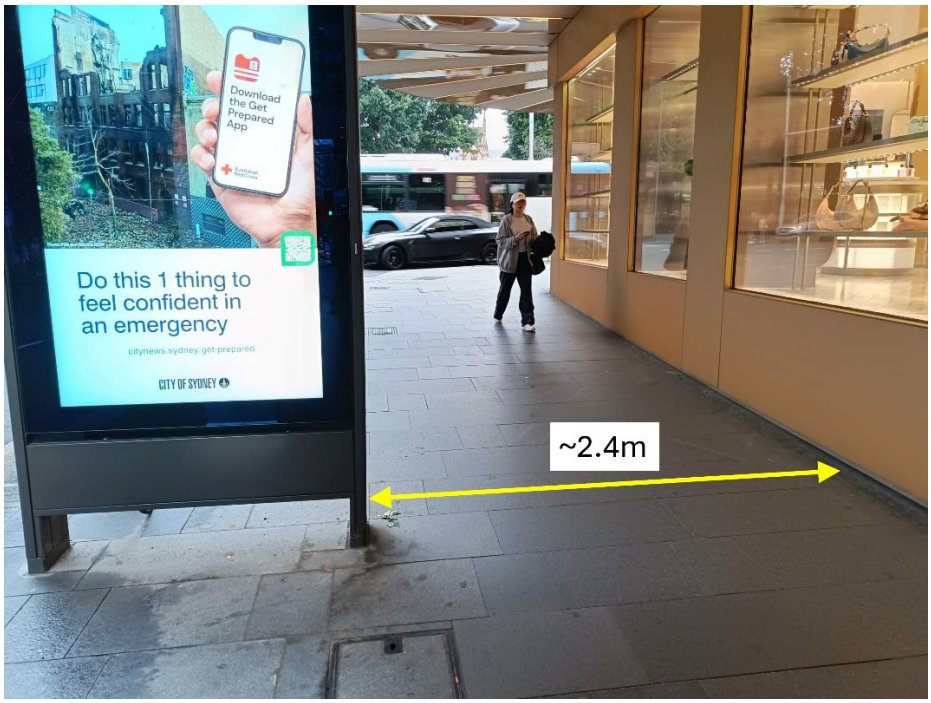
1) Section of Market Street located between Castlereagh Street and Elizabeth Street (R1); and
2) Section of Market Street located between George Street and Pitt Street (R6).

The first section provides connections to St James Station and bus stops to the north-east of the site. The northern portion of the first section is shown in Photograph 1. The narrowest section of the footpath has a width of approximately 3.5m of effective width between building property and signpost.



Photograph 1: Northern section of Market Street (Section 1).

The southern portion of the first section is shown in Photograph 2. The narrow section of the footpath has a width of approximately 2.4m of effective width between building property and advertisement display.



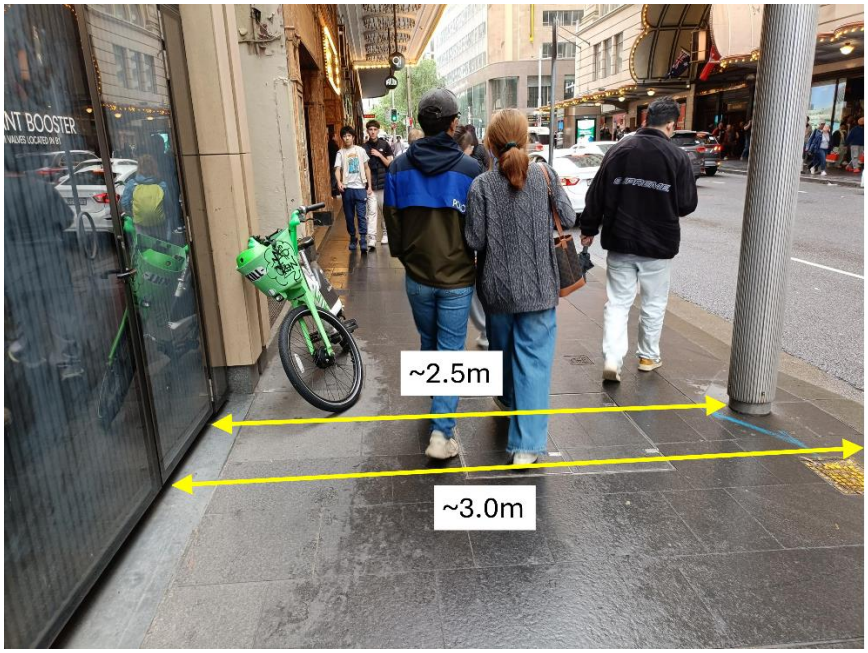
Photograph 2: Southern section of Market Street (Section 1).

The second section provides connections to bus stops and Light Rail services along George Street. The northern portion is shown in Photograph 3. The narrowest section of the footpath has a width of approximately 2.2m of effective width between building property and post-boxes.



Photograph 3: Northern section of Market Street (Section 2).

The southern portion is shown in Photograph 4. The narrowest section of this footpath has a width of approximately 2.5m of effective width between building property and lamppost.



Photograph 4: Southern section of Market Street (Section 2).

This study has not included the stretch of Market Street between Pitt Street and Castlereagh Street because temporary hoarding throughout the southern footpath has significantly reduced its effective width. Upon completion of temporary works, it is unknown where the building lines will be along the southern footpath.

3.2.2 Park Street

Park Street is a main east-west thoroughfare that provides connections to Town Hall Station, bus stops to the west and south-west and Gadigal Metro Station to the south. This report separates Park Street into two sections:

1) Section of Park Street located between Pitt Street and Castlereagh Street (R3); and

2) Section of Park Street is located between George Street and Pitt Street (R4).

The first section of Park Street is characterised generally as shown in Photograph 5. This shows an approximate total of 3.1m effective width between building property and bollards demarcating Gadigal Station's entry/exit point.



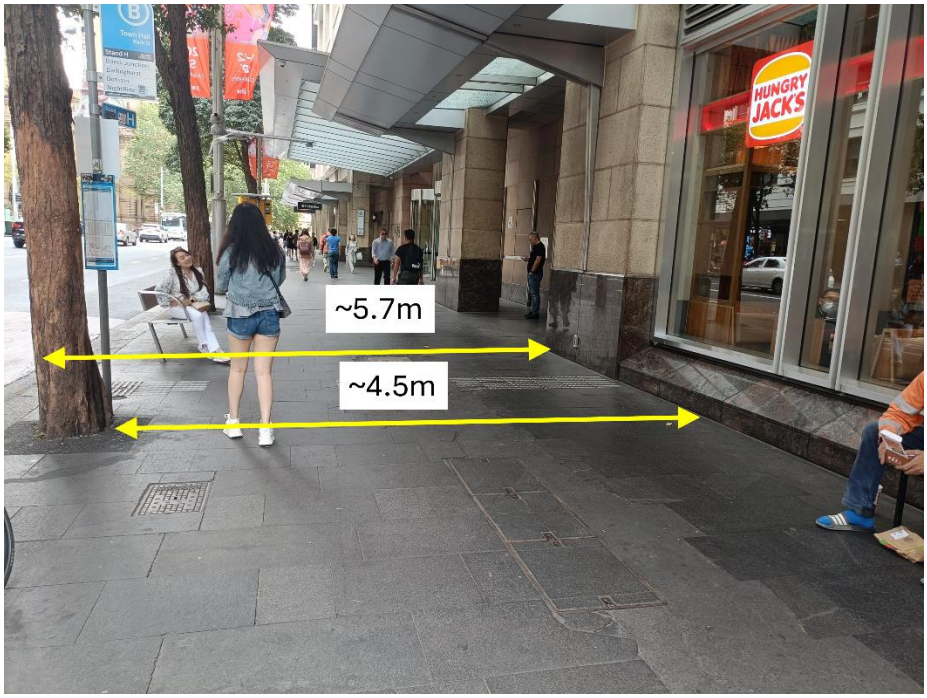
Photograph 5: Northern section of Park Street (Section 1).

The southern portion of Park Street is shown in Photograph 6. The narrowest section of this footpath has a width of approximately 3.4m of effective width between building property and tree. The tree grate is level with the footpath and provides no additional hazard. It was observed that pedestrians walk on the tree grate.



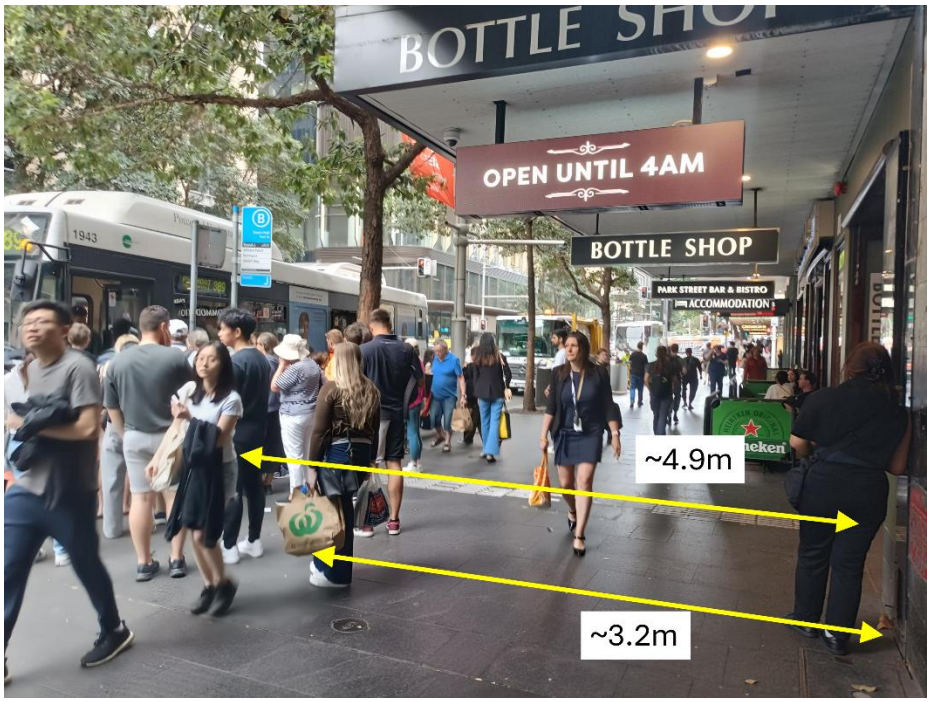
Photograph 6: Southern section of Park Street (Section 1).

The northern portion of the second section is shown in Photograph 7. The narrowest section of this footpath has a width of approximately 4.5m of effective width between building property and signposts or street furniture positioned in alignment.



Photograph 7: Northern section of Park Street (Section 2).

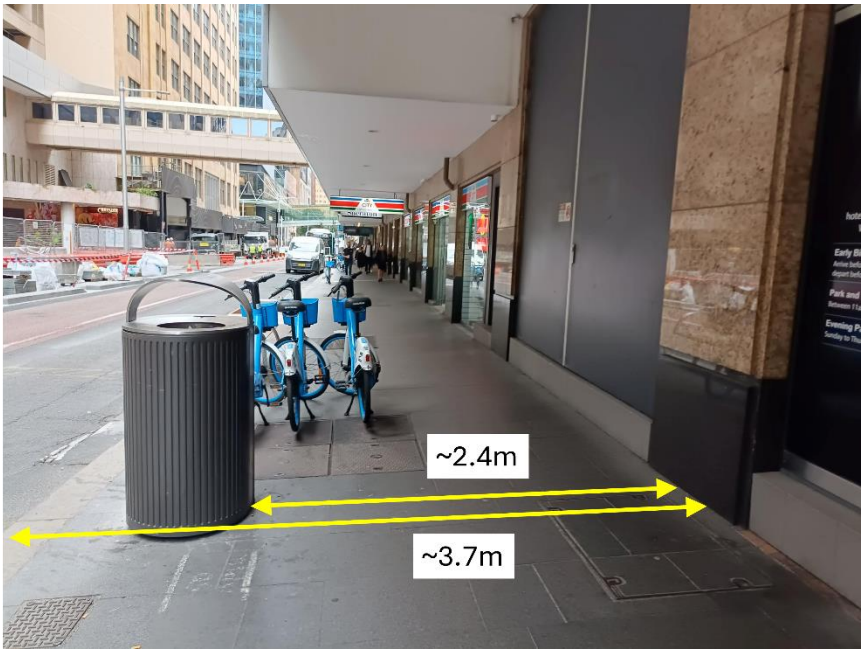
The southern portion is shown in Photograph 8. This footpath has bus stops which typically feature rows of bus patrons lining up. The footpath has a total width of 4.5m with the narrowest section of this footpath featuring a width of approximately 3.2m of effective width between building property and typical peak hour bus lines.



Photograph 8: Southern section of Park Street (Section 2).

3.2.3 Castlereagh Street

Castlereagh Street is a main north-south thoroughfare that provides direct access to the proposed development. Its eastern footpath between Market Street and Park Street is characterised generally as shown in Photograph 9. This footpath features an approximate total of 2.4m effective width at its most critical section, between building property and bin. This is located along the eastern footpath at the south of the site, within footpath R2 South.



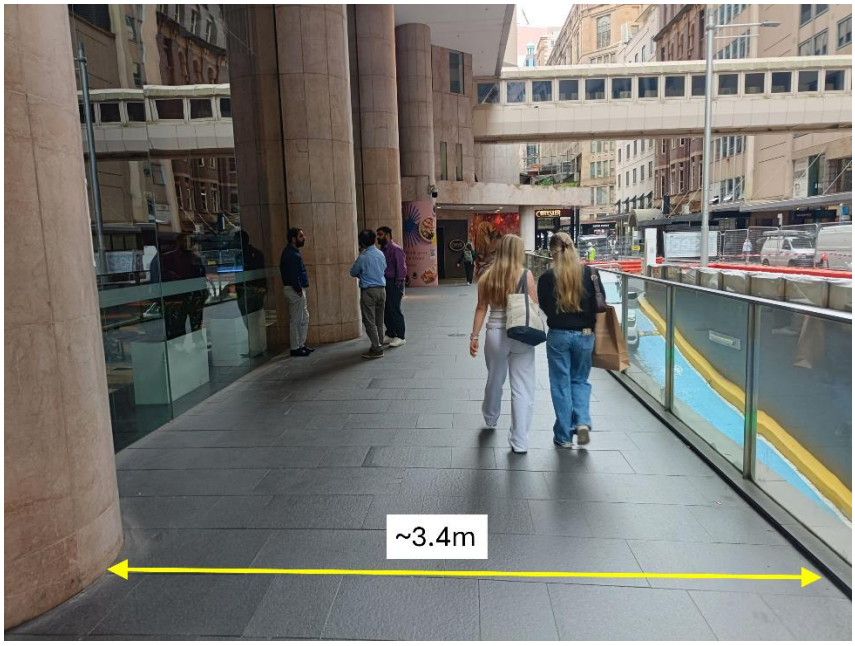
Photograph 9: Eastern section of Castlereagh Street.

Castlereagh Street western footpath is shown in Photograph 10. The footpath has an effective width of 2.9m between building property and lamppost.



Photograph 10: Eastern section of Castlereagh Street.

Adjacent to the development site there is an existing ramp down to the existing car park which diverts the footpath as shown in Photograph 12. In this instance the effective width is approximately 3.4 m. As part of the proposed development the existing car park ramp that runs parallel to the footpath will be replaced with a more standard perpendicular ramp.

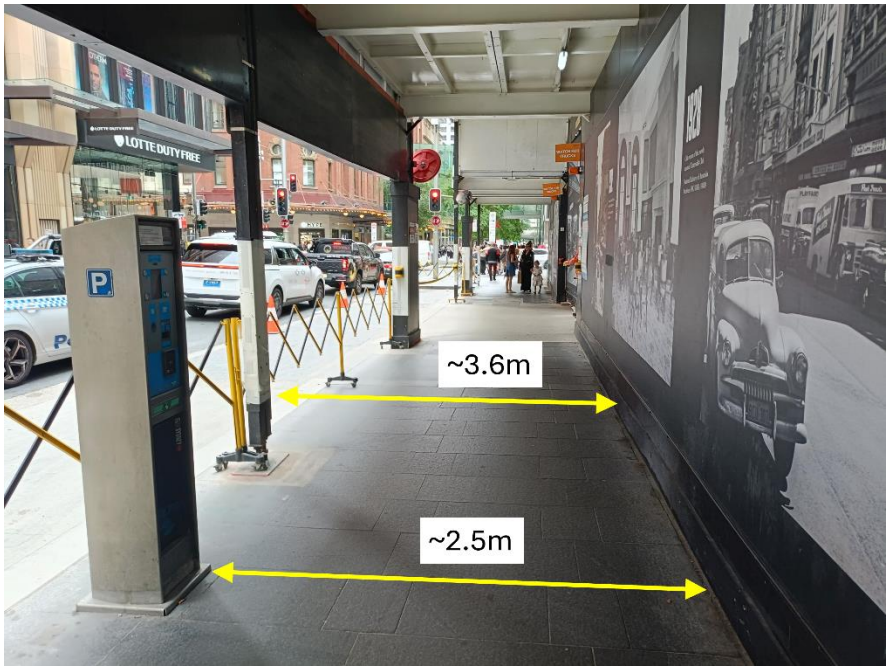


Photograph 11: Castlereagh Street looking north, adjacent to proposed development site.

The vehicle entry ramp positioned parallel to Castlereagh Street will be removed and converted into footpath area with the kerb lining up with the existing Castlereagh Street western footpath line just to the south of the site shown in Photograph 11. The total width of this footpath will increase to approximately between 6-7m, however, the effective width is dependent on the street furniture that will be implemented as part of the scheme.

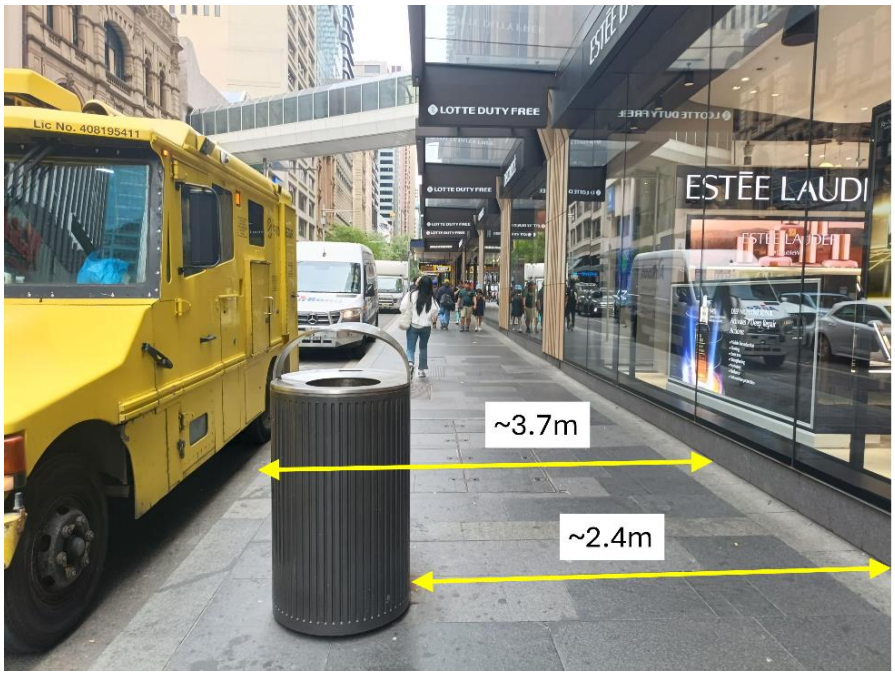
3.2.4 Pitt Street

Pitt Street is a main north-south thoroughfare that provides direct access to the proposed development. Its eastern footpath between Market Street and Park Street is characterised generally as shown in Photograph 12. This shows an approximate total effective width of 2.5m between building property and parking meter. Hoarding is located along the entire stretch of the eastern footpath which may affect the available width for pedestrians when removed. At various locations along the road there are parking bays built into the kerb and protected by bollards.



Photograph 12: Eastern section of Pitt Street.

Pitt Street western footpath is shown in Photograph 13. The footpath has an effective width of 2.4m between building property and bin. Outside of this piece of street furniture, the western footpath has consistent profile throughout. This footpath represents the most critical section of the two Pitt Street footpaths and is located along western footpath at the north of site, within footpath R5 North.



Photograph 13: Western section Pitt Street.

3.3 Existing footpath dimensions summary

Figure 7 summarises the effective footpath widths outlined in the site observation sections above.



Figure 7: Approximate effective footpath widths within study area.

4. NSW Walking Space Guide Approach

4.1 Context and Approach

The NSW WSG is a method used to assess pedestrian footpath space within the built environment, with the aim of achieving comfortable walking environments. The guide establishes a consistent framework for assessing street footpaths based on effective walking space, pedestrian volumes, and Level of Service (LoS) to evaluate pedestrian comfort levels. The WSG was developed based on research taken at midblock footpaths in primarily urban areas, so is applicable to street footpaths adjacent to proposed developments.

The WSG sets out a five-step assessment process for analysing footpaths which this report follows for the assessment.

1. **Select and assess the site** by collating information regarding to land use and surrounding transport networks for existing or future scenarios.
2. **Classify footpath types** using foot path typologies defined within the walking space guide. There are two methods of analysis to determine footpath type dependant on the availability of data. Street footpath classifications is conducted based on existing and future indicative pedestrian demand.
3. **Determine Walking Space** by measuring footpaths taking into account of kerbside traffic buffers, obstructions or static activity.
4. **Assess the Walking Space Level of Service (LoS)** based on the peak hour flow rate and minimum walking space width in metres.
5. **Understand the LoS Rating, Targets and Mitigation Measures** based on comfort levels; LoS C is considered the minimum target level.

4.2 Assumptions

To determine the pedestrian volumes generated by the development, the following assumptions have been adopted:

- The commercial development has an average population density of 1 person for every 8m^2 of NLA.
- 1-bedroom apartments house an average of 2 working persons over the age of 15,

  2-bedroom apartments house an average of 3 working persons over the age of 15,

  3-bedroom apartments house an average of 4 working persons over the age of 15,

  Sub-penthouse apartments house an average of 4 working persons over the age of 15, and

  Penthouse apartments house an average of 5 working persons over the age of 15.
- A growth rate of 1.21% per annum has been assumed to estimate flows on the footpaths in 2030 which reflects planned opening year. The 1.21% per annum growth rate has been estimated based on projected employment figures from Transport for NSW's Travel Zone Projection 2022 for the travel zone within which the site is located.

4.3 Pedestrian Volumes

4.3.1 Development Pedestrian Volumes

A summary of the Concept Reference Design that informs this planning proposal is outlined in Section 1.1. The assessment is based on the net increase in commercial population between the existing floor area and that of the proposed development. A net increase of approximately 4,000 people across the commercial uses has been estimated based on the increase in commercial floor area.

The development demand has commercial pedestrian volumes allocated to the footpath network based on the following approach:

- Transport mode share for Journey to Work is estimated based on 2016 Census data for the Destination Zone (DZN) 113371093 that includes the site. 2016 Census data has been used instead of 2021 Census data due to Covid-19 effects on the accuracy of 2021 Journey to Work data.
- Building users (i.e. commercial) are allocated to each mode as per the mode share data. Car mode share is split into onsite parking based on the available car parking spaces and offsite parking for overflow. 185 car spaces are provided for the site's commercial development. Bicycle mode share is assumed to be all accommodated in the proposed end of trip facilities.
- For each mode, trips are split to various stations, stops, and car parks based on their distribution surrounding the proposed site.
- Pedestrians are allocated to footpaths from each transport node to the closest building entry from the transport node. The route choice is generally assumed to be the shortest distance, however where the city grid provides multiple equivalent alternatives, the assignment is distributed to the various routes.
- AM peak hour data is used to consider the greater number of workers visiting the site during the morning peak. The commercial development at site is estimated to have a conservatively estimated population of 3,100 people with a conservatively assumed 80% of total commercial population traveling to site during the morning peak, taking the worst-case scenario to evaluate the development's total pedestrian traffic generation and impact on assessed footpaths.
- Based on Opal travel data, Sydney Gadigal Metro Station operations have diverted 12% of Town Hall Station users towards engaging with Gadigal Metro Station instead. Due to 2016 census data not accounting for Metro use, Gadigal Metro Station mode share is calculated based on Town Hall Station mode share totals. This resulted in a 5.8% Metro mode share for the commercial development of workers arriving to the site during the AM Peak Hour.

Transport mode share for the site's commercial development was calculated based on analysis of Census Journey to Work 2016 dataset for destination zones (DZN) 113371093. Incoming work trips to these zones were analysed and the resulting mode share is presented in Table 2.

Table 2: 2016 Journey to Work mode share for commercial development.

Mode	Percent of work trips made to site
Train	49.3%
Bus	23.4%
Ferry	1.4%
Light rail	0.3%
Metro	5.8%
Car and taxi	12.6%
Cycle	1.0%
Walked only	6.1%

Figure 8 presents the total number of additional pedestrian traffic generated by the site's commercial development. These calculations are based on mode share, Net Lettable Area (NLA) of the commercial development.



Figure 8: Total development generated AM Peak Hour pedestrian volumes.

5. NSW Walking Space Guide Assessment

5.1 Select and Assess the site

The WSG assessment considers the study area and the collection of site-specific measurements of footpaths to understand the total and effective widths to be used to determine the available walking space. Figure 3 and Figure 6 provide overviews of the study area and Section 3 provides a summary of the dimensions to be used in the assessment.

5.2 Footpath Classification

The WSG details two options to determine the intensity of use and hence footpath type:

1) Pedestrian Peak Hour walking counts extrapolated for the life of the infrastructure (Table 2A Column A); or

2) Desktop analysis (Table 2A Column B-D and Table 2B).

Table 2A and Table 2B of the WSG is used to classify footpath types, an excerpt of each table is provided below in Figure 9 and Figure 10 respectively.

Table 2A – Footpath Type Classification

Footpath Type	Column A **Peak Hour number of people on the footpath** **(People Per Hour – PPHr)**	Column B Land use characterisation	Column C Proximity to public transport	Column D Proximity to places of interest (where a block is measured to a major pedestrian dispersal point like a street intersection)
Type 1	**Less than 7 PPHr**	Residential areas with detached housing, or low intensity employment areas (eg industrial land), isolated 3 storey flat building	-	-
Type 2	**7-69 PPHr**	Residential areas that include row or town houses or up to 3 storey residential flat buildings/mixed use residential buildings or medium intensity employment areas (up to 3 storey campus model business parks), hotel/motel, one or two shops	Adjacent to regional cycle lane 0-200m from a bus stop (excluding stops with less than 10 services per day) 0-600m from a LR/Bus Rapid Transit (BRT) stop 400-800m from a train/ metro station	Within two blocks of a local place of interest (Table 2B List 1)
Type 3	**70-399 PPHr**	Streets with shops, food and drink premises, entertainment uses or services, residential areas that include residential flat buildings/mixed use residential buildings greater than 3 storeys or medium employment industrial areas	0-400m from a train/metro station *Footpath adjacent to retail – 0-200m from a bus stop 0-300m from a LR/BRT stop*	Within one block of a local place of interest (Table 2B List 1) or Within two blocks of a regional place of interest (Table 2B List 2)
Type 4	**400-2000 PPHr**	Streets with more than 200m of shops, food and drink premises, entertainment uses or services, Late night trading/ management areas, Mixed use or employment areas	*Footpath adjacent to retail – 0-100m from a train/metro station*	Within one block of a regional place of interest Table 2B List 2 or Within two blocks of a metropolitan place of interest (Table 2B List 3)
Type 5	**Greater than 2000 PPHr**	Very high intensity mixed use, employment, retail, transport or entertainment areas, significant public places or buildings with very large numbers of people, transport interchanges and associated waiting areas, entries and overflow areas	0-50m from a transport interchange including at least 2 modes	Within one block of a metropolitan place of interest (Table 2B List 3)

Figure 9: WSG Footpath Types.

Table 2B – Places of interest

List Number	Places of interest types
List 1 **Local places of interest**	bakery, childcare, church or place of public worship, community centre, entertainment facility (local), general practitioner, grocer, leisure centre (local), library, medical centre (local), park (local), places that support temporary creative activity in the public domain all year round (eg stalls, art, music), police station, public eating and drinking areas, public facility (local), recreation facility (local), regional cycle route, school (<200 students), shopping centre (<1000sqm), sports field (local), supermarket (<1000sqm), swimming pool, town hall, walking route (major local)
List 2 **Regional places of interest**	cinema, convenience store (regional importance e.g. serving a town), entertainment facility (regional), gallery, hospital, information or visitor centre, leisure centre (regional), markets, medical centre (regional), music hall or performance space, park (regional), public facility (regional), recreation facility (regional), school (>200 students), shopping centre (>1000sqm), sports field (regional), tertiary education, theatres, university, walking route (regional)
List 3 **Metropolitan places of interest**	metropolitan or international place of interest, e.g. state art gallery/museum, sports stadium, metropolitan park, large shopping centre

Figure 10: WSG Places of interest.

As detailed in Section 3.1, the pedestrian volume information that could be used has its limitations for direct application in this WSG assessment. The classification is therefore based on the desktop analysis method. A summary of each area within the study area is provided in Table 3 below to provide commentary on the rationale for choosing the classification for the existing footpath network. Due to the location of the site as a busy part of the CBD, and excellent access to high-quality, busy transport nodes, the existing footpaths have been classified as type 5 has been identified for all parts of the study area.

Table 3: Footpath WSG type classification.

Footpath route	Footpath type	WSG type classification
R1	Type 5	Very high intensity mixed use street within 50m of St James transport interchange of at least 2 modes.
R2 North	Type 5	Very high intensity mixed use street within 50m of St James transport interchange of at least 2 modes and within one block of a metropolitan park.
R2 South	Type 5	Very high intensity mixed use street within one block of a metropolitan park.
R3	Type 5	Very high intensity mixed use street within 50m of Gadigal Metro station of at least 2 modes.
R4	Type 5	Very high intensity mixed use street within 50m of Town Hall station of at least 2 modes.
R5 North	Type 5	Very high intensity mixed use street within one block of a Pitt Street Mall shopping centre.
R5 South	Type 5	Very high intensity mixed use street within one block of a Pitt Street Mall shopping centre.
R6	Type 5	Very high intensity mixed use street within one block of a Pitt Street Mall shopping centre.

5.3 Assess the Walking Space LoS

Table 4A of the WSG is used determine the walking space LoS and provides an indication of the minimum target space that should be provided for the footpaths. An excerpt of the table is provided below in Figure 11. The WSG specifies a minimum target criterion of LoS C in which 50% of people would expect to be comfortable. On that basis, the LoS C target has been used to assess each route against and to assess the walking space LoS.

Table 4A – Walking Space Level of Service

Footpath Type	Adjacent to Active Edge	Walking Space and LOS Types 1-4 Minimum Walking Space in metres (m) Type 5 Minimum Walking Space in metres (m) and Maximum Peak Hour flow rate in PPMM					
		LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Type 1	-	2.7	2.3	2.0	1.6*	1.3*	Less than 1.3*
Type 2	-	3.0 + 0.6 Passing Zone	2.7 + 0.6 Passing Zone	2.3 + 0.6 Passing Zone	1.9 + 0.6 Passing Zone	1.6 + 0.6 Passing Zone	Less than 1.6 + 0.6 Passing Zone
Type 3	Not Adjacent	3.9	3.5	3.0	2.6	2.2	Less than 2.2
	Adjacent	4.3	3.8	3.2	2.8	2.3	Less than 2.3
Type 4	Not Adjacent	4.8	4.3	3.7	3.2	2.7	Less than 2.7
	Adjacent	5.2	4.6	3.9	3.4	2.9	Less than 2.9
Type 5	Min. width (m)	5.2	4.6	3.9	3.4	2.9	Less than 2.9
	Max. PPMM	4.0	6.0	9.5	13.5	18.0	Greater than 18.0

Figure 11: WSG Walking Space Level of Service.

5.3.1 Without Development

Table 4 presents the results of the WSG assessment without the development to provide an understanding of the existing conditions.

It is noted that the footpath selected for each street is predicated on the effective width, and not the total width. Furthermore, the narrowest point along each link has been chosen as the minimum width. While this is the evaluation method required by the WSG, it does not necessarily reflect accurately on the condition of the entire stretch of footpaths, which typically has greater widths for large section of the chosen links included in the assessment. The effective width of R6 where the critical footpath is on the southern side has been reduced to 1.8m due to 40km/hour vehicle speeds immediately adjacent to this footpath. The WSG kerbside traffic buffer applies a 1.2m buffer zone to the 3.0m total width of this footpath.

Table 4: Existing footpath WSG assessment without development.

Footpath	Footpath classification	Existing effective width (m)	LoS	Minimum width required for LoS C
R1	Type 5	2.4m	F	3.9m
R2 North	Type 5	2.4m	F	3.9m
R2 South	Type 5	2.4m	F	3.9m
R3	Type 5	3.1m	E	3.9m
R4	Type 5	3.2m	E	3.9m
R5 North	Type 5	2.4m	F	3.9m
R5 South	Type 5	2.4m	F	3.9m
R6	Type 5	1.8m	F	3.9m

It's clear that all the footpaths within the study area already have effective widths less than the required widths and all assessed footpaths evaluated on existing conditions, without the development, fail to meet a WSG LoS of C. Assessing overall footpath widths against WSG criteria is restricted by effective widths which are often isolated pinch points on stretches of footpaths exceeding 100m in length. These footpaths often feature total widths that provide LoS approaching or meeting WSG LoS C.

5.3.2 With Development

The assessment considers the estimated development demand allocated to each link within the study area and compares it against the current provision. It considers the peak minute flow (PPMM) calculated using the pedestrian volumes generated by the net uplift in development and the existing footpath widths. The assessment also considers the potential widening through rationalisation of measures that could be implemented to increase the effective footpath widths. Table 5 summarises this assessment.

Table 5: Footpath WSG assessment with development impacts.

Footpath	Peak minute flow (PPMM)	Minimum width required for LoS C	Existing effective Width (m)	Existing total width (m)	Comment
R1	1.0	3.9m	2.4	4.5	Extremely small development impact. Total width exceeds width required for WSG LoS C. Street ad display creates a pinch point which reduces the effective width in one location. Can consider the removal of ad display to increase effective width.
R2 North	2.0	3.9m	2.4	3.7	Extremely small development impact. Isolated street furniture restricts effective width but presents limited overall impact on footpath. The removal of the ramped car park access provides opportunities to widen the footpath.
R2 South	2.5	3.9m	2.4	3.7	Extremely small development impact. Pinch point created by placement of bins and signposts. Otherwise, minimal street furniture along this footpath.
R3	0.6	3.9m	3.1	3.1	Extremely small development impact. Effective and total widths restricted by Gadigal Metro station bollards and building line. No widening opportunities.
R4	5.0	3.9m	3.2	4.9	Some development impact, but generally consider to be negligible. Effective width restricted by lines for bus stop. Dependent on bus scheduling. Opportunity to

Footpath	Peak minute flow (PPMM)	Minimum width required for LoS C	Existing effective Width (m)	Existing total width (m)	Comment
					increase effective width to approach total width with clear demarcation bus waiting area.
R5 North*	1.7	3.9m	2.4	3.7	Extremely small development impact. Isolated street furniture restricts effective width but presents limited overall impact on footpath.
R5 South	7.2	3.9m	2.4	3.7	Some development impact, but generally consider to be negligible. Isolated street furniture restricts effective width but presents limited overall impact on footpath.
R6	2.1	3.9m	1.8	3.0	Extremely small development impact. Kerbside traffic buffer zone of 1.2m restricts effective width. Opportunity to create kerbside parking or bicycle lane to increase effective width.

*Driveway access to be removed as part of the proposed development

The assessment shows:

- All footpaths have small increases in demand (i.e. in PPMM) that are considered to be negligible.
- The pedestrian volumes generated by the development examined in isolation will have negligible additional effective walking space width demands compared to total available widths of the more critical footpaths assessed. For R4 and R5 South, corresponding respectively to Pitt Street (south of the site) and the stretch of Park Street between George Street and Pitt Street, these two footpaths connect the site with the Town Hall and a higher proportion of pedestrian volumes will travel through them during the AM peak hour. Opportunities exist to widen the effective widths to total widths less kerbside traffic buffer zones of 1.2m.

In addition to the qualitative assessment of the footpaths in the study area above, the below comments are made with regards to the proposed design and its impact on pedestrian flows:

- The existing driveway on Castlereagh Street that provides access to the basement car park currently has a major impact on the quality of the pedestrian experience along the footpath. In the current state, pedestrians are forced to divert around the driveway, creating challenges for all users but especially people with visual impairments. The proposed design removes the parallel driveway and replaces it with a traditional perpendicular driveway which allows the reinstatement a straight and linear footpath which is consistent for the full length of Castlereagh Street. It is therefore a substantial improvement in terms of pedestrian experience and continuity of shoreline for people with disabilities.
- The existing through site link includes horizontal shifts as well as level changes and is not an attractive or intuitive option for thoroughfare movements. The proposed development includes a substantially improved through-site link which is wider, straight and has gentle ramps connecting Pitt Street and Castlereagh Street. It will provide a legitimate link for pedestrians who want to travel east west. It has the potential to take pedestrian traffic off the surrounding footpath network. The proposed design allows for the through-site link has an unencumbered width of at least 6m.

6. Conclusion

Stockland propose to develop a new commercial tower in the Sydney CBD. Whilst there is open-source pedestrian volume information, there is limitations in its use in the WSG assessment. The assessment has focussed on the existing footpath network without the development, and the impact of the development from a qualitative perspective.

Key findings from the assessment include:

- A total of six footpaths have been assessed based on the WSG assessment. Each of the existing footpaths fails to meet the LoS C criteria meaning that an intervention would be needed to be provided to increase the footpath widths (i.e. without the development).
- When assessing the additional pedestrian volumes associated with development, the increase of between 0.6 PPMM to 7.2 PPMM are estimated. These increases are considered to be negligible in terms of their impact on the existing footpaths included within the study area.
- The proposed design removes the parallel driveway on Castlereagh Street and replaces vehicle entry and exit with a signalised perpendicular driveway with a waiting bay. 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 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.

Appendix A

Footpath Analysis for Planning Proposal undertaken by Arup (dated: 10 August 2020)

Attachment A13

Pedestrian Footpath Analysis - 133-145 Castlereagh Street, Sydney

Stockland

Stockland Piccadilly Complex

Footpath Analysis for Planning Proposal

249470-59_ Piccadilly Complex Footpath Analysis

V3 | 10 August 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 249470-59

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Document verification

ARUP

Job title		Stockland Piccadilly Complex			**Job number** 249470-59
Document title		Footpath Analysis for Planning Proposal			**File reference**
Document ref		249470-59_ Piccadilly Complex Footpath Analysis			
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Draft 1	3 Jul 2020	**Description**	First draft		
			Prepared by	Checked by	Approved by
		Name	Michael Rumbold	Fiona Grant	Glenn Wheatley
		Signature			
V2	25 Jul 2020	**Filename**	249470-59_Piccadilly Complex Footpath Analysis_V2 (200725)		
		Description			
			Prepared by	Checked by	Approved by
		Name	Michael Rumbold	Eric Rivers	Glenn Wheatley
		Signature			
V3	10 Aug 2020	**Filename**	249470-59_Piccadilly Complex Footpath Analysis_V3 (200810)		
		Description			
			Prepared by	Checked by	Approved by
		Name	Michael Rumbold	Eric Rivers	Glenn Wheatley
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
			Issue Document verification with document		✓

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1 Introduction

This Footpath Analysis has been prepared by Arup on behalf of Stockland. It accompanies a planning proposal seeking to initiate the preparation of a Local Environmental Plan amendment for the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) legally described as Lot 10 in DP828419, and shown in Figure 1.



Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to amend the floor space ratio development standard applicable to the site, under the *Sydney Local Environmental Plan 2012* (the LEP), in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In accordance with Clause 7.20 of the LEP, this planning proposal also seeks amendments to the *Sydney Development Control Plan 2012* (the DCP) to establish site specific provisions to guide the future development, including establishing a building envelope for the site as well as other key assessment criteria.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a mixed-use commercial development together with basement car parking and associated facilities. Such a proposal

aligns with the draft Central Sydney Planning Strategy to facilitate additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1**.**

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.

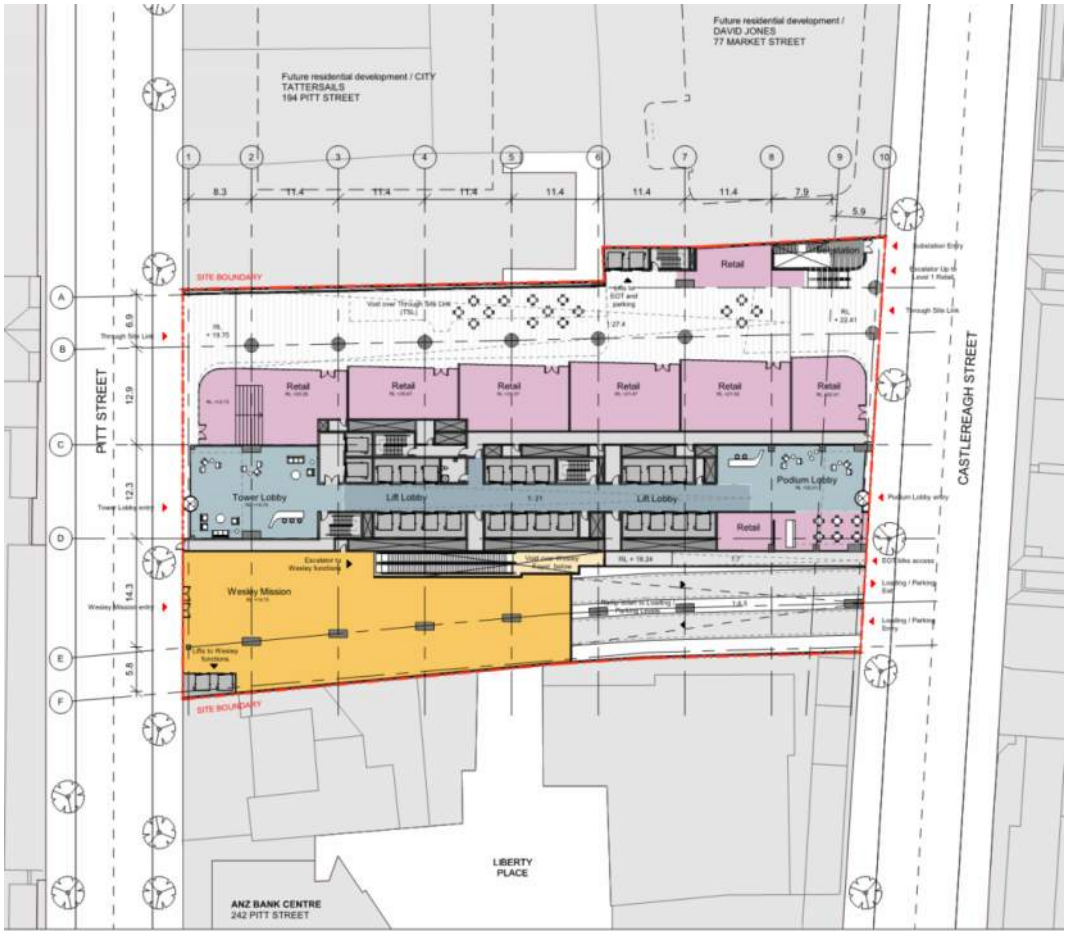


Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, 55001_200805)

The Concept Reference Design includes the following elements:

- Basement car parking and mechanical plant (B05-B03);
- Wesley Mission facilities including the Church, Theatre and Lyceum, and supporting offices (B2-B1);
- End of trip, back of house area and plant (B1);
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St (L00);
- Podium levels (L00-L09) comprising lobby (L00), retail (L00-L01), commercial (L02-L09) and plant (L09); and

Tower levels (L10-L34) comprising commercial and plant (L19, L35-L36).

1.3 Purpose of report

The City of Sydney (CoS) Draft Guidelines for Site Specific Planning Proposals in Central Sydney require that a Pedestrian Comfort Levels (PCL) assessment following the Transport for London (TfL) Pedestrian Comfort Guidance document be undertaken for new developments in the Sydney CBD.

The purpose of this report is to document the pedestrian activity and comfort assessment of the footpaths adjacent to the new development at 133-145 Castlereagh Street, as outlined in Transport for London's PCL assessment tool. The objective of the assessment is to understand existing and future pedestrian flows and behaviour on the footpaths adjacent to the proposed development. TfL's PCL tool requires that pedestrian activity and movement on footpaths and formal crossings be assessed under existing conditions. No mention is made of assessment of future year scenarios. Given that the aim of the assessment is to understand the impact of the development on the footpaths, the performance of the footpaths has been evaluated for the future year of 2026, the target year of opening of the tower.

A typical PCL assessment would include an assessment of the future do nothing conditions (base case) to compare against the 'with development' case. Given that this assessment is being carried out during the COVID-19 pandemic, when the majority of CBD workers are working from home, there has not been an opportunity to collect reasonable existing conditions pedestrian flow data as part of this project. Understanding this, and through agreement with CoS, the approach taken in this assessment considers the uplift demand generated by the building and qualitatively compares it to the available and potential footpath widths.

2 Study area

The study area is outlined in Figure 3. The proposed development site has dual frontages to Pitt Street and Castlereagh Street, and is highlighted in blue. The footpaths assessed as part of this study are shown in pink. These include the footpaths that provide direct access to the building entrances on Castlereagh and Pitt Streets as well as secondary footpaths that connect to the surrounding transport nodes. Given that the surrounding land use in the area is primarily commercial, the site has been classified as 'Office and Retail' under the PCL area categories.

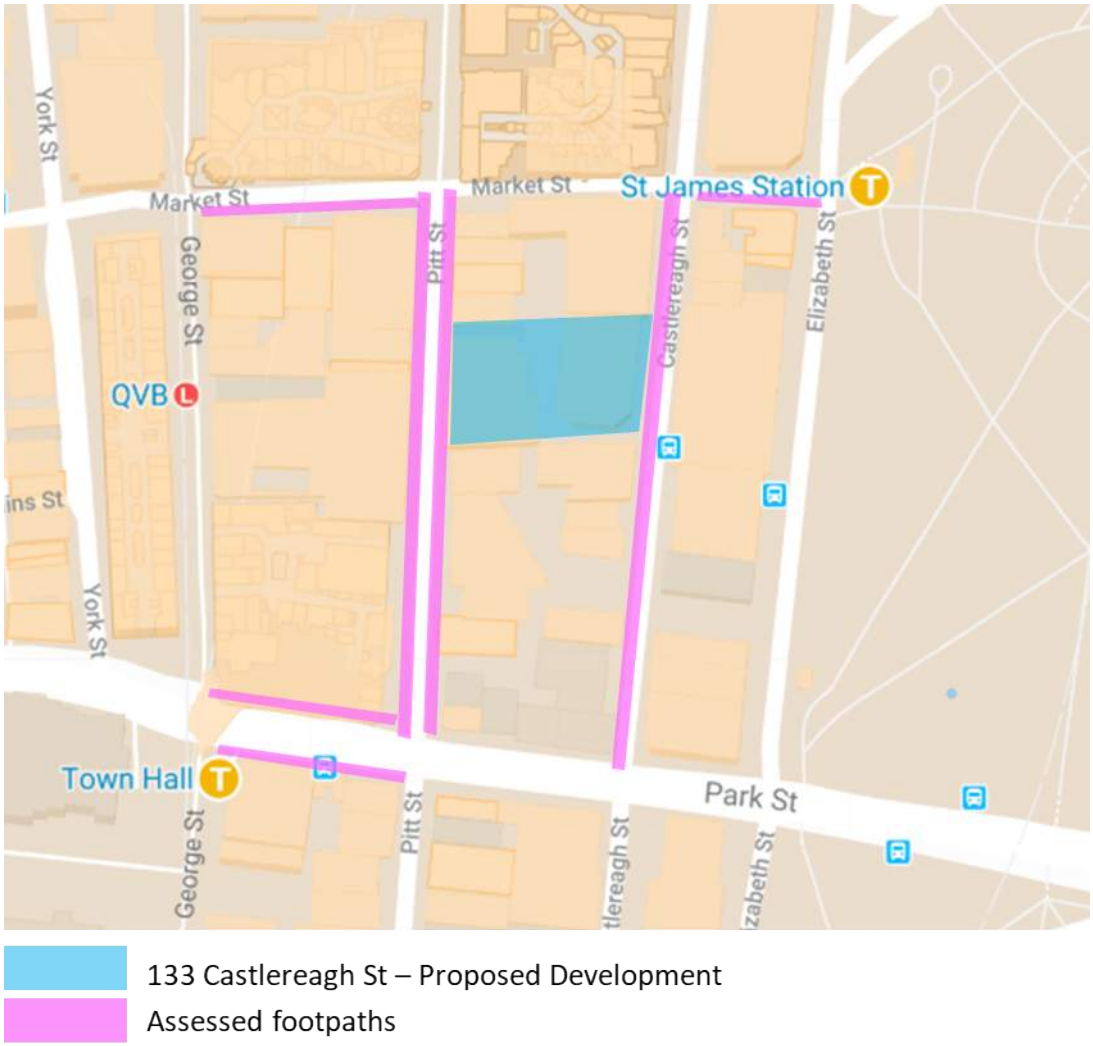


Figure 3: Study Area

2.1 Proposed development

A summary of the Concept Reference Design that informs this planning proposal is outlined in Section 1.2. For the purpose of this assessment the net increase in commercial population between the existing condition and the proposed development has been adopted. It is assumed that the net increase in commercial population is 4,500 staff.

3 Existing conditions assessment

As discussed above, this study is being undertaken in the midst of the COVID-19 pandemic. During this period, attendance at workplaces has dramatically reduced as most people are working from home, particularly office workers. Therefore, any surveys of pedestrian demand carried out at this time would not represent a realistic baseline demand.

In lieu of being able to conduct specific pedestrian surveys, we have reviewed a number of other documents that could potentially include recent pedestrian surveys prior the COVID-19 pandemic, including:

- Development Application: 194 & 196-204 Pitt Street, Sydney
- Development Application: 65-77 Market Street, Sydney
- Chatswood to Sydenham, EIS, May 2016 (relevant for Pitt St Station)

The two neighbouring development applications did not include any indication of existing pedestrian counts in the area. However, the Chatswood to Sydenham EIS included pedestrian counts in the Pitt Street and Park Street area, undertaken in 2015 in support of the Station development.

A site visit was conducted to get an understanding of physical characteristics of the footpath network in the study area.

3.1 Existing pedestrian counts

The Chatswood to Sydenham EIS included 2015 AM Peak hourly pedestrian counts as outlined in Figure 4. The EIS shows that existing counts are only available on Park Street either side of Pitt Street and on Pitt Street north of Park Street. There is no existing pedestrian count data available for any other footpath within the study area.



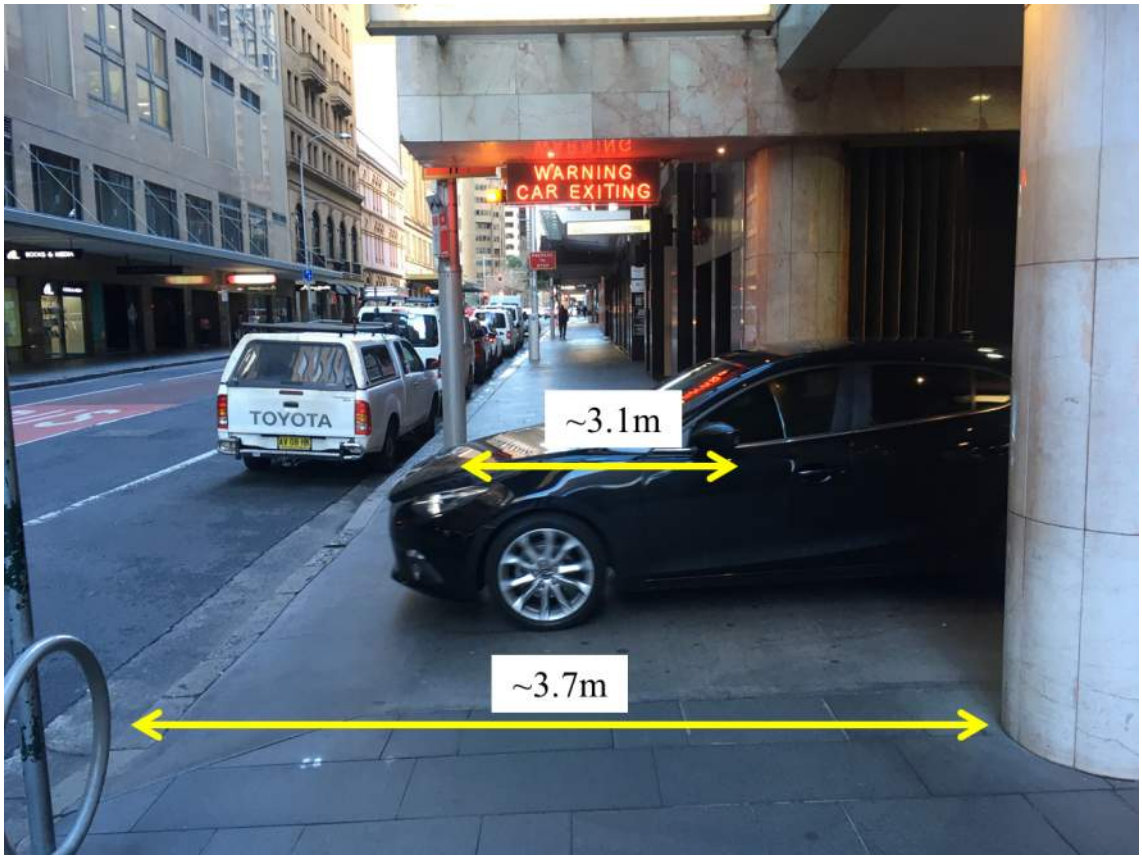
Figure 4: Existing pedestrian movement counts, 2015 Peak Hourly flows

3.2 Site observations

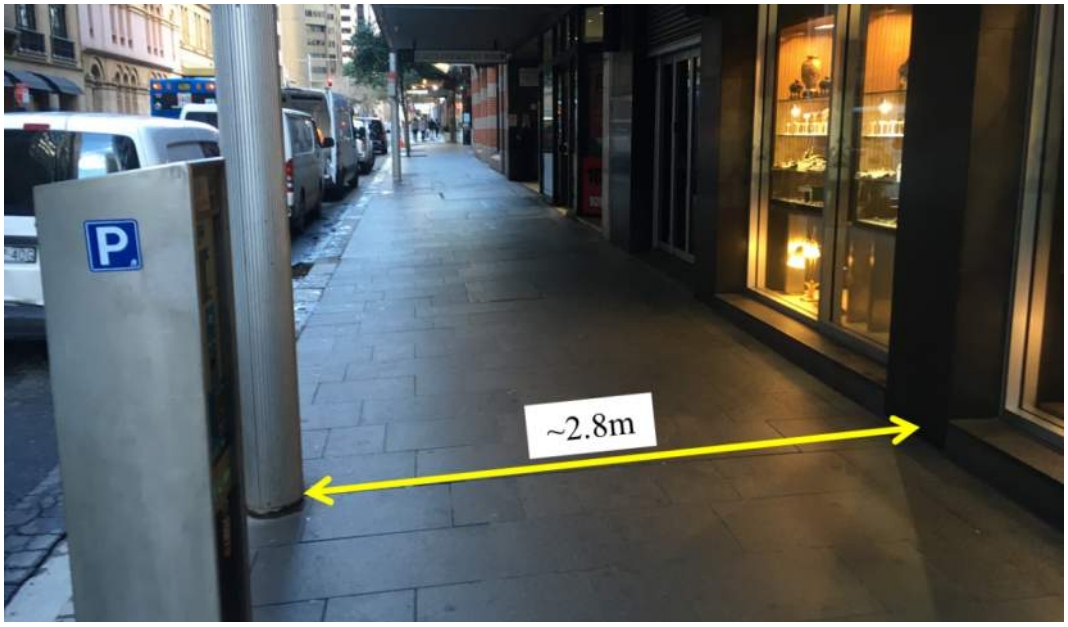
Observations of footpath infrastructure in the study area were taken on 29 June 2020 and included a review of the estimated total footpath width to the kerb as well as the effective footpath width including losses due roadside furniture and parking bay insets. The findings of the observations are summarised in this section.

3.2.1 Castlereagh Street

Castlereagh Street is a main north-south thoroughfare that provides direct access to the proposed development. Its western footpath between Market Street and Park Street is characterised generally as shown in Photograph 1 and Photograph 2. This shows an approximate total of 3.7 m between building property and the kerb, and between 2.8 m and 3.1 m of effective width depending on the location.

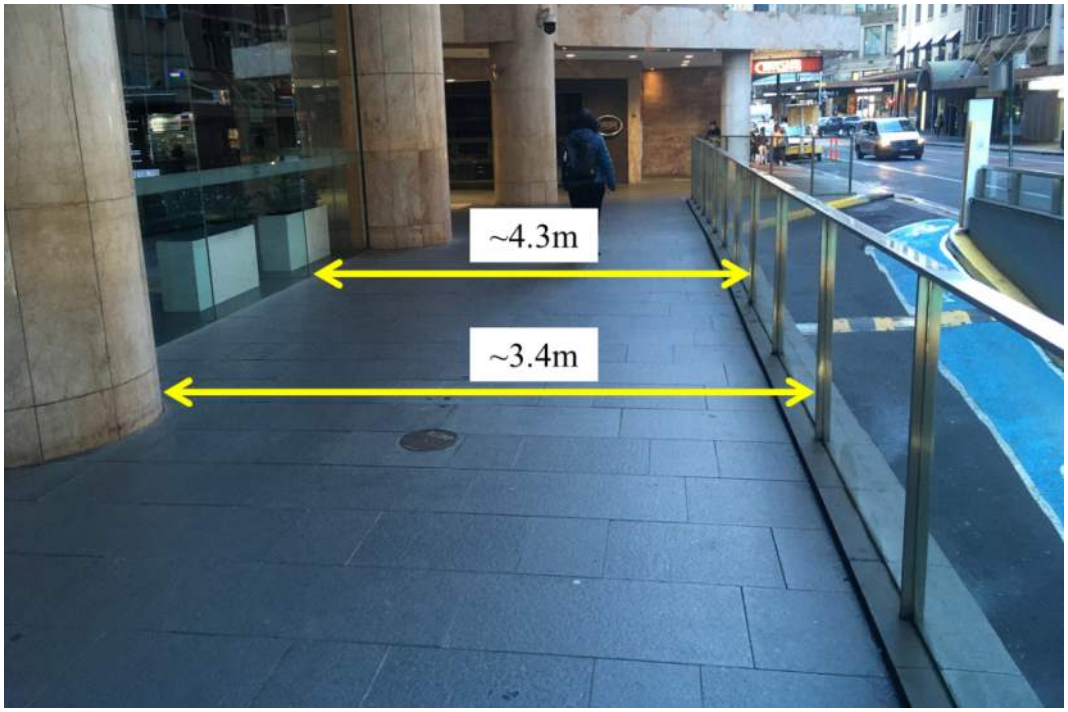


Photograph 1: Castlereagh Street west, looking south, just south of the proposed development



Photograph 2: Castlereagh Street west, looking south, midblock

Adjacent to the development site there is an existing ramp down to the existing car park which diverts the footpath as shown in Photograph 3. In this instance the effective width is approximately 3.4 m. As part of the proposed development the existing car park ramp that runs parallel to the footpath will be replaced with a more standard perpendicular ramp. The footpath in this area will be reinstated to match the existing footpath either side of the site (as shown in Photograph 1).

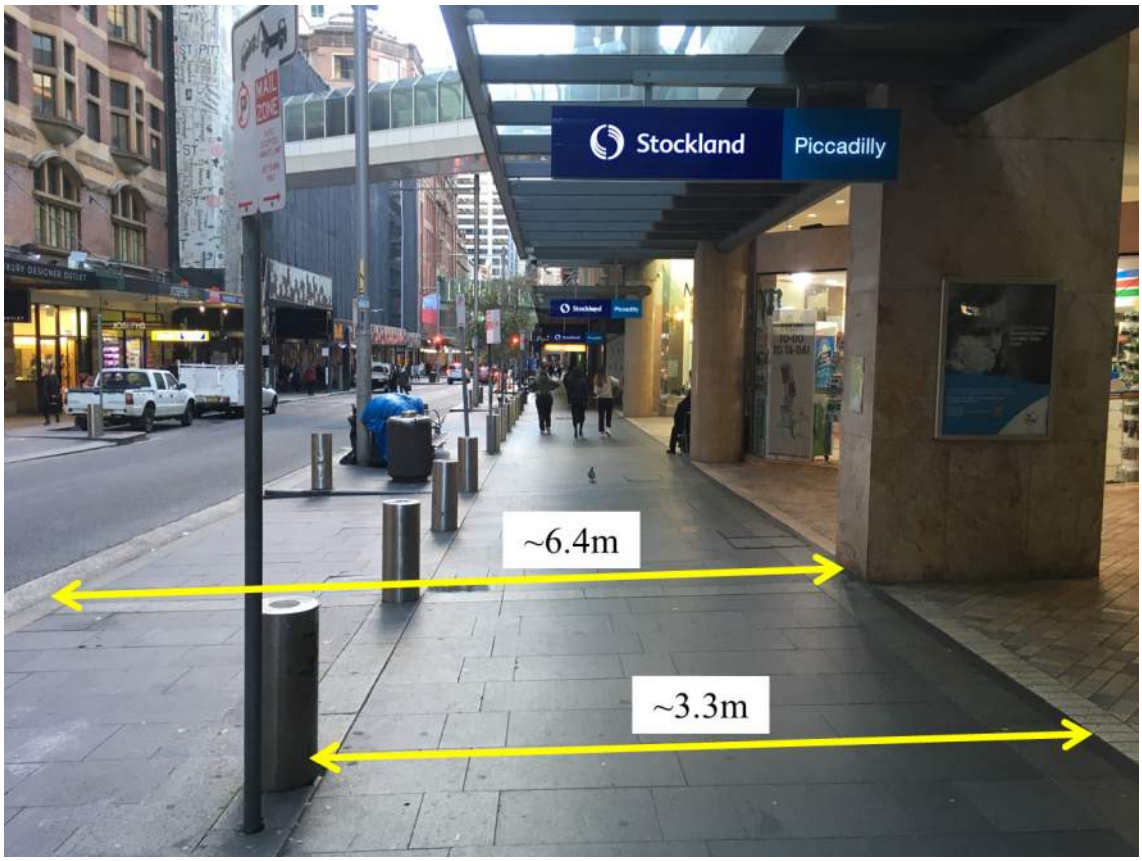


Photograph 3: Castlereagh Street, looking north, adjacent to proposed development site

3.2.2 Pitt Street

Pitt Street is a main north-south thoroughfare that provides direct access to the proposed development. Its eastern footpath between Market Street and Park Street is characterised generally as shown in Photograph 4. This shows an approximate total of 6.4 m between building property and the kerb. At various locations along the road there are parking bays built into the kerb and protected by bollards. The effective width is generally in the order of 3.3 m for the entire length of this road section. At locations where there aren't car parks there is other furniture along a similar line that maintains a consistent effective width.

The western footpath is very similar to the eastern footpath shown in Photograph 4.



Photograph 4: Pitt Street, looking north, adjacent to proposed development site

3.2.3 Market Street

Market Street is a main east-west thoroughfare that provides connections to St James Station and the bus stops and Ferry to the west and north west. Its southern footpath between Elizabeth Street and George Street is characterised generally as shown in Photograph 5. This shows an approximate total of 3.7 m between building property and the kerb, and 3.1 m of effective width. This profile is reasonably consistent for the entire length of footpath with minimal obstructions that reduce the effective width further than shown.

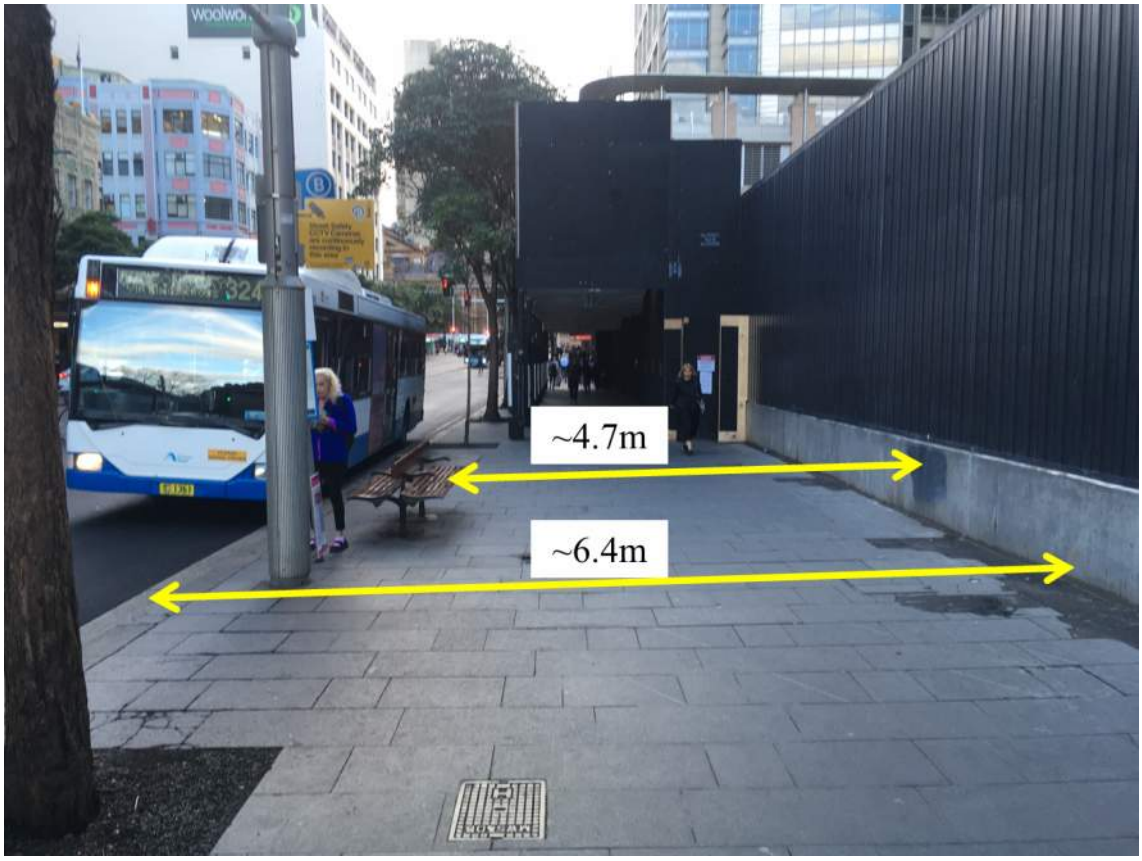


Photograph 5: Market Street, looking west, west of Castlereagh Street

3.2.4 Park Street

Park Street is a main east-west thoroughfare that provides connections to Town Hall Station and is the site of the future Pitt Street Metro station. Its northern footpath between Elizabeth Street and George Street is characterised generally as shown in Photograph 6. This shows an approximate total of 6.4 m between building property and the kerb, and 4.7 m of effective width. This profile is reasonably consistent for the entire length of footpath. This footpath includes wider furniture obstruction than the other streets, including trees and benches.

The southern footpath is very similar to the northern footpath shown in Photograph 6.



Photograph 6: Park Street, looking west, west of Castlereagh Street

3.3 Existing footpath dimensions summary

Figure 5 summarises the effective footpath widths outlined in the Site Observation sections above.

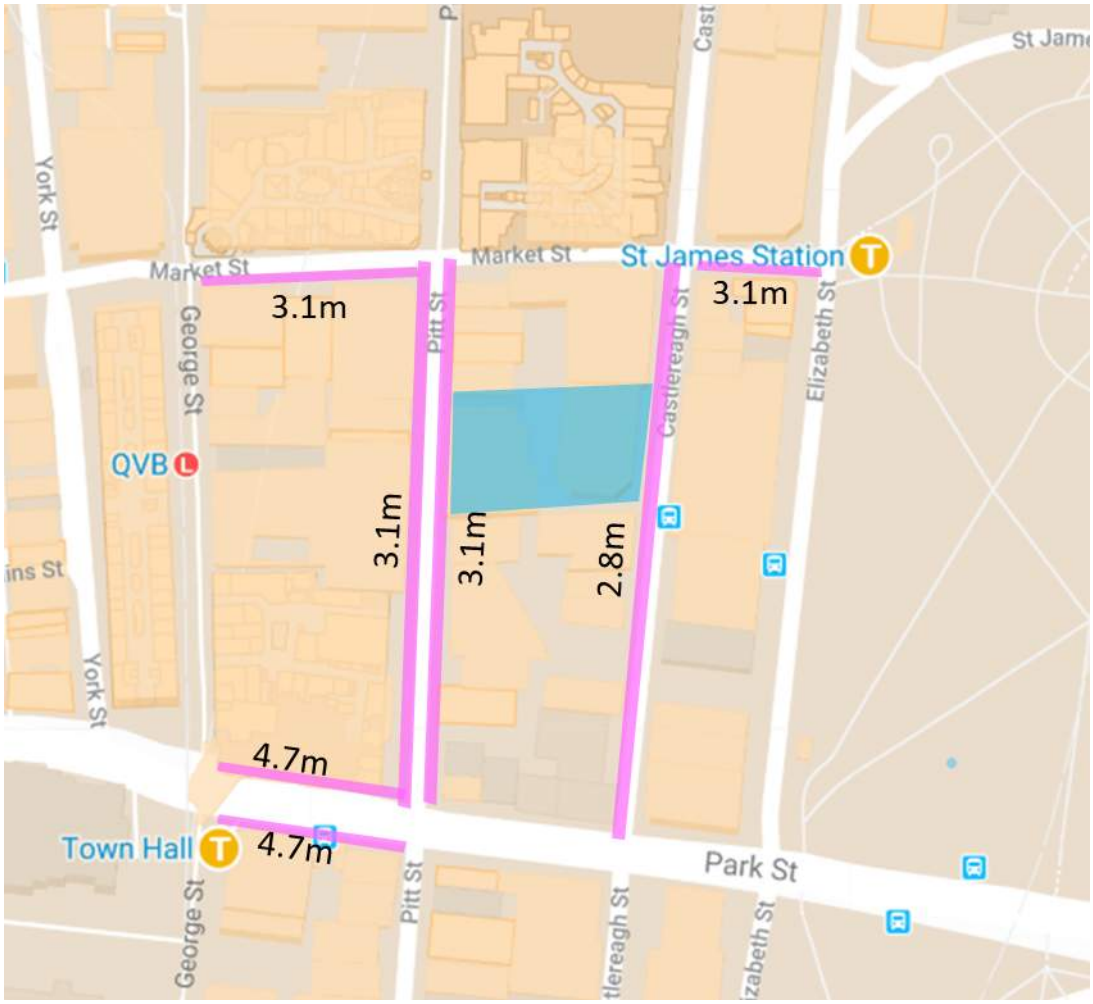


Figure 5: Approximate effective footpath widths within study area

4 Assessment approach, assumptions and methodology

A spreadsheet-based assessment has been undertaken to evaluate the performance of the footpaths based on a combination of the existing flows and estimated building demand flows.

For locations where existing pedestrian counts have been sourced, two scenarios have been assessed:

1. **2026 AM Peak Base Case**: Future 2026 performance including background growth due to employment, with no development at the site.
2. **2026 AM Peak With Development**: Future 2026 performance including background growth due to employment and the net impact of the development at the site.

For locations with no existing pedestrian counts available the following is assessed:

1. **AM Peak Development only**: PCL footpath width assessment to support the increased demand associated with the proposed development
2. **Qualitative assessment** of the existing footpath and its ability to support a future increase in demand, based on the current allocation to roadside furniture.

4.1 Approach: Passenger Comfort Level (Transport for London)

The '*Pedestrian Comfort Guidance for London*' has been developed by Transport for London (TfL) to assist those planning London's streets in helping to provide an attractive and comfortable experience for pedestrians on footpaths. This guidance has been adopted by the City of Sydney for assessment of footpaths as a temporary framework until an official guide can be agreed between CoS and TfNSW. We understand CoS and TfNSW are currently discussing a localised version of the PCL that may be adopted and introduced in the near future.

The PCL guide identifies five different types of street categories: High Street, Office and Retail, Residential, Tourist Attraction and Transport Interchange. The footpaths analysed as part of this work has been categorised as Office and Retail given the area is dominated by commercial office buildings.

Figure 6 and Figure 7 show the different Passenger Comfort Levels (PCLs) identified in the guidance document. The guidance states that PCL C+ is the maximum flow that would be categorised as 'acceptable' for footpaths in an Office and Retail area, with PCL C– being categorised as 'at risk'. PCL C+ is equivalent to a maximum flow rate of 20 people/minute/metre (see Figure 6). The guidance is silent on the categorisation of the PCL C rating, which is equivalent to a maximum flow rate of 23 people/minute/metre. A PCL C rating could therefore be deemed to be 'borderline acceptable'.

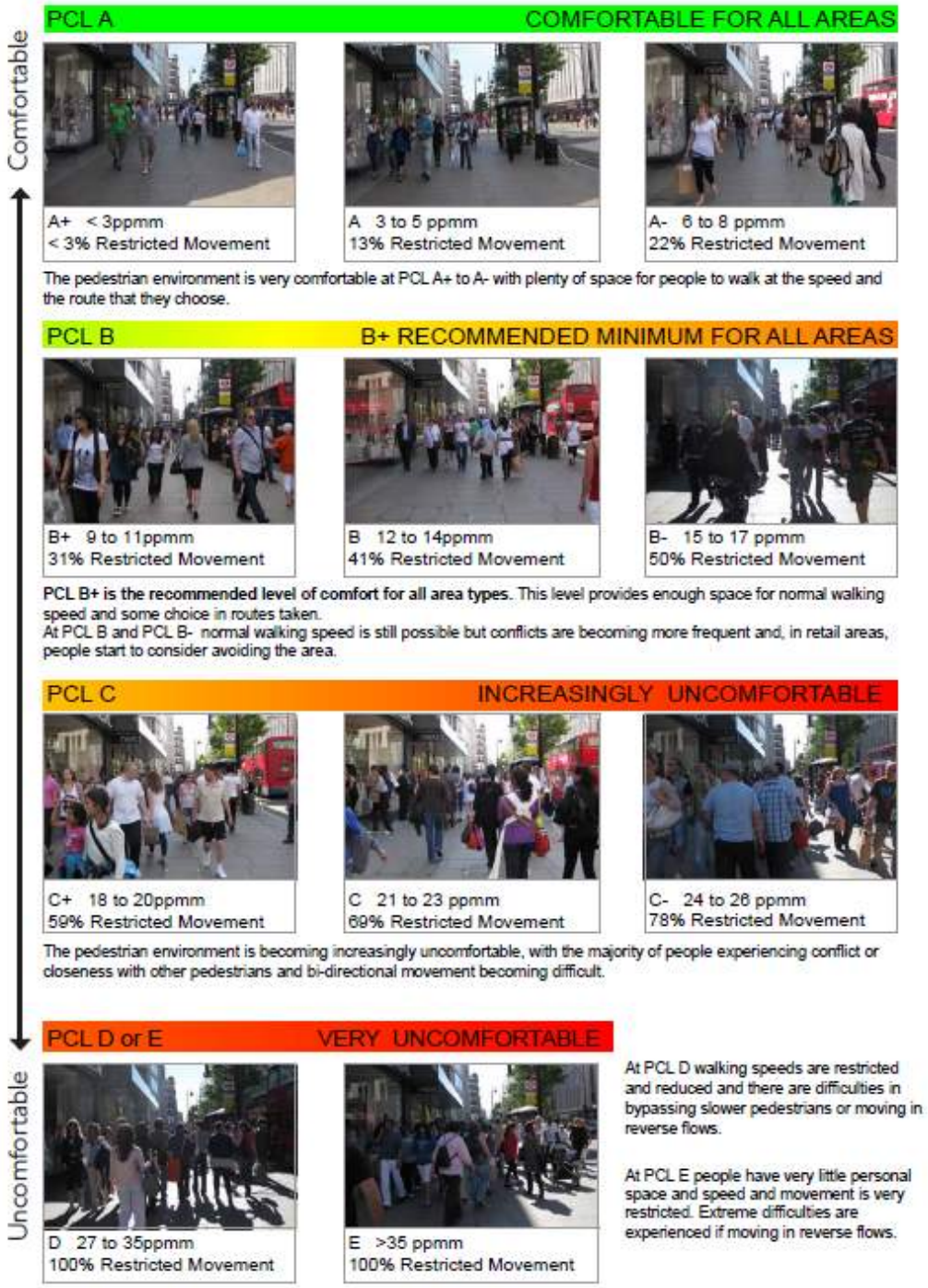


Figure 6: Pedestrian Comfort Levels on Footways (Transport for London)

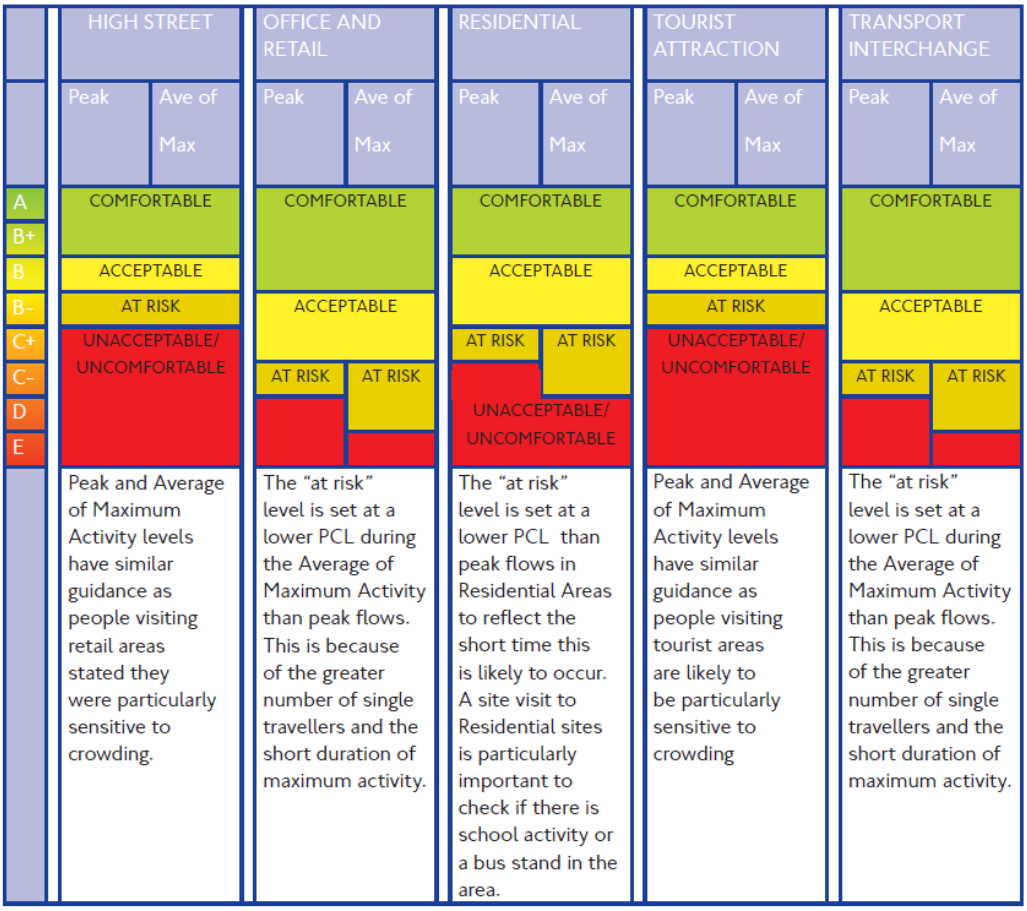


Figure 7: Guidance for different area types (Transport for London)

4.2 Approach: Allocation of development demand

The development demand has been allocated to the footpath network based on the following approach:

- Transport mode share is estimated based on 2016 Census data for the Destination Zone (DZN) that includes the site.
- Office workers are allocated to each mode as per the mode share data. Car mode share is split into onsite parking based on the available car parking spaces. Bicycle mode share is assumed to be all accommodated in the proposed end of trip facilities.
- For each mode, trips are split to various stations, stops and car parks based on their distribution surrounding the proposed site. The distribution is assumed to be pro rata to the number of lines/routes/car parks that each location serves.
- Pedestrians are allocated to footpaths from each transport node to the closest building entry. The route choice is generally assumed to be the shortest distance, however where the city grid provides multiple equivalent alternatives, the assignment is distributed to the various routes.

- Consideration has been given to two transport network configuration states:
  - Existing configuration
  - Future configuration that includes the Sydney Metro Pitt St Station

  The analysis considered the highest demand between these two states for each link separately.

Transport mode share for the site was calculated based on analysis of Census Journey to Work 2016 dataset for destination zones (DZN) 113371093

Incoming work trips to these zones were analysed and the resulting mode share is summarised in Table 2. It is evident that public transport accounts for most trips made to the study area.

Table 2: Journey to Work mode share for study area

Mode	Percent of work trips made to study area
Train	54.7%
Bus	23.2%
Private Car and taxi	13.4%
Walked only	6.0%
Ferry	1.4%
Bicycle	1.0%
Tram	0.3%

Figure 8 shows the allocation of transport nodes that provide access to the development site. It is assumed that 50% of passengers using Town Hall Station will use the underground and in building links through the Galleries Victoria Site.

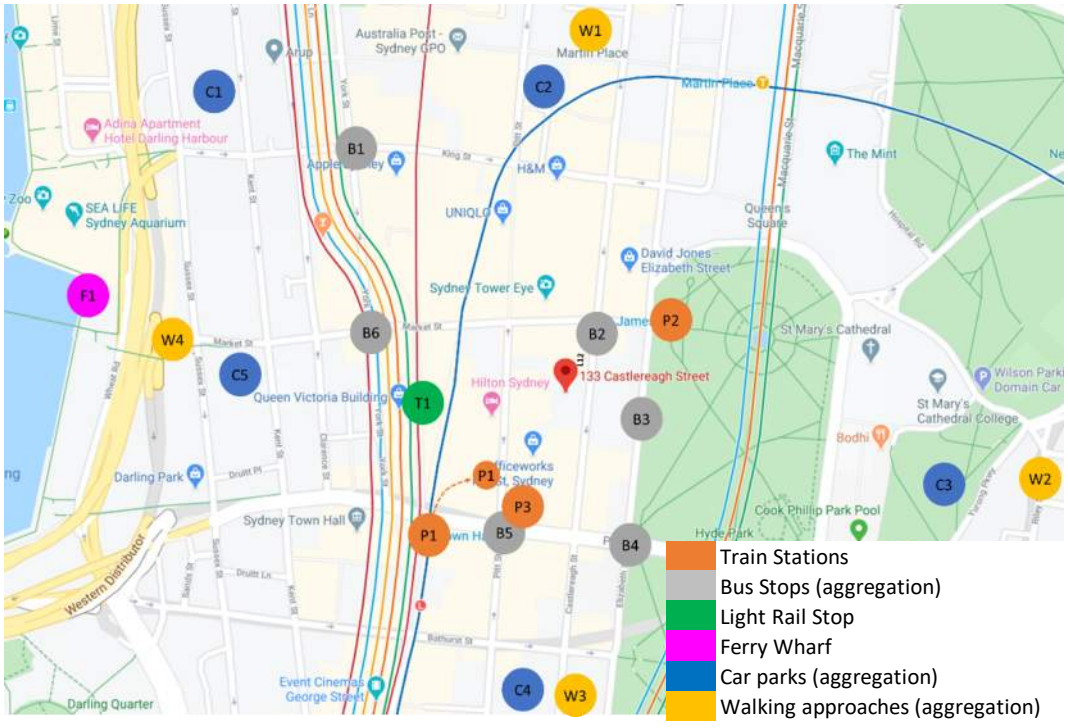


Figure 8: Transport Node allocation

Figure 9 provides a summary of the estimated approach directions based on this analysis. This shows that the dominant approach is the south-west which is driven by Town Hall and Pitt Street Stations. The north east and north west approaches are estimated to be similar in size, while the south east is a very minor approach direction.



Figure 9: Estimated Approach directions

4.3 Analysis assumptions

The following assumptions have been adopted:

- Peak 1-minute flows have been used in the assessment.
  - For development demand, the peak 1-minute demand is assumed to be equivalent to 1.14% of the building population. This is based on studies of commercial buildings in the Sydney CBD. This includes consideration of staff attendance rates.
  - For background demand it is assumed that the peak 1 minute represents 2% of the peak hour demand, based on the peak 15 minutes being 30% of the peak hour and a flat profile within the peak 15 minutes.
- A growth rate of 1.4% per annum has been assumed to estimate flows on the footpaths in 2026. The 1.4% per annum growth rate has been estimated based on projected employment figures from Transport for NSW's Travel Zone Projection 2016, version 1.51 for the travel zone within which the site is located.
- Edge effects of 200 mm are applied to the kerb, building edges and furniture edges as per the guidance in the TfL Pedestrian Comfort Guidance for London document.

5 Analysis and results

5.1 PCL assessment

Table 3 presents the results of the PCL assessment. Where there is existing pedestrian count data this includes a comparison of the future base case with the future with development scenarios. Where existing pedestrian counts are not available, an assessment of the required width to support the uplift generated by the development has been provided.

Table 3: PCL Assessment Results

Location	Existing Effective Width (m)	2026 Base Case		2026 With development		
		Peak minute flow (ppl/m/min)	PCL	Peak minute flow (ppl/m/min)	PCL	width req[d] for PCL C (m)
Market St south, btw George and Pitt	2.7	*	*	3.6	N/A	0.4
Market St south, btw Castlereagh and Elizabeth	2.7	*	*	5.3	N/A	0.6
Pitt St west, between Market and project site	2.9	*	*	0	N/A	0.0
Pitt St east, between Market and project site	2.9	*	*	5	N/A	0.6
Castlereagh St west, between Market and project site	2.7	*	*	5.7	N/A	0.7
Pitt St west, between project site and Park	2.9	11.3	B	14.6	B-	N/A
Pitt St east, between project site and Park	2.9	10.4	B+	17.7	C+	N/A
Castlereagh St west, between project site and Park	2.4	*	*	0.8	N/A	0.1
Park St north, btw George and Pitt	4.3	11.4	B	12.5	B	N/A
Park St south, btw George and Pitt	4.3	7.2	A-	8.4	B+	N/A

*No existing pedestrian count data available

The results show:

- All four of the locations with existing counts are showing an estimated PCL C or better in line with the criteria.

- The estimated flow rates on the footpaths where there are no existing counts range from 0.1 ppl/m/min to 5.7 ppl/m/min. These flows would utilise up to 0.7 m of effective footpath width whilst operating at PCL C and is therefore considered acceptable.

5.2 Qualitative assessment

For each of the locations where there are no existing pedestrian counts, a qualitative assessment has been undertaken. This assessment considers the estimated development demand allocated to the link and compares it against the current provision. Additionally, there is consideration of potential widening through rationalisation of street furniture or car parking. Table 4 summarises this assessment.

Table 4: Qualitative Assessment

Location	Width required for PCL C (m)	Existing effective width (m)	Existing total width (m)	Comment
Market St south, btw George and Pitt	0.4	2.7	3.7	Small width required. Minimal street furniture currently with little scope to rationalise. Minimal overall impact.
Market St south, btw Castlereagh and Elizabeth	0.6	2.7	3.7	Small width required. Minimal street furniture currently with little scope to rationalise. Minimal overall impact.
Pitt St west, between Market and project site	0.0	2.9	6.4	No estimated development demand. No impact.
Pitt St east, between Market and project site	0.6	2.9	6.4	Small width required. Opportunity to increase effective width through conversion of indented parking bays into footpath and reconfiguration of street furniture if required, but not expected at this stage.
Castlereagh St west, between Market and project site	0.7	2.7	3.7	Small width required. Opportunity to increase effective width through conversion of indented parking bays into footpath and reconfiguration of street furniture if required, but not expected at this stage.
Castlereagh St west, between project site and Park	0.1	2.4	0.0	Negligible estimated development demand. Negligible impact.

The assessment shows:

- All footpaths have small increases in demand that require widths less than 1m.
- The footpaths on Market Street have minimal opportunities to increase effective footpath width and may experience performance worse than PCL C depending on the level of existing pedestrian demand.
- The footpaths on Pitt Street have the potential to increase the effective width through conversion of the indented parking bays into footpath if it is required based on the level of the existing demand.

In addition to the qualitative assessment of the footpaths in the study area above, the below comments are made with regards to the proposed design and its impact on pedestrian flows:

- The existing driveway on Castlereagh Street that provides access to the basement car park currently has a major impact on the quality of the pedestrian experience along the footpath. In the current state, pedestrians are forced to divert around the driveway, creating challenges for all users but especially people with visual impairments. The proposed design removes the parallel driveway and replaces it with a traditional perpendicular driveway which allows the reinstatement a straight and linear footpath which is consistent for the full length of Castlereagh Street. It is therefore a substantial improvement in terms of pedestrian experience and continuity of shoreline for people with disabilities.
- The existing through site link includes horizontal shifts as well as level changes and is not an attractive or intuitive option for thoroughfare movements. The proposed development includes a substantially improved through-site link which is wider, straight and has gentle ramps connecting Pitt Street and Castlereagh Street. It will provide a legitimate link for pedestrians who want to travel east west. It has the potential to take pedestrian traffic off busy Market Street, especially those moving between St James Station and points south-west of the Piccadilly Complex.

6 Conclusion

Stockland propose to develop a new commercial tower in the Sydney CBD. The assessment of any potential impact of the proposed development has been atypical due to the current COVID-19 pandemic, which has ruled out the possibility of conducting existing pedestrian counts. Fortunately, a small set of existing counts have been sourced from the Chatswood to Sydenham EIS.

For locations where existing pedestrian counts have been sourced, two scenarios have been assessed:

3. **2026 AM Peak Base Case**: Future 2026 performance including background growth due to employment, with no development at the site.
4. **2026 AM Peak With Development**: Future 2026 performance including background growth due to employment and the net impact of the development at the site.

For locations with no existing pedestrian counts available the following is assessed:

1. **AM Peak Development Only**: PCL footpath width assessment to support the increased demand associated with the proposed development
2. **Qualitative Assessment** of the existing footpath and its ability to support a future increase in demand, based on the current allocation of roadside furniture.

Key findings from the assessment include:

- There are four footpaths that have been assessed that have existing count data. At each of these the estimated PCL is C or better.
- On the footpaths where there are no existing counts, the additional demand associated with development at the site is estimated to increase flow rates by between 0.8 ppl/m/min to 5.7 ppl/m/min. These flows would require up to 0.7 m of effective footpath width to perform at PCL C.
- The footpaths on Market Street have minimal opportunities to increase effective footpath width and may experience performance worse than PCL C depending on the level of existing pedestrian demand.
- The footpaths on Pitt Street are estimated to experience a moderate uplift in demand but have the potential to increase the effective width through conversion of parking bays to footpath width. Whether widening is needed will depend on the level of existing demand (which is not currently known), the increase of foot traffic due to the Pitt Street Metro Station and potential increase due to 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 link 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.

Attachment A9

Pedestrian Footpath Analysis – Mixed Use Scheme

ARUP

Stockland

Stockland Piccadilly Complex

Footpath Analysis for Planning Proposal

Reference: Piccadilly Complex Footpath Analysis

03 | 05 August 2025

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 29537500

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Appendices

Appendix A A-1
Footpath Analysis for Planning Proposal undertaken by Arup (dated: 10 August 2020) A-1

1. Introduction

This Footpath Analysis report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419. The site location is shown in Figure 1.



Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish a building envelope for the site, as well as other key assessment criteria including the establishment of a through-site link, vehicular access and car parking provision, and sustainability criteria.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a mixed-use development, which is predominately commercial office, together with basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton on the Park located to the east of the site.

A Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, 550029- Mixed Use, SK-11-100)

The Concept Reference Design includes the following elements:

- Basement car parking and building services plant;
- Retail Tenancies
- End of trip, back of house area and plant;
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Podium levels comprising lobby, retail, commercial and plant;
- Tower levels comprising commercial and plant;
- Residential apartments including apartments and sub-penthouses;
- Residential apartments and amenity areas;
- Penthouse apartments; and
- Plant.

1.2 Purpose of report

The purpose of this report is to document the pedestrian comfort of the footpaths adjacent to the new development at 133-145 Castlereagh Street using the NSW Walking Space Guide (WSG), a state-wide guide to be applied in the design of comfortable walking spaces. The guide was developed through a collaboration between the City of Sydney (CoS) and Transport for New South Wales (TfNSW) to understand the relationship between pedestrian volumes, density, and comfort in the NSW context, and to establish a consistent framework for assessing footpaths within the built environment. The WSG intends to set minimum footpath widths that provide the opportunity for comfortable pedestrian movement across may different footpath types and contexts such as from high-use central city footpaths.

The report builds on, and where appropriate, updates the *Footpath Analysis for Planning Proposal undertaken by Arup (dated: 10 August 2020)* document produced for the proposed development by Arup (see Appendix A). The previous work used the Pedestrian Comfort Levels (PCL) assessment method following the Transport for London (TfL) Pedestrian Comfort Guidance. The updated WSG assessment will compare the base scenario (i.e. existing conditions) and compare with the 'with development' impact on the footpaths adjacent to 133-145 Castlereagh Street.

2. Study Area

The study area is outlined in Figure 3.The proposed development site has dual frontages for pedestrian access at Pitt Street and Castlereagh Street. The footpaths assessed as part of this study are shown in pink, which aligns with the previous approach taken to assess the footpaths. These include the footpaths that provide direct access to the building entrances on Castlereagh and Pitt Streets as well as secondary footpaths that connect to the surrounding transport nodes.

The footpath assessment includes an additional link on Park Street between Pitt Street and Castlereagh Street. The purpose of including this link is to capture the development generated pedestrian traffic which use the newly operational Gadigal Metro Station with an access point located along the northern footpath of this street.



Figure 3: Study Area

3. Existing Conditions Assessment

This study has reviewed a number of documents that include pedestrian surveys conducted prior to the Covid-19 pandemic. These include:

- Development Application: 194 & 196-204 Pitt Street, Sydney
- Development Application: 65-77 Market Street, Sydney
- Chatswood to Sydenham Environmental Impact Statement (EIS), May 2016 (relevant for Gadigal Metro Station)
- Gadigal Station, Interchange Access Plan (IAP), January 2024 (relevant for Gadigal Metro Station)

The two neighbouring development applications did not include any indication of existing pedestrian counts in the area. However, the Chatswood to Sydenham EIS and Gadigal Station IAP has been interrogated to understand the usefulness of the information to be used in the WSG assessment.

A site visit was conducted on 24 September 2024 to get an understanding of physical characteristics of the footpath network in the study area.

3.1 Pedestrian Counts

3.1.1 Chatswood to Sydenham Environmental Impact Statement

The Chatswood to Sydenham Environmental Impact Statement (EIS) included 2015 AM Peak hourly pedestrian counts as outlined in Figure 4. The EIS shows that existing counts are only available on Park Street either side of Pitt Street and on Pitt Street north of Park Street. An overview of the 2015 AM peak hour flows is provided in Figure 4.

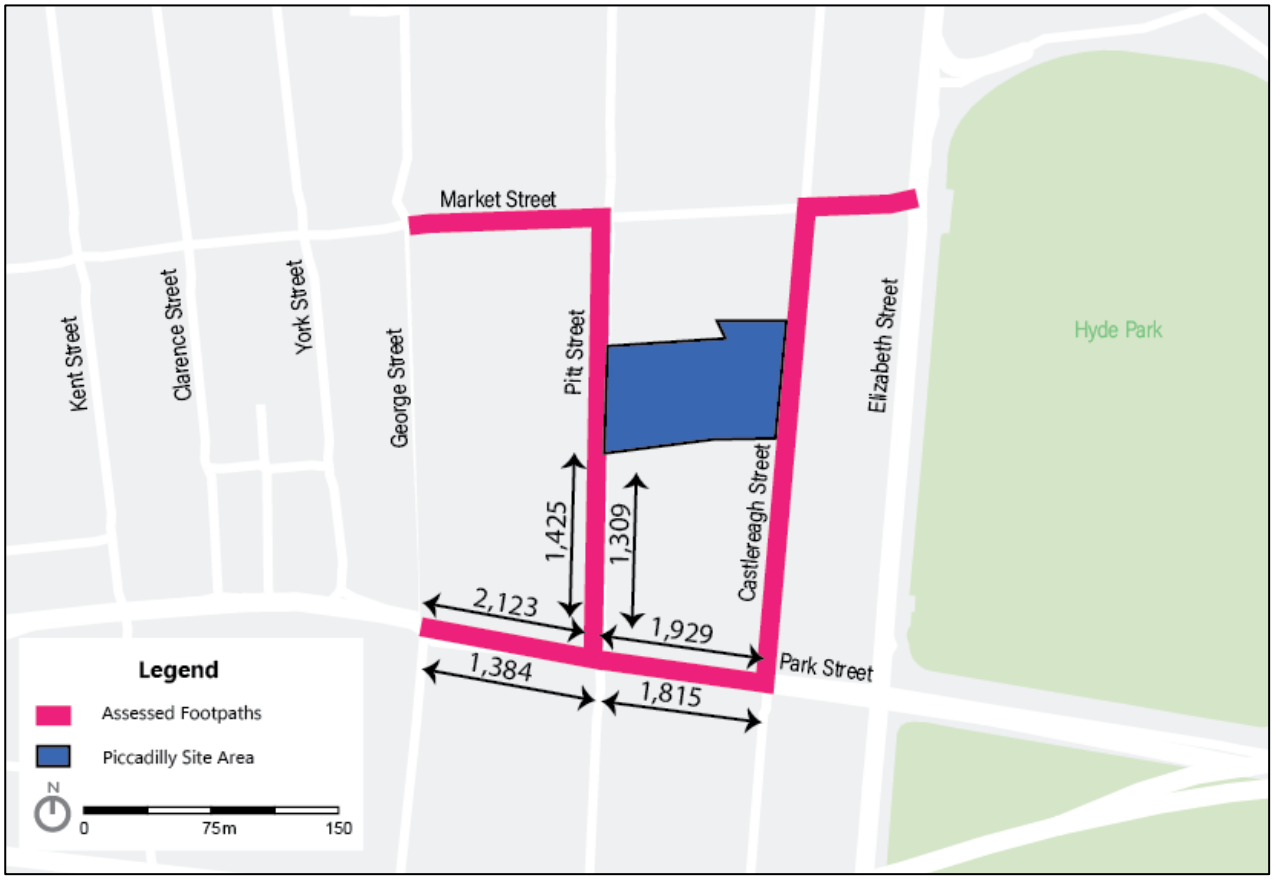


Figure 4: Pedestrian movement counts, 2015 AM Peak Hour flows (Sydney Metro 2016).

It is acknowledged that the information from the Chatswood to Sydenham EIS representing pedestrian counts in 2015, is potentially outdated and not representative of current conditions or when the future year when the proposed development opens. It has therefore been used in Section 5 as supplementary information as part of the WSG assessment.

3.1.2 Gadigal Station Interchange Access Plan

Sydney Metro's 2024 Interchange Access Plan (IAP) for Gadigal Metro station provides an overview of the 2036 AM peak period (over 3.5 hours) demand profile along with station egress and access distributions. As the information is forecast to a future year of 2036, the information is similarly useful (as that of the Chatswood to Sydenham EIS pedestrian counts) but not representative of existing conditions since the opening of the station in August 2024. The information is still considered to be of use to the WSG

assessment and has been used to supplement the assessment provided in Section 5. An overview of the 2036 AM peak period demand for the Gadigal Metro Station is provided in Figure 5.

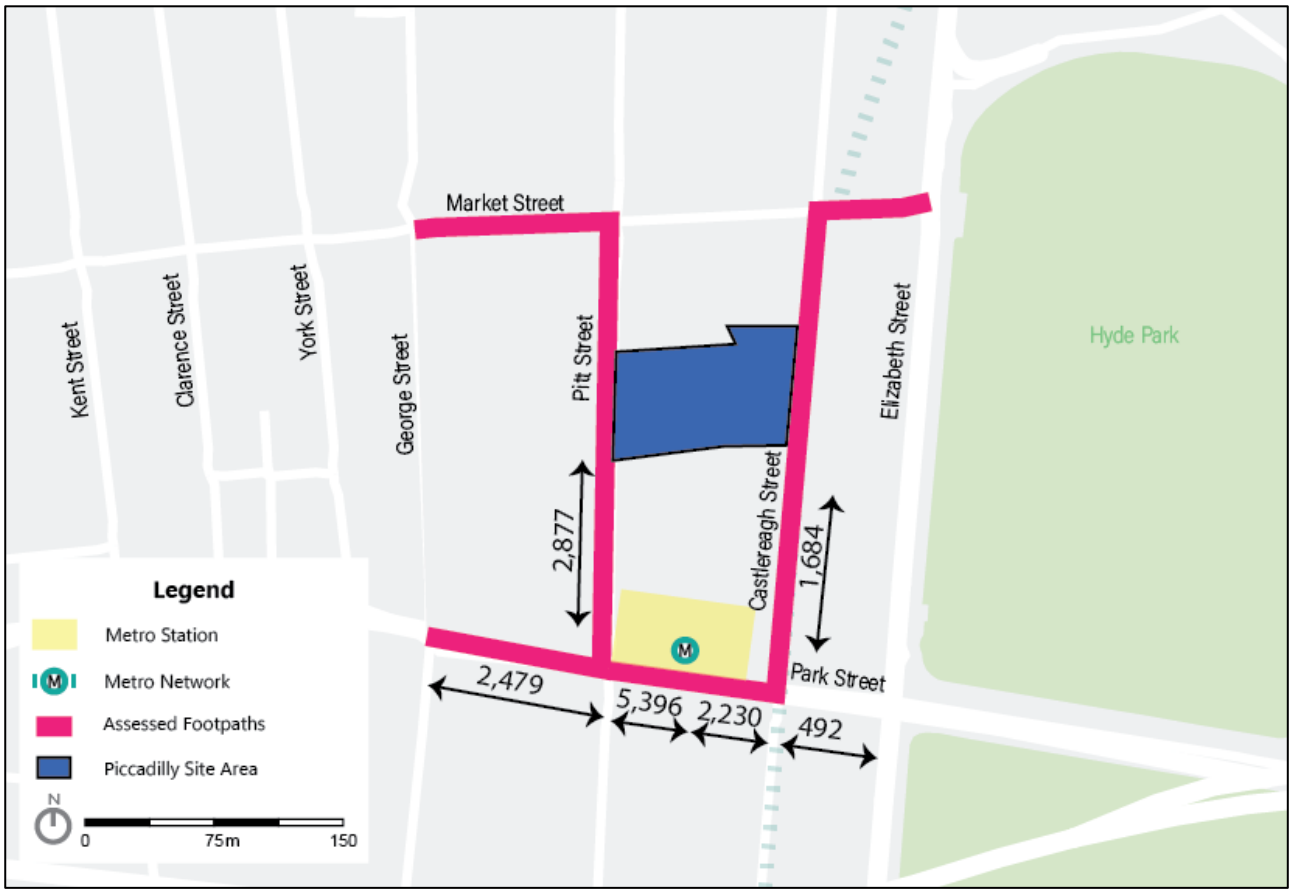


Figure 5: 2036 Gadigal Metro pedestrian movements (Sydney Metro 2024)

3.2 Site observations

A site visit of the study area was undertaken on 24 September 2024 to collect site specific measurements of the footpaths in the study area. The purpose of the visit was to measure the total footpath width to the kerb, and the effective footpath width accounting street furniture and parking bay insets. The narrowest section of each footpath is photographed, measured, and used in the footpath assessment in Section 5. The findings of the site visit are summarised in this section with a plan of assessed footpaths shown in Figure 6.

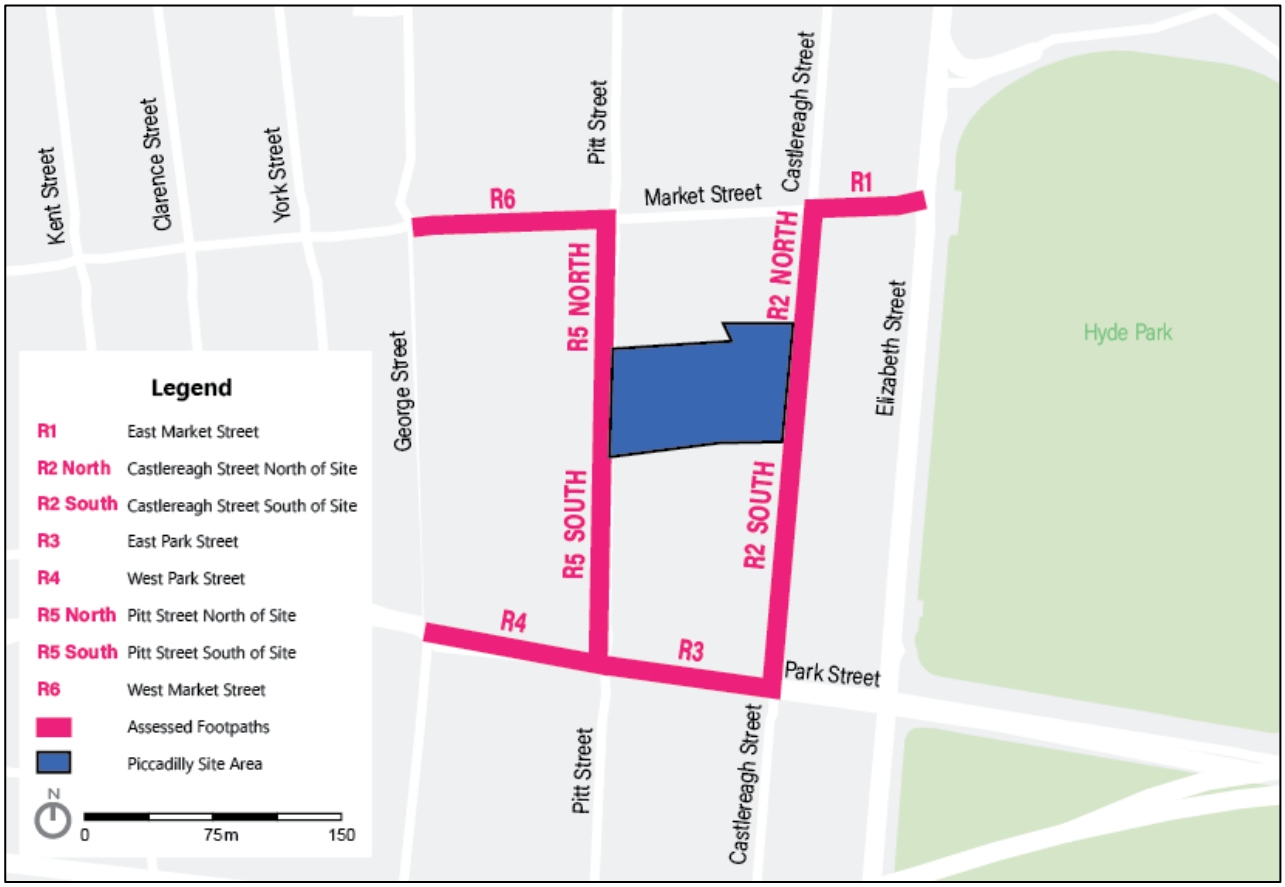


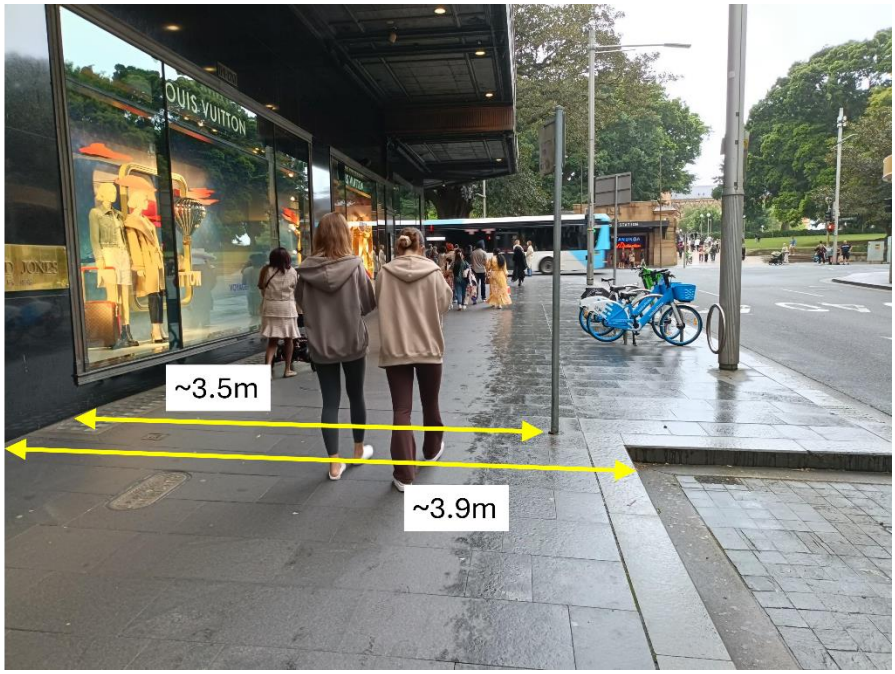
Figure 6: Assessed footpaths.

3.2.1 Market Street

Market Street is a main east-west thoroughfare. Two sections of Market Street are assessed as part of this footpath analysis.

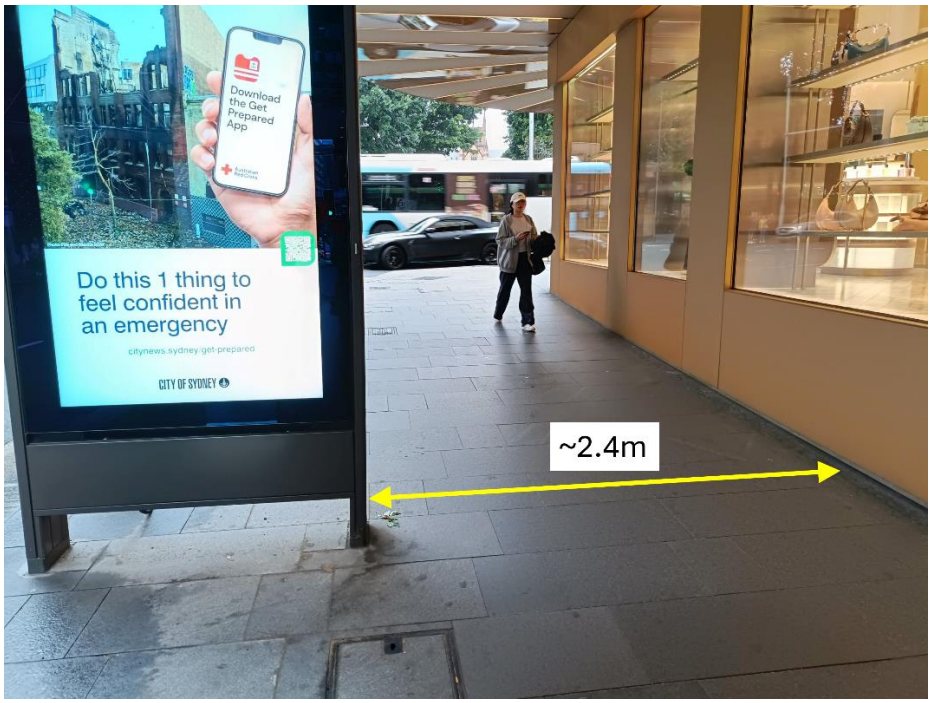
1) Section of Market Street located between Castlereagh Street and Elizabeth Street (R1); and
2) Section of Market Street located between George Street and Pitt Street (R6).

The first section provides connections to St James Station and bus stops to the north-east of the site. The northern portion of the first section is shown in Photograph 1. The narrowest section of the footpath has a width of approximately 3.5m of effective width between building property and signpost.



Photograph 1: Northern section of Market Street (Section 1).

The southern portion of the first section is shown in Photograph 2. The narrow section of the footpath has a width of approximately 2.4m of effective width between building property and advertisement display.



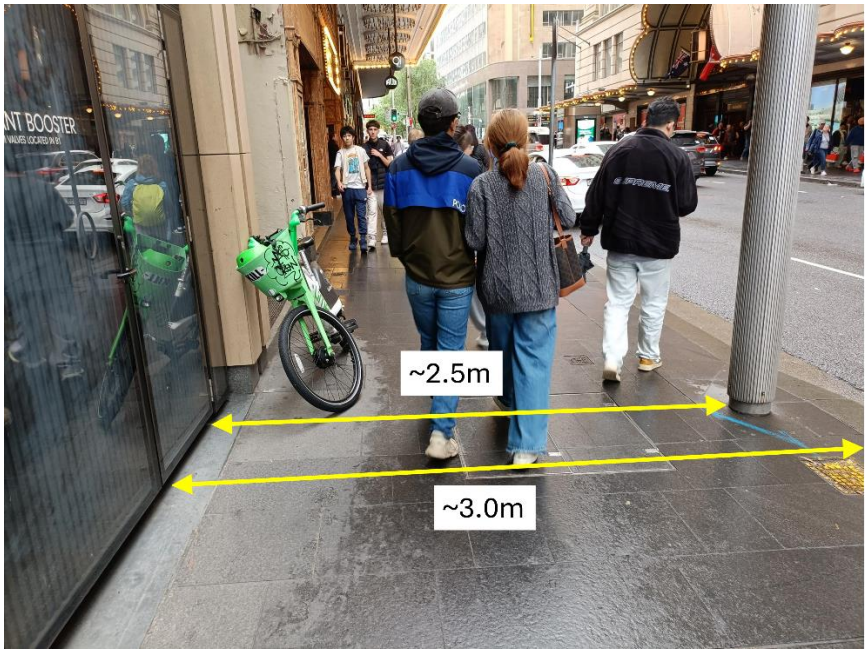
Photograph 2: Southern section of Market Street (Section 1).

The second section provides connections to bus stops and Light Rail services along George Street. The northern portion is shown in Photograph 3. The narrowest section of the footpath has a width of approximately 2.2m of effective width between building property and post-boxes.



Photograph 3: Northern section of Market Street (Section 2).

The southern portion is shown in Photograph 4. The narrowest section of this footpath has a width of approximately 2.5m of effective width between building property and lamppost.



Photograph 4: Southern section of Market Street (Section 2).

This study has not included the stretch of Market Street between Pitt Street and Castlereagh Street because temporary hoarding throughout the southern footpath has significantly reduced its effective width. Upon completion of temporary works, it is unknown where the building lines will be along the southern footpath.

3.2.2 Park Street

Park Street is a main east-west thoroughfare that provides connections to Town Hall Station, bus stops to the west and south-west and Gadigal Metro Station to the south. This report separates Park Street into two sections:

1) Section of Park Street located between Pitt Street and Castlereagh Street (R3); and

2) Section of Park Street is located between George Street and Pitt Street (R4).

The first section of Park Street is characterised generally as shown in Photograph 5. This shows an approximate total of 3.1m effective width between building property and bollards demarcating Gadigal Station's entry/exit point.



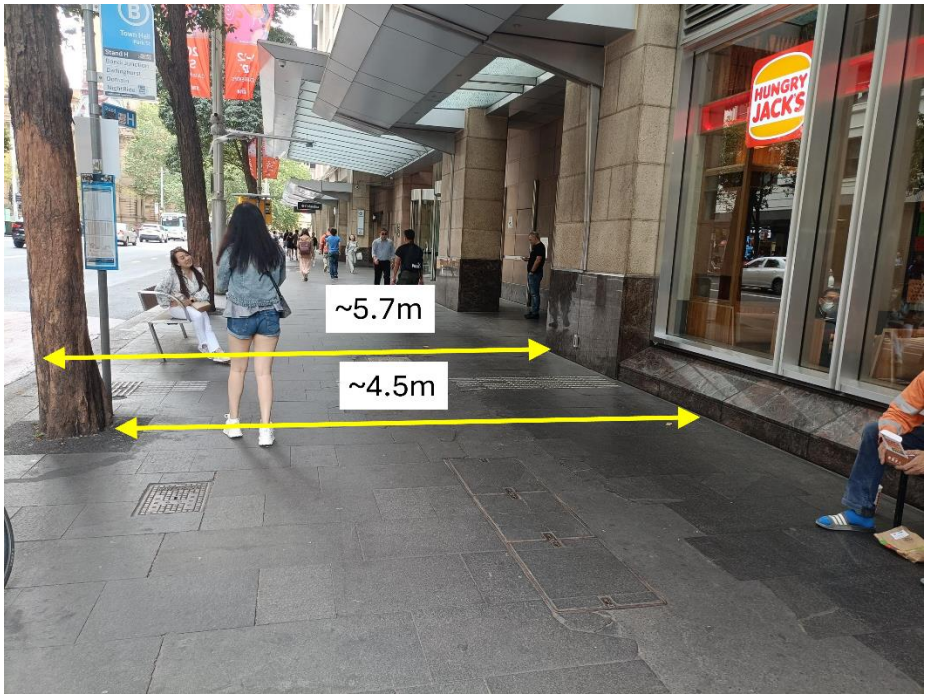
Photograph 5: Northern section of Park Street (Section 1).

The southern portion of Park Street is shown in Photograph 6. The narrowest section of this footpath has a width of approximately 3.4m of effective width between building property and tree. The tree grate is level with the footpath and provides no additional hazard. It was observed that pedestrians walk on the tree grate.



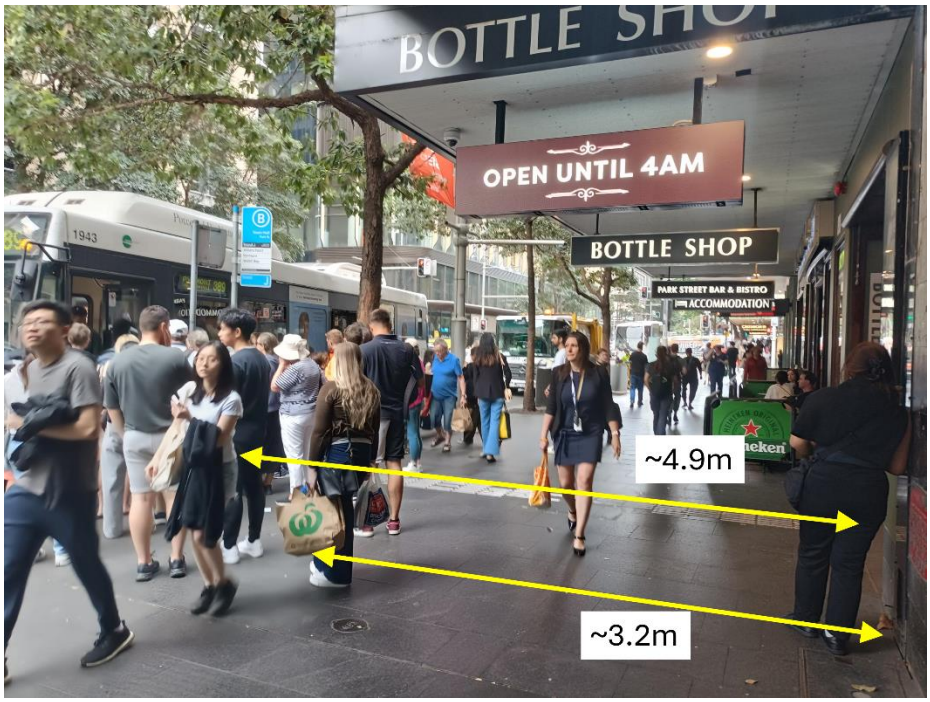
Photograph 6: Southern section of Park Street (Section 1).

The northern portion of the second section is shown in Photograph 7. The narrowest section of this footpath has a width of approximately 4.5m of effective width between building property and signposts or street furniture positioned in alignment.



Photograph 7: Northern section of Park Street (Section 2).

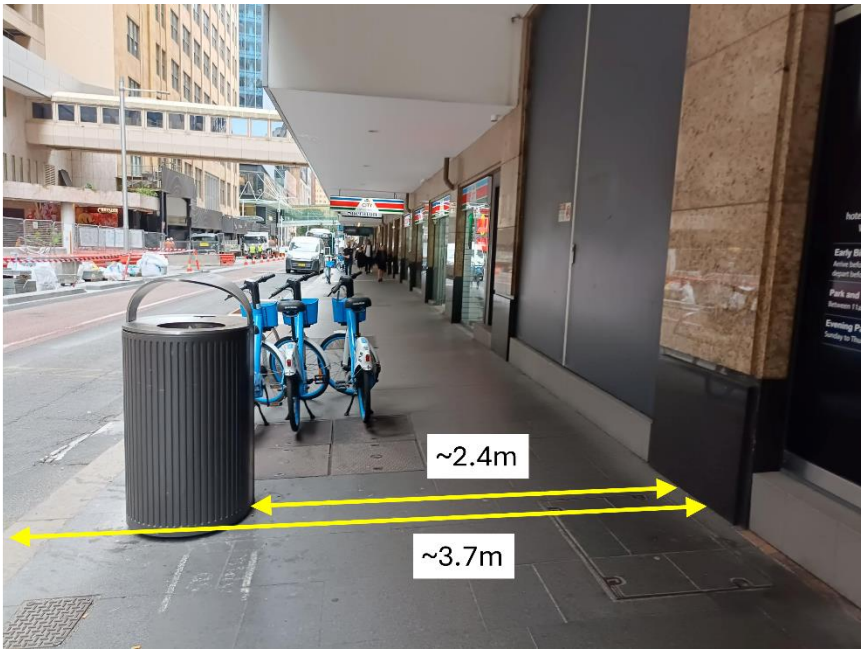
The southern portion is shown in Photograph 8. This footpath has bus stops which typically feature rows of bus patrons lining up. The footpath has a total width of 4.5m with the narrowest section of this footpath featuring a width of approximately 3.2m of effective width between building property and typical peak hour bus lines.



Photograph 8: Southern section of Park Street (Section 2).

3.2.3 Castlereagh Street

Castlereagh Street is a main north-south thoroughfare that provides direct access to the proposed development. Its eastern footpath between Market Street and Park Street is characterised generally as shown in Photograph 9. This footpath features an approximate total of 2.4m effective width at its most critical section, between building property and bin. This is located along the eastern footpath at the south of the site, within footpath R2 South.



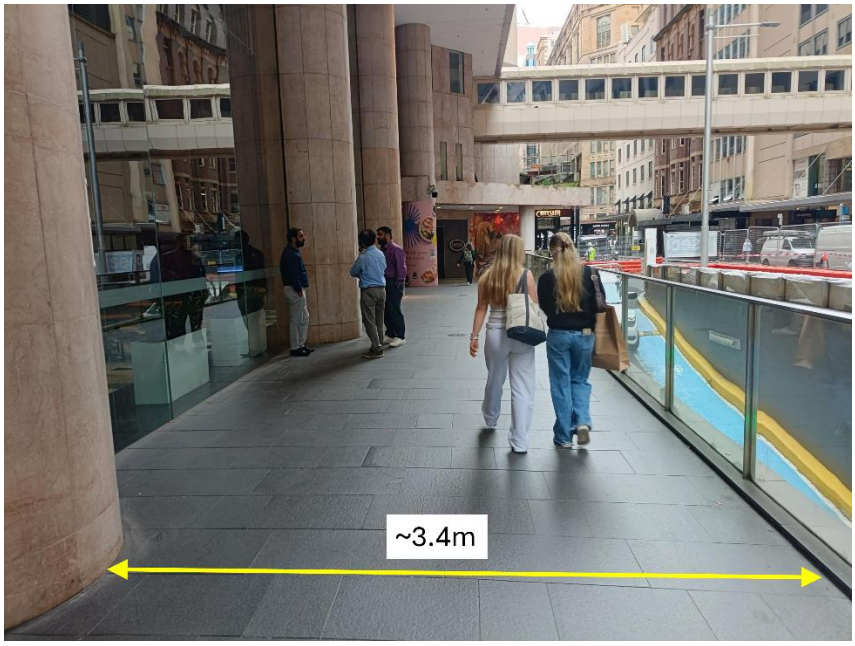
Photograph 9: Eastern section of Castlereagh Street.

Castlereagh Street western footpath is shown in Photograph 10. The footpath has an effective width of 2.9m between building property and lamppost.



Photograph 10: Eastern section of Castlereagh Street.

Adjacent to the development site there is an existing ramp down to the existing car park which diverts the footpath as shown in Photograph 12. In this instance the effective width is approximately 3.4 m. As part of the proposed development the existing car park ramp that runs parallel to the footpath will be replaced with a more standard perpendicular ramp.

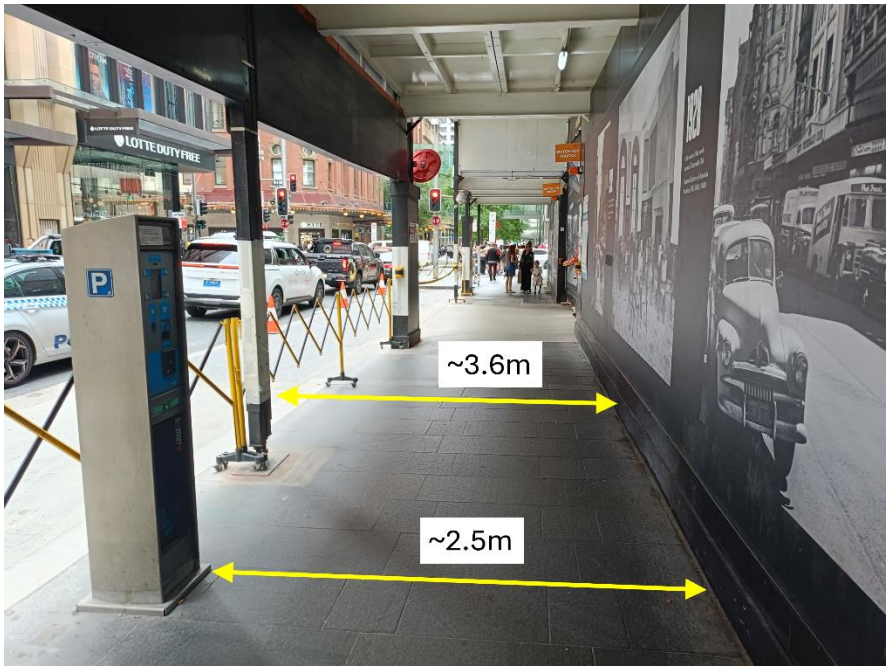


Photograph 11: Castlereagh Street looking north, adjacent to proposed development site.

The vehicle entry ramp positioned parallel to Castlereagh Street will be removed and converted into footpath area with the kerb lining up with the existing Castlereagh Street western footpath line just to the south of the site shown in Photograph 11. The total width of this footpath will increase to approximately between 6-7m, however, the effective width is dependent on the street furniture that will be implemented as part of the scheme.

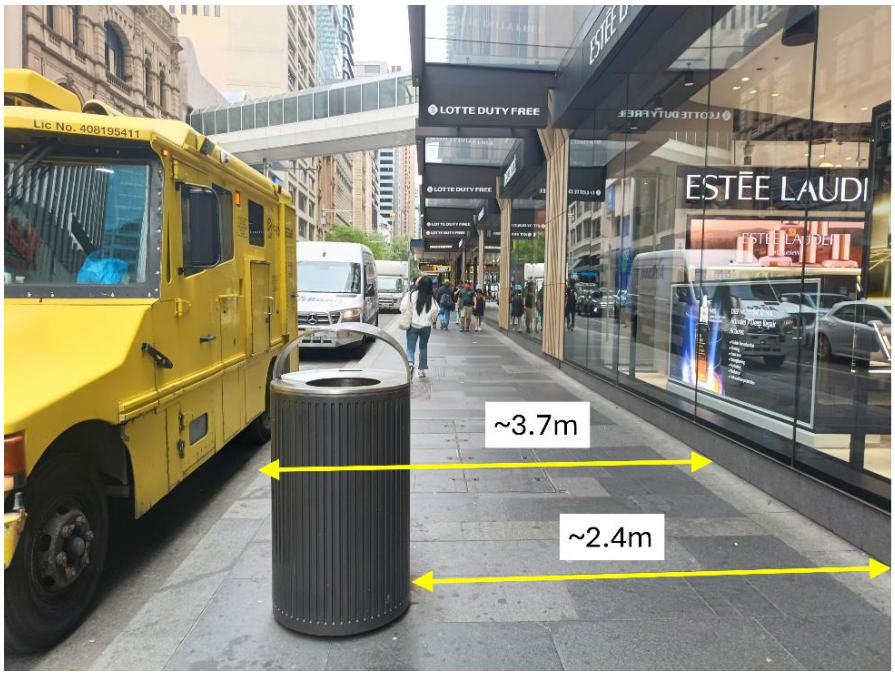
3.2.4 Pitt Street

Pitt Street is a main north-south thoroughfare that provides direct access to the proposed development. Its eastern footpath between Market Street and Park Street is characterised generally as shown in Photograph 12. This shows an approximate total effective width of 2.5m between building property and parking meter. Hoarding is located along the entire stretch of the eastern footpath which may affect the available width for pedestrians when removed. At various locations along the road there are parking bays built into the kerb and protected by bollards.



Photograph 12: Eastern section of Pitt Street.

Pitt Street western footpath is shown in Photograph 13. The footpath has an effective width of 2.4m between building property and bin. Outside of this piece of street furniture, the western footpath has consistent profile throughout. This footpath represents the most critical section of the two Pitt Street footpaths and is located along western footpath at the north of site, within footpath R5 North.



Photograph 13: Western section Pitt Street.

3.3 Existing footpath dimensions summary

Figure 7 summarises the effective footpath widths outlined in the site observation sections above.



Figure 7: Approximate effective footpath widths within study area.

4. NSW Walking Space Guide Approach

4.1 Context and Approach

The NSW WSG is a method used to assess pedestrian footpath space within the built environment, with the aim of achieving comfortable walking environments. The guide establishes a consistent framework for assessing street footpaths based on effective walking space, pedestrian volumes, and Level of Service (LoS) to evaluate pedestrian comfort levels. The WSG was developed based on research taken at midblock footpaths in primarily urban areas, so is applicable to street footpaths adjacent to proposed developments.

The WSG sets out a five-step assessment process for analysing footpaths which this report follows for the assessment.

1. **Select and assess the site** by collating information regarding to land use and surrounding transport networks for existing or future scenarios.
2. **Classify footpath types** using foot path typologies defined within the walking space guide. There are two methods of analysis to determine footpath type dependant on the availability of data. Street footpath classifications is conducted based on existing and future indicative pedestrian demand.
3. **Determine Walking Space** by measuring footpaths taking into account of kerbside traffic buffers, obstructions or static activity.
4. **Assess the Walking Space Level of Service (LoS)** based on the peak hour flow rate and minimum walking space width in metres.
5. **Understand the LoS Rating, Targets and Mitigation Measures** based on comfort levels; LoS C is considered the minimum target level.

4.2 Assumptions

To determine the pedestrian volumes generated by the development, the following assumptions have been adopted:

- The commercial development has an average population density of 1 person for every 8m^2 of NLA.
- 1-bedroom apartments house an average of 2 working persons over the age of 15,

  2-bedroom apartments house an average of 3 working persons over the age of 15,

  3-bedroom apartments house an average of 4 working persons over the age of 15,

  Sub-penthouse apartments house an average of 4 working persons over the age of 15, and

  Penthouse apartments house an average of 5 working persons over the age of 15.
- A growth rate of 1.21% per annum has been assumed to estimate flows on the footpaths in 2030 which reflects planned opening year. The 1.21% per annum growth rate has been estimated based on projected employment figures from Transport for NSW's Travel Zone Projection 2022 for the travel zone within which the site is located.

4.3 Pedestrian Volumes

4.3.1 Development Pedestrian Volumes

A summary of the Concept Reference Design that informs this planning proposal is outlined in Section 1.1. The assessment is based on the net increase in commercial population between the existing floor area and that of the proposed development. A net increase of approximately 4,000 people across the commercial and residential uses has been estimated based on the increase in commercial floor area, and residential dwellings.

The development demand has both commercial and residential pedestrian volumes allocated to the footpath network based on the following approach:

- Transport mode share for Journey to Work is estimated based on 2016 Census data for the Destination Zone (DZN) 113371093 that includes the site. 2016 Census data has been used instead of 2021 Census data due to Covid-19 effects on the accuracy of 2021 Journey to Work data.
- Building users (i.e. commercial and residential) are allocated to each mode as per the mode share data. Car mode share is split into onsite parking based on the available car parking spaces and offsite parking for overflow. 110 car spaces are provided for the site's commercial development and 75 spaces for the residential development. Bicycle mode share is assumed to be all accommodated in the proposed end of trip facilities.
- For each mode, trips are split to various stations, stops, and car parks based on their distribution surrounding the proposed site.
- Pedestrians are allocated to footpaths from each transport node to the closest building entry from the transport node. The route choice is generally assumed to be the shortest distance, however where the city grid provides multiple equivalent alternatives, the assignment is distributed to the various routes.
- AM peak hour data is used to consider the greater number of workers visiting the site during the morning peak. The commercial development at site is estimated to have a conservatively estimated population of 3,200 people with a conservatively assumed 80% of total commercial population traveling to site and 80% of residential population leaving site during the morning peak, taking the worst-case scenario to evaluate the development's total pedestrian traffic generation and impact on assessed footpaths.
- Based on Opal travel data, Sydney Gadigal Metro Station operations have diverted 12% of Town Hall Station users towards engaging with Gadigal Metro Station instead. Due to 2016 census data not accounting for Metro use, Gadigal Metro Station mode share is calculated based on Town Hall Station mode share totals. This resulted in a 5.8% Metro mode share for the commercial development of workers arriving to the site and a 2.6% mode share for residents leaving the site during the AM Peak Hour.

Transport mode share for the site's commercial development was calculated based on analysis of Census Journey to Work 2016 dataset for destination zones (DZN) 113371093. Incoming work trips to these zones were analysed and the resulting mode share is presented in Table 2.

Table 2: 2016 Journey to Work mode share for commercial development.

Mode	Percent of work trips made to site
Train	49.3%
Bus	23.4%
Ferry	1.4%
Light rail	0.3%
Metro	5.8%
Car and taxi	12.6%
Cycle	1.0%
Walked only	6.1%

Transport mode share for the site's residential development was calculated based on the 2016 Census counting Method of Travel to Work by Survey Area 4 (SA4) Places of Work and SA2 level Usual Residence. The resulting mode share is presented in Table 3.

Table 3: 2016 Journey to Work mode share for residential development.

Mode	Percent of work trips made to site
Train	22.4%
Bus	12.7%
Ferry	0.1%
Light rail	0.9%
Metro	2.6%
Car and taxi	12.4%
Cycle	0.8%
Walked only	48.0%

Figure 8 presents the total number of additional pedestrian traffic generated by the site's commercial and residential developments. These calculations are based on mode share, Net Lettable Area (NLA) of the commercial development, and the apartment numbers based on bedroom totals and Gross Floor Area (GFA) of the residential development.



Figure 8: Total development generated AM Peak Hour pedestrian volumes.

5. NSW Walking Space Guide Assessment

5.1 Select and Assess the site

The WSG assessment considers the study area and the collection of site-specific measurements of footpaths to understand the total and effective widths to be used to determine the available walking space. Figure 3 and Figure 6 provide overviews of the study area and Section 3 provides a summary of the dimensions to be used in the assessment.

5.2 Footpath Classification

The WSG details two options to determine the intensity of use and hence footpath type:

1) Pedestrian Peak Hour walking counts extrapolated for the life of the infrastructure (Table 2A Column A); or

2) Desktop analysis (Table 2A Column B-D and Table 2B).

Table 2A and Table 2B of the WSG is used to classify footpath types, an excerpt of each table is provided below in Figure 9 and Figure 10 respectively.

Table 2A – Footpath Type Classification

Footpath Type	Column A **Peak Hour number of people on the footpath** **(People Per Hour – PPHr)**	Column B Land use characterisation	Column C Proximity to public transport	Column D Proximity to places of interest (where a block is measured to a major pedestrian dispersal point like a street intersection)
Type 1	**Less than 7 PPHr**	Residential areas with detached housing, or low intensity employment areas (eg industrial land), isolated 3 storey flat building	-	-
Type 2	**7-69 PPHr**	Residential areas that include row or town houses or up to 3 storey residential flat buildings/mixed use residential buildings or medium intensity employment areas (up to 3 storey campus model business parks), hotel/motel, one or two shops	Adjacent to regional cycle lane 0-200m from a bus stop (excluding stops with less than 10 services per day) 0-600m from a LR/Bus Rapid Transit (BRT) stop 400-800m from a train/ metro station	Within two blocks of a local place of interest (Table 2B List 1)
Type 3	**70-399 PPHr**	Streets with shops, food and drink premises, entertainment uses or services, residential areas that include residential flat buildings/mixed use residential buildings greater than 3 storeys or medium employment industrial areas	0-400m from a train/metro station *Footpath adjacent to retail – 0-200m from a bus stop 0-300m from a LR/BRT stop*	Within one block of a local place of interest (Table 2B List 1) or Within two blocks of a regional place of interest (Table 2B List 2)
Type 4	**400-2000 PPHr**	Streets with more than 200m of shops, food and drink premises, entertainment uses or services, Late night trading/ management areas, Mixed use or employment areas	*Footpath adjacent to retail – 0-100m from a train/metro station*	Within one block of a regional place of interest Table 2B List 2 or Within two blocks of a metropolitan place of interest (Table 2B List 3)
Type 5	**Greater than 2000 PPHr**	Very high intensity mixed use, employment, retail, transport or entertainment areas, significant public places or buildings with very large numbers of people, transport interchanges and associated waiting areas, entries and overflow areas	0-50m from a transport interchange including at least 2 modes	Within one block of a metropolitan place of interest (Table 2B List 3)

Figure 9: WSG Footpath Types.

Table 2B – Places of interest

List Number	Places of interest types
List 1 **Local places of interest**	bakery, childcare, church or place of public worship, community centre, entertainment facility (local), general practitioner, grocer, leisure centre (local), library, medical centre (local), park (local), places that support temporary creative activity in the public domain all year round (eg stalls, art, music), police station, public eating and drinking areas, public facility (local), recreation facility (local), regional cycle route, school (<200 students), shopping centre (<1000sqm), sports field (local), supermarket (<1000sqm), swimming pool, town hall, walking route (major local)
List 2 **Regional places of interest**	cinema, convenience store (regional importance e.g. serving a town), entertainment facility (regional), gallery, hospital, information or visitor centre, leisure centre (regional), markets, medical centre (regional), music hall or performance space, park (regional), public facility (regional), recreation facility (regional), school (>200 students), shopping centre (>1000sqm), sports field (regional), tertiary education, theatres, university, walking route (regional)
List 3 **Metropolitan places of interest**	metropolitan or international place of interest, e.g. state art gallery/museum, sports stadium, metropolitan park, large shopping centre

Figure 10: WSG Places of interest.

As detailed in Section 3.1, the pedestrian volume information that could be used has its limitations for direct application in this WSG assessment. The classification is therefore based on the desktop analysis method. A summary of each area within the study area is provided in Table 4 below to provide commentary on the rationale for choosing the classification for the existing footpath network. Due to the location of the site as a busy part of the CBD, and excellent access to high-quality, busy transport nodes, the existing footpaths have been classified as type 5 has been identified for all parts of the study area.

Table 4: Footpath WSG type classification.

Footpath route	Footpath type	WSG type classification
R1	Type 5	Very high intensity mixed use street within 50m of St James transport interchange of at least 2 modes.
R2 North	Type 5	Very high intensity mixed use street within 50m of St James transport interchange of at least 2 modes and within one block of a metropolitan park.
R2 South	Type 5	Very high intensity mixed use street within one block of a metropolitan park.
R3	Type 5	Very high intensity mixed use street within 50m of Gadigal Metro station of at least 2 modes.
R4	Type 5	Very high intensity mixed use street within 50m of Town Hall station of at least 2 modes.
R5 North	Type 5	Very high intensity mixed use street within one block of a Pitt Street Mall shopping centre.
R5 South	Type 5	Very high intensity mixed use street within one block of a Pitt Street Mall shopping centre.
R6	Type 5	Very high intensity mixed use street within one block of a Pitt Street Mall shopping centre.

5.3 Assess the Walking Space LoS

Table 4A of the WSG is used determine the walking space LoS and provides an indication of the minimum target space that should be provided for the footpaths. An excerpt of the table is provided below in Figure 11. The WSG specifies a minimum target criterion of LoS C in which 50% of people would expect to be comfortable. On that basis, the LoS C target has been used to assess each route against and to assess the walking space LoS.

Table 4A – Walking Space Level of Service

Footpath Type	Adjacent to Active Edge	Walking Space and LOS Types 1-4 Minimum Walking Space in metres (m) Type 5 Minimum Walking Space in metres (m) and Maximum Peak Hour flow rate in PPMM					
		LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Type 1	-	2.7	2.3	2.0	1.6*	1.3*	Less than 1.3*
Type 2	-	3.0 + 0.6 Passing Zone	2.7 + 0.6 Passing Zone	2.3 + 0.6 Passing Zone	1.9 + 0.6 Passing Zone	1.6 + 0.6 Passing Zone	Less than 1.6 + 0.6 Passing Zone
Type 3	Not Adjacent	3.9	3.5	3.0	2.6	2.2	Less than 2.2
	Adjacent	4.3	3.8	3.2	2.8	2.3	Less than 2.3
Type 4	Not Adjacent	4.8	4.3	3.7	3.2	2.7	Less than 2.7
	Adjacent	5.2	4.6	3.9	3.4	2.9	Less than 2.9
Type 5	Min. width (m)	5.2	4.6	3.9	3.4	2.9	Less than 2.9
	Max. PPMM	4.0	6.0	9.5	13.5	18.0	Greater than 18.0

Figure 11: WSG Walking Space Level of Service.

5.3.1 Without Development

Table 5 presents the results of the WSG assessment without the development to provide an understanding of the existing conditions.

It is noted that the footpath selected for each street is predicated on the effective width, and not the total width. Furthermore, the narrowest point along each link has been chosen as the minimum width. While this is the evaluation method required by the WSG, it does not necessarily reflect accurately on the condition of the entire stretch of footpaths, which typically has greater widths for large section of the chosen links included in the assessment. The effective width of R6 where the critical footpath is on the southern side has been reduced to 1.8m due to 40km/hour vehicle speeds immediately adjacent to this footpath. The WSG kerbside traffic buffer applies a 1.2m buffer zone to the 3.0m total width of this footpath.

Table 5: Existing footpath WSG assessment without development.

Footpath	Footpath classification	Existing effective width (m)	LoS	Minimum width required for LoS C
R1	Type 5	2.4m	F	3.9m
R2 North	Type 5	2.4m	F	3.9m
R2 South	Type 5	2.4m	F	3.9m
R3	Type 5	3.1m	E	3.9m
R4	Type 5	3.2m	E	3.9m
R5 North	Type 5	2.4m	F	3.9m
R5 South	Type 5	2.4m	F	3.9m
R6	Type 5	1.8m	F	3.9m

It's clear that all the footpaths within the study area already have effective widths less than the required widths and all assessed footpaths evaluated on existing conditions, without the development, fail to meet a WSG LoS of C. Assessing overall footpath widths against WSG criteria is restricted by effective widths which are often isolated pinch points on stretches of footpaths exceeding 100m in length. These footpaths often feature total widths that provide LoS approaching or meeting WSG LoS C.

5.3.2 With Development

The assessment considers the estimated development demand allocated to each link within the study area and compares it against the current provision. It considers the peak minute flow (PPMM) calculated using the pedestrian volumes generated by the net uplift in development and the existing footpath widths. The assessment also considers the potential widening through rationalisation of measures that could be implemented to increase the effective footpath widths. Table 6 summarises this assessment.

Table 6: Footpath WSG assessment with development impacts.

Footpath	Peak minute flow (PPMM)	Minimum width required for LoS C	Existing effective Width (m)	Existing total width (m)	Comment
R1	0.9	3.9m	2.4	4.5	Extremely small development impact. Total width exceeds width required for WSG LoS C. Street ad display creates a pinch point which reduces the effective width in one location. Can consider the removal of ad display to increase effective width.
R2 North	1.7	3.9m	2.4	3.7	Extremely small development impact. Isolated street furniture restricts effective width but presents limited overall impact on footpath. The removal of the ramped car park access provides opportunities to widen the footpath.
R2 South	2.0	3.9m	2.4	3.7	Extremely small development impact. Pinch point created by placement of bins and signposts. Otherwise, minimal street furniture along this footpath.
R3	0.5	3.9m	3.1	3.1	Extremely small development impact. Effective and total widths restricted by Gadigal Metro station bollards and building line. No widening opportunities.
R4	4.0	3.9m	3.2	4.9	Some development impact, but generally consider to be negligible. Effective width restricted by lines for bus stop. Dependent on bus scheduling. Opportunity to

Footpath	Peak minute flow (PPMM)	Minimum width required for LoS C	Existing effective Width (m)	Existing total width (m)	Comment
					increase effective width to approach total width with clear demarcation bus waiting area.
R5 North*	1.4	3.9m	2.4	3.7	Extremely small development impact. Isolated street furniture restricts effective width but presents limited overall impact on footpath.
R5 South	5.7	3.9m	2.4	3.7	Some development impact, but generally consider to be negligible. Isolated street furniture restricts effective width but presents limited overall impact on footpath.
R6	1.8	3.9m	1.8	3.0	Extremely small development impact. Kerbside traffic buffer zone of 1.2m restricts effective width. Opportunity to create kerbside parking or bicycle lane to increase effective width.

*Driveway access to be removed as part of the proposed development

The assessment shows:

- All footpaths have small increases in demand (i.e. in PPMM) that are considered to be negligible.
- The pedestrian volumes generated by the development examined in isolation will have negligible additional effective walking space width demands compared to total available widths of the more critical footpaths assessed. For R4 and R5 South, corresponding respectively to Pitt Street (south of the site) and the stretch of Park Street between George Street and Pitt Street, these two footpaths connect the site with the Town Hall and a higher proportion of pedestrian volumes will travel through them during the AM peak hour. Opportunities exist to widen the effective widths to total widths less kerbside traffic buffer zones of 1.2m.

In addition to the qualitative assessment of the footpaths in the study area above, the below comments are made with regards to the proposed design and its impact on pedestrian flows:

- The existing driveway on Castlereagh Street that provides access to the basement car park currently has a major impact on the quality of the pedestrian experience along the footpath. In the current state, pedestrians are forced to divert around the driveway, creating challenges for all users but especially people with visual impairments. The proposed design removes the parallel driveway and replaces it with a traditional perpendicular driveway which allows the reinstatement a straight and linear footpath which is consistent for the full length of Castlereagh Street. It is therefore a substantial improvement in terms of pedestrian experience and continuity of shoreline for people with disabilities.
- The existing through site link includes horizontal shifts as well as level changes and is not an attractive or intuitive option for thoroughfare movements. The proposed development includes a substantially improved through-site link which is wider, straight and has gentle ramps connecting Pitt Street and Castlereagh Street. It will provide a legitimate link for pedestrians who want to travel east west. It has the potential to take pedestrian traffic off the surrounding footpath network. The proposed design allows for the through-site link has an unencumbered width of at least 6m.

6. Conclusion

Stockland propose to develop a new commercial and residential tower in the Sydney CBD. Whilst there is open-source pedestrian volume information, there is limitations in its use in the WSG assessment. The assessment has focussed on the existing footpath network without the development, and the impact of the development from a qualitative perspective.

Key findings from the assessment include:

- A total of six footpaths have been assessed based on the WSG assessment. Each of the existing footpaths fails to meet the LoS C criteria meaning that an intervention would be needed to be provided to increase the footpath widths (i.e. without the development).
- When assessing the additional pedestrian volumes associated with development, the increase of between 0.5 PPMM to 5.7 PPMM are estimated. These increases are considered to be negligible in terms of their impact on the existing footpaths included within the study area.
- The proposed design removes the parallel driveway on Castlereagh Street and replaces vehicle entry and exit with a signalised perpendicular driveway with a waiting bay. 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 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.

Appendix A

Footpath Analysis for Planning Proposal undertaken by Arup (dated: 10 August 2020)

Attachment A13

Pedestrian Footpath Analysis - 133-145 Castlereagh Street, Sydney

Stockland

Stockland Piccadilly Complex

Footpath Analysis for Planning Proposal

249470-59_ Piccadilly Complex Footpath Analysis

V3 | 10 August 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 249470-59

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Document verification

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Job title		Stockland Piccadilly Complex			**Job number** 249470-59
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Document ref		249470-59_ Piccadilly Complex Footpath Analysis			
Revision	**Date**	**Filename**	133 Castlereagh Street Footpath Analysis_Draft.docx		
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		Signature			
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			Prepared by	Checked by	Approved by
		Name	Michael Rumbold	Eric Rivers	Glenn Wheatley
		Signature			
V3	10 Aug 2020	**Filename**	249470-59_Piccadilly Complex Footpath Analysis_V3 (200810)		
		Description			
			Prepared by	Checked by	Approved by
		Name	Michael Rumbold	Eric Rivers	Glenn Wheatley
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
			Issue Document verification with document		✓

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1 Introduction

This Footpath Analysis has been prepared by Arup on behalf of Stockland. It accompanies a planning proposal seeking to initiate the preparation of a Local Environmental Plan amendment for the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) legally described as Lot 10 in DP828419, and shown in Figure 1.



Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to amend the floor space ratio development standard applicable to the site, under the *Sydney Local Environmental Plan 2012* (the LEP), in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In accordance with Clause 7.20 of the LEP, this planning proposal also seeks amendments to the *Sydney Development Control Plan 2012* (the DCP) to establish site specific provisions to guide the future development, including establishing a building envelope for the site as well as other key assessment criteria.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a mixed-use commercial development together with basement car parking and associated facilities. Such a proposal

aligns with the draft Central Sydney Planning Strategy to facilitate additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1**.**

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.

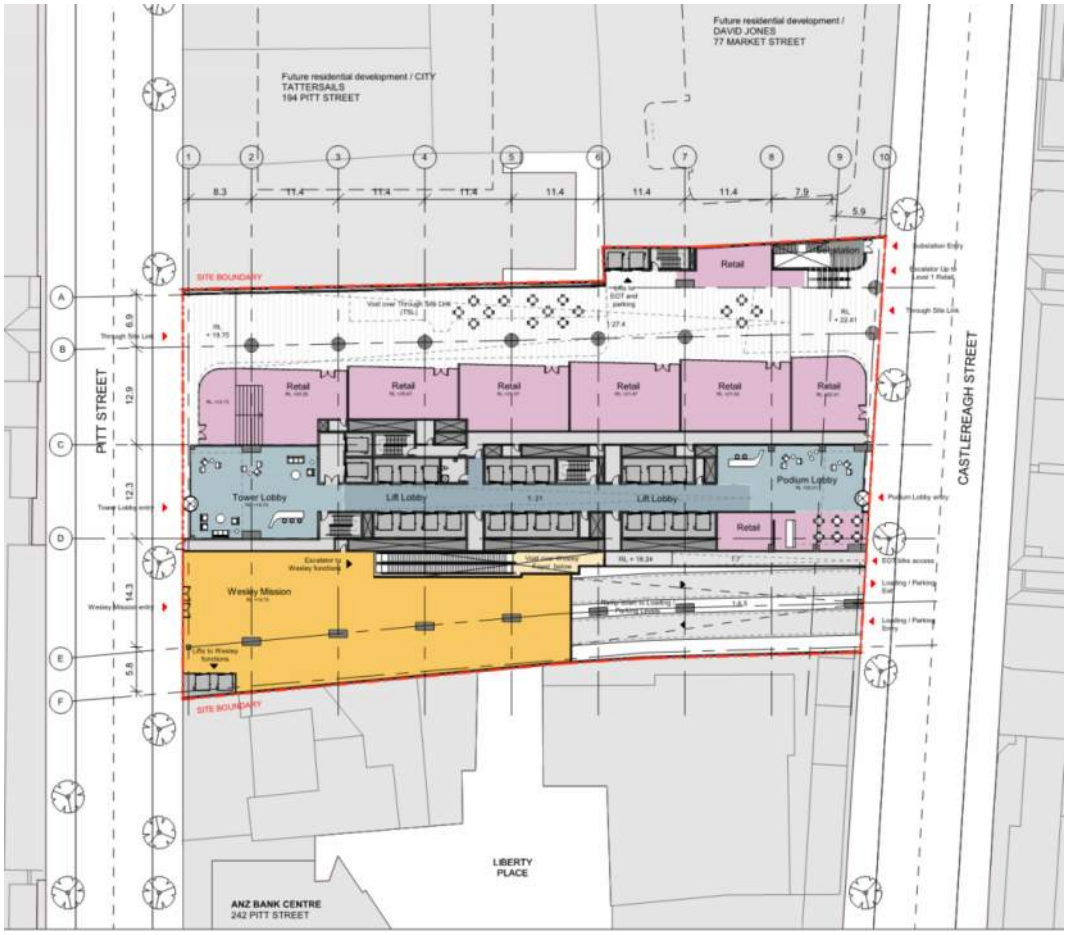


Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, 55001_200805)

The Concept Reference Design includes the following elements:

- Basement car parking and mechanical plant (B05-B03);
- Wesley Mission facilities including the Church, Theatre and Lyceum, and supporting offices (B2-B1);
- End of trip, back of house area and plant (B1);
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St (L00);
- Podium levels (L00-L09) comprising lobby (L00), retail (L00-L01), commercial (L02-L09) and plant (L09); and

Tower levels (L10-L34) comprising commercial and plant (L19, L35-L36).

1.3 Purpose of report

The City of Sydney (CoS) Draft Guidelines for Site Specific Planning Proposals in Central Sydney require that a Pedestrian Comfort Levels (PCL) assessment following the Transport for London (TfL) Pedestrian Comfort Guidance document be undertaken for new developments in the Sydney CBD.

The purpose of this report is to document the pedestrian activity and comfort assessment of the footpaths adjacent to the new development at 133-145 Castlereagh Street, as outlined in Transport for London's PCL assessment tool. The objective of the assessment is to understand existing and future pedestrian flows and behaviour on the footpaths adjacent to the proposed development. TfL's PCL tool requires that pedestrian activity and movement on footpaths and formal crossings be assessed under existing conditions. No mention is made of assessment of future year scenarios. Given that the aim of the assessment is to understand the impact of the development on the footpaths, the performance of the footpaths has been evaluated for the future year of 2026, the target year of opening of the tower.

A typical PCL assessment would include an assessment of the future do nothing conditions (base case) to compare against the 'with development' case. Given that this assessment is being carried out during the COVID-19 pandemic, when the majority of CBD workers are working from home, there has not been an opportunity to collect reasonable existing conditions pedestrian flow data as part of this project. Understanding this, and through agreement with CoS, the approach taken in this assessment considers the uplift demand generated by the building and qualitatively compares it to the available and potential footpath widths.

2 Study area

The study area is outlined in Figure 3. The proposed development site has dual frontages to Pitt Street and Castlereagh Street, and is highlighted in blue. The footpaths assessed as part of this study are shown in pink. These include the footpaths that provide direct access to the building entrances on Castlereagh and Pitt Streets as well as secondary footpaths that connect to the surrounding transport nodes. Given that the surrounding land use in the area is primarily commercial, the site has been classified as 'Office and Retail' under the PCL area categories.

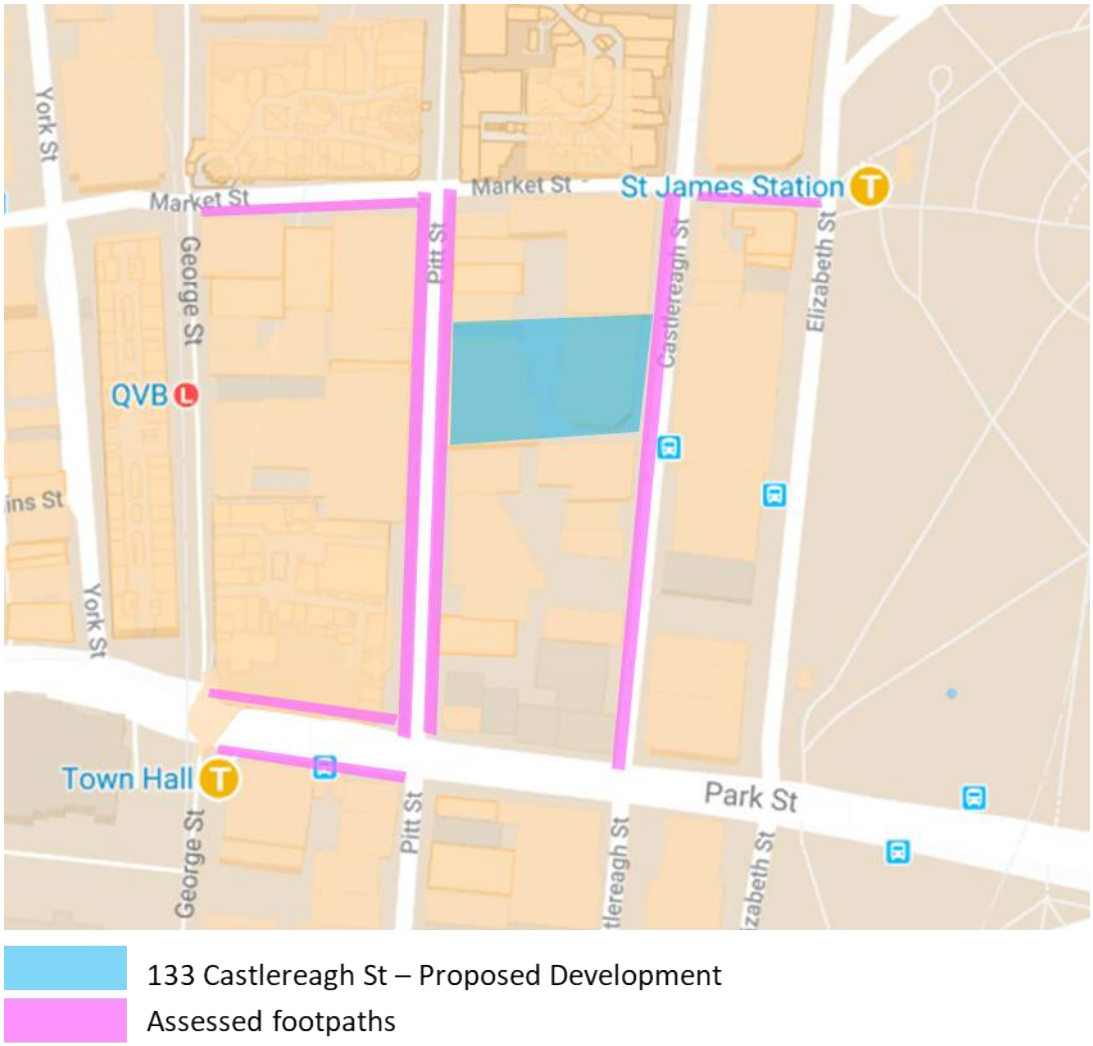


Figure 3: Study Area

2.1 Proposed development

A summary of the Concept Reference Design that informs this planning proposal is outlined in Section 1.2. For the purpose of this assessment the net increase in commercial population between the existing condition and the proposed development has been adopted. It is assumed that the net increase in commercial population is 4,500 staff.

3 Existing conditions assessment

As discussed above, this study is being undertaken in the midst of the COVID-19 pandemic. During this period, attendance at workplaces has dramatically reduced as most people are working from home, particularly office workers. Therefore, any surveys of pedestrian demand carried out at this time would not represent a realistic baseline demand.

In lieu of being able to conduct specific pedestrian surveys, we have reviewed a number of other documents that could potentially include recent pedestrian surveys prior the COVID-19 pandemic, including:

- Development Application: 194 & 196-204 Pitt Street, Sydney
- Development Application: 65-77 Market Street, Sydney
- Chatswood to Sydenham, EIS, May 2016 (relevant for Pitt St Station)

The two neighbouring development applications did not include any indication of existing pedestrian counts in the area. However, the Chatswood to Sydenham EIS included pedestrian counts in the Pitt Street and Park Street area, undertaken in 2015 in support of the Station development.

A site visit was conducted to get an understanding of physical characteristics of the footpath network in the study area.

3.1 Existing pedestrian counts

The Chatswood to Sydenham EIS included 2015 AM Peak hourly pedestrian counts as outlined in Figure 4. The EIS shows that existing counts are only available on Park Street either side of Pitt Street and on Pitt Street north of Park Street. There is no existing pedestrian count data available for any other footpath within the study area.



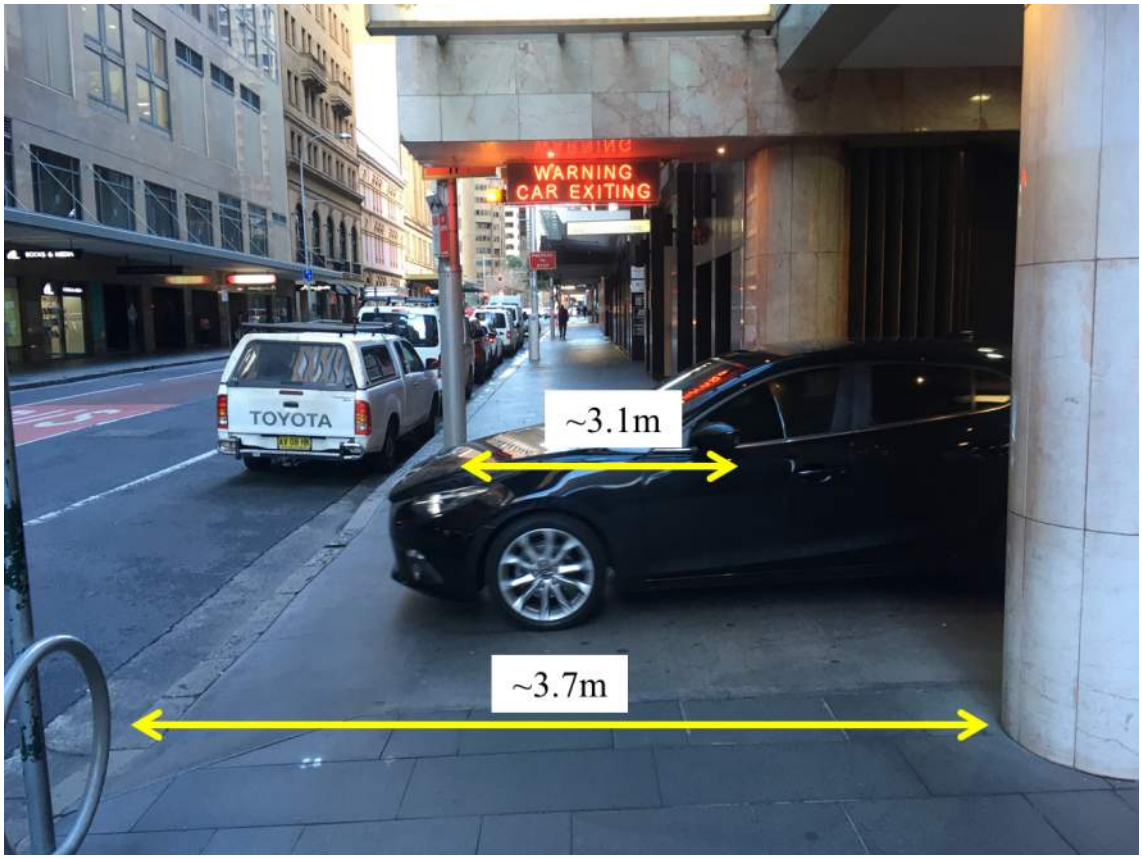
Figure 4: Existing pedestrian movement counts, 2015 Peak Hourly flows

3.2 Site observations

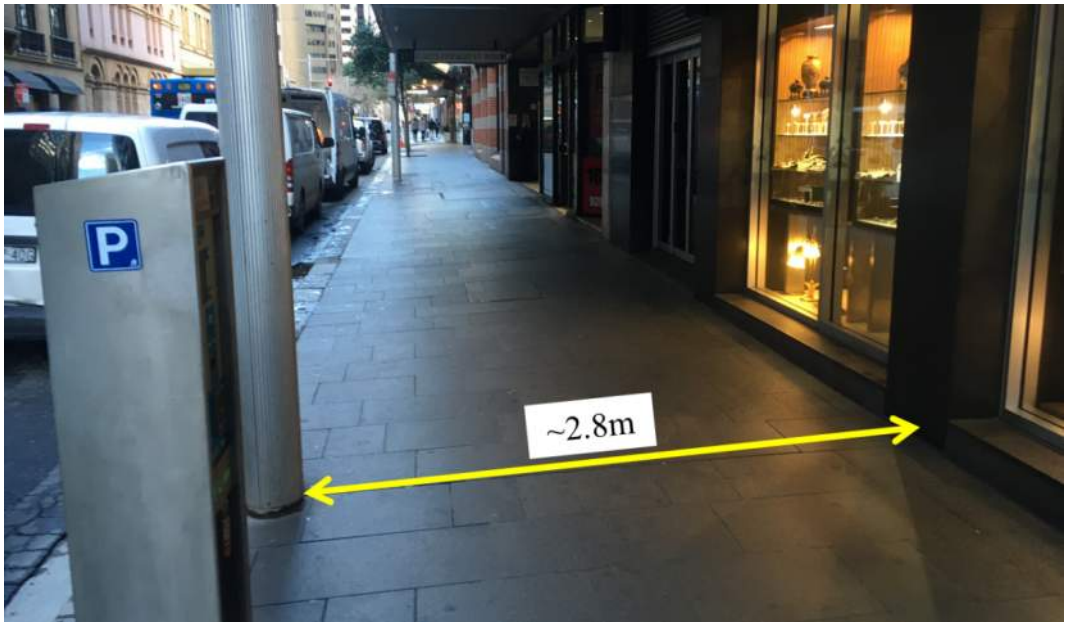
Observations of footpath infrastructure in the study area were taken on 29 June 2020 and included a review of the estimated total footpath width to the kerb as well as the effective footpath width including losses due roadside furniture and parking bay insets. The findings of the observations are summarised in this section.

3.2.1 Castlereagh Street

Castlereagh Street is a main north-south thoroughfare that provides direct access to the proposed development. Its western footpath between Market Street and Park Street is characterised generally as shown in Photograph 1 and Photograph 2. This shows an approximate total of 3.7 m between building property and the kerb, and between 2.8 m and 3.1 m of effective width depending on the location.

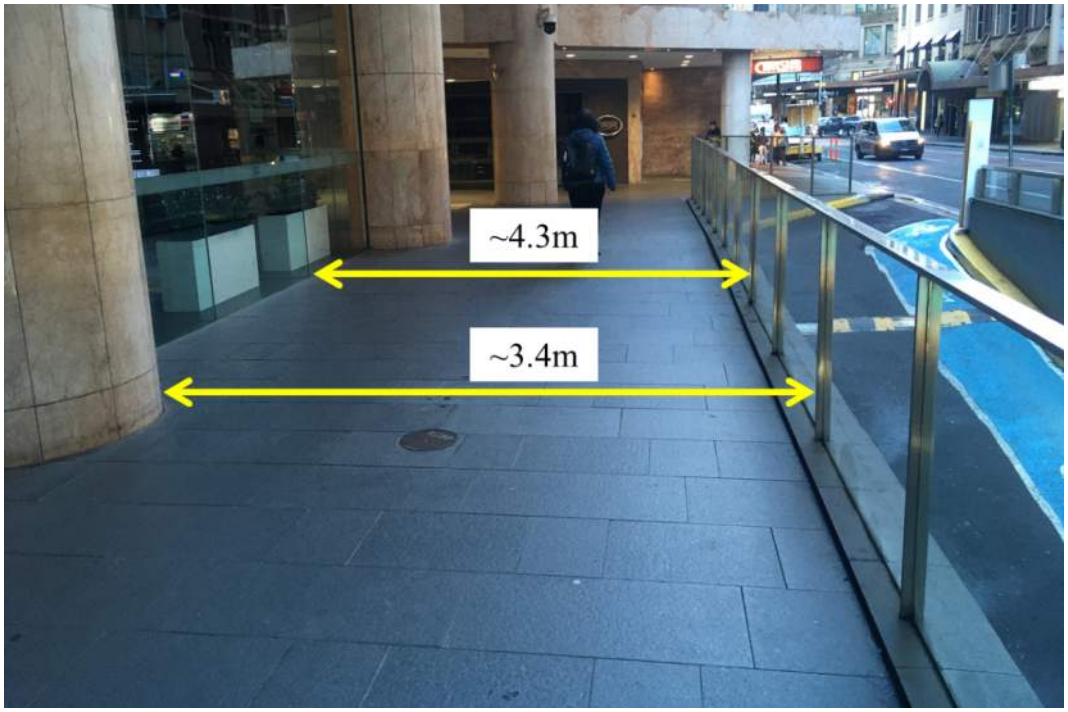


Photograph 1: Castlereagh Street west, looking south, just south of the proposed development



Photograph 2: Castlereagh Street west, looking south, midblock

Adjacent to the development site there is an existing ramp down to the existing car park which diverts the footpath as shown in Photograph 3. In this instance the effective width is approximately 3.4 m. As part of the proposed development the existing car park ramp that runs parallel to the footpath will be replaced with a more standard perpendicular ramp. The footpath in this area will be reinstated to match the existing footpath either side of the site (as shown in Photograph 1).

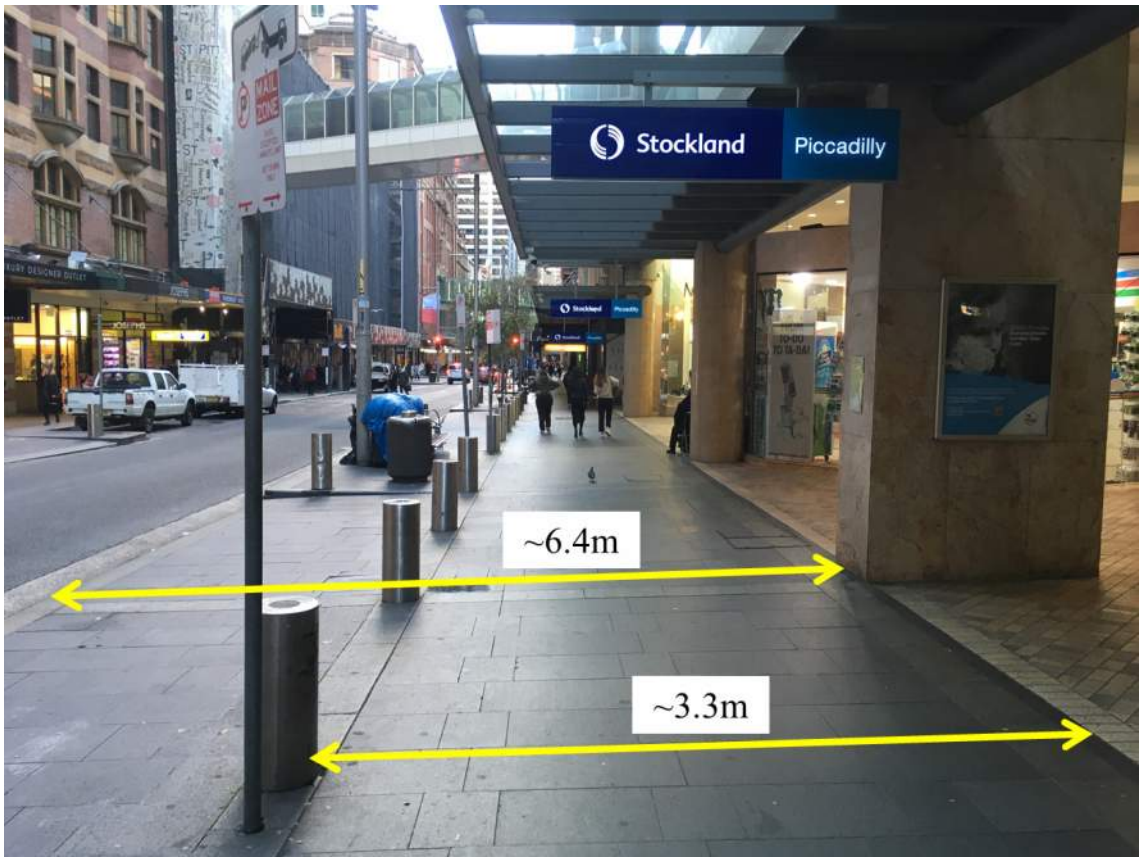


Photograph 3: Castlereagh Street, looking north, adjacent to proposed development site

3.2.2 Pitt Street

Pitt Street is a main north-south thoroughfare that provides direct access to the proposed development. Its eastern footpath between Market Street and Park Street is characterised generally as shown in Photograph 4. This shows an approximate total of 6.4 m between building property and the kerb. At various locations along the road there are parking bays built into the kerb and protected by bollards. The effective width is generally in the order of 3.3 m for the entire length of this road section. At locations where there aren't car parks there is other furniture along a similar line that maintains a consistent effective width.

The western footpath is very similar to the eastern footpath shown in Photograph 4.



Photograph 4: Pitt Street, looking north, adjacent to proposed development site

3.2.3 Market Street

Market Street is a main east-west thoroughfare that provides connections to St James Station and the bus stops and Ferry to the west and north west. Its southern footpath between Elizabeth Street and George Street is characterised generally as shown in Photograph 5. This shows an approximate total of 3.7 m between building property and the kerb, and 3.1 m of effective width. This profile is reasonably consistent for the entire length of footpath with minimal obstructions that reduce the effective width further than shown.

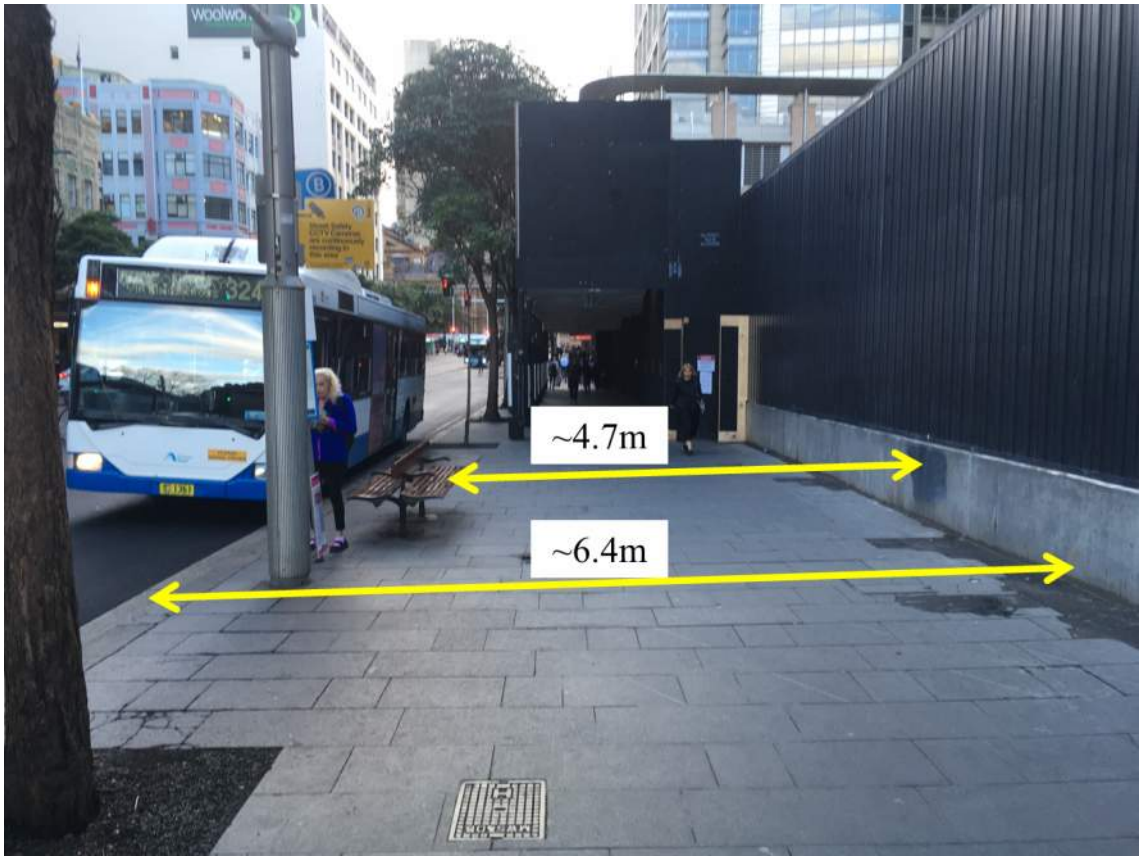


Photograph 5: Market Street, looking west, west of Castlereagh Street

3.2.4 Park Street

Park Street is a main east-west thoroughfare that provides connections to Town Hall Station and is the site of the future Pitt Street Metro station. Its northern footpath between Elizabeth Street and George Street is characterised generally as shown in Photograph 6. This shows an approximate total of 6.4 m between building property and the kerb, and 4.7 m of effective width. This profile is reasonably consistent for the entire length of footpath. This footpath includes wider furniture obstruction than the other streets, including trees and benches.

The southern footpath is very similar to the northern footpath shown in Photograph 6.



Photograph 6: Park Street, looking west, west of Castlereagh Street

3.3 Existing footpath dimensions summary

Figure 5 summarises the effective footpath widths outlined in the Site Observation sections above.

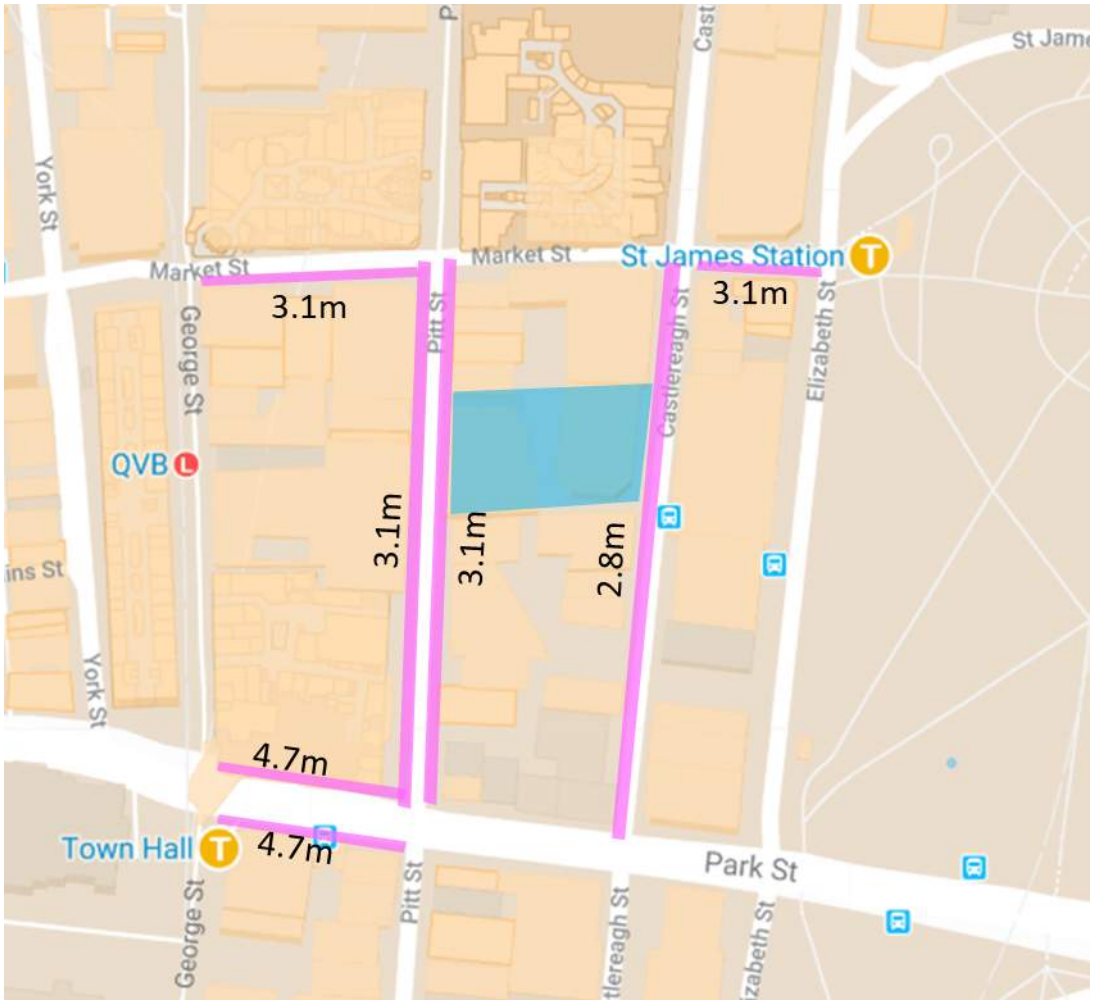


Figure 5: Approximate effective footpath widths within study area

4 Assessment approach, assumptions and methodology

A spreadsheet-based assessment has been undertaken to evaluate the performance of the footpaths based on a combination of the existing flows and estimated building demand flows.

For locations where existing pedestrian counts have been sourced, two scenarios have been assessed:

1. **2026 AM Peak Base Case**: Future 2026 performance including background growth due to employment, with no development at the site.
2. **2026 AM Peak With Development**: Future 2026 performance including background growth due to employment and the net impact of the development at the site.

For locations with no existing pedestrian counts available the following is assessed:

1. **AM Peak Development only**: PCL footpath width assessment to support the increased demand associated with the proposed development
2. **Qualitative assessment** of the existing footpath and its ability to support a future increase in demand, based on the current allocation to roadside furniture.

4.1 Approach: Passenger Comfort Level (Transport for London)

The '*Pedestrian Comfort Guidance for London*' has been developed by Transport for London (TfL) to assist those planning London's streets in helping to provide an attractive and comfortable experience for pedestrians on footpaths. This guidance has been adopted by the City of Sydney for assessment of footpaths as a temporary framework until an official guide can be agreed between CoS and TfNSW. We understand CoS and TfNSW are currently discussing a localised version of the PCL that may be adopted and introduced in the near future.

The PCL guide identifies five different types of street categories: High Street, Office and Retail, Residential, Tourist Attraction and Transport Interchange. The footpaths analysed as part of this work has been categorised as Office and Retail given the area is dominated by commercial office buildings.

Figure 6 and Figure 7 show the different Passenger Comfort Levels (PCLs) identified in the guidance document. The guidance states that PCL C+ is the maximum flow that would be categorised as 'acceptable' for footpaths in an Office and Retail area, with PCL C– being categorised as 'at risk'. PCL C+ is equivalent to a maximum flow rate of 20 people/minute/metre (see Figure 6). The guidance is silent on the categorisation of the PCL C rating, which is equivalent to a maximum flow rate of 23 people/minute/metre. A PCL C rating could therefore be deemed to be 'borderline acceptable'.

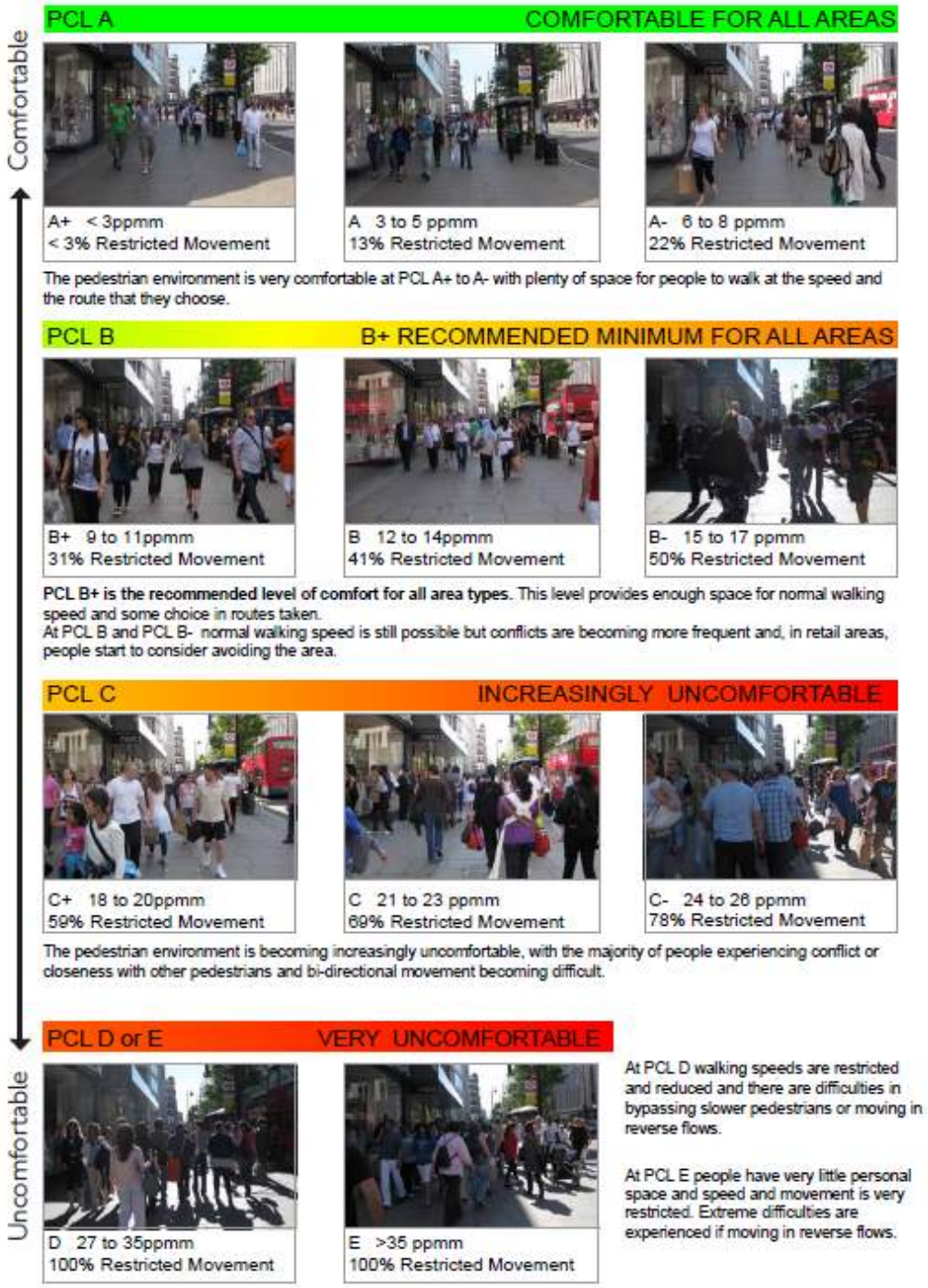


Figure 6: Pedestrian Comfort Levels on Footways (Transport for London)

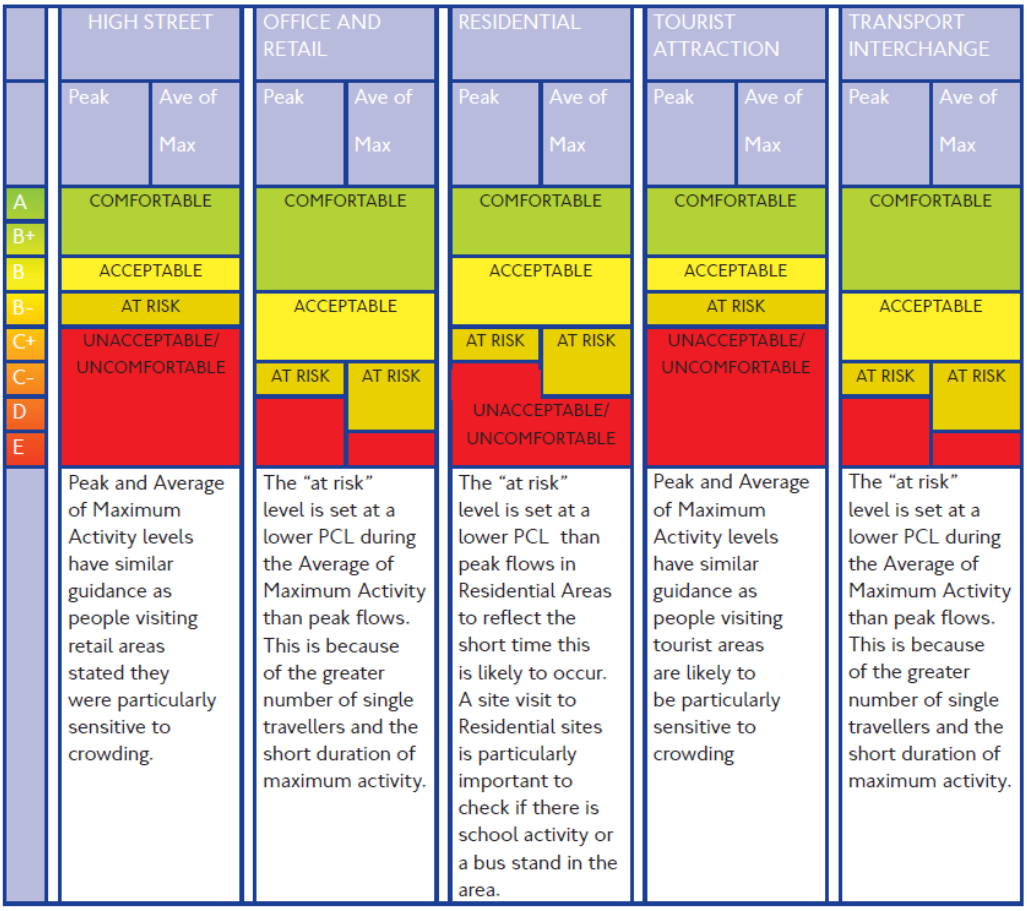


Figure 7: Guidance for different area types (Transport for London)

4.2 Approach: Allocation of development demand

The development demand has been allocated to the footpath network based on the following approach:

- Transport mode share is estimated based on 2016 Census data for the Destination Zone (DZN) that includes the site.
- Office workers are allocated to each mode as per the mode share data. Car mode share is split into onsite parking based on the available car parking spaces. Bicycle mode share is assumed to be all accommodated in the proposed end of trip facilities.
- For each mode, trips are split to various stations, stops and car parks based on their distribution surrounding the proposed site. The distribution is assumed to be pro rata to the number of lines/routes/car parks that each location serves.
- Pedestrians are allocated to footpaths from each transport node to the closest building entry. The route choice is generally assumed to be the shortest distance, however where the city grid provides multiple equivalent alternatives, the assignment is distributed to the various routes.

- Consideration has been given to two transport network configuration states:
  - Existing configuration
  - Future configuration that includes the Sydney Metro Pitt St Station

  The analysis considered the highest demand between these two states for each link separately.

Transport mode share for the site was calculated based on analysis of Census Journey to Work 2016 dataset for destination zones (DZN) 113371093

Incoming work trips to these zones were analysed and the resulting mode share is summarised in Table 2. It is evident that public transport accounts for most trips made to the study area.

Table 2: Journey to Work mode share for study area

Mode	Percent of work trips made to study area
Train	54.7%
Bus	23.2%
Private Car and taxi	13.4%
Walked only	6.0%
Ferry	1.4%
Bicycle	1.0%
Tram	0.3%

Figure 8 shows the allocation of transport nodes that provide access to the development site. It is assumed that 50% of passengers using Town Hall Station will use the underground and in building links through the Galleries Victoria Site.

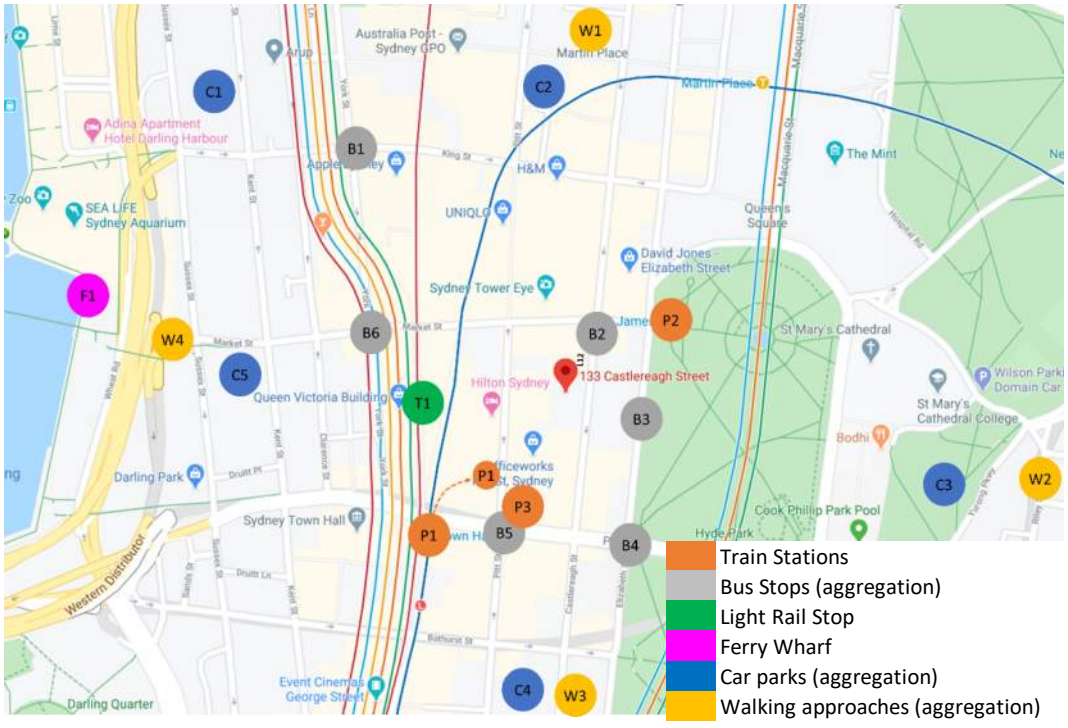


Figure 8: Transport Node allocation

Figure 9 provides a summary of the estimated approach directions based on this analysis. This shows that the dominant approach is the south-west which is driven by Town Hall and Pitt Street Stations. The north east and north west approaches are estimated to be similar in size, while the south east is a very minor approach direction.



Figure 9: Estimated Approach directions

4.3 Analysis assumptions

The following assumptions have been adopted:

- Peak 1-minute flows have been used in the assessment.
    - For development demand, the peak 1-minute demand is assumed to be equivalent to 1.14% of the building population. This is based on studies of commercial buildings in the Sydney CBD. This includes consideration of staff attendance rates.
    - For background demand it is assumed that the peak 1 minute represents 2% of the peak hour demand, based on the peak 15 minutes being 30% of the peak hour and a flat profile within the peak 15 minutes.
- A growth rate of 1.4% per annum has been assumed to estimate flows on the footpaths in 2026. The 1.4% per annum growth rate has been estimated based on projected employment figures from Transport for NSW's Travel Zone Projection 2016, version 1.51 for the travel zone within which the site is located.
- Edge effects of 200 mm are applied to the kerb, building edges and furniture edges as per the guidance in the TfL Pedestrian Comfort Guidance for London document.

5 Analysis and results

5.1 PCL assessment

Table 3 presents the results of the PCL assessment. Where there is existing pedestrian count data this includes a comparison of the future base case with the future with development scenarios. Where existing pedestrian counts are not available, an assessment of the required width to support the uplift generated by the development has been provided.

Table 3: PCL Assessment Results

Location	Existing Effective Width (m)	2026 Base Case		2026 With development		
		Peak minute flow (ppl/m/min)	PCL	Peak minute flow (ppl/m/min)	PCL	width req[d] for PCL C (m)
Market St south, btw George and Pitt	2.7	*	*	3.6	N/A	0.4
Market St south, btw Castlereagh and Elizabeth	2.7	*	*	5.3	N/A	0.6
Pitt St west, between Market and project site	2.9	*	*	0	N/A	0.0
Pitt St east, between Market and project site	2.9	*	*	5	N/A	0.6
Castlereagh St west, between Market and project site	2.7	*	*	5.7	N/A	0.7
Pitt St west, between project site and Park	2.9	11.3	B	14.6	B-	N/A
Pitt St east, between project site and Park	2.9	10.4	B+	17.7	C+	N/A
Castlereagh St west, between project site and Park	2.4	*	*	0.8	N/A	0.1
Park St north, btw George and Pitt	4.3	11.4	B	12.5	B	N/A
Park St south, btw George and Pitt	4.3	7.2	A-	8.4	B+	N/A

*No existing pedestrian count data available

The results show:

- All four of the locations with existing counts are showing an estimated PCL C or better in line with the criteria.

- The estimated flow rates on the footpaths where there are no existing counts range from 0.1 ppl/m/min to 5.7 ppl/m/min. These flows would utilise up to 0.7 m of effective footpath width whilst operating at PCL C and is therefore considered acceptable.

5.2 Qualitative assessment

For each of the locations where there are no existing pedestrian counts, a qualitative assessment has been undertaken. This assessment considers the estimated development demand allocated to the link and compares it against the current provision. Additionally, there is consideration of potential widening through rationalisation of street furniture or car parking. Table 4 summarises this assessment.

Table 4: Qualitative Assessment

Location	Width required for PCL C (m)	Existing effective width (m)	Existing total width (m)	Comment
Market St south, btw George and Pitt	0.4	2.7	3.7	Small width required. Minimal street furniture currently with little scope to rationalise. Minimal overall impact.
Market St south, btw Castlereagh and Elizabeth	0.6	2.7	3.7	Small width required. Minimal street furniture currently with little scope to rationalise. Minimal overall impact.
Pitt St west, between Market and project site	0.0	2.9	6.4	No estimated development demand. No impact.
Pitt St east, between Market and project site	0.6	2.9	6.4	Small width required. Opportunity to increase effective width through conversion of indented parking bays into footpath and reconfiguration of street furniture if required, but not expected at this stage.
Castlereagh St west, between Market and project site	0.7	2.7	3.7	Small width required. Opportunity to increase effective width through conversion of indented parking bays into footpath and reconfiguration of street furniture if required, but not expected at this stage.
Castlereagh St west, between project site and Park	0.1	2.4	0.0	Negligible estimated development demand. Negligible impact.

The assessment shows:

- All footpaths have small increases in demand that require widths less than 1m.
- The footpaths on Market Street have minimal opportunities to increase effective footpath width and may experience performance worse than PCL C depending on the level of existing pedestrian demand.
- The footpaths on Pitt Street have the potential to increase the effective width through conversion of the indented parking bays into footpath if it is required based on the level of the existing demand.

In addition to the qualitative assessment of the footpaths in the study area above, the below comments are made with regards to the proposed design and its impact on pedestrian flows:

- The existing driveway on Castlereagh Street that provides access to the basement car park currently has a major impact on the quality of the pedestrian experience along the footpath. In the current state, pedestrians are forced to divert around the driveway, creating challenges for all users but especially people with visual impairments. The proposed design removes the parallel driveway and replaces it with a traditional perpendicular driveway which allows the reinstatement a straight and linear footpath which is consistent for the full length of Castlereagh Street. It is therefore a substantial improvement in terms of pedestrian experience and continuity of shoreline for people with disabilities.
- The existing through site link includes horizontal shifts as well as level changes and is not an attractive or intuitive option for thoroughfare movements. The proposed development includes a substantially improved through-site link which is wider, straight and has gentle ramps connecting Pitt Street and Castlereagh Street. It will provide a legitimate link for pedestrians who want to travel east west. It has the potential to take pedestrian traffic off busy Market Street, especially those moving between St James Station and points south-west of the Piccadilly Complex.

6 Conclusion

Stockland propose to develop a new commercial tower in the Sydney CBD. The assessment of any potential impact of the proposed development has been atypical due to the current COVID-19 pandemic, which has ruled out the possibility of conducting existing pedestrian counts. Fortunately, a small set of existing counts have been sourced from the Chatswood to Sydenham EIS.

For locations where existing pedestrian counts have been sourced, two scenarios have been assessed:

3. **2026 AM Peak Base Case**: Future 2026 performance including background growth due to employment, with no development at the site.
4. **2026 AM Peak With Development**: Future 2026 performance including background growth due to employment and the net impact of the development at the site.

For locations with no existing pedestrian counts available the following is assessed:

1. **AM Peak Development Only**: PCL footpath width assessment to support the increased demand associated with the proposed development
2. **Qualitative Assessment** of the existing footpath and its ability to support a future increase in demand, based on the current allocation of roadside furniture.

Key findings from the assessment include:

- There are four footpaths that have been assessed that have existing count data. At each of these the estimated PCL is C or better.
- On the footpaths where there are no existing counts, the additional demand associated with development at the site is estimated to increase flow rates by between 0.8 ppl/m/min to 5.7 ppl/m/min. These flows would require up to 0.7 m of effective footpath width to perform at PCL C.
- The footpaths on Market Street have minimal opportunities to increase effective footpath width and may experience performance worse than PCL C depending on the level of existing pedestrian demand.
- The footpaths on Pitt Street are estimated to experience a moderate uplift in demand but have the potential to increase the effective width through conversion of parking bays to footpath width. Whether widening is needed will depend on the level of existing demand (which is not currently known), the increase of foot traffic due to the Pitt Street Metro Station and potential increase due to 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 link 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.

Attachment A10

Desktop Geotechnical Assessment

Douglas PARTNERS

GROUNDED EXPERTISE

Report on Geotechnical Desktop Assessment

133 Castlereagh Street, Sydney NSW

Prepared for Stockland Development Pty Limited

Project 86990.00

16 July 2025

Document History

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Revision 4	Michael Marshall, Pier Property Corporation

The undersigned, on behalf of Douglas Partners Pty Ltd, confirm that this document and all attached drawings, logs and test results have been checked and reviewed for errors, omissions and inaccuracies.

		Signature	Date
pp	**Author**	Ernesto Vega	16 July 2025
	Reviewer	Hugh Burbidge	16 July 2025

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Appendix A: About This Report

Appendix B: Plans Showing Locations of Sydney Metro Running Tunnels to the Site

Appendix C: Drawings

Appendix D: Cross-Section and Latest Brief (Feb 2024)

Appendix E: Existing Site Drawings

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Report on Geotechnical Desktop Assessment
133 Castlereagh Street, Sydney NSW

1. Introduction

This report presents the results of a revised geotechnical desktop assessment carried out for the Piccadilly Redevelopment at 133-145 Castlereagh Street, Sydney. The revision was commissioned by Michael Marshall of Pier Property Corporation and was carried out in accordance with Douglas Partners' (DP) proposal 86990.02.P.001.Rev2 dated 1 May 2024.

The purpose of this Geotechnical Investigation Desktop Study is to support a planning proposal submission to the City of Sydney Council. In the preparation of this report, findings of rock face mapping undertaken in the existing basements and information from previous, nearby geotechnical investigations, as well as other available information (geological maps etc.) have been used. The report includes preliminary comments on expected ground conditions, groundwater and vibration. It will also provide initial design parameters for foundations and shoring walls.

It is understood that the development comprises the demolition of 222 Pitt Street building, retention and additions on 133 Castlereagh Street building and new building and satellite core on the Pitt Street side. Excavation at the site is understood to be limited to the Piccadilly Court Basement area in the southwest corner of the site where soil and rock will be removed down to approximately the existing basement P1 level (~RL 14 m) and the Northern Resi lift pit will be extended to existing basement P3 level (~RL 8.8). The proposed development will lie in-between the Sydney Metro tunnels under Castlereagh Street and Pitt Street which are currently being constructed. The location of the tunnels is shown in Appendix B.

1.1 Overview

The following overview has been provided by Urbis. This Geotechnical Desktop Assessment Report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish a building envelope for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site

link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

2. Review of Previous Investigations

The following DP investigations were carried out in close proximity to the proposed development location;

- **194 – 204, Pitt Street, Sydney: City Tattersalls Club (DP Ref. 84482.02)** – Geotechnical Investigation carried out in 2016 comprising 3 boreholes drilled to depths of up to 14 m.
- **110-118 Bathurst Street, Sydney (DP Ref. 73410.02)** – Geotechnical Investigation comprising 5 boreholes drilled to depths of 24 m;
- **478 George Street, Sydney (DP Ref, 73065.03)** – Geotechnical Investigation comprising 1 borehole to a depth of 22 m;
- **163 Castlereagh Street, Sydney (DP Ref. 71782.00)** – Geotechnical Investigation carried out in 2010 comprising 8 boreholes drilled to RL[1] -13.
- **65 – 77 Market Street, Sydney (DP Ref. 85572.00)** – Geotechnical Investigation carried out in 2018 comprising 3 boreholes drilled to depths of up to 7 m.
- **Centrepoint Development, Pitt Street, Sydney (DP Ref. 43296)** – Geotechnical Investigation carried out in 2005 comprising 7 boreholes drilled to depths of up to 24 m.

3. Site Description

The proposed development is located at 133-145 Castlereagh Street, Sydney (see Figure 1). The site occupies an area of 4800 m^2 and is bounded by Pitt Street (~RL 19.5 m) to the west and Castlereagh Street (~RL 22.6 m) to the east. The northern and southern boundaries of the site are bounded by multistorey, commercial buildings. The site is currently occupied by a 31-storey high-rise building with a 4-level basement car park to RL 3.6 m.

[1] RL – Reduced Level in metres relative to Australian Height Datum



Figure 1: Location of site and lot boundary (Ref. sixmaps.nsw.gov.au)

The Sydney Metro tunnels run directly beneath Pitt Street to the west and Castlereagh Street to the east of the site. The Tunnel Boring Machines have already passed by the site on their way to Barangaroo.

4. Geological Profile

Reference to the Sydney 1:100 000 Geological Series Sheet indicates that the site is underlain by Triassic Age Hawkesbury Sandstone. This rock Formation typically comprises medium to coarse grained quartz sandstone with minor shale and laminite lenses.

In a fresh condition, Hawkesbury Sandstone is typically pale to mid-grey in colour, has massive and cross-bedded facies and strength properties typically in the medium to high strength range. The formation normally has near-horizontal bedding partings spaced from less than 1 m to well over 3 m in places, and is typically cut by the following two sets of steeply dipping joints:

Set 1: Strike 020° to 035° / Dip 70° - 90° E and W
Set 2: Strike 110° to 130° / Dip 70° - 90° N and S

The Hawkesbury Sandstone in the Sydney CBD is also characterised by “joint swarms/fault zones” that are extensive through the city. An extract of the mapping of these features by Pells, Braybrooke and Och is shown in Figure 2. The site location has been superimposed onto the map.

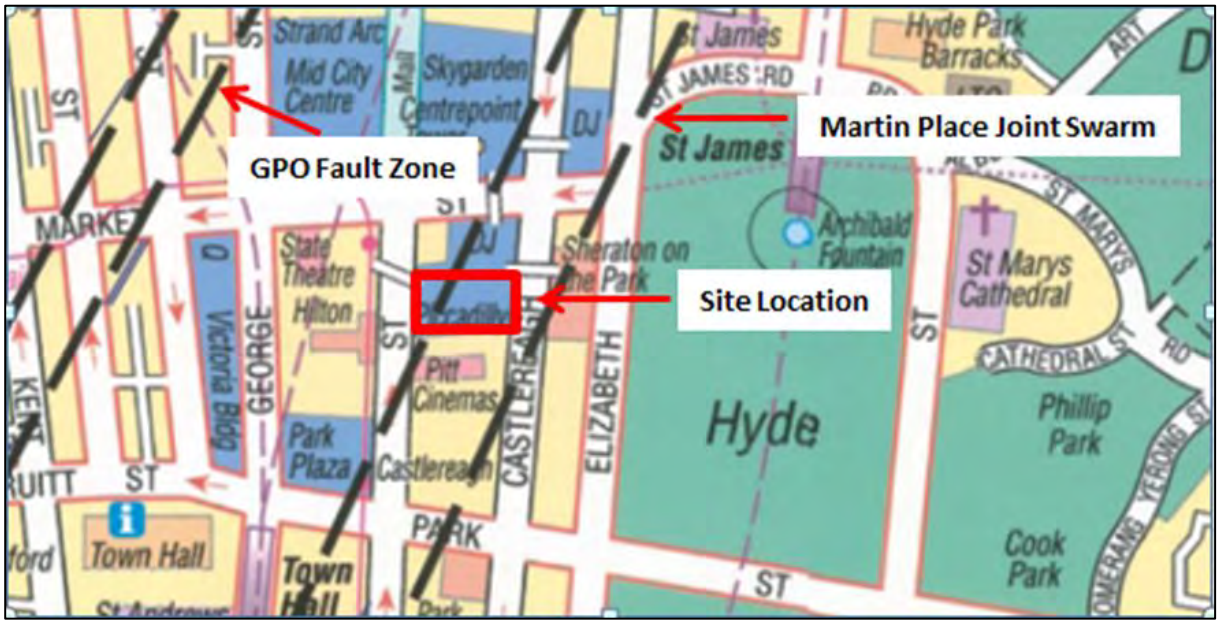


Figure 2: Near vertical structural features (adapted from Pells, Braybrooke & Och, 2004).

The site lies directly above the 'Martin Place Joint Swarm' and to the east of the GPO fault zone. Dashed black lines indicate the typical location and trend of the fault zones.

The map indicates that an interpreted joint swarm or "structural zone" oriented NE-SW (known as the Martin Place Joint Swarm) cuts through the majority of the site. Typically, this zone comprises a number of steeply dipping NNE oriented sheared zones with associated, closely spaced, steeply dipping joints (vertical to 75°from horizontal) to the east and west within otherwise medium to high strength rock.

Apart from near-vertical strike-slip faults, there are often also numerous low-angle (0° to 25°) thrust faults within the Hawkesbury Sandstone. These often manifest themselves as crushed or clayey bedding planes between individual sandstone beds or clayey zones ramping up along cross-beds. The thrust faults generally strike east-west and dip either north or south.

Hawkesbury Sandstone is also prone to weathering with red-brown or brown iron staining of the upper beds and with surface exposures often weathered to silty and sandy clays of medium plasticity.

The expected ground profile beneath the existing Piccadilly Court Basement is summarised in Table 1 below.

Table 1: Expected Ground Profile beneath Piccadilly Court Basement from RL 17.5 m (average existing slab level

Geological Unit	Layer	Description[1]
1	Fill	Fill - generally building rubble and gravelly sand up to 0.5 m.
2	Weathered Rock	Extremely low to low strength, extremely to slightly weathered sandstone over medium strength sandstone with very low strength bands to depths of up to 3 – 4 m.
3	Sandstone	Medium to high strength, slightly weathered to fresh sandstone to depths of 6 to 7 m over high strength, fresh sandstone with occasional medium strength bands.

Note 1: Depths are approximate only

The groundwater level is expected to be lower than bulk excavation level. It is likely that nearby basement developments have locally lowered the groundwater level. Water seepage is still expected to occur along soil/rock interface, bedding planes, joints and faults, particularly after prolonged rainfall.

The ground profile presented above is preliminary only and will need to be confirmed by sub-surface investigation including coring of rock at several locations across the site and the installation of groundwater monitoring wells. These boreholes and monitoring wells should be drilled/installed to below the Sydney Metro tunnels.

In May 2024 rock face mapping was undertaken at 9 locations on basement levels P3, P4 and P5 of 133 Castlereagh Street (refer Appendix G). In summary, medium to high strength sandstone with cross-bedded siltstone laminations (Hawkesbury Sandstone) was observed across the exposed rock faces. The inspection was limited to approximate RL 11.5 m to RL 3.6 m through slots measuring 600 mm wide by 2700 mm height opened between existing slabs.

5. Comments

It should be pointed out that the comments given below regarding excavation, excavation retention and foundations are of a preliminary nature. It is expected that a detailed geotechnical investigation, including the drilling of rock cored boreholes, will be carried out to confirm the ground conditions at the site and the preliminary comments given in this report will be reviewed/revised in light of the new information.

5.1 Proposed Development

It is understood that the development will comprise:

- Demolition of the 222 Pitt Street commercial tower and adjacent Piccadilly retail arcade;
- Retention of the existing 133 Castlereagh Street tower with the addition of new floors;
- Extension of the existing 133 Castlereagh Street tower to the west and vertically to the allowable height plane;

- New timber/steel building on the Pitt Street side of the site supported by existing foundations;
- New tower columns;
- New satellite core located within the existing 222 Pitt Street footprint to provide supplementary lateral structure to the existing core for the extended floor plate; and
- Strengthening of existing columns (and foundations if required).

The proposed development will lie directly between the Sydney Metro City & Southwest tunnels (see Appendix B) which are currently being constructed under Castlereagh Street and Pitt Street. A Telstra tunnel, High Voltage cables and service pits run along Pitt Street adjacent to the site (see Appendix C).

The cross-section (see Appendix D) provided by ARUP indicate the proposed satellite core extends to depths of about 3 to 4 m below the existing Piccadilly Court Basement. Lift shafts are shown to extend about 5 m below the lowest raft.

The drawings for the existing basement by fitzpatrick + partners (see Appendix E) show the structure extends to RL 3.6 m across most of the site footprint except the Piccadilly Court Basement area in the southwest. In this area, the existing structure extends to the Lower Ground Floor level at about RL 16.5 m.

5.2 **Existing Basements**

The neighbouring building to the north along Castlereagh Street is the David Jones retailer. David Jones occupies 65 – 77 Market Street and is currently a 10-storey building with a 3 level basement to ~RL 9.1 m. It is understood that a Development Application (DA) has been approved by the City of Sydney Council for refurbishment of the David Jones building and the addition of a 22-storey residential tower on the current building. The works commenced in 2020. Although there will be no further bulk excavation in the basement, there will be detailed excavations and additional foundations.

To the north along Pitt Street is the City Tattersall Club at 194 and 196-204 Pitt Street. The building comprises 7 storeys with mostly a 1 level basement at RL 16.43 m and a 2nd basement level in the northwest corner of the building. Construction has commenced on the redevelopment of the existing structure for a mixed-use tower, comprising indicative residential, retail, hotel and club land uses. The building envelope will have a maximum height of approximately 168 metres and 5 basement levels for bicycle parking, loading, storage and building services, accessed from Pitt Street.

To the south along Pitt Street, 226-230 Pitt Street comprises a 6 storey commercial building with a 1 level basement. It is understood that an approved DA exists for internal alterations and fit-out to part of the basement, ground, mezzanine and first floor.

The neighbouring building to the south along Castlereagh Street, 147-153 Castlereagh Street, is understood to comprise a 12-storey commercial building with a lower ground floor and basement.

5.3 Excavation

5.3.1 Excavation Conditions

Excavation to the proposed raft level (~RL 14 m) is expected beneath the Piccadilly Court Basement area.

Excavation is expected to encounter some sub-slab Fill (Unit 1) and weathered rock (Unit 2) down to about 3 to 4 m depth, with the remaining excavation being in medium and high strength sandstone (Unit 3) expected to be at about RL 13 to RL 14 m. Medium strength rock is expected to have an Unconfined Compressive Strength (UCS) of 6 to 20 MPa and high strength rock is expected to have a UCS greater than 20 MPa.

Excavation within the filling and the extremely low strength rock (Units 1 and partly Unit 2) should be readily achieved using conventional earthmoving equipment such as hydraulic excavators with bucket attachments. Excavation of the stronger rock will largely depend on rock strength and discontinuity spacing and will require medium to heavy ripping or rock breaking equipment (hydraulic hammers) aided by rock sawing. Rock breaking equipment will generally cause noise and vibration that could be disturbing to people in adjacent or nearby buildings (see Section 5.3.4). Monitoring of ground-borne vibration and control of rock hammering is likely to be required. Rock sawing will probably be required to assist excavation and potentially reduce noise/vibration.

Excavation of the medium to high strength sandstone will cause some stress relief within the rock. Experience of stress relief at other sites in the Sydney CBD indicate horizontal stress relief movements vary from 0.5 to 2 mm/m depth of rock excavated. Most movement is expected at the midpoint of the top of an excavated face reducing to near zero moving to the corners and the base of the excavation. Stress relief movement decreases with distance away from the excavation and can be expected to occur to distances back from the excavation of up to the equivalent of 2 times the length of the excavated face. More stress relief movement is expected in the principal stress direction of north-south direction in the Hawkesbury Sandstone in Sydney.

The new structure should not be constructed in hard contact with the excavated rock faces. A minimum 25 mm gap should be left to allow for future stress relief from creep and/or potential neighbouring excavation works.

5.3.2 Disposal of Excavated Material

All surplus excavated materials will need to be disposed of in accordance with the Protection of the Environment Operations Act 1997 (POEO Act). All materials removed from the site are defined as waste under the POEO Act and must be disposed of in accordance with one of the following:

- Virgin Excavated Natural Materials (VENM) as defined under the POEO Act, permitting reuse on site; or,
- a waste category meeting the criteria set out in the NSW EPA Waste Classification Guidelines 2014, with the materials disposed to a landfill licenced to receive the waste under the assigned classification; or,
- material complying with a Resource Recovery Order (RRO) as defined under the Protection of the Environment Operations (Waste) Regulation 2014, with complying materials able to be reused under certain conditions.

5.3.3 Groundwater during Excavation and Construction

Although groundwater it not expected to be encountered during excavation, there is, however, a possibility of minor, transient seepage from along the top of the soil/rock interface and through the rock joints and bedding planes where exposed in the excavation following periods of heavy rainfall.

Seepage can be managed using temporary sumps and pumps with discharge into the stormwater system after any treatment required by EPA and council. Groundwater is likely to have significant concentrations of iron which will tend to precipitate on exposure to air giving rise to gelatinous masses of iron oxide/hydroxide sludge. This will need to be taken into account when designing permanent drainage lines and pump-out systems.

Monitoring seepage during excavation can provide an indication of long-term seepage for hydraulic design. It should be remembered, however, that groundwater levels and rainfall may change with time.

5.3.4 Ground-Borne Vibration

Excavation of the rock using hydraulic hammers will generate ground-borne vibration. It will be necessary during excavation to use appropriate methods and equipment to keep ground-borne vibration within acceptable limits. The standards listed below are considered appropriate documents on which to base the management of ground vibration:

- German Standard DIN4150-3-1999 “Structural vibration – effects of vibrations on structures”; and,
- Australian Standard AS2670.2-1990 “Evaluation of human exposure to whole-body vibrations – continuous and shock induced vibrations in buildings (1-80 Hz)”.

5.3.4.1 Provisional Allowed Vibration Limit

Based on the current information it is expected that the structures adjacent to the site can withstand vibration levels (up to 25 mm/s Vector Sum Peak Particle Velocity (VSPPV) for concrete framed structures) higher than those required to maintain the comfort of their occupants. A human comfort criterion is therefore required and the VSPPV is proposed as the control parameter. It is recommended that during normal working hours a Provisional Allowed Vibration Limit (PAVL) of 8.0 mm/s VSPPV be set at the foundation level of potentially affected buildings.

5.3.4.2 Excavation Plant

DP maintains a database of vibration trial results which can provide guidance for the selection of excavation plant. Trial data is dependent on site conditions and equipment, hence actual vibration levels may differ from predictions and a specific trial is recommended at the commencement of rock excavation. The database suggests buffer distance ranges, such as those shown for selected plant in Table 2, which should be maintained between excavation plant and adjacent buildings. These estimates should be examined in relation to the distances between adjacent buildings and the proposed excavation footprint, in order to select suitable plant.

Table 2: Approximate Buffer Distances for Selected Plant (PAVL 8 mm/s VSPPV)

Excavation Plant	Distance from plant by which vibration would attenuate to the Provisional Allowed Limit	
	From DP trial maxima [1]	From DP trial averages
Rock Saw on Excavator [2,3]	1.1 m	0.6 m
Ripper on 20t Excavator	3.4 m	1.2 m
Rock Hammer < 500 kg operating weight	7.4 m	3.0 m
Rock Hammer 501 - 1000 kg operating weight	7.5 m	3.3 m
Rock Hammer 1001 - 2000 kg operating weight	12.4 m	5.4 m
Rock Hammer > 2000 kg operating weight	7.4 m	4.9 m

Note:

1. Smaller distances can generally be determined from individual trials, as indicated by those from trial averages;
2. Buffer distances for rock hammers may be reduced by prior saw cutting along, or parallel to, excavation boundaries; and
3. Loading effects from adjacent buildings may reduce vibration levels, to enable boundary saw cuts with few exceedances;

5.3.4.3 Building Condition Surveys and Telstra Tunnel

It is recommended that dilapidation surveys (structural condition surveys) of adjacent buildings, pavements and any major services (e.g. Telstra Tunnel) be carried out before commencement of any excavation work and the building foundation types and conditions be determined, where possible, to allow further assessment of the maximum acceptable vibration levels and provide a record in the event of any damage claims. Follow up dilapidation surveys should also be carried out during and after excavation. It is also likely that Sydney Metro will require dilapidation surveys of their tunnels as part of their risk and impact assessments, although this may not be possible during construction of the tunnels.

5.3.5 Underpinning and Excavation Support

Careful consideration should be given to the planning and design of the excavation, excavation sequence and shoring system(s) to reduce the risk of destabilising or causing damage to the surrounding structure, services and public footpaths/roads. A controlled, systematic approach based on investigation, underpinning of adjacent building footings (where required) and excavation should be adopted.

Excavation in the overburden materials and rock of less than medium strength will require both temporary and permanent lateral support. Based on the available information shoring may be required down to approximately RL 12 m (to expected top of medium strength sandstone). Final depth will be dependent on the depth to medium strength and stronger sandstone.

A number of options are possible for shoring wall construction including cantilevered piles or steel soldier piles with lagging or shotcrete infill panels depending on the depth of the soil and

weathered rock across the site. Shoring should be designed to laterally support the soil/rock (including water pressures where applicable) and all surcharge loads, taking into account the allowable deformation limits for adjacent buildings and height and distance of surrounding services. Shoring (other than cantilevered systems) will require anchoring back into weathered rock or better.

Surcharge loads from building footings adjacent to the excavated area should be taken into account. It is recommended that as-built drawings of the neighbouring buildings are requested and additional investigation is carried out to determine the exact founding level and founding conditions of those footings.

5.3.5.1 Shoring Wall Design

It is suggested that the design of the shoring system is based on a triangular earth pressure distribution using the unit weights and earth pressure coefficients provided in Table 3. 'Active' lateral earth pressure coefficient (K_a) values may be used where some wall movement is acceptable. 'At rest' lateral earth pressure coefficient (K_o) values should be used where the wall movement needs to be limited.

Table 3: Recommended Design Parameters for Shoring Systems

Material	Unit Weight (kN/m³)	Earth Pressure Coefficient		Effective Cohesion c' (kPa)	Effective Friction Angle (Degrees)
		Active (K_a)	At Rest (K_o)		
Fill (clay and sandy clay)	20	0.35	0.5	2	25
Extremely Low to Low Strength Sandstone	22	0.2	0.3	10	25
Medium Strength Sandstone	24	0	0	-	-

Notes: The values above assume a level surface behind the wall
It is assumed that the rock mass is free of adverse dipping joints and seams.
It should also be noted that the K_o design will not prevent stress relief movement.

The horizontal (lateral) earth pressures acting on the wall can be calculated based on the following:

$$H_z = K(\gamma z + p)$$

Where: H_z = horizontal pressure at depth z
γ = unit weight of soil or rock
K = earth pressure coefficient
z = depth (m)
p = vertical surcharge pressure

If more than 1 row of anchors is required, then a rectangular earth pressure distribution of 4H kPa (H = retained height in metres). This assumes that some minor lateral movement is acceptable (K_a conditions). Where adjoining building foundations and sensitive services are present it is recommended that the shoring be designed for at rest conditions (K_0 conditions), using a pressure of 8H kPa.

Care should be exercised to ensure that anchors are installed progressively during excavation and stressed prior to excavation of the next drop. It should be noted that stress relief (see Section 5.3.6) related movement may lead to an increase in the stress in anchors, which should be taken into account when designing the support.

Additional surcharge loads, such as new and existing footings, pavements and construction related activities must also be allowed for in the design as a rectangular earth pressure distribution, applied over the depth of influence.

The earth pressure loading described above does not include earthquake loads or hydrostatic pressure due to the build-up of groundwater behind impermeable walls, both of which must be considered in the design. Unless positive drainage measures are incorporated to prevent water pressure build-up behind the walls, full hydrostatic head should be allowed for in design while, at the same time, allowing for the soil unit weight to reduce to the buoyant condition.

Beds of weathered or weaker rock within the medium strength sandstone may require protection with shotcrete to prevent degradation.

5.3.5.2 **Anchor Design**

The design of anchors and rockbolts should be based on the estimated bond strengths indicated in Table 4.

Table 4: Allowable Bond Stress

Material	Allowable Bond Stress
Low strength sandstone	100 kPa
Medium strength sandstone	350 kPa
Medium to high strength sandstone	600 kPa
High strength sandstone	1000 kPa

These values should be confirmed by pull-out tests prior to installation of anchors.

Ultimately, it is the contractor's responsibility to ensure that the correct design values (specific to the anchor system and method of installation) are used and that the anchor holes are carefully cleaned out prior to grouting. After anchors have been installed, it is recommended that they be tested to 125% of nominal working load and then locked-off at 80% of their working loads, with the lock-off load confirmed by a lift-off test. Checks should be carried out to ensure that the load

is maintained in the anchors throughout the construction period and is not lost due to creep effects or to other causes.

It is anticipated that the proposed building will support the shoring wall over the long term and therefore the ground anchors are expected to be temporary only. The use of permanent anchors, if required, would require careful attention to corrosion protection for which further geotechnical advice should be sought.

It should be noted that permission will be required from adjacent property owners or City of Sydney Council prior to installing bolts/anchors below their land/footpath/road. Due consideration should also be given to buried services on footpaths and basements on surrounding properties.

5.3.5.3 Rock Discontinuities and Self-Supporting Rock Faces

Staged excavation and inspection by a suitably qualified geotechnical engineer will be required to confirm that excavated rock faces are not adversely affected by discontinuities.

The typical two major joint sets (NNE and ESE) are aligned approximately 20° off the north-south and east-west trending excavation faces, respectively. The east-west joints are typically strata bound and are widely spaced but generally not persistent. The E-W joints rarely affect stability but can act as a potential release planes for wedges.

The north-south trending joints, however, are very prominent and can dip up to 20° (off the vertical) to the east or west. Bedding planes and soft seams are common in the Hawkesbury Sandstone, even in high strength, fresh sandstone. These joints, bedding planes and seams can adversely affect the rock mass and form unstable rock slivers, blocks and wedges (see Figure 3).

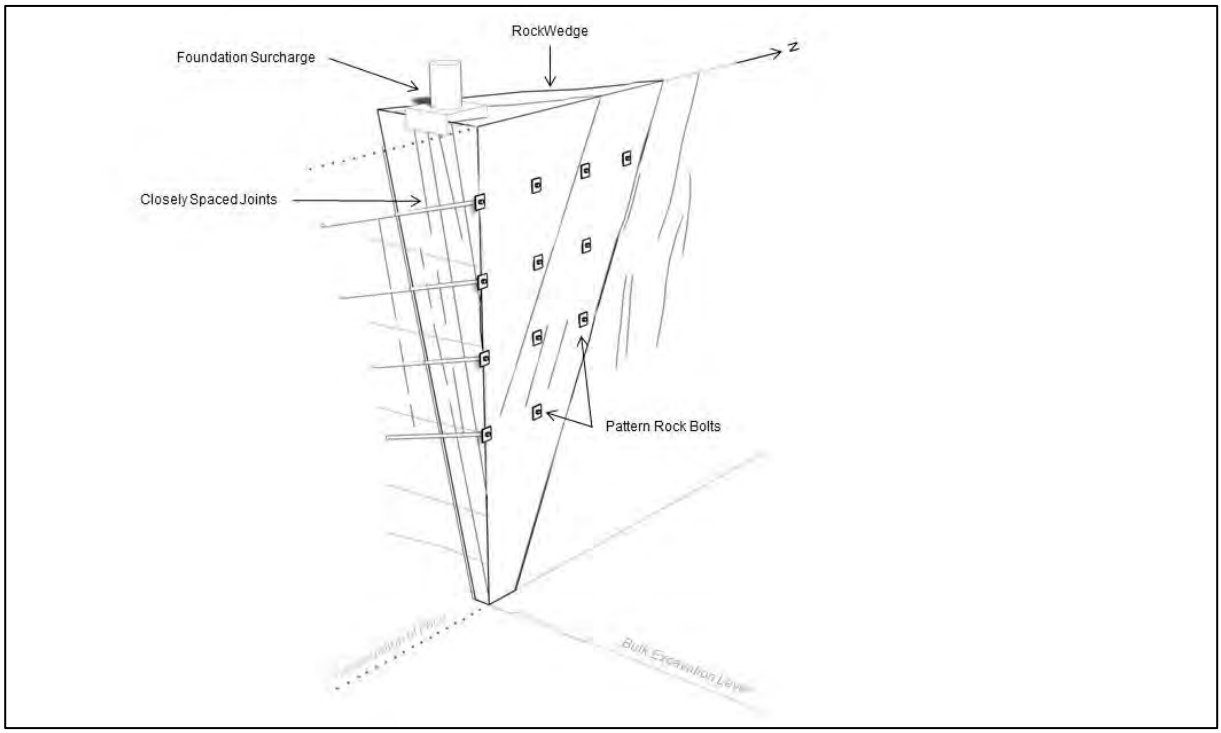


Figure 3: Example of jointed rock mass and rock wedge as well as rockbolt support.

Excavated faces in medium strength or stronger sandstone can therefore only be considered self-supporting if they are not affected by adversely oriented joints. It should also be noted, that weak seams and beds can reduce the capacity of the rock to support load and result in renewed or increased settlement. The allowable bearing pressure of the rock may be required to be reduced as a result of these weak seams/beds.

It is noted that the site lies within the Martin Place Fault Zone. This zone is characterised by multiple, steeply dipping joints. Whilst these joints are expected to be not adverse in the south face of the excavation, they may adversely the affect the otherwise free-standing medium strength or stronger sandstone in the western face beneath Pitt Street.

Ground anchors and rockbolts may be required for the lateral restraint of unstable wedges within the excavated faces. Rock mass support can only be finalised once the actual joint location, dip and dip direction have been determined during excavation. It is therefore recommended that all rock faces be inspected by a suitably experienced geotechnical engineer/engineering geologist at 1.5 m drops during excavation to confirm that the site conditions are consistent with the geotechnical model, to verify the stability of the faces and advise on rockbolting/anchoring requirements.

5.3.6 **Stress Relief**

Locked-in stresses are present in the Triassic sedimentary rock underlying Sydney as a result of tectonic movements. Evidence from measurements in the greater Sydney region indicates that the primary compressive stress field is in the north-south direction. As the excavation depth increases, these stresses will be released, which will result in lateral movement of the rock. This lateral movement will increase the risk of cracking of the adjacent buildings or any part of a structure poured hard against the rock face. It may also increase the lock-off loads in anchors. The additional load on anchors is usually accommodated by providing at least 4 m free length and where possible, locking-off at 80% of the design load.

The magnitude of stress relief related movement is controlled by bedding and jointing as well as the magnitude of the locked-in stress and the length of the excavated face, making it difficult to predict the actual movement. Based on previous experience, lateral movement of the centre of the face of the excavation of the order of 0.5 – 2 mm per metre depth of rock (medium strength or stronger) excavation can be expected, decreasing towards corners. The movement generally decreases away from the excavated face but may continue for a considerable distance. Consideration should also be given to the locations of columns, connections with perimeter walls and other structural elements to ensure that future stress relief movements do not affect the structure.

5.4 **Foundations**

Based on the latest information provided (Appendix D), the new building on the Pitt Street side will be supported by the existing foundations. The new core slab is proposed to be taken to a strong enough stratum minimising excavation, with some local excavations for lift access to the existing basement levels.

If new foundations were required, preliminary design of pad and strip foundations on medium strength or stronger sandstone may be carried out using the preliminary values given in Table 4. The higher allowable bearing pressures, however, will require additional investigation comprising drilling within the site and spoon testing of footings in order to confirm the rock quality below the proposed founding levels.

Table 4: Recommended Preliminary Design Parameters for Foundation Design

Foundation Material	Maximum Allowable Bearing Pressure (Serviceability)		Ultimate Bearing Pressure		Young's Modulus, E (MPa)
	End Bearing (kPa)	Shaft Adhesion (Compression) (kPa)	End Bearing (kPa)	Shaft Adhesion (Compression) (kPa)	
Medium strength sandstone	3,500	350	20,000	800	350
Medium to high strength sandstone	6,000	600	60,000	1,500	900
High strength sandstone	10,000	1,000	120,000	3,000	2,000

Note: Ultimate end bearing pressure values occur at large settlements typically > 5% of minimum footing dimension

Foundations proportioned on the basis of the allowable bearing pressures in Table 4 would be expected to experience total settlements of less than 1% of the minimum foundation width under the applied working load, with differential settlements between adjacent columns expected to be less than half of this value. Note that further site investigation drilling should be carried out to confirm the rock strength before the suggested bearing pressures can be adopted.

For design using the ultimate values provided in Table 4, a geotechnical strength reduction factor ($Ø_g$) should be determined by the designer in accordance with the piling code AS 2159-2009. Serviceability criteria will also need to be met when using ultimate design parameters.

Where footings are located in close proximity to rock faces comprising medium strength or stronger sandstone (adjacent to lift pits, service trenches or neighbouring basements) the allowable bearing pressures should be reduced or the footing relocated outside the zone of influence of the face (zone of influence defined as being an imaginary line drawn upwards at 45° from the base of the trench, pit or neighbouring basement).

All foundations should be inspected by a geotechnical engineer or engineering geologist to confirm that foundation conditions are suitable for the design parameters, and proof-drilled or spoon tested as appropriate. If weak seams or defects are encountered, footings may need to either be deepened until suitable foundation material is reached otherwise the class of rock, and in turn, the allowable bearing capacity of the rock will be reduced. Alternatively, the footing could be re-sized to reduce the bearing pressure to less than the allowable bearing pressure of the founding material.

Spoon testing requires a 50 mm diameter hole drilled below the base of the footing to a depth of 1.5 times the footing width, followed by testing to check for the presence of weak layers or clay bands.

If unfavourable conditions are identified by additional investigation, during footing inspection or spoon testing, then footings may need to be deepened, or redesigned based on a lower allowable end bearing pressure.

5.5 Ground Slabs

The proposed new core raft can be designed as a slab on ground. Only suitable material should be used to backfill over-excavated areas, compacted to a minimum 98% standard maximum density prior to the casting of the slabs. In these areas CBR testing will be required for slab design, unless the slabs are suspended. Note that CBR testing can take up to a month to complete.

5.6 Groundwater Post-Construction

It is assumed that the existing basement has an operating sub-floor drainage system comprising gravel-filled drainage runs transferring water inflow (seepage) into subsoil pumpstations fitted with submersible pumps discharging into the stormwater drainage system. If the existing system is to be overhauled or replaced, the capacity of the current system should be checked. A site test of the current inflow could be carried out to better inform the hydraulic design. This could involve fitting the pump outlet with flowmeters to record the discharge volumes before the water enters the stormwater system. Readings should be taken on a regular basis for a sufficient time to establish reliable information. Records of rainfall during testing should also be recorded.

The site test should provide actual inflow rates for the current situation. Note that inflow rates may vary as a result of changes in groundwater levels or rainfall from the current levels, due to future climate change. The hydraulic engineer should take this into account in his design.

Groundwater is likely to have significant concentrations of iron which will tend to precipitate on exposure to air giving rise to gelatinous masses of iron oxide/hydroxide sludge. This should be taken into account in the drainage design and a suitable number of rodding points and regular maintenance included. In addition, an in-line flocculation system to remove the iron precipitate before the water reaches the pumps should also be considered, together with provisions for de-sludging the tanks. Note that pumps should be positioned above the base of pumpout pits or deep sumps included in the pits as the iron precipitate will tend to accumulate at the base of the pit and will block the pump's intake.

5.7 Seismic Design

The Site Subsoil Class, as defined in AS1170.4 – 2007, is 'Class C_e – Shallow soil'.

5.8 Sydney Metro – City to Southwest Tunnels

The 7 m diameter Sydney Metro tunnels run directly beneath Pitt Street to the west and Castlereagh Street to the east of the site. The Tunnel Boring Machines have already passed by the site and fit-out is underway.

The horizontal and vertical alignments are shown in the 'For Construction' drawings (provided by Sydney Metro) in Appendix B. It is noted that the tunnel alignment is closer to the site along Pitt Street than along Castlereagh Street, and is closest at the boundary with the City Tattersalls Club.

The tunnel crown and invert adjacent to the site are at about RL 5 m and RL -2 m respectively (about 14 and 17 m below road level in Pitt Street and Castlereagh Street respectively). The crown of the two tunnels are about 1.5 m above the level of the existing basement and the bulk level of the proposed excavation beneath the Piccadilly Court Basement area in the southwest corner of the site.

The 1st and 2nd Protection Reserves (refer to Sydney Metro Technical Guidelines in Appendix F) around the Metro underground infrastructure will need to be established in order to determine the restrictions placed on construction and to ensure that the design and construction meet the stated requirements in the Guidelines. As built or survey drawings must be acquired from Sydney Metro in order to comment on the proximity of the development to the tunnels and their associated easements/reserves.

Of the construction activities expected as part of the redevelopment, the main geotechnical related activities that may affect the tunnels are:

- vibration as a result of demolition;
- relaxation of rock mass as a result of removal of building loads;
- ground movement as a result of excavation (expected to be limited to the unexcavated area beneath the Piccadilly Court Basement); and,
- increase in stress as a result of new building loads.

Without carrying out numerical modelling (part of the Engineering Impact Assessment required by Sydney Metro at the Development Application stage) it is not possible to provide predictions of the geotechnical impact of the various activities on the tunnels.

5.9 Further Geotechnical Work

The following geotechnical work is recommended for the Development Application stage:-

1) Geotechnical investigation of the site including:
   - on-site boreholes and in situ testing to develop a geological model, establish the likely in situ stress conditions and for foundation design. Boreholes to provide information to at least 1 m below the invert of the tunnels and to include observation wells for groundwater level monitoring; and
   - test pits to investigate building footings and foundation conditions adjacent to the proposed excavation beneath the Piccadilly Court Basement;
2) Numerical modelling to predict ground movements in relation to the Sydney Metro tunnels and the Telstra tunnel/services along Pitt Street. It is likely that three-dimensional modelling will be required.
3) Geotechnical input into the engineering impact assessment report.
4) Geotechnical input into the risk assessment report.
5) Dilapidation survey of tunnels (subject to Sydney Metro access).

Note that the above list is not exhaustive and additional geotechnical input may also be required.

Further associated work for the Development Application would be a Waste Classification Assessment of material proposed to be transported off site in accordance with the appropriate guidelines.

6. Limitations

Douglas Partners Pty Ltd (Douglas) has prepared this report for this project at 133 Castlereagh Street, Sydney NSW in accordance with Douglas' proposal dated 1 May 2024 and acceptance received from Michael Marshall dated 8 May 2024. The work was carried out under Douglas' Engagement Terms. This report is provided for the exclusive use of Stockland Development Pty Limited for this project only and for the purposes as described in the report. It should not be used by or relied upon for other projects or purposes on the same or other site or by a third party. Any party so relying upon this report beyond its exclusive use and purpose as stated above, and without the express written consent of Douglas, does so entirely at its own risk and without recourse to Douglas for any loss or damage. In preparing this report Douglas has necessarily relied upon information provided by the client and/or their agents.

The results provided in the report are indicative of the sub-surface conditions on the site only at the specific sampling and/or testing locations, and then only to the depths investigated and at the time the work was carried out. Sub-surface conditions can change abruptly due to variable geological processes and also as a result of human influences. Such changes may occur after Douglas' field testing has been completed.

Douglas' advice is based upon the conditions encountered during this investigation. The accuracy of the advice provided by Douglas in this report may be affected by undetected variations in ground conditions across the site between and beyond the sampling and/or testing locations. The advice may also be limited by budget constraints imposed by others or by site accessibility.

The assessment of atypical safety hazards arising from this advice is restricted to the (geotechnical / environmental / groundwater) components set out in this report and based on known project conditions and stated design advice and assumptions. While some recommendations for safe controls may be provided, detailed 'safety in design' assessment is outside the current scope of this report and requires additional project data and assessment.

This report must be read in conjunction with all of the attached and should be kept in its entirety without separation of individual pages or sections. Douglas cannot be held responsible for interpretations or conclusions made by others unless they are supported by an expressed statement, interpretation, outcome or conclusion stated in this report.

This report, or sections from this report, should not be used as part of a specification for a project, without review and agreement by Douglas. This is because this report has been written as advice and opinion rather than instructions for construction.

Appendix A

About This Report

About this Report

November 2023

Introduction

These notes have been provided to amplify DP's report in regard to classification methods, field procedures and the comments section. Not all are necessarily relevant to all reports.

DP's reports are based on information gained from limited subsurface excavations and sampling, supplemented by knowledge of local geology and experience. For this reason, they must be regarded as interpretive rather than factual documents, limited to some extent by the scope of information on which they rely.

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Borehole and Test Pit Logs

The borehole and test pit logs presented in this report are an engineering and/or geological interpretation of the subsurface conditions, and their reliability will depend to some extent on frequency of sampling and the method of drilling or excavation. Ideally, continuous undisturbed sampling or core drilling will provide the most reliable assessment, but this is not always practicable or possible to justify on economic grounds. In any case the boreholes and test pits represent only a very small sample of the total subsurface profile.

Interpretation of the information and its application to design and construction should therefore take into account the spacing of boreholes or pits, the frequency of sampling, and the possibility of other than 'straight line' variations between the test locations.

Groundwater

Where groundwater levels are measured in boreholes there are several potential problems, namely:

- In low permeability soils groundwater may enter the hole very slowly or perhaps not at all during the time the hole is left open;
- A localised, perched water table may lead to an erroneous indication of the true water table;
- Water table levels will vary from time to time with seasons or recent weather changes. They may not be the same at the time of construction as are indicated in the report; and
- The use of water or mud as a drilling fluid will mask any groundwater inflow. Water has to be blown out of the hole and drilling mud must first be washed out of the hole if water measurements are to be made.

More reliable measurements can be made by installing standpipes which are read at intervals over several days, or perhaps weeks for low permeability soils. Piezometers, sealed in a particular stratum, may be advisable in low permeability soils or where there may be interference from a perched water table.

Reports

The report has been prepared by qualified personnel, is based on the information obtained from field and laboratory testing, and has been undertaken to current engineering standards of interpretation and analysis. Where the report has been prepared for a specific design proposal, the information and interpretation may not be relevant if the design proposal is changed. If this happens, DP will be pleased to review the report and the sufficiency of the investigation work.

Every care is taken with the report as it relates to interpretation of subsurface conditions, discussion of geotechnical and environmental aspects, and recommendations or suggestions for design and construction. However, DP cannot always anticipate or assume responsibility for:

- Unexpected variations in ground conditions. The potential for this will depend partly on borehole or pit spacing and sampling frequency;
- Changes in policy or interpretations of policy by statutory authorities; or
- The actions of contractors responding to commercial pressures.

If these occur, DP will be pleased to assist with investigations or advice to resolve the matter.

continued next page

About this Report

Site Anomalies

In the event that conditions encountered on site during construction appear to vary from those which were expected from the information contained in the report, DP requests that it be immediately notified. Most problems are much more readily resolved when conditions are exposed rather than at some later stage, well after the event.

Information for Contractual Purposes

Where information obtained from this report is provided for tendering purposes, it is recommended that all information, including the written report and discussion, be made available. In circumstances where the discussion or comments section is not relevant to the contractual situation, it may be appropriate to prepare a specially edited document. DP would be pleased to assist in this regard and/or to make additional report copies available for contract purposes at a nominal charge.

Site Inspection

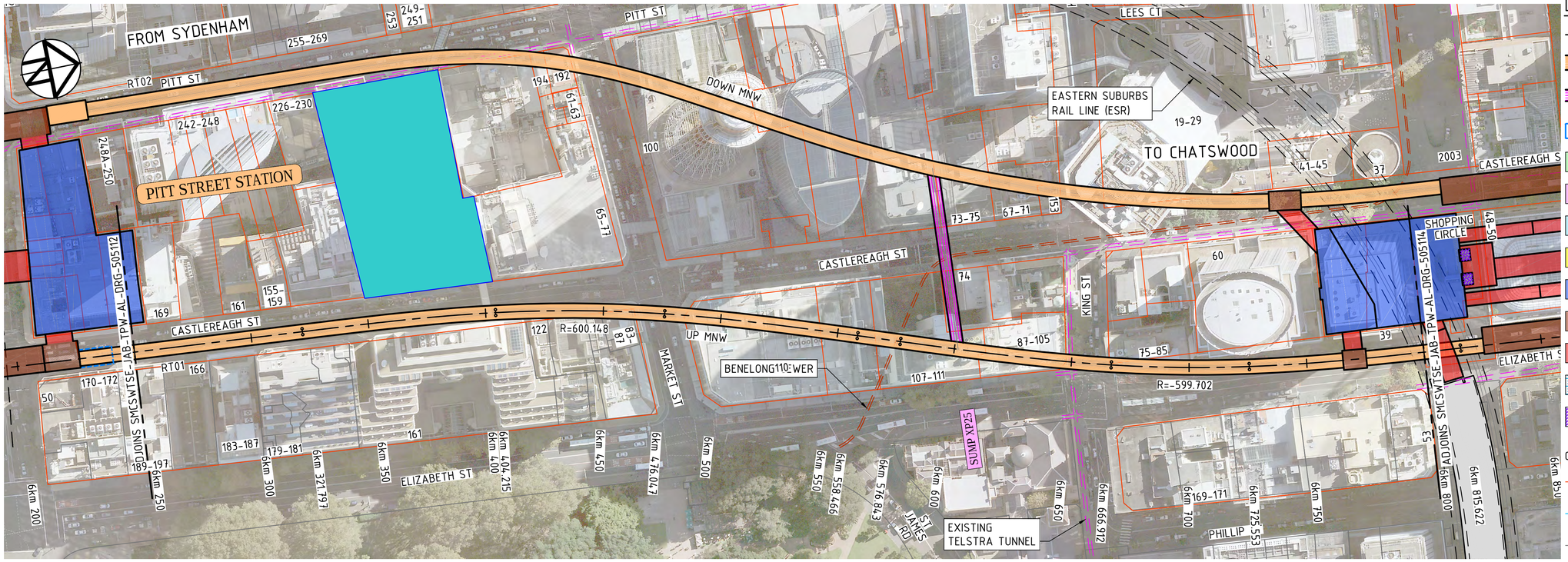
The company will always be pleased to provide engineering inspection services for geotechnical and environmental aspects of work to which this report is related. This could range from a site visit to confirm that conditions exposed are as expected, to full time engineering presence on site.

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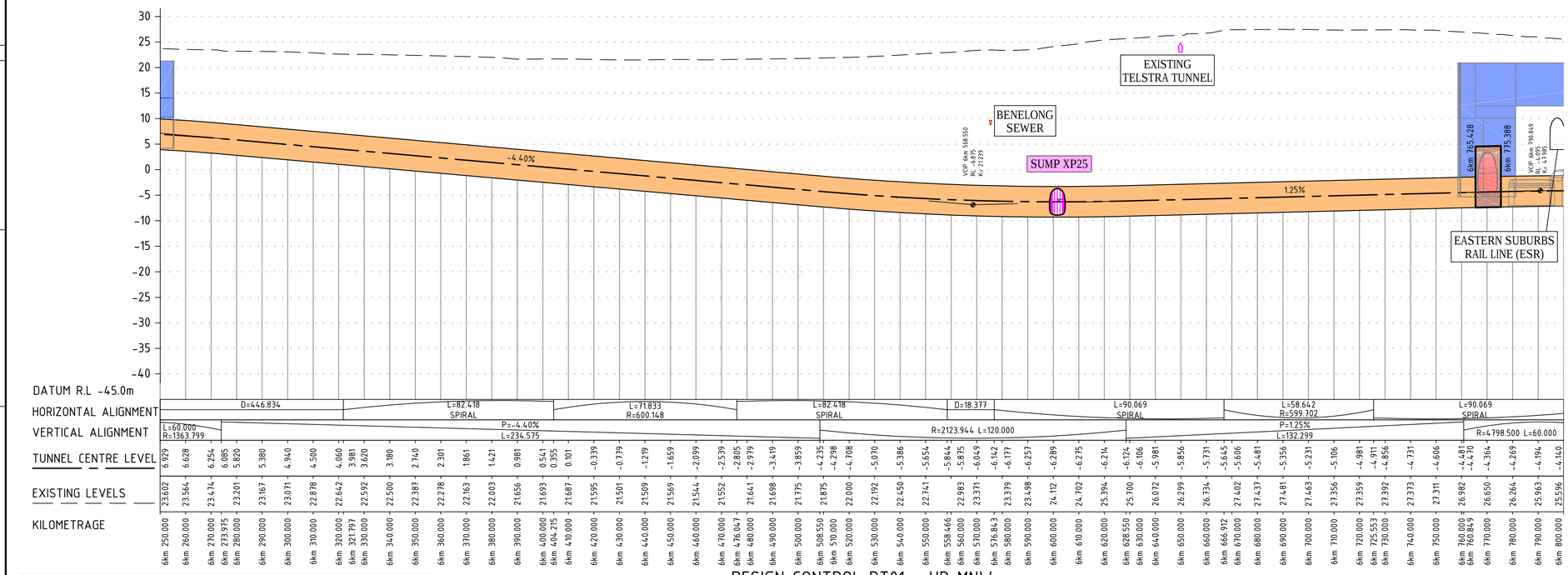
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Appendix B

Plans Showing Locations of Sydney Metro Running Tunnels to the Site



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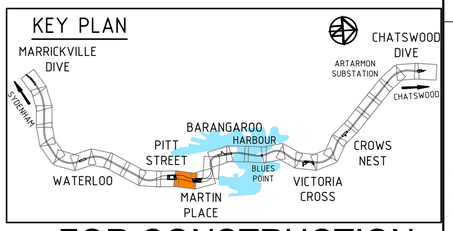


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NOTE

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KEY PLAN



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SCALE 1:1000 AT A1 SIZE
0 5 10 15 20 25 30m
SCALE 1:500 AT A1 SIZE

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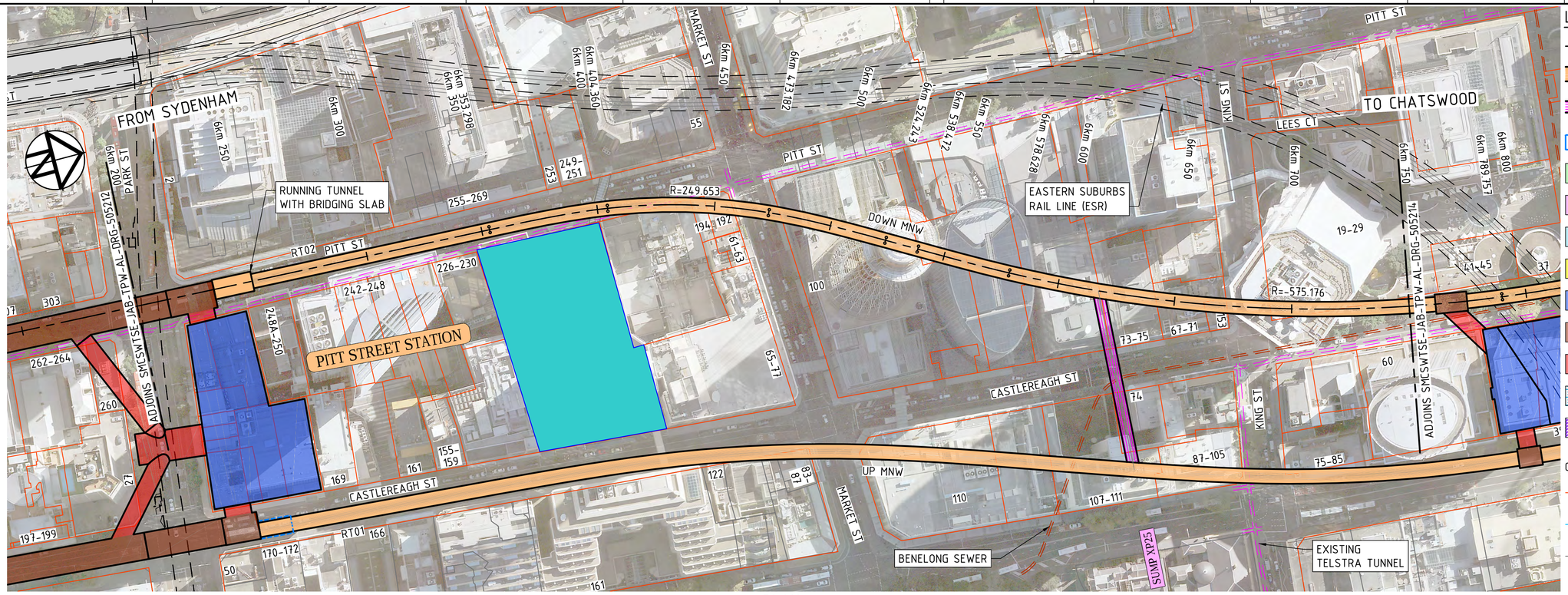
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DRG CHECK	J. MACADANGDANG	09.01.18
DESIGN CHECK	N/A	-
APPROVED	K. LIN	09.01.18

SYDNEY METRO CITY & SOUTHWEST
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ALIGNMENT
GA PLAN AND LONGITUDINAL SECTION
TUNNEL ALIGNMENT CONTROL LINE RT01 - SHEET 13

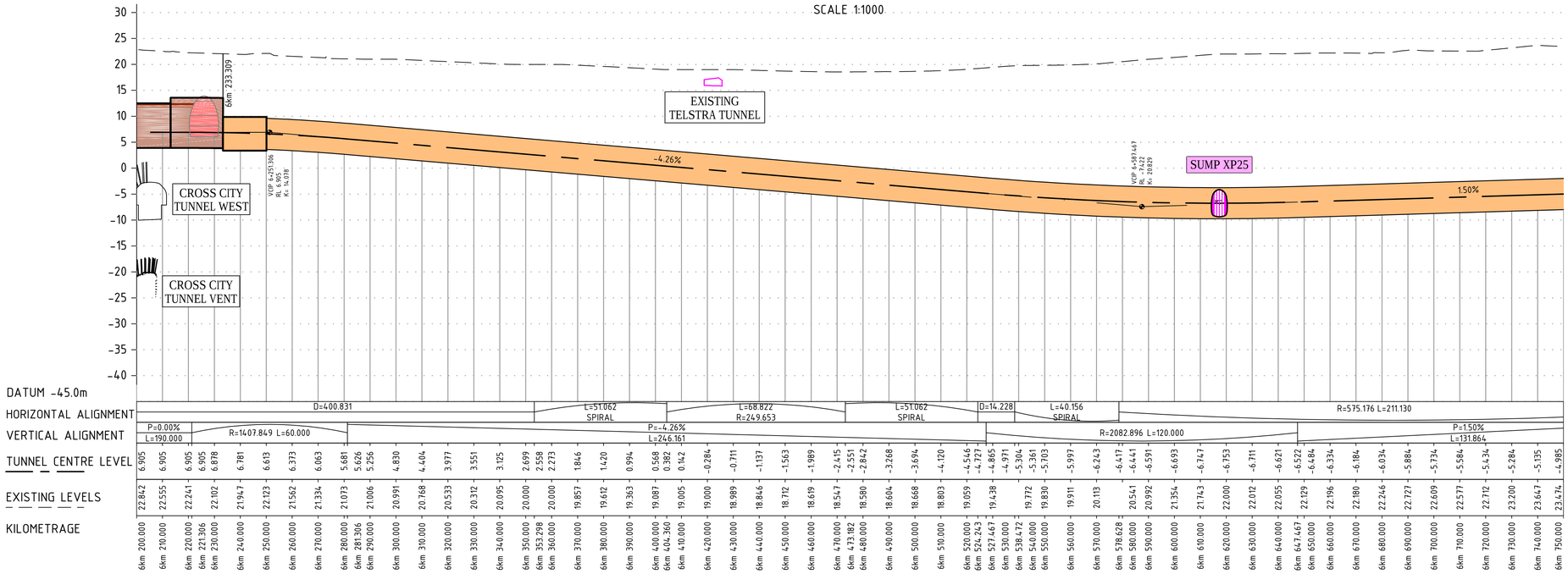
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PLAN
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DESIGN CONTROL RT02 - DOWN MNW
SCALE - HORIZ. 1:1000, VERT. 1:500

LEGEND

- TUNNEL ALIGNMENT CONTROL LINE
- RUNNING TUNNELS
- CROSS PASSAGES AND CROSS PASSAGES WITH SUMP
- STUB TUNNEL
- DIVE STRUCTURES
- STATION EXCAVATIONS
- NOZZLE ENLARGEMENTS
- CROSSOVER CAVERN
- STATION SHAFTS
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- STATION ADITS
- SHAFT
- LIFT SHAFTS

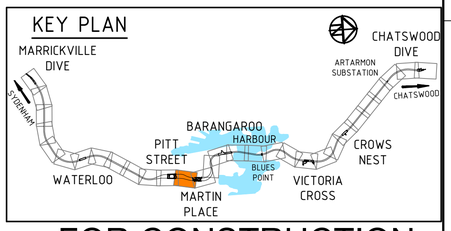
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- NEAR SURVEY ACCURATE CADASTRE
- DIGITAL CADASTRAL DATABASE

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SCALE 1:1000 AT A1 SIZE
0 5 10 15 20 25 30m
SCALE 1:500 AT A1 SIZE

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DESIGNED	TfNSW	-
DRG CHECK	J. MACADANGDANG	09.01.18
DESIGN CHECK	N/A	-
APPROVED	K. LIN	09.01.18

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TSE PROJECT WIDE
ALIGNMENT
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TUNNEL ALIGNMENT CONTROL LINE RT02 - SHEET 13

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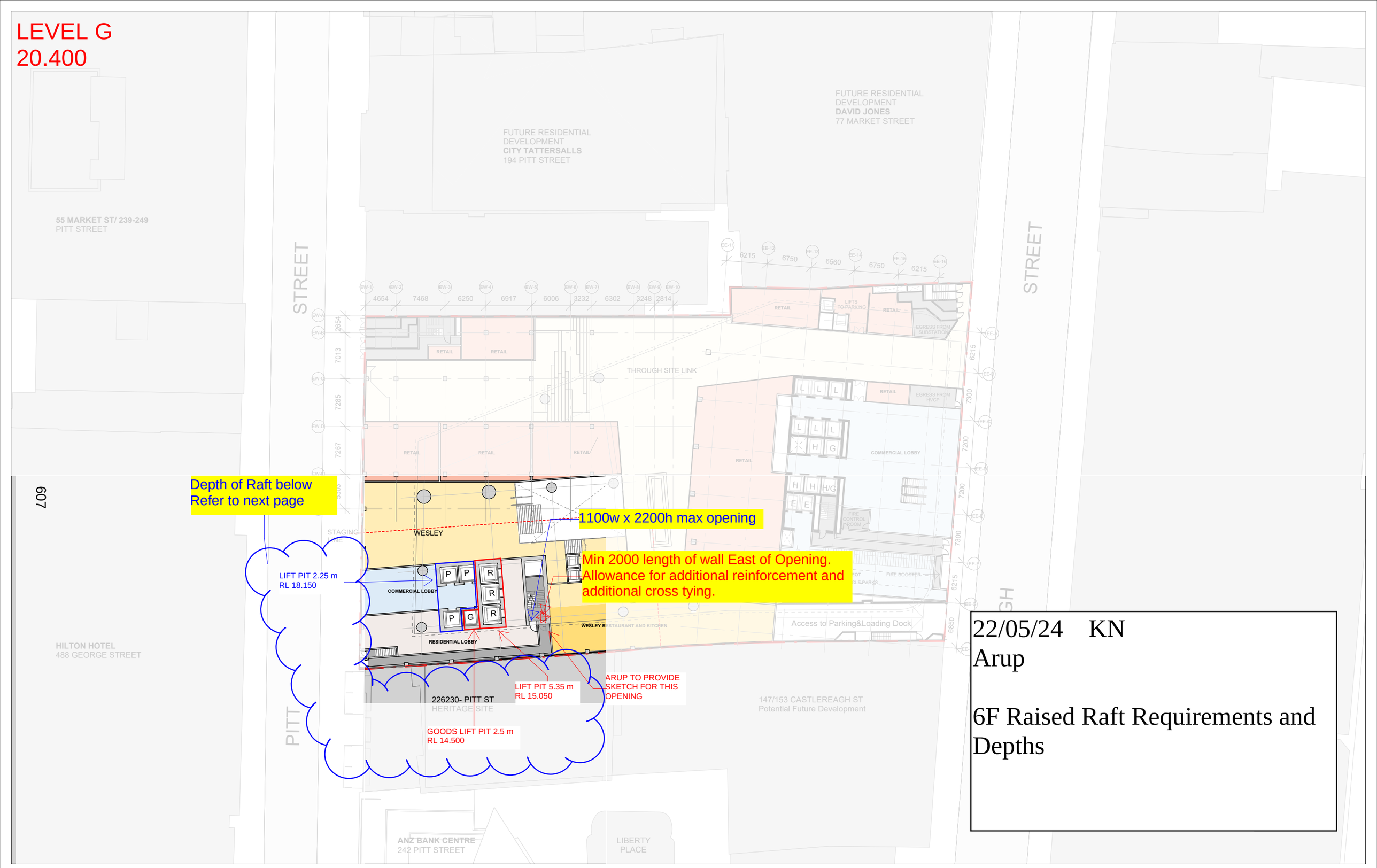
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Appendix C

Drawings

LEVEL G
20.400



22/05/24 KN
Arup

6F Raised Raft Requirements and Depths

CLIENT
Stockland
STOCKLAND
LEVEL 25
133 CASTLEREAGH STREET
SYDNEY NSW 2000
W: STOCKLAND.COM.AU

PROJECT NAME
PICCADILLY
133-135 CASTLEREAGH STREET
2000 SYDNEY NSW
AUSTRALIA

DRAWING AUTHOR
3XN
3XN AUSTRALIA PTY LTD
276 Devonshire St,
Surry Hills NSW 2010
W: 3XN.COM

REVISION

ISSUE	DATE	DESCRIPTION
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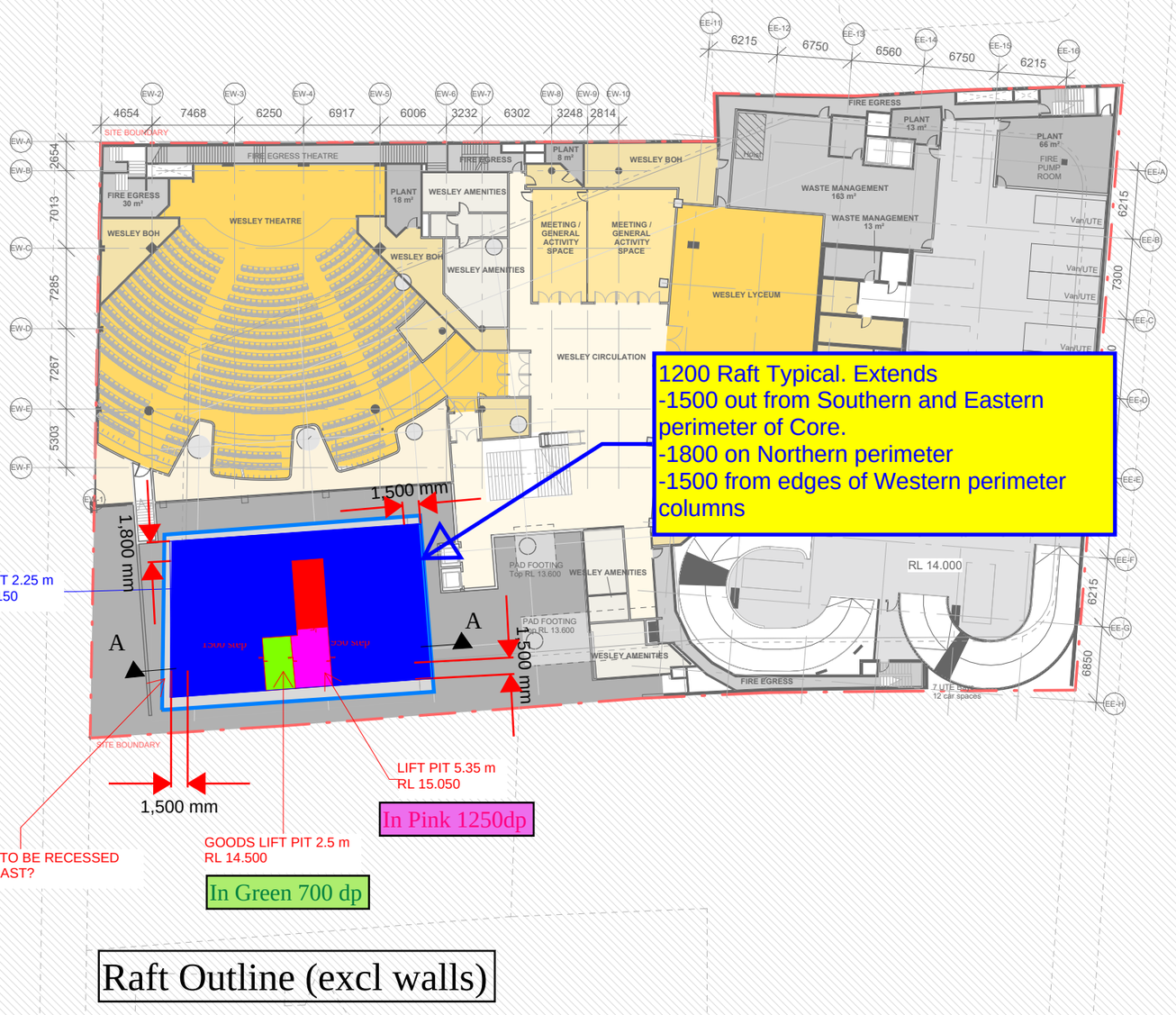
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STATUS
FEASIBILITY

DRAWING
GA PLAN - LEVEL GROUND
DRAWING NUMBER
SK-11-100
ISSUE DATE
08/05/2024
ISSUE
1



809

CLIENT

Stockland

STOCKLAND
LEVEL 25
133 CASTLEREAGH STREET
SYDNEY NSW 2000
W: STOCKLAND.COM.AU

PROJECT NAME

PICCADILLY

133-135 CASTLEREAGH STREET
2000 SYDNEY NSW
AUSTRALIA

DRAWING AUTHOR

3XN

3XN AUSTRALIA PTY LTD
276 Devonshire St,
Surry Hills NSW 2010
W: 3XN.COM

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DRAWING KEY

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TRUE NORTH (MGA) | PROJECT NORTH

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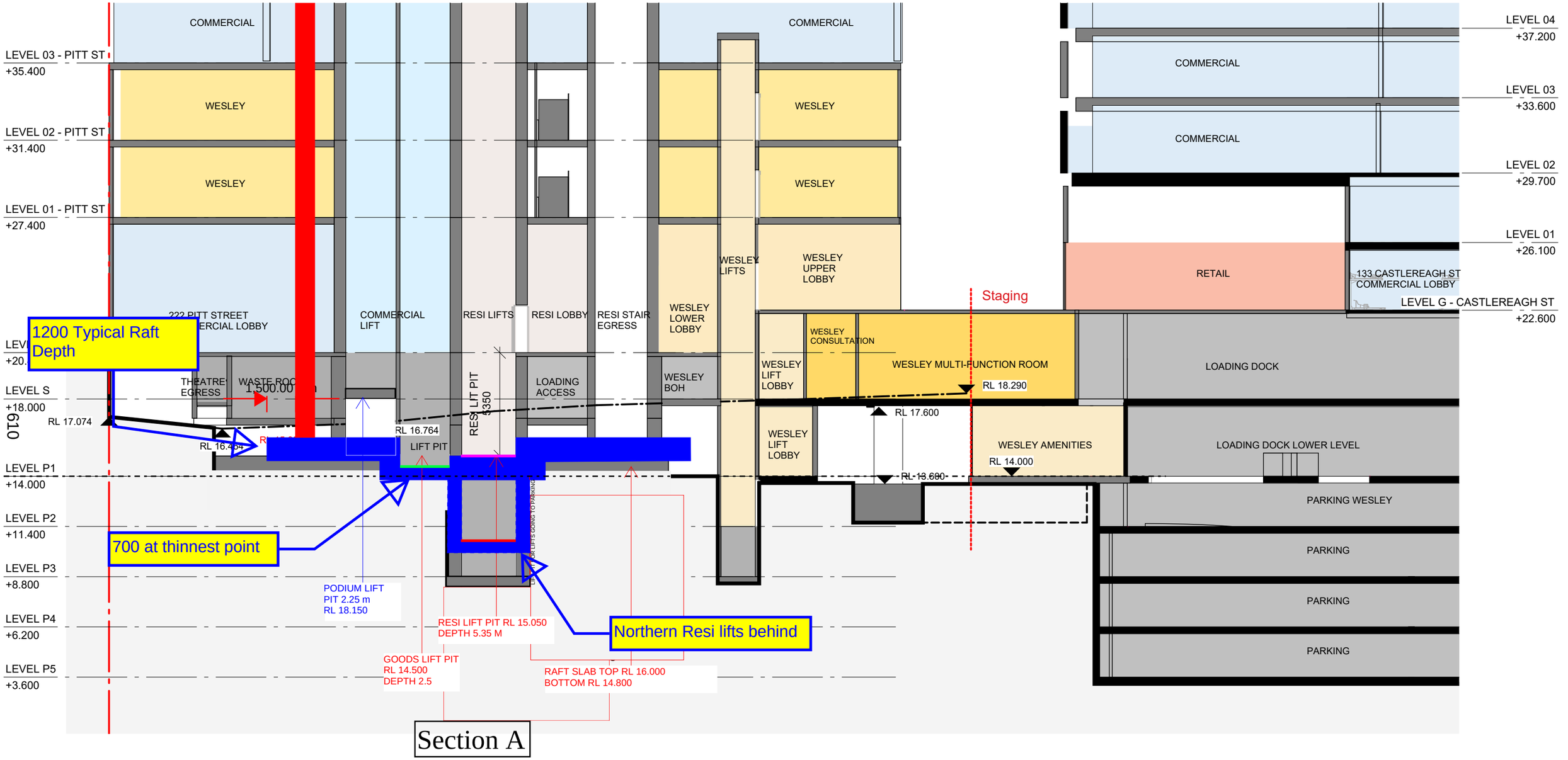
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ISSUE
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Appendix D

Cross-Section & Latest Brief (February 2024)

PROPOSED



Section A

CLIENT
Stockland

STOCKLAND
LEVEL 25
133 CASTLEREAGH STREET
SYDNEY NSW 2000
W: STOCKLAND.COM.AU

PROJECT NAME
PICCADILLY

133-135 CASTLEREAGH STREET
2000 SYDNEY NSW
AUSTRALIA

DRAWING AUTHOR
3XN

3XN AUSTRALIA PTY LTD
276 Devonshire St,
Surry Hills NSW 2010
W: 3XN.COM

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DRAWING KEY

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STATUS
FEASIBILITY

DRAWING
Coordination
Section 01
DRAWING NUMBER
3XN_SK 0001
ISSUE DATE
ISSUE

ARUP

Stockland

Piccadilly Redevelopment

Geotechnical Site Investigation and Design Brief

Reference: Issue A

| 5 February 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

Arup Australia Pty Ltd | ABN 76 625 912 665

Arup Australia Pty Ltd
Level 5
151 Clarence Street
Sydney
NSW, 2000
Australia
arup.com

ARUP

Document Verification

Project title	Piccadilly Redevelopment
Document title	Geotechnical Site Investigation and Design Brief
Job number	295375
Document ref	GSI-001
File reference	

Revision	**Date**	**Filename**	Piccadilly Geotechnical Site Investigation & Design Brief.pdf		
Issue	05 Feb 2024	**Description**	Issue		
			Prepared by	**Checked by**	**Approved by**
		Name	Kelvin Nguyen	Andrew Johnson	Andrew Johnson
		Signature			
		Filename			
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Issue Document Verification with Document ✓

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3. Expected Ground Conditions 2
4. Rail Corridors and Interaction 3
5. The Proposed Structural Scheme 4
6. Proposed Site Investigation 4
7. Detailed Geotechnical Design 7
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9. Construction Phase 8

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Figure 3 Nominal borehole locations - subject to inspection and confirmation of access 5

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Pictures

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Photographs

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Appendices

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1. Introduction

This document has been prepared by Arup as a briefing document for the procurement of geotechnical consultancy services for the Piccadilly Redevelopment. It is intended that the final detailed scope is discussed and agreed with the geotechnical consultant, and that this may vary during the execution of the works. The proposed building scheme options are described in the structural feasibility options summary.

The works are intended to include but may not be limited to:

- Desk study works
- Geotechnical site investigation and laboratory testing inclusive of boreholes, rock coring, soil sampling, and groundwater sampling;
- Factual and interpretive reporting;
- Design criteria for foundation and retention for structural design by the structural engineer or future soil-structure analysis and geotechnical design by the geotechnical engineer;
- Negotiation and technical advice for discussions with Sydney Metro and Sydney Trains, TfNSW, and RMS;
- Geotechnical analysis and design of foundations both for the design of the building and as required to discharge any conditions from City of Sydney, Sydney Metro, Sydney Trains, TfNSW, and RMS. This includes but may not be limited to:
    - Pad footing and pile load and settlement analyses;
    - Ground movement analyses of the selected foundation systems and surrounding in-ground structures;
    - Soil-structure staged analysis of anchored retaining walls/retention.
- Preparation of vibration and ground movement specifications and monitoring plans; &
- Construction phase inspections and advice.

Unless agreed otherwise, all site investigation works shall be undertaken in accordance with the minimum requirements of this brief and the following Australian Standards:

- AS 1726 – 1993. Geotechnical Site Investigation
- AS 1289 – 1999. Methods of Testing Soils for Engineering Purposes
- AS 4133 – 2005. Methods of Testing Rocks for Engineering Purposes
- AS 1141 – 2000. Methods for Sampling & Testing of aggregate

The geotechnical consultant will be engaged directly to the Client and will be required to undertake the site investigation works as the Principal Contractor.

2. The Site

2.1 Location

The site sits within the Sydney CBD and includes the adjacent 133 Castlereagh and 220 Pitt Street properties on the block bounded by Pitt, Market, Castlereagh, and Park Street. The site is accessible from through Pitt (West) and Castlereagh (East) with 196-204 Pitt and 65-77 Market Street to the Northern boundary and 226-230 Pitt and 147-153 Castlereagh Street to the South.

2.2 Existing Building

The site is currently occupied by two reinforced concrete multistorey commercial towers over each property connected by a retail plaza. Underneath 133 Castlereagh and plaza is a 5-level basement carpark with access on Castlereagh Street. Within the basement is an auditorium built integrally with the structure that is transferred over at the plaza level.

3. Expected Ground Conditions

3.1 Geology

Based on geological maps of the Sydney CBD, the site is underlain primarily by Hawkesbury Sandstone. The site sits primarily above the Martin Place Joint Swam, a zone of fractured sandstone and shale.



Figure 1 Site Location on Sydney Geological Fault Map (Och, Pells & Braybrooke)

3.2 Groundwater

Standing groundwater levels are expected to be at depth given the topography, existing basement, and existing tunnels. Perched water or flows after rainfall above the rock and as seepage through seams can be expected, typical of the Sydney CBD.

4. Rail Corridors and Interaction

The site is located between the newly constructed Martin Place and Gadigal stations, part of the City and South West Sydney Metro Line, and the site is bounded on both the East and Western boundaries by both directions of the newly constructed City and South West Sydney Metro line tunnels. With reference to Figure 2, the running tunnels are underneath Castlereagh St and Pitt St respectively adjacent the site and are bored tunnels of approximately 7m in diameter.

The Eastern Suburbs Rail Line and City Circle Line shown dashed on Figure 1 are sufficiently clear of the site to have minimal impact.

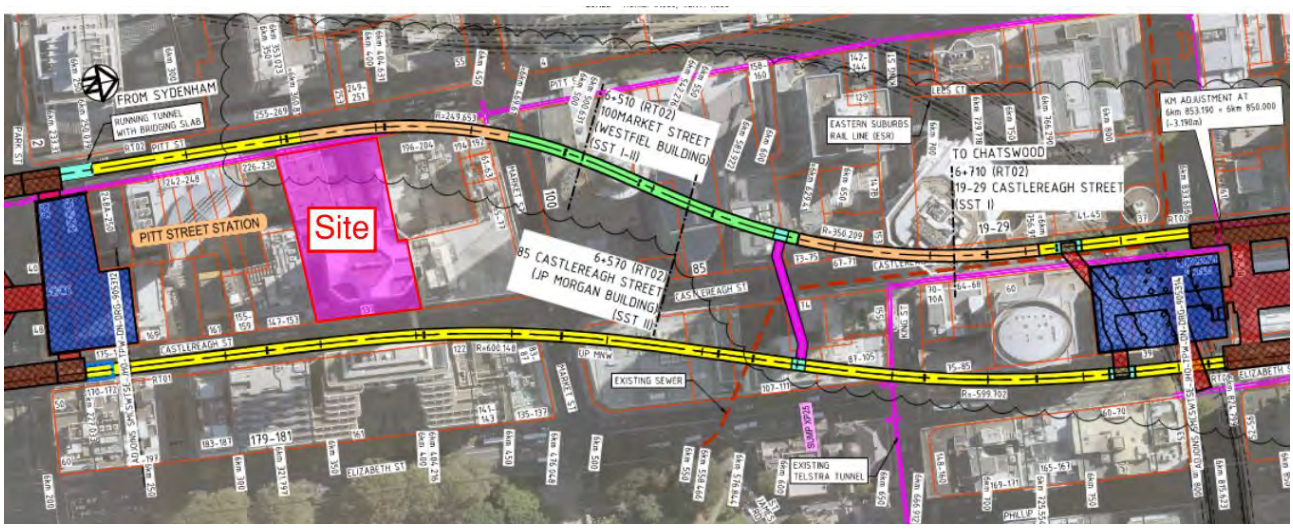


Figure 2 Indicative location of site relative to Sydney Metro Tunnels under Pitt and Castlereagh Streets

The requirements of Sydney Metro (and Sydney Trains) for protection of their assets typically include but are not limited to:

- No excavation within the 1st reserve:
- No foundations or load transfer within the first reserve;
- Excavation and load application within the second reserve subject to approval from Sydney Metro including acceptance of arrangement and ground movements in compliance with the performance requirements of the appropriate corridor protection guidelines;
- All vertical loads to be transferred below the influence zone described by the appropriate influence diagram for the subject tunnel;
- Restrictions on use of temporary and permanent anchors (outside of 1st Reserve); &
- Detailed condition/dilapidation surveys and ground movement and vibration monitoring regimes during the works.

5. The Proposed Structural Scheme

5.1 General Description

The proposed structural scheme includes:

- Demolition of the 222 Pitt St commercial tower and adjacent Piccadilly retail arcade;
- Retention of the existing 133 Castlereagh tower with the addition of new floors;
- Extension of the existing 133 Castlereagh St tower to the west and vertically to the allowable height plane;
- New timber/steel building on the Pitt Street side of the site supported by existing foundations;
- New tower columns;
- New satellite core located within the existing 222 Pitt St footprint to provide supplementary lateral structure to the existing core for the extended floor plate; &
- Strengthening of existing columns (and foundations if required).

5.2 Foundations

Assessment of existing pad foundations originally proportioned for 3.5MPa allowable bearing pressure are to be investigated to verify the original founding material and to assess the potential for upgrading the original design to accommodate additional loading.

New pad and raft footings on medium to high strength sandstone are proposed for the new columns and cores. Permanent ground (tension) anchors may be required under the core.

5.3 Excavation

The existing structure currently extends five (5) basement parking levels under Pitt St level over the majority of the site outside the 222 Pitt St footprint, which is two levels of basement only.

Additional sandstone excavation may be required below the existing 222 Pitt St footprint to extend the new satellite core to the basement parking levels and provide access to the parking levels.

6. Proposed Site Investigation

6.1 Desktop Study

A comprehensive desk top study of existing geotechnical information and founding condition of the existing and adjacent properties should be carried out prior to the commencement of the site investigation. The information provided by this desk top study should be used to carry out the detailed planning of the final type, number, and depth of required investigation points and associated testing to be undertaken. Typical considerations must include but not be limited to:

- Existing site information;
- Site and surrounding street services and utilities search;
- Regional geology maps, data, and information;
- Regional groundwater and hydrological information;
- Regional seismicity maps inclusive of site soil classification and peak ground accelerations;
- Site history analysis;

- Available site investigation data from existing and adjacent sites;
- Available site investigation data from rail easements and associated reference designs that impact the site;
- Information regarding influence from and on foundation systems, basement depths, and retention systems of adjacent properties where available; &
- The proposed redevelopment of the subject site.

Following the completion of the desktop study, the ground investigation consultant/contractor shall provide a recommendation on the final scope and itemised cost of the investigation for review and agreement of the Client and design team. It is envisaged that the scope of investigation will be developed by the Geotechnical Engineer with Arup based on the proposed works, site access, and timing. This will include initial investigation prior to demolition of the existing buildings, and more detailed investigation following demolition and prior to excavation. The basis for the final recommendation must be provided.

6.2 Geotechnical Site Investigation Outline Scope

6.2.1 Cored Boreholes

We envisage that an initial scope of investigation should comprise a

- Four (4) cored boreholes from accessible locations within the footprint of 222 Pitt. Notional locations are shown on Figure 3 in relation to preliminary column and core locations, and the vertical cut location at the north edge off 222 Pitt St. These boreholes to extend a minimum 6m below the current lowest parking Level 5 slab (lowest foundation level); &
- Minimum of six (6) core boreholes across the 133 Castlereagh Street site. These holes should extend a minimum of 6m below the base of the existing foundations or twice the maximum footing width.

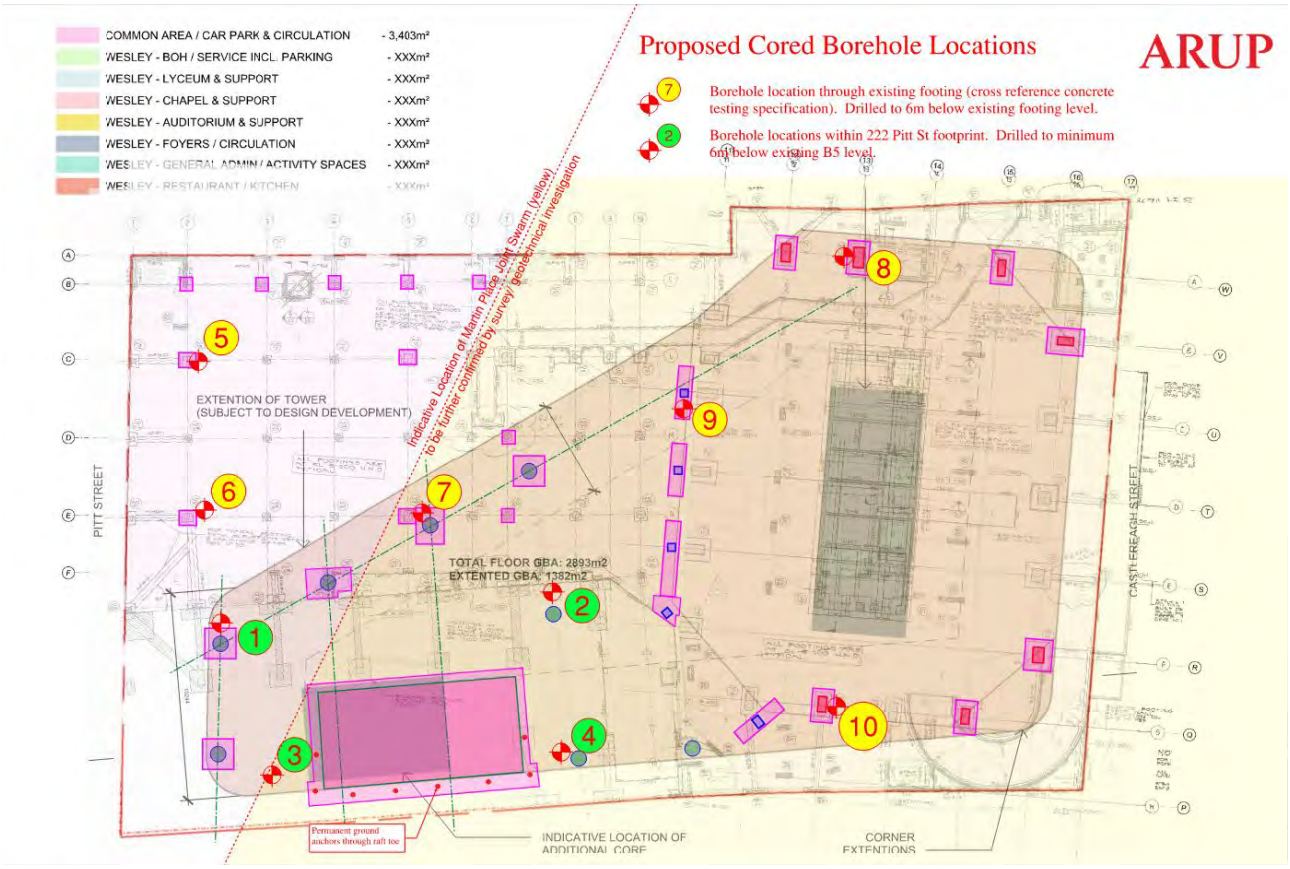


Figure 3 Nominal borehole locations - subject to inspection and confirmation of access

- The depth of investigation across both sites should be suitable for providing advice regarding:
    - Support of column loads of up to approximately 100MN working load at the upper level on the 222 Pitt St footprint;
    - Resistance of peak ultimate uplift loads of up to 3MN at individual locations. This is likely to be provided by prestressed permanent ground anchors;
    - Ultimate limit state base shear under seismic loading for the overall building of approximately 12MN. This shear would be transferred to the rock mass at or below the lowest basement level and cannot be transferred into rail easements;
    - Advising any foundation requirements and influences associated with the adjacent rail easements;
    - Geotechnical analytical modelling of the building foundation system and rock mass to estimate ground movements of the proposed structure, adjacent buildings, and rail assets, under excavation, gravity, and lateral loading; &
    - Excavation and retention advice (if required) for the new satellite lift shaft and extension of existing 5 level parking basement under the 222 Pitt Street site.
- Preparation of detailed borehole logs;
- Extraction and testing of rock cores;
- In situ stress testing suitable for analytical modelling and acceptance by Sydney Metro;
- Record of groundwater levels. The tender response should outline the proposed method of advising on groundwater levels, potential inflows during and after excavation, and impacts on adjacent properties;
- Survey of investigation locations to existing ground levels and global coordinates; &
- Photographic survey of the works.

The Contractor shall be responsible for locating all in-ground and above ground services and utilities prior to drilling and ensure suitable protection.

6.2.2 Laboratory Testing

Geotechnical laboratory testing will be required on recovered rock cores, soil samples, and groundwater, and is to be undertaken by a NATA registered laboratory.

Laboratory testing will be appropriate to the material encountered and shall include where appropriate:

- Point load strength on rock core;
- Unconfined compressive strength (UCS) on rock core;
- Natural moisture content and dry density; &
- Groundwater chemistry (including pH, chloride, sulphate).

6.2.3 Reporting

The geotechnical reporting requirements shall comprise the following minimum information:

- Description of the site including location, topography, geomorphology, site usage (historical and current), below ground utilities, drainage channels/culverts, easements etc, foundation and retention conditions of neighbouring properties, & details of previous ground investigations;
- Description of the ground investigation completed;
- A summary of the ground conditions encountered during this and previous investigations including the stratigraphy and discussion of the individual soil and rock units;

- Geological sections through the site;
- Soil and rock parameters for each of the individual units;
- Influence of the Martin Place Joint Swarm;
- Description of the groundwater conditions encountered and recommended design groundwater levels. Provide advice regarding any necessity for future hydrological studies for construction and permanent design purposes;
- Seismic site data including site soil category in accordance with AS/NZS1170.4;
- Influences on and from the adjacent rail corridors and likely Sydney Metro restrictions and requirements;
- Global settlement and ground movement advice including monitoring requirements and regime for the new and existing buildings and Sydney Metro assets adjacent the site;
- Engineering advice including, but not limited to, the following:
    a. Rock stiffness for each stratum including Young's Modulus (E) and Shear Modulus (G);
    b. Pad footing, strip footing, and pile design advice suitable for design of foundation systems under the magnitude of the preliminary vertical and lateral loads provided. Advice shall include both ULS and serviceability provision. This should include consideration of the adjacent rail easements;
    c. Excavation design advice including appropriate retention systems, lateral loading parameters, and rock bolt/anchor design information; &
    d. Recommendations on pavement design for pavements at footpath and lowest basement level including pavement type and subgrade capacity.
- Advice regarding expected seepage inflow and sub-soil drainage requirements;
- Construction advice including excavation conditions, equipment, and advice regarding ground vibration and appropriate limiting and monitoring criteria for both human perception and damage to adjacent properties and rail assets;
- Advice regarding likelihood of encountering yellow block sandstone during basement excavation, and associated procedures for excavation, transport, and storage;
- Other design advice deemed appropriate;
- Geotechnical risks and opportunities; &
- Conclusions and recommendations.

7. Detailed Geotechnical Design

Detailed structure-foundation analysis and geotechnical design of the following elements is to be undertaken by the geotechnical engineer during the design phase in consultation with the Arup. Arup will provide all building and surcharge loads.

- Global ground movement and stress analysis for the agreed foundation system including pad and strip footings or piled foundations;
- Ground movement assessment for the adjacent building foundations and on adjacent Sydney Metro and Sydney Trains assets. This shall be undertaken in two stages and in accordance with the Sydney Metro Underground Corridor Protection Guidelines and TASA Standard T HR CI 12051 ST:
    - For inclusion in the development application. This may be 2D or 2D analysis as considered appropriate for the purposes of the development application; &

- Final three-dimensional ground movement assessment during detailed design.

- Anchored or propped permanent and temporary retention including construction staging analysis using Wallap, Plaxis, or similar if required. Pile and retaining wall moments and shears shall be provided to Arup for the structural design of reinforced concrete components other than proprietary piling solutions or D&C procurement of piles or ground anchors.
- Detailed assessment of proposed excavation faces including faces adjacent to existing foundations and retaining walls;
- Procedures associated with any yellow block sandstone;
- Preparation of the project Geotechnical Specification; &
- Preparation of ground movement and vibration monitoring strategies and specifications.

8. Sydney Trains, Sydney Metro, and TfNSW Liaison & Negotiation

The geotechnical consultant shall allow for undertaking the necessary geotechnical advice, analytical modelling, preparation of reports, liaison and attendance at meetings, and negotiation with Sydney Metro, Sydney Trains, and TfNSW. This includes assistance in preparing sketches, drawings, and input into the foundation and retention drawings prepared by the structural engineer.

9. Construction Phase

The geotechnical consultant shall allow for construction phase works including:

- Inspection and approval of spoon testing/proof coring for pad footing bases and/or pile toes;
- Inspection of pad footing bases prior to pouring concrete;
- Inspection of pile bases and side conditions after drilling to confirm the design conditions prior to concreting;
- Inspection of excavated faces during excavation of deep pad footings, pile caps and ground beams, lift pits, tanks, and other excavations, and provision of advice regarding necessity of rock bolts, grouting of seams, shotcrete facing, etc. This should be undertaken in 1.5m heights adjacent existing buildings and 3m on street frontages;
- Monitoring of procedures associated with yellow block sandstone; &
- Undertake inspection and review of monitoring results as required under the ground movement and vibration monitoring strategies.

Appendix E

Existing Site Drawings

N

D 83

BOUNDARY

EXISTING CITY TATTERSA

BH1

EXIST. WATER MAIN

EXISTING SERVICE PITS

ALIGN SOLDIERS EITHER SIDE OF PITS.

EXIST GAS MAINS

BOUNDARY

TELECOM TUNNEL

PITT STREET

LINE OF KERB

LINE
EXIST
BUILD

FOR BU
& SETO
TO ARC

NEW
EXIST
MAX.
REPO
TYPIC

EXIST. HIGH VOLT. CABLES

BH2

RL 16.76

RL 16.46

RL 17.074

TEMPORARY BATTER PROFILE.



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DRAWING: BASEMENT CARPARK LEVEL 05

PROJECT NO. 21312

DRAWING NO. SITE SK-001

ISSUE 01



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DRAWING BASEMENT CARPARK LEVEL 04

PROJECT NO. 21312

DRAWING NO. SITE SK-002

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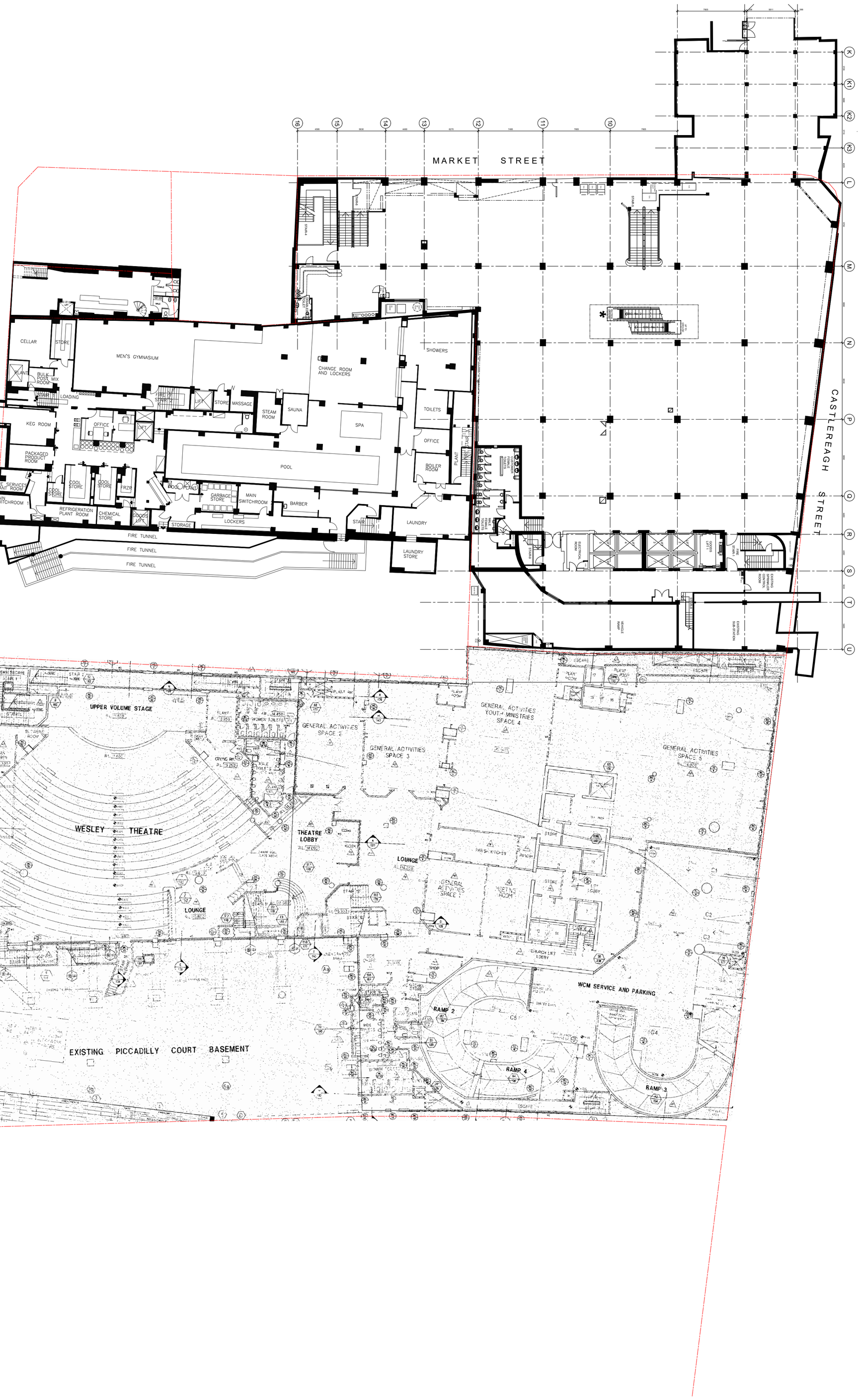
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DRAWING: BASEMENT CARPARK LEVEL 02

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DRAWING LOWER GROUND LEVEL

PROJECT NO. 21312

DRAWING NO. SITE SK-005

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DRAWING: GROUND FLOOR LEVEL (PITT STREET)

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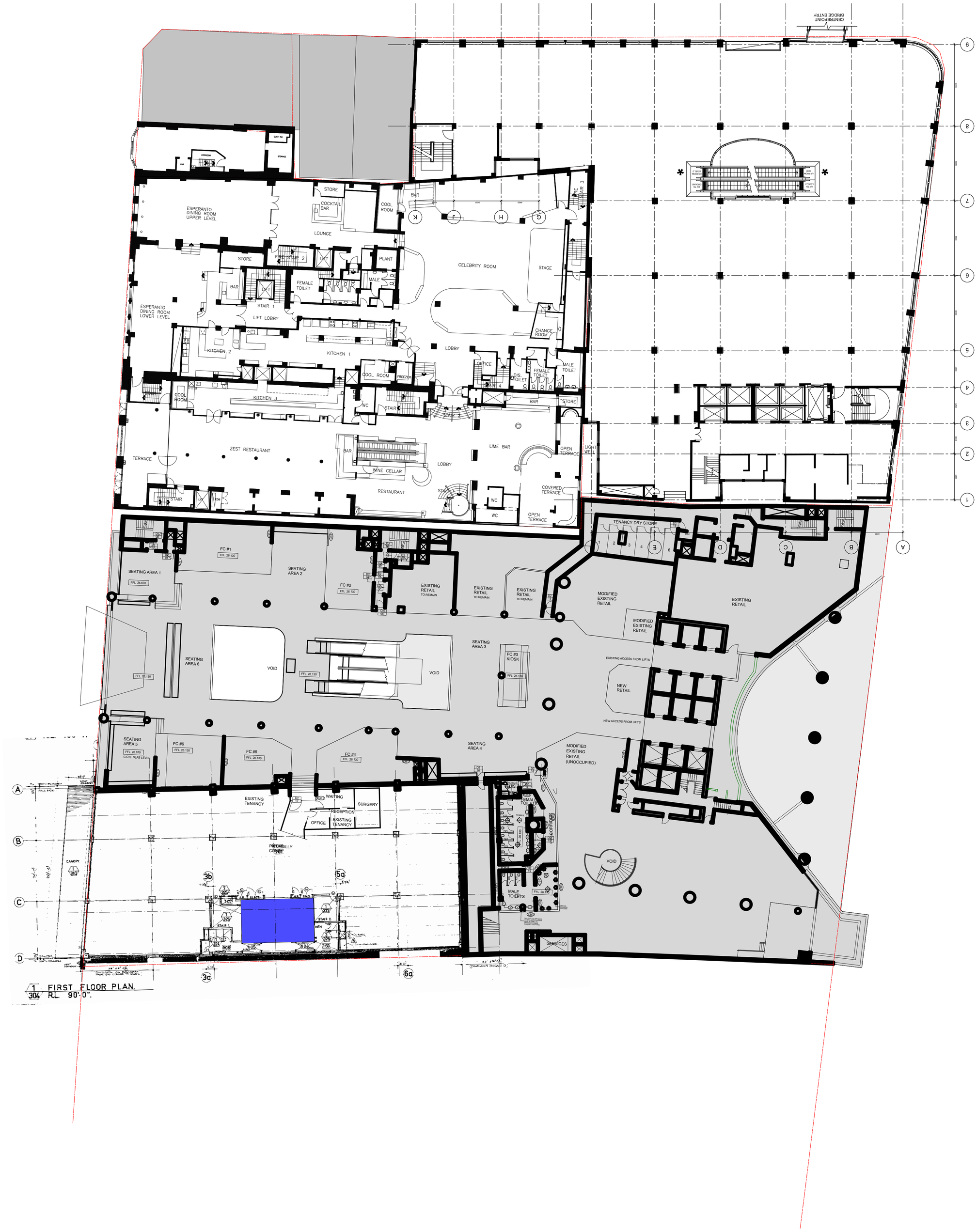
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DRAWING: GROUND FLOOR MEZZANINE

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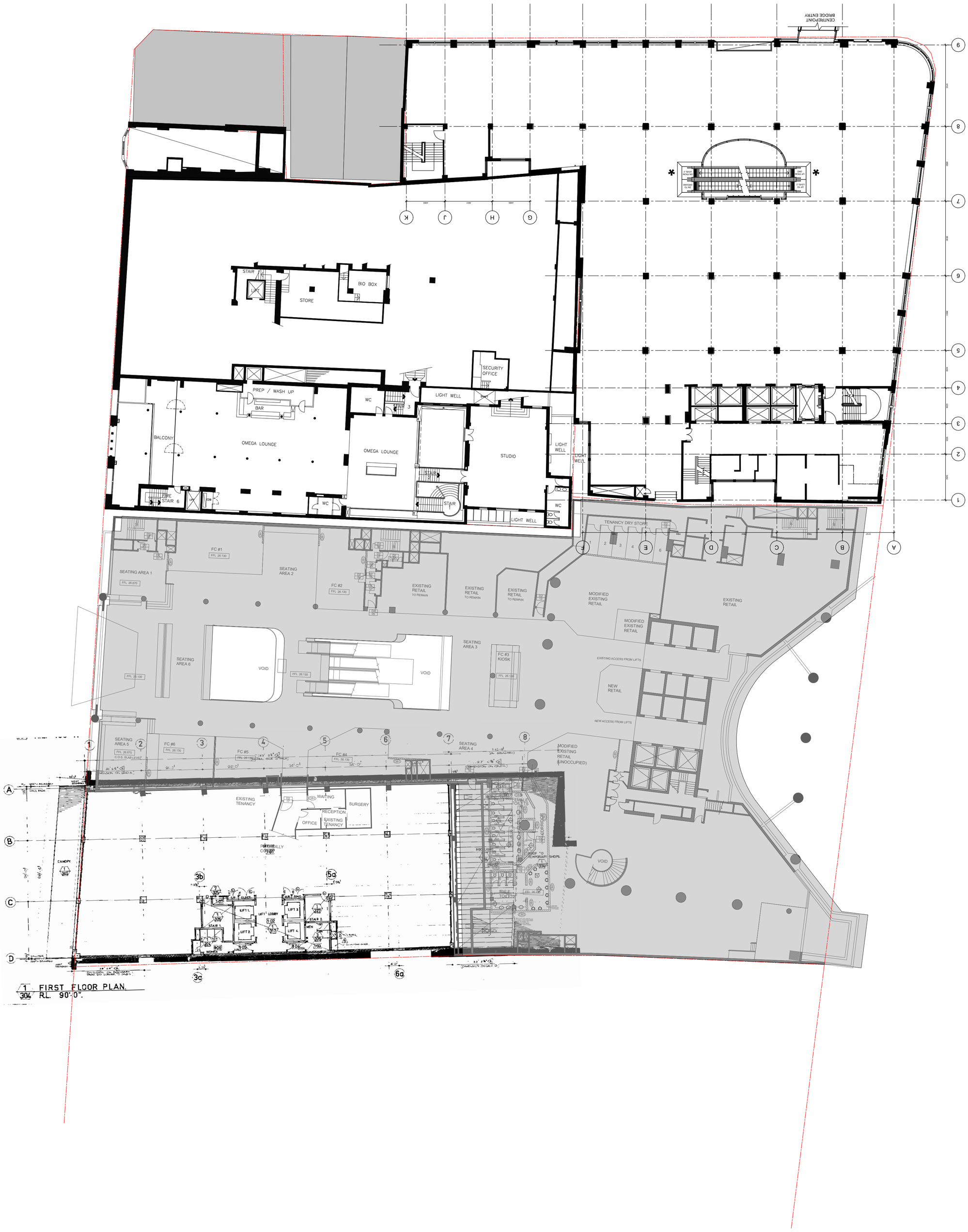
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DRAWING: LEVEL 01

PROJECT NO. 21312 | DRAWING NO. SITE SK-008 | ISSUE 01



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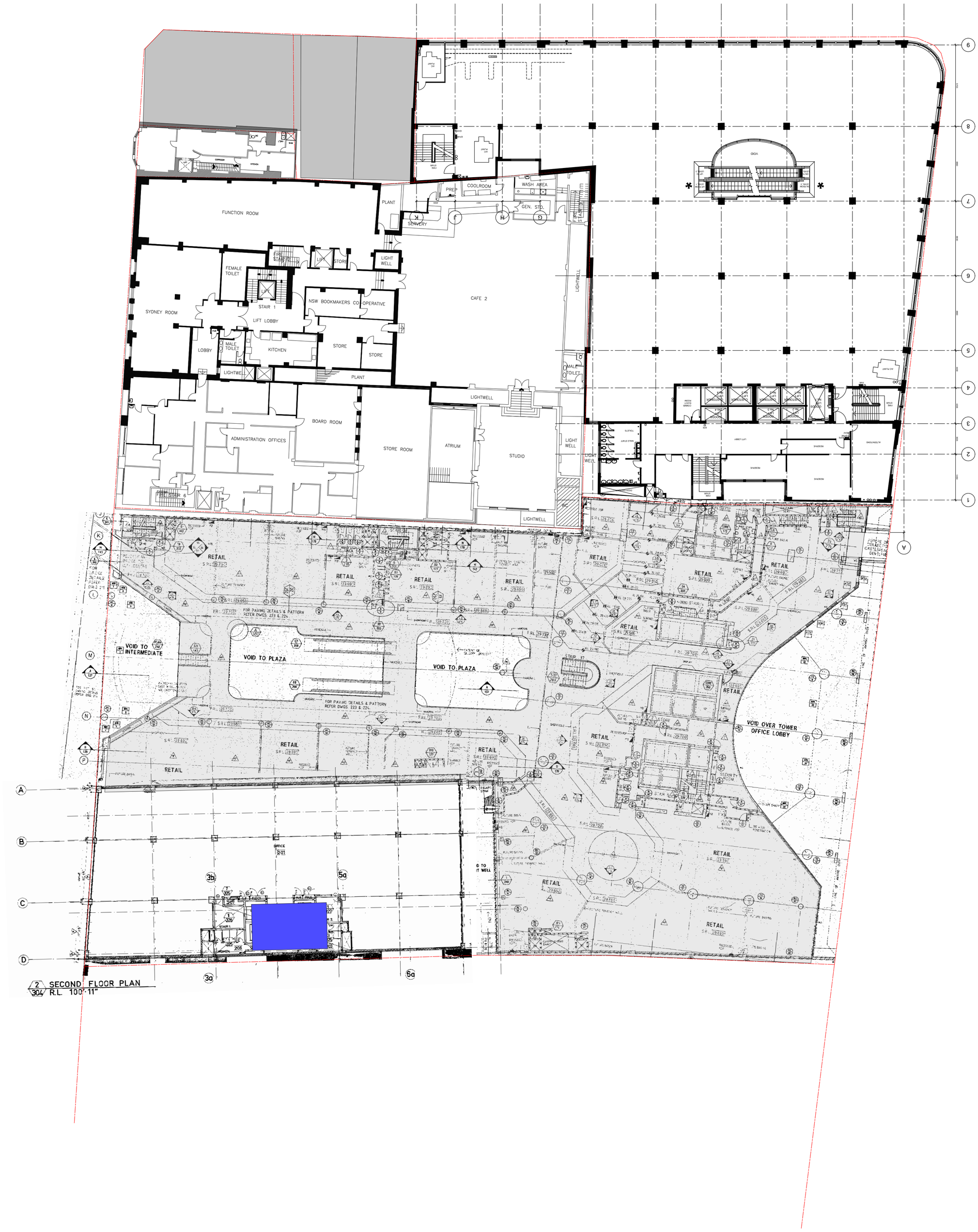
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2 SECOND FLOOR PLAN
304 R.L. 100'-11"

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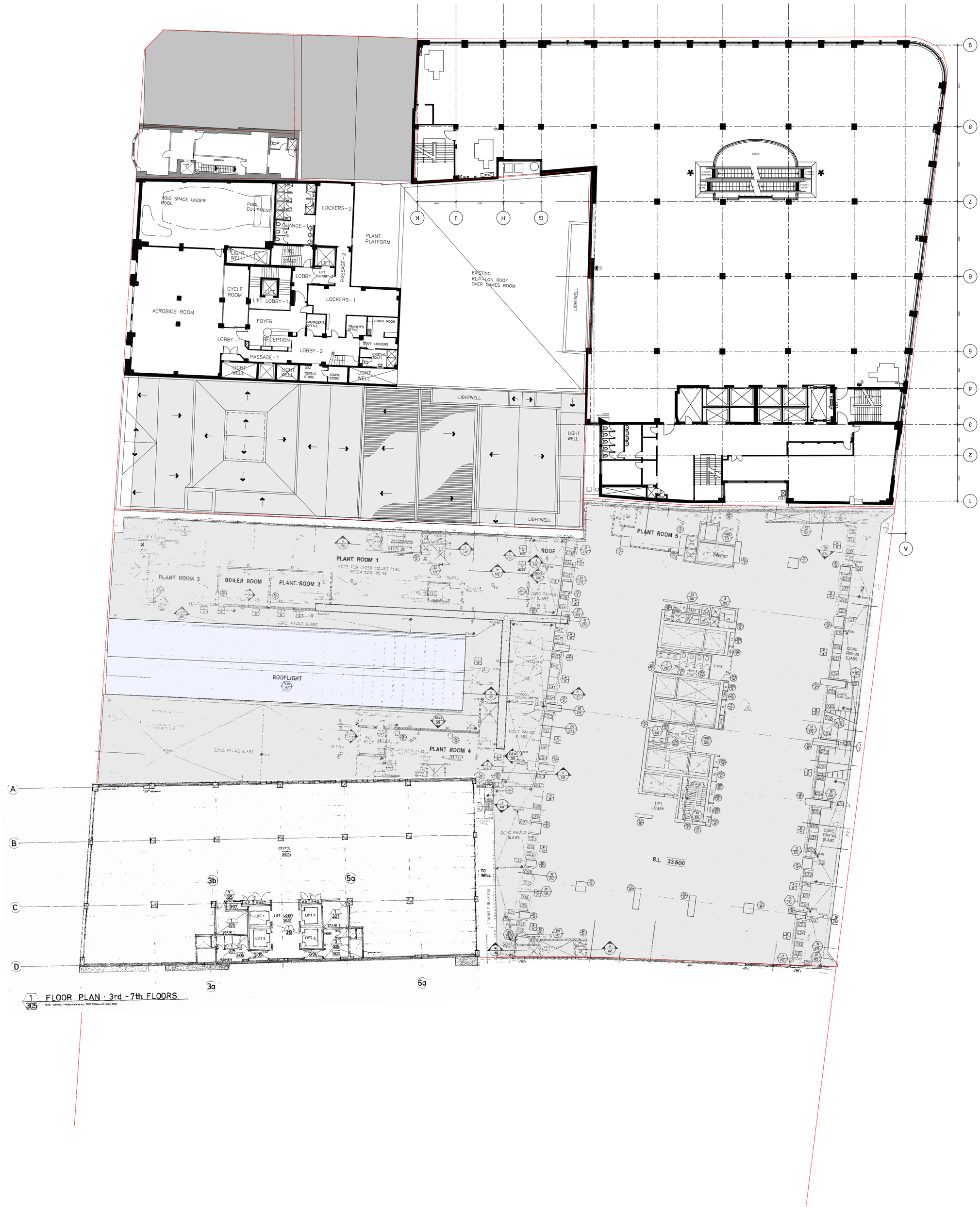
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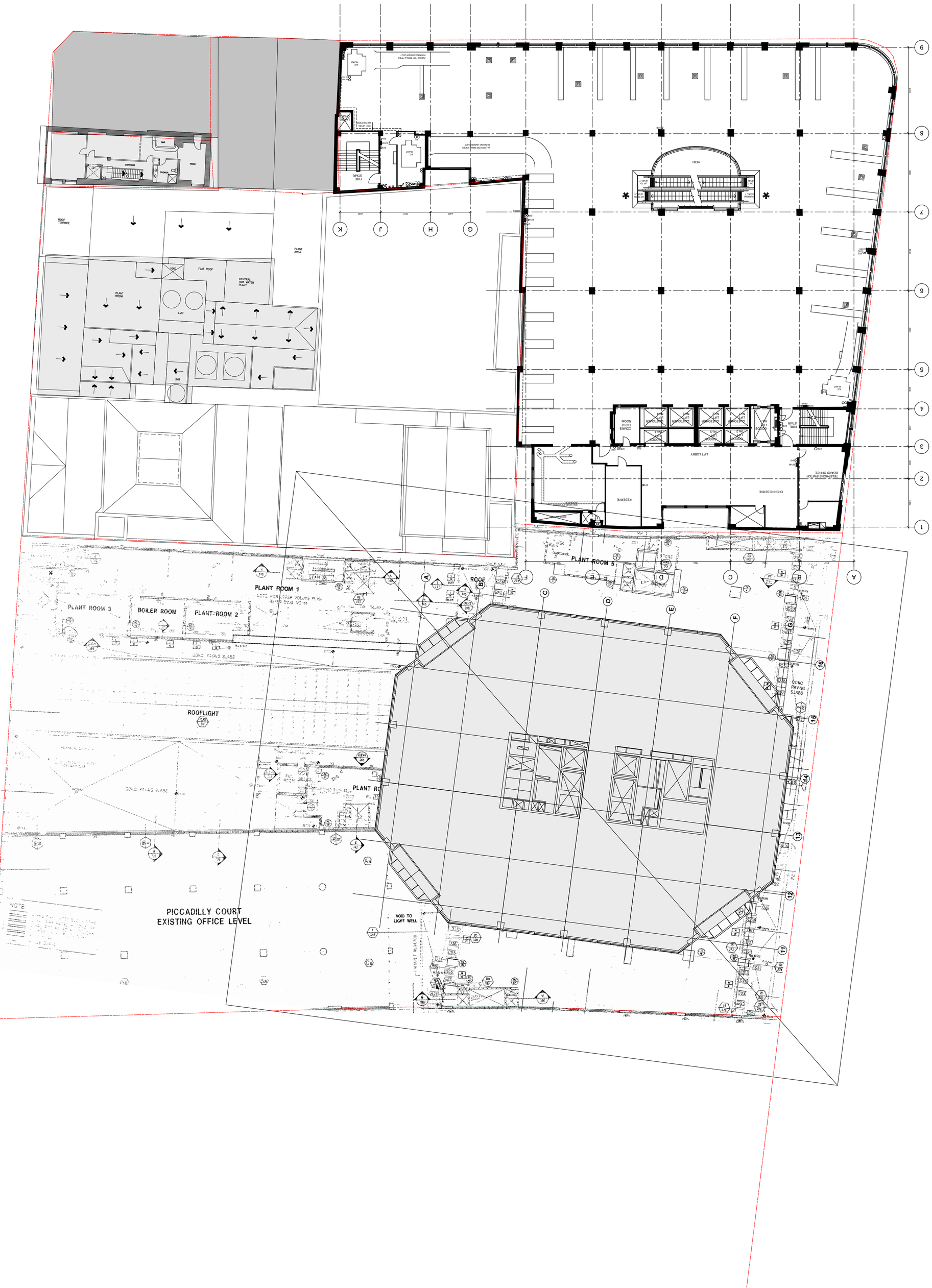
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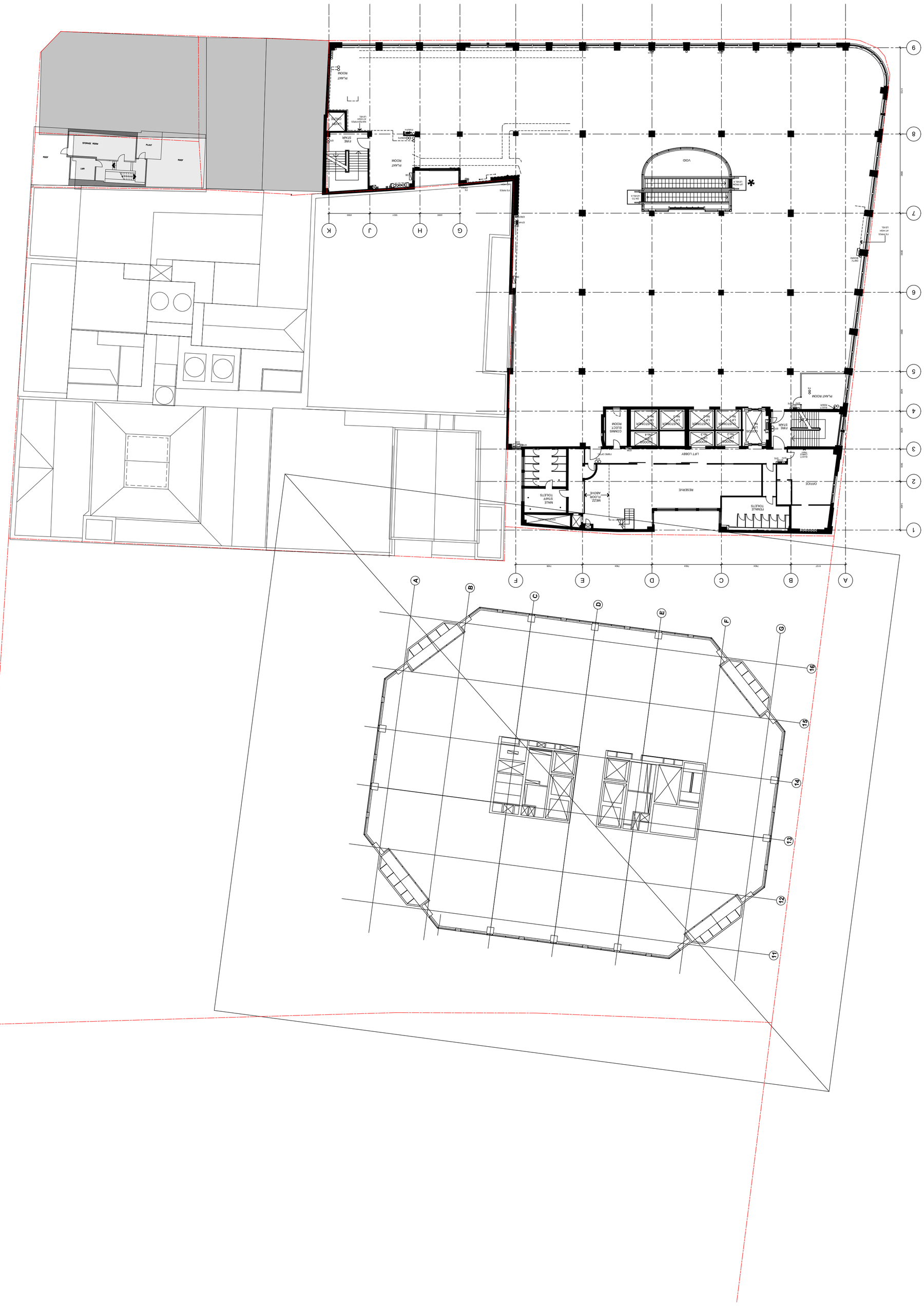
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ROOF TERRACE
PLANT AREA
FLAT ROOF
CENTRAL HOT WATER PLANT
PLANT ROOM
LMR
VOID
PLANT ROOM 1
PLANT ROOM 2
PLANT ROOM 3
BOILER ROOM
PLANT ROOM 5
ROOF
ROOFLIGHT
PICCADILLY COURT
EXISTING OFFICE LEVEL
VOID TO LIGHT WELL
OPEN RESERVE
RESERVE
LIFT LOBBY
TELEPHONE SWITCH BOARD OFFICE
COMMS ELECT ROOM
STAIR
SHOWER
BAR
ROOM
DOMC PAVING SLABS
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Appendix E

Sydney Metro Underground Corridor Protection

Version 2

Sydney Metro Underground Corridor Protection Technical Guidelines

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Appendix A. Sydney Metro infrastructure details

Appendix B. Development Application lodgement checklist

Appendix C. Glossary

Appendix D. Competent Person

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1 Introduction

The structural stability and operation of existing Sydney Metro underground infrastructure needs to be protected, including running tunnels, station caverns and shafts. Any new development near existing Sydney Metro underground infrastructure has the potential to impact on the structural stability and operations of this infrastructure. Similarly, developments proposed near planned metro underground infrastructure have the potential to impact on the feasibility of future metro construction.

Sydney Metro under delegation from Transport for NSW (TfNSW) has an obligation to review the development applications of proposed developments near to Sydney Metro underground infrastructure, both planned and existing, to ensure impacts are appropriately assessed and managed. This guideline document has been developed to provide the requirements and technical guidance to assist developers with their assessment of development induced effects and the associated risks.

New civil infrastructure developments by NSW Government will be subject to an interface agreement and are not subject to the requirements of this guideline document.

2 Purpose of this document

This guideline document provides the technical requirements to assess and manage the risks associated with proposed developments near existing and future Metro underground infrastructure. This document is based and builds on the ASA Standard T HR CI 12051 ST Developments Near Rail Tunnels.

The purpose of this guideline document is to assist external developers in the planning, design, construction (including associated temporary works) and operation of proposed development near underground metro rail infrastructure. This guideline supports the requirements of the rail authority under relevant planning instruments including the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP), *State Environmental Planning Policy (Major Infrastructure Corridors) 2020* and *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* to protect the safety, structural integrity and the safe and effective operation of existing or proposed rail infrastructure facilities from adjacent developments.

2.1 Scope

This guideline document covers proposed developments near the following existing, under construction and future metro lines:

- Metro North West Line including Sydney Metro converted Epping to Chatswood Rail Line (ECRL)
- Sydney Metro - City & Southwest
- Sydney Metro - West
- Sydney Metro - Western Sydney Airport and
- Other future Sydney Metro corridors.

It generally applies to proposed developments near Sydney Metro running tunnels and other underground infrastructure such as: cross passages between running tunnels; station caverns and adits; crossover caverns; station boxes and shafts; nozzle enlargements; services facility shafts; spur tunnel junctions; and dive/portal structures. Information regarding existing and planned new metro infrastructure can be sourced from Sydney Metro (refer to Section 11 for contact details).

There are different rail authorities for different rail corridors. If the proposed development requires referral or concurrence from other transport cluster agencies (TfNSW or Sydney Trains) separate documentation related to their rail infrastructure must be provided and will generally be dealt with separately.

3 Reference documents

The following documents have been referenced to prepare this document:

3.1 Transport for NSW standards

- T HR CI 12051 ST Developments Near Rail Tunnels.
- TS 20001 System Safety for New or Altered Assets
- T HR CI 12070 ST Miscellaneous Structures
- T HR CI 12075 ST Airspace Developments
- T HR CI 12080 ST External Developments
- T HR EL 12002 GU Electrolysis from Stray DC Current

3.2 Legislation and guidelines

- the Environmental Planning and Assessment Act 1979
- the Heritage Act 1977
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006
- State Environmental Planning Policy (Major Infrastructure Corridors) 2020 (MIC SEPP)
- State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (WSA SEPP)
- Development Near Rail Corridors and Busy Roads 2008 – Interim Guidelines – Department of Planning, NSW Government
- Interim Construction Noise Guidelines (NSW EPA, 2009)
- Noise Policy for Industry (2017)

3.3 Other reference documents

- CIRIA C760, Guidance on Embedded Retaining Wall Design, 2017
- AS 2187: Part 2-2006 ‘Explosives – Storage and Use – Part 2: Use of Explosives’
- BS 7385 Part 2-1993 ‘Evaluation and measurement for vibration in buildings Part 2'
- Australian and International Standards referenced in any of the Transport for NSW standards and legislation and guidelines listed above

A Glossary of terminology and definitions used within this document is provided in Appendix C.

4 Protection reserves

Reference should be made to applicable legislation for a legal definition of rail corridor and rail infrastructure facilities. The definition of rail infrastructure facilities can be found in the Infrastructure SEPP.

Protection reserves define the extent of zones that have been established to protect existing metro infrastructure and protect the feasibility of planned metro infrastructure from adjacent proposed development.

For the purpose of assessing the effects of adjacent proposed developments, underground metro infrastructure includes, but is not limited to, the following:

- running tunnels and interconnecting cross passages
- station caverns and adits
- crossover caverns
- station boxes and shafts
- nozzle enlargements
- spur tunnel junctions
- services facility shafts and
- dive and portal structures.

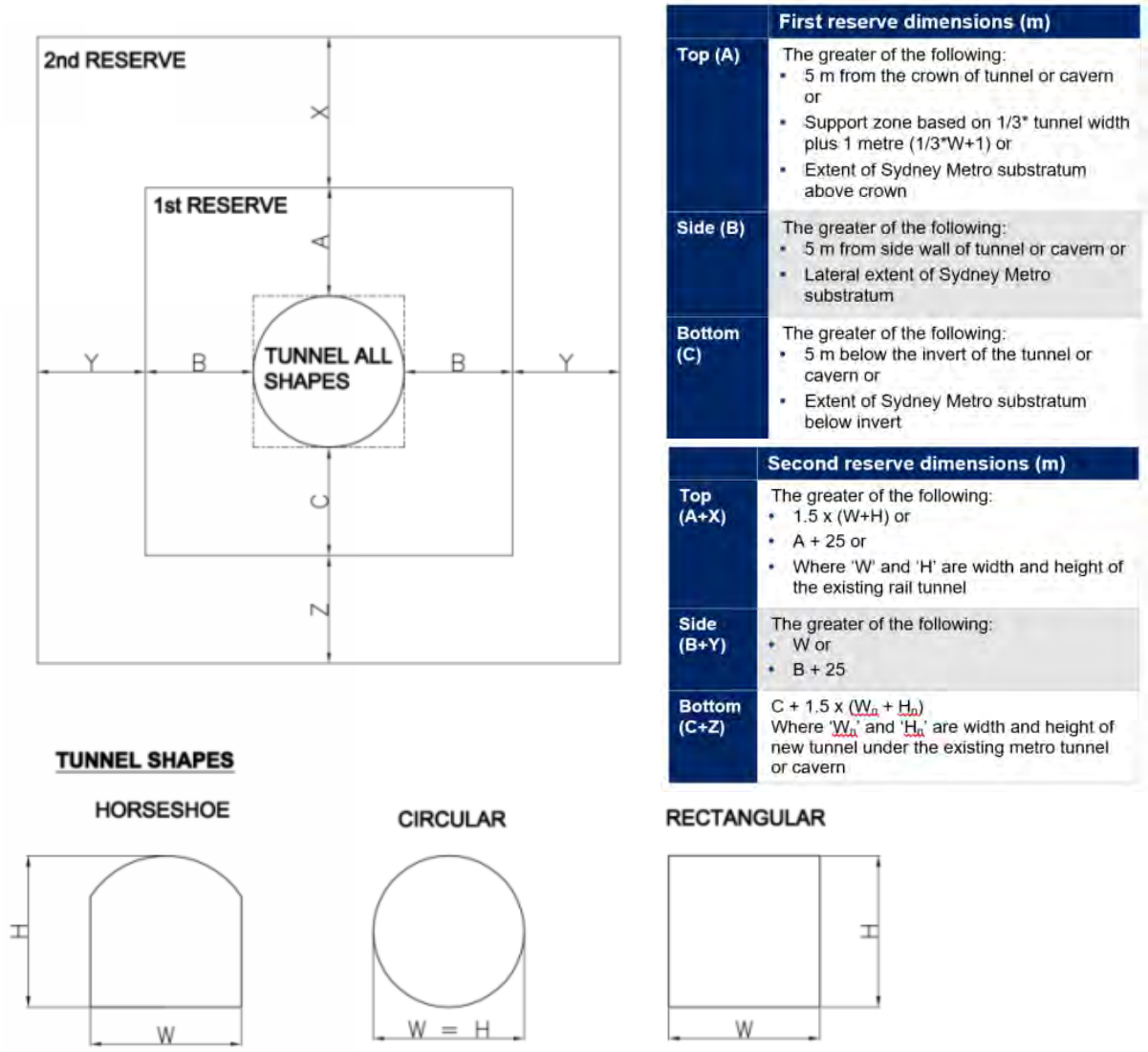
Appendix A includes descriptions of Sydney Metro infrastructure for each of the existing and future metro lines. These descriptions provide an overview of the metro alignments and general location of the underground elements for each section.

Protection reserves are defined in this document. Developers must establish the reserve zones based on the requirements provided within this document and ensure that the design and construction meet the stated requirements.

4.1 Protection reserves

Protection reserves are categorised as either the 'first reserve' or 'second reserve'. Figure 4.1 and Figure 4.2 represent the zones that form the first reserve and the second reserve around metro underground infrastructure. Section 4.2 outlines the formula for calculating the first reserve. Section 4.3 outlines the formula for calculating the second reserve.

The location of the substratum and Sydney Metro infrastructure is required to calculate the first and second reserves (refer to Section 6.1 on how to obtain this information).

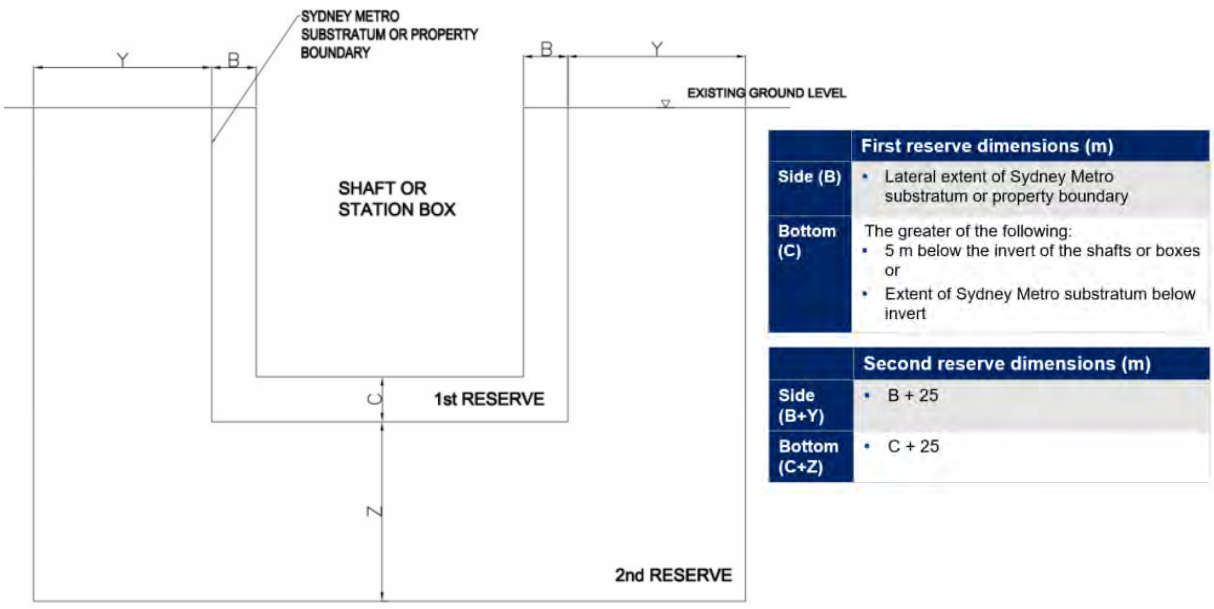


	First reserve dimensions (m)
Top (A)	The greater of the following: • 5 m from the crown of tunnel or cavern or • Support zone based on 1/3* tunnel width plus 1 metre (1/3*W+1) or • Extent of Sydney Metro substratum above crown
Side (B)	The greater of the following: • 5 m from side wall of tunnel or cavern or • Lateral extent of Sydney Metro substratum
Bottom (C)	The greater of the following: • 5 m below the invert of the tunnel or cavern or • Extent of Sydney Metro substratum below invert

	Second reserve dimensions (m)
Top (A+X)	The greater of the following: • 1.5 x (W+H) or • A + 25 or • Where 'W' and 'H' are width and height of the existing rail tunnel
Side (B+Y)	The greater of the following: • W or • B + 25
Bottom (C+Z)	C + 1.5 x (W_n + H_n) Where 'W_n' and 'H_n' are width and height of new tunnel under the existing metro tunnel or cavern

Note: all dimensions are taken from the excavated profile of tunnels and caverns

Figure 4.1 Protection reserves for metro tunnels and caverns



	First reserve dimensions (m)
Side (B)	• Lateral extent of Sydney Metro substratum or property boundary
Bottom (C)	The greater of the following: • 5 m below the invert of the shafts or boxes or • Extent of Sydney Metro substratum below invert

	Second reserve dimensions (m)
Side (B+Y)	• B + 25
Bottom (C+Z)	• C + 25

Figure 4.2 Protection reserves for shafts and station boxes

4.2 First reserve

The first reserve encompasses the ground that immediately surrounds the underground metro infrastructure. This zone represents the area that must not be encroached upon by any proposed development and its construction.

The limits of this zone are indicated in Figure 4.1 and Figure 4.2. These limits are determined based on an appreciation of general ground support principles and the substratum acquired for the Sydney Metro.

Table 4.1 Definition of first reserve for tunnels and caverns

Boundary (Dimension Reference as shown in Figure 4.1)	Reserve dimensions (m)
Top (A)	The greater of the following: • 5 m from the crown of tunnel or cavern or • Support zone based on 1/3* tunnel width plus 1 metre (1/3*W+1) or • Extent of Sydney Metro substratum above crown
Side (B)	The greater of the following: • 5 m from side wall of tunnel or cavern or • Lateral extent of Sydney Metro substratum
Bottom (C)	The greater of the following: • 5 m below the invert of the tunnel or cavern or • Extent of Sydney Metro substratum below invert

Note: References to the tunnel are to the outer edge of the tunnel lining. Refer to Appendix A on details of tunnel diameter.

Table 4.2 Definition of first reserve for shafts and station boxes

Boundary (Dimension Reference as shown in Figure 4.2)	Reserve dimensions (m)
Side (B)	• Lateral extent of Sydney Metro substratum or property boundary
Bottom (C)	The greater of the following: • 5 m below the invert of the shafts or boxes or • Extent of Sydney Metro substratum below invert

4.3 Second reserve

The second reserve zone surrounds the first reserve and covers the areas where proposed developments have the potential to adversely impact on the performance of the support elements of underground infrastructure, metro operations or the feasibility of planned metro infrastructure.

Any proposed developments that take place within the second reserve require an engineering assessment of the works to demonstrate that induced effects on the underground rail infrastructure are acceptable to Sydney Metro, in accordance with the performance requirements outlined in Section 9 of this document.

The limits that apply to the second reserve are summarised in Table 4.3 and Table 4.4 below.

Table 4.3 Definition of second reserve for tunnels and caverns

Boundary (Dimension Reference as shown in Figure 4.1)	Reserve dimensions (m)
Top (A+X)	The greater of the following: • 1.5 x (W+H) or • A + 25 or • Where 'W' and 'H' are width and height of the existing rail tunnel
Side (B+Y)	The greater of the following: • W or • B + 25
Bottom (C+Z)	C + 1.5 x (W_n + H_n) Where 'W_n' and 'H_n' are width and height of new tunnel under the existing metro tunnel or cavern

Note: References to the tunnel are to the outer edge of the tunnel lining. Refer to Appendix A on details of tunnel diameter.

Table 4.4 Definition of second reserve for shafts and boxes

Boundary (Dimension Reference as shown in Figure 4.2)	Reserve dimensions (m)
Side (B+Y)	• B + 25
Bottom (C+Z)	• C + 25

The following factors have been considered to establish the extent of the second reserve:

- potential stress and displacement influence zones associated with external developments that consider the expected zone of negligible ground stress changes due to construction
- extent of shear displacement of horizontal rock defect or bedding and joints during construction
- potential groundwater drawdown influence zone and
- vibration influence zone.

4.4 Construction restrictions placed on protection reserves

Table 4.5 provides the construction restrictions that are applied to each reserve zone as shown in Figure 4.1 and Figure 4.2.

Table 4.5 Construction restrictions

Types of construction	First reserve	Second reserve
Excavation for basements, footings	Not allowed	• Excavations less than 2.0 m depth from surface level, assessment not required. • Excavation greater than 2.0 m depth, assessment required.
Shallow footings or pile foundations	Not allowed	Allowed, subject to load restrictions. Assessment required.
Tunnels and underground excavations	Not allowed	Allowed, subject to assessment.
Ground anchors	Not allowed	Allowed, subject to assessment.
Demolition of existing subsurface structures	Not allowed	Allowed, subject to assessment.
Penetrative subsurface investigations e.g. boreholes, instrumentation	Allowed away from support zone. Assessment required.	Allowed, subject to assessment (refer to Section 7.1 for requirements)

5 Potential impacts from developments

5.1 General

The scope of this guideline includes proposed construction above, below or alongside the existing or future metro infrastructure, that is located within the protection reserves and construction that is located outside these protection reserves, but still has the potential to cause construction-induced groundwater drawdown and vibration that may affect underground metro infrastructure.

Proposed developments near metro infrastructure must be planned, designed, constructed and maintained to ensure the protection of existing and future metro infrastructure including effects on:

- the safety and structural integrity of the tunnels and associated infrastructure by development related loads, induced ground displacement or structural lining movement and
- the safe and effective operation of the network including the operational capacity, maintenance and the efficiency of the network during any stage of the proposed development.

Development related loads and ground displacements could have the potential to cause deformation of existing tunnels and other associated structures and, in extreme situations, could cause structural failure and collapse. The tunnel and cavern support elements and the surrounding ground need to be protected to avoid movement of structural lining which could cause structural instability, groundwater ingress and encroachment of support into rail functional areas, such as rolling stock kinematic envelopes.

The following sections discuss those aspects of developments where construction restrictions are placed within the second reserve and includes safety and environmental considerations.

5.2 Construction restrictions

The following key construction activities are permitted within the second reserve, but have the potential to affect metro infrastructure, as such restrictions may apply to construction activity within the second reserve:

- excavation for basements and shafts – above / beside or below
- shallow footing or pile foundation – above / beside or below
- tunnels and underground excavations – above / beside or below
- ground anchors – above / beside or below
- demolitions of existing structure – above or beside
- geotechnical investigations / instrumentation – above / beside or below.

Whilst these restrictions focus mainly on impacts to existing underground infrastructure, in many cases they may be equally applicable to future metro infrastructure. The intent of construction restrictions for future metro infrastructure is to ensure that the feasibility of future metro construction and operations is not adversely affected by new developments and their construction.

The construction of new developments must take into account:

- the construction constraints, particularly live road and rail operating conditions

- noise and vibration restrictions and track possession constraints that are inherent to working near to an operating rail environment and
- access requirements that may be necessary for inspection and maintenance purposes.

5.2.1 Open excavations

Open excavations can be above and/or to the side of underground metro infrastructure and could potentially:

- alter the in-situ stress regime in the ground that directly affects support elements of underground infrastructure and other sensitive infrastructure and
- reduce the structural support provided by the surrounding rock where the rockmass provides active support.

Temporary and permanent anchors can be used to support open excavations, underground excavations and provide uplift resistance for construction cranes and basements. High stress concentrations around ground anchors can affect the surrounding ground locally and potentially impact on the stability of the rockmass and existing underground structures.

A range of excavation methods are available to excavate ground for new developments. Activities such as rock breaking, pile driving and rock drilling/cutting works have the potential to impose temporary loads and excessive noise and vibration on metro infrastructure. Vibration can dislodge rock wedges on existing metro tunnels and caverns, as well as impose additional non-uniform load patterns on the support of metro tunnels and caverns.

Ground improvement works such as grouting and ground freezing can affect existing metro tunnel and cavern structures. Grouting can block water drainage paths and impose excessive hydrostatic loads on tunnel and cavern support. Specialised techniques such as ground freezing can cause volume increase that can impose loads on nearby tunnel and cavern support.

In addition, excavation activities will induce ground borne vibration with the potential to affect metro infrastructure.

5.2.2 Foundations

Additional pressures from shallow spread footings and piled foundations designed to support proposed developments could potentially increase the stresses in the permanent concrete structural linings of metro tunnels and caverns and the surrounding rockmass. The effects of the foundation loads must be considered, including opportunities to redistribute bearing pressures away from the protection reserves to minimise the impacts.

Of interest are the changes in stress distribution from foundations within the ground above or surrounding existing (or future metro) underground infrastructure, as a consequence of development construction. Issues of potential concern relate to increase in vertical or horizontal pressures beneath foundation elements, increases in shear stress along known existing bedding planes in the rockmass and uplift pressures below the invert of metro underground infrastructure.

Ground borne vibration from activities such as pile driving or bored piles installation and sheet pile installation must be considered.

5.2.3 Underground excavation

Underground excavations include the construction of adjacent rail and road tunnels (above, to the side and below), utility tunnels, cable conduits, drainage pipes, and pedestrian walkways and underpasses. Such underground excavations could potentially significantly alter the in-situ stress field in the surrounding ground resulting in stress concentrations, stress relief and displacements. These changes can significantly affect the existing metro tunnel and cavern support elements.

In cases where underground excavations are designed to be drained structures (that is, the structural lining and ground support of tunnel and caverns are built to support the ground but permit groundwater to flow into the excavation) consideration must be given to the groundwater drawdown that this will cause and the impacts that this will have on nearby metro infrastructure.

Ground borne vibration caused by tunnelling must also be considered.

5.2.4 Demolition

The demolition of any existing buildings or basements may affect existing metro underground infrastructure and cause disruption to metro operations. Where necessary, measures may be needed to protect metro assets during demolition works of existing buildings and structures.

5.2.5 Geotechnical investigations

Development activity requires geotechnical and subsurface investigations that can include drill holes, geophysical exploration, in-situ tests and permeability tests. During construction, instrumentation holes such as inclinometers, piezometers and extensometers can be drilled to measure the ground reaction and the impacts.

Importantly, the drilling of boreholes and installation of instrumentation must be planned to avoid existing metro infrastructure and avoid disruption to metro operations.

5.3 Safety

Developments near underground metro infrastructure must address the following aspects of safety in respect of the metro and its operation at any stage of the life cycle of that development:

- structural safety
- operational safety
- fire safety
- inspection and maintenance and
- floor protection.

Consideration must be given to maintenance and to future users of the development. Importantly, new development must not obstruct emergency access to metro infrastructure and any maintenance access requirements.

Approvals from Sydney Metro are required to enter into the metro assets for dilapidation survey, installation of instruments, monitoring and visual inspections. Persons carrying out these activities must be accompanied by safety personnel from Sydney Metro or from Sydney Metro approved organisations when entering metro tunnels.

5.4 Protection of environment

The developer must take into account the environmental impacts that can affect the metro with a view to minimising any effects during the whole life cycle of development. Typical considerations for developments in the urban environment are as follows:

- stormwater management
- noise and vibration
- air quality, particularly dust
- traffic impacts
- visual impact and amenity
- ability and ease to maintain and 'retro-fit' improvements over time
- disposal and re-use at life cycle end
- ecological impact due to draw-down
- groundwater contamination and
- construction materials to be as low toxicity as possible.

5.5 Transport planning, place making and precinct activation

Sydney Metro is committed to ensuring that its rail corridors and infrastructure provide opportunities for development, place making and integration with the local precincts.

Sydney Metro manages metro operations to deliver integrated, reliable, customer-focused and efficient services, for the current and future metro network, precincts and corridors. It is focussed on developing an integrated metro network with connected and thriving precincts, achieving urban amenity, commercial viability and supporting corridor growth.

Better Placed [1]and Movement and Place [2]are the leading state government design policies for design and place principles for consideration.

[1] https://www.governmentarchitect.nsw.gov.au/policies/better-placed

[2] https://www.governmentarchitect.nsw.gov.au/guidance/movement-and-place

6 Development applications and construction

Proposed development may trigger the requirement for referral for comment or concurrence from Sydney Metro. An urban planner will be able to advise when legislation is triggered to require comments or concurrence. TfNSW has delegated its rail authority functions in relation to the Sydney Metro corridors to Sydney Metro. Different documentation is required at different stages to enable Sydney Metro to confirm the potential impact on Sydney Metro corridors.

Documentation must be provided as part of the development application package lodged with the consent authority to demonstrate that induced effects will be acceptable to Sydney Metro infrastructure. Sydney Metro may also request documentation and supporting information at the design, construction and operation stages of the proposed development.

Staged developments must include appropriate levels of technical and design requirements to be lodged with the initial development application, along with documentation that defines how the phased construction period will be managed, including a design change process for concurrence of potential future design changes.

6.1 Pre-development application

This guideline document provides information on what needs to be considered for proposed developments in the vicinity of the Sydney Metro rail corridor and ideally should be distributed to the development team. Appendix B provides a check list of the documents required to be included in the lodgement package. The latest version of this guideline document can be downloaded from Sydney Metro's website[3].

The following can be carried out or made reference to in order to determine corridor protection zones and the location of the Sydney Metro infrastructure and substratum (if relevant):

- Request the location of the Sydney Metro infrastructure for the proposed development site (refer to Section 11 for Sydney Metro contact details).
- Stratum information (where available) can be obtained through:
    - The owners who were notified of the location of the stratum as part of the acquisition process and
    - The survey plans of acquisition registered with Land Registry Services, NSW (a registered surveyor should be able to assist with this) and
    - Dial Before You Dig Service

It is recommended that experienced and qualified specialists be engaged early as part of your development team.

The information provided in this guideline should enable developers to lodge the required documentation with their development application without the need for a meeting with Sydney Metro. However, it is understood that in some situations where the development is located directly over Sydney Metro infrastructure that developers may want to have a meeting to discuss their preliminary design. In this situation a request should be sent to Sydney Metro for a meeting (refer to Section 11 for Sydney

[3] www.sydneymetro.info

Metro contact details). Sydney Metro may recover costs associated with meeting with the developer.

The following documents should be provided prior to the meeting for comment and discussion during the meeting:

- location of site layout
- existing easements/stratum on land and for the metro underground infrastructure
- architectural layout showing the general arrangement of the development
- plans and drawings of existing metro infrastructure obtained from Sydney Metro that show protection reserve boundaries based on this guideline document
- section view and plan view of the proposed development (including the reduced level of basements) and protection reserves and
- site investigation plans (if they involve drilling within the protection reserves).

6.2 Development application lodgement

Where legislation requires referral or concurrence in relation to Sydney Metro rail corridors for proposed developments the developer must submit the following documents as part of their development application package:

- a detailed survey plan prepared by a NSW registered surveyor, which accurately defines the boundaries between the development, the rail corridor (including first and second reserve), rail infrastructure and any Sydney Metro easements (including right of ways) or stratums, covenants and caveats.
- cross section drawings showing the rail corridor (including first and second reserve), and proposed basement and/or foundation excavation. All measurements contained within the cross-section drawings must be verified by a registered surveyor.
- geotechnical investigation report with details in accordance with Section 7.1 of this guideline document
- impact assessment report with details in accordance with Section 7.2 of this guideline document
- risk assessment report in accordance with Section 7.3 of this guideline document
- instrumentation and monitoring plan with details in accordance with Section 10 of this guideline document and
- noise, vibration and electrolysis studies and control measures if available, in accordance with Section 7 of this guideline document, otherwise this will be required prior to construction certificate.

6.2.1 Concept development application lodgement

Concept development applications set out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications. Sydney Metro will consider the likely impact of the concept proposals (and any first stage of development included in the application).

Where legislation requires referral or concurrence in relation to Sydney Metro rail corridors for proposed developments the developer must lodge the following documents as part of their concept development application package:

- geotechnical desktop study and concept foundation design that meet the standards and requirements of Sydney Metro
- a detailed survey plan prepared by a NSW registered surveyor, which accurately defines the boundaries between the development, the rail corridor (including first and second reserve), rail infrastructure and any Sydney Metro easements (including right of ways) or stratums, covenants and caveats and
- cross-section drawings showing the rail corridor (including first and second reserve), proposed basements, locations of lifts and recommended type of foundation adjacent to the rail corridor; all measurements contained within the cross section drawings must be verified by a registered surveyor.

Subsequent detailed development applications will need to be consistent with this guideline document and will be reviewed by Sydney Metro when they are referred to Sydney Metro.

6.3 Post development application approval

Based on the information provided to support the development application Sydney Metro may require the developer to provide the following information and documentation at the following stages of project development as conditions of consent.

6.3.1 Prior to construction

The following documents may need to be submitted prior to construction commencement:

- detailed ground and vibration monitoring plan including trigger levels, action plans and remedial measures, details of the instrumentation and baseline monitoring readings (refer to Section 10)
- construction schedule, construction management plan including sequence plan identifying impacts
- construction layout of equipment relative to metro infrastructure
- final detailed Safe Work Method Statements (refer to Section 8)
- temporary safety plans and measures
- temporary works plan, temporary access, vehicle, plant and equipment such as cranes (including mobile cranes) and stockpiling
- noise, vibration and electrolysis studies and control measures
- a rail related risk assessment and management plan
- list of machinery to be used during excavation/construction
- groundwater control plans, environmental aspects including contamination
- design loadings and certified drawings for construction related works that affect metro infrastructure
- agreed interface activities plan with Sydney Metro and
- condition and dilapidation survey reports of all metro infrastructure affected by the development (refer to Section 8.2).

6.3.2 During construction

The following documentation may need to be submitted to Sydney Metro at agreed intervals by the developer, during the development construction phase:

- monitoring report at agreed intervals, which includes monitoring results and assessment by the geotechnical or structural consultant
- notification of work progress at agreed intervals, which is applicable during excavations, foundations and support installations, superstructure construction up to the ground level
- interim dilapidation survey reports as appropriate
- any changes to the design and construction methods for approval by Sydney Metro and
- rock face mapping, inspection and assessment reports.

6.3.3 After construction completion and prior to issue of occupation certificate

Sydney Metro may request the following documentation from the developer, after completion of the construction:

- one set of as-built structural and foundation plans signed by a qualified person
- one set of as-built drawings for ground anchors and other support details near the affected metro infrastructure
- monitoring summary report
- copy of the geotechnical mapping report carried out during excavation works
- dilapidation survey report conducted after construction completion (refer to Section 8.2)
- structural safety report
- operational safety report and
- current mitigation verification report, including maintenance base line measurements referenced to measured locations (refer to Section 9.4).

7 Engineering investigations and assessments

The developer must prepare the following documentation in support of their development application during the course of the development process:

- geotechnical investigation report
- engineering impact assessment report
- risk assessment report
- dilapidation survey report
- drainage report
- noise and vibration report
- electrolysis report and
- a summary report that presents the main conclusion and results from the above reports.

This section of this guideline document provides an explanation of the information that needs to be included in these reports to enable Sydney Metro to ascertain the relative impact of the development on existing and future Sydney Metro underground infrastructure. In terms of the engineering investigations and assessments undertaken for future metro infrastructure, the intent of these is to ensure the feasibility of future metro construction is not adversely affected by new developments and their construction.

The main aim of these assessments and investigations is to demonstrate that there will be no adverse effects arising from the proposed development within the defined protection reserves. The acceptability of the effects predicted (as determined through investigation and assessment) must be viewed against the performance requirements described in Section 9 of this guideline document, as well as compliance with relevant standards and codes.

The secondary aim is to provide confidence that any proposed development is ‘fit for purpose’. This is to ensure that the development owner and tenants do not have unrealistic expectations in regards to the impacts of noise and vibration that they may be exposed to as a result of Sydney Metro operations and maintenance.

The developer should approach Sydney Metro for information that defines the extent of existing and future metro infrastructure in order to undertake these investigations and assessments.

7.1 Geotechnical investigation

The developer must carry out detailed geotechnical investigations of the soil or rock strata above, alongside and below existing and future Sydney Metro underground infrastructure, as appropriate, to establish the existing ground conditions within the area affected by the proposed development. Geotechnical investigations must be undertaken by suitably qualified and experienced consultant. The results of the investigation must be presented in a geotechnical investigation report.

The intent of these geotechnical investigations must be as follows:

- Provide information that enables a geological model to be developed. Based on this model, sections must be prepared that illustrate the ground conditions in and around the interface of the proposed development with the Sydney Metro underground infrastructure of concern.

- Establish any likely in-situ stress conditions within the soils and underlying rockmass surrounding the interface.
- Describe any potential presence of critical geological features such as bedding planes, joints and dykes.
- Present an interpretation of relevant rock and soil properties based on the results and any in-situ and laboratory testing that has been undertaken. If no in-situ or laboratory testing has been carried out, industry established rock and soil properties can be adopted with supporting justification.
- Provide an interpretation of the existing groundwater regime within and surrounding the interface.
- Identify and describe the presence of any human-made features within the development site.

The scope of the geotechnical investigation undertaken to support the development application may comprise the following:

- drilled boreholes
- in-situ testing
- geological mapping and
- geophysical exploration.

Whilst the installation of instrumentation and the drilling of investigation boreholes is permissible within the first and second reserve of the rail corridor, they should be located and orientated to avoid the supporting systems of existing metro underground infrastructure. This will require a detailed study of existing arrangements to demonstrate that risk to the underground infrastructure is appropriately managed for acceptance by Sydney Metro prior to the drilling of boreholes.

If boreholes 2m or deeper are to be drilled within the first or second protection reserves Sydney Metro is to confirm no objection to boreholes prior to drilling. The following information is to be provided to Sydney Metro:

- Proposed borehole location plan and cross sections, verified by a registered surveyor, showing:
- the distances from the boreholes to the tunnel reserve boundaries (first and second reserves)
- the distances from the sub-stratum boundary and
- borehole details (e,g. diameter and depth).
- A copy of the Safe Work Method Statement for the proposed works including a requirement to notify Sydney Metro if the driller encounters any indications that Sydney Metro underground infrastructure may has been encountered (e.g. sudden increase or decrease in ground resistance to drilling, interception of voids, sudden loss of water within boreholes) then Sydney Metro is to be immediately contacted on one of the Sydney Metro project enquiry numbers:
- Sydney Metro – City & Southwest – 1800 171 386
- Metro North West Line – (02) 9854 4805
- Sydney Metro – West – 1800 612 173
- Sydney Metro – Western Sydney Airport – 1800 717 703.
- Any other requirements consistent with Section 7.1 of these guidelines.

Please allow two weeks for confirmation of no objection to boreholes from Sydney Metro. All boreholes must be carefully grouted to their full depth with a bentonite and cement grout mixture upon completion.

As a minimum the geotechnical investigation report will need to present the following information:

- borehole location plan, borehole logs, test results, geological mapping, photographic documentation and other relevant information
- description of the soil profile of the area
- critical geological features such as bedding planes, joints and dykes
- other relevant data from geotechnical investigation
- rock and soil properties, laboratory and in-situ test results
- existing in-situ stress states in soils and rocks
- groundwater levels
- detailed geotechnical model for the analysis including geotechnical design parameters
- comments on foundation design, methods of shoring and excavation and
- a copy of all plans, geotechnical data, operations and maintenance records with any qualifications and limitations provided by Sydney Metro to the developer.

7.2 Engineering impact assessment

The developer must carry out an engineering analysis and impact assessment to demonstrate that the effects of the proposed development on tunnels and underground facilities will not cause unacceptable adverse impacts on future or existing Sydney Metro infrastructure. The engineering assessment must be carried out by Competent Persons with appropriate qualifications and experience in tunnel design and analysis. In some cases, Sydney Metro may request the developer to arrange independent verification of the engineering analysis and impact assessment based on the project complexity and the potential effects on metro infrastructure.

The results of the analysis and assessment must be presented in an engineering report. The engineering assessment report must be prepared and endorsed by a Competent Person and submitted to Sydney Metro.

The engineering analysis and impact assessment must take into account any other adjacent development activities planned for the future or that are taking place at the time of analysis. This information can be obtained from Sydney Metro.

Depending on the complexity of the development, a two-dimensional or three-dimensional numerical modelling (finite element [FE] or finite difference [FD]) may be required to demonstrate that induced effects on the rail infrastructure will be acceptable to Sydney Metro through predicting the effects on the underground construction at different stages of construction and the eventual or current operation of the metro. The modelling must also consider the effects of associated temporary works, such as construction loading (e.g. demolition, tower cranes and material stockpiling).

If undertaken, numerical modelling must fulfil the following requirements:

- be based on a realistic geological model derived from the subsurface information gathered through the geotechnical investigation and

- must incorporate critical geological features that may be present, such as bedding planes, weak layers, joints and other discontinuities.

If necessary, the results from this numerical modelling may need to be validated during construction by comparison with the results from the field monitoring of installed instrumentation.

As a minimum the impact assessment report must include the following:

- Details of the scope of the development.
- Verified survey plans by a NSW registered surveyor that show the location of the proposed development in relation to the metro easements, protection reserves and the planned or existing metro alignment including track centre lines and details of the underground structures.
- The metro underground infrastructure must be shown in plan and various sections with the inclusion of the protection reserves as defined in this guideline document to clearly illustrate the comparative position of the development in relation to the existing or planned metro infrastructure. They must also extend to the expected physical zone of influence, which is the extent to which the development is expected to affect the surrounding ground.
- Detailed drawings depicting structural layout, foundation layout, foundation loads, drainage plans, temporary works such as dewatering, shoring and anchoring and permanent works of the proposed development.
- Structural drawings that show the designs for shoring, as recommended by the geotechnical consultant engaged by the developer.
- Predicted displacements of existing or planned metro underground infrastructure (if constructed prior to the proposed development) due to proposed development at various stages, namely pre-construction (including demolition), excavation, development construction and post-construction.
- Predicted displacements, stresses and structural actions as imposed on the structural support of metro infrastructure structure at various stages of construction, namely pre-construction (including demolition), excavation, development construction and post-construction. In most cases this support will be in the form of watertight structural concrete linings.
- Structural assessments of these predicted effects on existing and planned metro infrastructure (if constructed prior to the proposed development). This must include as appropriate the structural integrity of underground support (such as structural linings), track beds, existing drainage structures, waterproofing measures and structural clearances.
- Appropriate sensitivity analysis to ensure that the predictions are not adversely affected by reasonable variations in input parameters and different conditions that can occur during all stages of development construction.
- Assessment of the effects of construction techniques and methodology on the underground metro infrastructure.
- Provide discussion on any design assumptions, qualifications or limitations that have been applied. This discussion must indicate how these have been considered as part of the sensitivity analysis and then integrated as identified risks as part of the risk assessment (as discussed below).
- Recommendations regarding any planned preventive or remedial action that may be required to limit development induced impacts on metro infrastructure.
- Noise and vibration assessment report (refer Section 8.6).

- Stray currents report, including a risk assessment (refer to Section 9.4).
- Certification that the proposed development will not induce unacceptable adverse effects on metro infrastructure.

7.3 Risk assessment

Developers have a legal duty to eliminate risks to ensure safe rail operations so far as is reasonably practicable (SFAIRP). As such developers must identify all reasonably foreseeable safety risks and hazards to the metro or its operations and eliminate these risks where reasonably practicable and where it does not minimise each risk SFAIRP.

The identified risks and their SFAIRP demonstration must be documented in a manner that can be provided as assurance evidence to Sydney Metro. TS 20001 System Safety for New or Altered Assets describes the assurance for changes impacting rail or transport assets. Reference should also be made to T HR CI 12075 ST when preparing the risk assessment.

A rail related risk assessment report must be prepared and submitted for consideration and approval by Sydney Metro in accordance with the safety management system for Sydney Metro and address/include the following:

- safety in design that covers and the whole of asset life cycle, including all stages of construction
- identify all hazards and risks to the development and metro facilities including metro support elements and other infrastructure
- present the risk identification process that has been adopted which considers the entire asset life cycle of the metro infrastructure
- apply and present a risk ranking in accordance with the Sydney Metro safety management system
- confirm that all risks can and will be managed so far as is reasonably practicable (SFAIRP) and
- present the controls that are needed to manage risks from the proposed development to metro infrastructure; these may include early warning criteria for monitoring. The risk of the proposal to Sydney Metro infrastructure will be reflected in the amount of public liability insurance required as a condition of consent.

7.4 Dilapidation survey

As part of an engineering assessment, dilapidation surveys of existing metro infrastructure may be requested by Sydney Metro to be submitted as part of the development application prior to the issue of a construction certificate. If required by Sydney Metro, the developer must arrange, with Sydney Metro, for a dilapidation survey to be undertaken of metro infrastructure in proximity to the development. The existing condition of the metro infrastructure must be established and agreed and considered as part of the risk assessment.

7.5 Drainage report

Where relevant Sydney Metro may request that a drainage report is prepared that details the proposed means of drainage that will be adopted to manage the collection of water, including groundwater, within basement levels of the proposed development.

7.6 Noise and vibration assessment

The developer must submit a noise and vibration impact assessment report prepared by a qualified person as part of the development application or prior to a construction certificate. The noise and vibration impact assessment report must:

- demonstrate that the development is designed, and will be constructed and maintained to avoid damage or other interference which may occur as a result of airborne and ground borne noise and vibration effects that may emanate from the rail corridor during rail construction and from the railway operations and
- determine the effects of any noise or vibration impacts on the metro infrastructure and its operations arising from the proposed development during demolition, excavation and construction (including any machinery causing heavy vibration levels) and its operation after completion and
- Assess any cumulative impacts with Sydney Metro operations, or any adverse impact to a soundscape that Sydney Metro has specifically designed for (ie. Station promenades and concourses).

Refer to Section 9.3 for further details regarding performance criteria to be considered.

Vibration impacts should be considered in the monitoring plan referred to in Section 10.

7.7 Electrolysis assessment

The developer must submit an electrolysis report as part of the development application or prior to a construction certificate, prepared by a suitably qualified consultant, to assess the requirements for electrolysis effects on the development infrastructure from metro operation and to address whether preventative measures are required.

7.8 Summary report

A summary report should be provided to demonstrate that the proposed works will not have adverse impacts on Sydney Metro infrastructure and include the supporting results from the reports described above.

7.9 Independent verification

Depending on the details of the proposed development and the proximity of planned or future metro infrastructure, Sydney Metro may request that independent verification of the engineering analysis and impact assessment be carried out. If required, this independent verification must be arranged by the developer.

The independent verification must be carried out by a Competent Person from an organisation that is independent of the organisation that prepared the engineering analysis. The independent verification organisation will be subject to the approval of Sydney Metro.

The independent verification must include detailed engineering proof checking of all aspects of the engineering analysis and impact assessment including any proposed temporary works.

The independent verification organisation must prepare a report that describes its verification activities and includes certification that the proposed development will produce no unacceptable adverse effects on existing metro infrastructure. The

independent assessment report must be submitted to Sydney Metro with the engineering assessment report.

8 Construction requirements

8.1 General

All metro property must be fully protected during construction of the development and all site work (including clearances to metro tracks and protection reserves) must comply with the requirements outlined in this guideline document, as well as other relevant TfNSW standards relating to air space developments, external developments and tunnels, and safe working requirements.

All construction carried out on metro property must comply with the requirement of the relevant authorities and legislation including workplace health and safety (WHS) requirements and environmental requirements.

8.2 Dilapidation survey

If required by Sydney Metro before construction of the development can commence and an occupation certificate can be issued, a joint inspection of the existing metro near the proposed development may be requested by Sydney Metro. If requested the survey must be carried out by representatives of the developer and Sydney Metro. The existing condition of the metro infrastructure must be agreed and recorded. Additional joint inspections may be required during construction.

The extent of metro infrastructure that must be surveyed will be determined by Sydney Metro.

Detailed dilapidation reports must be submitted to Sydney Metro describing conditions before commencement of the works and after completion of the works.

The dilapidation report must include the following as a minimum:

- details of existing visible defects
- dimensions of existing visible cracks
- photos of visible defects with labels that indicate their locations and
- signs of wetness, staining and seepage from existing visible defects.

This inspection must establish the extent of any existing exposed visible cracks, such as those observed on the surface of concrete linings which support metro tunnels and caverns. These visible cracks must be suitably marked and identified to enable any deterioration to be monitored.

8.3 Risk assessments

Prior to commencing any works, risk assessment reports issued in support of development applications must be updated based on the detailed design at construction. The updated risk assessment report must consider any modifications to the design and the impact these may have on identified risks.

Safe Work Method Statements (SWMS)s must also be prepared that include, as a minimum, the following:

- detailed work methods including the incorporation of the controls as stated in the risk assessment plan and
- an emergency response plan.

The developer must submit the SWMS and updated risk assessment report to Sydney Metro for approval.

8.4 Demolition works and construction impacts

The demolition of any existing buildings or basements must be planned in such a way that no adverse risk is imposed on existing metro underground infrastructure. The developer is required to take every possible action to minimise imposed risks and is required to meet the costs of any protection of the metro infrastructure and any incurred disruption to metro rail operations.

The impact of any proposed underground demolition work (including de-stressing, unloading and resulting ground vibrations) must be assessed to ensure that there are no adverse effects on metro infrastructure. If large-scale demolition works are involved, then the developer is required to install a vibration monitoring system to monitor vibration levels near adjacent metro infrastructure.

Hydraulic rock breakers must not be used within five metres of any existing metro infrastructure without Sydney Metro approval.

The developer is required to arrange a structural investigation by appropriately qualified person to address the impacts.

Refer to T HR CI 12075 ST for further details.

8.5 Excavation works

The developer must submit the following for Sydney Metro's approval prior to commencing excavation for the development:

- an engineering assessment report which through the use of numerical modelling techniques (if required) demonstrates that the excavation will not cause any adverse effect on the underground metro infrastructure
- design reports that detail the shoring system that support excavations must be provided to Sydney Metro prior to construction and must include evidence of independent verification certification
- a detailed monitoring plan for ground deformation, tunnel convergence, stress, crack width monitoring, vibration monitoring and reporting protocol for each party
- risk assessment and contingency plans and
- detailed work method statements which include hold points at various stages of excavation and are linked to the acceptance of monitoring results.

The following requirements apply to excavation and piling works at construction:

- the position of underground metro infrastructure (outer walls) and protection reserves must be marked clearly on the ground for easy identification
- all piling contractors must be made aware of the existing underground metro infrastructure adjacent to construction site
- Sydney Metro must be informed of the progress of piling and excavation works on a regular basis and
- the results of field monitoring undertaken during excavation or piling works must be assessed by a suitably qualified person and reported to Sydney Metro at an agreed frequency.

Depending on the requirement identified in the Impact Assessment Report, Sydney Metro will require the presence of a Competent Person during excavation to carry out visual verifications of substrata, geological mapping and an assessment of monitoring results.

The developer must submit the monitoring results together with the geotechnical consultant's assessment to Sydney Metro at agreed frequencies and stages of construction. A Sydney Metro nominated observer may be involved with the monitoring.

Monitoring must continue until construction of the building structure or superstructure is complete. With prior agreement with Sydney Metro, monitoring frequencies may be decreased when the basement construction is completed. Monitoring must continue after the completion of the construction activities, until no changes occur in three consecutive monitoring cycles. Sydney Metro must be informed before termination of the monitoring activities.

8.6 Noise and vibration

The effects of noise and vibration on existing metro infrastructure and on the proposed development must be considered as part of the design and construction of proposed developments.

The construction of the proposed development must be carried out such that the effects of noise and vibration on nearby metro structures and facilities are minimised.

During development construction vibration monitoring may be required of the underground metro support, such as concrete linings. Refer to section 9.3 for information regarding vibration Alert and Alarm levels.

If the vibration levels exceed tolerable limits, then the developer must modify the construction methodology in such a way that the vibration limits are satisfied.

8.7 Contaminants and hazardous materials

The storage of potential contaminants and hazardous materials within the protection reserves will be subject to Sydney Metro approval. A risk assessment and appropriate safety precautions must be provided for storage of potential contaminants within any of the protection reserves, where there is potential for the contaminants to migrate to or come in contact with the metro underground infrastructure. This assessment must address the potential impact on the durability of concrete, grout, resin, steel, waterproofing gaskets and membranes and any other material forming the permanent works of the metro underground infrastructure.

The storage of potential contaminants and hazardous materials may be permitted if the results from the risk assessment demonstrate that the risk to the metro underground infrastructure can be appropriately managed.

9 Performance requirements

The design and construction of the development must be carried out with full recognition of the potential effects that could be imposed on the performance of the existing metro or the feasibility of the future metro. As an overarching principle the development must not affect the stability and integrity of the metro infrastructure and its safe operation. Broadly, the developer must ensure that the development and its construction do not adversely affect the performance of metro infrastructure in respect of the following:

- amenity
- aesthetics
- structural integrity
- durability
- function
- user/customer benefits
- safety during construction and operation and
- environmental performance.

It should be noted that throughout the developer's activities, the developer must monitor the actual effects of construction against design predictions and in accordance with the project-specific construction phase monitoring requirements.

Aspects of the development and its construction which could potentially adversely affect the metro infrastructure include the following:

- loading or unloading from the development
- ground deformation resulting from excavations and external loading
- induced vibrations during construction and operation
- ground borne noise impacts
- electrolysis from earth leakage currents
- discharge of stormwater from the development
- changes to groundwater levels affecting design assumptions
- loss of support to any underground metro facility (including rockbolts and anchors)
- temporary structures and
- load from anchors.

This section details the design and performance requirements that must be adhered to by the developer in order to address these issues. Reference should also be made to documents listed in Section 3 of this guideline.

9.1 Structural integrity

Development induced load and displacements must not have any short or long term adverse effects on the support structure or support system of metro infrastructure.

The construction of development structures over and/or adjacent to metro underground structures must be suitably designed to take into account the presence

of the existing metro infrastructure and future construction of metro infrastructure. Construction work methods must be developed as part of the design process.

The effects on metro support elements and other metro infrastructure at any stage of the whole life cycle of the development must be assessed to ensure that the works must remain compliant with relevant standards. These structural elements include, but not limited to:

- concrete (precast, in-situ or sprayed) linings
- load bearing columns, walls, slabs and roof beams
- rock pillar supports
- permanent rock anchors (or bolts)
- track slabs
- drainage structure
- shafts and
- underground stations.

Of particular interest is the possibility of increases in structural actions, such as axial loading and flexural bending, to support elements and structural linings of metro underground infrastructure, as a consequence of development loading.

9.1.1 Imposed loading

Any temporary or permanent works adjacent to the metro could be subject to the influence of train loading and as such they will need to be assessed in accordance with AS 5100 for live load surcharge. Parts of the development that could be affected must be designed to comply with T HR CI 12070 ST Miscellaneous Structures, T HR CI 12075 ST Airspace Developments and T HR CI 12080 ST External Developments.

Permanent works adjacent to metro infrastructure must take into account the design actions resulting from any proposed future metro construction. Sydney Metro should be contacted to confirm the location of planned future metro infrastructure.

9.1.2 Induced movement

Displacement of metro infrastructure as induced by the development must not affect the operational functionality and durability of the metro infrastructure. Also, the developer must consider the possibility that future metro construction may induce movement on the development.

The following displacement limits apply (refer to Appendix A for infrastructure details):

- For metro cast in-situ cavern and tunnel concrete linings, the allowable total movement in any direction is 10 mm and differential movement in any plane is 10 mm or 1:2000, whichever is less.
- For metro running tunnels that are supported by a precast concrete segmental lining, the allowable total movement in any direction is 10 mm and differential movement in any plane is 10 mm or 1:2000 whichever is less. The main purpose of these limits is to ensure that the watertightness of the lining through joints is not compromised as consequence of gasket decompression and/or damage.
- Shear movement across rock bedding as induced by the development activities must not exceed 10 mm where permanent rock bolts, installed as part of the metro infrastructure support system, intersect these bedding planes.

Any development activity, whether beneath or adjacent to contained metro tracks, that has the potential to cause track displacement must comply with the requirements of SPC 207 Track Monitoring Requirements for Undertrack Excavation. The track must be monitored and managed in accordance with the requirements stated in SPC 207 for monitoring, notification and intervention levels and emergency procedures.

9.1.3 Induced cracking

The extent of dilapidation surveys undertaken (and described previously in this guideline document) of metro infrastructure must be determined based on predictions of deformation and the load influence zone imposed by the proposed development. The survey must establish the extent of any existing visible cracks, where the extent of the cracks refers to their apparent length and apparent width. Where present these cracks must be suitably marked and identified to enable any deterioration during and after the construction to be monitored.

The following technical criteria must be met regarding visible cracking, including the presence of pre-existing visible cracks on the face of metro concrete structures:

- No new visible cracking of metro concrete structures is allowed to be induced by the development and its construction. Compliance with this requirement must be confirmed by performing impact assessments during the design stage.
- Any existing visible cracks must not increase by more than 0.2 mm in width or increase in length by more than 300 mm in total over the stages of development construction.
- The configuration of visible cracks must not result in concrete spalling or affect the safe operation of the metro system.
- In the event that water seepage is observed (previously absent) through the visible cracks during development construction then Sydney Metro will, on behalf of the developer, seal the visible cracks by grouting the visible cracks until this seepage ceases.
- Engineering analysis and assessment undertaken for the development (as discussed within this guideline document) must take into account the presence of existing visible cracks of metro infrastructure.

The monitoring of existing visible cracks and critical structural elements during construction must form part of the overall monitoring plan.

9.2 Excavation and groundwater

Excavation for the development and all associated retaining works (along with other ground disturbance works associated with the proposed development) must not affect the safety and operational integrity of the metro or cause the destabilisation of metro infrastructure. The methods of excavation employed are of particular relevance in this regard, especially where methods employ chiselling, percussive pile driving or similar methods. Importantly, explosives must not be used for the splitting and removal of rock and excavation.

Typical issues associated with excavation works include slippage, slumping, creation of fissures or cracks, rock or earth falls, exacerbated ground movements, water inflows, cracking of supporting structural elements and in extreme cases structural failure. Excavation works must be undertaken in a manner that minimises the risk of such occurrences.

Sections of temporary shoring installed to support excavations for the development must have a minimum service life of 3 years, if their stability has the potential to affect

metro infrastructure. Shoring systems must be designed by a competent person and independently verified by a qualified person as approved by Sydney Metro unless Sydney Metro advises otherwise in writing. Allowance should be provided for minimum unplanned excavation in accordance with CIRIA C760 Guidance on Embedded Retaining Wall Design, 2017.

Ground anchors are not allowed within the first reserve zone. Any ground anchors within the second reserve must be assessed for their effect on metro underground infrastructure. Anchors must not be tested to the extent that the testing loads applied could cause collapse or failure, or both, in the surrounding soil and rock structure.

Assessment of metro infrastructure from development excavation must also consider the loading that cranes (including their foundation anchorage) will impose within the excavation on metro infrastructure.

Construction near metro underground infrastructure can also impact the local groundwater regime. These impacts have the potential to cause adverse loading of the infrastructure, not contemplated and thus designed for over the design life of the metro. Critically, watertightness and waterproofing must not be adversely affected or damaged.

The developer must carry out an engineering assessment of the impact of any changes to the groundwater regime that the development could cause. Issues of concern that have the potential to impact on metro infrastructure include the following:

- The development and its construction that could create a water barrier that dams groundwater flow above the metro underground infrastructure.
- Any groundwater ingress into excavations associated with the development that could cause dewatering of the local water table. Importantly, dewatering must not commence without prior approval from Sydney Metro.

Consequently, the engineering assessment must address any temporary dewatering (at any stage of the development) to demonstrate that effects on underground metro infrastructure are acceptable.

9.3 Noise and vibration

The noise from construction and rail operation must be considered against statutory and project noise vibration limit requirements. Sydney Metro does not accept liability for the generation of noise and vibration from normal railway operations (including track maintenance), or for its transmission into developments above or adjacent to rail tunnels.

When designing developments above or adjacent to rail tunnels (existing or planned), consideration must be given to operational and construction vibration; as well as ground or structure borne noise emissions in accordance with Developments Near Rail Corridor and Busy Roads – Interim Guideline, Department of Planning, NSW Government 2008 and T HR CI 12051 ST Developments Near Rail Tunnels.

Consideration should be given to whether Clause 87 of the Infrastructure SEPP is triggered for impacts of rail noise or vibration on non-rail development. If triggered measures should be outlined to ensure consistency with the requirements.

9.3.1 Considerations during development construction

In planning development construction, the following requirements apply for vibration impacts on structures and assets.

Structural damage (buildings)

Sydney Metro refers to Australian Standard AS2187: Part2-2006 'Explosives – Storage and Use – Part 2: Use of Explosives', which recommends the frequency dependent guideline values and assessment methods given in BS 7385 Part 2 – 1993 'Evaluation and measurement for vibration in buildings Part 2' as they "are applicable to Australian conditions".

The Standard sets guide values for building vibration based on the lowest vibration levels above which damage has been credibly demonstrated.

The recommended limits for transient vibration to ensure minimal risk of cosmetic damage to reinforced or framed structures and industrial and heavy commercial buildings apply to Sydney Metro infrastructure.

Sources of vibration that are considered in the standard include demolition, piling, ground treatments (e.g. compaction), construction equipment, tunnelling and industrial machinery.

Continuous rock-breaking/hammering and sheet piling, vibratory rollers, excavators and the like can give rise to dynamic magnification due to resonance.

An adjusted peak particle component velocity (PPV) of 20 mm/s at 4 Hz and above applies to any development that occurs within 25 m horizontally from first reserve of Sydney Metro infrastructure as a conservative vibration damage screening level. An Alert level of 15 mm/s shall apply for monitoring and management purposes.

Atypical construction methods should be assessed on a case-by-case basis with reference to the Standards.

In order to assess the likelihood of cosmetic damage due to vibration, AS2187 specifies that the highest of the orthogonal vibration components (transverse, longitudinal and vertical directions) would be compared with the guidance vibration velocity limits.

Buried services

Buried structures and utilities such as gas pipelines and fibre optic cables are to be assessed on a case-by-case basis.

An acoustic consultant shall be engaged by the construction contractor and would liaise with the structure of utility's owner in order to determine acceptable vibration levels.

Vibration-sensitive equipment

Where it is has been identified that vibration sensitive scientific instruments are likely to be in use inside Sydney Metro premises, objectives for the satisfactory operation of the instrument would be sourced from manufacturer's data.

It may be beneficial for the project if baseline vibration measurements are carried out at the building where vibration-sensitive equipment is located. These baseline measurements will determine what existing ambient vibration levels are. The site-specific equipment criteria would need to be agreed with the occupant/users of the equipment as well as Sydney Metro.

9.3.2 Considerations for operational noise and vibration impacts

The developer is required to obtain accurate information to assess and appropriately mitigate operational noise and vibration impacts from rail operations. The developer is required to obtain all available information which will enable a thorough assessment of actual or potential rail noise and vibration which could affect the development site. This includes but is not limited to:

- number of train events expected in a 15hr-Day (7am to 10pm) and 9hr-Night (10pm to 7am) period, in the typical busiest weekday. This information may be obtained from the relevant Sydney Metro Environmental Impact Statement (EIS) or for operational Sydney Metro sites from the Operational Noise and Vibration Review (available from sydneymetro.info). The assessment should include future operations as well as existing operations.
- the event noise and vibration levels from each train. This information may be obtained from the relevant Sydney Metro EIS or for operational Sydney Metro sites from the Operational Noise and Vibration Review (available from sydneymetro.info), but supplementary information should be obtained from measurements at the existing rail tunnel (if it is operational), or at a similar rail tunnel (e.g. other tunnel locations in the Sydney Metro network).
- location of noise/vibration sensitive Sydney Metro equipment. This information may be obtained from the relevant Sydney Metro EIS or for operational Sydney Metro sites from the Operational Noise and Vibration Review (available from sydneymetro.info). It will include stations where staff, tenants and customers are to be protected from noise and vibration impacts.
- location of noise/vibration generating metro infrastructure. This information may be obtained from the relevant Sydney Metro EIS or for operational Sydney Metro sites from the Operational Noise and Vibration Review (available from sydneymetro.info). For operational Sydney Metro sites, a site survey and inspection would identify the location and type of noise and vibration generating items, including substations and railway stations with outdoor public address systems. For Sydney Metro corridors in development where an EIS is not available the developer will need to make informed assumptions. Government announcements about projects may assist the developer in obtaining high level information about the number of trains to expect at maximum capacity and indicative location of tunnels and stations.
- for construction assessments of impacts on sensitive receivers (for example, staff in stations), the Interim Construction Noise Guidelines (2009) shall apply for operational noise impacts, the assessment shall reference the Noise Policy for Industry (2017) and any other guidelines or policies which relate to the specific development.

9.4 Stray currents and electrolysis

When designing developments above or adjacent to underground metro infrastructure consideration must be given to operational stray currents that may be present. The risk assessment must also consider the potential presence of stray currents.

Sydney Metro does not accept liability for the generation of stray currents from an operating electrified railway.

The potential effects of stray electrical currents and electrolysis in the electrified area of the metro network must be considered in accordance with T HR CI 12080 ST and T HR EL 12002 GU during the design of the development.

A suitable test program must be established during the early design phase to quantify a stray current signature for the development site prior to undertaking enabling works. Suitable stray current mitigation strategies must be integrated into the design of the development.

Following construction, stray current testing must be carried out to verify that electrolysis mitigation strategies are proven to be effective, which includes undertaking a comparison with the pre-development stray current signature. This

information must also be used to establish maintenance baselines for the life of the development.

10 Monitoring

Monitoring is undertaken to validate design assumptions for developments and to quantify that impacts being generated are within acceptable limits.

The structural performance of the metro underground infrastructure must be monitored as necessary during construction of the proposed development to verify predicted displacements, stress levels in structural elements and vibration levels. The monitoring regime must be developed by a qualified tunnel/geotechnical engineering consultant.

Monitoring plans must be submitted to Sydney Metro for review and approval prior to the commencement of construction. The Monitoring plan must include but is not limited to:

- All vibration-generating works from demolition through excavation and landscaping (e.g. vibratory rollers) should be considered.
- Activities should be nominated which require vibration/crack/movement monitoring and where the monitoring locations will take place.
- A response regime outlining the process to manage “Alert” (coming close to the limit) and “Alarm” (equal to or over the limit) and a contingency plan/s to prevent damage to Sydney Metro infrastructure. This should include the process for how the developer’s consultant will assess the monitoring results continually and submit monitoring assessment reports to Sydney Metro for review.

The tables below indicate the circumstances where various types of monitoring are required. These requirements must be provided as a minimum.

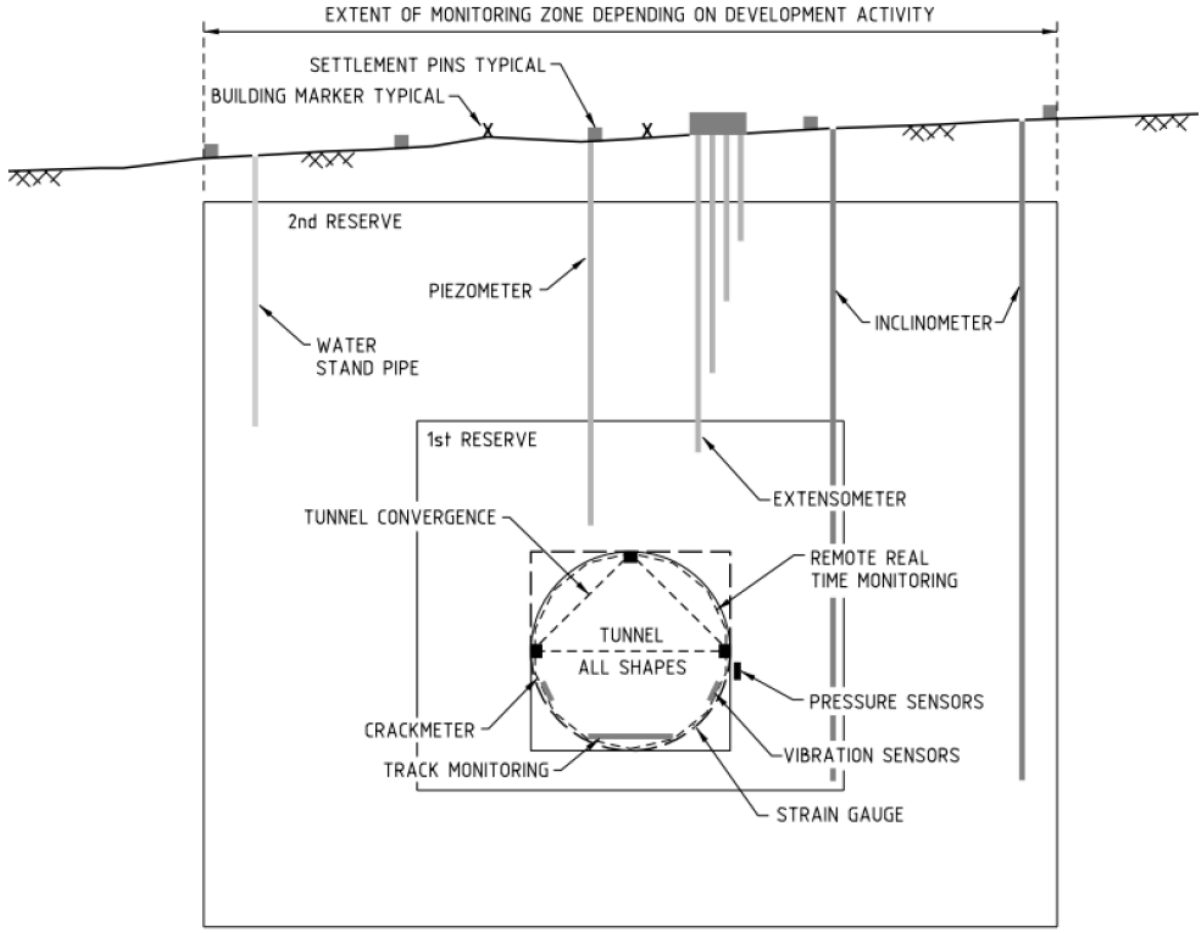
Figure 10.1 provides typical extents that monitoring must be provided in each case.

Table 10.1 Minimum monitoring requirement for development activities near rail tunnels – In ground

Type of instrument	Deep open excavations	Foundation works – shallow or deep	New underground excavation or new tunnel
Inclinometer	Yes	Yes	Yes
Water standpipe	If required by Sydney Metro	If required by Sydney Metro	If required by Sydney Metro
Piezometer	Yes	If required by Sydney Metro	Yes
Extensometer	Yes	If required by Sydney Metro	Yes
Ground settlement markers	Yes	Yes	Yes
Building settlement markers	Yes	Yes	Yes

Table 10.2 Minimum monitoring requirement for development activities near rail tunnels – within existing rail tunnels

Type of instrument	Deep open excavations	Foundation works – shallow or deep	New underground excavation or new tunnel
Tunnel convergence	Yes	Yes	Yes
Tiltmeter	Yes	If required by Sydney Metro	Yes
Crackmeter	Yes	Yes	Yes
Vibration sensor	Yes	Yes	Yes
Rail track monitoring (distortion)	Yes	If required by Sydney Metro	Yes
Strain gauges in lining	If required by Sydney Metro	If required by Sydney Metro	If required by Sydney Metro
Pressure cells in lining	If required by Sydney Metro	If required by Sydney Metro	If required by Sydney Metro
Real time monitoring such as EL beams, optical prism laser scanning	If required by Sydney Metro	If required by Sydney Metro	If required by Sydney Metro



Note: instrumentation not to intrude into the first reserve unless agreed by Sydney Metro

Figure 10.1 Typical instrumentation layout

During construction of the Sydney Metro infrastructure it may not be feasible to grant access to tunnels for the purpose of installing monitoring equipment. If access to Sydney Metro infrastructure is not granted, then the developer and Sydney Metro shall determine an alternative monitoring location which can be used to represent or derive conditions in the tunnel.

Baseline data for each monitoring parameter must be established before commencement of development construction. The developer must provide as a minimum, three sets of monitoring data to establish a baseline prior to excavation.

The equipment that is used for remote monitoring (particularly for alarm or warning systems) must have proven reliability in similar applications.

Any alarm or warning system should have a visual and audible alarm system to activate and to stop all works as necessary and notify relevant personnel, such as the site manager, geotechnical consultant and nominated Sydney Metro representative.

Depending on the project complexity, physical inspections of existing metro infrastructure may be required on a regular basis during critical stages of construction. If necessary, these inspections should be undertaken jointly with the developer and Sydney Metro representative (including a representative from the metro operator as necessary).

11 Sydney Metro contact and information for developers

Sydney Metro has a dedicated email address for queries relating to development of land in or near Sydney Metro infrastructure. The contact details and information points are outlined in Table 11.1 below.

Table 11.1 Sydney Metro contact and information points

Activity	Detail
Sydney Metro email address	SydneyMetroCorridorProtection@transport.nsw.gov.au
Sydney Metro website	Sydneymetro.info
NSW Major Projects including Sydney Metro planning documents	https://www.planningportal.nsw.gov.au/major-projects

Appendix A – Sydney Metro infrastructure details

Metro North West Line

Sydney's Metro North West Line is the first dedicated metro line to be constructed for the metro and extends for 36 kms from Chatswood through to the north west. The Metro North West Line incorporates 13 km of track and rail infrastructure between Epping and Chatswood that has been modified and segregated to form part of the Sydney Metro.

This Guideline is relevant for the 28 km tunnel section of the Metro North West Line from Chatswood to Bella Vista and Metro underground infrastructure in other locations.



The following are key features of the Metro North West Line.

Epping to Tallawong

- 23 km of new track and rail infrastructure delivered through approximately 15 km of twin tunnels and 4 km of elevated structure, with the remaining 3 km of rail infrastructure provided at-grade with some sections in cutting.
- Eight new stations are located at Cherrybrook, Castle Hill, Hills Showground, Norwest, Bella Vista, Kellyville, Rouse Hill and Tallawong.
- The stations at Castle Hill, Showground and Norwest are contained within cut and cover concrete boxes, whilst stations at Cherrybrook and Bella Vista follow an open cut station configuration. Stations at Kellyville and Rouse Hill are elevated. Tallawong station is the only station that is at grade.
- The approximately 15 km of twin running tunnels have an internal diameter of approximately 6.2 m and an external diameter of approximately 7.0 m and have been excavated predominantly through shale and sandstone mostly using tunnel boring machines (TBMs). The tunnels are supported using a precast concrete segmental lining except for the mined tunnels between the Epping Service Facility and Epping Station where in-situ concrete has been used.

- There are 61 cross passages between running tunnels at approximately 240m centres. These cross passages have been mined and are supported using a permanent cast in-situ concrete lining.
- There are services shafts at Epping and Cheltenham area which are cut and cover structures. These shafts are supported using permanent cast in-situ concrete lining.
- Other structures includes nozzle enlargement at the ends of stations at Castle Hill, Hills Showground and Norwest. These have been mined and are supported using a permanent cast in-situ concrete lining.
- A 159 m long mined crossover cavern is immediately east of Castle Hill Station. The cavern has a span of 21 m wide and has a height that varies from 14 m to 17 m. The cavern is supported by a permanent cast in-situ concrete lining.

Epping to Chatswood (Existing ECRL)

- The 13 km length of existing track and rail infrastructure between Epping and Chatswood, previously known as the Epping to Chatswood Rail Link (ECRL), has been converted to form part of the Sydney Metro system.
- The underground infrastructure comprises twin single track tunnels with an excavation diameter of 7.2 m and four underground stations completed in 2008.
- The underground station structures at North Ryde, Macquarie Park and Macquarie University consist of large span platform caverns typically of about 19 m in span and 13 m in height, together with concourse caverns, access tunnels, adits, shaft and associated plant and equipment rooms. The station caverns have been excavated in mainly competent, horizontally bedded sandstone and shales permanently supported using composite linings consisting of rock reinforcement in the form of rock bolts and shotcrete.
- Epping Station comprises two platform caverns connected by cross passages and accessed through escalator tunnels, lift shafts and two large plant room ventilation shafts. This station is located beneath the existing surface station.
- The running tunnels were excavated by rock tunnel boring machines (TBMs) and underground stations and associated structures were excavated using roadheaders, rock hammers and rock saws. The running tunnel support consists of temporary primary support using rock bolts and shotcrete, and final support using unreinforced cast-in-situ concrete lining, nominally 200 mm thick. A section of the running tunnels was lined with shotcrete for construction reasons. The invert of the tunnel consists of precast reinforced segments with a floating track slab.

Sydney Metro – City & Southwest

The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

A future extension of Sydney Metro - City & Southwest is proposed from Bankstown to Liverpool.

This Guideline is relevant for the underground sections from Chatswood to Sydenham and Metro underground infrastructure in other locations.



The following are key features of this planned section of the metro system.

Sydney Metro – City

- The city section consists of a short section of surface track from Chatswood Station to the dive and portal structure then underground infrastructure that extends under St Leonards, Crows Nest, North Sydney and Sydney Harbour and then beneath the Sydney CBD to Central and Waterloo and through to Sydenham where the metro comes to the surface at a portal and dive structure at Marrickville.
- New stations will be located at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo. New underground metro platforms will be built at Central Station.
- Twin running tunnels of approximately 14 km in length (portal to portal) were excavated using TBMs and supported using a precast concrete segmental lining to create a watertight environment. The tunnels predominantly align through siltstone and sandstone, except below the Sydney Harbour where TBM tunnelling was required through marine ground sediments for a length of around 170 m.

- A total of 57 mined cross passages are located between running tunnels at regular intervals, with spacing of around 240 m centres. The cross passages were excavated using mechanical methods and supported using a tanked permanent lining, formed using cast in-situ concrete. A services shaft connects with a cross passage at Artarmon. The shaft is supported by permanent cast in-situ concrete lining.
- Waterloo Station, Barangaroo Station, Crows Nest Station and the underground metro platforms at Central Station are cut and cover box structures that contain island platforms. The station is typically 24 m in width and range from 200 m to 215 m in length. Pitt Street Station and Martin Place Station have binocular platform caverns that connect with two entrance and services shaft structures, whilst Victoria Cross Station has a single span cavern with an island platform, which also connects with two entrance and services shaft structures.
- At Martin Place Station and Pitt Street Station the platform caverns range in length from 193 m to 246 m and have spans of approximately 12 m with an approximate height of 11 m. At the Victoria Cross Station, the platform cavern is approximately 174 m in length and has a span of 23 m with a height of 13 m. All the caverns and adits were excavated using mechanical methods and supported using a tanked permanent lining, formed using cast in-situ concrete.
- A mined cross over cavern which is 226 m in length was constructed immediately north of Barangaroo Station. This cavern has an internal span of 23 m wide and a height that varies from 14 m to 17 m. The cavern will be supported using a tanked cast in-situ concrete lining.
- Mined tunnel enlargements that are up to around 17 m in length are provided to house tunnel ventilation equipment at either end of the Victoria Cross Station caverns, the northern end of the rail crossover at Barangaroo, the southern end of Waterloo Station and at the northern end of Crows Nest Station. The nozzle enlargements were excavated using mechanical methods and supported using a tanked permanent lining, formed using cast in-situ concrete.
- Dive structures and portal structures are located at Marrickville and Chatswood. A stabling yard is located at the Marrickville portal site.

Sydney Metro – Southwest (all infrastructure is at grade or elevated)

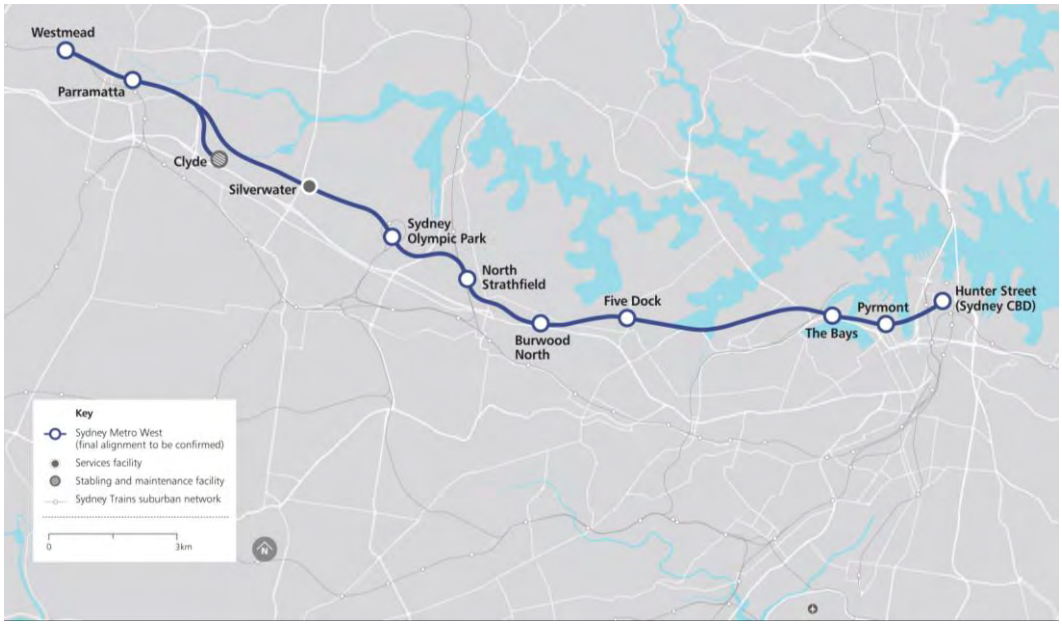
- This section of the metro is currently part of the T3 Bankstown Line, but will be converted to metro standards from Sydenham to Bankstown.
- The extension of Sydney Metro in the south west will involve upgrading the existing Sydney Trains operated T3 Bankstown Line and associated rail corridor from just beyond Sydenham Station through to Bankstown Station to enable the conversion to Sydney Metro operations.
- Eleven existing stations at Sydenham, Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown will be upgraded to improve accessibility for customers and meet the standards required for metro operations.
- Reference should be made to the Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines for protection requirements regarding Sydney Metro – Southwest.

Sydney Metro – West

The Sydney Metro - West project will support a growing city and deliver world-class metro services to more communities. This new underground railway will connect Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services and supporting employment growth and housing supply.

The locations of nine proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD. Further planning and design work is underway to determine the location of new metro stations at Pyrmont and in the Sydney CBD.

This Guideline is relevant for the entire Sydney Metro West alignment as it is all underground.



The following are currently key features of this planned section of the metro system.

Westmead to The Bays

- It is anticipated that tunnelling would occur from two Tunnel boring machine (TBM) launch and support sites at Westmead metro station construction site and The Bays Station construction site. Two TBMs would be launched from each of these construction sites to be dismantled and retrieved at the Sydney Olympic Park metro station construction site.
- Twin running tunnels more than 20 km in length would be excavated using TBMs and supported using a precast concrete segmental lining to create a watertight environment. The tunnels would have a circular cross-section with an internal lined diameter of about six metres and an excavated diameter of about seven metres.
- Cross passages would be provided between running tunnels at regular intervals, with a maximum spacing of around 240 m. The cross passages will be excavated

using roadheaders and rock hammers and supported using a watertight permanent lining, formed using cast insitu concrete.

- Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North and The Bays would be cut-and-cover stations.
- Five Dock would be constructed as a binocular mined cavern station.
- A dive structure and tunnel portal would be constructed at Rosehill within the Clyde stabling and maintenance construction site to provide for a future connection from the Clyde stabling and maintenance facility to the mainline tunnels. Underground connecting tunnels would be excavated by road header from the tunnel portal to the mainline tunnels.

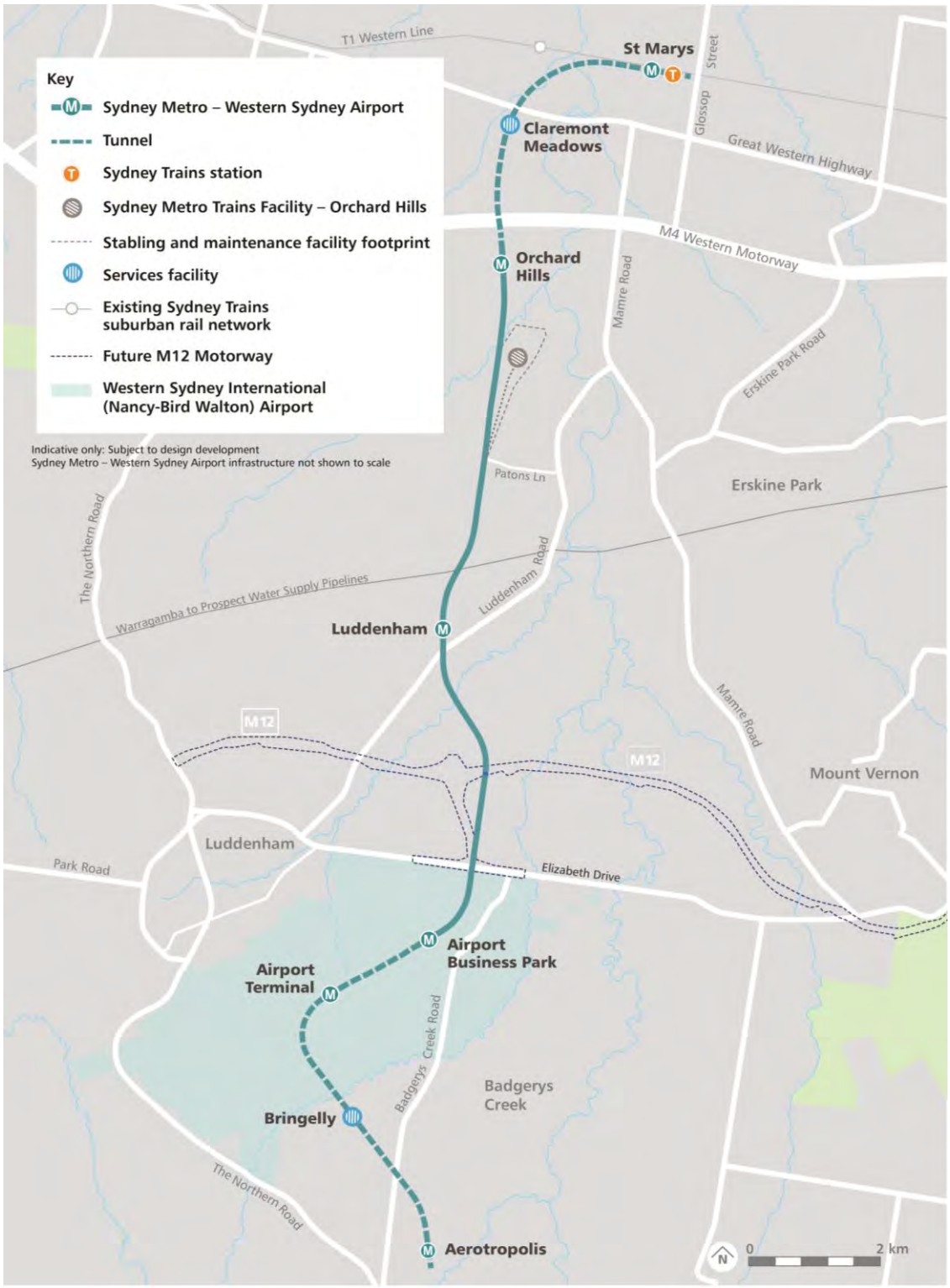
Sydney Metro – Western Sydney Airport

Sydney Metro - Western Sydney Airport will extend from St Marys in the north connecting to stations at Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and the Western Sydney Aerotropolis (the area proposed to be named Bradfield). The new metro railway line would include a combination of tunnel, surface and viaduct sections.

These Guidelines are relevant for the underground sections as shown below and Metro underground infrastructure in other locations.

The following are key features of this planned section of the Metro system.

- The new metro railway line would be approximately 23 kms in length.
- Twin running tunnel excavation is likely to be carried out using TBMs and supported using a precast concrete segmental lining to create a watertight environment. The tunnels would have a circular cross-section with an internal lined diameter of about six metres and an excavated diameter of about seven metres.
- Cross passages will be provided between running tunnels at regular intervals, with a maximum spacing of around 240 m. The cross passages will be excavated using roadheaders and rock hammers and supported using a watertight permanent lining, formed using cast insitu concrete.
- A stabling and maintenance facility would be required and will be located in Orchard Hills to the south of Blaxland Creek and east of the proposed project alignment with access via Patons Lane.
- A dive structure and tunnel portal would be required at any location where the rail line transitions from below ground to surface and is subject to design development.


Key
Sydney Metro – Western Sydney Airport
Tunnel
Sydney Trains station
Sydney Metro Trains Facility – Orchard Hills
Stabling and maintenance facility footprint
Services facility
Existing Sydney Trains suburban rail network
Future M12 Motorway
Western Sydney International (Nancy-Bird Walton) Airport
Indicative only: Subject to design development
Sydney Metro – Western Sydney Airport infrastructure not shown to scale
T1 Western Line
St Marys
Street
Glossop
Great Western Highway
Claremont Meadows
M4 Western Motorway
Orchard Hills
Mamre Road
Erskine Park Road
Erskine Park
Patons Ln
The Northern Road
Warragamba to Prospect Water Supply Pipelines
Luddenham Road
Luddenham
M12
Mamre Road
Mount Vernon
Park Road
Elizabeth Drive
Airport Business Park
Airport Terminal
Badgerys Creek Road
Badgerys Creek
Bringelly
The Northern Road
Aerotropolis
N
0
2 km

Proposed future extensions would connect Sydney Metro - Western Sydney Airport with Tallawong in the north west, Macarthur in the south and Westmead to the Northeast.

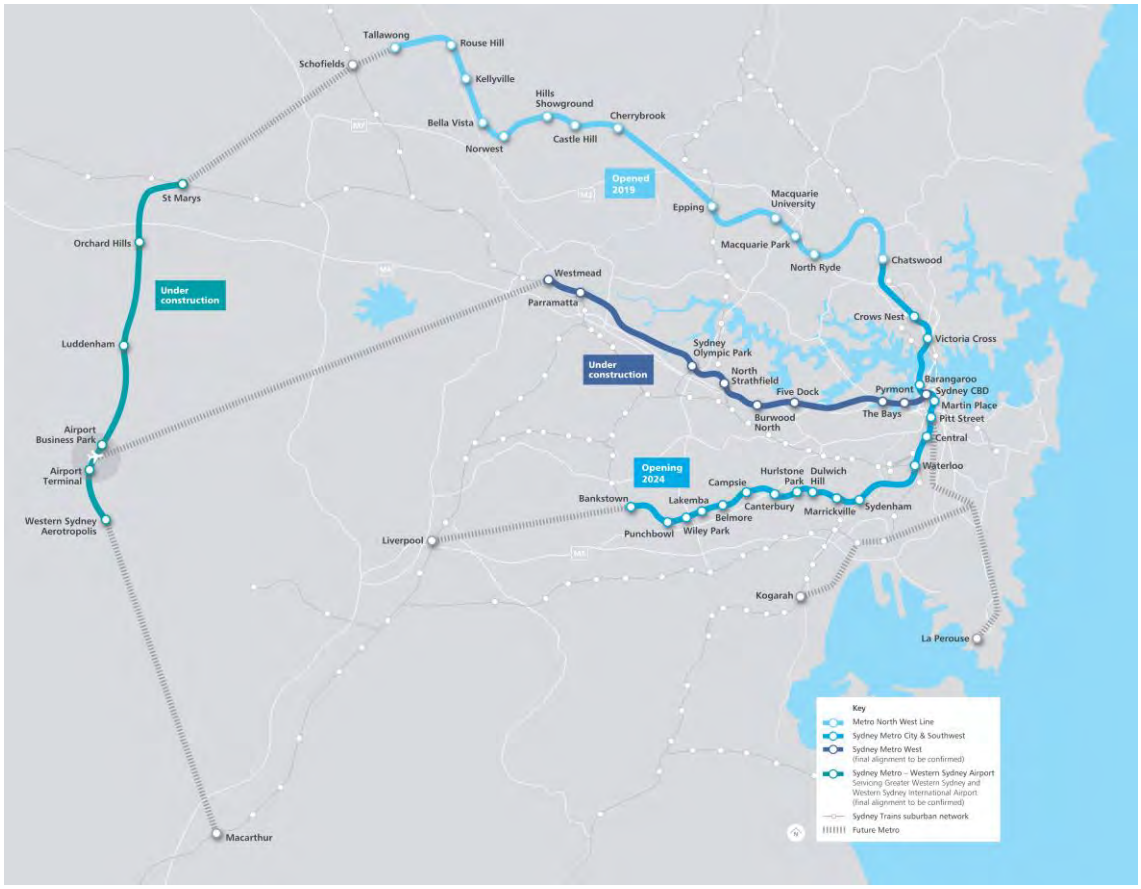


Figure A.1 Sydney Metro network – existing and future

It is intended that these Guidelines will be applicable to future Sydney Metro corridors located underground as they are announced. The Sydney Metro website [4]has further information about future Sydney Metro corridors.

[4] www.sydneymetro.info

Appendix B – Development application lodgement checklist

Where legislation requires referral or concurrence in relation to Sydney Metro rail corridors for proposed developments the developer must lodge the following documents as part of their development application package:

Item	Description	Check
Survey		
1.	Detailed survey plan prepared by a NSW registered surveyor, which accurately defines the boundaries between the development, the rail corridor (including first and second reserve), rail infrastructure and any Sydney Metro easements (including right of ways) or stratums, covenants and caveats.	☐
2.	Copy of the current land title including all easements (including rights of way), covenants and caveats.	☐
Architectural and Engineering Drawings		
3.	Geotechnical and structural reports/drawings that meet the Standards and requirements of Sydney Metro. The geotechnical report must be based on actual borehole testing conducted on the portion of the site that is closest to the rail corridor and include: • an analysis of the potential impact of demolition, excavation and operation of the development; • demolition and excavation induced vibration impacts on the rail corridor and rail infrastructure; and • potential loadings of the development on the rail corridor and rail infrastructure.	☐
4.	Structural design documentation for the development which demonstrates that: • the foundation design ensures that all loads from the development are transferred and induced effects on the underground rail infrastructure are acceptable to Sydney Metro; and • any deformation induced by bulk excavation will not have adverse impacts on the rail corridor, rail infrastructure or rail easements.	☐
5.	Cross sectional drawings showing the rail corridor (including first and second reserve), sub soil profile, proposed basement and/or foundation excavation and structural design of the development's sub-ground support adjacent to the rail corridor. All measurements contained within the cross sectional drawings must be verified by a registered surveyor.	☐
Engineering reports		
6.	Geotechnical investigation report with details in accordance with Section 7.1 of this guideline document.	☐

Item	Description	Check
7.	Impact assessment report with details in accordance with Section 7.2 of this guideline document.	☐
8.	Construction methodology for the development, including details of the structural support to be provided to the development and rail corridor during excavation and operation of the development. The construction methodology must not propose any rock anchors/bolts (whether temporary or permanent) within Sydney Metro's land or easements during construction or operation of the development.	☐
9.	Risk assessment report in accordance with Section 7.3 of this guideline document.	☐
10.	Noise, vibration and electrolysis studies and control measures in accordance with Section 7.6 if available otherwise these will be required prior to construction certificate.	☐
Additional Information (depending on impact assessment, or prior to construction)		
11.	Detailed ground and vibration monitoring plan including trigger levels, action plans and remedial measures, details of the instrumentation and baseline monitoring readings (refer to Section 10).	☐
12.	Construction schedule, construction management plan including sequence plan identifying impact.	☐
13.	Construction layout of equipment relative to metro infrastructure.	☐
14.	Final detailed Safe Work Method Statements (refer to Section 8).	☐
15.	Temporary safety plans and measures.	☐
16.	Temporary works plan, temporary access, vehicle, plant and equipment such as cranes (including mobile cranes) and stockpiling.	☐
17.	Rail related risk assessment and management plan.	☐
18.	List of machinery to be used during excavation/construction.	☐
19.	Groundwater control plans, environmental aspects including contamination.	☐
20.	Design loadings and certified drawings for construction related works that affect metro infrastructure.	☐
21.	Agreed interface activities plan with Sydney Metro.	☐
22.	If required by Sydney Metro, detailed dilapidation survey report in accordance with Section 7.4 of this guideline document.	☐
23.	If required by Sydney Metro, condition and dilapidation survey reports of all metro infrastructure affected by the development (refer to Section 8.2).	☐

Appendix C - Glossary

Abbreviation	Explanation
Alarm	Equal to or over the limit.
Alert	Coming close to the limit.
Competent Person	Refer to Appendix D for the process to determine a Competent Person. An individual who has the means and ability to undertake design, checking and verification activities to a recognised standard with the appropriate combination of technical knowledge, skills and relevant experience. A Competent Person will be required to provide a factual curriculum vitae, statement of qualifications, experience and supporting documentation that provides evidence of competence which will be subject to review and acceptance by Sydney Metro.
Designer	Competent Person responsible for undertaking a detailed design and analysis that demonstrates the effects of changed conditions on Sydney Metro Infrastructure arising as a consequence of a proposed Development. Competence definitions for Designer are set out in Appendix D.
Design Checker/Designer	Competent Person responsible for checking that a design is correct. Competent Person responsible for preparing a design solution to meet specified requirements. Competence definitions for Design Checker/Designers are set out in Appendix D.
Design Verifier/Design Checker	Competent Person responsible for independently verifying a discipline-specific design complies with relevant standards and is safe and fit for purpose. Competent individual responsible for checking that the design is correct. Competence definitions for Design Verifier/Design Checker are set out in Appendix D.
Developer	The person or organisation responsible for the new construction and/or alteration works.
Development	The term “Development” in this document means new construction and/or alteration works that change the existing asset configuration and could affect existing or future underground metro infrastructure. These works may include demolitions, alterations of existing structures, basements, foundations, anchors, temporary and permanent groundwater drawdown, pipe jacking, site investigations, tunnel and retaining wall constructions.

Abbreviation	Explanation
Infrastructure SEPP	State Environmental Planning Policy (Infrastructure) 2007
IV	Independent Verification
Metro underground infrastructure	For the purpose of assessing the effects of adjacent proposed developments, underground metro infrastructure includes, but is not limited to, the following: • running tunnels and interconnecting cross passages • station caverns and adits • crossover caverns • station boxes and shafts • nozzle enlargements • ventilation shafts and • dive and portal structures.
MIC SEPP	State Environmental Planning Policy (Major Infrastructure Corridors) 2020
NSW	New South Wales
Qualified Person	A person who is registered as a professional engineer or an architect or a surveyor under any law relating to the registration of engineers or architects or surveyors, as the case may be, and who under law is allowed to practice of carry on the business of a professional engineer or architect or a surveyor.
SEPP	State Environmental Planning Policy
Stratum	A right to use for a specific purpose land owned by others. The easement can be limited in either height or depth or width or all. This is also referred to as easement land.
Substratum	Land owned by Sydney Metro which is below surface level.
Support Zone	Zone where tunnel supports are located. Tunnel support can comprise permanent concrete linings, rockbolts and anchors, ground improvement measures such as grouted zones, rock pillar stich bolts, steel sets, lattice girders, brick lining, cast-in-situ lining, shotcrete lining and waterproof membranes.
SWMS	Safe Work Method Statement
TBM	Tunnel boring machine
Temporary works	Mobile cranes, scaffolding and other items which may exert temporary loading.

Abbreviation	Explanation
TfNSW	Transport for NSW
Underground Structures	Any engineering works below the surface of the ground
WSA SEPP	State Environmental Planning Policy (Western Sydney Airport) 2020

Appendix D – Competent Person

The tables below are based on the Sydney Metro Competency Management Plan and are provided to indicate the levels of competency that would be acceptable to Sydney Metro.

Minimum competency levels

Role	Straightforward /Low risk	Moderately complex Moderate risk	Complex/ High risk	Extremely complex/Very high risk
Engineering assurance	Level 3	Level 3	Level 4	Level 4
Design verifier	Level 2	Level 4	Level 4	Level 4
For Design Checker	Level 1	Level 2	Level 3	Level 3
Designer	Level 1	Level 2	Level 2	Level 3
Technical Manager	Level 2	Level 2	Level 2	Level 2

Levels of Complexity and Risk shall be approved by Sydney Metro.

Competence Levels

Four competence levels are identified from Level 1 – the most junior to Level 4 – the most experienced. Criteria and definition of each level is described below.

Level	Description
Level 1 – Qualified practitioner (supervised)	The Qualified Practitioner possesses basic knowledge of at least 80% of the systems within the practice area, including the principles around functional analysis, design, acceptance and application. They shall have received formal education and will work under the supervision of a designated Practitioner at a greater level of proficiency. Minimum requirements are discipline specific tertiary degree or equivalent Industry Certification within the Australian Qualifications Framework (AQF) and five years general work experience relevant to the discipline.
Level 2 – Experienced practitioner	The Experienced Practitioner possesses the basic knowledge of a Qualified Practitioner, with additional detailed knowledge and understanding of one or more practice areas. Knowledge must include safety implications and key functional aspects, failure mechanisms across multiple modes of operation and use, and lifecycle considerations such as maintainability, availability and reliability. They shall have had direct experience of applying their knowledge in a number of projects, preferably including in the rail sector. Minimum requirements are as a Qualified Practitioner, with additional five years' experience relevant to one or more practice areas, and evidence of relevant continued professional development equivalent to the requirements of Engineers Australia Continuing Professional Development (CPD) requirements or equivalent professional body.
Level 3 – Senior practitioner	The Senior Practitioner possesses the knowledge and experience of an Experienced Practitioner, with additional experience supervising or guiding less experienced practitioners, and/or a leadership role in the area(s) of practice. Minimum requirements are as an Experienced Practitioner with additional five years' experience relevant to one or more practice areas, with Chartered professional accreditation such as Chartered Professional Engineers (CPEng), as conferred by Engineering Australia or ability to demonstrable equivalent level of relevant and continued professional development.
Level 4 – Expert practitioner	The Expert Practitioner possesses the technical knowledge, experience and accreditation of a Senior Practitioner, with additional substantial experience applying domain knowledge across a range of comparable projects and a demonstrable record of successfully leading other engineers or practitioners, of managing technical risk, and leading safety in engineering practice in their area or specialisation. The Expert Practitioner will have established a recognised profile within a relevant industry association. Minimum requirements are as a Senior Practitioner with additional five years' experience relevant to one or more practice areas, and evidence of relevant, continued professional development or maintaining professional accreditation.

Appendix F

Rock Face Mapping

Investigation Summary Report

Client	Pier Property Corporation	Project No.	86990.02
Project	Piccadilly Redevelopment	Date	05/06/2024
Address	133 Castlereagh Street & 222 Pitt Street, Sydney NSW	Reference	R.003.Rev0

1. Introduction

This investigation summary report provides additional geotechnical information to assist with the design of the proposed Piccadilly Redevelopment. The scope of the work was in accordance with DP proposal 86990.02.P.001.Rev2 dated 1 May 2024.

This report follows previous geotechnical desktop assessment (DP Report 86990.00.R.001.Rev1) issued in July 2020.

This report contains information on the rock face mapping undertaken at 9 locations on basement levels P3, P4 and P4 of 133 Castlereagh Street in May 2024.

2. Fieldwork

Nine slots (three per basement level) were removed from the existing block wall at basement levels P3, P4 and P5 on the locations marked in the attached drawing. Removal of the blockwork was undertaken by an experienced concrete sawing contractor. The cut openings were undertaken in manageable size blocks with demolition saw, ring saw, hammer and chisel.

The exposed rock faces were inspected by an experienced geotechnical engineer to map the conditions of the rock and any discontinuities.

3. Rock Face Mapping

The findings of the rock face mapping have been summarised on the attached drawings and photo plates and will be included as an Addendum on the report for geotechnical desktop assessment previous issued.

In summary, medium to high strength sandstone with cross-bedded siltstone laminations (Hawkesbury Sandstone) was observed across the exposed rock faces.

Two joints were mapped (refer to attached drawings):

96 Hermitage Road, West Ryde, NSW 2114 | (02) 9809 0666 | douglaspartners.com.au | ABN 75 053 980 117

- A subvertical NNE-SSE joint (typical of Sydney) that extends half the height of the slot at location 13 in basement level P3.
- A strata bound subvertical NNE-SSE joint (typical of Sydney) at slot location 12 in basement level P4.

Douglas Partners Pty Ltd

Ernesto Vega
Senior Geotechnical Engineer

Reviewed by

Hugh Burbidge
Principal

Attachments:
About this Inspection Report
Rock Face Mapping Location Plan
Rock Face Mapping Field Drawings
Rock Face Photoplates

About this Inspection Report

November 2023

Introduction

These notes are provided to amplify DP's inspection report in regard to the limitations of carrying out inspection work. Not all notes are necessarily relevant to this report.

Standards

This inspection report has been prepared by qualified personnel to current engineering standards of interpretation and analysis.

Copyright and Limits of Use

This inspection report is the property of DP and is provided for the exclusive use of the client for the specific project and purpose as described in the report. It should not be used by a third party for any purpose other than to confirm that the construction works addressed in the report have been inspected as described. Use of the inspection report is limited in accordance with the Conditions of Engagement for the commission.

DP does not undertake to guarantee the works of the contractors or relieve them of their responsibility to produce a completed product conforming to the design.

Reports

This inspection report may include advice or opinion that is based on engineering and/or geological interpretation, information provided by the client or the client's agent, and information gained from:

- an investigation report for the project (if available to DP);
- inspection of the work, exposed ground conditions, excavation spoil and performance of excavating equipment while DP was on site;
- investigation and testing that was carried out during the site inspection;
- anecdotal information provided by authoritative site personnel; and
- DP's experience and knowledge of local geology.

Such information may be limited by the frequency of any inspection or testing that was able to be practically carried out, including possible site or cost constraints imposed by the client/ contractor(s). For these reasons, the reliability of this inspection report is limited by the scope of information on which it relies.

Every care is taken with the inspection report as it relates to interpretation of subsurface conditions and any recommendations or suggestions for construction or design. However, DP cannot anticipate or assume responsibility for:

- unexpected variations in subsurface conditions that are not evident from the inspection; and
- the actions of contractors responding to commercial pressures.

Should these issues occur, then additional advice should be sought from DP and, if required, amendments made.

This inspection report must be read in conjunction with any attached information. This inspection report should be kept in its entirety without separation of individual pages or sections. DP cannot be held responsible for interpretations or conclusions from review by others of this inspection report or test data, which are not otherwise supported by an expressed statement, interpretation, outcome or conclusion stated in this inspection report.

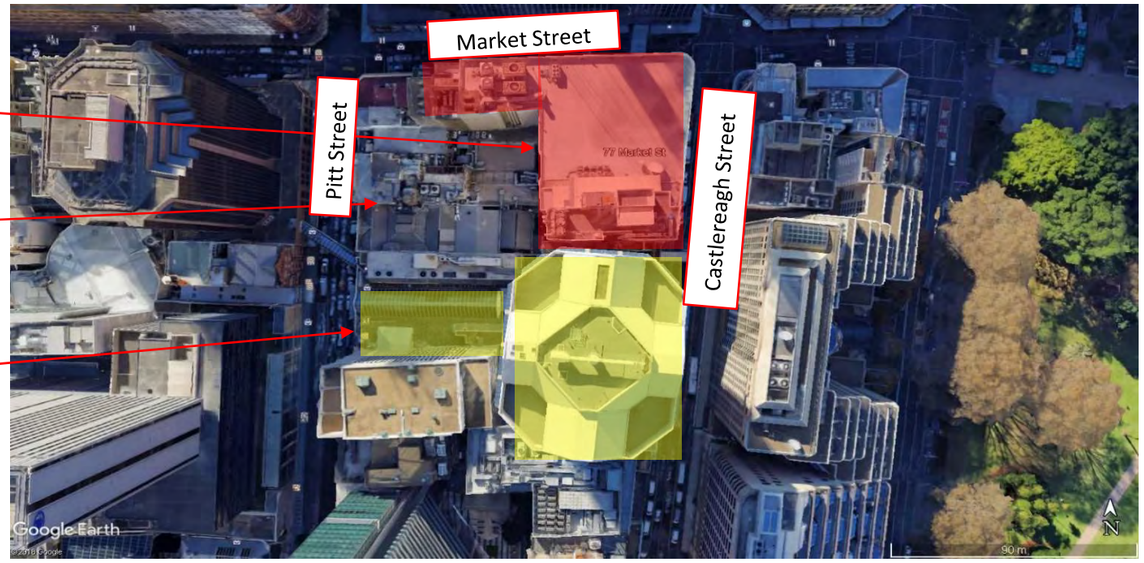
intentionally blank

669

Approximate location of the David Jones basement footprint

Approximate location of the City Tattersall's building footprint

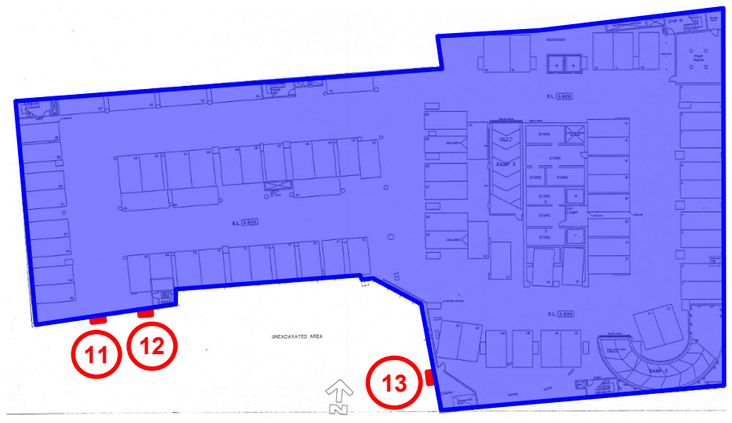
Approximate location of the Piccadilly Plaza basement footprint (refer Figures below)



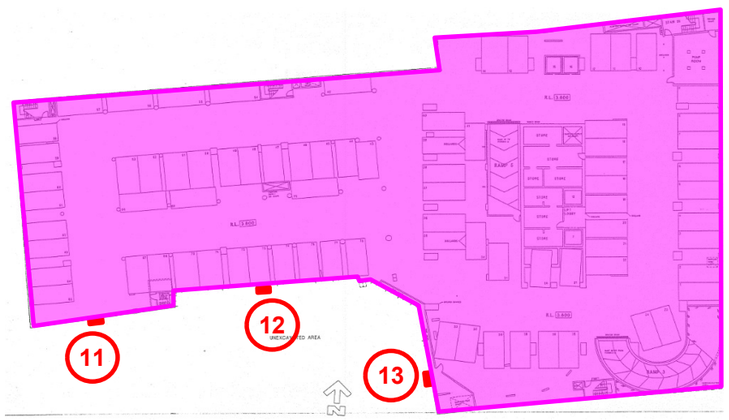
North

Note: Satellite image adapted from Google Earth

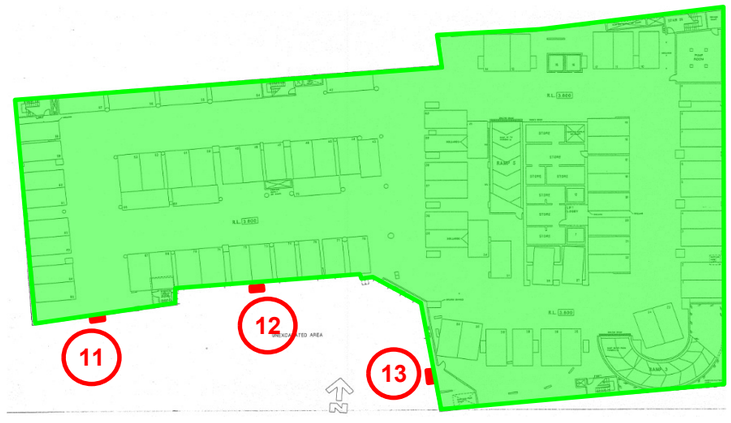
Aerial view of the site



Basement Level - P3



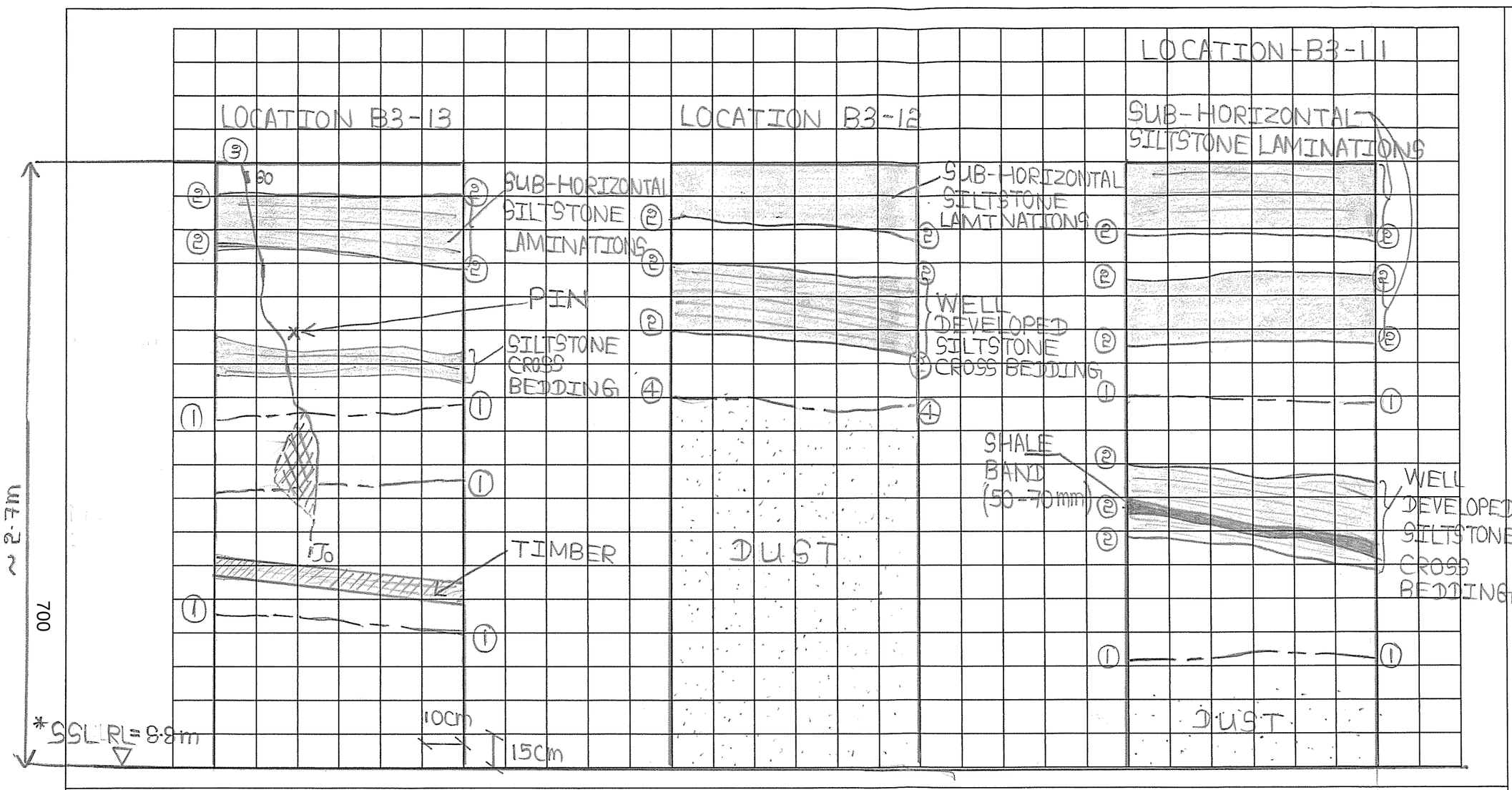
Basement Level - P4



Basement Level - P5

Douglas PARTNERS

CLIENT: Pier Property Corporation		TITLE: **Rock Face Mapping Locations**	PROJECT No: 86990.02
OFFICE: Sydney	DRAWN BY: EV	**Piccadilly Redevelopment**	Drawing No: 1
SCALE: N/A	DATE: June 2024	**133 Castlereagh Street & 222 Pitt Street, Sydney NSW**	REVISION: 0



LEGEND

ROCK TYPES
- A SANDSTONE
- B SHALE
- E SILTSTONE
- C LAMINITE: Sandstone/Siltsone/Shale (80:20)-any combination described as ratio
- D BRECCIA: Sandstone & Shale
- F INTRUSIVE

DISCONTINUITIES

Bedding	Be	———
Shear Zone	Sh	≈ ≈ ≈
Shear Surface	Ss	~ ~ ~
Crushed Seam	Cs	X X X

60/080 Jo JOINT: DIP & DIP DIRECTION
F FAULT

OTHER
- (P) PHOTOGRAPH TAKEN Showing direction of view
- X BOLT/DOWEL / PIN
- ⊞ ANCHOR
- WATER INGRESS Fl: Flow (litres per minute) Sp: Seep
- Overbreak (mm)

STRUCTURE DETAILS

ORIENTATION:	DIP/DIP DIRECTION
CONTINUITY:	IN METRES
PLANARITY:	P-PLANAR U-UNDULATING St-STEPPED C-CURVED
ROUGHNESS:	Rs-ROUGH s-SMOOTH ss-SLICKENSIDED
INFILL:	Cn-CLEAN Cly-CLAY Vn-VENEER St or Fe-STAIN
WIDTH:	IN MILLIMETRES
SPACING:	IN METRES

DESCRIPTION

ROCK TYPE: Strength, Weathering, Colour, Grain size, Fabric

SANDSTONE: MEDIUM TO HIGH STRENGTH, FRESH TO SLIGHTLY WEATHERED, PALE TO MEDIUM GREY, MEDIUM TO COARSE GRAINED, WITH CROSS-BEDDED SILTSTONE LAMINATIONS. (HAWKESBURY SANDSTONE)

STRUCTURE

DEFECT TYPE: Orientation, Continuity, Planarity, Roughness, Infill, Width, Spacing

① BP: 0°-5°, 0.6m, P, Ro, Cn, ~20-25mm, >0.5m

② CO: 0°-5°, 0.6m, P, Ro, Cn, ~150-200mm, >0.5m

③ JO: 75°-80°, 1.5m, U, Ro, Cn, ~20-25mm

④ BP: 0°-5°, 0.5m, P, Ro, Cn, ~20mm, >0.5m

SEEPAGE:-

DISCONTINUITIES ARE DRY WITH NO DETECTABLE WATER SEEPAGE.

COMMENTS:
- ROCK FACE NOT WASHED PRIOR TO MAPPING (DUE TO THE PRESENCE OF HV CABLES)
- LOCATION B3-12 RELOCATED TOWARDS EAST OF B3-11 DUE TO THE PRESENCE OF SERVICES.

LOGGED BY: R.F DATE: 17/05/2024

Douglas PARTNERS

TITLE: BASEMENT LEVEL - 03 (B3)

PROJECT: Piccadilly Redevelopment

CLIENT: Pier Property Corporation

DRAWN BY: RF SCALE: PROJECT No. 86990.02 OFFICE: SYDNEY

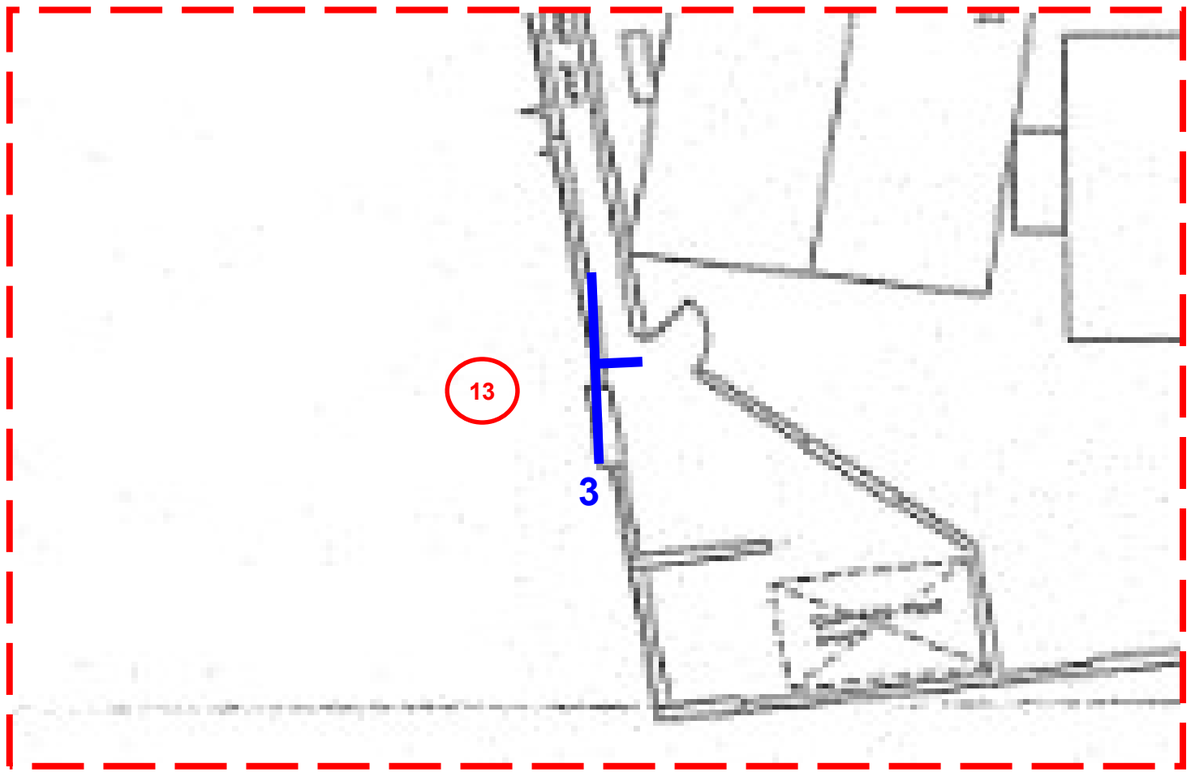
APPROVED BY: HB DATE: 5/6/24 DRAWING No. 2

SCALES: V 1:20
H 1:1

* SLAB SURFACE LEVEL RL WAS TAKEN FROM THE GEOTECHNICAL BRIEF (DRAWINGS)

North

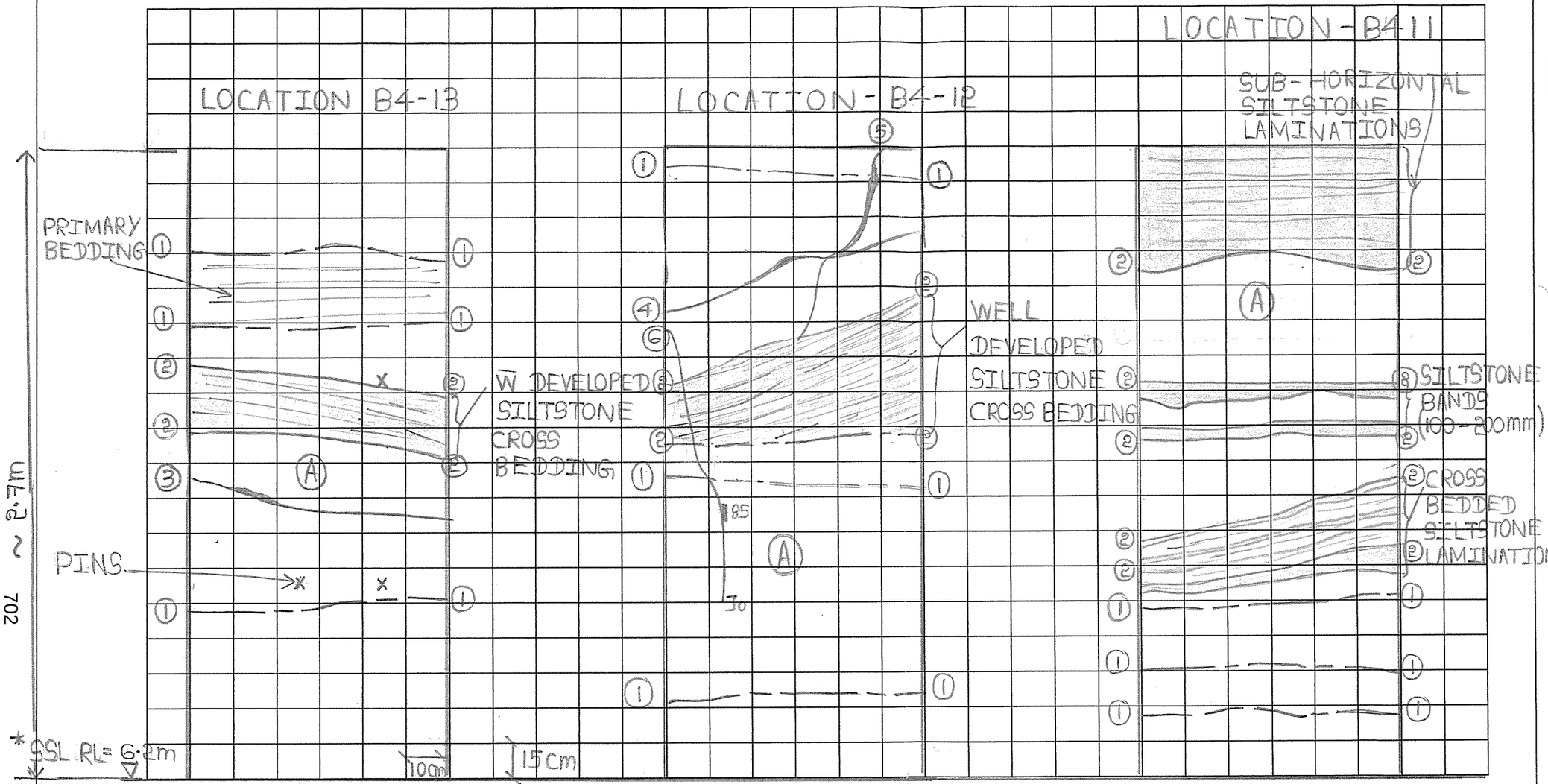




3: 175°(M) / 80° NE

701

Douglas PARTNERS	CLIENT: Pier Property Corporation	TITLE: **Rock Face Mapping Location 13 - Basement Level P3**	PROJECT No: 86990.02
	OFFICE: Sydney / DRAWN BY: EV	**Piccadilly Redevelopment**	Drawing No: 3
	SCALE: N/A / DATE: June 2024	**133 Castlereagh Street & 222 Pitt Street, Sydney NSW**	REVISION: 0



LEGEND

ROCK TYPES
- A SANDSTONE
- B SHALE
- E SILTSTONE
- C LAMINITE: Sandstone/Siltsone/Shale (80:20)-any combination described as ratio
- D BRECCIA: Sandstone & Shale
- F INTRUSIVE

DISCONTINUITIES

Bedding	Be	
Shear Zone	Sh	≈ ≈ ≈
Shear Surface	Ss	~ ~ ~
Crushed Seam	Cs	X X X

60 Jo JOINT: DIP & DIP DIRECTION
F FAULT

OTHER
- PHOTOGRAPH TAKEN Showing direction of view
- BOLT/DOWEL/PIN
- ANCHOR
- WATER INGRESS Fl: Flow (litres per minute) Sp: Seep
- Overbreak (mm)

STRUCTURE DETAILS
- ORIENTATION: DIP/DIP DIRECTION
- CONTINUITY: IN METRES
- PLANARITY: P-PLANAR, U-UNDULATING, St-STEPPED, C-CURVED
- ROUGHNESS: Ro, R-ROUGH, s-SMOOTH, ss-SLICKENSIDED
- INFILL: Cn-CLEAN, Cly-CLAY, Vn-VENEER, St or Fe-STAIN
- WIDTH: IN MILLIMETRES
- SPACING: IN METRES

SEEPAGE:-
DISCONTINUITIES ARE DRY WITH NO DETECTABLE WATER SEEPAGE.

DESCRIPTION
ROCK TYPE: Strength, Weathering, Colour, Grain size, Fabric
SANDSTONE: MEDIUM TO HIGH STRENGTH, FRESH TO - SLIGHTLY WEATHERED, PALE TO MEDIUM GREY, MEDIUM TO COARSE GRAINED, WITH CROSS-BEDDED SILTSTONE LAMINATIONS. (HAWKESBURY SANDSTONE)

STRUCTURE
DEFECT TYPE: Orientation, Continuity, Planarity, Roughness, Infill, Width, Spacing
① BP: 0°-5°, 0·6m, P, Ro, Cn, ~20-25mm, >0·5m
② CO: 0°-5°, 0·6m, P, Ro, Cn, ~150-200mm, >0·5m
③ BP: 0°-5°, 0·5m, U, Cn, Ro, ~20mm, >0·5m
④ BP: 0°-5°, 0·4m, P, Ro, Cn, ~20-30mm, >0·5m
⑤ Jo: ~70°-80°, 0·2m, U, Ro, Cn, ~20-40mm
⑥ ~~Jo: 75°-80°, 1·1m, P, Ro, Cn, ~20-25mm~~

COMMENTS:
1. ROCK FACE WASHED PRIOR TO MAPPING.
2. CONCRETE, PINS and RUST PRESENT ON ROCK FACE AT LOCATION 13.

LOGGED BY: R.F. DATE: 17/05/2024

Douglas PARTNERS

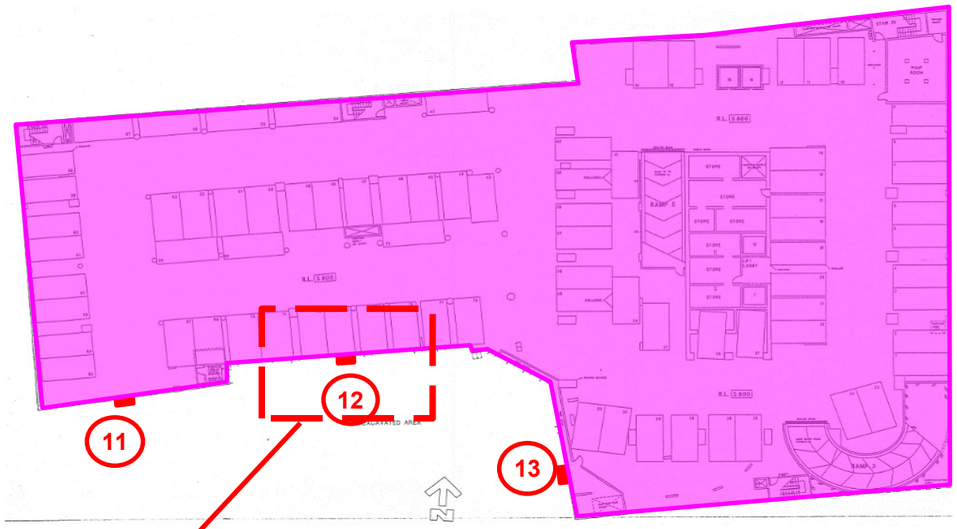
TITLE: BASEMENT LEVEL-04 (B4)

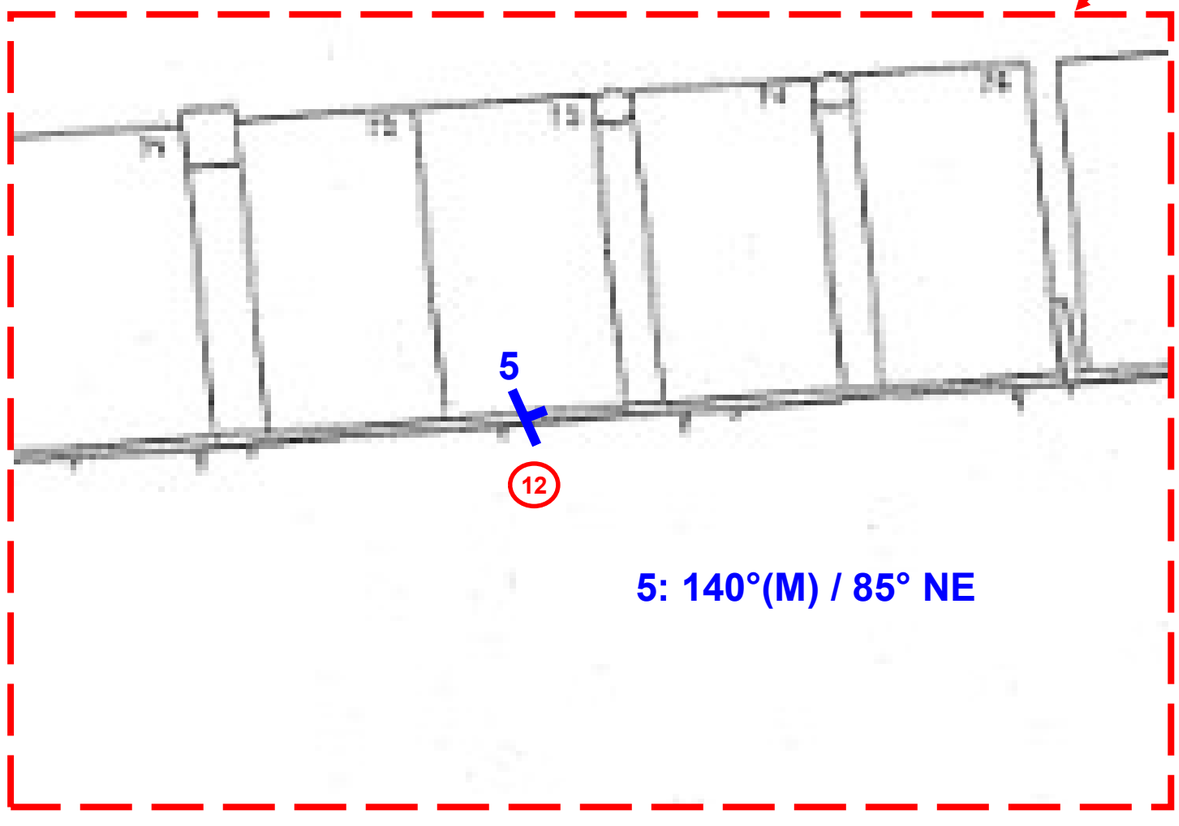
PROJECT: Piccadilly Redevelopment
CLIENT: Pier Property Corporation
DRAWN BY: RF SCALE: PROJECT No. 86990.02 OFFICE: SYDNEY
APPROVED BY: HB DATE: 5/6/24 DRAWING No. 4

SCALES: V 1:20
H 1:1

* SLAB SURFACE RL WAS TAKEN FROM GEOTECHNICAL BRIEF (DRAWINGS)

North

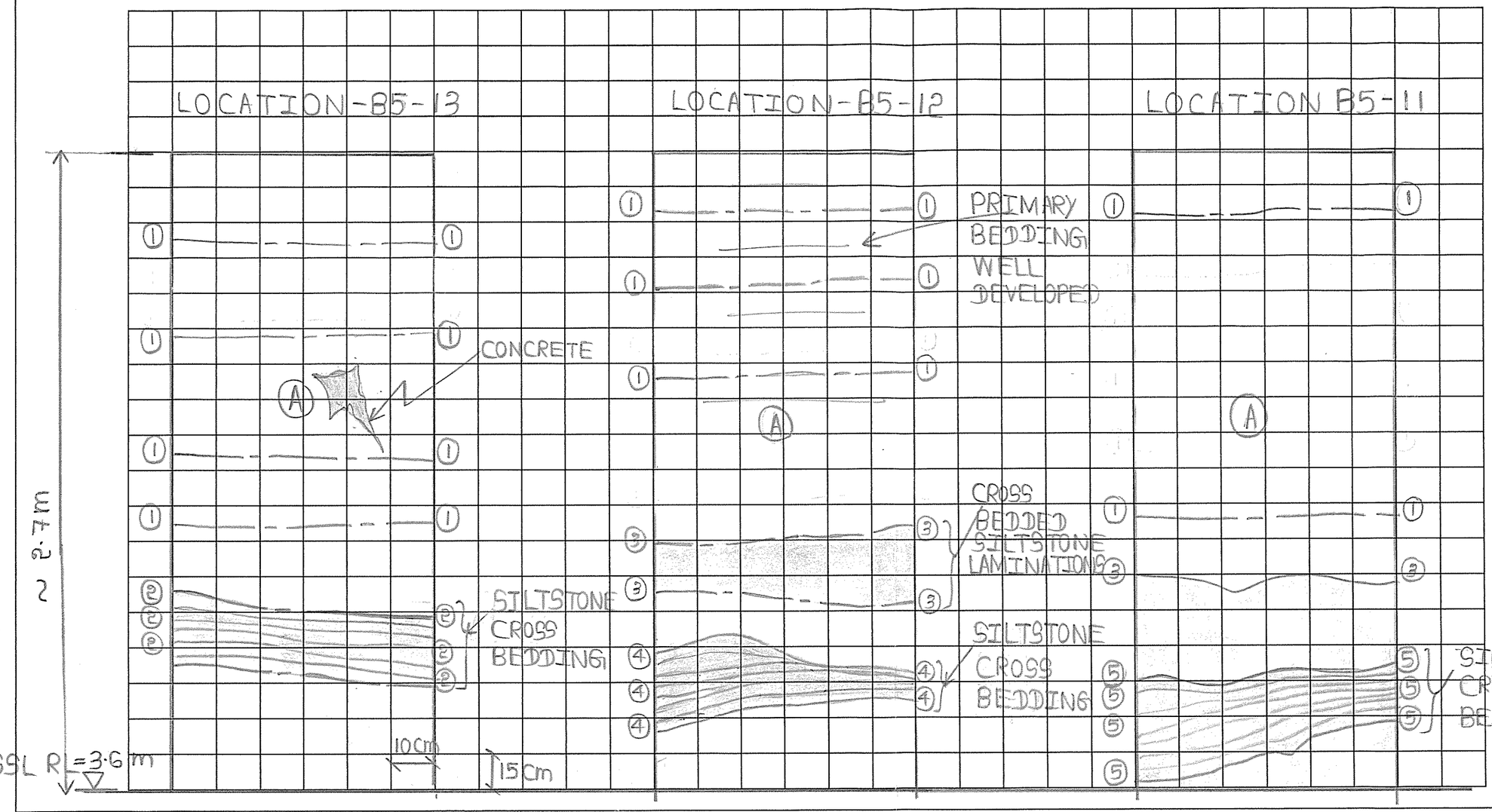




5: 140°(M) / 85° NE

Douglas PARTNERS	CLIENT: Pier Property Corporation	TITLE: Rock Face Mapping Location 12 - Basement Level P4	PROJECT No: 86990.02
	OFFICE: Sydney / DRAWN BY: EV	Piccadilly Redevelopment	Drawing No: 5
	SCALE: N/A / DATE: June 2024	133 Castlereagh Street & 222 Pitt Street, Sydney NSW	REVISION: 0

703



LEGEND

ROCK TYPES

- A SANDSTONE
- B SHALE
- E SILTSTONE
- C LAMINITE: Sandstone/Siltsone/Shale (80:20)-any combination described as ratio
- D BRECCIA: Sandstone & Shale
- F INTRUSIVE

DISCONTINUITIES

Bedding	Be	
Shear Zone	Sh	≈ ≈ ≈
Shear Surface	Ss	~ ~ ~
Crushed Seam	Cs	X X X

60/285 Jo JOINT: DIP & DIP DIRECTION

F FAULT

OTHER

- (P) PHOTOGRAPH TAKEN Showing direction of view
- X BOLT/DOWEL
- ⊞ ANCHOR
- WATER INGRESS Fl: Flow (litres per minute) Sp: Seep
- Overbreak (mm)

STRUCTURE DETAILS

ORIENTATION: DIP/DIP DIRECTION
CONTINUITY: IN METRES
PLANARITY: P-PLANAR, U-UNDULATING, St-STEPPED, C-CURVED
ROUGHNESS: Ro-ROUGH, s-SMOOTH, ss-SLICKENSIDED
INFILL: Cn-CLEAN, Cly-CLAY, Vn-VENEER, St or Fe-STAIN
WIDTH: IN MILLIMETRES
SPACING: IN METRES

DESCRIPTION

ROCK TYPE: Strength, Weathering, Colour, Grain size, Fabric

SANDSTONE: MEDIUM TO HIGH STRENGTH, FRESH ROCK, PALE TO MEDIUM GREY, MEDIUM TO COARSE GRAINED, WITH CROSS-BEDDED SILTSTONE LAMINATIONS. (HAWKESBURY SANDSTONE)

STRUCTURE

DEFECT TYPE: Orientation, Continuity, Planarity, Roughness, Infill, Width, Spacing

① BP: 0°-5°, 0.6m, P, RO, Cn, ~20-30mm, >0.5m
② BP/CO: 0°-5°, 0.6m, P, RO, Cn, ~10-15mm, >0.5m
③ CO: ~5°, 0.6m, P, Ro, Cn, 150mm-200mm, >0.5m
④ BP: 0°-5° <0.6m, P, Cn, Ro, ~10-15mm, >0.5m
⑤ BP: ~0°-5°, <0.6m, P, Ro, Cn, ~10-15mm, >0.5m

SEEPAGE:-
DISCONTINUITIES ARE DRY WITH NO DETECTABLE WATER SEEPAGE.

COMMENTS:
1. ROCK FACE WASHED PRIOR TO MAPPING.
2. CONCRETE AND RUST PRESENT ON ROCK FACE AT LOCATION 13.

LOGGED BY: R.F. DATE: 16/05/2024

Douglas PARTNERS

TITLE: BASEMENT LEVEL- 05 (B5)

PROJECT: Piccadilly Redevelopment			
CLIENT:	Pier Property Corporation		
DRAWN BY: R.F.	SCALE:	PROJECT No. 86990.02	OFFICE: SYDNEY
APPROVED BY: HB		DATE: 5/6/24	DRAWING No. 6

SCALES: V 1:20
H 1:1

* Slab SURFACE RL WAS TAKEN GEOTECHICAL BRIEF (DRAWINGS)

* RL levels taken from Geotechnical Brief Drawings



RL* 8.8 m

Basement Level - P3

SANDSTONE: Medium to high strength, fresh to slightly weathered, dark to medium grey, medium to coarse grained, with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

Rock face was not washed for mapping (due to the presence of HV cable)



RL* 6.2 m

Basement Level - P4

SANDSTONE: Medium to high strength, fresh to slightly weathered, pale to medium grey, medium to coarse grained, with cross-bedded and well developed sub-horizontal SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

No adversely oriented joints were observed.

Rock face was not washed for mapping.



Basement Level - P5

RL* 3.6 m

SANDSTONE: Medium to high strength, fresh to slightly weathered, pale to medium grey, medium to coarse grained, with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

No adversely oriented joints were observed.

705

Douglas PARTNERS

CLIENT:	Pier Property Corporation	TITLE:	Rock Face Mapping - Location 11 Piccadilly Redevelopment 133 Castlereagh Street & 222 Pitt Street, Sydney NSW
OFFICE:	Sydney	DRAWN BY:	RF
SCALE: 1:200 @ A3		DATE:	02/06/2024
PROJECT No:	86990.02		
PHOTO PLATE No:	1		
REVISION:	0		

* RL levels taken from Geotechnical Brief Drawings



RL* 8.8 m

Basement Level - P3

SANDSTONE: Medium to high strength, fresh to slightly weathered, dark to medium grey, medium to coarse grained, with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

Rock face was not washed for mapping (due to the presence of HV cables)



RL* 6.2 m

Basement Level - P4

SANDSTONE: Medium to high strength, fresh to slightly weathered, pale to medium grey, medium to coarse grained, with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

A 140(M)/085 NE joint observed on the exposed rock face.



RL* 3.6 m

Basement Level - P5

SANDSTONE: Medium to high strength, fresh, pale to medium grey, medium to coarse grained, with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

Primary bedding well developed.

No adversely oriented joints were observed.

706

Douglas PARTNERS

CLIENT: Pier Property Corporation		TITLE: Rock Face Mapping - Location 12 Piccadilly Redevelopment 133 Castlereagh Street & 222 Pitt Street, Sydney NSW	PROJECT No: 86990.02
OFFICE: Sydney	DRAWN BY: RF		PHOTO PLATE No: 2
SCALE: 1:200 @ A3	DATE: 02/06/2024		REVISION: 0

* RL levels taken from Geotechnical Brief Drawings



RL* 8.8 m

Basement Level - P3

SANDSTONE: Medium to high strength, fresh to slightly weathered, dark to medium grey, medium to coarse grained,with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

A 175(M)/080 NE joint observed on the exposed rock face.

Rock wash was not washed for mapping (due to the presence of HV cable).



RL* 6.2 m

Basement Level - P4

SANDSTONE: Medium to high strength, fresh to slightly weathered, pale to medium grey, medium to coarse grained,with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

No adversely oriented joints were observed.



RL* 3.6 m

Basement Level - P5

SANDSTONE: Medium to high strength, fresh, pale to medium grey, medium to coarse grained, with cross-bedded SILTSTONE laminations.
(HAWKESBURY SANDSTONE)

No adversely oriented joints were observed.

707

Douglas PARTNERS

CLIENT:	Pier Property Corporation	TITLE:	Rock Face Mapping - Location 13 Piccadilly Redevelopment 133 Castlereagh Street & 222 Pitt Street, Sydney NSW
OFFICE:	Sydney	DRAWN BY:	RF
SCALE: 1:200 @ A3		DATE:	02/06/2024
PROJECT No:	86990.02		
PHOTO PLATE No:	3		
REVISION:	0		

Attachment A11

Building Services Report

ARUP

Subject	Piccadilly Redevelopment - Building Services and VT Summary
Job No/Ref	295375
Date	25 August 2025
By	Ryan Crabbe

Introduction

This memorandum has been prepared to summarise the main building services and vertical transportation systems that have been designed and proposed for the Piccadilly Redevelopment project, and to provide commentary and reasoning to support the City of Sydney query relating to the high floorplate efficiencies being achieved when compared to those historically seen and referenced in the Guideline for Site Specific Planning Proposals in Central Sydney.

System Summaries

The building services and vertical transportation design intent is to replace all existing systems and equipment (except for the existing basement chamber substation) with new high efficiency systems, whilst reusing as many of the existing risers and lift shafts as possible to minimise required structural interventions.

Note: A similar schematic level of engineering design input was completed to inform the mixed-use scheme, with dedicated mechanical services, lifts and on-floor electrical/ICT and hydraulic systems being provided for the residential stratum areas.

Vertical Transportation

Replacement of existing single deck lifts serving each of the 133 Castlereagh Street and 222 Pitt Street towers with:

- 133 Castlereagh Street tower:
  - Mid rise: 6 double deck lifts
  - High rise: 5 double deck lifts
  - Sky rise: 3 double deck lifts in a satellite core

    (replaced by single deck residential passenger lifts in the mixed use scheme)
  - Goods: 2 single deck lifts
- 222 Pitt Street tower:
  - 4 single deck lifts

Mechanical Services

- Centralised high efficiency water cooled chillers (and chilled water system) at L29/30 serving centralised air handling plant (L05 and L29/30) and on floor perimeter active chilled beams for space cooling
- Centralised cooling towers (and heat rejection plant) at L41/42 serving base building chillers, commercial tenant condenser water provisions and retail tenants
- Centralised electric air source heat pumps at L41/42 serving centralised air handling plant (L05 and L29/30) for space heating
- Centralised reverse cycle electric air source heat pumps at roof level of the 222 Pitt St tower serving centralised air handling plant (also at roof level) for space cooling and heating of the 222 Pitt St building

- Life safety ventilation systems and miscellaneous ventilation systems serving ancillary and back of house areas located in plantrooms throughout both towers

Electrical Services

- Two upper chamber HV substations located in L05 and L29/30 plantrooms in addition to the exiting basement chamber HV substation located at basement level
- New LV switchrooms located at basement level and L29/30 plantroom serving both towers
- New base building and tenant generator plantrooms located at L29/30 serving both towers
- New communications and DAS rooms located at basement levels serving both towers

Hydraulic and Fire Services

- New fire services pumps at basement level and fire tanks and pumps at L41/42 serving a combined hydrant and sprinkler system for the development
- On floor electric domestic hot water (DHW) units serving commercial bathroom areas and centralised electric air source heat pumps serving end of trip areas

The following figures (1, 2 and 3) illustrate the main riser and plant massing that has been coordinated with the architectural scheme to inform the planning proposal submission



Figure 1 - Typical low rise (left) and high rise (right) level riser layouts

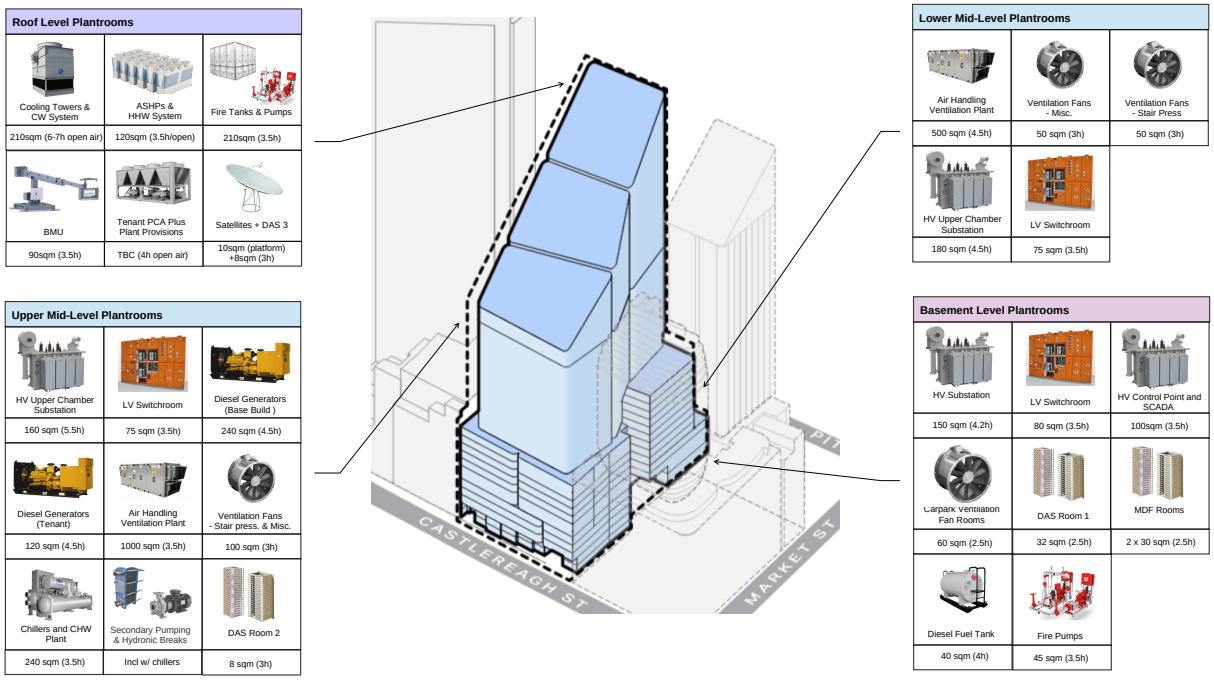


Figure 2 - 133 Castlereagh Street Tower Plantroom Massing (Commercial Scheme)

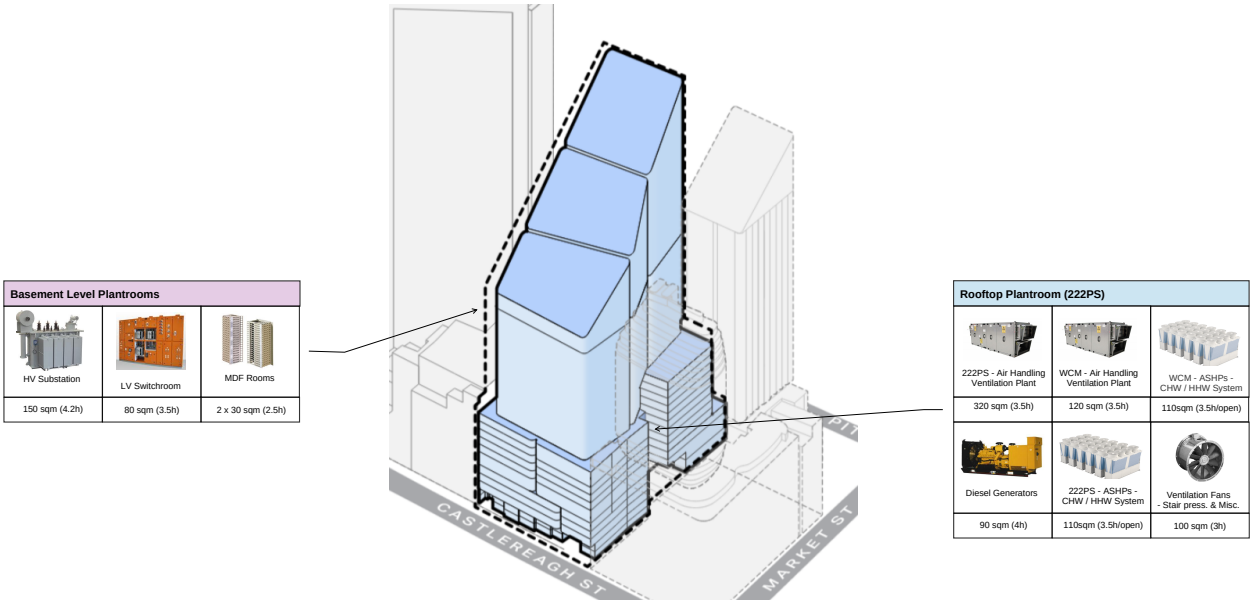


Figure 3 - 222 Pitt Street Tower Plantroom Massing (Commercial Scheme)

ARUP

Subject	Piccadilly Redevelopment - Building Services and Vertical Transportation Summary
Job No/Ref	295375
Date	25 August 2025

Building Floorplate Efficiencies

The proposed building services and vertical transportation strategies have positively contributed to the improved building efficiencies being realised above those referenced in the Guideline for Site Specific Planning Proposals in Central Sydney.

The large size of the Piccadilly redevelopment floorplates at >2,500sqm, compared to PCA Premium grade floorplate sizes of >1,000sqm to 1,200sqm, inherently leads to increased floorplate efficiencies (as seen in precedent projects such as Australian Technology Park (ATP) Building 2 and Quay Quarter Tower), but the building services and VT selections contribute by:

- Reducing riser sizes through:
  - Using a hydronic based air conditioning system (chilled beams) as opposed to an all-air system, leading to perimeter ductwork risers being notably smaller compared to an all air VAV system
  - Having distributed ventilation plantrooms meaning that ductwork is fed from multiple locations within the tower, rather than simply top down and bottom up, reducing ductwork sizes again
- Implementing a double deck lifting strategy:

  Using a double deck (DD) lifting strategy as opposed to a single deck (SD) lifting strategy reduces lift numbers as the following comparative study for this development demonstrates:

Building Rise	Qty of DD lifts	Qty of SD lifts	Difference in qty
Mid rise	6	10	4
High rise	5	8	3
Sky rise	3	5	2

  The above highlights a reduction in 9 lifts by utilising a DD strategy, which (including lobby areas) equates to approximately 125sqm NLA saving, which is a ~5-6% improvement in floorplate efficiency alone.

- Irregular core shape
  - Unlike many buildings that opt to ‘square off’ core areas, the Piccadilly concept scheme has a more irregular shaped core layout that matches the required services risers and structural coordination needed, which itself release more NLA

Conclusion

New building services systems and lifts are being installed throughout as part of the redevelopment to suit the planning of the new building form and to achieve the projects required sustainability targets.

The system selections, plant massing strategies and in particular the use of a double deck lifting strategy have also contributed to high floorplate efficiencies as seen in the planning proposal submission.

Attachment A12

Structural Design Description

ARUP

Subject	Piccadilly Redevelopment - Structural Design Summary
Job No/Ref	295375
Date	28 August 2025
By	Andrew Johnson

Introduction

The document responds directly to the correspondence from City of Sydney dated 19th August 2025, with particular reference to the following section:

"Engineering Structural Record

To demonstrate future development for the site, which includes retention of the tower at 133-135 Castlereagh Street tower is feasible including elements to be retained or demolished, an integration with new structural components. A geotechnical study should also be included to demonstrate suitability of the proposed future development for the site."

Structural description

The structural intent is to fully re-use the existing 133 Castlereagh St (133C) tower and extend via new structure to the west, resulting in a single monolithic structure composed of the existing and new. The entire substructure between Pitt St and Castlereagh is proposed to be retained, with localised reconfiguration and strengthening where required to facilitate the proposed functions.

The new completed structure will be designed and certified for a 50-year design life including the existing 133C.

Douglas Partners (DP) have completed both desktop and site specific physical geotechnical investigations based on a brief prepared by Arup that have included mapping of the existing sandstone excavation in the location of the new core, verification of foundation pressures for new and existing foundations, and rail corridor influence. Reference is made to the report prepared by DP.

The following descriptive notes shall be read in conjunction with Figure 1 to Figure 5 below.

- Existing 222 Pitt St building demolished including foundations. Existing retail podium structure demolished to the existing ground level slab. Extent to the building joint interfacing with the 133C tower columns;
- Existing basement excavation footprint and depth retained and utilised with no new bulk excavation. Detailed excavation required for new satellite core lift pits and pad footings. Geometrical relationship to the Sydney Metro Up ad Downn lines under Pitt and Castlereagh St's unchanged. All new foundation loading is outside the 1st reserve as defined by the Sydney Metro Corridor Protection Guidelines;
- Documentation review, structural calculation, and detailed materials testing of the existing 133C tower columns and foundations by a 3rd party specialist testing facility has verified the capacity to support the additional loads above the western side of the existing floorplate. This testing and verification has included strength, durability, and fire performance;
- The columns and floor framing for the new floors off 222 Pitt St and the extended 133C tower will be constructed from materials required to suit the functional planning, construction methodology, economical, and embodied carbon requirements at the time. Various structural

grids and framing methodologies have been tested to demonstrate that the proposed function, ceiling height, and services-structure interaction can be achieved within the existing floor to floor heights;

- The lateral structure has been tested based on a banded post-tensioned slab arrangement for the new typical commercial floors and post-tensioned plates for the residential levels in the mixed-use configuration which provides an upper bound mass for seismic assessment;
- New tower columns are inserted through the existing basement structure to pad footings on sandstone. The columns immediately adjacent to the 133C tower columns are structural steel regardless of the material selected for the typical floor structure to alleviate differential long-term shortening issues between the new and existing;
- New western (satellite) core. This core sits within the new footprint and is ideally located to supplement the existing 133C core and the share the increased wind and seismic loads, and provide lateral and vertical support for the 222 Pitt St building component. Detailed structural analysis has been undertaken including staged construction of the existing and new buildings in combination with physical and dynamic testing of the existing building to tune our analytical models;
- The existing 133C is reconfigured within the outer primary core walls, utilising the existing shafts and protecting its structural performance. Modest localised strengthening is required only;
- The new typical commercial floors above 222 Pitt St are provided at the level of the existing floors to provide contiguous floor plates. These floors are connected to the existing as needed and provide continuous structural diaphragms that link the two cores and constrain the building to behave as one;
- The structural form can accommodate either the full commercial or mixed-use scenarios. For the mixed-use scenario, a transfer slab is proposed at the top of the existing building to allow transition to a suitable structural grid for residential use.

Conclusion

We have undertaken substantial site investigations along with detailed structural analysis and assessment to demonstrate that the proposed works are feasible including the retention of the 133-135 Castlereagh St tower elements to be retained. A geotechnical study including both desktop and site investigation has been undertaken to further demonstrate that the ground conditions are suitable for the proposed works.

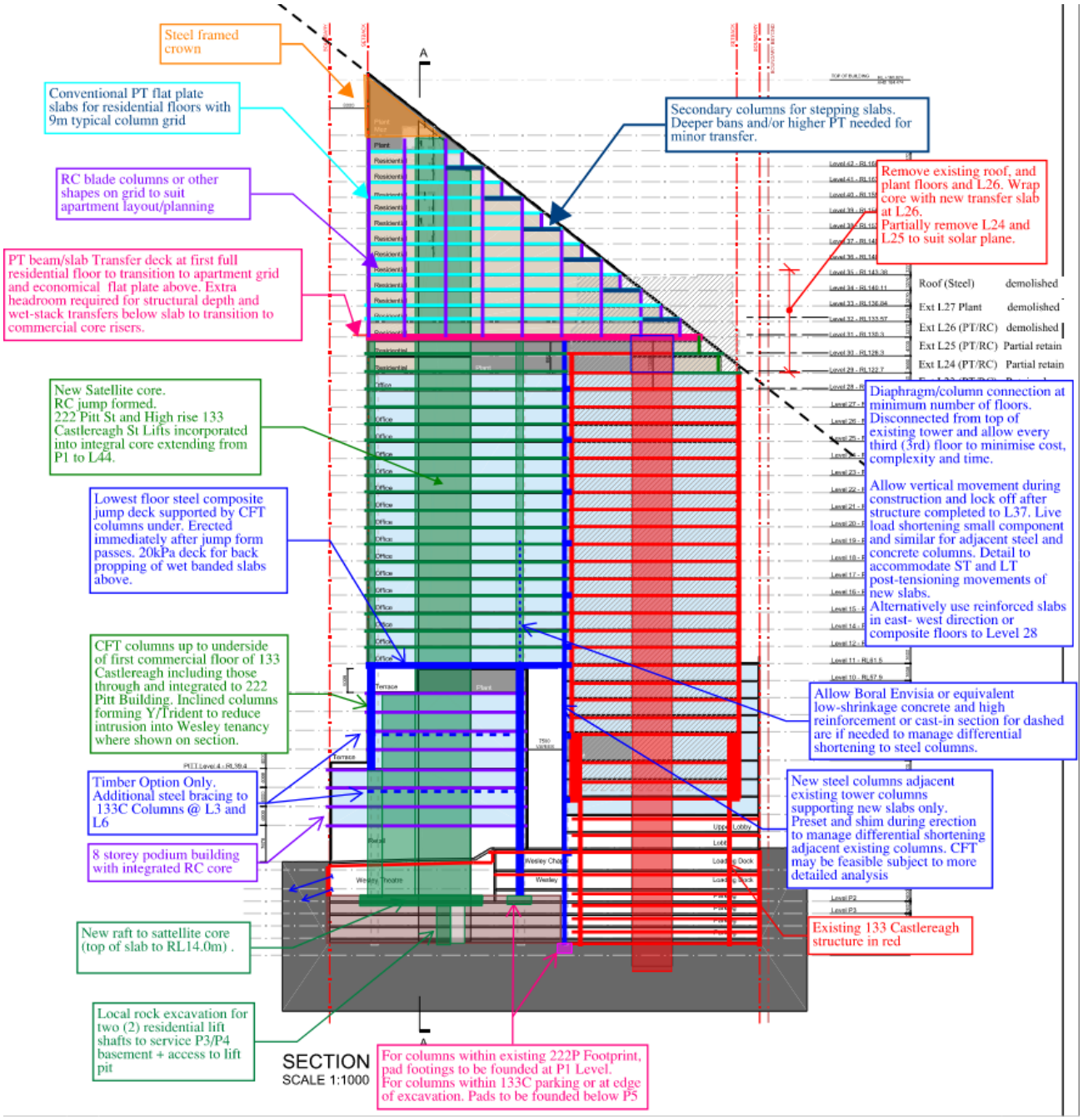


Figure 1: East-west structural section in the mixed-use scenario

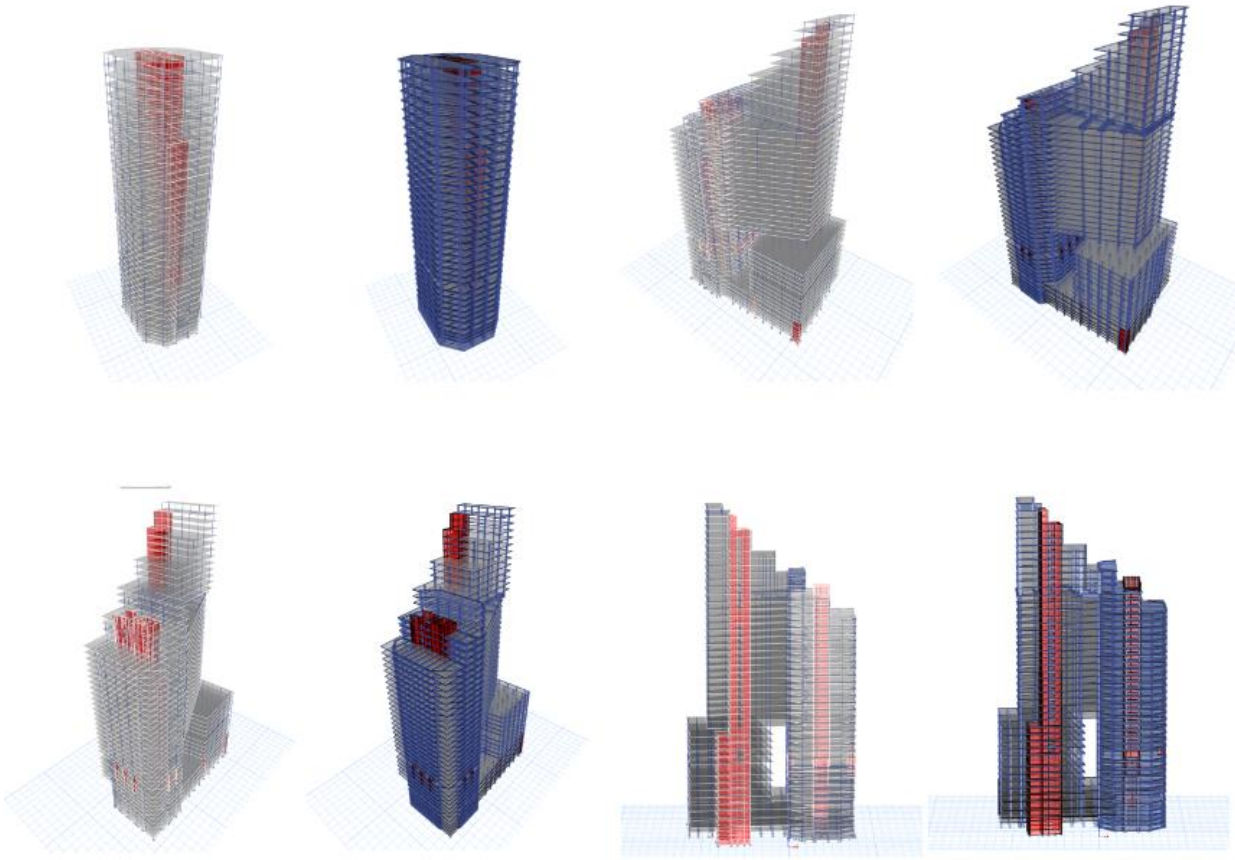


Figure 2: Images of global structural FE model (ETABS) undertaken including staged construction

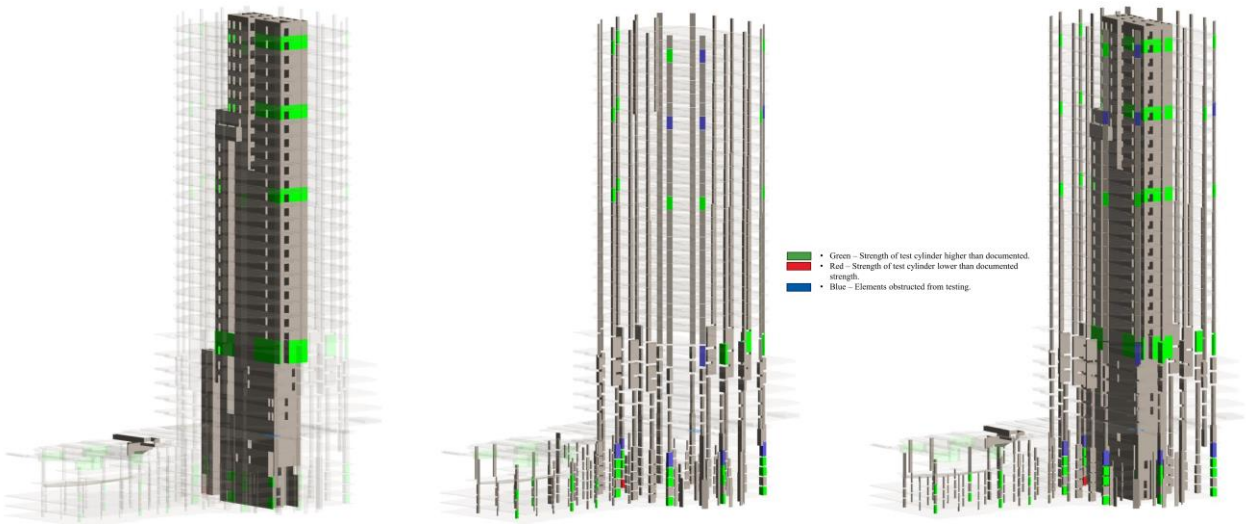


Figure 3: Graphic representation on materials testing regime undertaken on the existing 133 Castlereagh St concrete structure to investigate material properties - strength and durability assessment

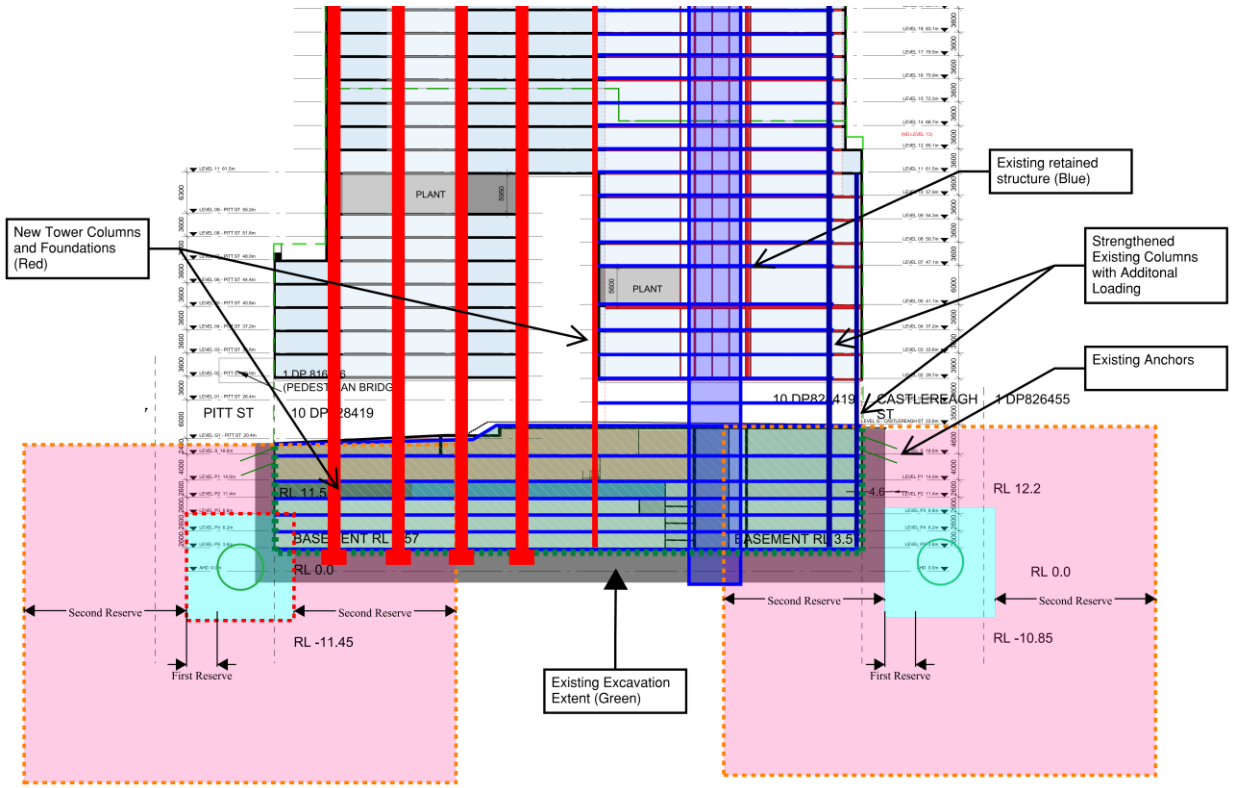


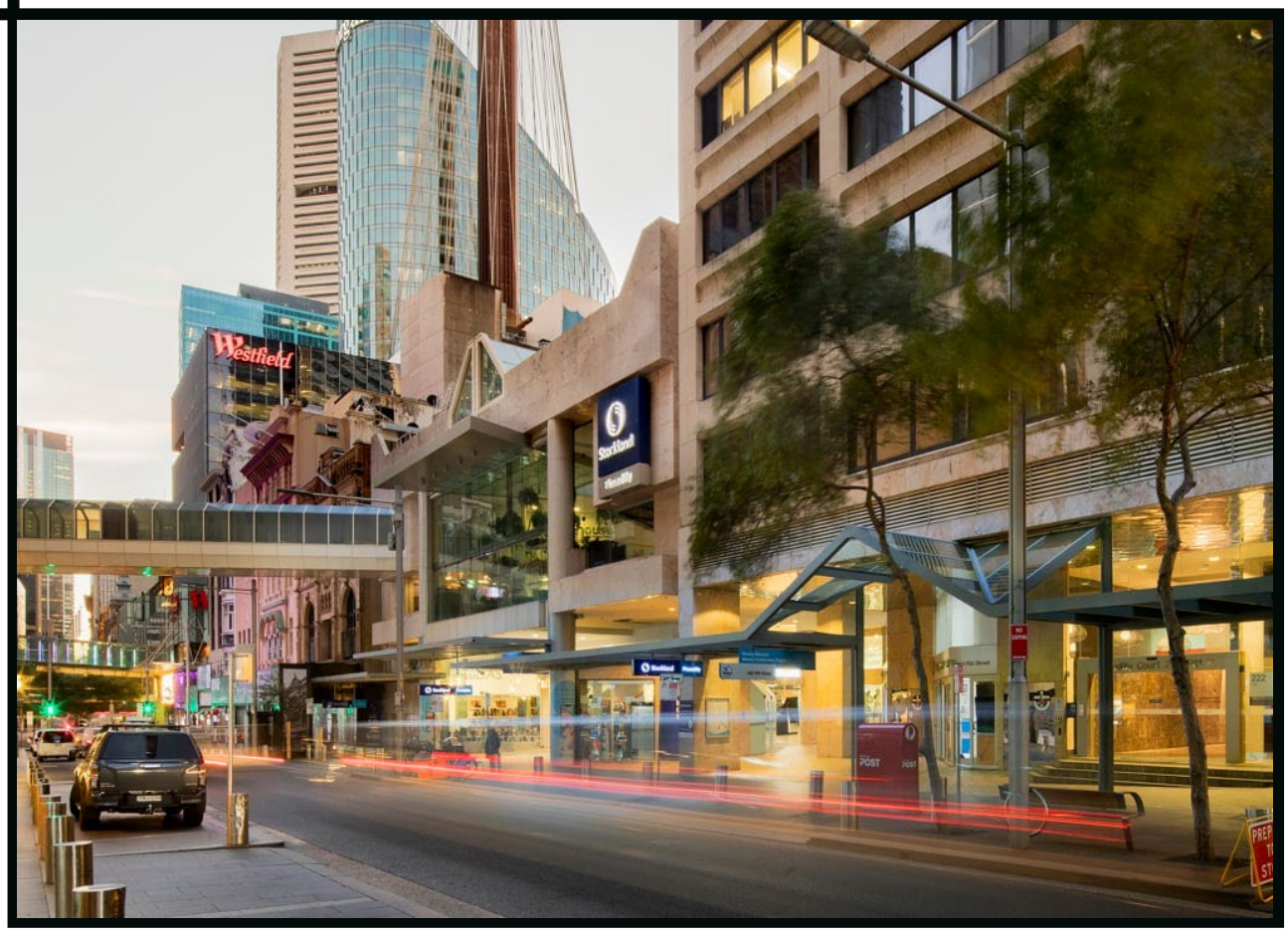
Figure 4: Existing basement extent and Metro Interaction – no increase in existing basement footprint or depth



Figure 5: Mapping of rock excavation on site (DP)

Attachment A13

Stakeholder Engagement Plan



Stockland Piccadilly Redevelopment Planning Proposal: Stakeholder Engagement Plan

Prepared for

Pier Property Corporation for Stockland

31 July 2025

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Dianne Knott
Associate Director	Aparna Casimir
Consultant	Georgie Conn
Project Code	P0047430
Report Number	FINAL



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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Disclaimer **9**

1. Introduction

This Stakeholder Management Plan accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1. About the Planning Proposal

The Planning Proposal aims to facilitate redevelopment of the site for:

- Retention of the existing commercial tower on Castlereagh Street along with a removal of the existing sun access breech at the top of the building
- A multi storey commercial development with ground level retail and the option to incorporate residential at the upper levels of the tower. The proposal also incorporates the flexibility to retain Wesley Mission facilities at lower ground levels
- A new through-site link between Pitt and Castlereagh Street
- Enhanced pedestrian amenity and activation at the street level
- Basement car parking and associated facilities.

The planning proposal will also enable a number of improvements to public domain outcomes of the current Piccadilly Complex, including:

- Enhancing solar access to Hyde Park
- Removing the car park ramp on Castlereagh Street, which currently presents a physical and visual intrusion. This will become a single vehicle ingress/egress at the south western corner on Castlereagh Street
- Removing existing sky bridges over Pitt Street and Castlereagh Street to improve solar access and views
- Aligning the new building with the street edge to improve the pedestrian activation and amenity. This includes replacing the existing colonnades with a façade that aligns with the street frontage.

1.2. The site and surrounding context

The site (as shown in Figure 1) is known as *Stockland Piccadilly Complex* and currently comprises three buildings. Located at 133-145 Castlereagh Street, Sydney, the site has two street frontages onto Castlereagh Street to the east and Pitt Street to the west.

The buildings on the current site include a 14-storey office building, 2 storey retail building, and 31 storey commercial office building. These buildings cater to a mix of commercial uses, including office and retail space, along with basement carparking. Pedestrian access to the site is via Pitt Street and Castlereagh Street, and vehicle access is via Castlereagh Street.

The site is located within a high-density mixed-use environment, surrounded by similar multi-storey buildings accommodating predominately commercial uses, including offices, retail tenancies and hotels. The site is

located near a key north-south pedestrian and transport spine which connects key public areas between Circular Quay, Town Hall and Central.

Specifically, the surrounding context includes:

- **To the north:** 65-77 Market Street, which is being redeveloped by David Jones to enable retail and residential uses; and the City Tattersalls club and hotel on Pitt Street, also being redeveloped.

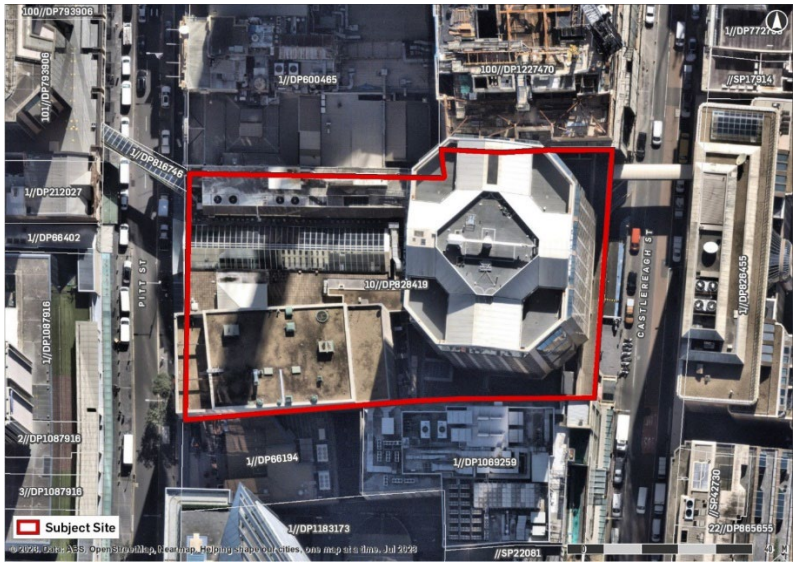
  Further north is Pitt Street Mall, which is expected to extend further south due to the planned Sydney Metro City & South West line. The recently opened Gadigal Metro Station (bound by Park, Pitt and Castlereagh Streets) is expected to direct pedestrian traffic towards the site

- **To the east**: Sheraton Grand Sydney Hyde Park Hotel. This side of the site also includes a significant public open space corridor extending from Hyde Park to The Domain and Royal Botanic Gardens

- **To the south:** the former Bank of NSW building on Pitt Street, a six-storey building with a small-scale retail tenancy. The site neighbours 151 Castlereagh Street, a 13-storey commercial office building, and further south, the 43-storey ANZ tower and Liberty Place

- **To the west**: the site directly adjoins Pitt Street, with the Hilton Hotel, Queen Victoria Building, and Town Hall Square further west.

Figure 1 Site aerial



Source: Urbis

1.3. Previous engagement

Since 2019, Stockland has been actively engaging the City of Sydney Council regarding the Planning Proposal. This includes discussing opportunities to enhance the current site and improve its contribution to Central Sydney's urban landscape. Through this engagement, Stockland has also ensured the Planning Proposal responds to feedback provided by Council's Advisory Panel, Planning and Design team and other technical officers.

The Stockland team has also been engaging the current owners and tenants of the site throughout development of the Planning Proposal.

2. Engagement approach and objectives

The engagement approach outlined in this plan has been informed by the Engagement Institute (formerly International Association of Public Participation) public participation spectrum (see Figure 2). The spectrum describes goals for public participation, and the corresponding promise to the public.

The engagement approach for this plan has been determined based on the anticipated level of impact of the proposal on the surrounding community and stakeholders. For this plan, the engagement objectives align to the goals of **consulting key stakeholders** and **informing the site's neighbours and surrounding community**.

To achieve this objective, the engagement approach will build on engagement undertaken to date and:

- Provide proactive, regular and relevant information about planning and delivery of the proposal, including its potential impacts and benefits
- Ensure accessible, tailored open lines of communication throughout all future project phases
- Provide channels for stakeholders and the community to ask questions and/or share concerns about the Planning Proposal; and respond appropriately and in a timely manner to concerns or questions raised
- Use outcomes of engagement to proactively identify potential impacts of the proposal on stakeholders and the community, as well as measures to enhance potential positive impacts and minimise potential negative impacts
- Working with planning authorities and key agencies realise best for project outcomes that also contribute positively to the Central Sydney's urban landscape.

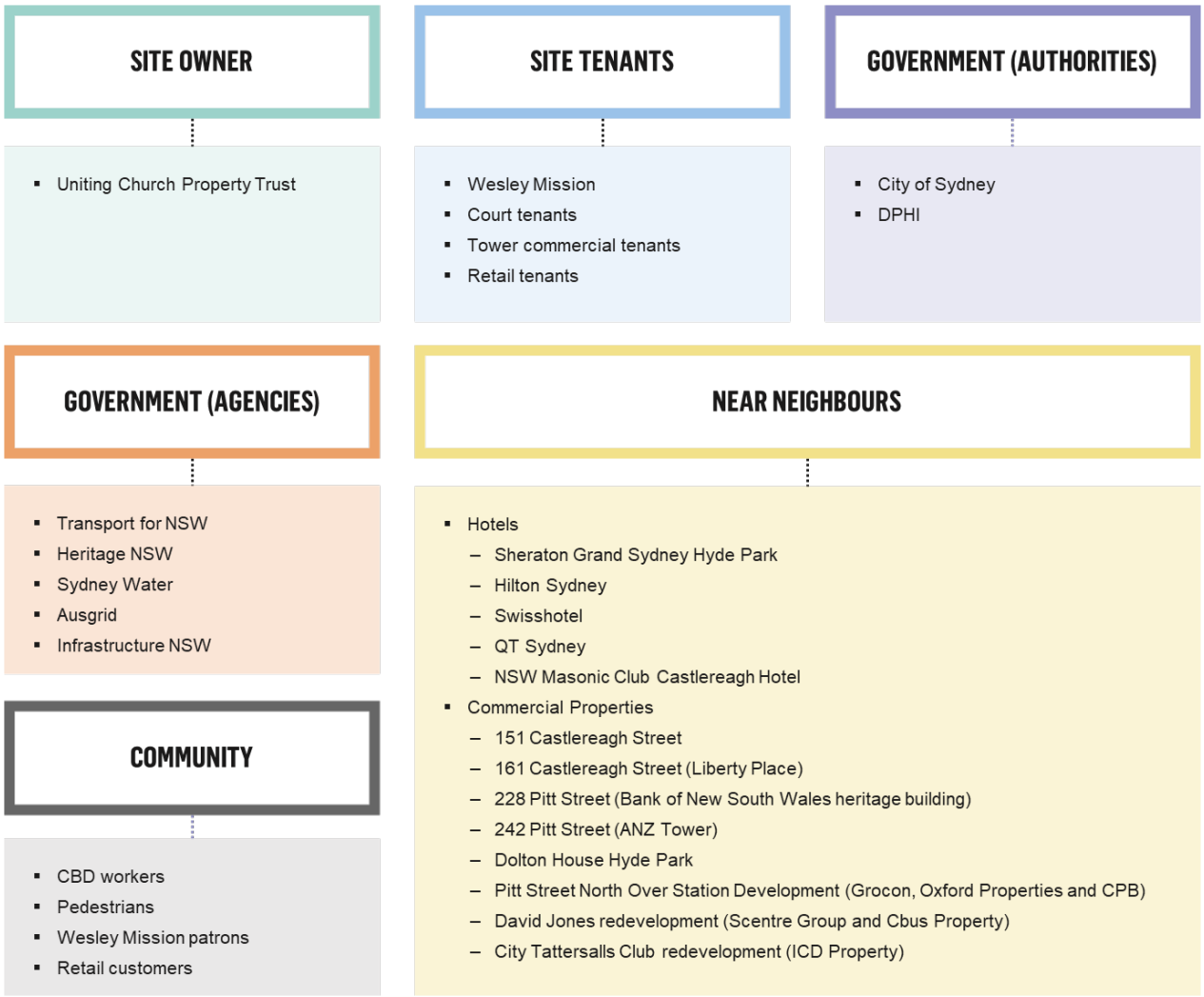
Figure 2 Engagement Institute public participation spectrum

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

3. Stakeholders to be engaged

Figure 3 below provides a summary of stakeholders who will be engaged throughout the project. Given the nature and location of the proposal, the engagement approach is focused on the site's immediate surrounds.

Figure 3 Stakeholders to be engaged



3.1. Stakeholder matrix

The table below provides an overview of stakeholders to be engaged, the engagement approach for each stakeholder category, and likely areas of interest or impact.

The proposed approach outlined below will be reviewed throughout the planning and delivery phases of the project and updated as needed, to ensure ongoing effective engagement.

Table 1 Stakeholder matrix

Stakeholder	Likely areas of interest or impact	Engagement approach	Engagement timing (project phases)
Site co-owner			
Uniting Church Property Trust	▪ Ensuring feasibility of the proposal ▪ Ensuring the proposed design and operation supports thriving church activities ▪ Minimising potential impacts to church activities during construction	▪ Continuation of regular updates and briefings across all project phases ▪ Workshops throughout design development and when preparing the detailed DA	▪ Planning Proposal lodgement ▪ Design competition ▪ Exhibition of the detailed DA ▪ Pre-construction ▪ Construction
Site tenants			
▪ Wesley Mission ▪ Court tenants ▪ Tower commercial tenants ▪ Retail tenants	▪ Minimising impacts on operations ▪ Having sufficient notice and certainty regarding timing, extent and impact of construction to enable assessment of impacts to operations and/or development of business continuity plans ▪ Opportunities to resume operations once construction is complete	▪ Direct outreach when Planning Proposal is lodged ▪ One-on-one case management and regular briefings across all project phases ▪ Coordination during preparation of construction phasing to identify opportunities to minimise impacts	▪ Planning Proposal lodgement ▪ Design competition ▪ Exhibition of the detailed DA ▪ Pre-construction ▪ Construction

Stakeholder	Likely areas of interest or impact	Engagement approach	Engagement timing (project phases)
Government (authorities)			
▪ City of Sydney ▪ DPHI	▪ Alignment with Central Sydney Planning Strategy ▪ Planning compliance ▪ Ensuring design excellence ▪ Ground level connections and public domain improvements ▪ Design and sustainability initiatives included in the proposal design ▪ Management of potential impacts on neighbouring heritage sites ▪ Coordination with nearby developments to minimise cumulative impacts ▪ Construction community relations approach	▪ Continuation of regular briefings across all project phases	▪ Planning Proposal lodgement ▪ Design competition ▪ Exhibition of the detailed DA ▪ Pre-construction ▪ Construction
Government (agencies)			
▪ Transport for NSW ▪ Heritage NSW ▪ Sydney Water ▪ Ausgrid ▪ Infrastructure NSW	▪ Impacts of construction and operation on current and future surrounding assets, initiatives and services ▪ Management of construction in a highly constrained and busy location, including traffic impacts on	▪ Regular engagement to understand how design, delivery and operation of the proposal may impact each agencies' services ▪ Coordination during preparation of construction management plans	▪ Planning Proposal lodgement ▪ Design competition ▪ Exhibition of the detailed DA ▪ Pre-construction ▪ Construction

Stakeholder	Likely areas of interest or impact	Engagement approach	Engagement timing (project phases)
	key roads (particularly Pitt Street and Market Street) ▪ Management of potential impacts on neighbouring heritage sites ▪ Coordination with nearby developments to minimise cumulative impacts	▪ Ongoing and regular construction updates	
Near neighbours			
Hotels ▪ Sheraton Grand Sydney Hyde Park ▪ Hilton Sydney ▪ Swisshotel ▪ QT Sydney ▪ NSW Masonic Club Castlereagh Hotel Commercial properties ▪ 151 Castlereagh Street ▪ 161 Castlereagh Street (Liberty Place) ▪ 228 Pitt Street (Bank of New South Wales heritage building)	▪ Minimising impacts on business operations, including construction, traffic, access, and ongoing visual amenity ▪ Coordination with nearby developments to minimise cumulative impacts ▪ Extent and frequency of out of hours works (which may impact patronage) ▪ Having sufficient notice and certainty regarding timing, extent and impact of construction to enable assessment of impacts to operations and/or development of business continuity plans	▪ Direct outreach when Planning Proposal is lodged ▪ Offer of briefings throughout future project phases ▪ Ongoing, regular updates during construction ▪ Establishment of dedicated project contact details for enquiries and complaints	▪ Planning Proposal lodgement ▪ Design competition ▪ Exhibition of the detailed DA ▪ Pre-construction ▪ Construction

Stakeholder	Likely areas of interest or impact	Engagement approach	Engagement timing (project phases)
▪ 242 Pitt Street (ANZ Tower) ▪ Dolton House Hyde Park ▪ Pitt Street North Over Station Development (Grocon, Oxford Properties and CPB) ▪ David Jones redevelopment (Scentre Group and Cbus Property) ▪ City Tattersalls Club redevelopment (ICD Property)	▪ Direct contact point for information about the proposal, particularly during construction		
Community			
▪ CBD workers ▪ Pedestrians	▪ Construction impacts including noise, air quality, traffic, parking, access and light ▪ Visual amenity impacts ▪ Potential construction fatigue	▪ Construction management plans to include approaches for wayfinding around the site, site signage and ensuring safe pedestrian access ▪ Use of VMS during construction to advise of traffic and parking changes ▪ Establishment of dedicated project contact details for enquiries and complaints	▪ Construction

Disclaimer

This report is dated 31 July 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pier Property Corporation for Stockland **(Instructing Party)** for the purpose of outlining the approach to stakeholder management to support the Planning Proposal to amend the Sydney Local Environmental Plan 2012, to enable the proposed redevelopment of Stockland Piccadilly Complex **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Attachment A14

Rail Corridor Impact Report – Commercial Scheme

ARUP

Stockland

Piccadilly Redevelopment

Rail Corridor Impact Assessment – Commercial Scheme

Reference:

| 29 July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

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Document Verification

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Document title	Rail Corridor Impact Assessment
Job number	295375
Document ref	
File reference	

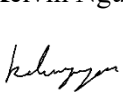
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		Description	First Draft

	Prepared by	**Checked by**	**Approved by**
Name	Kelvin Nguyen	Andrew Johnson	Andrew Johnson
Signature			

Final report	22/11/2024	**Filename**	295375_STR_Rail Corridor Impact Assessment
		Description	Final report

	Prepared by	**Checked by**	**Approved by**
Name	Kelvin Nguyen	Andrew Johnson	Andrew Johnson
Signature			

Final report	29/07/2025	**Filename**	295375_STR_Rail Corridor Impact Assessment_Commercial Scheme
		Description	Commercial Scheme

	Prepared by	**Checked by**	**Approved by**
Name	Kelvin Nguyen	Andrew Johnson	Andrew Johnson
Signature			

Issue Document Verification with Document ☑

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Rail Interaction and Shoring Drawings A-1

1. Introduction

This rail corridor impact assessment report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.



Figure 1 133-145 Castlereagh Street, Sydney - Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

2. Project overview

2.1 Location

The site sits within the Sydney CBD and includes the adjacent 133 Castlereagh and 220 Pitt Street properties on the block bounded by Pitt, Market, Castlereagh, and Park Street. The site is accessible from through Pitt (West) and Castlereagh (East) with 196-204 Pitt and 65-77 Market Street to the Northern boundary and 226-230 Pitt and 147-153 Castlereagh Street to the South.

2.2 Existing Buildings

The site currently comprises three existing buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1 Description of Existing Buildings

Building	Description
222 Pitt Street (Piccadilly Court)	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
210 Pitt Street (Piccadilly Shopping Centre)	Comprises a 3-storey retail building and entry to the Wesley Mission facilities A footbridge over Pitt Street connects the building to 55 Market Street to the west.
133 Castlereagh Street (Piccadilly Tower)	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.
Basement	A 5-level shared basement extends across the footprints of Piccadilly Tower and Shopping Centre with a single level basement below 222 Pitt Street. Basement use comprises of the Wesley Mission facilities (in the upper basement levels) and parking levels (in the lower levels). Entry and exits are via ramps on Castlereagh St. Wesley Mission facilities include the Wesley Church, Lyceum, Wesley Theatre and supporting office space.

2.3 Scope of proposed development

The proposed development consists of:

- 5 levels of shared basement for loading dock, parking, retail, Wesley Mission facilities, end of trip facilities and substation
- 44 level commercial tower (133 Castlereagh St) composed of:
- 14 level commercial tower (222 Pitt St) including Wesley offices
- A through site link at ground floor aligned East-West between Pitt and Castlereagh Streets with Retail tenancies



Figure 2 Reference Design Ground Floor Plan



Figure 3 Reference Design Typical Commercial Floor Plan

The scope of the development involves:

- Retaining and reuse of the existing basement (up to ground floor) and the 133 Castlereagh Street tower structure including existing foundations, columns, floor framing (including ramps) and cores.
- Demolition of the shopping centre arcade and 222 Pitt Street, with a new 14 storey commercial building over the demolished footprint.
- Stripping of the 133 Castlereagh Street tower back to primary structure then extending the commercial floorplate towards the west over the new 222 Pitt St building, as well as extending vertically up by 12

floors over existing levels. New columns to support 222P and enlarged 133C floorplate to extend and be founded under Basement 5 level.

- A new satellite core within the existing footprint of 222 Pitt Street to provide lateral support to both new 222 Pitt Street building and extended portion of 133 Castlereagh to be locally excavated and founded at roughly RL13.5m
- Strengthening of existing foundations at Basement level 5 to enable the extension of the structure vertically.
- Improvements to the public domain, including removal of the parallel access ramp to Castlereagh Street and redeveloping the though site link between Pitt St and Castlereagh Street.

3. Ground Conditions

3.1 Site Geology

A geotechnical desktop assessment report has been prepared by Douglas and Partners (D&P), ref: 86990.00.R001 rev 3, dated November 2019. The D&P report is based on D&P investigations on sites in close proximity including neighbouring sites 194-204 Pitt Street and 65-77 Market Street which are located immediately to the north of the project site. Limited shallow bore hole information from these sites is available.

The site typically has 4-5 metres of soil/fill or weathered rock below the foot path level, followed by medium to high strength rock below

A summary of expected ground conditions from existing ground level as provided by DP is summarised in Table 2

Table 2: Expected ground profile from RL17.5, average existing slab level (Douglas Partners)

Geological Unit	Layer	Description
1	Fill	Fill – generally building rubble and gravelly sand up to 0.5m.
2	Weathered rock	Extremely low to low strength, extremely to slightly weathered sandstone over medium strength sandstone with very low strength bands to depths of 3 to 4m.
3	Sandstone	Medium to high strength sandstone, slightly weathered to fresh sandstone to depths of 6 to 7m over high strength, fresh sandstone with occasional medium strength bands.

A geological feature known as the Martin Place Joint Swarm passes through the site. The joint swarm zone comprises closely spaced steeply dipping joints in otherwise medium to high strength rock. Excavating vertical faces in this material may require a retention system or rock bolting to secure any potentially unstable rock wedges.

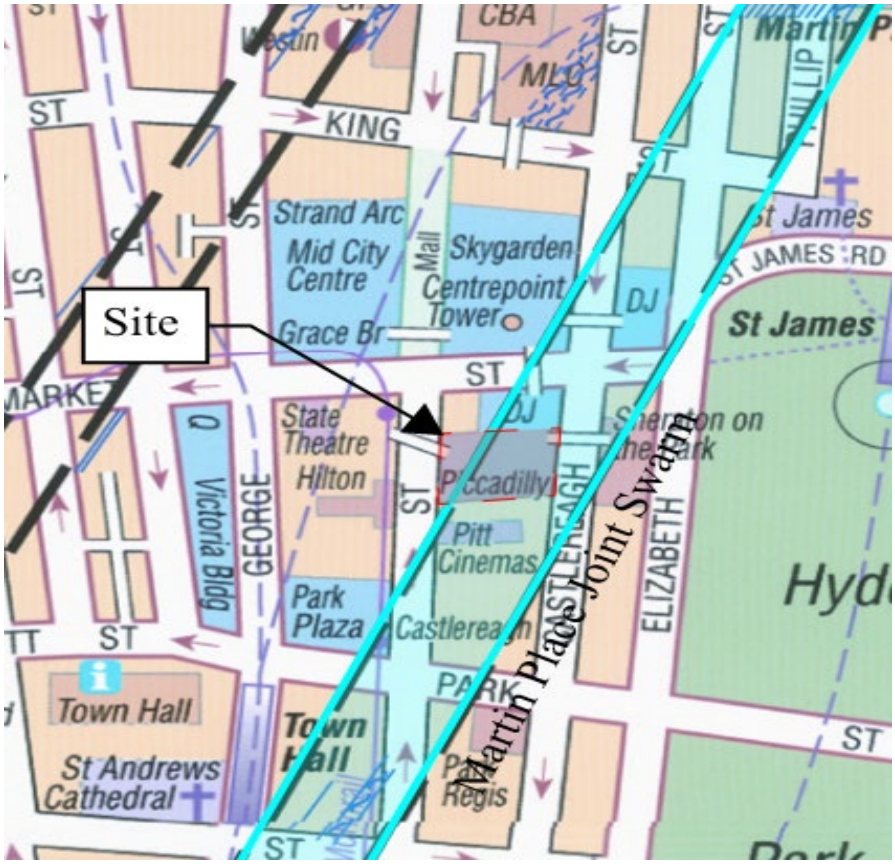


Figure 4 Site relative to the Martin Place Joint Swarm

At the 65-77 Market Street site, a clay seam in the bedrock was present in all bore holes. At the bore hole location nearest to the 133 Castlereagh site, the clay seam is 80mm thick and located at a depth of 5.55 m (RL3.9 m). The new foundations found below this level, however this seam may dip lower within the site potentially affecting foundation bearing.

Founding for the tower columns and cores is expected to otherwise be located in medium to high strength sandstone.

3.2 Site Topography

The site slopes upwards towards the East, rising approximately 3.1 m from Pitt Street (RL 19.5) to Castlereagh Street (RL 22.6m).

The majority of the site is currently excavated to RL 3.6 accommodating five basement levels. The Piccadilly Court area of the site is currently excavated to approximately RL16.8 accommodating a single basement level.

4. Excavation and Shoring

The proposed scheme relies on the reuse of the existing basement structure below ground including retention structures without the need for any further excavations at the site boundaries.

4.1 Existing Excavation and Retention

The current excavation and the existing retention systems were constructed prior to 1991 and any stress relief in the surrounding rock would have occurred before the tunnelling works and construction of the Sydney Metro tunnels. Below is a summary of the existing shoring systems on site that support the vertical excavated faces.

- Castlereagh and Pitt: Steel soldiers cast into top of rock level and restrained by temporarily ground anchors into the rock/soil until permanently propped by the basement slabs. Horizontal whaler beams are then used to span between these soldiers. Below B1, sandstone is assumed to be self-retaining and has been cut without additional retention. On the Castlereagh Street side, the parallel access ramp is on fill and the wall stem supporting Castlereagh Street cantilevers from the ramp base.
- Northern boundary: The existing footings under buildings to the north have been previously underpinned. No shoring is required along this face due to the neighbouring basement
- Southern Boundary (Western End): No retention has been assumed as current excavation level (RL16.8m) has been documented to be above the neighbouring basement level

4.2 Proposed Excavation and Retention

There is no additional excavation proposed along the existing site boundaries or adjacent the rail tunnels.

A new excavation is required to reach the base of the satellite core raft and column pad footings (at roughly RL 13.5m from existing RL 16.8m). The raft sits inboard of the southern and western boundaries and a buffer from the excavation will be kept to the neighbouring 226-230 Pitt Street Banking House and Pitt St avoiding any new retention.

A local excavation within the satellite core raft is required for 2 lift shafts to reach down to Parking Level 4 (RL 6.2m) providing lift access to the residential parking levels. The rock is expected to be of sufficient strength to not require additional retention.

5. Sydney Metro Rail Corridors and Interaction

The site is bounded by both tunnels of the Sydney Metro – City & Southwest metro line to the east and the west, with tunnels running underneath Castlereagh and Pitt Street respectively. The newly constructed Gadigal station is located to the south of the site on the same block.

For Sydney Metro tunnels, protection requirements will be accordance with the Sydney Metro Underground Corridor Protection Technical Guidelines.

5.1 Protection Reserves

The first and second reserves are defined in Sydney Metro Underground Corridor Protection Technical Guidelines as protection reserves around metro underground infrastructure.

The first reserve encompasses the ground that immediately surround the underground metro infrastructure that must not be encroached upon by any proposed development and its construction. The second reserve covers areas where proposed developments have the potential to adversely impact on the performance of the support elements of underground infrastructure, metro operations or the feasibility of planned metro infrastructure.

The guidelines define the dimensions of the first and second reserves around a tunnel as per Figure 5.

Transport for NSW Sydney Metro –Technical Services
Sydney Metro Underground Corridor Protection
Technical Guidelines

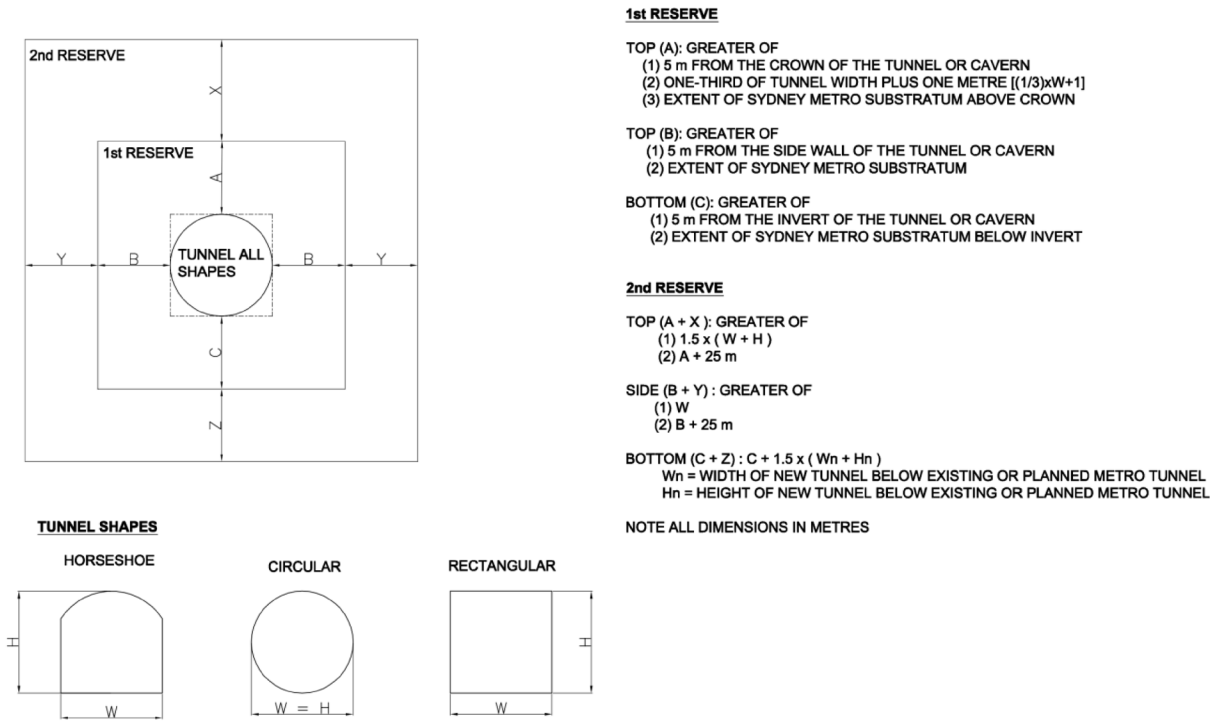


Figure 4.1 Protection reserves for metro tunnels and caverns

Figure 5: Rail protection reserves around tunnels to the Sydney Metro Underground Corridor Protection Technical Guidelines

The types of construction allowed in each reserve (subject to conditions) for Sydey Metro Tunnels have been listed in Table 3 below.

Table 3 Types of construction allowed within the Sydney Metro First and Second Reserves to the Sydney Metro Underground Corridor Protection Technical Guidelines

Types of construction	First Reserve	Second Reserve
Excavations for basements, footings	Not Allowed	Excavations less than 2.0m depth from surface level, assessment not required. Excavations greater than 2.0m depth, assessment required.
Shallow footings or pile foundations	Not Allowed	Allowed, subject to load restrictions. Assessment required.
Tunnels and underground excavations	Not Allowed	Allowed, subject to assessment
Ground anchors	Not Allowed	Allowed, subject to assessment
Demolition of existing subsurface structures	Not Allowed	Allowed, subject to assessment
Penetrative subsurface investigations	Allowed away from support zone. Assessment required.	Allowed, subject to assessment

5.2 Foundation interaction with Sydney Metro

The centres of the metro tunnels run at ~RL 2.7m towards the south ends of the site, diving down to RL 0.5m at the north of the site. The tunnels are roughly aligned with the lowest existing basement level (B5 at RL 3.6m). The tunnel bends towards the east causing the first reserve to overlap with the existing excavation at the northwestern boundary corner. The tunnel approaches within 1.5m from the western site boundary at its closest. On the east, the proposed development remains clear of the first reserve in plan with the tunnel at least 8.5m from the eastern site boundary.

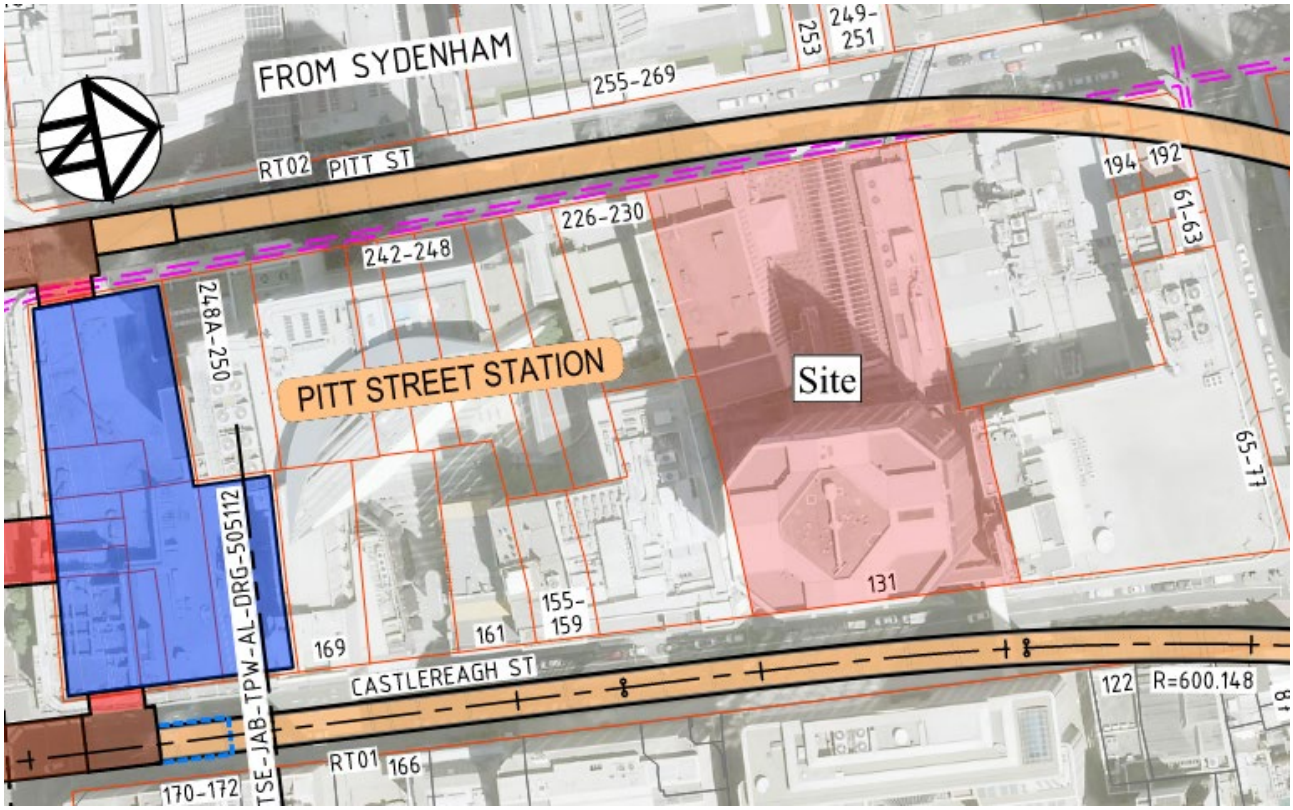


Figure 6 Site Relative to Sydney Metro City and Southwest Tunnels

Between basement levels B1 to B5, the proposed excavation extent in plan remains unchanged from the existing condition, however new pad footings for new columns and the strengthening of existing pad footings within the existing footprint will be required. These will result in localised excavations at the lowest basement level that will be located outside of the first reserve of both tunnels however will encroach into the second reserves.

The existing foundations are expected to undergo a cycle of unloading during demolition followed by reloading with increased loads under gravity to accommodate the new development.

The satellite core raft and new footings for 222 Pitt St perimeter columns down to RL13.5 will sit within the second reserve of the western tunnel.

Refer to Appendix A for sketches showing new and existing excavations and foundation locations.

5.3 Retention and Excavation Interaction with Sydney Metro

Existing retention along the site boundaries is to be retained without any additional retention proposed. The existing retention and excavation do not impact the performance of the Sydney Metro tunnels.

New excavation has been limited to new and strengthened foundations at B5 level inboard of the boundaries, and for the new satellite core. The new core excavation is minimal and well above the western Sydney Metro tunnel with no significant stress relief expected.

The extent of new core excavation has been located inside the site boundaries to Pitt St and the heritage building at 226-230 Pitt St on the southern boundary. The intent is to bench the sandstone excavation such that no new shoring is required

6. Sydney Trains Rail Corridors and Interaction

The site is also in proximity to the Eastern Suburbs Rail Line (ESR), which runs along the West of the site under the adjacent block.

Technical protection requirements and procedures shall be in accordance with TSA Standards T HR CI 12051 ST and T HR CI 12090 ST for City Circle (CCL), Eastern Suburb Rail (ESR) and Airport Line (APL) tunnels.

6.1 Protection Reserves

The first and second reserves are defined in TASA Standard T HR CI 12051 ST as protection reserves around the rail tunnel to ensure protection of the tunnels and rail infrastructure during construction and operation of adjacent developments.

The first reserve generally comprises of the immediate surrounds of the tunnel that shall not be encroached upon. The second reserve comprises of the areas where development works havethe potential to impact the performance of the sunnel support elements and the operation of the tunnel. The boundary definitions which dimension the first and second reserves are found in the Standard and have been used in this assessment.

The types of construction allowed in each reserve (subject to conditions) have been listed in Table 4 below.

Table 4: Types of construction allowed within the ESR First and Second Reserves to TASA Standard T HR CI 12051 ST

Types of construction	First Reserve	Second Reserve
Excavations for basements, footings	Not Allowed	Excavations less than 2.0m depth from surface level, assessment not required. Excavations greater than 2.0m depth, assessment required.
Shallow footings or pile foundations	Not Allowed	Allowed, subject to load restrictions. Assessment required.
Tunnels and underground excavations	Not Allowed	Allowed, subject to assessment
Ground anchors	Not Allowed	Allowed, subject to assessment
Demolition of existing subsurface structures	Not Allowed	Allowed, subject to assessment
Penetrative subsurface investigations	Allowed away from support zone. Assessment required.	Allowed, subject to assessment

6.2 Foundation Interaction with Eastern Suburbs Rail Line

With reference to historical documents and survey information provided by Sydney Trains, the existing underground rail corridors and operational tunnels for the Eastern Suburbs Rail line exist to the West of the site.

Based on the definition for the first and second reserve widths provided in TASA Standard T HR CI 12051 ST, it is determined that the proposed foundation works will not encroach into the 1st and 2nd reserves of the Eastern Suburbs Line.

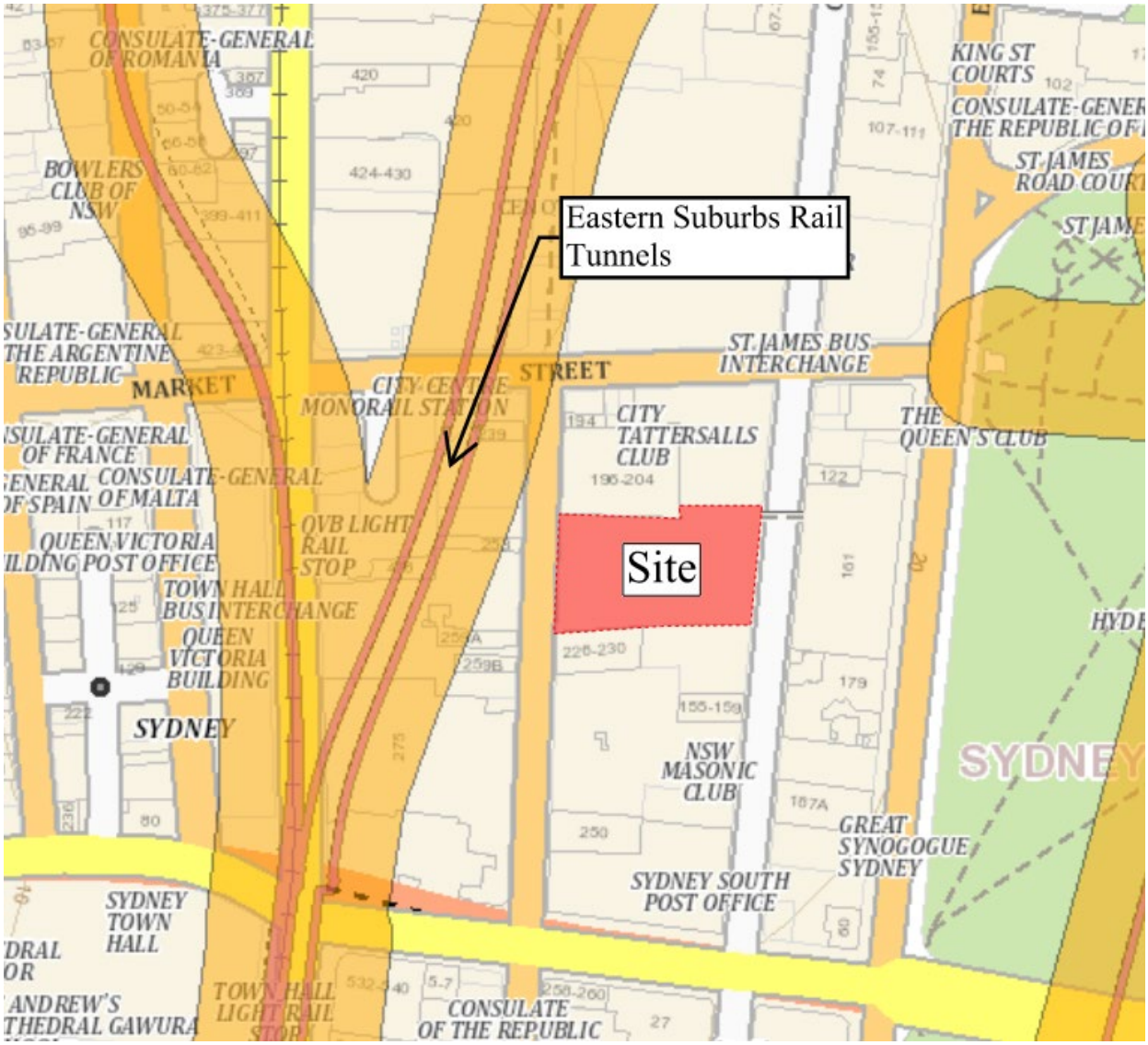


Figure 7 Site on plan in relation to the indicative location of Eastern Suburbs Rail tunnels and corridor protection zones

6.3 Retention and Excavation Interaction with Eastern Suburbs Rail Line

The existing retention and new excavation works are outside of the 1st and 2nd reserves of the Eastern Suburbs Line. Interaction between these works and the tunnels is expected to be negligible.

7. Noise, Vibration and Stray Currents

Refer to the Arup Acoustic report: 295375-AC01_v2 for recommendations on managing noise and vibration.

Protection from stray electrical currents is provided by insulating structural steel and reinforcing steel with adequate cover concrete. Typically, this is achieved to the reinforced concrete foundation and shoring elements with a minimum cover of 50mm for 32 MPa concrete that is in contact with the ground.

8. Conclusion

The proposed structure has been designed such that any new excavations, foundations or retention structures are outside of the first reserves of the Sydney Metro Tunnels.

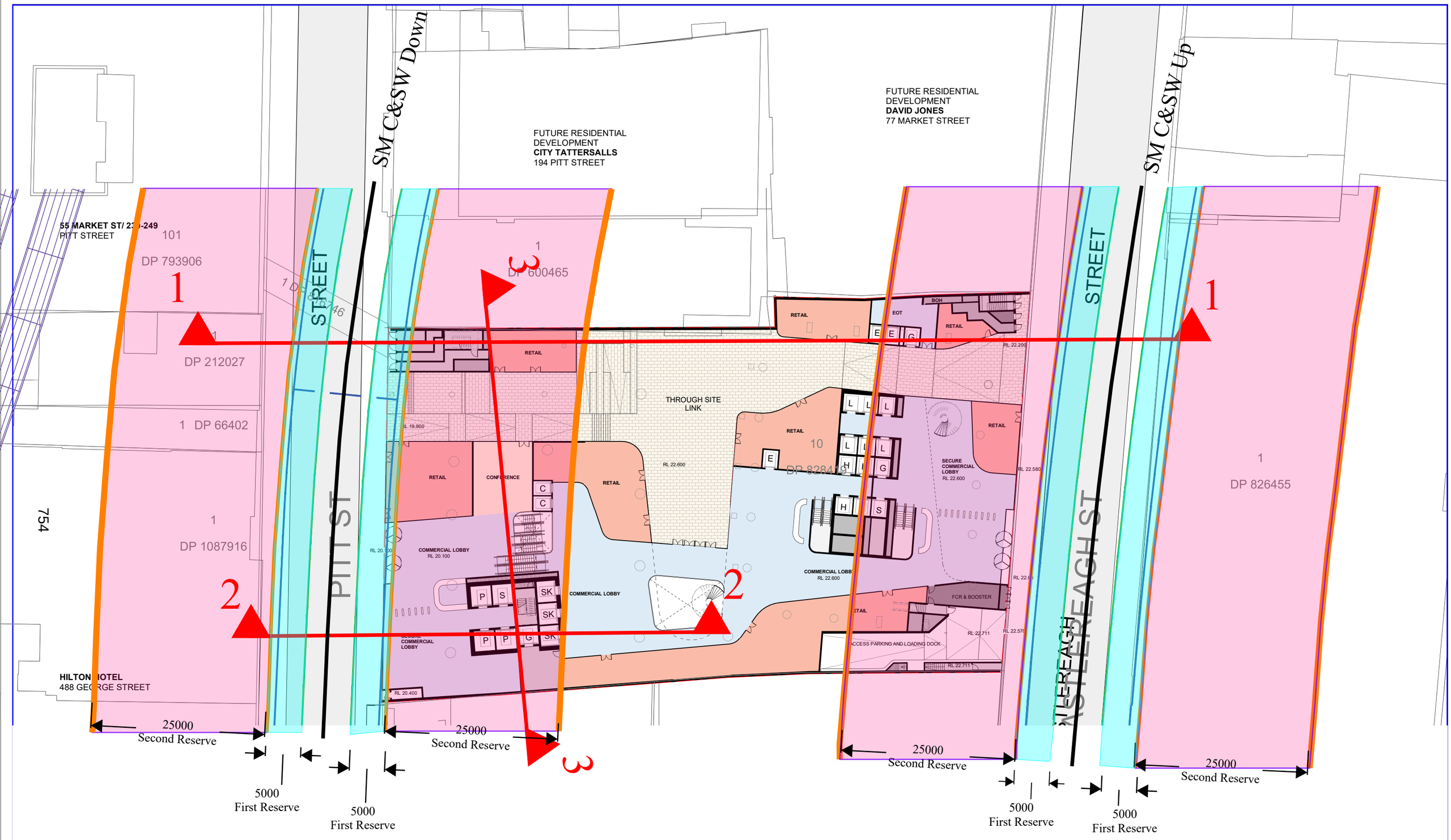
Based on a preliminary empirical analysis, the impact of the structure will achieve a total of less than 10mm movement in the adjacent metro rail infrastructure. This is to be expected given there are no new major excavations near the depth of the tunnels.

If required, a three-dimensional geotechnical analysis model of the rock substratum can be prepared to assess the impact of the development on the metro rail tunnels at a future stage. The analysis model will require a non-linear staged analysis, and that sensitivity analyses are also run to envelope a realistic range of input parameters.

Based on sufficient distance from the Sydney Trains ESL we do not believe further analysis to study the impact of the development on the underground tunnels.

Appendix A

Rail Interaction and Shoring Drawings



Ground Floor Plan

SM C&SW Down

SM C&SW Up

1

2

3

SITE BOUNDARY

BASEMENT P5
73 CAR SPACES
RL 3.600

UP RAMP TO P4

BOH

STORE

PLANT

G

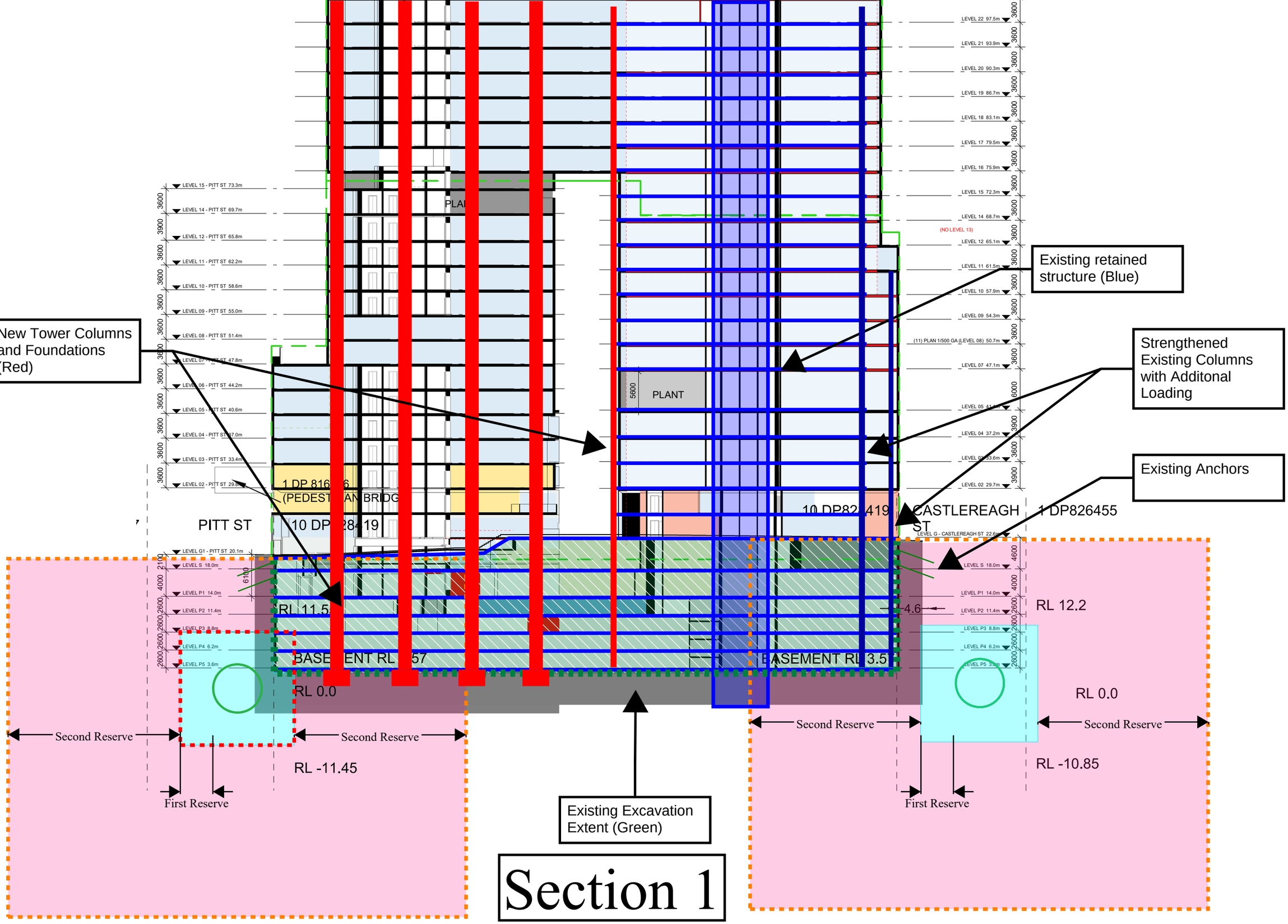
DOWN RAMP FROM P4

755

25000
Second Reserve

5000
First Reserve

Basement Level 5 Plan


New Tower Columns and Foundations (Red)
Existing retained structure (Blue)
Strengthened Existing Columns with Additonal Loading
Existing Anchors
Existing Excavation Extent (Green)
PITT ST
CASTLEREAGH ST
1 DP826455
PLANT
5600
LEVEL 15 - PITT ST 73.3m
LEVEL 14 - PITT ST 69.7m
LEVEL 12 - PITT ST 65.8m
LEVEL 11 - PITT ST 62.2m
LEVEL 10 - PITT ST 58.6m
LEVEL 09 - PITT ST 55.0m
LEVEL 08 - PITT ST 51.4m
LEVEL 06 - PITT ST 44.2m
LEVEL 05 - PITT ST 40.6m
LEVEL 04 - PITT ST 37.0m
LEVEL 03 - PITT ST 33.4m
LEVEL 02 - PITT ST 29.8m
LEVEL 22 97.5m
LEVEL 21 93.9m
LEVEL 20 90.3m
LEVEL 19 86.7m
LEVEL 18 83.1m
LEVEL 17 79.5m
LEVEL 16 75.9m
LEVEL 15 72.3m
LEVEL 14 68.7m
(NO LEVEL 13)
LEVEL 12 65.1m
LEVEL 11 61.5m
LEVEL 10 57.9m
LEVEL 09 54.3m
(11) PLAN 1/500 GA (LEVEL 08) 50.7m
LEVEL 07 47.1m
LEVEL 04 37.2m
LEVEL 02 29.7m
LEVEL G - CASTLEREAGH ST 22.6m
LEVEL G1 - PITT ST 20.1m
LEVEL S 18.0m
LEVEL P1 14.0m
LEVEL P2 11.4m
LEVEL P3 8.8m
LEVEL P4 6.2m
LEVEL P5 3.6m
RL 11.5
BASEMENT RL 3.57
RL 0.0
RL -11.45
Second Reserve
First Reserve
-4.6
RL 12.2
RL -10.85
Section 1

LEVEL 06 - PITT ST 44.2m

LEVEL 05 - PITT ST 40.6m

LEVEL 04 - PITT ST 37.0m

LEVEL 03 - PITT ST 33.4m

LEVEL 02 - PITT ST 29.8m

LEVEL G1 - PITT ST 20.1m

LEVEL S 18.0m

LEVEL P1 14.0m

LEVEL P2 11.4m

LEVEL P3 8.8m

LEVEL P4 6.2m

LEVEL P5 3.6m

3600 3600 3600 3600 3600 2100 4000 2600 2600 2600 2600 2600

6100

757

Satellite Core

New 222P columns at perimeter

Existing Excavation (Green)

New Excavation Extent (Purple)

First Reserve

Second Reserve

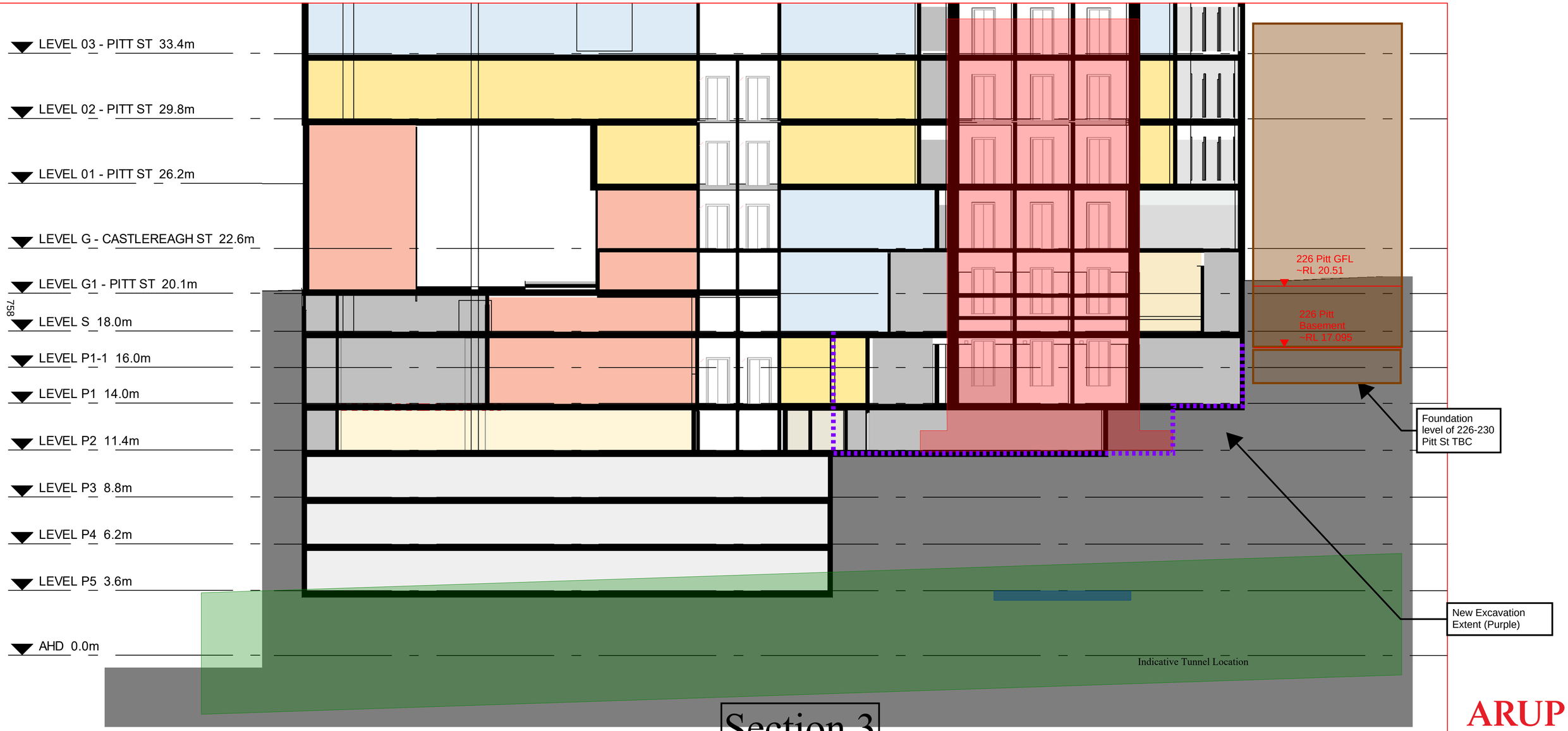
Section 2

WESLEY

SECTIONS

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133 Castlereagh Sydney Stockland

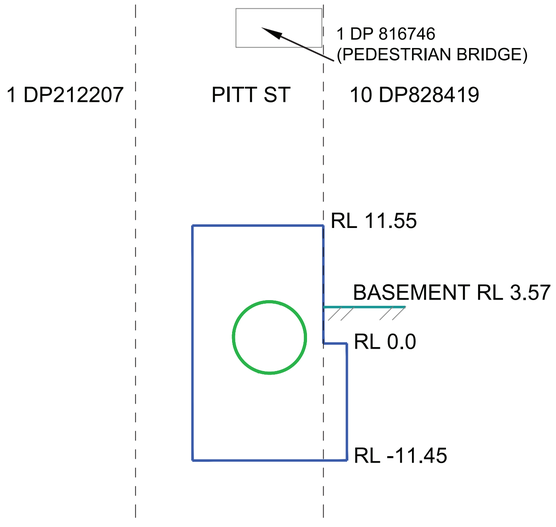
3XN GXN



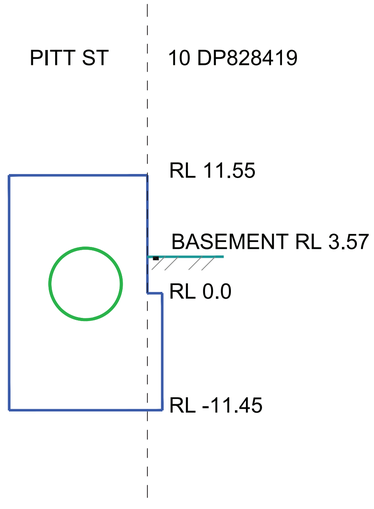
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ARUP

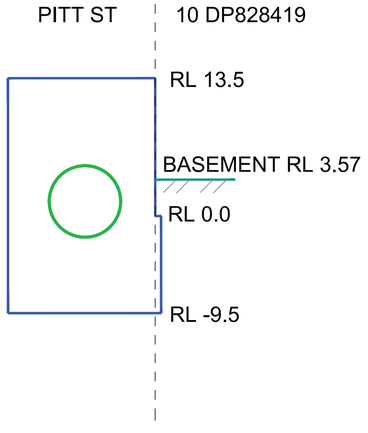




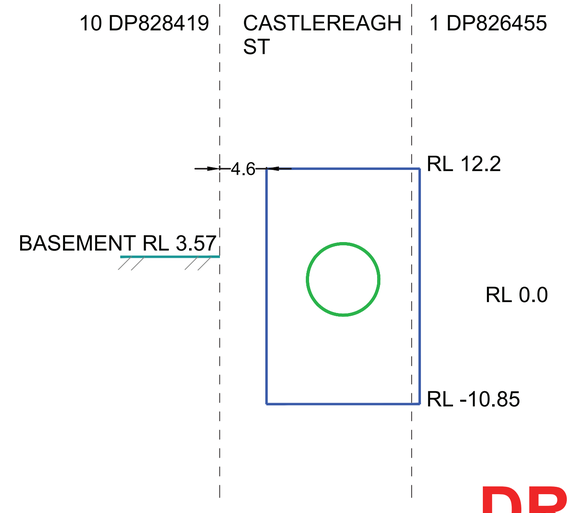
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SECTION AF-AF



SECTION AG-AG



SECTION AH-AH

DRAFT

SECTION SCALE 1:300

REVISIONS						
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J	17.05.2017	MULTIPLE AMENDMENTS	HAK	DWF	DWF
I	10.05.2017	SECTION B-B UPDATED, ADDITION OF SECTIONS NN-NNTO QQ-QQ	HAK	DWF	DWF
H	04.05.2017	MARTIN PLSECTIONS UPDATED	HAK	DWF	DWF
G	24.03.2015	ADDITION OF SECTIONS GG-GG TO JJ-JJ	HAK	DWF	DWF
No.	DATE	REVISION DETAILS	DRAWN	CHK	APP

HORIZ. SCALE: 1:300 | VERT. SCALE: N/A @ A1
COORDINATES: MGA | DATUM: AHD
ORIGIN: | ORIGIN:
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SCALE IN METRES AT ORIGINAL REDUCTION RATIO

NOTES

CLIENT: NSW GOVERNMENT Transport for NSW
SURVEY: | DATE OF SURVEY:
DRAWN: ZHY | DATE OF PLAN: 23.08.2016
CHECKED: DWF | DATE LAST SAVED: 08.08.2017
APPROVED: DWF | DATE APPROVED: 23.08.2016

TITLE
SYDNEY METRO CITY AND SOUTH WEST
SECTIONS SHOWING LAND TAKE
INTERFACE WITH 133 CASTLEREAGH ST

DRAWING No: Alignment 14 Sections-k.dwg

JOB No: PR124856
ISSUE: K
SHEET 37 OF 43 SHEETS
SIZE: A1

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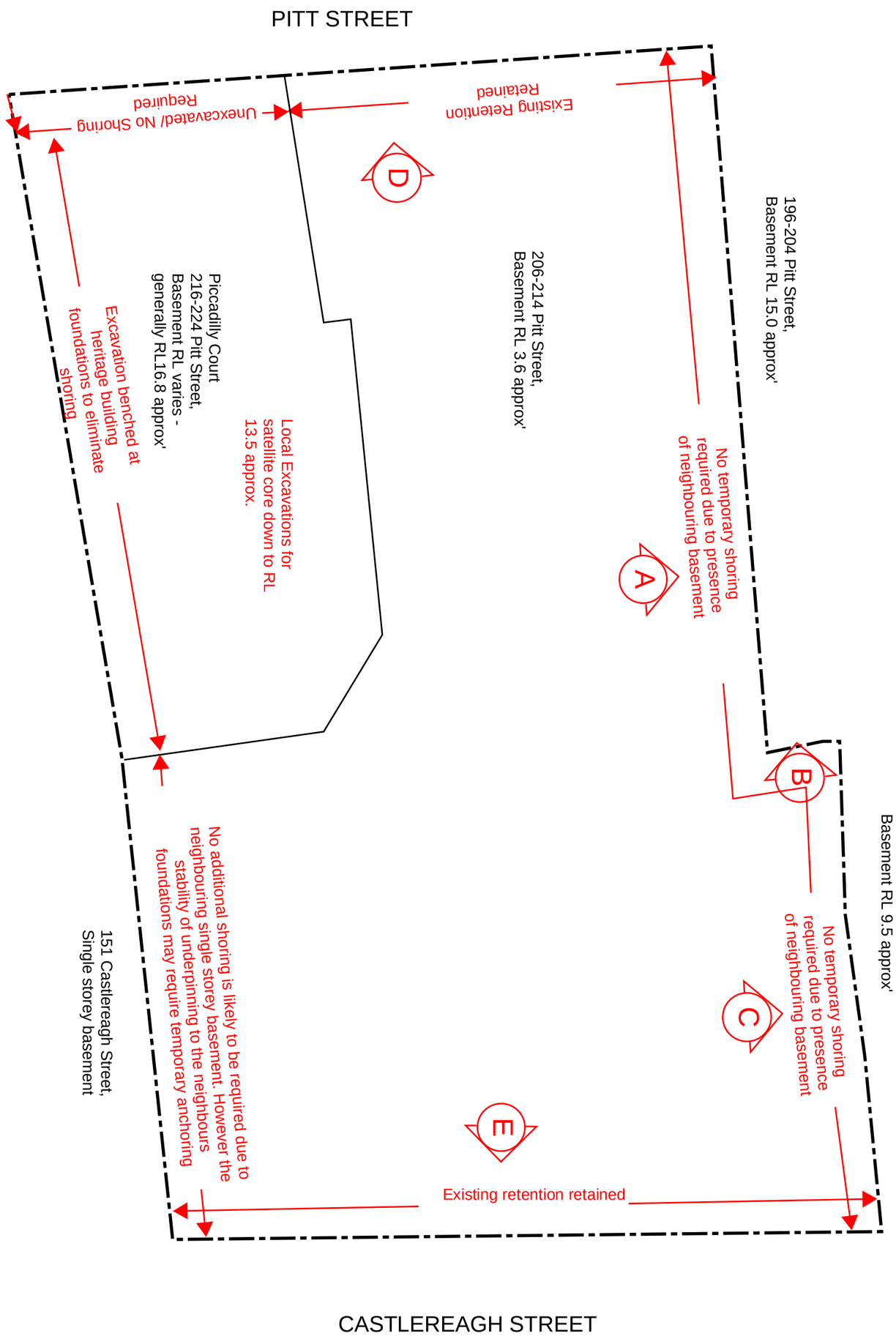
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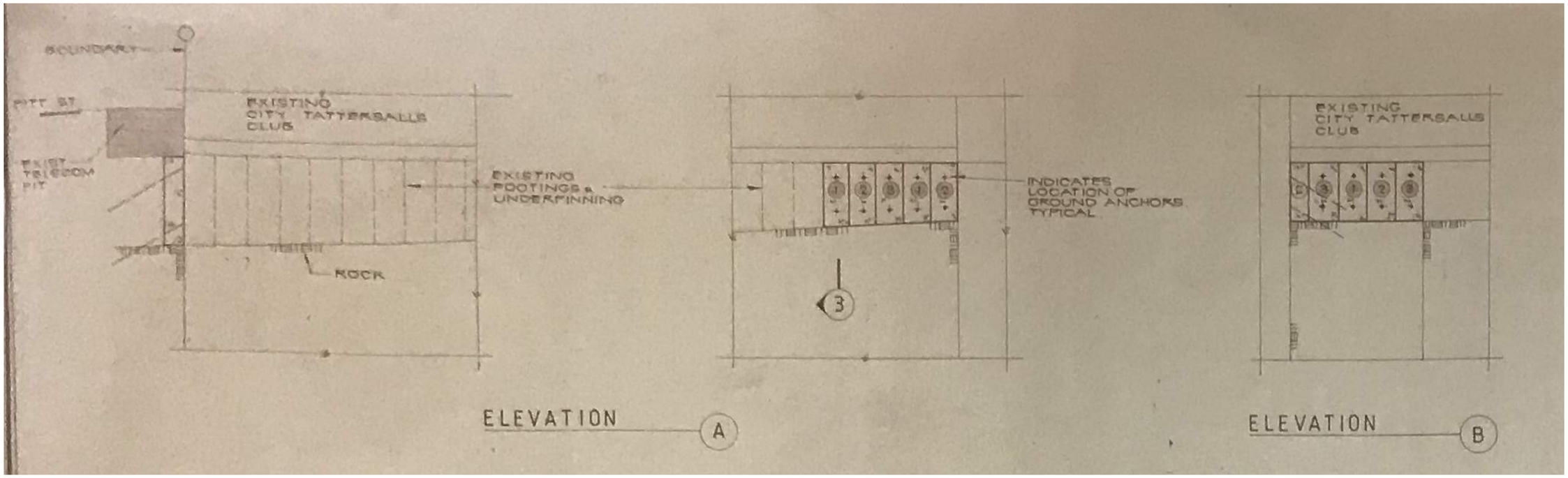
RPS AUSTRALIA EAST PTY LTD (ABN 44 140 292 762)
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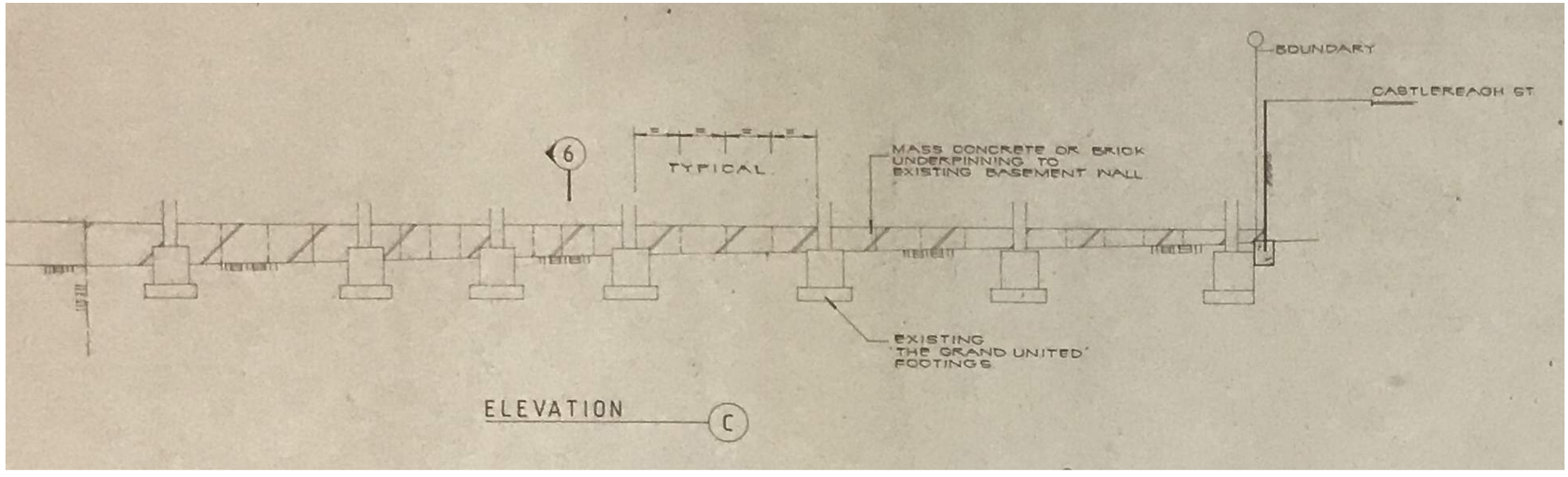
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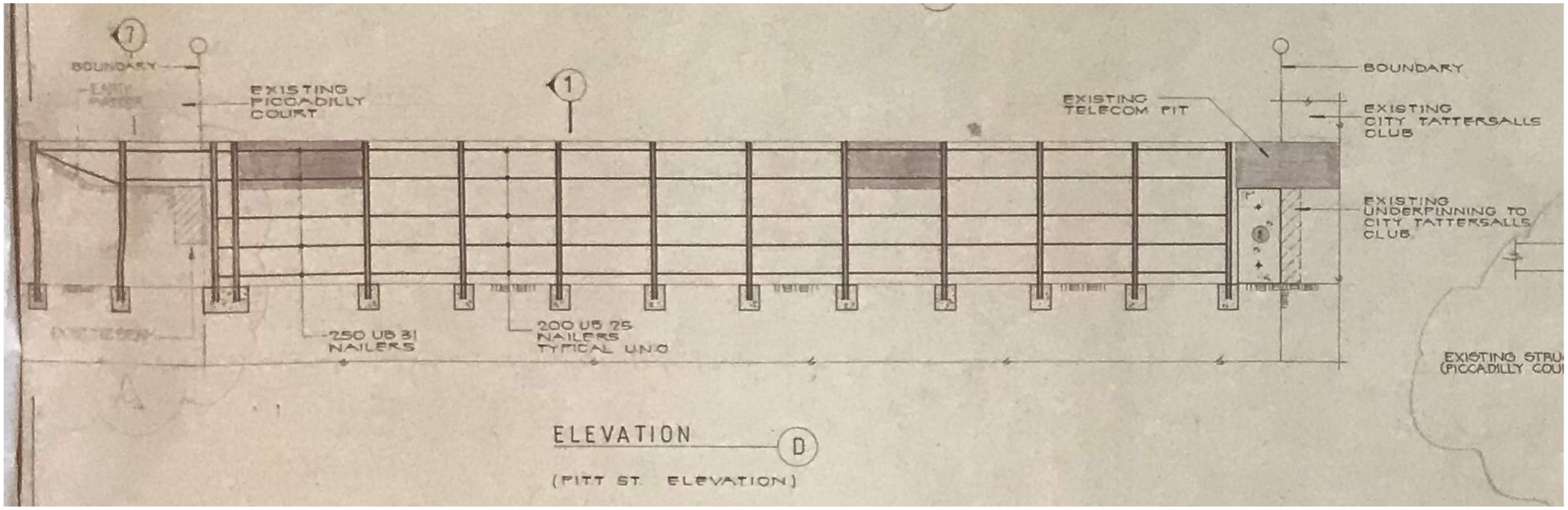

PITT STREET
196-204 Pitt Street,
Basement RL 15.0 approx'
206-214 Pitt Street,
Basement RL 3.6 approx'
Piccadilly Court
216-224 Pitt Street,
Basement RL varies -
generally RL16.8 approx'
65-77 Market Street,
Basement RL 9.5 approx'
151 Castlereagh Street,
Single storey basement
Existing Retention
Retained
Unexcavated/ No Shoring
Required
No temporary shoring
required due to presence
of neighbouring basement
Local Excavations for
satellite core down to RL
13.5 approx.
Excavation benched at
heritage building
foundations to eliminate
shoring
No additional shoring is likely to be required due to
neighbouring single storey basement. However the
stability of underpinning to the neighbours
foundations may require temporary anchoring
No temporary shoring
required due to presence
of neighbouring basement
Existing retention retained
A
B
C
D
E
CASTLEREAGH STREET



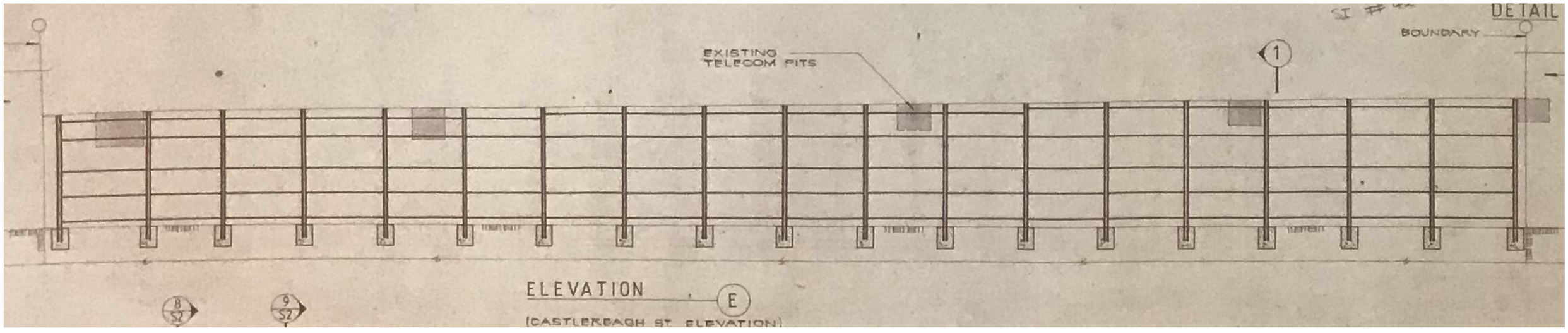
NORTH BOUNDARY ELEVATIONS -
Underpinning to neighbouring building at 196-204 Pitt Street



NORTH BOUNDARY ELEVATION -
Underpinning to neighbouring building at 65-77 Market Street

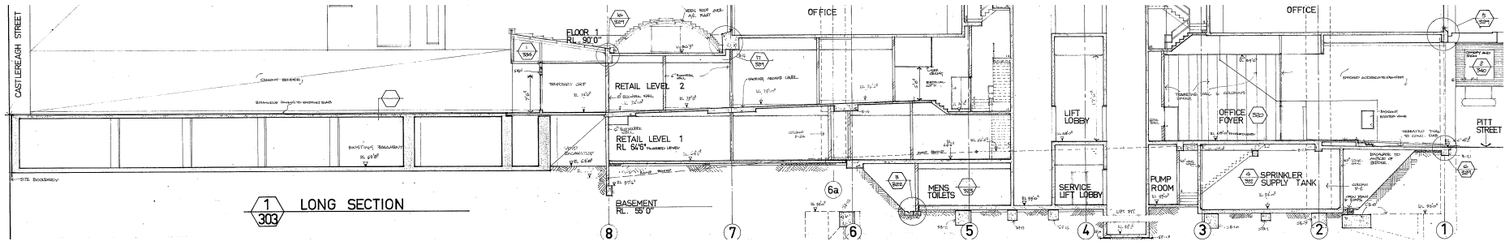


WEST BOUNDARY ELEVATION -
Existing shoring to Pitt Street boundary

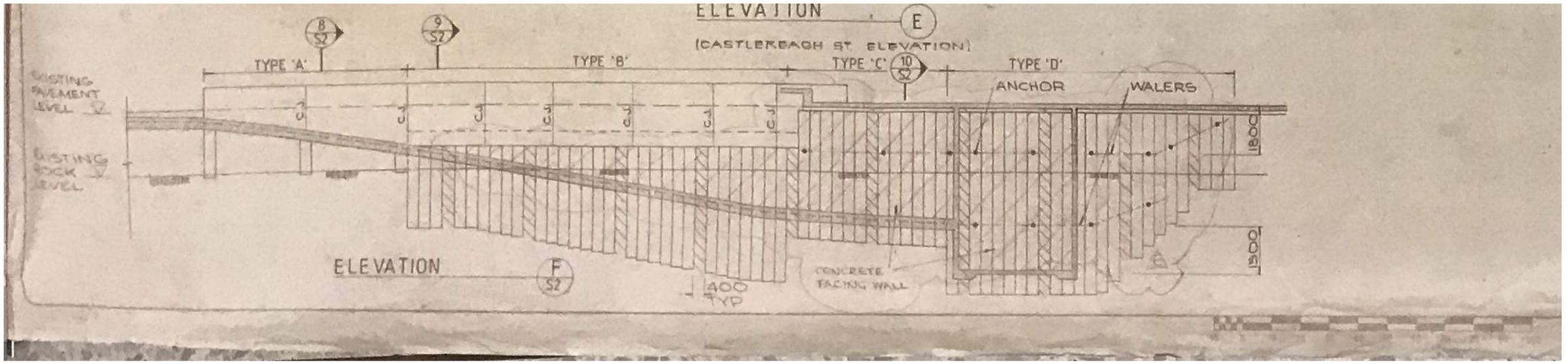


EAST BOUNDARY ELEVATION -
Existing shoring to Castlereagh Street boundary

763



SECTION THROUGH PICCADILLY COURT



SHORING / UNDERPINNING - Castlereagh St Parallel Ramp

Attachment A15

Rail Corridor Impact Report – Mixed Use Scheme

ARUP

Stockland

Piccadilly Redevelopment

Rail Corridor Impact Assessment – Mixed-use Scheme

Reference:

| 29 July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

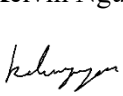
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ARUP

Document Verification

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Job number	295375
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		Description	Mixed-use Scheme		
			Prepared by	**Checked by**	**Approved by**
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		Signature			

Issue Document Verification with Document ✓

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1. Introduction

This rail corridor impact assessment report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.



Figure 1 133-145 Castlereagh Street, Sydney - Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

2. Project overview

2.1 Location

The site sits within the Sydney CBD and includes the adjacent 133 Castlereagh and 220 Pitt Street properties on the block bounded by Pitt, Market, Castlereagh, and Park Street. The site is accessible from through Pitt (West) and Castlereagh (East) with 196-204 Pitt and 65-77 Market Street to the Northern boundary and 226-230 Pitt and 147-153 Castlereagh Street to the South.

2.2 Existing Buildings

The site currently comprises three existing buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1 Description of Existing Buildings

Building	Description
222 Pitt Street (Piccadilly Court)	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
210 Pitt Street (Piccadilly Shopping Centre)	Comprises a 3-storey retail building and entry to the Wesley Mission facilities A footbridge over Pitt Street connects the building to 55 Market Street to the west.
133 Castlereagh Street (Piccadilly Tower)	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.
Basement	A 5-level shared basement extends across the footprints of Piccadilly Tower and Shopping Centre with a single level basement below 222 Pitt Street. Basement use comprises of the Wesley Mission facilities (in the upper basement levels) and parking levels (in the lower levels). Entry and exits are via ramps on Castlereagh St. Wesley Mission facilities include the Wesley Church, Lyceum, Wesley Theatre and supporting office space.

2.3 Scope of proposed development

The proposed development consists of:

- 5 levels of shared basement for loading dock, parking, retail, end of trip facilities and substation
- 44 level mixed use tower (133 Castlereagh St) composed of:
    - 27 Commercial Levels
    - 13 Residential Levels
- 9 level commercial tower (222 Pitt St)
- A through site link at ground floor aligned East-West between Pitt and Castlereagh Streets with Retail tenancies



Figure 2 Reference Design Ground Floor Plan



Figure 3 Reference Design Typical Commercial Floor Plan

The scope of the development involves:

- Retaining and reuse of the existing basement (up to ground floor) and the 133 Castlereagh Street tower structure including existing foundations, columns, floor framing (including ramps) and cores.
- Demolition of the shopping centre arcade and 222 Pitt Street, with a new 8-9 storey commercial building over the demolished footprint.
- Stripping of the 133 Castlereagh Street tower back to primary structure then extending the commercial floorplate towards the west over the new 222 Pitt St building, as well as extending vertically up by 12

floors over existing levels. New columns to support 222P and enlarged 133C floorplate to extend and be founded under Basement 5 level.

- A new satellite core within the existing footprint of 222 Pitt Street to provide lateral support to both new 222 Pitt Street building and extended portion of 133 Castlereagh to be locally excavated and founded at roughly RL13.5m
- Strengthening of existing foundations at Basement level 5 to enable the extension of the structure vertically.
- Improvements to the public domain, including removal of the parallel access ramp to Castlereagh Street and redeveloping the though site link between Pitt St and Castlereagh Street.

3. Ground Conditions

3.1 Site Geology

A geotechnical desktop assessment report has been prepared by Douglas and Partners (D&P), ref: 86990.00.R001 rev 3, dated November 2019. The D&P report is based on D&P investigations on sites in close proximity including neighbouring sites 194-204 Pitt Street and 65-77 Market Street which are located immediately to the north of the project site. Limited shallow bore hole information from these sites is available.

The site typically has 4-5 metres of soil/fill or weathered rock below the foot path level, followed by medium to high strength rock below

A summary of expected ground conditions from existing ground level as provided by DP is summarised in Table 2

Table 2: Expected ground profile from RL17.5, average existing slab level (Douglas Partners)

Geological Unit	Layer	Description
1	Fill	Fill – generally building rubble and gravelly sand up to 0.5m.
2	Weathered rock	Extremely low to low strength, extremely to slightly weathered sandstone over medium strength sandstone with very low strength bands to depths of 3 to 4m.
3	Sandstone	Medium to high strength sandstone, slightly weathered to fresh sandstone to depths of 6 to 7m over high strength, fresh sandstone with occasional medium strength bands.

A geological feature known as the Martin Place Joint Swarm passes through the site. The joint swarm zone comprises closely spaced steeply dipping joints in otherwise medium to high strength rock. Excavating vertical faces in this material may require a retention system or rock bolting to secure any potentially unstable rock wedges.

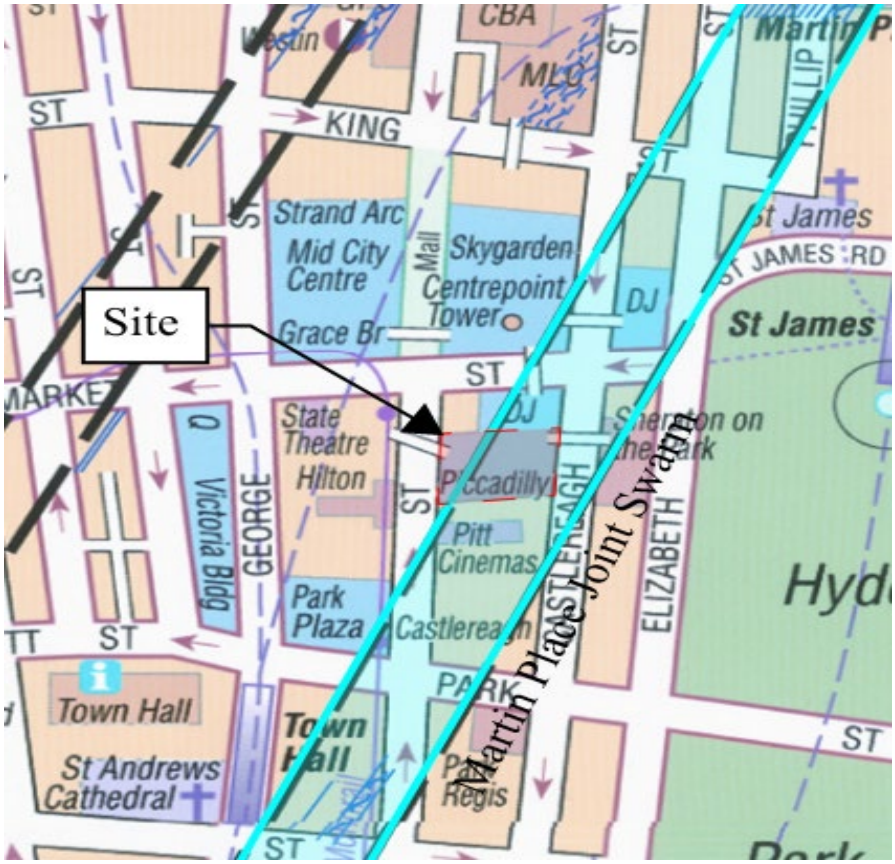


Figure 4 Site relative to the Martin Place Joint Swarm

At the 65-77 Market Street site, a clay seam in the bedrock was present in all bore holes. At the bore hole location nearest to the 133 Castlereagh site, the clay seam is 80mm thick and located at a depth of 5.55 m (RL3.9 m). The new foundations found below this level, however this seam may dip lower within the site potentially affecting foundation bearing.

Founding for the tower columns and cores is expected to otherwise be located in medium to high strength sandstone.

3.2 Site Topography

The site slopes upwards towards the East, rising approximately 3.1 m from Pitt Street (RL 19.5) to Castlereagh Street (RL 22.6m).

The majority of the site is currently excavated to RL 3.6 accommodating five basement levels. The Piccadilly Court area of the site is currently excavated to approximately RL16.8 accommodating a single basement level.

4. Excavation and Shoring

The proposed scheme relies on the reuse of the existing basement structure below ground including retention structures without the need for any further excavations at the site boundaries.

4.1 Existing Excavation and Retention

The current excavation and the existing retention systems were constructed prior to 1991 and any stress relief in the surrounding rock would have occurred before the tunnelling works and construction of the Sydney Metro tunnels. Below is a summary of the existing shoring systems on site that support the vertical excavated faces.

- Castlereagh and Pitt: Steel soldiers cast into top of rock level and restrained by temporarily ground anchors into the rock/soil until permanently propped by the basement slabs. Horizontal whaler beams are then used to span between these soldiers. Below B1, sandstone is assumed to be self-retaining and has been cut without additional retention. On the Castlereagh Street side, the parallel access ramp is on fill and the wall stem supporting Castlereagh Street cantilevers from the ramp base.
- Northern boundary: The existing footings under buildings to the north have been previously underpinned. No shoring is required along this face due to the neighbouring basement
- Southern Boundary (Western End): No retention has been assumed as current excavation level (RL16.8m) has been documented to be above the neighbouring basement level

4.2 Proposed Excavation and Retention

There is no additional excavation proposed along the existing site boundaries or adjacent the rail tunnels.

A new excavation is required to reach the base of the satellite core raft and column pad footings (at roughly RL 13.5m from existing RL 16.8m). The raft sits inboard of the southern and western boundaries and a buffer from the excavation will be kept to the neighbouring 226-230 Pitt Street Banking House and Pitt St avoiding any new retention.

A local excavation within the satellite core raft is required for 2 lift shafts to reach down to Parking Level 4 (RL 6.2m) providing lift access to the residential parking levels. The rock is expected to be of sufficient strength to not require additional retention.

5. Sydney Metro Rail Corridors and Interaction

The site is bounded by both tunnels of the Sydney Metro – City & Southwest metro line to the east and the west, with tunnels running underneath Castlereagh and Pitt Street respectively. The newly constructed Gadigal station is located to the south of the site on the same block.

For Sydney Metro tunnels, protection requirements will be accordance with the Sydney Metro Underground Corridor Protection Technical Guidelines.

5.1 Protection Reserves

The first and second reserves are defined in Sydney Metro Underground Corridor Protection Technical Guidelines as protection reserves around metro underground infrastructure.

The first reserve encompasses the ground that immediately surround the underground metro infrastructure that must not be encroached upon by any proposed development and its construction. The second reserve covers areas where proposed developments have the potential to adversely impact on the performance of the support elements of underground infrastructure, metro operations or the feasibility of planned metro infrastructure.

The guidelines define the dimensions of the first and second reserves around a tunnel as per Figure 5.

Transport for NSW Sydney Metro –Technical Services
Sydney Metro Underground Corridor Protection
Technical Guidelines

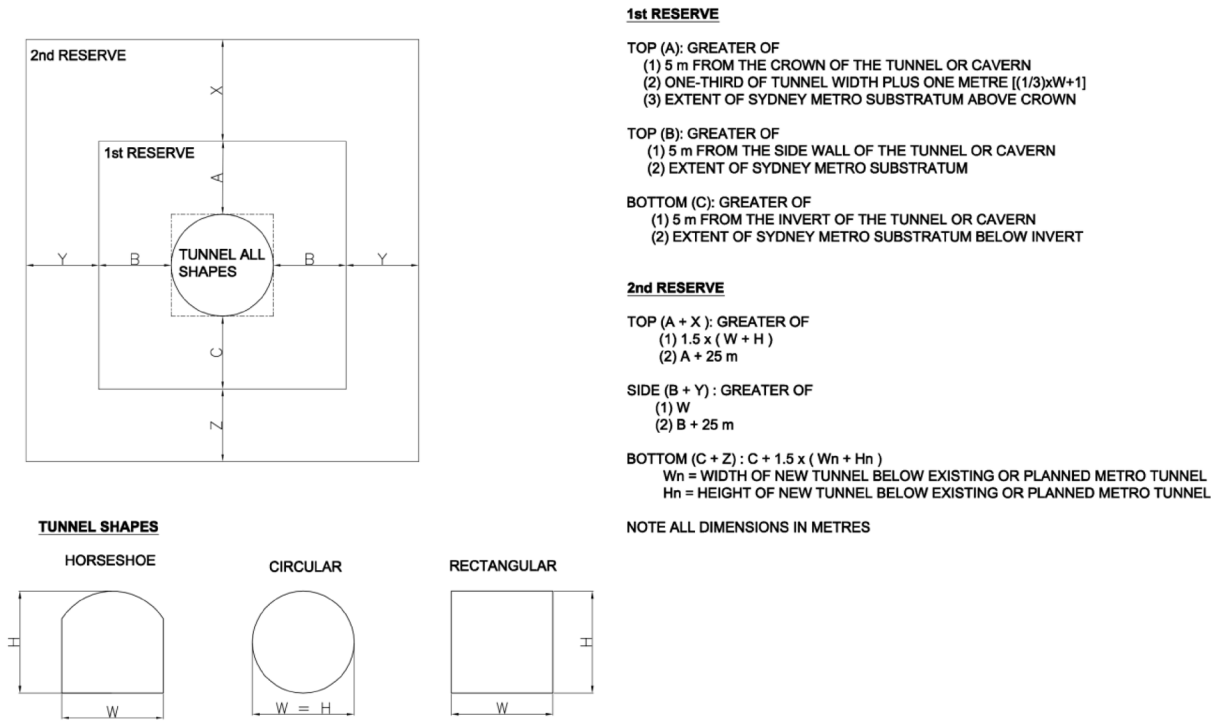


Figure 4.1 Protection reserves for metro tunnels and caverns

Figure 5: Rail protection reserves around tunnels to the Sydney Metro Underground Corridor Protection Technical Guidelines

The types of construction allowed in each reserve (subject to conditions) for Sydey Metro Tunnels have been listed in Table 3 below.

Table 3 Types of construction allowed within the Sydney Metro First and Second Reserves to the Sydney Metro Underground Corridor Protection Technical Guidelines

Types of construction	First Reserve	Second Reserve
Excavations for basements, footings	Not Allowed	Excavations less than 2.0m depth from surface level, assessment not required. Excavations greater than 2.0m depth, assessment required.
Shallow footings or pile foundations	Not Allowed	Allowed, subject to load restrictions. Assessment required.
Tunnels and underground excavations	Not Allowed	Allowed, subject to assessment
Ground anchors	Not Allowed	Allowed, subject to assessment
Demolition of existing subsurface structures	Not Allowed	Allowed, subject to assessment
Penetrative subsurface investigations	Allowed away from support zone. Assessment required.	Allowed, subject to assessment

5.2 Foundation interaction with Sydney Metro

The centres of the metro tunnels run at ~RL 2.7m towards the south ends of the site, diving down to RL 0.5m at the north of the site. The tunnels are roughly aligned with the lowest existing basement level (B5 at RL 3.6m). The tunnel bends towards the east causing the first reserve to overlap with the existing excavation at the northwestern boundary corner. The tunnel approaches within 1.5m from the western site boundary at its closest. On the east, the proposed development remains clear of the first reserve in plan with the tunnel at least 8.5m from the eastern site boundary.

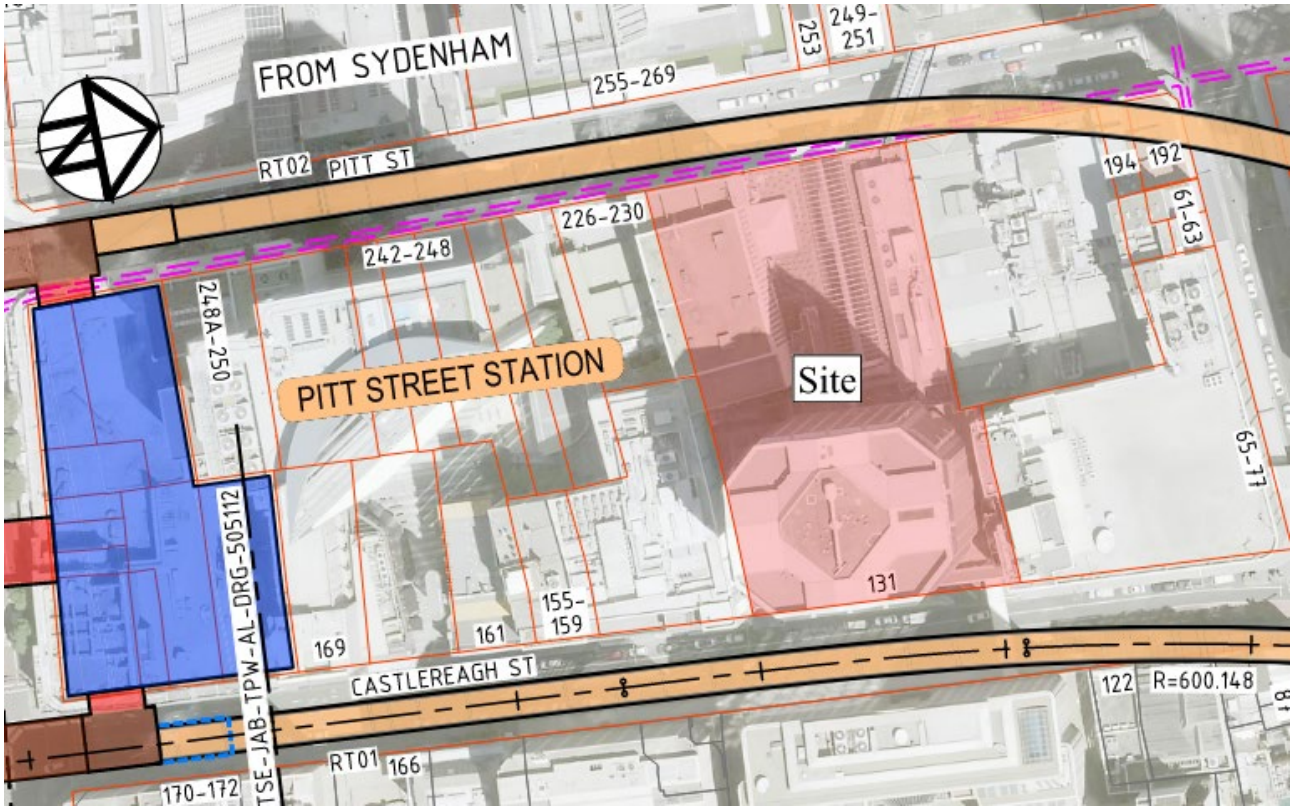


Figure 6 Site Relative to Sydney Metro City and Southwest Tunnels

Between basement levels B1 to B5, the proposed excavation extent in plan remains unchanged from the existing condition, however new pad footings for new columns and the strengthening of existing pad footings within the existing footprint will be required. These will result in localised excavations at the lowest basement level that will be located outside of the first reserve of both tunnels however will encroach into the second reserves.

The existing foundations are expected to undergo a cycle of unloading during demolition followed by reloading with increased loads under gravity to accommodate the new development.

The satellite core raft and new footings for 222 Pitt St perimeter columns down to RL13.5 will sit within the second reserve of the western tunnel.

Refer to Appendix A for sketches showing new and existing excavations and foundation locations.

5.3 Retention and Excavation Interaction with Sydney Metro

Existing retention along the site boundaries is to be retained without any additional retention proposed. The existing retention and excavation do not impact the performance of the Sydney Metro tunnels.

New excavation has been limited to new and strengthened foundations at B5 level inboard of the boundaries, and for the new satellite core. The new core excavation is minimal and well above the western Sydney Metro tunnel with no significant stress relief expected.

The extent of new core excavation has been located inside the site boundaries to Pitt St and the heritage building at 226-230 Pitt St on the southern boundary. The intent is to bench the sandstone excavation such that no new shoring is required

6. Sydney Trains Rail Corridors and Interaction

The site is also in proximity to the Eastern Suburbs Rail Line (ESR), which runs along the West of the site under the adjacent block.

Technical protection requirements and procedures shall be in accordance with TSA Standards T HR CI 12051 ST and T HR CI 12090 ST for City Circle (CCL), Eastern Suburb Rail (ESR) and Airport Line (APL) tunnels.

6.1 Protection Reserves

The first and second reserves are defined in TASA Standard T HR CI 12051 ST as protection reserves around the rail tunnel to ensure protection of the tunnels and rail infrastructure during construction and operation of adjacent developments.

The first reserve generally comprises of the immediate surrounds of the tunnel that shall not be encroached upon. The second reserve comprises of the areas where development works havethe potential to impact the performance of the sunnel support elements and the operation of the tunnel. The boundary definitions which dimension the first and second reserves are found in the Standard and have been used in this assessment.

The types of construction allowed in each reserve (subject to conditions) have been listed in Table 4 below.

Table 4: Types of construction allowed within the ESR First and Second Reserves to TASA Standard T HR CI 12051 ST

Types of construction	First Reserve	Second Reserve
Excavations for basements, footings	Not Allowed	Excavations less than 2.0m depth from surface level, assessment not required. Excavations greater than 2.0m depth, assessment required.
Shallow footings or pile foundations	Not Allowed	Allowed, subject to load restrictions. Assessment required.
Tunnels and underground excavations	Not Allowed	Allowed, subject to assessment
Ground anchors	Not Allowed	Allowed, subject to assessment
Demolition of existing subsurface structures	Not Allowed	Allowed, subject to assessment
Penetrative subsurface investigations	Allowed away from support zone. Assessment required.	Allowed, subject to assessment

6.2 Foundation Interaction with Eastern Suburbs Rail Line

With reference to historical documents and survey information provided by Sydney Trains, the existing underground rail corridors and operational tunnels for the Eastern Suburbs Rail line exist to the West of the site.

Based on the definition for the first and second reserve widths provided in TASA Standard T HR CI 12051 ST, it is determined that the proposed foundation works will not encroach into the 1st and 2nd reserves of the Eastern Suburbs Line.

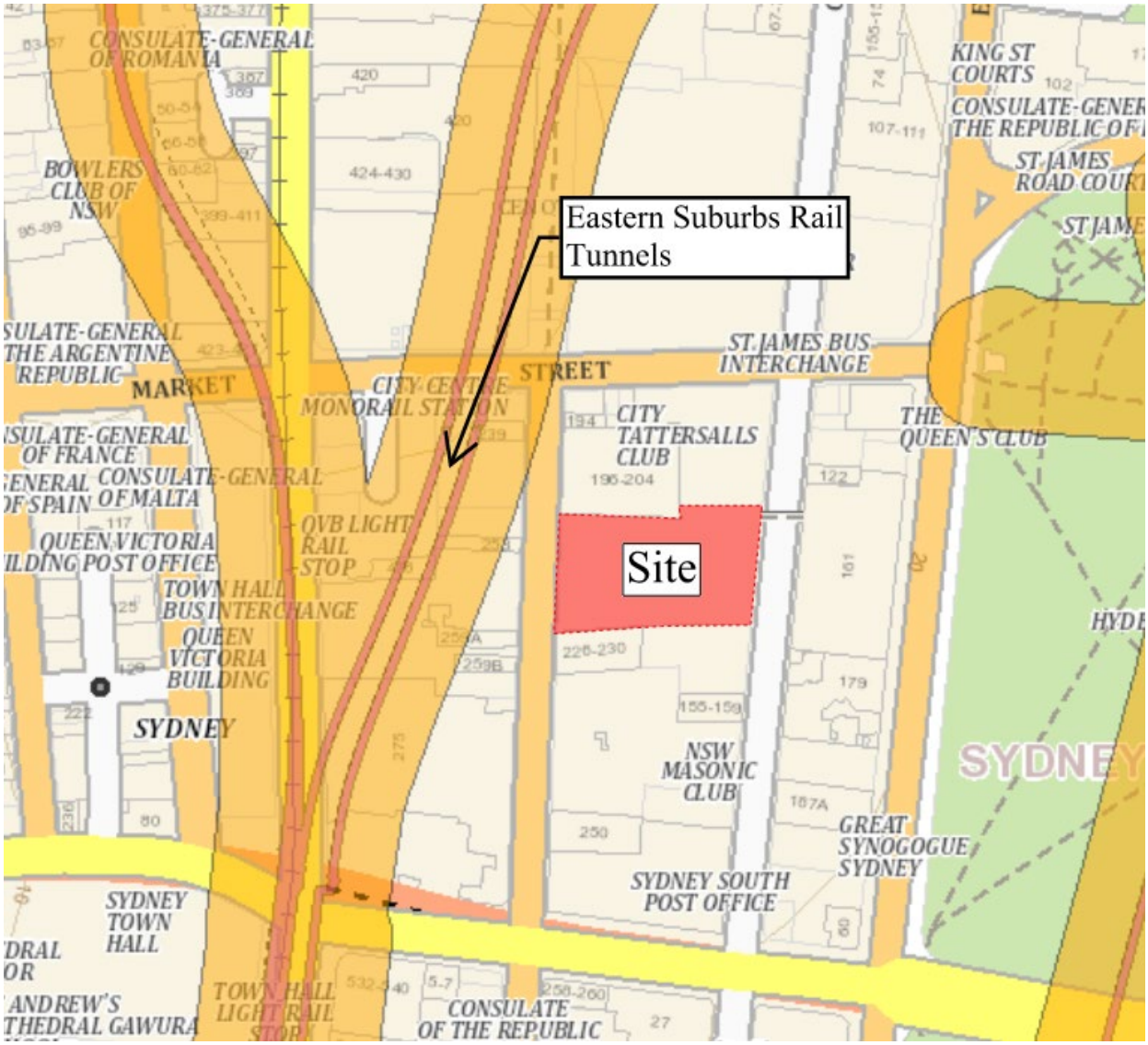


Figure 7 Site on plan in relation to the indicative location of Eastern Suburbs Rail tunnels and corridor protection zones

6.3 Retention and Excavation Interaction with Eastern Suburbs Rail Line

The existing retention and new excavation works are outside of the 1st and 2nd reserves of the Eastern Suburbs Line. Interaction between these works and the tunnels is expected to be negligible.

7. Noise, Vibration and Stray Currents

Refer to the Arup Acoustic report: 295375-AC01_v2 for recommendations on managing noise and vibration.

Protection from stray electrical currents is provided by insulating structural steel and reinforcing steel with adequate cover concrete. Typically, this is achieved to the reinforced concrete foundation and shoring elements with a minimum cover of 50mm for 32 MPa concrete that is in contact with the ground.

8. Conclusion

The proposed structure has been designed such that any new excavations, foundations or retention structures are outside of the first reserves of the Sydney Metro Tunnels.

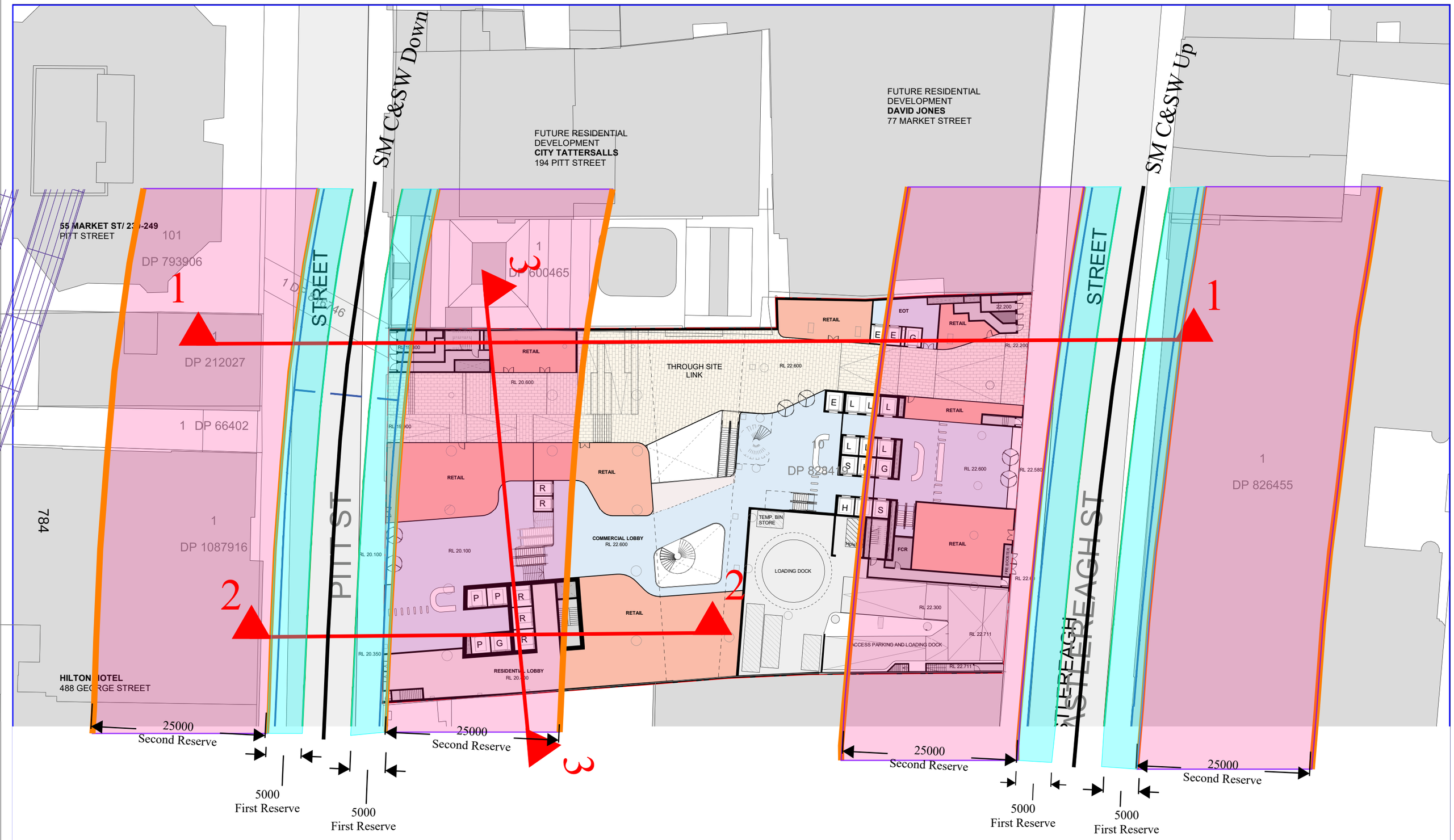
Based on a preliminary empirical analysis, the impact of the structure will achieve a total of less than 10mm movement in the adjacent metro rail infrastructure. This is to be expected given there are no new major excavations near the depth of the tunnels.

If required, a three-dimensional geotechnical analysis model of the rock substratum can be prepared to assess the impact of the development on the metro rail tunnels at a future stage. The analysis model will require a non-linear staged analysis, and that sensitivity analyses are also run to envelope a realistic range of input parameters.

Based on sufficient distance from the Sydney Trains ESL we do not believe further analysis to study the impact of the development on the underground tunnels.

Appendix A

Rail Interaction and Shoring Drawings



Ground Floor Plan

SM C&SW Down

SM C&SW Up

1

2

3

SITE BOUNDARY

BASEMENT P5
63 CAR SPACES
RL 3.600

UP RAMP TO P4

STORE

PLANT

DOWN RAMP FROM P4

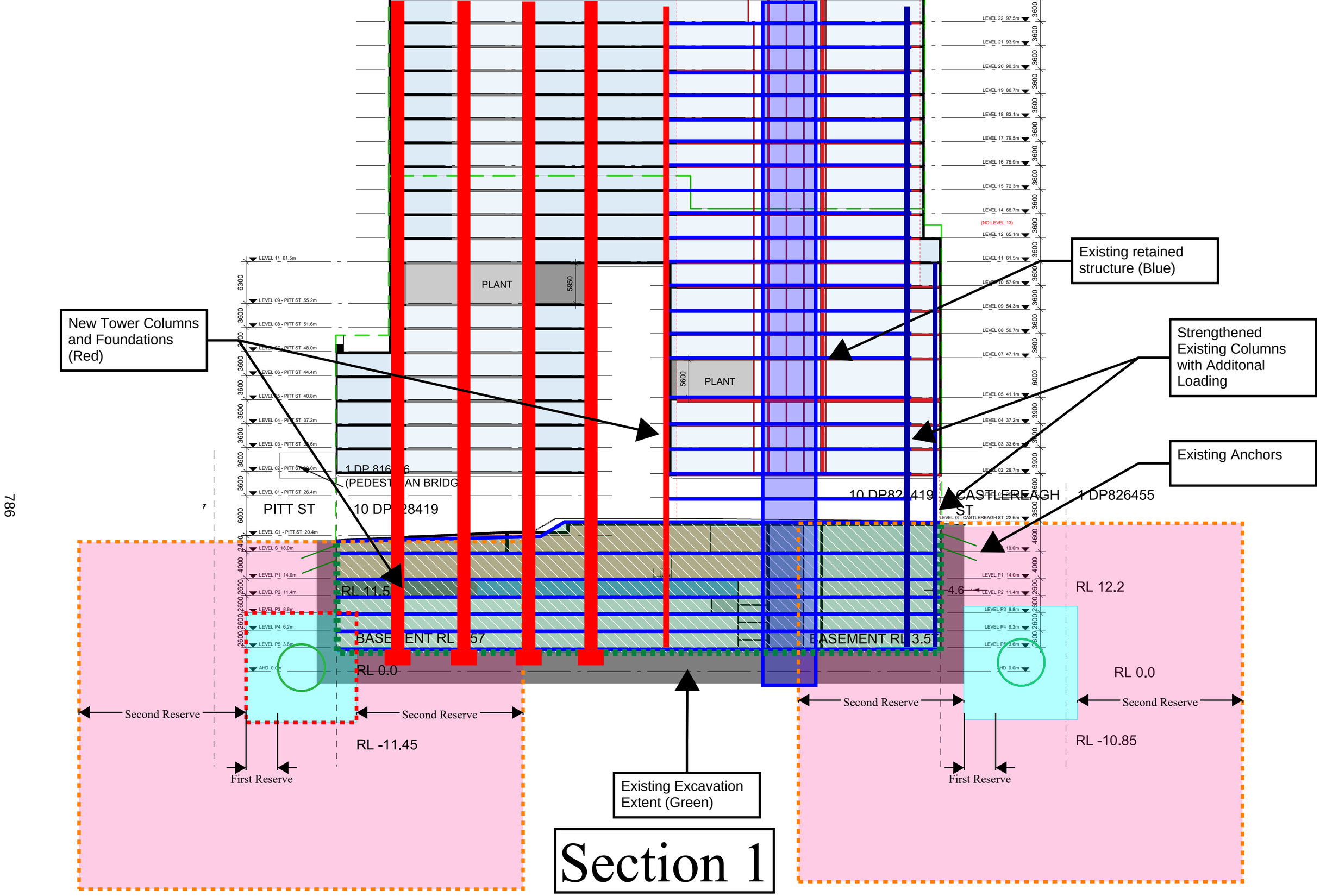
G

785

25000
Second Reserve

5000
First Reserve

Basement Level 5 Plan


New Tower Columns and Foundations (Red)
Existing retained structure (Blue)
Strengthened Existing Columns with Additonal Loading
Existing Anchors
Existing Excavation Extent (Green)
PLANT
PLANT
5950
5600
PITT ST
CASTLEREAGH ST
1 DP826455
RL 11.5
RL 0.0
RL -11.45
RL 12.2
RL 0.0
RL -10.85
Second Reserve
Second Reserve
Second Reserve
Second Reserve
First Reserve
First Reserve
BASEMENT RL 3.57
LEVEL 11 61.5m
LEVEL 09 - PITT ST 55.2m
LEVEL 08 - PITT ST 51.6m
LEVEL 06 - PITT ST 44.4m
LEVEL 04 - PITT ST 37.2m
LEVEL 01 - PITT ST 26.4m
LEVEL G1 - PITT ST 20.4m
LEVEL S 18.0m
LEVEL P1 14.0m
LEVEL P2 11.4m
LEVEL P3 8.8m
LEVEL P4 6.2m
LEVEL P5 3.6m
AHD 0.0m
LEVEL 22 97.5m
LEVEL 21 93.9m
LEVEL 20 90.3m
LEVEL 19 86.7m
LEVEL 18 83.1m
LEVEL 17 79.5m
LEVEL 16 75.9m
LEVEL 15 72.3m
LEVEL 14 68.7m
(NO LEVEL 13)
LEVEL 12 65.1m
LEVEL 11 61.5m
LEVEL 10 57.9m
LEVEL 09 54.3m
LEVEL 08 50.7m
LEVEL 07 47.1m
LEVEL 05 41.1m
LEVEL 04 37.2m
LEVEL 03 33.6m
LEVEL 02 29.7m
LEVEL G - CASTLEREAGH ST 22.6m
18.0m
LEVEL P1 14.0m
LEVEL P2 11.4m
LEVEL P3 8.8m
LEVEL P4 6.2m
LEVEL P5 3.6m
AHD 0.0m
Section 1

Satellite Core

LEVEL 04 - PITT ST 37.2m

LEVEL 03 - PITT ST 33.6m

LEVEL 02 - PITT ST 30.0m

LEVEL 01 - PITT ST 26.4m

New 222P columns at perimeter

Existing Excavation (Green)

LEVEL G1 - PITT ST 20.4m

LEVEL S 18.0m

LEVEL P1 14.0m

LEVEL P2 11.4m

LEVEL P3 8.8m

LEVEL P4 6.2m

LEVEL P5 3.6m

AHD 0.0m

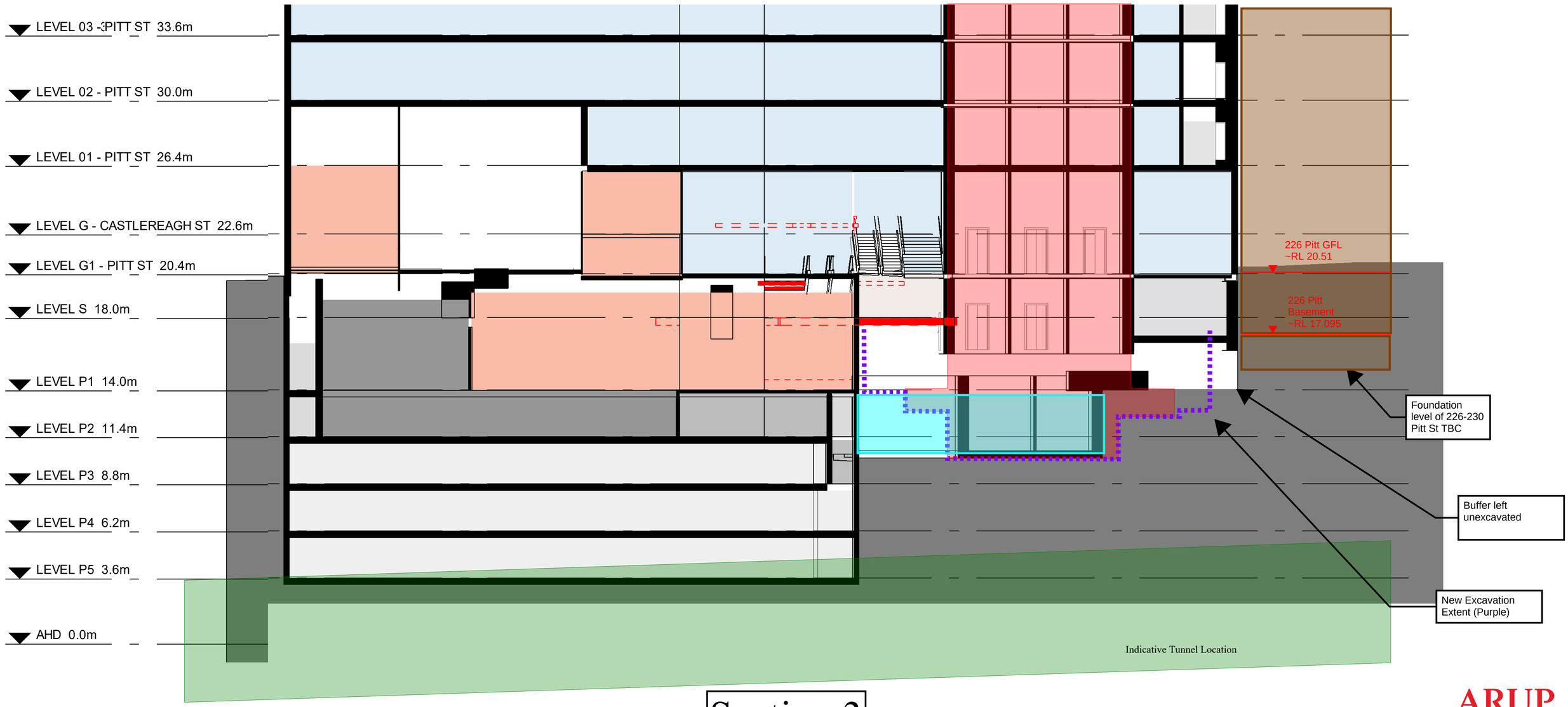
New Excavation Extent (Purple)

First Reserve

Second Reserve

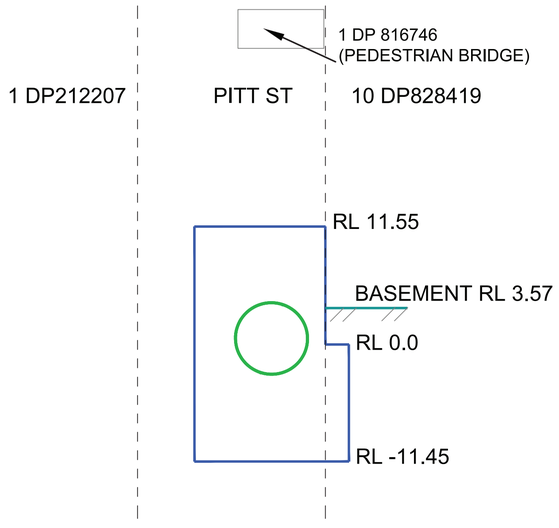
Section 2

787

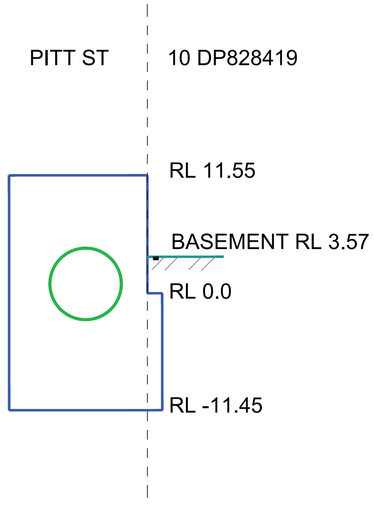

LEVEL 03 - PITT ST 33.6m
LEVEL 02 - PITT ST 30.0m
LEVEL 01 - PITT ST 26.4m
LEVEL G - CASTLEREAGH ST 22.6m
LEVEL G1 - PITT ST 20.4m
LEVEL S 18.0m
LEVEL P1 14.0m
LEVEL P2 11.4m
LEVEL P3 8.8m
LEVEL P4 6.2m
LEVEL P5 3.6m
AHD 0.0m
788
226 Pitt GFL
~RL 20.51
226 Pitt
Basement
~RL 17.095
Foundation
level of 226-230
Pitt St TBC
Buffer left
unexcavated
New Excavation
Extent (Purple)
Indicative Tunnel Location

Section 3

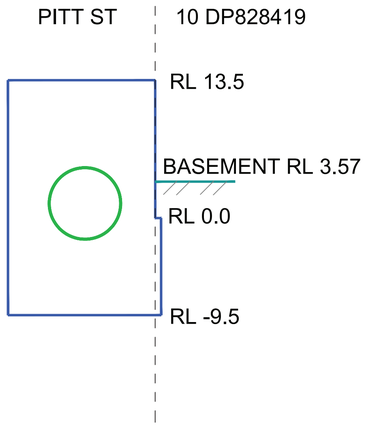




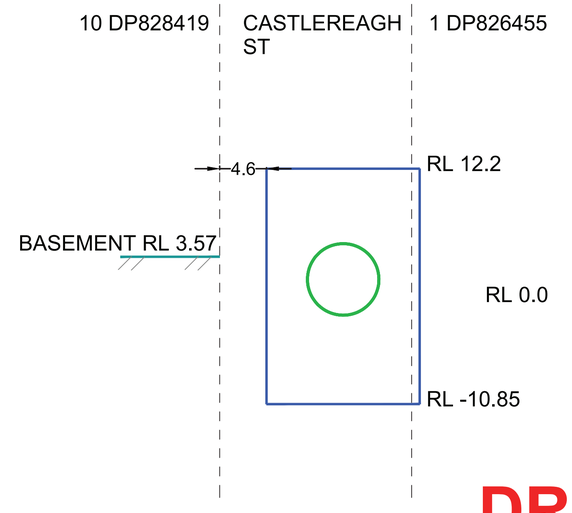
SECTION AP-AP



SECTION AF-AF



SECTION AG-AG



SECTION AH-AH

DRAFT

SECTION SCALE 1:300

REVISIONS						
K	21.07.2017	ADDITION OF NEW SECTIONS	HAK	DWF	DWF
J	17.05.2017	MULTIPLE AMENDMENTS	HAK	DWF	DWF
I	10.05.2017	SECTION B-B UPDATED, ADDITION OF SECTIONS NN-NNTO QQ-QQ	HAK	DWF	DWF
H	04.05.2017	MARTIN PLSECTIONS UPDATED	HAK	DWF	DWF
G	24.03.2015	ADDITION OF SECTIONS GG-GG TO JJ-JJ	HAK	DWF	DWF
No.	DATE	REVISION DETAILS	DRAWN	CHK	APP

HORIZ. SCALE: 1:300 | VERT. SCALE: N/A @ A1
COORDINATES: MGA | DATUM: AHD
ORIGIN: | ORIGIN:
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SCALE IN METRES AT ORIGINAL REDUCTION RATIO

NOTES

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CHECKED: DWF | DATE OF PLAN: 23.08.2016
APPROVED: DWF | DATE LAST SAVED: 08.08.2017
DATE APPROVED: 23.08.2016

TITLE
SYDNEY METRO CITY AND SOUTH WEST
SECTIONS SHOWING LAND TAKE
INTERFACE WITH 133 CASTLEREAGH ST

DRAWING No: Alignment 14 Sections-k.dwg

JOB No: PR124856
ISSUE: K
SHEET 37 OF 43 SHEETS
SIZE: A1

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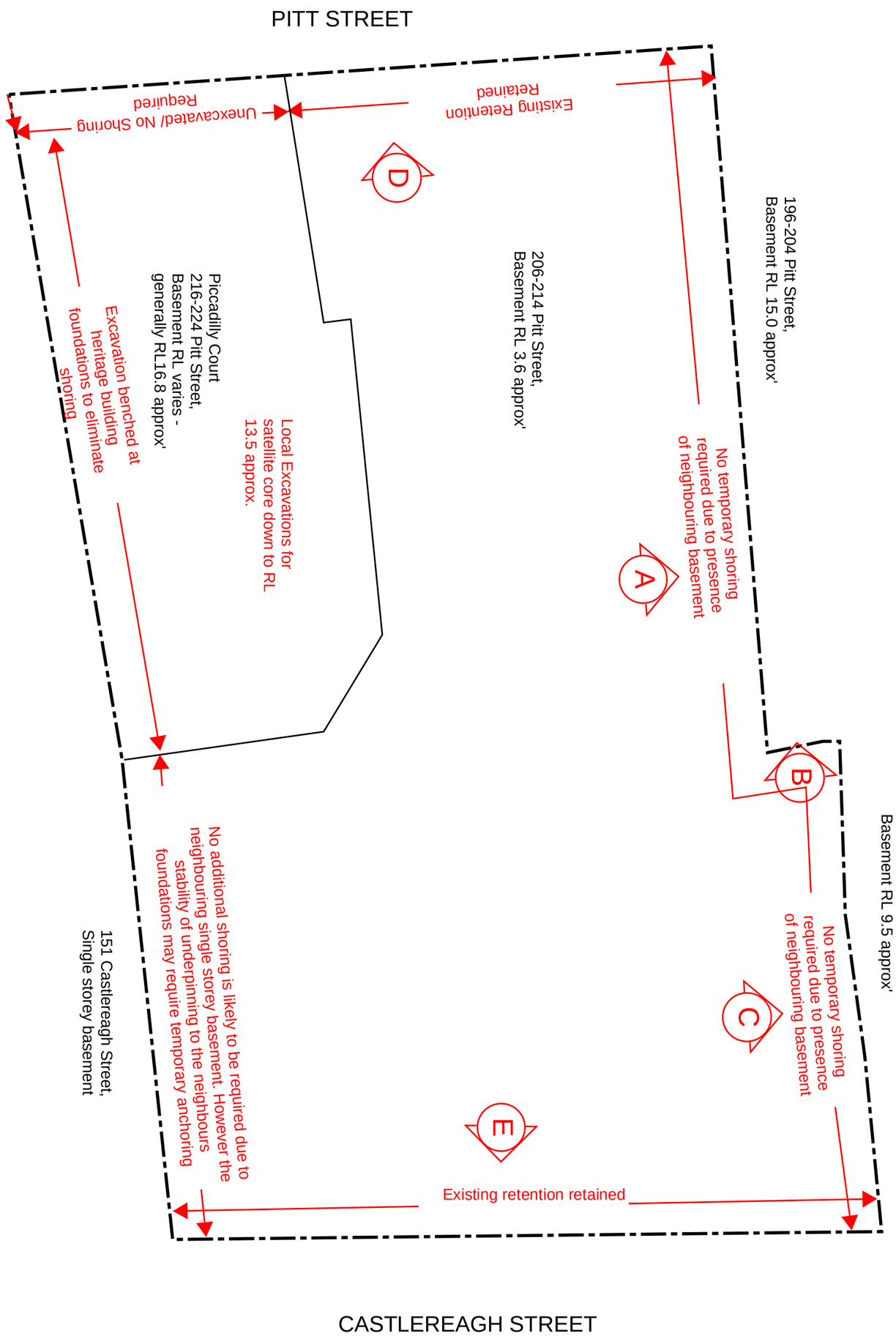
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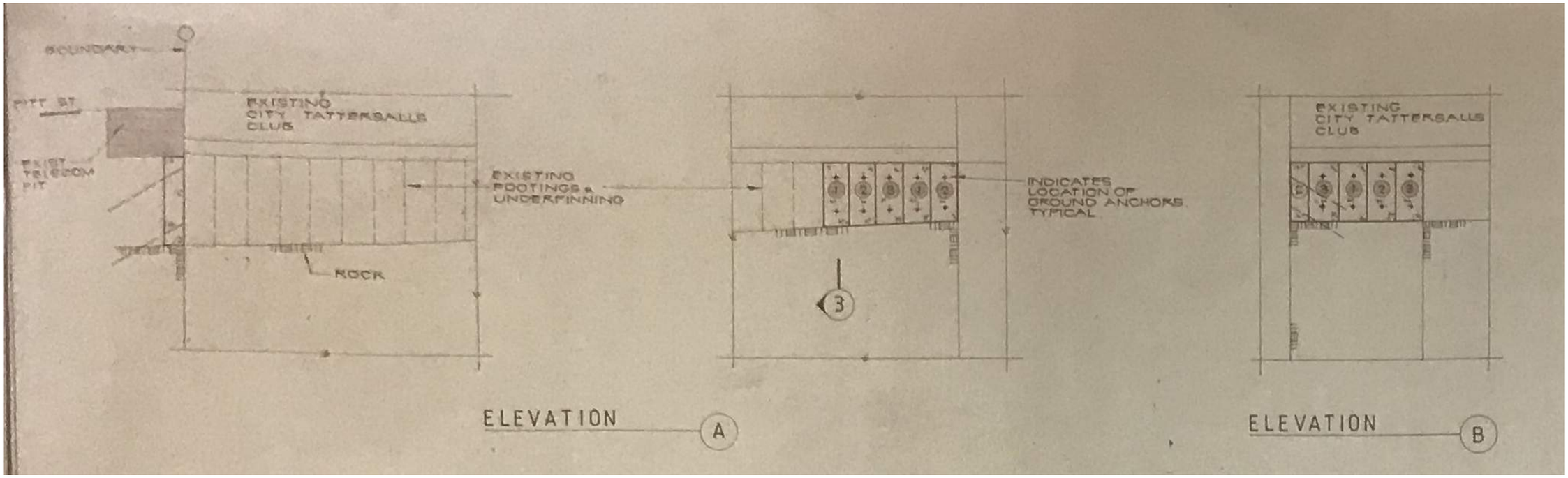
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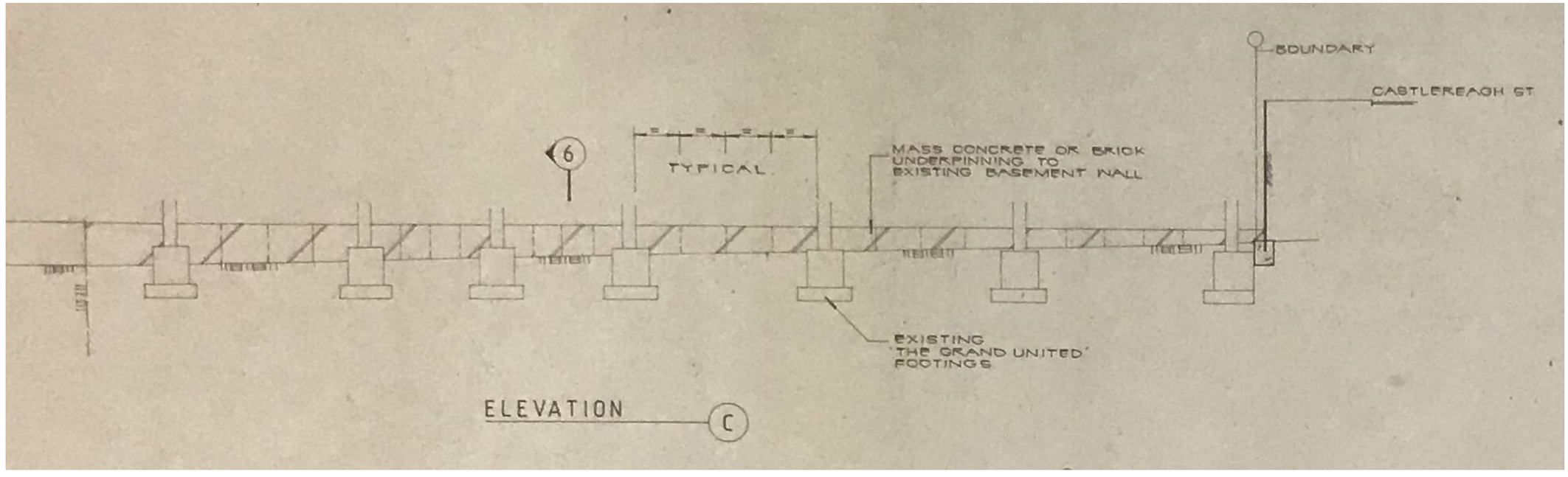
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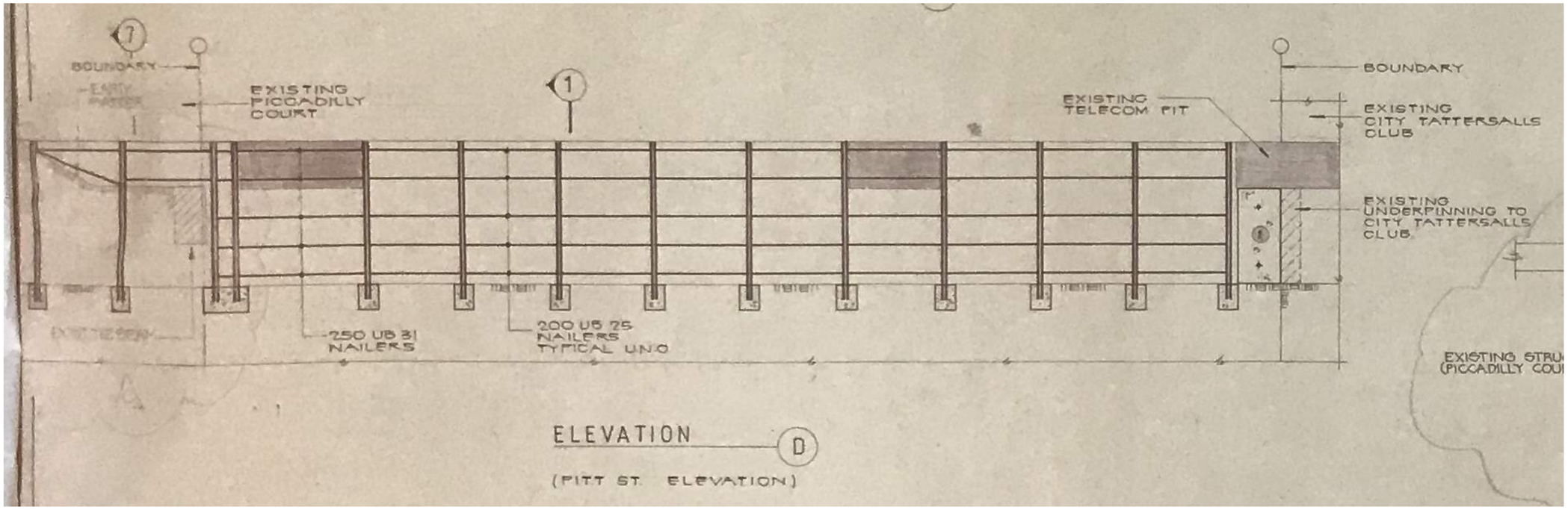

PITT STREET
196-204 Pitt Street,
Basement RL 15.0 approx'
206-214 Pitt Street,
Basement RL 3.6 approx'
Piccadilly Court
216-224 Pitt Street,
Basement RL varies -
generally RL16.8 approx'
65-77 Market Street,
Basement RL 9.5 approx'
151 Castlereagh Street,
Single storey basement
CASTLEREAGH STREET
A
No temporary shoring
required due to presence
of neighbouring basement
B
No temporary shoring
required due to presence
of neighbouring basement
C
D
Existing Retention
Retained
Unexcavated/ No Shoring
Required
Local Excavations for
satellite core down to RL
13.5 approx.
Excavation benched at
heritage building
foundations to eliminate
shoring
No additional shoring is likely to be required due to
neighbouring single storey basement. However the
stability of underpinning to the neighbours
foundations may require temporary anchoring
E
Existing retention retained



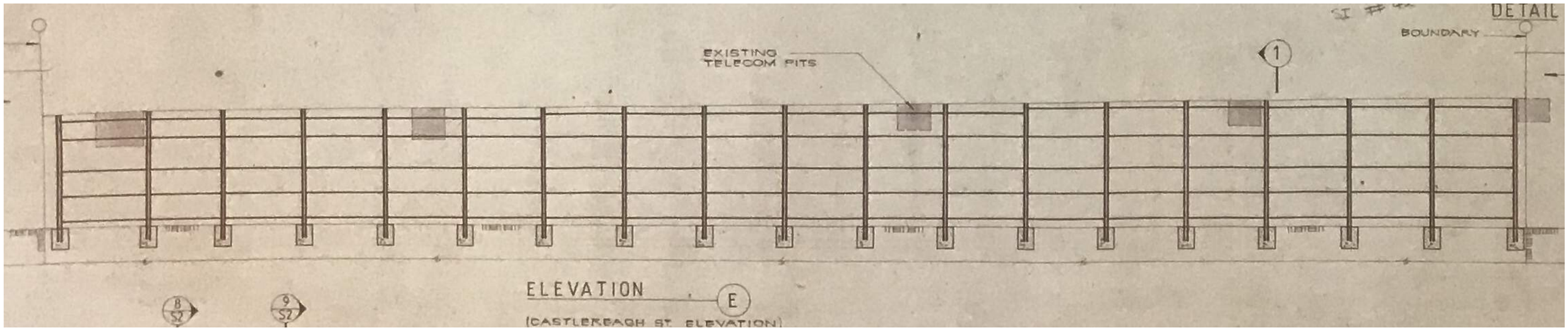
NORTH BOUNDARY ELEVATIONS -
Underpinning to neighbouring building at 196-204 Pitt Street



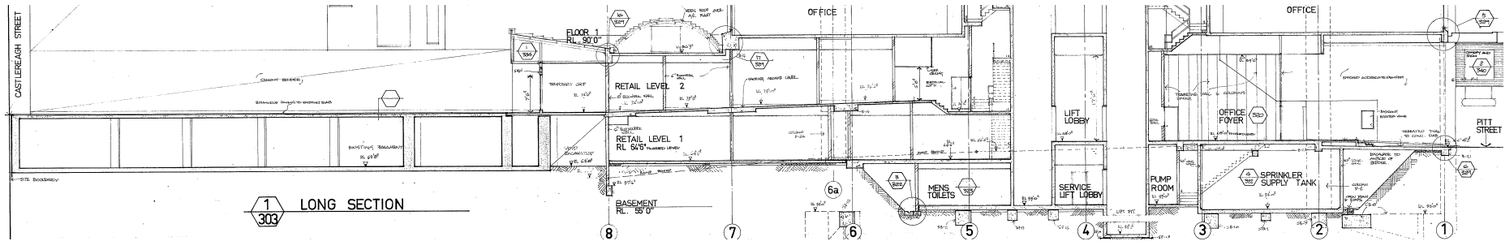
NORTH BOUNDARY ELEVATION -
Underpinning to neighbouring building at 65-77 Market Street



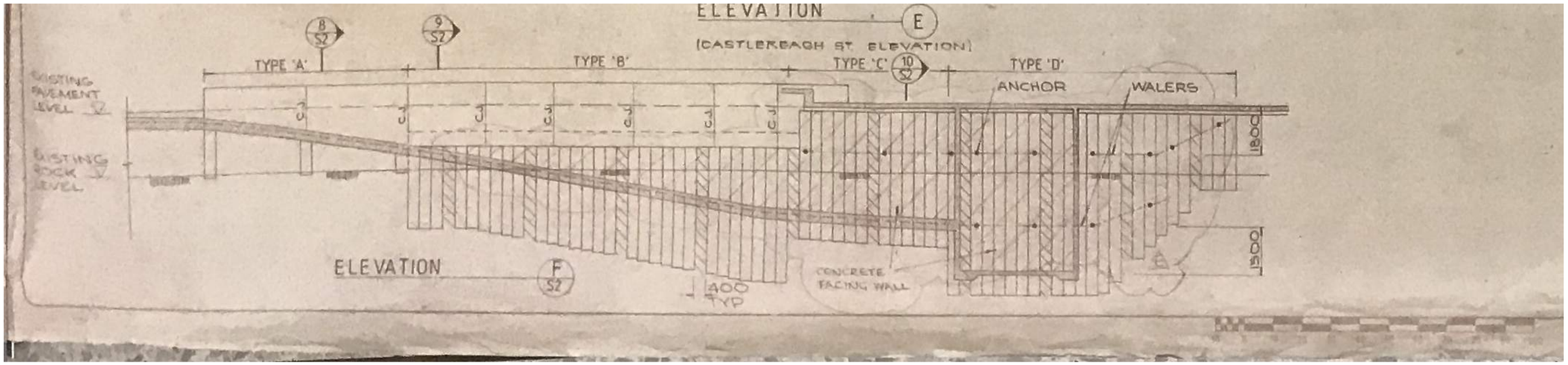
WEST BOUNDARY ELEVATION -
Existing shoring to Pitt Street boundary



EAST BOUNDARY ELEVATION -
Existing shoring to Castlereagh Street boundary



SECTION THROUGH PICCADILLY COURT



SHORING / UNDERPINNING - Castlereagh St Parallel Ramp

Attachment A16

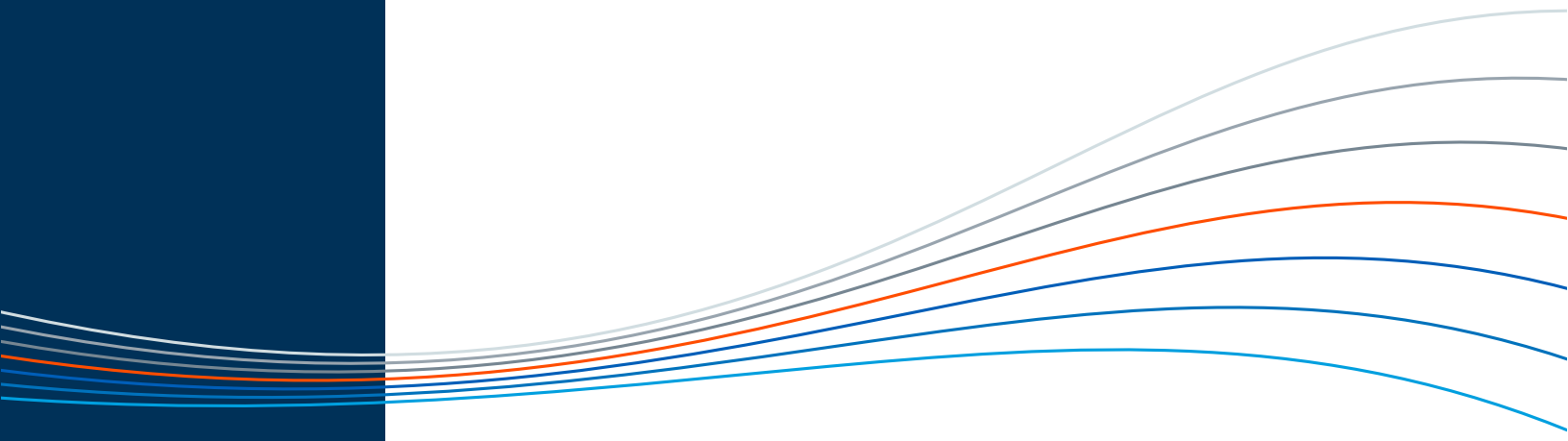
Pedestrian Wind Assessment

CPP WIND ENGINEERING CONSULTANTS

PEDESTRIAN WIND ASSESSMENT
CPP PROJECT 20234
16 DECEMBER 2025

133 Castlereagh Street

Sydney, NSW



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Executive Summary

This report for Planning Proposal provides results and discussion around wind equivalence for the proposed Stockland Piccadilly Complex redevelopment at 133 Castlereagh Street, Sydney, NSW. Measurements of winds likely to be experienced by pedestrians were combined with wind statistics and compared with wind comfort and safety criteria.

The wind tunnel testing was performed in a natural boundary layer wind tunnel of CPP. A model of the project was fabricated to a 1:400 length scale and centred on a turntable in the wind tunnel. Replicas of existing and approved surrounding buildings within a 570 m radius were constructed and placed on the turntable. Approach boundary layers representative of the environment surrounding the proposed development was established in the test section of the wind tunnel.

Measurements of winds likely to be experienced by pedestrians were made with a hot-film anemometer at up to 18 locations in four configurations for 18 wind directions each, Table 1. These points were tested around the development site focusing on pedestrian access routes, entries, and outdoor recreation areas. The measurements were combined with site specific wind statistics to produce results of wind speed versus the percentage of time that wind speed is exceeded for each location.

The results of the wind assessment can be summarised as follows:

GROUND LEVEL:

The wind environment around the development was typically found to be suitable for Pedestrian Standing style activities from a comfort perspective with reference to the City of Sydney comfort criteria. All areas surrounding the site satisfied the City of Sydney safety criteria. The average 5% of the time exceedance comfort wind speed for the Proposed Designs (Configurations B, C and D) is slightly better than the City of Sydney Compliant Design (Configuration A). This indicates that the proposed scheme meets the wind equivalence criteria described in Schedule 12, Section 12.2.4.a, Procedure B of the Sydney DCP 2012.

Document Tracking and Version Control

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	Reviewed by:	Graeme Wood, PhD
	Approved by:	Graeme Wood, PhD
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1. Introduction

GENERAL INFORMATION

This report (CPP20234_133 Castlereagh Street_REP_PW_R04.pdf) accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

Pedestrian wind studies are conducted to investigate comfort and safety in and around proposed developments. This assessment can inform designers about the suitability of outdoor areas for their intended uses. Where necessary, design modifications can be made, or intervention measures added to mitigate areas with the potential for excessive wind speeds.

This report contains information regarding the local wind climate, wind tunnel testing and analysis procedures, a discussion of the test results, and recommendations to improve wind conditions in areas where any adverse wind conditions may be identified. The test parameters and configurations are summarised in Table 1.

All data collection was performed in accordance with the guidelines of the Australasian Wind Engineering Society (2019), and the American Society of Civil Engineers (1999, 2021). While analytical methods such as Computational Fluid Dynamics (CFD) have some utility in the field of pedestrian wind comfort, they are not yet capable of reliably and accurately predicting gust wind speeds for assessment of wind conditions from a safety perspective.

Table 1: Wind Tunnel Test Parameters

SUMMARY OF TEST PARAMETERS	
GENERAL INFORMATION	
Model Scale	1:400
Surrounding Model Radius (full scale)	570 m
Approach Terrain Category	Intermediate environment approach (22.5° – 202.5° clock-wise) Built-up environment approach (225° – 0° clock-wise)
ENVIRONMENTAL WINDS STUDY	
Number of test locations	18
Reference height (full scale)	200 m
TEST CONFIGURATION(S)	
Configuration A: Baseline	City of Sydney compliant design of 133 Castlereagh Elizabeth Street tower, with existing surrounds and any/all approved, or under construction, developments within the modelled test radius as shown in Figure 1a(T), c(T).
Configuration B: Proposed (PP2024)	Proposed mixed-use design (previously proposed 2024), with existing surrounds and any/all approved, or under construction, developments within the modelled test radius as shown in Figure 1a(B), c(B).
Configuration C: Proposed (mixed-use)	Proposed mixed-use design, with existing surrounds and any/all approved, or under construction, developments within the modelled test radius as shown in Figure 1b(T), d(T).
Configuration D: Proposed (all office)	Proposed all office design, with existing surrounds and any/all approved, or under construction, developments within the modelled test radius as shown in Figure 1b(B), d(B).

2. Methodology

WIND TUNNEL MODEL

The wind conditions around the project site were evaluated through wind tunnel testing of a 1:400 scale model of the development and surrounding area. This scale allowed for an adequate portion of surrounding developments and terrain to be included within an approximately 570 m radius of the site and all the relevant building details to be modelled accurately. The boundary-layer wind conditions beyond the modelled area were appropriately simulated in one of CPP's wind tunnels (see Appendix A). The models were mounted on the turntable, located near the downstream end of the wind tunnel test section, allowing rotation of the modelled area for examination of wind speeds from any approach wind direction.

Photographs of the test and surrounds models in all configurations installed in the wind tunnel are presented in Figure 1.

MEASUREMENT POINTS

For this study, wind speed measurements were recorded at 18 locations to evaluate pedestrian wind comfort and safety in and around the project site. The selected test locations are shown in Figure 4 to Figure 11.

Wind speed measurements were made at the model scale equivalent of 1.5 to 2.1 m above the surface for 16 wind directions at 22.5° intervals. Locations were chosen to determine the degree of pedestrian wind comfort and safety at building corners where relatively severe conditions are frequently found, near building entrances and passageways, and at outdoor recreation areas.

The hot-film signal was sampled for a period corresponding to one hour in full scale. All wind speed data were digitally filtered to obtain the half or three second running mean wind speed at each point; this is the basis for the various acceptability criteria. These local wind speeds, U, were normalised by the tunnel reference mean wind speed, U_{ref}. Mean and turbulence statistics were measured and used to calculate the normalised effective peak gust using:

$$\frac{U_{pk}}{U_{ref}} = \frac{U + g_f \cdot U_{rms}}{U_{ref}}$$

Where the peak factor (g_f) is: g_f = 3 for a 3 s gust and g_f = 3.6 for a 0.5 s gust.

The mean and gust equivalent mean wind speeds relative to the free stream wind tunnel reference speed at a full-scale elevation of 200 m are plotted in polar form in Appendix B. The graphs show the directional magnitude of wind speed ratio. The polar plots aid in visualisation of the effects of the nearby structures or topography, the relative significance of various wind azimuths, and whether the mean or gust wind speed is of greater importance.

The measured local wind speeds were combined with wind climate data described in the following section to allow assessment of the pedestrian wind environment.

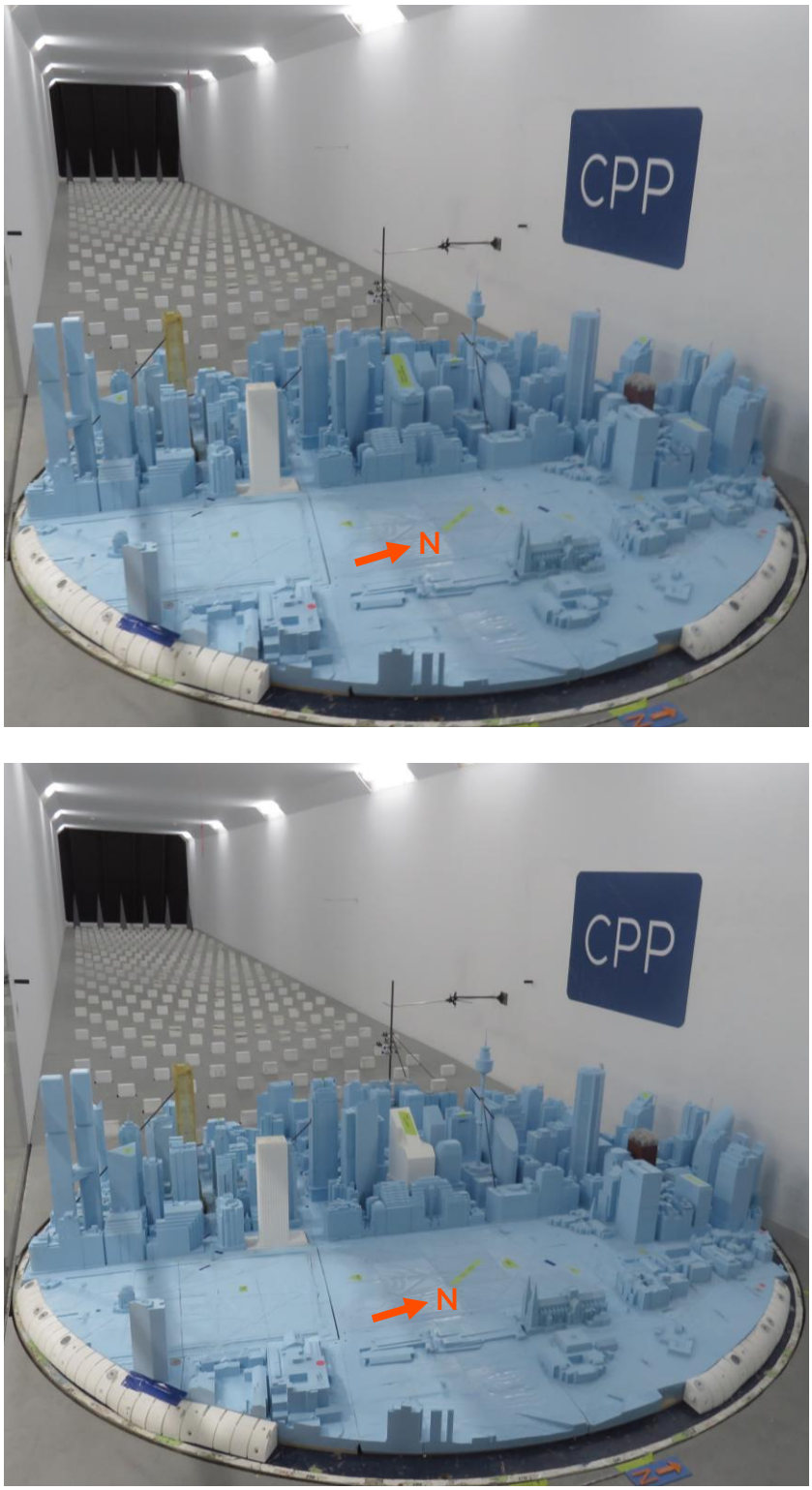


Figure 1a: Photographs of Wind Tunnel Test and Surrounds Model – Configuration A (top) and Configuration B (bottom).

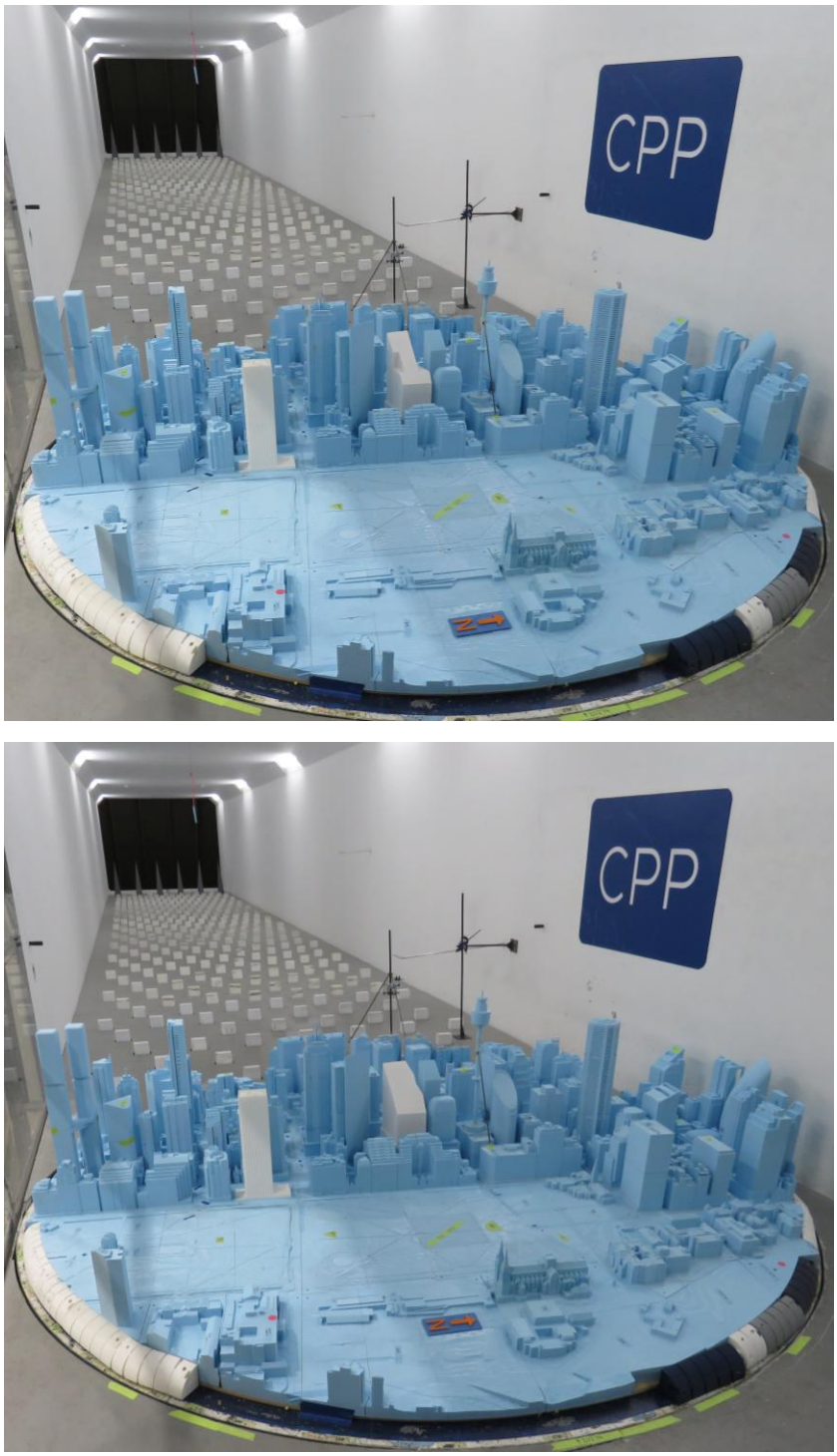


Figure 1b: Photographs of Wind Tunnel Test Model – Close up – Configuration C (top) and Configuration D (bottom).

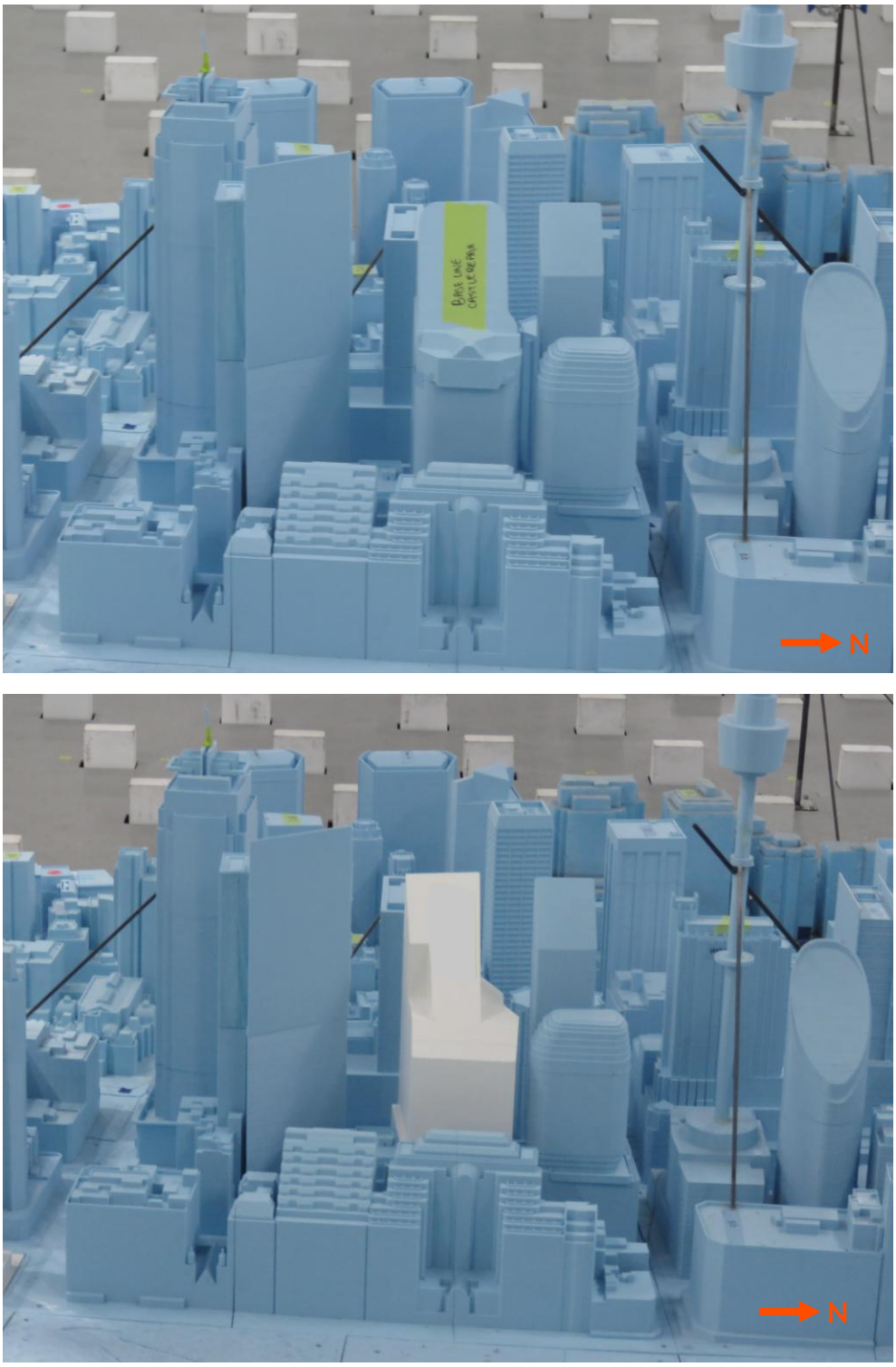


Figure 1c: Photographs of Wind Tunnel Test Model – Close up – Configuration A (top) and Configuration B (bottom).

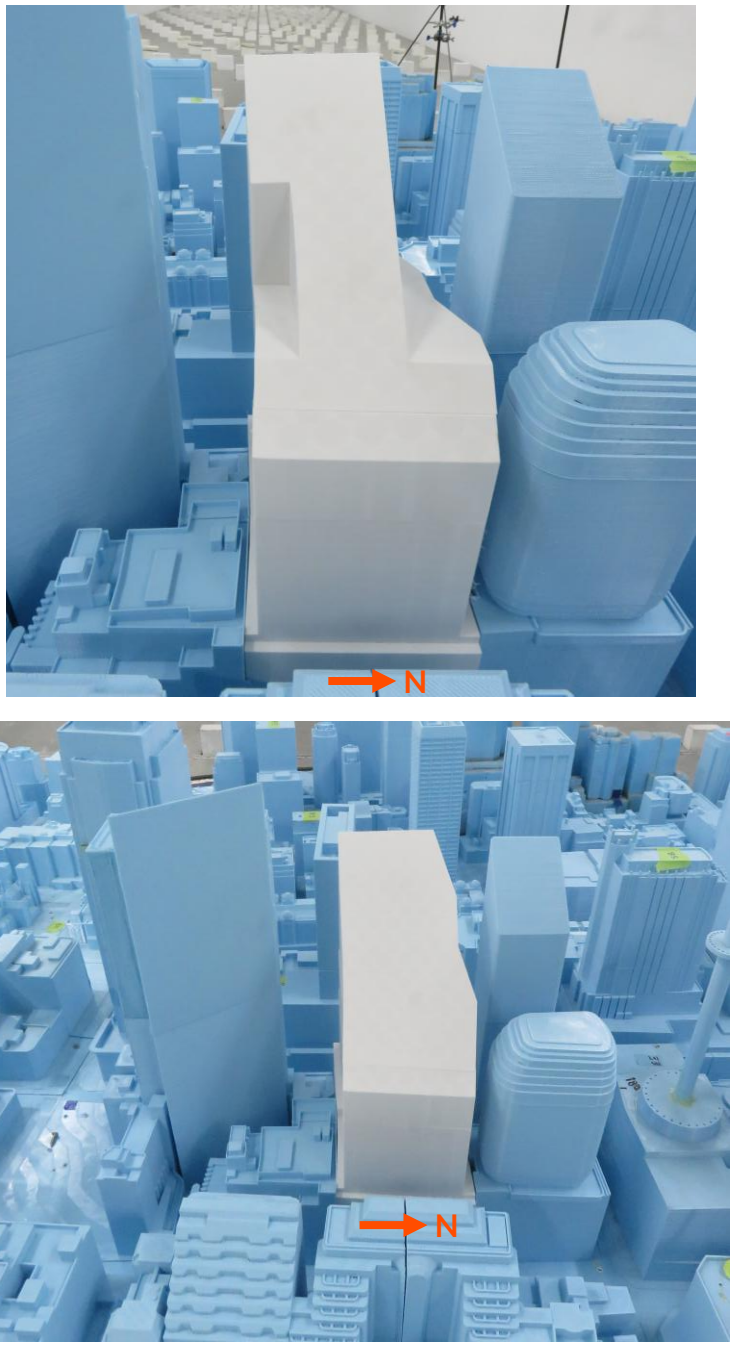


Figure 1d: Photographs of Wind Tunnel Test Model – Close up – Configuration C (top) and Configuration D (bottom).

WIND CLIMATE

The measured wind speed data were normalized to an approach reference mean wind speed and then combined with a climatological model (wind frequency and direction) derived from data measured at a standard height of 10 m at Sydney International Airport. The project site is located approximately 10 km to the north of the airport anemometer, which provides the best source of historical wind data for the project.

These data are portrayed in the wind rose in Figure 2. The arms of the wind roses point in the direction from where the wind is blowing from, the width and colour of the arm represent the wind speed, and the length of the arm indicates the percent of the time that the wind blows for that combination of speed and direction. These data were then adjusted to the site location using an analytical method to account for the exposure of the project site for each direction.

The distribution and frequency of winds during daylight hours (6 am to 10 pm) on an annual basis were analysed to assess the project with regards to wind comfort and safety. As can be seen from Figure 2, prevailing winds come from the north-east, south, and west quadrants. The locations tested around the development site may be susceptible to winds from these directions, depending on the relative position of the location tested to the geometry of the proposed development and surrounds.

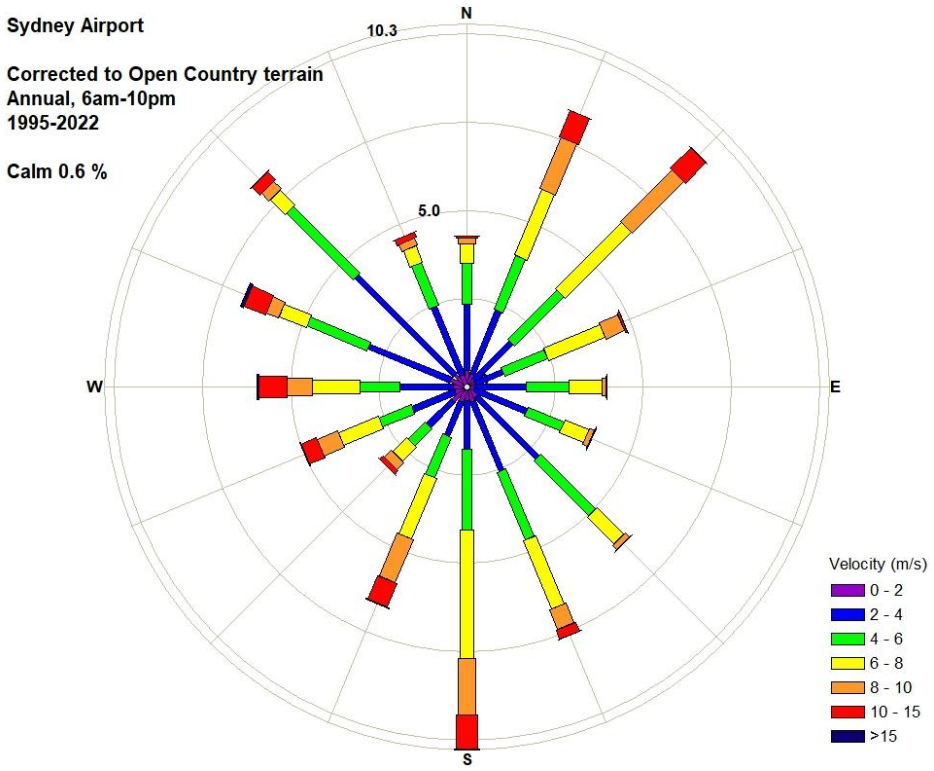


Figure 2: Probability of Wind Speeds by Direction – Sydney International Airport (1995 – 2022, Daylight Hours (6 am-10 pm))

WIND ASSESSMENT CRITERIA

To enable a quantitative assessment of the wind environment, the wind tunnel data and climatological model are combined to calculate wind speeds for comparison with pedestrian wind comfort and safety criteria at each test point.

The wind comfort and safety criteria used in this assessment were taken from section 5.1.9 of the City of Sydney DCP 2012. For pedestrian comfort, the categories are specified in Table 2 and represent the greater of the hourly mean or 3 s gust equivalent mean wind speed occurring for 5% of the time, i.e. no more than 292 hours per annum between 6 am and 10 pm.

For pedestrian safety the annual maximum 0.5 s gust wind speed occurring in an hour between 6 am and 10 pm is outlined in Table 3 and should be less than 24 m/s. This represents a 0.0171% probability of occurrence.

Pedestrians' perception of wind can often be subjective and vary depending on regional difference in wind climate and thermal conditions, as well as by individual. Calibration to the local wind environment should be taken into account when evaluating predicted wind comfort conditions. Note that the ratings of 'Uncomfortable' and 'Safety' are the words of the published wind criteria and applicability may vary by project and location.

Table 2: Wind Comfort and Safety criteria (after Lawson, 1990)

COMFORT RATING	U_{EQUIV}*	DESCRIPTION
Dining**	≤2 m/s	Calm or light breezes suitable for outdoor restaurant use.
Sitting	>2-4 m/s	Calm or light breezes suitable for long duration seating areas, and other amenities.
Standing	>4-6 m/s	Gentle breezes suitable for sitting for shorter periods, main entrances and bus stops where pedestrians may linger.
Pedestrian Walking	>6-8 m/s	Moderate winds appropriate for window shopping and strolling along a downtown street, or park.
Business Walking	>8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run, or cycle.
Uncomfortable	> 10 m/s	Strong winds unacceptable for all pedestrian activities; wind mitigation is typically required.

*U_{Equiv} = Max (U_{Mean}, U_{Gust} / 1.85). U_{Gust} is the peak 3 s gust wind speed in an hour.
** For regular outdoor dining, and in semi-enclosed spaces, it has been the experience of CPP that the comfort rating of Sitting may be windier than desired and a comfort criterion of 2 m/s or less may be more applicable.

Table 3: City of Sydney Safety Criteria

COMFORT RATING	U_{MAX}*	DESCRIPTION
○ Pass	< 24 m/s	Meets wind safety criterion.
○ Fail	> 24 m/s	Excessing wind speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is often required.

*U_{Max} speeds are based on an annual exceedance of the maximum 0.5 s gust wind speed in an hour over daylight hours (6 am to 10 pm), 0.0171% (1 / year).

3. Results

A summary of the assessed comfort and safety ratings for each test location is given in Table 4, with test locations shown in Figure 3 The results of the study are graphically presented in Figure 4 to Figure 11 in which measurement locations are displayed on a site plan and colour coded to denote the predicted wind comfort and safety ratings. The number (XX.Y) combines the location identifier (XX) and the test configuration (.Y): XX.1 baseline, XX.2 Proposed (PP2024), XX.3 Proposed (mixed-use), and XX.4 Proposed (all office). The central colour indicates the comfort rating for the location, and the colour of the outer ring indicates whether the location passes or exceeds the safety criterion.

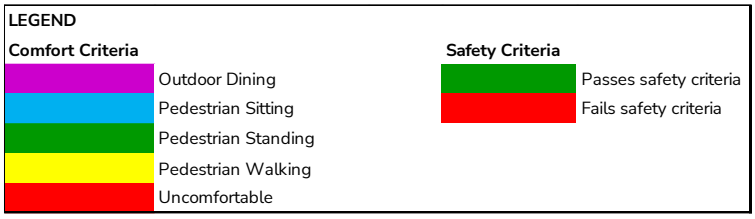
From the cumulative wind speed distributions for each location, the percentage of time each of the Lawson comfort rating wind speeds are exceeded are presented in tabular form under the polar plots in Appendix B. These plots include directional criterion lines for the Lawson comfort levels to provide additional information regarding directional sensitivity at each location.

In general, wind conditions comfortable for Sitting and Standing are considered appropriate for areas such as entrances where pedestrians are likely to gather for longer durations, while wind conditions comfortable for Casual Walking and Business Walking are more appropriate for sidewalks where pedestrians are actively in transit. Locations rated as Uncomfortable are generally less suitable for most pedestrian activities and wind control solutions are often sought. Whether mitigation is needed at a location depends upon the intended use of the location. Although conditions may be classified as acceptable, there may be certain wind directions that cause regular strong events.

Satisfaction of the safety rating is required for areas accessible to the general public. Mitigation measures are generally required to address any locations deemed to fail the safety assessment.

Table 4: Summary of wind comfort and safety assessment results

Description / Location		Wind Tunnel Results							
		Comfort rating, 5% exceedance wind speed (m/s)				City of Sydney Safety rating, 0.0171% exceedance 0.5s gust wind speed (m/s)			
		Configuration				Configuration			
		Baseline	Proposed (PP2024)	Proposed (mixed-use)	Proposed (all office)	Baseline	Proposed (PP2024)	Proposed (mixed-use)	Proposed (all office)
		XX.1	XX.2	XX.3	XX.4	XX.1	XX.2	XX.3	XX.4
Remote	1	5.7	5.5	4.7	4.6	20.0	19.2	17.6	17.4
	2	7.6	7.2	7.0	7.0	23.9	23.6	23.5	23.4
Ground	3	5.7	5.2	5.3	5.4	21.6	21.4	20.8	22.0
	4	3.7	3.6	3.8	4.0	15.6	15.4	15.8	17.0
	5	4.6	4.3	4.9	4.7	17.0	17.8	20.6	19.2
	6	4.7	4.1	4.1	4.2	15.6	16.0	15.6	16.2
	7	4.4	4.9	4.7	4.8	17.8	23.0	20.8	21.2
	8	5.0	4.9	4.8	4.8	21.6	21.6	20.2	20.0
	9	5.2	5.3	4.7	4.7	23.8	23.7	21.0	21.4
	10	5.5	5.7	5.5	5.8	23.4	23.8	20.2	20.8
	11	6.0	5.7	5.8	5.4	22.0	22.0	21.8	22.4
	12	4.6	4.7	4.3	4.3	17.4	16.8	17.0	17.4
	13	4.4	4.7	4.8	4.6	16.0	17.0	18.2	17.8
	14	3.9	4.3	4.7	4.8	15.4	15.6	17.4	17.6
	15	4.6	4.7	4.8	4.6	17.2	17.4	17.4	17.2
	16	5.0	4.7	4.4	4.4	20.0	18.4	16.8	17.0
	17	3.7	4.2	4.2	4.2	13.8	16.4	15.6	15.4
	18	4.9	4.8	5.2	5.2	19.6	21.8	20.2	20.6
Ave. Loc. 3-18		**4.743**	**4.740**	**4.739**	**4.741**				



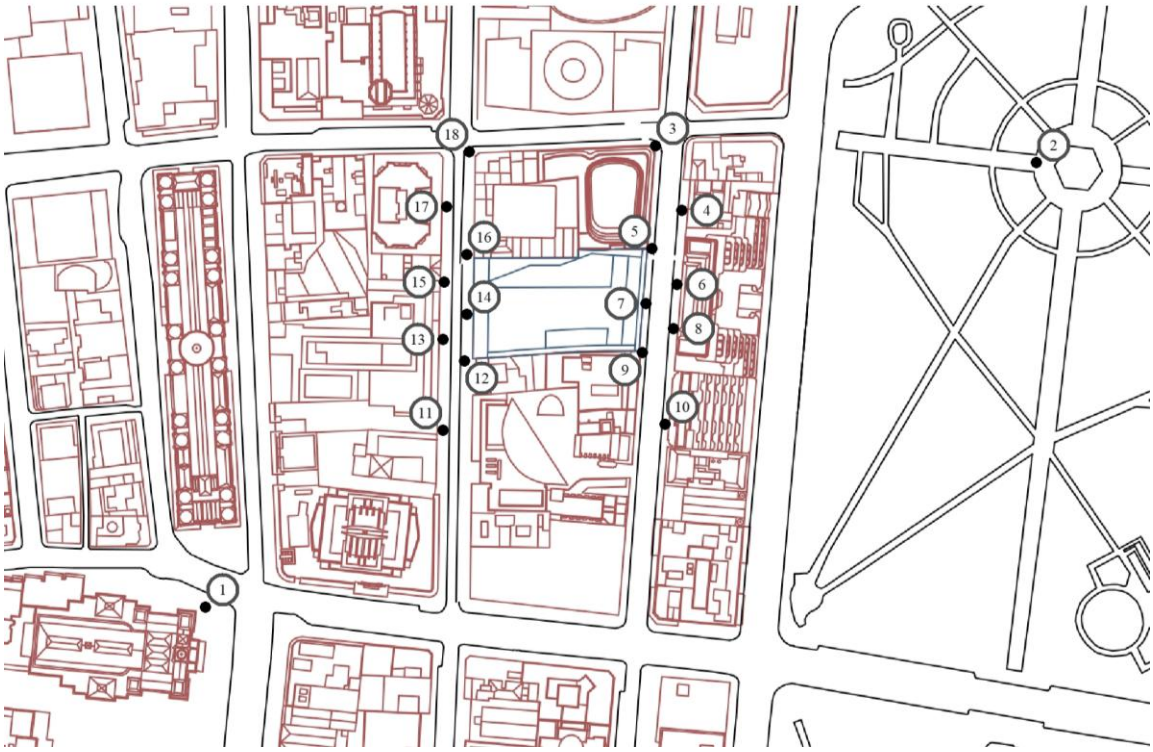


Figure 3: Test point Locations for all configurations

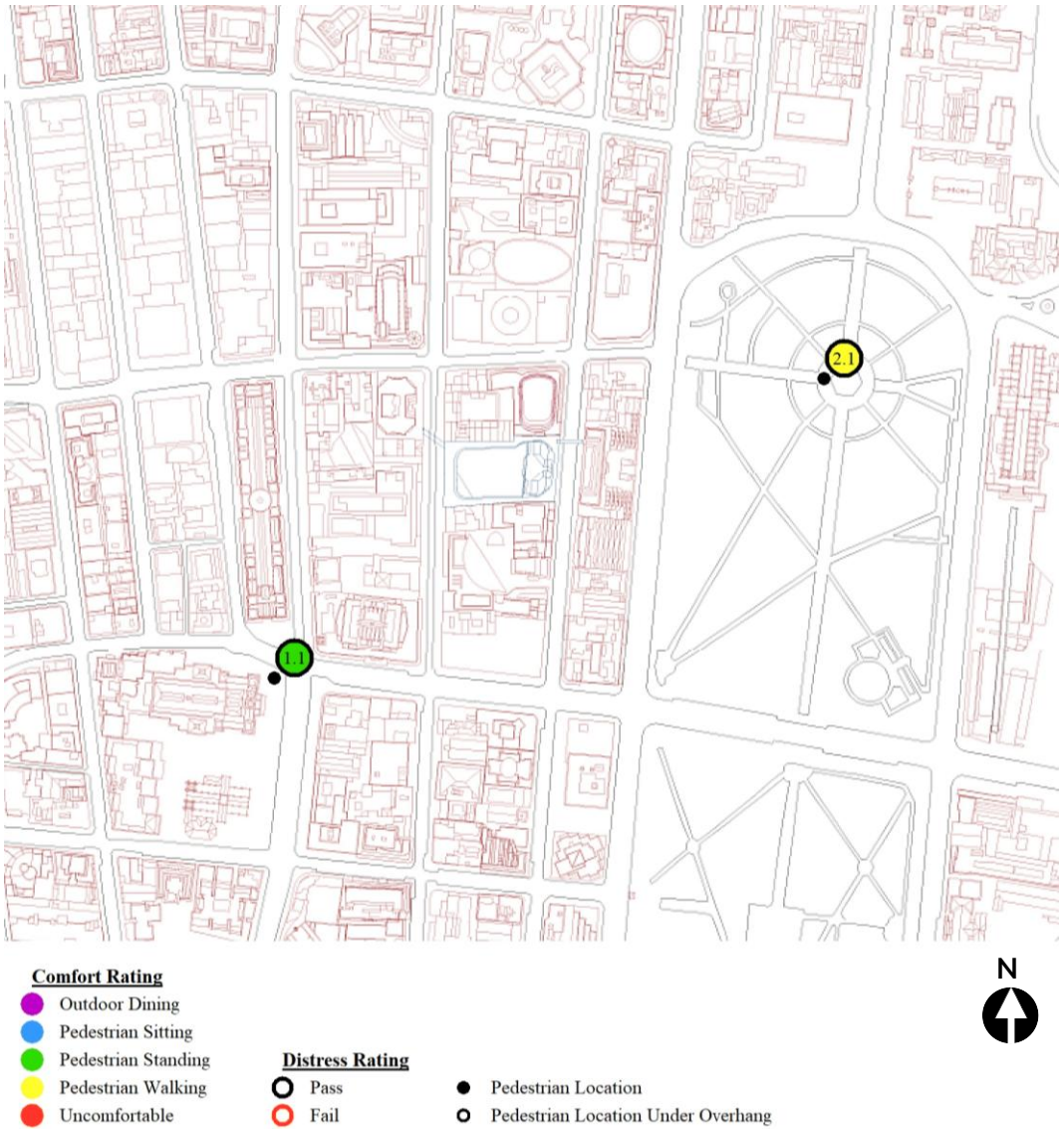


Figure 4: Pedestrian wind speed measurement locations with comfort/safety ratings. Surrounds – Configuration A: Baseline

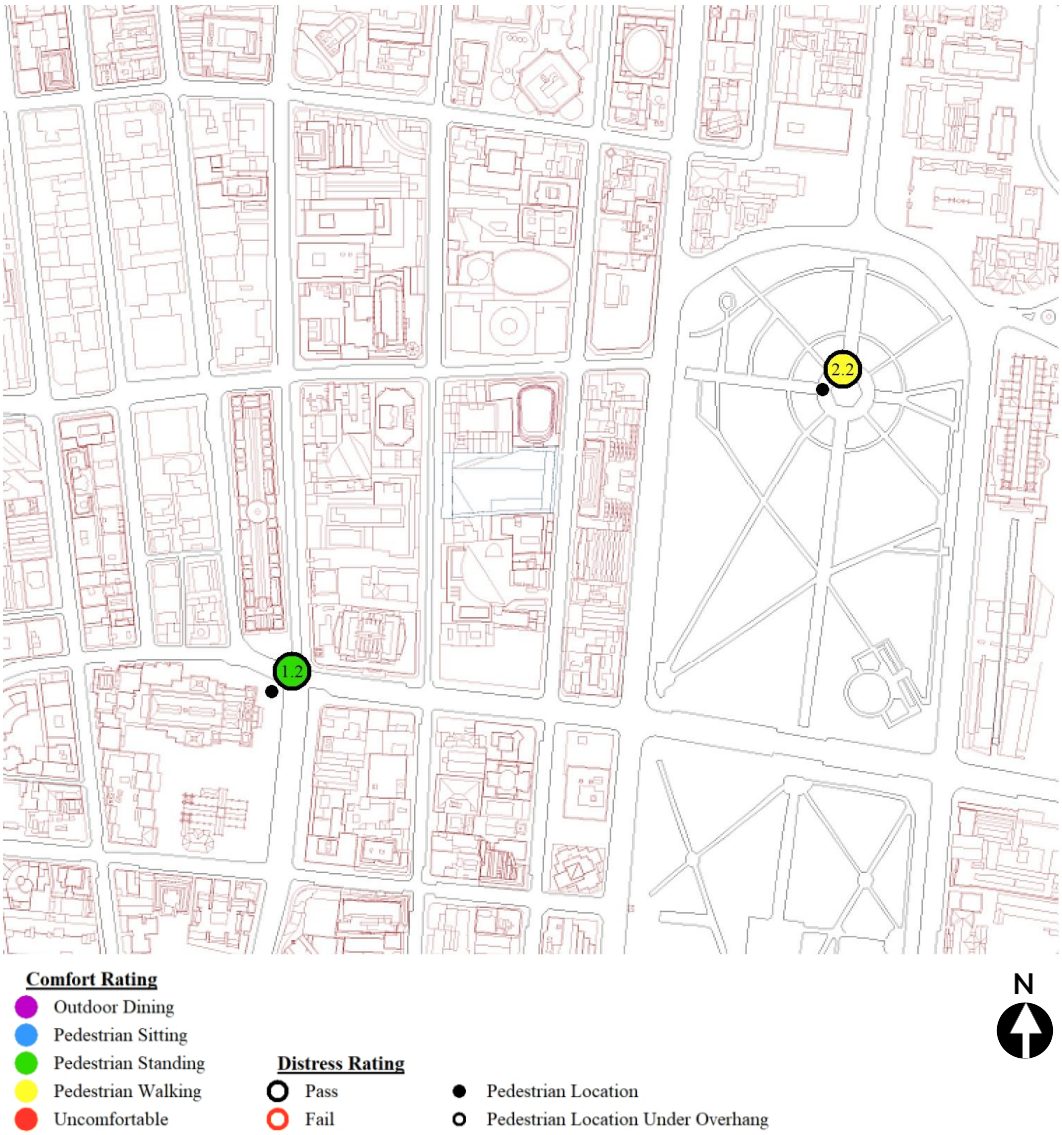


Figure 5: Pedestrian wind speed measurement locations with comfort/safety ratings. Surrounds – Configuration B: Proposed – PP2024

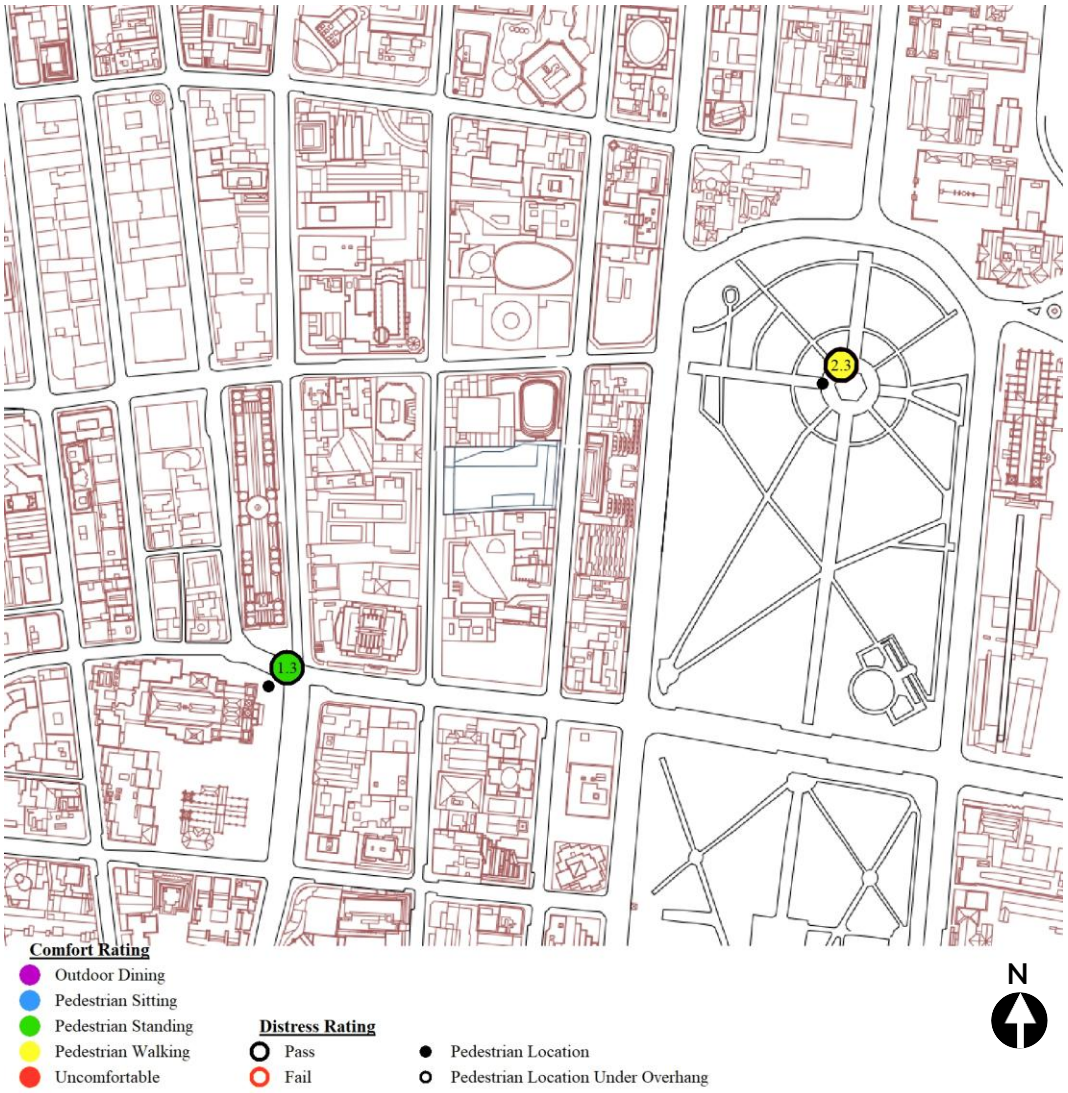


Figure 6: Pedestrian wind speed measurement locations with comfort/safety ratings. Surrounds – Configuration C: Proposed mixed-use

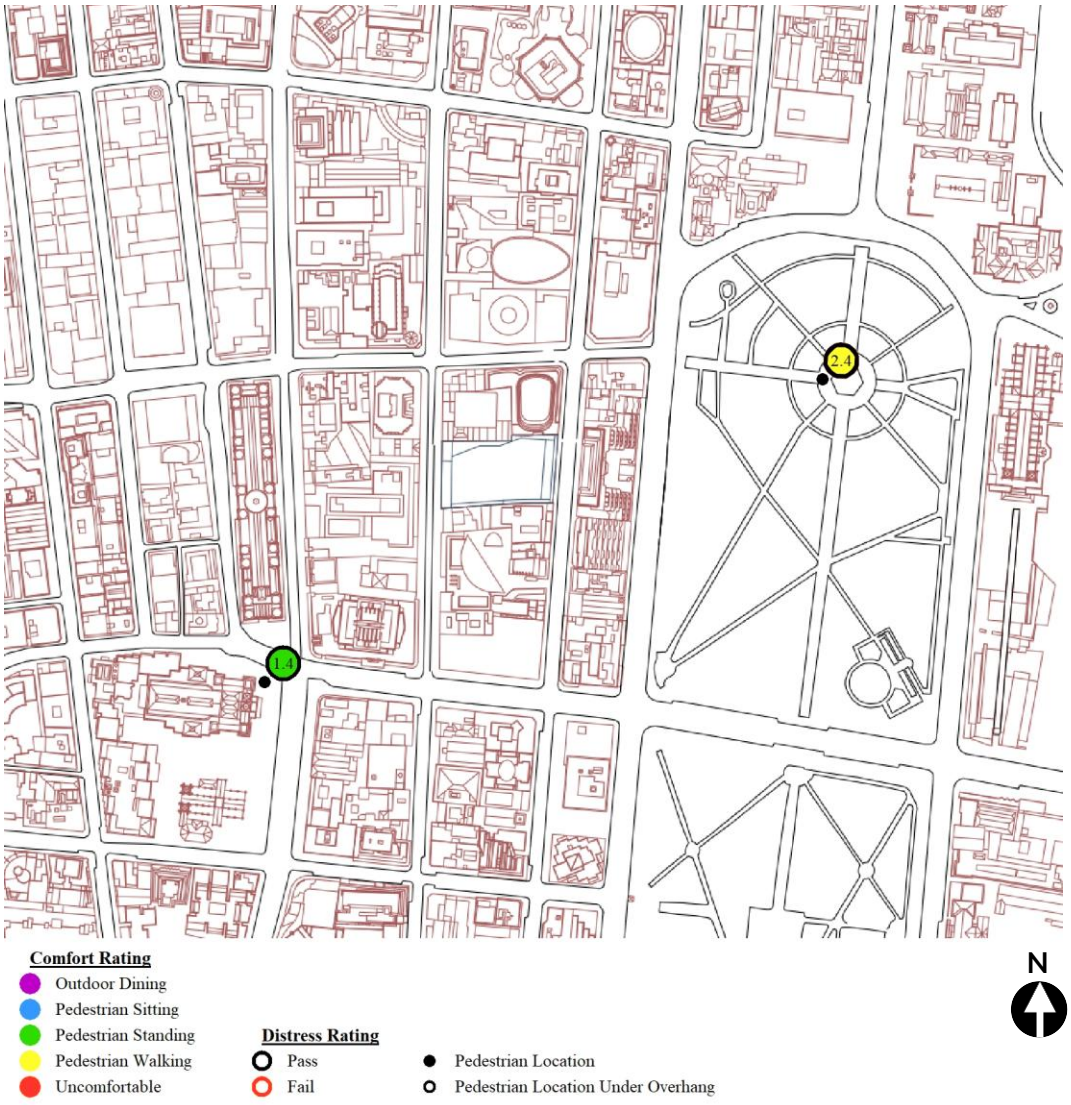


Figure 7: Pedestrian wind speed measurement locations with comfort/safety ratings. Surrounds – Configuration D: Proposed all office

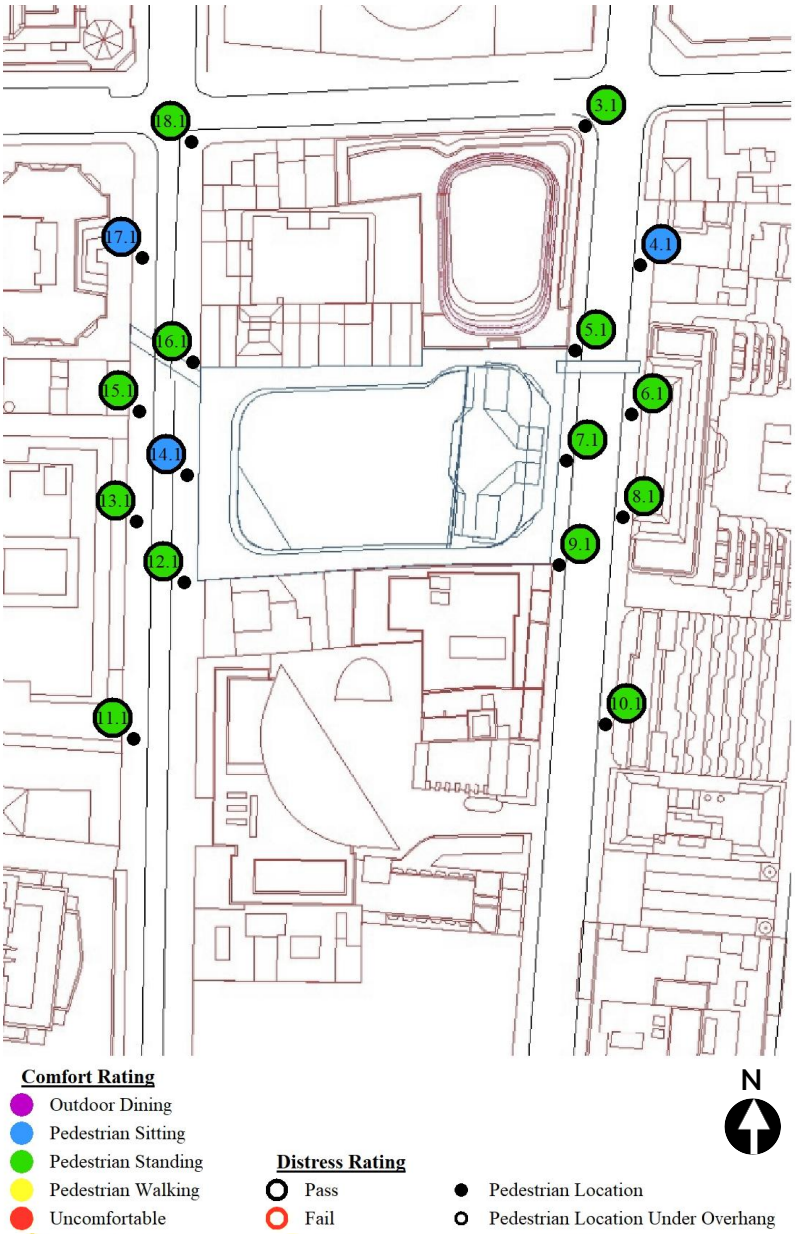


Figure 8: Pedestrian wind speed measurement locations with comfort/safety ratings. Ground – Configuration A: Baseline



Figure 9: Pedestrian wind speed measurement locations with comfort/safety ratings. Ground – Configuration B: Proposed – PP2024



Figure 10: Pedestrian wind speed measurement locations with comfort/safety ratings. Ground – Configuration C: Proposed mixed-use



Figure 11: Pedestrian wind speed measurement locations with comfort/safety ratings. Ground – Configuration D: Proposed all office

4. Discussion

GENERAL CONDITIONS

In the street-level areas remote from the site (Figure 4 to Figure 7) wind comfort conditions fall into the Pedestrian Standing or Pedestrian Walking Lawson comfort categories..

Pedestrian level winds tend to be governed by exposure to the prevailing winds from the north-east, south, or west. In general, slightly stronger local winds are found near street block corners, or in more open areas such as parks, while calmer areas may be available where the nearby buildings provide shielding from these prevailing wind directions.

Location 1 is rated Pedestrian Standing and Location 2 is rated Pedestrian Walking in all configurations, Table 4. Note all testing was conducted without trees or landscaping to provide a conservative result for pedestrian safety. The comfort wind conditions at Locations 2, near the Archibald Fountain in Hyde Park, would receive considerable shielding from the surrounding dense treescape and would be expected to be calmer than the comfort classification reported herein.

The proposed site has little measurable impact on the wind conditions at these remote locations.

Both locations satisfy the City of Sydney safety criteria.

GROUND LEVEL

The comfort and safety ratings at ground level closer to the site are shown in Figure 8 to Figure 11 for Configurations A to D respectively, with easier results comparison in Table 4. In general, conditions at tested areas around the site fall into the Pedestrian Standing comfort category and all locations pass the City of Sydney safety criteria.

The comfort conditions at Locations 3 to 10, to the east of the site along Castlereagh Street, are generally rated Pedestrian Standing. The exception is Location 4, which is rated as Pedestrian Sitting in configurations A, B, and C. In Configuration D, Location 4 is marginally above the threshold for the Sitting category and rated Pedestrian Standing. The strongest winds in this area are caused by incident winds from the west quadrant.

Wind comfort conditions at Locations 11 to 18 on Pitt Street are generally governed by exposure to winds from the south-west quadrant. For the Baseline scenario (Configuration A), all locations are rated Pedestrian Standing except for Locations 14.1 and 17.1, which are slightly calmer and rated Pedestrian Sitting. For the proposed designs (Configurations B, C, and D), all locations are rated Pedestrian Standing.

These results indicate wind conditions on the ground level are acceptable for general pedestrian access/thoroughfare in all areas from a wind comfort perspective. The average 5% of the time exceedance comfort wind speed for the baseline design (Configuration A) and the proposed designs (Configuration B, C and D) is shown in Table 4. The proposed designs (Configuration B, C and D) are marginally calmer than the baseline design (Configuration A).

APPLICABILITY

Testing was performed without existing and proposed trees and other plantings to provide a worst-case assessment. Heavy landscape planting typically reduces wind speeds by less than 10% and in general should not be relied upon to mitigate strong winds due to variation in size and foliage and difficulty in accurate modelling. Further, trees or other plantings may pose a safety risk if damaged during high winds.

The results presented within this report are based on the 3D Revit models received by CPP on the 3 October 2024 (baseline design – Configuration A), 4 November 2024 (proposed design – Configuration B), and 27 June 2025 (proposed designs – Configurations C and D). If significant changes to the design of the development have occurred beyond these dates or new information regarding the status of surrounding buildings becomes available, it is recommended that CPP be contacted to evaluate the impact of any changes.

5. Conclusion

CPP has conducted a wind tunnel study to quantify the pedestrian-level wind environment for the proposed 133 Castlereagh Street development. Pedestrian-accessible areas around the site are typically assessed as suitable for Pedestrian Standing under the City of Sydney comfort criteria, with all tested locations satisfying the City of Sydney safety criteria. These conditions are suitable for the intended use of public domain spaces. Wind conditions for Configurations B, C and D were marginally better than Configuration A. This indicates that the proposed schemes meet the wind equivalence criteria described in Schedule 12, Section 12.2.4.a, Procedure B of the Sydney DCP 2012.

References

American Society of Civil Engineers (1999), Wind tunnel studies of buildings and structures, ASCE Manuals and reports on engineering practice No.67.

American Society of Civil Engineers (2021), *Wind Tunnel Testing for Buildings and Other Structures* (ASCE 49-21).

Australasian Wind Engineering Society (2019), Wind Engineering Studies of Buildings (AWES-QAM-1-2019).

City of Sydney (2024), Sydney Development Control Plan 2012.

Lawson, T.V. (1990), "The Determination of the Wind Environment of a Building Complex before Construction" Department of Aerospace Engineering, University of Bristol, Report Number TVL 9025.

Standards Australia (2021), *Australian/New Zealand Standard, Structural Design Actions, Part 2: Wind Actions* (AS/NZS1170.2:2021).

Appendix A – Wind Tunnel Test Facilities

The wind tunnel testing was performed at the CPP wind engineering laboratory in Sydney, Australia. Specifications for the wind tunnel used for this project are given in Figure A1.

The mean velocity profile approaching the modelled area for each direction has the form:

$$\frac{U}{U_{ref}} = \left(\frac{z}{z_{ref}} \right)^n$$

in which U is the mean velocity at height z, U_{ref} is a reference wind speed at reference height z_{ref}, and n is a constant which depends on the characteristics of the upstream roughness for each direction.

The profiles of longitudinal turbulence intensity in the flow approaching the modelled area are also modelled. The turbulence intensities are appropriate for the approach mean velocity profiles selected.

CPP SYDNEY WIND TUNNELS	
DIMENSIONS	
Test section length	21 m (69 ft)
Test section width	3 m (10 ft)
Ceiling height	2.4 m (8 ft)
DRIVE SPECIFICATIONS	
Total power	110 kW
Type of drive	Single Axle motor/12 blade axial fan
Speed Control	Variable frequency drive
FLOW CHARACTERISTICS	
Mean Velocity	0 to 20 m/s (0 to 66 ft/s)
Boundary-layer thickness*	1.2 m (4 ft) (nominal)
Turbulence	About 2% at entrance to test section
Longitudinal pressure gradient	Zero by blockage tolerant roof

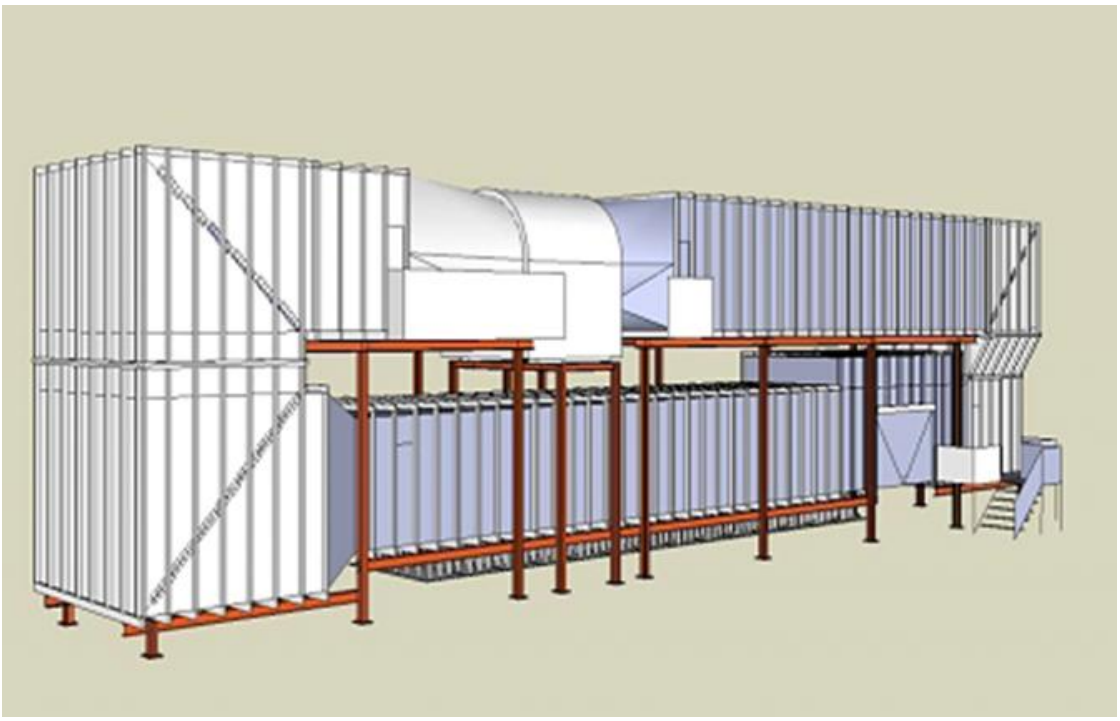
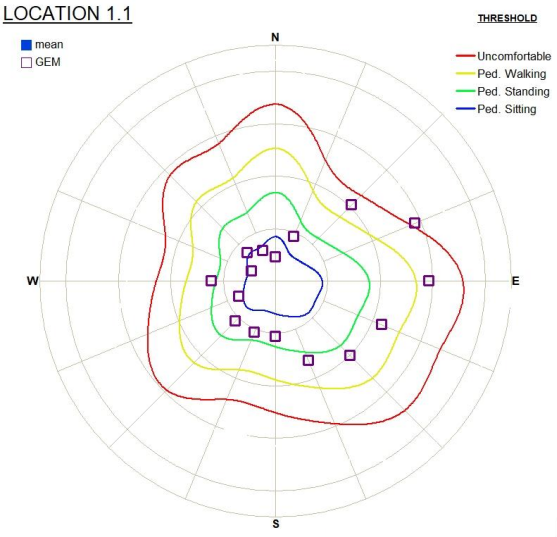


Figure A1: CPP Wind Tunnel - Sydney, Australia

Appendix B - Directional wind results

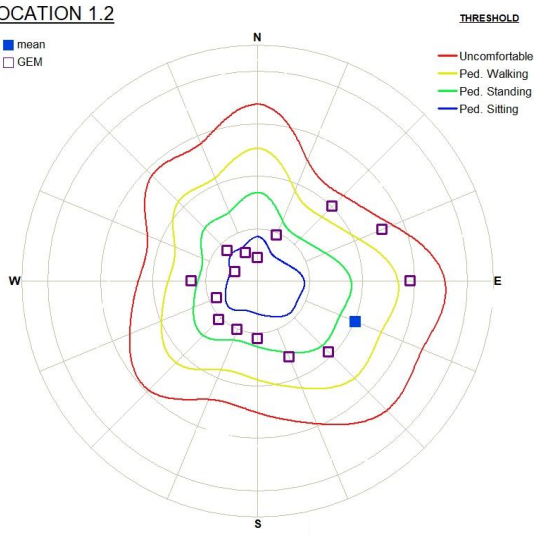
LOCATION 1.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	27.77	45.28	45.28
4	10.01	14.08	14.08
6	1.74	4.00	4.00
8	0.09	0.63	0.63
10	0.01	0.04	0.04

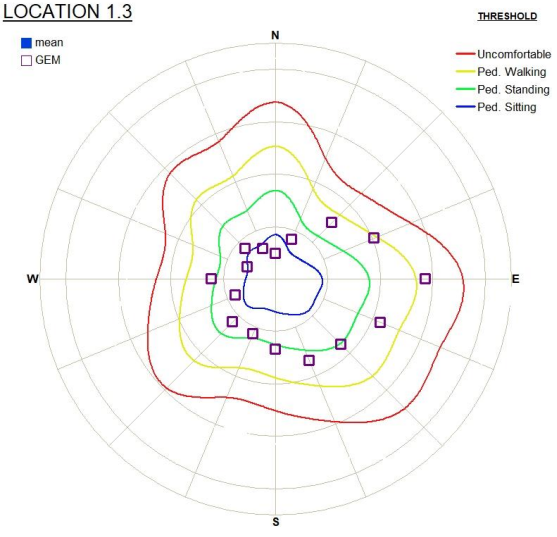
LOCATION 1.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	27.12	45.15	45.15
4	9.11	13.05	13.05
6	1.06	3.07	3.07
8	0.05	0.32	0.32
10	0.00	0.02	0.02

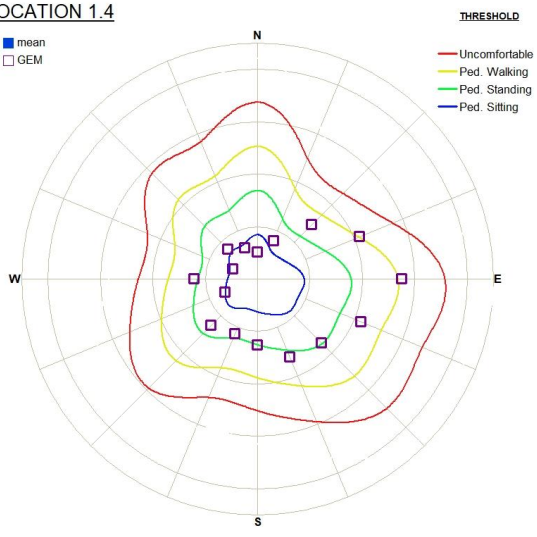
LOCATION 1.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	25.92	45.86	45.86
4	3.17	10.42	10.42
6	0.11	0.81	0.81
8	0.01	0.05	0.05
10	0.00	0.01	0.01

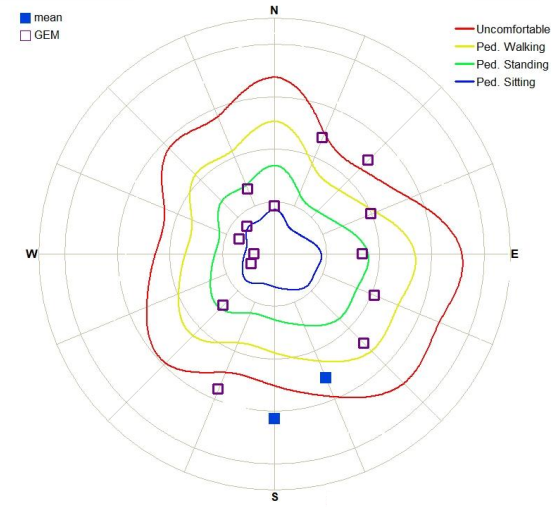
LOCATION 1.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	24.79	44.06	44.06
4	2.84	9.46	9.46
6	0.08	0.73	0.73
8	0.01	0.04	0.04
10	0.00	0.01	0.01

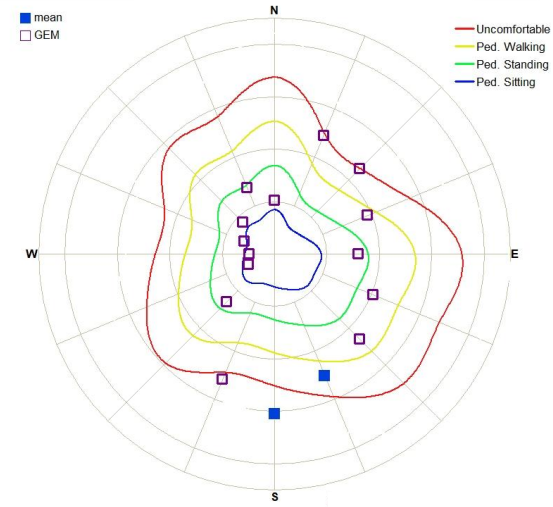
LOCATION 2.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	49.64	57.00	57.24
4	27.22	31.26	32.09
6	10.27	12.14	13.69
8	2.57	2.99	3.76
10	0.63	0.57	0.91

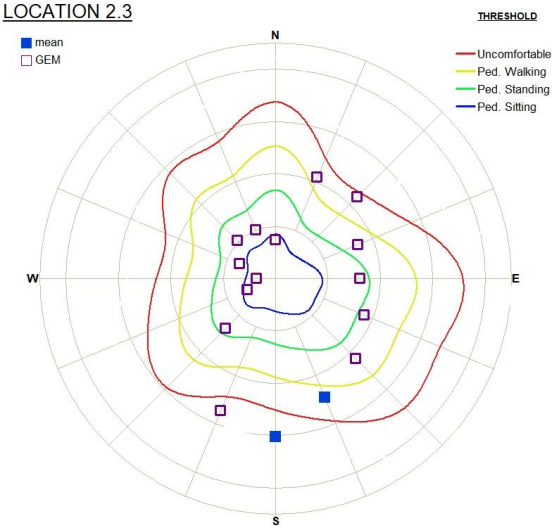
LOCATION 2.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	49.22	56.59	56.87
4	26.41	29.61	30.59
6	8.88	10.30	11.79
8	2.19	2.15	2.90
10	0.50	0.31	0.61

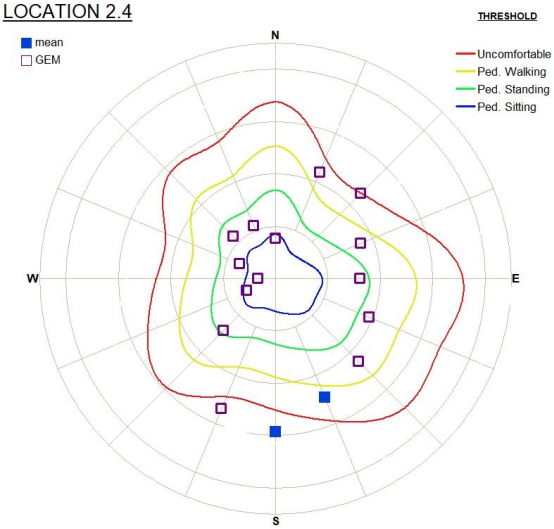
LOCATION 2.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	46.50	54.58	55.03
4	23.47	26.78	28.21
6	7.66	8.54	10.28
8	2.02	1.69	2.55
10	0.46	0.25	0.56

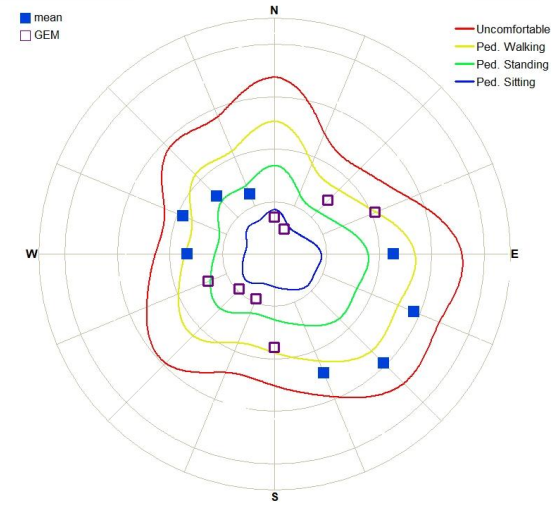
LOCATION 2.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	47.36	55.88	56.23
4	23.84	27.82	29.01
6	7.50	9.13	10.59
8	1.85	1.79	2.49
10	0.38	0.26	0.49

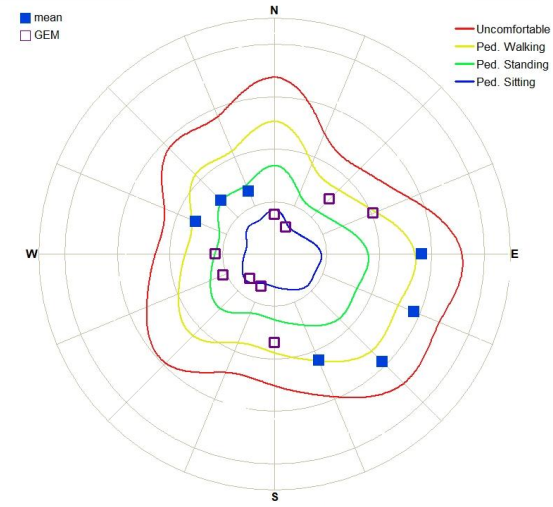
LOCATION 3.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	51.87	54.16	57.43
4	16.27	16.15	19.95
6	2.94	1.64	3.29
8	0.42	0.12	0.43
10	0.05	0.01	0.05

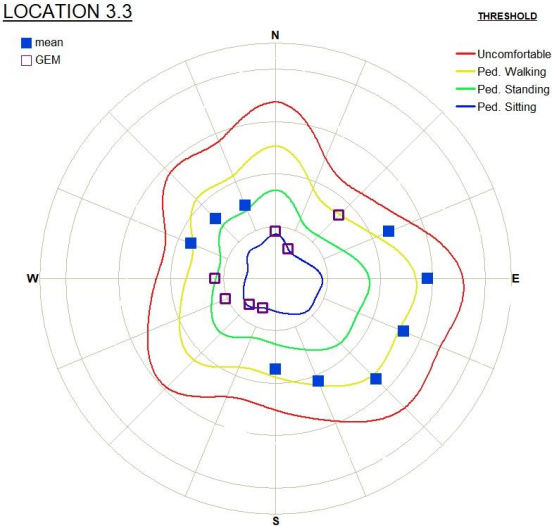
LOCATION 3.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	47.87	48.65	51.61
4	15.08	14.40	17.76
6	2.22	1.28	2.50
8	0.23	0.08	0.24
10	0.03	0.01	0.03

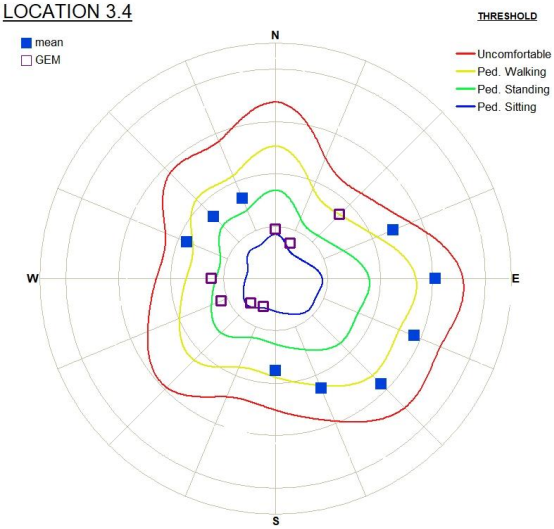
LOCATION 3.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	51.01	49.76	54.20
4	18.00	15.93	19.76
6	2.83	1.77	3.10
8	0.25	0.10	0.26
10	0.03	0.01	0.03

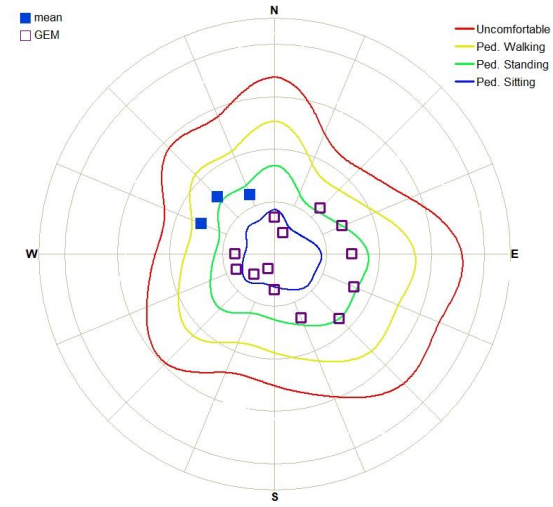
LOCATION 3.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	53.23	52.34	57.03
4	20.25	17.45	21.69
6	3.95	2.19	4.21
8	0.40	0.13	0.41
10	0.05	0.01	0.05

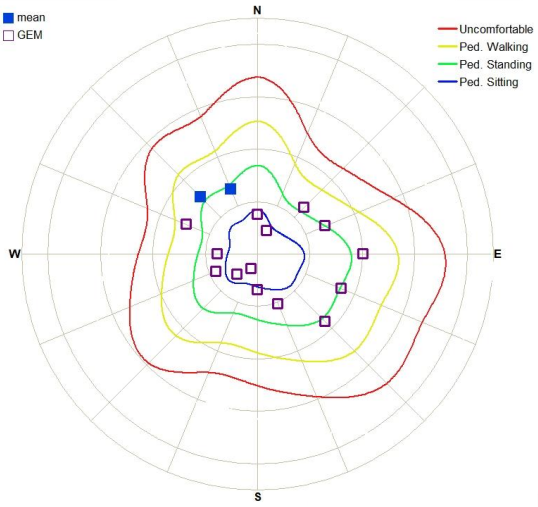
LOCATION 4.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	18.63	30.73	31.53
4	1.63	3.14	3.28
6	0.27	0.26	0.30
8	0.01	0.01	0.01
10	0.00	0.00	0.00

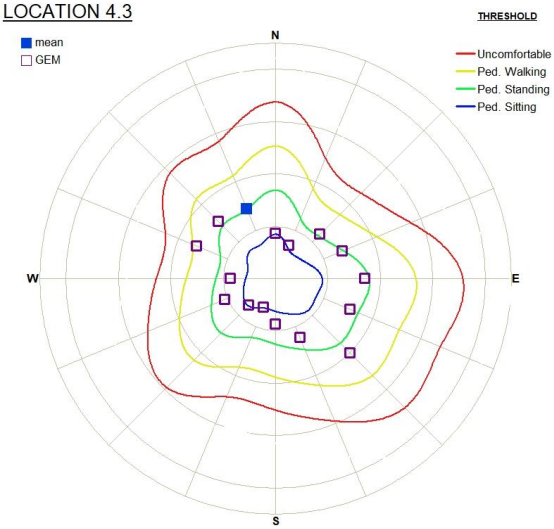
LOCATION 4.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	21.01	30.83	31.70
4	1.67	3.64	3.80
6	0.16	0.28	0.30
8	0.01	0.01	0.01
10	0.00	0.00	0.00

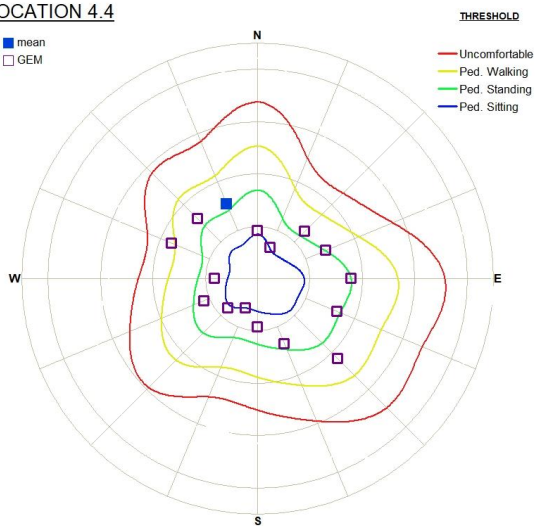
LOCATION 4.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	20.26	37.06	37.41
4	1.17	3.78	3.89
6	0.06	0.41	0.41
8	0.00	0.03	0.03
10	0.00	0.00	0.00

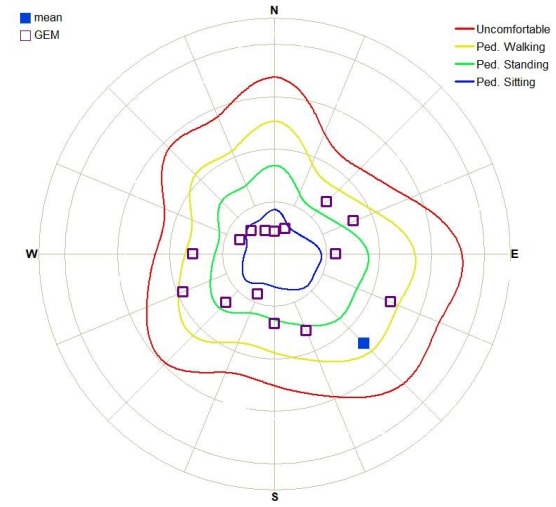
LOCATION 4.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	24.99	40.52	40.89
4	2.09	5.18	5.28
6	0.16	0.64	0.66
8	0.01	0.08	0.09
10	0.00	0.00	0.00

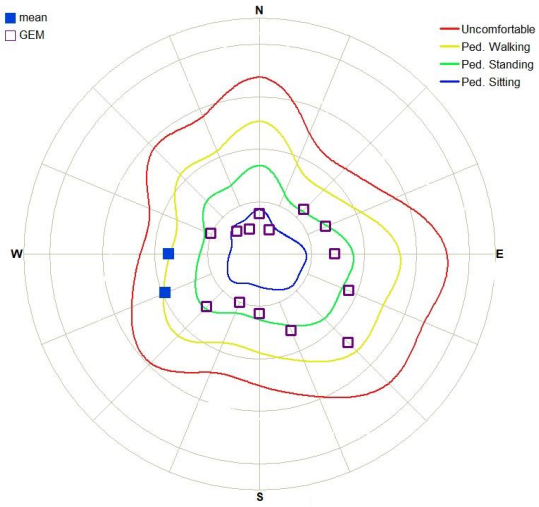
LOCATION 5.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	30.52	43.34	43.76
4	4.03	8.98	9.60
6	0.29	0.65	0.75
8	0.02	0.04	0.05
10	0.00	0.00	0.01

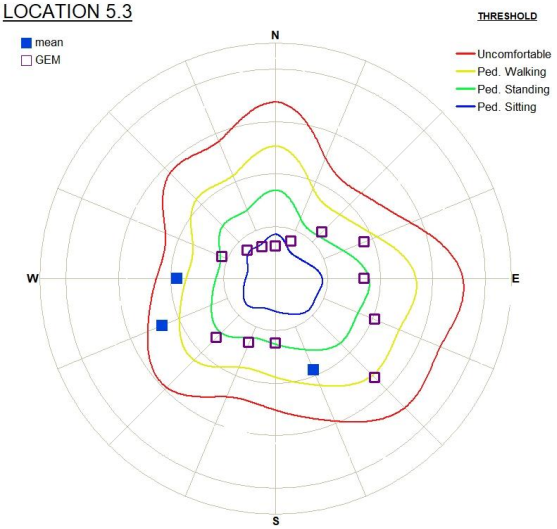
LOCATION 5.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	30.14	43.59	43.64
4	5.27	6.92	7.01
6	0.72	0.72	0.76
8	0.05	0.05	0.06
10	0.01	0.01	0.01

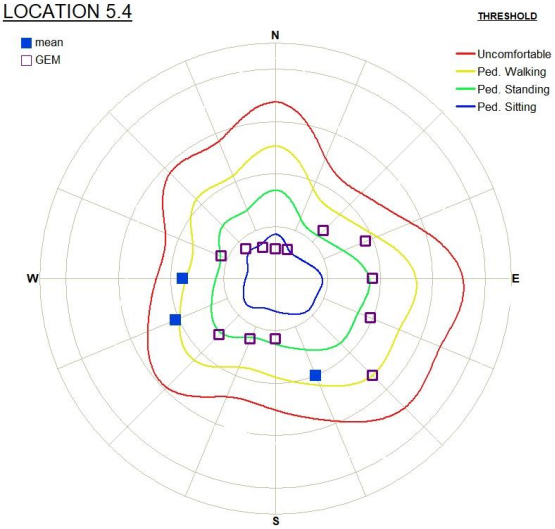
LOCATION 5.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.38	51.27	51.54
4	8.42	12.10	12.56
6	1.66	1.61	1.79
8	0.21	0.16	0.22
10	0.02	0.02	0.02

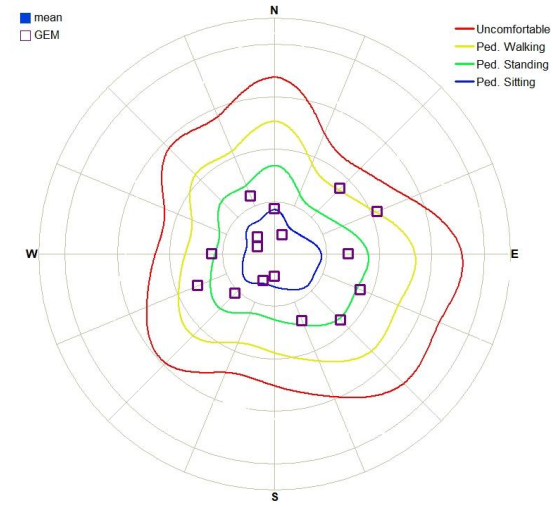
LOCATION 5.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.78	48.90	49.35
4	7.91	11.18	11.94
6	1.26	1.11	1.41
8	0.12	0.08	0.12
10	0.01	0.01	0.01

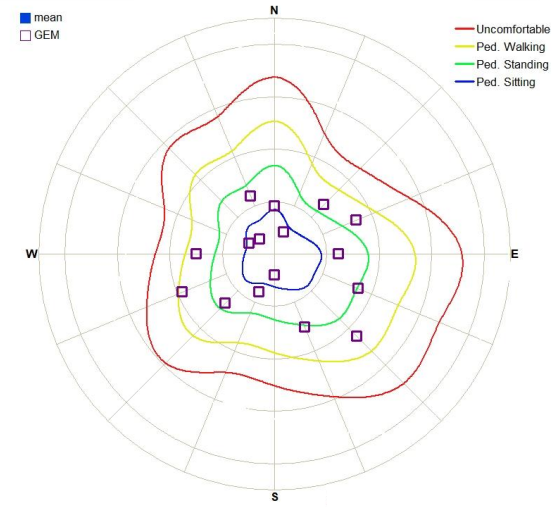
LOCATION 6.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	23.99	32.68	32.68
4	3.60	8.79	8.79
6	0.10	0.97	0.97
8	0.00	0.04	0.04
10	0.00	0.00	0.00

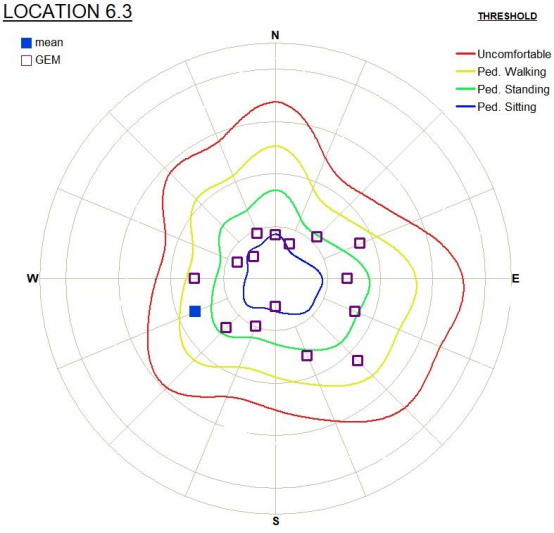
LOCATION 6.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	24.75	35.24	35.24
4	2.71	7.02	7.02
6	0.17	0.45	0.45
8	0.01	0.03	0.03
10	0.00	0.00	0.00

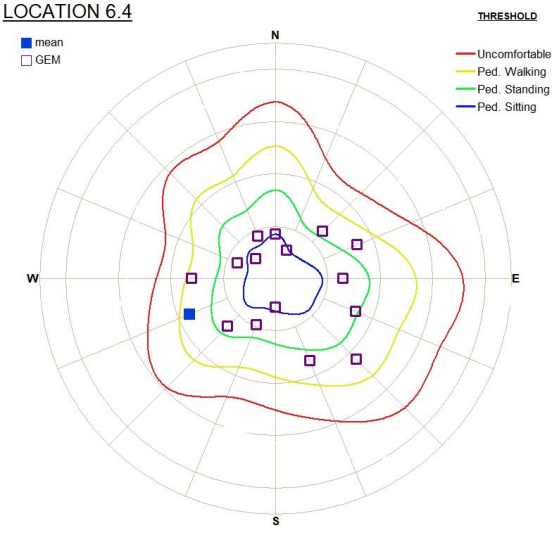
LOCATION 6.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	23.57	37.84	37.87
4	3.37	5.70	5.79
6	0.21	0.33	0.34
8	0.01	0.02	0.02
10	0.00	0.00	0.00

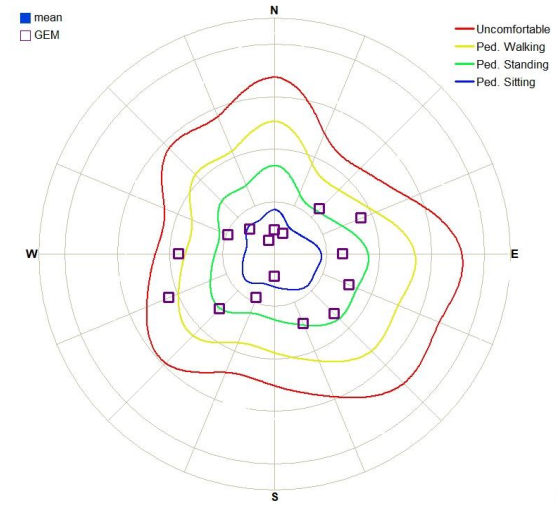
LOCATION 6.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	25.51	37.23	37.30
4	3.81	6.63	6.82
6	0.29	0.42	0.46
8	0.02	0.02	0.02
10	0.00	0.00	0.00

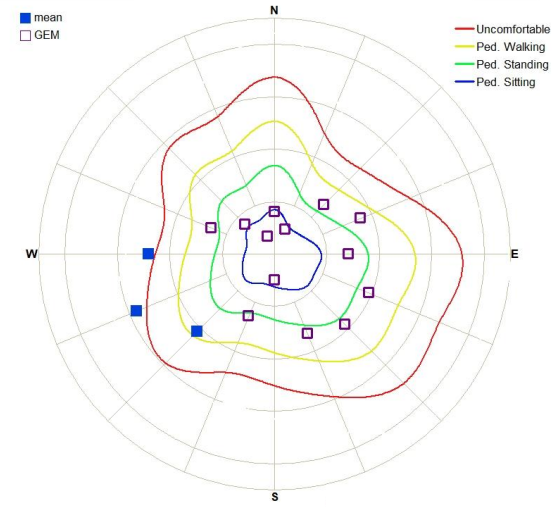
LOCATION 7.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	21.24	34.67	34.67
4	3.58	6.89	6.89
6	0.72	1.00	1.00
8	0.06	0.11	0.11
10	0.01	0.01	0.01

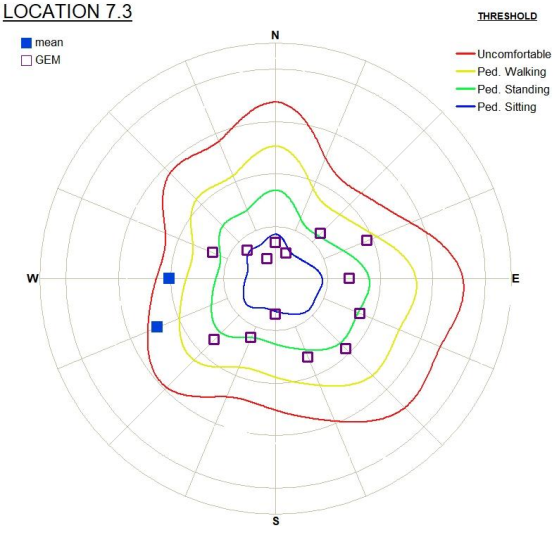
LOCATION 7.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	31.86	42.53	43.13
4	7.68	11.19	12.32
6	2.78	1.93	2.99
8	0.87	0.34	0.88
10	0.16	0.04	0.16

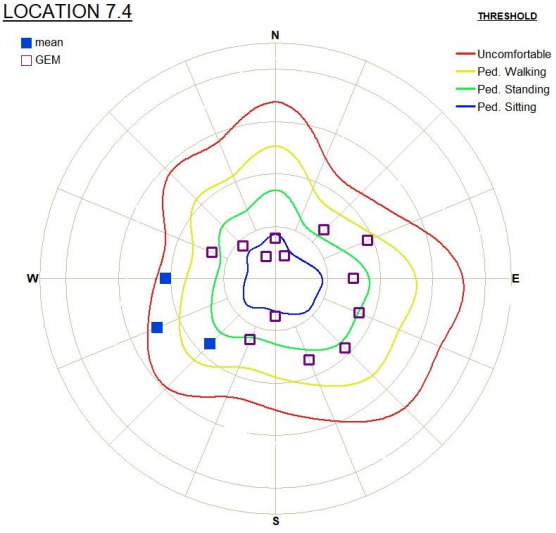
LOCATION 7.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	28.58	41.10	41.66
4	6.28	8.98	10.04
6	1.51	1.10	1.68
8	0.26	0.10	0.27
10	0.02	0.01	0.02

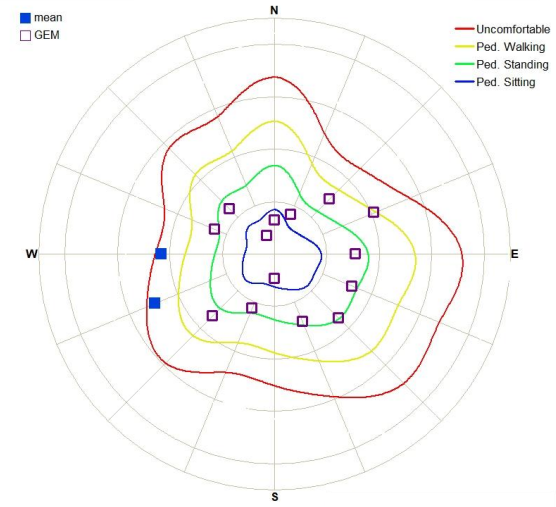
LOCATION 7.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	30.87	42.54	43.11
4	6.70	9.98	11.08
6	1.66	1.24	1.86
8	0.31	0.12	0.31
10	0.03	0.01	0.03

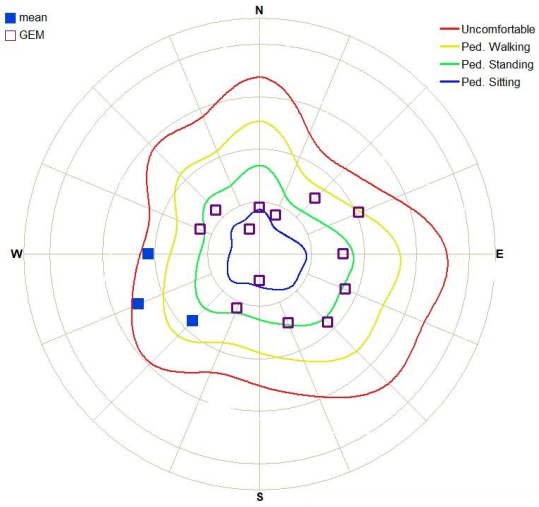
LOCATION 8.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	31.51	42.56	43.10
4	6.89	10.68	11.73
6	1.75	1.48	2.12
8	0.37	0.14	0.38
10	0.04	0.01	0.04

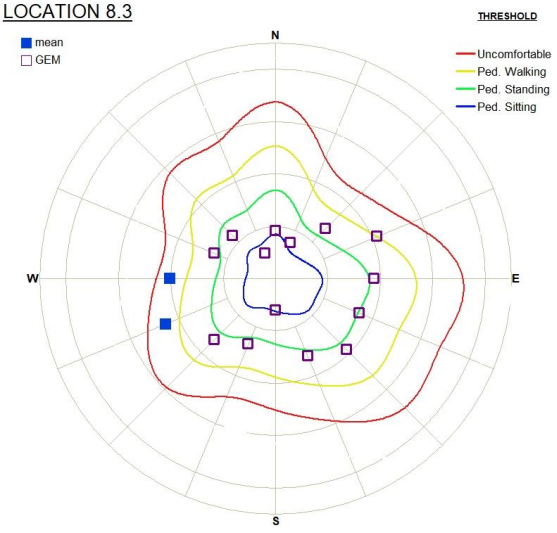
LOCATION 8.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	33.32	43.50	44.24
4	6.91	11.00	12.37
6	1.78	1.38	2.19
8	0.36	0.11	0.37
10	0.04	0.01	0.04

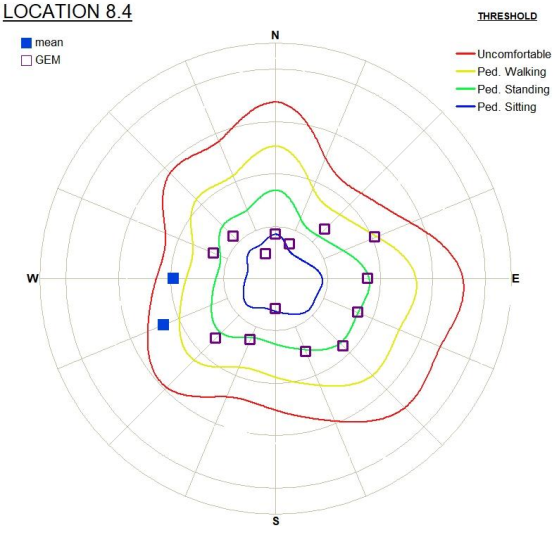
LOCATION 8.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.06	44.56	45.15
4	6.55	10.54	11.66
6	1.39	1.13	1.76
8	0.19	0.08	0.21
10	0.02	0.01	0.02

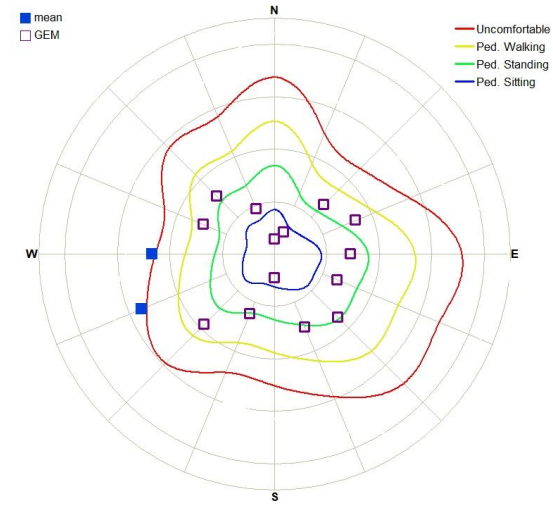
LOCATION 8.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	31.68	42.84	43.35
4	5.93	9.72	10.69
6	1.29	1.06	1.57
8	0.17	0.08	0.18
10	0.02	0.01	0.02

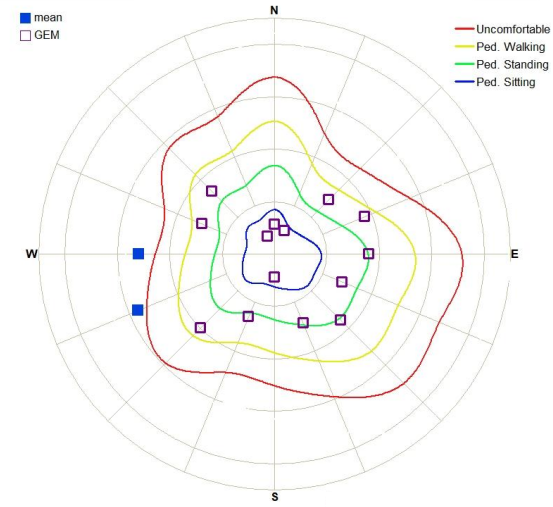
LOCATION 9.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	30.72	43.60	43.99
4	7.26	10.56	11.34
6	2.45	2.05	2.77
8	0.72	0.37	0.73
10	0.12	0.04	0.12

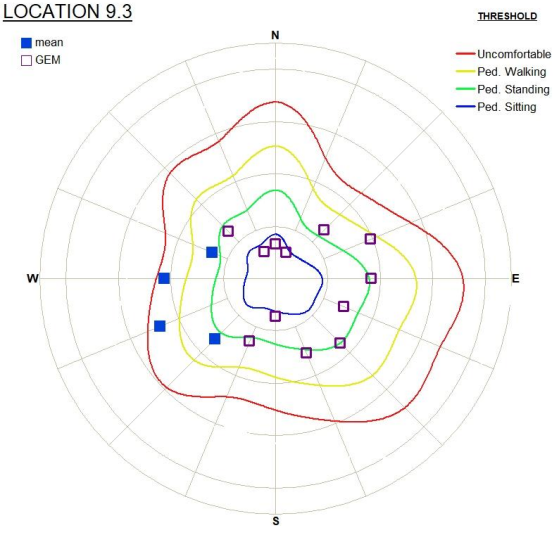
LOCATION 9.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.50	45.54	46.16
4	8.69	12.75	13.92
6	3.09	2.36	3.48
8	1.06	0.43	1.09
10	0.22	0.05	0.22

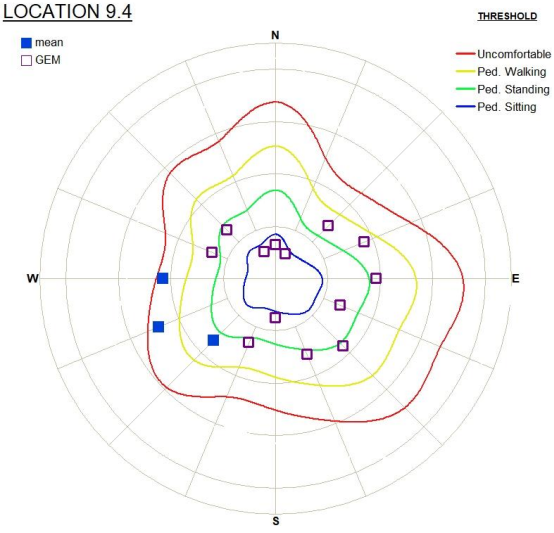
LOCATION 9.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.47	42.60	43.28
4	7.57	9.66	10.89
6	1.66	1.16	1.85
8	0.30	0.10	0.30
10	0.03	0.01	0.03

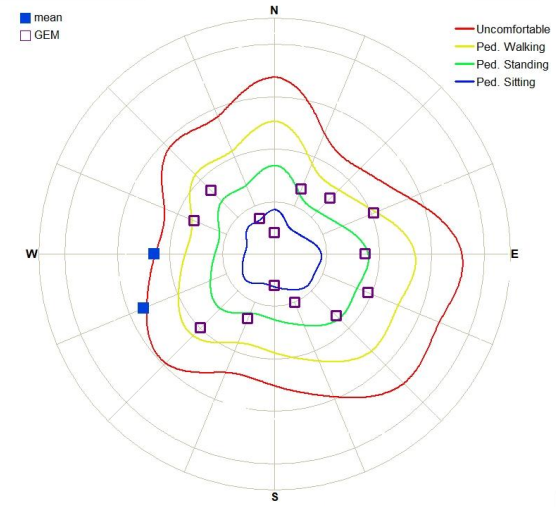
LOCATION 9.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	36.26	43.89	44.42
4	7.92	10.61	11.63
6	1.72	1.31	1.92
8	0.34	0.13	0.34
10	0.04	0.01	0.04

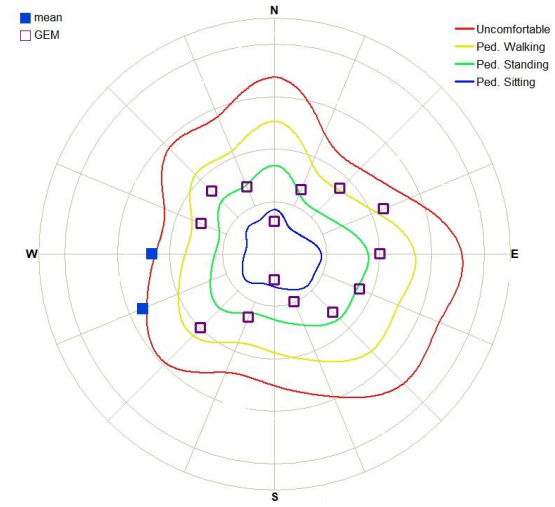
LOCATION 10.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	35.14	50.16	50.31
4	9.34	14.69	14.98
6	2.43	3.00	3.21
8	0.63	0.56	0.69
10	0.11	0.08	0.11

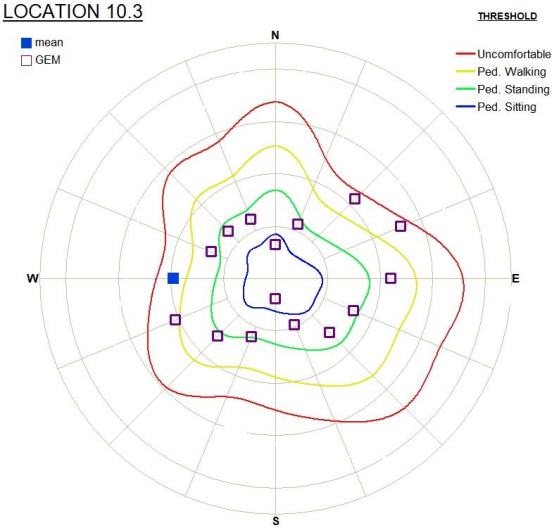
LOCATION 10.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	38.42	50.77	51.05
4	12.38	16.72	17.26
6	2.91	3.45	3.94
8	0.71	0.51	0.77
10	0.12	0.06	0.12

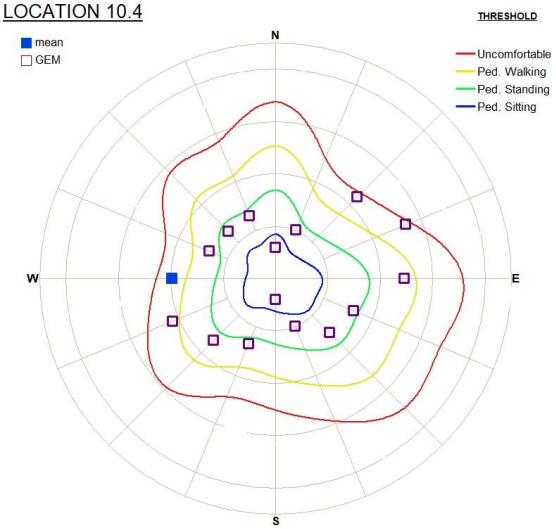
LOCATION 10.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	32.64	45.49	45.53
4	11.72	15.62	15.71
6	2.68	4.41	4.47
8	0.20	0.52	0.52
10	0.02	0.03	0.04

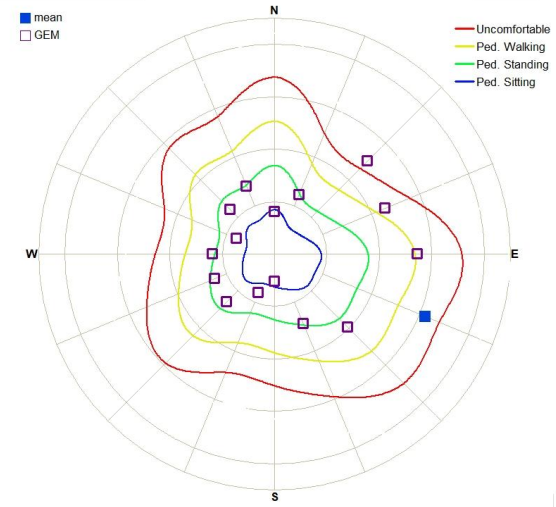
LOCATION 10.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	33.53	46.10	46.17
4	12.63	16.92	17.05
6	3.30	5.08	5.18
8	0.31	0.64	0.65
10	0.02	0.05	0.05

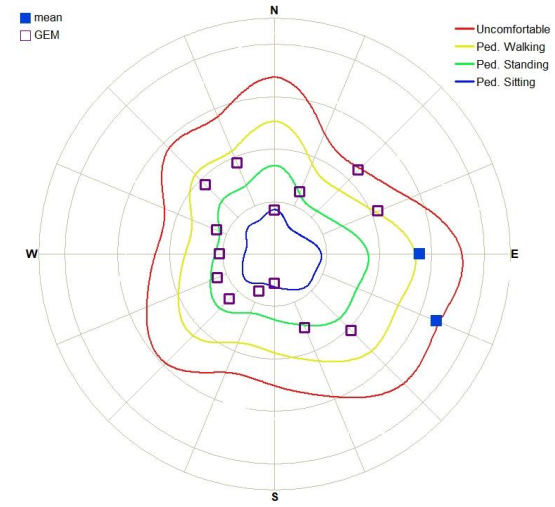
LOCATION 11.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	31.61	45.73	45.77
4	7.64	15.55	15.62
6	1.12	4.98	5.15
8	0.13	1.00	1.04
10	0.02	0.18	0.19

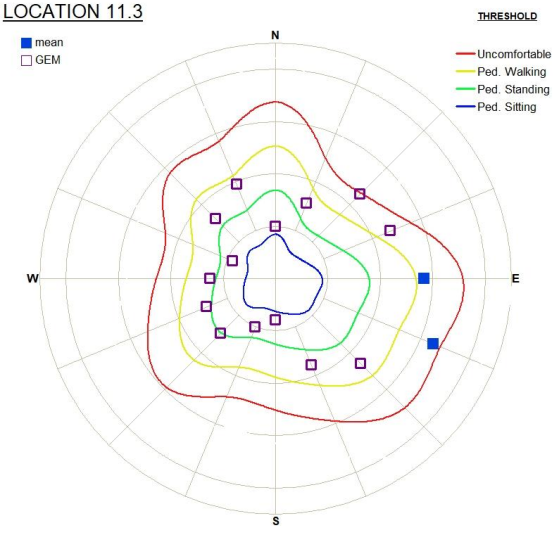
LOCATION 11.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	35.29	50.59	50.72
4	6.82	16.15	16.57
6	1.26	4.16	4.52
8	0.20	0.59	0.66
10	0.04	0.07	0.09

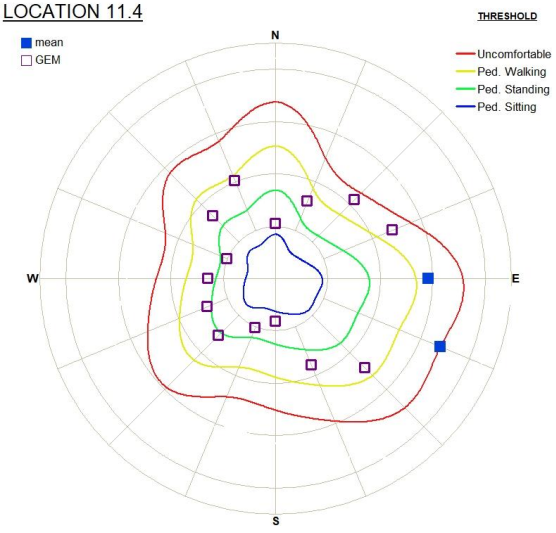
LOCATION 11.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	44.55	56.20	56.42
4	9.80	19.00	19.58
6	1.40	4.38	5.01
8	0.19	0.57	0.68
10	0.04	0.06	0.08

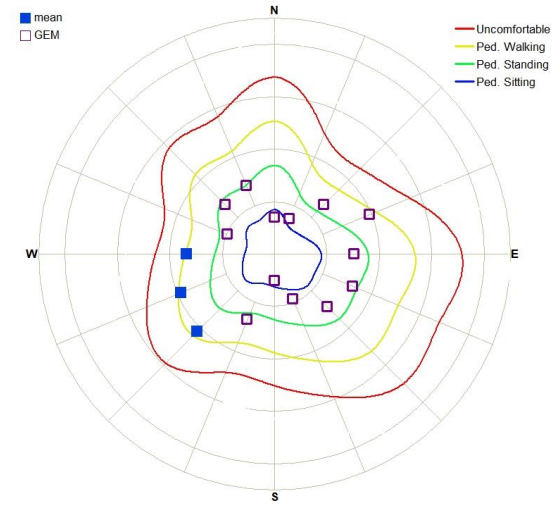
LOCATION 11.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	45.77	57.79	58.03
4	9.76	19.64	20.27
6	1.64	3.97	4.76
8	0.26	0.46	0.61
10	0.05	0.04	0.07

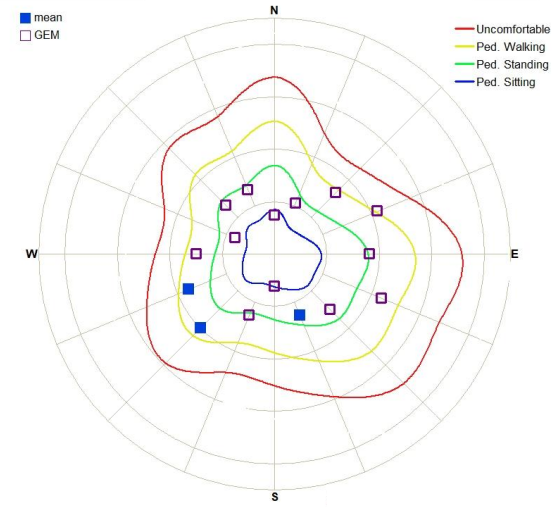
LOCATION 12.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	24.19	38.64	39.04
4	4.16	7.93	8.61
6	0.64	0.61	0.85
8	0.04	0.03	0.05
10	0.01	0.00	0.01

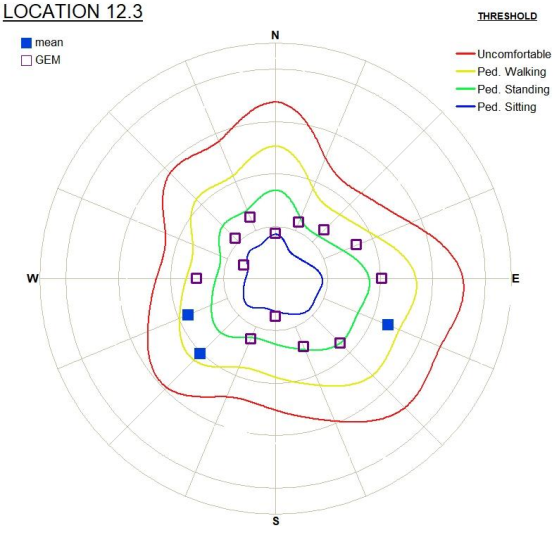
LOCATION 12.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.54	45.28	45.82
4	4.47	10.39	11.00
6	0.36	0.94	1.05
8	0.03	0.04	0.05
10	0.00	0.00	0.00

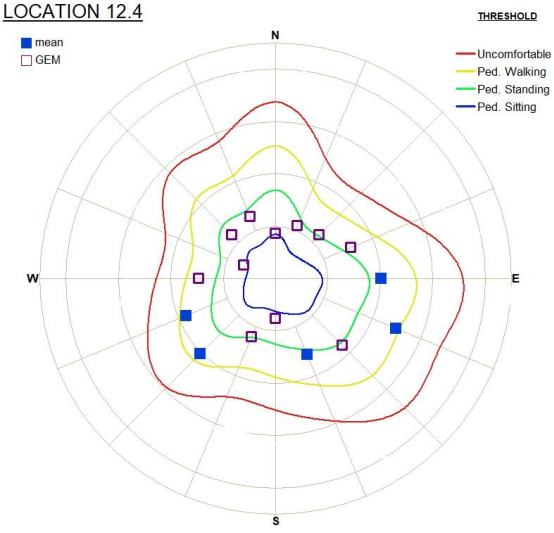
LOCATION 12.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	35.29	46.30	46.71
4	4.80	7.49	8.27
6	0.45	0.38	0.54
8	0.03	0.02	0.04
10	0.00	0.00	0.00

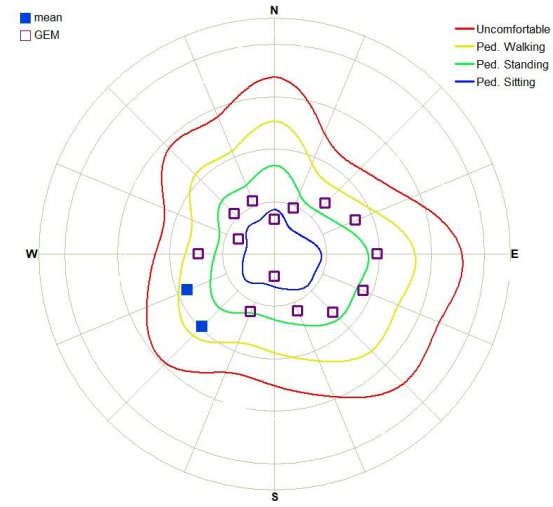
LOCATION 12.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	33.79	46.34	46.92
4	5.54	6.63	7.61
6	0.54	0.39	0.59
8	0.04	0.03	0.04
10	0.00	0.00	0.01

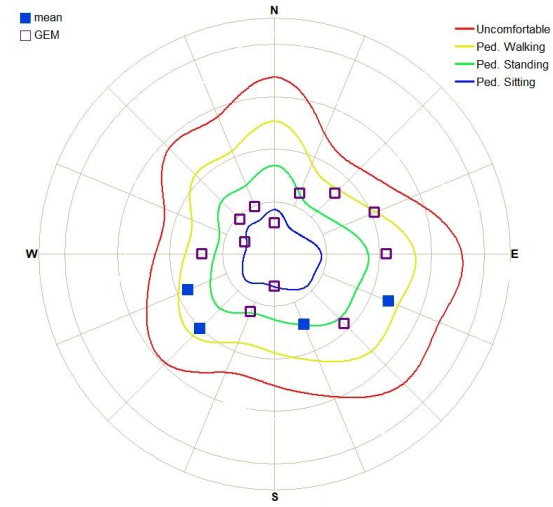
LOCATION 13.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	29.20	41.18	41.34
4	3.16	6.36	6.67
6	0.28	0.32	0.39
8	0.02	0.02	0.02
10	0.00	0.00	0.00

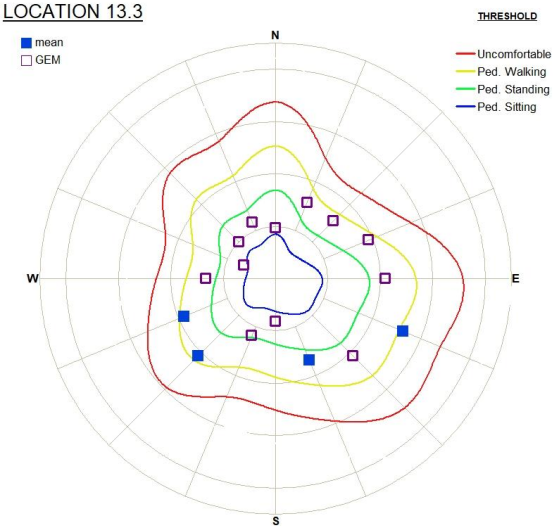
LOCATION 13.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	36.76	46.28	46.82
4	4.81	11.23	12.02
6	0.39	0.83	0.98
8	0.03	0.04	0.05
10	0.00	0.00	0.00

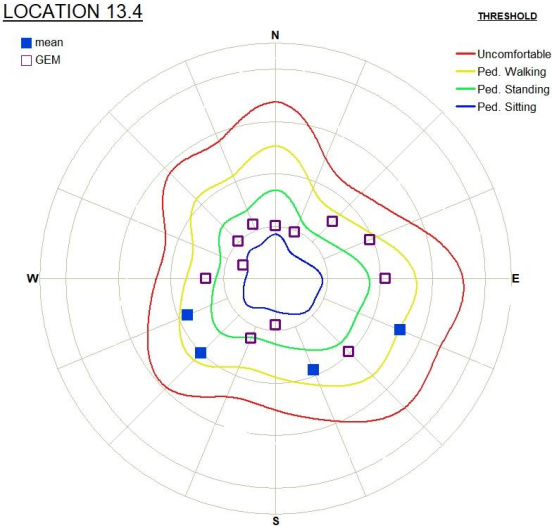
LOCATION 13.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	40.39	50.67	51.32
4	6.15	12.68	13.79
6	0.66	0.81	1.09
8	0.06	0.03	0.07
10	0.01	0.00	0.01

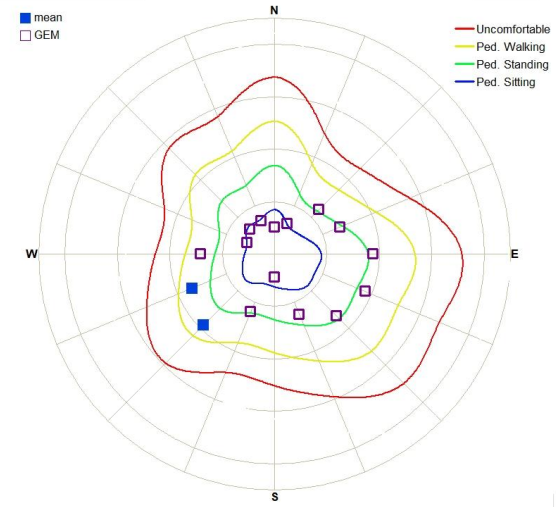
LOCATION 13.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	37.34	48.92	49.74
4	5.86	10.63	12.03
6	0.60	0.73	0.99
8	0.05	0.03	0.06
10	0.01	0.00	0.01

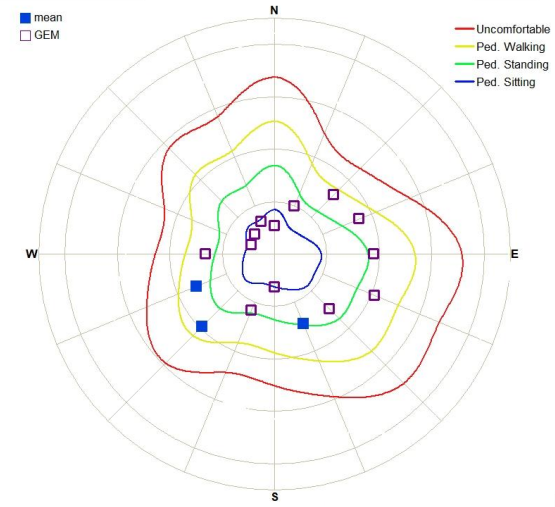
LOCATION 14.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	27.27	35.66	35.81
4	2.91	4.12	4.35
6	0.21	0.22	0.26
8	0.01	0.01	0.01
10	0.00	0.00	0.00

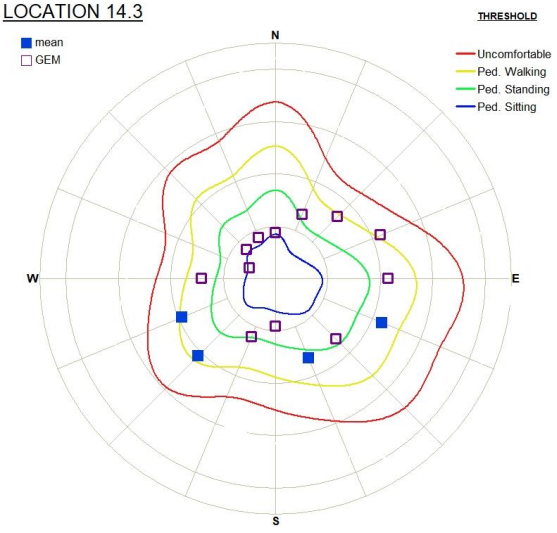
LOCATION 14.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	31.43	40.31	40.96
4	3.17	7.58	8.00
6	0.18	0.46	0.53
8	0.01	0.01	0.02
10	0.00	0.00	0.00

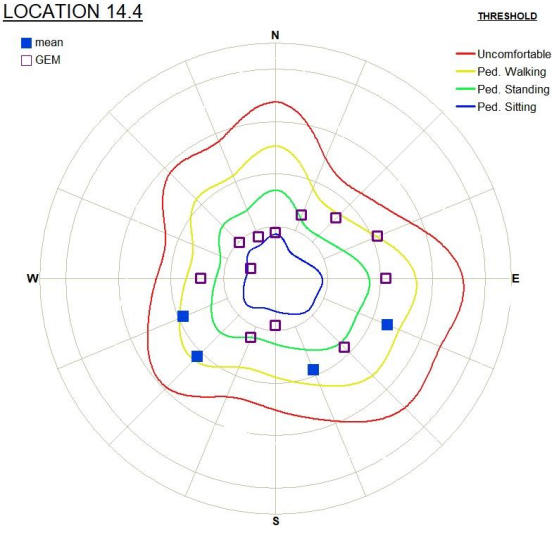
LOCATION 14.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	38.60	47.97	48.83
4	6.00	11.81	12.80
6	0.51	1.07	1.29
8	0.03	0.04	0.06
10	0.00	0.00	0.00

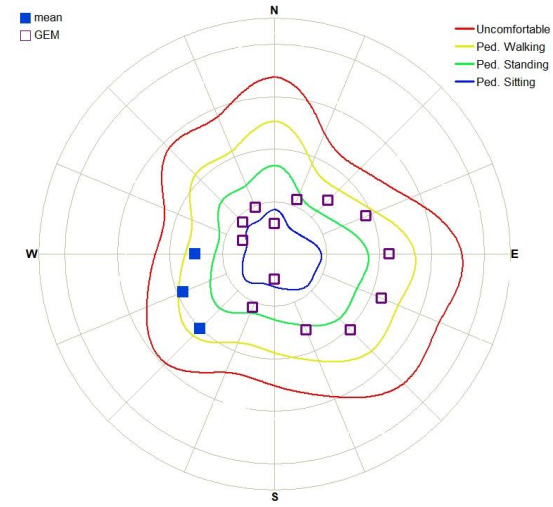
LOCATION 14.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	40.05	49.55	50.50
4	6.36	12.31	13.71
6	0.60	1.00	1.29
8	0.04	0.04	0.07
10	0.00	0.00	0.01

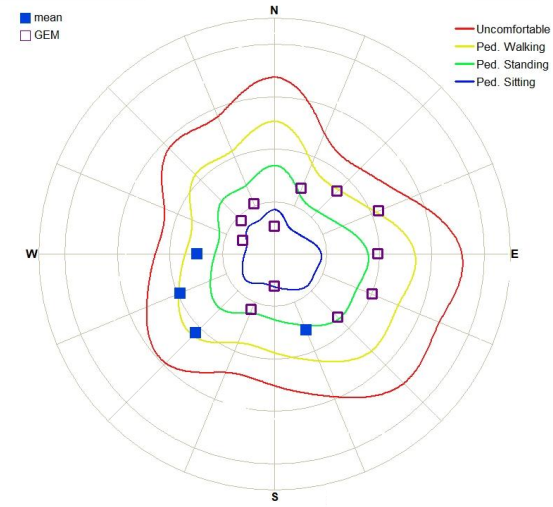
LOCATION 15.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	35.14	45.40	45.95
4	5.41	9.55	10.49
6	0.51	0.49	0.72
8	0.03	0.03	0.04
10	0.00	0.00	0.00

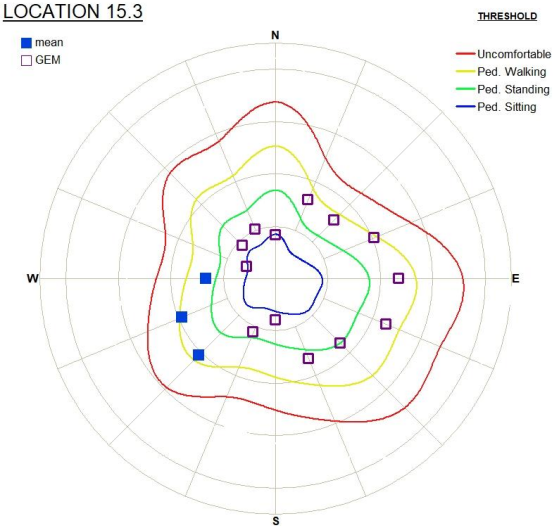
LOCATION 15.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	35.61	45.39	46.48
4	6.55	11.01	12.29
6	0.54	0.97	1.27
8	0.03	0.04	0.06
10	0.00	0.00	0.00

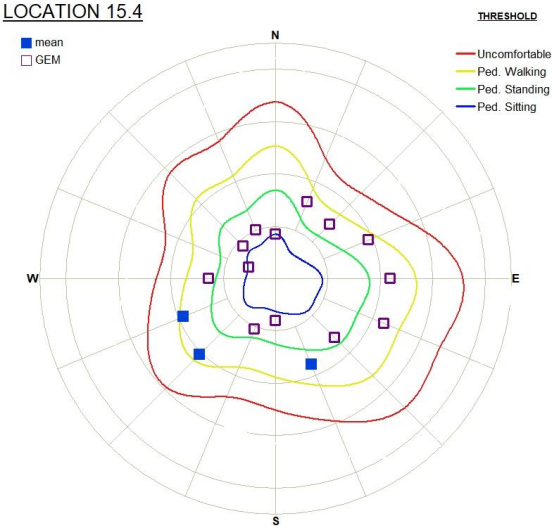
LOCATION 15.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	35.28	48.54	49.07
4	5.54	12.81	13.71
6	0.46	0.89	1.13
8	0.03	0.04	0.05
10	0.00	0.00	0.01

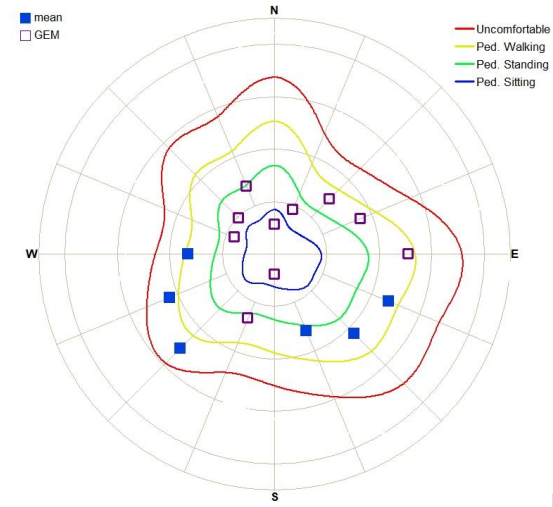
LOCATION 15.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	34.10	46.79	47.48
4	4.84	10.72	11.72
6	0.44	0.55	0.78
8	0.03	0.02	0.04
10	0.00	0.00	0.00

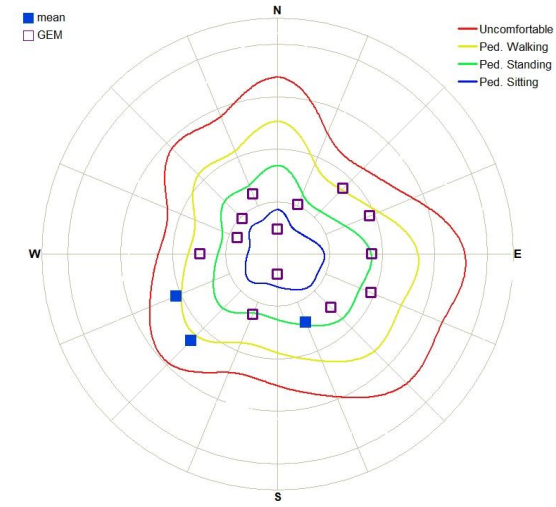
LOCATION 16.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	38.73	47.54	48.42
4	7.98	12.09	13.42
6	1.27	0.99	1.58
8	0.15	0.06	0.16
10	0.02	0.01	0.02

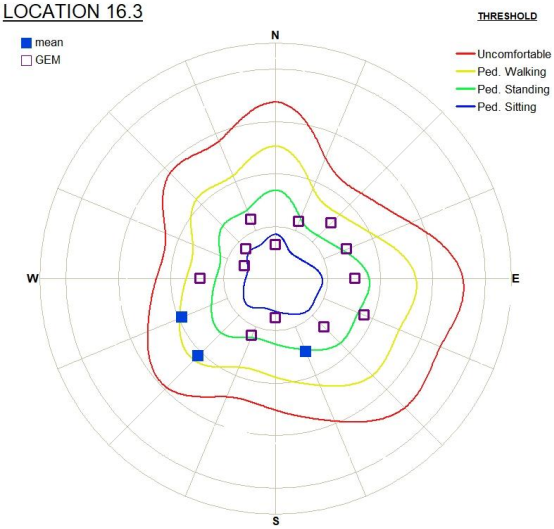
LOCATION 16.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	33.93	43.83	44.45
4	6.32	10.35	11.29
6	0.76	0.99	1.38
8	0.07	0.05	0.10
10	0.01	0.00	0.01

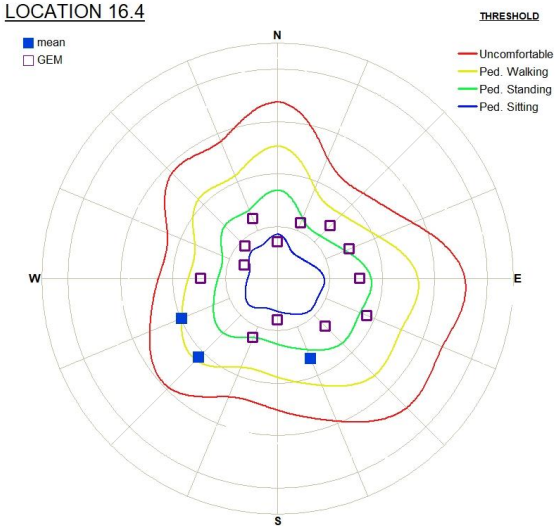
LOCATION 16.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	30.47	42.54	43.19
4	3.92	6.48	7.39
6	0.42	0.37	0.61
8	0.03	0.01	0.03
10	0.00	0.00	0.00

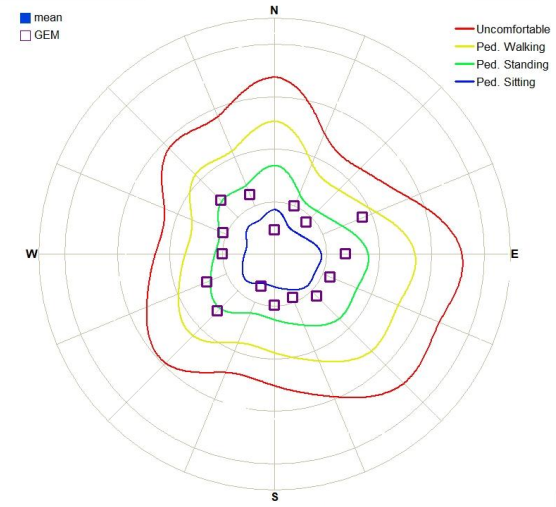
LOCATION 16.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	31.01	43.59	44.34
4	4.14	6.47	7.47
6	0.49	0.36	0.62
8	0.03	0.02	0.04
10	0.00	0.00	0.00

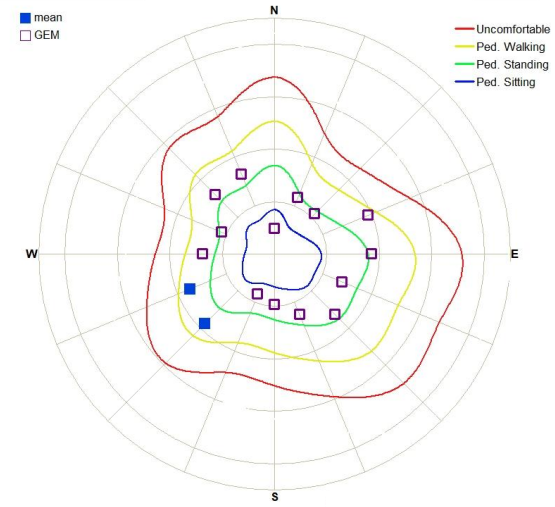
LOCATION 17.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	12.27	32.91	32.91
4	0.70	3.16	3.16
6	0.04	0.13	0.13
8	0.00	0.01	0.01
10	0.00	0.00	0.00

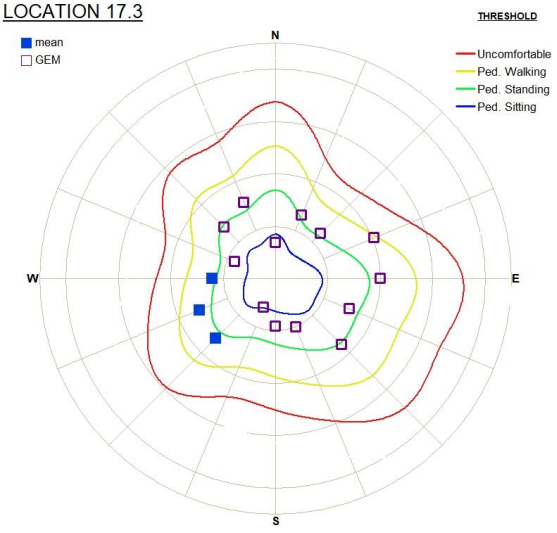
LOCATION 17.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	25.63	46.59	46.88
4	4.79	6.17	6.65
6	0.35	0.39	0.48
8	0.02	0.02	0.03
10	0.00	0.00	0.00

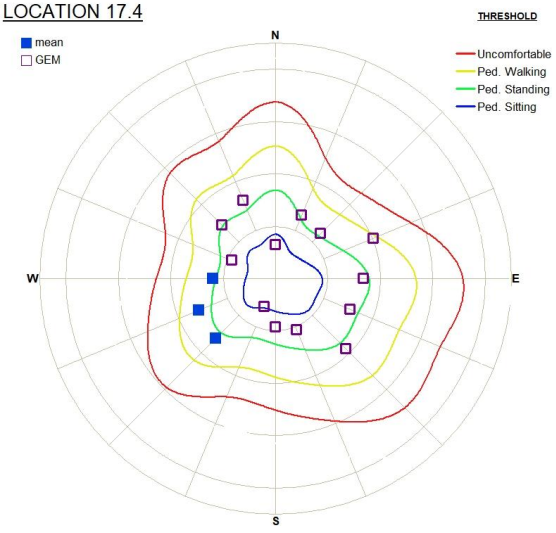
LOCATION 17.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	23.78	41.79	42.18
4	3.99	6.41	6.70
6	0.23	0.33	0.36
8	0.01	0.02	0.02
10	0.00	0.00	0.00

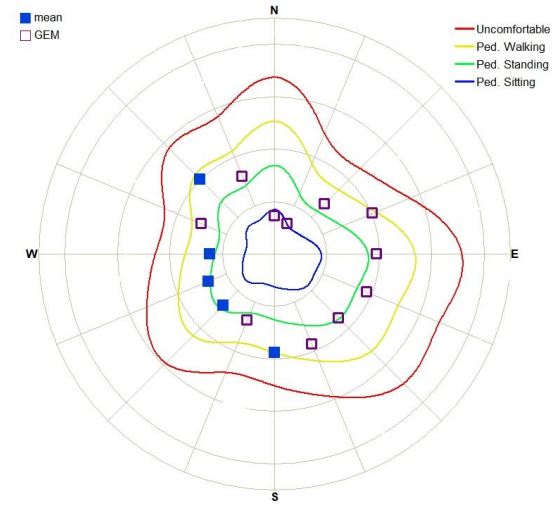
LOCATION 17.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	24.01	42.62	43.03
4	3.88	6.33	6.63
6	0.21	0.33	0.37
8	0.01	0.02	0.02
10	0.00	0.00	0.00

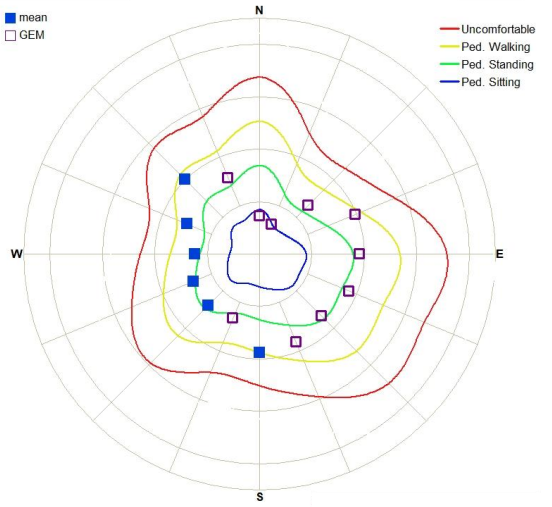
LOCATION 18.1



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	47.52	55.04	56.79
4	8.97	11.54	13.00
6	1.20	1.13	1.51
8	0.12	0.08	0.13
10	0.02	0.01	0.02

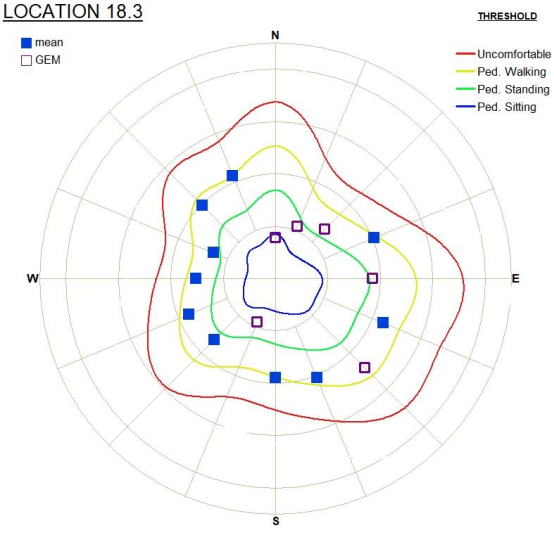
LOCATION 18.2



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	47.34	53.25	55.69
4	8.90	10.30	12.16
6	1.19	0.94	1.40
8	0.11	0.06	0.12
10	0.01	0.01	0.01

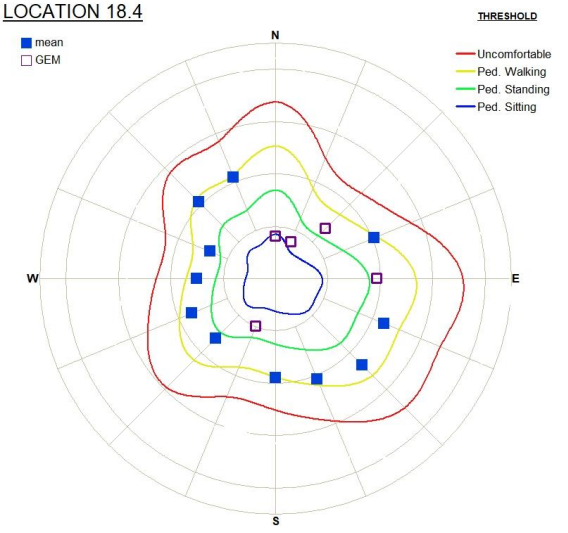
LOCATION 18.3



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	56.03	58.95	62.32
4	15.43	12.63	16.68
6	2.03	1.00	2.07
8	0.21	0.08	0.21
10	0.02	0.01	0.02

LOCATION 18.4



% of time in excess of wind speed V

V (m/s)	MEAN	GEM	COMBINED
2	57.05	57.35	60.91
4	15.43	12.42	16.72
6	2.04	0.96	2.08
8	0.21	0.07	0.21
10	0.02	0.01	0.02

Attachment A17

Skyview Factor Report

Sky View Factor Report

Stockland Piccadilly Complex 09/07/2025

Document Information

Job/ Project title	Stockland Piccadilly Complex
Document title	Sky View Factor Report
Prepared by	BIM Consulting
Prepared for	Stockland
Author	Gavin Crump
Reviewed by	Steve Fox

Revision history

Issue Reference	Issue Date	Issue Status
Version 1	05/05/23	For information
Version 2	16/06/23	For information Revised base case envelope
Version 3	07/11/24	For information Revised proposed envelope
Version 4	09/07/25	For information Revised proposed envelope

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1 Introduction

This Sky View Factor (SVF) Report has been prepared by BIM Consulting on behalf of Stockland. This report 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 (0 to 100%), where SVF of 0 (0%) denotes no sky visible and SVF of 1 (100%) denotes that the sky is completely visible to the horizon in all directions.

A total of 5500 test points were analysed within a 50-metre vicinity of the site boundary. The analysis finds the proposed amended planning envelope would increase the sky visibility compared to the base case envelope when averaged across all test points.

The base case envelope provides a SVF value of **10.991138**% and the proposed amended planning envelope 6F and 6G provides a SVF value of **11.448052**% and **11.418312**% respectively, resulting in an overall increase in sky visibility of SVF value of **+0.456914**% and **+0.427174**% respectively.

1.1 Purpose of assessment

The purpose of the SVF analysis is to demonstrate compliance with *Sydney Development Control Plan 2012* regarding variation to side and rear setbacks, and to varying tapering provisions. This analysis has been prepared in accordance with specific reference to *'Procedure B'* noted in *Section 12.2* of *Schedule 12* of the *DCP*. To avoid repetition, these shall be referred to as 'the related requirements' throughout the report.

This SVF Analysis report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site-specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all-commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of much of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.2 The site

This report relates to the site at Piccadilly in the Sydney CBD. The site is bordered by Pitt Street and Castlereagh Street, with Market Street one block further north. Proposed developments to the north have been considered in the preparation of the site modelling and context for obstruction.

Two skybridges crossing Pitt Street and Castlereagh Street are proposed for removal to the north of the site.

Since previous testing was undertaken, two new envelopes have been provided by the architect for comparative against the DCP envelope used in the previous round of analysis.



Figure 1.2a Subject site, Piccadilly.

2 Planning Context

This section outlines the planning context that has informed the methodology used to undertake this SVF analysis.

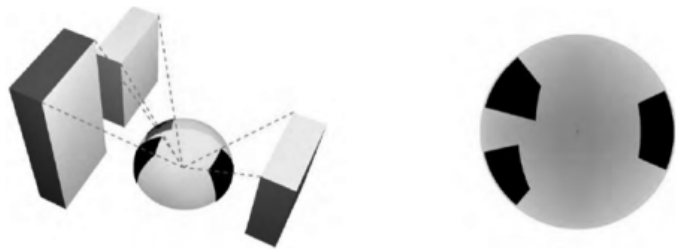
2.1 Planning context

(ii) Sky View Factor (SVF) is the extent of sky observed above a point 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 (as an abstract horizontal surface) up. SVF is a dimensionless value that ranges from 0 to 1. A SVF of 1 denotes that the sky is completely visible to the horizon in all directions; for example, in a flat terrain. When a location has topography or buildings blocking view to any part of the sky, it will cause the SVF to decrease proportionally.

Because SVF measures the whole sky hemisphere and only a small fraction of the sky will be subject to change as part of a development the SVF must be resolved at a high resolution to detect the change. This is an inherent feature of the SVF measure. This means that the sky must be subdivided into more than 5000 equal areas for final SVF calculations but also that the difference in SVF may appear small particularly when averaged over a large area.

Figure 12.1.10
Sky View Factor means the extent of sky observed above a point as a proportion of the total possible sky hemisphere above the point



(5) Equivalence reporting

All data that is relied on for equivalence testing must form part of the report including individual data points as tables and model geometries for the base case and alternative building envelopes. These must be described with sufficient dimensions to allow for the equivalent model to be created by a third party for checking.

(a) For wind: the 5% exceedance comfort wind speed values in metres per second must be averaged and compared. The comfort categories are not relevant in demonstrating equivalence.

Note that the proposed alternative building envelopes must both demonstrate equivalence and also not cause wind speeds that exceed comfort or safety standards or cause worsening of existing exceedances.

Note: if the equivalence testing shows new or worsened exceedances of the comfort or safety standards, additional wind tunnel testing will be required to show how these exceedances can be mitigated. This testing may include modelling of awnings consistent with DCP requirements.

(b) For daylight (or SVF): the factors are averaged and the single resultant values compared.

In this document "equivalent" wind speed and daylight/SVF is to be understood as very slightly "better than" at a high level of accuracy. For example a SVF of 0.10001 is equivalent to a SVF of 0.10000 by being very slightly better than it.

Authors of equivalence reports must note that while daylight and wind equivalence is essential, any proposal must still be supported by a detailed urban design and options analysis to demonstrate that a high quality urban design outcome will be achieved, and the proposed massing is compatible with the context.

Figure 2.1a Related requirements as noted in Schedule 12, Sydney Development Control Plan 2012.

2.2 Building Envelope

The *Attachment D6 - Development Control Plan - Central Sydney* provides built form controls relating to: Minimum Street Setbacks (5.1.1.1); Side and Rear Setbacks and Building Form Separations (5.1.1.3); and Built form massing, tapering and maximum dimensions (5.1.1.4).

The base case envelope has been developed and agreed to prior and includes a portion of the existing building on site which penetrates the solar access plane over the site related to Hyde Park. There are two connecting skybridges above street level to the east and west of the site. The proposed envelope includes the removal of the sky bridges, whilst squaring the chamfered envelope form at corners and adjusting the general boundary/podium frontage heights.

Refer to the base case envelope in **Figure 2/3**, and the proposed amended planning envelope in **Figure 4**.

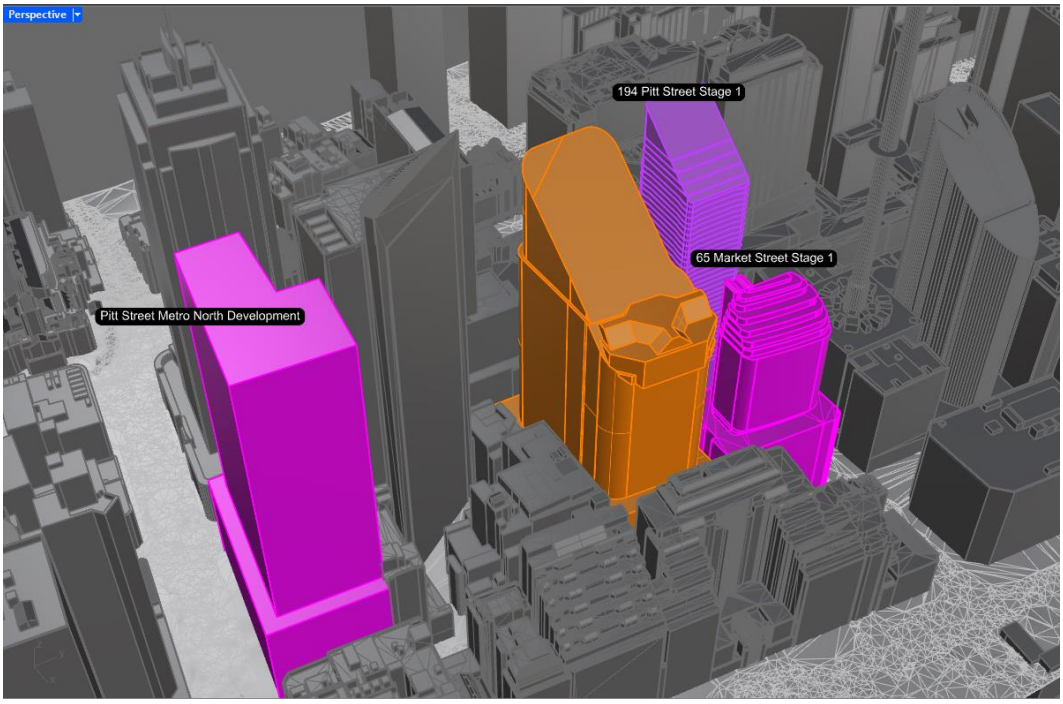


Figure 2.2a Base case envelope

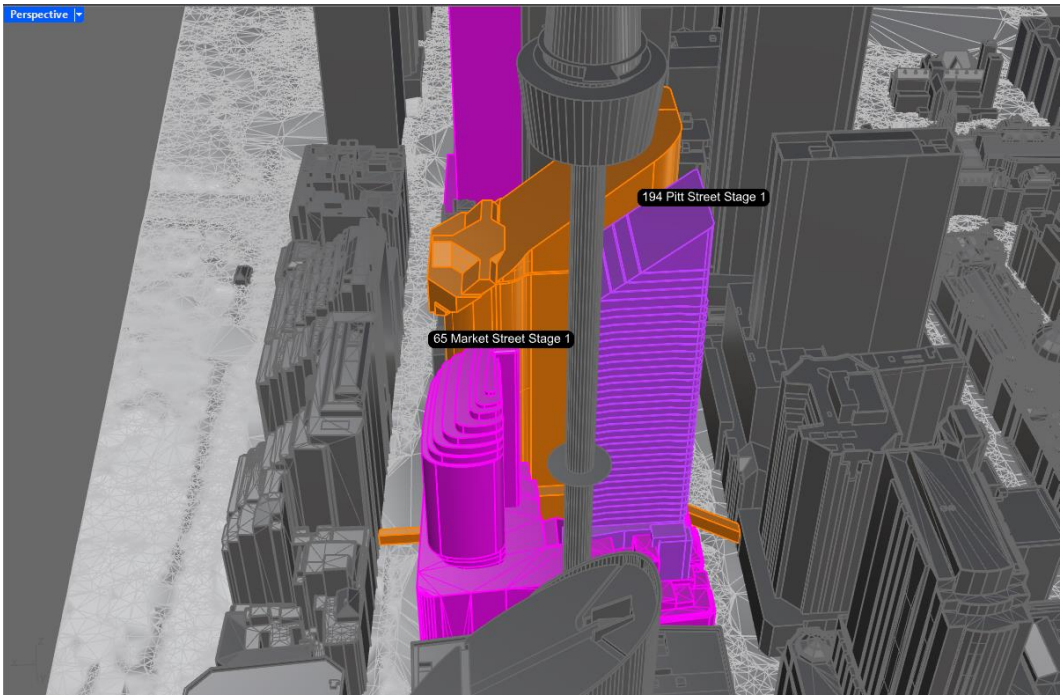


Figure 2.2b Western (left image) and Eastern (right image) skybridges, proposed for removal.

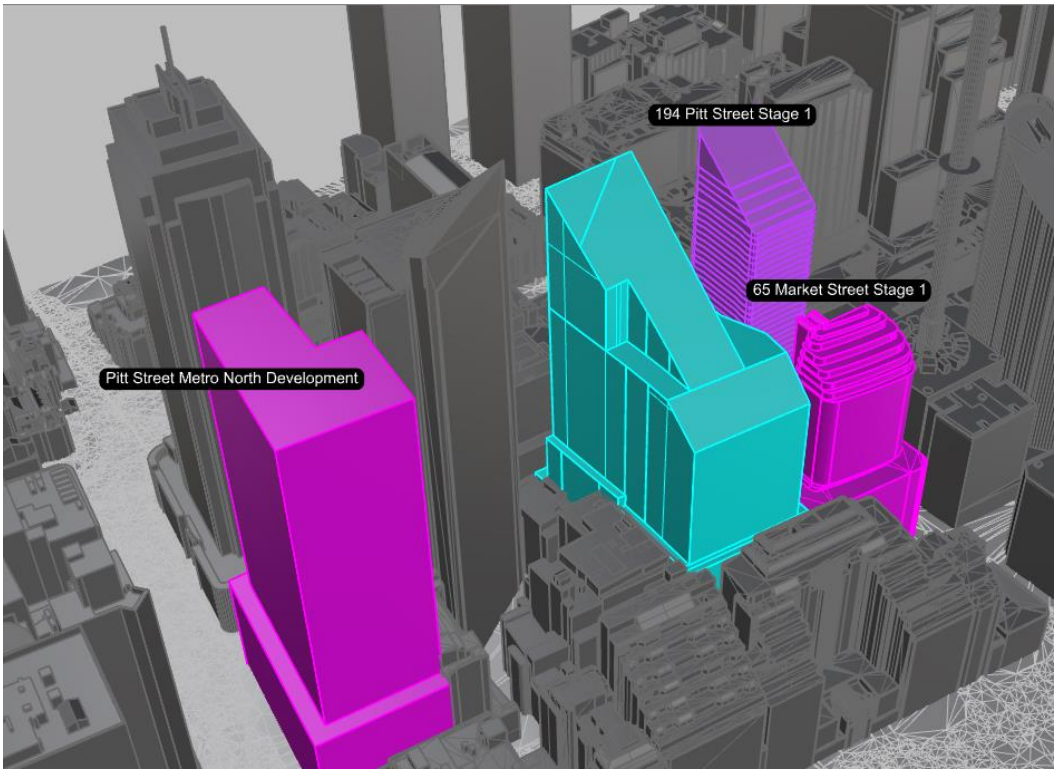


Figure 2.2c Proposed amended planning envelope 6F.

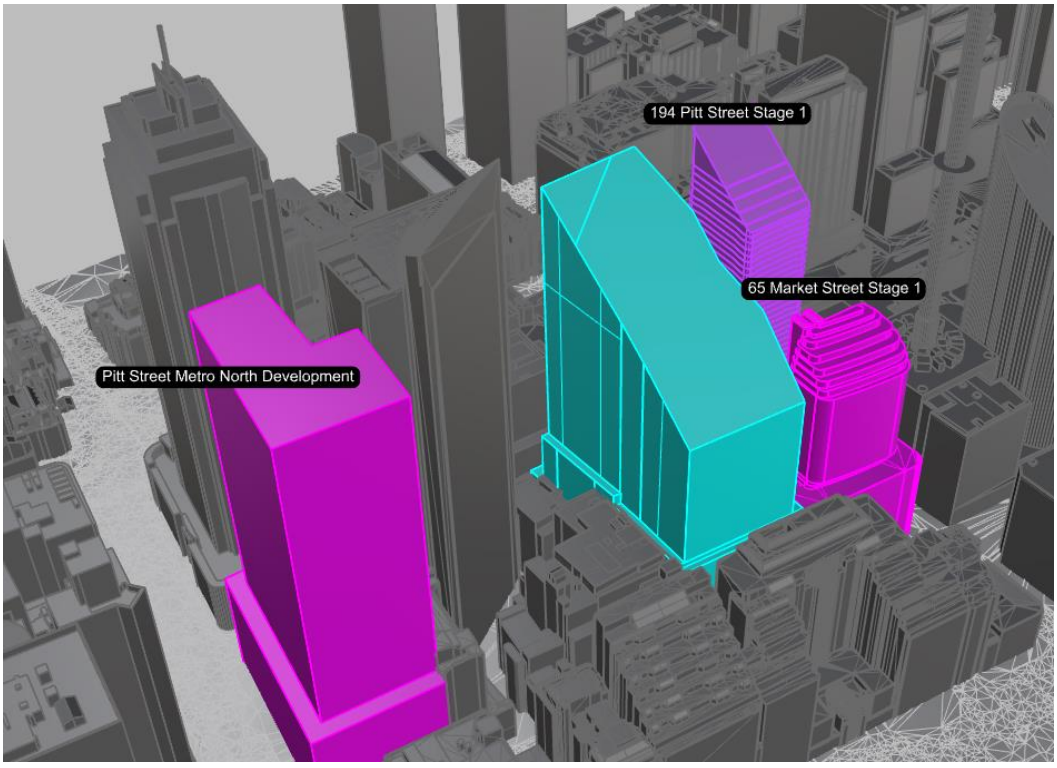


Figure 2.2d Proposed amended planning envelope 6G.

3 Methodology

This section outlines the methodology applied to undertake this SVF analysis.

3.1 Testing Methodology

SVF analysis was undertaken using a proprietary script developed by BIM Consulting inhouse for Grasshopper' which adds-in to Rhinoceros 3D, available from Robert McNeel and Associates. The script divides a hemisphere above each sample point provided into sampled sky patches, then obstructions to each patch from that point are measured and ratioed against total possible patches, yielding the percentage of sky visible (SVF). These results can be converted to a graphical shading mask at one point, or a heatmap across the testable area.

Figures 4 & 5 below indicate the methodology used to prepare this report.

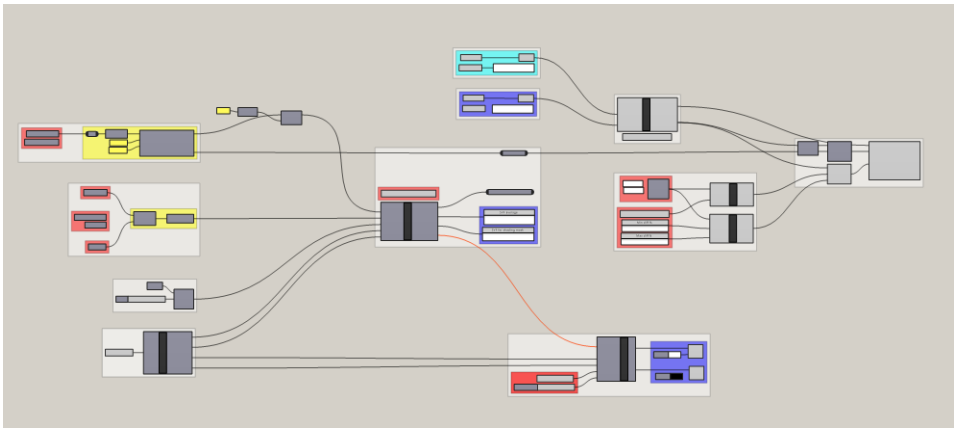


Figure 3.1a Parametric script.

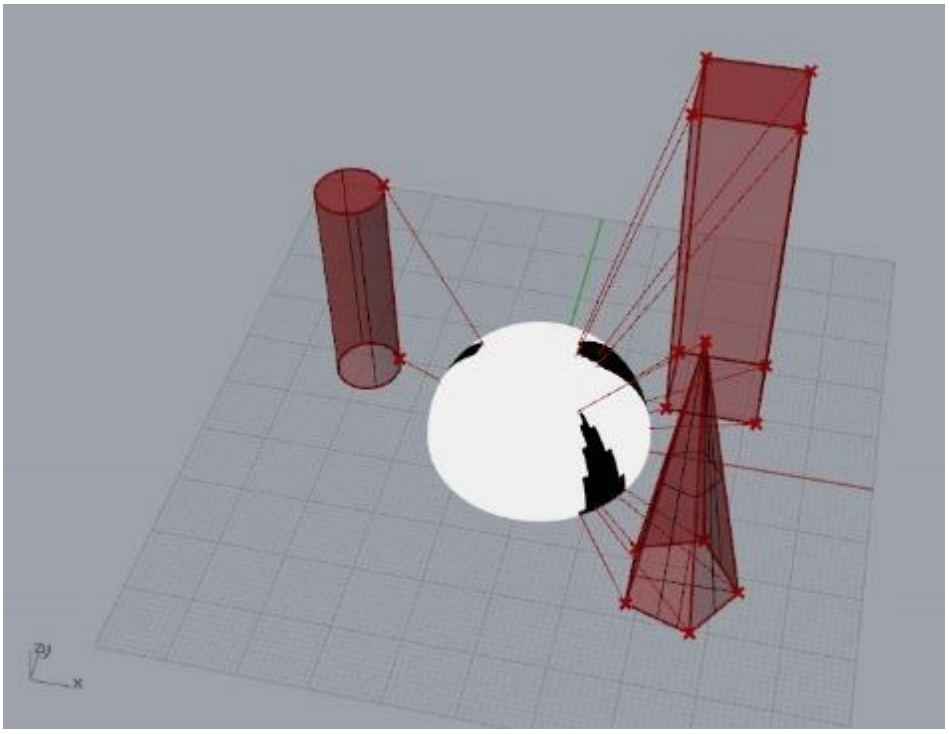


Figure 3.1b Diagram showing the computational methodology applied.

3.2 Context model

The proposed model envelope and compliant model envelope were created using Rhinoceros 3D.

City of Sydney context models were brought into Rhinoceros 3D from a LiDAR scan, then future envelopes were modelled and introduced based on DA material provided as reference. The envelope for the North-Eastern development was updated to suit changes to the related envelope since testing was last undertaken on the site.



Figure 3.2a Sydney context model with site envelope zone in red, North-Eastern development in Green and North-Western development in Blue.

A comparative analysis was run with test zone extending 50 meters from the site. Grid spacing of the test zone, and sky density criteria are not specified in the related requirements.

Grid spacing of every test point was set to 1 meter. Computational time is greatly increased with smaller grid sizes with negligible improvement in the margin of error. Sky density (the resolution of the imagery generated by the analysis) was set to approximately 5500 hemispherical patches (vectors) per test point. Our nominated grid spacing, and sky density testing criteria ensures highly accurate results and is therefore considered adequate to satisfy the related requirements.



Figure 3.2b Extent of analysis undertaken in plan (North facing up the page).

4 Sky View Factor Analysis

This section provides a description of the results of this SVF analysis.

4.1 Results

The analysis finds the proposed schemes would increase sky visibility compared to the complying scheme when averaged across all test points for envelopes 6F and 6G. The breakdown of compliance in the scheme is described in the below table. Examples of these results are graphically demonstrated in the images below.

Proposed Case	SVF %	Tested against	SVF % before	Difference %
Base case envelope (sky bridges included)	**10.991138%**	N/A	N/A	N/A
Proposed amended envelope 6F	**11.448052%**	Base case envelope (sky bridges included)	**10.991138%**	**+ 0.456914%**
Proposed amended envelope 6G	**11.418312%**	Base case envelope (sky bridges included)	**10.991138%**	**+ 0.427174%**

4.2 Heatmap visualisations

The results summarized previously can also be viewed as a heatmap to better understand the zones of most impact and change between base case and proposed envelopes for the tested areas. Note that in all diagrams, the sky bridge has been hidden for clarity whenever it would be visible otherwise above the street level.

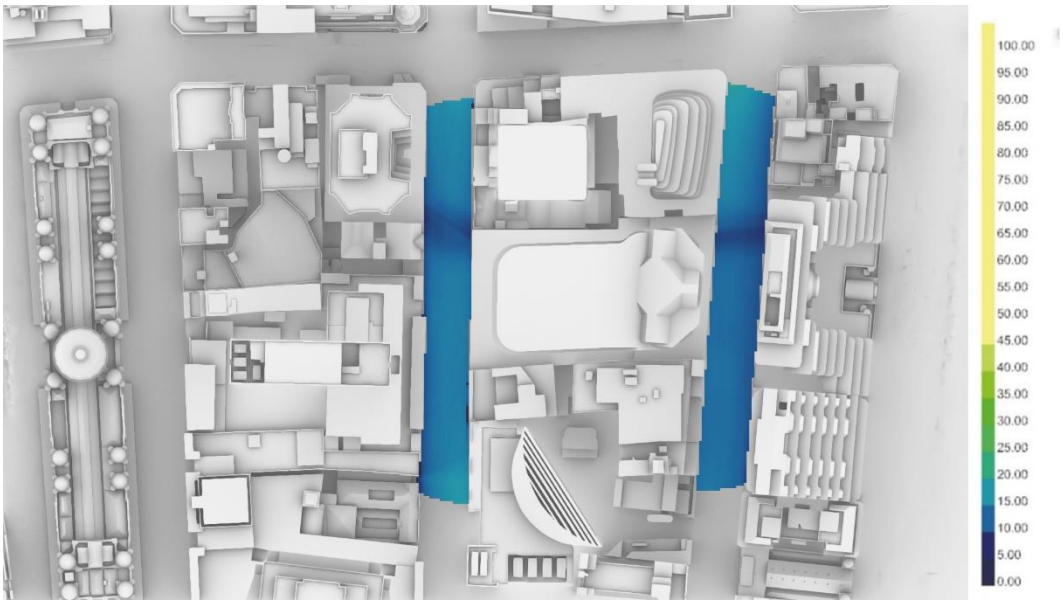


Figure 4.2a Sky View Factor for base case envelope.

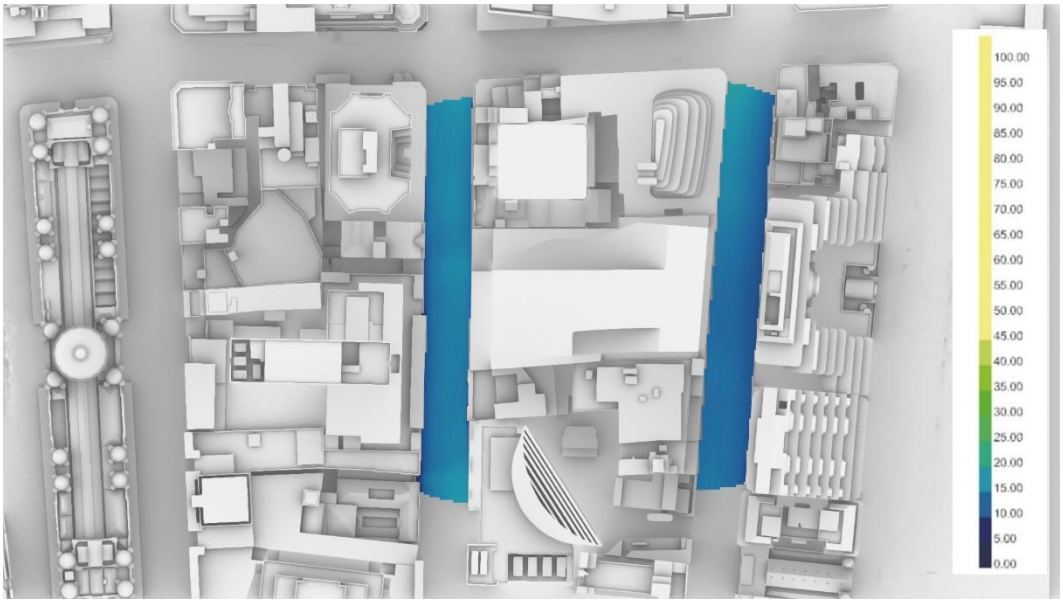


Figure 4.2b Sky View Factor for proposed envelope 6F.

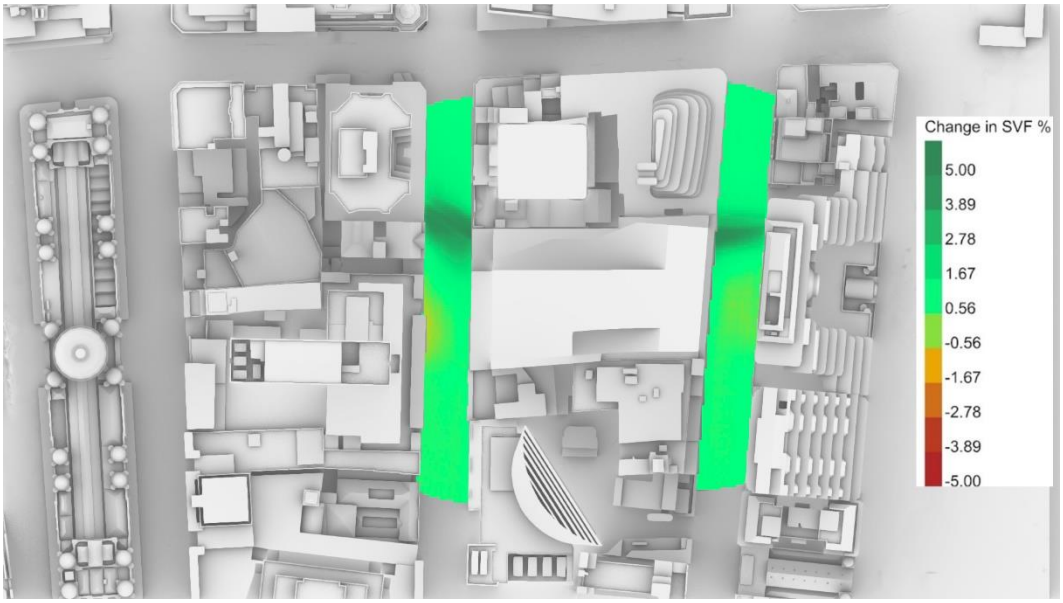


Figure 4.2c Sky View Factor for proposed envelope 6F compared against base case (with skybridges).

The heatmap indicates whilst there is significant improvement in SVF under the sky bridges post-removal, there is some reduction in SVF either side of the site. Overall, the removal of the sky bridges is enough to compensate for the average SVF measured in the tested area.

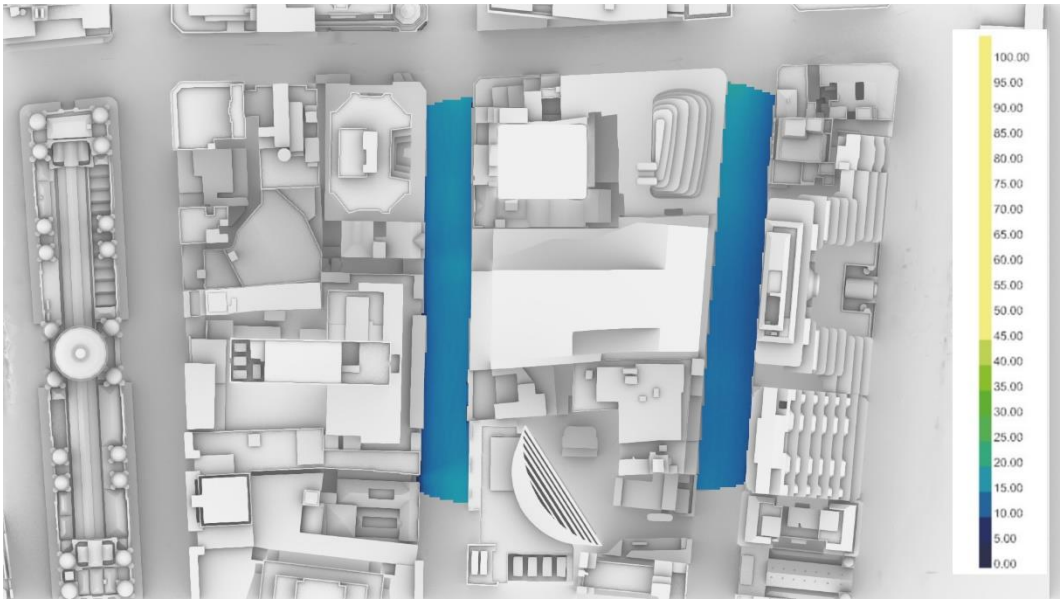


Figure 4.2c Sky View Factor for proposed envelope 6G.

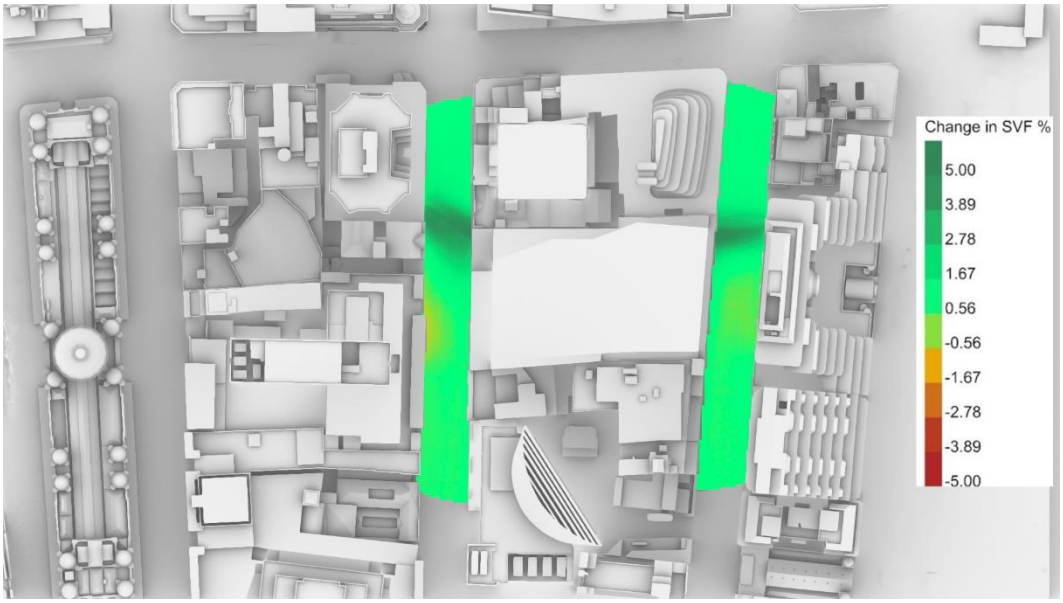


Figure 4.2d Sky View Factor for proposed envelope 6G compared against base case (with skybridges).

The heatmap indicates similar results to 6F, with a marginally better SVF in 6G that is generally not visually perceptible visually on the heatmaps (but to some degree noticeable in the shading masks in the next section).

4.3 Shading masks

Single point studies have been undertaken from the perspective of a viewer looking towards the sky (using what is referred to as a shading mask). As can be seen the skybridges generally have a significant impact versus the building on the potential SVF.

The skybridge has been highlighted in blue, whilst the areas of impact introduced by the proposed envelope have been highlighted in red. Areas where the proposed envelope returns SVF to the viewpoint are shown in green.

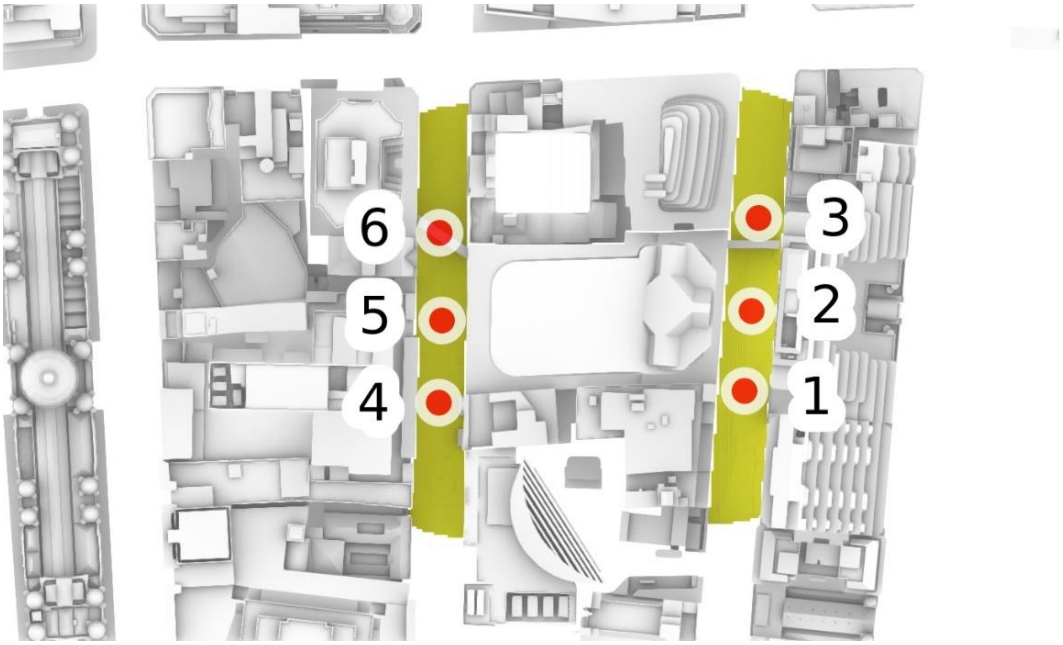


Figure 4.3a Shading mask locations.



Figure 4.3.1a Shading mask at location 1, compared to 6F.



Figure 4.3.1b Shading mask at location 1, compared to 6G.

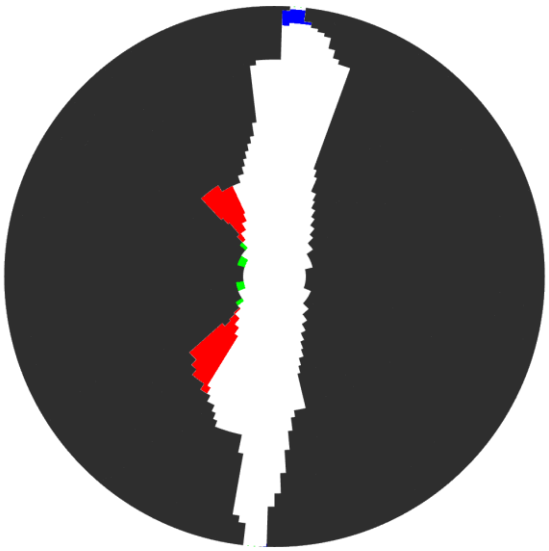


Figure 4.3.2a Shading mask at location 2, compared to 6F.

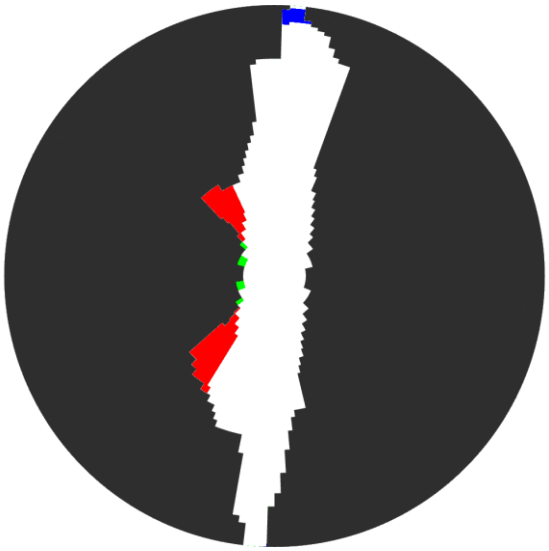


Figure 4.3.2b Shading mask at location 2, compared to 6G.

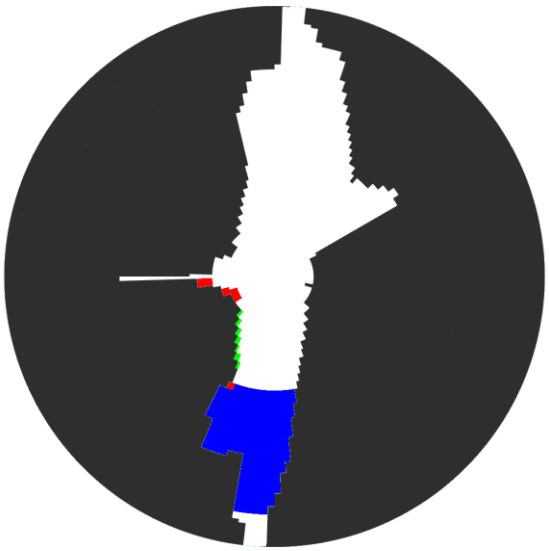


Figure 4.3.3a Shading mask at location 3, compared to 6F.

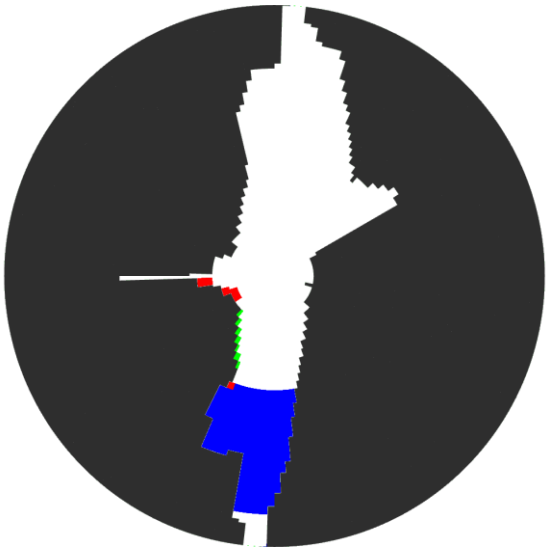


Figure 4.3.3b Shading mask at location 3, compared to 6G.



Figure 4.3.4a Shading mask at location 4, compared to 6F.



Figure 4.3.4b Shading mask at location 4, compared to 6G.



Figure 4.3.5a Shading mask at location 5, compared to 6F.



Figure 4.3.5b Shading mask at location 5, compared to 6G.

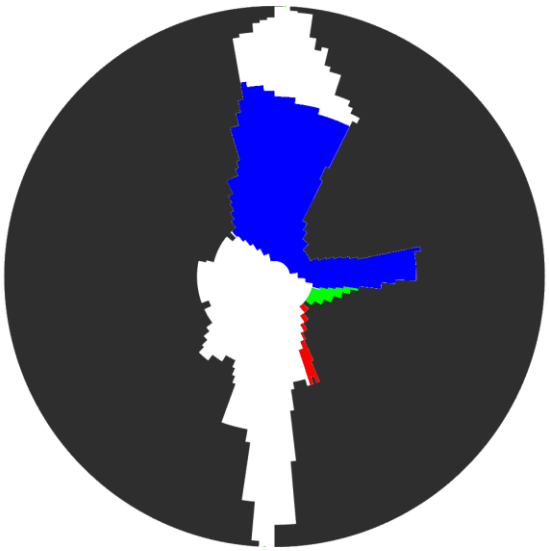


Figure 4.3.6a Shading mask at location 6, compared to 6F.

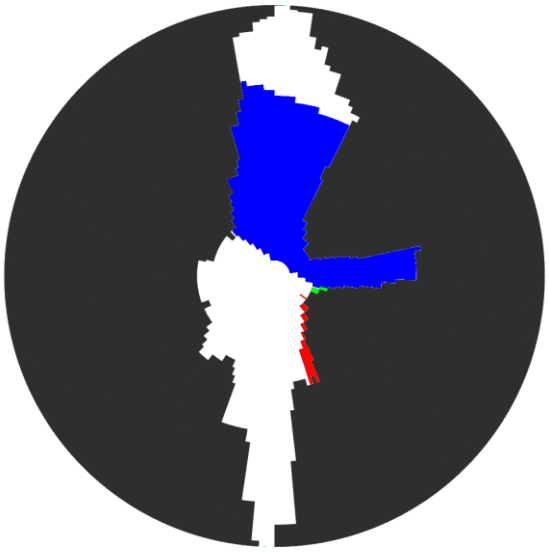


Figure 4.3.6b Shading mask at location 6, compared to 6G.

Whilst the shading masks are typically similar between envelopes 6F and 6G, some improvement in envelope 6F is visible at location 6 that is not offered by 6G, indicating that the closest corner of the envelopes is likely where the marginal difference between the two is most impactful.

5 Conclusion

The SVF analysis demonstrates improvement for average SVF of both proposed envelopes based on testing criteria provided in the related requirements. Envelope 6F performs slightly more favourably than envelope 6G.

It must be noted that the measured SVF improvement is closely related to the removal of the east and west skybridges, so envelopes of a similar shape would likely yield similar results if the bridges were proposed to be removed also. Without the skybridge removal the schemes would reduce the average SVF, so this aspect of the proposal is imperative to ensure a positive change in SVF.

Please contact the undersigned with any queries relating to this report.



Steve Fox

Attachment A18

Transport Impact Assessment
Commercial Scheme

ARUP

Stockland

Stockland Piccadilly Complex Commercial Scheme

Transport Impact Assessment

Reference: Piccadilly Complex Commercial Scheme Transport Impact Assessment

07 | 12 January 2026

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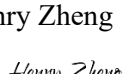
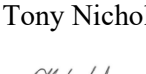
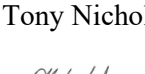
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1. Introduction

This Transport Impact Assessment accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton on the Park located to the east of the site.

A Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 1.



Figure 1: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, 550029, SK-11-100, 14/07/2025)

The Concept Reference Design includes the following elements:

- Basement car parking and building services plant;
- Wesley Mission facilities including the Church, Theatre and Lyceum, and supporting offices;
- Wesley Mission Office;
- End of trip, back of house area and plant;
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Podium levels comprising lobby, retail, commercial; and
- Tower levels comprising commercial and plant.

1.2 Purpose of report

The purpose of this TIA is to provide a review of relevant aspects of the proposed planning amendments and conceptual reference design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the conceptual reference design is not considered to be warranted at this stage.

The report builds on, and where appropriate, updates the *Transport Impact Assessment for Planning Proposal* undertaken by Arup (dated: 12 August 2020) document produced for the proposed development by Arup.

Relevant to the TIA are the following aspects:

- Existing transport conditions;
- Proposed development description;
- Parking assessment;
- Transport assessment; and
- Outline Green Travel Plan.

Accordingly, this report:

- Reviews the existing transport conditions;
- Assesses the proposed development in the context of these conditions and relevant planning controls; and
- Proposes relevant mitigation strategies and measures to alleviate impacts.

2. Existing conditions

2.1 Site location

The Site is located within the centre of Sydney CBD, between Castlereagh Street and Pitt Street, on a site area of approximately 4,800m^2. The site is categorised as B8 Metropolitan Centre zone Sydney Local Environmental Plan (LEP) 2012.

The site is currently occupied by a mixed-use building including retail, commercial, Wesley Mission and childcare centre with vehicle access from Castlereagh Street (via one-way separated ramps to loading docks and car parking). Surrounding land uses are predominantly retail/commercial development with the Sheraton Hotel to the east, David Jones store to the north and Pitt Street to the west.

The key arterial and main roads in the vicinity of the Site include:

- Castlereagh Street;
- Pitt Street;
- Market Street; and
- Park Street.

The existing site area contains basement levels of car parking and loading area. There are approximately 270 existing public car parking spaces within the basement areas. An overview of the site location is shown in Figure 2.



Figure 2: Site location.

2.2 Walking and cycling

Footpaths are provided on each side of the road throughout the area for ease of walking. Signalised crossings are provided for all surrounding streets at Pitt Street, Castlereagh Street, Park Street, and Market Street intersections.

A new bi-directional, separated cycleway along Castlereagh Street is now open, forming part of a broader program to enhance walking and cycling access throughout the Sydney CBD. The new route provides a direct link between Circular Quay and Central station while connecting to existing cycleways on:

- Castlereagh Street between Hay and Liverpool streets;
- Liverpool Street between Castlereagh Street and Darling Harbour;
- King Street between Pitt Street and Queens Square; and
- Pitt and College streets.

The 2023 cycleway map shows the new cycleway along with other existing and planned cycle routes in Figure 3.

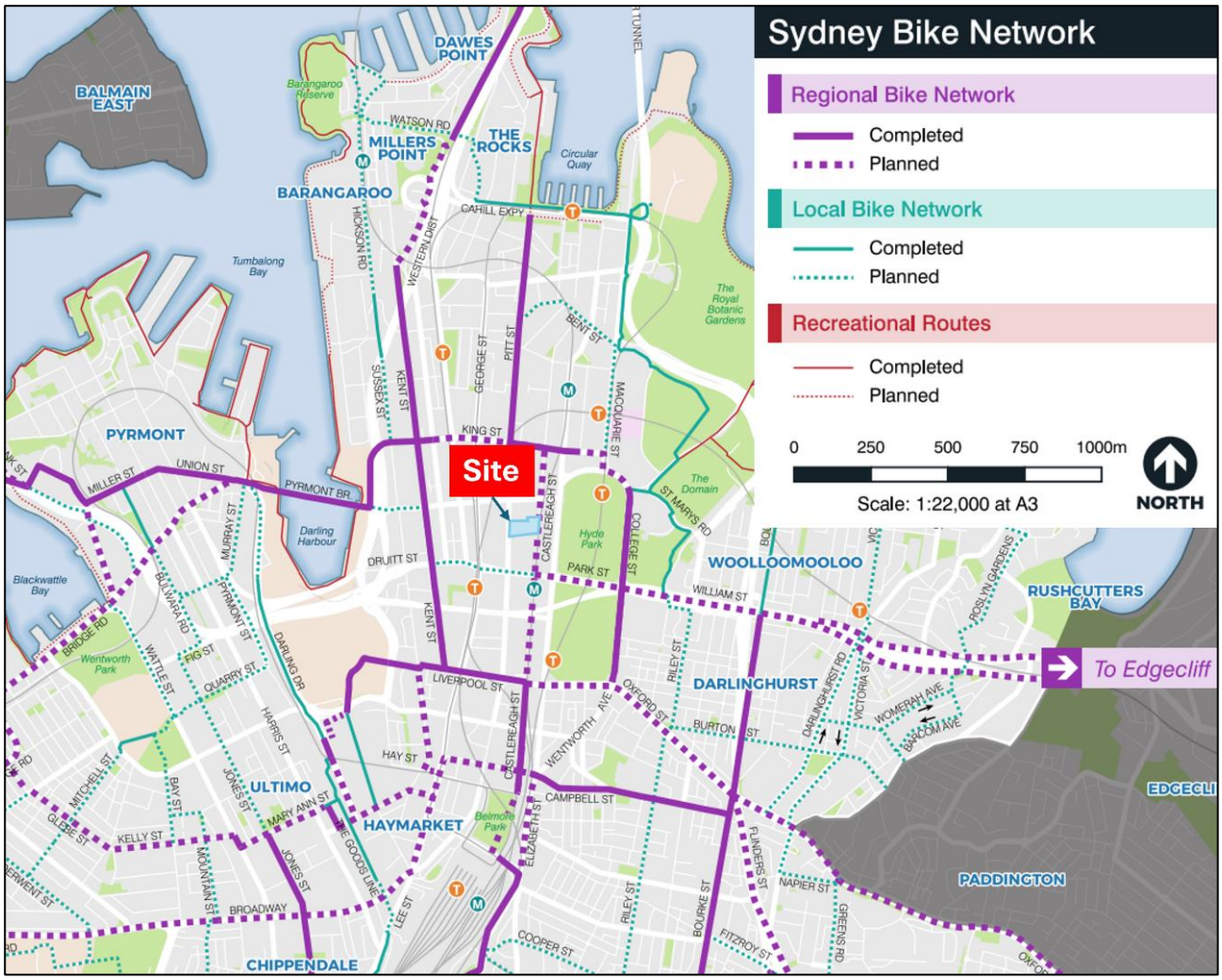


Figure 3: City of Sydney bike network map (City of Sydney 2023).

2.3 Public transport network

The site is well served by public transport, with access to multiple forms of public transport including the recently opened Gadigal Metro station, St James station, Town Hall station and a range of bus routes and stops located within a short walk to/from the site.

The public transport infrastructure within close proximity to the site is presented in Figure 4. The remainder of this section summarises each mode of public transport available to building users at the proposed development.

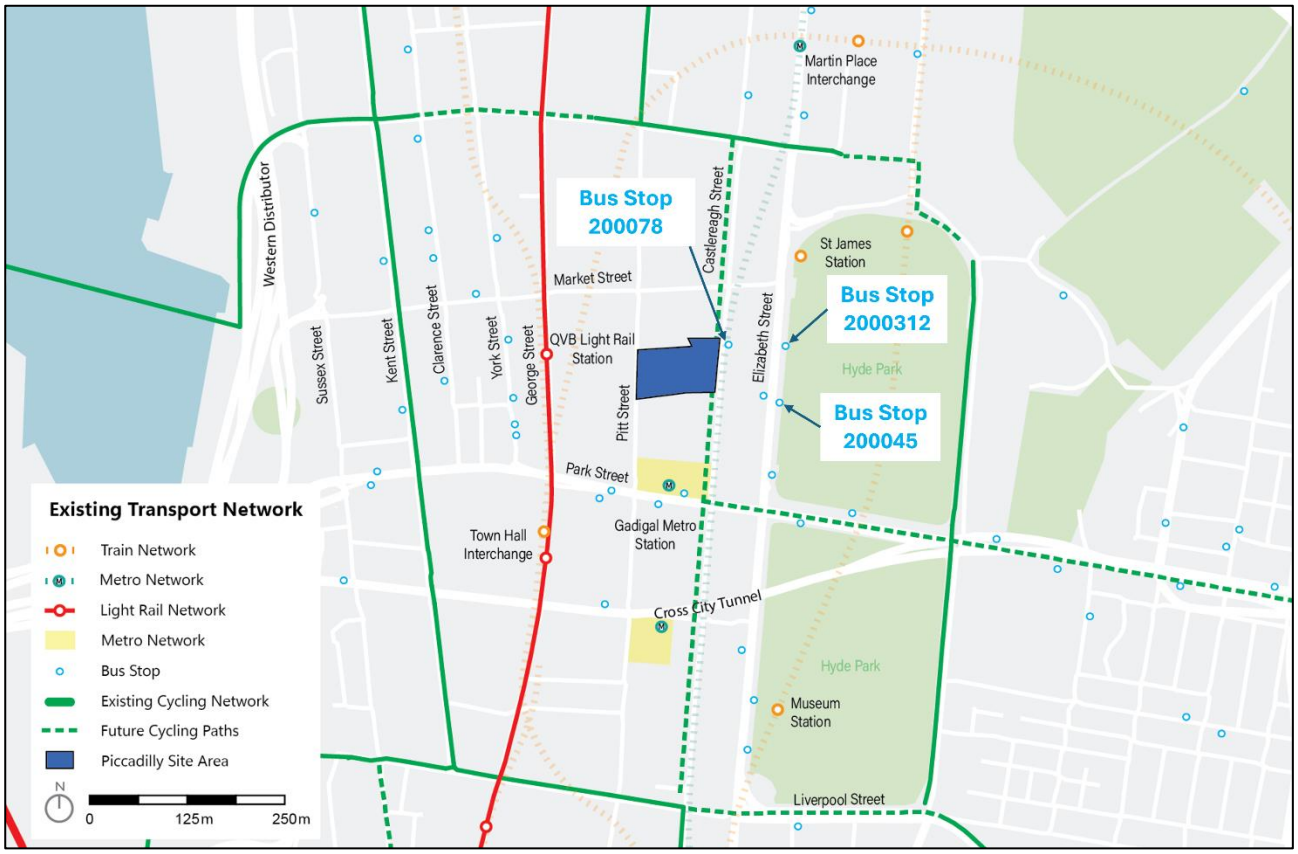


Figure 4: Public transport facilities within 400m of the Site.

2.3.1 Rail services

Gadigal Metro Station opened in August 2024 and has access points on Park Street and Bathurst Street, approximately 240m, and is less than a 5-minute walk from the site. The station is located below Pitt Street and Castlereagh Street, north of the Park Street intersection and south of the Bathurst Street intersection as shown in Figure 5. It forms part of the Sydney Metro network from Chatswood to Sydenham which features new Metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place and Waterloo, along with a new underground platform at Central and upgraded platforms at Sydenham. The Metro station has a “turn up and go” level of frequency that means services are every 4 minutes during peak times, and slightly less frequent servicers outside of the peaks.

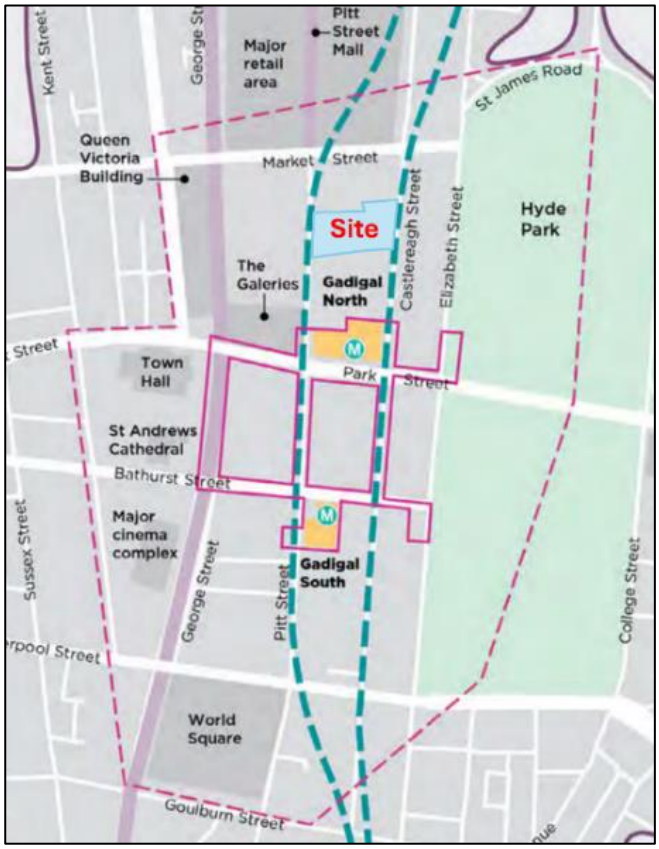


Figure 5: Gadigal Metro Station location (Sydney Metro 2024).

Town Hall Station and St James Station are located approximately 370 metres, and 170 metres walk of the site respectively, both within 5-minute walking distance. To accompany these stations, major rail lines within the Sydney Trains network can be directly accessed or transfers can be made at Central Station which is one station travel from Town Hall Station. Central Station allows travellers to access most of the rail network including CountryLink regional services.

Light Rail stops are located along George Street less than 350m, less than 5-minute walk to the west of the site, providing connections to Circular Quay and Randwick/Kingsford via Central with high frequency 6-minute services for the L2 and L3 route services during the peak periods. Interchange is also available at Central Light Rail Station for L1 route service to Dulwich Hill.

2.3.2 Bus services

The nearest Sydney Bus stops to the site are within a 240m or 3-minute walk. These stops are shown in Figure 4 and located on Castlereagh Street and Elizabeth Street. The bus stops are served by multiple services such as the 304, 333, 339X, 343, 373X, 374X, 377X, 396, 396X, 397X, 423, 423X, 426, 428, 428X, 430, 412, 431, 438X, and 470 routes. Bus services from these routes connect the Site with suburbs of the Inner South, Eastern Sydney, North Eastern Sydney, South Sydney, and Inner West.

A range of other bus routes are accessible within a 400m or 5-minute walk of the Site. These stops are located on Park Street to the south and west of the Site and Pitt Street to the south of the Site. Table 2 presents the peak hour services using these bus stops.

Table 2: Peak hour bus services within 400m walk of Site.

Route number	Bus stop location	Origin and destination of route
304	Elizabeth Street	City Circular Quay to Green Square
311	Park Street	Central Belmore Park to City Millers Point via Darlinghurst and Potts Point

Route number	Bus stop location	Origin and destination of route
324	Park Street	Watsons Bay to Walsh Bay via Old South Head Rd
325	Park Street	Watsons Bay to Walsh Bay via Vaucluse Rd
333	Elizabeth Street	North Bondi to City Circular Quay via Bondi Junction
339X	Elizabeth Street	Clovelly to City Museum
343	Elizabeth Street	Kingsford to City Circular Quay
373X	Castlereagh Street	Coogee to City, Martin Place
374X	Elizabeth Street	Coogee to City, Martin Place
377X	Castlereagh Street	Maroubra Beach to City, Martin Place
389	Park Street	Bondi Junction to Pyrmont
396	Elizabeth Street	Maroubra Beach to Circular Quay
397X	Elizabeth Street	South Maroubra to City Museum
412	Elizabeth Street	Campsie to City Martin Place via Earlwood & Dulwich Hill
423	Elizabeth Street	Kingsgrove to City Martin Place
426	Elizabeth Street	Dulwich Hill to City Martin Place
428	Elizabeth Street	Canterbury to City Martin Place
431	Elizabeth Street	Glebe Point to City Martin Place
438X	Elizabeth Street	Abbotsford to City Martin Place
441	Park Street	City Art Gallery to Birchgrove via QVB
470	Elizabeth Street	Lilyfield to City, Martin Place
500X	Park Street	West Ryde to City Hyde Park via Victoria Rd
502	Park Street	Cabarita Wharf to Drummoyne and City Town Hall
503	Park Street	City Town Hall to Drummoyne
504	Park Street	Chiswick to City Domain
505	Park Street	Woolwich to City Town Hall
506	Park Street	Macquarie University to City Domain via East Ryde
507	Park Street	Meadowbank to Gladesville via Putney & City Hyde Park

2.4 Road hierarchy

The road hierarchy in the vicinity of the site is shown in Figure 6, comprising state roads and regional roads. The remaining roads are local.

Adjacent to the site, Market Street is a one-way, three lane westbound street running from Elizabeth Street across the CBD to George Street. It then becomes a two-way street between George Street and Sussex Street, where it connects to the Western Distributor. Eastbound movement between York and George Streets is restricted to buses, taxis, service and QVB car park vehicles.

Castlereagh Street is a one-way southbound street running from Hunter Street, in the north, to Hay Street in the south. Castlereagh Street generally provides three traffic lanes, including a bus lane. George Street and Park Street are the main State classified roads in the area as shown in Figure 6.



Figure 6: Surrounding road network.

2.5 Existing travel characteristics

The current development is a mixed-use development containing retail/commercial floor space as well as childcare centre and Wesley Centre which includes a theatre and chapel.

2.5.1 Travel mode share distribution

Mode share patterns at the site were analysed using 2016 Method of Travel to Work Census data. Transport mode share for Journey to Work is estimated based on 2016 Census data for the Destination Zone (DZN) 113371093 that includes the Site. 2016 Census data has been used instead of 2021 Census data due to Covid-19 effects on the accuracy of 2021 Journey to Work data, which potentially doesn't capture some of the travel demands/trends of returning to the office.

The Destination Zone (DZN) 113371093 was used for the Site as a Place of Work for the commercial development and Sydney CBD Survey Area 2 (SA2) 117031337 was used as journey origin for the residential development. The result of the analysis is presented in Table 3.

Table 3: 2016 Journey to Work mode split (ABS 2024).

Mode	Inbound (distribution of people working in the DZN)
Train	49.3%
Bus	23.4%
Ferry	1.4%
Light rail	0.3%
Metro	5.8%
Car and taxi	12.6%
Cycle	1.0%
Walked only	6.1%

The data revealed that inbound trips by workers relied more on public transport (80%). Walking and cycling also featured highly (7%).

2.6 Existing site car park and access

The current car park operates as a public "car park use" and is not limited to building users only. It functions primarily as a casual public car park with some dedicated spaces allocated to the building uses. The flexible supply of on-site parking supports the out of hours and weekend usage by Wesley Mission, while providing parking that caters for both building tenants and visitors to the site.

Currently the Uniting Church operate with 35 permanently leased spaces, and a further 225 are dedicated for use by Wesley Mission patrons on a casual basis on dedicated days.

There are currently two (2) separate entry and exit accesses located on Castlereagh Street. Entry movements to the site are permitted from a parallel one-way ramp from Castlereagh Street, directing pedestrians via a set-back footpath around the structure. Exit movements from the site are permitted from a conventional perpendicular driveway at the south-eastern corner of the site to Castlereagh Street.

The access to the exiting car parking is internally provided with parallel ramps located at the south of the Stockland tower core as shown in Figure 7 (Castlereagh Street level) and in Figure 8 (Pitt Street level).



Figure 7: Existing parallel access ramps - Castlereagh Street level.



Figure 8: Existing parallel access ramps - Pitt Street level.

2.6.1 Existing site traffic flows

To gain an understanding of the traffic activity throughout the day on all days, boom gate counts/ticket data information from the 2020 study was used. Data from 1 July 2019 to 29 June 2020 at the access driveways was used as representative data, for current conditions, to understand existing traffic demand using the car park. The traffic flows show that the maximum occupancy occurred on 18 September 2019 and 17 December 2019 with the maximum carpark occupancy of 94% and 92% respectively.

Around 1,000 daily trips (entry and exit movements) were recorded for the highest turnover for the car park with the average parking duration of 5 hours 40 seconds. The average over the period (including Covid conditions) showed that each parking space turned over more than the parking capacity resulting in high turn-over of parking. The maximum two-way combined traffic flows (1 Dec 2019) for the morning peak hours were approximately 55 vehicles and for the evening peak hour were approximately 125 vehicles.

The minimum, average and maximum carpark occupancy percentage for the days between 2 July 2019 and 29 June 2020 is shown in Figure 9.

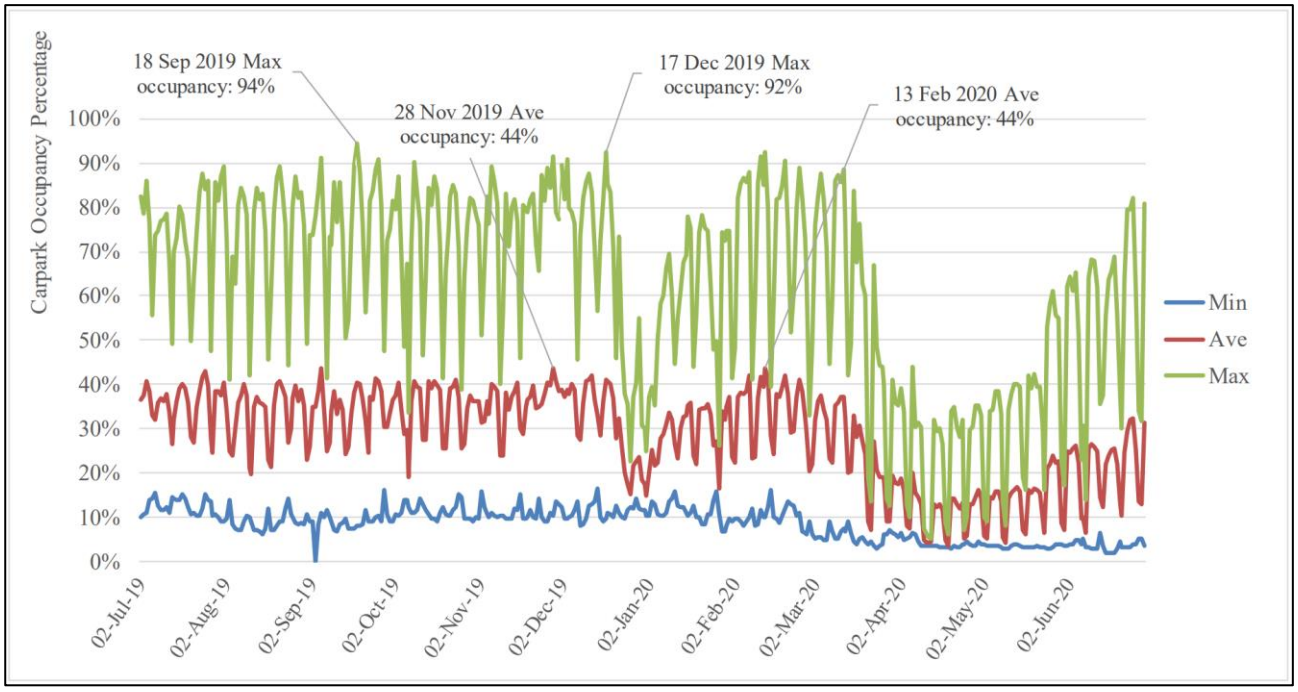


Figure 9: Carpark occupancy.

3. Proposed development

3.1 Description of proposed works

The proposal is planned to consist of the redevelopment of the site for commercial office spaces and retail, together with basement car parking and associated facilities. It also plans on delivering improved public domain outcomes. Such outcomes will include a direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

For the purposes of this assessment and based on the Concept Reference Design the indicative development comprises:

- 98,244m^2 GFA commercial;
- 1,368m^2 GFA retail;
- 4,554m^2 GFA Wesley Mission facilities;
- Consolidated vehicle access from Castlereagh Street (via the existing exit driveway which will be upgraded);
- Through-site pedestrian link between Pitt Street and Castlereagh Street;
- Loading docks on Level S and Level P1; and
- Basement car parking

The site's location close to high-quality public transport services means it's well located to travel to and from the site by sustainable modes of travel rather than private car. The proposed development is consistent with following objectives:

- Supporting active, sustainable transport options;
- Improving the safety of people walking and cycling;
- Improving accessibility to employment and services by walking, cycling, and public transport;
- Improving the choice of transport and reducing dependence solely on cars for travel purposes;
- Moderating growth in the demand for travel and the distances travelled, especially by car; and
- Supporting the efficient and viable operation of public transport services.

3.2 Proposed site access

It is proposed to relocate the existing vehicular entry access to a location next to the current exit-only vehicular access to Castlereagh Street as illustrated in Figure 10, converting the access and making it as a combined entry and exit vehicle access driveway for the proposed development. The operation of the access will allow a mixture of 2-way access to the car parking and loading bays, with 1-way access at the entrance/exit point. To reduce the likelihood of queuing on Castlereagh Street, and to prioritise footpath space for walking and cycling, a waiting bay is provided for outbound traffic.

The existing basement 5-level shoring walls are proposed to be retained and integrated into the new construction. The access to the car parking will be greatly enhanced by removing major obstacles and intrusions for pedestrians with the removal of the existing parallel access ramp. It should be noted that a portion of the Castlereagh frontage (within the site) is currently dedicated as a public road and the existing building overhangs the ramp. This land is held in stratum (DP 804650).

The proposed redevelopment reverts the footpath to be tie in with the footway to the north and south of the site. The amendment (via LEP and DCP) would necessitate the extinguishment of this stratum lot with the intention to re-consolidate the area to the parent lot.

Traffic generation and swept path assessments have been undertaken to assess the current proposal with minimal impacts to road network and spill back onto the footpath or street. Swept path analysis has been provided in Appendix A.

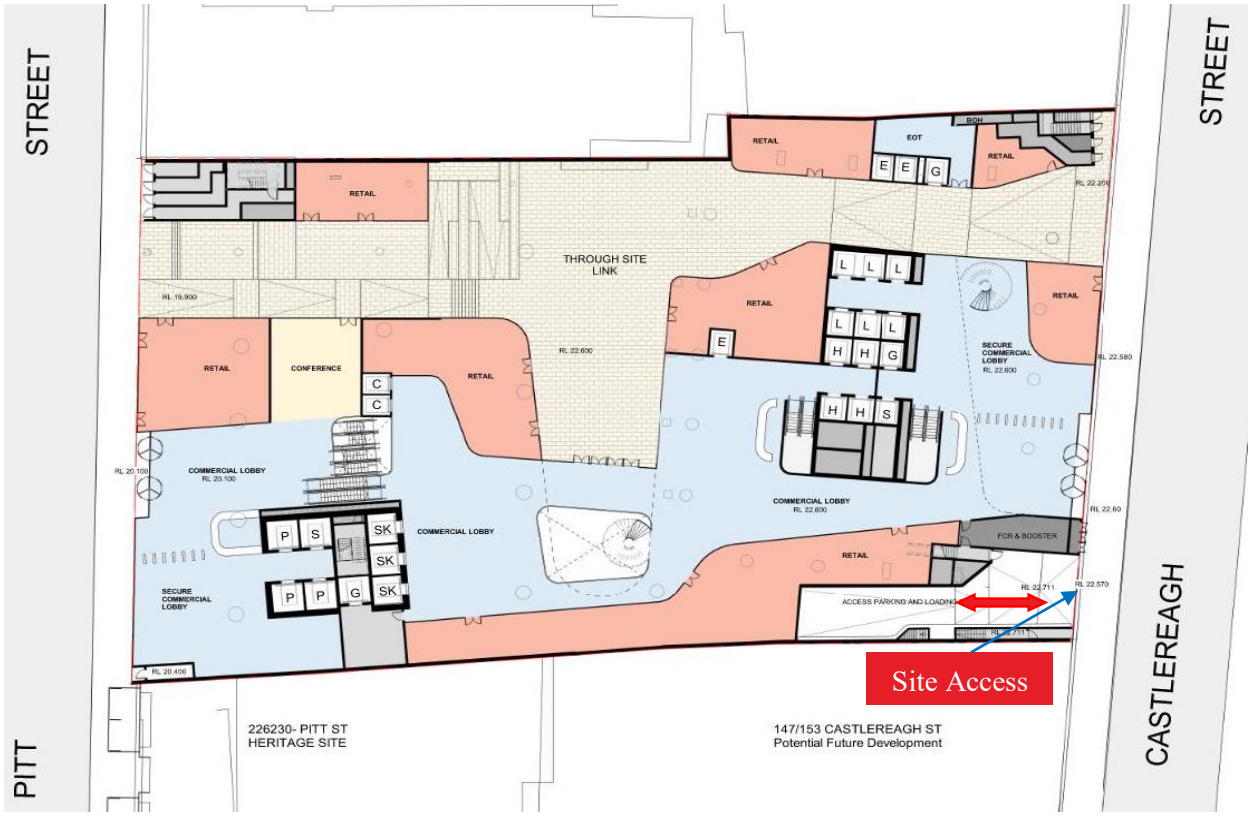


Figure 10: Proposed Site vehicle access.

3.3 Car parking and loading/servicing

Four levels of car parking are proposed within the site. All vehicular access to the site is proposed via a consolidated two-way driveway on Castlereagh Street. The ramp will connect loading and servicing on Basement Levels S and P1 as shown in Figure 11 and Figure 12. Beyond this area, car parking will be provided from Basement Levels P2 to P5 as shown in Figure 13 to Figure 16.

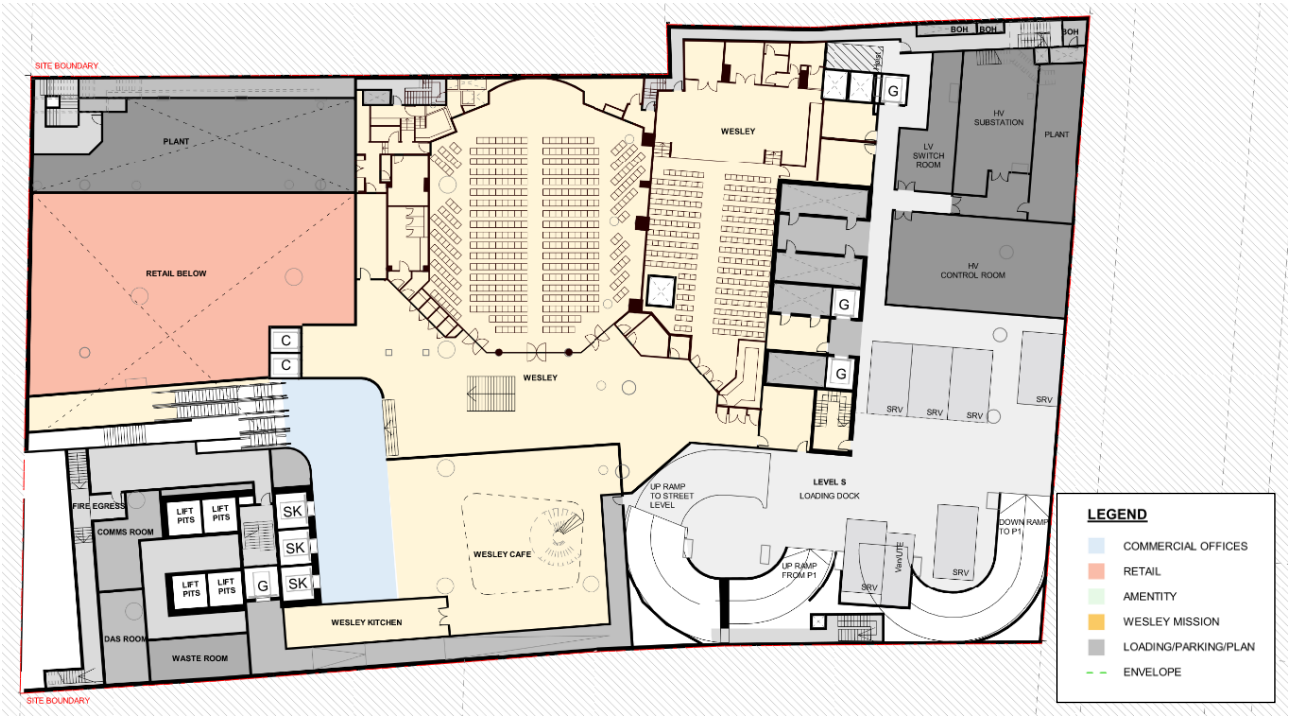


Figure 11. Parking layout - Level S.



Figure 12: Parking layout - Level P1.



Figure 13: Parking layout - Level P2.



Figure 14: Parking layout - Level P3.



Figure 15: Parking layout - Level P4.



Figure 16: Parking layout - Level P5.

4. Parking requirements

4.1 Parking and loading assessment

4.1.1 Car parking spaces

The proposed development provides 220 passenger vehicle parking spaces across the basement and ground floor levels and results in 19% reduction compared to the current provision of 270 car parking spaces on the site.

Further, the existing car park will cease to be available for casual public use and will be limited to use by tenants of the building or surrounding nearby developments through a lease/managed arrangement for times when usage by Wesley Mission patrons is not required. This will reduce the traffic generation caused by the existing public carpark and therefore using the site.

The basement car park levels will be subject to an operational management plan as the car parking spaces dedicated for use by the Wesley Church on Sundays or Christmas / Easter may be leased on weekdays. The planned breakdown of the proposed parking space distribution is shown in Table 4.

Table 4: Proposed parking space allocation.

Monday – Saturday	Sunday
185 total parking spaces for retail and commercial	-
35 parking spaces for Wesley Centre	220 parking spaces for Wesley Centre

4.1.2 Accessible parking space

Section 3.11.9 from the DCP and Part 4 of Section 7.8.5 from Schedule 7 of the Sydney DCP 2012, requires 1 space for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking.

According to Table D3.5 of the *NCC 2015 Building Code of Australia:*

- 1 space for every 100 carparking spaces or part thereof is required when the building falls in Class 5 category (commercial/office premises) or Class 7a (carpark); and
- 1 space for every 50 carparking spaces or part thereof is required when the building is in Class 6 (retail/shops) or Class 9b (assembly building).

The development, therefore, requires a minimum of 14 accessible parking spaces. The proposed development will provide 12 accessible parking spaces throughout basement levels.

4.1.3 Bicycle parking

Section 3.11.3 from the DCP requires bicycle parking for the respective uses of the development to be provided in accordance with the rates shown in Table 5.

Table 5: DCP bicycle parking rates and provision.

Type	Number/ GFA	Class	Minimum bicycle parking rate	Minimum spaces calculated*
Retail (Shop, Restaurant or café)	1,368 sqm GFA	Employees (Class B)	1 space per 250 m^2 GFA	5
		Customer (Class C)	1 space for every 100m^2 over 100 m^2 GFA + 2 spaces	16
Commercial (Office)	98,244 sqm GFA	Employees (Class B)	1 space per 150 m^2 GFA	655
		Customer (Class C)	1 space per 400 m^2 GFA	246
Wesley Centre Entertainment facility & Place of public worship	4,554 sqm GFA Total ~ 1761 seats (Theatre – 950 seats Lyceum – 277 seats and Chapel – 534 seats)	Employees (Class B)	-	-
		Customer (Class C)	Greater of 1 per 15 seats or 1 per 40 sqm GFA	117
Total			**660 employee/ resident bicycle spaces** **379 customer/ visitor bicycle spaces**	

*The minimum number of bike parking spaces is to be rounded up to the nearest whole number if it is not a whole number.

The quantum of secure bicycle spaces for employees will be provided in the basement levels of the development. Employee /staff facilities are to be provided in a secure caged area (Class B facility). Visitor / customer spaces are to be provided in an easily accessible area for the public as bicycle racks (Class C).

In addition, shower, change-room and locker facilities for bike parking will also need to be provided based on the DCP. The final bicycle parking requirements are to be confirmed and further addressed at future detailed DA stage.

4.1.4 Carshare parking spaces

Section 3.11.2 of Council's DCP 2012 contains the following relevant controls with regard to required car share provisions:

Office premises and retail premises on Category D Public Transport Accessibility Level (PTAL) land requires minimum 1 car share space per 30 car spaces provided. The final number of car share parking spaces depends on the number of carparking spaces ultimately allocated to office or retail premises. This will be further assessed at the Development Application stage.

Parking spaces allocated for car-share vehicles require to be publicly accessible by people who do not occupy the building throughout the entirety of the day. The spaces must be retained as the common property of the Owners Corporation and not sold or leased at any time. The spaces must be made available to car share operators without a fee or charge. The spaces must be well lit and signposted for use only by car share vehicles. The car share spaces are to be available at the same time that the building is occupied.

4.1.5 Motorcycle parking spaces

Section 7.8.4 from the Schedule 7 of the DCP requires a minimum of 1 motorcycle parking space per 12 car spaces provided. This amounts to a total of 23 motorcycle parking spaces which will be placed amongst the basement car parking levels. The proposed development will provide motorcycle 18 spaces across basement levels.

4.1.6 Loading and unloading facilities

For loading facilities, Section 7.8.1 of the DCP Schedule 7 lists service and loading bay rates. This is also mentioned in the TfNSW Guide to Traffic Generating Development (Section 5.2.3). These rates are based on historic data and unmanaged loading docks.

The Sydney DCP 2012 approach to loading and servicing requirements is based on historic data and an uncontrolled loading dock. It requires a minimum of 26 loading and servicing bays for the development, presented in Table 6. The level of loading activity is dependent on a number of factors and not simply the GFA of the building.

Table 6: Sydney DCP 2012 loading and servicing bay requirements.

Land use	Rate	Yield (m^2 GFA or dwellings)	Minimum provision
Retail	• 1 space per 350m^2 GFA up to 2,000m^2, then • 1 space per 800m^2 GFA thereafter	~1,368	4
Commercial (office)	• 1 space per 3,300m^2 GFA for the first 50,000m^2, plus • 1 space per 6,600m^2 for additional floor area over 50,000m^2 and under 100,000m^2, plus • 1 space per 13,200m^2 for additional floor area over 100,000m^2	~98,244	22
Total			**26**

The Urban Freight Forecasting Model (UFFM) provides a forecasting tool when assessing the loading and servicing requirements for the planned commercial and retail development. It models a non-managed dock operation whereas in practice the dock will be managed by a booking system allowing peak hour servicing demands to be managed.

UFFM indicates loading and servicing activity peaks in the middle of the day with the peak hour being 10-11am and an estimated 30 vehicle trips. This method recommends 20 bays to achieve 95% efficacy. Height restrictions allow only SRV vehicles to enter basement levels, therefore MRV bay requirements were assumed to be equivalent to 1.5 SRVs. The commercial, retail and Wesley Mission will share and be serviced by the same loading dock. A Delivery and Servicing Plan may be required given the complexity of the loading dock. Loading and servicing bay requirements using the UFFM forecasting tool is presented in Table 7.

Table 7: UFFM loading and servicing bay requirements.

Bay type	Sydney DCP	UFFM
B99s/Vans	-	12
SRVs	-	6
MRVs+*	-	2
Total	**26**	**20**

*MRV demand is met by SRV equivalent where 1.5 SRV equals an MRV.

For the purposes of this reference scheme, the design of the Level S and Level P1 loading bays have included 9 van bays and 6 SRV bays. No MRV loading bays are included in the design. The future

Development Application will be designed to meet the required loading and servicing bays as suggested by TfNSW's UFFM calculation. The UFFM loading requirements are derived from the GFAs for each land use.

The maximum height of a vehicle accessing the loading dock on Level P1 is proposed to be 4.5m to accommodate various delivery services. The largest vehicle expected to enter the basement levels is proposed to be a 6.4m long SRV. Swept paths are shown in Appendix A.

All loading dock layouts are indicative and will be developed further at the next planning stage. A Loading Dock Management Plan should be prepared for the site to explain how the proposed loading docks will manage the delivery of goods, waste collection given the constraints of the proposed scheme.

4.2 Loading dock management plan

A Loading Dock Management Plan will need to be prepared in consultation with the Council and Sydney Coordination Office prior to occupation of the building when tenancies are known to ensure adequate management of deliveries and waste collection. It is expected that the loading dock will be managed by a booking system. This plan will specifically include the following:

- access arrangements, including vehicle holding;
- driveway operations and safety;
- car parking and loading arrangements;
- delivery schedules and booking system;
- a traffic management strategy; and
- expected delivery vehicle activity.

The plan is to outline how the loading dock will be managed and used by development tenants to ensure all vehicles:

- can be received on-site;
- all loading and unloading including waste management will take place on-site; and
- ensure vehicles are not waiting to enter the site in surrounding public streets.

The management plan is prepared for distribution, once approved, to all relevant tenants and external users of the loading area.

5. Transport assessment

5.1 Traffic generation

Estimates of traffic generation of the proposed development are based on surveys of surrounding sites and the relevant TfNSW Guidelines.

The proposed total GFA (approx. 104,867 sqm) is almost double in scale of the existing mixed-use development on the site (approx. 58,000 sqm GFA) but with a smaller retail component (approx. 8,000 sqm retail existing compared to approx. 1,368 sqm retail proposed). Vehicle trip generation for the various components of the development are described in the following sections.

5.1.1 Commercial offices

Office traffic generation rates are directly proportional to the number of off-street parking spaces provided within the site. For the purpose of this report, it is assumed that all 126 car spaces will be occupied, with a conservative 50% of the car trips made during the road network peak hour.

With the maximum of 153 spaces allocated to the commercial and office component of the site, this equates to a traffic generation of 77 vehicles per peak hour with 80% in and 20% out during the morning AM Peak Hour and the reverse in the afternoon. This equates to 62 vehicles generated during the AM Peak Hour.

5.1.2 Retail

Speciality retail at the site would predominantly be smaller shops serving the local precinct. A majority of the trips made would be by customers walking in, as such, any traffic generation related to retail component of the site would be expected to be nominal. Due to there being no car parking provided for retail use, there is no vehicle traffic generation assumed for all retail uses accessing the site.

5.1.3 Trip generation associated with the Wesley Mission and Childcare Centre

The proposed development seeks to retain the existing capacity and activities for the Wesley Mission facilities. Therefore, traffic generation for this use is expected to remain the same.

5.1.4 Loading and servicing vehicle activities

Applying the UFFM freight forecasting model to estimate loading and servicing vehicle trip generation, it is determined that the commercial and retail development will generate up to 30 vehicles consisting of SRVs, vans, and utes, throughout the AM Peak Hour. This is shown in Figure 17 and Table 8.

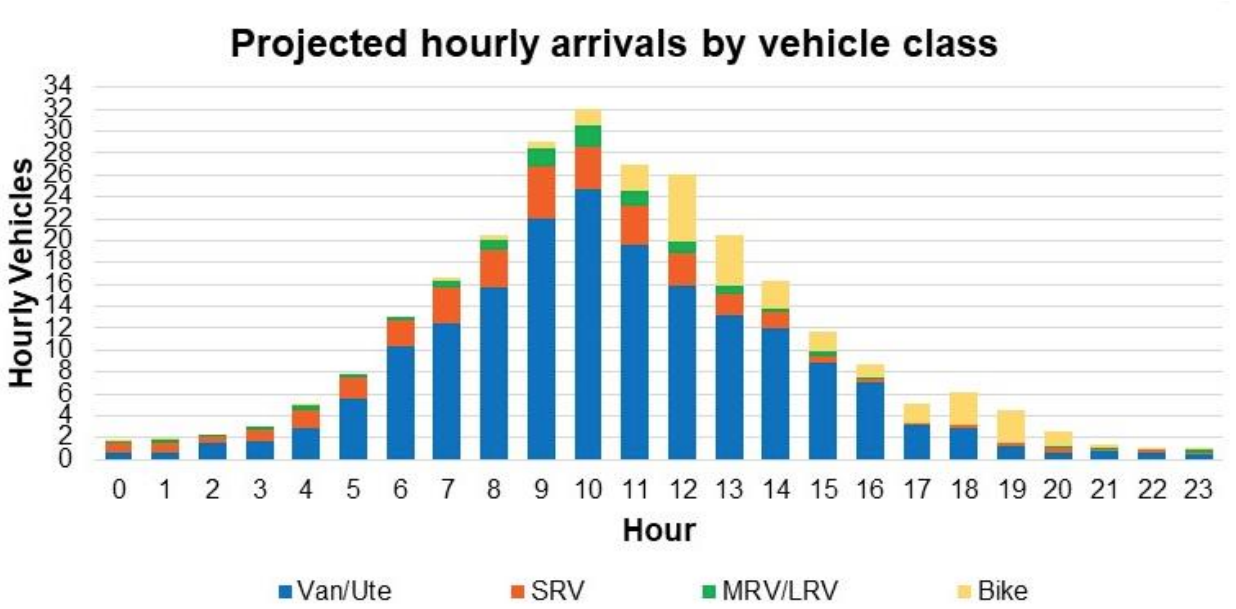


Figure 17: UFFM loading and servicing traffic profile (typical weekday).

Table 8: UFFM vehicle trip generation summary.

Land use	Vehicle trips (SRVs, cars, vans, utes)	
	Peak hour (10am – 11am)	Daily
Retail	4	30
Commercial	26	204

Land use	Vehicle trips (SRVs, cars, vans, utes)	
	Peak hour (10am – 11am)	Daily
Total	**30**	**234**

5.1.5 Expected traffic generation

Using the future development permissible under the building envelope sought within planning proposal the following traffic generation is estimated to result as shown in Table 9.

Table 9: Weekday trip generation summary.

Development type	Number	AM Peak Hour		PM Peak Hour	
		Rate	Vehicle Trips	Rate	Vehicle Trips
Commercial offices	153 Parking spaces	0.5 vehicles per hour (80% arrive during peak hour)	62	80% leave during peak hour	62
Loading/ servicing vehicle activities	30 heavy vehicle movements during peak hour	30 arrive during peak hour	30	3 arrive during peak hour	3
Total vehicle trips			92		92
Existing trip generation			55		125
Net vehicle trips generated			**+37**		**-33**

5.2 Road network assessment

The development will have a reduction of 33 vehicle trips during the PM peak period and is anticipated to generate an additional 37 vehicle trips per hour over existing conditions during AM peak period. The volumes during the AM peak period would equate to an additional vehicle trip being generated approximately every 2 minutes and is considered to result in minimal impacts on the surrounding road network. In summary, the traffic impacts for the development are considered negligible.

It should also be noted that the trip rates adopted in this analysis do not consider the access to high-quality public transport available within close proximity to the site, which is likely to offset traffic generation for employees and visitors of the site. In summary, the traffic impacts for the development are considered minimal.

5.3 Pedestrian assessment

The approach that was developed for the allocation of development demand (pedestrian demand) is as follows. Reference should be made to *133 Castlereagh Street - Footpath Analysis* provided by Arup separately. The results show:

- A total of six footpaths have been assessed based on the WSG assessment. Each of the existing footpaths (i.e. without the development) has an LoS of E or F meaning that an intervention would be needed to be provided to increase the footpath widths.
- When assessing the additional pedestrian volumes associated with development, the increase of between 0.5 PPMM to 5.5 PPMM are estimated. These increases are considered to be negligible in terms of their impact on the existing footpaths included within the study area.

- The proposed design removes the parallel driveway on Castlereagh Street and replaces vehicle entry and exit with a signalised perpendicular driveway with a waiting bay. 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 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.

5.4 Through site link

A pedestrian through-site link (connecting Castlereagh Street to Pitt Street) is proposed along the northern part of the site, shown in Figure 18. This is planned to improve the pedestrian level of services as it will contribute to a better distribution of pedestrian using the surrounding footpaths.

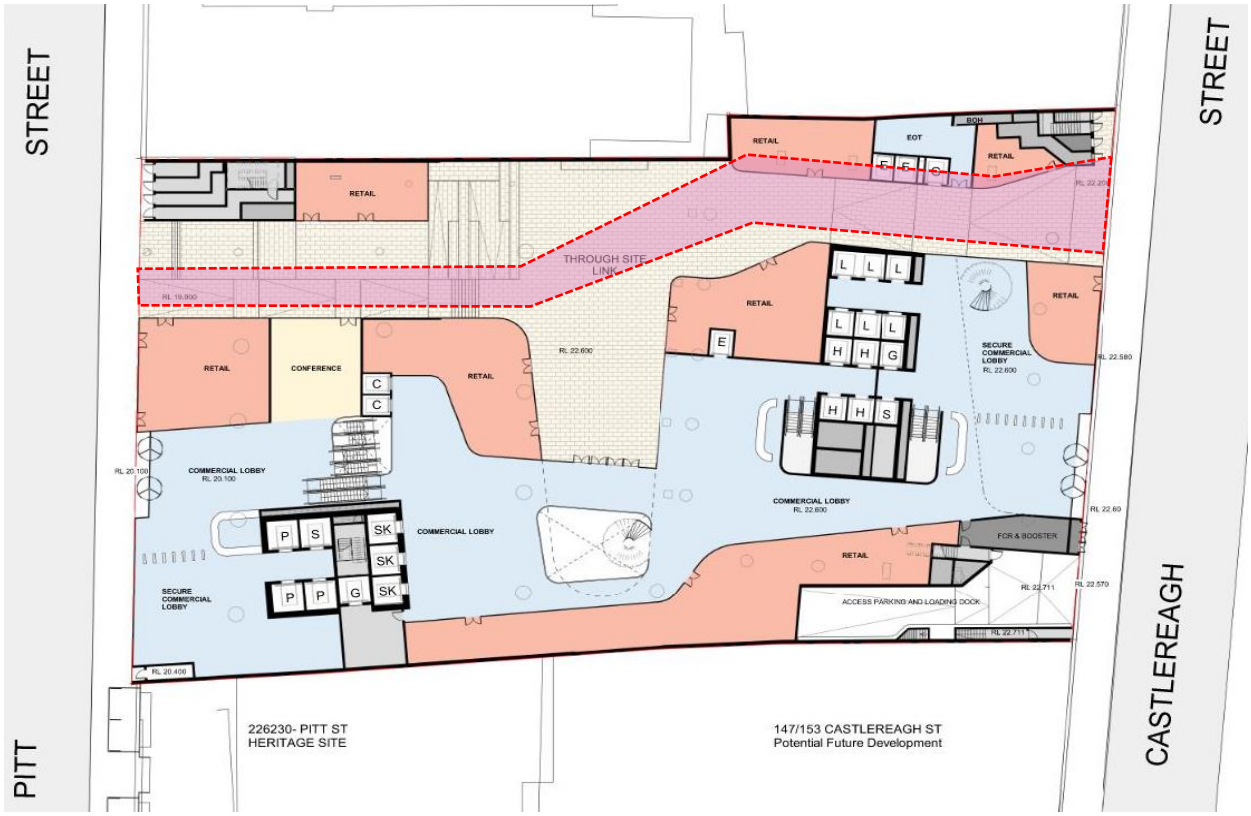


Figure 18: Ground floor, proposed through site link.

6. Outline Green Travel Plan

A Green Travel Plan (GTP) is a tool to minimise the negative impact of private vehicle travel on the environment. The Plan is a package of measures put in place to encourage more sustainable travel and should be prepared for construction. A GTP describes ways in which the use of sustainable transport may be encouraged. Using public transport, cycling, walking, working from home, carpooling, making business vehicles more fuel efficient and the use alternative fuels are all more sustainable means of transport than single occupant driving.

More generally, the principles of a GTP are applied to all people travelling to and from a site. Government authorities around the nation are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than cars.

The main objectives of a Green Travel Plan are to reduce the need to travel and promotion of sustainable means of transport.

The more specific objectives include:

- To reduce the level of single occupancy car borne trips associated with commuting.
- To facilitate the sustainable and safe travel of visitors to the site.
- To reduce site traffic congestion and associated pollution in order to enhance, improve and make safe journeys of minority/sustainable transport mode users.
- To work in partnership with neighbouring organisations/developments, local authorities, retailers and other relevant bodies in achieving the maximum mode shift away from the private car.
- To continually develop, implement, monitor, evaluate and review the progress of the travel plan strategy.
- To facilitate all users' access to key facilities such as retail, leisure, and education.

Sustainable Sydney 2030 also includes an action to promote sustainable travel behaviour by developing Green Travel Plans (GTP) that will be implemented in new developments. A Travel Plan aims to manage transport demand through a series of measures that promote and facilitate more sustainable modes of travel with a view to reducing private motor vehicle use.

To encourage people to make greater use of public transport, cycling, walking and car sharing for commuting as well as to encourage people to leave their cars behind and use public transport services are major objectives of Green Travel Plan.

It is estimated that for the proposed development, there will be a decrease in the car driver mode percentages and an increase in other modes (Train, Bus, Walk and Cycling) percentages when comparing them with the existing Travel to Work percentages outlined in Section 2.5.1.

The site supports a low car mode share by providing 193 car parking spaces on site. The site also encourages alternative modes such as bicycles, public transport, car share, taxis, etc. Appropriate levels of bicycle parking are provided within the basement levels for visitors and staff.

Typically, visitors and staff to Sydney CBD utilise public transport.

A Transport Access Guide (TAG) will be distributed to staff, customers and visitors to the site with information regarding:

- Nearby train stations and bus stops;
- Key walking routes;
- Carshare spaces on-site, and
- Bicycle storage area and End of Trip Facilities.

It is recommended that Green Travel Plans are prepared prior to occupation of the building once tenants are known.

7. Conclusions

This assessment has described the potential traffic and transport impacts of the proposed development at Stockland Piccadilly Complex in Sydney's CBD. Key findings of the review are as follows:

- The site is located in the City of Sydney Council local government area (LGA) and subject to maximum parking rates.

- The development is located within a prime central location close to high-quality public transport nodes as Gadigal Metro, Town Hall and St James stations.

- Total car parking provision is less than the allowable provision under the City of Sydney DCP 2012 and the LEP 2012.

- Employee bicycle parking will be provided in accordance with the requirements of DCP 2012 and visitor parking can be considered as a public cycle facility.

- The car parking provision of 220 spaces will result in an overall reduction in comparison to the existing parking by approximately 18%.

- The development will have a reduction of 33 vehicle trips during the PM peak period and would generate an additional 37 vehicle trips per hour over existing conditions during AM peak period. The volumes during the AM peak period would equate to an additional vehicle trip being generated every three minutes and is considered to result in minimal impacts on the surrounding road network. In summary, the traffic impacts for the development are considered negligible.

- Access will be via an upgraded driveway access providing two-way traffic flow and includes the removal the parallel vehicle ramp along Castlereagh Street, improving the public domain.

- The proposed access arrangements are appropriate to cater for the estimated level of traffic generation.

- When assessing the additional pedestrian volumes associated with development, the increase of between 0.5 PPMM to 5.5 PPMM are estimated. These increases are considered to be negligible in terms of their impact on the existing footpaths included within the study area.

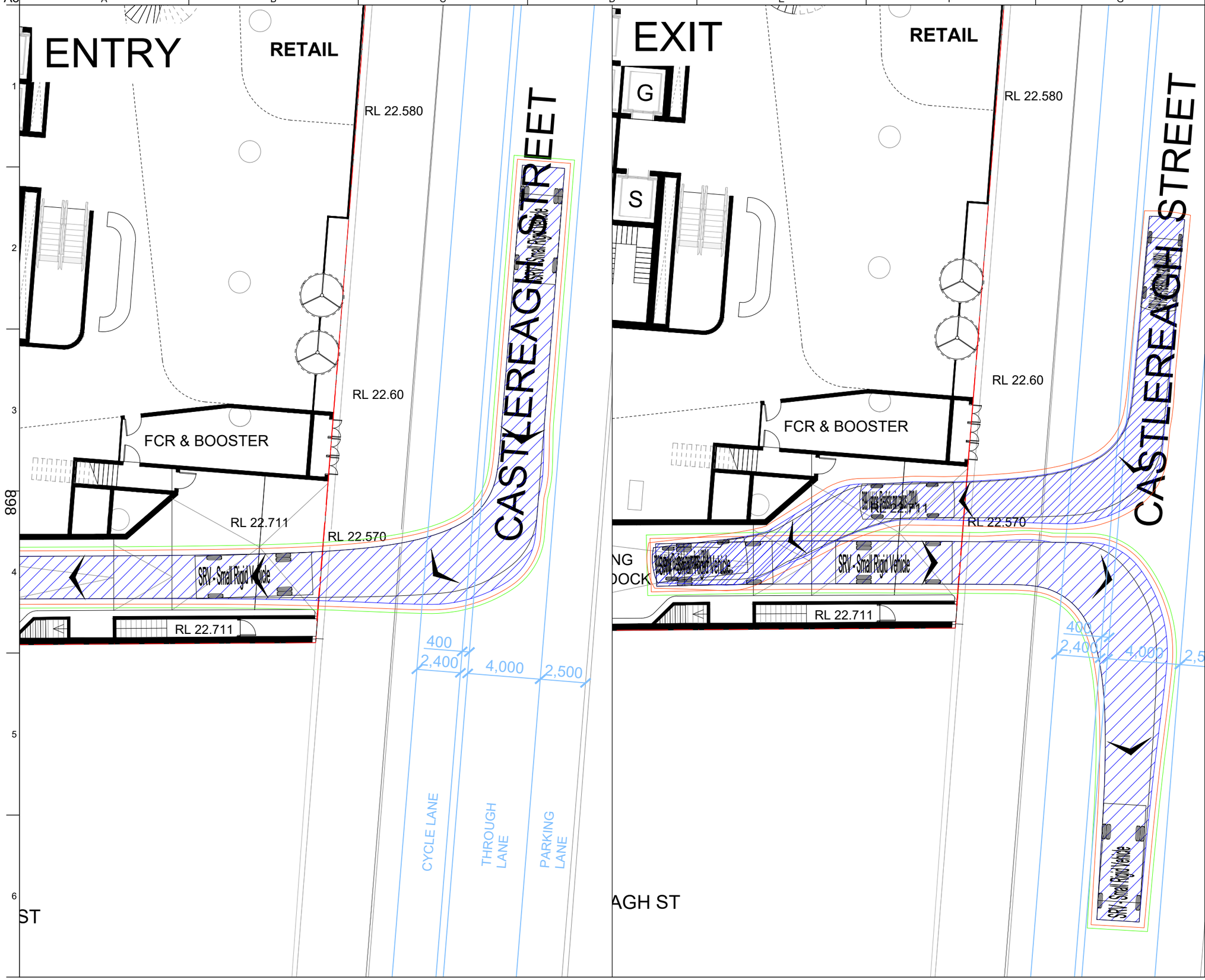
- 15 loading bays are proposed for the development which are proposed to be managed and cater for the peak service vehicle generation of the site.

- While an outline Loading Dock Management Plan and Green Travel Plan have been prepared, detailed versions of these plans will be required to be prepared at a later stage.

In summary, the proposed development is considered to have a minimal impact on the local transport network.

Appendix A

Swept Paths

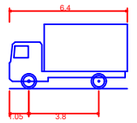


A3

Legend

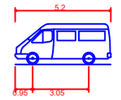
- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)



SRV - Small Rigid Vehicle

Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.250m

Issue	Date	By	Chkd	Appd
A	12/01/26	WZ	WZ	WZ
For information				

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Client
STOCKLAND

Job Title
PICCADILLY COMPLEX

COMMERCIAL SCHEME

Drawing Title
SWEPT PATH ASSESSMENT

GROUND LEVEL

Scale at A3 1:200

Discipline TRAFFIC

Drawing Status
DRAFT

Job No	Drawing No	Issue
295375-00	**SKT004**	**A**

Do not scale

© Arup

Attachment A19

Transport Impact Assessment – Mixed Use Scheme

ARUP

Stockland

Stockland Piccadilly Complex Mixed-use Scheme

Transport Impact Assessment

Reference: Piccadilly Complex Mixed-use Scheme Transport Impact Assessment

07 | 12 January 2026

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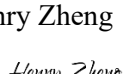
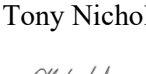
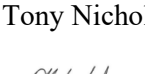
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1. Introduction

This Transport Impact Assessment accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 2-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton on the Park located to the east of the site.

A Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 1.

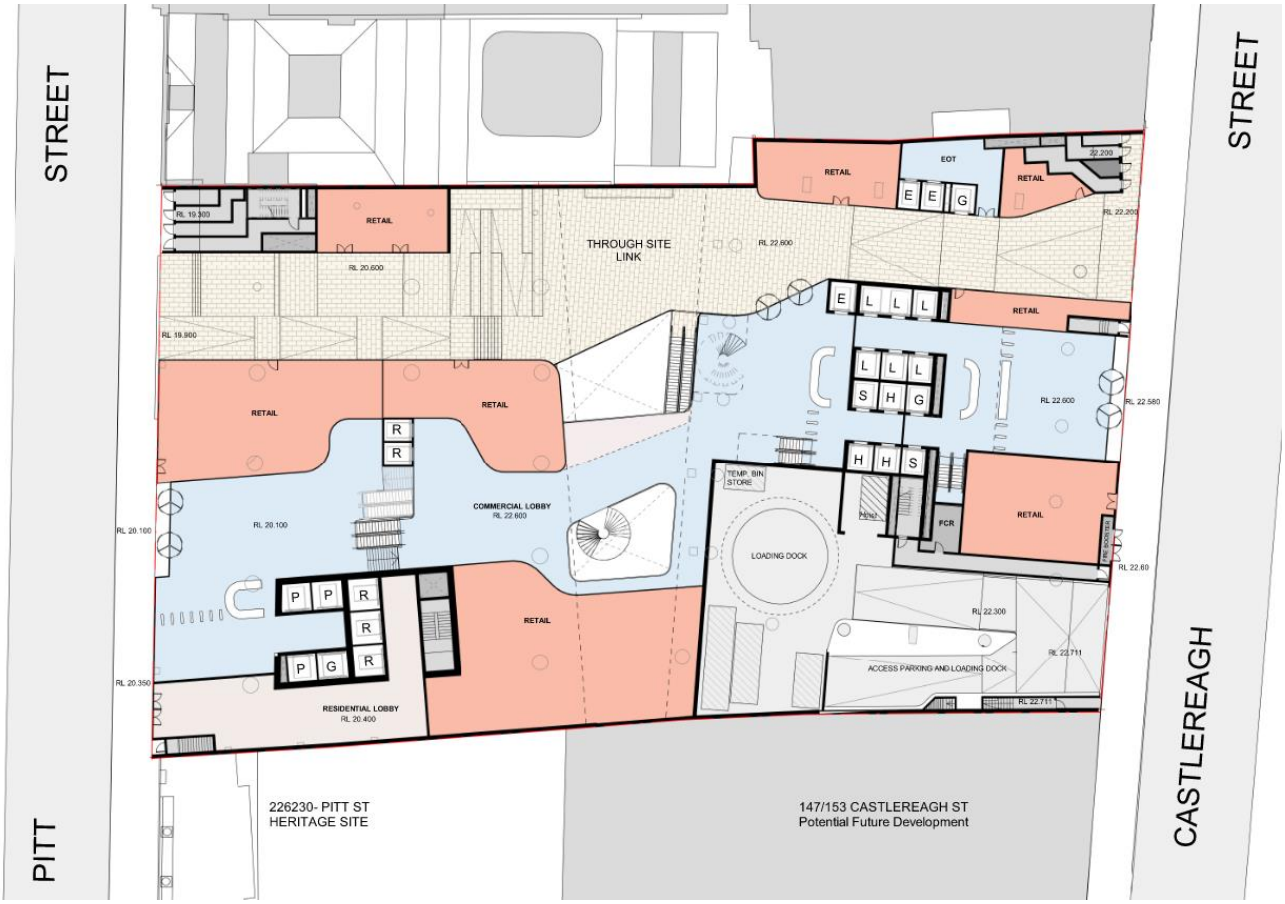


Figure 1: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, 550029, SK-11-100, 14/07/2025)

The Concept Reference Design includes the following elements:

- Basement car parking and building services plant;
- End of trip, back of house area and plant;
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Podium levels comprising lobby, retail, commercial, and plant;
- Tower levels comprising commercial and plant;
- Residential apartments including apartments and sub-penthouses;
- Residential apartments and amenity areas;
- Penthouse apartments; and
- Plant.

1.2 Purpose of report

The purpose of this TIA is to provide a review of relevant aspects of the proposed planning amendments and conceptual reference design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the conceptual reference design is not considered to be warranted at this stage.

The report builds on, and where appropriate, updates the *Transport Impact Assessment for Planning Proposal* undertaken by Arup (dated: 12 August 2020) document produced for the proposed development by Arup.

Relevant to the TIA are the following aspects:

- Existing transport conditions;
- Proposed development description;
- Parking assessment;
- Transport assessment; and
- Outline Green Travel Plan.

Accordingly, this report:

- Reviews the existing transport conditions;
- Assesses the proposed development in the context of these conditions and relevant planning controls; and
- Proposes relevant mitigation strategies and measures to alleviate impacts.

2. Existing conditions

2.1 Site location

The Site is located within the centre of Sydney CBD, between Castlereagh Street and Pitt Street, on a site area of approximately 4,800m^2. The site is categorised as B8 Metropolitan Centre zone Sydney Local Environmental Plan (LEP) 2012.

The site is currently occupied by a mixed-use building including retail, commercial, Wesley Mission and childcare centre with vehicle access from Castlereagh Street (via one-way separated ramps to loading docks and car parking). Surrounding land uses are predominantly retail/commercial development with the Sheraton Hotel to the east, David Jones store to the north and Pitt Street to the west.

The key arterial and main roads in the vicinity of the Site include:

- Castlereagh Street;
- Pitt Street;
- Market Street; and
- Park Street.

The existing site area contains basement levels of car parking and loading area. There are approximately 270 existing public car parking spaces within the basement areas. An overview of the site location is shown in Figure 2.



Figure 2: Site location.

2.2 Walking and cycling

Footpaths are provided on each side of the road throughout the area for ease of walking. Signalised crossings are provided for all surrounding streets at Pitt Street, Castlereagh Street, Park Street, and Market Street intersections.

A new bi-directional, separated cycleway along Castlereagh Street is now open, forming part of a broader program to enhance walking and cycling access throughout the Sydney CBD. The new route provides a direct link between Circular Quay and Central station while connecting to existing cycleways on:

- Castlereagh Street between Hay and Liverpool streets;
- Liverpool Street between Castlereagh Street and Darling Harbour;
- King Street between Pitt Street and Queens Square; and
- Pitt and College streets.

The 2023 cycleway map shows the new cycleway along with other existing and planned cycle routes in Figure 3.

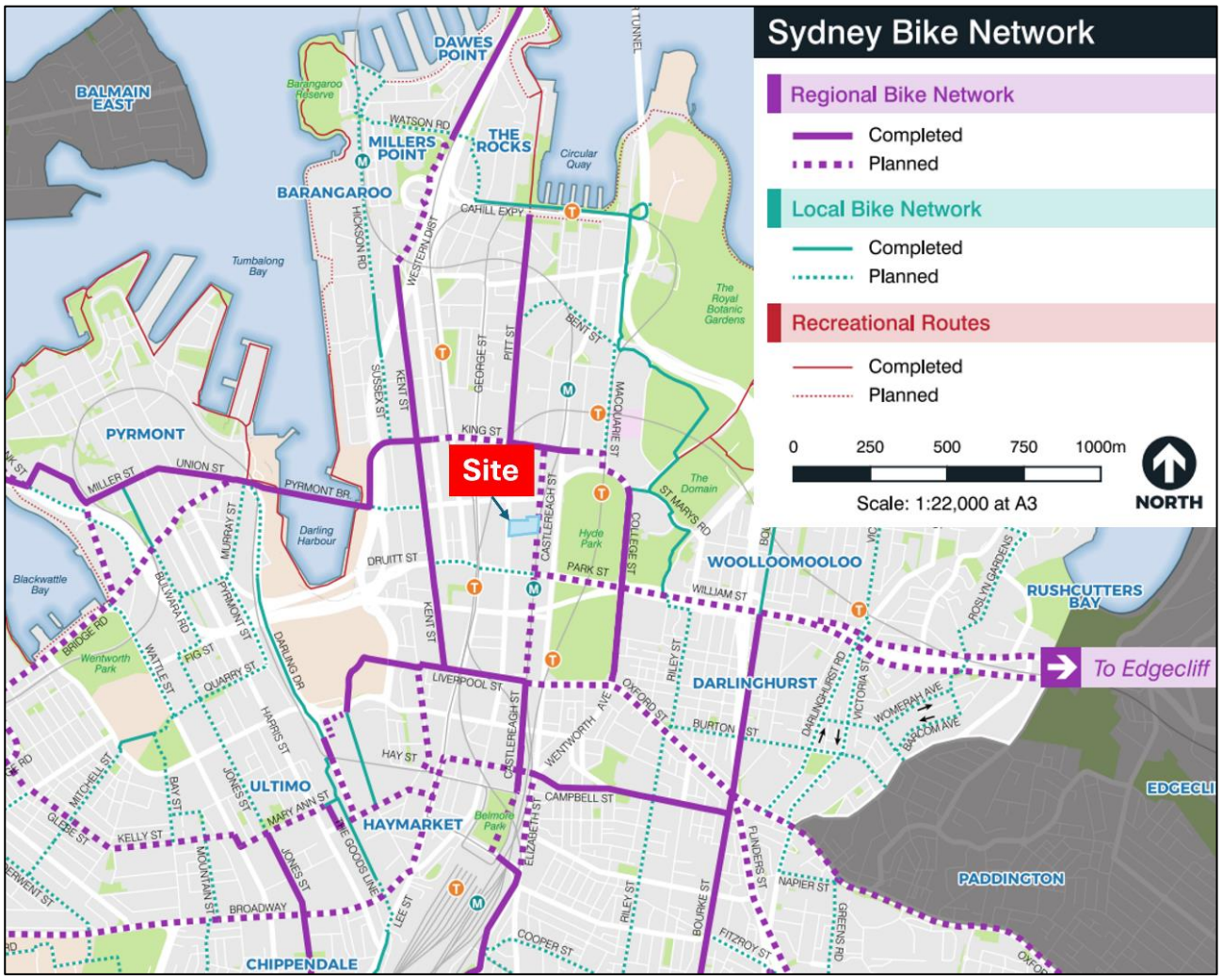


Figure 3: City of Sydney bike network map (City of Sydney 2023).

2.3 Public transport network

The site is well served by public transport, with access to multiple forms of public transport including the recently opened Gadigal Metro station, St James station, Town Hall station and a range of bus routes and stops located within a short walk to/from the site.

The public transport infrastructure within close proximity to the site is presented in Figure 4. The remainder of this section summarises each mode of public transport available to building users at the proposed development.

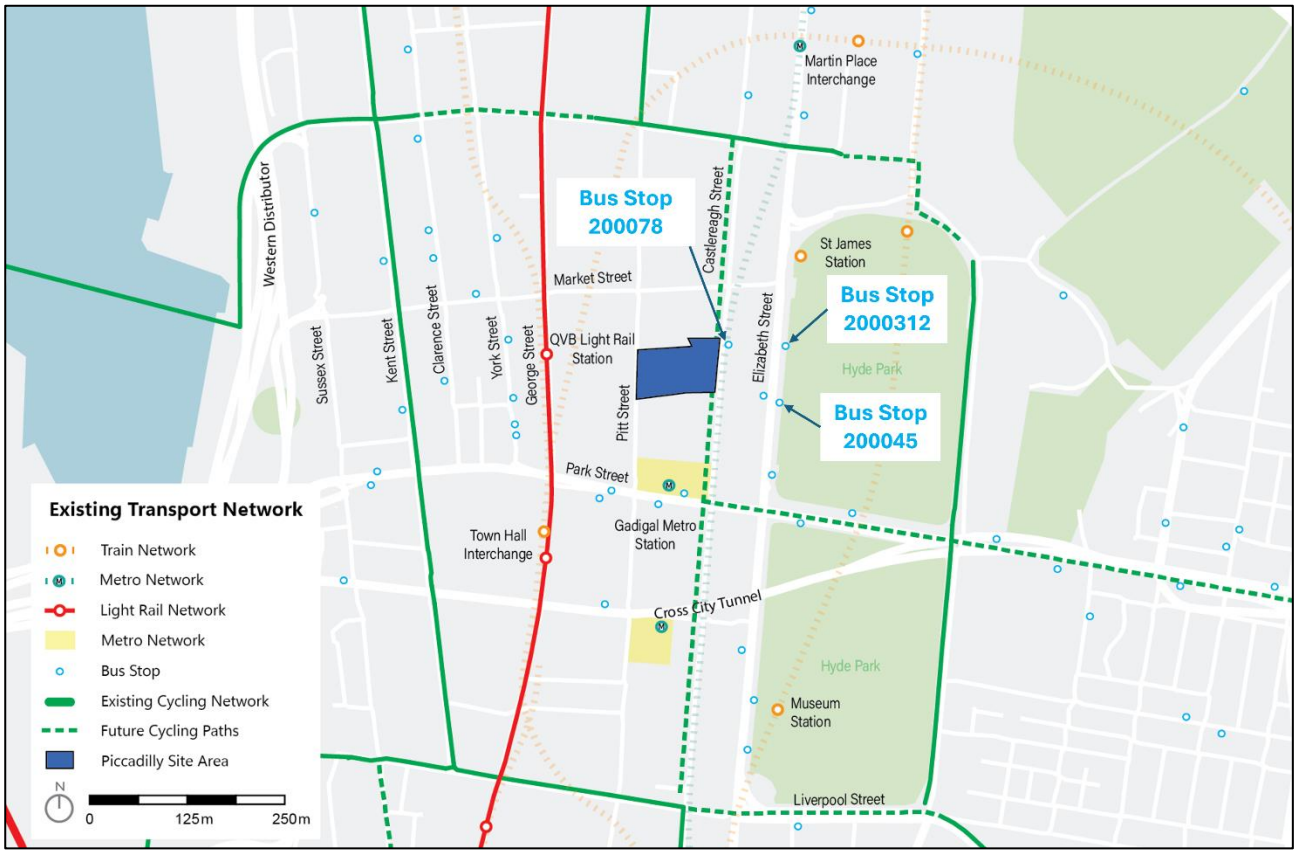


Figure 4: Public transport facilities within 400m of the Site.

2.3.1 Rail services

Gadigal Metro Station opened in August 2024 and has access points on Park Street and Bathurst Street, approximately 240m, and is less than a 5-minute walk from the site. The station is located below Pitt Street and Castlereagh Street, north of the Park Street intersection and south of the Bathurst Street intersection as shown in Figure 5. It forms part of the Sydney Metro network from Chatswood to Sydenham which features new Metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place and Waterloo, along with a new underground platform at Central and upgraded platforms at Sydenham. The Metro station has a “turn up and go” level of frequency that means services are every 4 minutes during peak times, and slightly less frequent servicers outside of the peaks.

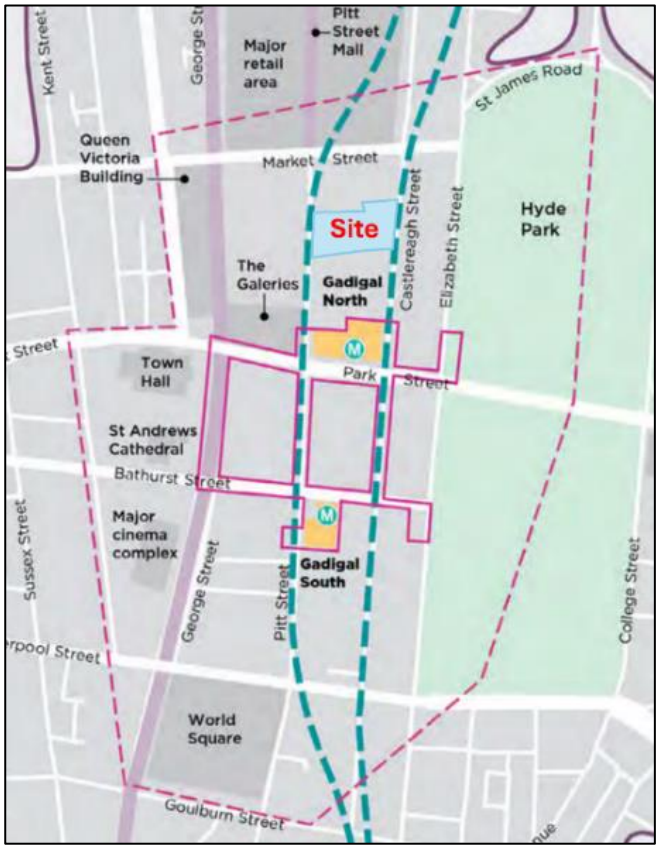


Figure 5: Gadigal Metro Station location (Sydney Metro 2024).

Town Hall Station and St James Station are located approximately 370 metres, and 170 metres walk of the site respectively, both within 5-minute walking distance. To accompany these stations, major rail lines within the Sydney Trains network can be directly accessed or transfers can be made at Central Station which is one station travel from Town Hall Station. Central Station allows travellers to access most of the rail network including CountryLink regional services.

Light Rail stops are located along George Street less than 350m, less than 5-minute walk to the west of the site, providing connections to Circular Quay and Randwick/Kingsford via Central with high frequency 6-minute services for the L2 and L3 route services during the peak periods. Interchange is also available at Central Light Rail Station for L1 route service to Dulwich Hill.

2.3.2 Bus services

The nearest Sydney Bus stops to the site are within a 240m or 3-minute walk. These stops are shown in Figure 4 and located on Castlereagh Street and Elizabeth Street. The bus stops are served by multiple services such as the 304, 333, 339X, 343, 373X, 374X, 377X, 396, 396X, 397X, 423, 423X, 426, 428, 428X, 430, 412, 431, 438X, and 470 routes. Bus services from these routes connect the Site with suburbs of the Inner South, Eastern Sydney, North Eastern Sydney, South Sydney, and Inner West.

A range of other bus routes are accessible within a 400m or 5-minute walk of the Site. These stops are located on Park Street to the south and west of the Site and Pitt Street to the south of the Site. Table 2 presents the peak hour services using these bus stops.

Table 2: Peak hour bus services within 400m walk of Site.

Route number	Bus stop location	Origin and destination of route
304	Elizabeth Street	City Circular Quay to Green Square
311	Park Street	Central Belmore Park to City Millers Point via Darlinghurst and Potts Point

Route number	Bus stop location	Origin and destination of route
324	Park Street	Watsons Bay to Walsh Bay via Old South Head Rd
325	Park Street	Watsons Bay to Walsh Bay via Vaucluse Rd
333	Elizabeth Street	North Bondi to City Circular Quay via Bondi Junction
339X	Elizabeth Street	Clovelly to City Museum
343	Elizabeth Street	Kingsford to City Circular Quay
373X	Castlereagh Street	Coogee to City, Martin Place
374X	Elizabeth Street	Coogee to City, Martin Place
377X	Castlereagh Street	Maroubra Beach to City, Martin Place
389	Park Street	Bondi Junction to Pyrmont
396	Elizabeth Street	Maroubra Beach to Circular Quay
397X	Elizabeth Street	South Maroubra to City Museum
412	Elizabeth Street	Campsie to City Martin Place via Earlwood & Dulwich Hill
423	Elizabeth Street	Kingsgrove to City Martin Place
426	Elizabeth Street	Dulwich Hill to City Martin Place
428	Elizabeth Street	Canterbury to City Martin Place
431	Elizabeth Street	Glebe Point to City Martin Place
438X	Elizabeth Street	Abbotsford to City Martin Place
441	Park Street	City Art Gallery to Birchgrove via QVB
470	Elizabeth Street	Lilyfield to City, Martin Place
500X	Park Street	West Ryde to City Hyde Park via Victoria Rd
502	Park Street	Cabarita Wharf to Drummoyne and City Town Hall
503	Park Street	City Town Hall to Drummoyne
504	Park Street	Chiswick to City Domain
505	Park Street	Woolwich to City Town Hall
506	Park Street	Macquarie University to City Domain via East Ryde
507	Park Street	Meadowbank to Gladesville via Putney & City Hyde Park

2.4 Road hierarchy

The road hierarchy in the vicinity of the site is shown in Figure 6, comprising state roads and regional roads. The remaining roads are local.

Adjacent to the site, Market Street is a one-way, three lane westbound street running from Elizabeth Street across the CBD to George Street. It then becomes a two-way street between George Street and Sussex Street, where it connects to the Western Distributor. Eastbound movement between York and George Streets is restricted to buses, taxis, service and QVB car park vehicles.

Castlereagh Street is a one-way southbound street running from Hunter Street, in the north, to Hay Street in the south. Castlereagh Street generally provides three traffic lanes, including a bus lane. George Street and Park Street are the main State classified roads in the area as shown in Figure 6.



Figure 6: Surrounding road network.

2.5 Existing travel characteristics

The current development is a mixed-use development containing retail/commercial floor space as well as childcare centre and Wesley Centre which includes a theatre and chapel.

2.5.1 Travel mode share distribution

Mode share patterns at the site were analysed using 2016 Method of Travel to Work Census data. Transport mode share for Journey to Work is estimated based on 2016 Census data for the Destination Zone (DZN) 113371093 that includes the Site. 2016 Census data has been used instead of 2021 Census data due to Covid-19 effects on the accuracy of 2021 Journey to Work data, which potentially doesn't capture some of the travel demands/trends of returning to the office.

The Destination Zone (DZN) 113371093 was used for the Site as a Place of Work for the commercial development and Sydney CBD Survey Area 2 (SA2) 117031337 was used as journey origin for the residential development. The result of the analysis is presented in Table 3.

Table 3: 2016 Journey to Work mode split (ABS 2024).

Mode	Inbound (distribution of people working in the DZN)
Train	49.3%
Bus	23.4%
Ferry	1.4%
Light rail	0.3%
Metro	5.8%
Car and taxi	12.6%
Cycle	1.0%
Walked only	6.1%

The data revealed that inbound trips by workers relied more on public transport (80%). Walking and cycling also featured highly (7%).

2.6 Existing site car park and access

The current car park operates as a public "car park use" and is not limited to building users only. It functions primarily as a casual public car park with some dedicated spaces allocated to the building uses. The flexible supply of on-site parking supports the out of hours and weekend usage by Wesley Mission, while providing parking that caters for both building tenants and visitors to the site.

Currently the Uniting Church operate with 35 permanently leased spaces, and a further 225 are dedicated for use by Wesley Mission patrons on a casual basis on dedicated days.

There are currently two (2) separate entry and exit accesses located on Castlereagh Street. Entry movements to the site are permitted from a parallel one-way ramp from Castlereagh Street, directing pedestrians via a set-back footpath around the structure. Exit movements from the site are permitted from a conventional perpendicular driveway at the south-eastern corner of the site to Castlereagh Street.

The access to the exiting car parking is internally provided with parallel ramps located at the south of the Stockland tower core as shown in Figure 7 (Castlereagh Street level) and in Figure 8 (Pitt Street level).



Figure 7: Existing parallel access ramps - Castlereagh Street level.



Figure 8: Existing parallel access ramps - Pitt Street level.

2.6.1 Existing site traffic flows

To gain an understanding of the traffic activity throughout the day on all days, boom gate counts/ticket data information from the 2020 study was used. Data from 1 July 2019 to 29 June 2020 at the access driveways was used as representative data, for current conditions, to understand existing traffic demand using the car park. The traffic flows show that the maximum occupancy occurred on 18 September 2019 and 17 December 2019 with the maximum carpark occupancy of 94% and 92% respectively.

Around 1,000 daily trips (entry and exit movements) were recorded for the highest turnover for the car park with the average parking duration of 5 hours 40 seconds. The average over the period (including Covid conditions) showed that each parking space turned over more than the parking capacity resulting in high turn-over of parking. The maximum two-way combined traffic flows (1 Dec 2019) for the morning peak hours were approximately 55 vehicles and for the evening peak hour were approximately 125 vehicles.

The minimum, average and maximum carpark occupancy percentage for the days between 2 July 2019 and 29 June 2020 is shown in Figure 9.

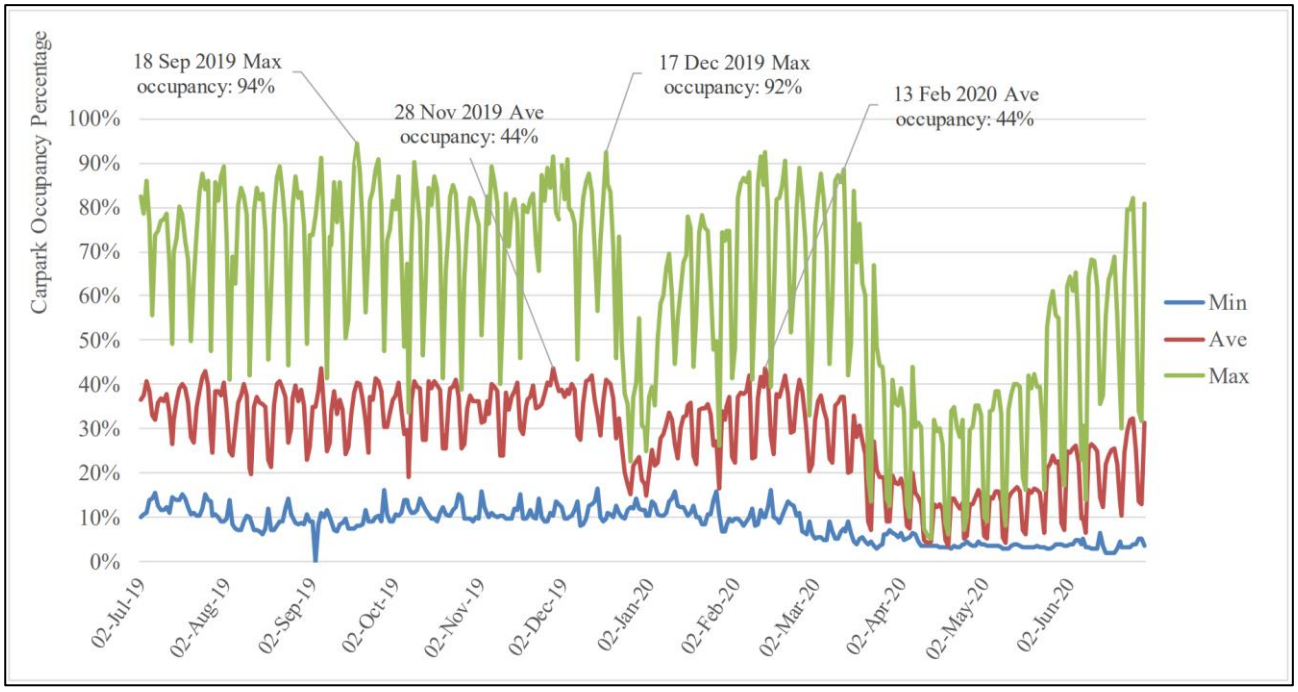


Figure 9: Carpark occupancy.

3. Proposed development

3.1 Description of proposed works

The proposal is planned to consist of the redevelopment of the site for a mixed-use commercial and residential developments, together with basement car parking and associated facilities. It also involves in delivering improved public domain outcomes. Such outcomes will include a direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

For the purposes of this assessment and based on the Concept Reference Design the indicative development comprises:

- 85,760m^2 GFA commercial;
- 13,615m^2 GFA residential;
- 4,719m^2 GFA retail;
- Consolidated vehicle access from Castlereagh Street (via the existing exit driveway which will be upgraded);
- Through-site pedestrian link between Pitt Street and Castlereagh Street;
- Loading docks on Ground Floor, Level S and Level P1; and
- Basement car parking (185 spaces including accessible bays and loading bays).

The proposed development will increase commercial, residential and retail floor space. The site's location close to high-quality public transport services means it's well located to travel to and from the site by sustainable modes of travel rather than private car. The proposed development is consistent with following objectives:

- Supporting active, sustainable transport options;
- Improving the safety of people walking and cycling;
- Improving accessibility to employment and services by walking, cycling, and public transport;
- Improving the choice of transport and reducing dependence solely on cars for travel purposes;
- Moderating growth in the demand for travel and the distances travelled, especially by car; and
- Supporting the efficient and viable operation of public transport services.

3.2 Proposed site access

It is proposed to relocate the existing vehicular entry access to a location next to the current exit-only vehicular access to Castlereagh Street as illustrated in Figure 10, converting the access and making it as a combined entry and exit vehicle access driveway for the proposed development. The operation of the access will allow a mixture of 2-way access to the car parking and loading bays, with 1-way access at the entrance/exit point. To reduce the likelihood of queuing on Castlereagh Street, and to prioritise footpath space for walking and cycling, a waiting bay is provided for outbound traffic.

The existing basement 5-level shoring walls are proposed to be retained and integrated into the new construction. The access to the car parking will be greatly enhanced by removing major obstacles and intrusions for pedestrians with the removal of the existing parallel access ramp. It should be noted that a portion of the Castlereagh frontage (within the site) is currently dedicated as a public road and the existing building overhangs the ramp. This land is held in stratum (DP 804650).

The proposed redevelopment reverts the footpath to be tie in with the footway to the north and south of the site. The amendment (via LEP and DCP) would necessitate the extinguishment of this stratum lot with the intention to re-consolidate the area to the parent lot.

Traffic generation and swept path assessments have been undertaken to assess the current proposal with minimal impacts to road network and spill back onto the footpath or street. Swept path analysis has been provided in Appendix A.

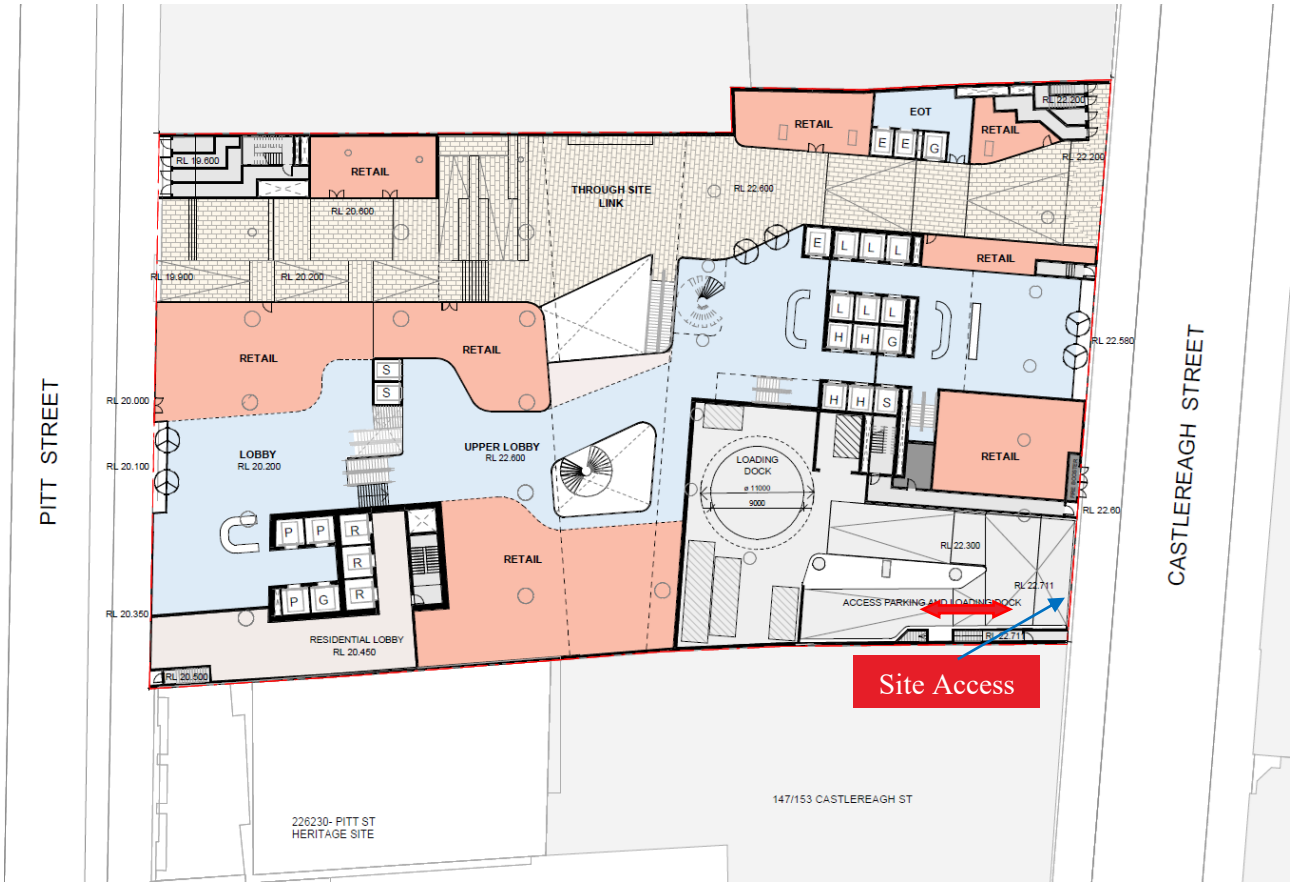


Figure 10: Proposed Site vehicle access.

3.3 Car parking and loading/servicing

Four levels of car parking are proposed within the site. All vehicular access to the site is proposed via a consolidated two-way driveway on Castlereagh Street. The ramp will connect loading and servicing on Basement Levels S and P1 as shown in Figure 11 and Figure 12. Beyond this area, car parking will be provided from Basement Levels P2 to P5 as shown in Figure 13 to Figure 16.

It is a City of Sydney requirement that servicing of residential waste is performed by a council waste truck. Waste consolidation is positioned on the ground floor bin storage area that will be accessible to Council waste Heavy Rigid Vehicle (HRV) sized trucks. A turntable is installed in this area to allow this HRV to exit from the dock. The HRV is able to undertake loading on the turntable, but waste storage is kept clear of the turntable.



Figure 11. Parking layout - Level S.



Figure 12: Parking layout - Level P1.

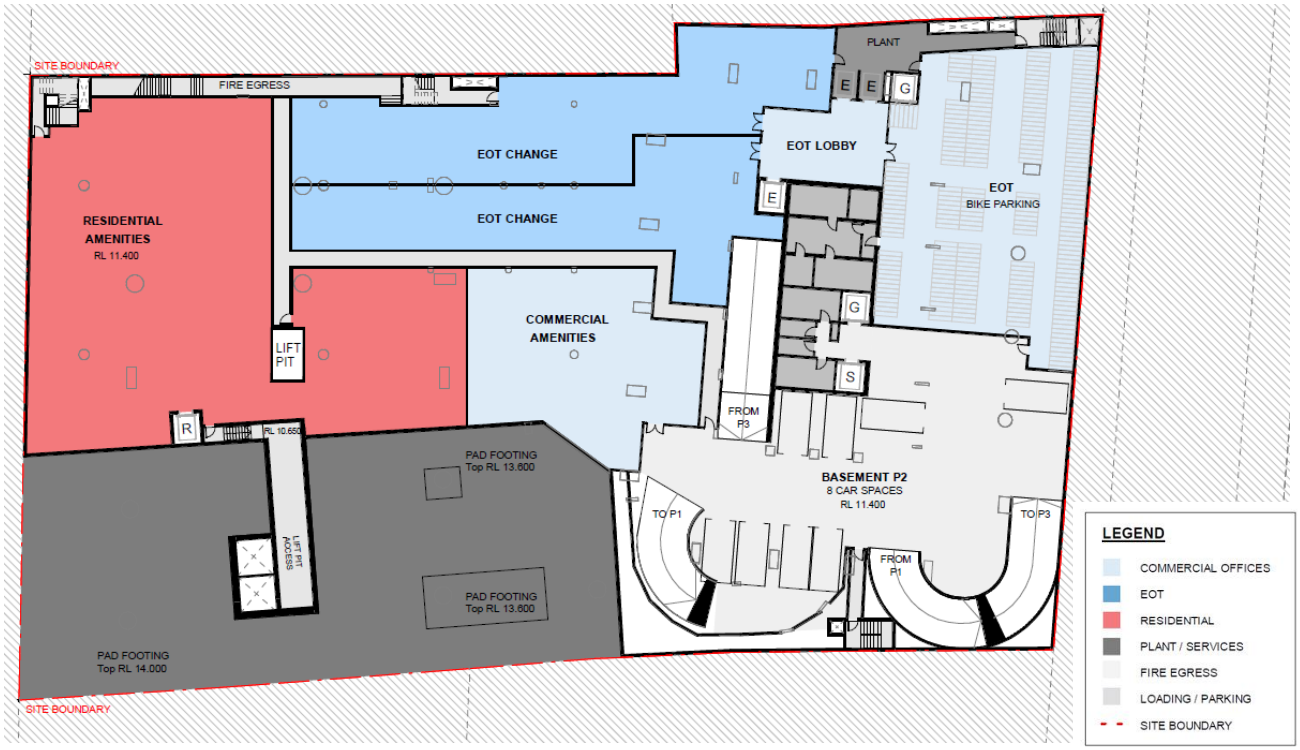


Figure 13: Parking layout - Level P2.



Figure 14: Parking layout - Level P3.



Figure 15: Parking layout - Level P4.



Figure 16: Parking layout - Level P5.

4. Parking requirements

4.1 Parking and loading assessment

4.1.1 Car parking spaces

The proposed development provides 185 passenger vehicle parking spaces across the basement and ground floor levels and results in a 31% reduction compared to the current provision of 270 car parking spaces on the site.

Further, the existing car park will cease to be available for casual public use and will be limited to use by tenants of the building or surrounding nearby developments through a lease/managed arrangement. This will reduce the traffic generation caused by the existing public carpark and therefore using the site.

The proposed allocation of parking by use is presented in Table 4.

Table 4: Parking allocation

Land use	Parking allocation
Residential	75
Retail / commercial	110
Total	185

4.1.2 Accessible parking space

Section 3.11.9 from the DCP and Part 4 of Section 7.8.5 from Schedule 7 of the Sydney DCP 2012, requires 1 space for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking.

According to Table D3.5 of the *NCC 2015 Building Code of Australia:*

- 1 space for every 100 carparking spaces or part thereof is required when the building falls in Class 5 category (commercial/office premises) or Class 7a (carpark); and
- 1 space for every 50 carparking spaces or part thereof is required when the building is in Class 6 (retail/shops) or Class 9b (assembly building).

The development requires at least 10 accessible parking spaces and will provide 12 accessible spaces across the basement levels.

4.1.3 Bicycle parking

Section 3.11.3 from the DCP requires bicycle parking for the respective uses of the development to be provided in accordance with the rates shown in Table 5.

Table 5: DCP bicycle parking rates and provision.

Type	Number/ GFA	Class	Minimum bicycle parking rate	Minimum spaces calculated*
Retail (Shop, Restaurant or café)	4,719 sqm GFA	Employees (Class B)	1 space per 250 m^2 GFA	19
		Customer (Class C)	1 space for every 100m^2 over 100 m^2 GFA + 2 spaces	49
Commercial (Office)	85,760 sqm GFA	Employees (Class B)	1 space per 150 m^2 GFA	572
		Customer (Class C)	1 space per 400 m^2 GFA	214
Residential	13,615 sqm GFA	Residents (Class A)	1 per dwelling	96
		Visitors (Class A)	1 per 10 dwellings	10
Total			687 employee / resident bicycle spaces 273 customer / visitor bicycle spaces	

*The minimum number of bike parking spaces is to be rounded up to the nearest whole number if it is not a whole number.

The quantum of secure bicycle spaces for employees will be provided in the basement levels of the development. Employee /staff facilities are to be provided in a secure caged area (Class B facility). Visitor / customer spaces are to be provided in an easily accessible area for the public as bicycle racks (Class C).

In addition, shower, change-room and locker facilities for bike parking will also need to be provided based on the DCP. The final bicycle parking requirements are to be confirmed and further addressed at future detailed DA stage.

4.1.4 Carshare parking spaces

Section 3.11.2 of Council's DCP 2012 contains the following relevant controls with regard to required car share provisions:

Office premises and retail premises on Category D Public Transport Accessibility Level (PTAL) land requires minimum 1 car share space per 30 car spaces provided. The final number of car share parking spaces depends on the number of carparking spaces ultimately allocated to office or retail premises. This will be further assessed at the Development Application stage.

Parking spaces allocated for car-share vehicles require to be publicly accessible by people who do not occupy the building throughout the entirety of the day. The spaces must be retained as the common property of the Owners Corporation and not sold or leased at any time. The spaces must be made available to car share operators without a fee or charge. The spaces must be well lit and signposted for use only by car share vehicles. The car share spaces are to be available at the same time that the building is occupied.

4.1.5 Motorcycle parking spaces

Section 7.8.4 from the Schedule 7 of the DCP requires a minimum of 1 motorcycle parking space per 12 car spaces provided which amounts to a total of 16 motorcycle parking spaces. The proposed development will provide motorcycle 18 spaces across basement levels.

4.1.6 Loading and unloading facilities

For loading facilities, Section 7.8.1 of the DCP Schedule 7 lists service and loading bay rates. This is also mentioned TfNSW Guide to Traffic Generating Development (Section 5.2.3). These rates are based on historic data and unmanaged loading docks.

The Sydney DCP 2012 approach to loading and servicing requirements is based on historic data and an uncontrolled loading dock. It requires a minimum of 31 loading and servicing bays for the development, presented in Table 6. The level of loading activity is dependent on a number of factors and not simply the GFA of the building.

Table 6: Sydney DCP 2012 loading and servicing bay requirements.

Land use	Rate	Yield (m^2 GFA or dwellings)	Minimum provision
Retail	• 1 space per 350m^2 GFA up to 2,000m^2, then • 1 space per 800m^2 GFA thereafter	~4,719	9
Commercial (office)	• 1 space per 3,300m^2 GFA for the first 50,000m^2, plus • 1 space per 6,600m^2 for additional floor area over 50,000m^2 and under 100,000m^2, plus • 1 space per 13,200m^2 for additional floor area over 100,000m^2	~85,760	21
Residential	• 1 space for the first 50 dwellings or serviced apartments; plus • 0.5 spaces for every 50 dwellings/serviced apartments or part thereafter.	~96 dwellings	1
Total			**31**

The Urban Freight Forecasting Model (UFFM) provides a forecasting tool when assessing the loading and servicing requirements for planned commercial, retail, and residential development. It models a non-managed dock operation whereas in practice the dock will be managed by a booking system allowing peak hour servicing demands to be managed.

UFFM indicates loading and servicing activity peaks in the middle of the day with the peak hour being 10-11am and an estimated 30 vehicle trips. This method recommends 19 bays to achieve 95% efficacy. Height restrictions allow only SRV vehicles to enter basement levels, therefore MRV bay requirements were assumed to be equivalent to 1.5 SRVs. The residential, commercial and retail components will share and be serviced by the same loading dock. A Delivery and Servicing Plan may be required given the complexity of the loading dock. Loading and servicing bay requirements using the UFFM forecasting tool is presented in Table 7.

Table 7: UFFM loading and servicing bay requirements.

Bay type	Sydney DCP	UFFM
B99s/Vans	-	11
SRVs	-	6
MRVs+*	-	2
Total	**29**	**19**

*MRV demand is met by SRV equivalent where 1.5 SRV equals an MRV.

For the purposes of this reference scheme, the design of the Ground Floor loading dock, Level S and Level P1 loading bays have included 11 van bays, 6 SRV bays and an area with a turntable for a 10.5m City of Sydney waste vehicle at the Ground Floor loading dock. The Ground Floor loading dock is designed to be multi-use and can accommodate a MRV when it is not being occupied by the waste vehicle. The future Development Application will be designed to meet the required loading and servicing bays as suggested by TfNSW's UFFM calculation. The UFFM loading requirements are derived from the GFAs for each land use.

The maximum height of a vehicle accessing the loading dock on Level P1 is proposed to be 4.5m to accommodate various delivery services. The largest vehicle expected to enter the basement levels is proposed to be a 6.4m long SRV. Swept paths are shown in Appendix A.

All loading dock layouts are indicative and will be developed further at the next planning stage. A Loading Dock Management Plan should be prepared for the site to explain how the proposed loading docks will manage the delivery of goods, waste collection given the constraints of the proposed scheme.

4.2 Loading dock management plan

A Loading Dock Management Plan will need to be prepared in consultation with the Council and Sydney Coordination Office prior to occupation of the building when tenancies are known to ensure adequate management of deliveries and waste collection. It is expected that the loading dock will be managed by a booking system. This plan will specifically include the following:

- access arrangements, including vehicle holding;
- driveway operations and safety;
- car parking and loading arrangements;
- delivery schedules and booking system;
- a traffic management strategy; and
- expected delivery vehicle activity.

The plan is to outline how the loading dock will be managed and used by development tenants to ensure all vehicles:

- can be received on-site;
- all loading and unloading including waste management will take place on-site;
- ensure vehicles are not waiting to enter the site in surrounding public streets; and
- manage the arrival and departure of the City of Sydney waste vehicle and MRV to avoid conflict at the Ground Floor loading dock.

The management plan is prepared for distribution, once approved, to all relevant tenants and external users of the loading area.

5. Transport assessment

5.1 Traffic generation

Estimates of traffic generation of the proposed development are based on surveys of surrounding sites and the relevant TfNSW Guidelines.

The proposed GFA (approx. 104,867m^2) is almost double in scale of the existing mixed-use development on the site (approx. 58,000m^2 GFA) but with a smaller retail component (approx. 8,000 sqm retail existing compared to approx. 4,719 sqm retail proposed). Vehicle trip generation for the various components of the development are described in the following sections.

5.1.1 Commercial offices

Office traffic generation rates are directly proportional to the number of off-street parking spaces provided within the site. For the purpose of this report, it is assumed that all 110 car spaces will be occupied, with a conservative 50% of the car trips made during the road network peak hour.

With the maximum of 110 spaces allocated to the commercial and office component of the site, this equates to a traffic generation of 55 vehicles per peak hour with 80% in and 20% out during the morning AM Peak Hour and the reverse in the afternoon. This equates to 44 vehicles generated during the AM Peak Hour.

5.1.2 Residential

Like the approach taken to the commercial office uses, the residential traffic generation rates are directly proportional to the number of off-street parking spaces provided within the site. For the purposes of this report, it is assumed that all 75 residential car spaces will be occupied, with a conservative 50% of the car trips made during the road network peak hour.

With the maximum of 75 spaces allocated to the residential component of the site, this equates to a traffic generation of 30 vehicles per peak hour with 80% out and 20% in during the morning peak and the reverse in the afternoon peak. This equates to 30 vehicles generated during the AM Peak Hour.

5.1.3 Retail

Speciality retail at the site would predominantly be smaller shops serving the local precinct. A majority of the trips made would be by customers walking in, as such, any traffic generation related to retail component of the site would be expected to be nominal. Due to there being no car parking provided for retail use, there is no vehicle traffic generation assumed for all retail uses accessing the site.

5.1.4 Trip generation associated with the Wesley Mission and Childcare Centre

The proposed development seeks to retain the existing capacity and activities for the Wesley Mission facilities. Therefore, traffic generation for this use is expected to remain the same.

5.1.5 Loading and servicing vehicle activities

Applying the UFFM freight forecasting model to estimate loading and servicing vehicle trip generation, it is determined that the commercial, residential, and retail development will generate up to 31 vehicles consisting of SRVs, vans, and utes, throughout the AM Peak Hour. This is shown in Figure 17 and Table 8.

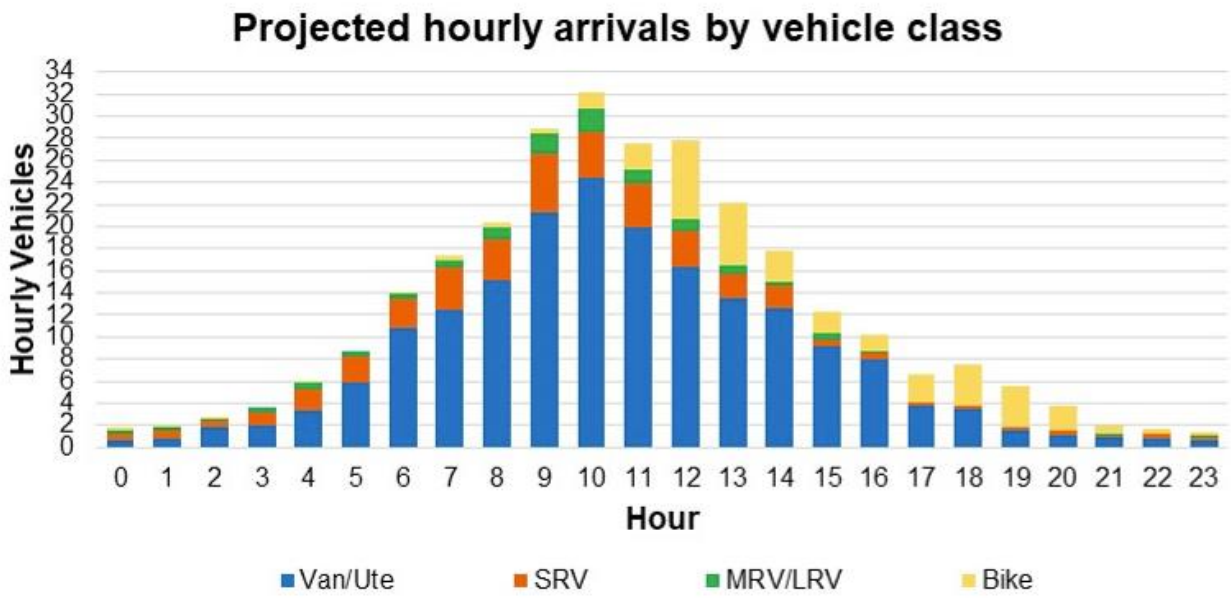


Figure 17: UFFM loading and servicing traffic profile (typical weekday).

Table 8: UFFM vehicle trip generation summary.

Land use	Vehicle trips (SRVs, cars, vans, utes)	
	Peak hour (10am – 11am)	Daily
Retail	7	53
Commercial	22	172
Residential	2	20
Total	**31**	**245**

5.1.6 Expected traffic generation

Using the future development permissible under the building envelope sought within planning proposal the following traffic generation is estimated to result as shown in Table 9.

Table 9: Weekday trip generation summary.

Development type	Vehicle trips	AM Peak Hour		PM Peak Hour	
		Rate	Arrival Vehicle Trips	Rate	Departing Vehicle Trips
Commercial offices	55	80% arrive during peak hour	44	80% leave during peak hour	44
Residential	38	80% arrive during peak hour)	30	80% leave during peak hour	30
Loading/ servicing vehicle activities	30 truck movements	30 arrive during peak hour	31	4 arrive during peak hour	4
Total vehicle trips			105		78
Existing trip generation			55		125
Net vehicle trips generated			**+50**		**-47**

5.2 Road network assessment

The development will have a reduction of 47 vehicle trips during the PM peak period and is anticipated to generate an additional 50 vehicle trips per hour over existing conditions during AM peak period. The volumes during the AM peak period would equate to an additional vehicle trip being generated approximately every minute and is considered to result in minimal impacts on the surrounding road network. In summary, the traffic impacts for the development are considered negligible.

It should also be noted that the trip rates adopted in this analysis do not consider the access to high-quality public transport available within close proximity to the site, which is likely to offset traffic generation for employees and visitors of the site. In summary, the traffic impacts for the development are considered minimal.

5.3 Pedestrian assessment

The approach that was developed for the allocation of development demand (pedestrian demand) is as follows. Reference should be made to *133 Castlereagh Street - Footpath Analysis* provided by Arup separately. The results show:

- A total of six footpaths have been assessed based on the WSG assessment. Each of the existing footpaths (i.e. without the development) has an LoS of E or F meaning that an intervention would be needed to be provided to increase the footpath widths.
- When assessing the additional pedestrian volumes associated with development, the increase of between 0.5 PPMM to 5.5 PPMM are estimated. These increases are considered to be negligible in terms of their impact on the existing footpaths included within the study area.
- The proposed design removes the parallel driveway on Castlereagh Street and replaces vehicle entry and exit with a signalised perpendicular driveway with a waiting bay. 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 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.

5.4 Through site link

A pedestrian through-site link (connecting Castlereagh Street to Pitt Street) is proposed along the northern part of the site, shown in Figure 18. This is planned to improve the pedestrian level of services as it will contribute to a better distribution of pedestrian using the surrounding footpaths.

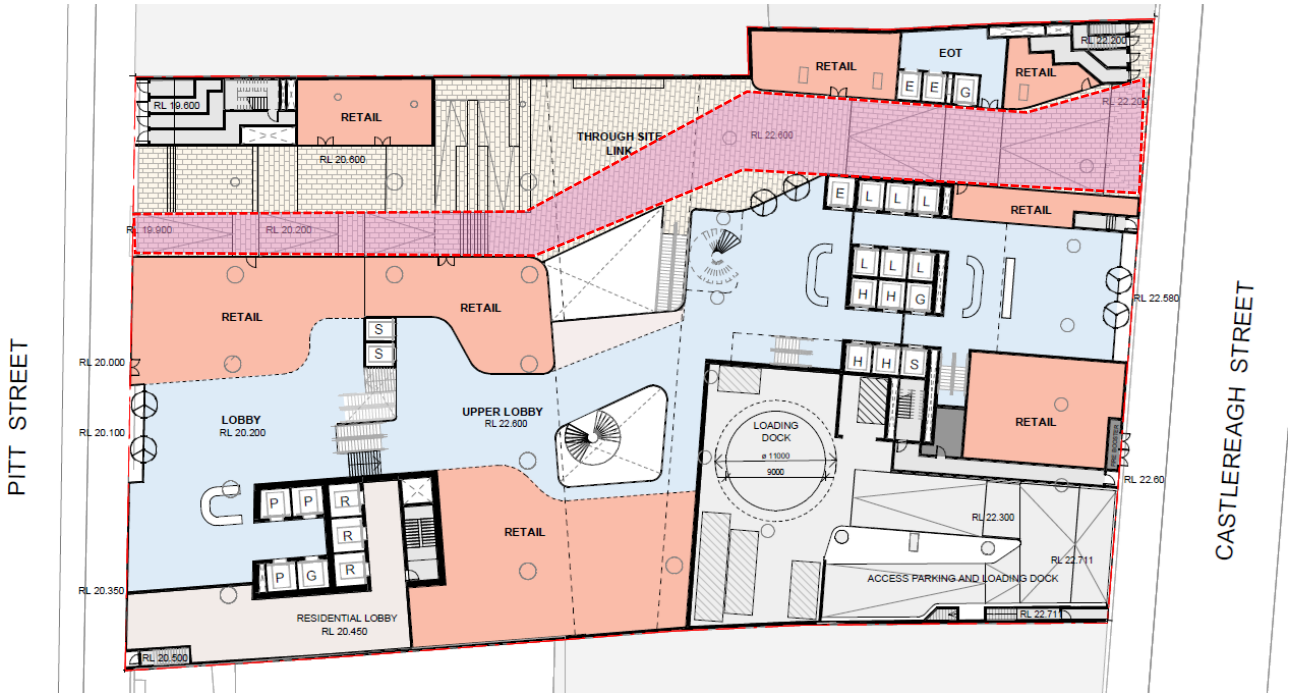


Figure 18: Ground floor, proposed through site link

6. Outline Green Travel Plan

A Green Travel Plan (GTP) is a tool to minimise the negative impact of private vehicle travel on the environment. The Plan is a package of measures put in place to encourage more sustainable travel and should be prepared for construction. A GTP describes ways in which the use of sustainable transport may be encouraged. Using public transport, cycling, walking, working from home, carpooling, making business vehicles more fuel efficient and the use alternative fuels are all more sustainable means of transport than single occupant driving.

More generally, the principles of a GTP are applied to all people travelling to and from a site. Government authorities around the nation are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than cars.

The main objectives of a Green Travel Plan are to reduce the need to travel and promotion of sustainable means of transport.

The more specific objectives include:

- To reduce the level of single occupancy car borne trips associated with commuting.
- To facilitate the sustainable and safe travel of visitors to the site.
- To reduce site traffic congestion and associated pollution in order to enhance, improve and make safe journeys of minority/sustainable transport mode users.
- To work in partnership with neighbouring organisations/developments, local authorities, retailers and other relevant bodies in achieving the maximum mode shift away from the private car.
- To continually develop, implement, monitor, evaluate and review the progress of the travel plan strategy.
- To facilitate all users' access to key facilities such as retail, leisure, and education.

Sustainable Sydney 2030 also includes an action to promote sustainable travel behaviour by developing Green Travel Plans (GTP) that will be implemented in new developments. A Travel Plan aims to manage transport demand through a series of measures that promote and facilitate more sustainable modes of travel with a view to reducing private motor vehicle use.

To encourage people to make greater use of public transport, cycling, walking and car sharing for commuting as well as to encourage people to leave their cars behind and use public transport services are major objectives of Green Travel Plan.

It is estimated that for the proposed development, there will be a decrease in the car driver mode percentages and an increase in other modes (Train, Bus, Walk and Cycling) percentages when comparing them with the existing Travel to Work percentages outlined in Section 2.5.1.

The site supports a low car mode share by providing 190 car parking spaces on site. The site also encourages alternative modes such as bicycles, public transport, car share, taxis, etc. Appropriate levels of bicycle parking are provided within the basement levels for visitors and staff.

Typically, visitors and staff to Sydney CBD utilise public transport.

A Transport Access Guide (TAG) will be distributed to staff, customers and visitors to the site with information regarding:

- Nearby train stations and bus stops;
- Key walking routes;
- Carshare spaces on-site, and

- Bicycle storage area and End of Trip Facilities.

It is recommended that Green Travel Plans are prepared prior to occupation of the building once tenants are known.

7. Conclusions

This assessment has described the potential traffic and transport impacts of the proposed development at Stockland Piccadilly Complex in Sydney's CBD. Key findings of the review are as follows:

- The site is located in the City of Sydney Council local government area (LGA) and subject to maximum parking rates.
- The development is located within a prime central location close to high-quality public transport nodes as Gadigal Metro, Town Hall and St James stations.
- Employee bicycle parking will be provided in accordance with the requirements of DCP 2012 and visitor parking can be considered as a public cycle facility.
- The car parking provision of 185 spaces. This will result in an overall reduction in comparison to the existing parking by approximately 31%.
- The development will have a reduction of 47 vehicle trips during the PM peak period and would generate an additional 50 vehicle trips per hour over existing conditions during AM peak period. The volumes during the AM peak period would equate to an additional vehicle trip being generated every three minutes and is considered to result in minimal impacts on the surrounding road network. In summary, the traffic impacts for the development are considered negligible.
- Access will be via an upgraded driveway access providing two-way traffic flow and includes the removal the parallel vehicle ramp along Castlereagh Street, improving the public domain.
- The proposed access arrangements are appropriate to cater for the estimated level of traffic generation.
- When assessing the additional pedestrian volumes associated with development, the increase of between 0.5 PPMM to 5.5 PPMM are estimated. These increases are considered to be negligible in terms of their impact on the existing footpaths included within the study area.
- 18 loading bays including one loading dock supporting a City of Sydney waste vehicle at ground level are proposed for the development which is proposed to be managed and cater for the peak service vehicle generation of the site.

In summary, the proposed development is considered to have a minimal impact on the local transport network.

Appendix A

Swept Paths

A3

ENTRY

RETAIL

RETAIL

RL 22.600

RL 22.580

RL 22.60

RL 22.300

RL 22.711

RL 22.711

LOADING DOCK

ACCESS PARKING AND LOADING DOCK

FIRE BOOSTER

CASTLEREAGH STREET

CoS Waste Vehicle (10.6m)

SRV - Small Rigid Vehicle

SRV - Small Rigid Vehicle

CoS Waste Vehicle (10.6m)

5,400

2,400

9000

1000

3,500

3,500

3,500

8,800

8,800

6,400

300

300

6,000

400

2,400

4,000

2,500

CYCLE LANE

THROUGH LANE

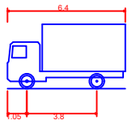
PARKING LANE

934

Legend

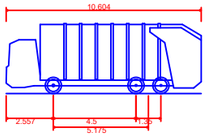
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- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)



SRV - Small Rigid Vehicle

Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m



CoS Waste Vehicle (10.6m)

Overall Length	10.604m
Overall Width	2.500m
Overall Body Height	3.800m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.500m

Issue	Date	By	Chkd	Appd
A	12/01/26	WZ	WZ	WZ
For information				

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Client
STOCKLAND

Job Title
PICCADILLY COMPLEX

MIXED USE SCHEME

Drawing Title
SWEPT PATH ASSESSMENT

GROUND FLOOR

Scale at A3 1:200

Discipline TRAFFIC

Drawing Status **DRAFT**

Job No	Drawing No	Issue
295375-00	**SKT001**	**A**

Do not scale

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A3

EXIT

H H G

H H S

RETAIL

FIRE BOOSTER

RL 22.580

RL 22.60

RL 22.300

RL 22.711

RL 22.711

LOADING DOCK

CoS Waste Vehicle (10.6m)

9000

5,400

2,400

5,500

300

3,500

3,500

3,500

8,800

8,800

6,400

300

6,000

CYCLE LANE

PARKING LANE

CASTLEREAGH STREET

ACCESS PARKING AND LOADING DOCK

SRV - Small Rigid Vehicle

SRV - Small Rigid Vehicle

CoS Waste Vehicle (10.6m)

SRV - Small Rigid Vehicle

2,400

4,000

2,500

935

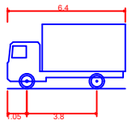
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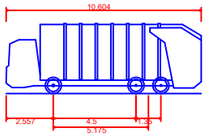
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Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m



CoS Waste Vehicle (10.6m)

Overall Length	10.604m
Overall Width	2.500m
Overall Body Height	3.800m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.500m

Issue	Date	By	Chkd	Appd
A	12/01/26	WZ	WZ	WZ
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STOCKLAND

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GROUND FLOOR

Scale at A3 1:200

Discipline TRAFFIC

Drawing Status
DRAFT

Job No	Drawing No	Issue
295375-00	**SKT002**	**A**

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Attachment A20

Acoustic Impact Assessment – Commercial Scheme

ARUP

Stockland

Piccadilly Complex

Commercial Scheme Planning Proposal - Acoustic Review

Reference: 295375-AC05_v2

29 July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

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Document Verification

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		Description	Preliminary draft for review		
			Prepared by	**Checked by**	**Approved by**
		Name	Glenn Wheatley		Glenn Wheatley
		Signature			
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		Description	Updated plans		
			Prepared by	**Checked by**	**Approved by**
		Name	Glenn Wheatley		Glenn Wheatley
		Signature			
		Filename			
		Description			
			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			

Issue Document Verification with Document ☑

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1. Introduction

This acoustic report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419, as shown in Figure 1.

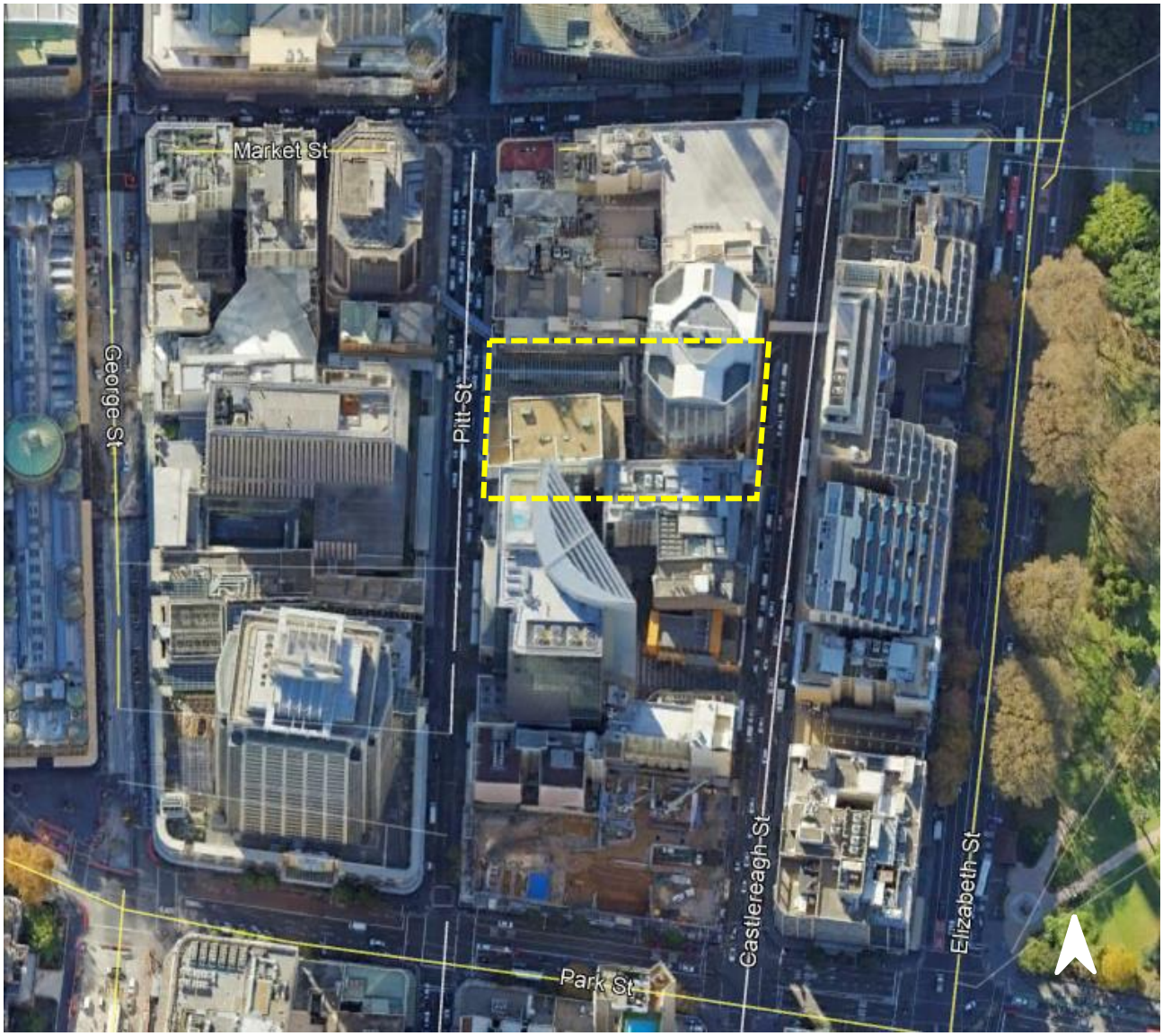


Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and offices office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept reference design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, SK-11-100, 14/07/2025 Issue 5)

The Concept Reference Design includes the following elements:

- Basement car parking and mechanical plant;
- Loading dock
- Wesley Mission facilities including the Chapel, Theatre and Lyceum, and supporting offices;
- Retail
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Commercial offices
- Plant

1.3 Purpose of report

The purpose of this acoustic report is to provide a review of relevant aspects of the proposed planning amendments and Concept Reference Design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

Relevant to the acoustic report are the following aspects:

- Potential noise and vibration impact upon the site, from existing and future sources in proximity to the site.
- Noise and vibration emission from the use and construction of the development.

Accordingly, this report:

- Discusses the current and potential future acoustic environment and surrounding land use context
- Identifies the relevant acoustic policies and standards that are likely to govern the future development, to be confirmed at a later detailed DA stage
- Identifies the acoustic factors that may influence the future assessment and design of the site
- Identify the acoustic assessment approach for the subsequent DA stage

2. Acoustic review

The acoustic review is structured as follows:

- Discussion regarding potential impacts upon the development
- Discussion regarding potential impact from the development, onto both existing surrounding development and future uses within the site, and
- A summary of the acoustic factors against relevant guidelines and the approach to the future DA

2.1 Impact upon the development

2.1.1 Primary environmental factors

The primary environmental acoustic factors with the potential to influence the development are:

- Road traffic noise from Pitt Street, Castlereagh Street, and to a lesser extent, Market Street and Park Street;
- Ground borne noise and vibration from operation of the Sydney Metro City & Southwest; and
- Building services and entertainment noise from future mixed-use development located 65-77 Market Street and 194-204 Pitt Street (i.e. City Tattersalls Club).

2.1.2 Key noise sensitive spaces

The most noise sensitive components proposed as part of the Concept Reference Design are:

- Above ground: Commercial tenancies.
- Below ground: Existing Wesley facilities.

2.1.3 Existing acoustic environment

Long-term noise monitoring was carried out from Monday, 29 June 2020 to Sunday, 5 July 2020 on level 3 of the existing Piccadilly Complex as shown in Figure 3. This monitoring was undertaken at the time of the previous planning proposal. Updated monitoring was not considered warranted and would have otherwise been impacted by construction activities at neighbouring sites.

In addition, long-term noise monitoring results have also been obtained from two separate noise and vibration impact assessment reports prepared by WSP:

- City Tattersalls Club, Stage 1 DA – Noise and Vibration Impact Assessment, Rev 6, 13 June 2019, WSP; and

- 77 Market Street, Sydney, Noise and Vibration Impact Assessment, Rev 4, 1 March 2019, WSP.

The main purpose for monitoring at this location is to inform the preliminary assessment of the pedestrian through-site link (TSL) (Section 2.1.1).



Figure 3: Arup noise monitoring location (Piccadilly Complex, level 3)

Table 2 presents the overall single Rating Background Levels (RBL) and representative ambient L_{eq} noise levels for each assessment period, determined in accordance with the NSW EPA *Noise Policy for Industry* (NPfI) [1]. Observations on site and further analysis of the measurement data indicate that noise levels at the Arup monitoring location are influenced by existing plant associated with the Piccadilly Complex and therefore future noise levels may be lower than measured post development, however will depend on future plant noise from the adjacent development sites and the Piccadilly Complex. The measured noise levels are also lower than the WSP data, given that the location was less exposed to the street frontages and thus less traffic noise.

Table 2: Measured noise levels

Monitoring location	Rating background level (RBL) dBA			Ambient noise level, L_{eq} dBA			
	Day	Evening	Night	Period	Day	Evening	Night
133-145 Castlereagh Street (level 3)	61	57	57	Period	62	59	58
194-204 Pitt Street[2] (on awning approx. 6 m above ground fronting Pitt Street)	63	61	58	Period	67	65	65
				1-hour	70	-	67
77 Market Street[3] (on roof of building – L10, fronting Market Street)	64	62	59	1-hour	66	-[4]	63

Monitoring location	Rating background level (RBL) dBA			Ambient noise level, L_{eq} dBA			
	Day	Evening	Night	Period	Day	Evening	Night

Note:

1. Day: the period from 7:00am to 6:00pm Monday to Saturday; or 8:00am to 6:00pm on Sundays and public holidays; Evening: the period from 6:00pm to 10:00pm; Night: the remaining periods.
2. Survey conducted between 3 August and 11 August 2017.
3. Survey conducted between 16 August and 23 August 2017.
4. No evening L_{eq} was reported.

2.1.4 Road traffic noise

Statutory requirements for road traffic assessment apply only to residential, places of public worship, hospitals, educational establishments or centre-based child care facilities, where the Annual Average Daily Traffic (AADT) is greater than 20,000, as outlined in the *State Environmental Planning Policy (Transport and Infrastructure) 2021* [2]. None of the surrounding roads are identified on the traffic volume maps [3].

Notwithstanding, within the current Concept Reference Design, the spaces requiring assessment would be limited to the Wesley facilities, which are existing and located below ground and therefore not directly exposed to road traffic noise.

2.1.5 Ground borne noise and vibration from Sydney Metro

Regarding rail ground borne noise and vibration, the Concept Reference Design does not propose a significant change to land uses at the lower levels of the building that might be impacted by rail ground borne noise and vibration.

The nearest and most sensitive uses is identified as the Wesley facilities. As these are existing, the Sydney Metro project would be required to appropriately mitigate ground borne noise and vibration. The Sydney Metro City and Southwest Preferred Infrastructure Report (PIR) [4, pp. 520-521] classified the site as ‘commercial’ and ‘other (Educational)’ receiver types, the later having the same criteria as a place of worship. As the primary basement structure is to be retained, the proposal should not impact the Sydney Metro design outcomes and requirements.

Notwithstanding the above, any new structure that could alter vibration transfer from the rail tunnels should be reviewed at a future design stage.

2.1.6 Plant noise from adjacent buildings

A future assessment would also need to consider any major plant equipment, particularly that located on rooftops or major ventilation openings of adjacent sites that the project may overlook. Where appropriate, consideration of building services regarding future development to the north should also be given.

2.1.7 Impact from the development

Noise and vibration emission from the site, notwithstanding the construction phase, would not be anticipated to have a significant impact on the surrounding land uses.

2.1.8 Pedestrian through-site link (TSL)

The primary activation of the site is the TSL located on ground level along the northern boundary connecting Pitt and Castlereagh Streets. The TSL is intended to comprise various retail premises with a view to creating an activated public ‘destination’ rather than offering just a link. The Concept design includes an open void above the TSL such that it will be ‘open to sky’ in the centre of the northern boundary.

While the Planning Proposal does not seek consent for specific uses or final design, a preliminary assessment has been carried out to evaluate potential implications upon nearby noise sensitive development, such as the future residential development approved for 77 Market Street and 194 Pitt Street. Given the desire to create a ‘destination’, it is anticipated that there may be desire for activity or events that may be of a higher intensity than a passive pedestrian thoroughfare. Accordingly, the development should consider how such activation

may impact on the surrounding environment and how the built form might best mitigate such impact to maximise the opportunities for the space.

While the City of Sydney have standard noise criteria for individual uses, such as cafes, restaurants, bars and the like, there is no standard criteria for the evaluation of activity that may occur in the public realm. Furthermore, the future acoustic environment may be influenced by general activity in the public realm, not specifically associated with a business operation or organised activity. Determination of appropriate criteria for this specific use in the context of the surrounding development is likely to require further consultation with the City of Sydney as part of a future DA process.

It is noted that noise sensitive development, such as the future residential development approved for 77 Market Street and 194 Pitt Street, are required to achieve specific internal noise levels, which would be based on the existing ambient noise environment. This preliminary assessment has been guided by existing ambient noise levels outlined in the respective development applications (refer to Table 2), however the specific basis of design for each of the future development would need to be confirmed.

Noise modelling has been carried out for the Concept Reference Design, with a primary focus on noise propagation via the central void to the future development to the north. The modelling was not based on any specific or detailed arrangement of uses within the TSL, but rather a uniform source level along the length of the TSL, to evaluate the reduction in noise level at nearby receiver locations. Table 3 below presents three notional scenarios, being categorised as 'low', 'medium' and 'high' levels of activation.

Table 3: TSL acoustic assessment

Assessment scenario	**Predicted noise levels, $L_{Aeq(15minute)}$**		
	TSL – mid point	**77 Market St - Residential**	**194 Pitt St – Hotel Podium**
Low: Typical pedestrian activity, active frontages and some outdoor patron areas etc.	65	46	55
Medium: Higher density gathering of people, some low-level music or entertainment in the public realm or spilling from open frontages.	75	56	65
High: Low scale 'entertainment' in the public realm in addition to active retail uses etc.	85	66	75

While more detailed assessment is warranted to take into account the detailed architecture and uses within the TSL, based on the measured background noise levels of between 58 to 62 dB(A) (night and day respectively) and background levels between 57 and 61 dB(A) (night and day respectively), low to medium type activation uses would be appropriate for the TSL in consideration of the surrounding sensitive receivers. A more detailed assessment will be carried out to inform the architecture through the Design Competition process and as part of the future DA.

2.1.9 Building services

The primary operational noise associated with the Concept Reference Design is expected to be building services equipment. However, through appropriate design, building services equipment may be selected and provided with noise and vibration attenuation measures as required to meet Project goals.

Where low noise equipment selection alone is insufficient, standard noise control methods may be adopted such as attenuators, acoustic louvres, acoustic screening around plant areas, acoustic enclosures and use of sound absorptive treatments to screens and plant rooms.

2.1.10 Road traffic generation

The Concept Reference Design is not expected to give rise to a material increase in road traffic generation. The NSW *Road Noise Policy* states that "*an increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person*", which would require a 60% uplift in traffic generation. In addition to general traffic generation, it is considered that noise from basement loading docks can be appropriately managed.

2.1.11 Construction noise and vibration

Noise and vibration during the construction phase will also warrant further detailed assessment during the planning and design phases having regard to impacts onto adjacent development and infrastructure such as the Sydney Metro tunnel. Regarding impacts to the Sydney Metro Tunnel, it is noted that similar works have been successfully conducted in closer proximity to metro tunnels.

2.2 Summary of relevant policies, standards and assessment approach

Table 4: Summary of relevant acoustic policies and standards

Acoustic aspect	Noise and vibration sources	Policies and standards	Assessment approach for future development applications
Noise and vibration impact on the development	Road noise Rail noise and vibration	State Environmental Planning Policy (Transport and Infrastructure) 2021 [2][1] NSW DoP *Development Near Rail Corridors and Busy Roads – Interim Guideline* [5]	The SEPP (Transport and Infrastructure) applies to development near rail infrastructure and roads over 20,000 AADT. As the site is not identified to be bound by roads above 20,000 AADT, assessment is not required. Furthermore, the only relevant receivers, being places of public worship are existing and located below ground level. Therefore no assessment is to be undertaken.
	Building services noise	NSW EPA *Noise Policy for Industry* (NPfI) [1]	Building services noise from surrounding development would typically be designed to meet noise criteria at the site boundary. As the Concept Reference Design does not propose uses that are more noise-sensitive than current, building services noise should not unduly impact upon the development. For internal areas of the development, external building services noise can be readily mitigated by the building envelope design. However, should external areas be proposed, lower noise levels maybe desirable, which may require more careful consideration to their siting.
Noise emission to the environment	Industrial noise including building services equipment	NSW EPA *Noise Policy for Industry* (NPfI) [1]	The NSW NPfI is typically applied by the City of Sydney, not only to industrial sites, but also industrial type noise sources, such as building services equipment. Other onsite operations, such as loading docks and carparks may also be assessed by reference to the NPfI criteria. Acoustic assessment at the development application stage should quantify existing ambient noise levels, establish appropriate acoustic criteria, assess sources where appropriate detail is available and/or propose appropriate acoustic mitigation and management measures. Detailed design measures are typically not determined until construction documentation is prepared prior to issue of the construction certificate.
	Road Noise	NSW EPA *Road Noise Policy* (RNP) [6]	Noise from road traffic generated by the development and its potential impact to nearby noise sensitive premises would generally be assessed in accordance with the RNP. Acoustic assessment for the potential noise impacts from the traffic generated by the development and loading dock usage should be carried out at the DA stage. It is not expected that traffic generated by the subject development would adversely influence the surrounding environment.
	Retail uses/pedestrian link	-	The City of Sydney has noise criteria that is typically applied to individual retail and food and beverage type uses. Assessment would not typically be carried out for the overall site DA, however it is recommended to be included for the subject development for the pedestrian link activation. The initial DA should aim to establish appropriate criteria for the individual uses that it reflective of the intended uses and activities.

Acoustic aspect	Noise and vibration sources	Policies and standards	Assessment approach for future development applications
	Public realm	-	There are no NSW policies or standards specific to activity in the public realm. While assessments can be carried out for structured activities or events, mitigation and management are limited, and it is preferred that the use is not unnecessarily regulated for risk of reducing community benefit. Early consultation with the City of Sydney should occur in preparation for the subject development application stage to confirm appropriate criteria and approach to assessment for the pedestrian link activation.
Demolition and Construction noise and vibration	Construction noise and vibration emission	*Interim Construction Noise Guideline* [7] *Assessing Vibration: A Technical Guideline* [8]	The construction phase of the project has potential to impact surrounding development, and therefore is recommended to be assessed and managed in accordance with relevant NSW policies and standards. Typically, early stage DAs may present a preliminary assessment along with mitigation and management guidelines. More detailed noise and vibration management plans would be required of contractors prior to the commencement of works.

Note

1. Subject to confirmation of existing AADT traffic volumes along Pitt and Castlereagh Streets.

3. Conclusion

Based on the acoustic review of the Planning Proposal for the Stockland Piccadilly Complex, it is considered feasible to comply with relevant acoustic policies and standards. Detailed acoustic and vibration studies will be required during the development application stages to inform the detailed building design, including confirmation of relevant criteria, assessment of proposed uses and development of more specific mitigation and management strategies.

References

[1] NSW Environmental Protection Authority, “NSW Noise Policy for Industry,” NSW EPA, Sydney, 2017.

[2] NSW Government, “State Environmental Planning Policy (Transport and Infrastructure) 2021,” 13 May 2022. [Online]. Available: https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0732.

[3] Transport for NSW, “Traffic Volume Map 12D,” 2025. [Online]. Available: https://www.transport.nsw.gov.au/system/files/media/documents/2023/Traffic%20volume%20map%20-%2012D.pdf. [Accessed 14 July 2025].

[4] Transport for NSW, “Sydney Metro—City & Southwest, Chatswood to Sydenham Submissions and Preferred Infrastructure Report,” TfNSW, Sydney, October 2016.

[5] NSW Department of Planning, “Development Near Rail Corridors and Busy Roads - Interim Guideline,” NSW Department of Planning, Sydney, 2008.

[6] NSW Environmental Protection Authority, “NSW Road Noise Policy,” NSW Environmental Protection Authority, Sydney, 2012.

[7] Department of Environment & Climate Change NSW (DECC), “Interim Construction Noise Guideline (ICNG),” NSW DECC, Sydney, July 2009.

[8] Department of Environment and Conservation (NSW), “Assessing Vibration: A technical guideline,” Department of Environment and Conservation (NSW), Sydney, 2006.

Attachment A21

Acoustic Impact Assessment – Mixed Use Scheme

ARUP

Stockland

Piccadilly Complex

Mixed-use Scheme Planning Proposal - Acoustic Review

Reference: 295375-AC04_v2

29 July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

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Document Verification

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		Description	Preliminary draft for review		
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		Name	Glenn Wheatley	-	Glenn Wheatley
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		Description	Updated plans		
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Issue Document Verification with Document ☑

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1. Introduction

This acoustic report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419, as shown in Figure 1.

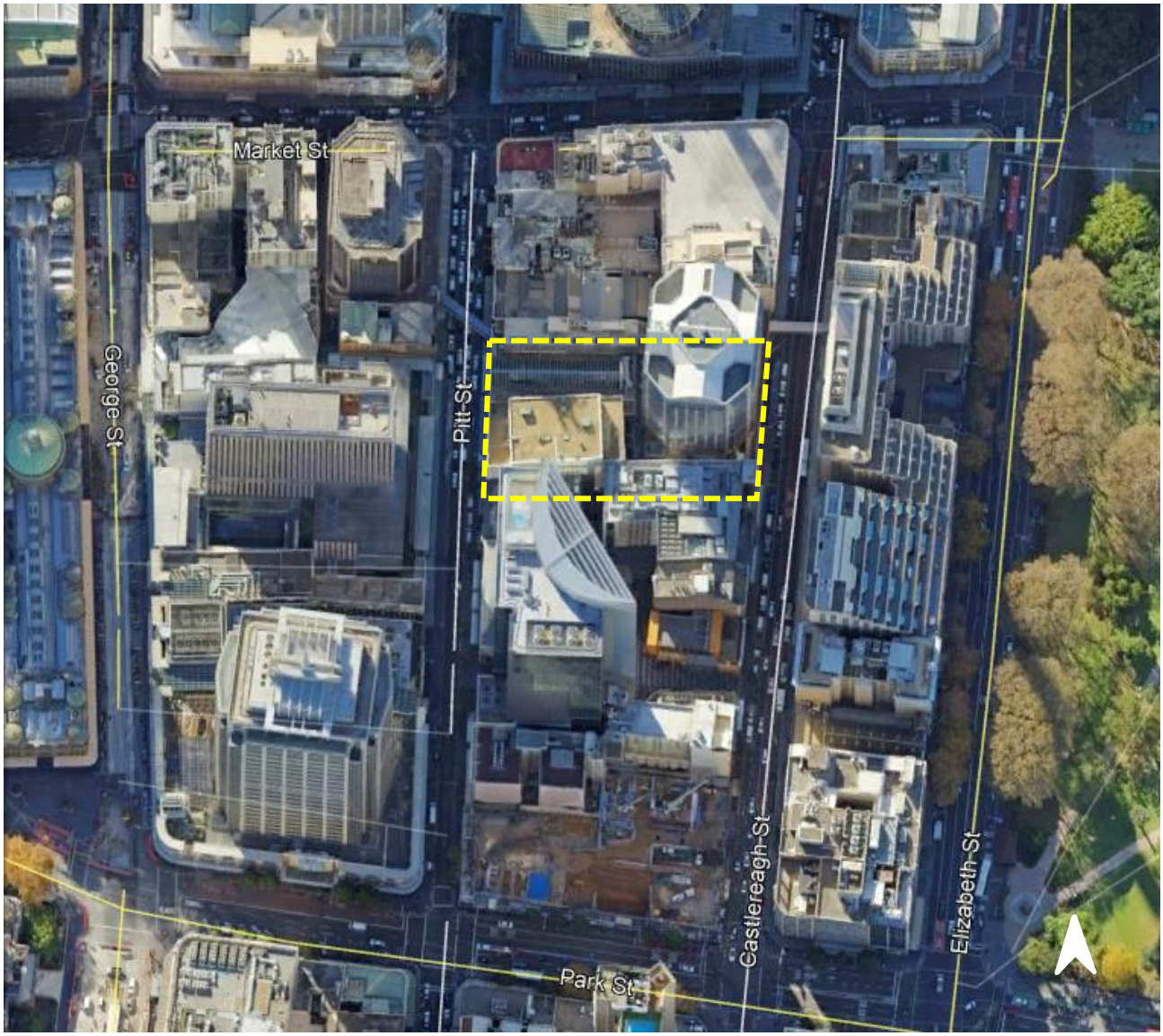


Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and offices office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept reference design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan (3XN, SK-11-100, 14/07/2025 Issue 4)

The Concept Reference Design includes the following elements:

- Basement car parking and mechanical plant;
- Loading dock
- Retail
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Commercial offices
- Plant
- Residential

1.3 Purpose of report

The purpose of this acoustic report is to provide a review of relevant aspects of the proposed planning amendments and Concept Reference Design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

Relevant to the acoustic report are the following aspects:

- Potential noise and vibration impact upon the site, from existing and future sources in proximity to the site.
- Noise and vibration emission from the use and construction of the development.

Accordingly, this report:

- Discusses the current and potential future acoustic environment and surrounding land use context
- Identifies the relevant acoustic policies and standards that are likely to govern the future development, to be confirmed at a later detailed DA stage
- Identifies the acoustic factors that may influence the future assessment and design of the site
- Identify the acoustic assessment approach for the subsequent DA stage

2. Acoustic review

The acoustic review is structured as follows:

- Discussion regarding potential impacts upon the development
- Discussion regarding potential impact from the development, onto both existing surrounding development and future uses within the site, and
- A summary of the acoustic factors against relevant guidelines and the approach to the future DA

2.1 Impact upon the development

2.1.1 Primary environmental factors

The primary environmental acoustic factors with the potential to influence the development are:

- Road traffic noise from Pitt Street, Castlereagh Street, and to a lesser extent, Market Street and Park Street;
- Ground borne noise and vibration from operation of the Sydney Metro City & Southwest; and
- Building services and entertainment noise from future mixed-use development located 65-77 Market Street and 194-204 Pitt Street (i.e. City Tattersalls Club).

2.1.2 Key noise sensitive spaces

The most noise sensitive components proposed as part of the Concept Reference Design are:

- Commercial tenancies up to L28 and residential uses from L29 to 42.

2.1.3 Existing acoustic environment

Long-term noise monitoring was carried out from Monday, 29 June 2020 to Sunday, 5 July 2020 on level 3 of the existing Piccadilly Complex as shown in Figure 3. This monitoring was undertaken at the time of the previous planning proposal. Updated monitoring was not considered warranted and would have otherwise been impacted by construction activities at neighbouring sites.

In addition, long-term noise monitoring results have also been obtained from two separate noise and vibration impact assessment reports prepared by WSP:

- City Tattersalls Club, Stage 1 DA – Noise and Vibration Impact Assessment, Rev 6, 13 June 2019, WSP; and
- 77 Market Street, Sydney, Noise and Vibration Impact Assessment, Rev 4, 1 March 2019, WSP.

The main purpose for monitoring at this location is to inform the preliminary assessment of the pedestrian through-site link (TSL) (Section 2.1.1).



Figure 3: Arup noise monitoring location (Piccadilly Complex, level 3)

Table 2 presents the overall single Rating Background Levels (RBL) and representative ambient L_{eq} noise levels for each assessment period, determined in accordance with the NSW EPA *Noise Policy for Industry* (NPfI) [1]. Observations on site and further analysis of the measurement data indicate that noise levels at the Arup monitoring location are influenced by existing plant associated with the Piccadilly Complex and therefore future noise levels may be lower than measured post development, however will depend on future plant noise from the adjacent development sites and the Piccadilly Complex. The measured noise levels are also lower than the WSP data, given that the location was less exposed to the street frontages and thus less traffic noise.

Table 2: Measured noise levels

Monitoring location	Rating background level (RBL) dBA			Ambient noise level, L_{eq} dBA			
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Monitoring location	Rating background level (RBL) dBA			Ambient noise level, L_{eq} dBA			
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Note:

1. Day: the period from 7:00am to 6:00pm Monday to Saturday; or 8:00am to 6:00pm on Sundays and public holidays; Evening: the period from 6:00pm to 10:00pm; Night: the remaining periods.
2. Survey conducted between 3 August and 11 August 2017.
3. Survey conducted between 16 August and 23 August 2017.
4. No evening L_{eq} was reported.

2.1.4 Road traffic noise

Statutory requirements for road traffic assessment apply only to residential, places of public worship, hospitals, educational establishments or centre-based child care facilities, where the Annual Average Daily Traffic (AADT) is greater than 20,000, as outlined in the *State Environmental Planning Policy (Transport and Infrastructure) 2021* [2]. None of the surrounding roads are identified on the traffic volume maps [3].

Notwithstanding, within the current Concept Reference Design, the spaces requiring assessment would be limited to the residential uses on L29 to L42. The City of Sydney also require assessment of noise ingress for residential development in accordance with their DCP [4].

For residential development, the SEPP (Housing) 2021 [5] and Apartment Design Guideline (ADG) [6] must be addressed. The City of Sydney's interpretation of SEPP (Housing) and the supporting ADG is that natural ventilation must be provided while also satisfying specific noise criteria. This requirement is not stated in the ADG. The City of Sydney has released a draft guideline for the assessment of alternative natural ventilation [7]. Providing alternative natural ventilation solutions at noise affected sites can have a considerable impact on apartment design, amenity, and sustainability outcomes, including, but not limited to:

- additional spatial requirements, reducing net floor space,
- added complexity for cleaning and maintenance,
- added complexity for user operation. There are no standards or requirements regarding ease of operation. Suitable ventilation performance may be contingent on specific external openings and ventilation paths though the apartment being open to achieve the ventilation rates, which is also a function of the current wind speed and more importantly direction.
- Need for controls or ability to close the ventilation system under high wind speeds. Variable dampers would be needed to maintain usage, else closure would inadvertently reduce the time when the background ventilation is provided. Dampers increase the risk of aeroacoustic noise when not well sealed.
- Inability to provide filtering of external air quality due to airflow restriction.
- Potential need for automated control systems to minimise impacts under high wind and pollution events.
- Large openings will impact building thermal performance and may otherwise need to be sealed during high and low temperatures.
- Overall design complexity and certification due to the need for often bespoke and untested design solutions.

Notwithstanding, it is expected that an assessment will be required at the detailed DA stage.

2.1.5 Ground borne noise and vibration from Sydney Metro

Regarding rail ground borne noise and vibration, the Concept Reference Design proposes land uses that are less sensitive to rail ground-borne noise and vibration than the current site.

The Sydney Metro project was required to appropriately mitigate ground borne noise and vibration to the existing Wesley facilities, located below ground. While the Sydney Metro City and Southwest Preferred

Infrastructure Report (PIR) [8, pp. 520-521] classified the site as 'commercial' and 'other (Educational)' receiver types, the later has the same criteria as a place of worship. As the primary basement structure is to be retained, the proposal should not impact the Sydney Metro design outcomes and requirements.

Residential uses are proposed at upper levels and therefore sufficiently removed from the rail tunnels. It is also noted that neighbouring residential development did not require mitigation of rail vibration.

Notwithstanding the above, any new structure that could alter vibration transfer from the rail tunnels should be reviewed at a future design stage.

2.1.6 Plant noise from adjacent buildings

A future assessment would also need to consider any major plant equipment, particularly that located on rooftops or major ventilation openings of adjacent sites that the project may overlook. Where appropriate, consideration of building services regarding future development to the north should also be given.

2.1.7 Impact from the development

Noise and vibration emission from the site, notwithstanding the construction phase, would not be anticipated to have a significant impact on the surrounding land uses.

2.1.8 Pedestrian through-site link (TSL)

The primary activation of the site is the TSL located on ground level along the northern boundary connecting Pitt and Castlereagh Streets. The TSL is intended to comprise various retail premises with a view to creating an activated public 'destination' rather than offering just a link. The Concept design includes an open void above the TSL such that it will be 'open to sky' in the centre of the northern boundary.

While the Planning Proposal does not seek consent for specific uses or final design, a preliminary assessment has been carried out to evaluate potential implications upon nearby noise sensitive development, such as the future residential development approved for 77 Market Street and 194 Pitt Street. Given the desire to create a 'destination', it is anticipated that there may be desire for activity or events that may be of a higher intensity than a passive pedestrian thoroughfare. Accordingly, the development should consider how such activation may impact on the surrounding environment and how the built form might best mitigate such impact to maximise the opportunities for the space.

While the City of Sydney have standard noise criteria for individual uses, such as cafes, restaurants, bars and the like, there is no standard criteria for the evaluation of activity that may occur in the public realm. Furthermore, the future acoustic environment may be influenced by general activity in the public realm, not specifically associated with a business operation or organised activity. Determination of appropriate criteria for this specific use in the context of the surrounding development is likely to require further consultation with the City of Sydney as part of a future DA process.

It is noted that noise sensitive development, such as the future residential development approved for 77 Market Street and 194 Pitt Street, are required to achieve specific internal noise levels, which would be based on the existing ambient noise environment. This preliminary assessment has been guided by existing ambient noise levels outlined in the respective development applications (refer to Table 2), however the specific basis of design for each of the future development would need to be confirmed.

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Medium: Higher density gathering of people, some low-level music or entertainment in the public realm or spilling from open frontages.	75	56	65
High: Low scale 'entertainment' in the public realm in addition to active retail uses etc.	85	66	75

While more detailed assessment is warranted to take into account the detailed architecture and uses within the TSL, based on the measured background noise levels of between 58 to 62 dB(A) (night and day respectively) and background levels between 57 and 61 dB(A) (night and day respectively), low to medium type activation uses would be appropriate for the TSL in consideration of the surrounding sensitive receivers. A more detailed assessment will be carried out to inform the architecture through the Design Competition process and as part of the future DA.

2.1.9 Building services

The primary operational noise associated with the Concept Reference Design is expected to be building services equipment. However, through appropriate design, building services equipment may be selected and provided with noise and vibration attenuation measures as required to meet Project goals.

Where low noise equipment selection alone is insufficient, standard noise control methods may be adopted such as attenuators, acoustic louvres, acoustic screening around plant areas, acoustic enclosures and use of sound absorptive treatments to screens and plant rooms.

2.1.10 Road traffic generation

The Concept Reference Design is not expected to give rise to a material increase in road traffic generation. The NSW *Road Noise Policy* states that "*an increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person*", which would require a 60% uplift in traffic generation. In addition to general traffic generation, it is considered that noise from basement loading docks can be appropriately managed.

2.1.11 Construction noise and vibration

Noise and vibration during the construction phase will also warrant further detailed assessment during the planning and design phases having regard to impacts onto adjacent development and infrastructure such as the Sydney Metro tunnel. Regarding impacts to the Sydney Metro Tunnel, it is noted that similar works have been successfully conducted in closer proximity to metro tunnels.

2.2 Summary of relevant policies, standards and assessment approach

Table 4: Summary of relevant acoustic policies and standards

Acoustic aspect	Noise and vibration sources	Policies and standards	Assessment approach for future development applications
Noise and vibration impact on the development	Road noise Rail noise and vibration	State Environmental Planning Policy (Transport and Infrastructure) 2021 [2][1] NSW DoP *Development Near Rail Corridors and Busy Roads – Interim Guideline* [9] State Environmental Planning Policy (Housing) 2021 [5] NSW Apartment Design Guide (ADG) [6] City of Sydney DCP [4]	The SEPP (Transport and Infrastructure) applies to development near rail infrastructure and roads over 20,000 AADT. As the site is not identified to be bound by roads above 20,000 AADT, assessment is not required. It is noted that the Housing SEPP and ADG, largely defer to the SEPP (Transport and Infrastructure) requirements. Assessment for residential uses will however be required against the City of Sydney DCP 2012 requirements. A detailed acoustic assessment during DA stage will need to be carried out to demonstrate appropriate methods by which the acoustic criteria could be achieved.
	Building services noise	NSW EPA *Noise Policy for Industry* (NPfI) [1] City of Sydney DCP [4]	Building services noise from surrounding development would typically be designed to meet noise criteria at the site boundary. As the Concept Reference Design includes uses that are more noise-sensitive than the current commercial use (residential), building services noise from adjacent development will need to be evaluated cumulatively with other noise intrusive sources per the City DCP for residential uses. For internal areas of the development, external building services noise can be readily mitigated by the building envelope design. However, should external areas be proposed, lower noise levels maybe desirable, which may require more careful consideration to their siting.
Noise emission to the environment	Industrial noise including building services equipment	NSW EPA *Noise Policy for Industry* (NPfI) [1]	The NSW NPfI is typically applied by the City of Sydney, not only to industrial sites, but also industrial type noise sources, such as building services equipment. Other onsite operations, such as loading docks and carparks are also typically assessed by reference to the NPfI criteria. Acoustic assessment at the development application stage should quantify existing ambient noise levels, establish appropriate acoustic criteria, assess sources where appropriate detail is available and/or propose appropriate acoustic mitigation and management measures. Detailed design measures are typically not determined until construction documentation is prepared prior to issue of the construction certificate.
	Road Noise	NSW EPA *Road Noise Policy* (RNP) [10]	Noise from road traffic generated by the development and its potential impact to nearby noise sensitive premises would generally be assessed in accordance with the RNP. Acoustic assessment for the potential noise impacts from the traffic generated by the development and loading dock usage should be carried out at the DA stage. It is not expected that traffic generated by the subject development would adversely influence the surrounding environment.

Acoustic aspect	Noise and vibration sources	Policies and standards	Assessment approach for future development applications
	Retail uses/pedestrian link	-	The City of Sydney has noise criteria that is typically applied to individual retail and food and beverage type uses. Assessment would not typically be carried out for the overall site DA, however it is recommended to be included for the subject development for the pedestrian link activation. The initial DA should aim to establish appropriate criteria for the individual uses that it reflective of the intended uses and activities.
	Public realm	-	There are no NSW policies or standards specific to activity in the public realm. While assessments can be carried out for structured activities or events, mitigation and management are limited, and it is preferred that the use is not unnecessarily regulated for risk of reducing community benefit. Early consultation with the City of Sydney should occur in preparation for the subject development application stage to confirm appropriate criteria and approach to assessment for the pedestrian link activation.
Demolition and Construction noise and vibration	Construction noise and vibration emission	*Interim Construction Noise Guideline* [11] *Assessing Vibration: A Technical Guideline* [12]	The construction phase of the project has potential to impact surrounding development, and therefore is recommended to be assessed and managed in accordance with relevant NSW policies and standards. Typically, early stage DAs may present a preliminary assessment along with mitigation and management guidelines. More detailed noise and vibration management plans would be required of contractors prior to the commencement of works.

Note

1. Subject to confirmation of existing AADT traffic volumes along Pitt and Castlereagh Streets.

3. Conclusion

Based on the acoustic review of the Planning Proposal for the Stockland Piccadilly Complex, it is considered feasible to comply with relevant acoustic policies and standards. Detailed acoustic and vibration studies will be required during the development application stages to inform the detailed building design, including confirmation of relevant criteria, assessment of proposed uses and development of more specific mitigation and management strategies.

References

[1] NSW Environmental Protection Authority, “NSW Noise Policy for Industry,” NSW EPA, Sydney, 2017.

[2] NSW Government, “State Environmental Planning Policy (Transport and Infrastructure) 2021,” 13 May 2022. [Online]. Available: https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0732.

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[4] City of Sydney Council, “Sydney Development Control Plan 2012,” City of Sydney Council, Sydney, 2012.

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[6] NSW Department of Planning and Environment, “Apartment Design Guide - Tools for improving the design of residential apartment development,” NSW Department of Planning and Environment , Sydney, 2015.

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[10] NSW Environmental Protection Authority, “NSW Road Noise Policy,” NSW Environmental Protection Authority, Sydney, 2012.

[11] Department of Environment & Climate Change NSW (DECC), “Interim Construction Noise Guideline (ICNG),” NSW DECC, Sydney, July 2009.

[12] Department of Environment and Conservation (NSW), “Assessing Vibration: A technical guideline,” Department of Environment and Conservation (NSW), Sydney, 2006.

Attachment A22

Sustainable Design Strategy Report
Commercial Scheme

ARUP

Stockland

Stockland Piccadilly Complex

Sustainable Design Strategy Report

Reference: ESD/REP01/MU

ISSUE | 30 July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375-00

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Executive Summary

Stockland propose that the Piccadilly Complex will be a sustainability flagship for the company, highlighting their commitment to sustainable development as a core fundamental in their business strategy. In order to achieve this, the minimum benchmarks for the development have been set to achieve best practice in the Australian market. Target performance metrics for the development are summarised below:

- NABERS Energy 5.5 star
- Net Zero Carbon
- NABERS Water 4.5 star
- 6 Star Green Star Buildings v1 rating

The above targets support Stockland's ambitious Science Base Target Initiative (SBTi) portfolio targets which are presented in the infographic in Figure 1.



Figure 1 Science-based target approach (Stockland Climate Transition Action Plan 2023)

Operational carbon efficiency at the Stockland Piccadilly Complex will be addressed through the high NABERS Energy target and design innovation. To achieve this, a strong emphasis will be placed on first minimising the energy demand of the facility, and then supplementing what is left to serve with high efficiency building fabric and services. As part of their commitment to carbon reduction, Stockland will look to achieve a net zero carbon site through a combination of onsite and offsite renewable energy and offsets.

Water efficiency will be addressed through the design with efficient fixtures and fittings and site appropriate water capture and reuse, e.g. rainwater, fire system test water and condensate. Further, connection to future third party recycled water mains may be enabled. The operational water efficiency will be measured against the NABERS Water rating system to ensure accountability.

Workplace quality and community creation will be framed by the Green Building Council of Australia's Green Star tool. A world leading target rating of 6 stars is proposed. In line with Stockland's Sustainability framework, focus will be placed on resilience, connection to environment, people and health, placemaking, procurement, resources and materials.

The proposed Stockland Piccadilly Complex development will seek to achieve best practice for sustainability. It will provide the City of Sydney with a new landmark for sustainable, commercial office development in the central business district.

1. Introduction

This Sustainable Design Strategy Report has been prepared by Arup on behalf of Stockland. It accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419, and shown in Figure 2.

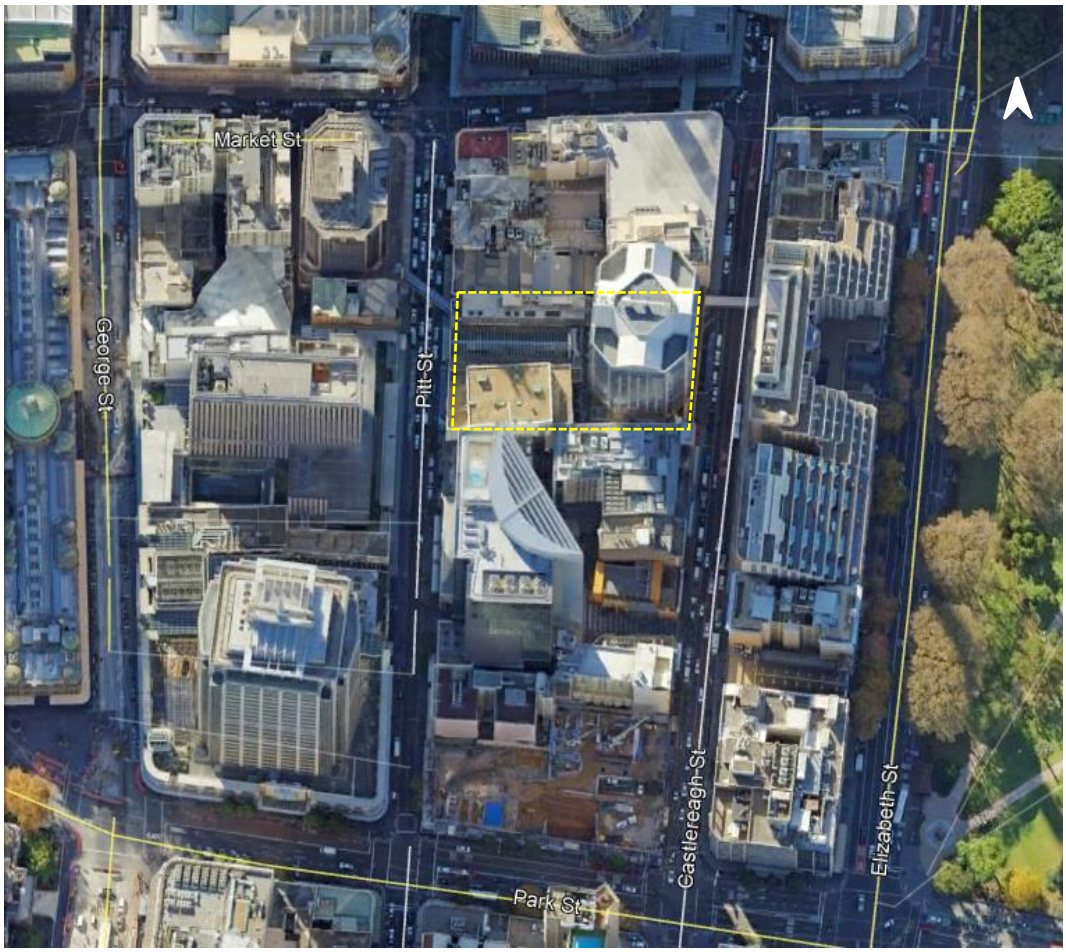


Figure 2: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject Site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and supporting office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: Theatre – 950 Lyceum – 277 Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 3.



Figure 3: Stockland Piccadilly– Concept Reference Design - Ground plan (3XN, 550029 SK-11-100, 14/07/2025)

The Concept Reference Design includes the following elements:

- Basement car parking and building services plant;
- Retail tenancies;
- End of trip, back of house area and plant;
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Podium levels comprising lobby, retail, commercial and plant;
- Tower levels comprising commercial and plant;
- Residential apartments including apartments and sub-penthouses;
- Residential apartments and amenity areas;
- Penthouse apartments; and
- Plant.

1.3 Purpose of Report

The purpose of this Sustainable Design Strategy report is to provide a review of relevant aspects of the proposed planning amendments and Concept Reference Design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

2. Sustainable Design Strategy

Guided by Stockland's ESG Strategy, the project will endeavour to focus on innovation, scale and economically sustainable solutions. The company have a long history of sustainable development, having prepared their first sustainability strategy in 2006. Their approach to sustainability is holistic, covering the full life cycle and all stakeholders.

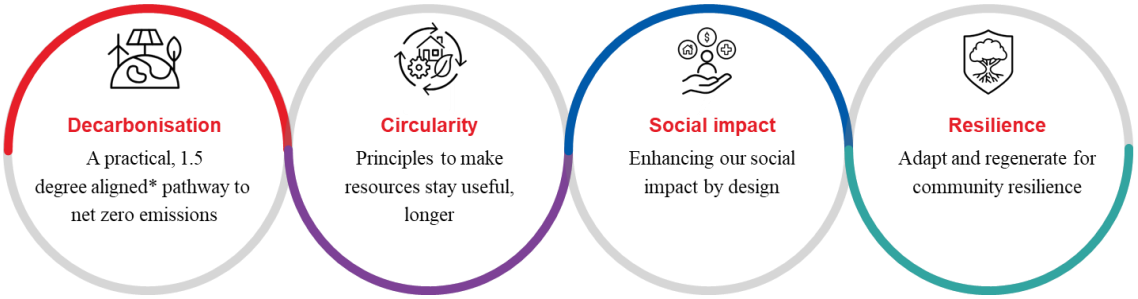


Figure 4: Stockland ESG Strategy

*Stockland's emissions reduction targets have been prepared by reference to criteria set out by the Science Based Targets Initiative (SBTi). The targets have been reviewed by Ernst & Young (EY), who have has provided limited assurance in relation to their alignment with the published SBTi criteria. Stockland has also submitted its targets to SBTi for validation.

Stockland has released their Climate Transition Action Plan in 2023 with new targets. To align with and achieve these targets, the company is invested in driving sustainability outcomes through its whole business.

As part of their integrated reporting process under the Global Reporting Initiative (GRI), Stockland regularly publish the performance of their business. This includes their operations across sustainability drivers including but not limited to; carbon and energy, climate resilience, waste and materials, biodiversity, supply chain and human rights. Full reports are available for download at the following link:

https://www.stockland.com.au/sustainability/downloads

3. Planning Controls

In proposing the Stockland Piccadilly Complex development, the design team have used the City of Sydney's guidance as minimum standards. The relevant documents referenced as part of the concept development include:

1. City of Sydney DCP 2012
2. Sustainable Sydney 2030 Strategy

The above guidance and Stockland's own sustainability strategy have been used to lead the development of the of this Sustainable Design Strategy Report. It addresses both the initial design decisions associated with the development, and longer-term decisions related to the operation of the facility. A summary of the proposed framework is detailed in the following section.

4. Sustainable Design and Operation

4.1 Green Star

Holistic sustainable design rating system

- 6 star Green Star Buildings v1 rating
- Alignment with the UNSDGs

The proposed development will target a 6-star Green Star Buildings v1 rating under the Green Star Buildings Rating Tool v1 as a minimum, representing World Leadership as defined by the Green Building Council of Australia (GBCA).

A selection of design features from focus areas which are to be developed through design development are noted following.

Indoor Environment Quality

The proposed development will look to enhance the IEQ for workers and visitors through:

- Appropriate increases in ventilation rates to enhance air quality
- Glare control for visual comfort through a combination of external and internal fixed or operable shading
- Microclimate design to create usable outdoor spaces at high level in the tower, at ground plane and in the through site link
- Acoustic comfort through appropriate selection of materials and finishes
- Balanced façade performance to enhance daylight, maintain thermal comfort and energy efficiency

Resilience

Building a large tower is a significant investment in embodied carbon through the construction cycle and resilience of the facility is paramount; this investment should stand the test of time. To this end, Stockland will look to implement resilience as a gateway for all design development.

- Climate change adaptation and resilience assessment
- Design of building services to consider operation in future climate
- Allowances for increased filtration for air handling in the event of reduced outdoor air quality
- Community resilience – how can the development contribute to the local area in times of need
- Grid optimisation – how can the development alleviate infrastructure stresses though peak load reduction and onsite generation

Material/Waste Efficiency

Significant embodied energy and carbon savings are available through early engagement of the design team in material and waste efficiency, including the retention of the existing structure. The Green Star tool provides benchmarks for the achievement of this and some of the key areas which the design team will address through design development are noted below.

- Life cycle assessment will be used to guide design decisions around material choices
- Offset of emissions that are not addressed by NABERS Energy like refrigerants and emissions associated with waste and water reticulation.

- Greater than 90% of construction and demolition waste to be diverted from landfill
- Development of a detailed waste management plan to ensure effective waste separation, recycling and circular economy principles
- Requirements for environmental management in construction

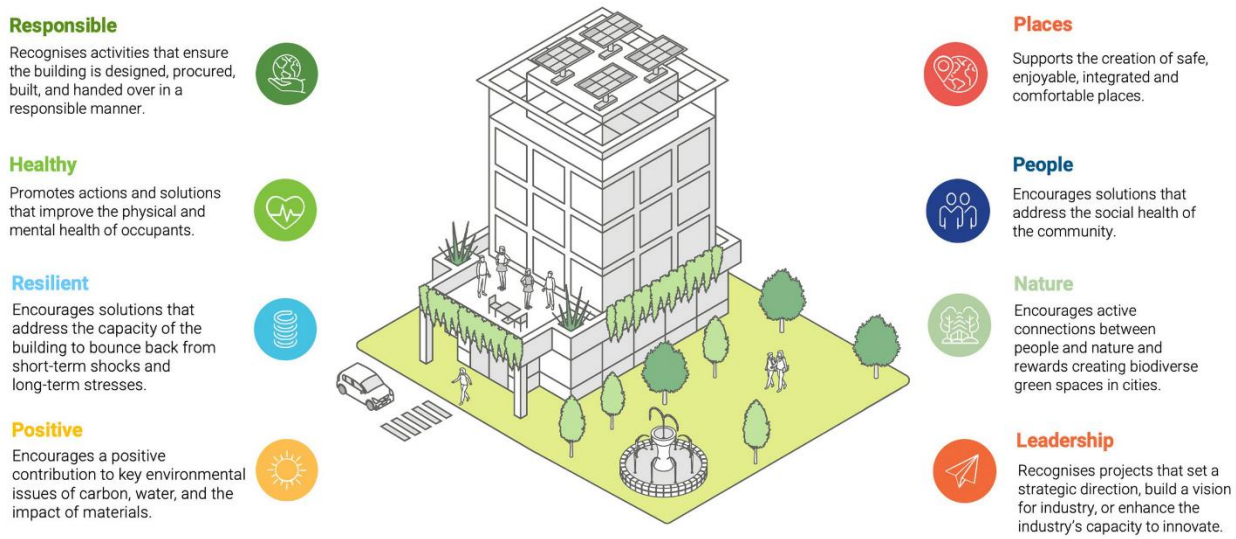


Figure 5: Green Star Buildings v1 - Credit Categories

4.2 NABERS Energy

NABERS Energy rating will be targeted for the project though it will exclude the relatively smaller component of retail energy on site.

Design for operational energy efficiency based on carbon emissions

With the ultimate aim of being net zero, the project will have a strong focus on energy efficiency to minimise the requirements for offsets or remote sourced renewable energy. In order to achieve this, a minimum benchmark for the design to attain a 5.5 star base building NABERS Energy rating has been set. The design team will look to achieve this through careful consideration of the building fabric and services design. Features to be integrated through design development include:

- High performance building envelope to reduce solar and conduction loads
- Efficient HVAC systems including early stage design targets for:
    - Minimum system COPs
    - Maximum pressure drops for fans and pumps below NCC2022 allowances
    - Optimised lighting design to exceed the LED-based NCC2022 lighting power density requirements
- Investigation into appropriate energy recovery systems
- Maximisation of passive design opportunities to reduce loads and enhance comfort

Full Electric

To enable operational net zero carbon, the target is to remove all Scope 1 fuel combustion (gas, diesel, etc.) from site, and take advantage of the advances made at utility level in grid decarbonisation. The project is targeting a world-leading 6 star Green Star Buildings v1 rating and therefore will be fossil fuel free.

4.3 NABERS Water

Similar to the energy target, NABERS Water rating will be focused on the office component of the project and will exclude the relatively smaller retail component.

Design for operational water efficiency

Water is now, and more so in the future a scarce resource in Australia. In order to achieve an ambitious 4.5 star NABERS Water rating for base building, the design team will look to first minimise the building's water demand. Where available the remainder will be supplemented with captured or recycled water. Some of the proposed design features under investigation for the site include:

- Water efficient fixtures and fittings throughout
- Rainwater and condensate capture and reuse
- Fire system test water capture and reuse
- Enable future connection to recycled water mains
- Investigation of hybrid heat rejection technologies to balance water and energy efficiency

4.4 Net Zero

Operational carbon emissions reduction

As part of their larger strategic goals, Stockland will look to assess how the design of the proposed development can trend towards net zero carbon. The assessment will based on operational carbon, however targets will also be developed for embodied carbon. Targets for reduced upfront carbon will be aligned with the proposed Green Star for New Buildings tool and the Climate Active certification guidance. This will address the full life cycle of the building as opposed to net zero energy which typically only assesses the operational impacts.

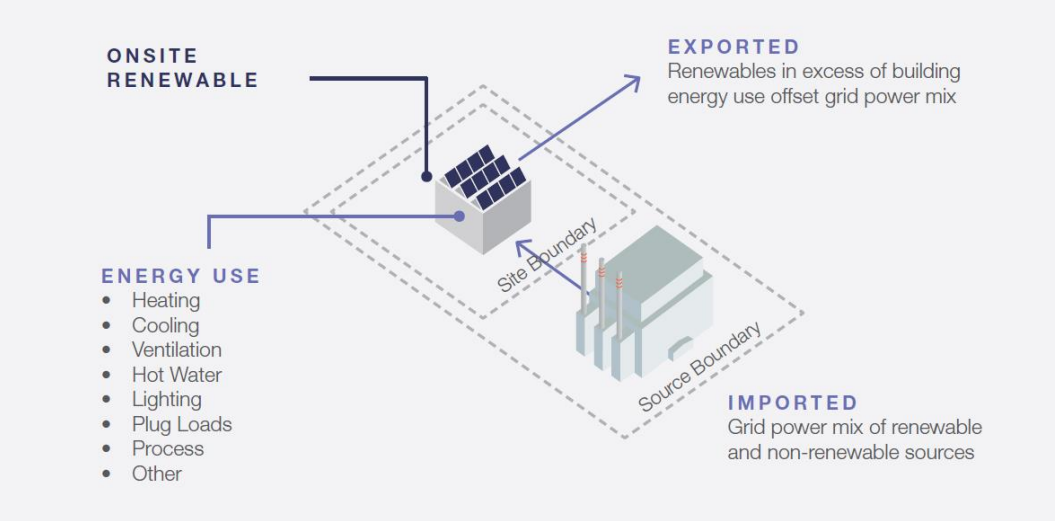


Figure 6: Net zero boundary assessment (Arup)

The assessment will address source carbon, to capture the full impact of the building's operations. Both on-site and off-site carbon offsets will be investigated to identify the most efficient (carbon/energy/cost) method of redress.

Electrification of the proposed development will enable the building to take advantage of the utility grid as it becomes cleaner. Planning for this in concept results in reduced embodied carbon impact compared to retrofitting electric technology in the future.

5. Summary

The proposed Stockland Piccadilly Complex development will seek to achieve best practice design for the Australian market. The targets outlined in this report support a development which will contribute to a healthy local community while addressing global climate challenges.

Stockland's commitment to sustainable development is evident in their current business strategy and recognition as a global leader on sustainability. This development will be an exemplar in the Stockland asset portfolio and key contributor in their journey towards net zero and a circular economy.

Attachment A23

Sustainable Design Strategy Report
Mixed Use Scheme

ARUP

Stockland

Stockland Piccadilly Complex

Sustainable Design Strategy Report

Reference: ESD/REP01/CO

ISSUE | 30 July 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375-00

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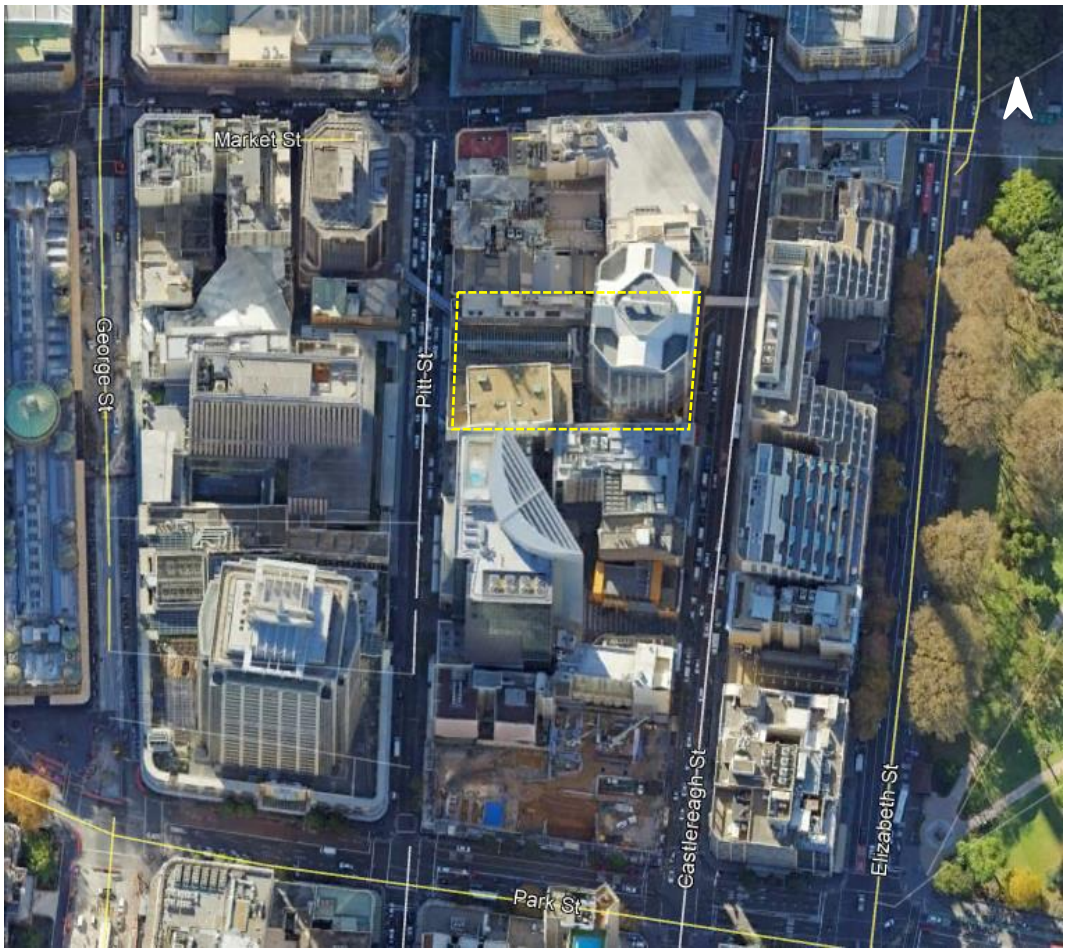


Figure 2: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

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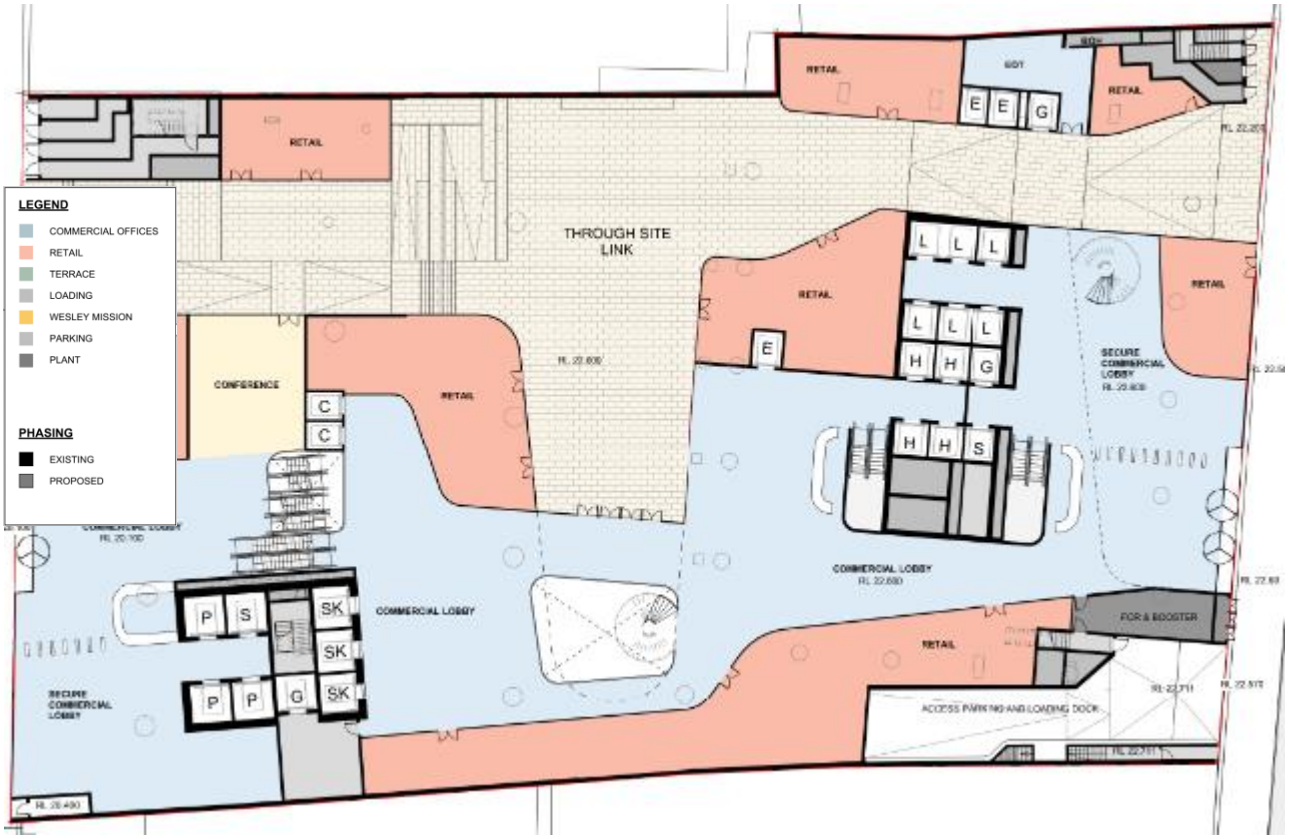


Figure 3: Stockland Piccadilly– Concept Reference Design - Ground plan (3XN, 550029 SK-11-100, 14/07/2025)

The Concept Reference Design includes the following elements:

- Basement car parking and building services plant;
- Wesley Mission facilities including the Church, Theatre and Lyceum, and supporting offices;
- Wesley Mission Office;
- End of trip, back of house area and plant;
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Podium levels comprising lobby, retail, commercial and plant;
- Tower levels comprising commercial and plant.

1.3 Purpose of Report

The purpose of this Sustainable Design Strategy report is to provide a review of relevant aspects of the proposed planning amendments and Concept Reference Design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

2. Sustainable Design Strategy

Guided by Stockland's ESG Strategy, the project will endeavour to focus on innovation, scale and economically sustainable solutions. The company have a long history of sustainable development, having prepared their first sustainability strategy in 2006. Their approach to sustainability is holistic, covering the full life cycle and all stakeholders.

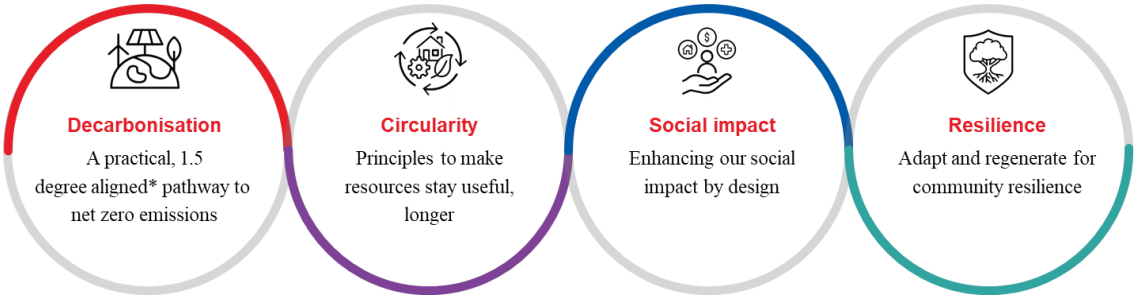


Figure 4: Stockland ESG Strategy

*Stockland's emissions reduction targets have been prepared by reference to criteria set out by the Science Based Targets Initiative (SBTi). The targets have been reviewed by Ernst & Young (EY), who have has provided limited assurance in relation to their alignment with the published SBTi criteria. Stockland has also submitted its targets to SBTi for validation.

Stockland has released their Climate Transition Action Plan in 2023 with new targets. To align with and achieve these targets, the company is invested in driving sustainability outcomes through its whole business.

As part of their integrated reporting process under the Global Reporting Initiative (GRI), Stockland regularly publish the performance of their business. This includes their operations across sustainability drivers including but not limited to; carbon and energy, climate resilience, waste and materials, biodiversity, supply chain and human rights. Full reports are available for download at the following link:

https://www.stockland.com.au/sustainability/downloads

3. Planning Controls

In proposing the Stockland Piccadilly Complex development, the design team have used the City of Sydney's guidance as minimum standards. The relevant documents referenced as part of the concept development include:

1. City of Sydney DCP 2012
2. Sustainable Sydney 2030 Strategy

The above guidance and Stockland's own sustainability strategy have been used to lead the development of the of this Sustainable Design Strategy Report. It addresses both the initial design decisions associated with the development, and longer-term decisions related to the operation of the facility. A summary of the proposed framework is detailed in the following section.

4. Sustainable Design and Operation

4.1 Green Star

Holistic sustainable design rating system

- 6 star Green Star Buildings v1 rating
- Alignment with the UNSDGs

The proposed development will target a 6-star Green Star Buildings v1 rating under the Green Star Buildings Rating Tool v1 as a minimum, representing World Leadership as defined by the Green Building Council of Australia (GBCA).

A selection of design features from focus areas which are to be developed through design development are noted following.

Indoor Environment Quality

The proposed development will look to enhance the IEQ for workers and visitors through:

- Appropriate increases in ventilation rates to enhance air quality
- Glare control for visual comfort through a combination of external and internal fixed or operable shading
- Microclimate design to create usable outdoor spaces at high level in the tower, at ground plane and in the through site link
- Acoustic comfort through appropriate selection of materials and finishes
- Balanced façade performance to enhance daylight, maintain thermal comfort and energy efficiency

Resilience

Building a large office tower is a significant investment in embodied carbon through the construction cycle and resilience of the facility is paramount; this investment should stand the test of time. To this end, Stockland will look to implement resilience as a gateway for all design development.

- Climate change adaptation and resilience assessment
- Design of building services to consider operation in future climate
- Allowances for increased filtration for air handling in the event of reduced outdoor air quality
- Community resilience – how can the development contribute to the local area in times of need
- Grid optimisation – how can the development alleviate infrastructure stresses though peak load reduction and onsite generation

Material/Waste Efficiency

Significant embodied energy and carbon savings are available through early engagement of the design team in material and waste efficiency, including the retention of the existing structure. The Green Star tool provides benchmarks for the achievement of this and some of the key areas which the design team will address through design development are noted below.

- Life cycle assessment will be used to guide design decisions around material choices
- Offset of emissions that are not addressed by NABERS Energy like refrigerants and emissions associated with waste and water reticulation.

- Greater than 90% of construction and demolition waste to be diverted from landfill
- Development of a detailed waste management plan to ensure effective waste separation, recycling and circular economy principles
- Requirements for environmental management in construction

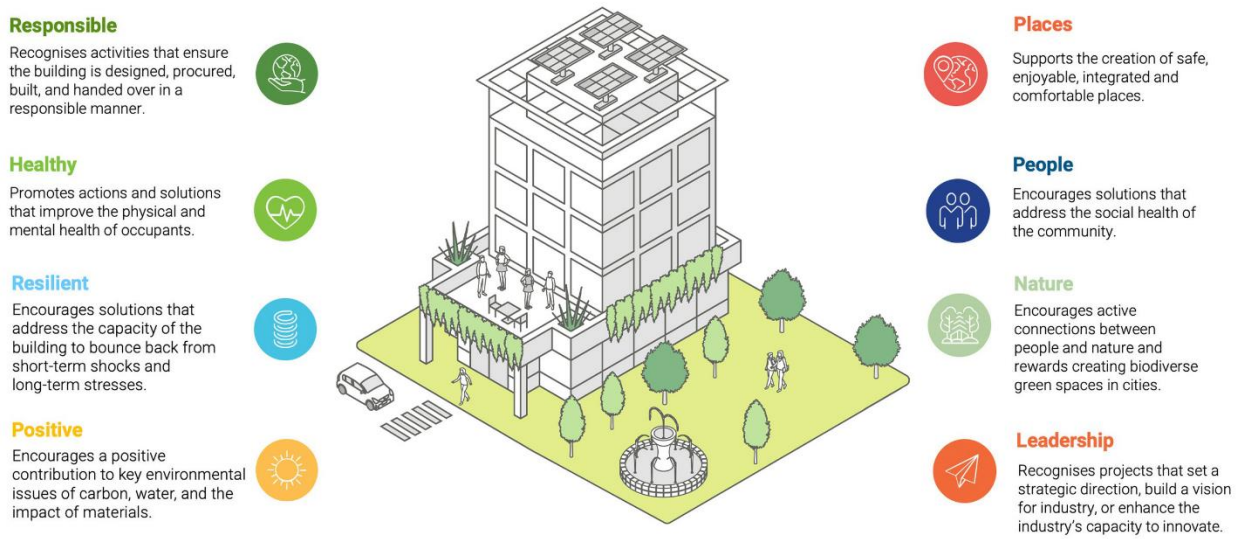


Figure 5: Green Star Buildings v1 - Credit Categories

4.2 NABERS Energy

NABERS Energy is only considered for the office component of the project and will exclude retail and residential energy.

Design for operational energy efficiency based on carbon emissions

With the ultimate aim of being net zero, the project will have a strong focus on energy efficiency to minimise the requirements for offsets or remote sourced renewable energy. In order to achieve this, a minimum benchmark for the design to attain a 5.5 star base building NABERS Energy rating has been set. The design team will look to achieve this through careful consideration of the building fabric and services design. Features to be integrated through design development include:

- High performance building envelope to reduce solar and conduction loads
- Efficient HVAC systems including early stage design targets for:
    - Minimum system COPs
    - Maximum pressure drops for fans and pumps below NCC2022 allowances
    - Optimised lighting design to exceed the LED-based NCC2022 lighting power density requirements
- Investigation into appropriate energy recovery systems
- Maximisation of passive design opportunities to reduce loads and enhance comfort

Full Electric

To enable operational net zero carbon, the target is to remove all Scope 1 fuel combustion (gas, diesel, etc.) from site, and take advantage of the advances made at utility level in grid decarbonisation. The project is targeting a world-leading 6 star Green Star Buildings v1 rating and therefore will be fossil fuel free.

4.3 NABERS Water

NABERS Water is only considered for the office component of the project and will exclude retail and residential water usage.

Design for operational water efficiency

Water is now, and more so in the future a scarce resource in Australia. In order to achieve an ambitious 4.5 star NABERS Water rating for base building, the design team will look to first minimise the building's water demand. Where available the remainder will be supplemented with captured or recycled water. Some of the proposed design features under investigation for the site include:

- Water efficient fixtures and fittings throughout
- Rainwater and condensate capture and reuse
- Fire system test water capture and reuse
- Enable future connection to recycled water mains
- Investigation of hybrid heat rejection technologies to balance water and energy efficiency

4.4 Net Zero

Operational carbon emissions reduction

As part of their larger strategic goals, Stockland will look to assess how the design of the proposed development can trend towards net zero carbon. The assessment will based on operational carbon, however targets will also be developed for embodied carbon. Targets for reduced upfront carbon will be aligned with the proposed Green Star for New Buildings tool and the Climate Active certification guidance. This will address the full life cycle of the building as opposed to net zero energy which typically only assesses the operational impacts.

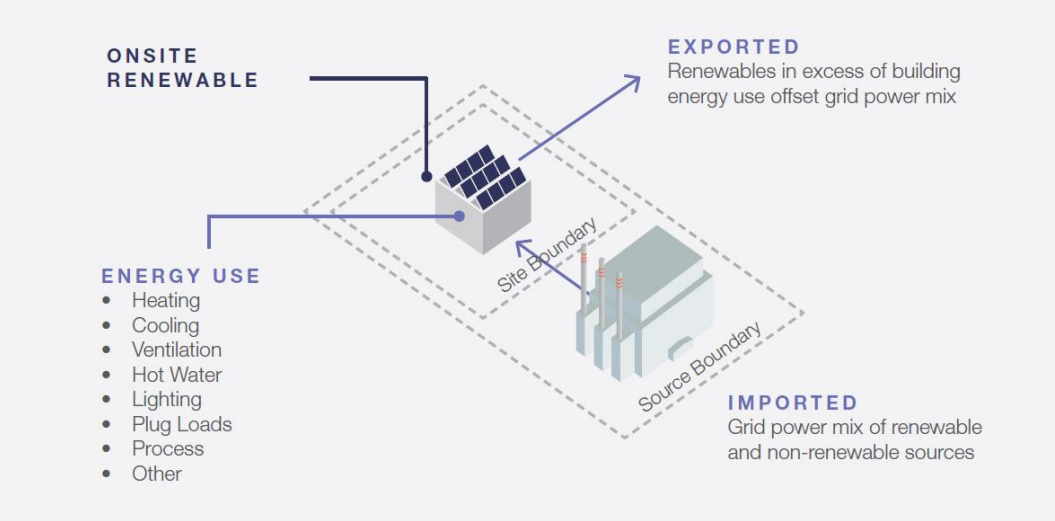


Figure 6: Net zero boundary assessment (Arup)

The assessment will address source carbon, to capture the full impact of the building's operations. Both on-site and off-site carbon offsets will be investigated to identify the most efficient (carbon/energy/cost) method of redress.

Electrification of the proposed development will enable the building to take advantage of the utility grid as it becomes cleaner. Planning for this in concept results in reduced embodied carbon impact compared to retrofitting electric technology in the future.

4.5 Residential Sustainability

The building will be designed to address the Sustainable Buildings SEPP requirements for residential development. This aligns with the above noted Green Star and Net Zero strategy. A summary of the minimum performance requirements are documented in Table 2. The BASIX performance metrics are assessed using the BASIX Offline calculator v4.0. To achieve the Green Star rating as noted in Section 4.1, the targeted performance will exceed these minimum requirements.

Table 2 Residential Performance Targets

Item	Description	Target
NatHERS	Estimated heating and cooling loads	Average across building of 7 stars Min. individual apartment of 6 stars
BASIX	Assumes high-rise (6-20 stories of units) Minimum energy and water performance targets for the overall building.	Energy target 60 Water target 40

5. Summary

The proposed Stockland Piccadilly Complex development will seek to achieve best practice design for the Australian market. The targets outlined in this report support a development which will contribute to a healthy local community while addressing global climate challenges.

Stockland's commitment to sustainable development is evident in their current business strategy and recognition as a global leader on sustainability. This development will be an exemplar in the Stockland asset portfolio and key contributor in their journey towards net zero and a circular economy.

Attachment A24

Flood Assessment – Commercial Scheme

ARUP

Stockland

Stockland Piccadilly Complex

Desktop Flood Assessment - Commercial Scheme

Reference: 295375

C | 6 August 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

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ARUP

Document Verification

Project title	Stockland Piccadilly Complex
Document title	Desktop Flood Assessment - Commercial Scheme
Job number	295375
Document ref	295375
File reference	

Revision	Date				
A	14/07/25	**Filename**	295375_Desktop Flood Assessment		
		Description	Draft – Commercial Scheme		
			Prepared by	**Checked by**	**Approved by**
		Name	Jack Lodge	Michael Burgess	Michael Burgess
		Signature			
B	01/08/25	**Filename**	295375_Desktop Flood Assessment		
		Description	Updated to incorporate comments		
			Prepared by	**Checked by**	**Approved by**
		Name	Jack Lodge	Michael Burgess	Michael Burgess
		Signature			
C	06/08/25	**Filename**	295375_Desktop Flood Assessment		
		Description	Updated to incorporate latest ground floor FFL's		
			Prepared by	**Checked by**	**Approved by**
		Name	Jack Lodge	Michael Burgess	Michael Burgess
		Signature			

Issue Document Verification with Document ☑

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Glossary

Term	Meaning
Annual Exceedance Probability (AEP)	The chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. 1% AEP flood is approximately equal to 1 in 100 year Average Recurrent Interval (ARI) flood event (or simply 100 year flood). It has 1% chance to occur in a given year.
Australian Height Datum (AHD)	A common national plan of level corresponding approximately to mean sea level.
Average Recurrence Interval (ARI)	The long-term average number of years between the occurrence of a flood as big as or larger than, the selected event. For example, floods with a discharge as great as, or greater than, the 100 year ARI flood event may occur on average once every 100 years
Basement Car Parking or Below-Ground Car Parking	The car parking area generally below ground level where inundation of the surrounding areas may raise water levels above the entry level to the basement, resulting in inundation. Basement car parks are areas where the means of drainage of accumulated water in the car park has an outflow discharge capacity significantly less than the potential inflow capacity.
Flood Planning Level (FPL)	The combinations of flood levels and freeboards selected for floodplain risk management purposes, as determined in flood studies and floodplain risk management studies and plans.
Probable Maximum Flood (PMF)	The largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation.
Probable Maximum Precipitation (PMP)	The greatest depth of precipitation for a given duration meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long-term climatic trends (World Meteorological Organisation, 1986). It is the primary input to the estimation of the probable maximum flood.

Acronyms

Acronym	Definition
AEP	Annual Exceedance Probability
ARI	Average Recurrence Interval
ARR	Australian Rainfall and Runoff
BoM	Bureau of Meteorology
CBD	Central Business District
CoS	City of Sydney
DA	Development Application
DCP	Development Control Plan
DEM	Digital Elevation Model
EOT	End Of Trip
FPL	Flood Planning Level
LEP	Local Environment Plan

Acronym	Definition
LGA	Local Government Area
LiDAR	Light Detection and Ranging
mAHD	Metres above Australian Height Datum
NSW	New South Wales
PMF	Probable Maximum Flood
SWC	Sydney Water Corporation

1. Introduction

This Desktop Flood Assessment report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

The site locality is shown in Figure 1.

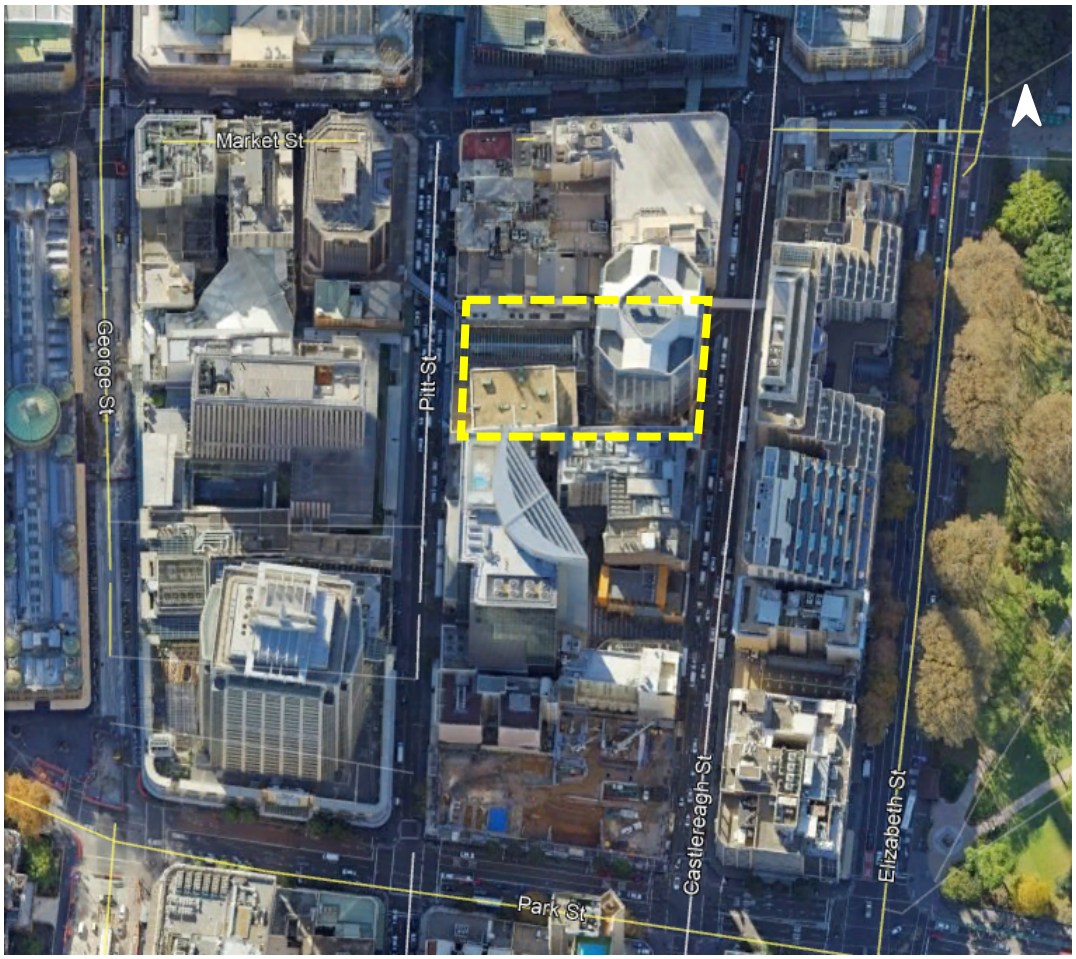


Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

1.1 Subject Site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and supporting office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design (commercial scheme) - Ground Plan (3XN, GA Plan - Level Ground, SK-11-100, Issue 1, 08/08/2025)

The Concept Reference Design is a commercial development which includes the following elements:

- Basement car parking and mechanical plant (Levels P5 – P2);
- End of trip, back of house area and plant (Level P2);
- Loading Dock (Level P1 – Level S)
- Wesley Mission facilities including the Church, Theatre and Lyceum, general activity spaces and supporting offices (Level P2 – Level 02);
- A northerly aligned east-west pedestrian through-site link connecting Pitt Street and Castlereagh Street (Ground Level);
- Podium levels (Level 00 – Level 09) comprising lobby and retail (Ground Floor – Level 01) and commercial (Level 01 – Level 12) and plant (Level 05 and Level 06);
- Tower levels (Level 09- Level 44) comprising commercial, and plant (Level 29-30 and Level 41-44).

In addition to the Concept Reference Design Ground Floor Plan, this report also utilised the following:

- Coordination Section 15 Ramp Sketch (3XN_SK_0015, received 04/10/24), illustrating the proposed raised threshold at the proposed loading dock/parking entrance. This is understood to remain applicable for the vehicular driveway entrance as shown on the revised reference design drawings (dated 08/08/25);
- Mark-ups provided by the architect on 30/07/25 (20250729_ALL COMMERCIAL DRAWING_LEVEL_CONFIRMATION_3XN), providing additional ground floor FFL's.

1.3 Purpose of Report

The purpose of this Preliminary Flood Advice Report is to provide a review of relevant aspects of the proposed planning amendments and the Concept Reference Design (and supporting documents), to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

A high-level review of flooding risk has been undertaken to identify the flooding constraints and likely flood planning implications for the proposed development. Flooding advice is based on a desktop review of:

- City Area Catchment Flood Study, Final Report, October 2014, BMT WBM
- City Area Catchment Floodplain Risk Management Study, Final Report, September 2016, WMAwater
- Interim Floodplain Management Policy, May 2014, City of Sydney Council
- Sydney Development Control Plan 2012.

To undertake an initial flood assessment for the proposed development, the reference locations shown in Figure 3 have been identified as potential ingress points within the proposed development. The reference locations have been identified based on from the provided in *GA Plan Level Ground, SK-11-100, Issue 1* (08/08/2025), and the *Coordination Section 15 Ramp Sketch* (3XN_SK_0015, received 04/10/24).

Reference Locations are summarised in Table 2, with finished floor levels interpreted from the drawings. Ramp threshold levels for the loading dock entrance (Reference Location 10 and 11) are shown in further detail in Figure 4 and Figure 5. Note the driveway entrance threshold level of 22.711 m AHD shown in Figure 5 is understood to applicable for the revised ground floor plan provided.

Compliance with the Flood Planning Level Criteria is discussed in Section 4.1. Note there may be additional building ingress locations not identified above proposed to the development. As the design evolves during design development, all points of egress to the development site will require an individual flood assessment.

Table 2: Reference Locations - Proposed Development (based on 3XN, SK-11-100, Issue 1, 08/08/2025)

Location Reference	Description	Proposed FFL/Threshold Level (m AHD)
1	Fire Egress	22.20
2	Fire Egress	22.20
3	Egress from Substation	22.20
4	Egress from Substation	22.20
5	Retail Entrance	22.30
6	Through Site Link - Castlereagh St	22.40
7	Retail Entrance	22.40
8	Castlereagh Street Commercial Lobby Entrance	22.60
9	FCR & Booster	22.60
10	Basement Access	22.71
11	Parking/Loading Dock	22.71
12	Basement Access	22.71
13	Fire Egress	19.60

Location Reference	Description	Proposed FFL/Threshold Level (m AHD)
14	Fire Egress	19.60
15	Fire Egress	19.60
16	Fire Egress	19.60
17	Through Site Link - Pitt St	19.90
18	Retail Entrance	20.00
19	Retail Entrance	20.00
20	Pitt Street Commercial Lobby Entrance	20.20
21	Fire Egress	20.50

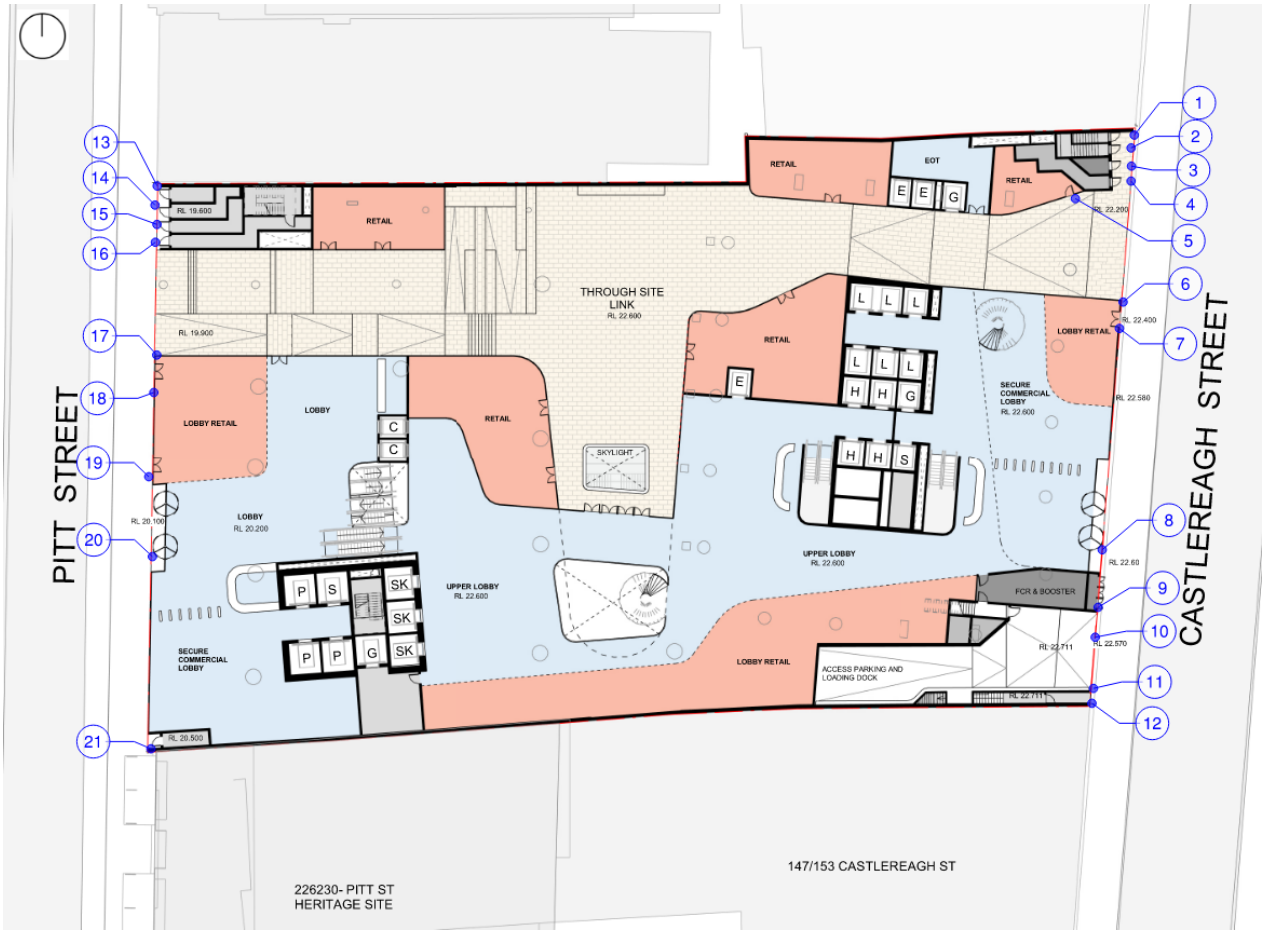


Figure 3: Concept Reference Design Ground Plan (Commercial Scheme) and the Reference Locations (based on 3XN, SK-11-100, Issue 1, 08/08/2025)

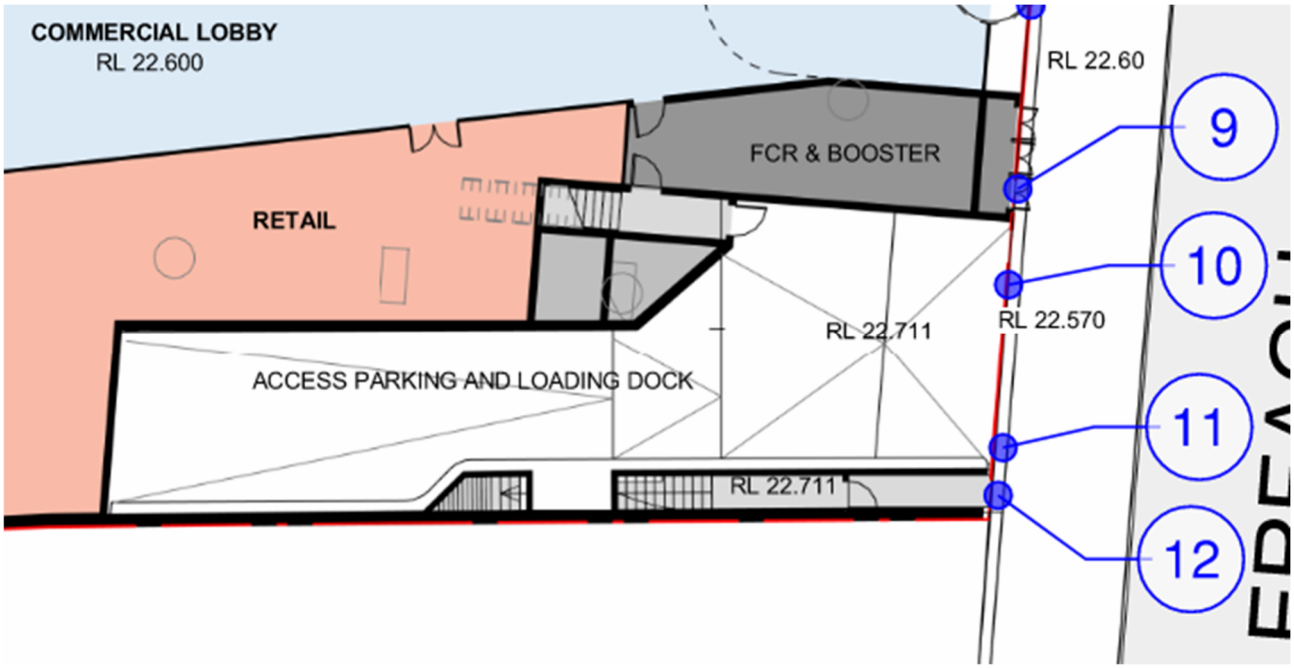


Figure 4: Proposed Loading Dock/Parking Entrance Ramp from Castlereagh Street - Plan (based on 3XN, SK-11-100, Issue 1, 08/08/2025)

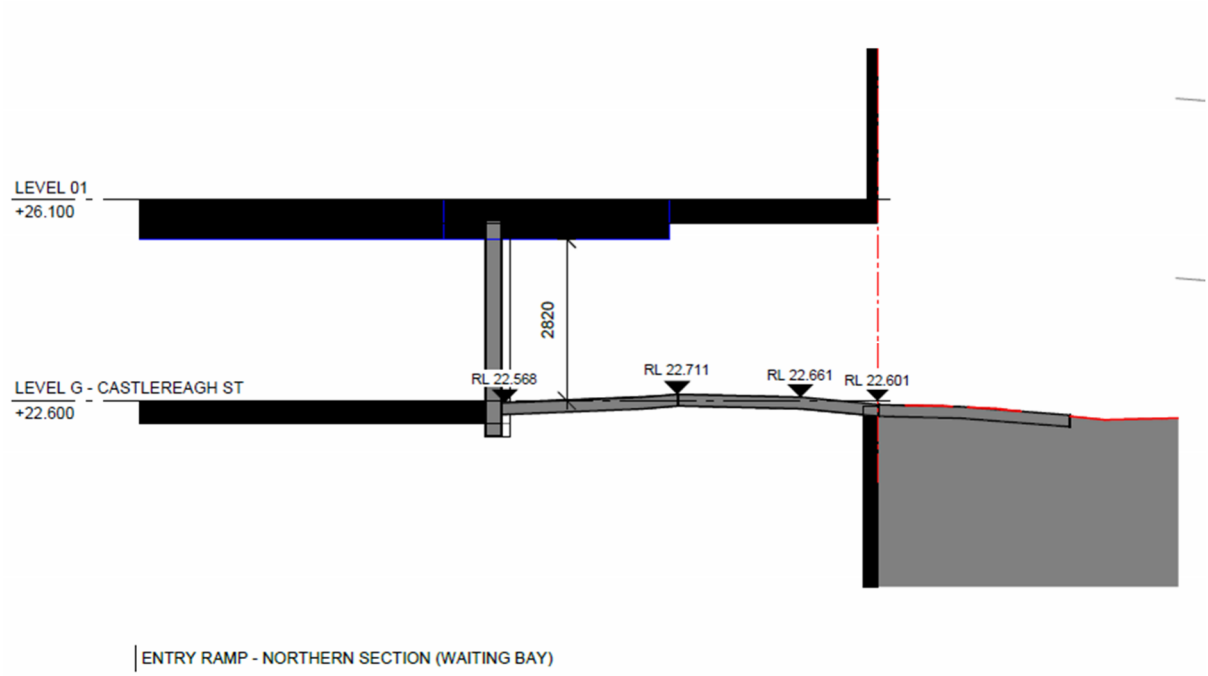


Figure 5: Proposed Loading Dock/Parking Entrance - Raised Threshold (3XN_SK_0015, received 04/10/24)

1.4 Objectives

The key objectives of this preliminary flood assessment are to:

- Review the relevant flood studies and the model results around the proposed development;
- Review the relevant Council flood risk management policies that may apply to the site;
- Provide flood advice for the proposed redevelopment, including identifying flood design requirements for specific areas of the development; and
- Identification of potential alternative Flood Planning Level requirements.

2. Review of Existing Flood Study

2.1 Previous Studies

The City Area Catchment Flood Study was completed by BMT WBM in October 2014 on behalf of the City of Sydney. A dynamic 1d/2d TUFLOW model was utilised using the "direct rainfall" approach (also referred to as "rainfall-on-grid") in the study. The study defined the flood behaviour within the City Area catchment, and provides mapping for flood depths, flood levels, velocities and provisional hazard for a range of design flood events.

The City Area Catchment Floodplain Risk Management Plan was undertaken by WMAwater for the City of Sydney (WMAwater, September 2016). The model adopted in this study was based on the BMT WBM model, but incorporated minor refinements. The WMAwater study is referred to in this report for flood information. The purpose of the WMAwater study was to investigate the performance of a range of flood mitigation measures.

2.2 Review of the Flood Model Results

This preliminary flood assessment was based on the existing model results in the City Area Catchment Floodplain Risk Management Study (WMAwater, September 2016). Permission to utilise the WMAwater model for the current study has been granted by the City of Sydney.

The flood maps for the 1% AEP (100 year ARI) and the Probable Maximum Flood (PMF) events from the flood study are listed in Table 3.

The reference locations are approximate only and have relied upon a manual overlay of the ground floor layout with the flood mapping.

Table 3: Flood information extracted from WMAwater Model

Figure Reference	Flood Map Title
Figure 7	Critical Durations – 1% AEP (100 year ARI)
Figure 8	Critical Durations – PMF
Figure 9	Peak Flood Depths – 1% AEP Event (100 year ARI)
Figure 10	Peak Flood Depths – PMF
Figure 11	Provisional Hydraulic Hazard – 1% AEP (100 year ARI)
Figure 12	Provisional Hydraulic Hazard – PMF

A review of the flood maps included within the WMAwater study indicates that:

- The site is located near the top of the City Area stormwater catchment, with the catchment boundary located approximately 300 m south of the site at Bathurst Street.
- The critical duration in the vicinity of the site is the 25 minute storm for the 1% AEP (100 Year ARI) event (Figure 7) and 15 minute storm for the PMF (Figure 8).
- For the 1% AEP event, peak flood depths are up to 0.17 m within Castlereagh Street, and 0.15 m on Pitt Street (Figure 9).
- For the PMF peak flood depths are up to 0.30 m in Castlereagh Street and 0.40 m in Pitt Street (Figure 10).
- Provisional hydraulic hazard is categorised as per Figure L2 in *Floodplain Development Manual* (NSW Government, 2005), which is re-produced in Figure 6. The model results indicate that flooding adjacent

to the proposed site is categorised as low hydraulic hazard in the 1% AEP event (Figure 11). In the PMF, Castlereagh Street remains categorised as low hazard, however flooding within the Pitt Street corridor is categorised as high hydraulic hazard (Figure 12). It should be noted that this hazard categorisation has since been superseded by the General Flood Hazard curves available in the latest version of Australian Rainfall and Runoff, however results from the WMAwater flood model pre-date the updated hydraulic hazard guidance.

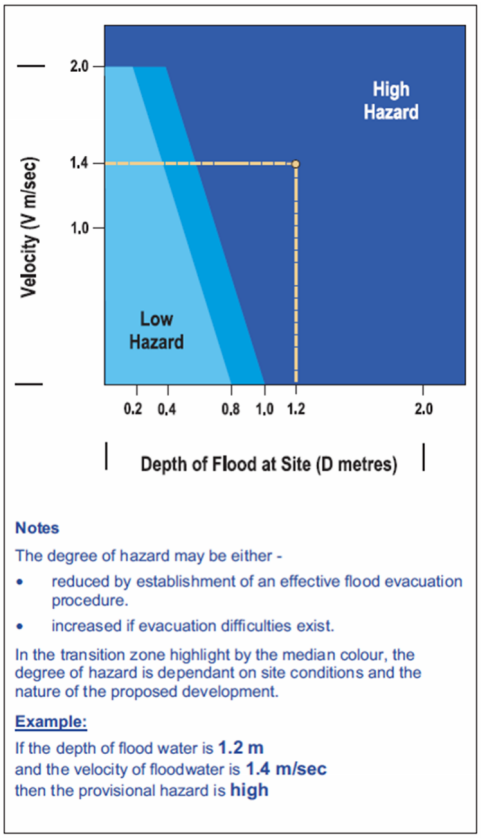


FIGURE L2 - Provisional Hydraulic Hazard Categories

Figure 6: Provisional Hydraulic Hazard Categories (re-produced from Appendix L, NSW Floodplain Development Manual 2005)

The following limitations should be noted regarding the setup of the WMAwater flood model:

- The Digital Elevation Model (DEM) incorporated in the TUFLOW model is based on LiDAR information, which is limited in its accuracy and does not pick up finer surface features within road corridors such as kerbs and gutters. Due to the age of the flood model, the LiDAR is also likely to be out of date.
- The TUFLOW model incorporates a 2 m grid size, which is reasonably coarse when it comes to extracting flood depths and levels at specific locations (for example, the grid size may not define local depressions from gutter inverts).

Flood depths/levels presented in this report should therefore be treated as approximations and used with caution. Further modelling can be undertaken at later design stages to provide more accurate peak flood depths/level estimates.

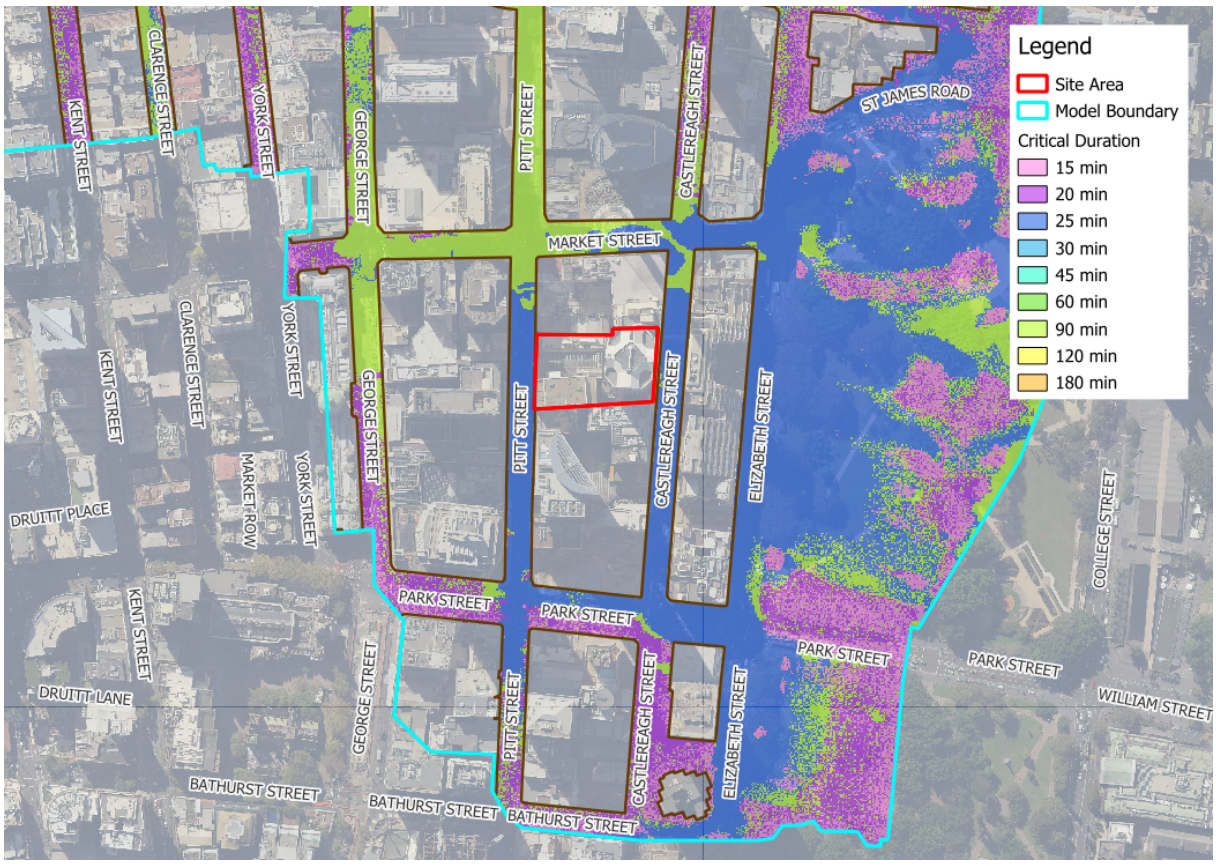


Figure 7: Critical Durations – 1% AEP (100 Year ARI) Results extracted from supplied TUFLOW model

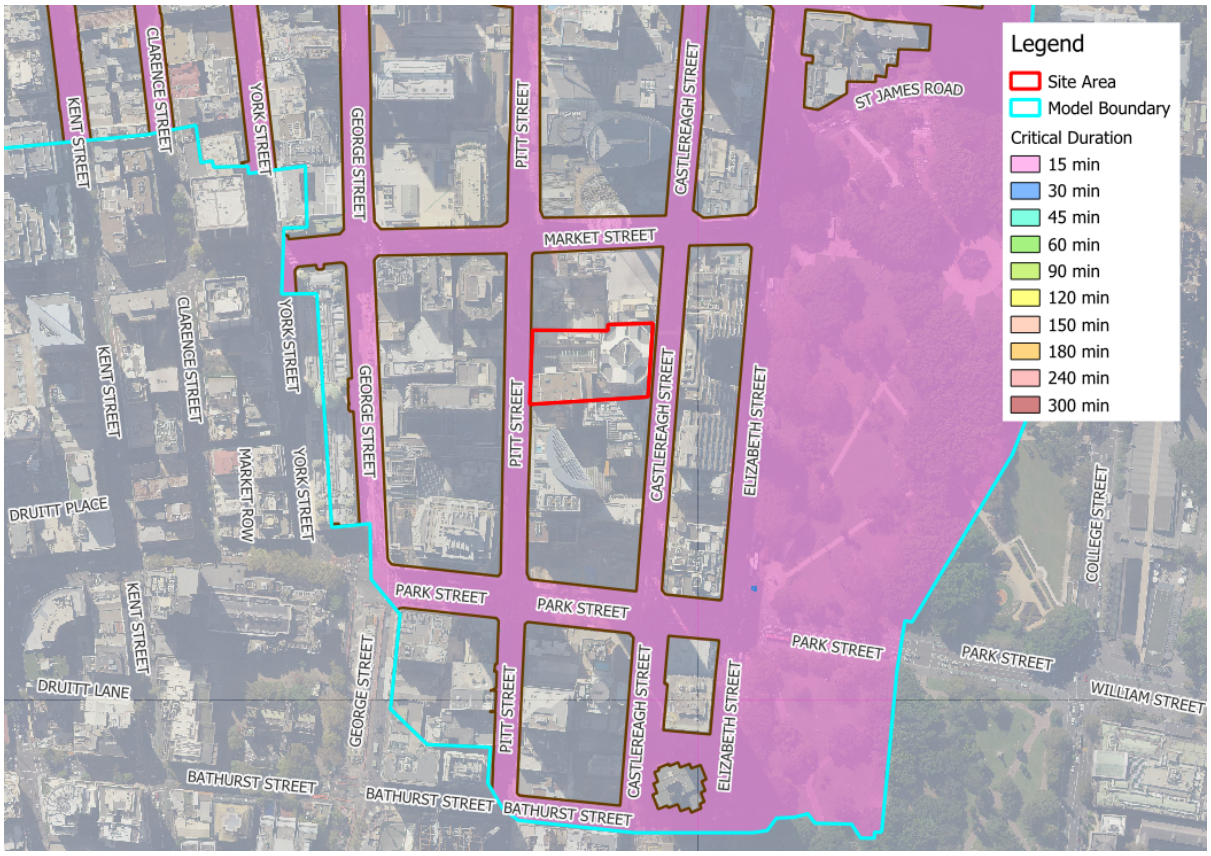


Figure 8: Critical Durations – PMF. Results extracted from supplied TUFLOW model

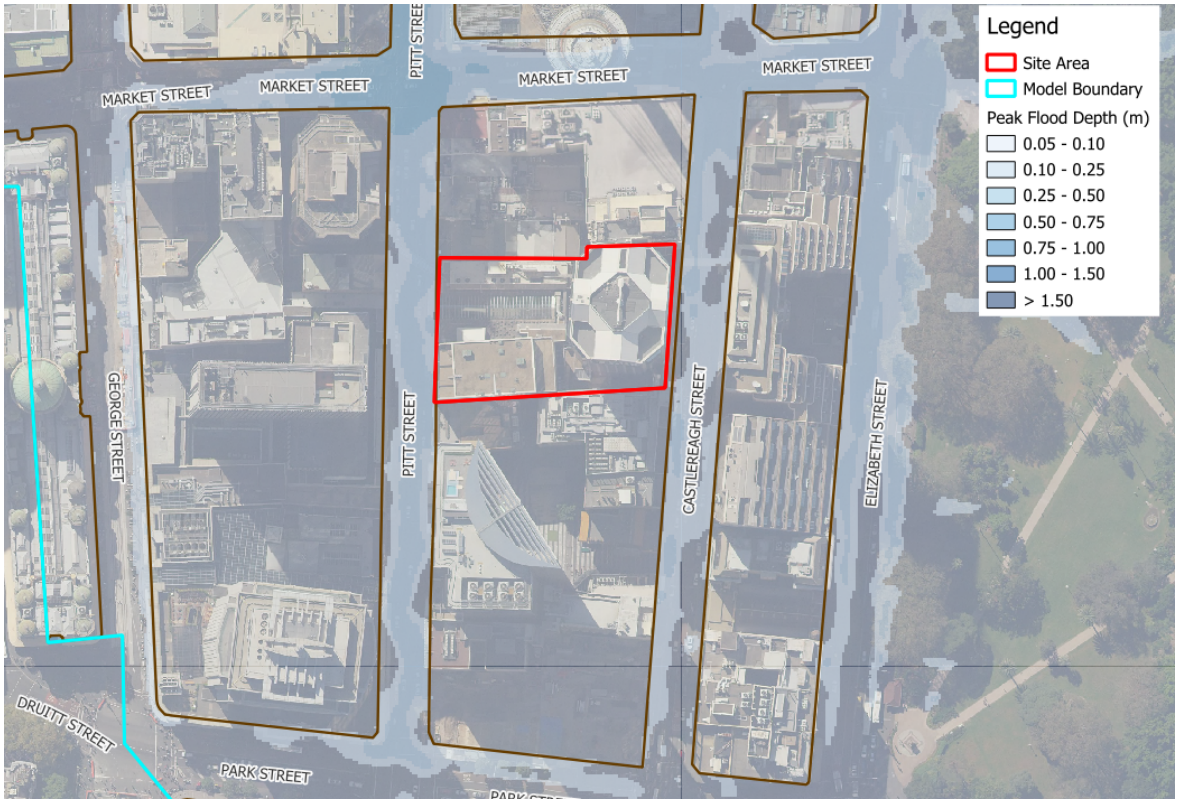


Figure 9: Peak Flood Depths – 1% AEP Event (100 Year ARI) Results extracted from supplied TUFLOW model (note flood depths clipped where < 0.05 m)

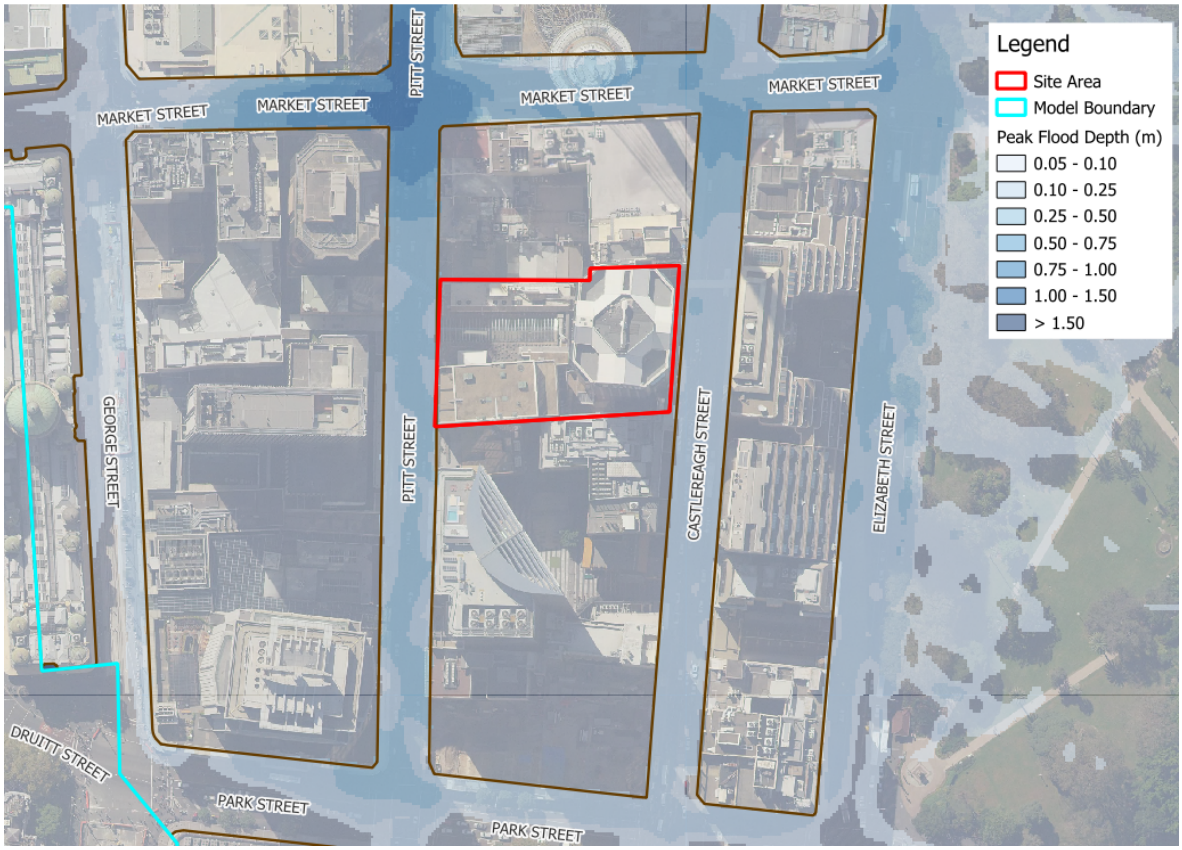


Figure 10: Peak Flood Depths – PMF Results extracted from supplied TUFLOW model (note flood depths clipped where < 0.05 m)

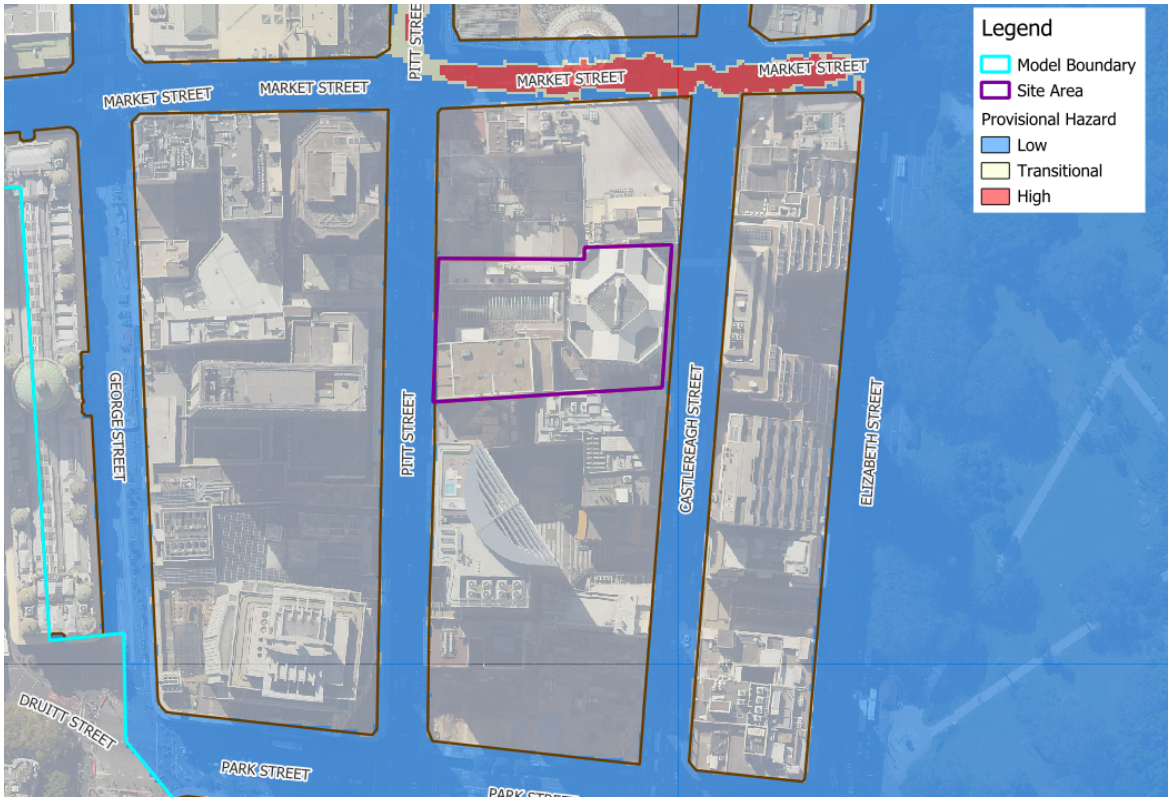


Figure 11: Provisional Hydraulic Hazard – 1% AEP Event (100 Year ARI). Results extracted from supplied TUFLOW model



Figure 12: Provisional Hydraulic Hazard – PMF. Results extracted from supplied TUFLOW model

3. Flooding Design Criteria

According to the City of Sydney *Interim Floodplain Management Policy,* Flood Planning Level (FPL) is defined as

"*The combinations of flood levels and freeboards selected for floodplain risk management purposes, as determined in flood studies and floodplain risk management studies and plans."*

The FPL refers to the permissible minimum building floor level or threshold level. For below-ground parking, the FPL refers to the minimum level at each access point, including ventilation ducts, windows, light wells, lift shaft openings, risers, services pits and stairwells. Details of these levels as extracted from the *Interim Floodplain Management Policy* are included in Table 4.

Table 4: Flood Planning Level Requirements (Extracted from the City of Sydney *Interim Floodplain Management Policy*)

Development	Flood Planning Level (FPL)
Residential – habitable rooms subject to local drainage flooding	1% AEP flood level + 0.5 m or Two times the depth of flow with a minimum of 0.3 m above the surrounding surface if the depth of flow in the 1% AEP flood is less than 0.25 m.
Residential – habitable rooms outside floodplain	0.3 m above the surrounding surface
Industrial or commercial – business subject to mainstream or local drainage flooding	Merits approach with a minimum of the 1% AEP flood level
Industrial or commercial – retail floor levels subject to mainstream or local drainage flooding	Merits approach with a minimum of the 1% AEP flood level. The development must demonstrate a reasonable balance between flood protection and urban design outcomes for street level activation.
Industrial or commercial – schools and childcare facilities subject to mainstream or local drainage flooding	Merits approach with a minimum of the 1% AEP flood level + 0.5 m.
Below-ground car park outside floodplain*	0.3 m above the surrounding surface
Below-ground car park subject to mainstream or local drainage flooding*	1% AEP flood level + 0.5 m or the PMF (whichever is the higher)

* The criteria for below ground car parks includes any intended use for spaces located below the surrounding surface levels e.g. car parking, retail, commercial uses, plant etc.

Sydney Development Control Plan 2012 requires that the development should manage and mitigate flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain.

The City of Sydney's *Interim Floodplain Management Policy* performance criteria include a requirement that a development "will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other developments or properties".

4. Development Requirements

4.1 Flood Planning Level Requirements

The City of Sydney's *Interim Floodplain Management Policy* (May 2014) defines a floodplain as "the area of land which is subject to inundation by floods up to and including the probable maximum flood (PMF) event".

The *CoS Interim Floodplain Management Policy* provides Flood Planning Level criteria based on the "type of flooding" present at the Site. These are listed below:

- Outside floodplain
- Mainstream flooding
- Local drainage flooding

The Policy considers a property "outside of the floodplain" where it is above the mainstream and local drainage flood planning levels, including freeboard. As some floor levels within the existing building are below the PMF level, the site is considered within the floodplain for the purpose of assessing the Flood Planning Level requirements.

The Policy defines "Local drainage flooding" to occur where:

- The maximum cross-sectional depth of flooding in the local overland flow path through and upstream of the site is less than 0.25 m for the 1% AEP flood; and
- The development is at least 0.5 m above the 1% AEP flood level at the nearest downstream trapped low point; and
- The development does not adjoin the nearest upstream trapped low point; and
- Blockage of an upstream trapped low point is unlikely to increase the depth of flow past the site to greater than 0.25 m in the 1% AEP flood.

Where the local drainage flooding criteria cannot be satisfied, flooding is considered to be mainstream flooding.

The WMAwater TUFLOW model results indicate the peak flood depths for the 1% AEP event to be a maximum of 0.17 m along both the Pitt Street and Castlereagh Street corridors. The site is over 1.0 m above the 1% AEP flood level at the nearest downstream trapped sag point (taken to be at the intersection of Pitt Street and Market Street) and does not adjoin any other trapped low points within the upstream catchment. It is also unlikely to be subject to flood depths of 0.25 m in the event of blockage of an upstream trapped low point.

Therefore, the proposed site should be considered as being subject to local drainage flooding (as opposed to mainstream flooding), and the "local drainage flooding" requirements would apply in accordance with the Flood Planning Level criteria listed in Table 4.

Where a flood planning level criteria of "a minimum 1% AEP flood level + 0.5 m or the PMF (whichever is the higher)" is required, the governing flood planning level will be the 1% AEP flood level + 0.5 m in all cases, noting the WMAwater flood model results indicate that the peak flood depths in the PMF do not exceed 0.40 m along either the Pitt Street or Castlereagh Street corridors.

The following sections identify key considerations for the current Proposal (*GA Plan Level Ground, SK-11-100, Issue 1,* dated 08/08/2025). Similar principles would apply during future design development.

4.1.1 Loading Dock/Parking Entry and Exit

Based on a strict interpretation of the Flood Planning Requirements, the 1% AEP flood level + 0.5 m will likely be governing the crest level of the driveway to the basement loading dock/parking areas.

Flood model results indicate the 1% AEP flood depths range from 0.07 – 0.09 m across the width of the loading dock/parking entry frontage. In the PMF, flood depths range from 0.18 – 0.21 m.

If the 1% AEP flood level + 0.5 m is applied, the loading dock/parking entry will require grading within the public domain and internally to the site to achieve the FPL requirements, which is in the order of 0.57 - 0.60 m above adjacent top of kerb level. Based on similar commercial developments in the Sydney CBD, it can be a challenge to achieve this threshold level with a driveway crest while balancing urban design outcomes for street level activation and vehicle clearance requirements. This would also compromise the intent to retain the existing structure if regarding to achieve the 1% AEP + 0.5 m level is required.

An alternative Flood Planning Level (FPL) criterion for the Loading Dock/Parking Entrance has been proposed in Section 4.1.4 based on a risk-based approach to flooding within the Castlereagh Street corridor. This FPL criteria and any subsequent design mitigation measures can be addressed through further consultation with Council during detailed DA stage.

4.1.2 Ground Plane Development

Ground plane development areas have been identified in the current Proposal (*GA Plan Level Ground, SK-11-100, Issue 1,* dated 08/08/2025). For the purposes of setting FPL's, this is limited to the retail areas (excluding penetrations to basement levels, which are addressed in Section 4.1.3).

The ground plane development areas have FPL based upon a merits approach with a minimum of the 1% AEP flood level. The WMAwater flood model indicates that 1% AEP flood depths are approximately 0.13 m across the Pitt Street frontage at the location of the retail entrances (Locations 18 and 19). The ground plane development areas will require grading within the public domain to achieve the FPL requirements, which is typically achieved through kerb height and footpath cross-falls for flow depths of this magnitude. It is assumed based on FFL's specified on the Ground Level drawings at the through-site link entrance (19.9 m AHD), that the FFL's in the Retail Areas are compliant with the applicable FPL criteria.

4.1.3 Basement Access and Penetrations

Basement access and penetrations (below ground facilities) have been identified in the current Proposal (*GA Plan Level Ground, SK-11-100, Issue 1,* dated 08/08/2025). Note: where lift shafts and stairwells to lower floor levels are proposed internally, these are treated as "below-ground facilities" for the purpose of this Flood Planning Level assessment. It is noted this applied across the majority of the Ground Level within the proposed development.

Areas of the development which are subject to the below-ground facilities Flood Planning Controls include:

- Through Site Link between Pitt Street and Castlereagh Street (due to lift connections to parking levels)
- Loading dock and parking entries from Castlereagh Street
- Commercial Lobbies (due to lift shafts to parking levels, plus access to the Wesley Mission facilities on Level S)
- End of Trip Facilities (due to lift shafts to EOT change area on Level P02)
- Fire Egress Doors at both Pitt Street and Castlereagh Street (due to fire stair connections to lower levels)
- Services connections to lower levels, including ventilation ducts, light wells, services risers, voids over lower levels etc.

The majority of the ground level (with the exception of the retail spaces) is required to be assessed as below-ground facilities due to the connections to the basement floor levels.

Where the below-ground entrance criterion applies to the development, the applicable FPL criteria will be the greater of the 1% AEP + 0.5 m or the PMF flood level. Based upon the WMAwater flood model results, the governing FPL is the 1% AEP + 0.5 m at all locations identified from the plans. The flood depths in the 1% AEP event range between 0.07 – 0.17 m. As such, the basement access and penetrations will require grading within the public domain and internally to the site to achieve the FPL requirements which is in the

order of 0.57 – 0.67 m above adjacent gutter invert levels. This may be achieved through grading/ ramping in both the public and private domain and steps at thresholds. However, it is recognised that achieving the FPL requirements whilst maintaining urban design outcomes for street level activation, accessible entry requirements and retaining the existing structure is likely to be a challenge.

Noting the above constraints, alternative FPL requirements for the proposed development have been reviewed in Section 4.1.4.

4.1.4 Alternate Flood Planning Level Assessment

The flood planning level (FPL) requirements as defined by the City of Sydney's *"Interim Floodplain Management Policy",* May 2014 were defined for each of the proposed development uses and risks. These uses and risks included ground floor retail, below ground car park/ penetration etc.

CoS has previously commented that:

> *"Flood gates or barriers are not supported. Prior to giving consideration to the use of flood gates or barriers all other alternatives to meet the requirements of the City's Policy need to be adequately investigated."*

A review of design implications for compliance with the FPL requirements has been undertaken by the architect, 3XN. This review has identified that FPL compliance in areas with penetrations/ access to basement levels, would compromise the conflicting interests of:

- Street level activation;
- Disability Discrimination Act (DDA) compliance; and
- Vehicle clearance requirements to basement level carpark ramp.

Compliance according to the CoS's "Interim Floodplain Management Policy" for penetrations/ access to basement levels requires a minimum FPL of the greater of 1% AEP + 0.5m or PMF. The development proposes an alternate FPL criterion which is considerate of the flood risk to the site whilst balancing the requirements of the above-mentioned design aspects.

The alternate options presented include FFLs/ threshold levels set at a minimum of:

- PMF level
- 300mm above gutter invert (complies with the CoS's "Interim Floodplain Management Policy" for below-ground car parks outside the floodplain).

Based on a review of peak flood depths and levels adjacent to the site from the WMAwater flood model, the adoption of the PMF level as the applicable FPL (as opposed to the 1% AEP + 0.5 m) is relatively low risk at the site. This is due to the following factors:

- The site is located near the top of catchment;
- The site is located away from any significant trapped sag locations, so the potential for flooding within the development resulting from any significant blockage of the drainage network is low; and
- The sensitivity of peak flood levels at the site to changes in the hydrological assumptions is low, as evidenced by the relatively small differences in the PMF and 1% AEP peak flood levels (less than 0.25 m at all reference locations).

Achieving these alternate levels would provide flood immunity to the maximum possible flooding without the use of flood gates or flood barriers. The results of this review are contained in Table 5.

Table 5: FPL Compliance Table

Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
1	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.945	22.445	22.065	21.975	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
2	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.958	22.458	22.079	21.982	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
3	Egress from Substation	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.985	22.485	22.104	22.014	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
4	Egress from Substation	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.999	22.499	22.117	22.039	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
5	Retail Entrance	Ground Level - 1% AEP	22.30	22.026	22.526	22.141	22.064	Yes	Yes	
6	Through Site Link - Castlereagh St	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.40	22.102	22.602	22.235	22.214	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
7	Retail Entrance	Ground Level - 1% AEP	22.40	22.122	22.622	22.231	22.236	Yes	Yes	
8	Castlereagh Street Commercial Lobby Entrance	Basement Penetration -	22.60	22.431	22.931	22.531	22.495	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level

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Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
		greater of 1% AEP + 0.5 or PMF								
9	FCR & Booster	Ground Level - 1% AEP	22.60	22.507	23.007	22.624	22.556	Yes	Yes	
10	Basement Access	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.71	22.530	23.030	22.649	22.578	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
11	Parking/Loading Dock	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.71	22.590	23.090	22.702	22.617	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
12	Basement Access	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.71	22.603	23.103	22.716	22.628	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL exceeds minimum 300 mm above gutter invert level
13	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.462	19.962	19.703	19.520	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL exceeds minimum 300 mm above gutter invert level
14	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.482	19.982	19.682	19.562	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL exceeds minimum 300 mm above gutter invert level
15	Fire Egress	Basement Penetration -	19.60	19.498	19.998	19.689	19.580	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL

Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
		greater of 1% AEP + 0.5 or PMF								exceeds minimum 300 mm above gutter invert level
16	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.535	20.035	19.698	19.607	No	No	Slightly below PMF immunity and minimum 300mm threshold above gutter level. Could provide ramp internally to achieve PMF immunity and minimum 300 mm threshold above gutter invert level
17	Through Site Link - Pitt St	Ground Level - 1% AEP	19.90	19.677	20.177	19.877	19.804	Yes	Yes	
18	Retail Entrance	Ground Level - 1% AEP	20.00	19.745	20.245	19.943	19.867	Yes	Yes	
19	Retail Entrance	Ground Level - 1% AEP	20.00	19.882	20.382	20.019	19.950	Yes	Yes	
20	Pitt Street Commercial Lobby Entrance	Basement Penetration - greater of 1% AEP + 0.5 or PMF	20.20	20.003	20.503	20.186	20.072	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
21	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	20.50	20.319	20.819	20.476	20.401	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level

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Compliance with FPLs (both CoS standard requirements or alternate agreed criteria) would be achieved by one or a combination of the following:

- CoS kerb and gutter profile;
- CoS footpath crossfall;
- Threshold ramps;
- Landscape elements (within property boundary);
- Ramping (internal to site boundary);
- Steps (internal to site boundary where acceptable e.g. egress stairs and substation).

Once the appropriate FPL criteria are agreed with the CoS, the design would be developed in subsequent design stages to achieve the required compliance. Acknowledging that the existing flood model is based upon LiDAR survey and a 2 m grid, future design stages also present the opportunity to further refine the flood model and the resulting flood levels, providing greater certainty on the predicted flood levels adjacent to the site.

4.2 Flood Affectation

It is anticipated that public domain works will be undertaken to the Castlereagh and Pitt Street site frontages. This may include adjustment to footpath alignment levels and grading. Any adjustment to existing levels would need to consider the performance requirement for the development which is:

> *the development should manage and mitigate flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain;* and
>
> *a development "will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other developments or properties".*

Noting the Piccadilly development (i.e. excluding any public domain works) is contained to within the existing building envelope and will not result in increased runoff compared to existing conditions, it is not anticipated the proposed development will result in any changes to flood affectation within the wider catchment area.

However, during design development it will be necessary to coordinate the public domain design with the existing flooding to confirm that this requirement is met. This will also include incorporating detailed survey into the existing flood model to better define the existing site topography and a design surface for footpath alignment levels.

5. Conclusion

This preliminary flood assessment was based on the flood model results in the City Area Catchment Floodplain Risk Management Study (WMAwater, 2016). The results are subject to assumptions and limitations associated with this model.

Preliminary Flood Planning Levels for the site have been identified based upon the existing WMAwater flood model. An assessment of the existing flood levels indicates that achieving the FPL requirements for the below ground or car park/ penetration entrances (the governing criteria being the 1% AEP flood level + 0.5 m) will be particularly challenging within the constraints of maintaining urban design outcomes for street level activation and accessible site entry.

Therefore, alternative Flood Planning Level requirements have been presented, based primarily on achieving flood immunity to the PMF at basement entrance locations, as a means of balancing Flood Planning Level requirements with other design constraints applicable to the site (e.g. urban design outcomes for street level activation and accessible site entry). The PMF level has been recommended as an alternative FPL criteria noting that:

- The site is located near the top of catchment;
- The site is located away from any significant trapped sag locations, so the potential for flooding within the development resulting from any significant blockage of the drainage network is low; and
- The sensitivity of peak flood levels at the site to changes in the hydrological assumptions is low, as evidenced by the relatively small differences in the PMF and 1% AEP peak flood levels (less than 0.25 m at all reference locations).

Analysis of the entrance locations with the alternative FPL criteria indicates that a number of entrance locations are above the predicted PMF flood level. Where FFL's are below the PMF level, the potential exists for the alternate FPL compliance levels to be achieved through other means, (e.g. providing raised entrance thresholds, internal ramping etc). This will require further consideration in design development to achieve compliance.

Further hydraulic modelling will be required to refine the existing flood levels, in particular incorporating detailed existing ground survey information for the site and surrounds and improved representation of surface features in the flood model. Once the proposed design for the site has been developed, modelling will be undertaken to review flood performance, flood impacts and more accurately define the flood planning level requirements for the site.

ARUP

Subject	Response to City of Sydney Planning Proposal RFIs - Flooding
Job No/Ref	Piccadilly Redevelopment
Date	12 January 2026

1. Introduction

Arup provide this memorandum to support the responses to the flooding queries that have been received from the City of Sydney, in their email dated 12 December 2025, following the submission of the Planning Proposal for the Piccadilly redevelopment.

2. Response to Flooding Related Queries

Arup have reviewed the City of Sydney commentary and note the following:

- We acknowledge the requirement for the Flood Impact and Risk Assessment (FIRA) and this will be completed prior to the Development Application (DA) submission for the proposed development, as requested.

  We confirm that the FIRA will outline flood behaviour and assess risks and impacts in the existing as well as post development situation based on duration of flooding, depth and velocity, flood warning & evacuation time, period of isolation, frequency of inundation and flood hazards for full range of events up to and including PMF.

- In preparing the FIRA we confirm that we will discuss the compliance of the proposal with Direction 4.1 (flooding) of the Local Planning Directions, as requested. With respect to the planning proposal, we note that as the proposal does not significantly alter the existing building footprint and flooding is limited to the surrounding road corridors (and is of relatively shallow depths) that compliance with the directions in Direction 4.1 should be achieved.

- We confirm that following the issue of the initial flood assessment report, we have reviewed the revised flood planning criteria in the proposed DCP amendments and confirm that we do not expect the required flood planning levels (FPL) to materially change for the Piccadilly Development based on the proposed amendments.

- We acknowledge that new guidance on consideration of impacts of climate change is available and confirm that it will be considered in assessing the impacts when the FIRA is completed, along with the proposed amendments to the Sydney DCP.

  Based on our initial review of the climate change guidance, we expect any increase in FPL's for this development resulting from applying climate change factors to be < 0.1 m.

- We acknowledge the requirement for a Flood Emergency Response Plan (FERP) and this will be prepared prior to the submission of the DA, with reference to the documents noted in the email, to manage flood risk to the development.

We therefore conclude that for concept reference schemes, submitted with the Planning Proposal, we believe that the recommendations in the Arup flood assessments reports, dated 14 July 2025, will not change and remain valid, and that the proposed envelopes and controls can meet the requirements for both the Flood Impact Risk Assessment and Flood Emergency Response Plan, which will both be completed prior to lodgement of the DA submission.

Attachment A25

Flood Assessment – Mixed Use Scheme

ARUP

Stockland

Stockland Piccadilly Complex

Desktop Flood Assessment - Mixed Use Scheme

Reference: 295375

E | 6 August 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375

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Document Verification

Project title	Stockland Piccadilly Complex
Document title	Desktop Flood Assessment - Mixed Use Scheme
Job number	295375
Document ref	295375
File reference	

Revision	Date				
C	14/07/25	**Filename**	295375_Desktop Flood Assessment		
		Description	Report finalisation		
			Prepared by	**Checked by**	**Approved by**
		Name	Jack Lodge	Michael Burgess	Michael Burgess
		Signature			
D	01/08/25	**Filename**	295375_Desktop Flood Assessment		
		Description	Report finalisation		
			Prepared by	**Checked by**	**Approved by**
		Name	Jack Lodge	Michael Burgess	Michael Burgess
		Signature			
E	06/08/25	**Filename**	295375_Desktop Flood Assessment		
		Description	Updated to incorporate latest ground floor FFL's		
			Prepared by	**Checked by**	**Approved by**
		Name	Jack Lodge	Michael Burgess	Michael Burgess
		Signature			

Issue Document Verification with Document ☑

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Glossary

Term	Meaning
Annual Exceedance Probability (AEP)	The chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. 1% AEP flood is approximately equal to 1 in 100 year Average Recurrent Interval (ARI) flood event (or simply 100 year flood). It has 1% chance to occur in a given year.
Australian Height Datum (AHD)	A common national plan of level corresponding approximately to mean sea level.
Average Recurrence Interval (ARI)	The long-term average number of years between the occurrence of a flood as big as or larger than, the selected event. For example, floods with a discharge as great as, or greater than, the 100 year ARI flood event may occur on average once every 100 years
Basement Car Parking or Below-Ground Car Parking	The car parking area generally below ground level where inundation of the surrounding areas may raise water levels above the entry level to the basement, resulting in inundation. Basement car parks are areas where the means of drainage of accumulated water in the car park has an outflow discharge capacity significantly less than the potential inflow capacity.
Flood Planning Level (FPL)	The combinations of flood levels and freeboards selected for floodplain risk management purposes, as determined in flood studies and floodplain risk management studies and plans.
Probable Maximum Flood (PMF)	The largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation.
Probable Maximum Precipitation (PMP)	The greatest depth of precipitation for a given duration meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long-term climatic trends (World Meteorological Organisation, 1986). It is the primary input to the estimation of the probable maximum flood.

Acronyms

Acronym	Definition
AEP	Annual Exceedance Probability
ARI	Average Recurrence Interval
ARR	Australian Rainfall and Runoff
BoM	Bureau of Meteorology
CBD	Central Business District
CoS	City of Sydney
DA	Development Application
DCP	Development Control Plan
DEM	Digital Elevation Model
EOT	End Of Trip
FFL	Finished Floor Level
FPL	Flood Planning Level

Acronym	Definition
LEP	Local Environment Plan
LGA	Local Government Area
LiDAR	Light Detection and Ranging
mAHD	Metres above Australian Height Datum
NSW	New South Wales
PMF	Probable Maximum Flood
SWC	Sydney Water Corporation

1. Introduction

This Desktop Flood Assessment report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

The site locality is shown in Figure 1.

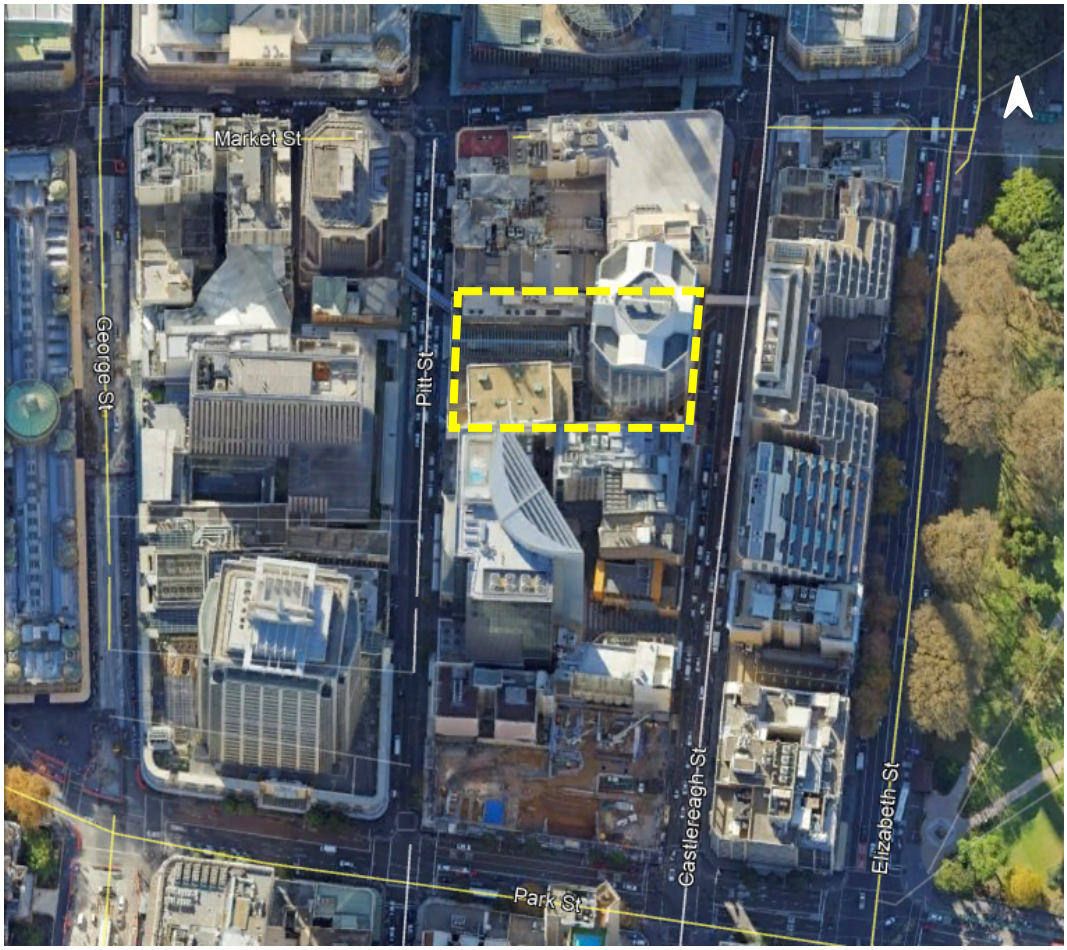


Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

1.1 Subject Site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and supporting office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope is capable of accommodating a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design (mixed-use scheme) - Ground Plan (3XN, GA Plan - Level Ground, SK-11-100, Issue 4, 14/07/2025)

The Concept Reference Design is a mixed-use development which includes the following elements:

- Basement car parking and mechanical plant (Levels P5 – P2);
- End of trip, back of house area and plant (Level P2);
- Retail/wellness area, lower loading dock, back of house and plant (Level P1)
- Retail, market hall, loading dock, back of house and plant (Level S)
- A northerly aligned east-west pedestrian through-site link connecting Pitt Street and Castlereagh Street (Ground Level);
- Podium levels (Level 00 – Level 11) comprising lobby and retail (Ground Floor – Level 01), commercial (Level 01 – Level 11) and plant (Level 05, Level 06 and Level 09);
- Tower Levels comprising commercial (Levels 12 – 28), residential (Levels 31 – 42). and plant (Levels 29 – 30 and Levels 43 – 44)

In addition to the Concept Reference Design Ground Floor Plan, this report also utilised the following:

- Coordination Section 15 Ramp Sketch (3XN_SK_0015, received 04/10/24), illustrating the proposed raised threshold at the proposed loading dock/parking entrance. This is understood to remain applicable for the vehicular driveway entrance as shown on the revised reference design drawings (dated 14/07/25);
- Mark-ups provided by the architect on 30/07/25 (20250729_MIXED USE DRAWING_LEVEL_CONFIRMATION_3XN), providing additional ground floor FFL's.

1.3 Purpose of Report

The purpose of this Preliminary Flood Advice Report is to provide a review of relevant aspects of the proposed planning amendments and the Concept Reference Design (and supporting documents), to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

A high-level review of flooding risk has been undertaken to identify the flooding constraints and likely flood planning implications for the proposed development. Flooding advice is based on a desktop review of:

- City Area Catchment Flood Study, Final Report, October 2014, BMT WBM
- City Area Catchment Floodplain Risk Management Study, Final Report, September 2016, WMAwater
- Interim Floodplain Management Policy, May 2014, City of Sydney Council
- Sydney Development Control Plan 2012.

To undertake an initial flood assessment for the proposed development, the reference locations shown in Figure 3 have been identified as potential ingress points within the proposed development. The reference locations have been identified based on from the provided in *GA Plan - Level Ground, SK-11-100, Issue 4* (14/07/2025), and the *Coordination Section 15 Ramp Sketch* (3XN_SK_0015, received 04/10/24). Note that the Retail Entrance (Location 9) has been assumed conservatively where flood levels would be highest.

Reference Locations are summarised in Table 2, with finished floor levels interpreted from the drawings. Ramp threshold levels for the loading dock entrance (Reference Locations 12 and 13) are shown in further detail in Figure 4 and Figure 5. Note the driveway entrance threshold level of 22.711 m AHD shown in Figure 5 is understood to applicable for the revised ground floor plan provided.

Compliance with the Flood Planning Level Criteria is discussed in Section 4.1. Note there may be additional building ingress locations not identified above proposed to the development. As the design evolves during design development, all points of egress to the development site will require an individual flood assessment.

Table 2: Reference Locations - Proposed Development (based on 3XN, SK-11-100, Issue 4, 14/07/2025)

Location Reference	Description	Proposed FFL/Threshold Level (m AHD)
1	Fire Egress	22.20
2	Fire Egress	22.20
3	Egress from Substation	22.20
4	Egress from Substation	22.20
5	Retail Entrance	22.30
6	Through Site Link - Castlereagh St	22.40
7	Egress from HVCP	22.40
8	Castlereagh Lobby Entry	22.60
9	Retail Entrance	22.50
10	Fire Booster	22.50
11	Fire Egress	22.60
12	Garbage Collection Access	22.71
13	Parking/Loading Dock	22.71

Location Reference	Description	Proposed FFL/Threshold Level (m AHD)
14	Basement Access	22.71
15	Fire Egress	19.60
16	Fire Egress	19.60
17	Fire Egress	19.60
18	Fire Egress	19.60
19	Through Site Link - Pitt St	19.90
20	Retail Entrance	20.00
21	Pitt Street Commercial Lobby Entrance	20.20
22	Residential Lobby Entrance	20.45
23	Fire Egress	20.50



Figure 3: Concept Reference Design Ground Plan (Mixed-Use Scheme) and the Reference Locations (based on 3XN, SK-11-100, Issue 4, 14/07/2025)

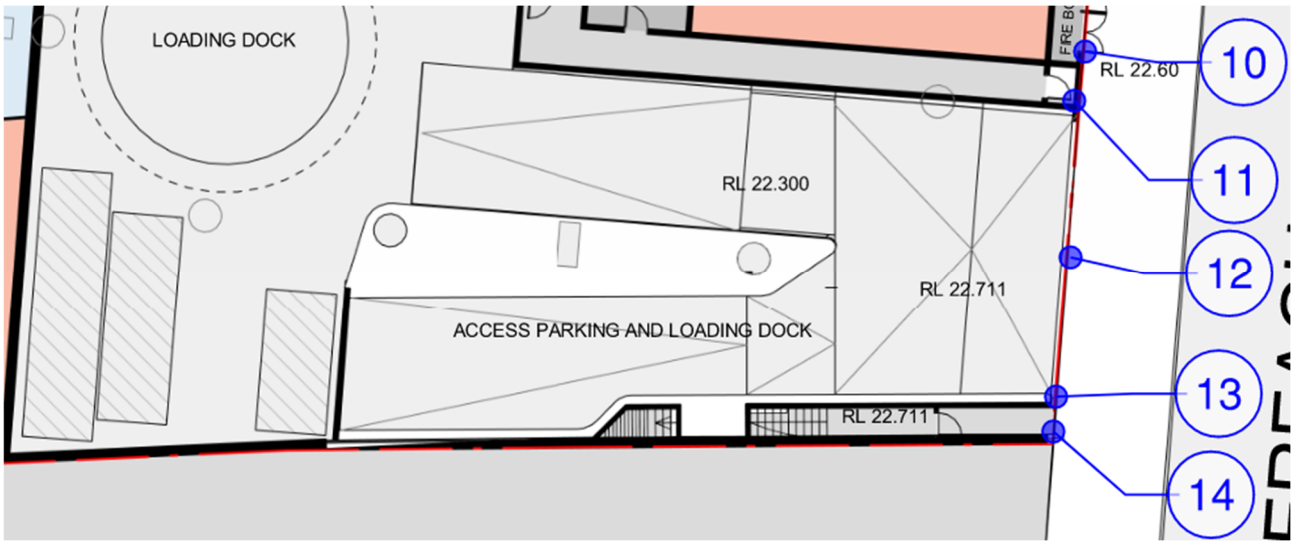


Figure 4: Proposed Loading Dock/Parking Entrance Ramp from Castlereagh Street - Plan (based on 3XN, SK-11-100, Issue 4, 14/07/2025)

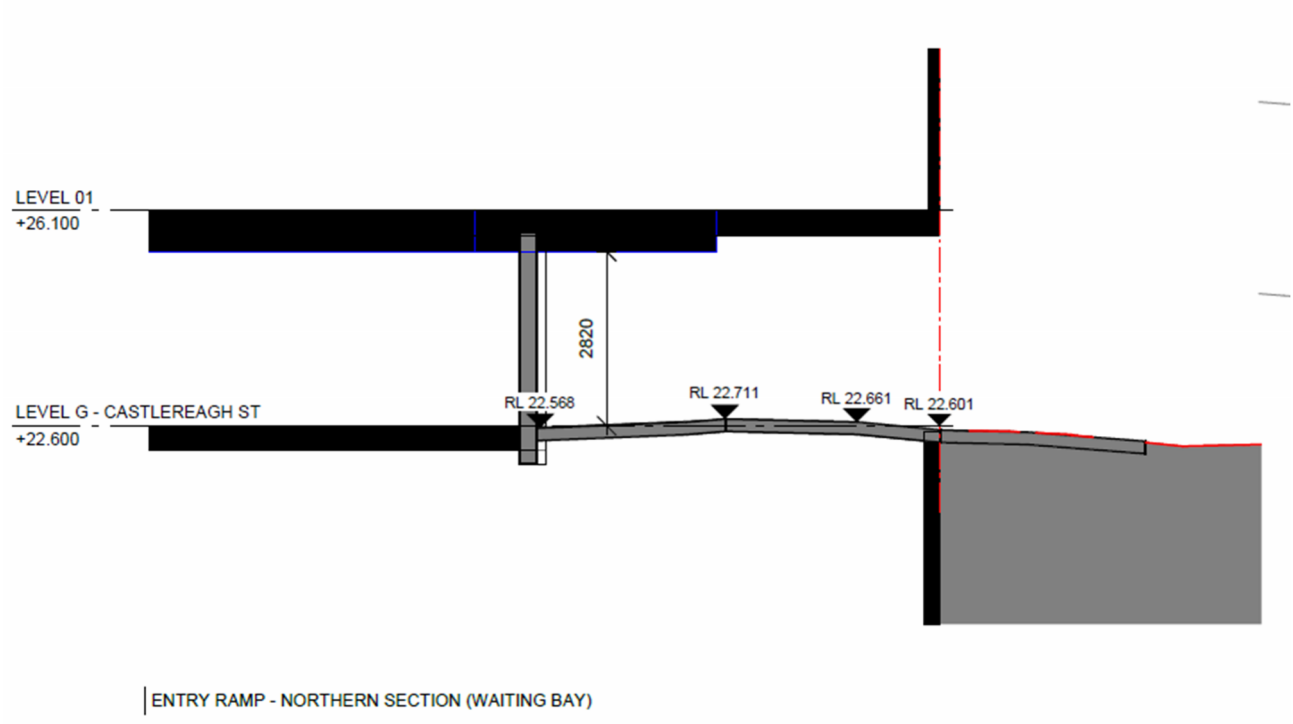


Figure 5: Proposed Loading Dock/Parking Entrance - Raised Threshold (3XN_SK_0015, received 04/10/24)

1.4 Objectives

The key objectives of this preliminary flood assessment are to:

- Review the relevant flood studies and the model results around the proposed development;
- Review the relevant Council flood risk management policies that may apply to the site;
- Provide flood advice for the proposed redevelopment, including identifying flood design requirements for specific areas of the development; and
- Identification of potential alternative Flood Planning Level requirements.

2. Review of Existing Flood Study

2.1 Previous Studies

The City Area Catchment Flood Study was completed by BMT WBM in October 2014 on behalf of the City of Sydney. A dynamic 1d/2d TUFLOW model was utilised using the "direct rainfall" approach (also referred to as "rainfall-on-grid") in the study. The study defined the flood behaviour within the City Area catchment, and provides mapping for flood depths, flood levels, velocities and provisional hazard for a range of design flood events.

The City Area Catchment Floodplain Risk Management Plan was undertaken by WMAwater for the City of Sydney (WMAwater, September 2016). The model adopted in this study was based on the BMT WBM model, but incorporated minor refinements. The WMAwater study is referred to in this report for flood information. The purpose of the WMAwater study was to investigate the performance of a range of flood mitigation measures.

2.2 Review of the Flood Model Results

This preliminary flood assessment was based on the existing model results in the City Area Catchment Floodplain Risk Management Study (WMAwater, September 2016). Permission to utilise the WMAwater model for the current study has been granted by the City of Sydney.

The flood maps for the 1% AEP (100 year ARI) and the Probable Maximum Flood (PMF) events from the flood study are listed in Table 3.

The reference locations are approximate only and have relied upon a manual overlay of the ground floor layout with the flood mapping.

Table 3: Flood information extracted from WMAwater Model

Figure Reference	Flood Map Title
Figure 7	Critical Durations – 1% AEP (100 year ARI)
Figure 8	Critical Durations – PMF
Figure 9	Peak Flood Depths – 1% AEP Event (100 year ARI)
Figure 10	Peak Flood Depths – PMF
Figure 11	Provisional Hydraulic Hazard – 1% AEP (100 year ARI)
Figure 12	Provisional Hydraulic Hazard – PMF

A review of the flood maps included within the WMAwater study indicates that:

- The site is located near the top of the City Area stormwater catchment, with the catchment boundary located approximately 300 m south of the site at Bathurst Street.
- The critical duration in the vicinity of the site is the 25 minute storm for the 1% AEP (100 Year ARI) event (Figure 7) and 15 minute storm for the PMF (Figure 8).
- For the 1% AEP event, peak flood depths are up to 0.17 m within Castlereagh Street, and 0.15 m on Pitt Street (Figure 9).
- For the PMF peak flood depths are up to 0.30 m in Castlereagh Street and 0.40 m in Pitt Street (Figure 10).
- Provisional hydraulic hazard is categorised as per Figure L2 in *Floodplain Development Manual* (NSW Government, 2005), which is re-produced in Figure 6. The model results indicate that flooding adjacent

to the proposed site is categorised as low hydraulic hazard in the 1% AEP event (Figure 11). In the PMF, Castlereagh Street remains categorised as low hazard, however flooding within the Pitt Street corridor is categorised as high hydraulic hazard (Figure 12). It should be noted that this hazard categorisation has since been superseded by the General Flood Hazard curves available in the latest version of Australian Rainfall and Runoff, however results from the WMAwater flood model pre-date the updated hydraulic hazard guidance.

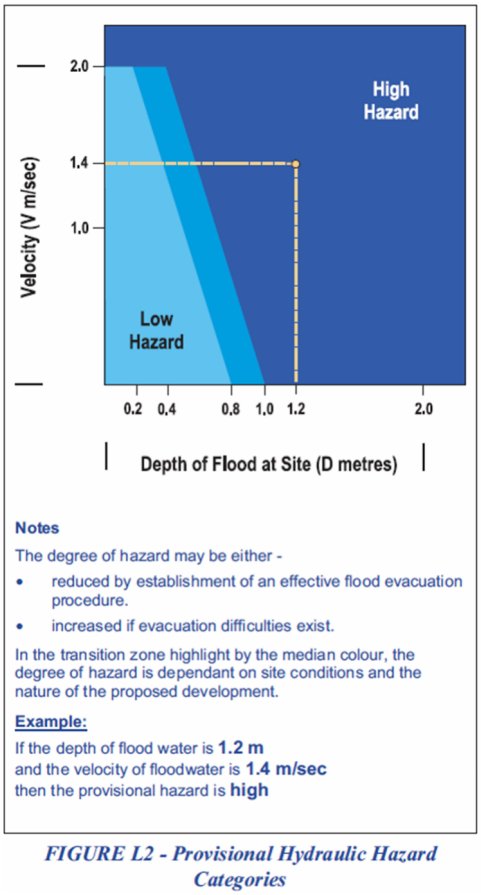


FIGURE L2 - Provisional Hydraulic Hazard Categories

Figure 6: Provisional Hydraulic Hazard Categories (re-produced from Appendix L, NSW Floodplain Development Manual 2005)

The following limitations should be noted regarding the setup of the WMAwater flood model:

- The Digital Elevation Model (DEM) incorporated in the TUFLOW model is based on LiDAR information, which is limited in its accuracy and does not pick up finer surface features within road corridors such as kerbs and gutters. Due to the age of the flood model, the LiDAR is also likely to be out of date.
- The TUFLOW model incorporates a 2 m grid size, which is reasonably coarse when it comes to extracting flood depths and levels at specific locations (for example, the grid size may not define local depressions from gutter inverts).

Flood depths/levels presented in this report should therefore be treated as approximations and used with caution. Further modelling can be undertaken at later design stages to provide more accurate peak flood depths/level estimates.

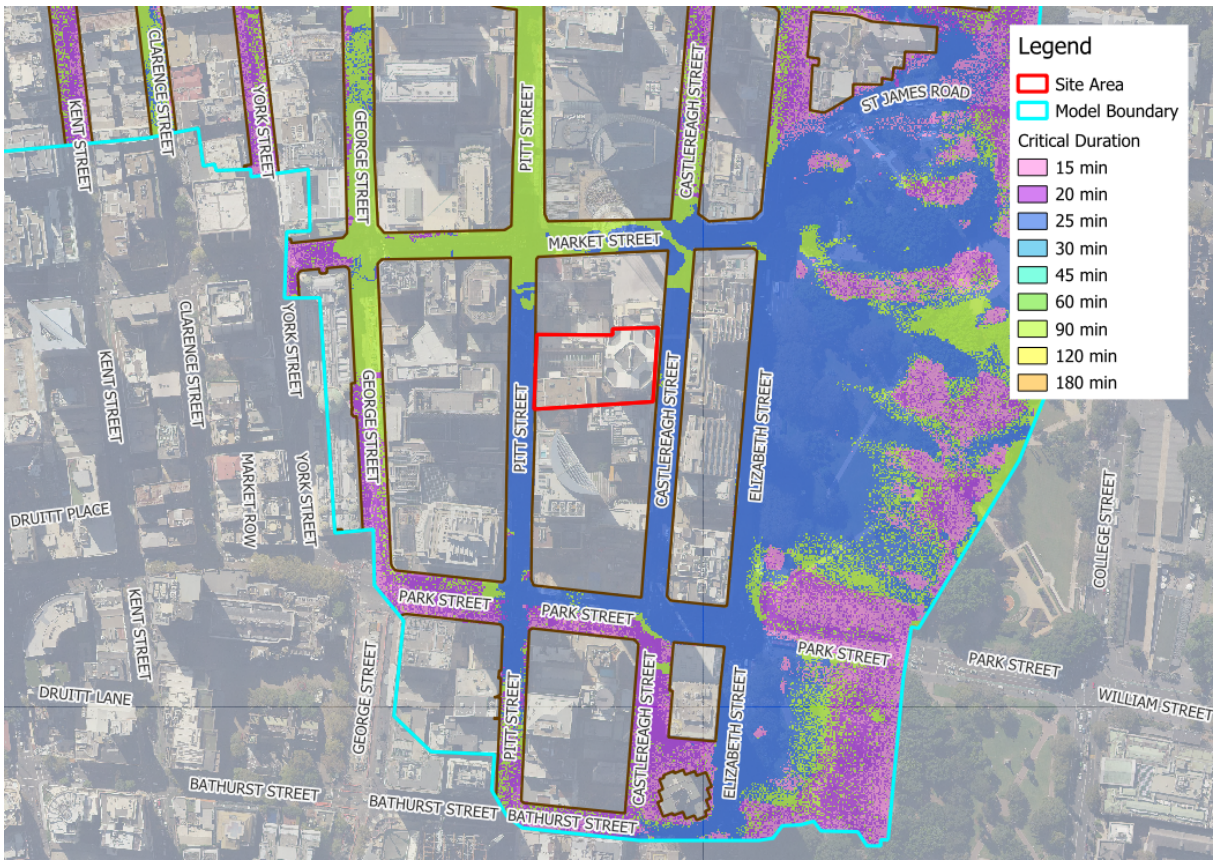


Figure 7: Critical Durations – 1% AEP (100 Year ARI) Results extracted from supplied TUFLOW model

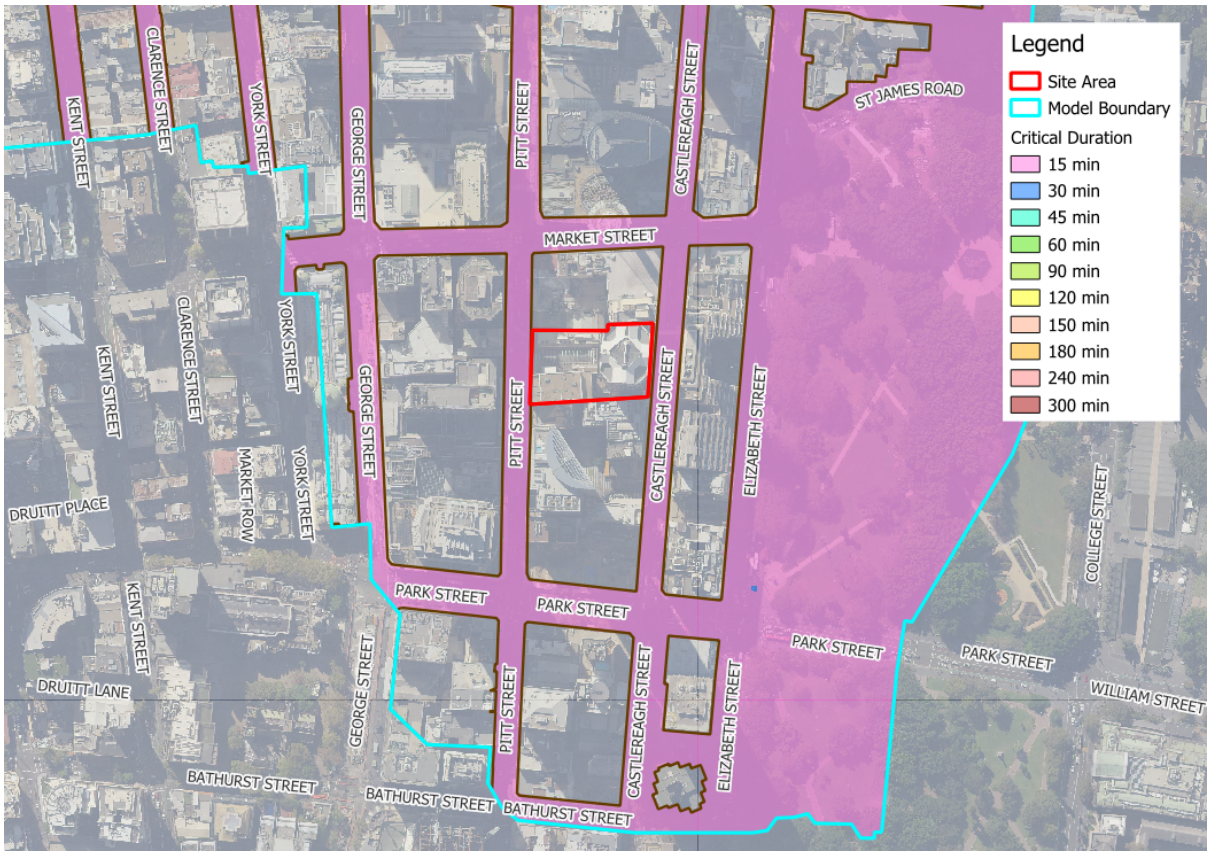


Figure 8: Critical Durations – PMF. Results extracted from supplied TUFLOW model

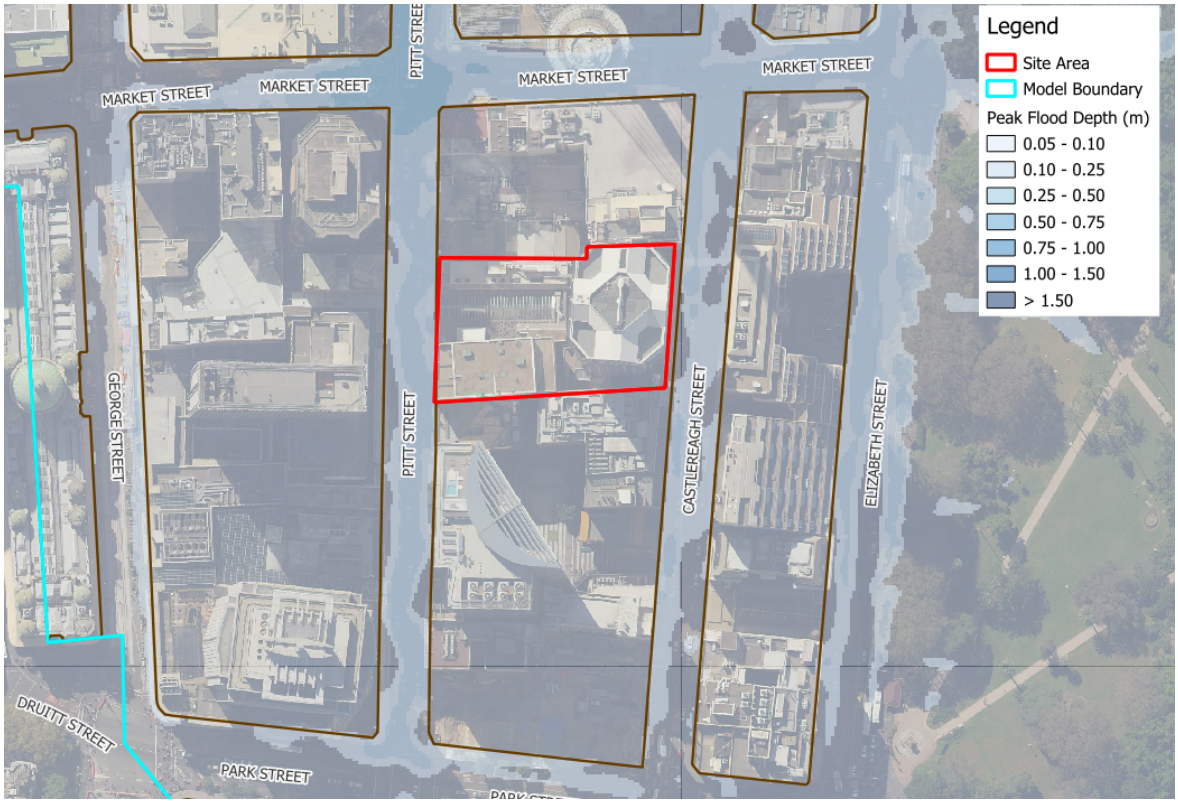


Figure 9: Peak Flood Depths – 1% AEP Event (100 Year ARI) Results extracted from supplied TUFLOW model (note flood depths clipped where < 0.05 m)

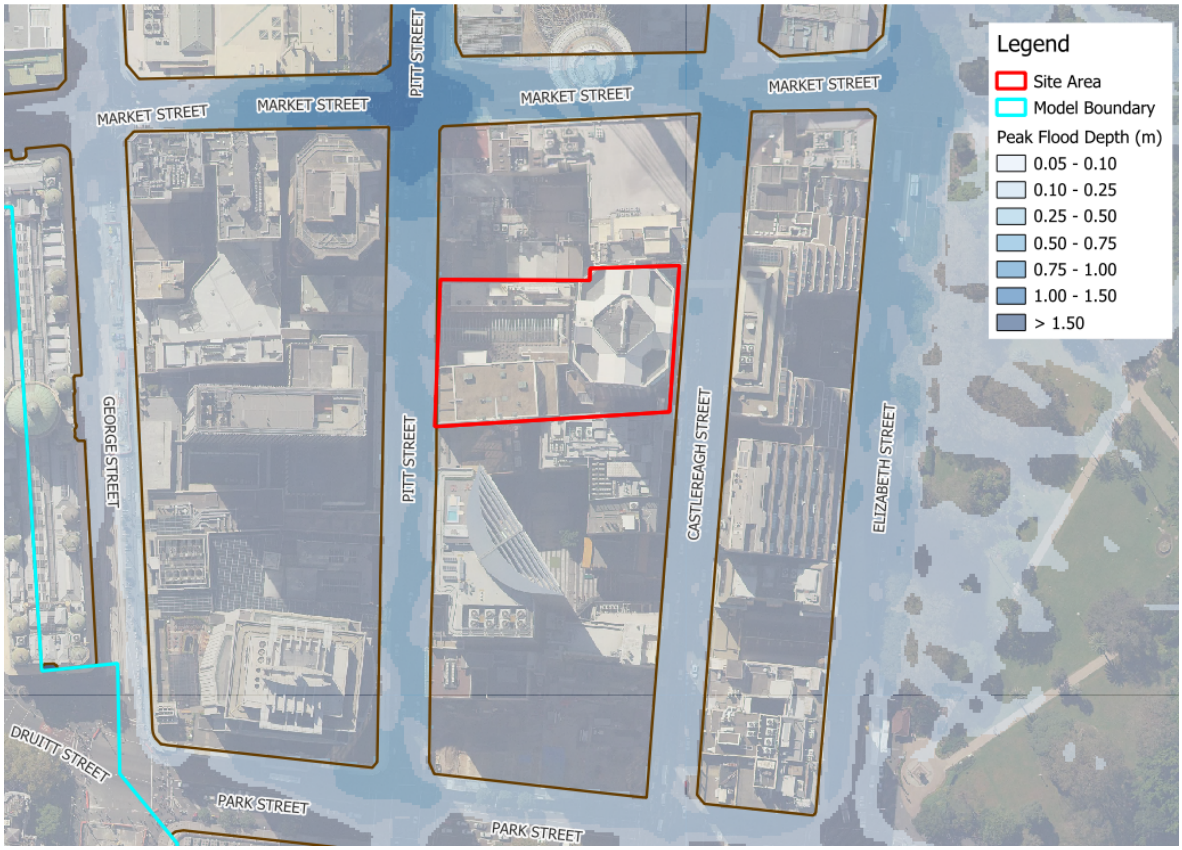


Figure 10: Peak Flood Depths – PMF Results extracted from supplied TUFLOW model (note flood depths clipped where < 0.05 m)

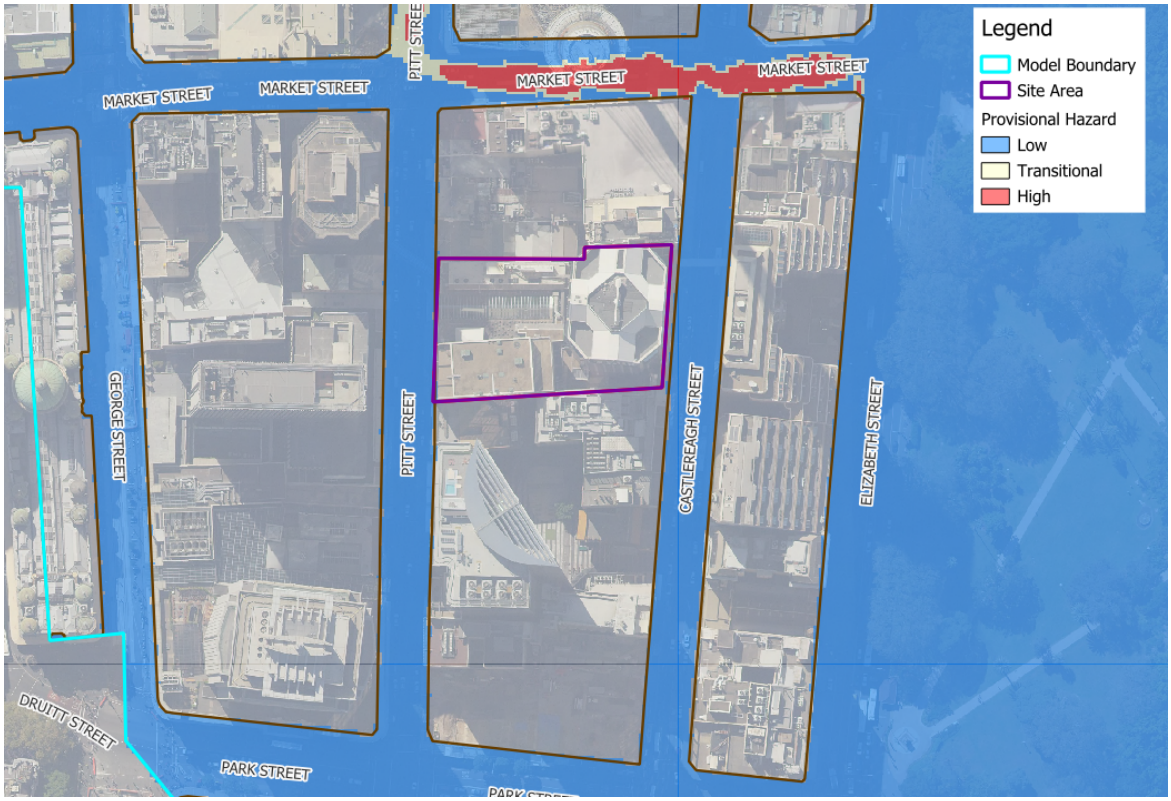


Figure 11: Provisional Hydraulic Hazard – 1% AEP Event (100 Year ARI). Results extracted from supplied TUFLOW model



Figure 12: Provisional Hydraulic Hazard – PMF. Results extracted from supplied TUFLOW model

3. Flooding Design Criteria

According to the City of Sydney *Interim Floodplain Management Policy,* Flood Planning Level (FPL) is defined as

"*The combinations of flood levels and freeboards selected for floodplain risk management purposes, as determined in flood studies and floodplain risk management studies and plans."*

The FPL refers to the permissible minimum building floor level or threshold level. For below-ground parking, the FPL refers to the minimum level at each access point, including ventilation ducts, windows, light wells, lift shaft openings, risers, services pits and stairwells. Details of these levels as extracted from the *Interim Floodplain Management Policy* are included in Table 4.

Table 4: Flood Planning Level Requirements (Extracted from the City of Sydney *Interim Floodplain Management Policy*)

Development	Flood Planning Level (FPL)
Residential – habitable rooms subject to local drainage flooding	1% AEP flood level + 0.5 m or Two times the depth of flow with a minimum of 0.3 m above the surrounding surface if the depth of flow in the 1% AEP flood is less than 0.25 m.
Residential – habitable rooms outside floodplain	0.3 m above the surrounding surface
Industrial or commercial – business subject to mainstream or local drainage flooding	Merits approach with a minimum of the 1% AEP flood level
Industrial or commercial – retail floor levels subject to mainstream or local drainage flooding	Merits approach with a minimum of the 1% AEP flood level. The development must demonstrate a reasonable balance between flood protection and urban design outcomes for street level activation.
Industrial or commercial – schools and childcare facilities subject to mainstream or local drainage flooding	Merits approach with a minimum of the 1% AEP flood level + 0.5 m.
Below-ground car park outside floodplain*	0.3 m above the surrounding surface
Below-ground car park subject to mainstream or local drainage flooding*	1% AEP flood level + 0.5 m or the PMF (whichever is the higher)

* The criteria for below ground car parks includes any intended use for spaces located below the surrounding surface levels e.g. car parking, retail, commercial uses, plant etc.

Sydney Development Control Plan 2012 requires that the development should manage and mitigate flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain.

The City of Sydney's *Interim Floodplain Management Policy* performance criteria include a requirement that a development "will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other developments or properties".

4. Development Requirements

4.1 Flood Planning Level Requirements

The City of Sydney's *Interim Floodplain Management Policy* (May 2014) defines a floodplain as "the area of land which is subject to inundation by floods up to and including the probable maximum flood (PMF) event".

The *CoS Interim Floodplain Management Policy* provides Flood Planning Level criteria based on the "type of flooding" present at the Site. These are listed below:

- Outside floodplain
- Mainstream flooding
- Local drainage flooding

The Policy considers a property "outside of the floodplain" where it is above the mainstream and local drainage flood planning levels, including freeboard. As some floor levels within the existing building are below the PMF level, the site is considered within the floodplain for the purpose of assessing the Flood Planning Level requirements.

The Policy defines "Local drainage flooding" to occur where:

- The maximum cross-sectional depth of flooding in the local overland flow path through and upstream of the site is less than 0.25 m for the 1% AEP flood; and
- The development is at least 0.5 m above the 1% AEP flood level at the nearest downstream trapped low point; and
- The development does not adjoin the nearest upstream trapped low point; and
- Blockage of an upstream trapped low point is unlikely to increase the depth of flow past the site to greater than 0.25 m in the 1% AEP flood.

Where the local drainage flooding criteria cannot be satisfied, flooding is considered to be mainstream flooding.

The WMAwater TUFLOW model results indicate the peak flood depths for the 1% AEP event to be a maximum of 0.17 m along both the Pitt Street and Castlereagh Street corridors. The site is over 1.0 m above the 1% AEP flood level at the nearest downstream trapped sag point (taken to be at the intersection of Pitt Street and Market Street) and does not adjoin any other trapped low points within the upstream catchment. It is also unlikely to be subject to flood depths of 0.25 m in the event of blockage of an upstream trapped low point.

Therefore, the proposed site should be considered as being subject to local drainage flooding (as opposed to mainstream flooding), and the "local drainage flooding" requirements would apply in accordance with the Flood Planning Level criteria listed in Table 4.

Where a flood planning level criteria of "a minimum 1% AEP flood level + 0.5 m or the PMF (whichever is the higher)" is required, the governing flood planning level will be the 1% AEP flood level + 0.5 m in all cases, noting the WMAwater flood model results indicate that the peak flood depths in the PMF do not exceed 0.40 m along either the Pitt Street or Castlereagh Street corridors.

The following sections identify key considerations for the current Proposal (*GA Plan Level Ground, SK-11-100, Issue 4,* dated 14/07/2025). Similar principles would apply during future design development.

4.1.1 Loading Dock/Parking Entry and Exit

Based on a strict interpretation of the Flood Planning Requirements, the 1% AEP flood level + 0.5 m will likely be governing the crest level of the driveway to the basement loading dock/parking areas.

Flood model results indicate the 1% AEP flood depths range from 0.07 – 0.10 m across the width of the loading dock/parking entry frontage. In the PMF, flood depths range from 0.18 – 0.22 m.

If the 1% AEP flood level + 0.5 m is applied, the loading dock/parking entry will require grading within the public domain and internally to the site to achieve the FPL requirements, which is in the order of 0.57 - 0.60 m above adjacent top of kerb level. Based on similar commercial developments in the Sydney CBD, it can be a challenge to achieve this threshold level with a driveway crest while balancing urban design outcomes for street level activation and vehicle clearance requirements.

An alternative Flood Planning Level (FPL) criterion for the Loading Dock/Parking Entrance has been proposed in Section 4.1.5 based on a risk-based approach to flooding within the Castlereagh Street corridor. This FPL criteria and any subsequent design mitigation measures can be addressed through further consultation with Council during detailed DA stage.

4.1.2 Ground Plane Development

Ground plane development areas have been identified in the current Proposal (*GA Plan Level Ground, SK-11-100, Issue 4* dated 14/07/2025). For the purposes of setting FPL's, this is limited to the retail areas (excluding penetrations to basement levels, which are addressed in Section 4.1.3).

The ground plane development areas have FPL based upon a merits approach with a minimum of the 1% AEP flood level. The WMAwater flood model indicates that 1% AEP flood depths are approximately 0.12 m across the Pitt Street frontages at the location of the retail entrance off the Through Site Link access (Location 19). The ground plane development areas will require grading within the public domain to achieve the FPL requirements, which is typically achieved through kerb height and footpath cross-falls for flow depths of this magnitude. It is assumed based on FFL's specified on the Ground Level drawings at the through-site link entrance (19.9 m AHD), that the FFL's in the Retail Areas are compliant with the applicable FPL criteria.

4.1.3 Basement Access and Penetrations

Basement access and penetrations (below ground facilities) have been identified in the current Proposal (*GA Plan Level Ground, SK-11-100, Issue 4,* dated 14/07/2025). Note: where lift shafts and stairwells to lower floor levels are proposed internally, these are treated as "below-ground facilities" for the purpose of this Flood Planning Level assessment. It is noted this applies across the majority of the Ground Level within the proposed development.

Areas of the development which are subject to the below-ground facilities Flood Planning Controls include:

- Through Site Link between Pitt Street and Castlereagh Street (due to lift connections to parking levels)
- Substation and HVCP entries from Castlereagh Street (due to connections to substation/HVCP rooms on level P1)
- Residential Lobby (due to lift shafts to parking levels)
- Commercial Lobbies (due to lift shafts to market hall on Level S and parking levels)
- End of Trip Facilities (due to lift shafts to EOT change area on Level P02)
- Fire Egress Doors at both Pitt Street and Castlereagh Street (due to fire stair connections to lower levels)
- Services connections to lower levels, including ventilation ducts, light wells, services risers, voids over lower levels etc.

The majority of the ground level (with the exception of the retail spaces) is required to be assessed as below-ground facilities due to the connections to the basement floor levels.

Where the below-ground entrance criterion applies to the development, the applicable FPL criteria will be the greater of the 1% AEP + 0.5 m or the PMF flood level. Based upon the WMAwater flood model results, the governing FPL is the 1% AEP + 0.5 m at all entrance locations identified from the plans. The flood depths in the 1% AEP event range between 0.07 – 0.17 m. As such, the basement access and penetrations

will require grading within the public domain and internally to the site to achieve the FPL requirements which is in the order of 0.57 – 0.67 m above adjacent gutter invert levels. This may be achieved through grading/ ramping in both the public and private domain and steps at thresholds. However, it is recognised that achieving the FPL requirements whilst maintaining urban design outcomes for street level activation, accessible entry requirements and retaining the existing structure is likely to be a challenge.

Noting the above constraints, alternative FPL requirements for the proposed development have been reviewed in Section 4.1.5.

4.1.4 Residential Developments

All residential development is proposed above the ground floor level. Therefore, compliance with the FPL requirements for habitable residential levels is achieved due to the elevation of upper floor levels.

4.1.5 Alternate Flood Planning Level Assessment

The flood planning level (FPL) requirements as defined by the City of Sydney's *"Interim Floodplain Management Policy",* May 2014 were defined for each of the proposed development uses and risks. These uses and risks included ground floor retail, below ground car park/penetrations etc.

CoS has previously commented that:

> *"Flood gates or barriers are not supported. Prior to giving consideration to the use of flood gates or barriers all other alternatives to meet the requirements of the City's Policy need to be adequately investigated."*

A review of design implications for compliance with the FPL requirements has been undertaken by the architect, 3XN. This review has identified that FPL compliance in areas with penetrations/ access to basement levels, would compromise the conflicting interests of:

- Street level activation;
- Disability Discrimination Act (DDA) compliance; and
- Vehicle clearance requirements to basement level carpark ramp.

Compliance according to the CoS's "Interim Floodplain Management Policy" for penetrations/ access to basement levels requires a minimum FPL of the greater of 1% AEP + 0.5m or PMF. The development proposes an alternate FPL criterion which is considerate of the flood risk to the site whilst balancing the requirements of the above-mentioned design aspects.

The alternate options presented include FFLs/ threshold levels set at a minimum of:

- PMF level
- 300 mm above gutter invert (complies with the CoS's "Interim Floodplain Management Policy" for below-ground car parks outside the floodplain).

Based on a review of peak flood depths and levels adjacent to the site from the WMAwater flood model, the adoption of the PMF level as the applicable FPL (as opposed to the 1% AEP + 0.5 m) is relatively low risk at the site. This is due to the following factors:

- The site is located near the top of catchment;
- The site is located away from any significant trapped sag locations, so the potential for flooding within the development resulting from any significant blockage of the drainage network is low; and
- The sensitivity of peak flood levels at the site to changes in the hydrological assumptions is low, as evidenced by the relatively small differences in the PMF and 1% AEP peak flood levels (less than 0.25 m at all reference locations).

Achieving these alternate levels would provide flood immunity to the maximum possible flooding without the use of flood gates or flood barriers. The results of this review are contained in Table 5.

Table 5: FPL Compliance Table

Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
1	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.945	22.445	22.065	21.975	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
2	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.958	22.458	22.079	21.982	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
3	Egress from Substation	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.985	22.485	22.104	22.014	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
4	Egress from Substation	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.20	21.999	22.499	22.117	22.039	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
5	Retail Entrance	Ground Level - 1% AEP	22.30	22.026	22.526	22.141	22.064	Yes	Yes	
6	Through Site Link - Castlereagh St	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.40	22.102	22.602	22.235	22.214	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
7	Egress from HVCP	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.40	22.147	22.647	22.247	22.244	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level

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Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
8	Castlereagh Lobby Entry	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.60	22.264	22.764	22.376	22.347	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
9	Retail Entrance	Ground Level - 1% AEP	22.50	22.358	22.858	22.448	22.447	Yes	Yes	
10	Fire Booster	Ground Level - 1% AEP	22.50	22.432	22.932	22.532	22.496	Yes	Yes	
11	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.60	22.481	22.981	22.594	22.523	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level
12	Garbage Collection Access	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.71	22.542	23.042	22.661	22.583	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level.
13	Parking/Loading Dock	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.71	22.590	23.090	22.702	22.617	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level.
14	Basement Access	Basement Penetration - greater of 1% AEP + 0.5 or PMF	22.71	22.603	23.103	22.716	22.628	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL is above minimum 300 mm above gutter invert level
15	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.462	19.962	19.703	19.520	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL is

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Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
										above minimum 300 mm above gutter invert level
16	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.482	19.982	19.682	19.562	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL is above minimum 300 mm above gutter invert level
17	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.498	19.998	19.689	19.580	No	No	Slightly below PMF immunity. Could provide ramp internally to achieve PMF immunity. FFL is above minimum 300 mm above gutter invert level
18	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	19.60	19.535	20.035	19.698	19.607	No	No	Slightly below PMF immunity and minimum 300mm threshold above gutter level. Could provide ramp internally to achieve PMF immunity and minimum 300 mm threshold above gutter invert level
19	Through Site Link - Pitt St	Ground Level - 1% AEP	19.90	19.677	20.177	19.877	19.804	Yes	Yes	
20	Retail Entrance	Ground Level - 1% AEP	20.00	19.871	20.371	20.009	19.948	Yes	Yes	
21	Pitt Street Commercial Lobby Entrance	Basement Penetration - greater of 1% AEP + 0.5 or PMF	20.20	20.003	20.503	20.186	20.072	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level.

Ref.	Description	FPL Criteria	Proposed FFL/ Threshold Level (m AHD)	1% AEP Peak Flood Level (m AHD)	1% AEP Peak Flood Level + 0.5m (m AHD)	PMF Level (m AHD)	300 mm above Gutter Invert Level (m AHD)	Compliance with CoS FPL Criteria?	Compliance with Alternative CoS FPL Criteria?	FPL Compliance Comments
22	Residential Lobby Entrance	Basement Penetration - greater of 1% AEP + 0.5 or PMF	20.45	20.261	20.761	20.427	20.344	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level.
23	Fire Egress	Basement Penetration - greater of 1% AEP + 0.5 or PMF	20.50	20.319	20.819	20.476	20.401	No	Yes	Achieves PMF immunity and minimum 300 mm above gutter invert level.

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Compliance with FPLs (both CoS standard requirements or alternate agreed criteria) would be achieved by one or a combination of the following:

- CoS kerb and gutter profile;
- CoS footpath crossfall;
- Threshold ramps;
- Landscape elements (within property boundary);
- Ramping (internal to site boundary);
- Steps (internal to site boundary where acceptable e.g. egress stairs and substation).

Once the appropriate FPL criteria are agreed with the CoS, the design would be developed in subsequent design stages to achieve the required compliance. Acknowledging that the existing flood model is based upon LiDAR survey and a 2 m grid, future design stages also present the opportunity to further refine the flood model and the resulting flood levels, providing greater certainty on the predicted flood levels adjacent to the site.

4.2 Flood Affectation

It is anticipated that public domain works will be undertaken to the Castlereagh and Pitt Street site frontages. This may include adjustment to footpath alignment levels and grading. Any adjustment to existing levels would need to consider the performance requirement for the development which is:

> *the development should manage and mitigate flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain;* and
>
> *a development "will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other developments or properties".*

Noting the Piccadilly development (i.e. excluding any public domain works) is contained to within the existing building envelope and will not result in increased runoff compared to existing conditions, it is not anticipated the proposed development will result in any changes to flood affectation within the wider catchment area.

However, during design development it will be necessary to coordinate the public domain design with the existing flooding to confirm that this requirement is met. This will also include incorporating detailed survey into the existing flood model to better define the existing site topography and a design surface for footpath alignment levels.

5. Conclusion

This preliminary flood assessment was based on the flood model results in the City Area Catchment Floodplain Risk Management Study (WMAwater, 2016). The results are subject to assumptions and limitations associated with this model.

Preliminary Flood Planning Levels for the site have been identified based upon the existing WMAwater flood model. An assessment of the existing flood levels indicates that achieving the FPL requirements for the below ground or car park/ penetration entrances (the governing criteria being the 1% AEP flood level + 0.5 m) will be particularly challenging within the constraints of maintaining urban design outcomes for street level activation and accessible site entry.

Therefore, alternative Flood Planning Level requirements have been presented, based primarily on achieving flood immunity to the PMF at basement entrance locations, as a means of balancing Flood Planning Level requirements with other design constraints applicable to the site (e.g. urban design outcomes for street level activation and accessible site entry). The PMF level has been recommended as an alternative FPL criteria noting that:

- The site is located near the top of catchment;
- The site is located away from any significant trapped sag locations, so the potential for flooding within the development resulting from any significant blockage of the drainage network is low; and
- The sensitivity of peak flood levels at the site to changes in the hydrological assumptions is low, as evidenced by the relatively small differences in the PMF and 1% AEP peak flood levels (less than 0.25 m at all reference locations).

Analysis of the entrance locations with the alternative FPL criteria indicates that a number of entrance locations are above the predicted PMF flood level. Where FFL's are below the PMF level, the potential exists for the alternate FPL compliance levels to be achieved through other means, (e.g. providing raised entrance thresholds, internal ramping etc). This will require further consideration in design development to achieve compliance.

Further hydraulic modelling will be required to refine the existing flood levels, in particular incorporating detailed existing ground survey information for the site and surrounds and improved representation of surface features in the flood model. Once the proposed design for the site has been developed, modelling will be undertaken to review flood performance, flood impacts and more accurately define the flood planning level requirements for the site.

ARUP

Subject	Response to City of Sydney Planning Proposal RFIs - Flooding
Job No/Ref	Piccadilly Redevelopment
Date	12 January 2026

1. Introduction

Arup provide this memorandum to support the responses to the flooding queries that have been received from the City of Sydney, in their email dated 12 December 2025, following the submission of the Planning Proposal for the Piccadilly redevelopment.

2. Response to Flooding Related Queries

Arup have reviewed the City of Sydney commentary and note the following:

- We acknowledge the requirement for the Flood Impact and Risk Assessment (FIRA) and this will be completed prior to the Development Application (DA) submission for the proposed development, as requested.

  We confirm that the FIRA will outline flood behaviour and assess risks and impacts in the existing as well as post development situation based on duration of flooding, depth and velocity, flood warning & evacuation time, period of isolation, frequency of inundation and flood hazards for full range of events up to and including PMF.

- In preparing the FIRA we confirm that we will discuss the compliance of the proposal with Direction 4.1 (flooding) of the Local Planning Directions, as requested. With respect to the planning proposal, we note that as the proposal does not significantly alter the existing building footprint and flooding is limited to the surrounding road corridors (and is of relatively shallow depths) that compliance with the directions in Direction 4.1 should be achieved.

- We confirm that following the issue of the initial flood assessment report, we have reviewed the revised flood planning criteria in the proposed DCP amendments and confirm that we do not expect the required flood planning levels (FPL) to materially change for the Piccadilly Development based on the proposed amendments.

- We acknowledge that new guidance on consideration of impacts of climate change is available and confirm that it will be considered in assessing the impacts when the FIRA is completed, along with the proposed amendments to the Sydney DCP.

  Based on our initial review of the climate change guidance, we expect any increase in FPL's for this development resulting from applying climate change factors to be < 0.1 m.

- We acknowledge the requirement for a Flood Emergency Response Plan (FERP) and this will be prepared prior to the submission of the DA, with reference to the documents noted in the email, to manage flood risk to the development.

We therefore conclude that for concept reference schemes, submitted with the Planning Proposal, we believe that the recommendations in the Arup flood assessments reports, dated 14 July 2025, will not change and remain valid, and that the proposed envelopes and controls can meet the requirements for both the Flood Impact Risk Assessment and Flood Emergency Response Plan, which will both be completed prior to lodgement of the DA submission.

Attachment A26

Utility Services Infrastructure Report
Commercial Scheme

ARUP

Stockland

Piccadilly Complex

Utility Services Infrastructure Assessment – Commercial Scheme

Reference: 295375_ARUP_Utilities

Final Issue 1 | 31 July 2025

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375-00

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1. Introduction

This Preliminary Utility Services Infrastructure assessment report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) legally described as Lot 10 in DP828419, and shown in Figure 1.

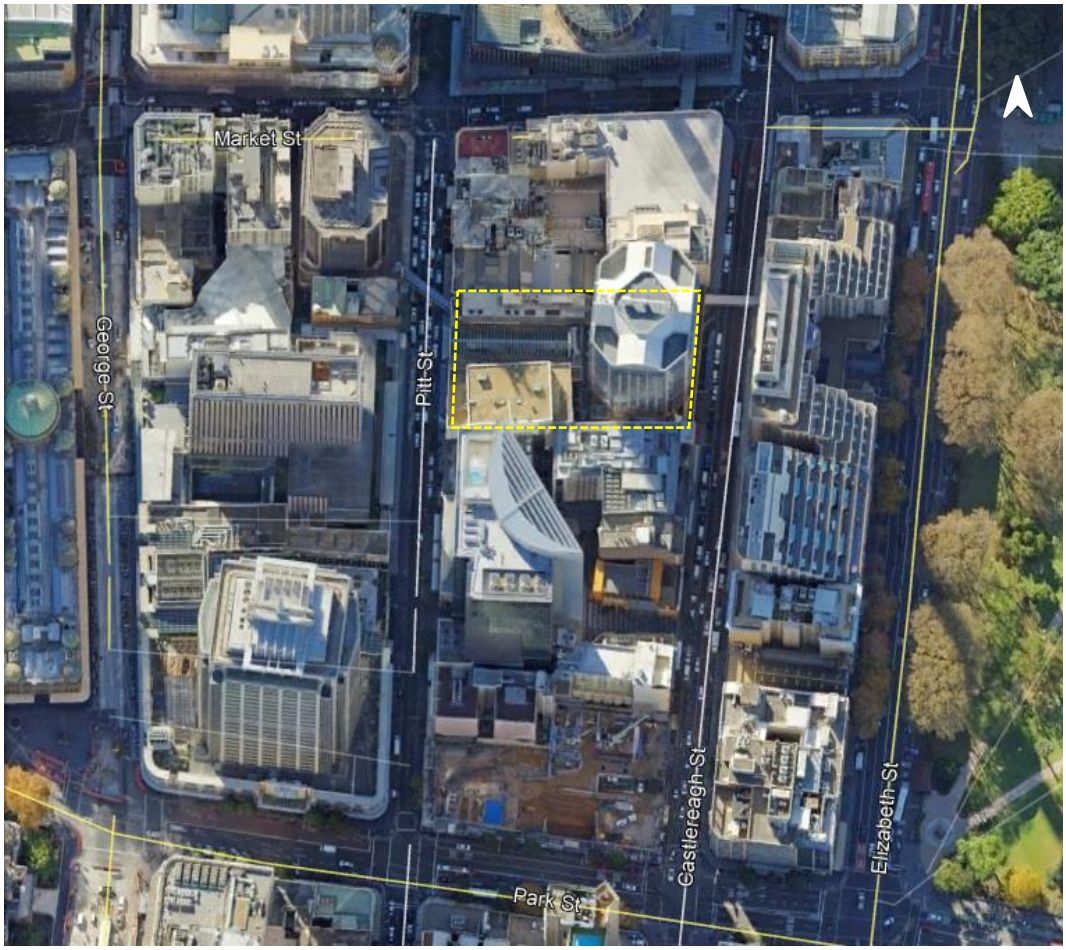


Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and supporting office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope can accommodate a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan

The Concept Reference Design includes the following elements:

- Basement car parking and mechanical plant;
- Loading dock
- Retail
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Commercial offices
- Plant

1.3 Purpose of report

The purpose of this Preliminary Utility Services Infrastructure report is to provide a review of relevant aspects of the proposed planning amendments and Concept Reference Design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

Accordingly, this report provides advice regarding:

- Availability, capacity and location of utility services infrastructure in the vicinity;
- Protection and relocation strategies for infrastructure assets of each utility stakeholders

2. Utility services infrastructure

A ‘dial before you dig’ (DBYD) enquiry was sought (23/09/2024) and the information collated into this report.

The available utility information indicates the existence of the following services serving or traversing the site:

- Electricity Supply – Ausgrid:
    - Existing HV and LV services
- Communications Services:
    - Telstra, Optus, NBN, TPG, Vocus, Uecomm, Verizon, AARNet, Nextgen, Fibreconx
- Optus, NBN and Fibre Networks
    - Fibre, NBN
- Water Services – Sydney Water
    - Sewer
    - Potable Water
    - Stormwater and On-Site Detention

2.1 Electricity supply

Estimated maximum demand will be in the order of 13 kVA. This will require three substations, arranged as 3No. ‘triplex’ chamber substations to Ausgrid standards. To accommodate the proposed load, three new triplex chamber substations will be required within the site boundary. There are existing services within the site, namely 11 kV and 400 V cables including a substation. It is noted that the existing substation does not serve any other developments and therefore can be decommissioned, if required, without impacting other sites. At the next stage a detailed assessment and application to Ausgrid will be undertaken.

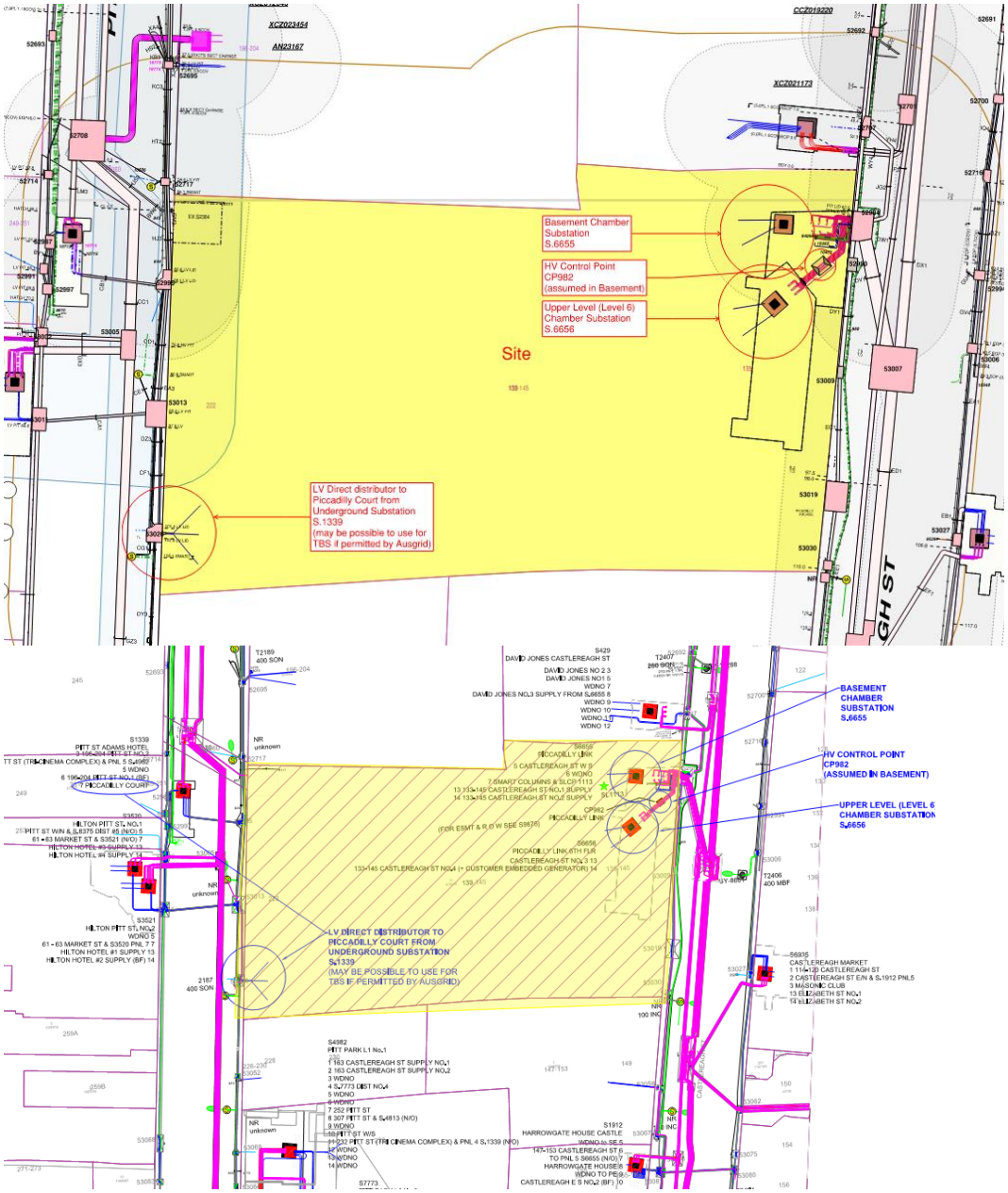


Figure 3: Existing Ausgrid substations and HV cables

2.2 Communications

2.2.1 Existing services

The following communications services networks exist within or in proximity of the boundary of the development site based on our interpretation of the 'Dial Before You Dig' (DBYD) information. The utility communications cabling is generally installed in underground conduits on street verges with regular access points through manholes or pits.

Services identified include:

- Telstra
- Optus
- NBN
- TPG
- Vocus
- Uecomm
- Verizon
- AARNet
- Nextgen
- FibreconX

Further discussions are required with the service providers to confirm existing arrangements, noting these works can be undertaken at the design stage.

The following sections provide details of existing services for each noted service provider.

2.2.1.1 Telstra Services

Services Present - Telstra services are present on both Pitt Street and Castlereagh Street running past the development. The services on the Castlereagh Street sides do not appears to cross the footpath in front of the site, however enter from the North East and South Est corners.

Connections to the site – Telstra services are provided into the site on both the Pitt Street and Castlereagh Street sides.

Other Notes - A cable is indicated crossing the site between Pitt Street and the 121 Castlereagh Street building adjacent (highlighted in yellow for reference). Further investigation required to confirm if this service is still in use, and of it will have any impact on the proposed development.

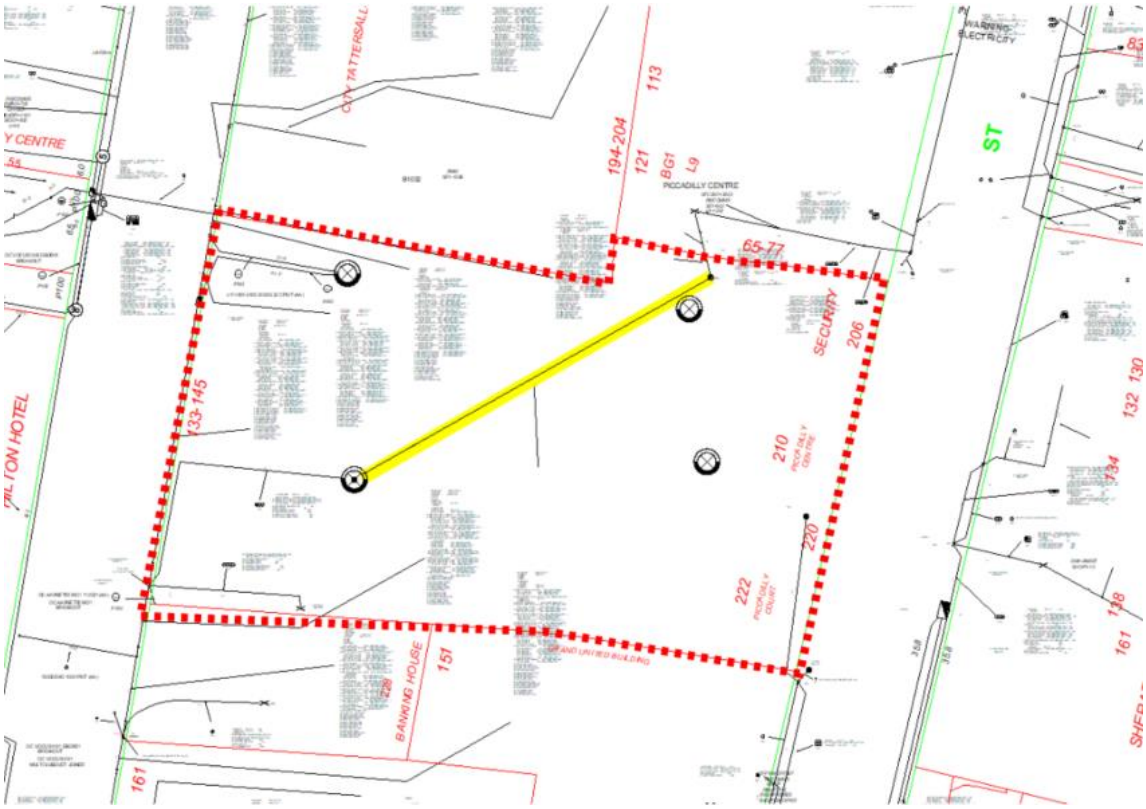


Figure 4: Telstra existing Communications Services adjacent the site

2.2.1.2 Optus Services

Services Present - Optus services are present on both Pitt Street and Castlereagh Street running past the development.

Connections to the site – A connection is provided to the site on the Pitt Street and Castlereagh Street sides.

Other Notes – A cable is indicated crossing the site between Pitt Street and Castlereagh Street (highlighted in yellow for reference). Further investigation required to confirm if this service is still in use, and of it will have any impact on the proposed development.



Figure 5: Optus existing Communications Services adjacent the site

2.2.1.3 NBN Services

Services Present - NBN services are currently within the area on both Pitt Street and Castlereagh Street running past the development. Castlereagh Street services are located on the Eastern side of the street not crossing directly in front of the site.

Connections to the site – There are presently two (2) NBN connections provided to the site on the Pitt Street side only, entering at the North West and South West.

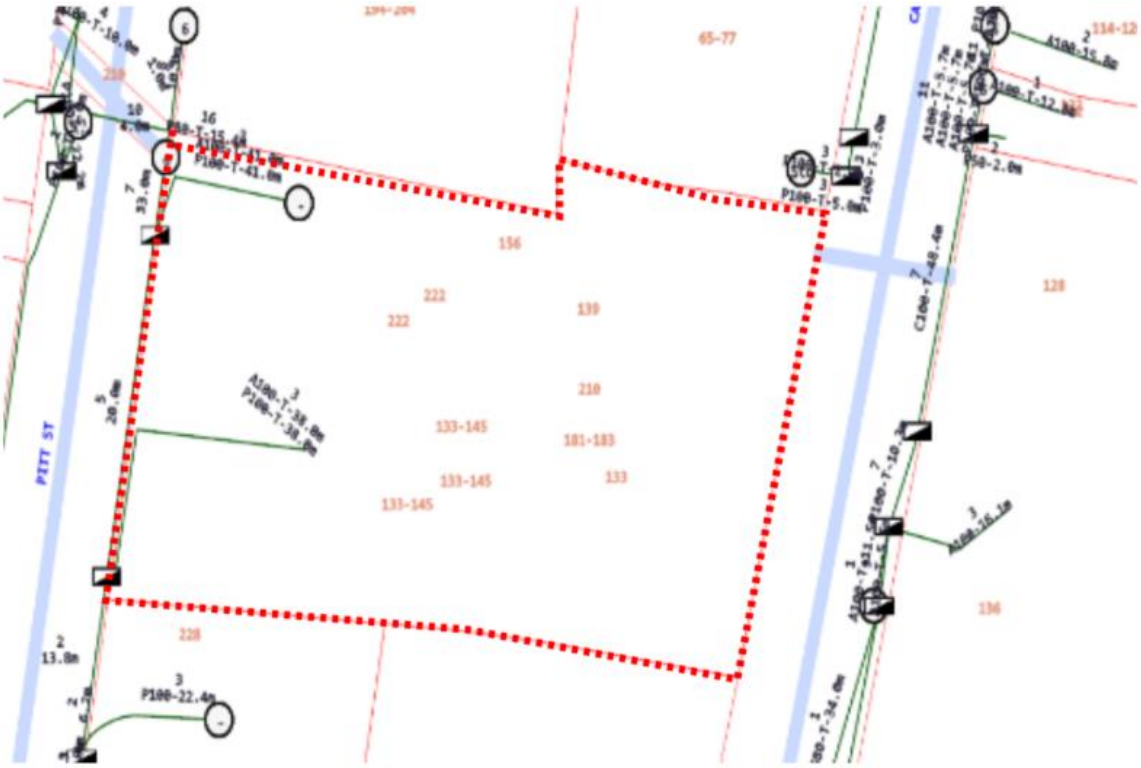


Figure 6: NBN existing Communications Services adjacent the site

2.2.1.4 TPG Services

Services Present - TPG have PIPE Networks services located on the Castlereagh Street side of the site. Note PIPE Networks is presently owned by TPG.

Connections to the site – There is presently a single PIPE Networks connection to the site entering at the South East corner.

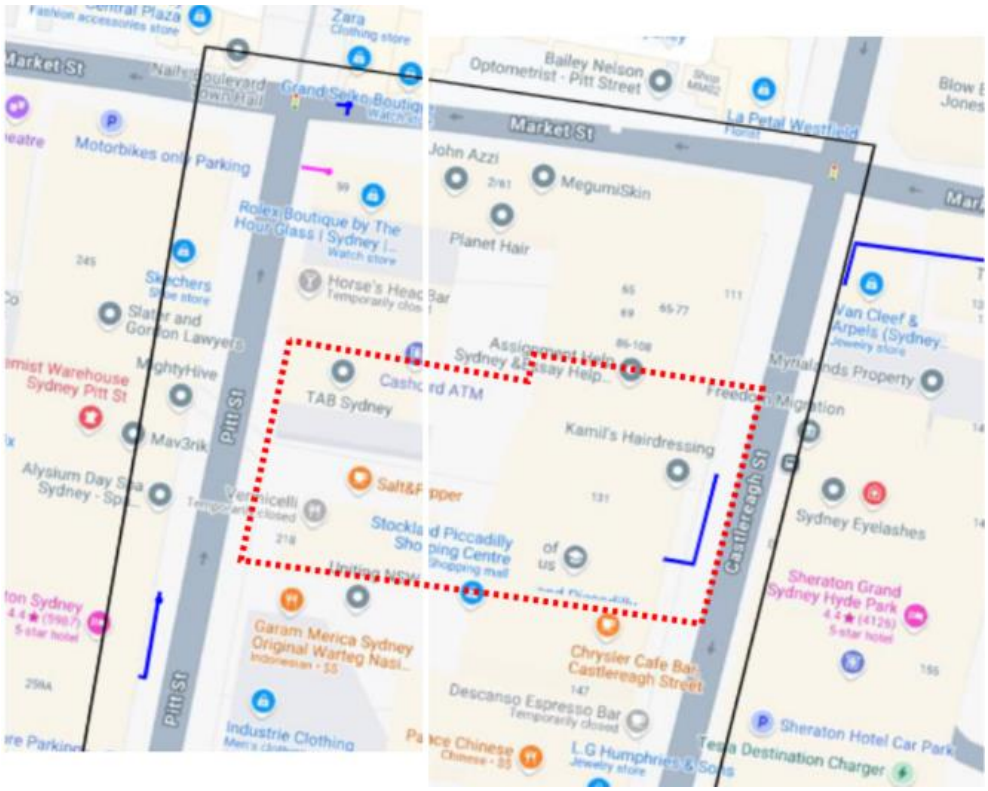


Figure 7 - TPG existing Communications Services adjacent the site

2.2.1.5 Vocus Services

Services Present - Vocus services do not directly pass the site based on Vocus plans, however there are services on Castlereagh St at the adjacent site (149 Castlereagh Street).

Connections to the site – There does not appear to be any Vocus services to the site.

Other Notes – Whilst Vocus plans do not indicate any services on Pitt Street, Telstra plans indicate that there are Vocus services within a subduct passing the site on the Eastern side of Pitt Street.



Figure 8: Vocus existing Communications Services adjacent the site

2.2.1.6 Uecomm Services

Services Present - Uecomm services are currently pass the site on the Pitt Street side only. The Uecomm services are located within the Optus pit and conduit network.

Connections to the site – There does not appear to be any Uecomm services to the site.

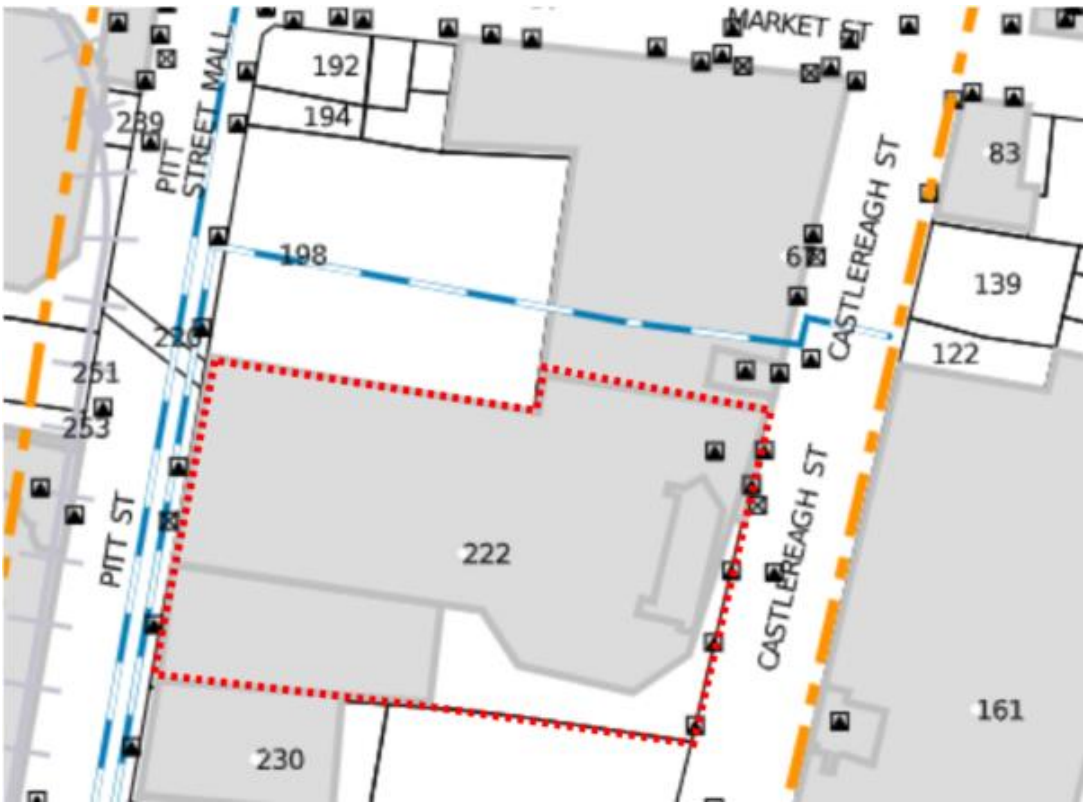


Figure 9 - Uecomm existing Communications Services adjacent the site

2.2.1.7 Verizon Services

Services Present – Verizon services currently pass the site on the Castlereagh Street side only. The services are located on the Eastern side of the street, not crossing directly in front of the site.

Connections to the site – There does not appear to be any Verizon services to the site.

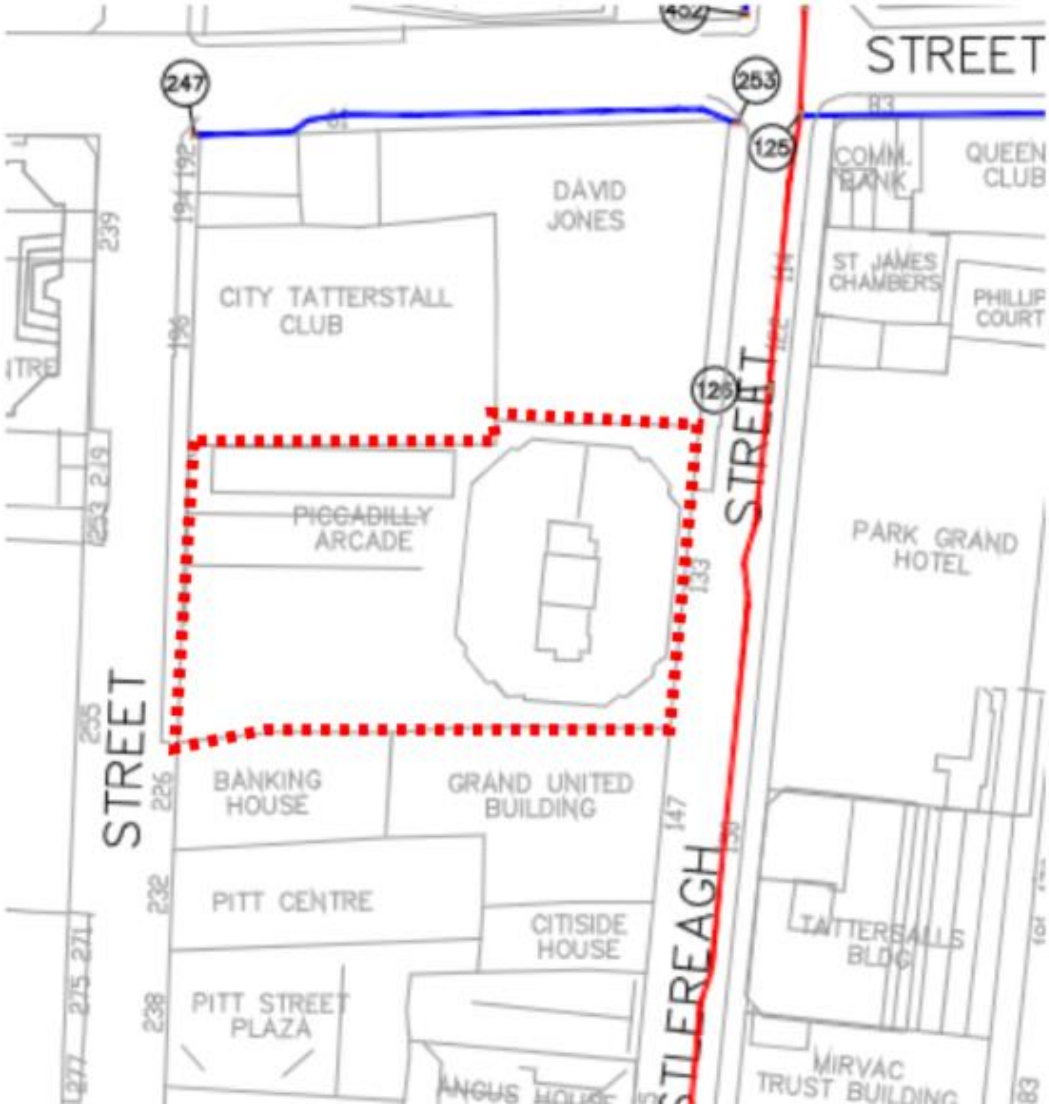


Figure 10 - Verizon Communications Services adjacent the site

2.2.1.8 AARNet Services

Services Present – AARNET services are present on the Pitt Street side only, directly passing the site utilising Telstra conduits.

Connections to the site – There are presently two(2) AARNET connections provided to the site, entering at the South West and mid points on the Western perimeter.



Figure 11 - AARNET Communications Services adjacent the site

2.2.1.9 Nextgen Services

Services Present – Nextgen services are present on the Pitt Street side only, directly passing the site utilising Telstra conduits.

Connections to the site – There does not appear to be any Nextgen services to the site.

Other Notes – Whilst Nextgen plans do not indicate any services on the Eastern side of Pitt Street, Telstra plans indicate that there are Nextgen services on both the Eastern and Western sides of Pitt street within subducts.

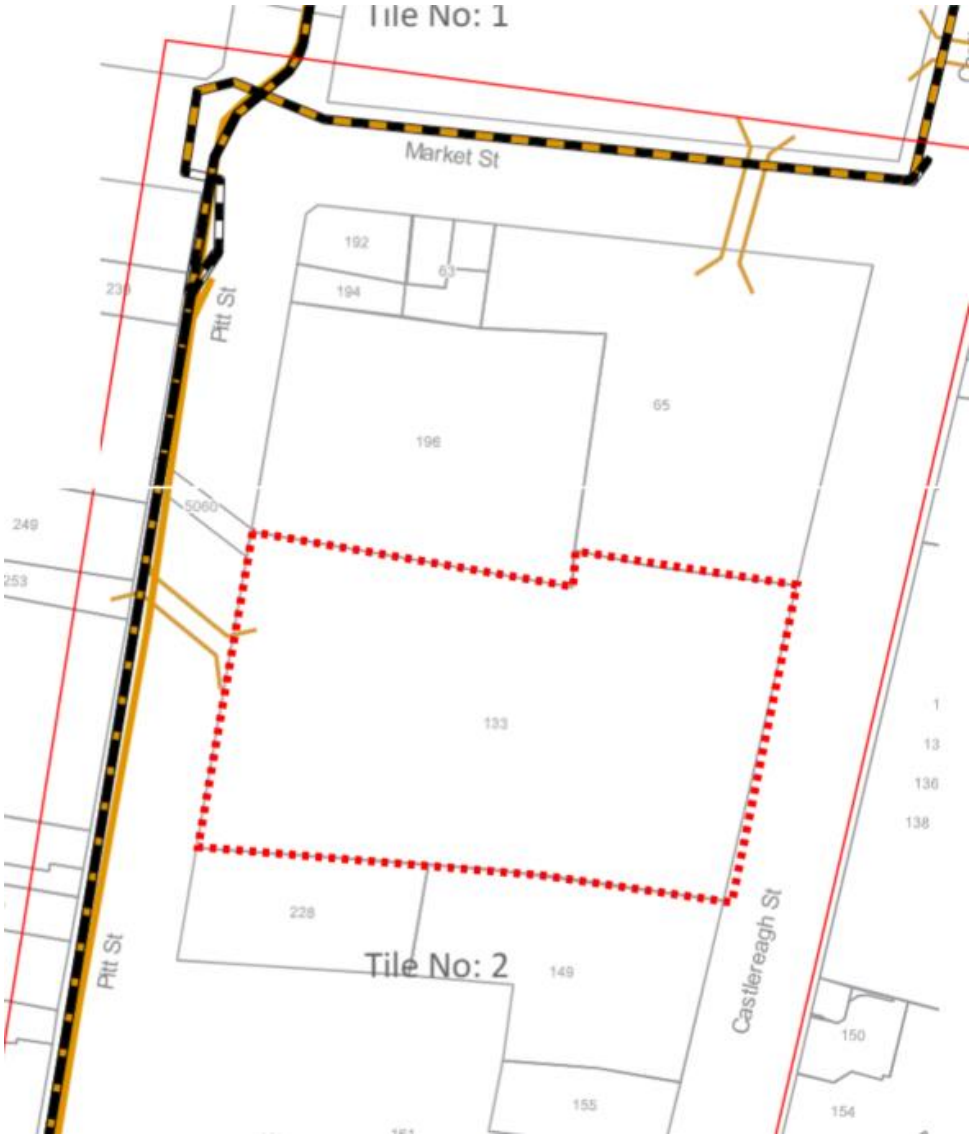


Figure 12 - Nextgen Communications Services adjacent the site

2.2.1.10 FibreconX Services

Services Present – FibreconX appear to have a pit present on the South West corner of the site on Pitt Street. Fibreconx do not appear to have any conduit infrastructure adjacent the site so it is assumed that they are utilising a third party provider such as Telstra.

Connections to the site – It is not clear if services enter the site, however given the current pit location it is assumed that there are FibreconX services presently connected to the site.

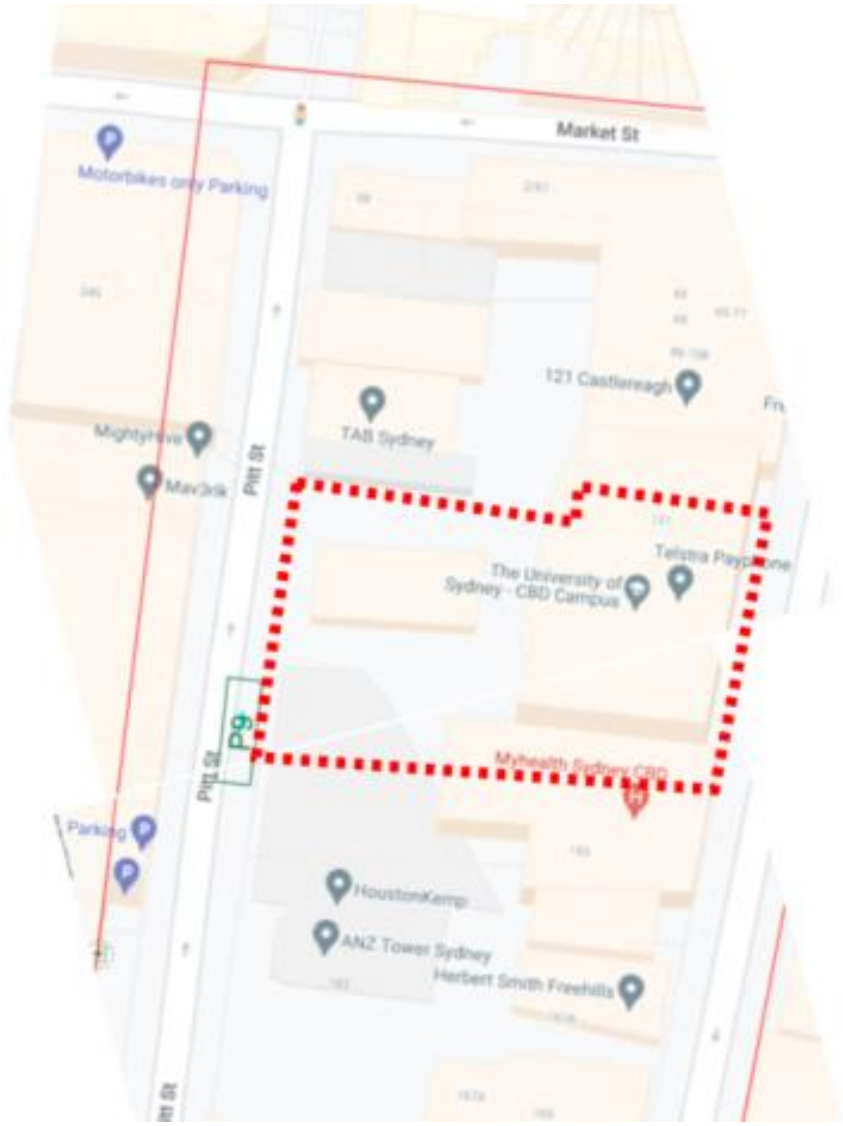


Figure 13 - FibreconX Communications Services adjacent the site

2.2.2 Required alterations

Depending on the proposed tenant communications services requirements, augmentation of the pit and duct systems may be required to facilitate a connection to the development.

The proposed development will require lead in cable routes for multiple service providers. As part of the design process, the existing lead-in provisions will require further investigation to understand entry points and extent of conduits provided.

To align with requirements of a modern building, the following services provisions are recommended:

- **NBN** – Dedicated 100 mm conduit in accordance with NBN design requirements. Noting that there are already existing NBN services available, existing should be capable of re-use
- **Other Providers** – 8 x 100 mm conduits from both Pitt Street and Castlereagh Street sides. It is noted that the majority of tenants don't utilise NBN services, thus the reasoning for quantities of other conduits required.

2.3 Water, sewer and stormwater services

2.3.1 Existing service

The existing services are described as follows and are owned by Sydney Water.

Potable water supplies

All of the existing services available are described as follows:

- Castlereagh Street (West side) – 250 SCL water mains on the west side and 250 CICL water mains on the east side
- Pitt Street (East side) – 250 CICL water mains on the east side and 250 CICL water mains on the west side

Sewer Drainage

All of the existing services available are described as follows:

Castlereagh Street – 225VC Sewer main running south to north

Pitt Street – 225VC Sewer main running south to north

Stormwater Drainage

All of the existing services available are described as follows:

Castlereagh Street – Existing stormwater shown on DBYD plans as 710x1070 Brick

Pitt Street – Existing stormwater shown on DBYD plans as 910x1370 Brick

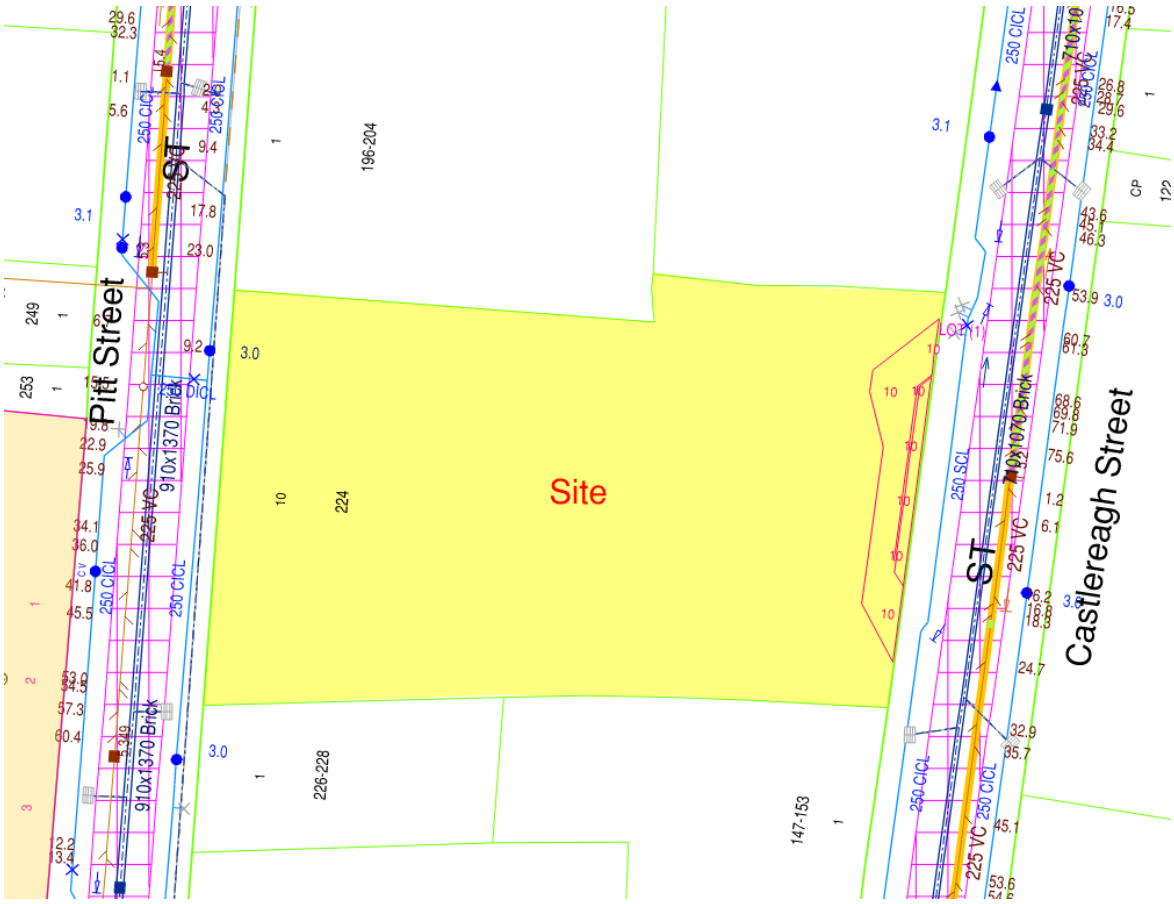


Figure 14: Existing Sydney Water Services shown around the site

2.3.2 Required alterations

Potable water supplies

Given the anticipated increase in water demand, a new connection will be required. Cold water to the building can be supplied from either Castlereagh Street or Pitt Street. The preferred connection point will be determined by the Water Services Coordinator (WSC) and submitted in a formal Sydney Water application at a later stage.

Based on the latest architectural area schedule the high level estimated average daily cold water demand is 210.5 kL/day.

Option 1 – Connection from Castlereagh Street:

- A new town main connection/meter from Castlereagh Street will be established and will be subject to discussion with Sydney Water and coordination with other utilities. The supply requirements and connection point location(s) will need to be confirmed with Sydney Water as part of a future formal Section 73 application by Water Services Coordinator (WSC).

Option 2 – Connection from Pitt Street:

- Consideration will be given to provide a new cold-water supply to the development from Pitt Street and will be subject to discussion with Sydney Water and coordination with other utilities. The supply requirements and connection point location(s) will need to be confirmed with Sydney Water as part of a future formal Section 73 application by Water Services Coordinator (WSC).

The need for amplification of the city water network is considered unlikely.

Sewer Service

Given the anticipated increase in wastewater demand, a new connection will be required. To minimize the gravity pipe run and sewer connection depth, Option 1 (two connections) is recommended. The specific drainage discharge requirements and connection point locations will be confirmed with Sydney Water as part of a future formal Section 73 application by the Water Services Coordinator (WSC).

Based on the latest architectural area schedule the high level estimated average daily sewer demand is 189.9kL/day.

At this stage it is envisaged that sewerage from the development can discharge as per following options:

Options 1 – Pitt Street & Castlereagh Street (Two connections)

- Consideration has been given to provide two separated sewer mains connections in order to minimise the gravity pipe run and therefore the depth of sewer connection. Connections including the existing 225 mm VC Sewer Main in Castlereagh Street and 225 mm VC Sewer Main in Pitt Street, new sewer junctions/pits will be required to allow these connections.
- This is recommended to minimise the gravity pipe run and therefore the depth of sewer connection subject to Sydney Water approval.

Option 2 – Castlereagh Street (Single connection)

- Wastewater will discharge to the existing 225 mm VC Sewer Main in Castlereagh Street and new sewer junction /pit will be required to allow this connection

Options 3 – Pitt Street (Single connection)

- Wastewater will discharge to the existing 225 mm VC Sewer Main in Pitt Street and new sewer junction/pit will be required to allow this connection

The need for amplification of the city wastewater network is considered unlikely based on the preliminary review and will be subject to Sydney Water review and approval.

Stormwater Drainage

At this stage it is envisaged that rainwater from the project will discharge to the surrounding infrastructure located in Castlereagh Street and Pitt Street. Information regarding the project's stormwater design will be contained within the Stormwater Management Plan as part of the future detailed development application (DA).

Sydney Water Stormwater division has preliminary advised that OSD is required for the development, as listed below, and based on the 4,800 m^2 site area. The need for amplification of the council network is considered highly unlikely and will be confirmed via formal application to Sydney Water.

The following figures have been provided:

On Site Detention 75 cubic meter

Permissible Site Discharge 177 L/s

It should be noted that the Sydney Water requirements for OSD relates to the limited capacity of the existing downstream stormwater infrastructure. It does not relate to an increase in stormwater runoff associated with the proposed development.

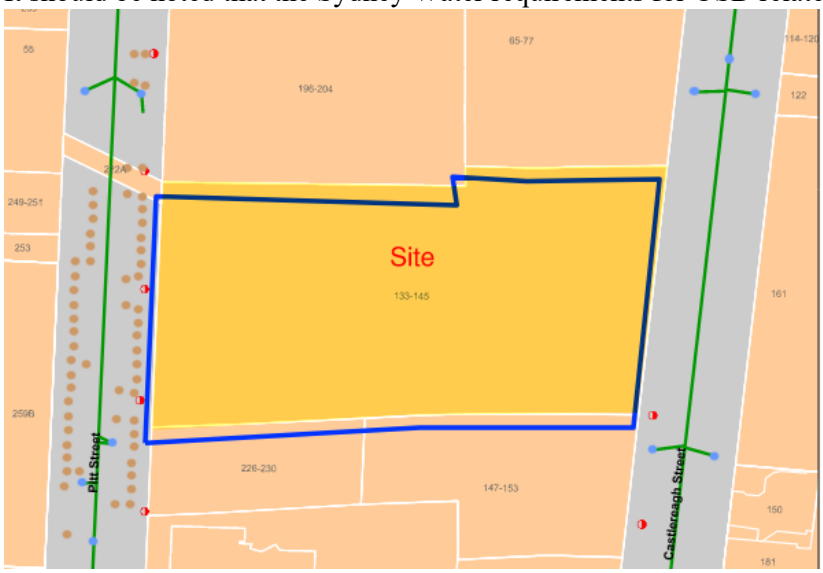


Figure 15: Existing City of Sydney Stormwater Services shown around the site

3. Protection and relocation strategies for infrastructure assets

A ‘dial before you dig’ (DBYD) enquiry was sought and the information collated for proposing preliminary plan of protection and relocation strategies to allow for minimal impact and appropriate protection of infrastructure assets. The following lists strategies.

Being aware of affected utility stakeholders, including: Ausgrid, City of Sydney, Optus, Roads and Maritime Services, Sydney Water, and Telstra.

Locating assets: Assets’ and permanent survey marks’ exact location and assistance will be requested from each utility stakeholders at a reasonable time before work begins. A thorough site examination will be conducted for visible structures through field survey including the use of appropriately qualified personnel and equipment.

Acquiring approvals: Relevant approvals will be obtained prior to commencement of works on or near infrastructure assets of various utility stakeholders. And all works are undertaken in accordance with the requirements of any approval.

Reporting damage: Damage of assets will be reported immediately to utility stakeholders any time, any day.

Attachment A27

Utility Services Infrastructure Report
Mixed Use Scheme

ARUP

Stockland

Piccadilly Complex

Utility Services Infrastructure Assessment – Mixed-use Scheme

Reference: 295375_ARUP_Utilities

Final Issue 1 | 31 July 2025

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295375-00

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1. Introduction

This Preliminary Utility Services Infrastructure assessment report accompanies a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) legally described as Lot 10 in DP828419, and shown in Figure 1.

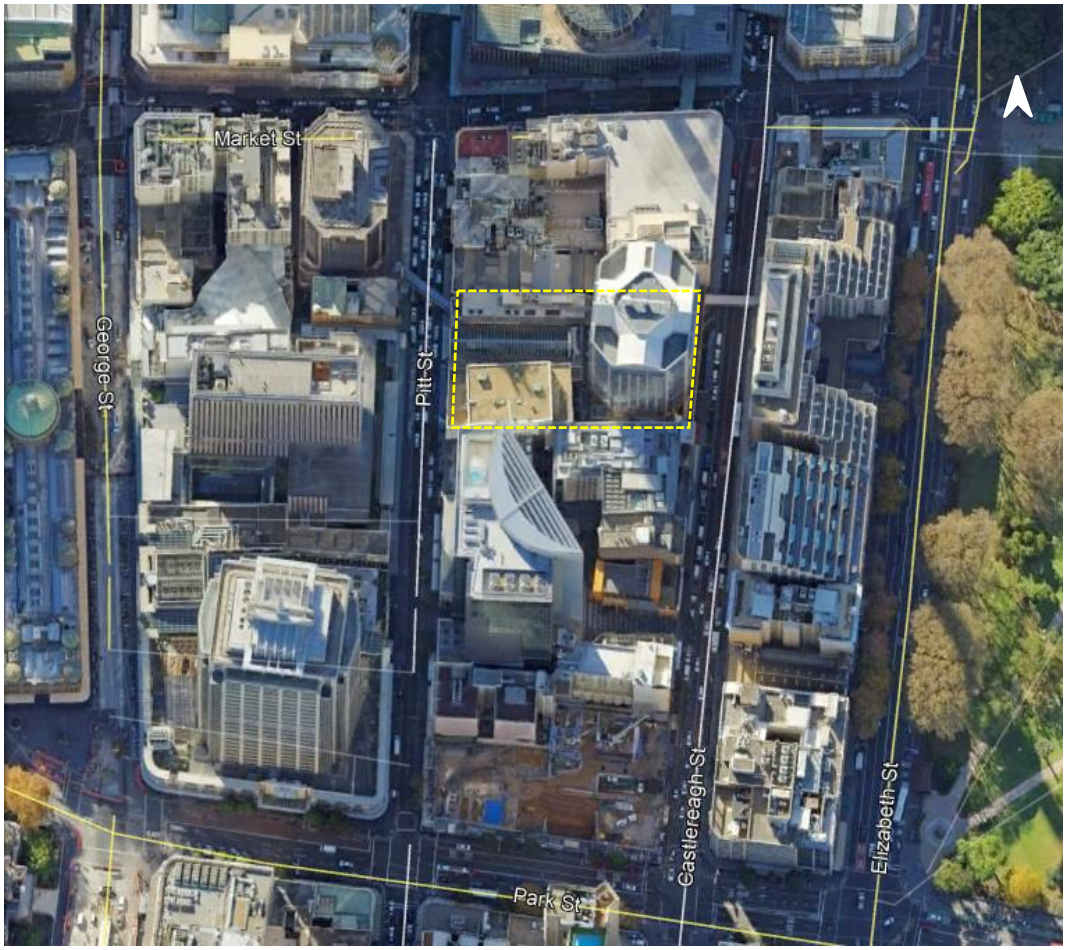


Figure 1: 133-145 Castlereagh Street, Sydney – Stockland Piccadilly Complex

The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

1.1 Subject site

The site currently comprises three buildings known as the 'Piccadilly Complex' completed in 1991 which has been the subject of progressive improvements to upgrade selected elements within the building. The buildings currently occupying the site are detailed in Table 1.

Table 1: Description of existing buildings and improvements

Building	Description
Piccadilly Court	Comprises a 14-storey office building completed in 1975 and first refurbished in 1991 with frontage to Pitt Street.
Piccadilly Shopping Centre	Comprises a 3-storey retail building and the Wesley Mission facilities including the Wesley Church, Lyceum, Wesley Theatre and supporting office space predominately located at basement level. The Wesley Centre facilities comprise the following patron capacity: • Theatre – 950 • Lyceum – 277 • Chapel – 534 A footbridge over Pitt Street connects the building to 55 Market Street to the west.
Piccadilly Tower	Comprises a 31-storey commercial building comprising office floor space and end of trip facilities and four basement levels of car parking accessed from Castlereagh Street. The building includes two lobby spaces, the main Castlereagh Street entrance and a smaller northern entrance to the through site link. A footbridge over Castlereagh Street connects the building to the Sheraton On the Park located to the east of the site.

1.2 Concept Reference Design

To demonstrate that the proposed building envelope can accommodate a viable scheme, a Concept Reference Design accompanies the planning proposal within the Urban Design Study. The Concept Reference Design is indicative only and the final detailed design will be the subject of a competitive design process and detailed development application (DA) which will ultimately result in further refinement. The ground floor plan is shown in Figure 2.



Figure 2: Stockland Piccadilly Complex – Concept Reference Design - Ground plan

The Concept Reference Design includes the following elements:

- Basement car parking and mechanical plant;
- Loading dock
- Retail
- A northerly aligned east-west pedestrian through-site link connecting Pitt St and Castlereagh St;
- Commercial offices
- Plant
- Residential

1.3 Purpose of report

The purpose of this Preliminary Utility Services Infrastructure report is to provide a review of relevant aspects of the proposed planning amendments and Concept Reference Design, to evaluate their likely suitability, and requirements for future assessment and detailed design. As the planning submission does not seek consent for the specific development, a detailed quantitative assessment of the Concept Reference Design is not considered to be warranted at this stage.

Accordingly, this report provides advice regarding:

- Availability, capacity and location of utility services infrastructure in the vicinity;
- Protection and relocation strategies for infrastructure assets of each utility stakeholders

2. Utility services infrastructure

A ‘dial before you dig’ (DBYD) enquiry was sought (23/09/2024) and the information collated into this report.

The available utility information indicates the existence of the following services serving or traversing the site:

- Electricity Supply – Ausgrid:
    - Existing HV and LV services
- Communications Services:
    - Telstra, Optus, NBN, TPG, Vocus, Uecomm, Verizon, AARNet, Nextgen, Fibreconx
- Optus, NBN and Fibre Networks
    - Fibre, NBN
- Water Services – Sydney Water
    - Sewer
    - Potable Water
    - Stormwater and On-Site Detention

2.1 Electricity supply

Estimated maximum demand will be in the order of 13 kVA. This will require three substations, arranged as 3No. ‘triplex’ chamber substations to Ausgrid standards. To accommodate the proposed load, three new triplex chamber substations will be required within the site boundary. There are existing services within the site, namely 11 kV and 400 V cables including a substation. It is noted that the existing substation does not serve any other developments and therefore can be decommissioned, if required, without impacting other sites. At the next stage a detailed assessment and application to Ausgrid will be undertaken.

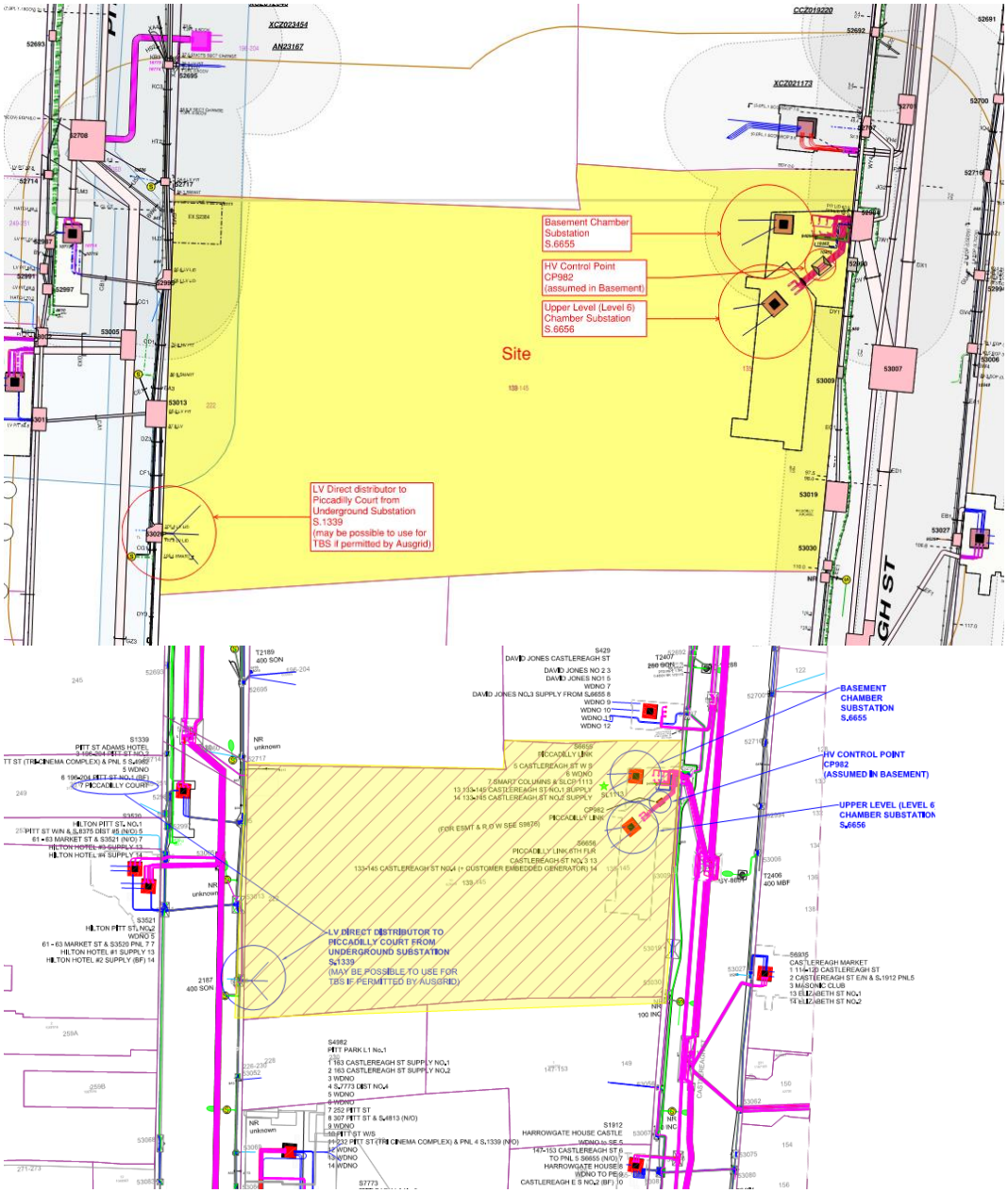


Figure 3: Existing Ausgrid substations and HV cables

2.2 Communications

2.2.1 Existing services

The following communications services networks exist within or in proximity of the boundary of the development site based on our interpretation of the 'Dial Before You Dig' (DBYD) information. The utility communications cabling is generally installed in underground conduits on street verges with regular access points through manholes or pits.

Services identified include:

- Telstra
- Optus
- NBN
- TPG
- Vocus
- Uecomm
- Verizon
- AARNet
- Nextgen
- FibreconX

Further discussions are required with the service providers to confirm existing arrangements, noting these works can be undertaken at the design stage.

The following sections provide details of existing services for each noted service provider.

2.2.1.1 Telstra Services

Services Present - Telstra services are present on both Pitt Street and Castlereagh Street running past the development. The services on the Castlereagh Street sides do not appears to cross the footpath in front of the site, however enter from the North East and South Est corners.

Connections to the site – Telstra services are provided into the site on both the Pitt Street and Castlereagh Street sides.

Other Notes - A cable is indicated crossing the site between Pitt Street and the 121 Castlereagh Street building adjacent (highlighted in yellow for reference). Further investigation required to confirm if this service is still in use, and of it will have any impact on the proposed development.

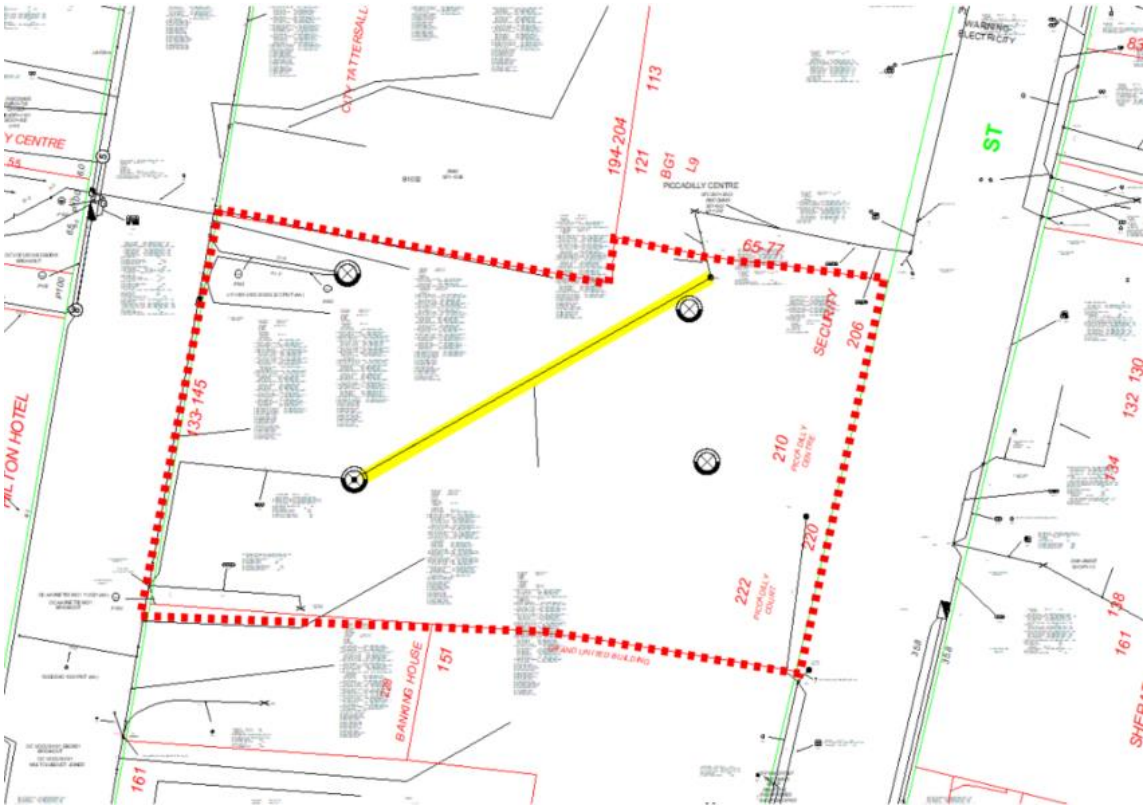


Figure 4: Telstra existing Communications Services adjacent the site

2.2.1.2 Optus Services

Services Present - Optus services are present on both Pitt Street and Castlereagh Street running past the development.

Connections to the site – A connection is provided to the site on the Pitt Street and Castlereagh Street sides.

Other Notes – A cable is indicated crossing the site between Pitt Street and Castlereagh Street (highlighted in yellow for reference). Further investigation required to confirm if this service is still in use, and of it will have any impact on the proposed development.



Figure 5: Optus existing Communications Services adjacent the site

2.2.1.3 NBN Services

Services Present - NBN services are currently within the area on both Pitt Street and Castlereagh Street running past the development. Castlereagh Street services are located on the Eastern side of the street not crossing directly in front of the site.

Connections to the site – There are presently two (2) NBN connections provided to the site on the Pitt Street side only, entering at the North West and South West.

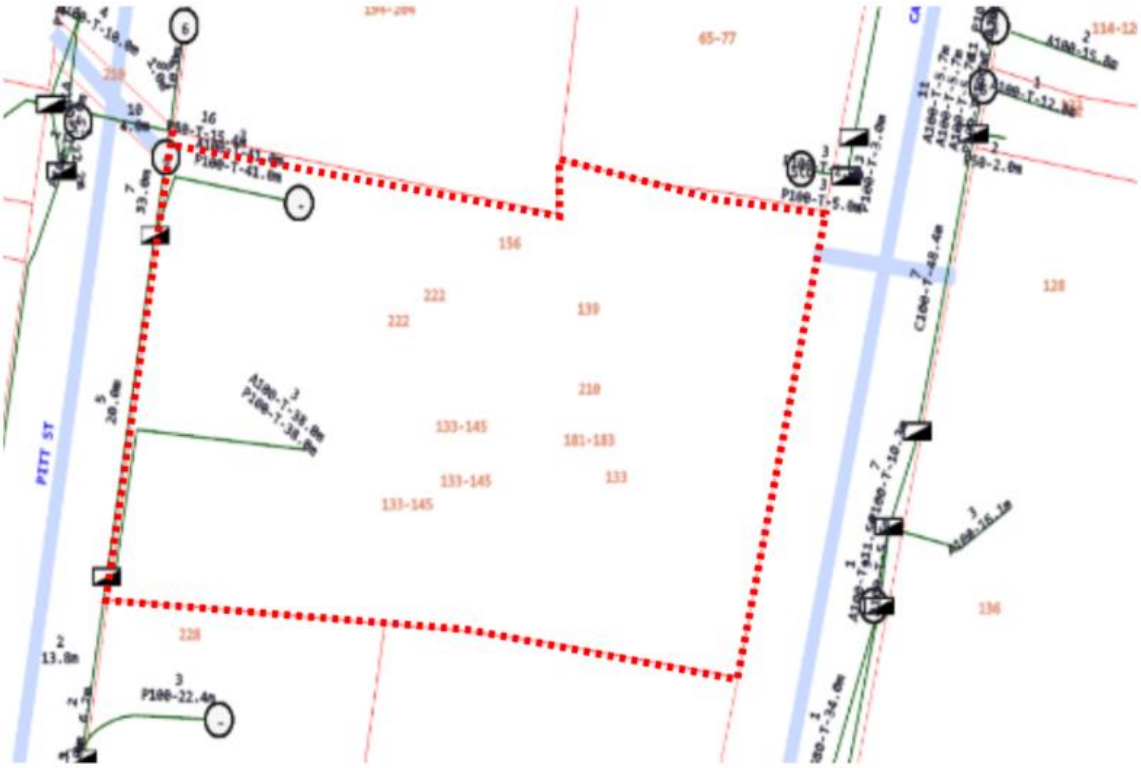


Figure 6: NBN existing Communications Services adjacent the site

2.2.1.4 TPG Services

Services Present - TPG have PIPE Networks services located on the Castlereagh Street side of the site. Note PIPE Networks is presently owned by TPG.

Connections to the site – There is presently a single PIPE Networks connection to the site entering at the South East corner.

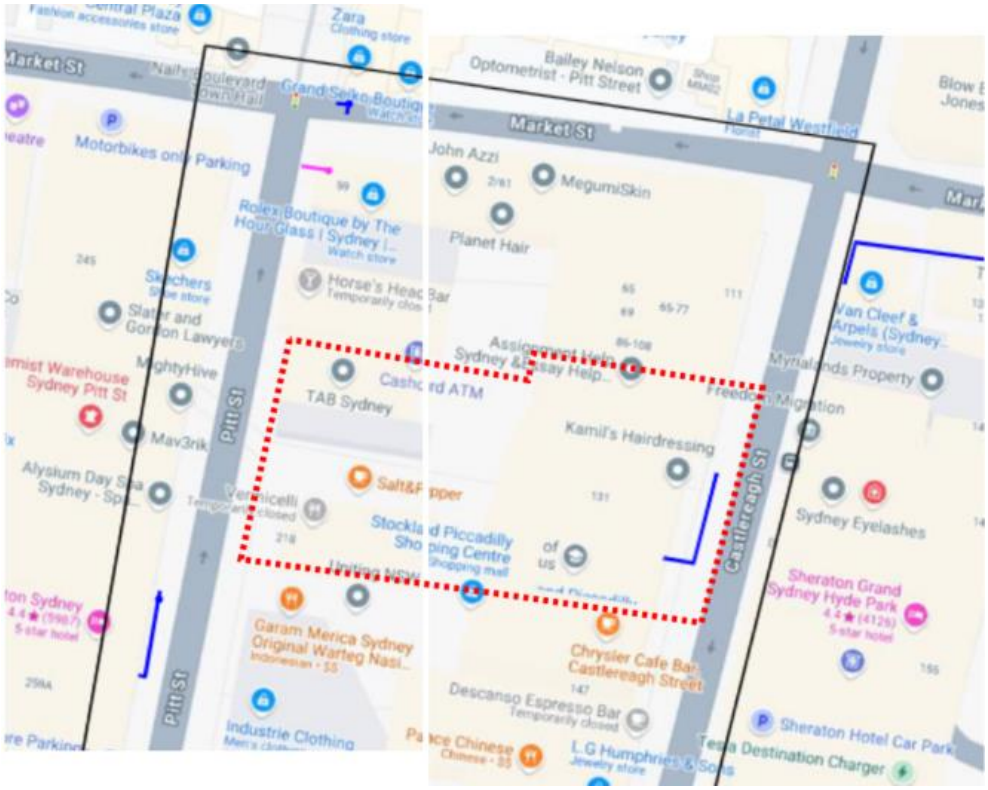


Figure 7 - TPG existing Communications Services adjacent the site

2.2.1.5 Vocus Services

Services Present - Vocus services do not directly pass the site based on Vocus plans, however there are services on Castlereagh St at the adjacent site (149 Castlereagh Street).

Connections to the site – There does not appear to be any Vocus services to the site.

Other Notes – Whilst Vocus plans do not indicate any services on Pitt Street, Telstra plans indicate that there are Vocus services within a subduct passing the site on the Eastern side of Pitt Street.



Figure 8: Vocus existing Communications Services adjacent the site

2.2.1.6 Uecomm Services

Services Present - Uecomm services are currently pass the site on the Pitt Street side only. The Uecomm services are located within the Optus pit and conduit network.

Connections to the site – There does not appear to be any Uecomm services to the site.

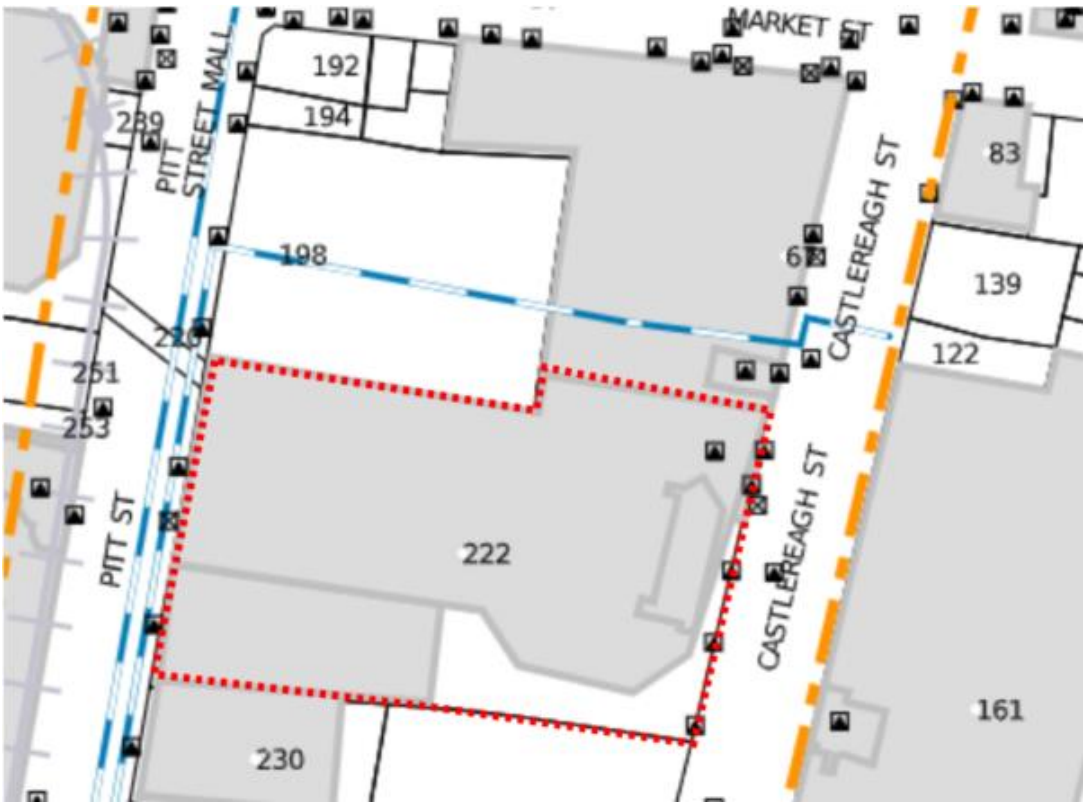


Figure 9 - Uecomm existing Communications Services adjacent the site

2.2.1.7 Verizon Services

Services Present – Verizon services currently pass the site on the Castlereagh Street side only. The services are located on the Eastern side of the street, not crossing directly in front of the site.

Connections to the site – There does not appear to be any Verizon services to the site.

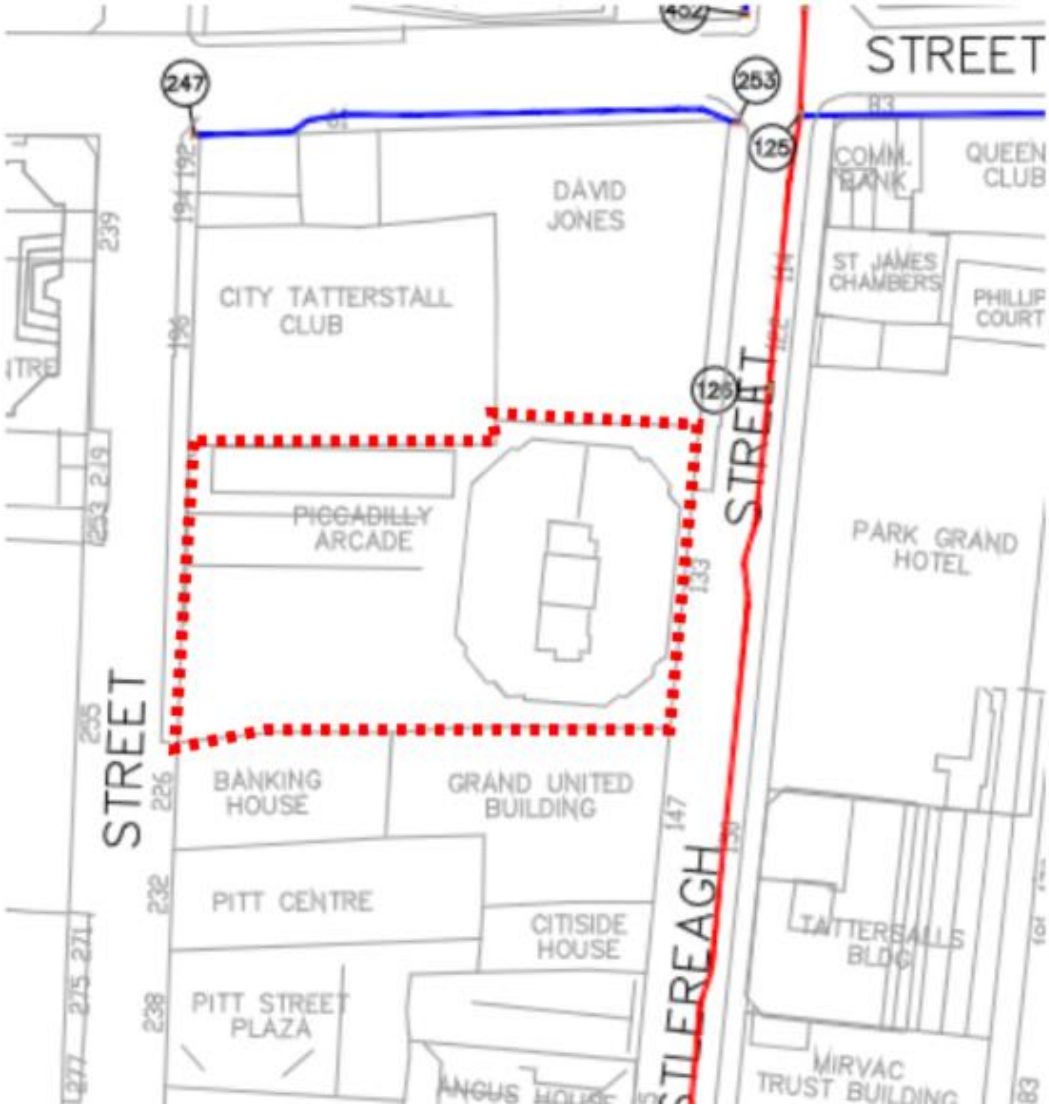


Figure 10 - Verizon Communications Services adjacent the site

2.2.1.8 AARNet Services

Services Present – AARNET services are present on the Pitt Street side only, directly passing the site utilising Telstra conduits.

Connections to the site – There are presently two(2) AARNET connections provided to the site, entering at the South West and mid points on the Western perimeter.



Figure 11 - AARNET Communications Services adjacent the site

2.2.1.9 Nextgen Services

Services Present – Nextgen services are present on the Pitt Street side only, directly passing the site utilising Telstra conduits.

Connections to the site – There does not appear to be any Nextgen services to the site.

Other Notes – Whilst Nextgen plans do not indicate any services on the Eastern side of Pitt Street, Telstra plans indicate that there are Nextgen services on both the Eastern and Western sides of Pitt street within subducts.

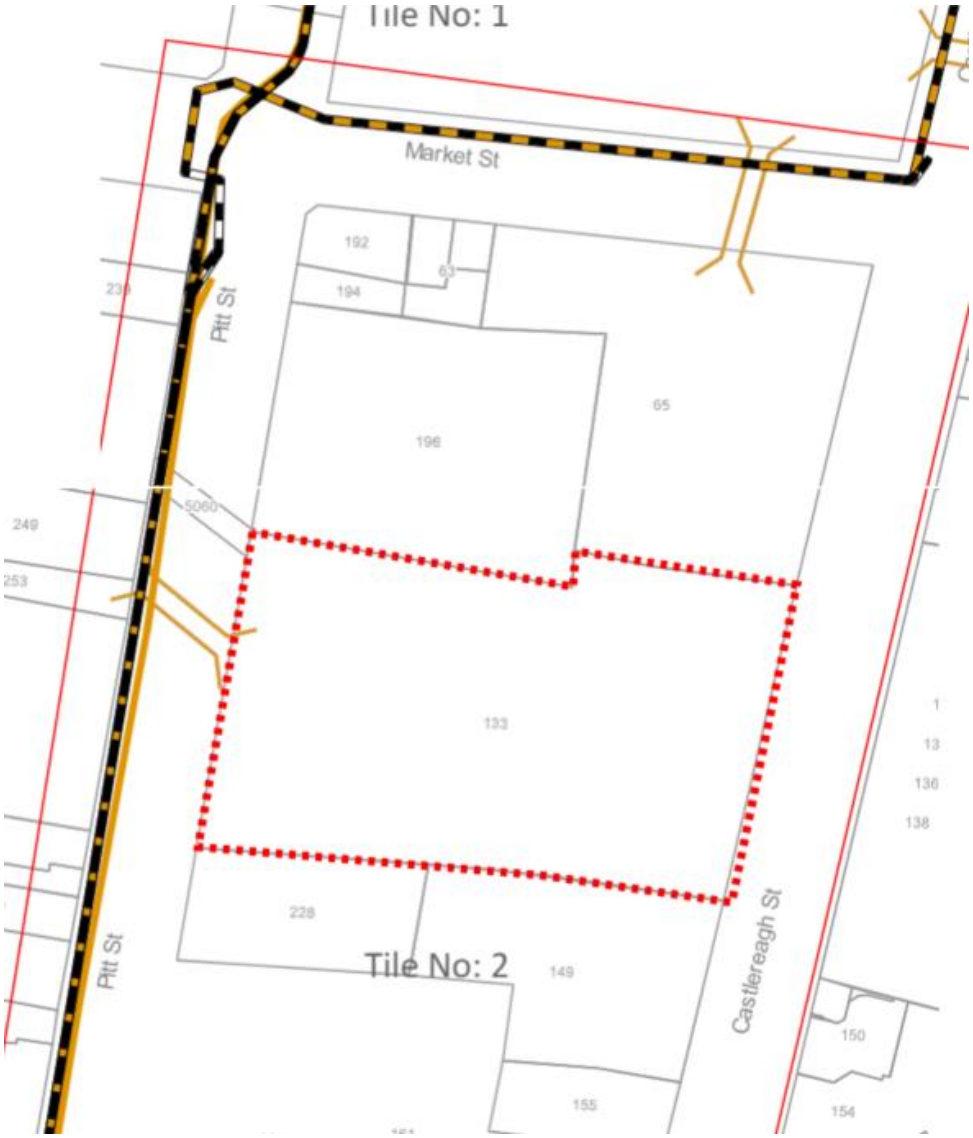


Figure 12 - Nextgen Communications Services adjacent the site

2.2.1.10 FibreconX Services

Services Present – FibreconX appear to have a pit present on the South West corner of the site on Pitt Street. Fibreconx do not appear to have any conduit infrastructure adjacent the site so it is assumed that they are utilising a third party provider such as Telstra.

Connections to the site – It is not clear if services enter the site, however given the current pit location it is assumed that there are FibreconX services presently connected to the site.

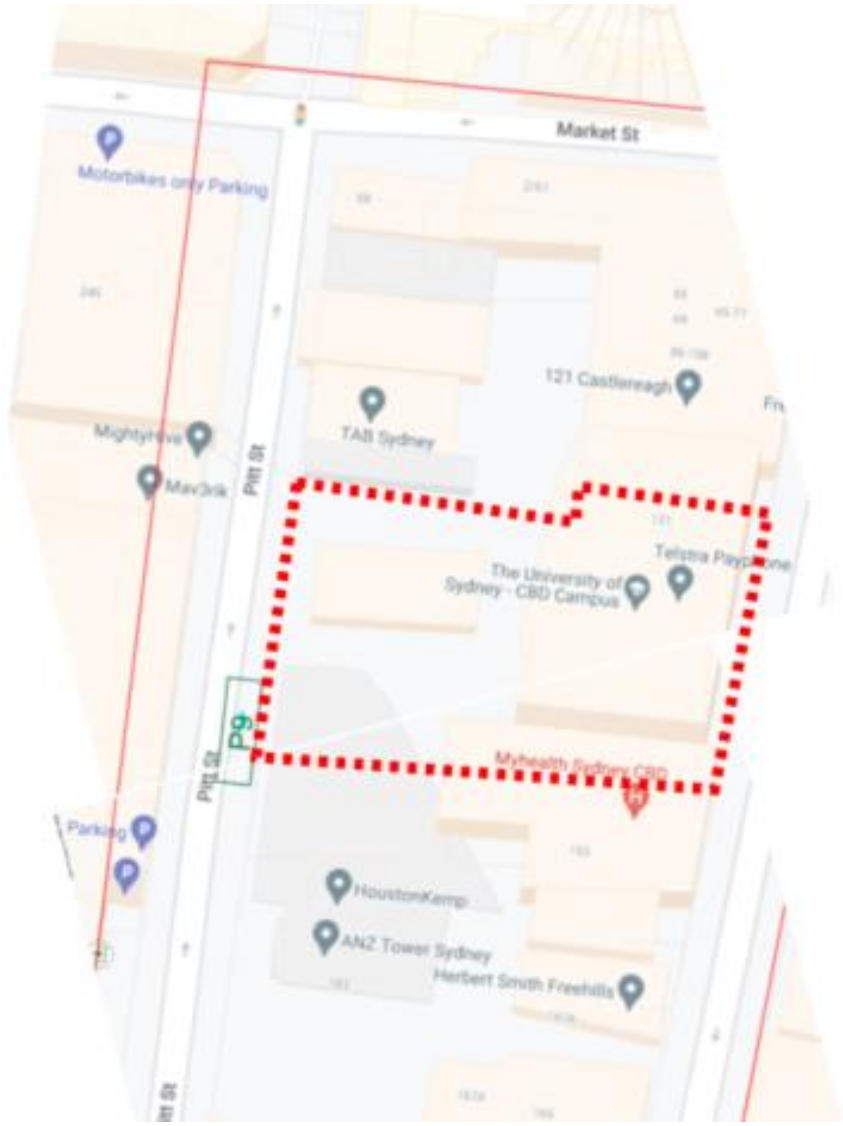


Figure 13 - FibreconX Communications Services adjacent the site

2.2.2 Required alterations

Depending on the proposed tenant communications services requirements, augmentation of the pit and duct systems may be required to facilitate a connection to the development.

The proposed development will require lead in cable routes for multiple service providers. As part of the design process, the existing lead-in provisions will require further investigation to understand entry points and extent of conduits provided.

To align with requirements of a modern building, the following services provisions are recommended:

- **NBN** – Dedicated 100 mm conduit in accordance with NBN design requirements. Noting that there are already existing NBN services available, existing should be capable of re-use
- **Other Providers** – 8 x 100 mm conduits from both Pitt Street and Castlereagh Street sides. It is noted that the majority of tenants don't utilise NBN services, thus the reasoning for quantities of other conduits required.

2.3 Water, sewer and stormwater services

2.3.1 Existing service

The existing services are described as follows and are owned by Sydney Water.

Potable water supplies

All of the existing services available are described as follows:

- Castlereagh Street (West side) – 250 SCL water mains on the west side and 250 CICL water mains on the east side
- Pitt Street (East side) – 250 CICL water mains on the east side and 250 CICL water mains on the west side

Sewer Drainage

All of the existing services available are described as follows:

Castlereagh Street – 225VC Sewer main running south to north

Pitt Street – 225VC Sewer main running south to north

Stormwater Drainage

All of the existing services available are described as follows:

Castlereagh Street – Existing stormwater shown on DBYD plans as 710x1070 Brick

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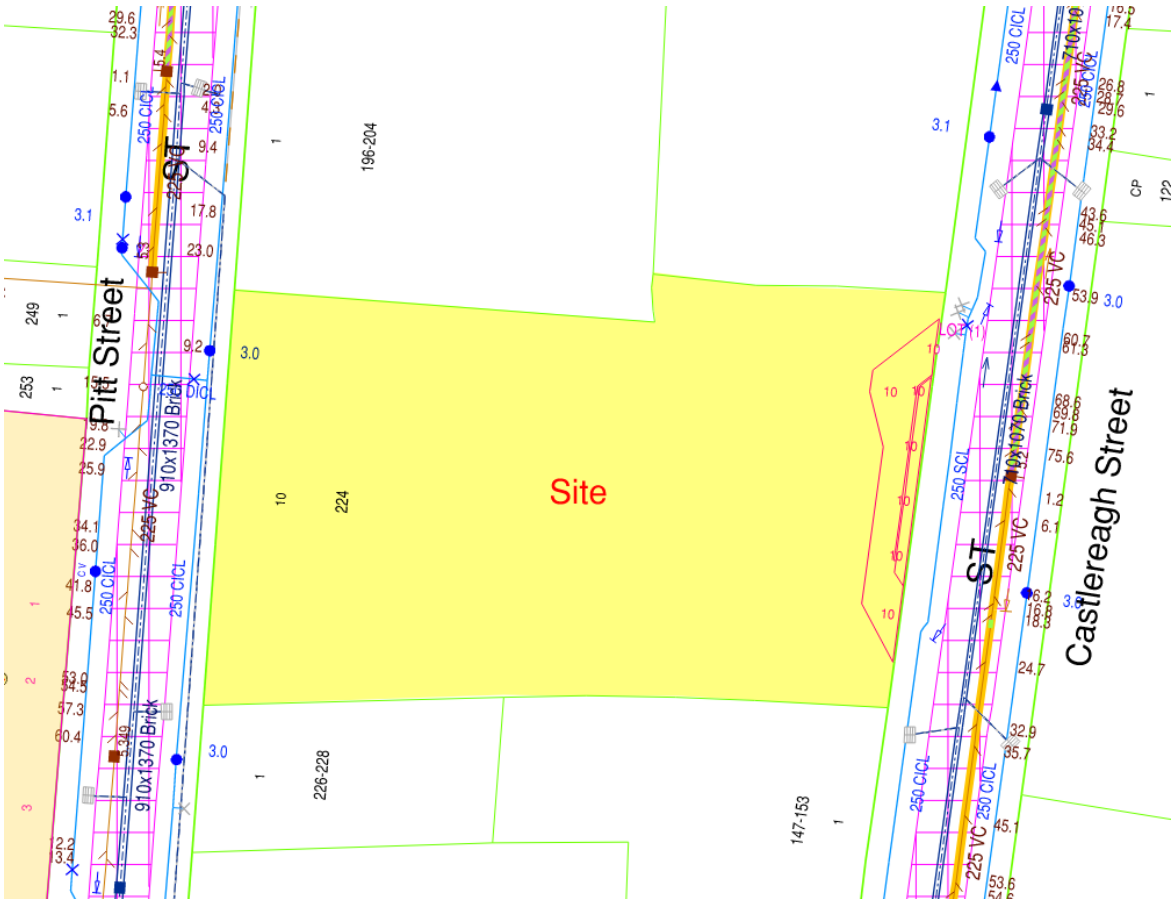


Figure 14: Existing Sydney Water Services shown around the site

2.3.2 Required alterations

Potable water supplies

Given the anticipated increase in water demand, a new connection will be required. Cold water to the building can be supplied from either Castlereagh Street or Pitt Street. The preferred connection point will be determined by the Water Services Coordinator (WSC) and submitted in a formal Sydney Water application at a later stage.

Based on the latest architectural area schedule the high level estimated average daily cold water demand is 219.5 kL/day.

Option 1 – Connection from Castlereagh Street:

- A new town main connection/meter from Castlereagh Street will be established and will be subject to discussion with Sydney Water and coordination with other utilities. The supply requirements and connection point location(s) will need to be confirmed with Sydney Water as part of a future formal Section 73 application by Water Services Coordinator (WSC).

Option 2 – Connection from Pitt Street:

- Consideration will be given to provide a new cold-water supply to the development from Pitt Street and will be subject to discussion with Sydney Water and coordination with other utilities. The supply requirements and connection point location(s) will need to be confirmed with Sydney Water as part of a future formal Section 73 application by Water Services Coordinator (WSC).

The need for amplification of the city water network is considered unlikely.

Sewer Service

Given the anticipated increase in wastewater demand, a new connection will be required. To minimize the gravity pipe run and sewer connection depth, Option 1 (two connections) is recommended. The specific drainage discharge requirements and connection point locations will be confirmed with Sydney Water as part of a future formal Section 73 application by the Water Services Coordinator (WSC).

Based on the latest architectural area schedule the high level estimated average daily sewer demand is 189.5kL/day.

At this stage it is envisaged that sewerage from the development can discharge as per following options:

Options 1 – Pitt Street & Castlereagh Street (Two connections)

- Consideration has been given to provide two separated sewer mains connections in order to minimise the gravity pipe run and therefore the depth of sewer connection. Connections including the existing 225 mm VC Sewer Main in Castlereagh Street and 225 mm VC Sewer Main in Pitt Street, new sewer junctions/pits will be required to allow these connections.
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Option 2 – Castlereagh Street (Single connection)

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The need for amplification of the city wastewater network is considered unlikely based on the preliminary review and will be subject to Sydney Water review and approval.

Stormwater Drainage

At this stage it is envisaged that rainwater from the project will discharge to the surrounding infrastructure located in Castlereagh Street and Pitt Street. Information regarding the project's stormwater design will be contained within the Stormwater Management Plan as part of the future detailed development application (DA).

Sydney Water Stormwater division has preliminary advised that OSD is required for the development, as listed below, and based on the 4,800 m^2 site area. The need for amplification of the council network is considered highly unlikely and will be confirmed via formal application to Sydney Water.

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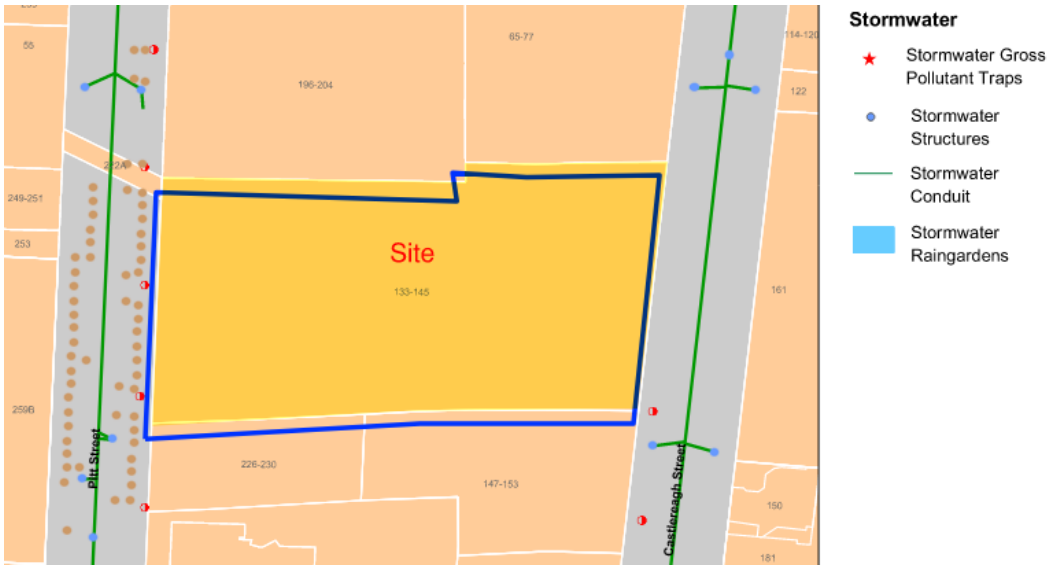


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Locating assets: Assets’ and permanent survey marks’ exact location and assistance will be requested from each utility stakeholders at a reasonable time before work begins. A thorough site examination will be conducted for visible structures through field survey including the use of appropriately qualified personnel and equipment.

Acquiring approvals: Relevant approvals will be obtained prior to commencement of works on or near infrastructure assets of various utility stakeholders. And all works are undertaken in accordance with the requirements of any approval.

Reporting damage: Damage of assets will be reported immediately to utility stakeholders any time, any day.

Attachment A28

Preliminary Waste Management Plan
Commercial Scheme

Foresight Environmental

Stockland Piccadilly Complex – Commercial

133 Castlereagh Street

Sydney NSW 2000

Planning Proposal

Waste Management Plan

PREPARED BY FORESIGHT ENVIRONMENTAL

info@foresightenvironmental.com

www.foresightenvironmental.com

DOCUMENT INFORMATION				
Client	Stockland			
Prepared by	Foresight Environmental			
Document name	Stockland Piccadilly Complex, Sydney: Commercial Scheme - Planning Proposal Waste Management Plan			
REVISION	**REVISION DATE**	**AUTHOR**	**REVIEWED BY**	**DETAILS/COMMENTS**
1	8 October 2024	Sophie Rutherford	Scott Ebsary	Draft report for review
2	22 November 2024	Sophie Rutherford	Scott Ebsary	Report edits as per Pier Property Corporation review
3	22 July 2025	Sophie Rutherford	Scott Ebsary	Updated to reflect Commercial scheme
4	29 July 2025	Sophie Rutherford	Scott Ebsary	Updated with comments from PPC

DISCLAIMER

This report is based on information provided by **Stockland,** coupled with Foresight Environmental's knowledge of waste generated within the commercial sector. To that extent this report relies on the accuracy of the information provided to the consultant. It has been compiled by Foresight Environmental on behalf of **Stockland.**

This report is not a substitute for legal advice on the relevant environmental related legislation, which applies to businesses, contractors, or other bodies. Accordingly, Foresight Environmental will not be liable for any loss or damage that may arise out of this project, other than loss or damage caused as a direct result of Foresight Environmental's negligence.

The contents of this report should be treated at all times as confidential, unless permission from **Stockland** is received.

The contents of this document may not be referenced or used in any way by parties other than **Stockland** without the written permission of Foresight Environmental.

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1. Introduction

This Planning Proposal Waste Management Plan (PPWMP) has been prepared by Foresight Environmental to accompany a planning proposal seeking to amend the Sydney Local Environmental Plan 2012 (the LEP) relevant to the land known as 'Stockland Piccadilly Complex' located at 133-145 Castlereagh Street, Sydney (the site) and legally described as Lot 10 in DP828419.

The report has been prepared in accordance with the following guidelines:

- The City of Sydney Guidelines for Waste Management in New Developments Council 2018

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The planning proposal seeks to prescribe site specific LEP provisions, including amending the floor space ratio development standard, as well as concurrently preparing a site-specific Development Control Plan (DCP) to guide the future development. The DCP will establish building envelopes for the site, as well as other key assessment criteria including the establishment of a through-site link and parking and vehicular access.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for either an all-commercial development or a mixed-use development, together with an activated ground plane, basement car parking and associated facilities. The proposal will retain the structure of the majority of the existing commercial tower as well as the basement structure. The proposal facilitates additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a rectified Solar Access Plane breach to Hyde Park, a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

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2. Operational Usage

The table below details the development profile, and the areas as they relate to waste - the **waste generating areas** of the development that will form the basis of the waste generation estimates and subsequent equipment/management recommendations. The figures in Table 1 do not represent the total square meters of the new development – only the areas that will actually contribute to waste generation. Note: these areas are based on approximate information provided at the time of writing and are subject to change through the respective future DA processes for each.

Table 1 – Total Area waste profile

TYPOLOGY	NLA (m^2)	GFA (m^2)	COUNT	USAGE/ASSUMPTIONS
Retail	-	1,103	-	All food & beverage
Third Space	-	185	-	Wellness centre
Commercial	85,972	-	-	Premium grade office space
Wesley Centre	-	7,293	-	Conference Centre

3. Operational Waste Generation Estimate

The projected waste profiles below are based on the information provided regarding the proposed development and the intended uses of all workspaces and food service areas, the Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities [1], and Foresight Environmental's benchmark data from similar developments[2]. Based on the estimated waste profile and in line with industry-leading best practice, the following primary streams will be implemented throughout the facility for everyday operational waste:

- Landfill
- Food waste (Organics)
- Mixed Recycling (plastics, glass, aluminium, steel)
- Cardboard/paper
- Cooking Oil

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In addition to the above "common" streams, the following streams are likely to be generated in a more ad-hoc manner during ongoing operation:

- Secure paper
- Paper Hand Towels
- Toner cartridge recycling
- E-waste
- Bulky Waste
- See Section 6.2.2 for further details on management protocols for these streams.

3.1 Retail Waste

The following table shows the estimated waste profile for all retail areas based on the assumptions in Table 1.

Table 2 – Waste Generation Estimate: Retail

WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	88	837	615	5,862	2,667	25,401
Organics	113	405	794	2,836	3,441	12,291
Mixed Recycling	37	610	256	4,269	1,110	18,497
Paper & Cardboard	40	1,151	282	8,055	1,222	34,905
Cooking Oil	6	6	40	44	172	189
TOTAL	**284**	**3,009**	**1,987**	**21,065**	**8,612**	**91,283**

3.2 Third Space Waste

The following table shows the estimated waste profile for all commercial areas based on the assumptions in Table 1.

Table 3 – Waste Generation Estimate: Wesley Mission Conference Centre

WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	0.16	1.51	1.1	11	5	46
Mixed Recycling	0.05	0.88	0.37	6	2	27
Paper/Cardboard	0.05	1.51	0.37	11	2	46
TOTAL	**0.26**	**3.89**	**2**	**27**	**8**	**118**

3.3 Commercial Waste

The following table shows the estimated waste profile for all commercial areas based on the assumptions in Table 1.

Table 4 – Waste Generation Estimate: Commercial

WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	550	7,860	2,751	39,301	11,921	170,306
Organics	371	4,127	1,857	20,633	8,047	89,411
Mixed Recycling	220	786	1,100	3,930	4,769	17,031
Paper	83	1,376	413	6,878	1,788	29,804
Cardboard	151	4,323	757	21,616	3,278	93,669
TOTAL	**1,376**	**18,472**	**6,878**	**92,358**	**29,804**	**400,220**

3.4 Wesley Centre Waste

The following table shows the estimated waste profile for the Wesley Centre areas based on the assumptions in Table 1.

Table 5 – Waste Generation Estimate: Wesley Centre

WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	42	12,039	292	2,778	1,264	12,039
Organics	17	1,806	117	417	506	1,806
Mixed Recycling	21	13,307	146	3,071	632	13,307
Paper/Cardboard	25	21,671	175	5,001	758	21,671
TOTAL	**104**	**48,822**	**729**	**11,267**	**3,160**	**48,822**

4. Waste Management Systems

The following tables show the preliminary recommended bin systems and required spatial provisions for the management of waste within 133 Castlereagh Street, based on the data presented in Section 3 above (Tables 3 - 5). The systems and collection frequency demonstrate capable capacity for the projected waste generation. See Appendix 1 for Mobile Garbage Bin (MGB) specifications.

4.1 Retail, Wesley Centre and Third Space Waste Management Systems

Table 6 - Recommended equipment and indicative collection frequency

Waste Stream	Bin Type	Size (L)	Bins in waste room	Weekly Collection frequency	Weekly Capacity	Estimated (L) per week	Footprint per bin (m^2)	Total footprint (m^2)
Landfill	MGB	1100	3	3	9,900	8,651	1.69	5.07
Organics	MGB	120	10	3	3,600	3,253	0.27	2.7
Mixed Recycling	MGB	660	4	3	7,920	7,346	1.05	4.2
Paper/Cardboard	MGB	1100	4	3	13,200	13,067	1.69	6.76
Cooking Oil	TANK	200	1	As Needed	200	44	1.50	1.50
E-waste	MGB	240	1	As Needed	240	Ad Hoc	0.43	0.43
Bin Wash Area*							3.00	-
Bulky Waste Area							8.00	8.00
						TOTAL BIN FOOTPRINT		**28.66**
						Recommended area required for bin storage and operational movement		**43.00**

**Bin wash area is a nominated space to wash bins, but as bins can be moved across/through this space, the bin wash footprint is not included in the total footprint.*

4.2 Commercial Waste Management Area

Table 7 - Recommended equipment and indicative collection frequency

Waste Stream	Bin Type	Size (L)	Bins in waste room	Weekly Collection frequency	Weekly Capacity (L)	Estimated (L) per week	Footprint per bin (m^2)	Total footprint (m^2)
Landfill	MGB	1100	12	3	39,600	39,301	1.69	20.28
Organics	MGB	120	12	3	4,320	3,930	0.27	3.24
Mixed Recycling	MGB	660	4	3	7,920	6,878	1.05	4.20
Paper/Cardboard	MGB	1100	13	3	42,900	42,249	1.69	21.97
E-waste	MGB	240	3	As Needed	720	Ad Hoc	0.43	1.29
Bin Wash Area*							3.00	-
Bulky Waste Area							16.00	16.00
						TOTAL BIN FOOTPRINT		**66.98**
						Recommended minimum area required for bin storage and operational movement		**100.47**

**Bin wash area is a nominated space to wash bins, but as bins can be moved across/through this space, the bin wash footprint is not included in the total footprint.*

5. Waste Management Areas

The areas detailed above indicate the total footprint and spatial requirements for the different waste management areas, and the figures below show the current locations of the waste management areas for the various stakeholders.

5.1 All Waste Management Areas: Level P1 & Level S

Figures 1 and 2 below show below show the locations of the waste storage areas that will cater for all the areas of the development; Retail, Wesley Centre, Third Space, and Commercial.

Figure 1: Location of waste management area – Level P1

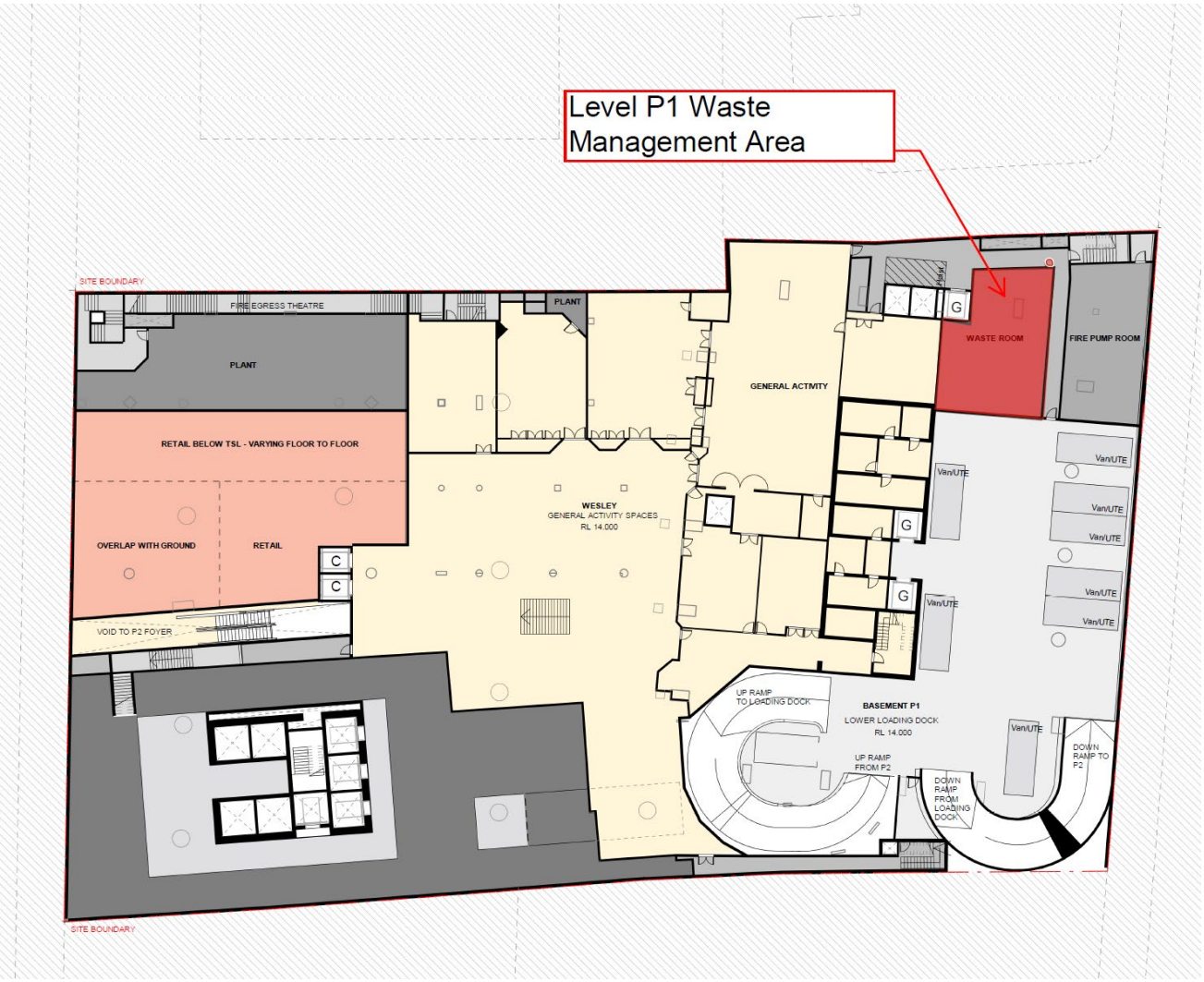
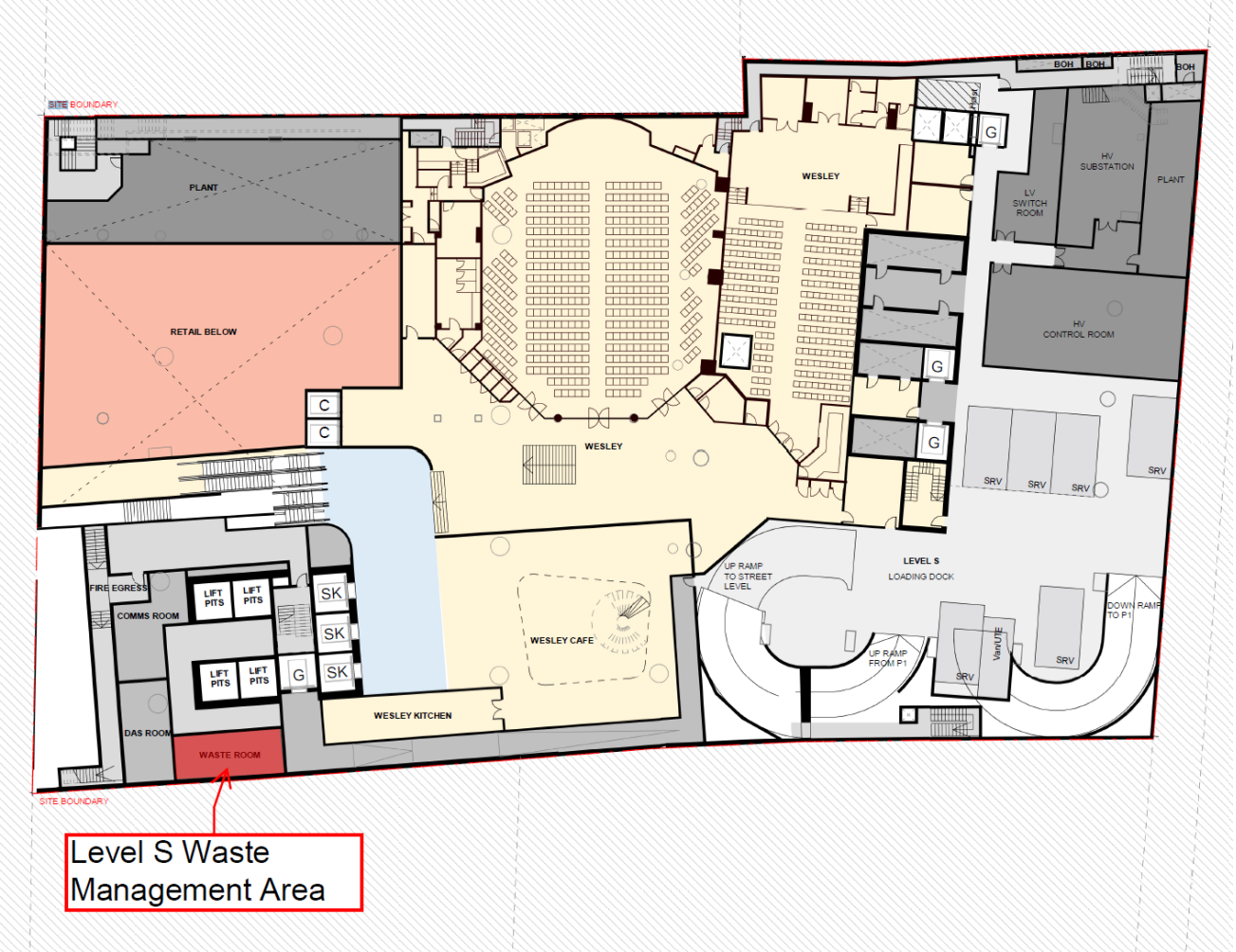


Figure 2: Location of waste management area – Level S



5.2 Waste Room Amenity

The waste management areas will have the following features:

- Ventilation: The bin storage rooms will be mechanically exhausted in accordance with AS 1668.2-2012
- Vermin and Odour Prevention:
    - Opening will be vermin proof
    - Cleaners are to ensure that bin lids are closed when unattended
- Noise: Noise will not be an issue due to the location of the waste management area away from public spaces.
- Floor: Structural concrete slab with smooth epoxy topping finish with coved wall and floor junctions and bunding. Graded drains to approved sewer connections – fitted with an in-floor dry basket arrestor approved by Sydney Water Corporation.
- Walls: Brick work/concrete block or similar finished in a light coloured, washable paint.
- Ceiling: Structural concrete slab finished with exposed concrete - a rigid, smooth faced impermeable material capable of being easily cleaned.
- Lighting: Base building lighting with switches inside and outside waste area (sensors may also be used).
- Water Supply: Cold tap and hose connection servicing graded bin wash areas and cleaner's sink.
- Electrical: Waterproof GPOs.
- Signage: clear signage identifying the various streams and appropriate use will be prominently displayed (see Section 6.4 on signage below).

5.3 Signage

All waste and recycling streams will be differentiated with clear signage on all bins and on walls within the waste management areas. Below are examples of signage that will be used on bins, in waste areas, and retail back of house areas.

Figure 3: Stream appropriate signage



6. Onsite Management Protocols

6.1 Waste systems

It is anticipated that each component will be responsible for the internal management and disposal of waste into the systems provided within their respective waste management area. The following points provide high-level details on how each component would be managed:

- Retail: retailers largely responsible for the internal management of their own waste and recycling within their immediate back of house area – retailers also responsible for transferring waste and recycling to their waste management area as required throughout each day.
- Wesley Mission Conference Centre: The conference centre will be responsible for the internal management of their facilities which will include the transfer of waste and recycling to their waste management area as required (similar to the way commercial cleaners service the commercial areas).
- Commercial: conventional bin hub set up throughout tenant floors – bin hubs are then serviced/emptied by base building cleaners each night and waste and recycling is transferred to waste management area for disposal into the systems provided.

It is highly recommended that a detailed operational guideline is prepared that outlines the expectations and best practice procedures for the internal management, transfer and disposal of waste for all stakeholders within the development to ensure operational consistency is delivered across the different components – to be completed during design development.

6.2 Waste Streams

6.2.1. Primary Waste Streams

The following table provides additional details of the proposed primary streams.

Table 8 – Primary tenant streams and management protocol

WASTE STREAM	ACCEPTABLE ITEMS	NOT ACCEPTABLE ITEMS
Landfill	Putrescible waste (non-hazardous)	Hazardous materials such as batteries, E-waste and liquids
Food Waste (Organics)	Food Scraps, Coffee Grounds, tea bags, flowers, herbs & garden trimmings, wooden or bamboo chopsticks and cutlery.	Plastic including straws, butter sachets, cling wrap, meat packaging. Biodegradable bags, polystyrene cups, grease trap waste, aluminium foil, coated cardboard, metal, tin, glass, paper hand towel.
Mixed Recycling	Empty glass, aluminium, plastic, steel bottles/cans/containers	All other items
Paper & Cardboard	Office Paper, Envelopes, Manilla Folders, Newspapers, Magazines, Cardboard	Plastic bags, food, waxed carboard, polystyrene, food-soiled cardboard

6.2.2. Secondary Waste Streams

The following protocols are in place to manage additional streams.

Table 9 – Management Protocol for additional streams

WASTE STREAM	MANAGEMENT PROTOCOL
Secure Paper	Tenant-managed secure paper recycling services will likely be implemented throughout tenant floors. This service will be the responsibility of the tenant to organise collection with their appointed contractor. These bins are typically serviced by the specialist contractor directly from the tenant floor where they are located upon request by the tenant. Tenant secure paper bins will not be stored in any waste management areas – but ideally building management will facilitate the weighing of these bins prior to collection in collaboration with the tenant and their secure paper provider.
Paper hand towel recycling	In an effort to reduce waste generation volumes, a paper hand towel free system in bathrooms should be considered. Replacing hand towels with a system such as the 'Airblade' produced by Dyson[3] or the "Jet Towel" produced by Mitsubishi Electric[4]

[3] Information gathered from http://www.dysonairblade.com.au/
[4] Information gathered from http://www.mitsubishielectric.com/bu/handdryer/products/index.html.

	may prove to be more environmentally (and economically) efficient than a paper hand towel system. If a paper hand towel system is chosen, then it should be confirmed with the appointed waste contractor which recycling stream is most appropriate for this material.
Toner cartridge recycling	Where cartridges are generated recycling systems should be implemented. Typically, a free service provided by Planet Ark for example is sufficient – this system will consist of a large cardboard box located within the print rooms which will be collected by Planet Ark upon request by the facilities manager.
E-Waste	An E-waste collection service will be provided upon request by 133 Castlereagh Street facilities management. E-waste will be collected by cleaning staff and transferred to the waste areas to be stored for collection by the waste contractor. Measures should be taken to avoid generating E-waste and take-back programs with the supplier or reuse programs with charities or schools are encouraged.
Bulky Waste	Bulky waste is recyclable items that are too large to fit into bins, and include items such as furniture, whitegoods, electronics, pallets, strip-out waste and similar items so that storage in a public place is completely avoided. Items are stored here, and then private collection is arranged on an as needed basis.

7. Collection

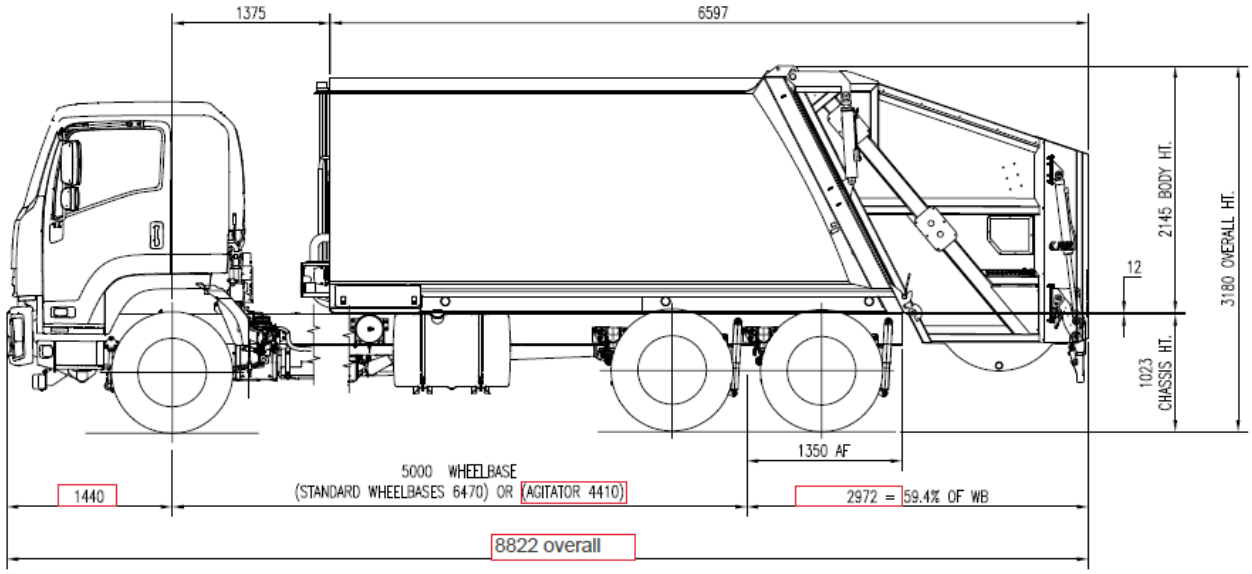
7.1 Waste Collection Practices

Utilising a commercial waste contractor affords the development sufficient flexibility regarding collection schedules and the appropriate final collection frequencies will be determined in consultation with the waste contractor once appointed – recommended collection frequencies have been detailed in Tables 6 & 7above based on the estimated waste profile however once operational, collection schedules may need to be adjusted accordingly depending on actual waste generation. The waste contractor engaged will be required to comply with all site safety requirements issued by centre management regarding safe access, onsite movement, traffic management etc.

7.2 Waste Collection Vehicles

The site will be serviced by a SRV, which will enter the loading dock from Castlereagh Street and drive down to the loading dock area/s. Figure 4 below shows the indicative specifications of the collection vehicles which will be used by the appointed waste contractor to collect waste and recycling from the site.

Figure 4: Indicative small rigid rear-lift truck specifications



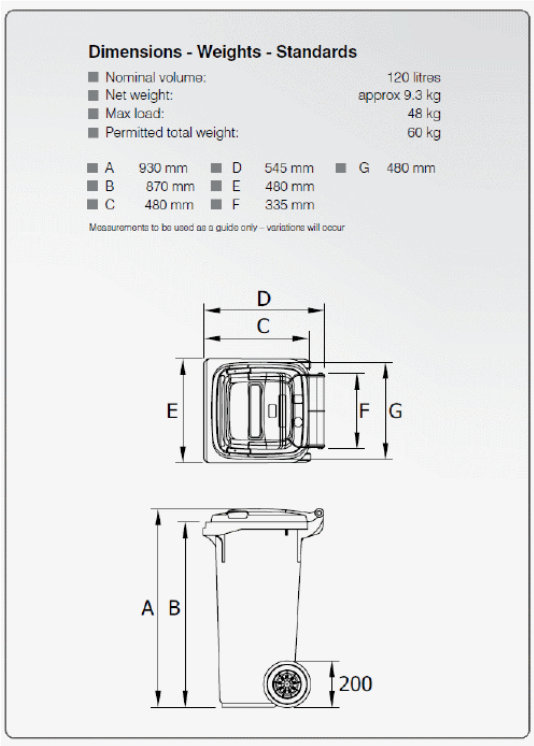
8. Conclusion

The details of this waste management plan confirm that the proposed waste facilities can adequately accommodate the indicative required equipment for the effective management of waste from all components of the Stockland Piccadilly Complex, Sydney: Commercial Scheme development. It is anticipated that further detailed design will follow in future stages, including a detailed DA, to capture the detailed specifications of the required equipment and the associated detailed spatial design requirements of all the waste management areas.

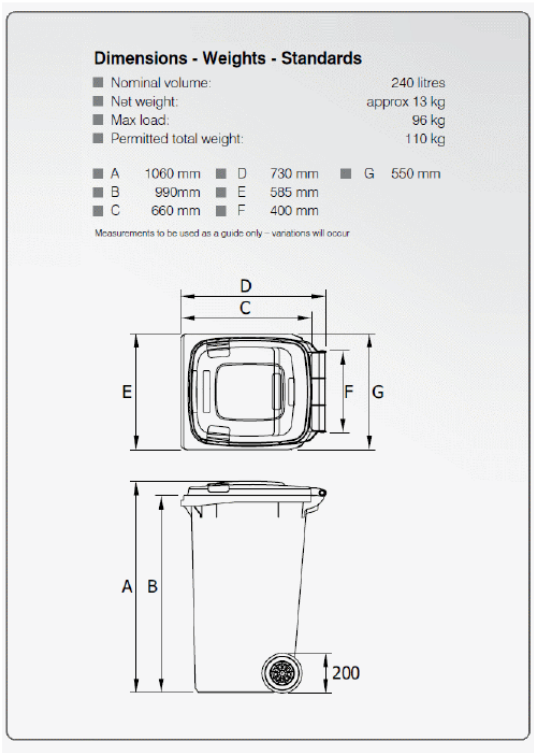
Appendix

Appendix 1: MGB Specifications (SULO)

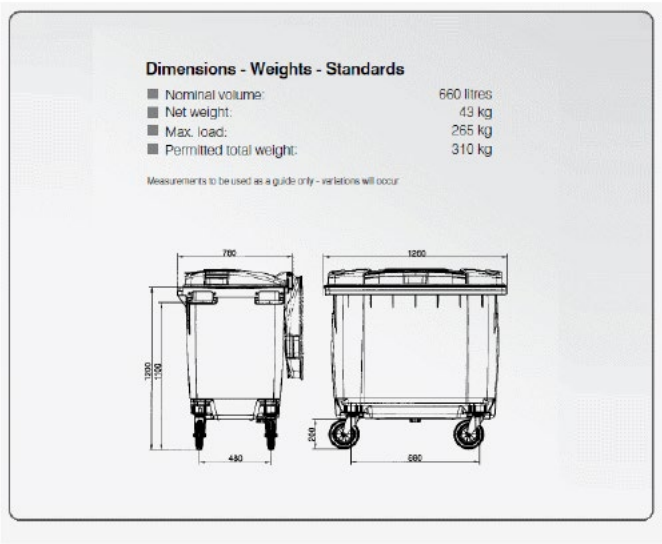
120L MGB



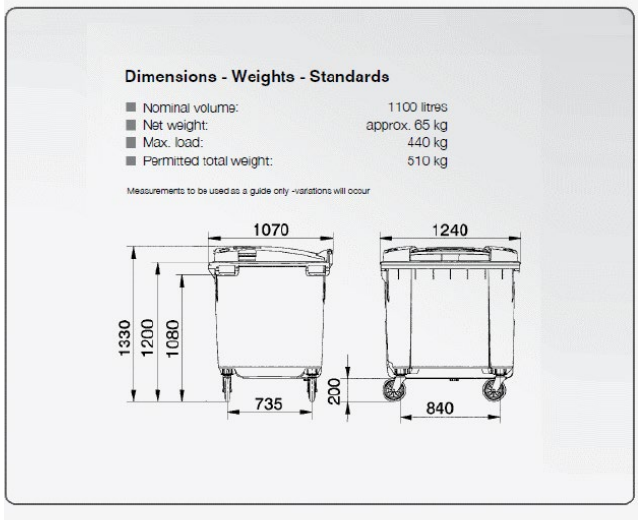
240L MGB



660L MGB



1100L MGB



Attachment A29

Preliminary Waste Management Plan
Mixed Use Scheme

Foresight Environmental

Stockland Piccadilly Complex – Mixed Use

133 Castlereagh Street

Sydney NSW 2000

Planning Proposal

Waste Management Plan

PREPARED BY FORESIGHT ENVIRONMENTAL

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Prepared by	Foresight Environmental			
Document name	Stockland Piccadilly Complex, Sydney: Mixed Use Scheme – Planning Proposal Waste Management Plan			
REVISION	**REVISION DATE**	**AUTHOR**	**REVIEWED BY**	**DETAILS/COMMENTS**
1	8 October 2024	Sophie Rutherford	Scott Ebsary	Draft report for review
2	22 November 2024	Sophie Rutherford	Scott Ebsary	Report edits as per Pier Property Corporation review
3	22 July 2025	Sophie Rutherford	Scott Ebsary	Updated to reflect Mixed Use Scheme
4	30 July 2025	Sophie Rutherford	Scott Ebsary	Updated with comments from PPC

DISCLAIMER

This report is based on information provided by **Stockland,** coupled with Foresight Environmental's knowledge of waste generated within the commercial sector. To that extent this report relies on the accuracy of the information provided to the consultant. It has been compiled by Foresight Environmental on behalf of **Stockland.**

This report is not a substitute for legal advice on the relevant environmental related legislation, which applies to businesses, contractors, or other bodies. Accordingly, Foresight Environmental will not be liable for any loss or damage that may arise out of this project, other than loss or damage caused as a direct result of Foresight Environmental's negligence.

The contents of this report should be treated at all times as confidential, unless permission from **Stockland** is received.

The contents of this document may not be referenced or used in any way by parties other than **Stockland** without the written permission of Foresight Environmental.

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The report has been prepared in accordance with the following guidelines:

- Attachment E - The City of Sydney Guidelines for Waste Management in New Developments – as amended
- Better Practice Guide for Waste Management in Multi-unit Dwellings 2008
- Better Practice Guidelines Waste Management and Recycling in Commercial and Industrial Facilities 2012

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Commercial	75,049	-	-	Premium grade office space
Residential	-	-	100	

3. Operational Waste Generation Estimate

The projected waste profiles below are based on the information provided regarding the proposed development and the intended uses of all workspaces and food service areas, the Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities [1], and Foresight Environmental's benchmark data from similar developments[2].

Based on the estimated waste profile and in line with industry-leading best practice, the following primary streams will be implemented throughout the facility for everyday operational waste:

- Landfill
- Mixed Recycling (plastics, glass, aluminium, steel)
- Commingled Recycling (plastics, glass, aluminium, steel, paper and cardboard recycling)
- Cardboard/paper
- Food Organics
- Garden Organics

[1] https://www.epa.nsw.gov.au/resources/managewaste/120960-comm-ind.pdf

[2] Foresight Environmental currently reports the ongoing operational waste data for over 7million m^2 of Australian A and B grade commercial/retail/industrial/mixed use property. This extensive database provides the most current and detailed information on real-world waste generation performance and trends available and enables very accurate modelling for prospective property developments

- Cooking Oil

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- Secure paper
- Paper Hand Towels
- Toner cartridge recycling
- E-waste
- Bulky Waste

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WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	280	2,665	1,959	18,658	8,490	80,853
Mixed Recycling	116	1,941	815	13,588	3,533	58,879
Food Organics	361	1,290	2,528	9,028	10,954	39,123
Cardboard	128	3,663	897	25,640	3,889	111,108
Cooking Oil	18	20	126	139	548	602
TOTAL	**904**	**9,579**	**6,326**	**67,054**	**27,413**	**290,565**

3.2 Commercial Waste

The following table shows the estimated waste profile for all commercial areas based on the assumptions in Table 1.

Table 3 – Waste Generation Estimate: Commercial

WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	480	6,862	2,402	34,308	10,407	148,668
Mixed Recycling	72	1,201	360	6,004	1,561	26,017
Food Organics	192	686	961	3,431	4,163	14,867
Paper	324	3,602	1,621	18,012	7,025	78,051
Cardboard	132	3,774	660	18,869	2,862	81,768
TOTAL	**1,201**	**16,125**	**6,004**	**80,624**	**26,017**	**349,371**

3.3 Residential Waste

The following table shows the estimated waste profile for all residential areas based on the assumptions in Table 1.

Table 4 – Waste Generation Estimate: Residential

WASTE STREAM	KG/DAY	L/DAY	KG/WEEK	L/WEEK	KG/MONTH	L/MONTH
Landfill	180	1,714	1,260	12,000	5,460	52,000
Commingled Recycling	103	1,714	720	12,000	3,120	52,000
Food Organics	32	114	224	800	971	3,467
TOTAL	**315**	**3,543**	**2,204**	**24,800**	**9,551**	**107,467**

4. Waste Management Systems

The following tables show the preliminary recommended bin systems and required spatial provisions for the management of waste within 133 Castlereagh Street, based on the data presented in Section 3 above (Tables 2 - 4). See Appendix 1 for Mobile Garbage Bin (MGB) specifications.

4.1 Retail Waste Management

Table 5 - Recommended equipment and indicative collection frequency - Retail

Waste Stream	Bin Type	Size (L)	Bins in waste room	Weekly Collection frequency	Weekly Capacity	Estimated (L) per week	Footprint per bin (m^2)	Total footprint (m^2)
Landfill	MGB	1100	5	4	22,000	18,658	1.69	8.45
Mixed Recycling	MGB	660	5	4	13,200	13,588	1.05	5.25
Food Organics	MGB	120	19	4	9,120	9,028	0.27	5.13
Paper & Cardboard	MGB	1100	6	4	26,400	25,640	1.69	10.14
Cooking Oil	TANK	200	1	As Needed	200	139	1.00	1.00
E-waste	MGB	240	1	As Needed	240	-	0.43	0.43
Bin Wash Area*							3.00	-
Bulky Waste Area							8.00	8.00
							Total Bin Footprint	**38.90**
							Recommended area required for bin storage and operational movement	**58.35**

**Bin wash area is a nominated space to wash bins, but as bins can be moved across/through this space, the bin wash footprint is not included in the total footprint.*

4.2 Commercial Waste Management

Table 6 - Recommended equipment and indicative collection frequency – Commercial

Waste Stream	Bin Type	Size (L)	Bins in waste room	Weekly Collection frequency	Weekly Capacity (L)	Estimated (L) per week	Footprint per bin (m^2)	Total footprint (m^2)
Landfill	MGB	1100	8	4	35,200	34,308	1.69	13.52
Mixed Recycling	MGB	660	3	4	7,920	6,004	1.05	3.15
Food Organics	MGB	120	8	4	3,840	3,431	0.27	2.16
Paper & Cardboard	MGB	1100	9	4	39,600	36,881	1.69	15.21
E-waste	MGB	240	3	As Needed	720	-	0.43	1.29
Bin Wash Area*							3.00	-
Bulky Waste Area							16.00	16.00
							Total Bin Footprint	**51.33**
							Recommended minimum area required for bin storage and operational movement	**77.00**

**Bin wash area is a nominated space to wash bins, but as bins can be moved across/through this space, the bin wash footprint is not included in the total footprint.*

4.3 Residential Waste Management – Level S

The table below shows a traditional bins-only system for the residential waste, and the total number of bins needed, to demonstrate the maximum space needed for the estimated number of bins prior to collection. The development will utilise a chute system for the residential waste as well as 240L bins – bins will be spread across the residential floors and the main residential waste room on Level S. This means not all bins will be in the waste room at the same time but rather will continually be in circulation, with only a portion of the total living in the main waste storage area.

Table 7 - Recommended equipment and indicative collection frequency

Waste Stream	Bin Type	Size (L)	No. of bins	Weekly Collection Frequency	Weekly Capacity (L)	Estimated (L) per week	Footprint per bin (m^2)	Total footprint (m^2)
Landfill	MGB	240	52	1	12,480	12,000	0.43	22.36
Commingled Recycling	MGB	240	52	1	12,480	12,000	0.43	22.36
Food Organics	MGB	120	5	2	1,200	800	0.27	1.35
Garden Organics*	MGB	240	10	As Needed	2,400	Ad Hoc	0.43	4.30
E-waste**	MGB	240	3	As Needed	720	Ad Hoc	0.43	1.29
Bin Wash Area***							3.00	-
Bulky Waste Area							11.0	14.00
							Total Bin Footprint	**65.66**
							Recommended minimum area required for bin storage and operational movement	**98.50**

**Garden waste bins to be adjusted as needed once operational. Council offers opt-in collection every fortnight if needed.*
***Council offers regular e-waste recycling drop off days.*

****Bin wash area is a nominated space to wash bins, but as bins can be moved across/through this space, the bin wash footprint is not included in the total footprint.*

5. Waste Management Areas

The areas detailed above indicate the total footprint and spatial requirements for the different waste management areas. The retail and commercial waste areas have been kept separate in the tables above (Table 5 and 6) and in the sections below, but they can be combined into one waste area to streamline the waste management process and save some space. This should be considered against any potential NABERS rating (if the building will be aiming for a NABERS waste score), as combining retail and commercial waste can impact NABERS outcomes. If the two are combined, the total area required would be 131.16m^2 (with the weekly collection frequency of 4 x per week), which equates to 4.19m^2 of saved space – these numbers are indicative and subject to change, but included as a general guide to show the difference in space with separate vs combined rooms.

5.1 Retail Waste Management Area

As detailed in Table 5 above, the retail waste management area requires approximately 58m^2. The location is still TBC on the plans but is recommended to be placed on Level P1.

Figure 1: Location of Retail waste management area

Figure to be developed as part of the design documentation for the Development Application

5.2 Commercial Waste Management Area

As detailed in Table 6 above, the commercial waste management area requires approximately 77m^2. The location is still TBC on the plans but is recommended to be placed on Level P1.

Figure 2: Location of Commercial waste management area

Figure to be developed as part of the design documentation for the Development Application

5.3 Residential Waste Management Areas

As detailed in Table 7 above, the residential waste management area requires approximately 100m^2.

Figure 3: Location of Residential waste storage area – Level S



5.4 Waste Room Amenity

The waste management areas will have the following features:

- Ventilation: The bin storage rooms will be mechanically exhausted in accordance with AS 1668.2-2012
- Vermin and Odour Prevention:
    - Opening will be vermin proof
    - Cleaners are to ensure that bin lids are closed when unattended
- Noise: Noise will not be an issue due to the location of the waste management area away from public spaces.
- Floor: Structural concrete slab with smooth epoxy topping finish with coved wall and floor junctions and bunding. Graded drains to approved sewer connections – fitted with an in-floor dry basket arrestor approved by Sydney Water Corporation.
- Walls: Brick work/concrete block or similar finished in a light coloured, washable paint.
- Ceiling: Structural concrete slab finished with exposed concrete - a rigid, smooth faced impermeable material capable of being easily cleaned.
- Lighting: Base building lighting with switches inside and outside waste area (sensors may also be used).
- Water Supply: Cold tap and hose connection servicing graded bin wash areas and cleaner's sink.
- Electrical: Waterproof GPOs.
- Signage: clear signage identifying the various streams and appropriate use will be prominently displayed (see Section 5.5 on signage below).

5.5 Signage

All waste and recycling streams will be differentiated with clear signage on all bins and on walls within the waste management areas. Below are examples of signage that will be used on bins, in waste areas, and retail back of house areas.

Figure 4: Stream appropriate signage



6. Onsite Management Protocols

6.1 Waste systems

It is anticipated that each component will be responsible for the internal management and disposal of waste into the systems provided within their respective waste management area. The following points provide high-level details on how each component would be managed:

- Retail: retailers are largely responsible for the internal management of their own waste and recycling within their immediate back of house area – retailers also responsible for transferring waste and recycling to their waste management area as required throughout each day.
- Commercial Office: conventional bin hub set up throughout tenant floors – bin hubs are then serviced/emptied by base building cleaners each night and waste and recycling is transferred to waste management area for disposal into the systems provided.
- Residential: Tenants will be responsible for depositing the correct waste down the Landfill chute point on their respective floor, and Commingled Recycling into the bins provided on each floor. Facility management are then required to manage the transfer of full/empty Commingled Recycling bins from each service room on each floor to the waste management room/s as required. Facility management are to ensure that full bins are placed at collection point prior to collection, and empty bins are returned.

It is highly recommended that a detailed operational guideline is prepared that outlines the expectations and best practice procedures for the internal management, transfer and disposal of waste for all stakeholders within the development to ensure operational consistency is delivered across the different components – to be completed during design development.

6.2 Waste Streams

6.2.1. Primary Waste Streams

The following table provides additional details of the proposed primary streams.

Table 8 – Primary tenant streams and management protocol

WASTE STREAM	ACCEPTABLE ITEMS	NOT ACCEPTABLE ITEMS
Landfill	Putrescible waste (non-hazardous)	Hazardous materials such as batteries, E-waste and liquids
Mixed Recycling	Empty glass, aluminium, plastic, steel bottles/cans/containers	All other items
Commingled Recycling	Plastics, glass, aluminium, steel, paper and cardboard recycling	All other items
Paper & Cardboard	Office Paper, Envelopes, Manilla Folders, Newspapers, Magazines, Cardboard	Plastic bags, food, waxed carboard, polystyrene, food-soiled cardboard
Food Organics	Food Scraps, Coffee Grounds, tea bags, flowers, herbs & garden trimmings, wooden or bamboo chopsticks and cutlery.	Plastic including straws, butter sachets, cling wrap, meat packaging. Biodegradable bags, polystyrene cups, grease trap waste, aluminium foil, coated cardboard, metal, tin, glass, paper hand towel.
Garden Organics	Garden prunings and leaves	All other items

6.2.2. Secondary Waste Streams

The following protocols are in place to manage additional streams.

Table 9 – Management Protocol for additional streams

WASTE STREAM	MANAGEMENT PROTOCOL
Secure Paper	Tenant-managed secure paper recycling services will likely be implemented throughout tenant floors. This service will be the responsibility of the tenant to organise collection with their appointed contractor. These bins are typically serviced by the specialist contractor directly from the tenant floor where they are located upon request by the tenant. Tenant secure paper bins will not be stored in any waste management areas – but ideally building management will facilitate the weighing of these bins prior to collection in collaboration with the tenant and their secure paper provider.
Paper hand towel recycling	In an effort to reduce waste generation volumes, a paper hand towel free system in bathrooms should be considered. Replacing hand towels with a system such as the 'Airblade' produced by Dyson[3] or the "Jet Towel" produced by Mitsubishi Electric[4] may prove to be more environmentally (and economically) efficient than a paper hand towel system. If a paper hand towel system is chosen, then it should be confirmed with the appointed waste contractor which recycling stream is most appropriate for this material.
Toner cartridge recycling	Where cartridges are generated recycling systems should be implemented. Typically, a free service provided by Planet Ark for example is sufficient – this system will consist of a large cardboard box located within the print rooms which will be collected by Planet Ark upon request by the facilities manager.
E-Waste	An E-waste collection service will be provided upon request by 133 Castlereagh Street facilities management. E-waste will be collected by cleaning staff and transferred to the waste areas to be stored for collection by the waste contractor. Measures should be taken to avoid generating E-waste and take-back programs with the supplier or reuse programs with charities or schools are encouraged.
Bulky Waste	Bulky waste is recyclable items that are too large to fit into bins, and include items such as furniture, whitegoods, electronics, pallets, strip-out waste and similar items so that storage in a public place is completely avoided. Items are stored here, and then private collection is arranged on an as needed basis.

[3] Information gathered from http://www.dysonairblade.com.au/
[4] Information gathered from http://www.mitsubishielectric.com/bu/handdryer/products/index.html.

7. Collection

7.1 Waste Collection Practices

Retail and commercial waste will be collected utilising a commercial waste contractor. This affords the development sufficient flexibility regarding collection schedules, and the appropriate final collection frequencies will be determined in consultation with the waste contractor once appointed. Recommended collection frequencies have been detailed in Tables 5 - 7 above based on the estimated waste profile, however once operational, collection schedules may need to be adjusted accordingly depending on actual waste generation. The waste contractor engaged will be required to comply with all site safety requirements issued by centre management regarding safe access, onsite movement, traffic management etc.

Residential waste will be collected by Council. A standard Council truck (see Section 7.2 below for Council truck specifications) will be able to access the loading dock on the Ground Floor, where residential bins will be waiting in the temporary bin store also located in the loading dock.

7.2 Waste Collection Vehicles

The site will be serviced by both SRVs and MRVs, all of which will enter the loading dock from Castlereagh Street and drive down to the loading dock area/s. The figures below show indicative specifications of the collection vehicles which may be used by the appointed waste contractor and Council to collect waste and recycling from the site.

Figure 5: Indicative SRV rear-lift truck specifications

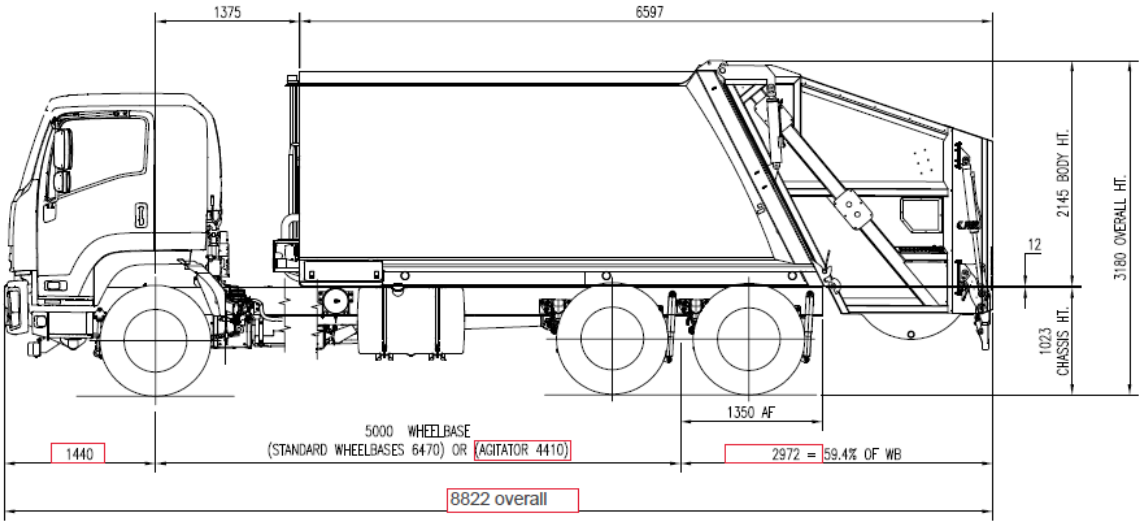
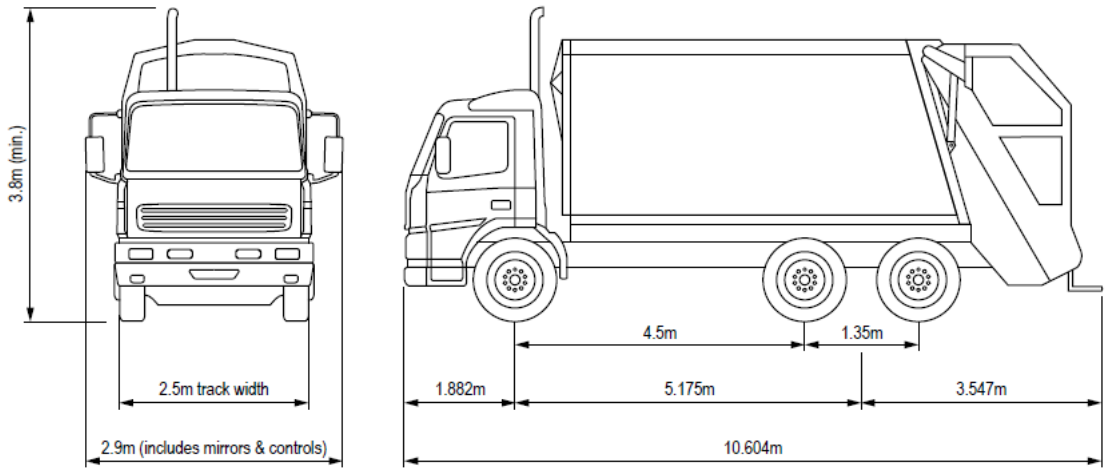


Figure 6: Council indicative rear-lift truck specifications



10.6m Council collection vehicle (side view)

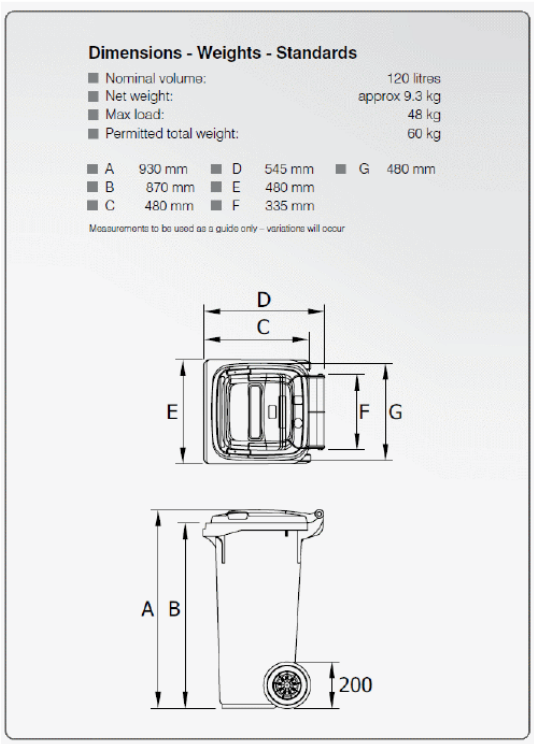
8. Conclusion

The details of this waste management plan confirm that the proposed waste facilities can adequately accommodate the indicative required equipment for the effective management of waste from all components of the Stockland Piccadilly Complex, Sydney: Mixed Use development. It is anticipated that further detailed design will follow in future stages, including a detailed DA, to capture the detailed specifications of the required equipment and the associated detailed spatial design requirements of all the waste management areas.

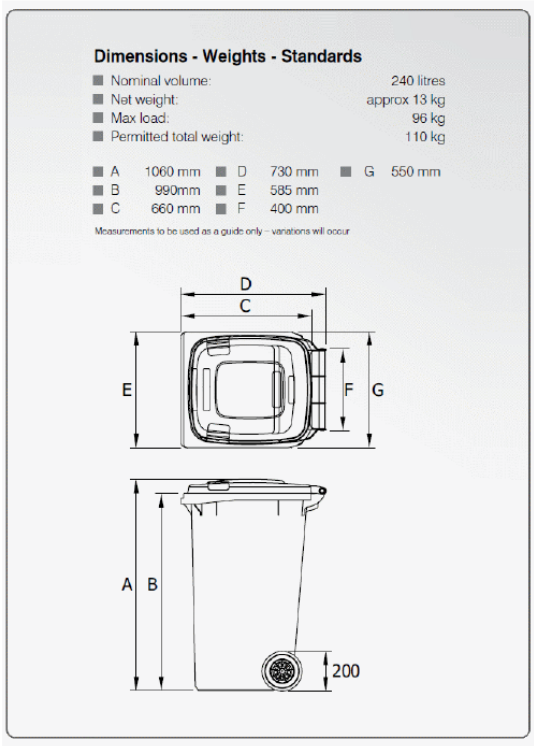
Appendix

Appendix 1: MGB Specifications (SULO)

120L MGB



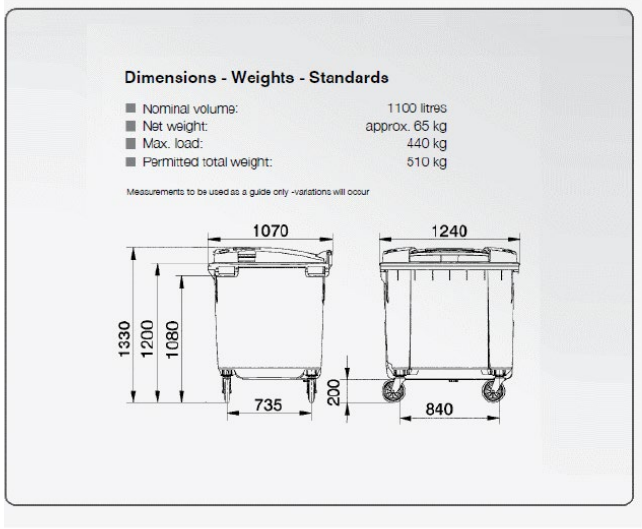
240L MGB



660L MGB



1100L MGB



Attachment A30

Preliminary Public Art Strategy

Letter updating the Preliminary Public Art Strategy for 133–145 Castlereagh Street, formerly Stockland Piccadilly Complex

Prepared by Barbara Flynn, Barbara Flynn Pty Ltd, public art advisor to Stockland for 133–145 Castlereagh Street

14 October 2024

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1
Overview

Letter updating the Preliminary Public Art Strategy for 133–145 Castlereagh Street, formerly Stockland Piccadilly Complex
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This update to the Preliminary Public Art Strategy has been prepared by Barbara Flynn of Barbara Flynn Pty Ltd on behalf of Stockland. It accompanies a revised planning proposal for the land known as 'Stockland Piccadilly Complex' located at 133–145 Castlereagh Street, Sydney (the site) legally described as Lot 10 in DP828419. Flynn acts as public art advisor to Stockland and is author of the Preliminary Public Art Strategy for the project of 30 July 2020.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a commercial office tower above a retail podium, including Wesley Mission facilities at lower ground level, together with basement car parking and associated facilities. Such a proposal aligns with the draft Central Sydney Planning Strategy to facilitate additional commercial floor space capacity in Central Sydney while also delivering improved outcomes for the public domain. Such outcomes will include a direct, northerly aligned through-site link between Pitt and Castlereagh Streets, and enhanced pedestrian amenity and activation at the ground plane.

A more detailed revised public art strategy will be drafted to inform the competitive design process that will occur after review and acceptance of the planning proposal.

2
Executive summary

Letter updating the Preliminary Public Art Strategy for 133–145 Castlereagh Street, formerly Stockland Piccadilly Complex
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Our objectives for public art have not changed since the July 2020 strategy was submitted. They remain those cited in the City of Sydney DCP 2012 – December 2012. Public art for 133–145 Castlereagh Street will:

- increase the number and improve the quality of public artworks in private developments
- promote sustainability through public art in new developments
- ensure that public art is an integrated and cohesive part of new developments
- deliver essential infrastructure in creative and innovative ways through the use of public art
- recognise former uses through interpretive public art.

The original strategy articulated these values for public art, which remain the values of the project:

- 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.

The Preliminary Public Art Strategy of 2020, in section 8, put forward initial ideas for types and locations for art for the project that were in keeping with the vision of Stockland and the design intent of architects 3XN. The hope was that the strategy would encourage further discussion of the possibilities for art, a discussion that – as I wrote at the time – would be critical to achieving the sort of imaginative and meaningful outcomes the project still aspires to.

We embrace this sort of discussion today but suggest it will be a different and more focused one than it could have been four years ago. Contemporary art moves rapidly. Much has changed in Sydney and the world in four years, and a curator's thinking also evolves. From the vantage point of 2024, section 7 of the original strategy introduced perhaps too many artists to the conversation in what it admitted 'could read like a long shopping list'. It nominated fewer artists who

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identify as Aboriginal than we will today, and fewer artists who are, or whose families are, newcomers to Australia.

One of the changes Australia has witnessed since 2020 is the number of opportunities that have been made available to Aboriginal artists. Some of the most exciting artists working in Australia today are Aboriginal Australians and Torres Strait Islanders who are well equipped to address and make sense of any site they are invited to address. Their art is informed and current while retaining a commitment to Country. Their appointment is not gratuitous. They are selected for projects in recognition of the excellence of what they create, and the capacity of their art to engage and excite.

This tapping of Aboriginal artists for public art projects is recognition that is overdue and coming at a rate that is dazzling. Outside Sydney, Brisbane's Cross River Rail has commissioned 13 Queensland Aboriginal artists to address four central city locations (Roma Street, Albert Street, Boggo Road and Woolloongabba). The spectacular new Sydney Metro City & Southwest line connecting Chatswood and Sydenham has commissioned artworks by **Bronwyn Bancroft** (Bundjalung), **Nicole Monks** (Yamaji/Wajarri) and **Dakota Dixon** (Dharawal/Dhungatti). In the Sydney local government area since 2018, Aboriginal artists **William Brian 'Badger' Bates** (Barkandji), **Megan Cope** (Quandamooka), **Karla Dickens** (Kamilaroi), **Julie Freeman** (Gorawarl/Jerrawongarla), **D Harding** (Bidjara/Ghungalu/Garingbal), **Jonathan Jones** (Wiradjuri/Kamilaroi), **Yhonnie Scarce** (Kokatha/Nukunu), **Judy Watson** (Waanyi) and others have realised major works of public art.

3
Artwork approaches

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The 2020 strategy called for a variety of approaches and artwork types.

Artists are continually inventing artwork types and approaches, and Flynn keeps up with these. That said, several of the ways that artists might work in the project mentioned in the 2020 plan remain indisputably exciting and viable: by making works that stand firmly on the ground, embedding or placing their art underfoot, or lifting it up in the air. Art might be located up high toward the light; throughout the entire length of the through-site link in the form of a single sweeping gesture or in multiple ones at regular intervals; or in the ground visitors will walk on. Art might be monumental and spectacular, or small scale and the opposite of monumental.

4
The possible locations for art

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The 2020 strategy proposed multiple locations for art, some of which remain viable even as the project design has developed. With the benefit of new thinking, we would like to distil the possible locations for art to two: the **atrium** and the **through-site link**.

Reimagining the important **through-site link** that connects Pitt and Castlereagh streets remains as important today as it seemed to us in 2020. Art commissioned for the soffits or the ground plane will bring new life to this important connection between Castlereagh and Pitt streets, and activate the ground plane.

The **atrium** is an exciting design refinement of architects 3XN – a dramatic space, 38 metres high and open to the sky. Art could be suspended in the space or located on the 10-metre-high wall of the atrium forecourt.

5
The new physical aspects of the project that will attract artists

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The planning proposal will share details of the carbon savings that will be achieved in the construction of the tower by retaining a large portion of the existing structure. That is the kind of forward thinking that will attract artists to come up with their own forward-thinking ideas for art unique to the project. An increased amount of building setback will make for an abundance of daylight streaming in where the building is open to the sky at Castlereagh Street. Art that comes alive or changes with the light could find a perfect setting here.

Retaining Wesley Mission is another aspect that may appeal to artists who draw on the community to conceive their work – one thinks of the formative conversations with the community that Elisa Jane Carmichael, Agatha Gothe-Snape, Kyra Mancktelow and Jazz Money engage in to shape their work. For a 2023 submission for a Western Sydney project, Carmichael, Mancktelow and Money set out how they would work with the local community through a weaving project. They wrote, 'As you weave, you yarn. Your hands are busy as you're talking. In this way, poetry and story are woven together by people, passed on from generation to generation, with care and purpose. Communities of recently arrived peoples to the area, and all people who call this place home, will be welcomed in.'

6
The artists and what they might do

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Involving artists early provides them with the time and encouragement to invent such new approaches.

Single artist

The project might decide to select a single artist to work through all the nominated locations. This will provide a satisfying unity to the public space. An example is the two-part artwork by William Brian 'Badger' Bates for the entry portico of the Paul Ramsay Foundation in Darlinghurst, *Sharing Barkandji stories of land, water and sky* (2022), comprising metal entrance gates and a ceiling artwork beyond them. Bates is a Barkandji Elder and Knowledge Holder who was born in 1947 in Wilcannia, New South Wales. He lives and works in Wilcannia and Broken Hill.

As you arrive at the Foundation's building, you notice the imagery of the gates' central panel first. It tells the story of the Seven Sisters who, as in the story handed down through time, appear to be drawn up to the sky. Your eye follows the motion of the ascending female figures and swirling metal curves upwards to a painting on the ceiling of the emu in the sky. As your gaze lands there, your mind appreciates the logic of placing a sky-based story above head height on a ceiling. The gap between the top of the gates and the ceiling acts as a metaphor for the transition from day to night, and from earth to sky. Quoting Bates: 'Day and earth will be the province of the gates, and night and sky of the ceiling painting above.'

It is exciting to think of the artists like Bates and Torres Strait Islander Alick Tipoti (Maluyligal, b. 1975, Badhu Island, Torres Strait, lives and works in Wakaydh village, Badhu Island), whose talent and capacity extends to all the mediums an artist can work in today, including linocut printing, carving, forging and painting. Either one of them could very effectively address the whole of the through-site link space. *Sowlal* (2016) was Tipoti's monumental-scale rooftop painting installed for *Taba Naba – Australia, Oceania and the Arts of the Peoples of the Sea*, Oceanographic Museum of Monaco, 24 March – 30 September 2016. This example of Tipoti's art tells a story of marine life and the dangers it faces from

diminishing sea levels in the Torres Strait – a topic of interest to a Sydney public living on a coastline. The artist also makes suspended sculptures and performance art working with the traditions and members of his community.

Another artist might aspire to relate a complex story through their artwork. They would have adequate scope to tell the story in its entirety by working through the full expanse of the link. An example is the Jonathan Jones (Wiradjuri/Kamilaroi) artwork *remembering Arabanoo* at Quay Quarter Lanes, Sydney (2022). His projects are grounded in research and work with local Aboriginal elders and community to tell local stories. Jones is an artist and a researcher at Jumbunna Institute for Indigenous Education and Research, University of Technology Sydney.

Jones could be a wonderful artist for the 133–145 Castlereagh Street project. He has exhibited nationally and internationally. In 2019–20 he presented the curated exhibition *Bunha-bunhanga: Aboriginal agriculture in the south-east* at *Tarnanthi* festival, Art Gallery of South Australia and Museum of Economic Botany, Adelaide. In early 2020 he created the site-specific ephemeral artwork *untitled (maraong manaóuwi)* at the Hyde Park Barracks, presented by Sydney Living Museums and Art & About Sydney. Jones's solo exhibition *untitled (transcriptions of country)* was presented by the Palais de Tokyo, Paris, in conjunction with Artspace, Sydney, in 2021–22 and at Artspace 15 December 2023 – 11 February 2024. A major public artwork commissioned and created in collaboration with Elders and community from across New South Wales for the Art Gallery of New South Wales, *bíal gwiyúŋo (the fire is not yet lighted)*, will be inaugurated in 2025.

The artwork *remembering Arabanoo* is based on an engaged response to the Quay Quarter site. It is made up of a series of five artwork elements that together form one installation narrative; these are integrated into the site and unite the site, while contributing creatively to the site and the community. Made with the permission of elders from Gadigal Country, in particular Uncle Charles 'Chicka' Madden, the artwork acknowledges the Gadigal people as traditional owners, the wider Eora Aboriginal community and the site's pivotal role in early colonial relationships.

The artwork tells the story of Arabanoo, the first Aboriginal man to be captured by the British; the British thought by doing so they could learn Aboriginal language and customs. Arabanoo was captured when Lieutenant Henry Ball and Marine Lieutenant George Johnston ambushed two Aboriginal men at Manly Cove to force a dialogue with the local Eora community, who had been avoiding the British. As Captain John Hunter noted of Arabanoo when captured, 'The terror this poor wretch suffered, can better be conceived than expressed; he believed he was to be immediately murdered.' The few vignettes we have of this significant man demonstrate Aboriginal values, including his affection for children and animals; his pride, which was offended when jokes were made at his expense; and the horror he expressed by gesture and expression in reaction to the impact of smallpox on his people.[1]

1 With details drawn from the Curatorial and Maintenance Manual for *remembering Arabanoo*, prepared by Jonathan Jones in 2022.

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Pairing two artists

Two artists working in relation to each other could articulate the 133–145 Castlereagh Street site in interesting ways. An example would be the pairing of **Vincent Namatjira** (Western Aranda, b. 1983, Alice Springs, Northern Territory, lives and works in Indulkana, Anangu Pitjantjatjara Yankunytjatjara (APY) Lands, South Australia; and Alice Springs, Northern Territory) and **Tom Polo** (born 1985, Sydney, lives and works in Sydney). The artists share an economy in the way they approach portraiture, working quickly to capture the fleeting nature of a gesture or expression. They create works that rely on developing the trust of the people they portray.

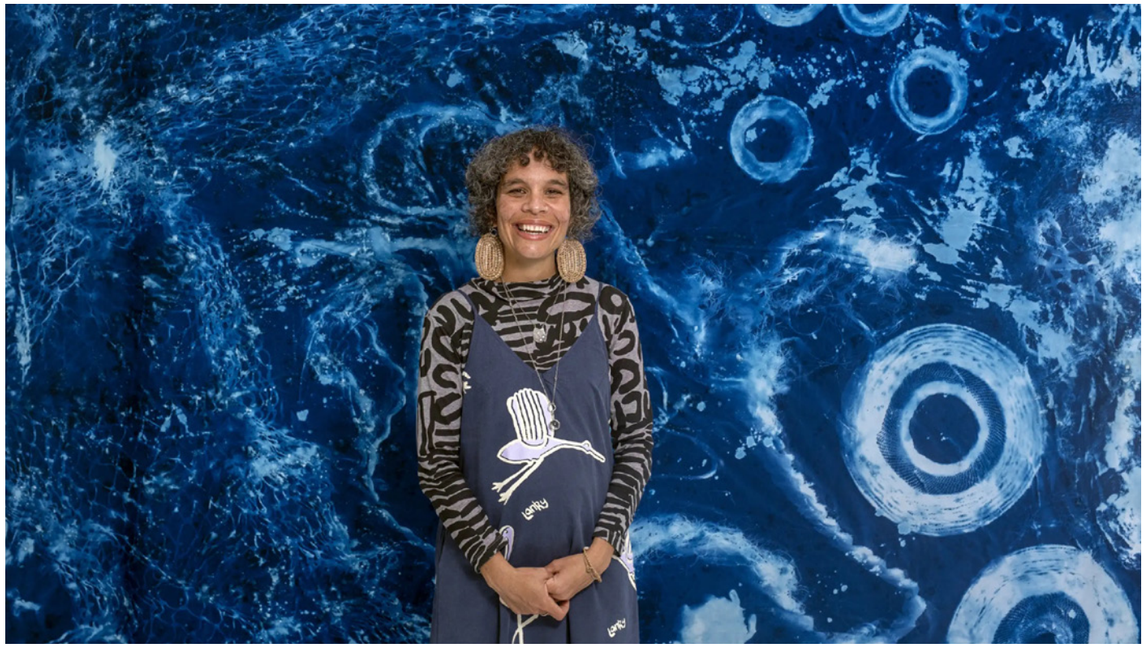
The idea of bringing together **Mabel Juli** (Gija, b. 1932, Moola Bulla Station, East Kimberley, Western Australia, lives and works in Warmun, East Kimberley, Western Australia) and **Shireen Taweel** (b. 1990, Bankstown, New South Wales, lives and works in Sydney) is equally intriguing. Juli is an innovator in her depiction of an important Ngarranggarni story of which she is custodian. The story explores forbidden love, Gija law, kinship relationships and mortality. Taweel employs traditional coppersmith artisan skills of Middle East and North African regions, reminding us of the importance of cultural heritage. The art of Juli and Taweel is linked through preoccupation with the night sky. For Juli, sky is the scene of personae transformed into moon and stars. For Taweel, sky is an endless expanse that can be understood using instruments like the ancient astronomical devices of Islamic and European cultures.

Letter updating the Preliminary Public Art Strategy for 133–145 Castlereagh Street, formerly Stockland Piccadilly Complex
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Dialogue and trialling things: **Elisa Jane Carmichael** and **Jazz Money** imaging baskets suspended from the St Marys soffit
The Clothing Store, Carriageworks, Sydney, 1 September 2023



Eliza Jane Carmichael in front of her work *Dabiyil wunjayi (water today)*, 2020



1148

Sonja and Elisa Jane Carmichael
Wunjayi (today), 2020
Ungaire, talwalpin, yugari shells, ginyingara shell, quampie shell
Dimensions variable
Exhibited *Tarnanthi 2020: Open Hands*, Art Gallery of South Australia, Adelaide, 16 October 2020 – 31 January 2021
Photo: Louis Lim





Elisa Jane Carmichael
Drawing Our Weaves, 2021 (installation views)
Copper

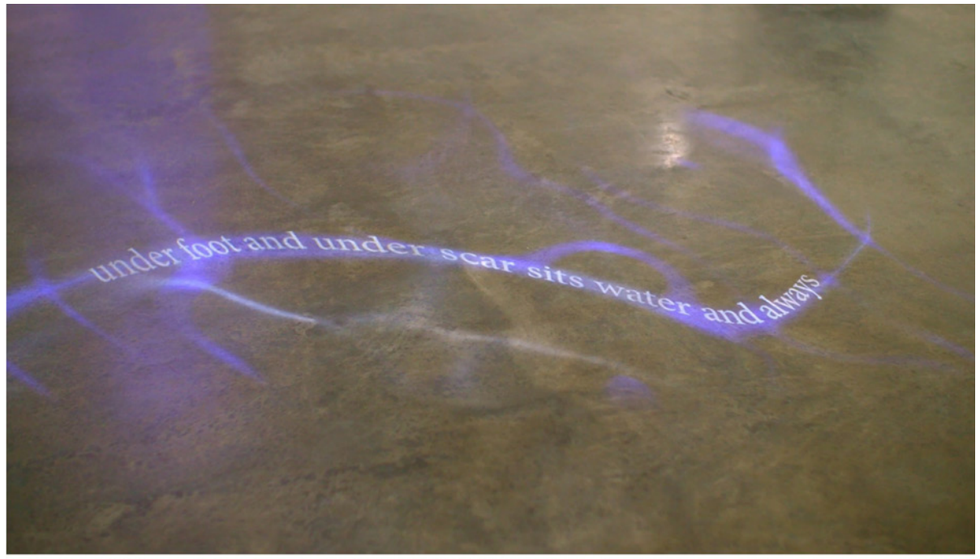
Right:
Close-up showing the different types of weaving, coiling, looping and twining in traditional Quandamoooka weaving





Jazz Money

Jazz Money
these words will remain, 2021 (installation view)
Construction mesh
Dimensions variable
Installation on the Fremantle Traffic Bridge, Perth
Text: Jazz Money
Noongar translations: Aunty Sandra Harben
Graphic design: Jenna Lee
Site-responsive work commissioned for *Fremantle Biennale 2021: Crossings*, 5–21 November 2021
Photo: Jazz Money





Jazz Money
Above:
hold this water in the waters of your knowing, 2022 (installation detail)
Video projection, sound
Dimensions variable
Commissioned for *Primavera 2022: Young Australian Artists*, Museum of Contemporary Art Australia, Sydney, 4 November 2022 – 12 February 2023
Photo: Marcus Wright

Jazz Money
Below:
£100000, 2021 (installation view)
Vinyl, soil
Dimensions variable
Commissioned for Close Contact by Firstdraft, Sydney
Exhibited No Show, Carriageworks, Sydney, 12 February – 7 March 2021
Photo: Zan Wimberley





1150

Kyra Mancktelow

Kyra Mancktelow
Gubagulabu (Y1205), 2022
Unique bronze sculpture
24 × 29 × 22cm
Photo: N.Smith Gallery

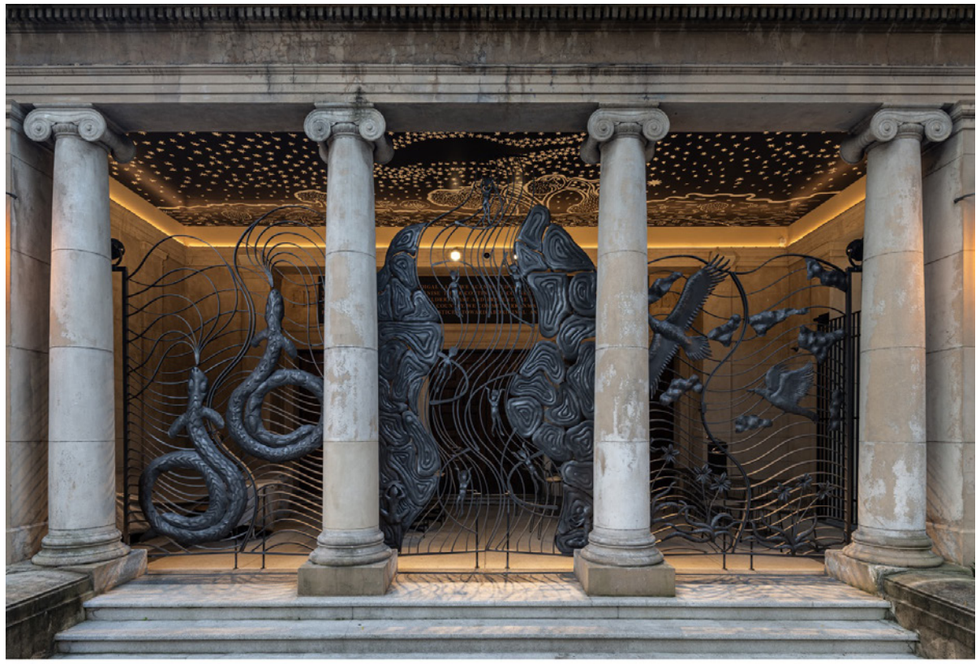


Kyra Mancktelow
Gingali III, 2022
Unique ink impression on Hahnemühle paper
80 × 60cm
Photo: N.Smith Gallery



1151

William Brian ‘Badger’ Bates
Sharing Barkandji stories of land, water and sky, 2022
Forged steel gates and ceiling painting
Ceiling painting: 4.45 × 10.75m
Paul Ramsay Foundation Sydney headquarters, 262 Liverpool Street, Darlinghurst
Commissioner: Paul Ramsay Foundation
Architects: SJB
Project curator: Barbara Flynn, Art Advisor to Paul Ramsay Foundation
Photo: Mark Pokorny





William Brian ‘Badger’ Bates
Sharing Barkandji stories of land, water and sky, 2022
Forged steel gates and ceiling painting
Gates: 3 x 10.75m
Ceiling painting: 4.45 x 10.75m
Paul Ramsay Foundation Sydney headquarters, 262 Liverpool Street, Darlinghurst
Commissioner: Paul Ramsay Foundation
Architects: SJB
Project curator: Barbara Flynn, Art Advisor to Paul Ramsay Foundation
Photo: Mark Pokorny





William Brian ‘Badger’ Bates
Nhatji (Rainbow Serpent), 1993
Wilcannia sandstone granite
Living Desert Sculpture Trail, Broken Hill, New South Wales
Photo: Courtesy Broken Hill Regional Art Gallery

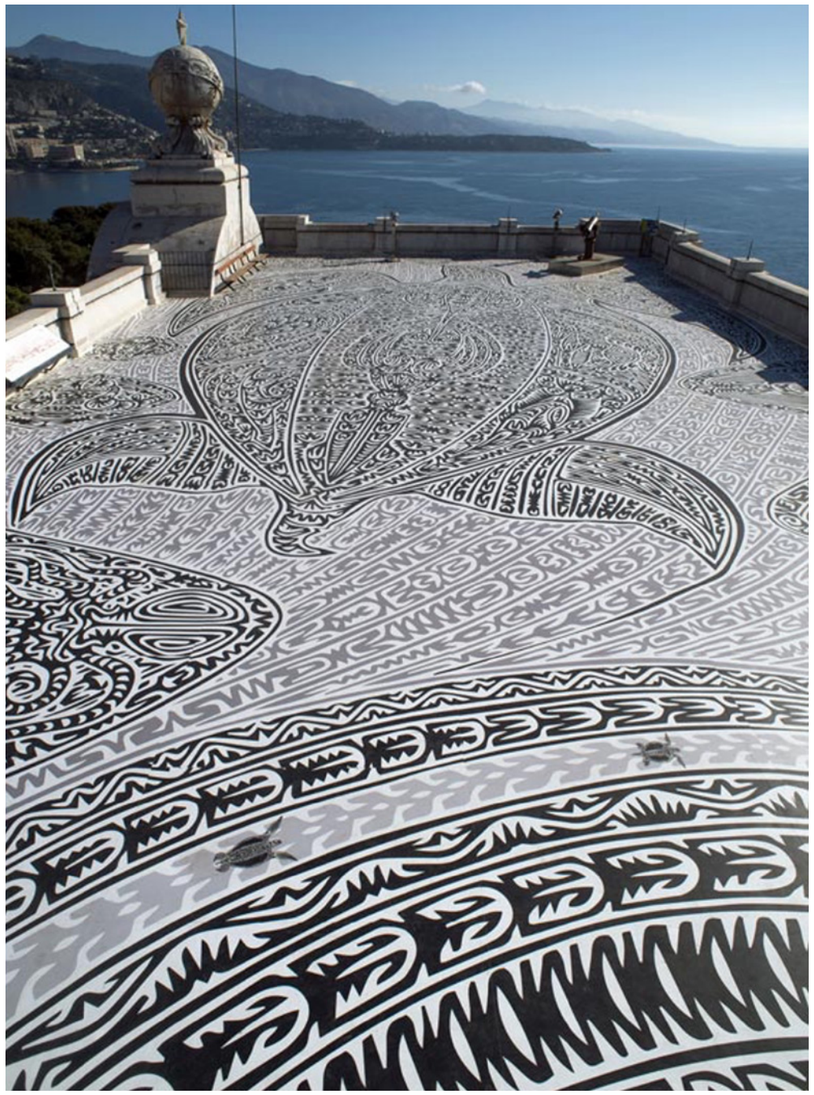




William Brian ‘Badger’ Bates
Above:
Kalti Paarti, 1990
Emu egg
Photo: Stuart Humphreys/Australian Museum

Right:
Kirri, n.d.
Exhibited *Barka: The Forgotten River*, Australian Museum, 16 March – 23 July 2023





1153

Alick Tipoti

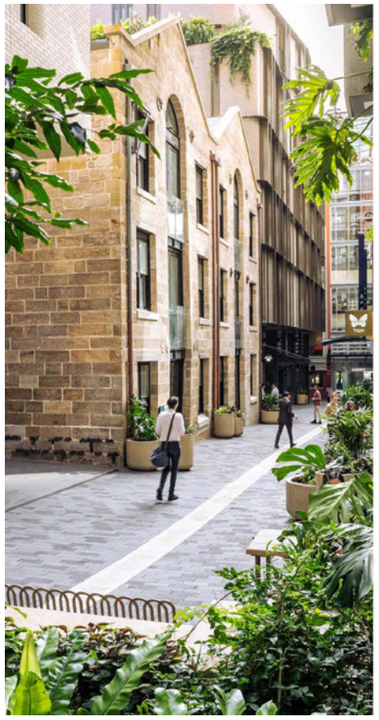
Alick Tipoti
Sowlal, 2016 (installation view)
Rooftop mural
Exhibited *Taba Naba – Australia, Oceania, Arts by Peoples of the Sea*, Oceanographic Museum of Monaco, 24 March – 30 September 2016
Photo: Stephané Jacob Gallery, Paris

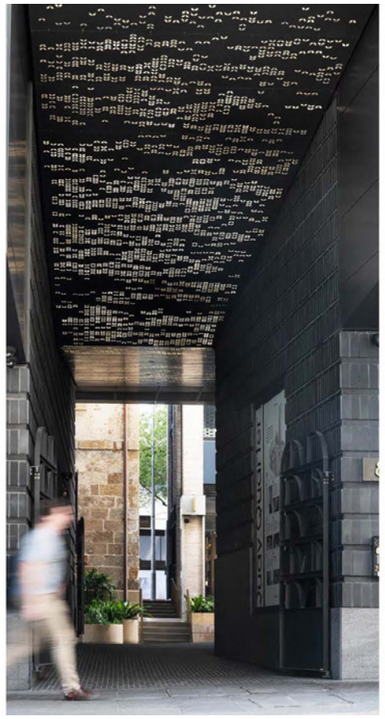


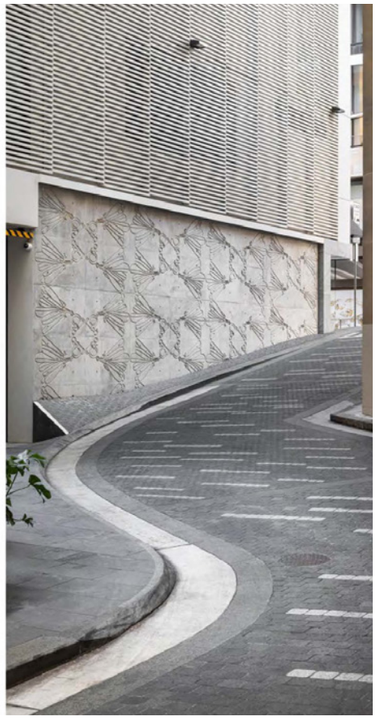


Alick Tipoti
Installation view of *Dhangal Madhubal*, 2021, *Baydham*, 2021, and *Girelal*, 2011
Exhibited *The National 2021: New Australian Art*, Art Gallery of New South Wales, Sydney, 26 March – 5 September 2021
Photo: Felicity Jenkins/Art Gallery of New South Wales

Alick Tipoti
Baydham a Dhangal Sagul, 2021
Live cultural performance performed by Alick Tipoti, Alick Tipoti Jr, Dagumaara Tipoti, Kowsa Tipoti, Taumatini Tipoti, Teoni Tipoti
Performed at *The National 2021: New Australian Art*, Art Gallery of New South Wales, Sydney, 26 March – 5 September 2021
Photo: Felicity Jenkins/Art Gallery of New South Wales







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Jonathan Jones
remembering Arabanoo, 2022
Left to right: *betūŋigo (oysters)*; *weerong (Sydney Cove)*;
bengadee (ornament)





Jonathan Jones
remembering Arabanoo: betūŋigo (oysters) 2022 (detail)
Bronze (lost-wax technique)
3500 individual oysters, welded together into approximately 60 clusters
Each cluster: 13.2cm (height) × 64cm (length)
Affixed at height of 1m off the ground to approximate the high-tide mark to southern wall of Gallipoli Memorial Club, 19.25m (length)
Quay Quarter Lanes, Sydney
Commissioner: AMP Capital
Project curator: Barbara Flynn, Art Advisor to AMP Capital for Quay Quarter Sydney
Photo: Mark Pokorny

7
Methodology and next steps

Letter updating the Preliminary Public Art Strategy for 133–145 Castlereagh Street, formerly Stockland Piccadilly Complex
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The methodology to deliver a successful public art project has not changed in the years since submission of the initial Public Art Strategy in 2020. Pages 121–23 of the strategy document set out the steps and milestones that still apply today.

We appreciate the opportunity to put these ideas forward in the form of this simple letter to accompany the planning proposal. As the original strategy stated, we are open to hearing ‘what kind of art you would like to see’ and welcome your response. With benefit of your response, we will proceed to rewrite the original strategy before the start of the Design Excellence Competition that is planned. The integration of art and architecture will be critical to the success for the project. The updated plan will serve as an accurate guide to our thinking for the competing architects to consider.

FLYNN

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Attachment A31

Preliminary Site Contamination Investigation

Douglas Partners
Geotechnics / Environment / Groundwater

Integrated Practical Solutions

Preliminary Site (Contamination) Investigation

Proposed Commercial Development
133-145 Castlereagh Street, Sydney

Prepared for
Stockland Commercial Property

Project 86990.01
September 2020



Douglas Partners
Geotechnics / Environment / Groundwater

Document History

Document details

Project No.	86990.01	Document No.	R.001.Rev0
Document title	Preliminary Site (Contamination) Investigation Proposed Commercial Development		
Site address	133-145 Castlereagh Street, Sydney		
Report prepared for	Stockland Commercial Property		
File name	86990.01.R.001.Rev0		

Document status and review

Status	Prepared by	Reviewed by	Date issued
Draft A	Lisa Teng	Paul Gorman	01 September 2020
Revision 0	Lisa Teng	Paul Gorman	17 September 2020

Distribution of copies

Status	Electronic	Paper	Issued to
Draft A	1	0	Nishi Patel, Stockland Commercial Property
Revision 0	1	0	Nishi Patel, Stockland Commercial Property

The undersigned, on behalf of Douglas Partners Pty Ltd, confirm that this document and all attached drawings, logs and test results have been checked and reviewed for errors, omissions and inaccuracies.

	Signature	Date
Author	Lisa Teng	17 September 2020
Reviewer	P Gorman	17 September 2020

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Preliminary Site (Contamination) Investigation
Proposed Commercial Development
133-145 Castlereagh Street, Sydney

1. Introduction

This Preliminary Site (Contamination) Investigation (PSI) has been prepared by Douglas Partners Pty Ltd (DP) on behalf of Stockland (the applicant). It accompanies a planning proposal to initiate the preparation of a Local Environmental Plan amendment for the land known as 'Stockland Piccadilly Complex' located at 133 -145 Castlereagh Street, Sydney ('the site') legally described as Lot 10 in Deposited Plan 828419. The site is shown on Drawing 1, Appendix A.

The planning proposal seeks to amend the floor space ratio development standard applicable to the site, under the *Sydney Local Environmental Plan 2012* (the LEP), in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In accordance with Clause 7.20 of the LEP, this planning proposal also seeks amendments to the *Sydney Development Control Plan 2012* (the DCP) to establish site specific provisions to guide the future development, including establishing a building envelope for the site as well as other key assessment criteria.

The intended outcome of the proposed amendments to the LEP and DCP is to facilitate the redevelopment of the site for a commercial office tower development above a retail podium, including Wesley Mission facilities at lower ground level, together with basement car parking and associated facilities. Such a proposal aligns with the draft Central Sydney Planning Strategy to facilitate additional commercial floor space capacity in Central Sydney while also delivering improved public domain outcomes. Such outcomes will include a northerly aligned direct through-site link between Pitt and Castlereagh Street and enhanced pedestrian amenity and activation at the ground plane.

The planning proposal is supported by a conceptual reference design, but the final details of the development will be subject to a future design excellence process and a future detailed development application.

The purpose of this PSI is to assess the potential for contamination at the site based on past and present land uses and to comment on the need for further investigation and/or management with regard to the proposed development. It is understood that the report will be used to support a development application for the proposed development.

The investigation was undertaken in accordance with DP's proposal SYD200827 dated 29 July 2020. This report must be read in conjunction with all appendices including the notes provided in Appendix A.

2. Scope of Works

The scope of works undertaken as part of the desktop PSI comprised:

- A review of geological, topographic, soil, acid sulfate soil and hydrogeological published information to assess and document the site's environmental setting;
- A review of readily available site history which included:
  - Historical Land Titles;
  - Historical aerial photographs and recent aerial imagery;
  - NSW EPA public registers for notices and licences issued under the *Contaminated Land Management Act 1997* (CLM Act) and the *Protection of the Environment Operations Act 1997* (POEO Act);
  - SafeWork NSW records for schedule 11 hazardous chemicals stored on the premises;
  - Council records available digitally through the *Government Information (Public Access) Act 2009* (GIPA Act); and
  - Planning certificates Section 10.7 (2) and (5).
- A review of the site's asbestos register (as provided by the client);
- A walkover over of the surrounding areas; and
- The preparation of this report.

3. Site Information

Site Address	133-145 Castlereagh Street, Sydney
Legal Description	Lot 10, Deposited Plan 828419
Approximate Area	4,800 m^2
Zoning	B8 - Metropolitan Centre
Local Council Area	City of Sydney Council
Current Use	Commercial / Retail as 'Stockland Piccadilly Complex'
Surrounding Uses	North - Commercial and retail East - Commercial and retail with Hyde Park beyond South - Commercial and retail and some construction underway West - Commercial and retail with some construction underway

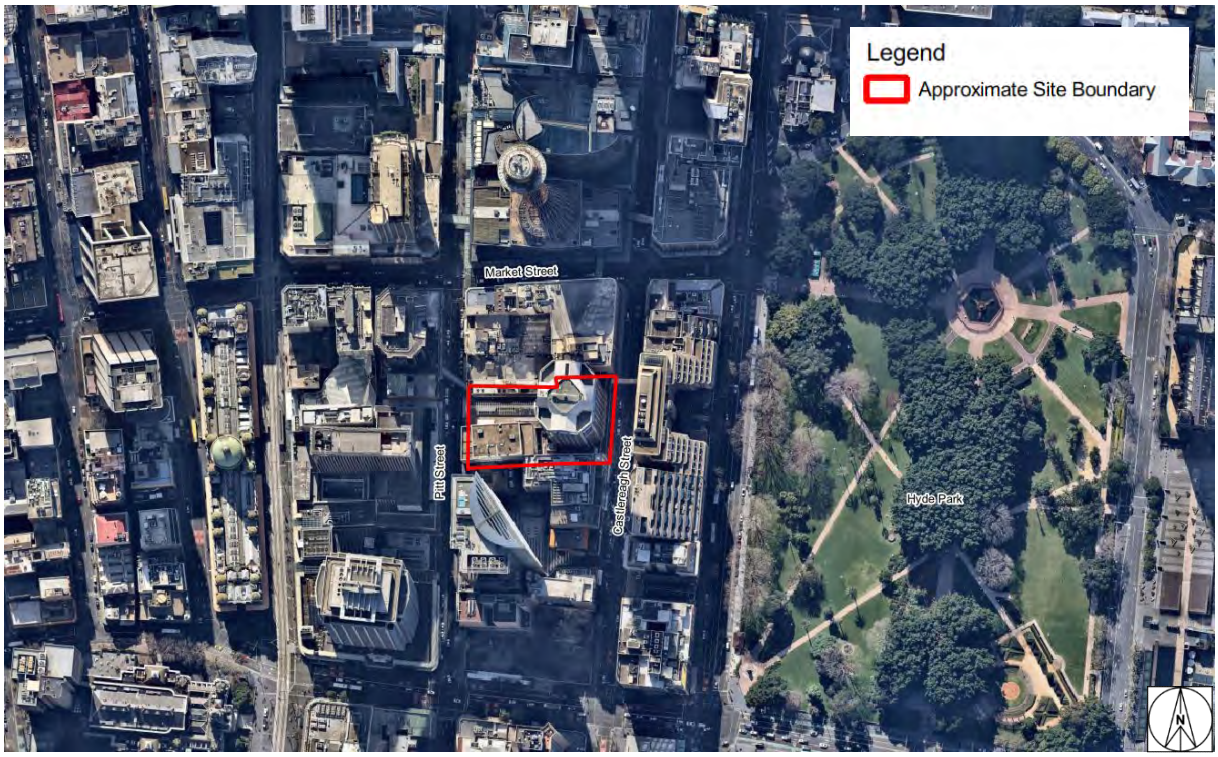


Figure 1: Site Location

4. Environmental Setting

Regional Topography	The general topography of the area indicates a ridgeline runs north to south at an elevation around 30 m relative to the Australian Height Datum (AHD) approximately 200 m east of the site. The land generally slopes moderately steeply away then to the north, east and west towards the Circular Quay, Woolloomooloo Bay and Darling Harbour, respectively.
Site Topography	The site topography varies between 20 m AHD to 24 m AHD and appears to be slightly undulating.
Soil Landscape	Sydney 1:100 000 Soils Landscape Sheet. Residual soils of the Lucas Heights soil group described as moderately deep hard setting yellow podzolic soils and yellow soloths.
Geology	Sydney 1:100 000 Geology Sheet. Majority of the site is underlain by Triassic aged Ashfield Shale of the Wianamatta Group and is described as black to dark grey shale and laminate. The north western corner of the site is on the boundary of Triassic age Hawkesbury Sandstone which is described as medium to coarse grained quartz sandstone with very minor shale and laminite lenses.

Acid Sulfate Soils	NSW Environmental Planning Instruments (2018) Class 5 - Acid sulfate soils are not typically found in Class 5 areas and are within 500 meters of Class 1 to 4 land. NSW Acid Sulfate Soil Risk Map - The site is not mapped in an area with acid sulfate soil risk.
Surface Water	No water bodies are present on site and the closest down gradient water body is Darling Harbour which is approximately 600 m west of the site. Surface water is likely to be intercepted by manmade drainage systems or flow into the harbour.
Groundwater	A search of the publicly available registered groundwater bore database indicated that there are six registered groundwater bores within 1 km of the site. All bores were used for monitoring purposes and ranged to depths of between 5.86 m bgl and 30 m bgl but no record of standing water levels were made. Based on the regional topography and the inferred flow direction, the anticipated flow direction of groundwater beneath the site is to the west, towards Darling Harbour, the likely receiving surface water body for the groundwater flow path. Given the local geology (i.e., Ashfield Shale), the groundwater in the fractured rock aquifer beneath the site is anticipated to be saline. Accordingly, there would be no significant potential beneficial uses of the aquifer and yields are also anticipated to be very low. Some areas of the site may be underlain by Hawkesbury sandstone, although beneficial use is unlikely given the urban setting of the site.

5. Site History

5.1 Title Deeds

A historical Title Deeds search was used to obtain ownership and occupancy information including company names and the occupations of individuals. The title information can assist in the identification of previous land uses by the company names or the site owners and can, therefore, assist in establishing whether there were potentially contaminating activities occurring at the site. A summary of the title deeds and possible land uses (with reference to the aerial photographs and other historical searches) is presented in Appendix B. A plan is included with the site subdivided into parts 1, 2, 2A, 3, 4 and 5.

Table 1: Historical Title Deeds

Date of Acquisition and Term Held	Registered Proprietor(s) & Occupations	Inferred Land Use
Regards to part numbered 1 Easement 23.02.1938 (C 735050) Right of Footway over part - released 05.04.1974		
10.06.1923 (1923 to 1968)	Hoskings Estate Co Limited	Commercial Offices and Retail Brick building in process of demolition 1974 into brick and concrete building by 1979
15.08.1968 (1968 to 1968)	Stocks & Holdings (General) Pty Limited	
15.08.1968 (1968 to 1971)	Stocks & Realty (Central) Pty Limited	
31.03.1971 (1971 to 1982)	Millbank Property Investments Pty Limited Now Abbey Orchard Property Investments Pty Limited	
27.04.1982 (1982 to date)	# The Uniting Church in Australia Property Trust (N.S.W.)	Commercial offices / Retail and Church
Regards to part numbered 2		
31.12.1929 (1929 to 1964)	James Edward Carruthers (Methodist Minister) (Also, others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Church (including theatre and educational facilities)
10.12.1964 (1964 to 1972	Ebenezer Frank Vickery (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	
13.07.1972 (1972 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	
Regards to part numbered (2A)		
02.03.1926 (1926 to 1960)	W.H. Paling & Co Limited	Commercial / Retail
16.03.1960 (1960 to 1972)	Ebenezer Frank Vickery (Also, others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Commercial / Retail and Church (including theatre and educational facilities)
13.07.1972 (1972 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	
Regards to part numbered 3		
25.09.1933 (1933 to 1960)	W.H. Paling & Co Limited	
16.03.1960 (1960 to 1975)	Ebenezer Frank Vickery (Also, others)	Commercial / Retail / Church

Date of Acquisition and Term Held	Registered Proprietor(s) & Occupations	Inferred Land Use
	(Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	
23.09.1975 (1975 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	
Regards to part numbered 4 Easements: 23.02.1938 (C 735050) Right of Footway over part – released 05.04.1974		
16.04.1914 (1914 to 1924)	Charles Hadley Hayes (Gentleman)	Commercial and possible residential
25.11.1924 (1924 to 1937)	Edwin Campbell Hayes (Clerk) Arthur Fortnam Hayes (Shipping Clerk) (Transmission Application not investigated)	
17.09.1937 (1937 to 1952)	Edwin Campbell Hayes (Clerk) – (& his deceased estate) Arthur Fortnam Hayes (Shipping Clerk) Gertrude Emily Strickland (Married Woman) Constance Emmeline Elizabeth Hayes (Spinster)	
20.10.1959 (1959 to	Hoskins Estate Co Pty Limited	Commercial / Retail
15.08.1968 (1968 to 1971)	Stocks & Holdings (General) Pty Limited	
31.03.1971 (1971 to 1982)	Millbank Property Investments Pty Limited Now Abbey Orchard Property Investments Pty Limited	
27.04.1982 (1982 to date)	# The Uniting Church in Australia Property Trust (N.S.W.)	Retail / Church
Regards to part numbered 5		
01.03.1922 (1922 to 1970)	James Edward Carruthers (also, numerous others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Retail / Church
05.05.1970 (1970 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	
Leases excluding premises for the whole site. • Lease Folios not investigated • 12.09.1989 (Y 517772) to Capital Land Corporation Limited (now) Trust Company Limited - expires 01.08.2091 • (U 351512) to Sydney Electricity of Substation premises 6655 & 6656, together with Rights of Way and Easements • Lessee now Alpha Distribution Ministerial Holding Corporation		

Date of Acquisition and Term Held	Registered Proprietor(s) & Occupations	Inferred Land Use
• 28.02.2017 (AK 971351) Lease of Lease to Blue Asset Partner Pty Ltd, Eric Alpha Asset Corporation 1 Pty Ltd, Eric Alpha Asset Corporation 2 Pty Ltd, Eric Alpha Asset Corporation 3 Pty Ltd Eric Alpha Asset Corporation 4 Pty Ltd • 28.02.2017 (AK 971352) Sub Lease to Blue Op Partner Pty Ltd, Eric Alpha Operator Corporation 1 Pty Ltd, Eric Alpha Operator Corporation 2 Pty Ltd, Eric Alpha Operator Corporation 3 Pty Ltd Eric Alpha Operator Corporation 4 Pty Ltd		

5.2 Historical Aerial Photography

Several historical aerial photographs were obtained from public databases. Extracts of the aerial photographs are included in Appendix C. A summary of key features observed for the site and surrounding land is presented in Table 2.

Table 2: Summary of Historical Aerial Photographs

Year	Site	Surrounding Land Use
1930	Occupied by multiple buildings, with no vacant area on site.	Largely developed with medium rise buildings with evidence of some high-rise developments. Hyde Park was located to the east.
1951	No significant changes to the site compared to the 1930 aerial photograph.	Significant development of the surrounding area from medium rise to high rise buildings including the buildings immediately north and south of the site and Hyde Park to the east.
1961	No significant changes to the site compared to the 1951 aerial photograph.	Continual development of the surrounding areas with an increasing number of high-rise developments.
1971	The western half of the site appears to have been developed with a medium to high rise building occupying half of the site. No other significant changes to the site compared to the 1961 aerial photograph.	Continual development of the surrounding areas with an increasing number of high-rise developments and infrastructure (road) developments.
1975	No significant changes to the site compared to the 1971 aerial photograph.	Continual development of the surrounding areas with an increasing number of high-rise developments.
1984	No significant changes to the site compared to the 1975 aerial photograph.	Continual development of the surrounding areas with an increasing number of high-rise developments and infrastructure (road) developments around Darling Harbour.

Year	Site	Surrounding Land Use
1991	The eastern half of the site appears to have been redeveloped and a high-rise building has been constructed and is consistent with the present day building on the eastern half of the site	Continual development of the surrounding areas with an increasing number of high-rise developments (including the building immediately east of the site) and infrastructure (road) developments around Darling Harbour.
2009	No significant changes to the site compared to the 1991 aerial photograph.	Continual development of the surrounding areas with increasing number of redevelopments or both buildings and infrastructure.
2020	No significant changes to the site compared to the 2009 aerial photograph.	Continual development of the surrounding areas with increasing number of redevelopments or both buildings and infrastructure. Significant changes to the building immediately south of the site with additional high-rise buildings erected.

5.3 Public Registers and Planning Records

NSW EPA Notices	No Notices within 1 km of the site; accessed 28 August 2020.
NSW EPA Licences	There were a number of licences within 500 m of the site, although they were either surrendered, no longer in force or notices which had been previously enacted and competed. Majority of the licences were related to road works, excavation works, generation or storage of hazardous wastes / group A wastes (dental facility) unlikely to cause broadscale contamination. A clean up notice was listed for a site south east of the site of perchlorinated compounds in 2012. No licences for activities were listed close enough to the site to have a contamination impact on the site, accessed 28 August 2020.
SafeWork NSW records of Schedule 11 hazardous chemicals on premise	A search of SafeWork NSW records of Schedule 11 hazardous chemicals stored on the premises was undertaken on 18 August 2020. Results of the search showed that there was no record of the storage of hazardous chemicals at the site held by SafeWork NSW. A copy of the letter from SafeWork NSW showing the results of the search is included in Appendix D.
Section 10.7 Part (2) & (5) Planning Certificate	Section 10.7 (2) and (5) planning certificate was obtained from City of Sydney and is dated 5 August 2020. The site is zoned as B8 Metropolitan Centre and was not subject to any contamination related certificates, loose-fill asbestos insulation records and not declared to be significantly contaminated land (or related management order, voluntary management proposals, ongoing maintenance order or site audit.

	It was noted in Part 5 that the Council Records did not have sufficient information about land uses (including previous uses) to confirm that the land had not been used for a purposed which would be likely to have contaminated the land. It was noted that the land was within or above a rail corridor or within 25 meters of a rail corridor. A copy of the planning certificate is included in Appendix E.
Council Records	Council Records available via the Government Information (Public Access) Act 2009 (GIPA Act) were reviewed by DP and the following relevant Records were noted: 1969 Development Application for Westley Centre and Piccadilly for a new building with offices and shops (Westley Plaza and Tower Block). Noting plans to remove all existing buildings. Record of pedestrian bridge paid for in 1974. Application states building to be used for retail on ground floor and first two stories, 4 levels of basement parking including plant rooms on basement level 1 and up to 26 levels with chapel office and plant rooms. Includes record of previous use of the site as a shopping arcade on ground and lower floors, commercial in the upper floors since 1951 and a eight storey building with a basement erected in 1965 as a shopping arcade, auditorium, office and club. 1972 plans for Piccadilly Court- sprinkler tank plans, sump pump in the basement, grease arrestor in basement and bituminous fibreboard joint against columns in the basement. 1991 - Amendments to approved development applications and includes a letter from 1990 which has reference to the discharge lourve of the diesel generator room. A copy of the available council records is included in Appendix F, noting that only records available digitally were reviewed.

5.4 Asbestos Register

A copy of the *Hazardous Materials Reinspection Report* by Coffey[1] was provided to DP by the client and reviewed, with relevant information summarised below. A copy of the report is included in Appendix G.

- The report comprised the results for a survey of previously identified asbestos containing materials (ACM) and other hazardous materials at the 32 story office building 'Piccadilly Tower' located at 133 Castlereagh Street, Sydney;

[1] Coffey 2017, *Hazardous Materials Reinspection, 133 Castlereagh Street, Sydney, NSW 2000* dated 15 July 2017 (reference 754-SYDEN207646)

- Based on their survey the following conclusions were made:
  - No ACM was identified or suspected onsite and an asbestos register is included in the report identifying areas which were surveyed and their asbestos risk;
  - No lead based dust was identified or suspected onsite;
  - No polychlorinated biphenyls were identified or suspected onsite;
  - Synthetic mineral fibres (SMF) was identified in the building, largely associated with insulation within the building of pipes, pant rooms and in celling spaces throughout all levels; and
  - Ozone depleting substances were identified in the chillers, air-conditioning units, inverter units and fridges identified on level 32, loading dock, basement level P2 and basement level P3.
- It was noted that there were areas within the building which may contain ACM, lead-based paint and PCBs although not identified in their survey and that these areas should be considered unsurveyed and requiring survey and these areas without access are listed in Section 3.1 of the Survey (Coffey 2017).

5.5 Site History Integrity Assessment

The information used to establish the history of the site was sourced from reputable and reliable reference documents, many of which were official records held by Government departments / agencies. The databases maintained by various Government agencies potentially can contain high quality information, but some of these do not contain any data at all.

In particular, aerial photographs provide high quality information that is generally independent of memory or documentation. They are only available at intervals of several years, so some gaps exist in the information from this source. The observed site features are open to different interpretations and can be affected by the time of day and/or year at which they were taken, as well as specific events, such as flooding. Care has been taken to consider different possible interpretations of aerial photographs and to consider them in conjunction with other lines of evidence.

5.6 Summary of Site History

The site history information suggests that the site was acquired by the current owner progressively since the 1970s to 1980s i.e., The Uniting Church in Australia Property Trust. Information on historical aerial photographs and historical leases suggest the site has been used for commercial / retail land uses since the 1930s with possible some residential land use prior to the 1970s. The site was largely redeveloped around the 1970s to medium density buildings and redeveloped again to the high rise building present today in the early 1990s.

Based on the site history, there appears to have been the storage of diesel, a grease arrestor associated with building operations. Hazardous building materials were used (SMF and ozone depleting substances) and identified in the Coffey (2017) survey, although there is still the possibility for asbestos, lead-based dust and PCBs to be present within the building in unsurveyed areas. The basement car parking and associated loading dock appear to have been developed in the 1990s although a shallower basement appeared to be in part of the site earlier on and there is a low risk that the underlying soil may have been impacted from these activities.

6. Site Walkover

A site walkover was undertaken by an environmental engineer on 26 August 2020. At the time of the walkover, access to the internal areas of the site was not available. The general site topography was consistent with that described in Section 4. The site layout appears to have remained unchanged from the 1991 aerial photograph. The following key site features pertinent to the PSI were observed from either the street or the public thorough fare through the site.

- Basement parking with loading dock although no access was available at the time of the walkover;
- The site was entirely paved with no access to soil with pavements in generally good condition with little to no staining evident;
- Lower levels used for retail shops including a food court;
- The upper levels were utilised as office facilities and access to these areas were not available;
- The church, associated theatre and teaching facilities were part of the complex and appeared to be in good condition when viewed from the street; and
- Public toilet facilities were present across the site.

6.1 Interview with Site Personnel

DP interviewed the centre manager on 26 August 2020 and identified the following during the interview:

- The site includes 5 basement levels with a general maintenance workshop and storage of general cleaning supplies;
- Grease arrestors are present on site and more have been added over time, although the location of these was not confirmed;
- No record of onsite contamination incidences or accidents which may potentially contaminate the site; and
- Site use has been historically as commercial / retail.

7. Potential Areas of Environmental Concern

From the site history review and the site inspection, it is considered a potential for contamination exists at the site. Five areas were identified as potential areas of environmental concern (PAEC) and are summarised in Table 3.

It should be noted that as only a limited access site walkover was completed, the PAEC identified in relation to the site walkover cannot be ruled out without intrusive investigation being completed.

Table 3: Summary of Identified Potential Areas of Environmental Concern

PAEC#	Identified from	Description	Comment
1	1978 and 1991 aerials	Demolished structure replaced by current buildings on site	Development of site likely to have included demolition and excavations with possible demolition waste generated on site.
2	Site walkover and Council records	On site diesel storage and grease arrestors	Likely to have tanks on site (above or underground) for historical diesel storage and grease arrestors (currently still in use).
3	Title Deeds	History of commercial / retail use and possibly some industrial use	Title deeds allude to a long history of commercial land use including and some potential for chemicals and waste products from the various activities may have contaminated the soil.
4	Site walkover and Historical Aerials	Adjacent site uses	The surrounding area is largely occupied by commercial and retail buildings and a number of developments in the adjacent areas have been undertaken in the area. There is a possibility that either adjacent land uses, or construction works may have impacted the present day site.
5	Site walkover	Potentially contaminated imported fill	Although the site appears to have been excavated to form the present day basement levels, there is a potential for contaminated fill or hazardous building materials to be present beneath the building slabs.

A preliminary Conceptual Site Model (CSM) has been developed to assist in identifying the potential for PAEC to impact on human health or the environment under the proposed development. The CSM includes the identification of possible source - pathway - receptor linkages for the potential contaminants identified. These possible linkages are also used to inform further investigations.

The following potential sources of contamination are identified based on the PAEC. The contaminants of potential concern (COPC) are also listed:

- S1: Fill: Associated with levelling, and demolition of former buildings on the site.
  - COPC include metals, total recoverable hydrocarbons (TRH), benzene, toluene, ethylbenzene, xylene (BTEX), polycyclic aromatic hydrocarbons (PAH), polychlorinated biphenyls (PCB), organochlorine pesticides (OCP), phenols and asbestos.
- S2: Previous and current site uses (commercial and retail): A long history of commercial and retail activity, including diesel storage and grease traps:
  - COPC include metals, TRH, BTEX, PAH, PCBs, phenols and asbestos.
- S3: Deterioration and demolition of previous and existing buildings: The potential for hazardous building materials to have been used in the construction of current structures, their deterioration and proposed demolition pose a risk for these materials to be exposed.
  - COPC include asbestos, synthetic mineral fibres (SMF), lead (in paint) and PCB.
- S4: Adjacent site uses: Long history of commercial/retail land use in the area suggest the possibility of adjacent site uses presenting potential contamination risks to the site if previous spills / leaks have occurred in the past.
  - COPC include lead, TRH, BTEX, PAH, and volatile organic compounds (VOC).

Potential Receptors

The following potential human receptors have been identified:

- R1: Current users - commercial (retail workers and customers);
- R2: Construction and maintenance workers;
- R3: End users - commercial (retail workers and customers); and
- R4: Adjacent site users - commercial.

The following potential environmental receptors have been identified:

- R5: Groundwater;
- R6: Terrestrial Ecology (nearby trees around the site and Hyde Park to the east); and
- R7: Darling Harbour (nearest surface water body).

It is noted that the given the likely depth to groundwater (based on elevation of the site) the potential for site contaminants (if present) to impact on groundwater is low. Furthermore, the potential for off-site contamination to impact groundwater, and then the site, is low.

Potential Pathways

The following potential pathways have been identified:

- P1: Ingestion and dermal contact;
- P2: Inhalation of dust and/or vapours;
- P3: Surface water runoff (previous to current building construction as current site is covered by a concrete slab)
- P4: Lateral migration of groundwater providing base flow to water bodies; and
- P5: Leaching of contaminants and vertical migration into groundwater.

Summary of Potentially Complete Exposure Pathways

A ‘source - pathway - receptor’ approach has been used to assess the potential risks of harm being caused to human or environmental receptors from contamination sources on or in the vicinity of the site, via exposure pathways (potential complete pathways). The possible pathways between the above sources (S1 to S4) and receptors (R1 to R7) are provided in below Table 3.

Table 3: Summary of Potentially Complete Exposure Pathways

Source and COPC	Transport Pathway	Receptor	Risk Management Action
S1: Fill Metals, TRH, BTEX, PAH, OCP and asbestos S2: Previous and current site use metals, TRH, BTEX, PAH, PCBs, phenols and asbestos S4: Adjacent Site Uses lead, TRH, BTEX, PAH, and volatile organic compounds (VOC)	P1: Ingestion and dermal contact	R1: Current users [commercial] R2: Construction and maintenance workers	An intrusive investigation is recommended to assess possible contamination including testing of the soils and (if considered warranted) groundwater.
	P2: Inhalation of dust and/or vapours	R1: Current users [commercial] R2: Construction and maintenance workers R3: End users [commercial] R4: Adjacent site users [commercial]	
	P3: Surface water runoff P4: Lateral migration of groundwater providing base flow to water bodies P5: Leaching of contaminants and vertical migration into groundwater	R5: Groundwater R6: Terrestrial Ecology (off-site) R7: Scotts Creek	
S3: Building deterioration and demolition asbestos, synthetic mineral fibres (SMF), lead (in paint) and PCB	P1 - Ingestion and dermal contact	R1 - Current users R3 - Construction and maintenance workers	Assessment of the filing, primarily near surface soils, for contaminants. Hazardous building materials survey in areas considered unsurveyed or changed since the previous survey (Coffey 2017)
	P2 - Inhalation of dust and/or vapours	R1 - Current users R2 - End users R3 - Construction and maintenance workers R4 - Adjacent site users	

8. Conclusions and Recommendations

Based on the site history information that was reviewed and the observations made during the site walkover, DP considers that there is a generally low risk that the site is impacted by any broad scale or significant contamination. However, the investigation has identified a number of PAEC and potential contaminant source-pathway-receptor linkages that require intrusive investigation to assess.

It is considered that the site can be made suitable for the proposed redevelopment following an intrusive investigation and a hazardous building materials survey of the areas which have not been surveyed or changed since the previous survey prior to demolition. Should any contamination be identified, it can be appropriately managed through a specific remediation action plan.

Furthermore, any fill or soil designated for offsite disposal will require a waste classification in accordance with the NSW EPA Waste Classification Guidelines 2014 which can be undertaken as part of the aforementioned intrusive investigation.

9. References

NSW 1:25 000 Acid Sulphate Soil Risk Map

Geological Survey of NSW Sydney, 1:100 000 Geology Sheet

NEPC (2013) National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013)

NSW EPA (2017) Guidelines for the NSW Site Auditor Scheme (3rd Edition)

NSW EPA (2020) Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites

10. Limitations

Douglas Partners (DP) has prepared this report (or services) for this project at 133 Castlereagh Street, Sydney in accordance with DP's proposal SYD200827 dated 29 July 2020 and acceptance received from Stocklands Development Pty Ltd dated 5 August 2020. The work was carried out under the Short Form Consultancy Term Agreement between Stocklands Development Pty Ltd and Douglas Partners Pty Ltd. This report is provided for the exclusive use of Stocklands Development Pty Ltd for this project only and for the purposes as described in the report. It should not be used by or relied upon for other projects or purposes on the same or other site or by a third party. Any party so relying upon this report beyond its exclusive use and purpose as stated above, and without the express written consent of DP, does so entirely at its own risk and without recourse to DP for any loss or damage. In preparing this report DP has necessarily relied upon information provided by the client and/or their agents.

DP's advice is based upon the conditions encountered during the visual inspection. The accuracy of the advice provided by DP in this report may be affected by budget constraints imposed by others or by site accessibility.

This report must be read in conjunction with all of the attached and should be kept in its entirety without separation of individual pages or sections. DP cannot be held responsible for interpretations or conclusions made by others unless they are supported by an expressed statement, interpretation, outcome or conclusion stated in this report.

This report, or sections from this report, should not be used as part of a specification for a project, without review and agreement by DP. This is because this report has been written as advice and opinion rather than instructions for construction.

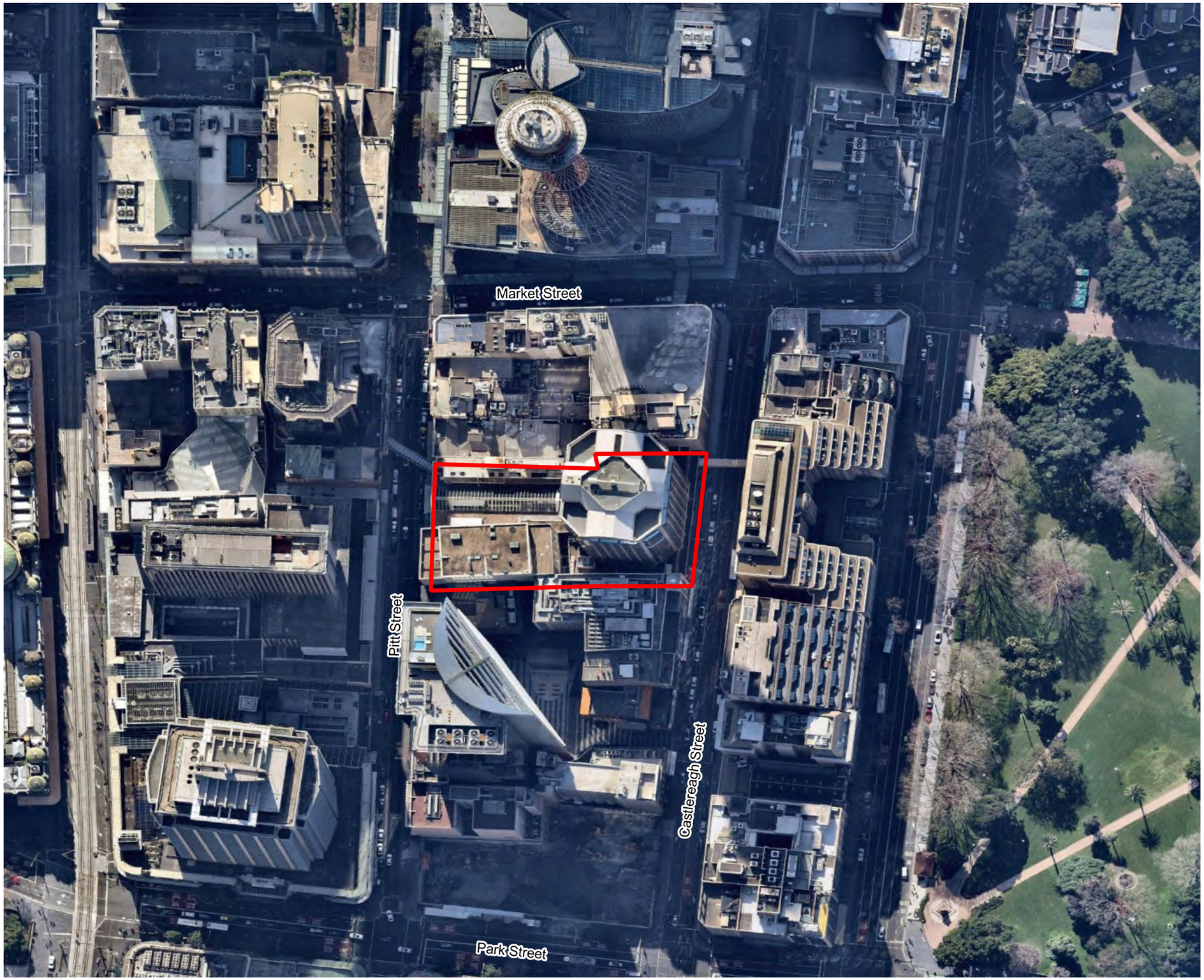
The contents of this report do not constitute formal design components such as are required, by the Health and Safety Legislation and Regulations, to be included in a Safety Report specifying the hazards likely to be encountered during construction and the controls required to mitigate risk. This design process requires risk assessment to be undertaken, with such assessment being dependent upon factors relating to likelihood of occurrence and consequences of damage to property and to life. This, in turn, requires project data and analysis presently beyond the knowledge and project role respectively of DP. DP may be able, however, to assist the client in carrying out a risk assessment of potential hazards contained in the Comments section of this report, as an extension to the current scope of works, if so requested, and provided that suitable additional information is made available to DP. Any such risk assessment would, however, be necessarily restricted to the environmental components set out in this report and to their application by the project designers to project design, construction, maintenance and demolition.

Douglas Partners Pty Ltd

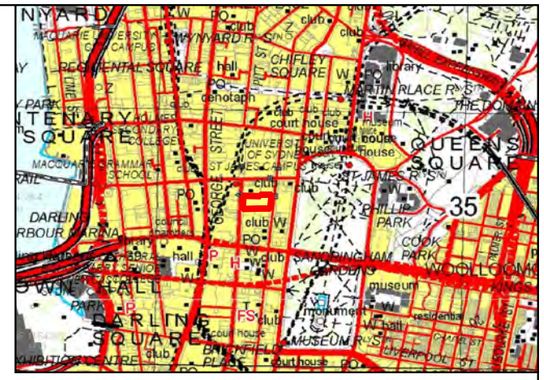
Appendix A

Drawings

About This Report



1178



LOCALITY MAP

Notes:
1. Basemap from nearmap.com (dated 01/08/2020)

Legend

Approximate Site Boundary

0 10 20 30 40 50 60 70 80 90 100 m

Douglas Partners
Geotechnics / Environment / Groundwater

CLIENT:	Stockland Commercial Property		
OFFICE:	Sydney	DRAWN BY:	LT
SCALE:	1:1000 @ A3	DATE:	25.08.2020

TITLE: **Site Location Plan**
Proposed Commercial Development
133 Castlereagh Street, Sydney

N

PROJECT No:	86990.01
DRAWING No:	1
REVISION:	0

About this Report

Douglas Partners

Introduction

These notes have been provided to amplify DP's report in regard to classification methods, field procedures and the comments section. Not all are necessarily relevant to all reports.

DP's reports are based on information gained from limited subsurface excavations and sampling, supplemented by knowledge of local geology and experience. For this reason, they must be regarded as interpretive rather than factual documents, limited to some extent by the scope of information on which they rely.

Copyright

This report is the property of Douglas Partners Pty Ltd. The report may only be used for the purpose for which it was commissioned and in accordance with the Conditions of Engagement for the commission supplied at the time of proposal. Unauthorised use of this report in any form whatsoever is prohibited.

Borehole and Test Pit Logs

The borehole and test pit logs presented in this report are an engineering and/or geological interpretation of the subsurface conditions, and their reliability will depend to some extent on frequency of sampling and the method of drilling or excavation. Ideally, continuous undisturbed sampling or core drilling will provide the most reliable assessment, but this is not always practicable or possible to justify on economic grounds. In any case the boreholes and test pits represent only a very small sample of the total subsurface profile.

Interpretation of the information and its application to design and construction should therefore take into account the spacing of boreholes or pits, the frequency of sampling, and the possibility of other than 'straight line' variations between the test locations.

Groundwater

Where groundwater levels are measured in boreholes there are several potential problems, namely:

- In low permeability soils groundwater may enter the hole very slowly or perhaps not at all during the time the hole is left open;
- A localised, perched water table may lead to an erroneous indication of the true water table;
- Water table levels will vary from time to time with seasons or recent weather changes. They may not be the same at the time of construction as are indicated in the report; and
- The use of water or mud as a drilling fluid will mask any groundwater inflow. Water has to be blown out of the hole and drilling mud must first be washed out of the hole if water measurements are to be made.

More reliable measurements can be made by installing standpipes which are read at intervals over several days, or perhaps weeks for low permeability soils. Piezometers, sealed in a particular stratum, may be advisable in low permeability soils or where there may be interference from a perched water table.

Reports

The report has been prepared by qualified personnel, is based on the information obtained from field and laboratory testing, and has been undertaken to current engineering standards of interpretation and analysis. Where the report has been prepared for a specific design proposal, the information and interpretation may not be relevant if the design proposal is changed. If this happens, DP will be pleased to review the report and the sufficiency of the investigation work.

Every care is taken with the report as it relates to interpretation of subsurface conditions, discussion of geotechnical and environmental aspects, and recommendations or suggestions for design and construction. However, DP cannot always anticipate or assume responsibility for:

- Unexpected variations in ground conditions. The potential for this will depend partly on borehole or pit spacing and sampling frequency;
- Changes in policy or interpretations of policy by statutory authorities; or
- The actions of contractors responding to commercial pressures.

If these occur, DP will be pleased to assist with investigations or advice to resolve the matter.

About this Report

Site Anomalies

In the event that conditions encountered on site during construction appear to vary from those which were expected from the information contained in the report, DP requests that it be immediately notified. Most problems are much more readily resolved when conditions are exposed rather than at some later stage, well after the event.

Information for Contractual Purposes

Where information obtained from this report is provided for tendering purposes, it is recommended that all information, including the written report and discussion, be made available. In circumstances where the discussion or comments section is not relevant to the contractual situation, it may be appropriate to prepare a specially edited document. DP would be pleased to assist in this regard and/or to make additional report copies available for contract purposes at a nominal charge.

Site Inspection

The company will always be pleased to provide engineering inspection services for geotechnical and environmental aspects of work to which this report is related. This could range from a site visit to confirm that conditions exposed are as expected, to full time engineering presence on site.

Appendix B

Historical Title Deeds

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 133 to 145 Castlereagh Street, Sydney

Description: - Lot 10 D.P. 828419 (excluding Stratum Lot 141 D.P. 1231660)

As regards the part numbered (1) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
10.06.1923 (1923 to 1968)	Hoskings Estate Co Limited	Vol 1449 Fol 140 Now Vol 4950 Fol 25
15.08.1968 (1968 to 1968)	Stocks & Holdings (General) Pty Limited	Vol 4950 Fol 25
15.08.1968 (1968 to 1971)	Stocks & Realty (Central) Pty Limited	Vol 4950 Fol 25
31.03.1971 (1971 to 1982)	Millbank Property Investments Pty Limited Now Abbey Orchard Property Investments Pty Limited	Vol 4950 Fol 25 Now Vol 13949 Fol 107
27.04.1982 (1982 to date)	# The Uniting Church in Australia Property Trust (N.S.W.)	Vol 13949 Fol 107 Now 10/828419

Denotes current registered proprietor

Easements: -

- 23.02.1938 (C 735050) Right of Footway over part – released 05.04.1974

As regards the part numbered (2) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
31.12.1929 (1929 to 1964)	James Edward Carruthers (Methodist Minister) (Also, others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Vol 4364 Fol 24 Now Vol 5862 Fol 232
10.12.1964 (1964 to 1972	Ebenezer Frank Vickery (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Vol 5862 Fol 232 Now Vol 9935 Fol's 89 & 90
13.07.1972 (1972 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	Vol 9935 Fol's 89 & 90 Now 10/828419

Denotes current registered proprietor

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards the part numbered (2A) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
02.03.1926 (1926 to 1960)	W.H. Paling & Co Limited	Vol 1865 Fol 219
16.03.1960 (1960 to 1972)	Ebenezer Frank Vickery (Also, others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Vol 1865 Fol 219 Now Vol 9935 Fol's 89 & 90
13.07.1972 (1972 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	Vol 9935 Fol's 89 & 90 Now 10/828419

Denotes current registered proprietor

As regards the part numbered (3) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
25.09.1933 (1933 to 1960)	W.H. Paling & Co Limited	Vol 4593 Fol 131
16.03.1960 (1960 to 1975)	Ebenezer Frank Vickery (Also, others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Vol 4593 Fol 131 Now Vol 10104 Folio 83
23.09.1975 (1975 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	Vol 10104 Folio 83 Now 10/828419

Denotes current registered proprietor

As regards the part numbered (4) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
16.04.1914 (1914 to 1924)	Charles Hadley Hayes (Gentleman)	Vol 2465 Fol 63
25.11.1924 (1924 to 1937)	Edwin Campbell Hayes (Clerk) Arthur Fortnam Hayes (Shipping Clerk) (Transmission Application not investigated)	Vol 2465 Fol 63
17.09.1937 (1937 to 1952)	Edwin Campbell Hayes (Clerk) – (& his deceased estate) Arthur Fortnam Hayes (Shipping Clerk) Gertrude Emily Strickland (Married Woman) Constance Emmeline Elizabeth Hayes (Spinster)	Vol 2465 Fol 63 Now Vol 4899 Fol's 204 to 207
29.10.1952 (1952 to 1959)	Edwin Campbell Hayes (Clerk) – (& his deceased estate) Minnie Beatrice Hayes (Widow) – (& her deceased estate) Gertrude Emily Strickland (Married Woman) Constance Emmeline Elizabeth Hayes (Spinster) – (& her deceased estate) (Transmission Application not investigated)	Vol 4899 Fol's 204 to 207

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Continued as regards the part numbered (4) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
20.10.1959 (1959 to	Hoskins Estate Co Pty Limited	Vol 4899 Fol's 204 to 207 Now Vol 8109 Fol 66
15.08.1968 (1968 to 1971)	Stocks & Holdings (General) Pty Limited	Vol 8109 Fol 66
31.03.1971 (1971 to 1982)	Millbank Property Investments Pty Limited Now Abbey Orchard Property Investments Pty Limited	Vol 8109 Fol 66 Now Vol 13949 Fol 107
27.04.1982 (1982 to date)	# The Uniting Church in Australia Property Trust (N.S.W.)	Vol 13949 Fol 107 Now 10/828419

Denotes current registered proprietor

Easements: -

- 23.02.1938 (C 735050) Right of Footway over part – released 05.04.1974

As regards the part numbered (5) on the attached Cadastral Records Enquiry Report

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
01.03.1922 (1922 to 1970)	James Edward Carruthers (also, numerous others) (Trustees Church Property Act 1889 to 1902) (Intervening trustees not listed)	Vol 2701 Fol 228
05.05.1970 (1970 to date)	# Methodist Church (N.S.W.) Property Trust Now # The Uniting Church in Australia Property Trust (N.S.W.)	Vol 2701 Fol 228 Now 10/828419

Denotes current registered proprietor

Leases, excluding premises, continued as regards the whole: -

- Lease Folios not investigated
- 12.09.1989 (Y 517772) to Capital Land Corporation Limited (now) Trust Company Limited – expires 01.08.2091
- (U 351512) to Sydney Electricity of Substation premises 6655 & 6656, together with Rights of Way and Easements
  - Lessee now Alpha Distribution Ministerial Holding Corporation
  - 28.02.2017 (AK 971351) Lease of Lease to Blue Asset Partner Pty Ltd, Eric Alpha Asset Corporation 1 Pty Ltd, Eric Alpha Asset Corporation 2 Pty Ltd, Eric Alpha Asset Corporation 3 Pty Ltd Eric Alpha Asset Corporation 4 Pty Ltd
  - 28.02.2017 (AK 971352) Sub Lease to Blue Op Partner Pty Ltd, Eric Alpha Operator Corporation 1 Pty Ltd, Eric Alpha Operator Corporation 2 Pty Ltd, Eric Alpha Operator Corporation 3 Pty Ltd Eric Alpha Operator Corporation 4 Pty Ltd

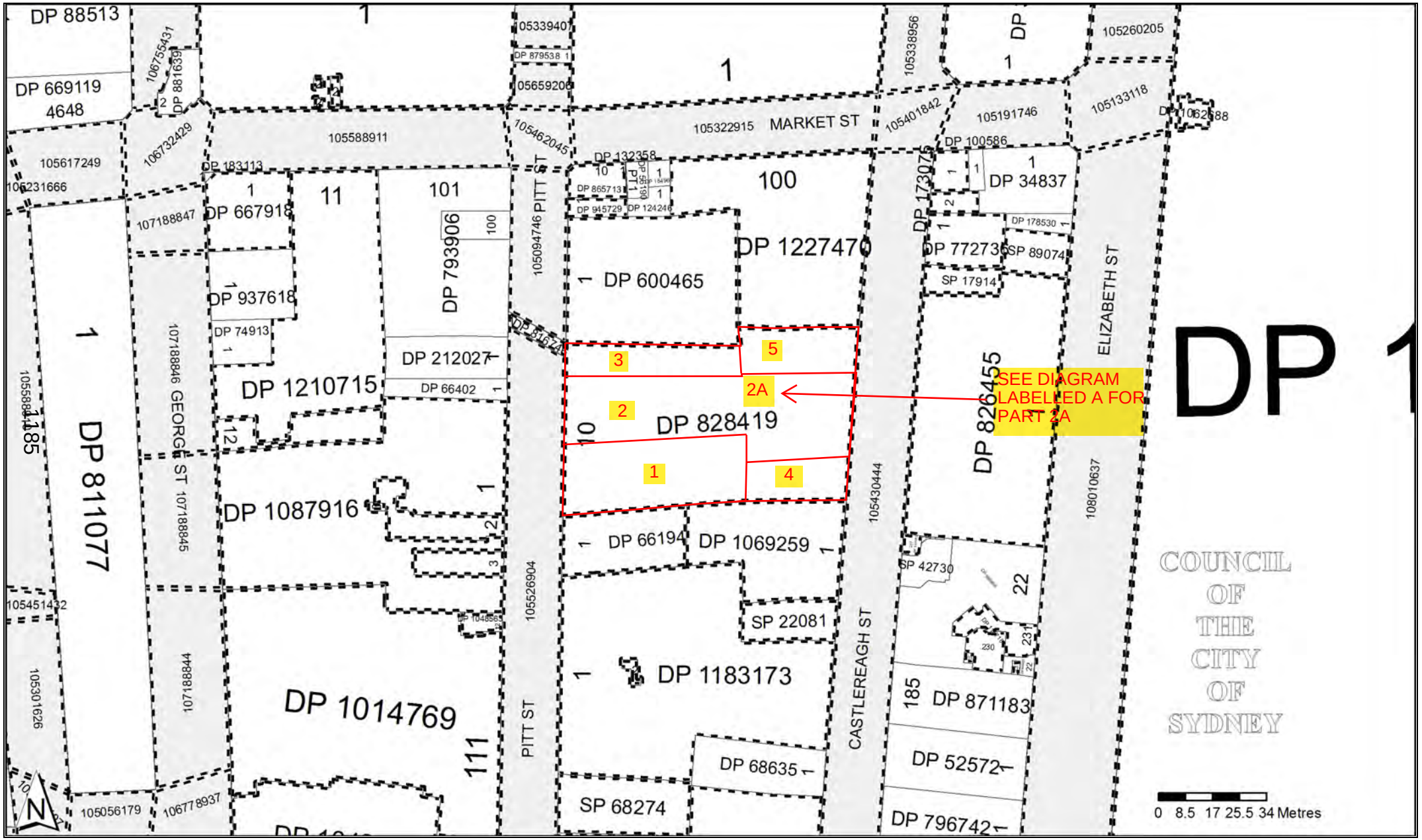
Easements continued as regards the whole: - NIL

Yours Sincerely,
Mark Groll
25 August 2020

Cadastral Records Enquiry Report : Lot 10 DP 828419

Ref : Sydney 133 Castlereagh Stree

Locality : SYDNEY
Parish : ST JAMES
LGA : SYDNEY
County : CUMBERLAND



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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

Req:R532601 /Doc:CT 12417-176 CT /Rev:14-Jan-2011 /NSW LRS /Pgs:ALL /Prt:24-Aug-2020 08:53 /Seq:1 of 6
© Office of the Registrar-General /Src:INFOTRACK /Ref:Sydney 133 Castlereagh Stree

12417176

[redacted]ICATE OF TITLE

NEW SOUTH WALES

[redacted] PROPERTY ACT, 1900

Vol. 12417 Fol. 176

Edition issued 24-4-1974.

Appln No.12234

Prior Title Vol.4950 Fol.25

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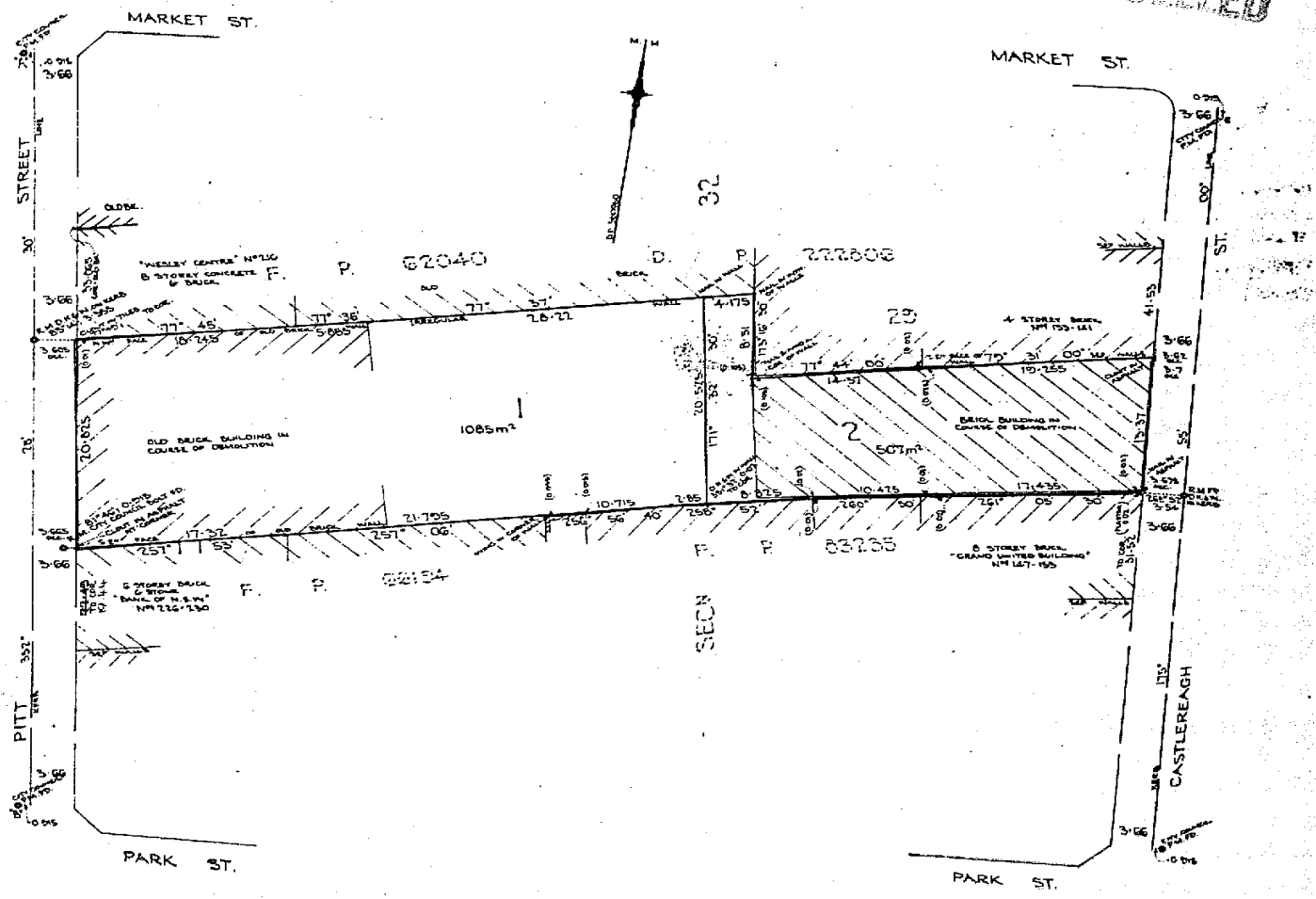
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Registrar General.

PLAN SHOWING LOCATION OF LAND

LENGTHS ARE IN METRES

CANCELLED



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 1 in Deposited Plan 560960 in the City of Sydney Parish of St.James and County of Cumberland being part of Allotment 7 of Section 32 granted to Patrick Moore on 16-8-1834 and part of Allotment 8 of Section 32 granted to John William Wood on 12-4-1837.

FIRST SCHEDULE

ABBEY ORCHARD PROPERTY INVESTMENTS PTY. LIMITED.

SECOND SCHEDULE

1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. ~~Mortgage No.N208321 to Four Millbank Nominees Limited. Entered 10-5-1973.~~ Discharged G697348
3. Mortgage No.N297800 to Permanent Nominees Limited. Entered 5-4-1974.
4. ~~Postponement of Mortgage No.N2[redacted] whereby Mortgage No.N297800 is entitled in priority as if it had been registered b[redacted] Mortgage No.N208321. Entered 5-4-1974.~~ Cancelled G697348

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

Vol. 12417 Fol. 176

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
This deed is cancelled as to the whole New Certificate of Title issued 29-10-1979 for lots in Deposited 602641 as follows:- Lots 3 Vol. 13949 Fol. 107 respectively.					

REGISTRAR GENERAL

NEW CERTIFICATE(S) OF TITLE ISSUING ON DP602641.
NO DEALING TO BE REGISTERED WITHOUT REFERENCE TO SURVEY DRAFTING BRANCH.

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
			For Leases of Premises see Schedule.					

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(Page 2 of 4 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R532601 /Doc:CT 12417-176 CT /Rev:14-Jan-2011 /NSW LRS /Pgs:ALL /Prt:24-Aug-2020 08:53 /Seq:2 of 6
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SECOND SCHEDULE (continued)

PREMISES COMPRISING PART OF THE BUILDING KNOWN AS "PICCADILLY COURT" - 222 PITT STREET, SYDNEY. (TOGETHER WITH AND RESERVING RIGHTS.)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	Shop or Suite.	Floor.	LESSEES	DATE OF EXPIRY	ENTERED	Signature of Registrar General	CANCELLATION
Lease	P498988	------	Suite 402.	4th.	to Astronaut Travel Service Pty. Limited.	31-8-1981.	10-12-1975.		
~~Lease~~	~~P530501~~	~~------~~	~~Shop 3.~~	~~--~~	~~to Bonna Knazovicka of Elizabeth Bay, Shop Proprietress.~~	~~6-10-1978.~~	~~10-12-1975.~~		EXPIRED.
~~Lease~~	~~P498986~~	~~------~~	~~Suite 1.~~	~~4th.~~	~~to Barley Marketing Board of New South Wales.~~	~~7-3-1978.~~	~~5-1-1976.~~		EXPIRED
Lease	P505695	------	Shop 17.	Castlereagh Street.	to Anthony Braddock, Retailer and Trisha Braddock, Married Woman, both of Darling Point.	9-10-1981.	5-1-1976.		
Lease	P831286	------	23,24 & 25	~~Castlereagh~~ Castlereagh Street	to Edward Beale of Sydney Pty. Limited	10-7-1980	6-8-1976		
Lease	Q95898	------	Shop 13.	--	to Montalivet Pty. Limited.	31-12-1979.	28-2-1977.		
Lease	Q98478	-------	Suite 3.	8th.	to H.P. Launder Pty. Limited.	30-9-1982.	10-3-1977.		
Lease	Q198830	-------	Suite 4.	8th.	to Mahdom Trading Company Pty. Limited.	30-9-1979.	16-5-1977.		
Lease	Q208362	------	Suite 2.	8th.	to Nicholas Joseph Papallo of Dover Heights, Retailer.	31-1-1983.	4-7-1977.		
Lease	Q210209	------	Shop 26.	Castlereagh Street.	to The Shirdress Shop Pty. Limited.	18-12-1980.	4-7-1977.		
Lease	Q235513	------	Shop 22.	Castlereagh Street.	to Gisele Bourgine of Double Bay, Retailer.	5-4-1980.	4-7-1977.		
Lease	Q235515	------	Shop 28.	Castlereagh Street.	to Michael Parkhill and Lalla Margaret Parkhill, both of Ashfield, Retailers.	20-4-1980.	4-7-1977.		
Lease	Q265211	------	Shop 5.	Pitt St.	to Judith Anne Purcell of Epping and Christine Anne Tanner of Rose Bay, Hairdressers.	30-4-1983 ~~30-4-1980.~~	27-7-1977.		
Lease	Q293107	------	Shop 4.	Pitt St.	to Raymond Charles Swanwick of Bellevue Hill, Retailer.	3-4-1983 ~~3-4-1980.~~	27-7-1977.		
Lease	Q293109	------	Shops 18 & 19.	Castlereagh Street.	to Kurt Seifert of Mount Ku-ring-gai, Retailer.	11-4-1980.	27-7-1977.		
~~Lease~~	~~Q293111~~	~~------~~	~~Shop 2.~~		~~to The Workers Cash Order and Finance Co. Limited.~~	~~31-8-1978.~~	~~27-7-1977.~~		EXPIRED
Lease	Q293113	------	Suite 5.	8th.	to The Workers Cash Order and Finance Co. Limited.	28-2-1980.	27-7-1977.		
Lease	Q450289	-------	Shop 21	Castlereagh Street	to David John Blaik and Peter Edward Blaik both of Licombe, Retailers.	5-6-1980	18-11-1977		
Lease	Q614170	------	Suite 3.	9th.	to Phonographic Performance Company of Australia Limited.	30-11-1980.	23-3-1978.		
Lease	Q737729	------	Shops 29 & 30	Castlereagh Street	to Sam Vlahos of Sydney, Retailer and Olga Vlahos his wife	15-10-1981	16-6-1978		
Lease	R16867	------	Suite 904.	9th.	to Corporate Direction Pty. Limited.	30-6-1980.	20-12-1978.		

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R532601 /Doc:CT 12417-176 CT /Rev:14-Jan-2011 /NSW LRS /Pgs:ALL /Prt:24-Aug-2020 08:53 /Seq:3 of 6
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SECOND SCHEDULE (continued)

see extra sheet

INSTRUMENT			LESSEES	DATE OF EXPIRY	ENTERED	Signature of Registrar General	CANCELLATION
NATURE	NUMBER	DATE					

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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CT 10/7/78

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Req:R532601 /Doc:CT 12417-176 CT /Rev:14-Jan-2011 /NSW LRS /Pgs:ALL /Prt:24-Aug-2020 08:53 /Seq:4 of 6
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Req:R532601 /Doc:CT 12417-176 CT /Rev:14-Jan-2011 /NSW LRS /Pgs:ALL /Prt:24-Aug-2020 08:53 /Seq:5 of 6
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To be used for entry of Delayed No's only.

Q 265211 L Shop 5 Pitt Level R
— 2 CCL R
Q 293107 L Shop 4 Pitt Level R
— 8 CCL R
— 9 L Shop 18-19 Castlereagh Level L R
— 10 CCL R
— 1 L Shop 2 Piccadilly Arcade R
— 2 CCL R
— 3 Suite 5 8th Floor (L) R
— 4 CCL. R
CT 5.8.77.
Q 450289 L Shop 21 R
— 290 CCL R
Q 614170 L
Suite 3 on 9th Floor
— 1 CCL } R
Q 697348 D/M (N 208321) R
Q 737729 L Shop 29 + 30
— 30 CCL } R
~~Q 975217 L Shop 22~~
~~— 8 CCL~~
~~— 9 L Shop 27~~
~~— 20 CCL~~ rejected 18.12.79.
R 1686 L
— 7 CCL } R
R 53794 L
5 CCL } Rejected
R 84171 L Rejected.
CT 27/2/79
R 340871/2/3/L 4 CCLS.
R 403833/4 Sec CCL

Req:R532601 /Doc:CT 12417-176 CT /Rev:14-Jan-2011 /NSW LRS /Pgs:ALL /Prt:24-Aug-2020 08:53 /Seq:6 of 6
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Req:R497087 /Doc:CT 13949-107 CT /Rev:20-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:1 of 8
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[redacted]FICATE OF TITLE

13949107

NEW SOUTH WALES

[redacted]AL PROPERTY ACT, 1900

Vol. 13949 Fol. 107

CANCELLED W

EDITION ISSUED

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CW 29 10 1979

Appln. Nos.12234 & 18514

Prior Titles Vol.12417 Fols.176 & 177

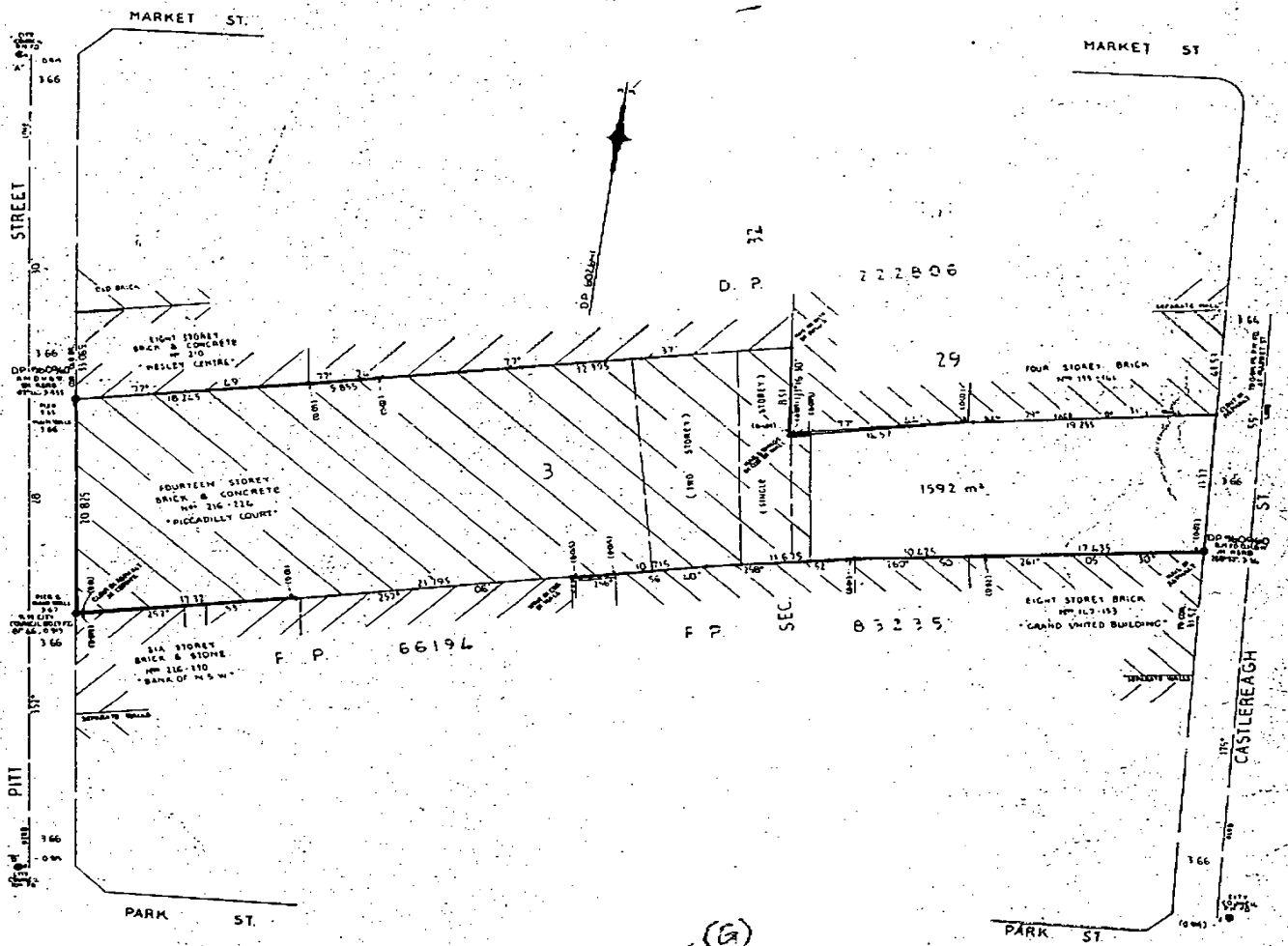
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Registrar General.

(Page 1) Vol. 13949 Fol. 107

PLAN SHOWING LOCATION OF LAND

LENGTHS ARE IN METRES



(G)

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 3 in Deposited Plan 602641 at Sydney in the City of Sydney Parish of St.James and County of Cumberland being part of Allotment 7 of Section 32 granted to Patrick Moore on 16-8-1834, part of Allotment 8 of Section 32 granted to John William Wood on 12-4-1837 and part of Allotment 28 of Section 32 granted to Hugh Taylor on 23-8-1838.

FIRST SCHEDULE

~~ABBEY ORCHARD PROPERTY INVESTMENTS PTY. LIMITED.~~

SECOND SCHEDULE

1. Reservations and conditions, if any, contained in the Crown Grants above referred to.
2. ~~N297800 Mortgage to Permanent Nominees Limited of the part formerly comprised in Certificate of Title Volume 12417 Folio 176. Discharged S762477.~~
3. ~~R191747 Mortgage to Permanent Nominees Limited of the part formerly comprised in Certificate of Title Volume 12417 Folio 177 Discharged S762478.~~ 1102

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

G 2/62

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE REGISTRAR GENERAL'S OFFICE.

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	Signature of Registrar General
The Uniting Church in Australia Property Trust (N.S.W.) by Transfer S987138. Registered 27-4-1982.				
FOLIO CANCELLED – NEW FOLIO IS 3/602641				

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	Signature of Registrar General	CANCELLATION	
~~W906840~~		~~Caveat by By-Law No.2 Pty.Limited as regards Suite 1, 4th floor, Piccadilly Court, 222 Pitt Street, Sydney. Registered 10-8-1987.~~			Withdrawn	X531949
~~X008228~~		~~Caveat by State Bank of New South Wales. Registered 31-8-1988.~~			Y517760	
~~X992483~~		~~Caveat by the Uniting Church in Australia Property Trust (N.S.W.) against premises being Levels 3 and 4 Piccadilly Plaza, The Lyceum Theatre area, The Wesley Central Mission area at or below Pitt Street level, together with car parking spaces on car parking level 2 known as Piccadilly Plaza, 206-222 Pitt Street and 133-141 Castlereagh Street and 222 Pitt Street, Sydney. Registered 15-12-1988.~~				
~~X992484~~		~~Caveat by The Uniting Church in Australia Property Trust (N.S.W.) against premises being Levels 2, 3 and 5 known as Piccadilly Court, 222 Pitt Street, Sydney. Registered 15-12-1988.~~			Y517779	
Caveat	Y517778	~~By~~ The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. ~~Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 PITT Street, Sydney. Registered 12-9-1989~~			Y517778	

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R497087 /Doc:CT 13949-107 CT /Rev:20-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:2 of 8
© Office of the Registrar-General /Src:INFOTRACK /Ref:Sydney 133 Castlereagh Stree

PREMISES COMPRISING PART OF THE BUILDING KNOWN AS "PICCADILLY COURT" - 222 PITT STREET, SYDNEY. (Together with and reserving rights).

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP OR SUITE	FLOOR	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
Lease	P498988	Suite 402	4th.	to Astronaut Travel Service Pty.Limited.	31- 8-1981	10-12-1975		Expired 5483151.
Lease	P505695	Shop 17	Castlereagh Street	to Anthony Braddock, Retailer and Trisha Braddock, Married Woman, both of Darling Point.	9-10-1981	5 -1-1976		Surrendered R804906.
Lease	P831286	Shops 23, 24 & 25	Castlereagh Street	to Edward Beale of Sydney Pty.Limited.	10- 7-1980	6- 8-1976		Expired 21-7-1982.
Lease	Q95898	Shop 13		to Montalivet Pty.Limited.	31-12-1979	28- 2-1977		X566277
Lease	Q98478	Suite 3	8th.	to H.P. [illegible]der Pty.Limited.	30- 9-1982	10- 3-1977		Expired 25-7-1984.
Lease	Q198830	Suite 4	8th.	to Mabdom Trading Company Pty.Limited.	30- 9-1979	16- 5-1977		Expired 25-3-1980
Lease	Q208362	Suite 2	8th.	to Nicholas Joseph Papa[illegible] of Dover Heights, Retailer.	31- 1-1983	4- 7-1977		X566277
Lease	Q210209	Shop 26	Castlereagh Street	to The Shirtdress Shop Pty.Limited	18-12-1980	4- 7-1977		Expired 7-12-1981.
Lease	Q235513	Shop 22	Castlereagh Street	to Gisele Bourgine of Double Bay, Retailer.	5- 4-1980	4- 7-1977		Expired 27-4-1982.
Lease	Q235515	Shop 28	Castlereagh Street	to Michael Parkhill and [illegible]da Parkhill, both of Ashfield, Retailers.	20- 4-1980	4- 7-1977		X566277
Lease	Q265211	Shop 5	Pitt Street	to Judith Anne Pure[illegible] of Epping and Christine Anne Tanner of Rose Bay, Hairdressers.	30- 4-1980 30- 4-1983 3- 4-1980	27- 7-1977		5-3-1984
Lease	Q293107	Shop 4	Pitt Street	to Raymond Cha[illegible] Swanwick of Bellevue Hill, Retailer.	3- 4-1983	27- 7-1977		X566277
Lease	Q293109	Shops 18 & 19	Castlereagh Street	to Kurt Seifert of Mount [illegible]ring-gai, Retailer.	11- 4-1980	27- 7-1977		X566277
Lease	Q293113	Suite 5	8th.	to The Workers Cash Order and Finance Co.Limited.	28- 2-1980	27- 7-1977		Expired 1-8-1980
Lease	Q450289	Shop 21	Castlereagh Street	to David John Blaik and Peter Edward Blaik, both of Lidcombe, Retailers.	5- 6-1980	18-11-1977		Surrendered R666980 R666981
Lease	Q614170	Suite 3	9th.	to Phonographic Performance Company of Australia Limited.	30-11-1980	23- 3-1978		4-1-1984
Lease	Q737739	Shops 29 & 30	Castlereagh Street	to Sam Vlahos of Sydney, Retailer and Olga Vlahos, his wife.	15-10-1981	16- 6-1978		Expired 22-2-1982.
Lease	R16867	Suite 904	9th.	to Corporate Direction Pty.Limited.	30- 6-1980	20-12-1978		29-5-1986
Lease	R340871	Shop 27	Piccadilly Arcade	to Leslie Barry Hughes of Croydon, Shop Proprietor, and Nancy Jean Hughes, his wife, as joint tenants	31-5-1983	14-11-1979		Surrendered S987136 S987137.
Lease	R340873	Shops 2 & 3	Piccadilly Arcade	to Bonna Knazovicka of Elizabeth Bay, Shop Proprietress, together with option of renewal.	6-10-1981	14-11-1979		Expired 22-2-1982
Lease	R403838	Suites 5 & 6	9th.	to Corporate Direction Pty.Limited, together with option of renewal.	2-1-1981	14-11-1979		29-5-1986
Lease	R456747	Shop 21	Castlereagh Street.	to Surgeon Baijan of Maroubra, Key Cutter and Engraver, together with option of renewal.	31-5-1982.	14-11-1979		Surrendered S987134. S987135.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R497087 /Doc:CT 13949-107 CT /Rev:20-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:3 of 8
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SECOND SCHEDULE (continued)

PREMISES COMPRISING PART OF THE BUILDING KNOWN AS "PICCADILLY COURT" - 222 PITT STREET, SYDNEY. (Together with and reserving rights).

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP OR SUITE	FLOOR	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
~~Lease~~	~~R666978~~	~~Shops 14, 14, 16.~~	~~to Ronald Nathan of Maroubra in ½ share and Graham White of Marrickville in ½ share, Shop Proprietors, tenancy in common~~		~~31-12-1981~~	~~25-3-1980~~		
~~Lease~~	~~R666978~~ ~~R744305~~	~~Shops Suite 14, 15, 16.~~	~~Pitt Street.~~	~~to Ronald Nathan of Maroubra in ½ share and Graham White of Marrickville in ½ share, Shop Proprietors, tenancy in common~~	~~31-12-1981~~	~~25-3-1980~~		Expired 22-2-1982.
~~Lease~~	~~R744305~~	~~Suite 1~~	~~9th.~~	~~to Bali Travel Service Pty.Limited, together with option of renewal.~~	~~31-12-1982~~	~~25-3-1980~~		29-5-1986
~~Lease~~	~~R744307~~	~~Shop 7~~	~~Pitt Street~~	~~to Bali Travel Service Pty Limited together with option of renewal~~	~~31-12-1982~~	~~25-3-1980~~		Surrendered S499270 S499271
~~Lease~~	~~R744309~~	~~Suite 4~~	~~8th~~	~~to Mahdom Pty Limited~~	~~30-9-1982~~	~~25-3-1980~~		Expired 25-7-1984.
~~Lease~~	~~R744313~~		~~10th, 11th, 12th, 13th.~~	~~to Her Most Gracious Majesty Queen Elizabeth the Second. Together with option of renewal.~~	~~31-1-1984~~	~~25-3-1980~~		/Expired 24-5-1984
~~Lease~~	~~R744315~~	~~Suite 8~~	~~9th~~	~~to Rose Bros. (Aust) Pty.Limited, together with option of renewal.~~	~~31-8-1982~~	~~25-3-1980.~~		29-5-1986
~~Lease~~	~~R746450~~	~~Suite 1.~~	~~8th.~~	~~to Italian Chamber of Commerce in Australia. Together with Option of Renewal.~~	~~31-10-1982.~~	~~10-6-1980.~~		4-1-1984
~~Lease~~	~~R744311~~	~~Shop 17.~~	~~Piccadilly Court.~~	~~to The Shirtdress Shop Pty Limited. Together with Option of Renewal.~~	~~18-12-1986.~~	~~10-6-1980.~~		Expired 25-7-1984.
~~Lease~~	~~R960850~~ R960849	~~Shop 4.~~	~~Pitt Level.~~	~~to Raymond Charles Swanwick of Bellevue Hill, Retailer.~~	~~3-4-1983.~~	~~10-6-1980.~~		Expired 30-8-1983
~~Lease~~	~~R881023~~		~~Whole 3rd.~~	~~to Republic of Indonesia. Together with Option of Renewal.~~	~~31-12-1982.~~	~~10-6-1980.~~		X566278
~~Lease~~	~~R918173~~	~~Suite 5~~	~~8th~~	~~to Able Management Resources Pty. Limited, together with option of renewal.~~	~~28-2-1983~~	~~1-8-1980~~		5-3-1984
~~Lease~~	~~R955187~~	~~Shop 20~~	~~Castlereagh St. Level~~	~~to George Frederick Witham of Kyeemagh, Painter-Decorator and Susan Elizabeth Witham his wife as joint tenants, together with option of renewal~~	~~27-2-1983~~	~~1-8-1980~~		Expired 30-8-1983
~~Lease~~	~~R960807~~	~~Shop 18~~	~~Castlereagh St. Level~~	~~to Michael Parkhill and Lalla Margaret Parkhill both of Blarland, Shop Proprietors as joint tenants, together with option of renewal~~	~~11-4-1983~~	~~1-8-1980~~		Expired 30-8-1983
~~Lease~~	~~R986025~~	~~Suite 2.~~	~~7th.~~	~~to Secretarial Co-operative Society Limited. Together with Option of Renewal.~~	~~14-3-1983.~~	~~12-8-1980.~~		Expired 16-6-1983.
~~Lease~~	~~S188684~~	~~Shops 8,9 & 10.~~	~~Pitt Street.~~	~~to Max Goumas of Ashfield, Shop Proprietor.~~	~~11-5-1985.~~	~~26-11-1980.~~		29-5-1986
~~Lease~~	~~S188686~~	~~Shop 6.~~	~~Pitt St.,~~	~~to George Mouzayek and Alan Mouzayek, both of Marrickville, Shop Proprietors, tenants in common. Together with Option of Renewal.~~	~~20-1-1983.~~	~~26-11-1980.~~		X566277
~~Lease~~	~~S188690~~	~~Shop 28.~~	~~Castlereagh Street.~~	~~to Geoffrey Clifton of Le Pontet, Wholesaler. Together with Option of Renewal.~~	~~20-5-1983.~~	~~26-11-1980.~~		Expired 30-8-1983
~~Lease~~	~~S249205~~	~~Suite 1~~	~~5th~~	~~to Instant Companies (Aust) Pty. Limited together with option of renewal.~~	~~30-6-1983~~	~~2-1-1981~~		Expired 30-8-1983
~~Lease~~	~~S249207~~	~~Suite 909~~	~~9th~~	~~to Grierson (Aust) Pty. Limited together with option of renewal~~	~~14-9-1983~~	~~2-1-1981~~		Expired 24-5-1984
~~Lease~~	~~S249209~~	~~Suite 4~~	~~9th~~	~~to Corporate Directions Pty. Limited together with option of renewal~~	~~30-6-1983~~	~~2-1-1981~~		X566278

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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© Office of the Registrar-General /Src:INFOTRACK /Ref:Sydney 133 Castlereagh Street

SECOND SCHEDULE (continued)

PREMISES COMPRISING PART OF THE BUILDING KNOWN AS "PICCADILLY COURT" - 222 PITT STREET, SYDNEY. (Together with and reserving rights)

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP OR SUITE	FLOOR	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
~~Lease~~	~~S249203~~	~~Shop 7~~	~~Pitt Street~~	~~to Surinder Singh Kumar and Helen Louise Keogh as tenants in common. Together with option of renewal~~	~~6-7-1983.~~	~~29-5-1981~~		4-1-1984
Lease	S353426	Suite 1 Whole	7th Floor& 6th Floor	to The Commonwealth of Australia.	~~31-7-1991~~ 31-7-1991	29-5-1981		
~~Lease~~	~~S424212~~	~~-~~	~~1st Floor~~	~~to Bokum Holdings Proprietary Limited. Together with option of Renewal.~~	~~30-11-1983~~	~~29-5-1981~~		X566278
~~Lease~~	~~S483151~~	~~Suite 2~~	~~Level 4~~	~~to Astronaut Travel Service Pty. Limited.~~	~~30-9-1986~~	~~29-5-1981~~		X566278
~~Lease~~	~~S499272~~	~~Shops 11, 12 and 13~~	~~Piccadilly Arcade~~	~~to Noritake (Australia) Limited. Together with option of Renewal.~~	~~31-12-1984~~	~~29-5-1981~~		X566276
~~Lease~~	~~S526617~~	~~Shop 1.~~	~~Pitt Street.~~	~~to George Zarmarian and George Tomassian as joint tenants.~~	~~26-1-1987.~~	~~27-8-1981.~~		X566278
~~Lease~~	~~S607974~~	~~Shop 27.~~	~~Castlereagh Street.~~	~~to Manzilla Pty. Limited.~~	~~14-1-1986.~~	~~27-8-1981.~~		X566277
~~Lease~~	~~S821486~~	~~Shop 26.~~	~~Castlereagh Street.~~	~~to The Shirtdress Shop Pty. Limited.~~ Shirtdress	~~18-12-1986.~~	~~7-12-1981.~~		~~Y~~717772
~~Lease~~	~~S821488~~	~~Suite 2.~~	~~9th.~~	~~to Phonographic Performance Company of Australia Limited.~~	~~30-11-1983.~~	~~7-12-1981.~~		29-5-1986
~~Lease~~	~~S940875~~	~~Shops 2 and 3.~~	~~Pitt Street.~~	~~to Bonna Knazovicko.~~	~~6-10-1984.~~	~~22-2-1982.~~		T917140
~~Lease~~	~~S940879~~	~~Shops 14 15. & 16.~~	~~Pitt Street.~~	~~to Ronald Nathan and Graham White, as tenants in com~~	~~31-12-1986.~~	~~22-2-1982.~~		~~Y~~777772
~~Lease~~	~~S940881~~	~~Shops 29 & 30.~~	~~Castlereagh Street.~~	~~to Joseph Obaid and Selwa Obaid, as joint tenants.~~	~~31-8-1986.~~	~~22-2-1982.~~		~~Y~~777772
~~Lease~~	~~S940883~~	~~-~~	~~Whole 2nd.~~					
		~~Suites 1 and 1A.~~	~~4th.~~	~~to Metropolitan Water Sewerage & Drainage Board. Together with~~				
		~~Suite 2.~~	~~5th.~~	~~an option of renewal.~~	~~30-9-1983.~~	~~22-2-1982.~~		Expired 16-1-1985
~~S940877 Lease~~	~~S940877~~	~~Shop 5.~~	~~Pitt Street.~~	~~to Christine Anne Tanner. Together with an option of renewal.~~	~~30-4-1983.~~	~~27-4-1982.~~		5-3-1984
~~Lease~~	~~S987132~~	~~Shops 21. & 22.~~	~~Castlereagh Street.~~	~~to Tourex Development Company Limited. Together with an option of renewal.~~	~~28-9-1983.~~	~~27-4-1982.~~		Expired 25-7-1984.
~~Lease~~	~~T43500~~	~~Shop 23.~~	~~Castlereagh Street.~~	~~to M.F. Conlan Pty. Ltd. Together with an option of renewal~~	~~28-3-1985.~~	~~21-7-1982.~~		X566277
~~R860850 Lease Lessees now Colleen Dawn Stevenson and Kieran Kelly Stevenson as tenants in common by Transfer S884824. Registered 28-1-1982~~								Cancelled 30-8-1983
~~S100607 Lease Lessee now Hassan Merhi by Transfer S859~~ Registered 30-12-1981.								X566277
~~S100690 Lease Lessees now Frank Berki and Lily Alice Berki as joint tenants by Transfers S987139, S987140. Registered 24-3-1982.~~								Cancelled 30-8-1983
~~R918173 Lease Lessee now Qinter Pty. Ltd. by Transfer S772884. Registered 4-11-1~~								5-3-1984

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

SEE OVER

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S568174 CT 25.6.81

S607974 — 5 cc

S762477 — 78

S821486 78 90

S824779 (R744309)

S940875 6 to 84

S940877 — 84

S987132

S987133

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T43500 — 1 of 4

T602252 R

S987132 S987133

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UPDATE COMPLETE 2-11-92

SECOND SCHEDULE (continued)

PREMISES COMPRISING PART OF THE BUILDING KNOWN AS "PICCADILLY COURT". 222 PITT STREET, SYDNEY. TOGETHER WITH AND RESERVING RIGHTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP OR SUITE NO.	FLOOR.	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
Lease	T602252	Suite 2.	7th.	to Secretarial Co-operative Society Limited.	14-3-1986.	16-6-1983.		X566278
Lease	T719164	Shop 4	Pitt Street	to Gary Reginald Cou[illegible], together with option of renewal.	30-6-1986	30-8-1983		X566276
Lease	T719165	Shop 28	Castlereagh Street	to Frank Berki and Lily Alice Berki as joint tenants, together with option of renewal	20-5-1986	30-8-1983		Y517772
Lease	T719166	Shop 20	Castlereagh Street	to Walid Kossefi.	27-2-1986	30-8-1983		X566277
Lease	T719167	Shop 18	Castlereagh Street	to Kerry John McLoughlin	11-4-1986	30-8-1983		Y517772
Lease	T719168	Suite 501	5th	to Rafas Holdings Pty.Limited, together with option of renewal	30-6-1986	30-8-1983		X566279
Lease	T917137	Shop 7	Pitt Street	to Comserv (No. [illegible]) Pty.Limited, together with option of renewal	13-10-1986	4-1-1984		X566276
Lease	T917138	Suite 1	8th	to Italian Chamber of Commerce in Australia, together with option of renewal	31-10-1985	4-1-1984		X566278
Lease	T917139	Suite 903	9th	to Getor Pty.Limited, together with option of renewal	30-9-1986	4-1-1984		Y517763
Lease	T917141	Shops 2 & 3	Pitt Street	to Elizabeth Smart and Fryal [illegible]nir as tenants in common, together with option of renewal	17-5-1986	4-1-1984		V878751
Lease	V13711	Shop 5.	Pitt Street	to Christine Anne Tanner, together with option of renewal	30-4-1986	5-3-1984		Y517768
Lease	V13712	Suite 802	8th	to Nicholas Joseph Papallo, together with option of renewal.	30-6-1986	5-3-1984		
Lease	V13713	Suite 805	8th	to Hardy Brothers Limited, together with option of renewal	30-9-1984	5-3-1984		16-6-1986
Lease	V114262		Whole 10th, 11th, 12th, 13th.	to Her Most Gracious Majesty Queen Elizabeth II.	31-1-1990	24-5-1984		
Lease	V114263	909	9th	to Grierson (Aust) Pty. Limited, together with an option of renewal.	30-11-1986	24-5-1984		27-5-1986
Lease	V246614	Shop 21.	Castlereagh Street.	to Artdor Pty. Limited. With an option of renewal.	28-2-1987	25-7-1984.		X566276
Lease	V246615	Suites 803 & 804.	8th.	to Same & Lamborghini Tractors of Australia Pty. Limited. With an option of renewal.	28-2-1987.	25-7-1984.		X566277
Lease	V246616	Shop 17.	Castlereagh Street.	to The Shirtdress Shop Pty. Limited.	18-12-1989.	25-7-1984.		Y517769
Lease	V506719	Whole 2nd 4th, 5th,	Whole 2nd					
Lease	V506719	401, 401A 502	4th 5th	to Metropolitan Water Sewerage and Drainage Board. Option of renewal 2 years.	30-9-1989	16-1-1985		X566277

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

(Page 6)

T719164 L
5 L
6 L
7 L
8 L
CT 6.12.83

T917137 L
T - 38 L
T - 39 L
T - 40 S L
T - 41 L

V13711 L
- 2 L
- 3 L

CT 12.4.84

V114262 L
V114263 L
CT 3 JUL 1984

V246614 L R
V246615 L R
V246616 L R
V506719 L
V707687 L Left 804

8 L
DELETED 2008
New Form Letter sent 6/7/05.

V878751 Surrender 7524 (2 of 3)
7524

13949-107

SECOND SCHEDULE (continued)

PREMISES BEING PART OF "PICCADILLY COURT" 222 PITT STREET, SYDNEY. WITH AND RESERVING RIGHTS

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP OR SUITE	FLOOR	LESSEES	DATE OF EXPIRY	ENTERED	Signature of Registrar General	CANCELLATION
~~Lease~~	~~V707687~~	~~Suite 904~~	~~9th~~	~~to Getor Pty.Limited. Option of renewal 3 years~~	~~30-9-1986~~	~~29-5-1986~~		Y517763
~~Lease~~	~~V878752~~	~~Shops 2 & 3~~	~~Pitt Street~~	~~to Giok Lim Salacam and Sandra Hing as tenants in com~~	~~30-9-1989~~	~~29-5-1986~~		Y517767
Lease	V974658	Suite 808	8th	to Nicholas Theofilos Hatzistergos	31-5-1991	29-5-1986		
Lease	W150478	Suite 402	4th					
		Suite 905	9th	to C.M.P. (Office Services) Pty.Limited	31-7-1991	29-5-1986		
Lease	W185807	--	Level 1	to Tayscott Pty.Limited	30-10-1997	29-5-1986		
Lease	W185808	Suite 901	9th	to Tourex Development Company Limited	30-9-1991	29-5-1986		
~~Lease~~	~~W213609~~	~~Shops 8, 9 & 10~~	~~Pitt Street~~	~~to Siren Records Pty.Limited~~	~~30-11-1994~~	~~29-5-1986~~		Y517765 & Y517766
Lease	W233619	Suite 908	9th	to John Conti Holdings Pty.Limited	31-3-1991	29-5-1986		
Lease	W340777	Suite 902	9th	to Victor Aghion & Sons Pty.Limited	28-2-1994	29-5-1986		
~~Lease~~	~~W362598~~	~~Suite 805~~	~~8th~~	~~to Registry Managers (Australia) Pty.Limited~~	~~31-3-1990~~	~~16-6-1986~~		Y517771
~~Lease~~	~~V878752~~	~~---~~	~~X103450~~	~~Transfer of Lease to Suresh Dharamdas Mehta.~~	~~---~~	~~30-9-1987~~		Y517767
Lease	W340777	---	X566280	Transfer of Lease to Tourex Development Company Limited	---	27-5-1988		
Lease	X566281	Suite 702	7th	to Secretarial Co-operative Society Limited	14-3-1995	27-5-1988		
Lease	X566282	Suite 909	9th	to Grierson (Aust.)Pty.Ltd.	30-11-1992	27-5-1988		
~~Caveat~~	~~X808228~~							
Lease	Y517761	Suite 801	Level 8	to Italian Chamber of Commerce in Australia.	31-10-1991	12-9-1989		
~~Lease~~	~~Y517762~~	~~Suite 803 & 804~~	~~Level 8~~	~~to The Natural Way Pty. Limited.~~	~~28-2-1990~~	~~12-9-1989~~		
Lease	Y517763	Suites 903 & 904	Level 9	to Getor Pty. Limited. Option of renewal for 3 years.	30-9-1989	12-9-1989		
Lease	W233619		Y517764	Transfer of Lease to Nicholas Theofilos Hatzistergos and Michael Hersch as tenants in common.		12-9-1989		
~~Lease~~	~~Y517772~~		~~to Capital~~	~~Land Corporation~~				
Lease	Y517772		LEVEL 1	to Capital Land Corporation Pty. Limited	1-8-2091	12-9-1989		
Lease	Y517772		Level 2	Y517773 Lease to The Uniting Church in Australia Property Trust (N.S.W.) Option of renewal for 10 years.	1-8-2091	12-9-1989		
Lease	Y517772		Level 3	Y517774 Lease to The Uniting Church in Australia Property Trust (N.S.W.) Option of renewal for 10 years.	1-8-1998	12-9-1989		
Lease	Y517772		Level 5	Y517775 Lease to The Uniting Church in Australia Property Trust (N.S.W.) Option of renewal for 10 years.	1-8-1998	12-9-1989		
Lease	Y517772	Y517776		Mortgage to A.G.C. (Advances) Limited.	1-8-1998	12-9-1989		

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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Req:R497087 /Doc:CT 13949-107 CT /Rev:20-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:8 of 8
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SECOND SCHEDULE (continued)

(3949-10)

Y517777 CML -777TL -778X (Y517772 25)

PREMISES BEING PART OF "PICCADILLY COURT" 222 PITT STREET, SYDNEY. WITH AND RESERVING RIGHTS

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP OR SUITE	FLOOR	LESSEES	DATE OF EXPIRY	ENTERED	Signature of Registrar General	CANCELLATION
Lease	W185808		Y517777	Transfer of Lease to Selwyn Litton.		12-9-1989		
~~Lease~~	~~Y517772~~	~~Y517778~~	~~Caveat~~	~~by The Uniting Church In Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below~~				
Lease	Y517772	Y517778	Caveat	by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. ~~Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989.~~				

1199

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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VOL. 13949 FOL. 107

Historical Title

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
17/8/2020 9:59AM

FOLIO: 3/602641

First Title(s): OLD SYSTEM
Prior Title(s): VOL 13949 FOL 107

Recorded	Number	Type of Instrument	C.T. Issue
28/3/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
7/8/1990	DP602641	DEPOSITED PLAN	FOLIO CREATED CT NOT ISSUED
10/9/1990	DP804650	DEPOSITED PLAN	FOLIO CANCELLED
25/10/1991		AMENDMENT: VOL FOL INDEX	

*** END OF SEARCH ***

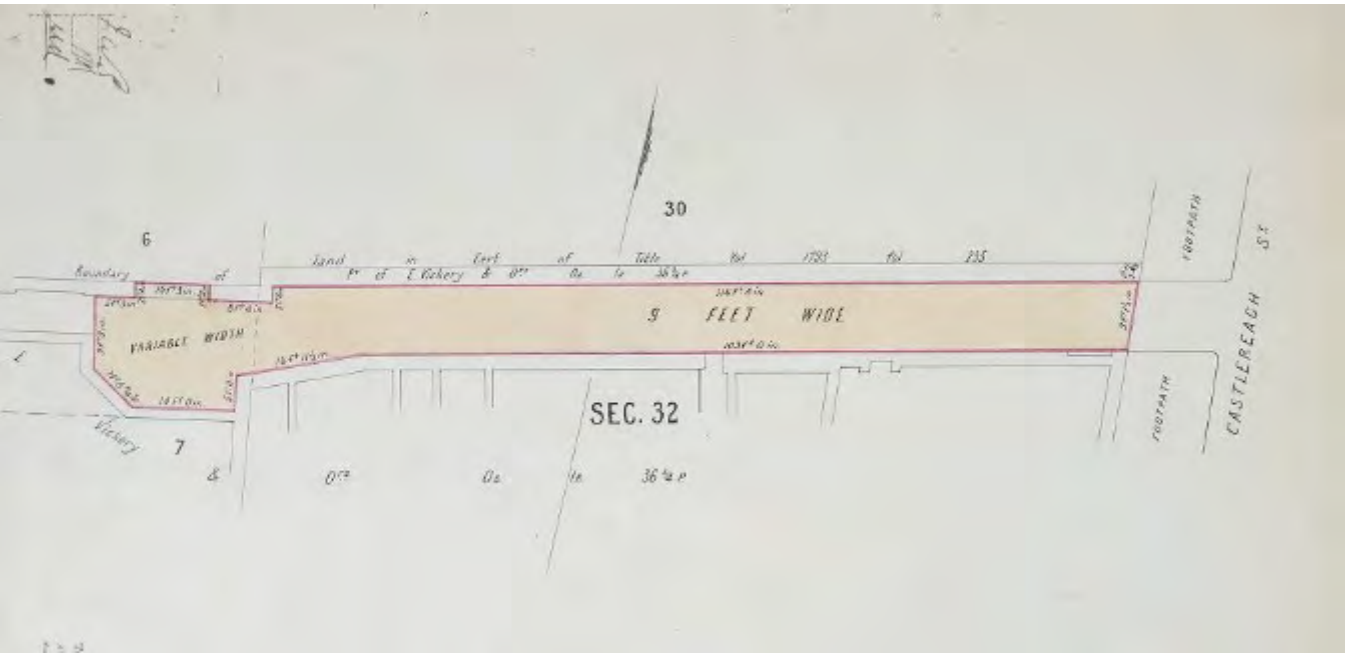
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Received: 17/08/2020 09:59:34

DIAGRAM A

1201



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09935089

[redacted]TIFICATE OF TITLE

NEW SOUTH WALES [redacted] OPERTY ACT, 1900, as amended.

Application Nos.12039 and 12040
Prior Titles Volume 1865 Folio 2
Volume 5862 Folio 232 219

Vol. 9935 Fol. 89

ID

1st Edition issued 25-2-1965

CANCELLED W

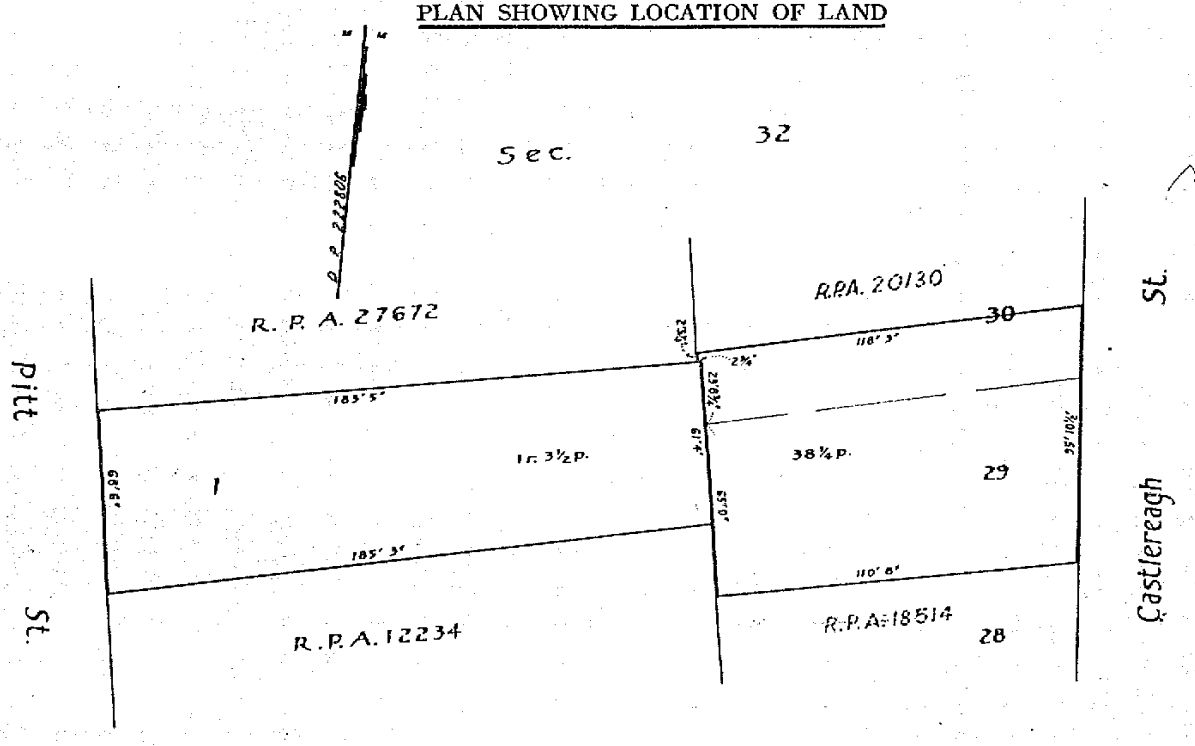
(Page 1) Vol. 9935 Fol. 89

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness A Cohen

Registrar General.

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 1 in Deposited Plan 222806 in the City of Sydney Parish of St.James and County of Cumberland being part of Allotment 7 Section 32 granted to Patrick Moore on 16-8-1834 and part of Allotment 6 Section 32 granted to Edward Tully on 11-7-1835.

FIRST SCHEDULE (continued overleaf)

~~EBENEZER FRANK VICKERY, RUPERT JAMES WILLIAMS, GEORGE HAROLD SLADE, ROY ELLIOTT TEBBUTT, MARTIN REGINALD FIRTH VICKERY, ALBERT EDWARD SYMONS, ARTHUR RAYMOND BOOTH, HORACE STUART McCLELLAND, FRANK HARRISON RAYWARD, CECIL FRANK GRIBBLE, DOUGLAS ARTHUR TRATHEN and ROBERT GORDON LEE, as Joint Tenants.~~

Registrar General

SECOND SCHEDULE (continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grants above referred to.
2. ~~Subject to the provisions of the Model Deed as authorised by the Methodist Church Property Acts 1889 and 1902.~~ Cancelled L843367
3. ~~Lease No. J338597 of part of the land above described to Greater Union Theatres Pty. Limited Entered 22-10-1963.~~ Expired Surrendered

Registrar General

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
George Harold Slade of Sydney, Solicitor, Roy Elliott Tebbutt of Killara, Solicitor, Martin Reginald Forth Hickey of Sydney, Accountant, Albert Edward Symons of Wahroonga, Company Director, Nathan Raymond Booth of Killara, Company Director, Hendrie Stuart McClelland of Lane Cove, Secretary, Francis Harrison Maynard of Manly, Clergyman, Cecil Francis Gribble of Sydney, Methodist Minister, Douglas Arthur Frether of Stanmore, Methodist Minister, Robert Gordon Lee of Sydney, Accountant, Austin Eddy Donlan of Birchgrove, Secretary and Minister D'Arcy O'Reilly of Roseville, Methodist Minister pursuant to the Methodist Church Property Act	Certificate	K52967	21-6-1965	21-9-1965	[signature]

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
Mortgage	K53968	21-6-1965	to Commonwealth Savings Bank of Australia	21-9-1965	[signature]	Discharged	Q21554	[signature]
Mortgage	K52970	21-6-1965	to Commonwealth Savings Bank of Australia	21-9-1965	[signature]	Discharged	X59183	[signature]
Lease	K52969	15-6-1965	of the Lyceum Hall situate at 212 214 Pitt Street, Sydney with consent of the mortgagee to The Greater Union Organisations Pty. Limited	21-6-1966	[signature]	Surrendered	P500049	[signature]
Lease	K516225	1-1-1967	of Shop No 1 "Wesley Arcade 212-214 Pitt St Sydney together with and reserving rights (with consent of mortgagee to Leverett Pty. Limited.	2-3-1967	[signature]	Expired	23-9-1975.	[signature]
Lease	K516634	21-3-1966	to Leonard Stanley Gabbard, Edmund Alec Shop No 8 and "Wesley Arcade" 206-214A Pitt Street Sydney together with and reserving rights with consent of Mortgagee	16-3-1967	[signature]	Expired	23-9-1975.	[signature]
Lease	K629625	19-9-1966	to Almovar Insurance Company Limited of premises being Suites 1 and 2 on the third floor of "Lyceum House" situate at 212-214A Pitt Street, Sydney (with consent of Mortgagee) together with easements rights	21-7-1967	[signature]	Expired	23-9-1975.	[signature]
Lease	K629677	12-11-1966	of premises being Shop No 8, "Wesley Arcade", of building numbered 206-214A Pitt Street, Sydney, together with and reserving rights (with consent of Mortgagee) to Ronald Brett of Sydney, Stamp Dealer.	21-7-1967	[signature]	Expired	23-9-1975.	[signature]

(Page 2 of 2 pages)

FORM No. 62

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
~~George Harold Slade, Roy Elliott Ishbutt, Morton Reginald Ford Hickey, Albert Edward Symons, Horace Stuart McClelland, Cecil Frank Gribble, Robert Gordon Lee, Austin Eddy Donlan, Allan Edgar Walker, Harold Wilson Ishbutt, Eric Adams, Kevill William Robert Walkerden, Edwin Brian Mowbray, pursuant to Methodist Church Property Acts~~	certificate	L211434	27-4-1968	23-10-1968	
~~Methodist Church (N.S.W.) Property Trust~~	Application	P386687	------	23-9-1975.	
The Uniting Church in Australia Property Trust (N.S.W.), ~~Sydney.~~	Application	Q625474	-------	13-3-1980	

21-8-1989

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION		
~~Lease~~	~~K641034~~	~~29-9-1966~~	~~of premises being Suite 3 of "Lyceum House" situated at 212-214a Pitt Street Sydney together with and reserving rights (with consent of Mortgagees) to F Andries & Nominees Pty Limited.~~	~~21-7-1967~~		Expired	23-9-1975.	
~~Lease~~	~~K733993~~	~~1-5-1967~~	~~of premises being Shop etc 15 "Wesley Arcade" being part of a building shown beyond 206-214a Pitt Street Sydney together with rights with consent of mortgagee to Nikos Pyrasevich of Bondi Junction Shopkeeper~~	~~21-7-1967~~		Surrendered	L705907	
~~LEASE~~	~~K751660~~	~~12-4-1967~~	~~of premises being shop Nos 5 "Wesley Arcade" being part of building numbered 206-214a Pitt Street Sydney together with and reserving rights (with consent of Mortgagees) to George Harold Slade, Solicitor, Roy Elliott Ishbutt, Solicitor, Albert Edward Symons, Retired Horace Stuart McClelland, Secretary, Frank Harrison Maynard Methodist Minister, Robert Gordon Lee, Chartered Accountant and Cecil Frank Gribble Methodist Minister all of Sydney~~	~~4-8-1967~~		Expired	23-9-1975.	

1504

K751660 Nov 1967 of 1967

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General

K769110 [illegible]
5/7/69 (CT)
L107115 6 cc
C.T. 2619
L211435 shop 2 6 cc
L211438 shop 17 7 cc

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION		
~~Lease~~	~~K769110~~	~~24-11-1966~~	~~of the premises known as the fourth, fifth and sixth floors of "Lyceum House" (with consent of mortgagees) together with rights in the Lyceum Theatre Pty Limited~~	24-11-1967		Expired	13-3-1980	
~~Lease~~	~~15-1-1979~~							
~~Lease~~	~~L107115~~	~~15-7-1968~~	~~of the premises known as the seventh floor of Lyceum House (with consent of mortgagees) together with rights to Landen Pty Limited~~	17-7-1968		Expired	23-9-1975.	
~~Lease~~	~~L211435~~	~~27-9-1968~~	~~of Shop No2 "Wesley Arcade" to Neal 10 Trim Uniforms (N.S.W.) Pty limited with consent of mortgagee together with rights~~	23-10-1968		Expired	23-9-1975.	
~~Lease~~	~~L211438~~	~~29-9-1968~~	~~of Shop No17 "Wesley Arcade" to Lee Monaco Creations Pty limited with consent of Mortgagee together with rights~~	23-10-1968		Expired	23-9-1975.	
~~Lease~~	~~L388092~~	~~12-8-1969~~	~~of Shop No 4 "Wesley Arcade" together with and reserving rights with consent of Mortgagee to Werner Horvat of Commercial Business proprietor and Janice Horvat his wife~~	9-10-1969		Expired	23-9-1975.	
~~Lease~~	~~L593224~~	~~12-3-1970~~	~~of Shop No "Wesley Arcade" (with consent of mortgagee) (together with and reserving rights) to K.M. Duffy Holdings Pty. Limited~~	20-7-1970		Expired	23-9-1975.	

L5 970925 Shop No 18 Wesley Arcade
L593367 dec 19 -36th L -32nd floor

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FORM No. 177A

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Req:R497076 /Doc:CT 09935-089 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:5 of 10
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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Lease~~	~~L832368~~	~~30-11-1969~~	~~of Shop No 3 and the "Wesley Arcade" (with consent of mortgagee) (together with and reserving rights) to~~ Margaret Dundy of Potts Point Spinster Sole	20-7-1970.		Expired	23-9-1975.	
~~Lease~~	~~L705908~~	~~12.8.1969~~	~~of part of No 206-214 Pitt Street, Sydney to~~ Mario Anthony Wirth of Kingsgrove, Shopkeeper (with consent of Mortgagee under Mortgages Nos. K52968 and K52970 both with and reserving rights	13.8.1970		Expired	23-9-1975.	
~~Lease~~	~~M207165~~	~~7-5-1970~~	~~of premises being Shop No 1 Wesley Arcade 206-210 Pitt Street Sydney to~~ John Russell Alexander of Sydney, retailer	19-10-1970		Expired	23-9-1975.	
~~Lease~~	~~P317395~~	~~——~~	~~of premises being Shop No. 1, "Wesley Arcade", being part of the Building No. 210-214 Pitt Street, Sydney (together with and Reserving Rights) to Everest Pty. Limited.~~	~~23-9-1975.~~		~~Expired~~	~~7-9-1982.~~	
~~Lease~~	~~P331714~~	~~——~~	~~of premises being Shop No.2, "Wesley Arcade", being part of the Building No. 210-214 Pitt Street, Sydney (together with and Reserving Rights) to Neat 'N Trim Uniforms Pty. Limited.~~	~~23-9-1975.~~		~~Expired~~	~~18-4-1984~~	
~~Lease~~	~~P407724~~	~~——~~	~~of premises being Shop No. 18, "Wesley Arcade", being part of the Building No.210-214 Pitt Street, Sydney (together with and Reserving Rights) to Jeanne Goundenis of Bondi, Married Woman.~~	~~23-9-1975.~~		~~Expired~~	~~7-9-1982.~~	
~~Lease~~	~~P489534~~ P489524	~~——~~	~~of premises being the 7th Floor excluding certain areas of the Building known as 206-214A Pitt Street, Sydney, together with and reserving rights, to Maria Joan Elliott of Lane Cove, Beverley Jean Love of Wahroonga, Robyn Carol Stafford of Kurrajong and Jeanette Blanche French of Eastwood, all Married Women. Date of Expiry 31-9-1979.~~	~~18-12-1975.~~		~~Expired~~	~~7-9-1982~~	
~~Lease~~	~~P489536~~	~~——~~	~~of premises being Shop 3 "Wesley Arcade" being part of the Building known as 206-210 Pitt Street, Sydney, together with and reserving rights, to John Russell Alexander of Sydney, Retailer. Date of Expiry 31-5-1980.~~	~~18-12-1975.~~		~~Expired~~	~~7-9-1982~~	
~~Lease~~	~~P489538~~	~~——~~	~~of premises being Shop No. 5 "Wesley Arcade" being part of the Building known as 206-214A Pitt Street, Sydney, together with and reserving rights, to Wimsome Chia of Bondi Junction, Married Woman. Date of Expiry 31-5-1979.~~	~~18-12-1975.~~		~~Expired~~	~~7-9-1982~~	

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Lease~~	~~P500049~~	~~------~~	~~of premises known as Lyceum Theatre, 210 Pitt Street, Sydney, together with the common areas associated therewith to The Greater Union Organisation Pty. Limited. Date of Expiry 9-6-1991.~~	~~10-12-1975.~~		Surrendered	X572884	
~~Lease~~	~~P524924~~	~~------~~	~~of premises being Suites 3 and 4 on the third floor of the building known as Lyceum House, 212-214A Pitt Street, Sydney, (together with and reserving rights) to E.Andries & Sons Pty. Limited. Date of Expiry 31-12-1979.~~	~~4-3-1976.~~		Expired	R753871	
~~Lease~~	~~P856464~~	~~------~~	~~of premises being Shops Nos. 13 and 14 "Wesley Arcade" being part of the building known as 206-214A Pitt Street, Sydney, together with and reserving rights, to Irena Fliser of Marrickville, Restaurant Proprietor~~	~~21-8-1976~~		Expired	14-10-1980	
~~Lease~~	~~P909446~~	~~------~~	~~of premises being Shop No. 4 "Wesley Arcade", being part of the building known as No. 206-214A Pitt Street, Sydney, together with and reserving rights, to W.J. Horvat Pty. Limited. Date of Expiry 31-12-1977.~~	~~6-10-1976.~~		Expired	17-8-1978	
~~Mortgage~~	~~Q21555~~	~~------~~	~~to Commonwealth Savings Bank of Australia~~	~~7-1-1977~~		Discharged	X59184	
~~Lease~~	~~Q822258~~	~~------~~	~~of premises being Shop No. 4 Wesley Arcade being part of the building known as No. 206-214A Pitt Street, Sydney, together with and reserving rights, to Tony Samuel Greenberg and James Grant Milbourne Marsh both of Sydney, Shopkeepers. Date of Expiry 31-12-1980.~~	~~17-8-1976~~		Expired	9-2-1982.	
~~Lease~~	~~R84006~~	~~------~~	~~of premises being shop No. 13 Wesley Arcade being part of the building known as No. 206-214A Pitt Street, Sydney (together with option for renewal) to Peter Low of Matraville, Restaurant Proprietor and Suzanna Low his wife. Expires 1-7-1983~~	~~16-5-1979~~		Expired	25-11-1983	
~~Lease~~	~~R97110~~	~~------~~	~~of premises being Shop No. 5, Wesley Arcade", being part of the building known as 206-214A Pitt Street, Sydney, Together with and reserving rights, Together with Option of Renewal, to Winsome Chia of Bondi Junction, Married Woman. Expires 31-5-1981.~~	~~22-5-1979.~~		Expired	6-6-1985	

RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Lease~~	~~R133179~~		~~of premises being Shop No. 2, "Wesley Arcade", being part of the building known as 210-214A Pitt Street, Sydney, Together with and reserving rights, to Neat N' Trim Uniforms Pty. Limited. Expires 31-8-1983.~~	~~22-5-1979.~~		X Expired	18-4-1984	
~~Lease~~	~~R226415~~		~~of premises being shop Nos. 8 and 9, "Wesley Arcade" 210-214A Pitt Street, being part of the building known as "Wesley Arcade", Sydney, Together with and reserving rights, Together with Option of Renewal, to Ronald Brett of Caringbah, Business Man. Expires 31-11-1981.~~	~~22-5-1979.~~		Expired	10-8-1982.	
~~Lease~~	~~R519858~~		~~of premises being Shop 15, "Wesley Arcade" being part of the building known as 210-214A Pitt Street, Sydney, together with and reserving rights and option of renewal to Colin Stanley Hill of Elizabeth Bay, Shopkeeper. Expires 28-2-1982~~	~~13-3-1980~~		Determined	S916051	
~~Lease~~	~~R501762~~		~~of premises being Suite 4 of the 6th. floor of "Lyceum House situated at 210-214A Pitt Street Sydney, together with and reserving rights to John Chorley Robinson of Sydney, Clergyman. Expires 31-12-1983.~~	~~13-3-1980~~		Expired	X572885	
~~Lease~~	~~R651322~~		~~of premises being Shop 6 "Wesley Arcade" being part of the building known as 206-214A Pitt Street, Sydney, together with and reserving rights and option of renewal to Asher Holdings Pty. Limited. Expires 31-5-1982~~	~~13-3-1980~~		X577772		
~~Lease~~	R763098		~~of premises being Suite 3, Third Floor, 210-214A Pitt Street, Sydney, to Neat N' Trim Uniforms Pty. Limited. Expires 21-7-1983~~	~~24-6-1980~~		Expired	X572885	
~~Lease~~	~~R918423~~		~~of premises being Shop 1 Wesley Arcade, 210-214 Pitt Street, Sydney to George Zongas of Mascot, Shopkeeper and Elizabeth Zongas his wife as joint tenants. Expires 20-1-1983.~~	~~1-8-1980~~		*Expired	25-11-1983	
~~Lease~~	~~R931547~~		~~of premises being Suites 4 and 5, Third Floor, Lyceum House to E. Andries & Sons Pty. Limited together with option of renewal. Expires 30-6-1982.~~	~~1-8-1980~~		Expired	X572885	
~~Lease~~	~~S104567~~		~~of premises being Suite 7, sixth floor, Lyceum House, 210 Pitt Street, Sydney to Carrile Nominees Pty. Limited, together with option of renewal (Expires 4-5-1983)~~	~~14-10-1980~~		Expired	X572885	

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

CT-18.1.8
R753871,
R763098
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CT 9.6.80
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R931547,
S104567/6
CT 24-3-81
S916051
R 2
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4

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Lease~~	~~S104569~~	~~———~~	~~of premises being Shops 13 and 14, Wesley Arcade, 206-214A Pitt Street, Sydney to George Joseph Fogel of Double Bay, Shopkeeper and Denicke Denise Fogel his wife, as joint tenants (Expires 31-5-1983)(Together with option of renewal)~~	14-10-1980		Expired	25-11-1983	
~~S916052~~			~~Lease to Michael Graham Mellor and Michael John Robinson, as joint tenants, of premises known as Shop 15, Wesley Arcade, 206-214A Pitt Street, Sydney, together with and reserving rights and an option of renewal. Expires 13-9-1984. Registered 9-2-1982.~~			Expired	X572883	
~~S916053~~			~~Lease to Dimitris Anagnostopoulos, of premises known as Shop 19, Wesley Arcade 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 31-3-1983. Registered 9-2-1982.~~			Surrendered	T315669	
~~S916054~~			~~Lease to Berriman Pty. Limited, of premises known as Shop4; Wesley Arcade, 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 31-12-1983. Registered 9-2-1982.~~			Expired	7-6-1984	
~~T22793~~			~~Lease to Bartul Salecic, of premises known as Shop 11, Wesley Arcade, 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 30-6-1984. Registered 3-5-1982.~~			Expired	X572883	
~~T22794~~			~~Lease to Sabah Choecair, of premises known as Shop 10, Wesley Arcade, 206-214A Pitt Street, Sydney. together with an option of renewal. Expires 30-6-1984. Registered 3-5-1982.~~			Y517772		
~~T22795~~			~~Lease to Camera Consultants Pty. Limited, of premises known as Shops 16 and 17, Wesley Arcade, 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 30-6-1984. Registered 3-5-1982.~~			Y517772		
~~T179813~~			~~Lease to Felix Feuermann and Vera Richael Feuermann, as joint tenants, of premises known as Shop 20, Wesley Arcade, 206-214A Pitt Street, Sydney, together with and reserving rights and an option of renewal. Expires 30-6-1982. Registered 10-8-1982.~~					

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

SECOND SCHEDULE (continued)

BEING PARTS OF THE PREMISES KNOWN AS "WESLEY ARCADE", 206-214A PITT STREET, SYDNEY. TOGETHER WITH AND RESERVING RIGHTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP NO.	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
~~Lease~~	~~T179813~~	~~20.~~	~~to Felix Feuermann and Vera Rachel Feuermann, as joint tenants. Together with an option of renewal.~~	~~30-6-1984.~~	~~10-8-1982.~~		~~Y517772~~
~~R84006~~	~~Lease~~	~~Lease~~	~~Nick Valeontis and Stamatia Valeontis as joint tenants by transfer. R359286,~~				Cancelled 25-11-1983
	~~A359287,~~	~~715244,~~	~~715245 Registered 5-8-1982.~~				
~~T632705~~	~~Lease~~	~~Suite 3 5th floor~~	~~to The Australasian Exhibitor Pty. Limited, together with option of renewal.~~	~~13-3-1986~~	~~5-7-1983.~~		X656620
~~Lease~~	~~T856132~~	~~shop 1~~	~~to George Zongas and Elizabeth Zongas as joint tenants~~	~~20-1-1986~~	~~25-11-1983~~		~~Y517772~~
~~Lease~~	~~T856133~~	~~Shop 18~~	~~to Nick Valeontis and Stamatia Valeontis as tenants in common~~	~~1-7-1985~~	~~25-11-1983~~		~~Y517772~~
~~Lease~~	~~T856134~~	~~Shops 13-14~~	~~to George Joseph Fogel and Denise Fogel as joint tenants.~~	~~31-5-1986~~	~~25-11-1983~~		~~Y517772~~
~~Lease~~	~~V92724~~	~~Suite 5, 5th floor~~	~~to Hazell and Breiners Pty. Limited, together with option of renewal~~	~~30-9-1986~~	~~18-4-1984~~		Y517772
~~Lease~~	~~V92725~~	~~Shop 2~~	~~to Neat 'n' Trim Uniforms (Aust) Pty. Limited, together with option of renewal~~	~~31-8-1986~~	~~18-4-1984~~		X572883
~~Lease~~	~~V92726~~	~~Suite 4, 5th floor~~	~~to Neat 'n' Trim Uniforms (Aust) Pty. Limited, together with option of renewal~~	~~31-8-1986~~	~~18-4-1984~~		X572885
~~Lease~~	~~V92727~~	~~Suite 6, 6th floor~~	~~to Dolavat Pty. Limited, together with option of renewal~~	~~7-12-1986~~	~~18-4-1984~~		X572885
~~Lease~~	~~V160039~~	~~Shop 4~~	~~to Berriman Pty. Limited.~~	~~31-12-1986~~	~~7-6-1984.~~		Y517772
~~Lease~~	~~V210928~~	~~Suite 2 5th floor~~	~~to Adrian Mee Ling, together with an option of renewal~~	~~28-2-1986~~	~~18-7-1984~~		Y517772
~~Lease~~	~~V210929~~	~~Suites 1 & 2 6th floor~~	~~to Bruce Ian Robertson and Ken Kanjian as tenants in common, together with an option of renewal.~~	~~30-6-1986~~	~~18-7-1984~~		X572885
~~Lease~~	~~V160039~~	~~V407882~~	~~Transfer of Lease to The Norgen-Vaaz Ice Cream Company (Aust.) Pty. Ltd.~~	~~--~~	~~31-10-1984~~		Y517772
~~Lease~~	~~V748794~~	~~5~~	~~to Harry Kuo. Option of renewal 3 years.~~	~~31-5-1987~~	~~6-6-1985~~		X572883
~~Caveat~~	~~X808228~~	~~Whole~~	~~by State Bank of New South Wales~~	~~--~~	~~31-8-1988~~		~~Y517760~~
~~Caveat~~	~~X992483~~		~~by the Uniting Church in Australia Property Trust (N.S.W.) against premises being Levels 3 and 4 Piccadilly Plaza, The Lyceum Theatre area, The Wesley Central Mission area at or below Pitt Street level, together with car parking spaces on car parking level 2 known as Piccadilly Plaza, 206-222 Pitt Street and 133-141 Castlereagh Street and 222 Pitt Street, Sydney~~	~~---~~	~~15-12-1988~~		~~Y517759~~
~~Caveat~~	~~Y283429~~	~~---~~	~~by Renato Spagnolo~~	~~---~~	~~7-4-1989~~		~~Y517757~~
Lease	Y517772		to Capital Land Corporation Pty. Limited.	1-8-2091	12-9-1989		
Lease	Y517772	Y517776	Mortgage to A.G.C. (Advances) Limited.		12-9-1989		

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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CT 14-10-1
T315665
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C.T. 10-6.
T632705L
Cancelled 25-11-1983
CT 3-7-8
C.T. 3.11.8
T856132L
—133L
—134L
CT 22 MAR
V92724
—25L
—26L
—27L
CT 23 MAY
V160039L
V210928L
V210929L
CT 30.8.
V407882 27/4
Caveat
CT 22/5/85
V748794 Lease
Seal
X59183 DHK
4 DAYS
X572883L
—84L
—85L
X564620
(T632705)
X808228 DHK

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SECOND SCHEDULE (continued)

BEING PARTS OF THE PREMISES KNOWN AS "WESLEY ARCADE", 206-214A PITT STREET, SYDNEY. TOGETHER WITH AND RESERVING RIGhts.

INSTRUMENT NATURE	INSTRUMENT NUMBER		LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
Caveat	Y517778		by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989				
Lease	Y517772	Y517778	Caveat by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989				
Caveat	Y517779		by Renato Spagnolo. Registered 12-9-1989				

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DP/SP 804650 Registered 31-8-90
This folio is cancelled as to whole/~~part~~ upon creation of computer folios for lots 1 in the abovementioned plan.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

X992483 Rec X
Y283429 Rec R
~~Y517778 Rec~~
~~779 Rec~~
(Page

Y517757 WX
-759 WX
-760 WX
-772 L
-776 WL
-778 X
(Y517772? X
-779 X
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[redacted]TIFICATE OF TITLE

NEW SOUTH WALES [redacted]OPERTY ACT, 1900, as amended.

Application Nos.5744 and 14255
Prior Titles Volume 1865 Folio 2
Volume 5862 Folio 232 219

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ID

1st Edition issued 25-2-1965

CANCELLED W

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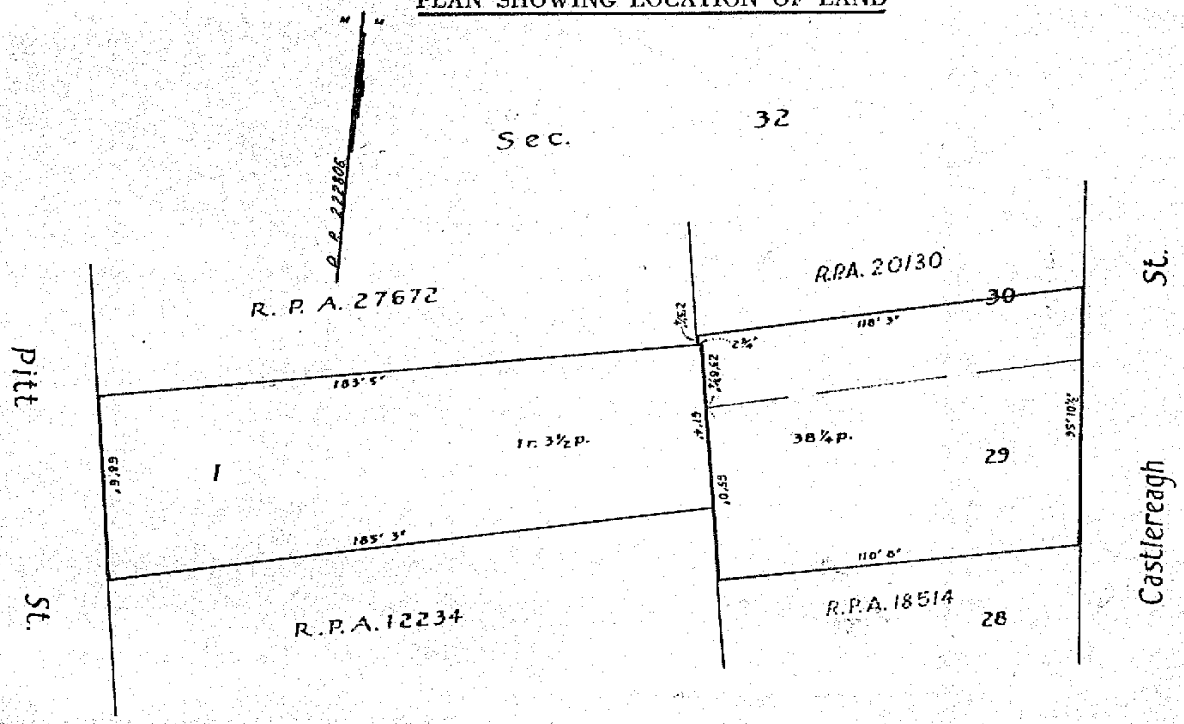
(Page 1)

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness A Cohen

Registrar General.

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Allotment 29 and part of Allotment 30 of Section 32 as shown in Deposited Plan 222806 in the City of Sydney Parish of St.James and County of Cumberland granted to Richard Roberts on 2-12-1836 and Thomas Hyndes on 25-3-1839 respectively.

FIRST SCHEDULE (continued overleaf)

~~EBENEZER FRANK VICKERY, RUPERT JAMES WILLIAMS, GEORGE HAROLD SLADE, ROY ELLIOTT TEBBUTT, MARTIN REGINALD FIRTH VICKERY, ALBERT EDWARD SYMONS, ARTHUR RAYMOND BOOTH, HORACE STUART McCLELLAND, FRANK HARRISON RAYWARD, CECIL FRANK GRIBBLE, DOUGLAS ARTHUR TRATHEN and ROBERT GORDON LEE, as Joint Tenants.~~

Registrar General

SECOND SCHEDULE (continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grants above referred to.
2. ~~Subject to the provisions of the Model Deed as authorised by the Methodist Church Property Acts of 1889 and 1902.~~ Cancelled 2843367
3. ~~Lease No. J267603 of the ground floor of premises known as 137B Castlereagh Street, Sydney, to Joseph Obaid, Coffee Lounge Proprietor, and Maria Obaid, Married Woman, both of Sydney Entered 26-2-1963.~~ Expired 20-7-1970
4. ~~Lease No. J460077 of the ground floor of premises known as 139A and 141 Castlereagh Street, Sydney to Ben Boulken Pty. Limited Entered 22-10-1963.~~ Expired 20-7-1970
5. ~~Lease No. J460079 of the lock-up shop and premises known as No.137 Castlereagh Street, Sydney, to Alex Hale Pty. Limited Entered 22-10-1963.~~ Expired 20-7-1970

Registrar General

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
~~George Harold Slade of Sydney, Ray Elliott Tebbutt of Killara, Solicitors, Martin Reginald Firth Firth Vicking, Robert Gordon Lee, both of Sydney, Accountants, Albert Edward Symons of Wahroonga, Arthur Raymond Booth of Killara Company Directors, Horace Stuart McClelland of Lane Cove, Austin Eddy Riordan of Lindfield, decretary, Cecil Frank Gribble of Sydney, Douglas Arthur Drather of Stanmore, Winston D'Arcy O'Reilly of Roseville, Methodist Ministers, and Frank Harrison Rayward of Manly, by Registration pursuant to Methodist Church Property Acts~~	~~Certificate~~	~~K33656~~	~~24-6-1965~~	~~5-9-1965~~	
~~Methodist Church (N.S.W.) Property Trust~~	~~Application~~	~~R817048~~	~~13-7-1972~~	~~[illegible]~~	
~~Cancelled~~ The Uniting Church in Australia Property Trust (NSW). See T309962. Registered 26-11-1982.					

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Mortgage~~	~~K33657~~	~~21-6-1965~~	~~to Commonwealth Savings Bank of Australia~~	~~8-9-1965~~		Discharged	Q17223 ~~Q17225~~	
~~Lease~~	~~M827531~~	~~6-4-1972~~	~~of premises being lock up shop on the ground floor, known as No. 137 B Castlereagh Street Sydney (together with and reserving rights) to Agatha Holmes of Ponde Junction and Sharyse Waddell of Maroubra both Shopkeepers~~	~~8-9-1972~~		Expired	10-6-1988	
~~Lease~~	~~R371277~~		~~of premises being the lock-up shop on the ground floor known as No. 137 B Castlereagh Street (Sydney) together with to Peter Levanos of Marlotone Park, Shop Proprietor~~					
			~~together with option to renew, expires 18-16-7-1982~~	14-9-1979.		Expired	10-6-1988	
~~Lease~~	~~R371277~~		~~affected by R371279 Mortgage to A.G.C. (Advances) Limited~~	14-9-79		Discharged	T871872	
						Cancelled	T871872	

~~R371277 Lease. R371279 Mortgage. S894437 Variation. Registered 6-2-1982.~~

T309962 Lease to Peter Levanos of premises known as No.137 B Castlereagh Street, Sydney, being the lock-up shop on ground floor, together with and reserving rights and an option of renewal. Expires 31-7-1985. Registered 26-11-1982.

T341288 Lease to Phillip Anthony Rawstron of ground floor lock-up shop premises known as No.141A Castlereagh Street, Sydney, together with and reserving rights and an option of renewal. Expires 31-12-1984. Registered 23-12-1982.

						Surrendered	V576341	
						Surrendered	T857313	

FORM No. 62

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R497077 /Doc:CT 09935-090 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:3 of 8
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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	~~Signature of~~ Registrar-General

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	~~Signature of~~ Registrar-General	CANCELLATION		
~~T309962~~	~~Lease.~~	~~Lessee:~~	~~Joyce Zoe Bedford by Transfer T871873. Registered 1-5-1984~~			Cancelled	V576341	
~~V202048~~	~~Lease to Peter Berghouse, Yvonne Renata Berghouse, Johann Jonkmans and Denise Elizabeth Jonkmans - for tenancy see dealing, of lock-up shop on the ground floor, No. 141A Castlereagh Street, Sydney with and reserving rights and option of renewal. Expires 31-12-1984. Registered 2-7-1984~~					Expired	10-6-1988	
~~V576342~~	~~Lease to Livio Santi of lock up shop 137B Castlereagh Street, Sydney, with and reserving rights. Expires 11-10-1987. Registered 1-3-1985~~					Y517772		
~~V576342~~	~~Lease W429693. Transfer of Lease to Jpseph Bolano. Registered 29.7.1985~~							
~~V576342~~	~~Lease W429693. Transfer of Lease to Joseph Bolano. Registered 29.7.1985.~~					Y517772		
~~X808228~~	~~Caveat by State Bank of New South Wales. Registered 31-8-1988~~					Y517760		
~~X992483~~	~~Caveat by the Uniting Church in Australia Property Trust (N.S.W.) against premises being Levels 3 and 4 Piccadilly Plaza, The Lyceum Theatre area, The Wesley Central Mission area at or below Pitt Street level, together with car parking spaces on car parking level 2 known as Piccadilly Plaza, 206-222 Pitt Street and 133-141 Castlereagh Street and 222 Pitt Street, Sydney. Registered 15-12-1988.~~					Y517759		
Y517772	Lease to Capital Land Corporation Pty. Limited. Expires 1-8-2091. Registered 12-9-1989							
Y517772	Lease Y517776 Mortgage to A.G.C. (Advances) Limited. Registered 12-9-1989							

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION
12215 Caveat	Y517778		by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989			
Lease	Y517772	Y517778	Caveat by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989			
			~~DP/SP~~ 804650 Registered 31-8-90 This folio is cancelled as to whole/~~part~~ upon creation of computer folios for lots 1 in the abovementioned plan.			

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FORM No. 177A

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

INSTRUMENT			PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
NATURE	NUMBER	DATE						

SECOND SCHEDULE (continued)

INSTRUMENT			PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
NATURE	NUMBER	DATE						

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RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

INSTRUMENT			PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
NATURE	NUMBER	DATE						

1218

RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

INSTRUMENT			PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
NATURE	NUMBER	DATE						

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RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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Req:R497078 /Doc:CT 10104-083 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:1 of 10
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[redacted]RTIFICATE OF TITLE

NEW SOUTH WALES [redacted]ROPERTY ACT, 1900, as amended.

10104083

Application 27672
Prior Title Vol. 4593 Fol. 131

Vol. 10104 Fol. 83

SC.

1st Edition issued 3.9.1965.

K66[redacted] CANCELLED W

Vol. 10104 Fol. 83

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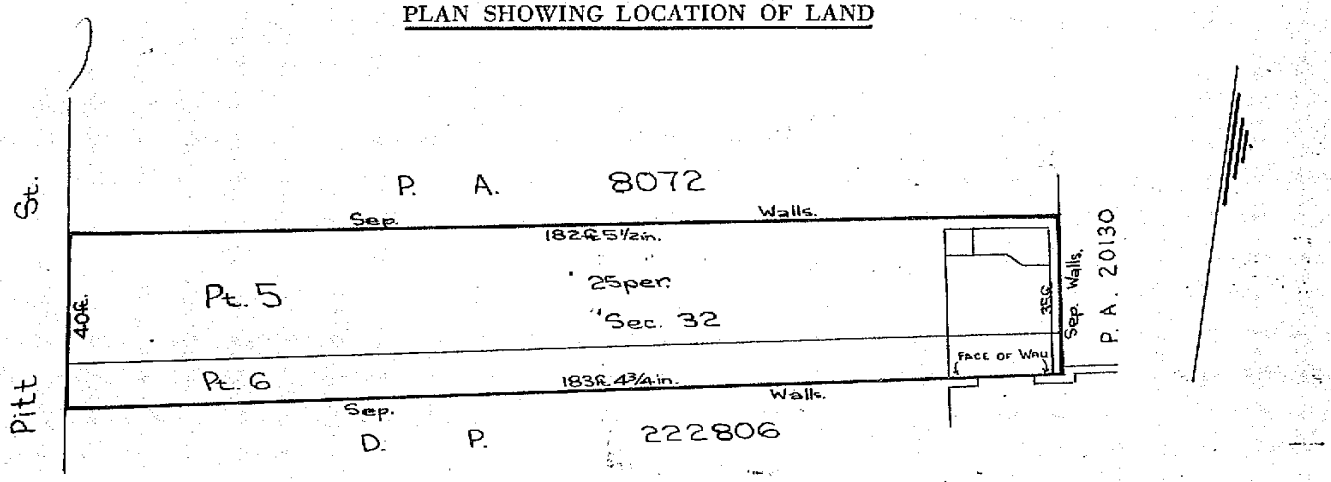
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness M J Hoffell

Registrar General.

REGISTRAR GENERAL NEW SOUTH WALES

PLAN SHOWING LOCATION OF LAND



K66167 16.6

Scale: 30 feet to one inch.

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in the land shown in plan lodged with Primary Application 27672 in the City of Sydney, Parish of St.James and County of Cumberland, being part of Allotment 6 of Section 32 granted to Edward Tutty on 11.7.1835 and part of Allotment 5 of Section 32 granted to Patrick Moore on 23.9.1839.

Registrar General.

FIRST SCHEDULE (continued overleaf)

~~GEORGE HAROLD SLADE, ROY ELLIOTT TEBBUTT, MARTIN REGINALD FIRTH VICKERY, ALBERT EDWARD SYMONS, ARTHUR RAYMOND BOOTH, HORACE STUART McCLELLAND, FRANK HARRISON RAYWARD, CECIL FRANK GRIBBLE, DOUGLAS ARTHUR TRATHEN, ROBERT GORDON LEE, AUSTIN EDDY DONLAN, WINSTON DARCY O'REILLY pursuant to the Methodist Church Property Acts.~~

Registrar General.

SECOND SCHEDULE (continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grants above referred to.

Registrar General.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
George Harold Slade, Roy Elliott Tebbutt, Martin Reginald Scott Vickery, Albert Edward Symons, Horace Stuart McFarland, Cecil Frank Gribble, Robert Gordon Lee, Austen Eddy Conlan, Alan Edgar Walker, Harold Wilcox Tibbutt, Eric Adam Keith Williams, Robert Walker deceased Edwin Brian Mowbray pursuant to Methodist Church Property Acts	Certificate	L211434	27-9-1965	23-10-1968	
~~Methodist Church (N.S.W.) Property Trust.~~	Application	P386687	———	23-9-1975.	
The Uniting Church in Australia Property Trust (N.S.W.), ~~Sydney.~~	Application	Q625474	———	13-3-1980	

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Mortgage~~ 1821	~~K52968~~	~~21-6-1965~~	~~to Commonwealth Savings Bank of Australia~~	21-9-1965		Discharged	Q21554	
~~Mortgage~~	~~K529170~~	~~21-6-1965~~	~~to Commonwealth Savings Bank of Australia~~	21-9-1965		Discharged	X59183	
Lease	K596225	11-1-1967	of Shop 76 Wesley Arcade 212-214a Pitt st together with and reserving rights,					
			with consent of mortgagee to Everest Pty. Limited	2-3-1967		Expired	23-9-1975.	
~~Lease~~	~~K589837~~	~~31-3-1966~~	~~to Prospect Landing Pty Ltd of Terrace Suite 4 Shop 4 1/2 and 4a "Wesley Arcade" 206-214a Pitt Street Sydney together with and reserving rights with consent of mortgagee~~	1-3-1967		Expired	23-9-1975.	
Lease	K629677	12-4-1967	~~of premises being Shop 6 & 7 "Wesley Arcade" of building situate 212-214a Pitt Street, Sydney~~ together with and reserving rights (with consent of Mortgagee) to Ronald Bell of Sydney, Stamp Dealer.	21-7-1967		Expired	23-9-1975.	
Lease	K648497	~~2-3-1967~~ 13-4-1967	~~of premises being Suite 11 on the third floor of "Wesley Arcade" being situate at~~ 212-214a Pitt Street, Sydney together with and reserving rights (with consent of mortgagee) to Thelma Harriett Mayo and ~~Margaret Grace Fowler both of Sydney married women~~	21-7-1967		Expired	23-9-1975.	

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FORM No. 62

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION		
1222 Lease	K712634	26-4-1967	of premises being that part of the building erected in Pitt Street, Sydney known as the Lyceum described as "Substitution Premises No. 2364" ~~as shown~~ on plan annexed to Lease No. K712634 ~~to ~~ (with consent of mortgagees) to The Sydney County Council.	21-7-1967				
~~Lease~~	~~K733993~~	~~1-5-1967~~	~~of premises being Shop No. 18, Wesley Arcade being part of a building numbered 206-214 Pitt Street, Sydney together with rights (with consent of mortgagees) to Lilian Pomeroy wife of Bondi Junction, Shopkeeper~~	~~21-7-1967~~		~~Surrendered~~ Surrendered	L705907	
Lease	K751660	12-4-1966	of premises being Shop Nos "Wesley Arcade" being part of building numbered 206-214a Pitt Street Sydney together with and reserving rights (with consent of mortgagees) to ~~George~~ Wm Osborne ~~Harold Slade, Solicitor, Roy Elliott Tebbutt, Solicitor, Albert Edward Symons, Retired, Horace Stewart McClelland, Secretary, Frank Harrison Hayward, Methodist Minister, Robert Gordon Mc Chartered Accountant and Cecil Frank Gribble Methodist Minister all of Sydney~~	4-8-1967		Expired	23-9-1975.	

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General

K763112 Vol 10104 Fol 83
Lot 7115 DP 6[illegible]
CT 2[illegible]
L211[illegible] Sht 2
CT 6/6/75

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION		
1233 ~~Transfer~~	K632513	30-11-1965	~~Right of footway appurtenant to K the land comprised in this folio affecting the parts of Lot 7115 shown as "Proposed Right of Footway (Variable Width)" in plan lodged with Transfer No K632513 (Compressed Certificate of Title Vol 2201 Fol 238)~~	19-9-1967	[signature]	Y517770		
~~Transfer~~	K632513	30-11-1965	~~Right of footway affecting that part of the land within described as "Proposed Right of Footway (Variable Width)" in plan lodged with Transfer No K632513 (with consent of mortgagee)~~	19-9-1967	[signature]	Y517770		
~~Lease~~	K746116	24-11-1966	~~of the [illegible] floors and south floors of "Yen House" (with consent of mortgagee) together with rights to The Jewish Welfare Board of New South Wales~~	24-11-1967	[signature]	Expired	13-3-1980	[signature]
	EX 15-9-1999							
Lease	L107115	15-7-1966	of the premises known as the seventh floor of Lyceum House (with consent of mortgagee) together with right to Landen Pty Limited	17-7-1968	[signature]	Expired	23-9-1975.	[signature]

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FORM No. 177A

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
Lease	L211435	27-9-1968	of Shop No2 Wesley Arcade to Next N Trim Uniforms (NSW) Pty Limited with consent of Mortgagee together with rights	23-10-1968		Expired	23-9-1975.	
Lease	L211438	29-9-1968	of Shop No17 "Wesley Arcade" to Bet Monaco Creations Pty Limited with consent of mortgagee together with rights	23-10-1968		Expired	23-9-1975.	
Lease	L587092	12-8-1969	of Shop No4 "Wesley Arcade" with Consent of Mortgagee together with and Reserving rights to Werner Horvat of Canberra Business Proprietor and Janice Horvat his wife	8-10-1969 ~~8-10-1969~~		Expired	23-9-1975.	
Lease	L593774	12-8-1969	of Shop No 6 "Wesley Arcade" (with consent of mortgagee) together with rights and reserving rights) to K.C.H. Duffy Holdings Pty. Limited	20-7-1970		Expired	23-9-1975.	
Lease	L594366	30-11-1969	of Shop No 8 and 9a "Wesley Arcade" (with consent of mortgagee) together with and reserving rights) to Maria Lundy of Point Piper Home Duties	20-7-1970.		Expired	23-9-1975.	
Lease	L705908	12-8-1969	of part of a building No. 206 - 210 (Shop No 15 "Wesley Arcade") Pitt Street, Sydney to Mario Antony Wirth of Kingsgrove, Shopkeeper (with consent of Mortgagee under Mortgages Nos. K52968 and K52970 together with and reserving rights	13.8.1970		Expired	23-9-1975.	
Lease	M20765	7-5-1970	of premises being Shop No 3 Wesley Arcade 208-210 Pitt Street Sydney to Jean Russell Alexander of Sydney, Retailer	14-10-1970		Expired	23-9-1975.	
~~Lease~~	~~P317395~~	~~-----~~	~~of premises being Shop No. 1, "Wesley Arcade", being part of the Building No. 210-214 Pitt Street, Sydney (together with and Reserving Rights) to Everest Pty. Limited.~~	~~23-9-1975.~~		Expired	7-9-1982.	
~~Lease~~	~~P331714~~	~~-----~~	~~of premises being Shop No. 2, "Wesley Arcade", being part of the Building No. 210-214 Pitt Street, Sydney (together with and Reserving Rights) to Neat ! N Trim Uniforms Pty. Limited.~~	~~23-9-1975.~~		Expired	18-4-1984	
Lease	P407724	-----	~~of premises being Shop No.18, "Wesley Arcade", being part of the Building No. 210-214 Pitt Street, Sydney (together with and Reserving Rights) to Jeanne Coundanis of Bondi, Married Woman.~~	~~23-9-1975.~~		Expired	7-7-1982.	

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RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

CT 29-10-75

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L587092 Lse Shop No4

L593774 Lse Shop No6

L705907 Ls 8 Lses 9 ccts Shop No 18 Wesley Arcade

L613967 Ls1 -364L -369 Shops 13 & 14

M20765 Lse Shop 3 Wesley Arcade

P317395 Lse Shop 1 Wesley Arcade

P331714 Lse Shop 2 Wesley Arcade

P407724 Lse Shop 18 Wesley Arcade

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Lease~~	~~P489534~~	~~------~~	~~of premises being the 7th Floor excluding certain~~ being part ~~areas of the Building known as 206-214A Pitt Street, Sydney, together with and reserving rights, to Maria Joan Elliott of Lane Cove, Beverley Jean Love of Wahroonga, Robyn Carol Stafford of Kurrajong and Jeanette Blanche French of Eastwood, all Married Woman, Date of Expiry 31-9-1980.~~	~~18-12-1975.~~		Expired	7-9-1982	
~~Lease~~	~~P489536~~	~~------~~	~~of premises being Shop No. 3 "Wesley Arcade" being part of the Building known as 206-210 Pitt Street, Sydney, together with and reserving rights, to John Russell Alexander of Sydney, Retailer. Date of Expiry 31-5-1980.~~	~~18-12-1975.~~		Expired	7-9-1982	
~~Lease~~	~~P489538~~	~~------~~	~~of premises being Shop No. 5 "Wesley Arcade" being part of the Building known as 206-214A Pitt Street, Sydney, together with and reserving rights, to Winsome Chia of Bondi Junction, Married Woman. Date of Expiry 31-5-1978.~~	~~18-12-1975.~~		Expired	7-9-1982	
~~Lease~~	~~P524924~~	~~------~~	~~of premises being Suites 3 and 4 on the third floor of the building known as Lyceum House, 212-214A Pitt Street, Sydney, (together with and reserving rights) to E. Andries & Sons Pty. Limited. Date of Expiry. 31-12-1979.~~	~~4-3-1976.~~		Expired	R753871	
~~Lease~~	~~P856464~~	~~------~~	~~of premises being Shops Nos. 13 and 14 "Wesley Arcade" being part of the building known as 206-214A Pitt Street, Sydney, together with and reserving rights, to Irena Fliser of Marrickville, Restaurant Proprietor~~	~~24-8-1976~~		Expired	14-10-1980	
~~Lease~~	~~P909446~~	~~------~~	~~of premises being Shop No. 4 "Wesley Arcade", being part of the building known as No. 206-214A Pitt Street, Sydney, together with and reserving rights, to W.J. Horvat Pty. Limited. Date of Expiry 31-12-1978 31-12-1977.~~	~~6-10-1976.~~		Expired	17-8-1978	
~~Mortgage~~	~~Q21555~~	~~------~~	~~to Commonwealth Savings Bank of Australia~~	~~7-1-1977~~		Discharged	X59184	
~~Lease~~	~~Q822258~~	~~------~~	~~of premises being Shop No. 4 Wesley Arcade being part of the building known as No. 206-214A Pitt Street, Sydney, together with and reserving rights, to Tony Samuel Greenberg and James Grant Milbourne Marsh both of Sydney, Shopkeepers. Date of Expiry 31-12-1980.~~	~~17-8-1978~~		Expired	9-2-1982.	

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RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
Lease	R84006	—	of premises being shop No. 18 Wesley Arcade being part of the building known as No. 206-214A Pitt Street Sydney together with option for renewal to Peter Law of Matraville Restaurant Proprietor and Suzanna Law his wife Expires 1-7-1983	16-5-1979		*Expired	25-11-1983	
Lease	R97110	------	of premises being Shop No. 5, "Wesley Arcade", being part of the building known as 206-214A Pitt Street, Sydney, Together with and reserving rights, Together with Option of Renewal, to Winsome Chia of Bondi Junction, Married Woman. Expires 31-5-1981.	22-5-1979.		Expired	6-6-1985	
Lease	R133170	------	of premises being Shop No. 2, "Wesley Arcade", being part of the building known as 210-214A Pitt Street, Sydney, Together with and reserving rights, to Neat N' Trim Uniforms Pty. Limited. Expires 31-8-1983.	22-5-1979.		Expired	18-4-1984	
Lease	R226415	------	of premises being shop Nos. 8 and 9, "Wesley Arcade", being part of the building known as 210-214A Pitt Street, Sydney, Together with and reserving rights, Together with Option of Renewal, to Ronald Brett of Caringbah, Business Man. Expires 31-11-1981.	22-5-1979.		Expired	10-8-1982.	
Lease	R519858	------	of premises being Shop 15, "Wesley Arcade" being part of the building known as 210-214A Pitt Street, Sydney, together with and reserving rights and option of renewal to Colin Stanley Hill of Elizabeth Bay, Shopkeeper. Expires 28-2-1982.	13-3-1980		Determined	S916051	
Lease	R501762	------	of premises being Suite 4 of the 6th. floor of "Lyceum House situated at 210-214A Pitt Street, Sydney, together with and reserving rights to John Chorley Robinson of Sydney, Clergyman. Expires 31-12-1983.	13-3-1980		Expired	X572885	
Lease	R651322	------	of premises being Shop 6 "Wesley Arcade" being part of the building known as 206-214A Pitt Street, Sydney, together with and reserving rights and option of renewal to Asher Holdings Pty. Limited. Expires 31-5-1982.	13-3-1980		Y517772		

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R501762 — 3
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RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~Lease~~	~~R763093~~	~~———~~	~~of premises being Suite 3, Third Floor, 210-214A Pitt Street, Sydney, to Neat N' Trim Uniforms Pty. Limited Expires 21-7-1983~~	~~24-6-1980~~		Expired	X572885	
~~Lease~~	~~R918423~~	~~———~~	~~of premises being Shop 1 Wesley Arcade, 210-214 Pitt Street, Sydney to George Zongas of Mascot, Shopkeeper and Elizabeth Zongas his wife as joint tenants. Expires 20-1-1983.~~	~~1-8-1980~~		Expired	25-11-1983	
~~Lease~~	~~R931547~~	~~———~~	~~of premises being Suites 4 and 5, Third Floor, Lyceum House to E. Andries & Sons Pty. Limited together with option of renewal. Expires 30-6-1982.~~	~~1-8-1980~~		Expired	X572885	
~~Lease~~	~~S104567~~	~~———~~	~~of premises being Suite 7, sixth floor, Lyceum House, 210 Pitt Street, Sydney to Carrile Nominees Pty. Limited, together with option of renewal (Expires 4-5-1983)~~	~~14-10-1980~~		Expired	X572885	
~~Lease~~	~~S104569~~	~~———~~	~~of premises being Shops 13 and 14, Wesley Arcade, 206-214A Pitt Street, Sydney to George Joseph Fogel of Double Bay, Shopkeeper and Denise Fogel his wife, as joint tenants (Expires 31-5-1983) (Together with option of renewal)~~	~~14-10-1980~~		Expired	25-11-1983	
S916052	Lease to Michael Graham Mellor and Michael John Robinson, as ~~joint~~ tenants, of premises known as Shop 15, Wesley Arcade, 206-214A Pitt Street, Sydney, ~~together~~ with ~~and reserving rights and an~~ option ~~of renewal.~~ Expires 13-9-1984. Registered 9-2-1982.					Expired	X572883	
~~S916053~~	~~Lease to Dimitris Anagnostopoulos, of premises known as Shop 19, Wesley Arcade, 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 31-3-1983. Registered 9-2-1982.~~					Surrendered	T315669	
~~S916054~~	~~Lease to Berriman Pty. Limited, of premises known as Shop4, Wesley Arcade, 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 31-12-1983. Registered 9-2-1982.~~					Expired	7-1-1984	
T22793	Lease to BartulSalecic, of premises known as Shop 11, Wesley Arcade, 206-214A Pitt Street, Sydney, ~~together with an option of renewal.~~ Expires 30-6-1984. Registered 3-5-1982.					Expired	X572883	
T22794	Lease to Sabah Choecair, of premises known as Shop 10, Wesley Arcade, 206-214A Pitt Street, Sydney, ~~together with an option of renewal.~~ Expires 30-6-1984. Registered 3-5-1982.					Y517772		
T22795	Lease to Camera Consultants Pty. Limited, of premises known as Shops 16 and 17, Wesley Arcade, 206-214A Pitt Street, Sydney, together with an option of renewal. Expires 30-6-1984. Registered 3-5-1982.					Y517772		
T179812	Lease to Ronald Brett, of premises known as Shops 8 and 9, "Wesley Acrade", 206-214A Pitt Street, Sydney, ~~together with and reserving rights and an option of renewal.~~ Expires 30-9-1984. Registered 10-8-1982.					Y517772		

5/7/82 (CT)
C.T. 1/9/
R753871
C.T. 9.6.80
R918423/
R931547/
S104567/9
Rejected
S104567
C.T. 24.3.9
S916052
R
CT. 9.3.
T22793/
C.T. 22.6.
T179812/
UPDATE COMPLETE 7-9-82

(Pages of pages)

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

BEING PARTS OF THE PREMISES KNOWN AS "WESLEY ARCADE", 206-214A PITT STREET, SYDNEY. TOGETHER WITH AND RESERVING RIGHTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP NO.	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
~~Lease~~	~~T179813~~	~~20~~	~~to Felix Feuermann and Rachel Feuermann as joint tenants. Together with an option of renewal~~	~~30-6-1984~~	~~10-8-1982~~		Y517772
R84006	License	License	~~Nick & Valeontis and Stamatia Valeontis as joint tenants by transfer, R354287,~~				
	R354287	T154244, T154245	~~Registered 5-8-1982~~				Cancelled 25-11-1983
~~Lease~~	~~T301546~~	~~7.~~	~~to Sydney Lock & Key Company Pty. Limited. Together with an option of renewal.~~	~~31-7-1985.~~	~~26-10-1982.~~		Y517772
~~Lease~~	~~T632705~~	~~Suite 3 5th floor~~	~~to The Australasian Exhibitor Pty. Limited, together with option of renewal~~	~~13-3-1986~~	~~5-7-1983~~		X656620
~~Lease~~	~~S916052~~	~~--~~	~~Lessees: Giuseppe Vetrisano and Enza Vetrisano as joint tenants by Transfer T645716. Registered 22-7-1983.~~				Y517772
~~Lease~~	~~T856132~~	~~shop 1~~	~~to George Zongas and Elizabeth Zongas as joint tenants~~	~~20-1-1986~~	~~25-11-1983~~		Y517772
~~Lease~~	~~T856133~~	~~Shop 18~~	~~to Nick Valeontis and Stamatia Valeontis as tenants in common~~	~~1-7-1985~~	~~25-11-1983~~		Y517772
~~Lease~~	~~T856134~~	~~Shops 13-14~~	~~to George Joseph Fogel and Denise Fogel as joint tenants.~~	~~31-5-1986~~	~~25-11-1983~~		Y517772
~~Lease~~	~~V92724~~	~~Suite 5 5th Floor~~	~~to Hassall and Brothers Pty. Limited, together with an option of renewal~~	~~30-9-1986~~	~~18-4-1984~~		Y517772
~~Lease~~	~~V92725~~	~~Shop 2~~	~~to Neat 'N' Trim Uniforms (Aust) Pty. Limited, together with an option of renewal.~~	~~31-8-1986~~	~~18-4-1984~~		X572883
~~Lease~~	~~V92726~~	~~Suite 4 5th Floor~~	~~to Neat 'N' Trim Uniforms (Aust) Pty. Limited, together with an option of renewal.~~	~~31-8-1986~~	~~18-4-1984~~		X572885
~~Lease~~	~~V92727~~	~~Suite 6 6th Floor~~	~~to Dolavat Pty. Limited, together with an option of renewal.~~	~~7-12-1986~~	~~18-4-1984~~		X572885
~~Lease~~	~~T179812~~	~~V109062~~	~~Sub-Lease to Argyle Coins and Tobacconist Pty. Limited of shop 9 Wesley Arcade, 206 - 214A Pitt Street, Sydney, together with an option of renewal~~	~~29-9-1984~~	~~7-5-1984~~		Y517772
~~Lease~~	~~V160039~~	~~Shop 4~~	~~to Berriman Pty. Limited.~~	~~31-12-1986~~	~~7-6-1984~~		Y517772
~~Lease~~	~~V210928~~	~~Suite 2 5th Floor~~	~~to Adrian Mee Ling, together with an option of renewal~~	~~28-2-1986~~	~~18-7-1984~~		Y517772
~~Lease~~	~~V210929~~	~~Suites 1 & 2 6th Floor~~	~~to Bruce Ian Robertson and Ken Kanjian as tenants in common, together with an option of renewal.~~	~~30-6-1986~~	~~18-7-1984~~		X572885
~~Lease~~	~~V160039~~	~~V407882~~	~~Transfer of Lease to The Norgen-Vaaz Ice Cream Company (Aust.) Pty. Ltd.~~	~~--~~	~~31-10-1984~~		Y517772
Lease	V748794	5	to Harry Kuo. Option of renewal 3 years.	31-5-1987	6-6-1985		X572883
~~Caveat~~	~~X808228~~	~~Whole~~	~~by State Bank of New South Wales~~	~~--~~	~~31-8-1988~~		~~Y517760~~
~~Caveat~~	~~X992483~~	~~--~~	~~by The Uniting Church in Australia Property Trust (N.S.W.) against premises being Levels 3 and 4 Piccadilly Plaza, The Lyceum Theatre area, The Wesley Central Mission area at or below Pitt Street level, together with car parking spaces on car parking level 2 known as Piccadilly Plaza, 206-222 Pitt Street and 133-141 Castlereagh Street and 222 Pitt Street, Sydney.~~	~~---~~	~~15-12-1988~~		~~Y517759~~

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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CT 14.10.9
T3015461
(Page 9)
T3156691
K
C.T. 10.6.8
T632705L
T645716R
NOT
C.T. 21.7.83
CT 3.11.83
T856132L
— 133L
— 134L
C.T. 22 MAR
V92724L
— 25L
— 26L
— 27L
V109062 Subty
CT 23 MAY 198
VOL. 10104
FOL. 83
V160039LR
V210928LR
V210929LR
CT 30.8.84

Req:R497078 /Doc:CT 10104-083 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:9 of 10
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Req:R497078 /Doc:CT 10104-083 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:10 of 10
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10104 - 83

V407882 7/L R

SECOND SCHEDULE (continued)

BEING PARTS OF THE PREMISES KNOWN AS "WESLEY ARCADE", 206-214A PITT STREET, SYDNEY. TOGETHER WITH AND RESERVING RIGHTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	SHOP NO.	LESSEES	DATE OF EXPIRY	REGISTERED	Signature of Registrar General	CANCELLATION
~~Lease~~	~~T179813~~	~~20.~~	~~to Felix Feuermann and Vera Rachel Feuermann, as joint tenants. Together with and reser and option of renewal.~~	~~30-6-1984.~~	~~10-8-1982.~~		
~~Caveat~~	~~Y283429~~	~~---~~	~~by Renato Spagnolo~~	~~---~~	~~7-4-1989~~		Y517757
Lease	Y517772		to Capital Land Corporation Pty. Limited.	1-8-2091	12-9-1989		
Lease	Y517772	Y517776	Mortgage to A.G.C. (Advances) Limited.		12-9-1989		
Caveat	Y517778		by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989				
Lease	Y517772	Y517778	Caveat by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989				
Caveat	Y517779		by Renato Spagnolo. Registered 12-9-1989				

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DP/SP 804650 Registered 31-8-90
This folio is cancelled as to whole/~~part~~ upon creation of computer folios for lots \ in the abovementioned plan.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

(Page 10)
Register 13-9-1982
CT 22/5/85
V748794L Shop 5 Sect
X591830 Shop 4 R
X572883 Shop 1 Shop 2 Shop 3 R
X524429 Shop [763270] RP
X808228 Plan R
X992483 Plan R
V283429 Plan R
Y517757 WX R
-757 WX
-760 WX
-770 Reg. R
-772L
-776ML
-778X
(Y517772?) -779X R
DP804650

Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:1 of 7
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11850139

[redacted]RTIFICATE OF TITLE

NEW SOUTH WALES [redacted]PERTY ACT, 1900, as amended.

Appln. No. 20130

Prior Title Vol. 2701 Fol. 228

Vol. 11850 Fol. 139

Edition issued 1-6-1972

M674457

CANCELLED W

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness S Barnes

Registrar General.

11850 Fol. 139

(Page 1) Vol.

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in the land shown in plan lodged with Primary Application No. 20130 (filed as F.P.70130) in the City of Sydney Parish of St.James and County of Cumberland being the part of Allotment 30 of Section 32 granted to Thomas Hyndes on 25-3-1839 and the part of Allotment 31 of Section 32 granted to Arthur Little on 23-9-1839 shown in the plan hereon.

FIRST SCHEDULE

~~METHODIST CHURCH (N.S.W.) PROPERTY TRUST~~.

Registrar General.

SECOND SCHEDULE

1. Reservations and conditions, if any, contained in the Crown Grants above referred to.
2. ~~Right of Footway created by Transfer No.K632512 affecting the part of the land above described designated (A) in the plan hereon~~. Y517770
3. ~~Right of Footway created by Transfer No.K632513 appurtenant to the land above described affecting the piece of land designated (B) in the plan hereon~~. Y517770
4. ~~Lease No.M630101 of premises known as Shops Nos. 25 and 26 Wesley Arcade in the building known as 135 Castlereagh Street, Sydney to John Ryan and Edna Gertrude Ryan, both of Waterloo, Shopkeepers. Entered 22-3-1972.~~ Expired 5-3-1981
5. ~~Lease No.M674457 of premises known as Shop No.22 Wesley Arcade in the building known as 135 Castlereagh Street Sydney to Robert Graham Clutton, of Sydney, Hairdresser. Entered 19-4-1972~~. Re-entered N466604

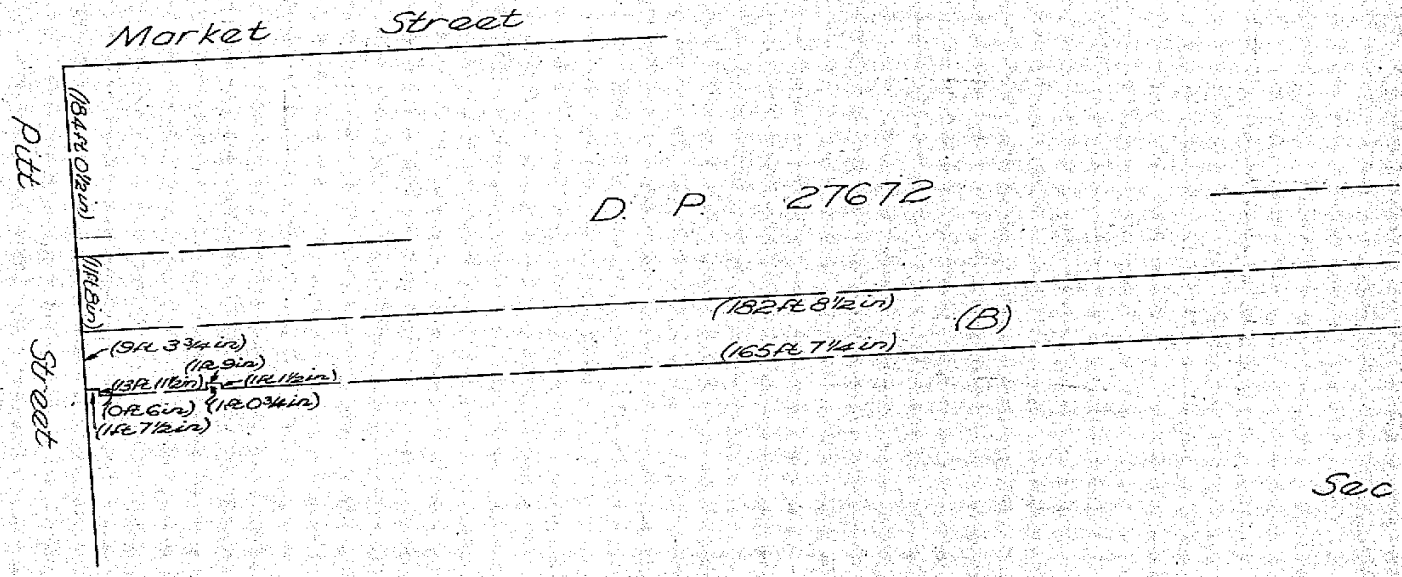
Registrar General.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

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PLAN SHOWING LOC



Sec

Area 18¾p

Scale: 20 feet to one inch

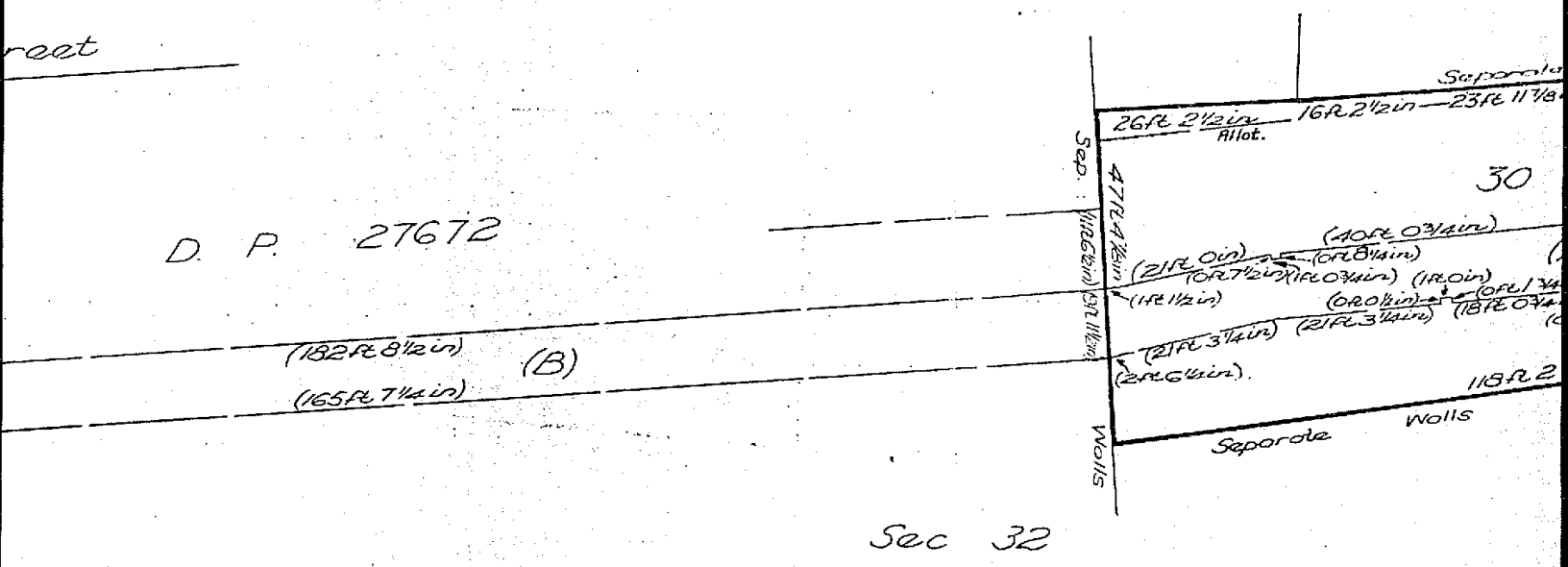
M674457 Lo

Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:2 of 7
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Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:3 of 7
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B

PLAN SHOWING LOCATION OF LAND

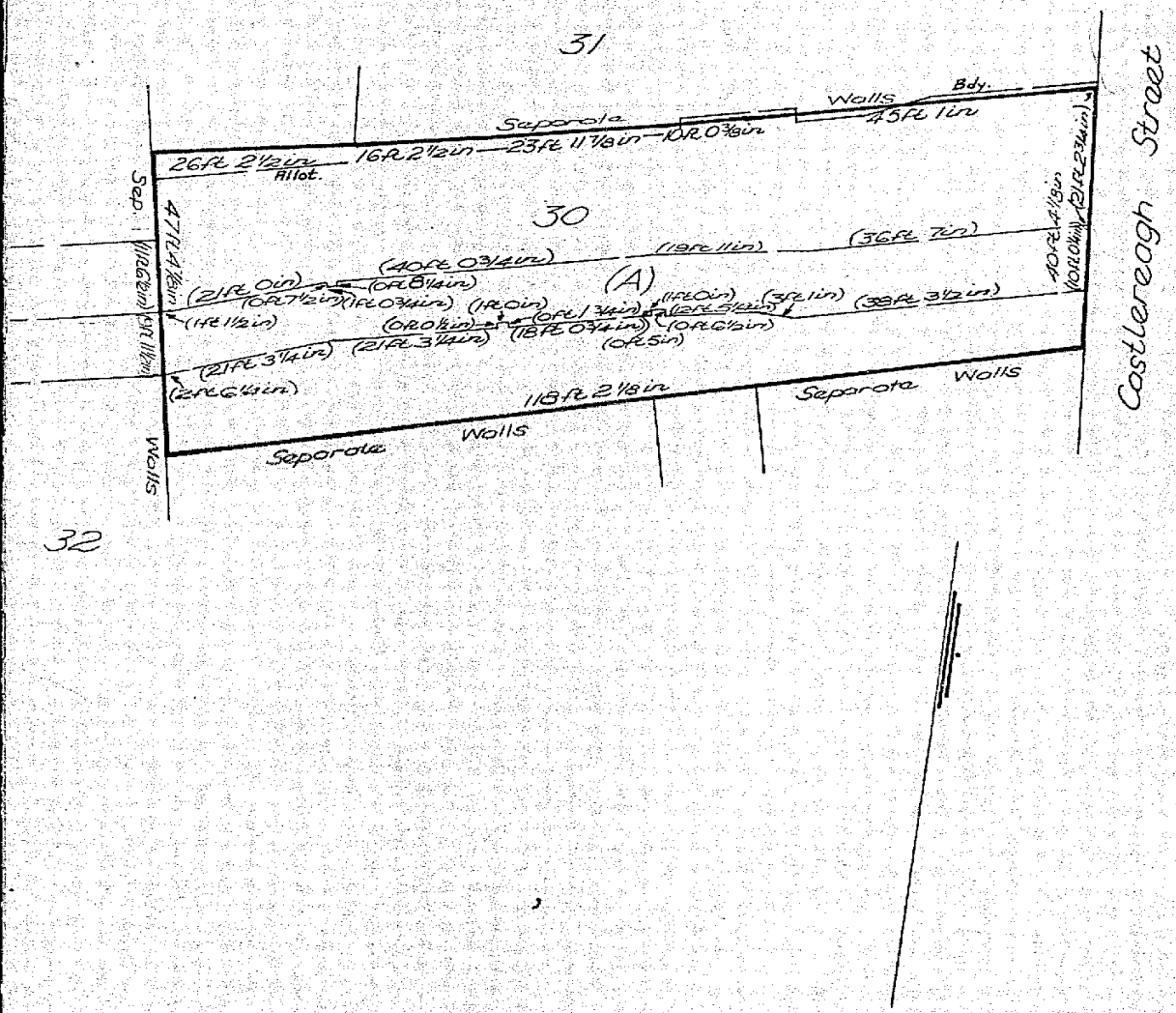


Area: 18¾p

Scale: 20 feet to one inch.

Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:4 of 7
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ATION OF LAND



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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
The Uniting Church in Australia Property Trust (N.S.W.)	See	Q625474 S326898	———	5-3-1981	

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
1234 ~~Lease~~	~~M707662~~	~~6-4-1972~~	~~to Max Charles Cohen of Sydney, Stamp and Coin Dealer and Muriel Georgina Cohen, his wife of premises known as Shops 23 and 24, Wesley Arcade, being part of building No.135, Castlereagh Street, Sydney~~	~~28-6-1972~~		Expired	11-7-1984	
~~Lease~~	~~M860734~~	~~17.7.1972~~	~~of premises being known as Shop 21 Wesley Arcade building No. 135 Castlereagh Street, Sydney to Esther Swee Yun Young of Canterbury and Thelma Wo of Croydon, Married Women~~	1.9.1972		Expired	22-3-1984	
~~Lease~~	~~R196083~~		~~of shop premises being shops 25 and 26 Wesley Arcade, 135 Castlereagh Street, Sydney together with option of renewal to El Conquistador Art Crafts Pty. Limited. Expires 19-11-1981~~	2-5-1979		Expired	15-8-1984	
~~Lease~~	~~S326098~~	———	~~to Hee-Mong Cho of Turramurra, Businessman and Chang-Lim Cho his wife as joint tenants of premises being Shop 27b, Wesley Arcade, known as 133-135 Castlereagh Street, Sydney together with Rights, together with Option of Renewal. Expires 2-11-1983~~	5-3-1981		Expired	25-1-1985	

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:5 of 7
© Office of the Registrar-General /Src:INFOTRACK /Ref:sydney 133 Castlereagh Stree

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
~~S326898~~	~~Lease.~~	~~Lessees:~~	~~Sam-O-Kim and Mun-Ja-Kim as joint tenants by Transfer of Lease S644506. Registered 14-9-1981.~~			Cancelled	25-1-1985	
~~S665946~~	~~Lease to Wardrobe Wonderland Pty. Limited of premises known as Shop 27, Wesley Arcade, Castlereagh Street, Sydney, being situate at 133-135 Castlereagh Street, Sydney, together with right and reserving rights, together with option of renewal. Expires 9-6-1984. Registered 14-9-1981.~~					Expired	10-6-1988	
~~S682308~~	~~Lease to The Koala Bear Shop Pty. Limited of premises known as Shop 28, Wesley Arcade, No. 133-135 Castlereagh Street, Sydney, together with and reserving rights and an option of renewal. Expires 31-3-1983. Registered 28-1-1982~~					Expired	29-11-1983	
~~T41993~~	~~Lease to Frost Antiques Pty. Limited of premises being Shop 29, Wesley Arcade, Sydney, together with and reserving rights and option of renewal. Expires 14-1-1985. Registered 18-5-1982~~					Expired	10-6-1988	
~~T724326~~	~~Lease to Michael Eden Pty. Limited of premises being shop 22 Wesley Arcade, Castlereagh Street, Sydney. Expires 30-4-1986. Registered 14-9-1983~~					Expired	10-6-1988	
~~T848242~~	~~Lease to The Koala Bear Shop Pty. Limited of premises comprising Shop 28 Wesley Arcade, Castlereagh Street, Sydney together with and reserving rights and an option of renewal. Expires 31-3-1986. Registered 29-11-1983~~					Expired	X591418	
~~T973635~~	~~Lease to Osclown Pty. Limited of premises comprising Shop 21 Wesley Arcade, Castlereagh Street, Sydney together with and reserving rights. Expires 31-8-1986. Registered 22-3-1984~~					Expired	10-6-1988	
~~V199773~~	~~Lease to M.C. Cohen Pty Limited of Shops 23 and 24 Wesley Arcade Castlereagh Street Sydney with and reserving rights and option of renewal. Expires 31-1-1987. Registered 11-7-1984~~					Y517772		
~~V285897~~	~~Lease to Alexander Hammer and Judith Hammer as joint tenants of Shops 25 and 26, Wesley Arcade, Castlereagh Street, Sydney, with and reserving rights and an option of renewal. Expires 17-5-1987. Registered 15-8-1984~~					Y517772		
~~V285896~~	~~Lease to Hipkins Nominees Pty. Limited of Shop 27B Wesley Arcade, Castlereagh Street, Sydney with and reserving rights Expires 3.5.1987 Option of renewal - see V285896 Registered 25-1-1~~					Y517772		
~~X808228~~	~~Caveat by State Bank of New South Wales. Registered 31-8-1988.~~					Y517760		
~~X992483~~	~~Caveat by the Uniting Church in Australia Property Trust (N.S.W.) against premises being Levels 3 and 4 Piccadilly Plaza, The Lyceum Theatre area, The Wesley Central Mission area at or below Pitt Street level, together with car parking spaces on car parking level 2 known as Piccadilly Plaza, 206-222 Pitt Street and 133-141 Castlereagh Street and 222 Pitt Street, Sydney. Registered 15-12-1988.~~					Y517759		
Y517772	Lease to Capital Land Corporation Pty. Limited. Expires 1-8-2091. Registered 12-9-1989							
Y517772	Lease Y517776 Mortgage to A.G.C. (Advances) Limited. Registered 12-9-1989							

T41993 Shop 29
C.T. 20.7.8
T 724326 of prec.
T848242 Pt
CT 19-12-8
T973635 (shop 21)
V199773 Shop 23 & 24
V285896 Shop 27B
V285897 Shop 25 & 26
X591418
X808228
X992483
Y517759 -760WK -770WK -772LR -776MLR -778XL
(Y517772?)

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NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:6 of 7
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Req:R497079 /Doc:CT 11850-139 CT /Rev:17-Dec-2010 /NSW LRS /Pgs:ALL /Prt:17-Aug-2020 09:59 /Seq:7 of 7
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C.T. 8P804650

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION
Caveat	Y517778		by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989			
Lease	Y517772	Y517778	Caveat by The Uniting Church in Australia Property Trust (N.S.W.) of part being Level 3, Level 4 of Piccadilly Plaza, Lyceum Theatre area, the Wesley Central Mission are at or below Pitt Street Level. Car parking spaces on Parking Level. All within buildings to be known as Piccadilly Plaza 206-222 Pitt Street, 133-141 Castlereagh Street, Sydney and 222 Pitt Street, Sydney. Registered 12-9-1989			
			DP/~~SP~~ 804650 Registered 31-8-90 This folio is cancelled as to whole/~~part~~ upon creation of computer folios for lots 1 in the abovementioned plan.			

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RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Historical Title

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
17/8/2020 9:58AM

FOLIO: 1/804650

First Title(s): OLD SYSTEM
Prior Title(s): 3/602641 VOL 9935 FOLS 89-90
VOL 10104 FOL 83 VOL 11850 FOL 139

Recorded	Number	Type of Instrument	C.T. Issue
11/9/1990	DP804650	DEPOSITED PLAN	FOLIO CREATED EDITION 1
8/11/1990	Z314863	TRANSFER OF LEASE	
21/11/1990	Z360056	DEPARTMENTAL DEALING	
13/12/1990	Z406661	DEPARTMENTAL DEALING	EDITION 2
28/2/1991	Z348963	WITHDRAWAL OF CAVEAT	
25/10/1991		AMENDMENT: VOL FOL INDEX	
6/3/1992	E304304	DEPARTMENTAL DEALING	EDITION 3
29/6/1992	E554906	SUB-LEASE	
29/6/1992	E554907	SUB-LEASE	
29/6/1992	E554908	SUB-LEASE	
7/7/1992	E556112	SUB-LEASE	
7/7/1992	E556113	SUB-LEASE	
7/7/1992	E556114	SUB-LEASE	
10/7/1992	E600243	SUB-LEASE	
10/7/1992	E600244	SUB-LEASE	
10/7/1992	E600245	SUB-LEASE	
10/7/1992	E600724	SUB-LEASE	
16/7/1992	E606833	SUB-LEASE	
22/7/1992	E613831	SUB-LEASE	
22/7/1992	E613832	SUB-LEASE	
24/8/1992	E705884	DEPARTMENTAL DEALING	
15/2/1993	I113146	CAVEAT	
10/3/1993	DP828419	DEPOSITED PLAN	FOLIO CANCELLED RESIDUE REMAINS

END OF PAGE 1 - CONTINUED OVER

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
17/8/2020 9:58AM

FOLIO: 1/804650 PAGE 2

Recorded	Number	Type of Instrument	C.T. Issue

*** END OF SEARCH ***

Sydney 133 Castlereagh Stree PRINTED ON 17/8/2020

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NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
17/8/2020 9:57AM

FOLIO: 10/828419

First Title(s): OLD SYSTEM
Prior Title(s): 1/804650

Recorded	Number	Type of Instrument	C.T. Issue
10/3/1993	DP828419	DEPOSITED PLAN	FOLIO CREATED EDITION 1
11/5/1993	I209521	SURRENDER OF LEASE	
31/8/1993	I609432	DEPARTMENTAL DEALING	EDITION 2
3/2/1995	U991058	DEPARTMENTAL DEALING	
1/3/1995	O9908	WITHDRAWAL OF CAVEAT	
1/3/1995	O9909	DISCHARGE OF MORTGAGE	EDITION 3
1/3/1995	O9913	CAVEAT	
29/1/1997	2449316	VARIATION OF LEASE	EDITION 4
1/3/2007	AC960558	LEASE FOLIOS CREATED 1-4/LF314 LINK FOLIO: VOL 8646 FOL 23	
1/3/2007	AC968432	DEPARTMENTAL DEALING	
19/3/2007	AC969252	LEASE FOLIOS CREATED 25-44/LF314	
19/3/2007	AC969272	LEASE FOLIOS CREATED 45-64/LF314	
19/3/2007	AC972830	LEASE FOLIOS CREATED 65-84/LF314	
19/3/2007	AC972886	LEASE FOLIOS CREATED 85-103/LF314	
19/3/2007	AC972935	LEASE FOLIOS CREATED 104-123/LF314	
19/3/2007	AC972992	LEASE FOLIOS CREATED 124-142/LF314	
19/3/2007	AC973026	LEASE FOLIOS CREATED 143-161/LF314	
19/3/2007	AC969226	LEASE FOLIOS CREATED 5-24/LF314	
26/4/2007	AD73767	DEPARTMENTAL DEALING	EDITION 5
4/3/2008	AD802550	LEASE FOLIOS CREATED	

END OF PAGE 1 - CONTINUED OVER

Recorded	Number	Type of Instrument	C.T. Issue
		162/LF314	
5/6/2008	AE921	LEASE FOLIOS CREATED 163/LF314	
7/11/2008	AE313007	LEASE FOLIOS CREATED 164/LF314	
4/12/2008	AE367324	LEASE FOLIOS CREATED 165/LF314	
24/5/2010	AF512310	LEASE FOLIOS CREATED 166/LF314	
17/8/2010	AF697571	LEASE FOLIOS CREATED 167/LF314	
14/2/2011	AG60549	LEASE FOLIOS CREATED 168/LF314	
10/3/2011	AG110002	LEASE FOLIOS CREATED 169/LF314	
4/7/2011	AG345687	LEASE FOLIOS CREATED 170/LF314	
26/4/2012	AG945458	LEASE FOLIOS CREATED 171/LF314	
5/8/2013	AH925274	LEASE FOLIOS CREATED 172/LF314	
8/10/2013	AH963731	CHANGE OF NAME	EDITION 6
14/1/2014	AI296997	LEASE FOLIOS CREATED 173/LF314	
4/4/2014	AI488419	TRANSFER OF LEASE	
5/1/2015	AJ142670	LEASE FOLIOS CREATED 174-175/LF314	
30/9/2015	AJ532004	REJECTED - LEASE	

END OF PAGE 2 - CONTINUED OVER

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
17/8/2020 9:57AM

FOLIO: 10/828419 PAGE 3

Recorded	Number	Type of Instrument	C.T. Issue
20/4/2016	AK370778	LEASE FOLIOS CREATED 176/LF314	
16/6/2016	AK513595	LEASE FOLIOS CREATED 177/LF314	
15/11/2016	AK904441	RESTRICTION ON USE OF LAND BY/VESTED IN PRESCRIBED AUTHORITY	
28/2/2017	AK971351	LEASE	
28/2/2017	AK971352	SUB-LEASE	
28/2/2017	AK971502	MORTGAGE OF LEASE	
28/2/2017	AK971571	CHANGE OF NAME	
28/2/2017	AM10231	DEPARTMENTAL DEALING	
26/6/2017	AM497489	REQUEST	
11/9/2017	AM711120	REQUEST	
8/11/2017	AM870762	DEPARTMENTAL DEALING	
24/11/2017	AM913683	DEPARTMENTAL DEALING	
19/3/2018	DP1231660	DEPOSITED PLAN	
26/6/2018	AG179368	WITHDRAWN - REQUEST	
26/3/2019	AP113515	MORTGAGE OF LEASE	
17/9/2019	AP477753	CAVEAT	
14/11/2019	AP677556	DISCHARGE OF MORTGAGE	
14/11/2019	AP677557	TRANSFER OF LEASE	
14/11/2019	AP683761	DEPARTMENTAL DEALING	
18/11/2019	AP689570	DEPARTMENTAL DEALING	
15/6/2020	AQ171223	DEPARTMENTAL DEALING	

*** END OF SEARCH ***

Sydney 133 Castlereagh Stree PRINTED ON 17/8/2020

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LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 10/828419

SEARCH DATE	TIME	EDITION NO	DATE
17/8/2020	9:57 AM	6	8/10/2013

LAND

LOT 10 IN DEPOSITED PLAN 828419
AT SYDNEY
LOCAL GOVERNMENT AREA SYDNEY
PARISH OF ST JAMES COUNTY OF CUMBERLAND
TITLE DIAGRAM DP828419

DESCRIPTION

STOCKLAND PICCADILLY
PITT STREET
SYDNEY 2000

LEASE FOLIOS CREATED. SEE LEASE PREMISES INDEX SEARCH FOR LF314

THIS FOLIO MAY BE AFFECTED BY CAVEATS AND/OR WRITS RECORDED ON THE LEASE FOLIOS FOR THESE PREMISES

FIRST SCHEDULE

THE UNITING CHURCH IN AUSTRALIA PROPERTY TRUST (N.S.W.)

SECOND SCHEDULE (5 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)

* 2 Y517772 LEASE TO THE TRUST COMPANY LIMITED (SEE I750227, O9912, O162054, 8273083, AI488419, AP677557). EXPIRES: 1/8/2091.

* I113146 CAVEAT AFFECTING LEASE Y517772 CAVEAT BY DAVID JONES LIMITED AND DAVID JONES (AUSTRALIA) PTY LIMITED

U351512 LEASE OF LEASE Y517772 TO SYDNEY ELECTRICITY OF SUBSTATION PREMISES NO.6655 AND NO.6656 TOGETHER WITH RIGHTS OF WAY AND EASEMENTS OVER OTHER PARTS OF THE LAND ABOVE DESCRIBED SHOWN IN PLAN WITH U351512. EXPIRES: 30/4/2044.

2449316 VARIATION OF LEASE Y517772

2449316 CAVEATOR UNDER CAVEAT I113146 HAS CONSENTED

AH963731 CHANGE OF NAME AFFECTING LEASE Y517772 LESSEE NOW THE TRUST COMPANY LIMITED

* AI488419 CAVEATOR CONSENTED

* AK971351 LEASE OF LEASE U351512 TO BLUE ASSET PARTNER PTY

END OF PAGE 1 - CONTINUED OVER

FOLIO: 10/828419 PAGE 2

SECOND SCHEDULE (5 NOTIFICATIONS) (CONTINUED)

			LTD, ERIC ALPHA ASSET CORPORATION 1 PTY LTD, ERIC ALPHA ASSET CORPORATION 2 PTY LTD, ERIC ALPHA ASSET CORPORATION 3 PTY LTD & ERIC ALPHA ASSET CORPORATION 4 PTY LTD EXPIRES: SEE DEALING. CLAUSE 2.3 (b) (ii).
*		AK971352	LEASE OF LEASE AK971351 TO BLUE OP PARTNER PTY LTD, ERIC ALPHA OPERATOR CORPORATION 1 PTY LTD, ERIC ALPHA OPERATOR CORPORATION 2 PTY LTD, ERIC ALPHA OPERATOR CORPORATION 3 PTY LTD & ERIC ALPHA OPERATOR CORPORATION 4 PTY LTD EXPIRES: SEE DEALING. CLAUSE 12.1
*		AK971502	MORTGAGE OF LEASE AK971351 TO ANZ FIDUCIARY SERVICES PTY LTD
*		AK971571	CHANGE OF NAME AFFECTING LEASE U351512 LESSEE NOW ALPHA DISTRIBUTION MINISTERIAL HOLDING CORPORATION
*		AP113515	CAVEATOR CONSENTED
*		AP677556	CAVEATOR CONSENTED
	3	O541870	EASEMENT FOR MAINTENANCE AND REPAIR APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING THE WHOLE OF 1/66194
*	4	AK904441	RESTRICTION(S) ON THE USE OF LAND
*	5	AM711120	PROPOSED ACQUISITION PURSUANT TO SECTION 11 LAND ACQUISITION (JUST TERMS COMPENSATION) ACT, 1991 AFFECTING THE LAND ABOVE DESCRIBED. ISSUED 27/6/2017

NOTATIONS

NOTE: REFER ALL DEALINGS TO SD2
AM497489 NOTE: MEMORANDUM AM216034
AM913683 NOTE: ACQUIRED FOR THE JUST TERMS COMPENSATION ACT 1991 LOT 141 DP1231660 VIDE GOV. GAZ. 11-10-2017 FOLS. 5847-6099. ERRATUM VIDE GOV. GAZ. 10-11-2017 FOLS. 6787-6829
DP1231660 NOTE: PLAN OF ACQUISITION

UNREGISTERED DEALINGS: R AN406701.

*** END OF SEARCH ***

Sydney 133 Castlereagh Stree PRINTED ON 17/8/2020

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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Appendix C

Historical Aerial Photographs



Douglas Partners
Geotechnics / Environment / Groundwater

CLIENT:	Stocklands Development Pty Ltd			TITLE:	**1930 Historical Aerial Photograph**
OFFICE:	Sydney	DRAWN BY:	LT		**Proposed Redevelopment**
SCALE:	NTS	DATE:	31/08/2020		**133 Castlereagh Street, Sydney**

PROJECT No:	86990.01
DRAWING No:	1
REVISION:	A



1246

Douglas Partners
Geotechnics / Environment / Groundwater

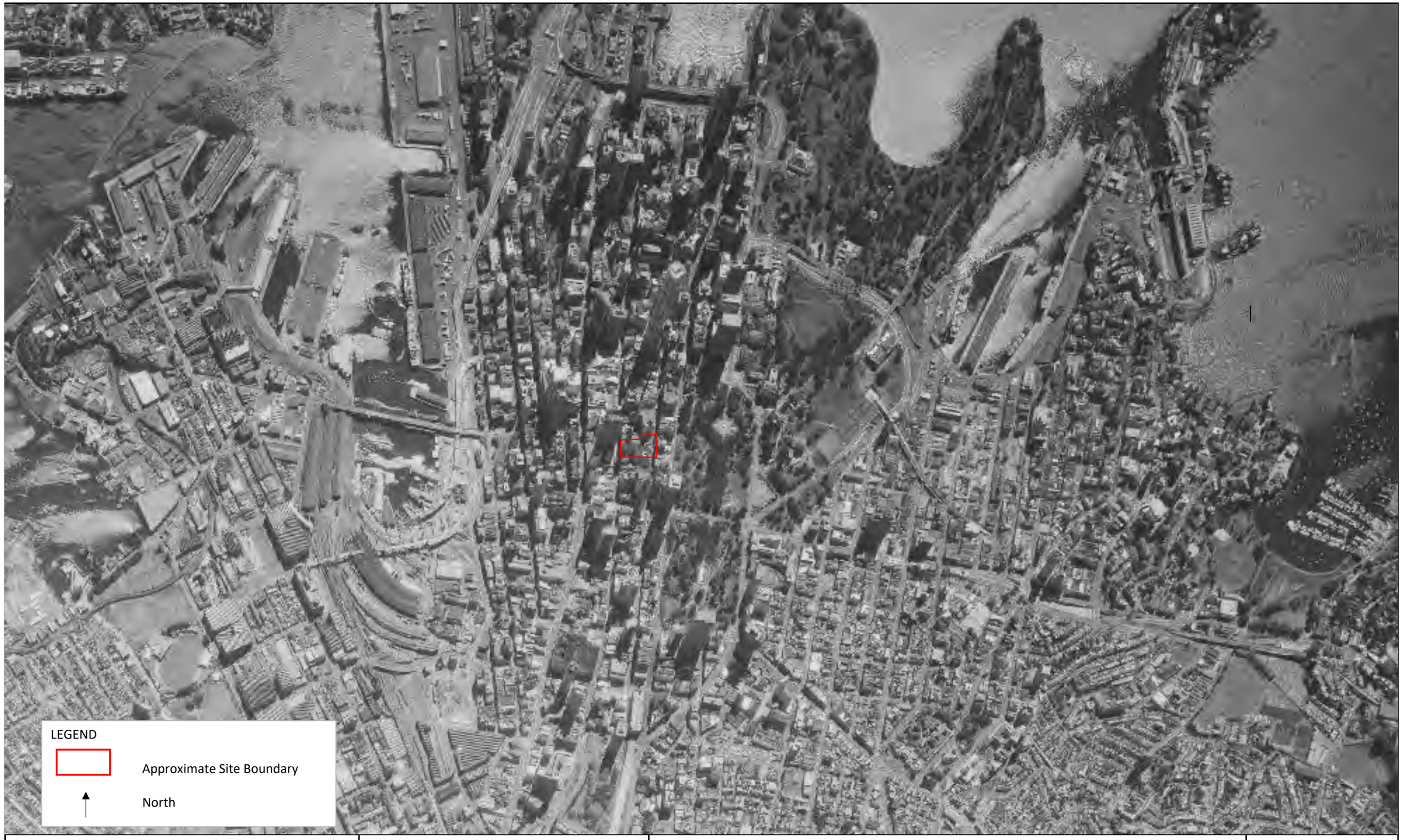
CLIENT:	Stocklands Development Pty Ltd	TITLE:	**1951 Historical Aerial Photograph**
OFFICE:	Sydney	DRAWN BY:	LT		**Proposed Redevelopment**
SCALE:	NTS	DATE:	31/08/2020		**133 Castlereagh Street, Sydney**

PROJECT No:	86990.01
DRAWING No:	2
REVISION:	A



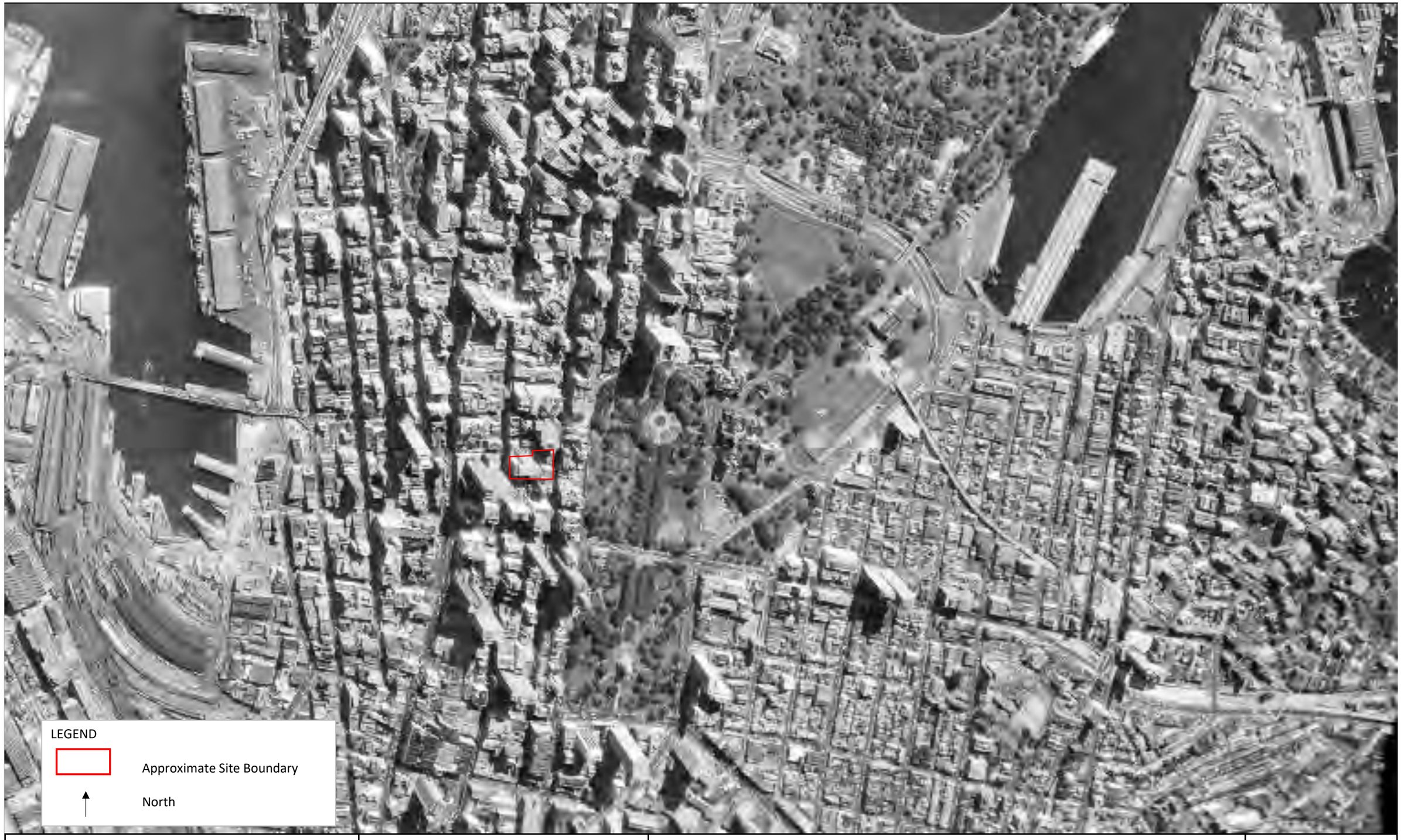
Douglas Partners
Geotechnics | Environment | Groundwater

CLIENT:	Stocklands Development Pty Ltd		TITLE:	1961 Historical Aerial Photograph	PROJECT No: 86990.01
OFFICE:	Sydney	DRAWN BY: LT		Proposed Redevelopment	DRAWING No: 3
SCALE:	NTS	DATE: 31/08/2020		133 Castlereagh Street, Sydney	REVISION: A



Douglas Partners
Geotechnics / Environment / Groundwater

CLIENT: Stocklands Development Pty Ltd		TITLE: **1971 Historical Aerial Photograph**	PROJECT No: 86990.01
OFFICE: Sydney	DRAWN BY: LT	**Proposed Redevelopment**	DRAWING No: 4
SCALE: NTS	DATE: 31/08/2020	**133 Castlereagh Street, Sydney**	REVISION: A



1249

Douglas Partners
Geotechnics / Environment / Groundwater

CLIENT:	Stocklands Development Pty Ltd			TITLE:	**1975 Historical Aerial Photograph**
OFFICE:	Sydney	DRAWN BY:	LT		**Proposed Redevelopment**
SCALE:	NTS	DATE:	31/08/2020		**133 Castlereagh Street, Sydney**

PROJECT No:	86990.01
DRAWING No:	5
REVISION:	A

1250



Douglas Partners
Geotechnics / Environment / Groundwater

CLIENT:	Stocklands Development Pty Ltd		TITLE:	**1984 Historical Aerial Photograph**	PROJECT No: 86990.01
OFFICE:	Sydney	DRAWN BY: LT		**Proposed Redevelopment**	DRAWING No: 6
SCALE:	NTS	DATE: 31/08/2020		**133 Castlereagh Street, Sydney**	REVISION: A

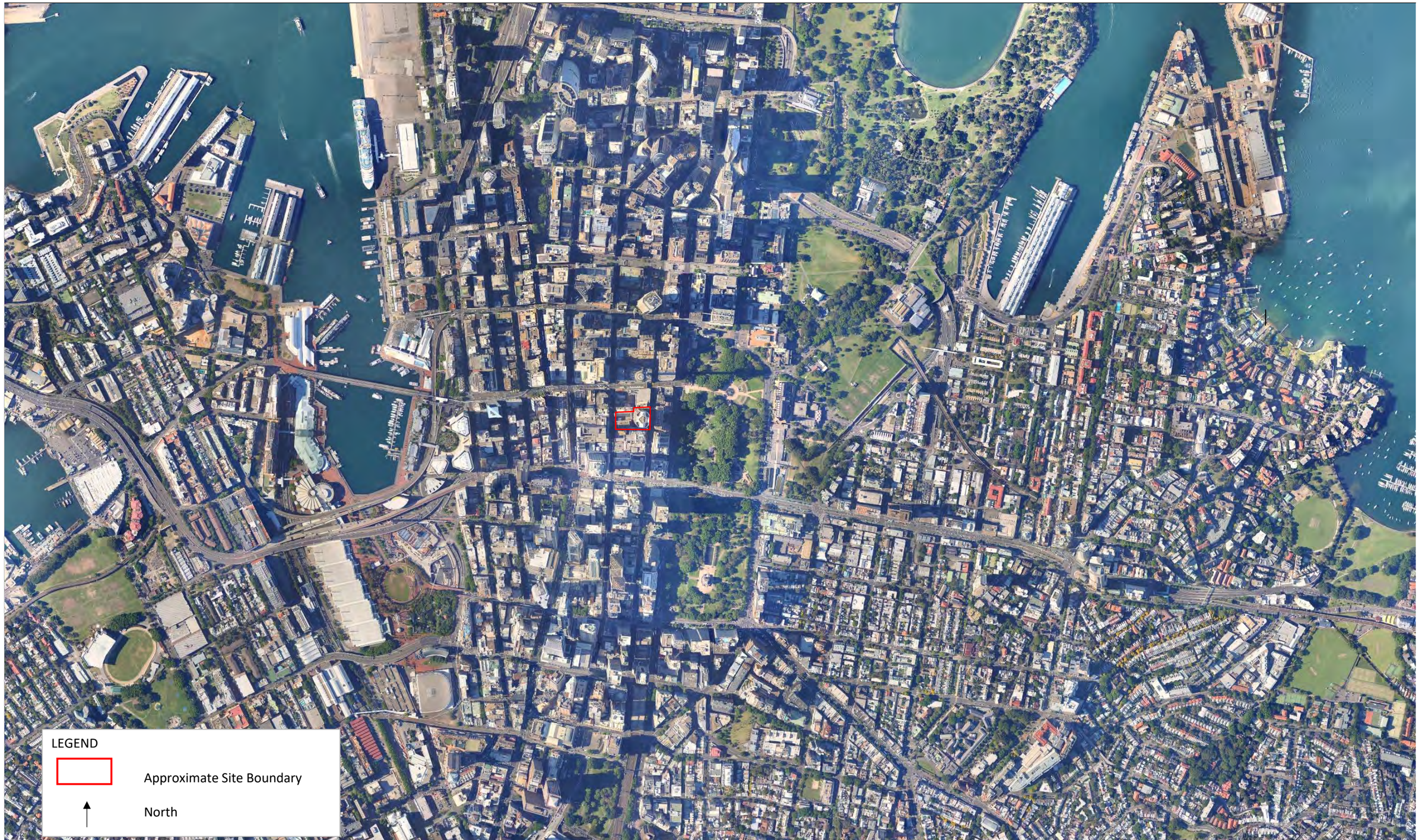


1251

Douglas Partners
Geotechnics | Environment | Groundwater

CLIENT:	Stocklands Development Pty Ltd	TITLE:	**1991 Historical Aerial Photograph**
OFFICE:	Sydney	DRAWN BY:	LT		**Proposed Redevelopment**
SCALE:	NTS	DATE:	31/08/2020		**133 Castlereagh Street, Sydney**

PROJECT No:	86990.01
DRAWING No:	7
REVISION:	A



Douglas Partners
Geotechnics / Environment / Groundwater

CLIENT:	Stocklands Development Pty Ltd		TITLE:	**2009 Historical Aerial Photograph**	PROJECT No: 86990.01
OFFICE:	Sydney	DRAWN BY: LT		**Proposed Redevelopment**	DRAWING No: 8
SCALE:	NTS	DATE: 31/08/2020		**133 Castlereagh Street, Sydney**	REVISION: A



Douglas Partners Geotechnics / Environment / Groundwater	CLIENT: Stocklands Development Pty Ltd		TITLE: **2020 Historical Aerial Photograph**	PROJECT No:	86990.01
	OFFICE: Sydney	DRAWN BY: LT	**Proposed Redevelopment**	DRAWING No:	9
	SCALE: NTS	DATE: 31/08/2020	**133 Castlereagh Street, Sydney**	REVISION:	A

Appendix D

Results of SafeWork NSW Records Search

Locked Bag 2906, Lisarow NSW 2252
Customer Experience 13 10 50
ABN 81 913 830 179 | www.safework.nsw.gov.au

Our Ref: D20/177500

17 September 2020

Ms Lisa Teng
Douglas Partners Pty Ltd
lisa.teng@douglaspartners.com.au

Dear Ms Teng

RE SITE: 133 Castlereagh St, Sydney NSW 2000

I refer to your site search request received by SafeWork NSW on 18 August 2020 requesting information on Storage of Hazardous Chemicals for the above site.

A search of the records held by SafeWork NSW has not located any records pertaining to the above-mentioned premises.

For further information or if you have any questions, please call us on 13 10 50 or email licensing@safework.nsw.gov.auw

Yours sincerely

Gabriela Draper

Customer Service Officer
Customer Experience - Operations
SafeWork NSW

Appendix E

Planning Certificate Section 10.7 (2) and (5)

City of Sydney
Town Hall House
456 Kent Street
Sydney NSW 2000
Telephone +61 2 9265 9333
Fax +61 2 9265 9222
council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

DOUGLAS PARTNERS PTY LTD
96 Hermitage Rd
WEST RYDE NSW 2114

PLANNING CERTIFICATE

Under Section 10.7 of the Environmental Planning and Assessment Act, 1979

Applicant:	DOUGLAS PARTNERS PTY LTD
Your reference:	86990.01
Address of property:	133-145 Castlereagh Street , SYDNEY NSW 2000
Owner:	THE UNITING CHURCH IN AUSTRALIA PROPERTY TRUST NSW
Description of land:	Lot 10 DP 828419
Certificate No.:	2020304679
Certificate Date:	5/08/20
Receipt No:	0157957
Fee:	$80.00
Paid:	5/08/20

Title information and description of land are provided from data supplied by the Valuer General and shown where available.

Issuing Officer
per **Monica Barone**
Chief Executive Officer

CERTIFICATE ENQUIRIES:
Ph: 9265 9333
Fax: 9265 9415

PLANNING CERTIFICATE UNDER SECTION 10.7 (2) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

MATTERS AFFECTING THE LAND AS PRESCRIBED BY SCHEDULE 4 - ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION, 2000, CLAUSES (1) - (2).

DEVELOPMENT CONTROLS

The following information must be read in conjunction with and subject to all other provisions of the environmental planning instruments specified in this certificate.

ZONING

Zone B8 Metropolitan Centre (Sydney Local Environmental Plan 2012)

1 Objectives of zone
• To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.
• To provide opportunities for an intensity of land uses commensurate with Sydney's global status.
• To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.
• To encourage the use of alternatives to private motor vehicles such as public transport, walking or cycling.
• To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.

2 Permitted without consent
Nil

3 Permitted with consent
Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tourist and visitor accommodation; Any other development not specified in item 2 or 4

4 Prohibited
Nil

PROPOSED ZONING

Draft Zone B8 Metropolitan Centre - Planning Proposal (Sydney Local Environmental Plan 2012)

1 Objectives of zone
• To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.
• To provide opportunities for an intensity of land uses commensurate with Sydney's global status.
• To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.
• To encourage the use of alternatives to private motor vehicles such as public transport, walking or cycling.

• To promote uses with active street frontages within podiums that contribute to the vitality, life and existing character of the street.
• To promote the efficient and orderly development of land in a compact urban centre.
• To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities.
• To recognise and reinforce the important role that Central Sydney's public spaces, streets and their amenity play in a global city.
• Promote the primary role of the zone as a centre for employment and permit residential and serviced apartment accommodation where they complement employment generating uses.

2 Permitted without consent
Nil

3 Permitted with consent
Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tourist and visitor accommodation; Any other development not specified in item 2 or 4

4 Prohibited
Nil

LOCAL PLANNING CONTROLS

Sydney Local Environmental Plan 2012 (as amended) – Published 14 December 2012 NSW Legislation Website.

Sydney Development Control Plan 2012 (as amended) - (commenced 14.12.2012)

Planning Proposal: Amendment of Sydney Local Environmental Plan 2012 – Central Sydney

This Planning Proposal progresses key aims and objectives of the City of Sydney's Draft Central Sydney Planning Strategy. This is to be achieved by a range of amendments to Sydney Local Environmental Plan 2012 (the LEP).

HERITAGE

State Heritage Register (Amendment To Heritage Act, 1977 Gazetted 2/4/99)
This property may be identified as being of state heritage significance, and entered on the State Heritage Register.

To confirm whether the site is listed under the Heritage Act 1977 a Section 167 Certificate should be obtained from the NSW Heritage Office by contacting the NSW Heritage office on (02) 9873 8500 for an application from or by downloading the application form from www.heritage.nsw.gov.au

STATE PLANNING INSTRUMENTS

Full copies of State Environmental Planning Policies are available online at www.planning.nsw.gov.au.

State Environmental Planning Policy No. 19 – Bushland in Urban Areas
This is a policy to protect and preserve bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. This policy is designed to protect bushland in public open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development
This policy aims to amend the definitions of hazardous and offensive industries; to render ineffective any environmental planning instruments not defining hazardous or offensive as per this policy; to control development of hazardous and offensive industries.

State Environmental Planning Policy No. 55 – Remediation of Land
This policy provides planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires councils to be notified of all remediation proposals. To assist councils and developers, the Department, in conjunction with the Environment Protection Authority, has prepared Managing Land Contamination: Planning Guidelines.

State Environmental Planning Policy No. 64 – Advertising and Signage
This policy aims to ensure that signage (including advertising):
Is compatible with the desired amenity and visual character of an area, and
- Provides effective communications in suitable locations, and
- Is of a high quality design and finish.

To this end the policy regulates signage (but not content) under Part 4 of the Act and provides limited time consents for the display of certain advertisements. The policy does not apply to signage that is exempt development under an environmental planning instrument. It does apply to all signage that can be displayed with or without consent and is visible from any public place or reserve, except as provided by the policy.

This policy should be read in conjunction with the Sydney Local Environmental Plan 2005, the City of Sydney Signage and Advertising Structures Development Control Plan 2005 and State Environmental Planning Policy No. 60 where these apply.

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development
This policy aims to improve the design quality of flats of three or more storeys with four or more self contained dwellings. The policy sets out a series of design principles for local councils to consider when assessing development proposals for residential flat development. The policy also creates a role for an independent design review panel and requires the involvement of a qualified designer in the design and approval process.

State Environmental Planning Policy No.70 – Affordable Housing (Revised Schemes) (Gazetted 31.05.02)
The policy identifies that there is a need for affordable housing in the City of Sydney, describes the kinds of households for which affordable housing may be provided and makes a requirement with respect to the imposition of conditions relating to the provision of affordable housing (provided other requirements under the Act are met).

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
This Policy does not apply to land described in Schedule 1 (Environmentally sensitive land), or land that is zoned for industrial purposes, or land to which an interim heritage order made under the *Heritage Act 1997* by the Minister administering that Act applies, or land to which a listing on the State Heritage Register kept under the *Heritage Act 1997* applies.

The Policy aims to encourage the provision of housing (including residential care facilities) that will increase the supply and diversity of residences that meet the needs of seniors or people with a disability, and make efficient use of existing infrastructure and services, and be of good design.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
Aims to ensure consistency in the implementation of the BASIX scheme throughout the State. This Policy achieves its aim by overriding provisions of other environmental planning instruments and development control plans that would otherwise add to, subtract from or modify any obligations arising under the BASIX scheme.

State Environmental Planning Policy (State Significant Precincts) 2005
This Policy aims to identify development of economic, social or environmental significance to the State or regions of the State so as to provide a consistent and comprehensive assessment and decision making process for that development.
NB: This SEPP also contains exempt & complying provisions

State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
This Policy aims to provide for the proper management and development of mineral, petroleum and extractive material resources for the social and economic welfare of the State.

State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
This Policy aims to ensure that suitable provision is made for ensuring the safety of persons using temporary structures or places of public entertainment.

State Environmental Planning Policy (Infrastructure) 2007
This Policy aims to facilitate the effective delivery of infrastructure across the state.
NB: This SEPP also contains exempt & complying provisions

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
This Policy Streamlines assessment processes for development that complies with specified development standards. The policy provides exempt and complying development codes that have State-wide application, identifying, in the General Exempt Development Code, types of development that are of minimal environmental impact that may be carried out without the need for development consent; and, in the General Housing Code, types of complying development that may be carried out in accordance with a complying development certificate as defined in the Environmental Planning and Assessment Act 1979.

State Environmental Planning Policy (Affordable Rental Housing) 2009
Establishes a consistent planning regime for the provision of affordable rental housing. The policy provides incentives for new affordable rental housing, facilitates the retention of existing affordable rentals, and expands the role of not-for-profit providers. It also aims to support local centres by providing housing for workers close to places of work, and facilitate development of housing for the homeless and other disadvantaged people. NOTE: Does not apply to land at Green Square or at Ultimo Pyrmont, or on southern employment land.

State Environmental Planning Policy (Urban Renewal) 2010
The aims of this Policy are as follows:
(a) to establish the process for assessing and identifying sites as urban renewal precincts,
(b) to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,
(c) to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.

State Environmental Planning Policy (State and Regional Development) 2011
The aims of this Policy are as follows:
(a) to identify development that is State significant development,
(b) to identify development that is State significant infrastructure and critical State significant infrastructure,
(c) to confer functions on joint regional planning panels to determine development applications.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017
The aims of this Policy are:
(a) to protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and
(b) to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017
The aim of this Policy is to facilitate the effective delivery of educational establishments and early education and care facilities across the state.

State Environmental Planning Policy (Coastal Management) 2018
The aim of this Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal

Management Act 2016, including the management objectives for each coastal management area, by:
(a) managing development in the coastal zone and protecting the environmental assets of the coast, and
(b) establishing a framework for land use planning to guide decision-making in the coastal zone, and
(c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
This plan applies to land within the Sydney Harbour Catchment, as shown edged heavy black on the Sydney Harbour Catchment Map, being part of the Sydney Region declared by order published in Gazette No 38 of 7 April 1989 at page 1841.

This plan has the following aims with respect to the Sydney Harbour Catchment:
to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected and maintained: as outstanding natural asset, and as a public asset of national and heritage significance, for existing and future generations; to ensure a healthy, sustainable environment on land and water; to achieve a high quality urban environment; to ensure a prosperous working waterfront and an effective transport corridor, to encourage a culturally rich and vibrant place for people; to ensure accessibility to and along Sydney Harbour and its foreshores; to ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity, to provide a consolidated, simplified and updated legislative framework for future planning.

OTHER MATTERS AFFECTING THE LAND AS PRESCRIBED BY SCHEDULE 4 - E. P. & A. REGULATION, 2000. CLAUSES (2A) - (10)

(2A) Zoning and land use under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*

This SEPP does not apply to the land.

(3) Complying Development
(1) The extent to which the land is land on which complying development may be carried out under each of the codes for complying development because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4),1.18(1)(c3) and 1.19 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

(2) The extent to which complying development may not be carried out on that land because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4),1.18(1)(c3) and 1.19 of that Policy and the reasons why it may not be carried out under those clauses.

(3) If the council does not have sufficient information to ascertain the extent to which complying development may or may not be carried out on the land, a statement that a restriction applies to the land, but it may not apply to all of the land, and that council does not have sufficient information to ascertain the extent to which complying development may or may not be carried out on the land.

Note: All Exempt and Complying Development Codes: Council does not have sufficient information to ascertain the extent of a land based exclusion on a property. Despite any statement preventing the carrying out of complying development in the Codes listed below, complying development may still be carried out providing the development is not on the land affected by the exclusion and meets the requirements and standards of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

General Housing Code & Commercial and Industrial (New Buildings and Additions) Code

Complying development **may not** be carried out on the land under the General Housing Code & the Commercial and Industrial (New Buildings and Additions) Code if because of the provisions of clause 1.17A, 1.18(1)(c3) & 1.19 (Land-based requirements for exempt and complying development) any of the following statements are **YES**

▪ Clause 1.19(5)d. Land that is significantly contaminated land within the meaning of the Contaminated Land Management Act 1997. (Applies only to the Commercial and Industrial (New Buildings and Additions) Code.	NO
▪ Clause 1.17A(d). Has been identified as a property that comprises, or on which there is, an item that is listed on the State Heritage Register under the *Heritage Act 1977* or that is subject to an interim heritage order under the *Heritage Act 1977*.	NO
▪ Clause 1.17A(d) & 1.18(1)(c3). Has been identified as a property that comprises, or on which there is, a heritage item or draft heritage item.	**NO**
▪ Clause 1.17A(c). Has been identified as being within a wilderness area (identified under the *Wilderness Act 1987*.	**NO**
▪ Clause 1.17A(e) & 1.19(1)e or 1.19(5)f. Has been identified as land that is within an environmentally sensitive area or by an environmental planning instrument as being within a buffer area, a river front area, an ecologically sensitive area, environmentally sensitive land or a protected area	**NO**
▪ Clause 1.19(1)a.or 1.19(5)a Has been identified as being within a heritage conservation area or a draft heritage conservation area.	**NO**
▪ Clause 1.19(1)b or 1.19(5)b. Has been identified as being land that is reserved for a public purpose in an environmental planning instrument.	**NO**
▪ Clause 1.19(1)c or 1.19(5)c. Has been identified as being on an Acid Sulfate Soils Map as being Class 1 or Class 2.	**NO**
▪ Clause 1.19(1)d or 1.19(5)e. Has been identified as land that is subject to a biobanking agreement under part 7A of the threatened Species Conservation Act 1995 or a property vegetation plan under the Native Vegetation Act 2003.	**NO**
▪ Clause 1.19(1)f or 1.19(5)g. Has been identified by an environmental planning instrument, a development control plan or a policy adopted by the Council as being or affected by a coastline hazard, a coastal hazard or a coastal erosion hazard.	**NO**
▪ Clause 1.19(1)g or 1.19(5)h. Has been identified as being land in a foreshore area.	**NO**
▪ Clause 1.19(1)h. Has been identified as land that is in the 25 ANEF contour or a higher ANEF contour. (Applies only to the General Housing Code)	**NO**
▪ Clause 1.19(1)j or 1.19(5)i. Has been identified as unsewered land within a drinking water catchment.	**NO**
▪ Clause 1.19(1)i. Has been identified as land that is declared to be a special area under the Sydney Water Catchment Management Act 1998.	**NO**

Housing Alterations Code

Complying development under the Housing Alterations Code **may** be carried out on the land.

Commercial and Industrial Alterations Code
Complying development under the Commercial and Industrial Alterations Code **may** be carried out on the land.

Subdivisions Code
Complying development under the Subdivisions Code **may** be carried out on the land.

Rural Housing Code
The Rural Housing Code does not apply to this Local Government Area.

General Development Code
Complying development under the General Development Code **may** be carried out on the land.

Demolition Code
Complying development under the Demolition Code **may** be carried out on the land.

Low Rise Medium Density Housing Code
This Code does not apply to this Local Government Area.

(4B) Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

In relation to a coastal council : The owner (or any previous owner) of the land has not consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act).

Note. “Existing coastal protection works” are works to reduce the impact of coastal hazards on land (such as seawalls, revetments, groynes and beach nourishment) that existed before the commencement of section 553B of the Local Government Act 1993.

(5) Mine Subsidence District

This land has not been proclaimed to be a mine subsidence district within the meaning of section 15 of the mine subsidence compensation act, 1961.

(6) Road Widening and/or Road Realignment affected by (a) Division 2 of Part 3 of the Roads act 1993 or (c) any resolution of council or other authority.

This land **is not** affected by road widening and/or road realignment under section 25 of the Roads Act, 1993 and/or resolution of Council or any other authority.

(6) Road Widening and/or Road Realignment Affected by (b) any environmental planning instrument.

This land **is not** affected by any road widening or road realignment under any planning instrument.

(7) Council and other public authorities policies on hazard risk restrictions:

(a) The land **is not** affected by a policy adopted by the Council that that restricts the development of the land because of the likelihood of land slip, bushfire, flooding, tidal inundation, subsidence, acid sulphate soils or any other risk; and

(b) The land **is not** affected by a policy adopted by any other public authority and notified to the council for the express purpose of its adoption by that authority being referred to on planning certificate issued by Council, that restricts the development of the land because of the likelihood of land slip, bushfire, flooding, tidal inundation, subsidence, acid sulphate soils or any other risk.

(7A) Flood related development controls information.

The development on this land or part of this land is subject to flood related development controls refer to Clause 7.15 of Sydney Local Environment Plan 2012 and Section 3.7 of Sydney Development Control Plan 2012.

(8) Land reserved for acquisition

No environmental planning instrument, or proposed environmental planning instrument applying to the land, provides for the acquisition of the land by a public authority, as referred to in section 3.15 of the Act.

(9) Contribution plans

The following Contributions Plans apply to properties within the City of Sydney local government area. Contributions plans marked **YES** may apply to this property:

▪ Central Sydney Development Contributions Plan 2013 – in operation 9th July 2013	**YES**
▪ City of Sydney Development Contributions Plan 2015 – in operation 1st July 2016	**NO**
▪ Redfern Waterloo Authority Contributions Plan 2006 – in operation 16th May 2007 ▪ Redfern Waterloo Authority Affordable Housing Contributions Plan – in operation 16th May 2007	**NO**

(9A) Biodiversity certified land

The land has not been certified as biodiversity certified land.

(10) Biodiversity Conservation Act 2016

Not Applicable.

(10A) Native vegetation clearing set asides

Not Applicable.

(11) Bush fire prone land

The land has not been identified as Bush fire prone land.

(12) Property vegetation plans

Not Applicable.

(13) Orders under Trees (Disputes Between Neighbours) Act 2006

Council has not been notified of an order which as been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land.

(14) Directions under Part 3A

Not Applicable.

(15) Site compatibility certificates and conditions for seniors housing

(a) The land to which the certificate relates is not subject to a current site compatibility certificate (seniors housing), of which Council is aware, in respect of proposed development on the land.

(b) The land to which the certificate relates is not subject to any condition of consent to a development application granted after 11 October 2007 required by State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

(16) Site compatibility certificates for infrastructure, schools or TAFE establishments

The land to which the certificate relates is not subject to a valid site compatibility certificate (infrastructure), of which Council is aware, in respect of proposed development on the land.

(17) Site compatibility certificates and conditions for affordable rental housing

(a) The land to which the certificate relates is not subject to a current site compatibility certificate (affordable rental housing), of which Council is aware, in respect of proposed development on the land.

(b) The land to which the certificate relates is not subject to any terms of a kind referred to in clause 17(1) or 37(1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

(18) Paper subdivision information

Not Applicable.

(19) Site verification certificates

The land to which the certificate relates is not subject to a valid site verification certificate of which Council is aware.

(20) Loose-fill asbestos insulation

Not Applicable

(21) Affected building notices and building product rectification orders

(1)The land to which the certificate relates is not subject to any affected building notice of which Council is aware.

(2) (a) The land to which the certificate relates is not subject to any building product rectification order of which Council is aware and has not been fully complied with.

(b) The land to which the certificate relates is not subject to any notice of intention to make a building product rectification order of which Council is aware and is outstanding.

(3) In this clause:
affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017.
building product rectification order has the same meaning as in the Building Products (Safety) Act 2017.

Note. The following matters are prescribed by section 59 (2) of the *Contaminated Land Management Act 1997* as additional matters to be specified in a planning certificate:

(a) The land to which the certificate relates **is not** declared to be **significantly contaminated land** within the meaning of that act as at the date when the certificate is issued.

(b) The land to which the certificate relates **is not** subject to a **management order** within the meaning of that act as at the date when the certificate is issued.

(c) The land to which the certificate relates **is not** the subject of an **approved voluntary management proposal** within the meaning of that act at the date the certificate is issued.

(d) The land to which the certificate relates **is not** the subject of an **ongoing maintenance order** within the meaning of that act as at the date when the certificate is issued.

(e) As at the date when the certificate is issued, Council **has not** identified that a **site audit statement** within the meaning of that act has been received in respect of the land the subject of the certificate.

PLANNING CERTIFICATE SECTION 10.7 (2) INFORMATION:
Information provided in accordance with planning certificate section 10.7 (2) has been taken from council's records and advice from other authorities but council disclaims all liability for any omission or inaccuracy in the information. Specific inquiry should be made where doubt exists.

PLANNING CERTIFICATE UNDER SECTION 10.7 (5) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

PLANNING CERTIFICATE SECTION 10.7 (5) ADVICE is current as at 12:00 noon two working days prior to the date of issue of this certificate. The following matters have been considered & details provided where information exists: easements in favour of council; parking permit scheme; heritage floor space restrictions; low-rental residential building; foreshore building line; tree preservation order.

Contaminated Land Potential:
Council records do not have sufficient information about the uses (including previous uses) of the land which is the subject of this section 10.7 certificate to confirm that the land has not been used for a purpose which would be likely to have contaminated the land. Parties should make their own enquiries as to whether the land may be contaminated.

Hazard Risk Restriction:
Some City of Sydney Local Environmental Plans incorporate Acid Sulfate soil maps. Development on the land identified in those maps should have regard to the acid sulfate soil clause within the relevant Local Environmental Plan.

Construction Noise and View Loss Advice:
Intending purchasers are advised that the subject property may be affected by construction noise and loss or diminution of views as a result of surrounding development.

Outstanding Notice & Order information
In relation to this property, there **is not** an outstanding Order or Notice of Intention to issue an Order relating to Fire Safety (being an Order or Notice of Intention to issue an Order under Part 2 of Schedule 5 of the Environmental Planning and Assessment Act, 1979). Further information about the Order or Notice of Intention to issue an Order may be obtained by applying for a certificate under clause 41 of Schedule 5 of the Environmental Planning and Assessment Act and Section 735A of the Local Government Act.

In relation to this property, there **is not** an outstanding Order or Notice of Intention to issue an Order (being an Order or Notice of Intention to issue an Order of a type other than relating to fire safety). Further information about the Order or Notice of Intention to issue an Order may be obtained by applying for a certificate under clause 41 of Schedule 5 of the Environmental Planning and Assessment Act and Section 735A of the Local Government Act.

Neighbourhood Parking Policy
The City of Sydney co-ordinates a Resident Permit Parking Scheme and a Visitor Permit Parking scheme. This property may be restricted from participating in either scheme. Eligibility may change after the date of this certificate, as parking supply and other traffic demands change. For more information contact Council's call centre on 9265 9333.

Rail Corridor
The land is within or above a rail corridor, or within 25 metres of a rail corridor, and that Division 15 of Part 2 of State Environmental Planning Policy (Infrastructure 2007) including clauses 86 and 88 applies.

ADVICE FROM OTHER BODIES

Sydney Ports Corporation Advice
Some land in the City of Sydney located in the vicinity of the White Bay, Glebe Island and Darling Harbour ports may be affected by noise from port operations.

Advice provided in accordance with planning certificate section 10.7 (5) is supplied in good faith. Council accepts no liability for the validity of the advice given. (see section 10.7 (6) of the Environmental Planning and Assessment Act, 1979).

Planning certificate section 10.7 (2), local planning controls are available are available online at www.cityofsydney.nsw.gov.au

General Enquiries:
Telephone: 02 9265 9333

Town Hall House
Level 2
Town Hall House
456 Kent Street
Sydney
8am – 6pm Monday - Friday

State planning controls are available online at www.legislation.nsw.gov.au

Where planning certificate section 10.7 (5) matters are supplied, complete details are available by writing to:
Chief Executive Officer
City of Sydney
G.P.O. Box 1591
Sydney NSW 2000

End of Document

Appendix G

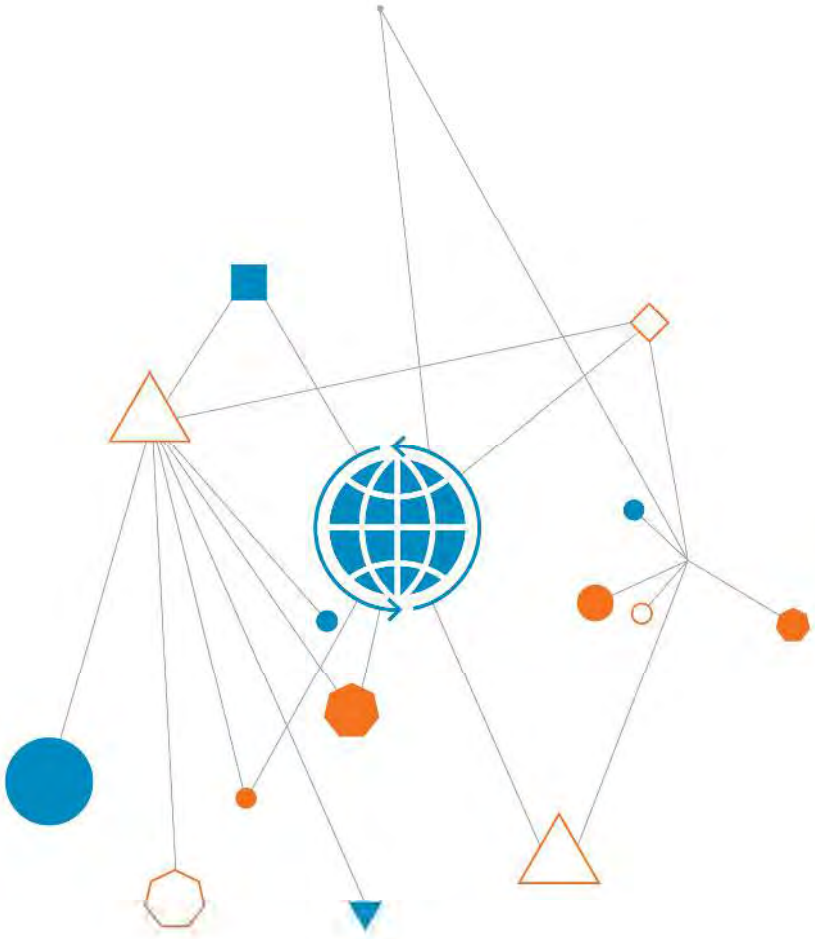
Hazardous Materials Reinspection (Coffey 2017)

INVESTA Property Group

Hazardous Materials Reinspection

133 Castlereagh Street, Sydney NSW 2000

15 July 2017



When you think with a global mind problems get smaller

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Hazardous Materials Reinspection

Prepared for
INVESTA Property Group

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15 July 2017

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Quality information

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Executive Summary

Coffey Services Australia Pty Ltd (Coffey) conducted an Asbestos and Hazardous Materials reinspection of Piccadilly Tower – 133 Castlereagh Street, Sydney, NSW 2000 on the 22nd and 23rd June 2017. The survey was undertaken to facilitate the reinspection of previously identified asbestos (ACM) and other hazardous materials (HazMat) and the identification of those additional materials which may have been overlooked in the past, in accordance with the requirements of the NSW Code of Practice *How to Manage and Control Asbestos in the Workplace (2016)*, and relevant asbestos legislation.

State Legislation and guidance requires that the registers be used by and made available to property owners, employers, workers, persons intending business at the premises and Health and Safety Representatives, as part of overall hazardous materials management designed to control the risks of exposure to Hazardous Materials.

This contract was completed by Coffey on the basis of a defined program of work and terms and conditions agreed with the Client. We confirm that in preparing this report we have exercised all reasonable skill and care bearing in mind the project objectives, the agreed scope of works and prevailing site conditions. The client should be made aware of the limitations of a survey being conducted in a non-destructive manner and is referred to in **Section 3 –Limitations**.

From the site survey results, a register of asbestos and hazardous materials has been produced, in accordance with the requirements of the relevant Regulations, Codes of Practice and Guidance Notes.

At the time of the survey, no asbestos-containing materials (ACM) were identified or Suspected present on-site.

Hazardous materials were identified or suspected during the survey. Full details of the material assessments can be located within the register provided in **Appendix B.** At the time of the survey, the following non-asbestos hazardous materials were identified or presumed present:

SMF (synthetic mineral fibres) was suspected:

- Synthetic mineral fibre (SMF) – internal insulation to all ceiling spaces and within ceiling tiles to Office areas on all levels;
- Synthetic mineral fibre (SMF) – pipe insulation to chilled water pipes in mechanical cupboards on all levels;
- Synthetic mineral fibre (SMF) – pipe insulation to pipes in male toilet service cupboards throughout;
- Synthetic mineral fibre (SMF) - fire-rated insulation bags to floor and ceiling penetrations within Telecommunication cable & data cupboards throughout;
- Synthetic mineral fibre (SMF) – pipe insulation to pipes in plant rooms on all levels;
- Synthetic mineral fibre (SMF) – internal insulation to hot water heaters and chiller pipes to Plant Room on level 32 ('Rheem'; 170L and 130L H.W units);
- Synthetic mineral fibre (SMF) – internal insulation to chiller pipes within the Plant Room on level 32;
- Synthetic mineral fibre (SMF) – internal insulation to hot water heaters within the loading dock and Cleaners room on level P3 ('Rheem'; 315L H.W unit);
- Synthetic mineral fibre (SMF) – stored insulation in cardboard boxes (level P1) and stored gold coloured foil insulation on level P4;
- Synthetic mineral fibre (SMF) - H.W pipes (metal clad) within the Level 32 Plant room;
- Synthetic mineral fibre (SMF) within secondary C.W pipe sleave - Level 32: Air Conditioning and Chiller Plant room, upper ceiling space throughout;

- Synthetic mineral fibre (SMF) - Supply and Return H.W pipes to Heater Banks systems; Level 32: Air Conditioning and Chiller Plant room;
- Synthetic mineral fibre (SMF - suspect 'Rockwool') - Internal steam circuit insulation within Boiler unit; Level 32: Plant room;
- Synthetic mineral fibre (SMF) within Fire-rated pillows ('Fire Stop') - Floor and ceiling cable-tray penetrations - Levels 2 to 31: Lift core Tenant Electrical Services riser (please note: not all penetrations were insulated);
- Synthetic mineral fibre (SMF) – fire insulation bags to floor and ceiling penetrations - Sprinkler cupboards and vent pipe risers throughout;
- Synthetic mineral fibre (SMF) - Throughout office levels: Building core and adjoining tenant ceiling spaces; Metal A/C S.Air ducting with SMF insulation (foil-lined);
- Synthetic mineral fibre (SMF) - Throughout office levels: Building core and adjoining Tenant ceiling spaces - Flexi-ducting to registers with SMF insulation;
- SMF insulation to pipes (foil lined) to vertical return and flow Hot Water pipes – Throughout building core;
- Synthetic mineral fibre (SMF) – fire insulation bags to upper wall cable-tray penetrations, No.1 Electrical Switch room, Loading Dock level S;
- Packed Fire rated pillows with SMF insulation to cable-tray penetrations within upper walls - Level P1 (Basement) throughout;
- SMF insulation lining to Air Conditioning ducts and circular ducting - Level P1 (Basement): Service corridor ceiling spaces;
- Synthetic mineral fibre (SMF) and hessian seals to the Fire Hydrant service pipes joins throughout the ceiling spaces across the building;
- Synthetic mineral fibre (SMF) to twin Hot Water pipes (foil lined) throughout plumbing risers outside Male and Female toilets; Building core; and
- SMF insulation within Fire-stop applications throughout the Plant rooms, electrical, telecommunication risers, and service pipe voids throughout the building. Please note that not every electrical and telecommunication riser was found with Fire-stop application.

Lead-Based Dust (LBD)

No Lead Based Dust was identified or suspected to be present at the time of survey.

Lead-Based Paints (LBP)

No lead based paints were identified or suspected at the time of survey.

PCB (Polychlorinated Biphenyls)

No PCB (Polychlorinated Biphenyls) containing capacitors, transformers or other electronic devices were suspected during the re-inspection.

Ozone Depleting Substances (ODS)

Ozone Depleting Substances (ODS) were observed or suspected during the re-inspection:

- Ozone depleting substances (ODS) – Chillers in Piccadilly Tower level 32 Chiller Plant area; Chiller vessels CKT.2 and CKT.3 ('TRANE' – approximately 34kg each);
- Ozone depleting substances (ODS) – air conditioning unit in the corridor of Loading Dock level S: 'Mitsubishi' wall-mounted inverter unit;
- Ozone depleting substances (ODS) – 'Daikin' wall-mounted inverter unit on basement level P2; and
- Ozone depleting substances (ODS) – 'Kelvinator' Fridge within Cleaners store and office on basement level P3.

1. Introduction

Coffey Services Australia Pty Ltd (Coffey) conducted an Asbestos and Hazardous Materials re-inspection of the commercial office building at Piccadilly Tower – 133 Castlereagh St, Sydney CBD, NSW (the Site).

Mr Glenn Paris of Coffey carried out the re-inspection on 22nd and 23rd June and Basement areas were re-inspected on 29th June 2017, and the Investa Property Manager Mr Steven Barnes provided information regarding the site and its history. The re-inspection included sampling previously suspected A2 asbestos risk situations listed in the 2015 Re-inspection Report dated 10th April 2015.

Other information was obtained from vendor manuals, standards, guidelines, regulations and other material available in the public domain.

The assessment was conducted on the basis of the condition of the materials at the time of inspection and the future anticipated activities at the site.

No inspection can be guaranteed to locate all asbestos and hazardous materials in a specific location and therefore this assessment cannot be regarded as absolute. Planned and future demolition to site structures may expose situations which were concealed or otherwise impractical to access during this assessment.

1.1. Background

The site has not been previously assessed by Coffey.

Coffey understands that Investa Pty Ltd is requesting this reinspection survey to update the asbestos and hazardous materials register for the site in accordance with NSW *Work Health and Safety Regulations 2011* and the NSW Code of Practice *How to Manage and Control Asbestos in the Workplace* (2016).

1.2. Site Description

The site consisted of a 32 storey office building located at 133 Castlereagh St, Sydney NSW. The building was constructed from 1981, and has an arcade with retail shops, cafes, toilets and lifts. The main Plant room and Boiler room are located on level 32, with Supply Air Conditioning and Chiller units. The building is constructed of reinforced concrete floor plates of approximately 1,240 m2.

Internally the layout is comprised of the following levels and building services:

- Level 33 high-rise Lift Motor room;
- Level 22 medium-rise Lift Motor room;
- Level 32 Supply Air Conditioning and Chiller Plant room areas, Boiler, Electrical Plant rooms, Supply Fan, Supply Air Handling Chambers, and Return Air system;
- Level 4 Lift Motor room and Air Conditioning Plant room;
- Three level Piccadilly Tower retail area and lower ground level loading dock; and
- Car Park levels P2 to P5, and Basement P1 including building service rooms and storage rooms.

1.3. Scope

The scope of work required Coffey to:

- Conduct a full Asbestos and Hazardous Materials (HazMat) re-inspection survey of all reasonably accessible areas within the site, to locate asbestos containing materials (ACM), lead-based paint systems, lead based dust, ozone depleting substances (ODS), polychlorinated biphenyls in light capacitors (PCB) and synthetic mineral fibre (SMF) in accessible areas;
- Collect representative samples of any suspect ACM and/or lead paint materials and lead based dust (where accessible) previously overlooked or missed and submit samples for laboratory analysis. ODS, PCB and SMF were identified on a visual basis only;
- Document the details of materials identified including photographs of any samples taken;
- Record, collate and report the findings; and
- Deliver one electronic report to the client.

2. Methodology

Hazardous Materials surveys are undertaken considering a risk management approach, in accordance with best practice, relevant statutory regulations and relevant Codes of Practice. A risk assessment was conducted based on a number of factors associated with hazardous materials identified during the survey and prioritised through Risk and Action Classifications.

The assessment involved the onsite investigation for the presence of Asbestos Containing Materials (ACM), synthetic mineral fibres (SMF), lead based paint systems (LBP), Polychlorinated Biphenyls (PCB) and Ozone depleting substances (ODS – (CFC, HCFC, HFC). Information was collected from the site owners/occupiers/tenants on relevant issues pertaining to the site. Based on the available data and the status at the time of inspection, where items were identified, visual and/or analytical characterisation (where required) was performed and reported in the Asbestos and Hazardous Materials Register (refer **Appendix B**).

The assessment was conducted on the basis of the condition, type and location of the materials at the time of inspection. The scope of this investigation did not allow intrusive sampling techniques to be undertaken in all locations, and consequently the register may have limitations as a reference document for the purposes of renovation or demolition.

Only ‘typical’ suspected material occurrences are inspected and sampled. Sampling is undertaken on a representative basis, for example, the inspection of one fire door of the same type within the same area is undertaken (i.e. not every ‘matching’ fire door is examined), unless specifically instructed. Sample collection was performed in a non-destructive and non-invasive manner by competent persons. Presumptions, based on knowledge and experience, that inaccessible areas contain asbestos materials may also be made and stated within the register.

Samples collected are representative of the material sampled, individually identified, transported, analysed and reported in accordance with relevant Statutory Regulations, Codes of Practice and Coffey Environments Work Instructions. Laboratories undertaking analysis are appropriately NATA certified for the analysis conducted.

The presence of asbestos in bulk samples is determined by Polarised Light Microscopy (PLM) with dispersion staining techniques.

Onsite investigations cannot guarantee to locate the presence of restricted locations such as inline heaters in air conditioning systems. Whilst every effort will be made by the Consultant to locate and sample restricted areas, further access and detailed investigation may be required with the assistance of contractors and/or electricians.

Hazardous Materials surveys are restricted to areas that are reasonably accessible during the survey, with respect to the following:

- without contravention of relevant statutory requirements or codes of practice;
- without placing the surveyor at undue risk;
- without dismantlement or damage to installed fixtures and fittings, plant, electrical equipment, machinery; and
- Without dismantlement, demolition or damage to finishes and structure.

Where the Surveyor encountered access restrictions during the survey, these situations are documented and reported.

No assessment can be regarded as absolute. Future refurbishments/demolition of the building may reveal materials concealed during the assessment, which were No accessible at the time of the Survey.

The register is made up of relevant information gathered on site plus Coffey's Services assessment of risk and assignment of action ratings. Reference to photographs, where available, is made in the register along with sample identification and analysis results, where applicable. Sample analysis results from previous assessments may be utilised and referenced in this register.

3. Limitations

Coffey has conducted work concerning the environmental status of the property which is the subject of this report, and has prepared this report on the basis of that assessment.

The work was conducted, and the report has been prepared, in response to specific instructions from the client to whom this report is addressed, within the time and budgetary requirements of the client, and in reliance on certain data and information made available to Coffey. The analyses, evaluations, opinions and conclusions presented in this report are based on those instructions, requirements, data or information, and they could change if such instructions etc. are in fact inaccurate or incomplete.

Investigations have been based on inspections conducted in accordance with relevant guidelines and standards, and normal industry practice, having regard to the client's instruction, and interpretations of conditions are based on the data from those inspections and, where relevant and conducted, testing. To the best of our knowledge, they represent a reasonable interpretation of the condition of the site as able to be inspected.

This report has been provided by Coffey for the sole use of the client and only for the purpose for which it was prepared. Any representation contained in the report is made only for the client.

No inspection can be guaranteed to locate all asbestos in a specific location. The assessment cannot be regarded as absolute, without extensive invasion of structures. Future demolition and or renovation to site structures may expose situations, which were concealed or otherwise impractical to access during this assessment.

The survey brief is to identify every reasonably accessible ACM. Reasonably accessible does not extend to searching for concealed ACM beneath concrete encased structural beams or beneath concrete floors, behind another ACM, or any other locations which, to access, would cause structural damage that could potentially destabilise the structure or the building. Given the way in which ACM was used in the construction of buildings, some may only be detected during the course of subsequent demolition.

Any areas within the remit of the survey but not described within the body of the report or in the Asbestos Material Assessments should be regarded by the client as un-surveyed, and potentially

containing amphibole asbestos. A competent person should assess such areas before any work affecting them is carried out.

It must be assumed that materials visually assessed as presumed asbestos contain amphibole asbestos, unless sampled and analysed to prove otherwise. All areas where access was not possible must also be presumed to contain asbestos until proven otherwise.

Coffey assessors take samples at any situations known, or suspected, to contain Asbestos. Where the analysis determines that No Asbestos is Detected (NAD) the samples are listed in the report to provide information for potential future assessments.

Representative sampling is defined as one like sample per consistent material type, situation or item. In these instances only one test sample will be collected for analytical confirmation and the results expressed as consistent and typical of the building. It is advisable to presume that materials similar to those positively identified as asbestos also contain asbestos until proved otherwise. It should not be presumed that materials similar in appearance to those tested and found not to contain asbestos also do not contain asbestos.

Due to the very low concentration of asbestos fibres and the non-homogenous matrix of vinyl floor tiles, false negative results may be obtained. Therefore the accuracy of all results cannot be guaranteed.

Notably, with some asbestos containing bulk material it can be very difficult, or impossible to detect the presence of asbestos using the polarised light microscopy analytical method, even after ashing or disintegration of samples. This is due to the low grade or small length or diameter of asbestos fibres present in the material, or attributed to the fact that, very fine fibres have been distributed individually throughout the materials.

The analysis of many asbestos products used as a component of insulation materials, may be compromised in instances where the material has been heat affected, as heat may alter the morphology of the fibrous material.

Internal building materials should be assumed to contain asbestos and lead-based paint, and any fluorescent lights inside the buildings should be assumed to contain PCB capacitors until otherwise assessed.

Subsurface drains and pipes may be constructed of asbestos cement but this could not be assessed. Any subsurface pipes, particularly those constructed of fibre-cement or concrete, should be assumed to contain asbestos until otherwise assessed.

It is also noted that sub-surface conditions can change with time, and the report is based on data that was gathered at the time of the report. Coffey will not update the report and has not taken into account events occurring after the time its assessment was conducted.

The following limitations and restrictions to specific materials, installations and locations are commonly found during surveys of this nature, even if safe access can be provided through consultation with the client this inspection and report may not include the following areas:

- Risers / Ceiling, Floor or Wall Cavities, and Voids - may be completely blocked or bricked in. Occasionally may only be detected if shown on building construction plans or during demolition
- Columns / Structural Elements - these will not be penetrated if doing so will damage the stability of the building.
- Roofs / External Areas - these will not be checked if safe access cannot be achieved.
- Confined Spaces - these will not be checked if safe access cannot be achieved.
- Restricted Access - areas subject to restricted access will not be checked unless special arrangements have been made through the client within the remit of the survey.

- Lifts / Shafts – these will not be checked for safety reasons unless a lift engineer accompanies the surveyor.
- Live Plant or Electrical Installations - live electrical installations including fuse boxes, electrical control cabinets, distribution panels etc. are not routinely checked for safety reasons. Electrical equipment will only be examined if it is locked off and an isolation certificate has been issued. Under exceptional circumstances, when arranged by the client, examination of non-isolated equipment may take place under the supervision of an electrician.
- Boilers - may contain asbestos internally, which is not visible or accessible until the unit is dismantled. Note: Where a bulk sample is obtained from a non-dismantled boiler it should not be regarded as definitive of all materials contained within the boiler's structure.
- Live Refrigerators / Cold Rooms / Mechanical Equipment / Heater Units / Kilns - may contain asbestos internally, which is not visible or accessible until the unit is isolated and dismantled
- Safes - the walls of some safes cannot be penetrated even where access arrangements have been made.

The Client must not rely on an inspection or report as indicating that a site or a building is "asbestos free". All that the report can be relied upon to show is that no asbestos was found (or that only such asbestos was found as was reported to be found) in the course of the inspection. The findings of the report must be considered together with the specific scope and limitations of the type of inspection undertaken.

4. Assessment Findings

The findings of this assessment are presented in tabulated format in **Appendix B: Asbestos and Hazardous Building Materials Register** of this assessment report. Hazardous building materials that have been photographed are depicted in the rear of this assessment report.

The following significant key findings are noted:

At the time of the survey, no asbestos-containing materials (ACM) were identified or presumed present on-site.

At the time of the survey, the following non-asbestos hazardous materials were identified or presumed present:

SMF (synthetic mineral fibres) was suspected:

- Synthetic mineral fibre (SMF) – internal insulation to all ceiling spaces and within ceiling tiles to Office areas on all levels;
- Synthetic mineral fibre (SMF) – pipe insulation to chilled water pipes in mechanical cupboards on all levels;
- Synthetic mineral fibre (SMF) – pipe insulation to pipes in male toilet service cupboards throughout;
- Synthetic mineral fibre (SMF) - fire-rated insulation bags to floor and ceiling penetrations within Telecommunication cable & data cupboards throughout;
- Synthetic mineral fibre (SMF) – pipe insulation to pipes in plant rooms on all levels;
- Synthetic mineral fibre (SMF) – internal insulation to hot water heaters and chiller pipes to Plant Room on level 32 ('Rheem'; 170L and 130L H.W units);
- Synthetic mineral fibre (SMF) – internal insulation to chiller pipes within the Plant Room on level 32;
- Synthetic mineral fibre (SMF) – internal insulation to hot water heaters within the loading dock and Cleaners room on level P3 ('Rheem'; 315L H.W unit);

- Synthetic mineral fibre (SMF) – stored insulation in cardboard boxes (level P1) and stored gold coloured foil insulation on level P4;
- Synthetic mineral fibre (SMF) - H.W pipes (metal clad) within the Level 32 Plant room;
- Synthetic mineral fibre (SMF) within secondary C.W pipe sleave - Level 32: Air Conditioning and Chiller Plant room, upper ceiling space throughout;
- Synthetic mineral fibre (SMF) - Supply and Return H.W pipes to Heater Banks systems; Level 32: Air Conditioning and Chiller Plant room;
- Synthetic mineral fibre (SMF - suspect 'Rockwool') - Internal steam circuit insulation within Boiler unit; Level 32: Plant room;
- Synthetic mineral fibre (SMF) within Fire-rated pillows ('Fire Stop') - Floor and ceiling cable-tray penetrations - Levels 2 to 31: Lift core Tenant Electrical Services riser (please note: not all penetrations were insulated);
- Synthetic mineral fibre (SMF) – fire insulation bags to floor and ceiling penetrations - Sprinkler cupboards and vent pipe risers throughout;
- Synthetic mineral fibre (SMF) - Throughout office levels: Building core and adjoining tenant ceiling spaces; Metal A/C S.Air ducting with SMF insulation (foil-lined);
- Synthetic mineral fibre (SMF) - Throughout office levels: Building core and adjoining Tenant ceiling spaces - Flexi-ducting to registers with SMF insulation;
- SMF insulation to pipes (foil lined) to vertical return and flow Hot Water pipes – Throughout building core;
- Synthetic mineral fibre (SMF) – fire insulation bags to upper wall cable-tray penetrations, No.1 Electrical Switch room, Loading Dock level S;
- Packed Fire rated pillows with SMF insulation to cable-tray penetrations within upper walls - Level P1 (Basement) throughout;
- SMF insulation lining to Air Conditioning ducts and circular ducting - Level P1 (Basement): Service corridor ceiling spaces;
- Synthetic mineral fibre (SMF) and hessian seals to the Fire Hydrant service pipes joins throughout the ceiling spaces across the building;
- Synthetic mineral fibre (SMF) to twin Hot Water pipes (foil lined) throughout plumbing risers outside Male and Female toilets; Building core; and
- SMF insulation within Fire-stop applications throughout the Plant rooms, electrical, telecommunication risers, and service pipe voids throughout the building. Please note that not every electrical and telecommunication riser was found with Fire-stop application.

Lead-Based Dust (LBD)

No Lead Based Dust was identified or suspected to be present at the time of survey.

Lead-Based Paints (LBP)

No lead based paints were identified or suspected at the time of survey.

PCB (Polychlorinated Biphenyls)

No PCB (Polychlorinated Biphenyls) containing capacitors, transformers or other electronic devices were suspected during the re-inspection.

Ozone Depleting Substances (ODS)

Ozone Depleting Substances (ODS) were observed or suspected during the re-inspection:

- Ozone depleting substances (ODS) – Chillers in Piccadilly Tower level 32 Chiller Plant area; Chiller vessels CKT.2 and CKT.3 ('TRANE' – approximately 34kg each);
- Ozone depleting substances (ODS) – air conditioning unit in the corridor of Loading Dock level S: 'Mitsubishi' wall-mounted inverter unit;

- Ozone depleting substances (ODS) – 'Daikin' wall-mounted inverter unit on basement level P2; and
- Ozone depleting substances (ODS) – 'Kelvinator' Fridge within Cleaners store and office on basement level P3.

4.1. Areas of No Access

Where Areas of No Access have been identified it should be presumed that hazardous materials are present in these areas until further investigation can confirm or refute the presence.

No inspection can be guaranteed to locate all asbestos and hazardous materials in a specific location. The assessment cannot be regarded as absolute, without extensive invasion of structures. Future demolition and or renovation to site structures may expose situations, which were concealed or otherwise impractical to access during this assessment.

Building service and building core areas were accessible at the time of the survey, excluding the no and limited access areas listed below.

AREAS OF LIMITED ACCESS

- Ceiling voids (only had access to ceiling voids in areas with removable ceiling tiles; and
- Riser cupboards in Female Toilets (only had access to those which were not boarded shut);
- Internal: Loading Dock: Ceiling plumbing services;
- Internal: Sprinkler and waste water risers;
- Internal: Basement levels; Confined spaces and tenant storage rooms;
- Internal: Throughout building – Female toilets;
- Internal: Building throughout; Amenities/toilet plumbing risers; and
- Internal: Return Air plenums and voids;
- Internal: Air Handling Units and Fan rooms throughout;
- Internal: Lift foyers throughout - Ceiling Spaces;
- Internal: Car park basement levels – Storage Bays and Plant rooms; and
- Internal: Data-Communications risers throughout.

AREAS OF NO ACCESS

The following areas had no access at the time of the survey:

- External: Roof top;
- Internal: building Supply Air Fan and S.Air chambers;
- Internal: Lift foyers; A/C ducting bulkheads concealed with plasterboard linings throughout building;
- Internal: Level 32 Plant room – Upper ceiling spaces and services;
- Internal: Levels 2 to 31 – Tenanted office areas throughout;
- Internal: Computer Server and Telecom rooms throughout;
- Internal: Arcade retail area, Take away / Café shops;
- Live electrics (including fluorescent lights) and plant;

Internal building core areas -

- Internal: Foyer bulkhead spaces;
- Below floor coverings;
- Below concrete floors;
- Confined space areas; and
- Wall cavities.

5. Recommendations

The recommendations, conclusions or stability of hazardous materials contained in this report shall not abrogate a person of their responsibility to work in accordance with Statutory Requirements, Codes of Practice, Guidelines, Safety Data Sheets, Work Instructions or reasonable work practices.

5.1. Asbestos Materials Identified

At the time of the re-inspection survey, No ACM were identified or presumed. Regular re-inspections are required in accordance with NSW Code of Practice: *How to Manage and Control Asbestos in the Workplace* (2016).

Prior to any demolition, partial demolition, renovation or refurbishment, ACM likely to be disturbed by those works should be removed in accordance with NSW Code of Practice*: How to Safely Remove Asbestos* (2016).

ACM on-site should be labelled in accordance with Regulation 424 of the NSW Code of Practice: *How to Manage and Control Asbestos in the Workplace* (2016) and AS 1319-1994 Safety signs for the occupational environment to warn of the dangers of disturbing these materials.

An intrusive hazardous building material survey must be carried out prior to any demolition or refurbishment works. Any hazardous building materials identified within this survey should be removed prior to the commencement of any works that may cause disturbance - as per NSW Code of Practice: *Demolition Work* 2014.

During demolition/refurbishment works, should any materials be discovered that are not referenced in this report be suspected of containing asbestos, works must cease and a competent asbestos hygienist should be contacted as soon as possible to determine whether or not the material contains asbestos.

5.2. Synthetic Mineral Fibre Materials

Un-bonded or bonded SMF that has severely deteriorated has the potential of becoming airborne. Health effects that may occur with exposure to certain SMF materials include; irritation of the skin, eyes and upper respiratory tract. As such removal and replacement would be the preferred option if such materials were found in accessible areas or air conditioning systems.

The selection of the most appropriate control measure should be determined from risk assessments and detailed knowledge of the workplace and activities. The following general principles may be applied:

- If the SMF is un-bonded or deteriorated, in a poor/unstable condition and accessible with risk to health from exposure, immediate access restrictions should be applied and removal is required as soon as practicable;
- If the SMF is un-bonded or deteriorated, in a poor/unstable condition but in inaccessible areas (i.e. Ceiling space), removal is preferred. However, if removal is not immediately practicable, short-term control measures (i.e. restrict access, or provide personal protective equipment to personnel required to access the area etc.) may be employed until removal can be facilitated;
- If the SMF is bonded and in a poor/unstable condition; minimising disturbance and removal or encapsulation may be appropriate controls;
- For bonded SMF in a good and stable condition, ongoing maintenance and periodic inspection to ensure they are not deteriorating would be appropriate controls; and
- Prior to any demolition, partial demolition, renovation or refurbishment, synthetic mineral fibre materials likely to be disturbed by those works should be removed in accordance with the NOHSC Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC:2006 (1990)].

Further assessment of risk through airborne fibre monitoring can assist with decisions on the most appropriate, and urgency of, control measures.

5.3. Ozone Depleting Substances (Refrigerants)

CFCs and HCFCs -Air-conditioning systems may contain refrigerants.

Removal should be undertaken prior to any demolition. A licensed contractor who will recycle and reuse the refrigerant should decommission the CFC and HCFC based equipment that is being disposed of in accordance with Association of Fluorocarbon Consumers and Manufacturers, *The Australian Refrigeration and Air Conditioning Code of Good Practice* – 1992 and the Australian Commonwealth Government Ozone Protection Act – 1989.

5.4. Training

N.B. Information, instruction and training must be provided to workers, contractors and others who may come into contact with hazardous materials in a workplace, either directly or indirectly.

Depending on the circumstances this hazardous materials awareness training may include:

- The purpose of the training;
- The health risks of hazardous materials;
- The types, uses and likely occurrence of hazardous materials on site, in plant and/or equipment in the workplace;
- The trainees' roles and responsibilities under the workplace's hazardous materials management;
- Where the workplace's register of hazardous materials is located and how it can be accessed;
- The timetable for removal of hazardous materials from the workplace;
- The processes and procedures to be followed to prevent exposure, including exposure from any accidental release of hazardous materials into the workplace;
- Where applicable, the correct use of maintenance and control measures, protective equipment and work methods to minimise the risks from hazardous materials, limit the exposure of workers and limit the spread of hazardous materials outside any work area;
- The National Exposure Standard (NES) and control levels for hazardous materials; and
- The purpose of any air monitoring or health surveillance that may occur.

Should any further suspect Asbestos and/or Hazardous Materials become evident during future disturbance/ refurbishment works which have not been addressed in this report, Coffey should be contacted immediately so that a WHS consultant can confirm the status of the suspect material/s.

Coffey is able to assist with all aspects of Risk Management for removal of Asbestos and Other Hazardous Materials resulting from these findings.

6. Risk Assessment

From the findings of the hazardous materials survey, an individual risk assessment is conducted on each ACM. The following figure outlines the general likelihood of fibre release potential (Source: the NSW Code of Practice: *How to Manage and Control Asbestos in the Workplace* (2016).



Coffey adopts the following risk assessment algorithm in order to assess the risks associated with individual asbestos containing materials identified.

ASBESTOS REGISTER SECTION

Friable

Variable	Score	Description
Friability	Y	Asbestos cement debris, or material which when dry may become crumbled, pulverised or reduced to powder by hand pressure.
	N	Bonded i.e. non-friable material

Materials Assessment

Variables	Scores	Examples of Score Descriptions
Asbestos Type	0	No asbestos
	1	Chrysotile only
	2	Amphibole asbestos (excluding crocidolite)
	3	Crocidolite
Product Type	0	No asbestos detected
	1	Bonded asbestos in good condition
	2	Friable asbestos in good condition or cement in poor condition
	3	Friable asbestos in poor condition
Extent of Damage	0	No visible damage
	1	Minor scratches or mark, broken edges
	2	Significant breakage, many small areas of damage to friable material
	3	High damage, visible debris
Surface Treatment	0	Bonded Asbestos including encapsulated asbestos cement
	1	Enclosed laggings, sprays and boards or bare cement
	2	Bare board or encapsulated lagging/spray or cement debris
	3	Unsealed lagging/spray

Location Assessment

Variables	Scores	Examples of Score Descriptions
Occupant Activity	0	Rare disturbance, e.g. little used store room
	1	Low disturbance, e.g. Office type activity
	2	Periodic disturbance, e.g. industrial or vehicular activity which may contact ACMs
	3	High levels of disturbance e.g. fire door with AIB sheet in constant use
Likelihood of Disturbance	0	Usually inaccessible or unlikely to be disturbed
	1	Minimal likelihood for disturbance
	2	Likely disturbance
	3	Frequent disturbance
Human Exposure Potential cell border looks odd	0	Infrequent
	1	Monthly
	2	Weekly
	3	Daily
Maintenance Activity	0	Minor disturbance (e.g. possibility of contact when gaining access)
	1	Low Disturbance (e.g. changing light bulbs in AIB ceiling).
	2	Medium disturbance (e.g. lifting one or two ceiling tiles to access a valve)
	3	High level of disturbance (e.g. moving a number of AIB ceiling tiles to replace a valve or for re-cabling)

Risk Score

The asbestos containing material risk score is a quantitative assessment determined by the sum of the scores based on the Materials and Location Assessments; i.e. Risk score = Material Score + Location Score (out of as possible 24).

Should no asbestos be detected then the register will indicate a risk score of 0.

Variable	Scores	Examples of Score Descriptions
Risk Score	0 - 6	Very Low Risk - Action Score A4
	7 - 12	Low Risk – Action Score A3
	13 - 18	Medium Risk – Action Score A2
	19 - 24	High Risk – Action Score A1

OTHER HAZARDOUS MATERIALS REGISTER SECTION

Coffey adopt the following material and location assessment algorithms in order to assess the risks associated with individual **hazardous materials other than asbestos** located;

Friable

Variable	Score	Description
Friable	Y	Unsealed SMF
	N	Sealed SMF
	NA	Applicable to ODS, PCB, Lead in paint

Material Assessment

Variable	Score	Examples of Score Descriptions
Extent of Damage	G	Good condition
	Av	Average condition
	P	Poor condition
Surface Treatment	Y	Sealed
	P	Part sealed
	N	Not sealed

Location Assessment

Variable	Score	Examples of Score Descriptions
Occupant Activity	H	High traffic area
	M	Medium traffic area
	L	Low traffic area

Risk Score

The hazardous materials other than asbestos risk score is a qualitative assessment determined by the combination of Material and Location Assessments. Depending on the material one or all of these criteria may be used in assessing the recommended Action.

Variable	Score	Examples of Score Descriptions
Risk Score	L	Low exposure risk
	M	Medium exposure risk
	H	High exposure risk

6.1. ACTIONS FOR ASBESTOS MATERIALS

Following the assessment for asbestos containing materials an action score is assigned. For asbestos containing materials this will be assigned according to the risk score associated with the material.

Action Ratings

A1	Action 1	**Restrict access and remove**
		As a guide, the material conforms to one, or more, of the following: Friable or poorly bonded to substrate, located in accessible areas Severely water damaged, or unstable Further damage or deterioration likely Friable asbestos material located in air conditioning ducting Asbestos debris and stored asbestos in reasonably accessible areas Post removal of A1 item, update Asbestos Materials Register and Asbestos Management Plan
A2	Action 2	**Enclose, encapsulate or seal and Label – Re-inspect according to Asbestos Management Plan**
		As a guide, the material conforms to one, or more, of the following: Damaged material In reasonably accessible area Friable material or poorly bonded to substrate, with bonding achievable Possibility of disturbance through contact Possibility of deterioration caused by weathering Post encapsulation of A2 item, update Asbestos Materials Register and Asbestos Management Plan
A3	Action 3	**Remove during refurbishment or maintenance and Label – Re-inspect according to Asbestos Management Plan**
		As a guide, the material conforms to one, or more, of the following: Asbestos debris or stored material in rarely accessed areas Further disturbance or damage unlikely other than during maintenance or service Readily visible for further assessment Asbestos CAF Gaskets Asbestos friction materials and brake linings
A4	Action 4	**No remedial action, Label – Re-inspect according to Asbestos Management Plan**
		As a guide, the material conforms to one, or more, of the following: Firmly bonded to substrate and readily visible for inspection Inaccessible and fully contained Stable and damage unlikely

Acronyms

ACM	Asbestos containing material
NOHSC	National Occupational Health and Safety Commission
AMP	Asbestos Management Plan
V.O.	Visual Observation
NATA	National Association of Testing Authorities, Australia
PLM	Polarised Light Microscopy
SEM	Scanning Electron Microscopy
EDAX	Energy Dispersive X-ray Analysis
CH	Chrysotile Asbestos
CR	Crocidolite Asbestos
AM	Amosite Asbestos
NAD	No Asbestos Detected

Definitions

Accredited Laboratory – means a testing laboratory accredited by NATA (National Association of Testing Authorities, Australia).

Air Monitoring – means atmospheric sampling for airborne contaminants including asbestos and SMF fibres or lead dust to assist in assessing human exposure and the effectiveness of control measures. This includes exposure monitoring, clearance monitoring (asbestos) and control monitoring.

Appropriately Qualified Person – means the person possesses the qualifications and experience necessary to find hazardous materials in a building.

Approved Respirator - A respirator which complies with AS/NZS 1716 - Respiratory Protective Devices.

Approved Cleaner - Vacuum cleaning equipment that passes all extracted air through a High Efficiency Particulates Air (HEPA) filter before the air is discharged into the atmosphere and conforms to the relevant requirements of the AS 3544 - Industrial Vacuum Cleaners for Particulates.

Asbestos – fibrous form of those mineral silicates that belong to the serpentine or amphibole groups of rock-forming minerals, including actinolite, amosite (brown asbestos), anthophyllite, chrysotile (white asbestos), crocidolite (blue asbestos) and tremolite.

Asbestos Containing Material (ACM) – means any material, object, product or debris containing asbestos.

Asbestos Removalist – means a person whose business or undertaking includes asbestos removal work or a self-employed person whose work includes asbestos removal work.

Asbestos Removal Control Plan – A site specific document to be prepared by the removal contractor based on the information in the National Code of Practice *How to Safely Remove Asbestos (Safe Work Australia 2016)*.

Asbestos Work - means work undertaken in connection with a construction work process in which exposure to asbestos may occur and includes any work process involving the use, application, removal, mixing or other handling of asbestos or asbestos-containing material.

Vacuum

Asbestos Removal Work – means work undertaken to remove friable or bonded asbestos containing material.

Asbestos Work Area – means the immediate area in which work on ACM is taking place. The boundaries off the work area must be determined by a risk assessment.

Bonded asbestos material - means any material (other than friable asbestos material) that contains asbestos.

Bonded asbestos removal work - means work in which bonded asbestos material is removed, repaired or disturbed.

Clearance Inspection – means a mandatory visual inspection carried out by a competent person to verify that an asbestos work area has been rendered free of visible asbestos contamination and is safe to be returned to normal use after work involving the disturbance of ACM has taken place. A clearance inspection must include a visual inspection, and may also include clearance air monitoring and/or settled dust sampling.

Clearance Monitoring – means air monitoring using static or positional samples to measure the level of airborne asbestos fibres in an area following work on ACM. An area is cleared when the level of airborne asbestos fibres is measured as being below eth clearance standard of 0.01 fibres/ml.

Construction Work - include all work performed in or in connection with the installation, erection, repair, cleaning, painting, renewal, renovation, dismantling, maintenance, ornamentation or demolition of buildings, ships, structures, pipes, plant, machinery, parts, artefacts, appliances, or tools or parts thereof.

Control Actions - In the process of implementing hazardous building materials management, it is fundamental that any identified situations have control actions determined to prevent personnel from being placed at risk.

Control Monitoring – means air monitoring using static or positional to measure the level of airborne asbestos fibres in an area during work on ACM or airborne lead dust in an area of lead paint removal. Control monitoring is designed to assist in assessing the effectiveness of control measures. Its results are not representative of actual occupational exposures and should not be used for that purpose.

Exposure Standard (TWA) - represent the National Occupational Health and Safety Commission (NOHSC) maximum exposure level by inhalation of airborne concentration of atmospheric lead over an eight-hour day, for a five-day working week, over an entire working life and expressed as 8-hour TWA (Time weighed average). The TWA do not represent 'no-effect' levels which guarantee protection to every worker.

Friable Asbestos Containing Material – means asbestos containing material that, when dry, is or may become crumbled, pulverised or reduced to powder by hand pressure.

Hazard – means any matter, thing, process, or practice that may cause death, injury, illness or disease.

HEPA - High Efficiency Particulate Air. A filtering system capable of trapping and retaining at least 99.97 percent of all monodispersed particles of 0.3 micron in diameter or larger.

Membrane Filter Method - is the technique outlined in the NOHSC *Guidance Note on the Membrane Filter Method for Estimating Method Airborne Asbestos Fibres 2nd Edition* [NOHSC:3003 (2005)].

National Association of Testing Authorities, Australia (NATA) – the organisation that approves the method of sampling for airborne asbestos fibres, bulk sample analysis of asbestos-containing materials and hazardous materials inspections.

NOHSC - National Occupational Health and Safety Commission.

PPE/RPE - Personal / Respiratory Protective Equipment.

PM – Project Manager of the asbestos removal job. If a Principal Contractor has been appointed the Project Manager of the Principal Contractor, if no PM appointed then the owner is the Project Manager.

Person in charge of area - The person in charge of the building or area affected by the asbestos removal.

Restricted Area - A location requiring an Access/Work Permit because unprotected activity to undertake the intended purpose may expose a person to hazardous respirable (airborne) asbestos fibre. For example: Drilling a switch board containing asbestos; entry to a ceiling space containing asbestos or lead dust; entry to a riser shaft containing asbestos; access onto a fragile asbestos cement roof; a cupboard containing asbestos pipe lagging.

Risk – means the likelihood of a hazard causing harm to a person.

Safe Work Australia - An independent statutory agency responsible to improve occupational health and safety and workers' compensation arrangements across Australia.

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AS 1319-1994 Safety signs for the occupational environment.

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Appendix A - Photographs

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Photograph 1. Level 22: Lift Motor room; Lift Motor 4D ('M.X' 18 Lift Hoist') - Piston operated hydraulic brakes with compound brake linings (Refer to sample FB7897 - NAD).



Photograph 2. Level 4: Lift Motor room; Lift Motor L.M 17 ('Elemol') - Brake callipers with compound brake shoes (Refer to sample FB7898 - NAD).



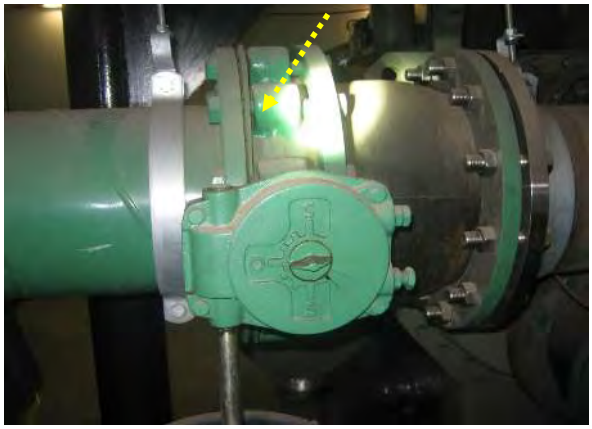
Photograph 3. Level 33: Lift Motor room; Lift Motor L.M No.8 ('KONE') - Brake callipers; Brake compound linings. (Refer to sample FB7899 - NAD).



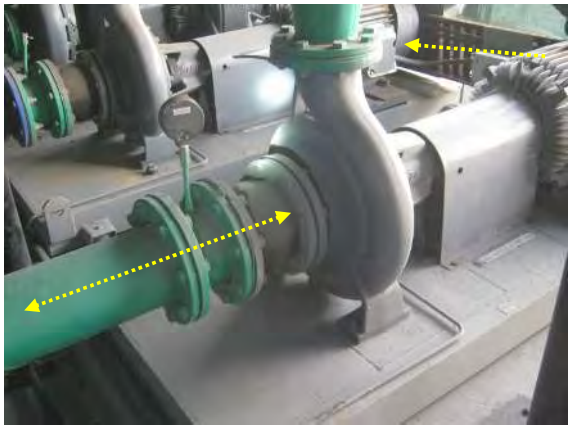
Photograph 4. Level 32: Plant room, Rocker covers to original Chiller unit No.3; Compressor 1 - Oil gaskets (Refer to sample CA3121 – NAD).



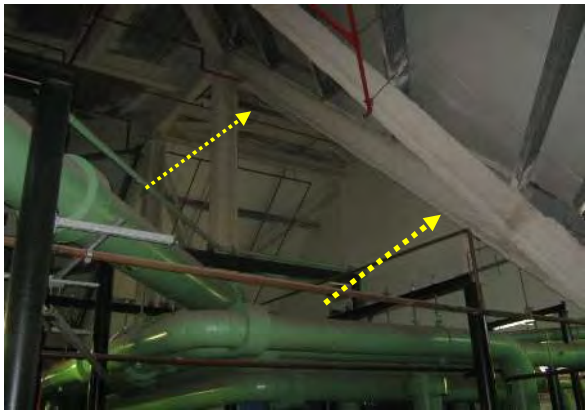
Photograph 5. Level 32 Plant room; Chiller pipe network – Flow and return pipe connections; Vulcanised gaskets to flange pipe junctions and shut-off valves.



Photograph 6. Level 32: Plant room No.12; Cooling Tower section, C.W pump motors P1 to P5 - Vulcanised or 'Klingersil' gaskets between pipe sections.



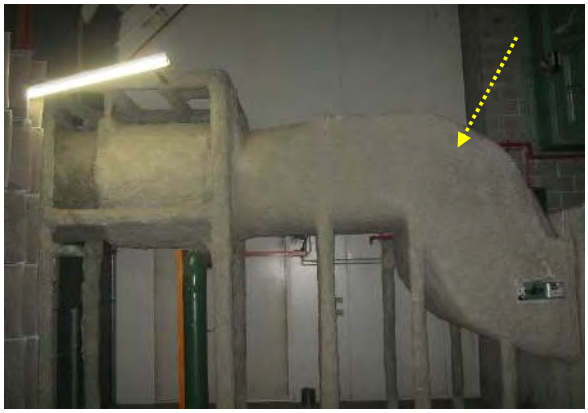
Photograph 7. Level 32: Plant room, Plant room 12 and Water Treatment Plant; Roof top and perimeter RSJ supports and beams - Sprayed 'Vermiculite' insulation material to RSJ's.



Photograph 8. Level 32: S.Fan & Supply Air Handling units – Air Handling flange pipe joins. Non-asbestos or no mastic to A.H and duct flange joins.



Photograph 9. Level 32: Plant room; Air Handling units - Sprayed 'Vermiculite' insulation material. (Refer to sample CA3119 - NAD)



Photograph 10. Level 31 - Hydraulics riser; Gasket to drain/stormwater pipe: Non-asbestos gasket. Refer to sample CA3122 - NAD



Photograph 11. Level 32: Plant room; Electrical service risers; Connecting cable trays and H.V Bus-bars - Wall and floor penetrations with fire-rated pillows (SMF insulation)



Photograph 12. Levels 17 to 33: Building core; C.W and H.W Service risers; Vertical Condenser and Hot Water pipes - **SMF insulation** to pipes (foil lined)



Photograph 13. Level 2: Low-rise service corridor; Soil and Vent pipe riser - **SMF insulation** within Fire rated pillows (not all risers are fire-rated)



Photograph 14. Loading Dock level S: Service corridor outside Goods Lift; Ceiling space - Heating Water pipe (foil-lined) with **SMF insulation**



Photograph 15. asement level P5: Fire Sprinkler Pump room - Woven **SMF/glass wool** band seal to exhaust pipe from diesel pump motor



Photograph 16. Basement level P3: ST011 room (Cleaners); Hot Water unit ('Rheem'; 315L) - Internal cladding insualtion (SMF based)



Photograph 17. Loading Dock level S: Main Switch Room No.1 - Electrical Sub-cabinets, Main Isolator and D.B services - Non-asbestos E.M.B's



Photograph 18. Loading Dock level S: Gas Meter room – Gas pump-set with modern diaphram gaskets.



Appendix B - Asbestos and Hazardous Building Materials Register

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Coffey Services Australia Pty Ltd.
Level 19, Tower B, Citadel Towers
799 Pacific Highway, Chatswood NSW 2067

Client: Investa **Site Name:** Piccadilly Tower **Site Address:** 133 Castlereagh Street, Sydney CBD **Job No:** 754-SYDEN207646

Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Asbestos Containing Materials (ACM)																					
Please note: No access for re-inspection was available throughout tenant offices																					
No Asbestos Detected (NAD)																					
External	Level 32 Roof compounds: Plant room 12 and north-south roof areas; Below weatherproof membranes - Non-asbestos bituminous linings	Membrane lining	Bituminous membrane	Asbestos	VO	Suspected Negative	NA	0	0	0	0	0	0	0	0	0	-	-	~460 m2	-	-
Internal	Level 32: S.Fan & Supply Air Handling units – Air Handling flange pipe joins	Duct	Mastic sealant	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	Please note: Supply Air Fans: The majority of S.Air Fan junctions were sealed and not accessible without intrusive sampling.	cladding junctions	-	8
Internal	Level 22: Lift Motor room; Lift Motor 4D ('M.X' 18 Lift Hoist') - Piston operated hydraulic brakes; Brake compound (x2 sub-samples)	Lift motor	Friction material	Asbestos	FB7897	Negative	NA	0	0	0	0	0	0	0	0	0	-	-	x2 per motor	-	1
Internal	Level 22: Lift Motor room; Lift Motors 1A, 2B, 3C, 5E and 6F - Piston operated hydraulic brakes; Brake compound	Lift motor	Friction material	Asbestos	Refer to FB7897	Assumed Negative	NA	0	0	0	0	0	0	0	0	0	-	-	x2 per motor	-	-
Internal	Level 4: Lift Motor room; Lift Motor L.M 17 ('Elemol') - Brake callipers; Brake compound shoes	Lift motor	Friction material	Asbestos	FB7898	Negative	NA	0	0	0	0	0	0	0	0	0	-	-	x2 per motor	-	2
Internal	Level 4: Lift Motor room; Lift Motor L.M's 15 and 16 ('Elemol') - Brake callipers; Brake compound shoes	Lift motor	Friction material	Asbestos	Refer to FB7898	Assumed Negative	NA	0	0	0	0	0	0	0	0	0	-	-	x2 per motor	-	-
Internal	Level 33: Lift Motor room; Lift Motor L.M No.8 ('KONE') - Brake callipers; Brake compound linings (x2 sub-samples)	Lift motor	Friction material	Asbestos	FB7899	Negative	NA	0	0	0	0	0	0	0	0	0	-	-	x2 per motor	-	3
Internal	Level 33: Lift Motor room; Lift Motors L.M No.7 to No.12 ('KONE') - Brake callipers; Brake compound linings	Lift motor	Friction material	Asbestos	Refer to FB7899	Assumed Negative	NA	0	0	0	0	0	0	0	0	0	-	-	x2 per motor	-	-
Internal	Level 33 (Lift Motor room) - Fire door	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x1	-	-

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Coffey Services Australia Pty Ltd.
Level 19, Tower B, Citadel Towers
799 Pacific Highway, Chatswood NSW 2067

Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Level 32: Plant room, Plant room 12 and Water Treatment Plant; Roof top and perimeter RSJ supports and beams - Sprayed 'Vermiculite' insulation material to RSJ's	Beams	Sprayed vermiculite	Asbestos	CA3119	Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	7
Internal	Level 22: Lift Motor room; Ceiling Air Handling ducts - Sprayed 'Vermiculite' insulation material	Beams	Sprayed vermiculite	Asbestos	Refer to CA3119	Assumed Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	-
Internal	Level 32: Plant room; Air conditioning ducts - Fire dampener material	Board	Insulation board	Asbestos	CA3117	Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	-
Internal	Plant rooms and Telecommunication risers throughout; Fire dampener material	Board	Insulation board	Asbestos	Refer to CA3117	Assumed Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	-
Internal	Level 32: Plant room, Rocker covers to original Chiller unit No.3; Compressor 1 - Oil gaskets	Gasket	Gasket material	Asbestos	CA3121	Negative	N	0	0	0	0	0	0	0	0	0	-	-	x10	-	4
Internal	Level 32: Plant room No.12; Cooling Tower section, C.W pump motors P1 to P5 - Gaskets between pipe sections and shut-off valves (Vulcanised or 'Klingersil')	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	gaskets	-	6
Internal	Level 32 Plant room; Core concrete walls - Vertical expansion joins	Walls	Construction joint mastic	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout Plant room	-	-
Internal	Level 32 Plant room; Chiller pipe network – Flow and return pipe connections; Vulcanised gaskets (flange pipe junctions and shut-off valves)	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	Unclad pipe sections throughout	-	5
Internal	Level 32: Plant room; Fire Hydrant motor (Diesel) – Oil rockers and crank plate gaskets ('Crossley' motor)	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	oil gaskets	-	-
Internal	Level 32: Plant room throughout; Condenser water pipes – Service pipes with flange pipe joins and shut-off junctions	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	Please note: Plant rooms: The majority of Condenser water and Heating water pipe junctions were lined with metal cladding and not accessible without intrusive sampling.	pipe junctions	-	-
Internal	Level 32: Plant rooms throughout; Fire Hydrant and Sprinkler pipes – F.H / Sprinkler service pipes with flange pipe joins	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	pipe junctions	-	-

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Level 19, Tower B, Citadel Towers
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Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Level 31 - Hydraulics riser; Gasket to drain/stormwater pipe	Gasket	Gasket material	Asbestos	CA3122	Negative	N	0	0	0	0	0	0	0	0	0	-	-	Gaskets	-	10
Internal	Level 30: North and south side Fire stairs - Fire doors ('Fire Control' doors, Quality Fire Control, Man:1994)	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Level 19: North and south side Fire stairs - Fire doors ('Fire Stopping Systems', Pyropanel door, Man:1999)	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Levels throughout: Hydraulic risers; Bituminous lining/membrane to hydraulic pipes	Pipe work	Bituminous material	Asbestos	CA3116	Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2 per riser	-	-
Internal	Level 30: Male toilet plumbing riser; Bituminous lining to vertical pipe	Pipe work	Bituminous material	Asbestos	Refer to sample CA3116	Assumed Negative	N	0	0	0	0	0	0	0	0	0	-	-	x1 pipe	-	-
Internal	Levels 23 to 31 - North and south side Fire stairs	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Levels 9 to 22 - Fire stairs	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Level 22 - Plant Room	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x1	-	-
Internal	Level 33: Lift Motor room; Lift shaft wall infill panels - Fire retardant panel wall	Fire rated insulation panels	Insulation material	Asbestos	CA3120	Negative	N	0	0	0	0	0	0	0	0	0	-	-	panels throughout	-	-
Internal	Level 32: Chiller and Air Conditioning Plant room; Non-Essential Services - Lower Electrical Sub-cabinets and control boards	D.B unit	Non-asbestos resin backing within units / Non-ACM H.V conduits	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Level 32: Plant room: Supply Air Handling ducts; SMF-based vermiculite insulation surrounding ducts and walls (sprayed insulation)	Building insulation	Insulation material	Asbestos	Refer to CA3119	Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout Plant rooms	-	9
Internal	Level 32: Supply Air Fan and R.A Plant rooms: Central Supply Air Handling ducts and R.A ducts; SMF-based vermiculite insulation surrounding ducts and walls (sprayed insulation)	Building insulation	Insulation material	Asbestos	Refer to CA3119	Assumed Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout Plant rooms	-	-

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Level 19, Tower B, Citadel Towers
799 Pacific Highway, Chatswood NSW 2067

Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Level 32: Boiler Plant room: Boiler pack unit No.1 and 2; Front hatch, Gas pump plate - Compound gasket ('HUNT-TNR')	Compound gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x1 per boiler	-	-
Internal	Levels throughout: Outside Lift foyer; Electrical Tenant Services riser - Tenant Meter board	Meter Board	Non-asbestos resin board backing	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x1	-	-
Internal	Level 2: Low-rise service corridor; Soil and Vent pipe riser - 'Fire Stop' FeMgSilicate based panels	Infill panels	Insulation board	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	5.0 m2	-	-
Internal	Throughout levels; Mechanical risers: Vertical chiller-water pipes – Pipe junctions (vulcanised or non-asbestos compound type)	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	Please note: Mechanical risers: The majority of Chiller water pipe junctions were lined with foil and Styrofoam insulation and not accessible without intrusive sampling.	pipe junctions	-	-
Internal	Levels 23 to 31 - North and south fire stairs	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Levels 2 to 22 - North and south fire stairs	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Levels throughout - Telecom cupboard; Mastic sealant to floor penetrations	Floor	Mastic sealant	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	<1m2	-	-
Internal	Levels throughout - Electrical cupboard; Mastic sealant to floor penetrations	Floor	Mastic sealant	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	<1m2	-	-
Internal	Loading Dock level S and Carpark Levels B2 to B5 - Throughout; Bituminous lining to pipes	Pipe work	Bituminous material	Asbestos	Refer to sample CA3116	Assumed Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	-
Internal	Throughout Loading Dock Level S - Loading car park area; Gasket to drain/stormwater pipes	Gasket	Gasket material	Asbestos	CA3123	Negative	N	0	0	0	0	0	0	0	0	0	-	-	Gaskets	-	-
Internal	Level P5 (Basement): Storage area - Electrical D.B, resin board	D.B unit	Non-asbestos E.M.B	Asbestos	CA3118	Negative	N	0	0	0	0	0	0	0	0	0	-	-	x1	-	-
Internal	Throughout Loading Dock Level S: Fire stairs ("State Fire Stopping Systems' Pyropanel, Man: 1999)	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	throughout	-	-

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Level 19, Tower B, Citadel Towers
799 Pacific Highway, Chatswood NSW 2067

Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Basement levels P2 to P5: Fire doors throughout (Australasian Fire Doors; Man: 1997-9; and "State Fire Stopping Systems' Pyropanel, Man: 1999)	Fire door - single	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	>10	-	-
Internal	Loading Dock level S: Main Switch Room No.1 - Electrical Sub-cabinets, Main Isolator and D.B services - Non-asbestos E.M.B's ('O'donnell Griffin' Electrical Services)	D.B support	Non-asbestos E.M.B	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	17
Internal	Loading Dock level S: Fire exit corridor - Fire dampner material	Board	Insulation board	Asbestos	CB1074	Negative	N	0	0	0	0	0	0	0	0	0	-	-	Throughout	-	-
Internal	Loading Dock level S: Main Switch Room - Entrance fire doors ("State Fire Stopping Systems' Pyropanel, Man: 1999)	Fire door - double	Fire door core	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	x2	-	-
Internal	Loading Dock level S: Gas Meter room – Gas pumps with modern diaphragm gaskets	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	Gaskets	-	18
Internal	Basement level; Sprinkler Stop Valve room; Stop Valve pipe junctions and delivery stages – Pipe flange connections with Vulcanised gaskets	Gasket	Gasket material	Asbestos	VO	Suspected Negative	N	0	0	0	0	0	0	0	0	0	-	-	Gaskets	-	-
	Other Hazardous Materials																				
Internal	Level 32: Chiller and Air Conditioning Plant room; Chiller vessels and pipework - ('Green' paint)	Chiller vessels, Compressor motor and pipework	Green (light) - Top coat	Lead Paint - Chip	LeadChek swab	Lead Not Detected	NA	NA	NA	-	-	-	NA	NA	NA	-	-	RESULT <1.0% lead content, not lead-containing paint as described in AS 4361.2:1998 Guide to lead paint management.	Chiller pipe network	-	-
Internal	Level 32: Lift Motor room; Lift Motor Switching cabinets; Circuit panels with modern containing capacitors	Switchboard	Capacitor	PCBs	VO	Non PCB Material	NA	NA	NA	-	-	-	NA	NA	NA	-	-	Non PCB-containing capacitors.		-	-
Internal	Level P3 (Basement) - Hydraulic Lift Motor room (Type 'G100' D-71: Non-PCB)	Lift motor	Capacitor	PCBs	VO	Non PCB Material	NA	NA	NA	-	-	-	NA	NA	NA	-	-	Non PCB-containing capacitors.		-	-
Internal	Loading Dock level S - Electrical Room No.1; Air conditioning inverter ('Mitsubishi')	Refrigerant R410a 'HFC" refrigerant gas	R410a refrigerant gas (HFC) - Non ODS	Ozone Depleting Substances	VO	Non ODS Refrigerant	NA	NA	NA	-	-	-	NA	NA	NA	-	-	Hydrofluoracarbon (HFC) non ozone depleting substances.	x1 unit	-	-

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Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Loading Dock level S: Corridor; 'Mitsubishi' wall-mounted inverter unit	Refrigerant gas	R22 refrigerant gas (HCFC) - ODS gas	Ozone Depleting Substances	VO	Suspected ODS	NA	NA	NA	Average	Sealed	Low	NA	NA	NA	Low		Hydrochlorofluorocarbon (HCFC), ozone depleting substances identified in the assessment that require removal during refurbishment or demolition works should be appropriately decanted and disposed of by a licensed contractor in accordance with the Ozone Protection and Synthetic Greenhouse Gas Management Amendment Regulation 2012.	x1 unit	-	-
Internal	Basement level P2: 'Daikin' wall-mounted inverter unit	Refrigerant gas	R22 refrigerant gas (HCFC) - ODS gas	Ozone Depleting Substances	VO	Suspected ODS	NA	NA	NA	Average	Sealed	Low	NA	NA	NA	Low		Hydrochlorofluorocarbon (HCFC), ozone depleting substances identified in the assessment that require removal during refurbishment or demolition works should be appropriately decanted and disposed of by a licensed contractor in accordance with the Ozone Protection and Synthetic Greenhouse Gas Management Amendment Regulation 2012.	x1 unit	-	-
Internal	Basement level P4: Cleaners store and office - 'Kelvinator' Fridge	Refrigerant gas	R12 refrigerant gas (HCFC) - ODS gas	Ozone Depleting Substances	VO	ODS Refrigerant	NA	NA	NA	Average	Sealed	Low	NA	NA	NA	Low		Hydrochlorofluorocarbon (HCFC), ozone depleting substances identified in the assessment that require removal during refurbishment or demolition works should be appropriately decanted and disposed of by a licensed contractor in accordance with the Ozone Protection and Synthetic Greenhouse Gas Management Amendment Regulation 2012.	x1 unit	-	-
Internal	Level 32: Air Conditioning and Chiller Plant area; Chiller vessels CKT.2 and CKT.3 ('TRANE' Chillers)	Chiller vessels (approx. ~34kg refrigerant per vessel) refrigerant gas	R22 refrigerant gas (HCFC) - ODS gas	Ozone Depleting Substances	VO	ODS Refrigerant	NA	NA	NA	Average	Sealed	Low	NA	NA	NA	Low		Hydrochlorofluorocarbon (HCFC), ozone depleting substances identified in the assessment that require removal during refurbishment or demolition works should be appropriately decanted and disposed of by a licensed contractor in accordance with the Ozone Protection and Synthetic Greenhouse Gas Management Amendment Regulation 2012.	x2 units	-	-
1310 Internal	Level 32: Air Conditioning and Chiller Plant room; Chiller vessels T1 and T2 ('Carrier' and 'YORK' Chillers)	Chiller vessels (approx. 540kg refrigerant per vessel) refrigerant gas	R123 refrigerant gas (HFC) - Non ODS	Ozone Depleting Substances	VO	Non ODS Refrigerant	NA	NA	NA	-	-	-	NA	NA	NA	-	-	Hydrofluoracarbon (HFC) non ozone depleting substances.	x4 units	-	-
Internal	Level 32: Plant room; Hot Water unit compound ('Rheem'; 170L and 135L H.W units) - Internal cladding insulation (SMF based)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x2	-	-
Internal	Level 32: Plant room; Hot Water unit compound - H.W pipes (metal clad) to H.W units - Internal insulation	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>8.0 m	-	-
Internal	Level 32: Plant room; Boiler section; Boiler unit - Internal steam circuit insulation (SMF - suspect 'Rockwool')	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	~2-2.5 m3	-	-
Internal	Level 32: Plant room; Supply and Return H.W pipes to Heater Banks systems - H.W pipe sleave with SMF insulation	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x4 pipes	-	-

Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Level 32: Plant room; Floor penetrations - Secondary C.W pipes and Heating Water pipes with SMF insulation (metal cladding)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Part Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x6	-	-
Internal	Level 32: Air Conditioning and Chiller Plant; Chiller Return and Efferent pipes; (metal clad) - Internal insulation	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>60 m	-	-
Internal	Level 32: Plant room; Diesel generator - Woven SMF/glass wool band seal to exhaust pipe	Woven SMF band	Woven material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Not Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	1 m2	-	-
Internal	Office levels throughout: Tenant Electrical Services riser - Bus-way and cable-tray services; Floor and ceiling penetrations with Fire-rated pillows ('Fire-Stop')	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x3-5 per riser	-	-
Internal	Levels 23 to 31: Building core ceiling space; Corridor adjacent toilets - Heating Water pipe network (concealed within ceiling spaces)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>30 m per level	-	-
Internal	Levels 2 to 22: Building core ceiling space; Corridor adjacent toilets - Heating Water pipe network (concealed within ceiling spaces)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>30 m per level	-	-
Internal	Levels 23 to 31: Building core and Tenant ceiling spaces; Flexi-ducting with SMF insulation	Flexible ductwork	Insulation material - internal	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>120 m per level	-	-
Internal	Levels 17 to 33: Building core; C.W and H.W Service risers; Vertical Condenser and Hot Water pipes - SMF insulation to pipes (foil lined)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Average	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x4 pipes	-	12
Internal	Levels throughout: Mechanical risers - Chiller pipe network (large bore) - SMF insulation surrounding pipe penetrations	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Part Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x2 per riser	-	-
Internal	All Levels - Office Ceilings and Basement Corridor; Suspended ceiling tiles (Cellulose and SMF)	Ceiling tiles	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Average	Part Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	Approx. 400 m2 per level	-	-

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Level 19, Tower B, Citadel Towers
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Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Levels 23 to 32: Electrical service risers; Connecting cable trays and H.V Bus-bars - Wall and floor penetrations with fire-rated pillows (SMF insulation)	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x5 per riser	-	11
Internal	Level 19: Electrical service riser; Connecting cable trays and H.V Bus-bars - Wall and floor penetrations with fire-rated pillows (SMF insulation)	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x5	-	-
Internal	Levels 23 to 31: Building core; C.W and H.W Service risers; Vertical Condenser and Hot Water pipes - SMF insulation to pipes (foil lined)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Average	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x4 pipes	-	-
Internal	Levels 23 to 31: Building core; Plumbing risers and ceiling spaces within Male and Female toilets - Twin Hot Water pipes (foil lined)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Average	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>35 m per level	-	-
Internal	Levels 23 to 31: Building core and adjoining tenant ceiling spaces; Metal A/C S.Air ducting with SMF insulation (foil-lined - not all ducting is insulated)	Air conditioning ductwork	Insulation material - internal	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>100 m	-	-
Internal	Levels 2 to 22: Building core and adjoining Tenant ceiling spaces - Flexi-ducting to registers with SMF insulation	Flexible ductwork	Insulation material - internal	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>120 m	-	-
Internal	Levels 2 to 22: Building core and adjoining tenant ceiling spaces; Metal A/C S.Air ducting with SMF insulation (foil-lined - not all ducting is insulated)	Air conditioning ductwork	Insulation material - internal	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>200 m	-	-
Internal	Levels 2 to 22: Ceiling spaces; Fire Sprinkler service pipes (SMF and hessian seals)	Pipe work	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Average	Not Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	<2kg per level	-	-
Internal	Levels 2 to 22: Suspended ceiling system; Ceiling tiles (SMF and cellulose fibre composite)	Ceiling tiles	Compressed ceiling tiles	SMF	VO	Suspected SMF	NA	NA	NA	Good	Part Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	100-200 m2 per level	-	-
Internal	Levels 2 to 22: Condenser and Heating Water pipe service riser; Condenser Water pipe and H.W pipes with SMF insulation (Foil lined)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x2 per level	-	-

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Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Levels 13 to 22: Building core ceiling space; Corridor adjacent toilets - Heating Water pipe network (concealed within ceiling spaces)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>50 m	-	-
Internal	Level 2: Low-rise service corridor; Soil and Vent pipe riser - SMF insulation within Fire rated pillows	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x2	-	13
Internal	Levels 2 to 31: Building core services; Cable-tray and pipe risers throughout - SMF insulation within Fire rated pillows (not all risers are fire-rated)	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	Throughout	-	-
Internal	Levels 2 to 12: Telecommunication risers; Telecommunication lines and cable tray penetrations (floor and ceiling) - SMF insulation within Fire rated pillows (not all risers are fire-rated)	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	1 to 2 per level	-	-
Internal	Levels 2 to 12: Building services core, Ceiling spaces adjacent toilet amenities; Heating pipe network (concealed within ceiling spaces)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>35 m per level	-	-
Loading Dock and Basement levels																					
Internal	Basement level P3: ST011 room (Cleaners); Hot Water unit ('Rheem'; 315L) - Internal cladding insulation (SMF based)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x1	-	16
Internal	Basement level P5: Fire Sprinkler Pump room - Woven SMF/glass wool band seal to exhaust pipe	Woven SMF band	Woven material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Not Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	3.5 m	-	15
Internal	Loading Dock level S: Electrical risers; cable tray penetrations (wall and ceiling) - SMF insulation within Fire rated pillows	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x3 penetrations	-	-
Internal	Basement level P5: Sprinkler pipe and exhaust pipe penetrations - Sleave with SMF insulation (Kaowool?)	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Part Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	-	-	-
Internal	Basement level P1 and P2: Lift foyer; Telecommunications risers with cable-tray penetrations to floor and ceiling - Packed Fire rated pillows with SMF insulation	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x4 penetrations	-	-

Area / Level	Room & Location	Feature	Item Description	Hazard Type	Sample No.	Sample Status	Friable	Asbestos Type	Product Type	Extent of Damage	Surface Treatment	Occupant Activity	Likelihood of Disturbance	Exposure Potential	Maintenance Activity	Risk Score	Action	Recommendations & Comments	Quantity	Reinspect Date	Photo No.
Internal	Basement levels P3 to P5: Lift foyer; Telecommunications risers with cable-tray penetrations to floor and ceiling - Packed Fire rated pillows with SMF insulation	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x4 penetrations	-	-
Internal	Loading Dock level S: No.1 Electrical Switch room; cable-tray penetrations to upper walls - Packed Fire rated pillows with SMF insulation	Insulation	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x4 penetrations	-	-
Internal	Loading Dock level S: Service corridor outside Goods Lift; Ceiling space - Heating Water pipe (foil-lined)	Pipe work	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x1	-	14
Internal	Loading Dock level S: Service corridor and ceiling void; Air conditioning ducts (horizontal and vertical sections)	Air conditioning ductwork	Insulation material - internal	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>30 m	-	-
Internal	Loading Dock level S: Main corridor and access to P1; Ceiling space - Heating Water pipe network (foil-lined)	Pipe work	Insulation material	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	>40 m	-	-
Internal	Loading Dock level S: Security Personnel room; Upper block walls - Vertical cable tray penetrations within wall	Cable tray	Pillow insulation	SMF	VO	Suspected SMF	NA	NA	NA	Good	Sealed	Low	1	1	1	Low	-	Maintain in current condition if to remain in-situ. Remove under controlled SMF conditions as per the Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC: 2006 (1990)].	x2 penetration	-	-
Internal	Loading Dock level S; No.1 Electrical Switch room - Air conditioning inverter unit ('Mitsubishi')	HFC Refrigerant gas supply	R410A Hydrofluorocarbon (HFC)	Ozone Depleting Substances	VO	Non ODS Refrigerant	NA	NA	NA	-	-	-	NA	NA	NA	-	-	Hydrofluoracarbon (HFC) non ozone depleting substances.	x1 unit	-	-

Appendix C – Certificates of Analysis

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Envirolab Services Pty Ltd
ABN 37 112 535 645
12 Ashley St Chatswood NSW 2067
ph 02 9910 6200 fax 02 9910 6201
enquiries@envirolabservices.com.au
www.envirolabservices.com.au

CERTIFICATE OF ANALYSIS 126089

Client:
Coffey Environment
Level 19, Tower B, Citadel Tower
799 Pacific Hwy
Chatswood
NSW 2067

Attention: Sarah Cook, Raghu Muguli

Sample log in details:

Your Reference:	**ENAURHOD06071AF, Hazmat**
No. of samples:	9 Materials
Date samples received:	2/4/2015
Date completed instructions received:	2/4/2015

Analysis Details:
Please refer to the following pages for results and methodology summary.
Samples were analysed as received from the client. Results relate specifically to the samples as received.
Note, even after disintegration it can be difficult to detect the presence of asbestos in some asbestos containing bulk materials using PLM and dispersion staining. This is due to the low grade or small length or diameter of the asbestos fibres present in the material, or to the fact that very fine fibres have been distributed intimately throughout the materials. Vinyl/asbestos floor tiles, some asbestos containing epoxy resins and some ore samples are examples of these types of material, which are difficult to analyse.

Report Details:

Date results requested by:	9/04/15
Date of Preliminary Report:	Not Issued
Issue Date:	9/04/15

NATA accreditation number 2901. This document shall not be reproduced except in full.
Accredited for compliance with ISO/IEC 17025. **Tests not covered by NATA are denoted with *.**

Results Approved By:

Asbestos was analysed by Approved Identifier:	Lulu Guo
Asbestos was authorised by Approved Signatory:	Lulu Guo

Lulu Guo
Approved Signatory

NATA ACCREDITED FOR TECHNICAL COMPETENCE 1317

Envirolab Ref: –	Sample ID: –	Date analysed -	Mass / Dimension of Sample -	Sample Description -	Asbestos ID in materials -
126089-1	CB1074	8/04/2015	30x13x2mm	Beige fibre mica coating material	No asbestos detected Organic Fibre Detected
126089-2	CA3116	8/04/2015	15x10x1mm	Assorted granular debris	No asbestos detected Organic Fibre Detected
126089-3	CA3117	8/04/2015	30x15x2mm	Brown vitreous fibre-type material	No asbestos detected Synthetic Mineral Fibre Detected
126089-4	CA3118	8/04/2015	8x3x1mm	Grey fibrous resinous material	No asbestos detected Organic Fibre Detected
126089-5	CA3119	8/04/2015	55x40x4mm	Brown fibre mica insulation material	No asbestos detected Organic Fibre Detected
126089-6	CA3120	8/04/2015	7x4x<1mm	White powder cement material	No asbestos detected
126089-7	CA3121	8/04/2015	45x5x1mm	Grey fibrous gasket material	No asbestos detected Organic Fibre Detected
126089-8	CA3122	8/04/2015	13x4x1mm	Brown sponge-like material	No asbestos detected Organic Fibre Detected
126089-9	CA3123	8/04/2015	15x3x3mm	Grey quartz concrete material	No asbestos detected

Method ID	Methodology Summary
ASB-001	Asbestos ID - Qualitative identification of asbestos in bulk samples using Polarised Light Microscopy and Dispersion Staining Techniques including Synthetic Mineral Fibre and Organic Fibre as per Australian Standard 4964-2004.

Appendix D - Asbestos Legislative Requirements

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LEGISLATIVE REQUIREMENTS — ASBESTOS

This document has been produced for information only and is under regular review due to frequent changes in legislation and guidance. It contains information relating to the column headings only and not, for instance, in relation to asbestos removal. It is the duty of employers, premise owners and controllers of premises etc to ensure they are familiar with the latest applicable state legislation and guidance.

Introduction:

New (Harmonised) work health and safety laws commenced in the Commonwealth, New South Wales, Queensland, the Australian Capital Territory and the Northern Territory on 1 January 2012 and in Tasmania and South Australia on 1 January 2013.

For links to these legislation and the most current information on the progress of legislative change for the other states, please access Safe Work Australia at:

http://www.safeworkaustralia.gov.au/Legislation/Pages/ModelWHSLegislation.aspx

Transitional Arrangements

Safe Work Australia has developed transitional principles that set out how arrangements under existing work health and safety legislation are intended to transition to the new harmonised system. There are transitional principles statements for both the WHS Act and Regulations. These are available from the Safe Work Australia site:

http://www.safeworkaustralia.gov.au/Legislation/transitional-arrangements/Pages/transitional-arrangements.aspx

Further, each state and territory work health and safety authority has also developed resources to assist their jurisdiction with the transition. If you have any questions regarding transitional arrangements in your jurisdiction please contact your regulator.

Further Useful Resources

Safe Work Australia publishes a range of guidance material to provide information on the model work health and safety laws and to assist compliance. This information can be accessed from:

http://www.safeworkaustralia.gov.au/Legislation/guidance-material/Pages/guidance-material.aspx

For More Information Contact:

Coffey Environments – Work Health and Safety Section:

Phone: 02 8083 1600 Email: WHS_Support@Coffey.com Web: www.coffey.com

LEGISLATIVE REQUIREMENTS — ASBESTOS

This document has been produced for information only and is under regular review due to frequent changes in legislation and guidance. It contains information relating to the column headings only and not, for instance, in relation to asbestos removal. It is the duty of employers, premise owners and controllers of premises etc to ensure they are familiar with the latest applicable state legislation and guidance.

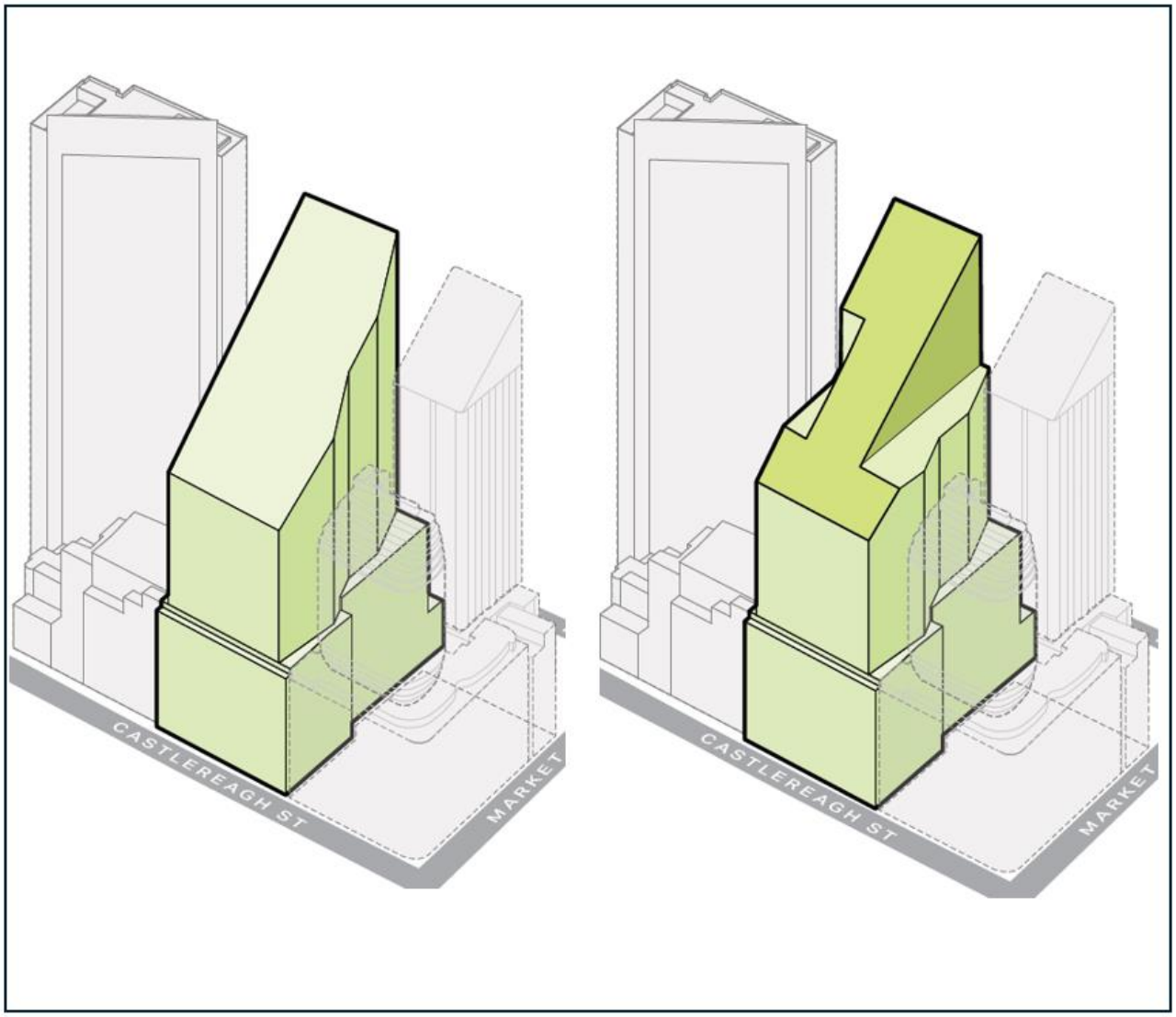
STATE **Primary Asbestos Legislation**	**Asbestos Survey Requirements**	**Asbestos Resurvey Requirements**	**Reporting Requirements**	**Management and Labelling/Signage Requirements**	**Other Requirements**
COMMONWEALTH ***NEW SOUTH WALES*** ***QUEENSLAND*** ***NORTHERN TERRITORY*** ***TASMANIA*** ***SOUTH AUSTRALIA*** *Work Health and Safety Act 2011 (Cth, NSW, QLD, TAS, SA)* *Work Health and Safety Regulations 2011 (Cth, NSW, QLD, TAS, SA)* *Work Health and Safety (National Uniform Legislation) Act and Regulations 2011 (NT)* *Supported by:* *Code of Practice - How to Manage and Control Asbestos in the Workplace (2016)* *Code of Practice - How to Safely Remove Asbestos (2016)*	A person conducting a business or undertaking (PCBU) must, for work place buildings/ structures that are constructed prior to December 31, 2003; • survey to identify and locate any Asbestos Containing Materials (ACM; and, • compile and keep at the workplace a site specific Asbestos Register . If ACM is identified at the work place, an Asbestos Management Plan (AMP) is to be compiled for the management of the identified ACM. The Asbestos Register and the Asbestos Management Plan must be made available at the work place for workers, people intending to conduct business at the work place and to Health and Safety representatives.	Re-inspections of identified ACM is determined on a case-by-case basis depending on the risk situation and should be informed by and conducted in accordance with the site specific Asbestos Management Plan.	The site specific Asbestos Register needs to include the date, type, location, condition and ACM identified during the survey. The Asbestos Register must be maintained and also updated if: • the AMP is under review, • further ACM is identified and/or, • ACM is removed, disturbed or encapsulated. The site specific AMP must include management actions and justifications, incident and emergency response plans and record details of works carried out that involves ACM at the work place. The AMP must be maintained and updated: • when the Asbestos Register is under review, • if asbestos is removed, disturbed or encapsulated, • if the AMP is no longer adequate for managing the ACM, • if a Health and Safety Officer requests a review and/or at least • once every 5 years.	Generally, health monitoring is not required excepting for workers involved in asbestos removal works. Training is required for persons involved in asbestos removal work or carrying out asbestos related works. All identified ACM in a workplace has to be labelled to indicate clearly asbestos presence and location of the asbestos item. Before refurbishment or demolition: • ensure Asbestos Register is current • undertake necessary inspections A licenced asbestos removalist is required unless: • ACM < 10m2 and non-friable and then by a competent person	WHS Regulation 419 requires A person conducting a business or undertaking (PCBU) must not carry out, or direct or allow a worker to carry out, work involving asbestos; excepting as is applicable: • managing risk; • sampling, identification and analysis; • maintenance • removal/disposal • other exemptions per s.419 (3)

Attachment B

Draft Sydney Development Control Plan 2012 - 133-145 Castlereagh Street, Sydney

CITY OF SYDNEY

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



Sydney DCP Plan 2012 - 133-145 Castlereagh Street, Sydney
March 2026

Green Global Connected

The purpose of this Development Control Plan

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

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

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

Citation

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

Land covered by this plan

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

Relationship of this plan to Sydney Development Control Plan 2012

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

Amendments to Sydney Development Plan 2012

This plan amends the Sydney Development Control Plan 2012 by:

1. Amending Figure 6.1 Specific sites map to include 133-145 Castlereagh Street, Sydney
2. Insert a new section 6.3.X 133-145 Castlereagh Street, Sydney as shown at Schedule 1
3. Updating figure numbers as required.

Schedule 1 – Amendment to Sydney Development Control Plan 2012

6.3.X 133-145 Castlereagh Street, Sydney

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

Clause 6.XX of the Sydney LEP 2012 enables development to exceed the floor space ratio shown in the floor space ratio map up to a prescribed amount, provided the development meets the requirements of the clause.

If a development at 133-145 Castlereagh Street, Sydney, seeks to utilise additional floor space ratio permitted by clause 6.XX 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) To provide for two maximum building envelopes to deliver one of two development outcomes:

  (i) a commercial scheme including place of public worship uses but excludes residential accommodation or serviced apartments, or

  (ii) a mixed-use scheme that includes residential uses.

(b) Deliver a high quality urban form within a maximum building envelope that:

  (i) is appropriate bulk, scale and modulation for this location

  (ii) provides setbacks to achieve acceptable levels of wind comfort, solar access, daylight, and amenity; and

  (iii) sensitively respects adjacent heritage buildings.

(c) Maximise active frontages with retail and business premises uses at ground level, and minimise services, vehicle access and lobbies as much as possible.

(d) Deliver a through-site link with an atrium to improve pedestrian permeability for the public and support greater activation.

(e) Ensure the location, size and design of vehicle access minimises pedestrian, vehicle and cyclist conflicts and disruption of traffic on public roads.

(f) Ensure adequate on-site loading and waste management is provided to service the site.

(g) Ensure that development exhibits design excellence.

(h) Meet high performance benchmarks for ecologically sustainable development.

(i) Manage risks to life and property from flooding.

Provisions

6.3.X.1 Maximum Building Envelope – Commercial scheme

(1) This section applies to development that does not include any residential accommodation or serviced apartments.

(2) Development is not to exceed the building envelope heights and setbacks shown in 'Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – axonometric'.

(3) Building height of the street wall components of the building is to be consistent with 'Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – elevations', specifically:
  (a) the maximum street wall height facing Castlereagh Street shall not exceed RL 66.96m;
  (b) the maximum street wall height facing Pitt Street shall be variable to align with adjoining buildings, with the street wall height adjoining 200 Pitt Street to not exceed RL 38.55m, and the street wall height adjoining 228 Pitt Street to not exceed RL 50.43m.

(4) The maximum height of the parapet of the street wall fronting Pitt Street is to be consistent with the height of the heritage items where it adjoins the heritage item

(5) Balustrades and planting on the street wall are to be consistent with 'Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – street wall balustrades'.

(6) Setbacks of the tower component are to be consistent with Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – tower setbacks', specifically a minimum of:
  (i) 2.5m to Castlereagh Street;
  (ii) 8m to Pitt Street;
  (iii) 3m to the southern boundary; and
  (iv) 1.9m to the northern boundary, with additional northern boundary minimum setbacks detailed on Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – tower setbacks.

(7) Development on the site is to include modulation of the northern and southern elevations of the tower to reduce the perceived bulk of the building.

Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – axonometric

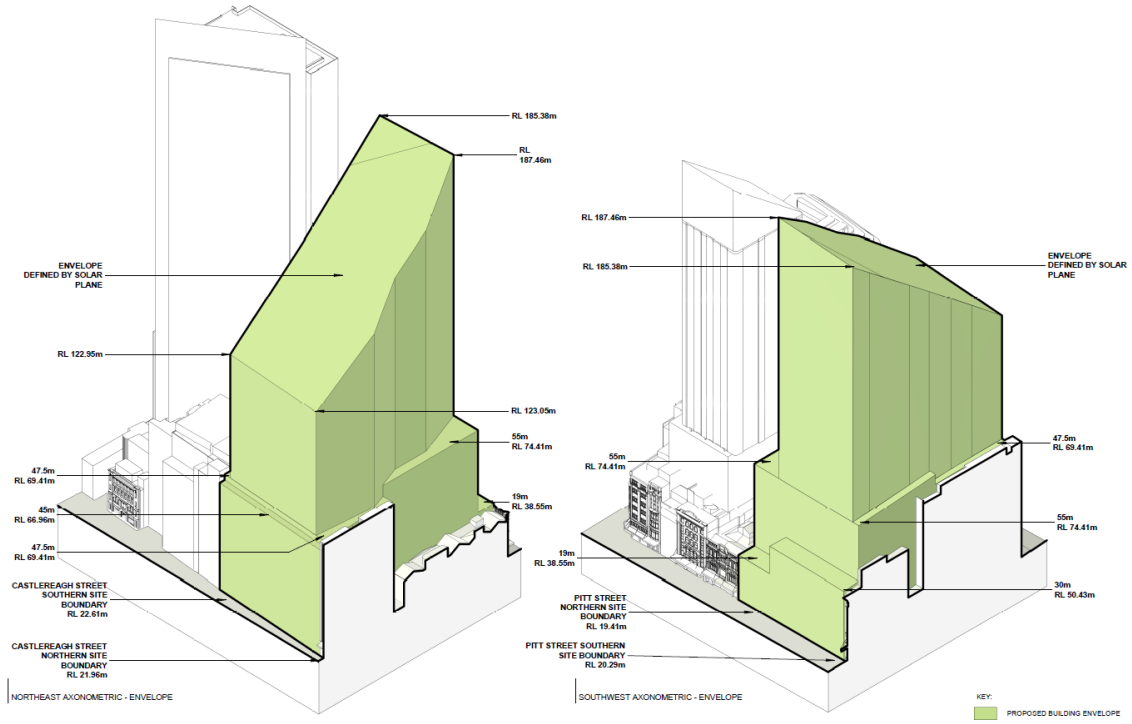


Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – elevations

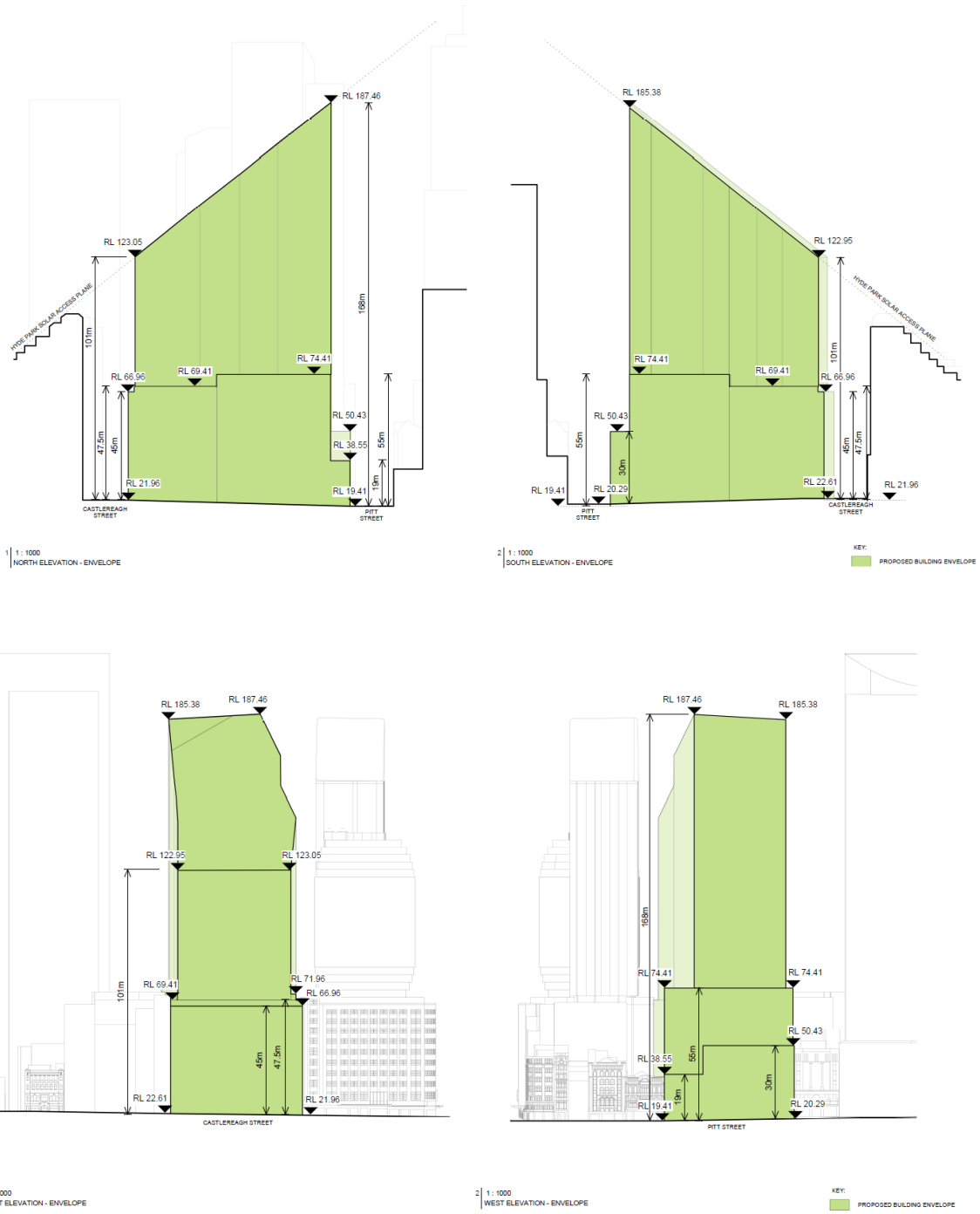


Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – street wall balustrades

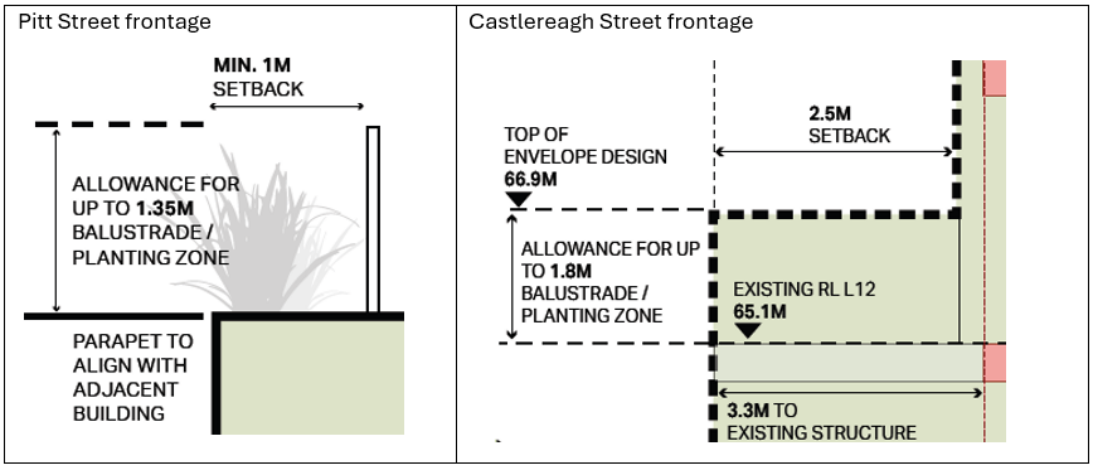
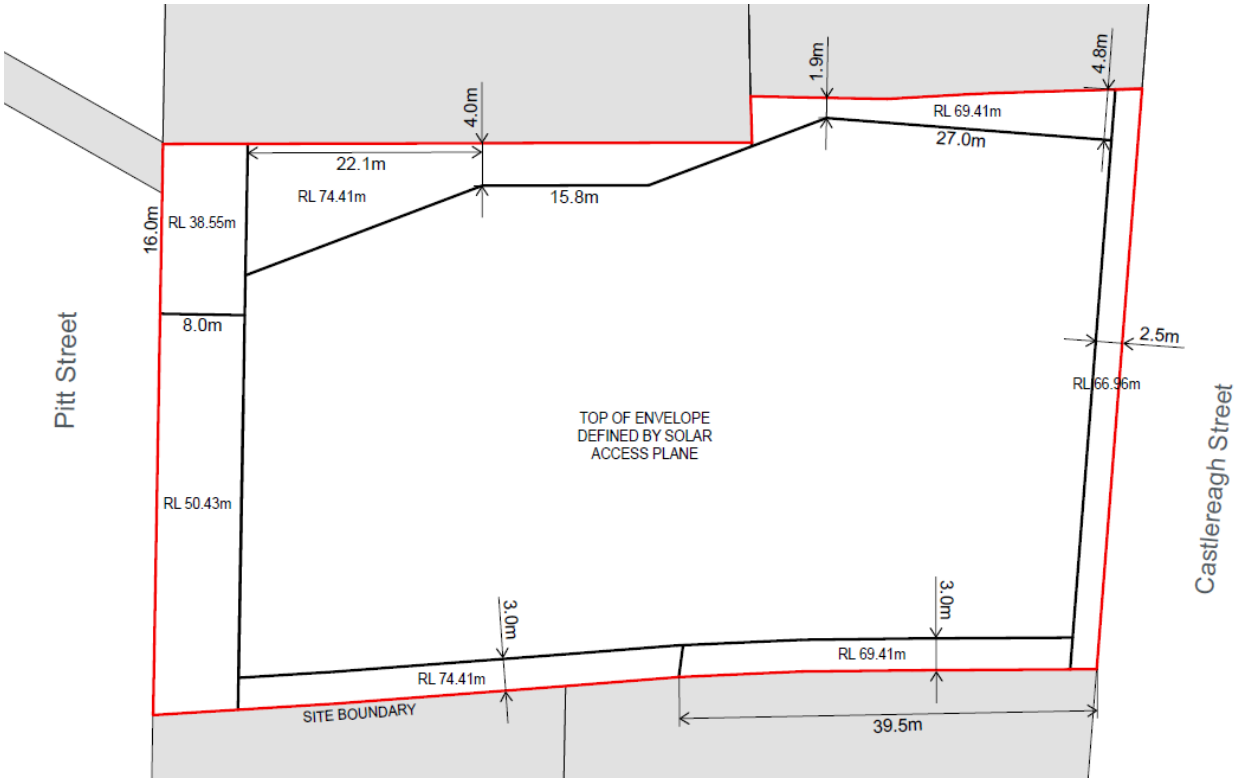


Figure 6.XX 133-145 Castlereagh Street, Sydney – commercial envelope – tower setbacks



6.3.X.2 Maximum Building Envelope – Mixed use scheme

(1) This section applies to development that includes residential accommodation or serviced apartments.

(2) Development is not to exceed the building envelope heights and setbacks shown in 'Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – axonometric'.

(3) Building height of the street wall components of the building is to be consistent with 'Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – elevations', specifically:

(c) the maximum street wall height facing Castlereagh Street shall not exceed RL 66.97m;

(d) The maximum street wall height facing Pitt Street shall be variable to align with adjoining buildings, with the street wall height adjoining 200 Pitt Street to not exceed RL 38.55m, and the street wall height adjoining 228 Pitt Street to not exceed RL 50.43m.

(4) The maximum height of the parapet of the street wall fronting Pitt Street is to be consistent with the height of the heritage items where it adjoins the heritage item

(5) Balustrades and planting on the street wall are to be consistent with 'Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – street wall balustrades'.

(6) Setbacks of the tower component are to be consistent with 'Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – tower setbacks', specifically a minimum of:

(v) 2.5m to Castlereagh Street;

(vi) 8m to Pitt Street;

(vii) 3m to the southern boundary; and

(viii) 1.9m to the northern boundary, with additional northern boundary minimum setbacks detailed on Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – tower setbacks.

(7) Development on the site is to include modulation of the northern and southern elevations of the tower to reduce the perceived bulk of the building.

Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – axonometric

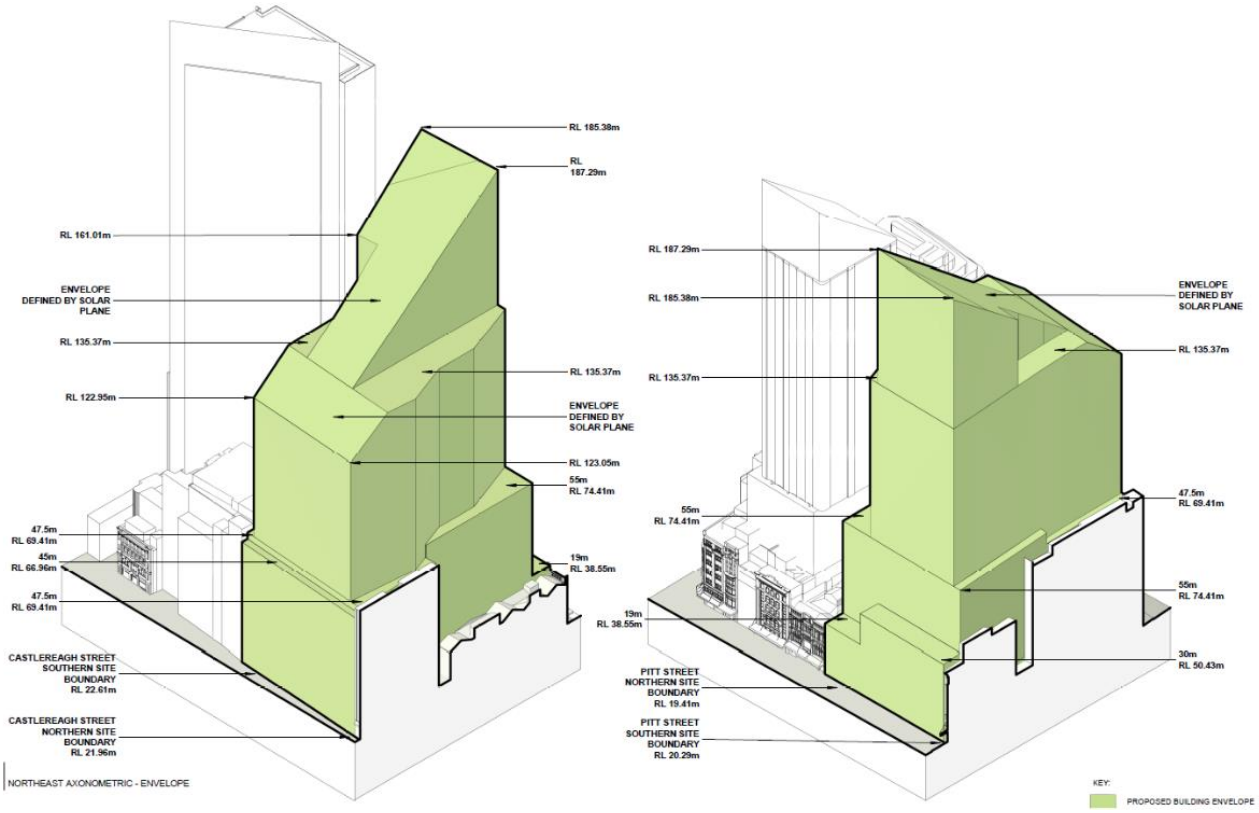
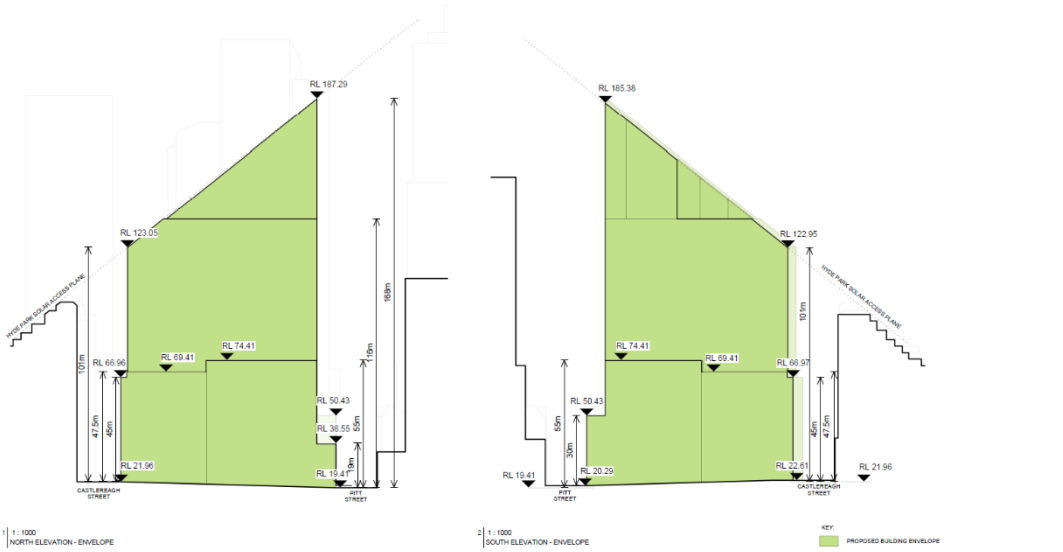


Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – elevations



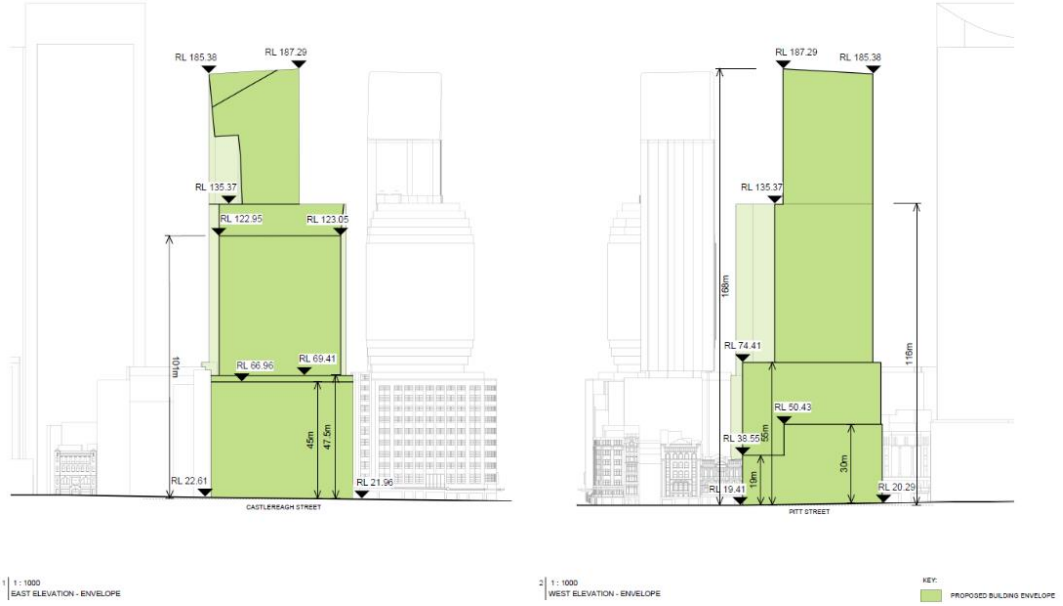


Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – street wall balustrades there

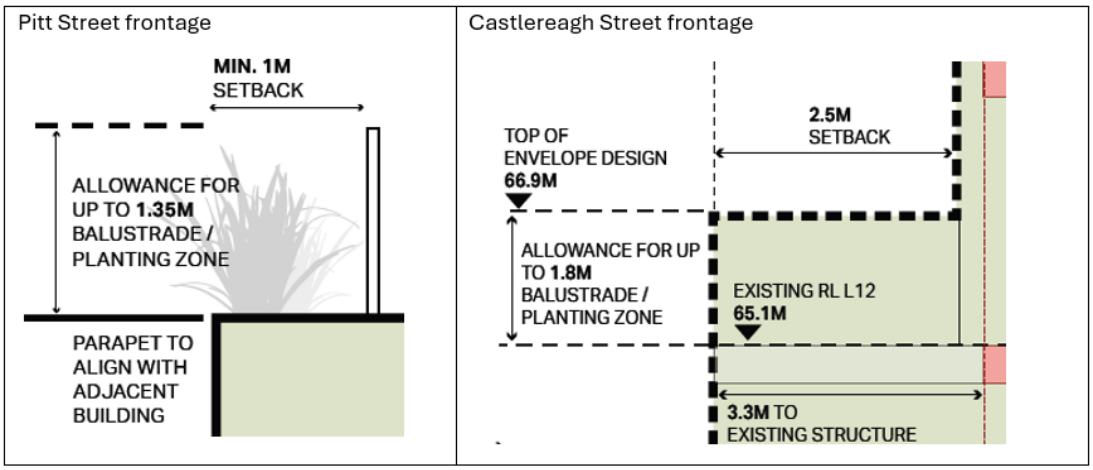
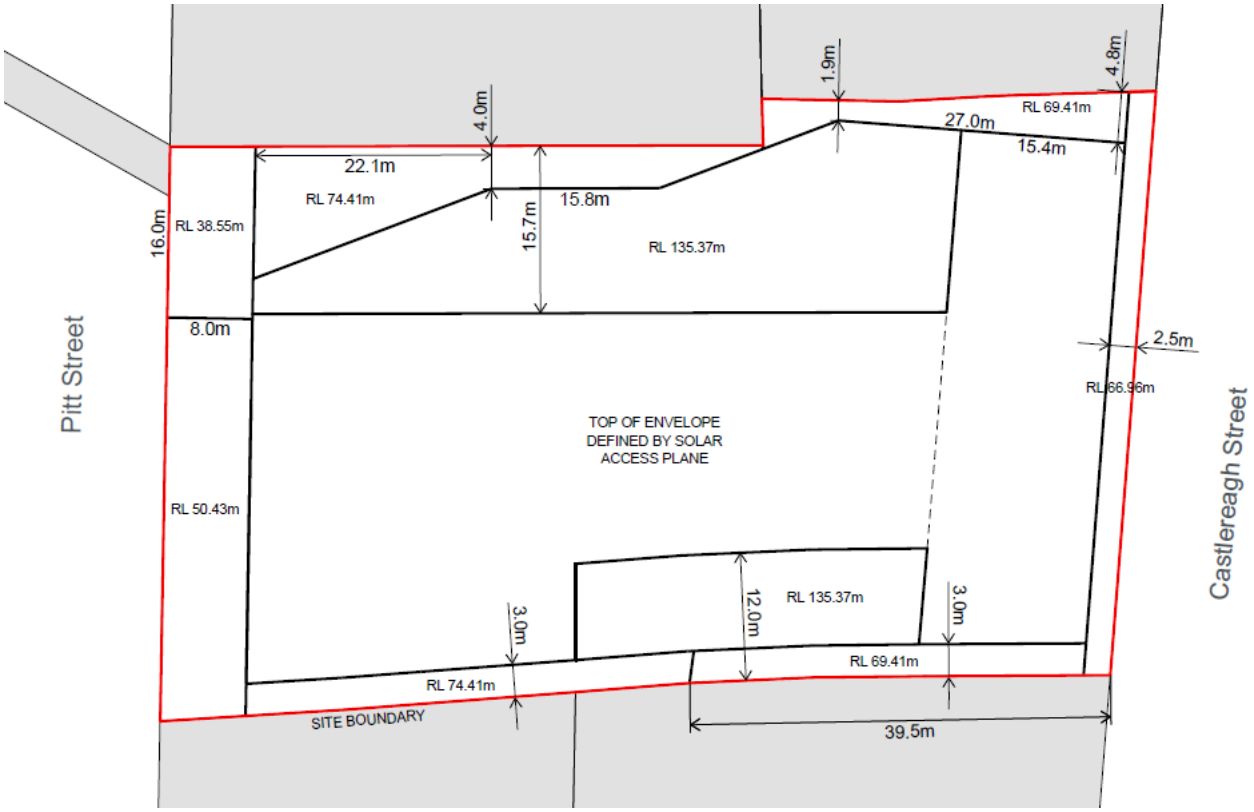


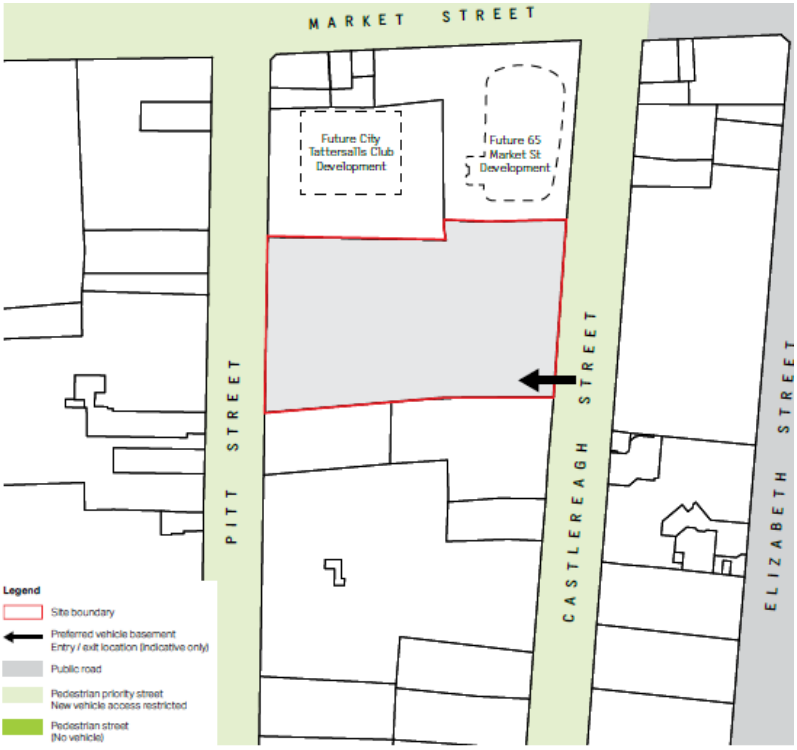
Figure 6.XX 133-145 Castlereagh Street, Sydney – mixed use envelope – tower setbacks



6.3.X.3 Ground floor

(1) Vehicle entry to the basement carpark is to be located on the southern part of the site from Castlereagh Street, as shown on 'Figure 6.XX Vehicular entrance location'.
(2) The building shall maximise active frontages to Pitt Street and Castlereagh Street by minimising building services, vehicle entries and lobbies.

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



6.3.X.4 Through-site link

(1) The location and dimensions of the through-site link is to be provided in the general location as shown on 'Figure 6.XX – Typical through-site link location' and minimum heights as shown on 'Figure 6.XX – Typical through-site link cross section'.
(2) The through-site link is to have a minimum unencumbered width of 6m for dedicated pedestrian movement.
(3) A direct line of sight is required between both entrances of the through-site link.
(4) Active frontages are to be provided on both the northern and southern side of the through-site link where practical.
(5) Natural daylight is to be provided to the through-site link.
(6) The through-site link is to be publicly accessible at all times (24/7).

Figure 6.XX 133-145 Castlereagh Street, Sydney – approximate location of the site link

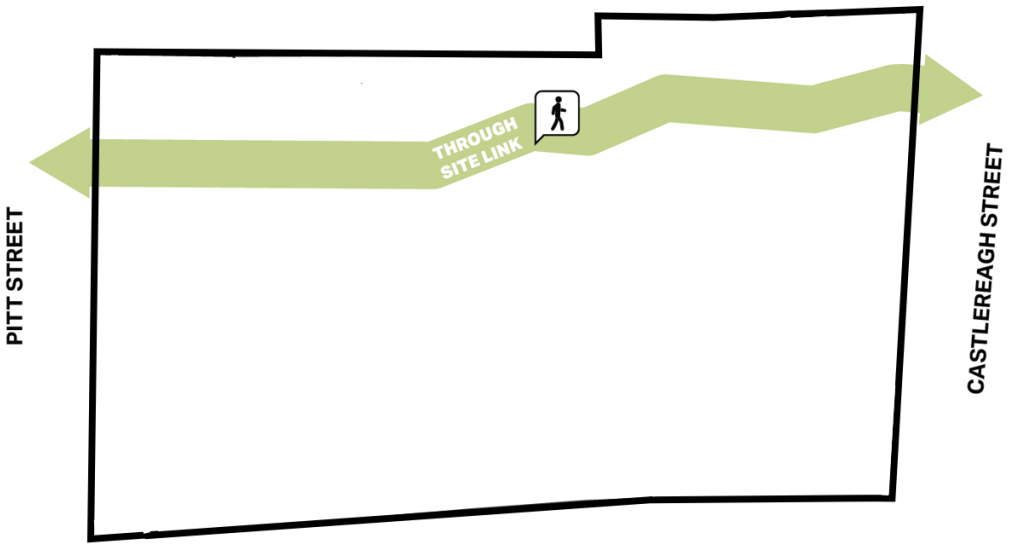
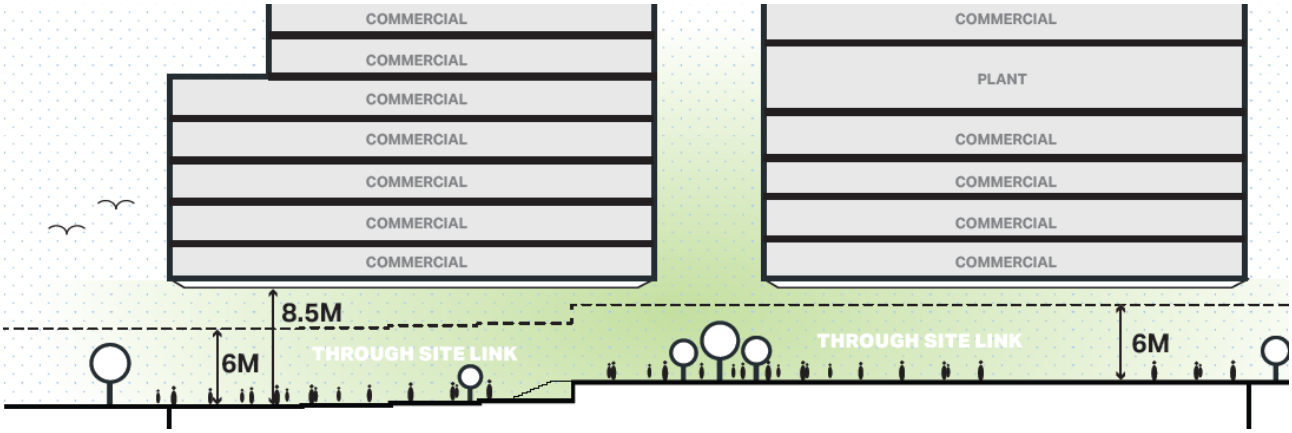


Figure 6.XX 133-145 Castlereagh Street, Sydney – typical through site link cross section



6.3.X.5 Access, loading and servicing

(1) Vehicular access to the basement is to be from Castlereagh Street only, with no access from Pitt Street.

(2) The maximum driveway width for the commercial scheme is 6.6m.

(3) The maximum driveway width for the mixed-use scheme is 7.5m.

(4) A management plan for loading, servicing and car parking operations on the site shall be submitted and approved by the consent authority as part of the development application process. This management plan is required to include the following as a minimum:

- (a) vehicle priority system to manage use of the single lane, two-way ramp access, and adjacent ground floor loading dock access if relevant, to ensure no vehicle conflict or queueing will spill back onto street. This should include access control and signal locations, and vehicle waiting positions
- (b) to demonstrate how vehicle, pedestrian and bike conflicts will be minimised at the site frontage

(c) loading dock management, including anticipated vehicle volumes for each use throughout the day, how vehicles will be allocated across each dock level and use of booking system to manage demand and access
(d) car park management to accommodate any changes in use of the site throughout the week and restricted to uses within the site.

6.3.X.6 Design Excellence Strategy

(2) 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 and is to apply to the entire site.
(3) The competition is to include:
(a) no less than 5 competitors;
(b) the majority to be local or national Australian firms;
(c) at least 1 competitor is an emerging architect or all competitors must be in partnership with an emerging architect
(d) teams comprised of at least 40% non-male members; and
(e) each competitor is to have demonstrated sustainable design experience
(f) each competitor is to have demonstrated capabilities in design excellence by being the recipient of an Australian Institute of Architects (AIA) architecture award or commendation, or in the case over overseas competitors, the same with their professional association.
(4) The jury is to comprise a total of 6 members; The proponent is to nominate 3 jurors made up of 1 independent member (a person who has no pecuniary interest, nor is a pending or contracted employee or consultant to the proponent) and the City of Sydney is to nominate 3 jurors.
(5) Any additional floor space pursued for a building demonstrating design excellence under clause 6.21(3)(b) is to be accommodated within the building envelopes as detailed in Section 6.3.X.1 Maximum Building Envelope – Commercial scheme and Section 6.3.X.2 Maximum Building Envelope – Mixed Use scheme.
(6) No additional height is to be awarded as a result of a competitive design process.

6.3.X.7 Sustainability

(1) The building is to be designed to be in accordance with the ecologically sustainable development amendment to Sydney DCP 2012 as adopted by Council on 23 June 2025.

6.3.X.98 Flooding

(1) Development is to be in accordance with the water and flood management amendment to Sydney DCP 2012 as adopted by Council on 23 June 2025.



Attachment C

Letter of Intent Public Benefits Offer

Stockland
Level 25, 133 Castlereagh St,
Sydney NSW 2000

T 02 9035 2000

Ms Monica Barone
CEO
City of Sydney
GPO Box 1591
Sydney NSW 2000

24 September 2025

Dear Monica,

STOCKLAND PICCADILLY CENTRE: 133-145 Castlereagh Street, Sydney, Lot 10 DP828419
REQUEST FOR PLANNING PROPOSAL
STATEMENT OF INTENT – PUBLIC BENEFITS

Stockland Development Pty Limited(the applicant) seeks to initiate the preparation of a Planning Proposal, specifically a Local Environmental Plan amendment, for the land known as *'Stockland Piccadilly Centre'* located at 133-145 Castlereagh Street, Sydney also known as Lot 10 in DP828419 (**Piccadilly Site**).

The Piccadilly Site is a significant land parcel in the 'Midtown precinct' of Central Sydney. With frontage to both Pitt and Castlereagh Streets, the site provides the opportunity to positively contribute to Central Sydney both in terms of enhanced public domain outcomes as well as advancing Council's Central Sydney Planning Strategy by expanding employment floor space capacity to align with Sydney's global city status.

The Request for Planning Proposal seeks to amend:

- the current floor space ratio (FSR) development standard under the *Sydney Local Environmental Plan 2012* (the LEP); and
- the Sydney Development Control Plan 2012 (the DCP) to establish site specific provisions to facilitate optionality for a commercial or mixed-use redevelopment of the Piccadilly Site.

The proposed development is projected to be a circa $943-974 million capital investment into Central Sydney.

Stockland

Stockland is committed to delivering a leading development in terms of architectural design, sustainability and a greatly enhanced urban experience for the community in terms of street activation, through-site access, and the pedestrian experience.

As part of the delivery of the project, Stockland proposes to provide specific tangible public benefits that will be committed to as part of a Voluntary Planning Agreement with the Council. The public benefits are noted **Appendix A** attached and are proposed to be delivered as works in kind, monetary contributions and other project specific initiatives. This public benefit offer has been developed following engagement with The City of Sydney prior to submission of the Request for Planning Proposal.

Should you require additional information, or should you like to discuss further, please do not hesitate to contact the undersigned.

Yours sincerely,



Kylie O'Connor
CEO Investment Management
Stockland

Stockland

Appendix A – Public Benefits Overview

Public Benefit Commitment	Attributed Value	Delivery	Additional Detail
24/7 Pedestrian access through-site link	Works in kind	On or before the date of issue of the relevant Occupation Certificate.	Stockland to construct a through site link located to the North of the Piccadilly Site and provision of an easement granting public access to be lodged to Land Registry Services.
Removal of parallel Castlereagh Street vehicle ramp and re-instatement of footpath	Works in kind	On or before the date of issue of the Occupation Certificate relevant to the existing tower structure (subject to Additional Detail (a) being adhered to).	a) Council to commit to timely process to close road, and transfer title (Ramp 1/5030 Castlereagh Street) to registered proprietor of Lot 10 in DP828419. b) Stockland to remove the parallel basement ramp and re-instate the road, footpath and associated kerb and channel.
Removal of the existing breach to the Hyde Park sun access plane	Works in kind	On or before the date of issue of the Occupation Certificate relevant to the 133 Castlereagh St tower.	Stockland to demolish the existing tower breach of the Hyde Park sun access plane at 133 Castlereagh Street.
Environmental Performance Operational Initiatives	N/A	Item a) to be issued within 24 months of Practical Completion. Item b) and c) to be issued within 12 months after the following conditions are met (whichever occurs first): 1) 75% of the office NLA is occupied by tenants; or 2) 24 months after the occupation certificate is issued	a) A minimum 6-Star Green Star Buildings v1 (Commercial) b) A minimum 5.5 star rating on operation under the NABERS energy scheme (Commercial) c) A minimum 4 star rating in operation under the NABERS water scheme (Commercial)
Environmental Performance Upfront Carbon Initiatives	N/A	Through delivery of the development.	An embodied carbon saving via significant retention of existing structure.

Other public benefits arising from the planning proposal and subsequent development:

- **Public Art**
  Contribution of $4,900,000 (approximately 0.5% Estimated Development Cost (**EDC**)) towards public art within the proposed development (inclusive of consultation, commissioning and professional services to deliver the artwork).).
- **Affordable Housing Levy – Section 7.13 and 7.13B Contributions**
  Monetary contribution in accordance with City of Sydney Affordable Housing Program (adopted June 2023).
- **Removal of airbridges**
  Demolition of Pitt St and Castlereagh St and Pitt St airbridges.
- **Section 7.12 Contribution**
  Monetary contribution of 3% EDC.

Tuesday, 2 June 2026

City of Sydney
Town Hall House
456 Kent St
Sydney NSW 2000

Attention: Mr Graham Jahn
Director
City Planning, Development and Transport

Consent to making of Public Benefit Offer

Property: 133-145 Castlereagh Street, 210 Pitt Street and 222 Pitt Street, Sydney NSW 2000, also known as Lot 10 in DP 828419

We, The Uniting Church in Australia Property Trust (NSW) (ABN 77 005 284 605), being the registered proprietor of the land contained in folio identifier 10/828419, have reviewed the Public Benefit Offer dated 24 September 2025 (the **Offer**) by Stockland Pty Ltd (**Stockland**) to the Council of the City of Sydney (City) with regard to 133-145 Castlereagh Street, Sydney (**Property**).

Subject to the below, as the landowner of the Property:

- we consent to the Offer being made by Stockland as a potential developer of the Property, and to Stockland negotiating a proposed Planning Agreement with the City in accordance with the terms of the Offer; and

- we agree to enter into a Planning Agreement as landowner of the Property and for the Planning Agreement to be registered on the title to the Property.

As the landowner and a signatory to the proposed Planning Agreement, we reserve the right to review and require changes to be made to the proposed Planning Agreement prior to its execution.

We note that the landowner's consent for a development application for any future development will be required and that this letter is not and should not be taken as the provision of such.

Signed as agent on behalf of The Uniting Church in Australia Property Trust (NSW).

Daniel Andrew

Daniel Andrew
GM – Communications, Collaboration & Information
Synod Mission Servies

Leanne Grant
GM – Partnership, Services & Delivery
Synod Mission Services

Item 5.

Post Exhibition - Planning Proposal - Oxford Street LGBTIQA+ Heritage Items (Stage 2) - Sydney Local Environmental Plan 2012 Amendment

File No: X091578

Summary

The City's Oxford Street LGBTIQA+ Social and Cultural Place Strategy included an action to investigate heritage listing places within the Oxford Street precinct that have historic and contemporary connections to the LGBTIQA+ community.

After undertaking a heritage study, Council resolved in December 2024 to investigate heritage listing 3 sites, being 273 Crown Street, Surry Hills, 40-42 Flinders Street, Darlinghurst and 207 Oxford Street, Darlinghurst. The sites were found to meet the threshold for listing as local heritage items for their significance to the LGBTIQA+ community:

- **Former Ruby Reds, 273 Crown Street, Surry Hills:** The location of Sydney's first recreational venue dedicated to the lesbian community and for its associations with prominent entrepreneur Dawn O'Donnell, who gave much support to Sydney's lesbian and gay communities and was responsible for opening several recreational venues to serve these communities.

- **Former Taxi Club, 40-42 Flinders Street, Darlinghurst:** The home of the Grosvenor Club, a recreational facility for taxi drivers from 1956 and its use after 1963 by drag queens following the opening of Les Girls because of its 24-hour licence. Until its closure in 2012, it was recognised as a very early and enduring LGBTIQA+ recreational venue.

- **Former The Bookshop, 207 Oxford Street, Darlinghurst:** The site of a long running bookshop devoted to the sale of gay and lesbian books, journals and publications and for providing an important hub of community interaction relating to events such as the gay and lesbian Mardi Gras and the AIDS crisis of the 1980s.

A Planning Proposal to list the buildings was exhibited between 31 March 2026 and 5 May 2026 and we received a total of 17 submissions (via survey and email).

Those supporting the proposal highlighted the importance of these sites to the LGBTIQA+ community. They agreed that listing them is a necessary and overdue act of public recognition.

Those opposing the proposal argued that appropriate recognition is through interpretation, not blanket controls, and that posing an additional heritage listings would introduce unnecessary constraints and complexity for the future use and adaptation of the properties, without delivering meaningful conservation outcomes.

No changes are proposed to the planning proposal following the consideration of submissions. However, in the inventory sheets for each site, more detail has been included in the Recommended Management section to clarify the implications of the listing of each site. This includes for:

- **Former Ruby Reds, 273 Crown Street, Surry Hills:** that the existing building may be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site.

- **Former Taxi Club, 40-42 Flinders Street, Darlinghurst:** that the front facade must be retained and conserved, consistent with the buildings existing contributory status in a conservation area, but the City's heritage exemption process can be used to facilitate internal alterations and fitouts; and interpretation of the significance of the site.

- **Former The Bookshop, 207 Oxford Street, Darlinghurst: t**hat the front facade must be retained and conserved, consistent with the buildings existing contributory status in a conservation area, but alterations and additions consistent with the controls for the Oxford Street Creative and Cultural Precinct may occur, including vertical additions; and interpretation of the significance of the site.

This report recommends Council approve the planning proposal to list the 3 sites as heritage items. If approved, Council is designated the local plan making authority and can proceed to finalisation. The amendment to the Sydney LEP 2012 will come into effect when it is published on the NSW Legislation website.

Generally, the City is deeply committed to fostering an inclusive and equitable city for all. Recognising sites of significance to the LGBTIQA+ community is a vital part of this commitment. Oxford Street and surrounding areas have long been a cultural and social hub for LGBTIQA+ people, and the proposed heritage listings reflect decades of community connection, resilience, and contribution.

Recommendation

It is resolved that:

(A) Council note the Engagement Report highlighting the submissions received during the public exhibition of the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items (Stage 2), shown at Attachment F to the subject report;

(B) Council approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items (Stage 2), shown at Attachment A to the subject report to be made as a local environmental plan under section 3.36 of the Environmental Planning and Assessment Act 1979; and

(C) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items (Stage 2) shown at Attachment A to the subject report, to correct any drafting errors prior to finalisation of the local environmental plan.

Attachments

Attachment A.	Planning Proposal - Oxford Street LGBTIQA+ Heritage Items (Stage 2)
Attachment B.	Oxford Street LGBTIQA+ Heritage Assessment Report (TKD Architects)
Attachment C.	Revised Inventory Sheet - 273 Crown Street, Surry Hills - Former Ruby Reds
Attachment D.	Revised Inventory Sheet - 40-42 Flinders Street, Darlinghurst - Former Taxi Club
Attachment E.	Revised Inventory Sheet - 207 Oxford Street, Darlinghurst – Former The Bookshop
Attachment F.	Engagement Report - LGBTIQA+ Heritage Listings in the Oxford Street Area
Attachment G.	Gateway Determination
Attachment H.	Council and Central Sydney Planning Committee Resolutions

Background

1. In 2022, a review of the planning controls applying to Oxford Street was implemented to facilitate the growth of the cultural and creative sectors, protect heritage and character and support the day and night-time economies for the local community and visitors.

2. Community consultation indicated that people value the strong connection between Oxford Street and LGBTIQA+ communities and wanted to see its social and cultural heritage recognised and maintained. This led to the development of the Oxford Street LGBTIQA+ Social and Cultural Place Strategy with five priority areas. Priority 1 of this strategy focused on recognising historic LGBTIQA+ places and spaces.

3. The City of Sydney (the City) engaged TKD Architects in 2022 to complete a heritage study investigating sites within the Oxford Street precinct. Their study focussed on places with historic and contemporary connections to the LGBTIQA+ community.

4. Based on the Study, a planning proposal was reported to Council in December 2024 to heritage list 3 sites for their significance to the LGBTIQA+ community, being 85-91 Oxford Street, 124 Oxford Street, and 134 Oxford Street, Darlinghurst. These listings were approved by Council in December 2025 and are with the NSW Government for finalisation.

5. In December 2024, Council also resolved to investigate heritage listing 3 additional sites for their significance to the LGBTIQA+ community:

    - Former Ruby Reds, 273 Crown Street, Surry Hills
    - Former Taxi Club, 40-42 Flinders Street, Darlinghurst
    - Former The Bookshop, 207 Oxford Street, Darlinghurst

We consulted on a proposal to heritage list the 3 buildings

6. In September 2025, the Central Sydney Planning Committee and Council resolved to seek a Gateway Determination and exhibit the planning proposal to heritage list the 3 buildings. The background and pre-exhibition report can be found here: https://meetings.cityofsydney.nsw.gov.au/ieDecisionDetails.aspx?AIId=20154

7. The Department of Planning, Housing and Infrastructure approved public consultation for the planning proposal in its Gateway Determination (Attachment G), issued on 29 January 2026. It also authorised the Council to exercise the functions of the local plan-making authority.

8. The planning proposal to heritage list the 3 buildings was publicly exhibited from 31 March 2026 to 5 May 2026. 370 letters were distributed to notify adjoining properties. Separately, stakeholders including property owners and tenants were emailed on 9 April 2026. The project was included in the April edition of the Sydney Your Say e-newsletter and distributed to approximately 4,000 subscribers. The Sydney Your Say page was visited 270 times. There was a total of 38 downloads of the exhibition documents.

9. We received a total of 17 submissions via online survey and email, 5 via online survey and 12 via email. The engagement report, including a summary of submissions, can be found at Attachment F.

10. All building owners were contacted about the consultation and provided a submission.

Submissions regarding heritage listing of 273 Crown Street

11. Five submissions about 273 Crown Street were supportive. Reasons for support included:

    - that it is "rare evidence of lesbian social history, which has too often been under-recorded, under-recognised and physically erased from the city",

    - the links to lesbian entrepreneur Dawn O'Donnell "a major figure in Sydney's lesbian and gay cultural history, whose venues helped shape the wider precinct and create spaces of belonging for communities that were, at the time, often excluded from mainstream public life,"

    - listing is a necessary and overdue act of public recognition, helping correct the imbalance by acknowledging that community history, especially lesbian and queer history, is part of the city's heritage fabric,

    - the loss of venues in the precinct and how recognising important LGBTIQA+ heritage sites keeps this community history alive, especially lesbian spaces which "have a tendency to disappear, which is sad."

12. One submission was completely opposed to the proposed listings as the businesses referenced no longer existed.

13. The submission from the owner of 273 Crown Street noted that they supported the recognition of the site's LGBTIQA+ cultural history and were not opposed to heritage interpretation. However, they were concerned that the listing will impose unreasonable regulatory burdens and undermine the ongoing vibrancy and viability of the venue. These issues were raised in the context of current economic and operational realities facing venues, and the practical implications of the proposed listing on the ability to activate and sustain such uses.

14. The owner's submission makes comments about the assessment of heritage significance, regarding the extent of original fabric, intangible values, extent of change undergone and the need to meet all 7 heritage assessment criteria. Responses to these are below:

    - Heritage significance does not need to be embedded in fabric, but can be embodied in a place's setting, use, associations, meanings, records, related places, and objects, several of which are relevant here.

    - Places and objects can also be significant for their intangible values (for example, meaning, associations, connections).

    - Places that have undergone significant change can continue to have heritage significance.

- Places do not need to meet all 7 heritage assessment criteria to meet the threshold for listing as a heritage item.

15. The owner's submission cites some possible errors of fact in our draft inventory sheet. The City has investigated these issues and revised the inventory sheet where appropriate.

16. The owner's submission suggests that there will be disproportionate planning impacts from listing the building as a heritage item. This includes removal of complying development pathways, the requirement for development applications for minor works and requiring heritage consultant reports, all of which will increase costs, delays and uncertainty. They note tenants will be impacted by slower approvals, higher costs and reduced flexibility and landlords may see increased risk of vacancy and reduced leasing attractiveness.

17. The site is not within a heritage conservation area. As such it currently has access to a number of exempt and complying development pathways, including internal and external building alterations. While opportunities for complying development will not be available, the heritage works exemption process will be available. In this case it is most likely to be very straightforward as no fabric has been identified as having heritage significance. This has been made explicit in the revised Heritage Inventory Sheet which permits the existing building to be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site. In practice it means that minor internal and external building alteration works could now be dealt with under the heritage works exemption pathway.

Submissions regarding heritage listing of 40-42 Flinders Street

18. Five submissions about 40-42 Flinders Street were generally supportive. Reasons for support included:

    - The Taxi Club demonstrates how buildings can acquire heritage value because of what they made possible socially. The place mattered not because it was architecturally pristine, but because it became a late-hours refuge and gathering point for communities with very few venues where they could safely and visibly gather. In that sense, the heritage significance lies in the building’s role in the city’s social life, especially for groups whose histories were often pushed to the edges of public recognition.

    - Importantly, the City’s own material does not rely on architectural distinction alone. It expressly recognises that, while the site has been modified, it still meets the threshold for local heritage significance because of its historic, associative and social value. That is the correct approach. If Sydney is serious about preserving queer heritage, it must protect the places where community life actually happened, including places whose significance is social and cultural rather than purely aesthetic.

19. The submission from the owner of 40-42 Flinders Street was similar to that of 273 Crown Street. It acknowledges the site's association with Sydney's LGBTIQA+ cultural history as the former location of the Taxi Club and its contribution to the broader social fabric of the Oxford Street precinct. They support interpretive measures to convey this history and association, but, similar to the 273 Crown Street submission, make several comments about the assessment of heritage significance, regarding extent of original fabric, intangible values, extent of change undergone and the need to meet all 7 heritage assessment criteria. The City's response to these issues are addressed in paragraph 15 above.

20. The owner's submission suggests that there will be disproportionate planning impacts from listing the building as a heritage item. They note it would remove access to exempt and complying development pathways under the Codes SEPP and require development applications for routine internal and external works/maintenance, internal upgrades and fit outs. They are of the opinion that this introduces additional cost, delay and uncertainty for tenants, operators and owners and limits the ability to respond efficiently to market demand and changing uses, with these impacts being ongoing and operational in nature. They state that "the imposition of these controls represents an unreasonable and unnecessary regulatory burden, inconsistent with the principle of proportionality embedded in heritage planning."

21. The site is already a contributory building within a heritage conservation area. As such it has access to a number of exempt and complying development pathways, including internal building alterations. However, being in a conservation area, many external works currently require a complying development certificate or even a development application. While some opportunities for complying development will not be available, the heritage works exemption process will be available, and in this case, it is likely to be very straightforward as very limited fabric has been identified as having heritage significance (notably the front facade and the overall form of the building). This has been made explicit in the revised Heritage Inventory Sheet.

Submissions regarding heritage listing of 207 Oxford Street

22. Five submissions about 207 Oxford Street were supportive, mostly stating that The Bookshop was more than a shop. As one submission notes, The Bookshop was "a cultural institution, a place of information-sharing, a meeting point and a community anchor" and that it is "one of those rare places where cultural memory, activism, everyday life and built form all intersect. Recognising it formally as a heritage item says that the intellectual, social and emotional life of the LGBTIQA+ community is part of Sydney's heritage and deserves to be protected, interpreted and carried forward."

23. Two submissions about 207 Oxford Street were neutral, both expressing a desire to reimagine the venue (or another place) as a dedicated queer library and cultural and community space, as a living archive of LGBTQIA+ stories, history, and voices, preferably run by the City.

24. The City has a dedicated LGBTIQA+ collection across our library network, with significant collections held at Kings Cross, Surry Hills and Newtown branches; collections are promoted regularly during the year via library displays and online book lists during times of significance to the LGBTIQA+ community. Furthermore, the City coordinates events through the library network that explore, celebrate, and honour issues relevant to people of diverse sexualities and genders and intersex people, providing an opportunity for people to connect, share stories and promote a broader understanding of these issues.

25. The property owner provided a submission, including a report by their heritage consultant (addressed separately below), and concluded that:

    - the existing controls applying to 207 Oxford Street as a contributory building within the Oxford Street Heritage Conservation Area provide adequate protection;

    - the proposed listing does not clear the high bar required for an individual listing; and

    - the LGBTIQA+ social and historical association is best conveyed through interpretive means now that The Bookshop is no longer a physical presence in Oxford Street.

26. The property owner's heritage consultant made a submission. It noted that both the TKD study and the pre-exhibition report to Council in September 2025 occurred prior to the closure of The Bookshop at the end of 2025. The submission made the following comments on the City's assessment of heritage significance:

    - Historic Significance (Criteria A): the submission concurred with our conclusion that the site has historical significance as a long running gay and lesbian bookshop.

    - Historic Association (Criteria B): the submission agreed that the site does have historical associations with the co-founders of the bookshop but felt that the stronger historical association would be with the architect John Burcham Clamp who may have designed the row of buildings from 203-209 Oxford Street.

    - Aesthetic Significance (Criteria C): the submission was concerned that the City's heritage assessment found that facade of the terrace group, 203-209 Oxford Street, may be heritage listed. The City's assessment found that the facade of 203-209 Oxford Street, notwithstanding unsympathetic modifications and accretions, is a representative and distinctively detailed example of the Federation Free Classical style that makes an important contribution to the streetscape of Oxford Street. The City did not however recommend the row of shops be listed. The row is within a heritage conservation area which is a sufficient level of listing to manage the contribution to the streetscape.

    - Social Significance (Criteria D): the submission stated the site is no longer used as The Bookshop and therefore does not have social value, only historic significance.

    - Technical Significance (Criteria E) / Rarity (Criteria F): the submission concurred with our conclusion that the site does not meet these criteria.

    - Representativeness (Criteria G): the submission reiterates our conclusion but makes no further comment.

27. The consultant's submission concludes that the existing planning controls (as a contributory building in a conservation area) are adequate, and that the site's connection to the LGBTIQA+ community should be interpreted by physical or digital means.

28. Six other submissions repeated the 2 concluding points about the existing planning controls and use of interpretation being adequate to protect the significance of the building. Some of these submissions question whether the building should be listed as the business is no longer extant.

29. It is the City's view that 207 Oxford Street has very high levels of historic and social significance, which is adequate for listing without any other criteria. A site does not need to meet all criteria for it to meet the threshold for inclusion as a heritage item. The social significance remains relevant as long as members of the community value the place for its long-standing use, which has been clearly demonstrated by submissions to the public engagement. Further, it is agreed that the building does not meet the threshold for individual listing for its aesthetic values, which are best managed through the existing conservation area listing.

Heritage listings and accommodating change

30. Concerns about heritage listing are related to the ability to develop or make changes to a site. The management guidelines in the revised individual inventory sheets at Attachments C to E describe what elements of the site (such as building fabric or form) are significant and need to be conserved as part of any development. The proposed listings do not remove the opportunity to sympathetically develop or make changes to the sites provided proposals respond appropriately to the site's heritage values.

31. In response to submissions, the management recommendations in the heritage in the Heritage Inventory sheets have been updated to make clear the implications of the listing. The recommendations provide guidance on what should be done to conserve the significance of the place when it undergoes major development. Management recommendations vary from site to site. They complement and do not override the planning controls for the site. The proposed management recommendations for each site are described below.

32. Former Taxi Club, 40-42 Flinders Street

- Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Retain and conserve the front facade, form and external fabric of the building consistent with its contribution to the conservation area.
- Alterations and additions may occur and are to retain the building's contribution to the conservation area.
- Use the heritage exemption process to facilitate internal alterations and fitouts.
- Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

33. Former Ruby Reds, 273 Crown Street

- Manage 273 Crown Street in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Use the heritage exemption process to facilitate internal alterations and fitouts.

- The existing building can be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site.

34. The Bookshop, 207 Oxford Street

- Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Retain and conserve the form and fabric of the building consistent with its existing contribution status in the conservation area (outward appearance).
- Continuation of the retail use is preferable but not required.
- Though it predates The Bookshop, the shopfront needs to be retained, in accordance with 3.10.4 Significant Shopfronts in the Sydney DCP 2012.
- The removal of intrusive accretions on the Oxford Street facade is encouraged. Unpainted fabric including brick and stone is best remaining unpainted.
- Use the heritage exemption process to facilitate internal alterations and fitouts.
- Alterations and additions consistent with the controls for the Oxford Street Creative and Cultural Precinct may occur and are to retain the building's contribution to the conservation area.
- Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

35. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. The proposal is aligned with the following strategic directions and objectives:

    (a) Direction 8 - A thriving cultural life - the acknowledgement of the importance of the Oxford Street precinct to the LGBTIQA+ will contribute to the City's cultural and creative life through the recognition and promotion of the area's historical significance and value to the community.

NSW Heritage Strategy

36. The NSW Heritage Strategy sets out a long-term direction to create a stronger, more inclusive heritage system for the people of New South Wales. The strategy provides a framework for modernising the heritage system to:

    - include everyone
    - support the people and groups who look after our heritage
    - strengthen the role of heritage in our communities into the future.

37. The strategy is built around 3 objectives. This proposal is consistent with 'Objective 1: Tell stories of New South Wales,' under which the NSW Government aspires to a heritage system that reflects the diversity of the New South Wales community so that the benefits heritage brings can be more equally shared. This objective outlines that the NSW Government will work directly with communities to understand what heritage means to them and identify and address barriers to heritage participation.

38. The City's proposal expands the types of heritage and stories we recognise and protect and removes barriers to participation so that everyone can connect with heritage, in this instance our LGBTIQA+ community and their allies.

39. The City's proposal is a product of community consultation which indicated that people value the strong connection between Oxford Street and LGBTIQA+ communities and wanted to see its social and cultural heritage recognised and maintained.

Risks

40. There is a risk some stakeholders may disagree with the proposed heritage listings. However, proceeding with the proposal is within the City's risk appetite for its reputation and image. We aim to strike a balance between achieving our strategic objectives, conserving and promoting culture and heritage, and protecting our reputation. The project aligns with our appetite to tolerate minor complaints relating to action which has long-term community benefit and aligns with agreed actions in Sustainable Sydney 2030-2050: Continuing the Vision.

41. Progressing the proposal in its current form is within the City's risk tolerance and appetite. The amended proposal strikes the right balance between achieving our strategic objectives and preserving and promoting culture and heritage.

Relevant Legislation

42. Environmental Planning and Assessment Act 1979.

Critical Dates / Time Frames

43. The Gateway Determination specified that the amendment to the Sydney LEP 2012 is to be completed by 10 July 2026.

44. The Gateway Determination authorises Council to exercise its delegation and liaise directly with Parliamentary Counsel to draft and make the local environmental plan. If the planning proposal is approved by the Central Sydney Planning Committee and Council, the City will commence this process. Once the process is complete and the plan is made, the amendment to the Sydney LEP 2012 will come into effect when published on the NSW Legislation website.

GRAHAM JAHN AM

Chief Planner / Executive Director Planning, Development and Transport

Matt Devine, Senior Specialist Planner Heritage

Attachment A

Planning Proposal – Oxford Street LGBTIQA+ Heritage Items (Stage 2)

CITY OF SYDNEY

Planning Proposal – Oxford Street LGBTIQA+ Heritage Items: Stage 2



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Cover: Rainbow Crossing, Qtopia, Darlinghurst, April 2025. Photo: Abril Felman / City of Sydney

1. Background

1.1. History

In 2022, a review of the planning controls applying to Oxford Street was implemented to facilitate the growth of the cultural and creative sectors, protect heritage and character and support the day and night-time economies for the local community and visitors.

Community consultation indicated that people value the strong connection between Oxford Street and LGBTIQA+ communities and wanted to see its social and cultural heritage recognised and maintained. This led to the development of the Oxford Street LGBTIQA+ Social and Cultural Place Strategy with five priority areas. The first priority (Priority 1) focused on recognising historic LGBTIQA+ places and spaces.

The City of Sydney engaged TKD Architects in 2022 to complete a heritage study investigating sites within the Oxford Street precinct. Their study focussed on places with historic and contemporary connections to the LGBTIQA+ community.

Recommendations made by TKD Architects included the revision of heritage inventory sheets for 14 existing heritage items and the Oxford Street Heritage Conservation Area to include relevant information about this community; this has been completed.

Three items were identified for potential heritage listing. These were included in Planning Proposal - Oxford Street LGBTIQA+ Heritage Items which was publicly exhibited between 1 August and 29 August 2025. The City is now conducting its post exhibition assessment of this planning proposal.

Another three sites are being recommended for heritage listing and are the subject of this planning proposal.

1.2. Introduction

This Planning Proposal – Sydney Local Environment Plan – Oxford Street LGBTIQA+ Heritage Items - Stage 2 (planning proposal) explains the intent of, and justification for, proposed amendments to the Sydney Local Environmental Plan 2012 (LEP). It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the Act) and relevant Department of Planning guidelines.

The planning proposal identifies the following three buildings for inclusion as individual heritage items under Schedule 5 (Environmental heritage), Part 1 (Heritage items), of the LEP:

- Former Ruby Reds, 273 Crown Street, Surry Hills
- Former Taxi Club, 40-42 Flinders Street, Darlinghurst
- The Bookshop, 207 Oxford Street, Darlinghurst

1.3. Background

Site identification

This planning proposal relates to the following land and structures:

- 273 Crown Street, Surry Hills, Lot A DP 436515
- 40-42 Flinders Street, Darlinghurst, Lot 1 DP 773206
- 207 Oxford Street, Darlinghurst, Lot 1 DP 174698

The relevant structures, Lot and DP boundaries subject to this planning proposal are outlined in red in Figures 1, 2 and 3.

Figure 1. 273 Crown Street, Surry Hills

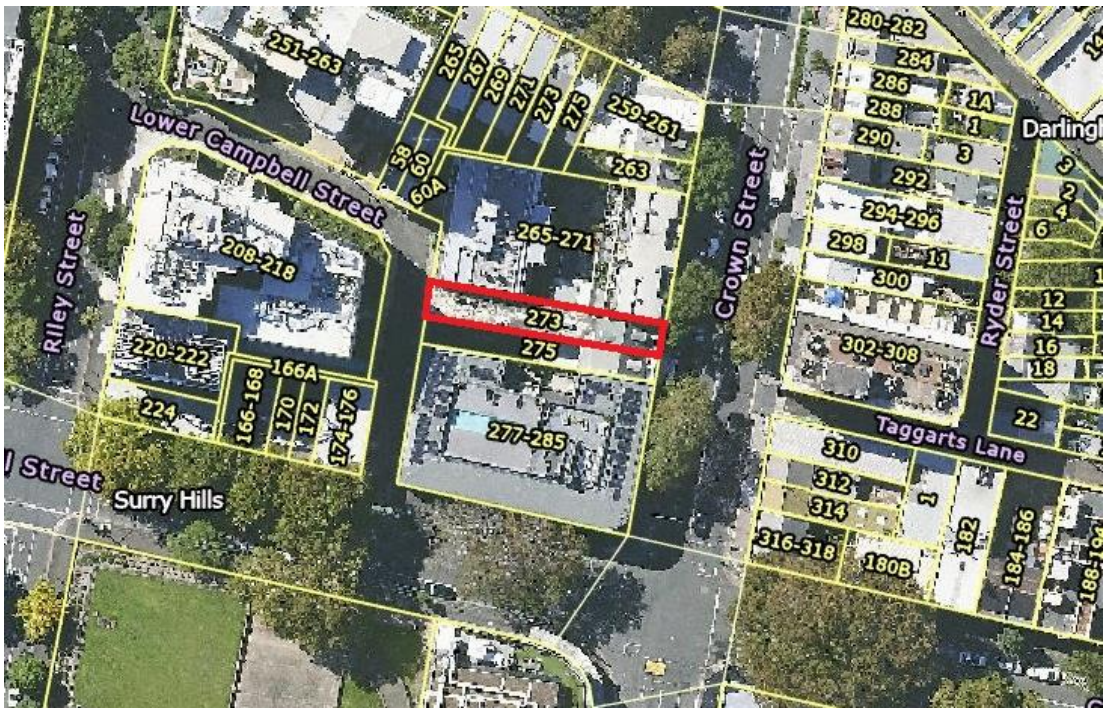


Figure 2. 40-42 Flinders Street, Darlinghurst

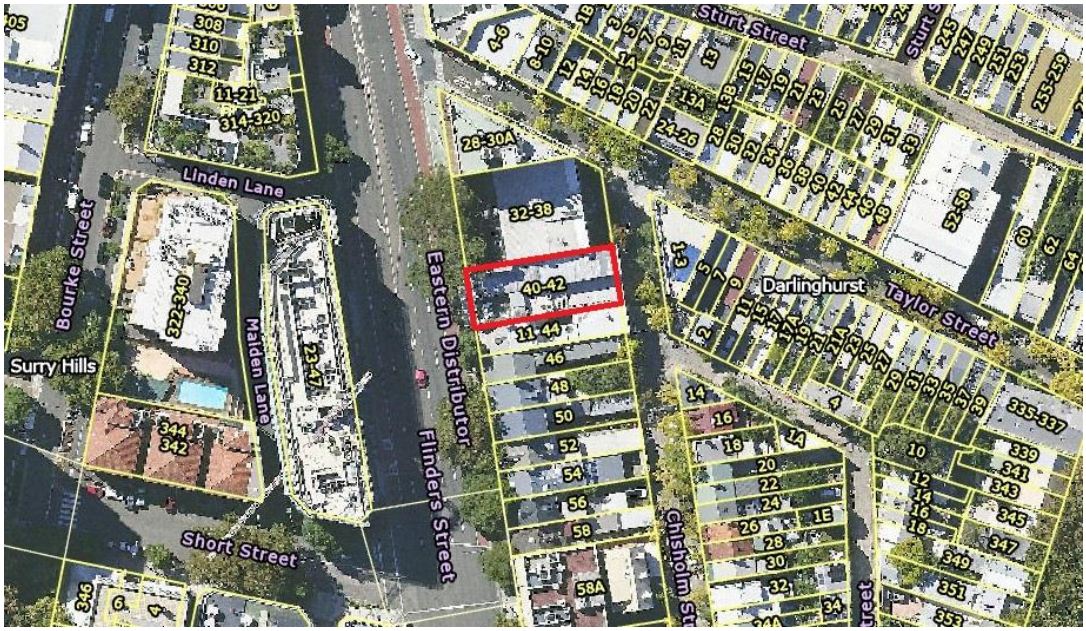


Figure 3. 207 Oxford Street, Darlinghurst



273 Crown Street, Surry Hills – Former Ruby Reds

The building at 273 Crown Street, Surry Hills is the northern most component of a pair of two-storey dwellings that were constructed in the mid 19th century and modified to provide retailing and residential accommodation in the 1920's with facades demonstrating characteristics of the Inter War Free Classical style. The building is located on the western side of Crown Street between Goulburn and Campbell Streets.

Ruby Reds was a bar and dance venue devoted to Sydney's lesbian community, first associated with this site from September 1978 when it was opened by Dawn O'Donnell who is credited with transforming Oxford Street into a famous LGBTQIA+ precinct. Since then, it has a continuous

association with a succession of bars and clubs catering to the lesbian and gay community including Querelle, the Boogie Room, Pastels, Rubies, Destiny's on Crown Cabaret Restaurant, Headquarters, Trade Club and Trough.



Figure 4. 273 Crown Street, Surry Hills. Photo: TKD Architects

40-42 Flinders Street. Darlinghurst – Former Taxi Club

The building at 40-42 Flinders Street, Darlinghurst is a two-three storey landmark structure, with Victorian Free Classical detailing, including decorative mouldings, cornice and double-hung windows. Used in the early 20th century as a piano showroom, it had later uses as headquarters for a temperance organisation and a coffee bean warehouse until its adaptation into a licensed 24-hour social club for taxi drivers known as the Grosvenor Club in 1956, later known as the Taxi Club.

Following the establishment of Les Girls in Potts Point in 1963, performers came to the club after their shows had finished, attracted by its long opening hours and in turn attracting a homosexual clientele until the Club closed in 2012 following voluntary administration.



Figure 5. 40-42 Flinders Street, Darlinghurst.
Photo: TKD Architects

207 Oxford Street, Darlinghurst – The Bookshop

The building at 207 Oxford Street is a two-storey commercial building that has been extensively modified internally and externally. While there was a building on this site by the mid-19th century, the subject building was constructed c1911 as part of 203-209 Oxford Street, most likely designed by noted architect Burcham Clamp.

It housed a range of uses, including Mrs Whitty's Wine Bar during the 1960s and 1970s, until it became Exiles Bookshop in 1979, known for poetry readings. In 1985, it had a new iteration known simply as The Bookshop, selling LGBTIQA+ books, which continues to the current day. During the AIDS crisis of the 1980s, The Bookshop became an important community resource, providing information, support and a safe space.



Figure 6. 207 Oxford Street, Darlinghurst.
Photo: Google street view

1.4. Planning context

Land Zoning

The proposed heritage items at 273 Crown Street and 40-42 Flinders Street both occupy land zoned MU1 - Mixed Use. The proposed heritage item at 273 Crown Street occupies land zoned E1 – Local Centre.

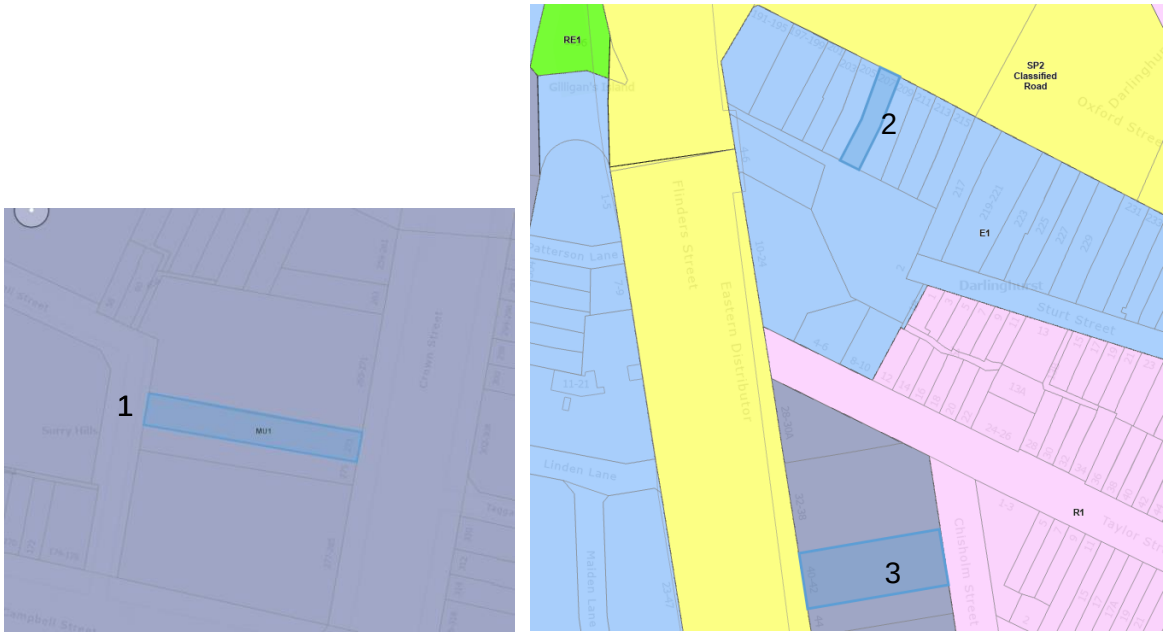


Figure 7. Extracts from Zoning map in the LEP showing zoning controls: (1) 273 Crown Street; (2) 207 Oxford Street; (3) 40-42 Flinders Street.

Heritage context

273 Crown Street, Surry Hills – Former Ruby Reds

The proposed heritage item is not located in a Heritage Conservation Area but is abutting the C15 Ryder Street Conservation Area and in the vicinity of C59 Bourke Street North Conservation Area and C56 Reservoir Street & Fosterville Conservation Area.

The site is in to the vicinity of the following heritage items which are individually listed items on the LEP:

- Remnant sandstone wall, 265–271 Crown Street, Surry Hills (I1489)
- Terrace group including interiors, 284–288 Crown Street, Darlinghurst (I267)
- Former Oriental Hotel including interior, 320 Crown Street, Surry Hills (I1496)
- Crown Street Reservoir and site, buildings, fence, ground and substructure, including interior, 285A Crown Street (and 224A Riley Street), Surry Hills (I1490)

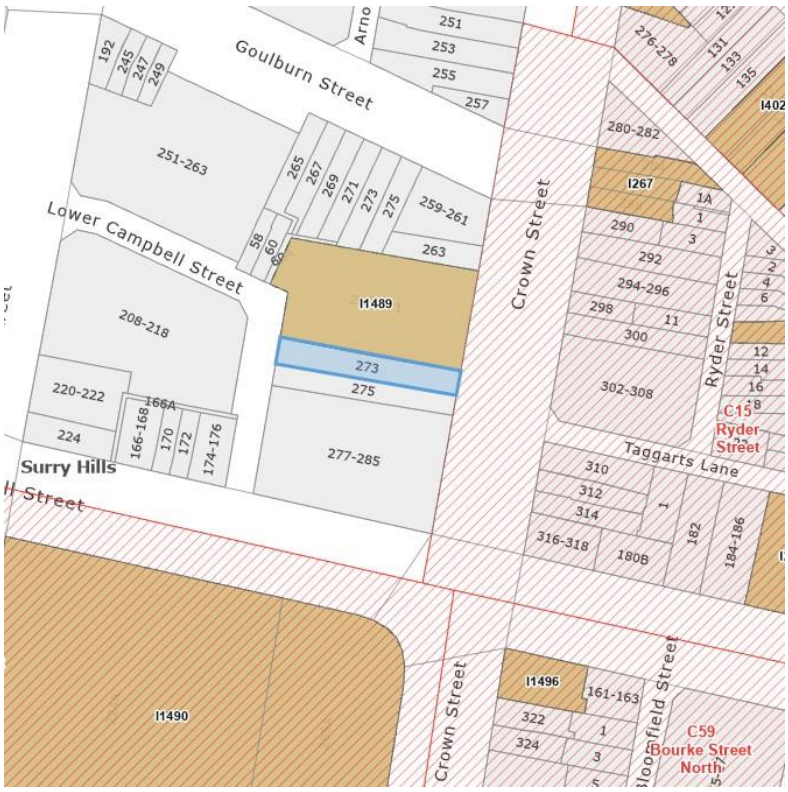


Figure 8. Extract from Heritage map in the LEPshowing heritage items and conservation areas adjacent to 273 Crown Street, Surry Hills

40-42 Flinders Steet, Darlinghurst – Former Taxi Club

The proposed heritage item is located in the C50 Paddington Urban Heritage Conservation Area. It is also in the vicinity of several individually listed items on the LEP:

- Terrace group including interiors, 5–7 Taylor Street, Darlinghurst (I466)
- Terrace group including interiors, 9–11 Taylor Street, Darlinghurst (I467)
- Terrace group including interiors, 15–21 Taylor Street, Darlinghurst (I468)
- Terrace group including interiors, 21A–27 Taylor Street, Darlinghurst (I469)
- Terrace group including interiors, 29–37 Taylor Street, Darlinghurst (I470)
- Terrace group and interiors, 36–48 Taylor Street, Darlinghurst (I471)

207 Oxford Street, Darlinghurst – The Bookshop

The proposed heritage item is located in the C17 Oxford Street Heritage Conservation Area. It is also in the vicinity of several individually listed items on the LEP:

- Busby's Bore including tunnels, shafts and wells (I1)
- Darlinghurst Court House group including interior, fencing and grounds, 138 Oxford Street, Darlinghurst (I403)
- Sacred Heart Church group including buildings and their interiors, fencing and grounds, 160 Oxford Street, Darlinghurst (I409)

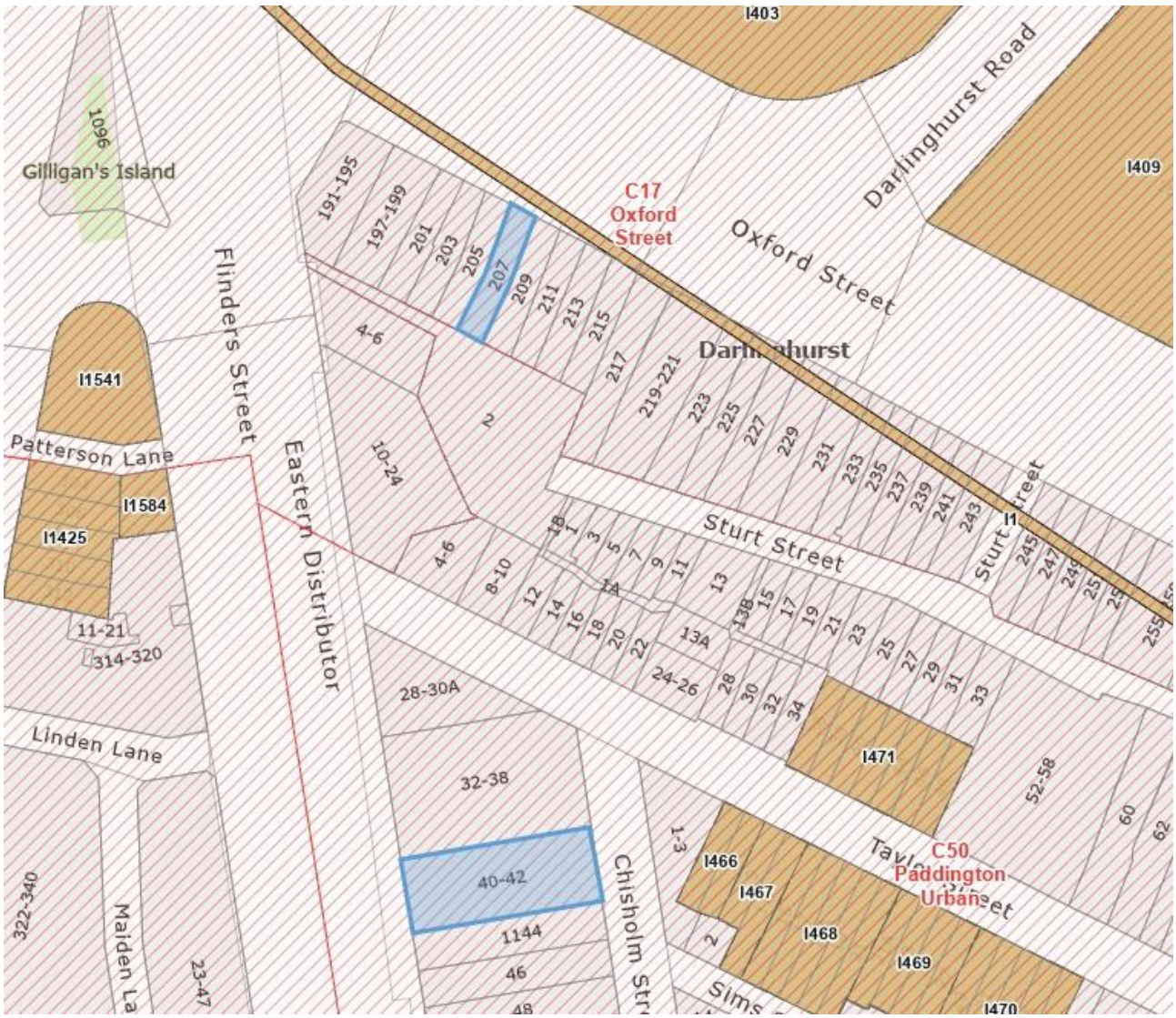


Figure 9. Extract from Heritage map in the LEP showing heritage items and conservation areas adjacent to 207 Oxford Street, Darlinghurst and 40-42 Flinders Street, Darlinghurst

1.5. Heritage assessment

In 2022, as part of a coordinated response to the Oxford Street LGBTIQA+ social and cultural place strategy, the City of Sydney engaged TKD Architects to complete a heritage study investigating sites within the Oxford Street precinct with historic and contemporary connections to the LGBTIQA+ community. Their study recommended that the inventory sheets for 14 existing heritage items and the Oxford Street Heritage Conservation Area be revised to include relevant information about this community; this has been completed.

The study also recommended the inclusion of several additional sites within Schedule 5, Part 1 of the LEP. Three sites were the subject of an earlier planning proposal which was recently on public exhibition. This planning proposal is for an additional three sites which are being recommended for listing. The findings of each heritage assessment are presented below.

The original heritage study prepared by TKD Architects is included in **Appendix B**.

Separate heritage assessments prepared by TKD Architects for the subject sites, are included in **Appendix C1, Appendix C2** and **Appendix C3**.

Heritage assessment findings

273 Crown Street, Surry Hills - Former Ruby Reds

The heritage assessment concluded that Former Ruby Reds meets the threshold for local significance in terms of:

> Criterion (a) Historic significance: The site is significant as the location of Sydney's first recreational venue dedicated to the lesbian community. It has been, in various iterations, associated with Sydney's lesbian and gay communities since the second half of the 1970s up to the present time.
>
> Criterion (b) Historical association: The building has associations with prominent entrepreneur Dawn O'Donnell, who gave much support to Sydney's lesbian and gay communities and was responsible for opening several recreational venues to serve these communities.
>
> Criterion (d) Social: Documentary evidence suggests that the site would have significance to members of Sydney's lesbian community, who would have frequented the place while it was serving as an exclusive lesbian venue. It may also have significance to members of the LGBTQI+ community who frequented it in its subsequent iterations.
>
> Criterion (g) Representative: The building is representative of Victorian dwellings that were adapted to retailing during the 1920s. Its facade is representative of the Inter War Free Classical style.

The heritage assessment concludes that the building at 273 Crown Street, Surry Hills meets the threshold for local heritage significance for its historic, historical association and social significance at a local level and warrants potential listing as a heritage item on the LEP.

40-42 Flinders Street, Darlinghurst - Former Taxi Club

The heritage assessment concluded that the Former Taxi Club meets the threshold for local significance in terms of:

> Criterion (a) Historic significance:
>
> 40 Flinders Street became the home of the Grosvenor Club, a recreational facility for taxi drivers, and mirrors the growth and consolidation of licensed clubs in NSW following amendments to legislation in 1954. Its patronage by drag queens following the opening of Les Girls in 1963 because of its 24-hour licence and final closure in 2012 make it a very early and enduring LGBTIQA+ recreational venue.
>
> Criterion (b) Historical association: 40-42 Flinders Street is not associated with any individual of importance to the cultural history of Sydney or NSW. However, it has associations with Sydney's gay, drag and transgender communities, who are of importance to the cultural history of Sydney.
>
> Criterion (d) Social: 40-42 Flinders Street, is likely to have significance for Sydney's LGBTQI+ community.

The heritage assessment concludes that the building at 40-42 Flinders Street, Darlinghurst meets the threshold for local heritage significance for its historic, historical association and social significance at a local level and warrants potential listing as a heritage item on the LEP.

207 Oxford Street, Darlinghurst - The Bookshop

The heritage assessment concludes that The Bookshop meets the threshold for local significance in terms of:

> Criterion (a) Historic significance: 207 Oxford Street has significance as the site of a long-running bookshop devoted to the sales of gay and lesbian books, journals and publications. Although not the first to do so, the bookshop has proved remarkably enduring and has been an important hub of community interaction for significant interaction relating to events such as the gay and lesbian Mardi Gras and the AIDS crisis of the 1980s.
>
> Criterion (b) Historical association: 207 Oxford Street is a part of a group of four buildings that appears to have been designed by the prominent architect John Burcham Clamp, who designed several significant Federation era commercial buildings, along with private residences and buildings containing shops and residences.
>
> 207 Oxford Street has strong associations with Les McDonald, who with his then partner Wayne Harrison co-founded The Bookshop in the early 1980s and then owned and operated the business until retiring in 2024.
>
> Criterion (c): Aesthetic: The facade of 203-207 Oxford Street, notwithstanding unsympathetic modifications and accretions, is a fine and distinctively detailed example of the Federation Free Classical style that makes an important to the streetscape of Oxford Street between Flinders and South Dowling Street.
>
> Criterion (d) Social: Documentary evidence and quotes from interviews provide evidence that 207 Oxford Street has strong and special associations with members of Sydney's LGBTI+ community resulting from its forty plus year occupation by The Bookshop. Over the years The Bookshop has been a strong community hub and a valuable source of published material not otherwise generally available to the public.
>
> Criterion (g) Representative: 203-209 Oxford Street is representative of the mixed retail and residential buildings constructed along major thoroughfares in the Sydney local government area such as Oxford Street and King Street, Newtown, during the Federation era. The facade of 203-209 Oxford Street is representative of Federation Free Classical style architecture.

The heritage study concluded that the building at 207 Oxford Street, Darlinghurst meets the threshold for local heritage significance for its historic, associative, aesthetic, and social and representative values and warrants potential listing as a heritage item on the LEP.

Based on these conclusions, progressing local heritage listing for each proposed heritage item will ensure the significance of each building is appropriately recognised, considered and managed in the context of any future plans or redevelopment at each site.

2. Objectives and intended outcomes

The objectives of this planning proposal are to recognise the significance of the three buildings in Darlinghurst and Surry Hills by listing them as individual heritage items under Schedule 5, Part 1 of LEP.

3. Explanation of provisions

To achieve the proposed outcomes, this planning proposal includes amendments to the LEP.

3.1. LEP Heritage Schedule Amendments

The planning proposal seeks to amend the LEP, Schedule 5, Part 1 by inserting the following items as shown below in **Table 2.** Text to insert is shown as **bold underline**.

Table 2: Proposed amendments to Schedule 5, Environmental heritage, Part 1, heritage items.

Locality	Item Name	Address	Property Description	Significance	Item no.
Darlinghurst	**Former Taxi Club**	**40-42 Flinders Street**	**Lot 1 DP 773206**	**Local**	**ITBC**
Darlinghurst	**The Bookshop**	**207 Oxford Street)**	**Lot 1 DP 1746980**	**Local**	**ITBC**
Surry Hills	**Former Ruby Reds**	**273 Crown Street**	**Lot A DP 436515**	**Local**	**ITBC**

The name of each heritage item has been developed in accordance with the directions contained in the *Standard Instrument (Local Environmental Plans) Order 2006*, which require that an item name briefly describe those things that are part of its heritage significance.

The items are described further in the supporting information contained in the Oxford Street LGBTIQA+ Heritage Study included at **Appendix B** and the draft inventory heritage assessments for each building at **Appendix C1, Appendix C2** and **Appendix C3**. These heritage assessments will form the basis of non-statutory heritage inventory sheets that can continue to be updated as new information becomes available.

4. Justification

Section A – Need for the planning proposal

Q.1 Is the planning proposal a result of any strategic study or report?

Yes. The planning proposal is a result of a heritage assessment of each building completed as part of a broader heritage study for the Oxford Street precinct focussed on its historic and contemporary connections to the LGBTIQA+ community. The heritage study was prepared by TKD Architects in 2022.

Preparation of the report was an action driven by the Oxford Street LGBTIQA+ Social and Cultural Place Strategy. The Strategy was implemented to facilitate growth of the cultural and creative sectors, protect heritage and character, and support the day and night-time economies for the local community and visitors. Community consultation carried out to inform the Strategy indicated that people value the strong connection between Oxford Street and LGBTIQA+ communities and wanted to see its social and cultural heritage recognised and maintained.

Priority 1 of the Strategy focused on recognising historic LGBTIQA+ places and spaces.

The proposed items identified in this planning proposal were recommended for listing in the TKD Architects heritage assessments as they met one or more of the NSW Heritage Council's (2025) criteria for local significance. A summary of each building's significance as assessed by TKD Architects are presented below:

273 Crown Street, Surry Hills – Former Ruby Reds

Criteria (a) – An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

The heritage assessment prepared by TKD Architects notes:

> *273 Crown Street is significant as the location of Sydney's first recreational venue dedicated to the lesbian community. It has also been suggested that it was the first such venue in Australia, although this needs to be substantiated. 273 Crown Street has been, in various iterations, associated with Sydney's lesbian and gay communities since the second half of the 1970s up to the present time.*

The site meets this threshold at a local level.

Criterion (b) – An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

The heritage assessment prepared by TKD Architects notes that:

> *273 Crown Street has associations with prominent entrepreneur Dawn O'Donnell, who gave much support to Sydney's lesbian and gay communities and was responsible for opening several recreational venues to serve these communities.*

The site meets this threshold at a local level.

Criterion (d) – An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

The heritage assessment prepared by TKD Architects notes:

Documentary evidence suggests that 273 Crown Street would have significance to members of Sydney's lesbian community, who would have frequented the place while it was serving as an exclusive lesbian venue. It may also have significance to members of the LGBTQI+ community who frequented it in its subsequent iterations. However, further research is required to confirm this.

The site is likely to meet this threshold at a local level.

Criterion (g) – An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments).

The heritage assessment prepared by TKD Architects notes:

273 Crown Street is representative of Victorian dwellings that were adapted to retailing during the 1920s. Its façade is representative of the Inter War Free Classical style.

The site meets this threshold at a local level.

40-42 Flinders Street, Darlinghurst – Former Taxi Club

Criterion (a) – An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

The heritage assessment prepared by TKD Architects notes:

40 Flinders Street has some historical significance as a surviving purpose-built piano warehouse in the locality. A comparatively large number were established in Oxford Street, Paddington, and the northern end of Flinders Street in the late nineteenth and early twentieth century. The slightly earlier and architecturally superior warehouse at 55 Flinders Street, completed in 1899, was demolished less than 20 years later.

40-42 Flinders Street became the home of the Grosvenor Club, a recreational facility for taxi drivers, and mirrors the growth and consolidation of licensed clubs in NSW following amendments to legislation in 1954. Its patronage by drag queens following the opening of Les Girls in 1963 because of its 24-hour licence and final closure in 2012 make it a very early and enduring LGBTI+ recreational venue.

The site meets this threshold at a local level.

Criterion (b) – An item has strong or special association with the life or works of a person, or group of persons, of importance to NSW's cultural or natural history (or the cultural or natural history of the local area)

The heritage assessment prepared by TKD Architects notes:

40-42 Flinders Street is not associated with any individual of importance to the cultural history of Sydney or NSW. However, it has associations with Sydney's gay drag and transgender communities, who are of importance to the cultural history of Sydney

The site meets this threshold at a local level.

Criterion (d) – An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

The heritage assessment prepared by TKD Architects notes:

40-42 Flinders Street, is likely to have significance for Sydney's LGBTQI+ community, although further research is required to confirm this.

The site is likely to meet this threshold at a local level.

Criterion (f) – An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)..

The heritage assessment prepared by TKD Architects notes:

> *Despite extensive modifications, 40 Flinders Street is a rare surviving example of a purpose-designed piano warehouse. However, there is little to suggest that it would have been greatly different to other suburban warehouses constructed at the beginning of the twentieth century.*
>
> *40-42 Flinders Street is not considered to be rare example of a post-World War II licensed club as there is no evidence in the building fabric to allow interpretation of this use. However, its early, enduring and distinctive use as a venue frequented by the LGBT+ community is considered to be rare..*

The site meets this threshold at a local level.

273 Oxford Street, Darlinghurst – The Bookshop

Criterion (a) – An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

The heritage assessment prepared by TKD Architects notes:

> *207 Oxford Street has significance as the site of a long-running bookshop devoted to the sales of gay and lesbian books, journals and publications. Although not the first to do so, the bookshop has proved remarkably enduring and has been an important hub of community interaction for significant interaction relating to events such as the gay and lesbian Mardi Gras and the AIDS crisis of the 1980s.*

The site meets this threshold at a local level.

Criterion (b) – An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

The heritage assessment prepared by TKD Architects notes:

> *207 Oxford Street is a part of a group of four buildings that appears to have been designed by the prominent architect John Burcham Clamp, who designed several significant Federation era commercial buildings, along with private residences and buildings containing shops and residences. Although evidence uncovered during the preparation of this report strongly suggests Clamp as the building's architect, Further research is required to confirm this provenance.*
>
> *207 Oxford Street has strong associations with Les McDonald, who with his then partner Wayne Harrison co-founded The Bookshop in the early 1980s and then owned and operated the business until retiring in 2024.*

The site may meet this threshold at a local level, pending further research in in establishing Burcham Clamp as the building's architect

The site meets this threshold at a local level, for its association with Les McDonald.

Criterion (c) – An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

The heritage assessment prepared by TKD Architects notes:

> *The façade of 203-209 Oxford Street, notwithstanding unsympathetic modifications and accretions is a fine and distinctively detailed example of the Federation Free Classical style*

that makes an important to the streetscape of Oxford Street between Flinders and South Dowling Street.

The site meets this threshold at a local level.

Criterion (d) – An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

The heritage assessment prepared by TKD Architects notes:

Documentary evidence and quotes from interviews provide evidence that 207 Oxford Street has strong and special associations with members of Sydney's LGBTI+ community resulting from its forty plus year occupation by The Bookshop. Over the years The Bookshop has been a strong community hub and a valuable source of published material not otherwise generally available to the public.

The site meets this threshold at a local level.

Criterion (g) – An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments).

The heritage assessment prepared by TKD Architects notes:

203-209 Oxford Street is representative of the mixed retail and residential buildings constructed along major thoroughfares in the Sydney local government area such as Oxford Street and King Street, Newtown, during the Federation era. The façade of 203-209 Oxford Street is representative of Federation Free Classical style architecture.

The site meets this threshold at a local level.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. Appropriate heritage protection is best achieved through the identification of each building proposed for listing as local heritage items in an environmental planning instrument. The buildings proposed for heritage listing in each amendment currently have no statutory protection as individually listed heritage items on the LEPor under the *NSW Heritage Act 1977*.

Progressing local heritage listings for each proposed heritage item will ensure that their local heritage significance is appropriately recognised and managed into the future. It will also ensure formal consultation with landowners and broader community prior to any future change or development to the items. These outcomes are only achieved in the longer term through protection under Schedule 5, Part 1 of the LEP.

Section B – Relationship to strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

Yes. See comments below

Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan, completed in March 2018, is the Greater Sydney Commission's vision for a Greater Sydney of three cities where most residents live within 30 minutes of their jobs and services. City of Sydney is situated within the Eastern Harbour City.

This plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. This sets

out how the State Government's 10 directions for a Greater Sydney are to be implemented through integrated planning. These 10 directions, with 40 supporting objectives, address infrastructure, liveability, productivity and sustainability. This planning proposal is consistent with these high level directions and objectives. In particular it addresses the liveability great places direction objective:

Objective 13: Environmental heritage is identified conserved and enhanced

By listing each building on the LEP, this planning proposal will fulfill this objective.

Eastern City District Plan

The Eastern City District Plan completed by the Greater Sydney Commission in March 2018 is a 20-year plan to manage growth in the context of economic, social and environmental matters. The district plan identifies 22 planning priorities and associated actions that support a liveable, productive and sustainable future for the district. This planning proposal gives effect to the following key planning priority and actions:

Liveability Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage Action 26 - Identify, conserve and enhance environmental heritage by:

> *(a) engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place*
>
> *(b) applying adaptive re-use and interpreting heritage to foster distinctive local places*
>
> *(c) managing and monitoring the cumulative impact of development on the heritage values and character of places.*

This priority seeks to enhance the district's liveability by identifying, conserving and enhancing the heritage of local centres and neighbourhoods. It notes that built heritage contributes to an area's sense of place, its distinctive character and diversity of built form and uses and brings people together.

By consulting with the community to consider amending and listing these items as having local heritage significance, this planning proposal will address the district plan by respecting the City of Sydney's diverse heritage and fostering great places to bring people together.

The retention, conservation and revised acknowledgement of each building will enhance the character and distinct sense of place on Oxford Street, Darlinghurst.

Q4. Is the planning proposal consistent with council's local strategy or other local strategic plan?

Yes.

Sustainable Sydney 2030 – 2050 Community Strategic Plan

The City of Sydney's Sustainable Sydney 2030 Strategic Plan is the vision for the sustainable development of the City to 2050 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This planning proposal is consistent with the key directions of Sustainable Sydney 2030 – 2050, particularly Direction 4 'Design excellence and sustainable development.'

Local strategic planning statement

The City Plan 2036 Local Strategic Planning Statement was completed in March 2020. This statement is the 20-year vision for land use planning in the city. It aims to link the NSW State Government's strategic plans and the community strategic plans with the city's planning controls. This plan highlights that the unique heritage character of Sydney is a strong focus for local communities.

The planning proposal identifies the following buildings as heritage items, thereby facilitating their conservation and allowing future generations to understand Darlinghurst's historical development. The heritage listing will ensure future development considers and maintains the heritage significance of each building.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

This planning proposal is consistent with applicable State Environmental Planning Policies (SEPPs) as summarised in Table 4 and detailed in the following section. In this table, consistent means that the planning proposal does not contradict of hinder the application of the relevant state environmental planning policy.

Table 4: Consistency with State Environmental Planning Policies.

State Environmental Planning Policy	Comment
SEPP (Biodiversity and Conservation) 2021	Consistent - amendments in this planning proposal will continue to support the biodiversity and conservation in the local government area
SEPP (Building Sustainability Index: BASIX) 2004	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Housing) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Industry and Employment) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Planning Systems) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Central River City) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Eastern Harbour City) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Regional) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Precincts–Western Parkland City) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Primary Production) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Resilience and Hazards) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Resources and Energy) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP No 65 - Design Quality of Residential Flat Development	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Transport and Infrastructure) 2021	Consistent - no amendments in this proposal will hinder the application of this SEPP.
SEPP (Housing) Amendment (Transport Oriented Development) 2024	Consistent - no amendments in this proposal will hinder the application of this SEPP.

Q6. Is the planning proposal consistent with applicable ministerial directions?

This planning proposal is consistent with all Ministerial Directions issued under section 9.1 of the *Environmental Planning and Assessment Act 1979*, as summarised in Table 5.

Table 5: Consistency of the planning proposal with ministerial directions**.**

Ministerial Direction	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Consistent. No amendments in this proposal will hinder the implementation of Regional Plans
1.2 Development of Aboriginal Land Council land	Not applicable
1.3 Approval and Referral Requirements	Consistent. No amendment includes concurrence, consultation or referral provisions or identify any designated development.
1.4 Site Specific Provisions	Consistent – see discussion below.
1.4A Exclusion of Development Standards from Variation	Consistent. This planning proposal does not propose to exclude a development standard from variation under clause 4.6
Focus area 1: Planning Systems – Place-based	
1.6 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
1.7 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
1.8 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.9 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.10 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
1.11 Implementation of the Western Sydney Aerotropolis Plan	Not applicable
1.12 Implementation of Bayside West Precincts 2036 Plan	Not applicable
1.13 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable
1.14 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable
1.15 Implementation of Greater Macarthur 2040	Not applicable
1.16 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable
1.17 North West Rail Link Corridor Strategy	Not applicable
Focus area 2: Design and Place	No directions in place
Focus area 3: Biodiversity and Conservation	

Ministerial Direction	Comment
3.1 Conservation Zones	Consistent. Amendments in this planning proposal will continue to support the protection and conservation of environmentally sensitive areas in the local government area
3.2 Heritage Conservation	Consistent. Amendments in this planning proposal will support the conservation of items, areas, objects and places of environmental heritage significance in the local government area
3.3 Sydney Drinking Water Catchments	Not applicable
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
3.5 Recreation Vehicle Areas	Not applicable
Focus area 4: Resilience and Hazards	
4.1 Flooding	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.2 Coastal Management	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.3 Planning for Bushfire Protection	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.4 Remediation of Contaminated Land	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
4.5 Acid Sulfate Soils	Consistent. Amendments in this planning proposal are proposed for land classified as Class 5 and will not hinder the implementation of this local planning direction
4.6 Mine Subsidence and Unstable Land	Not applicable
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
5.2 Reserving Land for Public Purposes	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
5.3 Development Near Regulated Airports and Defence Airfields	Not applicable

Ministerial Direction	Comment
5.4 Shooting Ranges	Not applicable
Focus area 6: Housing	
6.1 Residential Zones	Consistent. This planning proposal supports and aligns with this local planning direction, particularly objectives (a) and (b).
6.2 Caravan Parks and Manufactured Home Estates	Not applicable
Focus area 7: Industry and Employment	
7.1 Business and Industrial Zones	Consistent. No amendments in this proposal will hinder the implementation of this local planning direction
7.2 Reduction in non-hosted short-term rental accommodation period	Not applicable
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
Focus area 8: Resources and Energy	
8.1 Mining, Petroleum Production and Extractive Industries	Not applicable
Focus area 9: Primary Production	
9.1 Rural Zones	Not applicable
9.2 Rural Lands	Not applicable
9.3 Oyster Aquaculture	Not applicable
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. The planning proposal will not adversely affect any critical habitat or threatened species, populations or ecological communities or their habitats.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. It is unlikely that the proposed amendments to Schedule 5, Part 1 of LEP will result in development creating any environmental effects that cannot be readily controlled.

Q9. How has the planning proposal adequately addressed any social and economic effects?

Identification and recognition of each heritage item and its significance will facilitate retention of physical, social, cultural and historic values that may have significance to the community. No changes to current zoning controls are proposed. The merit-based heritage provisions provide capacity for Council and any proponent to consider these matters when development is proposed.

Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

Yes. The LEPamendment will not generate demand for infrastructure.

Q11. What are the views of State and Commonwealth public authorities consulted in the gateway determination?

If required by the Gateway Determination, the Heritage Council of NSW will be consulted during the public exhibition period. The identification of this heritage item, based on a comprehensive heritage assessment, is consistent with Heritage Council of NSW standards.

5. Mapping

The Heritage Map will be updated to shade in brown the location of the three new heritage items. The heritage map extract below shows the boundary for each proposed heritage item.

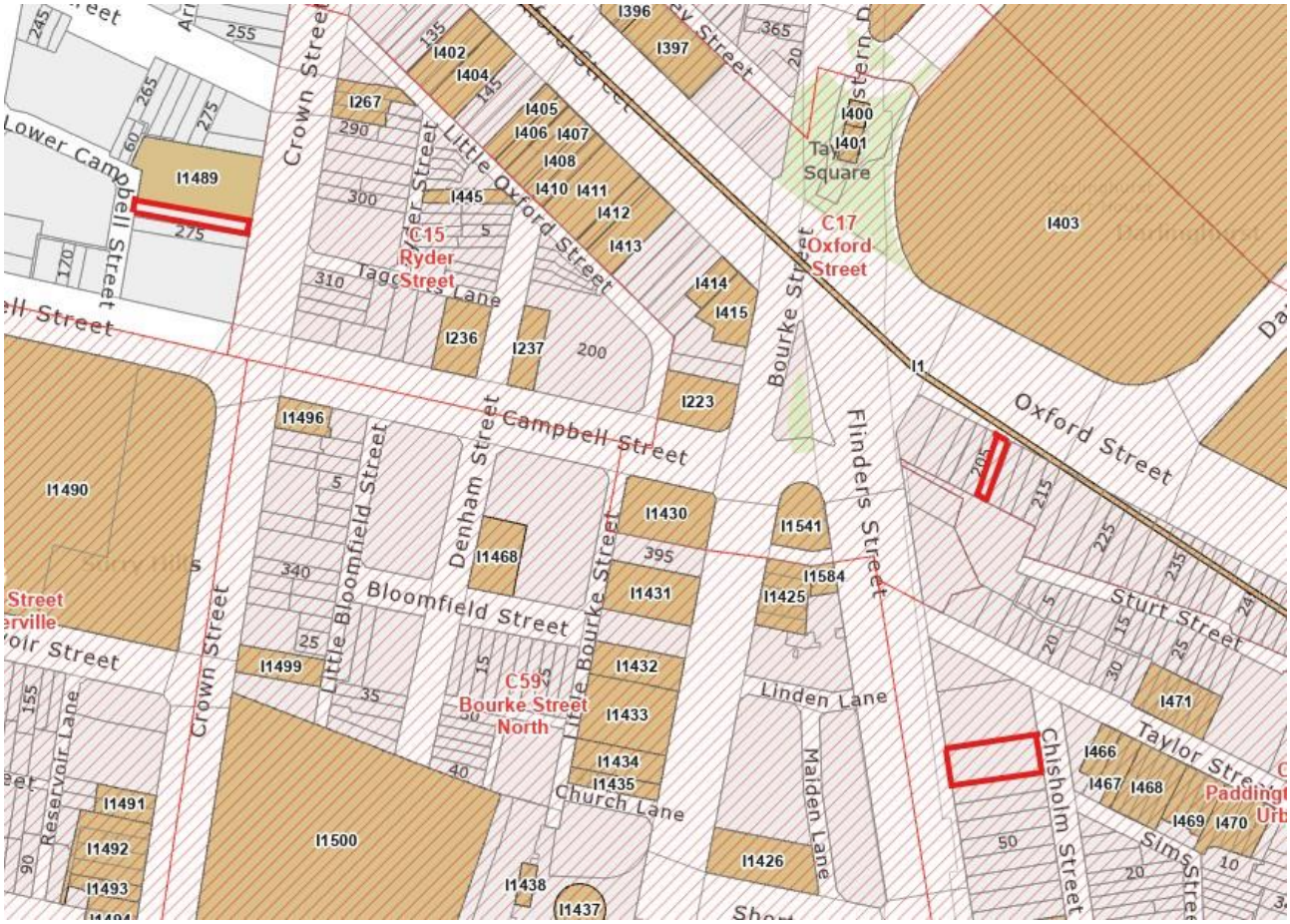


Figure 10. Proposed heritage boundary for each item (outlined in red)

6. Community consultation

5.1 Public Exhibition

This planning proposal shall be exhibited in accordance with the requirements of gateway determination once issued by the Department of Planning, Housing and Infrastructure.

It is anticipated that public exhibition will be for a period of at least 20 working days, which is consistent with the *Environmental Planning and Assessment Act 1979* and the *Local Environmental Plan Making Guideline* prepared by the Department dated August 2023.

The public exhibition of the documents will be on the City of Sydney website and carried out in accordance with the City's Community Participation Plan.

Consultation with the necessary NSW agencies, authorities and other relevant organisations will be undertaken as required by the conditions contained within the gateway determination.

7. Project timeline

The anticipated timeline for the completion of the planning proposal is as follows:

Stage	Timeframe
Gateway request	September 2025
Public exhibition & government agency consultation	November 2025
Consideration of submissions	December 2025
Post exhibition consideration of proposal	February 2026
Draft and finalise LEP	March 2026

Appendices

Appendix B – Oxford Street LGBTIQA+ Heritage Assessment Report

Appendix C1 – Draft Heritage assessment – 273 Crown Street, Surry Hills – Former Ruby Reds

Appendix C2 – Draft Heritage assessment – 40-42 Flinders Street, Darlinghurst – Former Taxi Club

Appendix C3 – Draft Heritage assessment - 207 Oxford Street, Darlinghurst – The Bookshop



Attachment B

Oxford Street LGBTIQA+ Heritage Assessment Report (TKD Architects)

Oxford Street LGBTIQA+ Heritage Study

City of Sydney Local Government Area, NSW



TKDArchitects
Tanner Kibble Denton

Cover
The 1998 Mardi Gras on Oxford Street.
Source: City of Sydney Archives, Unique ID A-00070131

Image credits
All photographs were taken by Tanner Kibble Denton Architects in 2022 unless otherwise noted.

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Document issue

Issue	Date	Purpose	Written	Reviewed
P1	15 December 2022	Preliminary draft issue	OT/RL	GP
P2	9 January 2023	Revised draft issue for review	OT/RL	GP
A	26 April 2023	Final issue	OT/RL	
B	2 December 2024	Revised final issue	OT/RL	

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3 Significant sites 34

4 Summary of recommendations 70

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Executive summary

This report surveys the social history of the Lesbian, Gay, Bisexual, Transgender, Queer, Intersex and Asexual (LGBTIQA+) community on Oxford Street, within the City of Sydney Local Government Area. It summarises this history to contextualise the identification of sites of significance to the LGBTIQA+ community in the area.

This report identifies 32 sites of significance to the LGBTIQA+ community within the study area (or in close proximity to it). Most sites are located in a heritage conservation area (Oxford Street C17 or Paddington Urban C50).

18 of these sites are already listed as heritage items on Schedule 5 of the Sydney Local Environmental Plan 2012, with some items also included on the State Heritage Register. Revisions are recommended to the existing heritage inventories of 14 of these sites, provided within the tabulated analysis of sites.

5 new sites are recommended for listing on Schedule 5 of the Sydney Local Environmental Plan 2012 based on their associations with the LGBTIQA+ community. These sites are:

- Club 85/Midnight Shift/Universal, 85-91 Oxford Street, Darlinghurst
- Palms, 124 Oxford Street, Darlinghurst
- Oxford Hotel, 134 Oxford Street, Darlinghurst
- Ruby Reds, 273 Crown Street, Surry Hills (outside study area)
- Taxi Club, 40-42 Flinders Street, Darlinghurst (outside study area)

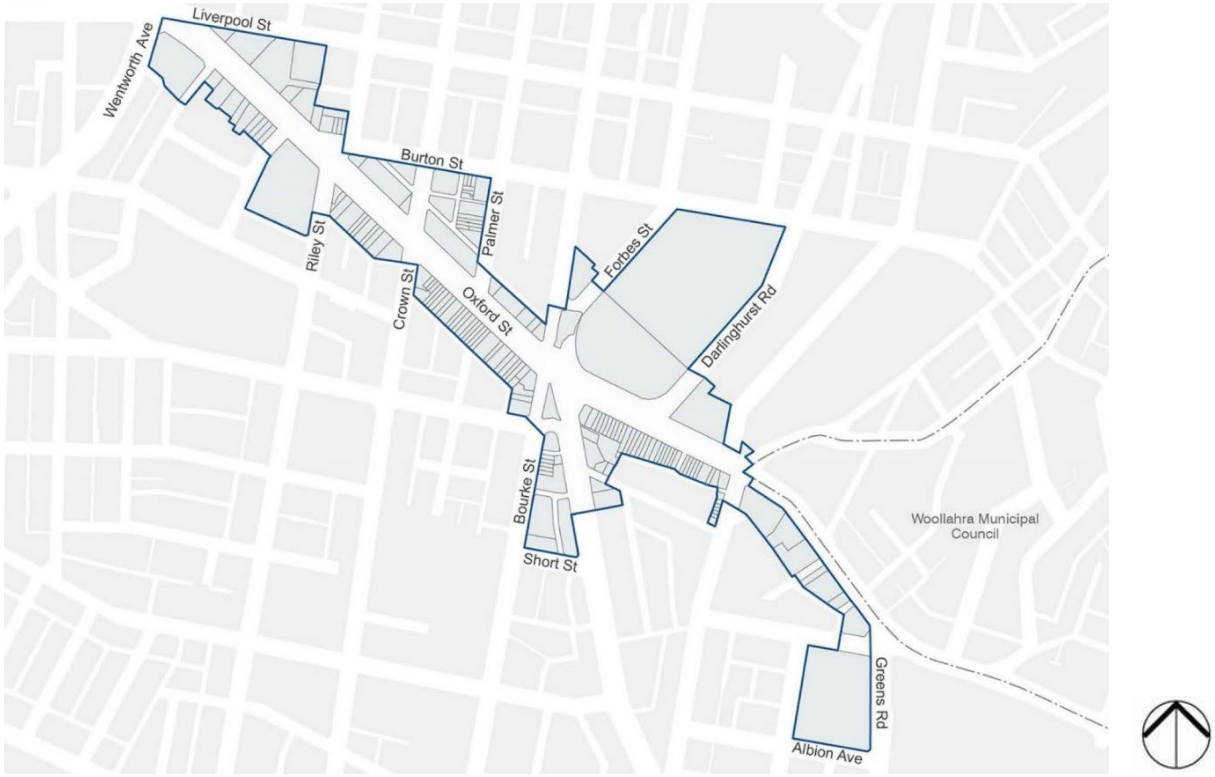
1 Introduction

1.1 Background and purpose of the report

This Heritage Assessment has been prepared for the City of Sydney, which is preparing a Strategy to support LGBTIQA+ places and communities on Oxford Street. Priority 1 of the Draft Oxford Street LGBTIQA+ Social and Cultural Place Strategy focuses on the recognition of the historic and contemporary connections of the LGBTIQA+ community to Oxford Street.

1.2 Study area

The study area is described in the following diagram. Nearby sites which are outside of the study area but were identified as being of significance to the LGBTIQA+ community, have also been included in the assessment. This study only examines sites within the City of Sydney Local Government Area. Significant sites within the Woollahra Local Government area that should be investigated due to their associations with the LGBTIQA+ community include the Albury Hotel (6-8 Oxford St Paddington) and Unicorn Hotel (106 Oxford Street Paddington).



1 Study area, not to scale.
Source: City of Sydney.

1.3 Abbreviations

AIDS	Acquired Immunodeficiency Syndrome
ANU	Australian National University
CAMP	Campaign Against Moral Persecution
HIV	Human immunodeficiency virus
LGBTIQA+	Lesbian, Gay, Bisexual, Trans, Intersex, Queer, Asexual. The '+' represents minority gender identities and sexualities not explicitly included in the term.[1]
LEP	Local Environmental Plan
NLA	National Library of Australia
R&R	Rest and recreation
SLNSW	State Library of NSW.

1 https://www.uts.edu.au/partners-and-community/initiatives/social-justice-uts/equity-and-diversity-uts/gender-sexuality-5, accessed 22 November 2022.

2 Historical background

The thoroughfare now known as Oxford Street follows an Aboriginal track ('muru') which led to the southern headland of Sydney Harbour. The Gadigal people have lived in the area around Sydney Cove and used this route for many thousands of years prior to European settlement and the formalisation of the track as a road.[2] From the Gadigal people's track used by Europeans to the signal station at South Head, then a road constructed under the direction of Governor Macquarie during the 1810s, what was to become Oxford Street has occupied an extraordinary place in the history of Sydney.

Driving along the South Head Road, as the track was named and developed by Europeans, quickly "became firmly established as one of the rituals of colonial public life".[3] It furnished a marvellous recreational opportunity to savour wonderful vistas and for those undertaking the journey to see others and be seen by them. Driving along the road also provided healthful relief from the rigours of life in the town itself: "… the pleasure experienced, during an evening drive, enjoying the cool air from the Pacific after the heat and dust of Sydney, may be conceived but cannot be described."[4] At a more prosaic level, the first public house on the South Head Road had been established by the mid-1830s, if not earlier.



2
The Old South Head Road looking towards Paddington, circa 1842. Source: SLNSW V/22, attributed to Frederick Garling.

During the 1840s sections of the South Head Road started to become integrated into the fabric of urban Sydney. This was precipitated by the opening of Darlinghurst Gaol in 1841, the completion of Darlinghurst Courthouse the following year and the completion of Victoria Barracks in 1848. The population of the village of Paddington grew rapidly during the 1840s, while churches began to appear during the 1850s – the first of these was the Roman Catholic Church of the Sacred Heart at the intersection of the South Head Road and Darlinghurst Road, consecrated in June 1852.[5] Inevitably the South Head Road became the major commercial venue for the communities that consolidated around it during the 1850s and 1860s. This was a period of rapid growth in Sydney, in the wake of the gold rushes of the early 1850s. Many of those who settled in Surry Hills and Woolloomooloo were working and middle class people, served by retailers and small businesses occupying premises on the South Head Road.

The lower section of the road, between Liverpool and Dowling Streets, was renamed Oxford Street in October 1873, referring to the prestigious Oxford Street in London. The name change was formally gazetted in November 1875.[6] Eventually the name was applied to easterly sections of the Old South Head Road as far as Bondi Junction.

2 City of Sydney, 'Oxford Street: a history from track to high street,'(2022). Accessible online at: https://news.cityofsydney.nsw.gov.au/photos/oxford-street-darlinghurst-a-history-from-track-to-high-street
3 Clive Faro and Garry Wotherspoon, *Street Seen: a history of Oxford Street*, p.42.
4 "South Head Road", *The Colonist*, 18 February 1836, p.4.
5 Faro and Wotherspoon, pp.80-83.
6 Petitions from 112 residents along South Head Road appealing for the change of name to Oxford Street were presented to the Sydney Municipal Council in September 1873 ("City Council, This Day", Evening News, 23 September 1873, p.2); "Sydney Municipal Council", *Sydney Morning Herald*, 13 October 1873, p.3.

From the early 1870s to the late 1880s Oxford Street became ”one of the most vigorous commercial precincts in Sydney.”[7] This was accompanied by rapid population growth in the neighbourhoods flanking the street and by the development of public transport, initially horse buses then steam trams from 1879. Growth was reflected by an increase in the density of businesses along the street - for instance, there were 20 hotels between Hyde Park and the eastern city boundary at the end of the 1870s and by the end of the 1880s there were five banks and two mortgage companies in the lower section of the street. In addition to this, department stores were opened at the Hyde Park end of the street during the 1880s.[8] Oxford Street also became a place where different ethnic groups rubbed shoulders. By the beginning of the twentieth century many small business owners were migrants from Ireland, Southern Europe, Scandinavia and China. The Jewish community was also represented.[9]

As time passed Oxford Street became more and more congested. During the first decade of the twentieth century proposals were put forward for its widening and a 1904 proposal by architect John Barlow proved influential. Lord Mayor Allen Taylor strongly supported widening and lobbied for increased Council powers of resumption, which was granted by the NSW government in 1905. The first stage of widening occurred in 1907 with the demolition of the Bourke Hotel at the intersection of Bourke, Flinders and Oxford Street and the formation of a civic space. This was named Taylor Square in honour of the Lord Mayor. Following a Council delegation to the government in February 1908, a Royal Commission for the Improvement of Sydney and its Suburbs was appointed the following May. The widening of Oxford Street from Liverpool Street to Paddington Town Hall was included in its recommendations.[10]

The process of resuming the northern side of Oxford Street between Hyde Park and Taylor Square, which had been completed in 1908, began in January 1909. Demolition and construction of buildings, several of which were designed by the Council’s architectural staff, began in 1910 and was largely complete by 1914. Footpath widening and removal of verandahs on the southern side of the street followed shortly after.

7 Faro and Wotherspoon, p.91; “Alteration in Names of the Streets in the City of Sydney”, *New South Wales Government Gazette*, 19 November 1875, p.3790.
8 Faro and Wotherspoon, pp.92-93.
9 Faro and Wotherspoon pp.97-98.
10 Faro and Wotherspoon, pp.116-123; National Library of Australia MAP G8974.S9G45 1909 - Plan No. 48



3
Looking east along Oxford Street in 1911, prior to resumption and widening on the northern side of the street (above) and in 1922 after rebuilding on the northern side of the street had taken place (below).
Source: City of Sydney Archives Unique ID A-00028669 and Unique ID A-00058107.

One result of the widening was a change in the social make-up of Oxford Street. The nineteenth century pattern of largely small family-operated stores with residential accommodation on the first floor, where storekeepers and their families lived, made way to ground floor retailing spaces with commercial chambers over. This obviously changed the character of the street, as small holdings gave way to larger commercial and institutional owners and leaseholders.[11]

Oxford Street was a major commercial precinct and thoroughfare during the interwar period, particularly the 1920s. The growth of Sydney's population was matched by growth in commercial activity, marked on Oxford Street by the presence of department stores at the Hyde Park end of the street, clothing manufacturers and associated trades, medical professionals, specialist retailers, cafes, restaurants and delicatessens.

11 Faro and Wotherspoon, pp.133-134.

The street continued to serve the local population. One manifestation of this was the pubs on either side of the street.

Entries in *Sands directory* indicate that the section of Oxford Street within the study area was well provided with pubs over the years, with numbers peaking during the 1880s. In the study area, in 1857 there were three on the north side of the street and six on its south side. In 1887 there were four on the north side and seven on the south side while in 1909, just prior to resumption and demolition there were five on the north side and four on the south side. In 1932 there were five pubs on the north side and three on the south side.[12] The Depression affected businesses along Oxford Street, although "for many of the business interests on the street, the Depression was a short-lived experience."[13] However, inner city suburbs along Oxford Street were undergoing decline. The majority of houses were not owner-occupied and the economic status of their occupants had diminished. The "steady downward spiral in the material well-being and status of the inner-city localities was only heightened by the Depression and then World War II."[14] This was accompanied by the rise of a criminal presence in the areas around Oxford Street. Its apex became the Darlinghurst Police Station, which became notorious as the centre of police corruption, a role it served well into the 1970s.[15]

During the 1950s the southern end of the street and its environs were notably in decline, a victim of the growth of suburban Sydney and suburbanisation of retailing, the prominence of Central Sydney as a shopping venue from the 1930s onwards, and burgeoning car ownership. Tram services, so long a feature of public transport on the street, ceased on 28 February 1960.



4
Oxford Street at Taylor Square, January 1950 – the street was a major transport thoroughfare from Central Sydney to the Eastern Suburbs. The presence of trams and buses at this time is notable. Source: SLNSW ON 388/Box 044/Item 230.

12 *Sands Sydney and suburban directory* 1858, 1888, 1910 and 1932/33 editions.
13 Faro and Wotherspoon, p.182.
14 Faro and Wotherspoon, p.186.
15 Faro and Wotherspoon, p.188. See also Michael Duffy and Nick Hordern, *Sydney Noir: the golden years* (Newsouth Publishing, 2017.

However, as members of the working class were moving to suburbia, migrants were moving into the area to take their place. Here they found affordable housing and an urban fabric resembling the places they had left. Services along the street changed to meet the requirements of various nationalities. On their heels came waves of young and affluent people who were rediscovering the charms of inner city living. Both groups were amply assisted by the low property values in the area during the 1950s and 1960s. The gentrification of Oxford Street, particularly in Paddington, proceeded apace. In the section between Hyde Park and South Dowling Street "gentrification" took a different turn. In the early 1970s it became an important incubator for Oz-rock bands in venues such as the former wine bar known as French's Tavern at 86 Oxford Street and later the Oxford Hotel at 134 Oxford Street (dubbed the Funhouse by the band Radio Birdman[16]), amongst others. It was around this time that Sydney's gay and lesbian community began to congregate in this part of Oxford Street.

2.1 Emergence of venues in Sydney

Inevitably European homosexual behaviour in Sydney has a long history extending back to the original settlement at the end of the eighteenth century.[17] Equally, over much of this period homo-sex between men has been heavily proscribed by the religious, the law (which for several decades allowed for the death penalty as punishment) and the prejudice of a large part of the heterosexual community. Proscriptions against lesbians did not extend to criminalisation and there was a veil of "silence" on female same-sex desire for many years.[18] However, a definition of homosexuality did not emerge for several decades.

The first legislative attempt to outlaw sexual activity between men in NSW took place in 1862, some years before what is claimed to be the earliest recorded use of the terms homosexual and heterosexual. They apparently appeared in correspondence dated 6 May 1868 by itinerant Austrian-born writer Karl Maria Kertbeny.[19] The proposed Criminal Law Consolidation Bill of 1862, which included the death penalty for certain acts, did not get past the draft state. "Unnatural acts" and "crimes" were correlated with male homosexuality as a specific sexual genus by the end of the 1860s. Legislation outlawing male homosexual activity was finally enacted in 1883. It did not include the death penalty.[20]

It has been suggested that "an important corollary of the existence of the homosexual as a separate social group was the development by the 1880s of a homosexual subculture to meet the needs, social and sexual, of male homosexuals." Boarding houses may well have been a part of this subculture. So too were beats, one of which was Sydney's Hyde Park.[21]

16 Faro and Wotherspoon, p.222.
17 Paul Knobel, *A Gay History of Australia, third edition corrected and amended* (Burke and Wills, 2019), no pagination. Separately published chapter rom Paul Knobel, A Gay History of the World/Human Male Homosexuality: a world history (Burke and Wills, 2015-2020).
18 Rebecca Jennings, *Unnamed Desires: a Sydney lesbian history*, pp.xvi-xviii, p.4.
19 "150 years ago, the word 'homosexual' was coined in a secret correspondence" at https://medium.com/@gvgktang/150-years-ago-the-word-homosexual-was-coined-in-a-secret-correspondence-1803ff9a79bc, accessed 12 December 2022.
20 Walter J Fogarty, "'Certain Habits': The Development of a Concept of the Male Homosexual in New South Wales Law, 1788-1900" in *Gay Perspectives: essays in Australian gay culture*, pp.65-66
21 Fogarty, pp.71-73.

Apart from pubs, Turkish baths may have been early venues for gay men to meet. The first in Sydney was established in Spring Street, by Dr Le Gay Brereton. The establishment proved so popular that he replaced it with a purpose-designed building in Bligh Street, opened in March 1861.[22] Towards the end of the nineteenth century there is the possibility that tangible gay associations with Oxford Street emerged after a Turkish Bath appeared on the street. Hairdresser and wigmaker Charles Edward Wigzell, who is credited with being the driving force behind the name change from South Head Road to Oxford Street, established a Turkish bath in the 1880s. Wigzell's hairdressing and wig-making business occupied premises at 143 Oxford Street (then South Head Road) from 1867. In 1880 he added ladies and gentlemen's bathrooms to his premises and then augmented them in 1883 by the construction of Turkish baths at 139 Oxford Street.[23] Wigzell was bankrupted in 1900[24] and the Turkish baths closed not long afterwards. The buildings occupied by Wigzell on Oxford Street are still standing.



5
The facilities at Wigzell's hairdressers, baths and Turkish Baths at 139-143 Oxford Street.
Source: http://www.victorianturkishbath.org/ reproduced from a hand-coloured print originally published as a black and white engraving in the *Illustrated Sydney News*, 29 September 1883, p.16.

During the mid-1890s at least one local journal reflected the prevailing English attitude that male homosexuality was an aristocratic vice that corrupted lower-class youths, at the same time suggesting where venues frequented by gay men were situated in Sydney:

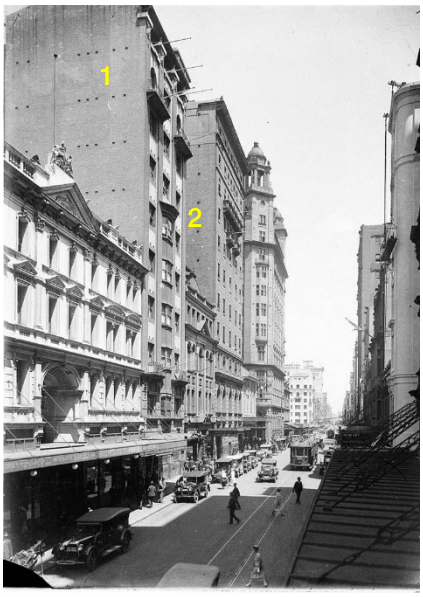
> … The state of things in London as regards this horrible vice is also the condition of affairs in Sydney … many of the leading hotels and billiard saloons are haunted by these characters, whose presence is advertised by an effeminate style of speech, and the adoption of the names of celebrated actresses. America has sent over many of this class, in the person of so-called variety artists. A haunt is said to exist in Bourke-street, Surry Hills, and that part of College-street from Boomerang-street to park-street is a parade for them. …[25]

22 "Social", Empire, 12 November 1859, p.4; "The New Turkish Bath", *Sydney Morning Herald*, 21 March 1861, p.6.
23 "Charles E Wigzell's Hairdressing Saloons and Turkish Baths, Oxford-street, Sydney", *Australian Town and Country Journal*, 17 January 1891, p.32.
24 "A Bankrupt Hairdresser", *Evening News*, 1 August 1900, p.3.
25 "The Oscar Wilde's of Sydney", *The Scorpion*, 24 April1895, p.2.

Because of the stigma attached to homosexuality during the first decades of the twentieth century there is little evidence concerning the social activity of lesbians and gay men in Sydney until the interwar period. According to historian Garry Wotherspoon,

> … homosexual subcultures were well established in all of Australia's major cities by the late 1930s. In inner Sydney itself there was a flourishing subculture, focussed on a range of venues where male homosexuals could meet discretely. Friendship networks provided both a vital social milieu and a support system, this latter so necessary for their members in the face of society's hostility. In certain suburbs, such as Darlinghurst and Kings Cross, homosexual behaviour was far more widely tolerated. Institutions such as theatres and several churches in the city were known to have a homosexual ambience. Also several major public events – like the Artists' Ball or the more notorious 'drag and drain' balls – were opportunities for the more daring homosexuals to flaunt their difference in public.[26]

During the interwar period inner city hotels provided relatively safe havens for gay men to congregate. Women would have been unlikely to have frequented these venues because of negative social attitudes towards women drinking in hotels at this time and because they were highly likely to have been refused service by the licensee unless confined to a ladies' lounge.[27] One notable inner-city establishment was the Australia Hotel, fronting Martin Place and Castlereagh Street. It also fronted Rowe Street, where one could discretely enter its Sportsmans Bar at the rear of the building, also known as the Long Bar. The Long Bar was part of additions undertaken to the Australia Hotel in the early 1920s and "had a wide reputation in the homosexual world for being a congenial pick-up place", although "it had a snobbish atmosphere and suits and ties were required to be worn."[28] Other inner-city meeting places included the Carlton Hotel and Usher's Metropolitan Hotel, both on Castlereagh Street between Martin Place and King Street, and Pfahlert's Hotel in Margaret Street.[29] All have disappeared, although the building that housed Usher's still stands.



5
The Carlton Hotel (1) and Usher's Metropolitan Hotel (2) on Castlereagh Street, photographed circa 1927. Source: SLNSW Home and Away – 35032, Hall & Co photograph.

26 Garry Wotherspoon, "The flight of the 'exiles of the spirit'" in Shirley Fitzgerald and Garry Wotherspoon (editors), *Minorities: cultural diversity in Sydney*, p.127. In the 1940s (if not earlier), "drain" was a slang term for wine or more generally any drink (https://queerarchives.org.au/posts/history-bites/1961-at-the-cross/, accessed 7 December 2022).

27 "Woman Complains to ULVA. Was refused drink in public bar", *The ULVA Review*, 15 January 1937, p.7. Not all pubs were equipped with a ladies' lounge.

28 "The flight of the 'exiles of the spirit'", p.129; Gary Wotherspoon, *Gay Sydney: a history*, p.42; Knobel, no pagination.

29 "The flight of the 'exiles of the spirit'", p.129; *Gay Sydney: a history*, p.42;



6
The Long Bar at the Hotel Australia
Source: *Sunday Herald*, 13 March 1949 – Magazine Section, p.1, Roy Dalgarno drawing.

Gay people are also known to have congregated in less salubrious pubs, such as the Belfields Hotel at 396-400 George Street, which according to historian Garry Wotherspoon was "a workers' pub, often frequented by navy personnel."[30] The building still stands though the hotel ceased trading in July 1957. Hotels were not the only meeting places. Other venues in Central Sydney known to have been frequented by gay people during the interwar period included the Latin Café in the now-demolished Royal Arcade, and cafes and coffee shops such as Repin's, Cahill's and Mockbell's.[31] Historian Garry Wotherspoon also mentions clubs like Black Ada's (more respectfully known as the Academy School of Dancing) in Wentworth Avenue, an illegal underground gay club. It was closed down by the Vice Squad in the early part of World War II because it was considered "too dangerous and corrupting to the young military personnel who flocked there."[32]

Other, less safe locations were the long-standing beats in Hyde Park, particularly the Archibald Fountain (completed in 1932). According to one source, "there were sometimes as many as two or three-hundred [sic] gay men standing or sitting around the fountain, or parading around the walks through the parks."[33] As time passed Hyde Park was superseded by nearby Boomerang Street because of increased police presence and physical assaults. Along with the onset of the Cold War in the late 1940s, attitudes towards homosexuality in NSW hardened. "Witchhunts …developed in Australia, and homosexuals, like communists, were soon targeted by the authorities, since they were seen as a threat to the stability of the type of Australian society that was

30 *Gay Sydney: a history*, pp.42 and 83.
31 *Gay Sydney: a history*, pp.43-44. Kabel Mockbell opened a coffee salon in Sydney during the 1890s. By 1930 there were eight Mockbell's scattered across Central Sydney. The first Repin Coffee Shop opened in 1931 and by 1949 there was a chain of seven coffee shops. Teresa and Reg Cahill opened the Italian Coffee Shop, Castlereagh Street in 1933. The Cahill siblings visited the US regularly, introducing American style and service to their expanding café chain. By 1960 the Cahills empire included 25 themed cafes and restaurants.
32 *Gay Sydney: a history*, pp.83-84.
33 Robert Connell, "The Way it Was", *Oxford Weekender News*, Issue 75, 13-26 October, 1983, p.18.

being planned in the postwar reconstruction." This is reflected in changes to legislation, which in 1951 "tightened up existing laws" and in 1955 enforced new categories of homosexual crime.[34]

In the 1950s there were few venues where lesbians and gay men could be wholly comfortable. 6 o'clock closing meant that men would have an evening meal in restaurants following the cessation of hotel trading to get to know each other and socialise.[35] It has been suggested that the advent of 10 o'clock closing in February 1955 was an important event that led to the decline of beats and "provided the groundwork for more gay people to get together."[36] It certainly provided greater opportunity for meeting other people in pubs. The Australia Hotel, Carlton and Usher's continued to enjoy gay custom; the Carlton became the Carlton Rex and boasted the basement Dugout Bar which became a popular gay male meeting place.[37] Hotels outside of Central Sydney also attracted gay male custom, while the Sussex Hotel at 68 Liverpool Street (since demolished) was popular with lesbians, who began frequenting the establishment around 1960 – "Friday night was the girls' night."[38]

2.2 Kings Cross

In the 1930s Kings Cross and its environs "had a wary openness to homosexuality where the rest of the nation thought it disgusting and depraved."[39] A large number of creative individuals lived in the locality at various times, among them homosexuals such as artists Adrian Feint, who lived at Elizabeth Bay, and William Dobell, a resident from 1939 to 1944 who occupied an apartment at 34-36 Darlinghurst Road.[40]

During the 1950s Kings Cross, parts of Elizabeth Bay and Potts Point became an increasingly important location for commercial venues frequented by gay people, aided and abetted by later hotel trading hours:

> Before the time of ten o'clock closing in the pubs, there were at least four coffee shops where gay people used to gather. While there was, at that time, no really distinct beat in Kings Cross, it was possible anywhere around the Cross to meet other people and this could lead to casual sexual encounters or something much more.[41]

The Rex Hotel at 50-58 Macleay Street, Elizabeth Bay, which opened in 1953, was a significant commercial venue and for a time was the major hotel frequented by gay people in Sydney:

34 "The flight of the 'exiles of the spirit'", pp.132-134.
35 Robert Connell, "The Way It Was", *Oxford Weekender News*, 13-26 October 1983, p.18
36 "The Way it Was", p.19.
37 "The Way It Was", p.18.
38 Garry Wotherspoon, *Gay Sydney: a history*, p.159; "Les Girls" at https://dictionaryofsydney.org/organisation/les_girls, accessed 23 November 2022; 32 Darlinghurst Road was designed by prominent Modernist architect Neville Gruzman in 1961 as a three storey commercial development containing shops, a restaurant on the first floor and office space on the second floor (City of Sydney Archives Building Application 1694/61). It has since been modified and is now the Empire Hotel. Rebecca Jennings and Sandra Mackay, Out and About: Sydney's lesbian social scene 1960s-1980s, p.7.
39 Louis Nowra, *Kings Cross: a biography* (NewSouth Publishing, 2013), p.202.
40 Jill Dimond and Peter Kirkpatrick, *Literary Sydney: a walking guide*, p.111-112. Here he painted his famous Archibald prize-winning portrait of Joshua Smith and moved out of Kings Cross in the wake of the controversy surrounding it,
41 Robert Connell, "Up the Cross", *Oxford Weekender News*, 27 October – 9 November 1983, p.10.

> There was a very 'high camp' feeling about the Rex in those days and strong feelings of camaraderie began to arise and, although there was some bitchiness, there was also a great deal of friendliness. Parties started from the Rex each Friday and Saturday and at the beginning the invitations were open to everyone. Around half an hour before closing time, an address would pass around the bar, then afterwards people would pile into cars and taxis and depart to distant suburbs and parties which would often rage until dawn.[42]

The back bar at the Rex Hotel known as the Bottoms Up Bar was an enduring institution, only closing in August 1994 after 37 years of trading. Fitzroy Gardens assumed a new significance after the Rex opened - "When ten o'clock closing became law, it assumed a special significance, because it was just along the road from the Rex Hotel, which had become the major gay hotel in Sydney."[43]

The presence of the Rex Hotel, combined with later drinking hours, may possibly have been a catalyst for an emerging gay (male) community awareness:

> … those who frequented the bars in the city were somewhat surprised at the people who seemed to appear from nowhere Some had had the impression that gay people only came from one class of society – those who worked in the office or display departments of various stores, or in the radio industry. Night trading showed otherwise, with gay people emerging from the Western suburbs and a working class background. In a sense, it was an exciting period and may really have been the first coming-together of the various classes of gay society. Although we realised we were still a minority, we did come to the realisation that gay (or homosexual) people permeated every class and stratum of society

The Rex remained a popular venue for many years. Another significant establishment not far from the Rex was the public bar known as the Quarter Deck Bar in the Chevron Hotel at 81-83 Macleay Street, Potts Point – "the best draft beer in the most congenial atmosphere in Sydney"[44] – which opened in September 1960. For a time it stole clientele from the Rex, "which rapidly went downmarket."[45]

42 "Up The Cross", p.11. The Rex also had connections to prostitution and Sydney's underworld, in the 1960s if not before. Refer to Michael Duffy and Nick Hordern, *Sydney Noir: the golden years*, pp.22-23.
43 "Up the Cross", p.11.
44 Chevron Hotel advertisement, *Royal Australian Navy News*, 29 April 1966, p.5.
45 "Up The Cross", p.12; Nowra, p.315

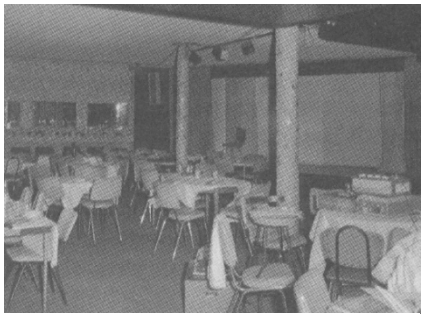


7
Gathering of patrons outside the Rex Hotel in Macleay Street, Potts Point, 1964 (above); interior of the Quarter Deck Bar in the Chevron Hilton at the time the hotel opened from business in 1960 (below).
Sources: National Library of Australia PIC Online access #PIC/14971/10, Robin Smith photograph; *Australian Women's Weekly*, 12 October 1960 p.9, Keith Barlow photograph.

Kings Cross was also home to drag show clubs:

> Most of America's middle-sized cities had gay bars by the '50s and Sydney's first discreet camp spaces opened in the early '60s. They had tiny dance floors; basic stets, lights and sound systems; and drag shows.[46]

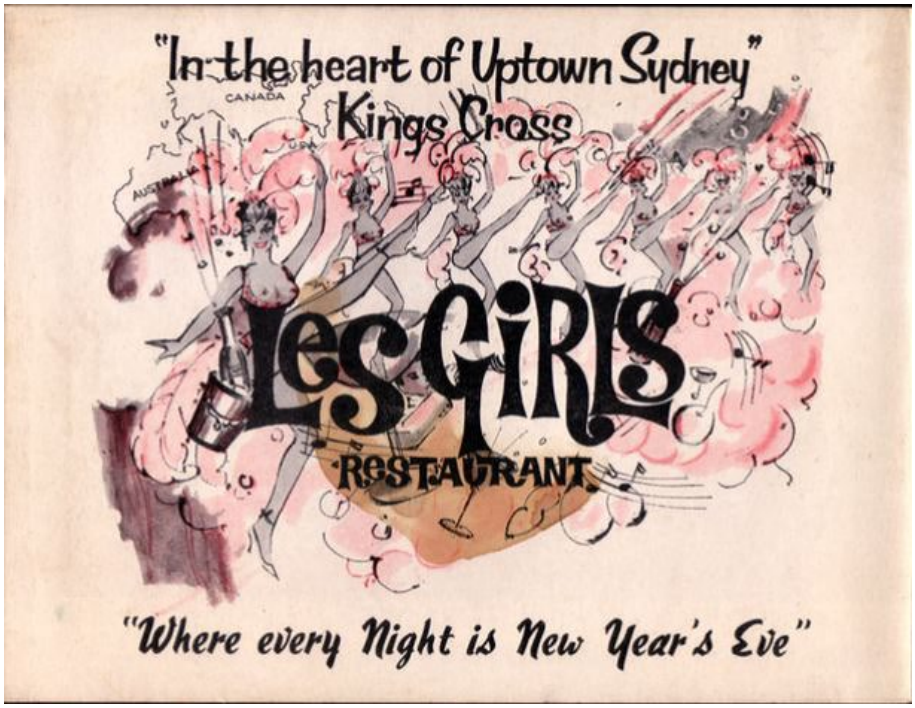
The first, the Jewel Box at 41 Darlinghurst Road, opened late in 1961 and closed two years later. The iconic drag queen Carlotta remembered it as "a sleazy place, with a long narrow stage and a Hessian backdrop covered in sequins and a small dance floor. The columns were covered in a mosaic of coloured pieces of glass."[47] The premises is now occupied by Show Girls strip club. The Jewel Box was followed by Les Girls at 32 Darlinghurst Road, which opened in 1963. The celebrated drag queen Carlotta quickly became its star and show compere. Les Girls remained a venue for drag performances until 1994. It was also known as the Carousel Club, located in a purpose-designed building by significant Modernist architect Neville Gruzman built by underworld figure Abe Saffron to house the show.[48] Drag clubs opened in other suburban locations during



8
The Jewel Box.
Source: City of Sydney Archives, reproduced in *Camp Nites.*

46 Gavin Harris and John Witte, *Camp Nites: Sydney's emerging drag scene in the '60s*, p.5.
47 *Camp Nites*, p.9.
48 Garry Wotherspoon, *Gay Sydney: a history*, p.159; "Les Girls" at https://dictionaryofsydney.org/organisation/les_girls, accessed 23 November 2022. 32

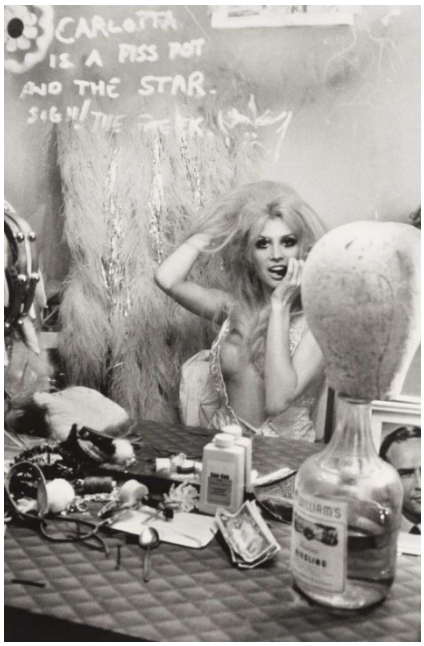
the first half of the 1960s. Perhaps the most noteworthy was the Purple Onion at 83 Anzac Parade, Kensington, which opened in mid-1962[49] and remained a performance venue for a decade.



9
Poster promoting Les Girls. Date not known.
Source: Bloomfield and George via Flickr, downloaded 2009.

Drag queens were a well-established part of the gay male subculture prior to the appearance of these clubs. Male and female cross dressing in Sydney was recorded in colonial times. At the end of the nineteenth century, "homosexuality, at that time equated with effeminacy, was seen as undermining the manhood of the nation, and effeminate men, especially those who cross-dressed, were deemed worthy of public rebuke."[50] Cross dressing continued to be the subject of disdain and scorn during the first four decades of the twentieth century; the term "drag queen" has been traced to homosexual subcultures in the 1930s, denoting a gay male dressing as a woman primarily to entertain others.[51] The situation regarding men in drag appears to have softened to some extent during World War II:

> Although there were laws against men appearing in women's clothing, it was usually condoned if confined to the theatre. As in Britain, the 'Dame' role in pantomime was often played by men, and in the more mainstream theatre young males had, certainly since Shakespeare's time, played female roles. This was an avenue for cross-dressers to explore, and in the early years of World War II nightclubs sometimes



10
Carlotta, photographed by Rennie Ellis, 1970-1971.
Source: NLA PIC/11403/22 LOC Drawer PIC/11403.

Darlinghurst Road was designed in 1961 as a three storey commercial development containing shops, a restaurant on the first floor and office space on the second floor (City of Sydney Archives Building Application 1694/61). It has since been modified and is now the Empire Hotel.

49 Following the closure of the Purple Onion, 83 Anzac Parade was renovated and became Kens Karate Klub, which opened in 1972 and closed in 2012. Ken's first owner was Ken "Kandy" Johnson, a drag queen from the Purple Onion who also owned the Park Inn Hotel. Johnson opened Ken's Baths in a gym at 97 Belmore Rd, Randwick in 1971, before relocating to the old Purple Onion building (Andrew M Potts, "Kens at Kensington to Close", *Star Observer*, 30 April 2012 at https://www.starobserver.com.au/news/national-news/new-south-wales-news/kens-at-kensington-to-close/76482, accessed 12 December 2022).

50 Garry Wotherspoon, "Drag and cross dressing" at https://dictionaryofsydney.org/entry/drag_and_cross_dressing, accessed 21 December 2022.

51 Kerryn Drysdale, *Intimate Investments in Drag King Cultures: the rise and fall of a lesbian social scene*, p.25.

featured local 'stars' such as 'Lea Sonia'. S/he appeared regularly in drag at the Diamond Horseshoe Club in Oxford Street, Woollahra.[52]



11
Benjamin O'Reilly, stage name Lea Sonia, and friend, photographed in July 1941. O'Reilly died after being struck by a tram in January 1942
Source: SLNSW ON 388/Box 035/Item 245, Ray Olson photograph.

One event on Sydney's social calendar that provided an opportunity for male drag was the Artist's Ball, the first one of which was held in 1881. The Balls became an annual event up to World War I then resumed during the 1920s. The most notorious was the 1924 Ball, held at Sydney Town Hall. It descended into chaos and rapidly became infamous because of "disgraceful scenes of drunken riot and licentiousness." In the 1950s and early 1960s, they were held at the Trocadero ballroom at 513-515 George Street in Sydney. The balls there attracted artists and their models and much of Sydney's bohemia, including many cross-dressers. One famous incident involved drag queens arriving in giant removalist vans because their frocks and hairstyles were too large to be transported any other way.[53]



12
Cover of the *Souvenir* of the 1924 Artists' Ball.
Source: State Library of NSW Q793.3809944/1.

In the postwar era the situation became somewhat more relaxed:

> The war had made many men aware that they were not alone in their dissident sexualities, and after the war what was termed 'camp life' boomed, albeit discreetly. … Newspapers were not shy in reporting … the Sydney parties where men dressed as women, with names borrowed from the movie stars of the era. And they had the photos to prove it. Sydney was titillated, rather than shocked. … Gradually, a series of clubs which featured drag shows as their drawcard began to appear.[54]

Drag shows have remained a consistent and integral part of gay male recreation ever since, staged in pubs and in night clubs. By contrast, it is understood that a lesbian equivalent to the clubs featuring drag shows apparently did not emerge until the 1990s, although women would participate in a "mixed drag scene" during the early 1970s, if

52 "Drag and cross dressing". The Diamond Horseshoe was located at 80 Oxford Street, Woollahra. It was also known as the Maxine Hall and is understood to date to the early 1920s. The building still stands, in a semi derelict state.
53 Deborah Beck, "Scandalous nights - Sydney's artists' balls" at https://dictionaryofsydney.org/entry/scandalous_nights_sydneys_artists_balls, accessed 21 December 2022; "The Artists' Ball", Sydney Morning Herald, 19 September 1924, p.11.
54 "Drag and cross dressing".

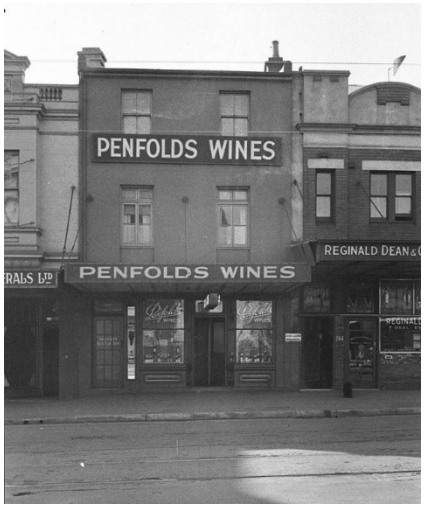
not later.[55] The drag king scene proliferated during the 1990s and early 2000s with performance nights in various venues. One of the first drag king events took place at the Lava Lounge at The Burdekin Hotel at 2 Oxford Street. A distinctive drag king culture consolidated with a series of competition nights held at ARQ in Flinders Street during 1999 and 2000. It became associated with Newtown rather than Darlinghurst. The Sly Fox Hotel (Enmore Hotel, 199 Enmore Road, Enmore) became the place to go for performances.[56]

2.3 The emergence of Oxford Street

While Oxford Street is well known as a pivotal location in Sydney, it took several years for it to achieve its per-eminence. Kings Cross retained its importance well into the 1970s. During the 1960s gay commercial venues started opening in various parts of Oxford Street and its environs. Initially located in Paddington and Bondi Junction, by the end of the 1960s they began to consolidate within the study area, which was already the locale for several nightclubs catering to various migrant groups. Most of these new venues were associated with the gay male community.

The Grosvenor (Taxi) Club has been claimed as Sydney's oldest LGBTQ venue.[57] It relocated from premises just off Oxford Street at 35 Flinders Street, which it had occupied since 1949, to 40-42 Flinders Street during 1956, where it operated until closing in May 2012. It is understood that during the 1960s performers from Les Girls came to the Club after their shows had finished, attracting a gay clientelle. It appears to have been regarded as a safe and accepting place for members of the transgender community. [58]

In the second half of the 1960s two wine bars catering specifically to gay men opened on Oxford Street, although not in Darlinghurst. One was Enzo's at 242 Oxford Street, Paddington, opposite the Paddington Town Hall. In the 1930s the building housed a Penfolds Wine Bar. By 1963 it was occupied by The Elatos, home of Finocchios restaurant revue, which featured drag performers,[59] and subsequently became known as Enzo's. In the first quarter of 1977 it became the Traffic Light and its gay clientele subsequently diminished.[60] The other was Chez Ivy's, understood to have been at 101-105 Oxford Street Bondi Junction (since demolished).[61] Ivy Richter (1927-2013) was a prominent venue owner who turned a wine bar that she ran in Bondi Junction into Chez Ivy's in 1962, assisted by her husband and gay friends. Here camp men and women were served drinks by drag queens in bunny girl outfits and were entertained with live music.[62] She sold Chez Ivy's in 1967 and opened Ivy's Birdcage at 191-195 Oxford



13
242 Oxford Street, Paddington photographed in 1939 while a Penfolds Wine Bar and well before it became The Elatos/Finocchio's and then Enzo's. Source: SLNSW Home and Away – 9731, Sam Hood photograph.

55 Jennings and Mackay, p.25.
56 Drysdale, pp.33-36.
57 "Taxi Club Forced to Vacate", Star Observer, 7 May 2012 at https://www.starobserver.com.au/news/national-news/new-south-wales-news/taxi-club-forced-to-close-doors/77002, accessed 6 December 2012.
58 At https://www.smh.com.au/entertainment/now-thats-a-drag--lights-dim-for-the-taxi-club-20111104-1mzyn.html, accessed 20 December 2022.
59 The term finocchio is Italian for fennel but is or was used as a negative term for homosexual men. Finocchio's was a long-established San Francisco nightclub (1936-1999) that attracted a gay crowd and staged drag shows
60 "New Gay Spots", *Campaign*, March 1977, p.27. Another new gay spot was the Royal George Hotel on the north-western corner of King and Sussex Streets, Sydney. The circa 1903 building continues in use as a hotel.
61 Advertisement for Ivy's Wine Bar in *Campaign*, Issue 8, April 1976, p.39.
62 Jennings and Mackay, p.5. According to Jennings and Mackay, Ivy decided on the change after meeting a drag queen known as Claudia at a party. Claudia took charge of the refit of the establishment.

Street, Darlinghurst.[63] The Birdcage, originally over two levels, staged drag shows on the top level. Both Chez Ivy's and Ivy's Birdcage were well patronised by lesbians and gay men:

> *… lesbians were … beginning to join a much longer-standing gay male bar culture in significant numbers, reflecting a broader social acceptance of women and public drinking in the wake of reforms to the licensing laws in the late 1950s. Male narrators recall seeing lesbian on the commercial scene for the first time in the early 1960s, and lesbian narrators began to discuss their participation in the bar scene from the 1960s onwards. Lesbians socialised alongside homosexual men and drag queens in venues such as Chez Ivy wine bar in Bondi Junction and the Purple Onion coffee shop on Anzac Parade …*[64]



14 Ivy Richter (left); show at Ivy's Birdcage (right).
Source: https://www.pridehistory.org.au/100-voices-by-author/richter-ivy; https://www.sbs.com.au/topics/pride/agenda/article/2018/05/03/big-city-gaybourhoods-where-they-come-and-why-they-still-matter - Sydney Pride History Group.

According to historian Rebecca Jennings, lesbians in Sydney only started appearing in significant numbers on the commercial scene during the early 1960s, when they frequented venues alongside gay men. Evidence suggests that prior to this a unique scene existed in Sydney that was

> *… centred on private networks meeting at house parties and later in social groups. The predominance of private rather than public patterns of socialising in the immediate postwar decades had a lasting impact on the development of lesbian social practices and subcultural identities throughout the period [from the 1940s to the 1970s] …*[65]

Other venues that were popular with lesbians in the 1960s and early 1970s were the Sussex Hotel at 68 Liverpool Street, Sydney (demolished), and the Park Inn (now Centennial Hotel) at 88-90 Oxford Street, Woollahra, which opened as a camp venue in 1970. So too was the Trolley Car Bar in Chippendale. The Trolley Car opened in 1966.



63 Development application DA 263/1/68 for the use of 193-195 Oxford Street for a licensed restaurant and nightclub was lodged on 20 November 1968.
64 Rebecca Jennings, *Unnamed Desires: a Sydney lesbian history* (Monash University Publishing, 2015), p.58
65 Jennings, p.51. Social groups included the Chameleons (founded in 1962), Boomerangs, Kuringals the Pollynesian Social Club (also known as Polly's, founded 1967) and the lesbian only Clover (founded in 1972). Refer to Jennings and Mackay, pp.15-24.

It was a mixed bar owned by Dawn O'Donnell,[66] a prominent lesbian businesswoman who was destined to play a major role in the development of a commercial scene in gay Sydney. One of her earliest ventures was Karen's Castle, which opened in 1965 in a converted shop in Cleveland Street, Redfern. Drag shows were staged there on weekends. Dawn sold it in 1967.[67]

In 1967, a group of friends that included Dawn O'Donnell established Sydney's first gay bathhouse, the Bondi Junction Steam Baths.[68] It was located on Oxford Street at Bondi Junction, and close to Chez Ivy's.[69] Gay bathhouses would appear to be significant institutions for gay men; the first to appear in the study area was the 253 Sauna at 253 Oxford Street, which closed in 1988. According to Jason Prior, Professor of Planning, Health and Environment at the Institute for Sustainable Futures at UTS,

> *The gay bathhouse played a central role in the battle for gay liberation in Sydney during the latter part of the twentieth century. The evolving public domain of Sydney's gay bathhouses fostered the experiences of gay men and contributed to the development of a vibrant, validated homosexual culture within the city. The dynamic nature of these spaces allowed gay men an unprecedented opportunity to develop, experience and express, individual and collective sexual identities and practices*[70]

15
Dawn O'Donnell, photographed by Greg Barrett in 1993.
Source: National Library of Australia http://nla.gov.au/nla.obj-142843715.

While the Bondi Junction Steam Baths endured into the 1970s, The Birdcage was short-lived. It closed later in 1969 after a second fire and the performers and the shows moved to Dawn O'Donnell's Capriccios at 163-169 Oxford Street, Darlinghurst, which opened shortly after.[71] O'Donnell, is often credited with turning Oxford Street into the gay capital of the southern hemisphere and Sydney into one of the most open gay cities in the world. With the opening of Capriccio's Oxford Street and its environs increasingly drew LGBTQ people away from Kings Cross, although this did not happen overnight.

There have been several reasons suggested as to why the focus of the LGBTQ scene shifted from Kings Cross to Darlinghurst. From October 1967 to December 1971 Sydney was a rest and recreation (R&R) destination for American military servicemen active in Vietnam. Inevitably, Kings Cross was an important location for them. R&R has been blamed for negative impacts on Kings Cross and Australian society, although it has been suggested that its impacts, particularly in regard to drugs, have been overstated.[72] The obvious presence of drugs and heterosexual prostitution in Kings

66 Jennings, p.60
67 Jennings and Mackay, p.8.
68 Jason Prior, "Experiences beyond the threshold: Sydney's gay bathhouses" in *Australian Cultural History*
Vol. 27, No. 1, April 2009, p.64, accessed at https://www.academia.edu/2243232/Experiences_beyond_the_threshold_Sydneys_gay_bathhouses.
69 Gay Sydney: a history, p.163.
70 Prior, p.61. From 1972 to 1977 the following gay steam baths opened: Ken's Karate Klub at Kensington (1972); No. 253 at 253 Oxford Street, Darlinghurst (1973); King Steam in King Street, Sydney, later relocated to Oxford Street; Silhouette American Health Centre; Colt 107 Recreation Centre; Barefoot Boy; and Roman Bath, which opened during 1977 in the basement of the National Building at 250 Pitt Street, Sydney and later relocated to Oxford Street.
71 "Richter, Ivy" at https://www.pridehistory.org.au/100-voices-by-author/richter-ivy, accessed 13 December 2022.
72 Duffy and Hordern, pp.245-247. The authors suggest there were only about 1,500 American servicemen on leave in Sydney at any one time, their presence "crammed into a few blocks around Kings Cross in a score or so of nightclubs and bars" (Duffy and Hordern quoting Richard Hall, *Disorganised Crime*, University of Queensland Press, 1986, p.44.

Cross has also been suggested.[73] Perhaps an equally valid reason was that rents were cheaper as Kings Cross real estate became more expensive and affordable large empty spaces were readily available around Oxford Street.

In this period of transition Darlinghurst Road fulfilled an important role:

> *It was Capriccio's which was to become the landmark of the new gay era which began to unfold in Oxford Street in the late sixties. To some it might have seemed too long a distance from the major meeting places of the established scene in the Cross to this new venue in Oxford Street. However, this was not really so, as the old beat at Green Park (affectionately referred to as the Wailing Wall) was on the route between the Cross and Oxford Street. In fact, many promenaders preferred to cruise along this route after the pubs had closed.*
>
> *If you think of Green Park as having been then like it is today [1983], you'll have to think again. There were very few commercial boys out on the beat at that time and it was often something of a social occasion where many would go just for the company. There were sometimes hundreds out at any one time.*
>
> *The walk along Darlinghurst Road from the Cross allowed time to sober up just a little and take in some of the views on the streets in the evening. Along this route one eventually came to the Maccabean Hall on the corner of Burton Street and Darlinghurst Road. This was often the site of gay dances. The most consistent were those put on by a group called the Aquarius Club, which really wasn't a club at all, but a personal charity for one enterprising individual who realised what the gay world needed.*[74]

2.4 Political action

At the same time as commercial venues were starting to appear on Oxford Street, political action for gay rights was starting to emerge. Campaign Against Moral Persecution (CAMP) was founded by public servant Christabel Poll (c.1939-2023) and psychology student John Ware (1939-2011) and their partners, who became its convenors and spokespeople, in 1970:

> *In February 1971, Sydney's first lesbian and gay political organisation, the Campaign Against Moral Persecution (CAMP Inc), was founded in St John's Church Hall, Balmain. The organisation was established by John Ware, Christabel Poll and their partners in July 1970 with the aim of educating the general public about homosexuality and alleviating the isolation and low self-esteem experienced by many LGBTIQ people during this time. The new group found clubrooms at 393 Darling Street, Balmain, where they held meetings and parties. They also produced a lesbian and gay rights magazine called CAMP Ink as a means of communicating with supporters across the country and to build momentum behind their political organising activities.*[75]



16
Photograph of John Ware and Christabel Poll that accompanied an article published in *The Bulletin*, 13 March 1971.

73 Faro and Wotherspoon, p.223.
74 Robert Connell, "The Birth of Gay Oxford Street", *Oxford Weekender News*, 10 – 23 November 1983, p.13.
75 "Camp Ink" at https://www.pridehistory.org.au/camp-ink, accessed 12 December 2022; the CAMP Inc meeting took place on 6 February 1971 and was the first public gathering of

By the end of the year branches of CAMP had been established in all capital cities and on most university campuses. On 8 October 1971, some 70 people demonstrated outside the Sydney headquarters of the Liberal Party supporting the pre-selection of Tom Hughes, then Federal Attorney-General. It marked an important milestone in the history of gay liberation and according to *CAMP Ink* "October was the month when we came of age, politically."

During 1971 the more radical politics and ideas of the Gay Liberation Front in the United States were percolating into Australia. A group calling itself Sydney Gay Liberation (SGL) broke away from CAMP Inc in January 1972. The first major demonstration organised by SGL, in July 1972, was outside the ABC offices in Sydney and was notable also for the first arrest at a gay political demonstration in Australia. Seventeen people were arrested at a march in Martin Place. It was a foretaste of similar confrontations to come, the most spectacular of which was to occur at the first Gay Mardi Gras in 1978 (refer to Section 2.7). The SGL staged fund raising dances at Paddington Town Hall, which was the scene of numerous dances for the gay and lesbian community during the 1970s and 1980s. Gay Pride Week celebrations were held in Sydney in September 1973. However, by 1974 practical achievements were limited. At least one public group, which acted as a focus for activity, had been established in the larger cities as had counselling services. But these groups were small and they failed to attract the larger membership from the broader gay community centred on the bar culture.



17
Poster for a SGL fund raising dance at Paddington Town Hall, 1973.
Source: SLNSW POSTERS/HOMOSEXUALITY/1

Women had been equal and enthusiastic partners in the early workings of both CAMP and Gay Liberation but by early 1973, many women were having increasing difficulty coping with the sexist attitudes of many gay men. At the same time, lesbians were attempting to work out their place in a feminist movement that was sometimes hostile to them. Many turned their energies and involvement to feminist or lesbian separatist organisations or drifted away from a gay movement which they felt held little for them. This trend was only reversed in the late 1980s.[76]

2.5 Oxford Street consolidates

It took some time for the commercial gay scene on Oxford Street to achieve its pre-eminence:

> *When Gore Vidal trawled along Oxford Street in 1973, he quipped that they could have been in New York twenty years earlier. Five years later, The Australian had discovered the pink dollar. But there were still only three gay watering holes between Taylor Square and Hyde Park although Ruby Reds, Sydney's only lesbian bar, was just around the corner. There were some gay-friendly restaurants and coffee shops as well as back-rooms and a sauna, but there were no gay pubs. The Cricketer's Arms was in Surry Hill, The Unicorn was in Paddington and the Bottom's Up Bar was in Kings Cross. In fact Kings Cross was still the centre of Sydney's night life and had some camp-gay spaces including The Barrel Inn; the Bunk House, Castellos, the Chevron Hotel, the Rex Hotel, Ida's Disco and Les Girls.*

homosexual men and women in Sydney (Robert French, "Australia's queer history" at https://www.ogmagazine.org.au/20/4-20/australias-queer-history/, accessed 12 December 2022.

76 "Fifty Years of Visibility" at https://www.pridehistory.org.au/newsletter/50-years-of-visibility, accessed 14 December 2022.

> *The big money didn't roll into Oxford Street until 1979. However, CAMP felt that a lot of men were already drifting away from its outreach services and heading for the bars and discos.*[77]

In 1978 academic, author and gay rights activist Dennis Altman shared his less-than-enthusiastic observations on the nature of the emerging Oxford Street in an article on gay life in Australia:

> *Meanwhile the commercial scene continued to proliferate, especially in Sydney – Oxford St [sic] has become a tawdry antipodean Amsterdam, at least in the eyes of those outside Sydney. This proliferation has been almost exclusively aimed at men; it is perhaps significant, and it is certainly sad, that the one lesbian bar in Sydney is manned by men who look like strip-club bouncers. The women, therefore, have had more reason to search for alternatives to the commercial scene, probably a major reason for their greater militancy.*[78]

Kings Cross and its environs did not just fade away as venues on Oxford Street proliferated. Established venues such as the Barrell Inn at in Challis Avenue, Potts Point traded throughout the 1970s. New gay venues kept opening in Kings Cross during the 1970s. They included:

- The Barrell Inn, Challis Avenue, Potts Point, which was established circa 1971.
- The upstairs bar in the Australian Heritage Hotel, 79 Bayswater Road.
- The Palace Disco in Darlinghurst Road, Kings Cross.
- The Venus Room, 6 Orwell Street, Kings Cross.
- Club Castello, 2A Kellett Street, Kings Cross.
- Colt 107 Sauna, 107 Darlinghurst Road, Kings Cross.
- The Bunkhouse, 2 Kellett Street, Kings Cross.[79]

Between 1973 and the early 1980s several gay men's' venues opened on Oxford Street and nearby localities. Not all of them lasted for very long. Perhaps the first was the Cricketers Arms Hotel at 106-108 Fitzroy Street, Surry Hills - some distance to the south of Oxford Street (1973; Sydney LEP item I1540). It was mainly frequented by lesbians but also served male patrons.[80] The Cricketers Arms was followed by the Apollo Bar at the Imperial Hotel, 25 Oxford Street, Paddington (opened circa April 1976) and Patch's at 33 Oxford Street, Darlinghurst (April 1976). Venues that followed included:



18
Advertisement for Patch's published in the Sydney Star during 1979. Source: https://kxacf.org.au/1-what-was-gay-and-lesbian-sydney-like-in-1978/.

- Palms at 124 Oxford Street (c.1977)
- Tropicana at 85 Oxford Street and Flo's Palace at 97 Oxford Street (both 1978)
- the Unicorn Hotel at 106 Oxford Street, Paddington (1978)
- the Beresford Hotel at 354 Bourke Street, Surry Hills (1979)
- the Albury Hotel at 2A Oxford Street, Paddington (1980)
- Exchange Hotel, 34-36 Oxford Street (1980)
- Club 85 at 85 Oxford Street (1980), which became Midnight Shift in 1982
- Flinders Hotel, 63-65 Flinders Street (1980)

77 Gavin Harris and John Witte, "Kings Cross Arts & Cultural Festival Inc: 1. What was gay and lesbian Sydney like in 1978?" at https://kxacf.org.au/1-what-was-gay-and-lesbian-sydney-like-in-1978/, accessed 1 December 2022.
78 Dennis Altman, "Oz Movement 1971-1978", *Campaign*, No 36, September 1978, p.17).
79 List based on articles and advertisements in *Campaign*, September 1975 to September 1978.
80 Jennings and Mackay, p.27.

- The Green Park Diner, 219-221 Oxford Street (1981)
- the Oxford Hotel at 134 Oxford Street (1982)
- Butts Bar, 45 Oxford Street.

A leather bar/club called The Ox opened in 80 Oxford Street in the last years of the 1970s. The Ox fell victim to fire during 1981,[81] a fate shared by many gay venues in the late 1970s and early 1980s. Another leather bar opening at this time was The Barracks at 7-9 Flinders Street, which subsequently relocated to 1-5 Flinders Street. By way of contrast The Bookshop opened its doors at 207 Oxford Street in 1985 and remains a valuable LGBTIQA+ cultural institution within the street.

The 253 sauna was joined by the Roman Bath at 38-42 Oxford Street in 1986. Three years later the premises became King Stream (now Sydney Sauna). In 1991 Bodyline Sauna opened at 10 Taylor Street.





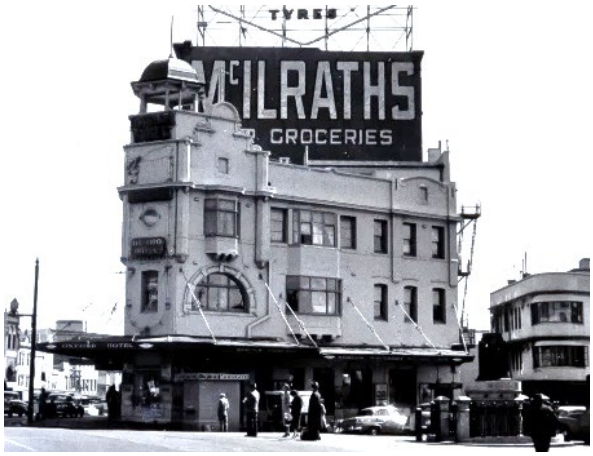
19 The Cricketers Arms Hotel in Surry Hills shortly after completion in 1922, some fifty years before it became a popular gay venue (left); the Unicorn Hotel at 106 Oxford Street, Paddington, completed around 1942 (right).
Source Museum of Applied Arts and Sciences, Object no 86/3384-13/1. Photographer not known; *Building*, 24 June 1942, p.31.





20 The Albury Hotel in Paddington shortly after completion, 1940 (left); the Beresford Hotel in Surry Hills, which was subjected to extensive alterations and additions circa 1925 (right).
Source: ANU Noel Butlin Archives at https://openresearch-repository.anu.edu.au/handle/1885/95259 and https://openresearch-repository.anu.edu.au/handle/1885/96432

81 Faro and Wotherspoon, p.248.





21 Portion of a c.1934 photograph showing the Oxford Hotel in Darlinghurst (left); Exchange Hotel in Darlinghurst, photographed in 1930.
Sources: ANU Noel Butlin Archives at https://openresearch-repository.anu.edu.au/handle/1885/ 102274 and https://openresearch-repository.anu.edu.au/handle/1885/ 733712883

The commercial scene for lesbians during the 1970s and the following decades was not situated on Oxford Street. Rather, it consisted of venues in several locations, as was the case in the 1960s with hotels like the Trolley Bar in Chippendale and the Sussex Hotel in Central Sydney. In 1973 Dawn O'Donnell and her business partner, gay millionaire restauranteur Roger-Claude Tesseydre, took over the restaurant known as Jools at 121 Crown Street, East Sydney (since demolished). The name was retained but the restaurant became a cabaret venue and supper club, opening around the beginning of December 1973.[82] It was "… far more glamorous than a lot of the other lesbian venues with chandeliers, a bar on the mezzanine level and opulent red plush velvet wallpaper and many artists performed here, including the lesbian icon Lana Cantrell."[83] It was destroyed by fire in January 1977.[84]



22
Dawn O'Donnell and Roger-Claude Tesseydre at Jools not long after it opened.
Source: *Now*, 4 December 1973, p.2.

Pubs utilised by heterosexual or gay male patrons would have women's nights. For instance, in 1978 the Back Bar of the Oriental Hotel, at the intersection of Crown and Campbell Streets, Surry Hills, was advertised as a women's only venue from Thursday to Saturday between the hours of 7 and 10 pm.[85] Ruby Reds at 273 Crown Street to the south of Oxford Street, on the other hand, was an exclusively women's venue. Opening during 1979, it was a nightclub and women's bar and was owned by Dawn O'Donnell. It sported all the paraphernalia of the early disco era including strobe lighting, mirror balls and dance floors that changed colours. The bar catered to women only; men were only admitted as guests of female patrons (or worked behind the bar).[86] The venue was advertised as a restaurant in later years.[87] It is credited as Australia's first lesbian bar and club.[88]



23
The bar at Ruby Reds, 273 Crown Street, photographed in April 1984.
Source: Australian Lesbian and Gay Archives, Cayte Latta papers and photograph.

The circa 1903 Royal George Hotel on the north-western corner of King and Sussex Streets, Sydney, opened as a "new gay spot" in the first quarter of 1977.[89] For some

82 "Juanita's World", *Now*, 4 December 1973, p.2.
83 Jennings and Mackay, p.27. Other joint ventures between O'Donnell and Tesseydre, as was Ruby Reds included Le Cabanon, Patches, the Exchange Hotel and King Steam.
84 *Campaign*, No. 17 February 1977, p.6.
85 Advertisement, *Campaign*, April 1978, p.20.
86 Jennings, p.72.
87 *Oxford Weekender News*, 11-17 August 1983
88 https://www.sushi-rider.com/friends-of-dorothy/first-lesbian-bar-clubs-worldwide.html, accessed 21 December 2022.
89 "New Gay Spots", *Campaign*, March 1977, p.27.

years a favourite pub of the Sydney Push, it attracted a part-time lesbian clientele into the early 1990s. At this time venues favoured by lesbians were located away from Oxford Street, with the building formerly occupied by Ruby Reds, now containing a venue known as Pastels, the closest venue to it.

The 1907 Belmore Park Hotel at 47 Reservoir Streets, Surry Hills, opened as a lesbian venue in August 1983.[90] According to the *Oxford Weekender News* it was the first full-time pub in Sydney for women. Halfway between two major women's venues, it was a pub that women would patronise before moving on to other venues[91] It is understood to have closed for business in 1985.





24
The brick and sandstone Belmore Park Hotel at 47 Reservoir Street, Surry Hills, photographed in 1930. It has since been painted externally and the verandah replaced by a suspended awning (left); stylish advertisement for the Royal George Hotel published in *Lesbians on the Loose*, September 1990, p.3 (right).
Sources: Australian National University Noel Butlin Archives at https://openresearch-repository.anu.edu.au/handle/1885/96392.

2.6 1980s and after

1980 Lex Watson and Craig Johnston[92] assisted in setting up the Gay Rights Lobby to lobby for decriminalisation of male homosexual acts. Concerted campaigning began during 1981 and eventually led to the introduction of the Crimes (Amendment) Act decriminalising homosexual acts in NSW by Labor Premier Neville Wran on 10 May 1984. It was seconded by the leader of the Liberal Party, Nick Greiner, passed about 12 days later and assented to the following month.

In the meantime, the first case of HIV/AIDS in Sydney was diagnosed in November 1982. The disease was first identified in America during 1981. The general reaction to the disease was paranoid and marked by extensive homophobic scare mongering in the media. Sydney's gay community responded with the provision of vital support services. The AIDS Council of NSW (ACON), established in mid-1983, was followed in 1985 by Ankali, an organisation that trained volunteers to provide emotional and social support for victims, the Community Support Network, to care for affected people in their homes and the Bobby Goldsmith Foundation, to provide financial, housing and employment support. According to Garry Wotherspoon, "if ever there had been a debate as to whether or not the Oxford Street gay scene could be said to constitute a community, the response to the AIDS epidemic certainly saw a clear resolve to the issue."[93] Many were treated and died in Ward 17 South at St Vincent's Hospital but the

90 *Oxford Weekender News*, 11-17 August 1983, p.9.
91 "Femmes In-formation", *Oxford Weekend News*, Issue 70, 18 August 1983 p.14
92 Craig Johnston was a Labor then Independent Alderman on the then Sydney City Council from April 1984 to March 1987.
93 Faro and Wotherspoon, p.257.

numbers requiring hospitalisation became too great and in 1986 a new ward was opened at Prince Henry Hospital at Little Bay.[94]

The International AIDS Candlelight Memorial was established in 1983. Oxford Street became an important part of Sydney's AIDS Candlelight Vigils, the first of which took place in October 1985. The vigils started at Green Park then moved down Oxford Street to Hyde Park.

In the first half of the 1980s an alternative centre of gay commercial activity in metropolitan Sydney emerged. Venues opened in suburban Sydney during the 1970s, such as Yolanta's Bar at 9 Pittwater Road, Manly claimed to be the north shore's first gay bar, which started trading as a gay venue in the Manly Wine Tavern at the end of 1976, and what was claimed to be the first gay bar and bistro in Sydney's inner west, Charlie's Place in Homer Street, Earlwood, which opened in the middle of 1978.[95] Neither traded for many years although Yolantas survived into the early 1980s. Venues opening in Newtown and Erskineville proved rather more enduring, mirroring the consolidation of an active and vibrant inner west gay community and perhaps reflecting a broader acceptance of the LGBTIQA+ community by the general public. Pub licensee Barry Cecchini acquired the Milton and Newtown Hotels on King Street, Newtown, in 1982. While the Milton, renamed Cecchini's, only traded as a gay venue for a few years, the Newtown lasted until 2008, although in its present guise it is patronised by members of the LGBTIQA+ community. In 1983 Dawn O'Donnell acquired the Imperial Hotel in Erskineville. It has become a highly significant venue, patronised by gay men, lesbians and other members of the LGBTIQA+ community. She also acquired the Newtown Hotel's licence during the same period

Gilligan's Island on the southern side of Taylor Square was the setting for a political demonstration on 14 February 1995 when Taylor Square Perverts Against Sexual Hypocrisy: Out Now (PASHON) staged a "kiss in" there. The demonstration was intended to "draw attention to positive sexuality, the need for legal recognition for gay and lesbian relationships and an equal age of consent for everyone."[96] The following June South Sydney Council's Local Environment Plan, which aimed amongst other things to reinforce Oxford Street's gay and lesbian identity, was presented to the Council's gay and lesbian community consultation committee. Several days later The PRIDE Sydney Lesbian and Gay Community Centre at 26 Hutchinson Street, Surry Hills was opened by Federal MP Peter Baldwin and the State MP Clover Moore.[97]



25
1995 Candlelight Vigil at the intersection of Oxford and College Streets
Source: City of Sydney Archives
Unique ID A- 00068659

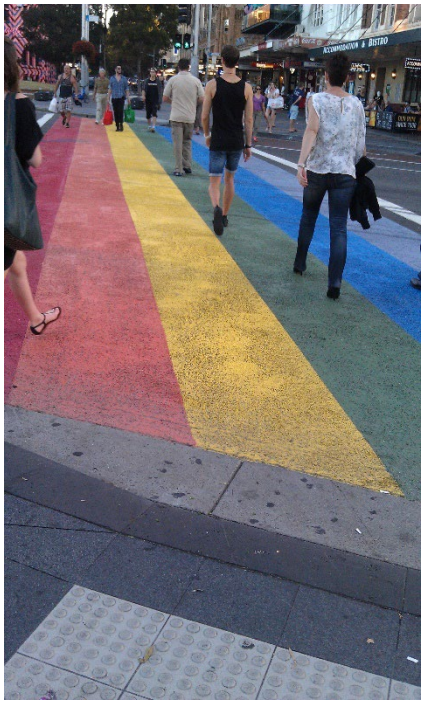
94 Gay Sydney: a history, pp.226-227.
95 Yolanta's Bar in the Manly Wine Tavern was advertised in the *Manly Daily*, 7 February 1974 and appeared in the gay journal *Campaign* Issue 15, December 1976, p.3; *Campaign* No 33, June 1978, p.46.
96 ` Pride History Group, *Decades of Pride: 1995* at https://www.pridehistory.org.au/decades-of-pride, accessed 23 January 2023.
97 *Decades of Pride: 1995*, accessed 23 January 2023.



26
The PASH ON kiss-in in Taylor Square (1995).
Source: City of Sydney Archives, A- 00068652

What proved to be a temporary rainbow crossing was installed at Taylor Square in 2013:

> *West Hollywood saw a rainbow crossing installed on Santa Monica Boulevard as part of the 2012 Gay Pride Month in the US. The crossing was such a success it was allowed to remain a permanent feature.*
>
> *Cities including San Francisco, Atlanta and Vancouver soon followed with their own colourful crossings.*
>
> *A … rainbow crossing at Taylor Square installed in 2013 proved to be a hit. Its installation was timed with the Mardi Gras Festival and appeared in countless photos across social media. The crossing was removed by the former NSW Roads Minister.*
>
> *Following the crossing's removal, the City raised a rainbow flag at Taylor Square in 2014.*[98]



27
The temporary rainbow crossing at Taylor Square, 2013.
Source: https://dictionaryofsydney.org/blog/sydneys_rainbow_crossing - Megan Hicks photograph

The flag was joined in 2019 by a permanent rainbow crossing at the junction of Bourke and Campbell Streets. It was installed at the beginning of 2019. A rainbow path was installed in Prince Alfred Park, Surry Hills, about three years later, along with a rainbow path at Coogee Beach in 2021.

From 2014, lockout laws introduced by the NSW government that year impacted on many venues, causing them to close. Among them were the Flinders and Exchange Hotels and the Midnight Shift. The laws were repealed about seven years later, leading to the re-opening of several venues.

98 "Crossing the rainbow at Taylor Square" at https://news.cityofsydney.nsw.gov.au/articles/crossing-the-rainbow-on-taylor-square, accessed 23 January 2023.

2.7 Mardi Gras

According to the State Heritage Register nomination for the Sydney Mardi Gras Parade Route,

> *The Sydney Mardi Gras Parade Route along lower Oxford Street, Flinders Street and Anzac Parade within Moore Park has potential state heritage significance for its historic, associative, research, representative and rarity values, as the focus and the evolving site of Sydney's Mardi Gras parades from their beginning in 1978.These streets represent a window into alternative Sydney subcultures, a landscape where political protests, cultural festivals, shops, services and celebration of diversity have been made the most public, over decades. The Mardi Gras Parades build on a longer history of major public parades along Oxford Street, formerly South Head and Old South Head Road.*
>
> *The corridor of space along these streets leading from Hyde Park South to Moore Park and the Hordern Pavilion and Hall of Industries where post-Mardi Gras-parade dance parties have been held since 1982 is known beyond Australia as the face of Queer Sydney and Australia, a beacon of tolerance, resilience, political activist and gradual community acceptance and celebration. As a public platform for reclaiming public space by formerly oppressed minorities, this trio of roads takes on a different meaning and purpose at least once a year, as the site of the Mardi Gras Parades.*
>
> *Sydney Gay and Lesbian Mardi Gras is one of Australia's most famous and well-loved events, bringing tens of thousands of visitors to Sydney to join in celebrations.*

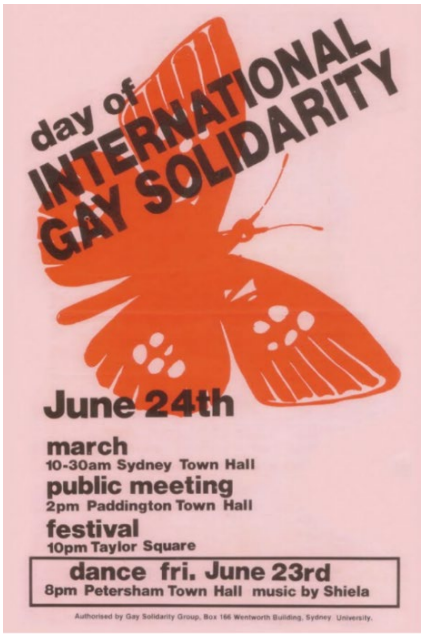
The Parade Route, with all of its LGBTIQA+ associations, is an outcome of events that took place in August 1978. The following summary history is based on information held at https://www.mardigras.org.au/history-of-sydney-mardi-gras/.

The pivotal event in the battle to achieve equal rights and recognition for gay people took place on the evening of Saturday, 24 June 1978. The original plan was for a procession along Oxford Street, commencing at Taylor Square, towards Hyde Park. It had been organised in response to a request from the San Francisco Freedom Day Committee for an international commemoration of the 1969 Stonewall riots in New York, by a small group of activities who had formed the Gay Solidarity Group. The parade followed a day of political protest and a forum staged at Paddington Town Hall. Transgender and Aboriginal people and people from migrant backgrounds all took part. The parade was shut down when it reached College Street but the participants them progressed up William Street. A riot took place on Darlinghurst Road when police tried to break up the parade and 53 people were arrested. They were incarcerated in Darlinghurst Police Station and subjected to brutal treatment.[99] The aftermath of the parade echoed events associated with the Stonewall riot in New York in 1969.

99 *Street Seen*, p.p.233-234; https://theconversation.com/friday-essay-on-the-sydney-mardi-gras-march-of-1978-54337, accessed 6 December 2022; https://kxacf.org.au/1-what-was-gay-and-lesbian-sydney-like-in-1978/

Darlinghurst Police Station was subsequently closed in March 1987. The closure was celebrated by a ceremony led by the Sisters of Perpetual Indulgence, where the The demon of homophobia was exorcised from the building.





28 The riot in Darlinghurst Road at the end of the Mardi Gras parade on the night of 24 June 1978 (left) and Poster promoting the day of International Gay Solidarity on 24 June 1978.
Sources:
https://www.sbs.com.au/topics/pride/mardigras/article/2018/03/02/we-found-every-sydney-gay-and-lesbian-mardi-gras-poster-1978;https://www.crossart.com.au/exhibition-archive/113-2018-exhibitions-projects/339-riot-candles-in-the-cross-the-first-mardi-gras-40-years-on, Branco Gaica photographer.

On 26 June 1978, 300 protested outside the closed court in Liverpool St and seven people were arrested. At a gay rights march staged on 15 July 1978, 2,000 people took part, making it the largest ever gay rights march. More people were arrested. Further arrests took place during the march down Oxford Street for the 4th National Homosexual Conference on 27 August 1978. Most though not all of the charges against those arrested were eventually dropped.

Up to 3,000 people marched in an incident-free event in 1979. That year the Mardi Gras expanded to encompass a week of festival opening with a fund-raising dance party. In 1980 a new element was introduced in the form of a post-parade party. In the early 1980s there was disagreement as to whether Mardi Gras was a political demonstration or a celebration of coming out.

In 1981 a crowd of 5,000 attended the parade. Changes at this time that were to determine the future direction of Mardi Gras included the shifting the parade from winter to summer, establishing an independent and elected organising body and enlisting non-activist groups. The following year First Nations people were represented, with an Aboriginal flag appearing in the Parade. By 1987 it had become Australia's biggest night time parade, attended by100,000 people. The highly popular Dykes on Bikes (members of the Vixens motorcycle club) appeared for the first time in the 1988 Parade.

By now Lesbians represented 25 per cent of the Mardi Gras membership and the name of the Mardi Gras was changed accordingly to include “Lesbian”. The 1988 Parade also saw the inaugural First Nations float, with dancer and activist Malcolm Cole dressed as Captain Cook accompanied by a First Nations Joseph Banks and two sailors standing in a long boat pulled by a European man. In 2005 the Parade was led by a First Nations float.



29
Malcolm Cole as Captain Cook, accompanied by a First Nations Joseph Banks in the 1988 Mardi Gras Parade. Source: National Library of Australia PIC88063 LOC Cold store Pic Yan – William Yang photograph.

The event began to enjoy extensive media coverage from the mid-1980s onwards and the crowds continued to swell, from 200,000 in 1989 to over 500,000 in 1993. Large numbers of interstate and international travellers had started flying in for the event as well, generating an estimated $38 million for the NSW economy. NSW MPs marched in the parade for the first time in 1992 followed by members of the NSW Police Force in 1998. A record crowd of 500,000 attended the Parade in 1993.[100]

Oxford Street also played a pivotal role in the Gay Games V, held in Sydney between 2 and 9 November 2002. The Games attracted about 13,000 athletes over 32 different sports and were accompanied by an arts and cultural festival.

> *The hub of the Games energy was rainbow mostly in the Hyde Park-Oxford Street area, which sported colorful street banners, food stalls, free musical performances and a huge painted rainbow on the street in Taylor Square in front of the most popular bar The Oxford Hotel. Cafes and bars along Oxford Street were energized and swollen with drinkers and diners day and night.*
>
> *It all melded into a resplendent downtown ambience of cheerful volunteers, good food, buoyant athletes, dedicated artists and ebullient visitors from 75 countries around the world.*

The sports venues, however, were spread out across the suburbs so many native Sydneysiders didn’t see much of the Games live. Nor did they see much in the newspapers as the coverage was minimal.[101]

100 https://www.mardigras.org.au/history-of-sydney-mardi-gras/, accessed 22 December 2022.
101 Richard Ammon, “Australia – Gay Games VI 2002” at https://www.globalgayz.com/australia-gay-games-vi-2002/744/, accessed 19 December 2022.

2.8 Chronological summary of venues

The following table summarises the chronological appearance of gay and lesbian venues on and near Oxford Street. The pink shading indicates when a LGBTIQA+ venue first opened at that address.

Address	Venue	Opened	Closed (if known)	Status
40-42 Flinders Street, Darlinghurst	Grosvenor Club/Taxi Club	1960s	2012	Not a gay venue
191-195 Oxford Street, Darlinghurst	Ivy's Birdcage	1969	1969	Closed
163-169 Oxford Street, Darlinghurst	Capriccios	1969	1982	
	Klub Kakadu	1987		
	Mars Club	1990s		
	Nevermind Nightclub			
	Heaven	2007?		
	Noir			
33 Oxford Street, Darlinghurst	Soul 33	c.1974		
	Patch's	1976		
	Fantasyland			
	DCM		c.2010	No longer a gay venue
85-91 Oxford Street, Darlinghurst	Tropicana	1978	1980	
	Club 85	1980	1980	
	Midnight Shift	1980	2017	
	Universal	c.2018		Gay venue
80 Oxford Street, Darlinghurst	The Ox	c.1978	1981	
	Footballers Club sauna	1981		
	Pete's Beat	1982	1985	
	Handlebar	1985	c.1987	Not a gay venue
253 Oxford Street, Darlinghurst	253 Sauna	1973	1988	Not a gay venue
124 Oxford Street, Darlinghurst	Palms	c.1977		
	Scooters	c.1988	1994	
	Palms	2000		Gay venue
1-5/7-9 Flinders Street, Darlinghurst	The Barracks	1978	2008	Not a gay venue
85 Oxford Street, Darlinghurst	Tropicana	1978		Not a gay venue
97 Oxford Street, Darlinghurst	Flo's Palace	1978	1983	
	The Den	1990s		Gay venue
273 Crown Street, Surry Hills	Ruby Reds	1979	1986	
	Querelle	1986		
	Boogie Room	1988		
	B's	1990		
	Pastels			
	Ruby's	1991		
	Headquarters			
	Trade	2021		Operating
63-65 Flinders Street, Darlinghurst	Flinders Hotel	1980	2015	Not a gay venue
34-36 Oxford Street, Darlinghurst	Exchange Hotel	1980		
	Saddletramp	1981		
219-221 Oxford Street, Darlinghurst	Green Park Diner	1981		Not a gay venue
134 Oxford Street, Darlinghurst	Oxford Hotel	1982		Gay venue
45 Oxford Street, Darlinghurst	Butts Bar	1983		Not a gay venue
383 Bourke St, Darlinghurst	Kinselas	c 1983		Gay venue
207 Oxford Street, Darlinghurst	The Bookshop	1985		Gay venue
38-42 Oxford Street, Darlinghurst	Roman Bath	1986	c.1989	
	King Steam/Sydney Sauna	1989		Gay venue
10 Taylor Street, Darlinghurst	Bodyline Sauna	1991	2021	
		2022		Gay venue
Burdekin Hotel, 2 Oxford Street Darlinghurst	Lava Lounge	c.1995		

Address	Venue	Opened	Closed (if known)	Status
	Baby Bear Bar	2017		
10-24 Flinders Street, Darlinghurst	ARQ	1999	2020	Gay venue
		2022		Gay venue
117-125 Oxford Street, Darlinghurst	Colombian	c.2001		Gay venue
41 Oxford Street, Darlinghurst	Slide Cabaret and Bar	2004	2022	Closed

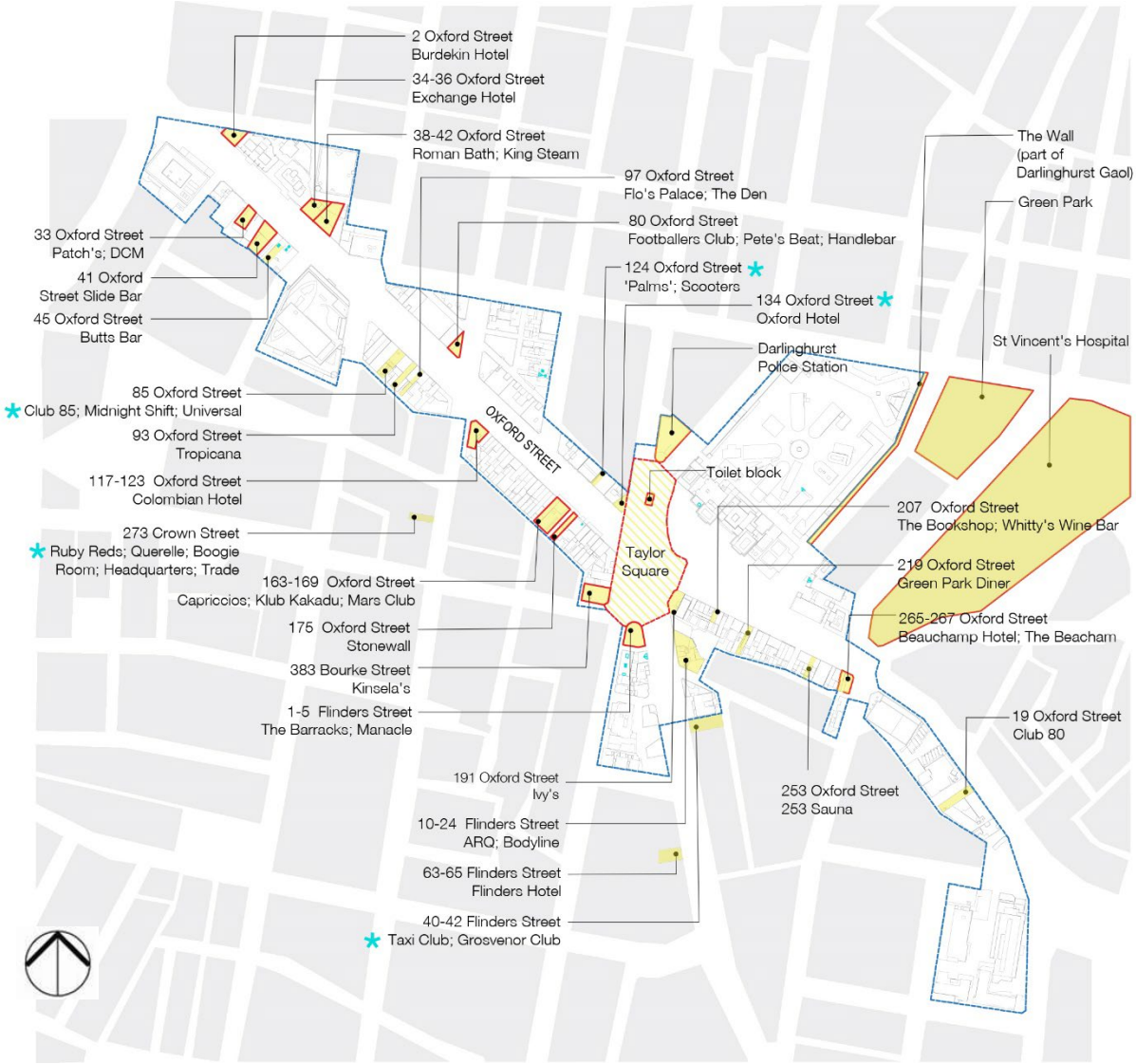
3 Significant sites

3.1 Introduction

The following tabulated analysis reviews several significant sites within the study area and in its vicinity. The analysis details the history of the sites, especially as it relates to the LGBTIQA+ history, notes current heritage listings, and provides recommendations for future management. In relation to existing heritage items, suggested revisions are provided to address the history and significance of the places to the LGBTIQA+ community if they are not already noted.

Of the 32 sites of significance identified:

- Most sites covered by a conservation area (Oxford Street C17 or Paddington Urban C50)
- 18 sites are already listed as heritage items
- 5 sites are recommended for listing
- Revisions are recommended to the inventories of 14 of the existing heritage items



30 Diagram showing the identified sites of significance (yellow shading) within the Oxford Street study area (blue outline) (not to scale). The red outlines denote existing heritage items.
Source: City of Sydney with TKD Architects overlay.

Site name/s	Underground Men's Conveniences
Address	Taylor Square, Darlinghurst





The Underground Men's Conveniences in 1934 and 2022.
Sources: City of Sydney Archives, A-00007468 and TKD Architects, 2022

Typology	Meeting place.
Current listings	SHR Item No. 01700, 'Taylor Square Substation No.6 & Underground Public Conveniences'; Sydney Local Environmental Plan 2012, Item No. 401 'Underground Lavatory Including Interior'
Outline history	• Public urinals constructed in Taylor Square in 1883 • Steel structure erected over the urinals in 1885 to support elevated saltwater tanks for street cleaning • In the context of the outbreak of the Bubonic Plague and changing views on public health, Sydney Municipal Council removed the existing urinals and rebuilt new underground men's conveniences under Taylor Square in 1907.[102] It was the sixth of its type to be constructed • After debate and petitioning from the Women's progressive Association, in 1938 female conveniences were built nearby • The place served as a popular but dangerous meeting place for gay men from the 1960s/1970s onwards. Police attempted to entrap gay men at this location.[103] The conveniences were closed in 1998.
Recommendations	—
Inventory revisions	Not required – Existing history and significance (shared between LEP and SHR listings) in the combined listings that cover the site acknowledge the significance of the underground toilets as a meeting place for the gay community.
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

102 Heritage NSW, State Heritage Inventory entry: 'Taylor Square Substation No. 6 and underground public conveniences,' Item ID 5053631.
103 Chloe Sargeant and historian Robert French, 'Secret sex bars and beats: joining the Sisters on a queer history tour,' SBS News, 2 March 2018.

Site name/s	Darlinghurst Police Station
Address	301 Forbes Street, Darlinghurst





Protestors outside Darlinghurst Police Station in 1978, and the building in 2022.
Sources: Branco Gaica via Culture Scouts (L) and TKD Architects (R)

Typology	Place of protest / site on first Mardi Gras route
Current listings	Sydney Local Environmental Plan, No. 316, 'Former Darlinghurst Police Station including interior'.

Outline history	• The main section of the Police Station was constructed in 1899 to the design of the NSW Government Architect headed by Walter Liberty Vernon • Additions were undertaken in the 1930s, including the addition of two new cells in 1930, and the addition of an upper floor to the former single storey side wings in 1935 • Major remodelling of the building occurred in 1955-1956 • The Station was an important site on the route of the first Sydney Mardi gras in June 1978, when parade participants were detained there and subjected to violent treatment • The police station was decommissioned in 1987 with the police transferred to the new police centre in Surry Hills.[104] The building was then occupied by the Department of Health
Recommendations	Revise history and significance in inventory.
Inventory revisions	The existing inventory does not acknowledge the history or significance of the place post-1950s. The following should be added to the history: *The Darlinghurst Police Station played an important role in the parade route of Sydney's First Mardi Gras in June 1978. When the parade had reached King's Cross, the Darlinghurst Police Force attempted to stop the parade, resulting in a riot. 53 people were violently detained and taken to cells at Darlinghurst Police Station, some seriously beaten by police. An early morning vigil was held outside the station the following morning, with attendees assisting in organising bail for those arrested.* *The decommissioning of the Police Station was celebrated by an exorcism performed by the Sisters of Perpetual Indulgence in March 1987, which marked the end of the violence the force had cause to the gay community in this particular location.* The following should be added to the statement of significance: *The Darlinghurst Police Station has social significance to the contemporary LGBTiQA+ community for its associations with the Sydney's First Mardi Gras in June 1978. Participants in the parade were violently detained at the Station following police attempts to stop the parade, and the community held a vigil outside the place the following morning and assisted in securing bail for participants.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

104 Heritage NSW, State Heritage Inventory entry: Darlinghurst Police Station, Item ID 2420332.; Pride History Group, Decades of Pride Entry: 1978, published 2019, accessible online at: https://www.pridehistory.org.au/

Site name/s	The Wall
Address	892b Darlinghurst Road, Darlinghurst




View of the north-eastern corner of Darlinghurst Gaol, 1870 (L); the Wall, 2022 (R)
Sources: SLNSW SPF/166, attributed to Charles Pickering (L); TKD Architects (R)

Typology	Meeting place.
Current listings	SHR Item No. 2048, 'National Art School, Former Darlinghurst Gaol, Former East Sydney Technical' ; Sydney Local Environmental Plan 2012, Item No. 299 'Former East Sydney Technical College & Darlinghurst Gaol'
Outline history	• The perimeter walls of the Darlinghurst Gaol were constructed in 1821-1824 enclosing the original square site. New sections of wall were built along Burton Street and the northern part of Darlinghurst Road when the gaol expanded between 1864 and 1866.[105] • The Gaol became a military and internment camp in 1914 for German nationals, after prison inmates had been transferred to Parramatta and Long Bay Gaols. • After WWI, the gaol was purchased by the Sydney Technical College in 1921 for use as an annex to the main campus. The Art School, Sanitation and Hygiene School, Domestic Science, Sheep and Wool School and other departments were moved here. The buildings on the site were altered and adapted for this use. The Sydney Technical College, now the National Art School, continues to occupy the site. • During the second half of the twentieth century 'The Wall' (the tall section of wall to Darlinghurst Road between Burton and Oxford Streets) became a popular meeting spot, a place for socialising and a well-known beat for the gay male community[106].
Recommendations	—
Inventory revisions	Not required – Existing history and significance (shared between LEP and SHR listings) acknowledge the significance of the wall as a conclave and popular meeting spot for the gay and lesbian community. However, it, should be clarified to note that the segment of wall associated with the community is specifically that section on Darlinghurst Road.
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

105 Heritage NSW, State Heritage Inventory entry: 'National Art School,' SHI 5055522
106 Chloe Sargeant and historian Robert French, 'Secret sex bars and beats: joining the Sisters on a queer history tour,' SBS News, 2 March 2018.

Site name/s	Kinsela's / Kinsela House
Address	383 Bourke Street, Darlinghurst





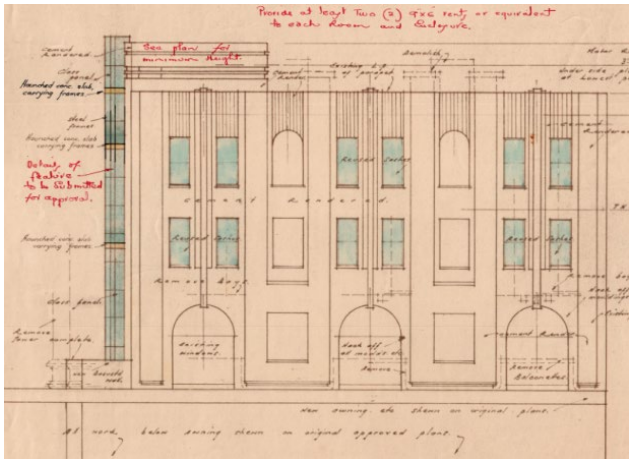
Kinsela's in 1969 and 2022.
Sources: City of Sydney Archives A-00051665 (L) and TKD Architects (2022)

Typology	Restaurant/bar/nightclub (former funeral parlour)
Current listings	Sydney LEP, No. 223, 'Commercial Building "Kinsela House" Including Former Chapel and Interior'
Outline history	• A funeral parlour, chapels, office and residence designed by prominent architect C Bruce Dellit in an existing building were constructed on the site in 1932-1933 for the undertaking firm Charles Kinsela Pty Ltd.107 The family-run firm established in 1830 and operated locally out of premises at 143 Oxford Street prior to the move to Bourke St in 1932-33. By1938 the company had 38 branches in the state.108 • The company was restructured in 1955. The company went into voluntary administration in 1981 after internal disputes. • By 1982 the building was in use as a brasserie and theatre run by Leon Fink and Tony Bilson.109 An application had been lodged to convert the place to a restaurant in November 1981. It operated as a nightclub under Fink and Bilson until March 1988 when it was sold to a new company. The new owners continued the use of the place as a restaurant and bar, lodging an application for extensions in August 1989. It became a high-class cabaret venue during this period.110 • From the 1980s onwards the place had a reputation as a welcoming place for the gay community, as a 'mixed' (gay and straight) venue. • Kinsela's was again sold in 1998, more recently to Universal Hotels in 2017, and then to current owner Moelis Australia in 2020.111 It continues to operate as a bar and restaurant to the present day.
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The existing inventory does not acknowledge the significance of the place to the LGBTIQA+ community or any social significance. The following should be added to the history: *Kinsela's was a welcoming venue to the local gay community from the 1980s onwards. The place became known as a 'mixed' (gay and straight) venue.* The following should be added to the statement of significance: *Kinsela's is of social significance as a long-running bar and restaurant in the Darlinghurst area. It is of particular significance to the LGBTIQA+ community for its function as a safe and welcoming space for the community from the 1980s onwards.*

107 Heritage NSW, State Heritage Inventory entry: 'Commercial building Kinsela House,' SHI 2420331
108 D. B. Waterson, 'Kinsela, Charles Henry William (1886–1944)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University
109 Heritage NSW, State Heritage Inventory entry: 'Commercial building Kinsela House,' SHI 2420331
110 Ruth Pollard, 'Boulevard bears scars of history's flow,' *Sydney Morning Herald*,19 January 2008.
111 'Kinsela's sold to private equity firm for $45 million,' *Star Observer*, 11 December 2020.

Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Burdekin Hotel
Address	2 Oxford Street, Darlinghurst



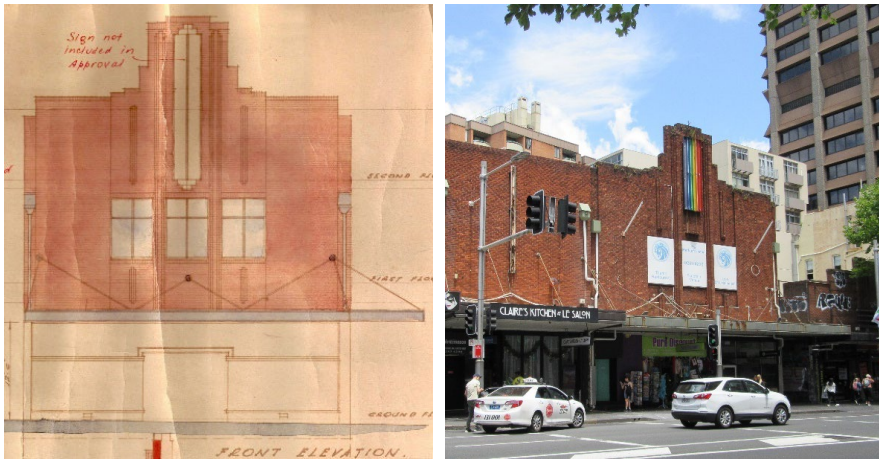


Elevation extracted from plans for the remodelling of the building, 1938, and the Burdekin Hotel in 2022.
Sources: City of Sydney Archives, Unique ID A-00556874 and TKD Architects.

Typology	Hotel
Current listings	Sydney Local Environmental Plan, No. 379 'Burdekin Hotel'
Outline history	• The hotel at the western end of Oxford Street was constructed 1911-1912 to the design of the Architect and City Building Surveyor's Department after the Municipal Council of Sydney resumed the land on this corner. The existing Burdekin Hotel was demolished and replaced by a new building • Major alterations to the hotel were undertaken by the firm of Rudder and Grout in 1938, changing the external appearance and planning of the building[112] • In line with the growing gay and lesbian community in the local area from the 1970s onwards, the Burdekin Hotel appears to have become a favoured and frequented place by the community. During the 1990s, the hotel housed events for the gay and lesbian communities, including the launch of Lesbian magazine LIP[113] • BumpHer Bar, a Friday night lesbian venue, opened in August 2001 and closed circa 2008. • Part of the building became the Dugout Bar (Baby Bear Bar) in 2017,[114] The place continues to be a welcoming place to the LGBTIQA+ community and hosts a variety of social events and celebrations
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The existing inventory does not acknowledge the significance of the place to the LGBTIQA+ community. The following should be added to the history: *The Burdekin Hotel has been a welcoming venue to the local gay and lesbian community from the c1980s onwards. It continues to be an important venue to the community to the present day, hosting social events and celebrations for the LGBTIQA+ community.* The following should be added to the statement of significance: *The Burdekin Hotel is of social significance as a long-running pub in the Darlinghurst area. It is of particular significance to the LGBTIQA+ community for its function as a safe and welcoming space for the community from the c1980s onwards.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

[112] Heritage NSW, State Heritage Inventory entry: 'Burdekin Hotel including interior,' SHI 2421032
[113] City of Sydney Archives, A-00069495
[114] "Baby Bear Bar, Sydney" at https://gaymenonholiday.com/2017/12/baby-bear-bar-sydney/, accessed 15 December 2022.

Site name/s	Patch's/DCM
Address	33 Oxford Street, Surry Hills



The building as designed in 1939, and in 2022. Source: City of Sydney Archives Building Application 1034/34, and TKD Architects.

Typology	Club, discotheque
Current listings	Sydney Local Environmental Plan, No. 1582, 'Former Lowes including interior'

Outline history

- 33 Oxford Street was designed by retail architecture specialists Crawford Mackellar and Bruce Partridge for menswear retailers Lowes Ltd and constructed in 1939. The site had previously been home to a commercial building occupied by the company from around 1909.
- Lowes occupied the building until 1962, when it was sold to Adelstein investments Pty Ltd. Minor alterations were carried out by the company. In 1963, R.O Myers applied to use part of the building for a social club. Other parts of the building appear to have operated as refreshment rooms and a butcher. Further alterations to the first and ground floors and the internal stair were undertaken in the following years.[115]
- During the 1970s, the Soul 33 disco moved into the first floor of the building. This appears to have occurred around 1974 when the "33 Social Club' applied to alter a fire door.[116] By 1975, development applications record alterations to the ground floor in connection with the use of the premises as a licensed restaurant and cabaret. In April 1976, Patch's disco opened with further alterations to the building taking place in connection with this use. Both were venues catering to the gay community. Patch's was sold to prominent lesbian business woman Dawn O'Donnell and her business partner Roger Tesseydre in 1979. Patch's disco had a relatively long tenure on the street, with extensive alterations carried out in January 1990 to give the club a facelift. Patch's was a popular and 'legendary' gay nightclub.[117]
- The club Fantasyland appears to have had a short-lived tenure in the building before being replaced by DCM in the early 1990s.[118] DCM occupied the building until around 2010.

Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *Around 1974, the building became the Soul 33 discotheque. Two years later Patch's disco replaced it, becoming an extremely popular gay nightclub. Patch's disco occupied the building until the early 1990s. Another long-running nightclub venue, DCM, moved into the building at this time and occupied the place until around 2008, reopening at 196 Oxford Street.* The following should be added to the statement of significance: *The building is of social significance as the home of Patch's disco, a legendary and popular gay nightclub running from 1976 to the early 1990s and maintaining a nightclub presence as DCM until 2008. Whilst the building no longer houses a club, it is still remembered for serving this role by the local community*

115 Heritage NSW, State Heritage Inventory entry: 'Former Lowes including interior,' SHI 2431126

116 City of Sydney Archives, A-00140107

117 Stephen Allkins, '40 years of gay clubbing in Sydney,' 2018. Accessible online at: https://www.redbull.com/au-en/stephen-allkins-on-40-years-of-gay-clubbing-in-sydney

118 City of Sydney Archives, A-00657528

Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Exchange Hotel
Address	34-36 Oxford Street, Darlinghurst





The Exchange Hotel in the 1930s, and 2022.
Source: ANU Noel Butlin Archive Identifier N60-YC-250 and TKD Architects

Typology	Bar/hotel
Current listings	Sydney Local Environmental Plan, No. 380, 'Exchange Hotel'.

Outline history

- The Exchange Hotel was designed by City of Sydney architect James Henry Merriman in 1911. It was constructed on land resumed by the City of Sydney as part of street widening.
- Tooth and Co acquired the hotel in 1935 and retained it for several decades until the 1980s. Tooth and Co carried out several alterations including retiling of the façade. The hotel changed hands a number of times during the 1980s and 1990s, remaining a hotel up until 2015.
- The Exchange Hotel opened as a gay venue in early 1980. Advertised in the 'Gay what's on' in the Klick Guide Sydney in the 1980s, the hotel was comprised of the Saddletramp bar (opened February 1981), 'Ragtimes' and 'Spanner.'
- During 1993, a new club called The Katana Club was opened in the Exchange Hotel, advertised as catering for Sydney's gay Asian men and their friends. The hotel later housed the Lizard Lounge, Q Bar and Phoenix. Q-Bar was one of the longest running bars (22 years).
- Lizard Lounge Artspace, a queer art space initiated by a consortium of Lesbians, opened in 1994. It closed in 2000.[119]
- In 2015 the hotel was sold and closed. It reopened as a restaurant in 2016. It is now vacant/disused.

Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *From 1980 onward, the Exchange Hotel was a popular gay venue and nightclub, housing an array of different bars catering to different sections of the LGBT community. Up until its closure in 2015 the hotel was a place which catered for the LGBTIQA+ community and hosted a variety of social events and feature nights.* The following should be added to the statement of significance: *The building is of social significance as a popular gay nightclub running from 1980 to 2015, which progressively expanded its offerings to cater to different sections of the LGBT community. Whilst the building no longer houses a nightclub, it is still remembered for serving this role by the local community.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

[119] Bunny Star, "The Last Lounge Act", *Lesbians on the Loose*, August 2000, p.19,

Site name/s	Roman Bath/King Steam
Address	38-42 Oxford Street, Darlinghurst



38-42 Oxford Street. Source: TKD Architects, 2022.

Typology	Sauna, meeting place
Current listings	Sydney Local Environmental Plan, No. 381, 'Commercial Building'
Outline history	• The commercial building at 38-42 Oxford Street was constructed between 1911-1912 as a factory and shops. It was constructed on land resumed by the Municipal Council of Sydney, who continued to own the property until 1974 when it was transferred to Stocks & Realty Exchange limited. Schemes for the redevelopment of the site were prepared at this time but ultimately not proceeded with.[120] • The property was acquired by a new company, Oscty Pty Ltd in 1986. Under their tenure, the Roman Bath was relocated from Pitt Street, Sydney to the basement of the building.[121] The Roman Bath was a gay sauna/bathhouse. Council gave consent for associated alterations in December 1986 • Another gay sauna, King Steam (established circa 1975) relocated from King Street to the building in February 1989, replacing the Roman Bath. • The building was sold again in 1995 and converted to eight strata title lots. The ground floor of the building currently houses Daly Male, a fashion retailer which caters to the gay community, and Oxford Art Factory (established in 2007), a LGBT friendly venue which hosts a variety of shows and performances • Sydney Sauna (formerly King Steam) remains in occupation on the first floor
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *During the 1980s, the building housed popular gay saunas/bathhouses - the Roman Bath (from 1986) and King Steam (replacing it in 1989; now Sydney Sauna). The use of the basement as a bathhouse appears to have ceased by the mid-1990s. The LGBT friendly Oxford Art Factory was established on the ground floor around 2006, with the Daly Male retail store moving in around a similar time.* The following should be added to the statement of significance: *The building is of social significance for the popular gay bathhouses/saunas it housed from 1986 to the present day. The building also houses retailers and venues which welcome the LGBTIQA+ community.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

120 Heritage NSW, State Heritage Inventory entry: 'Commercial building including interior,' SHI 2421034

121 Pride History Group, Decades of Pride Entry: 1977, published 2019, accessible online at: https://www.pridehistory.org.au/

Site name/s	Handlebar/Pete's Beat
Address	80 Oxford Street, Darlinghurst



Former Kelso's Hotel. Source: TKD Architects 2022.

Typology	Sauna, Club/bar, meeting place
Current listings	Sydney Local Environmental Plan, No. 391, 'Former Kelso's Hotel including interior'
Outline history	• Kelso's Hotel was constructed in 1911, following the resumption of the land in 1909 by the City of Sydney. It was built on the site of a previous public house. The new building to the design of architects Sheerin & Hennessy. Council retained the property until the mid-twentieth century.[122] • In 1950 the hotel was transferred to Wintersloe Investments Pty Ltd. The hotel continued trading until 1960 when alterations were carried out to convert it for retail and commercial uses. • In 1971 the building was acquired by Mifra Investments. By 1977, a basement night club had been established in the building. Its name and audience are not known, although it may have been the leather bar known as The Ox. In 1979 an application was lodged for a basement coffee shop, use of the second floor as a social club, and a restaurant on part of the first and second floors. In 1980, an application was lodged to alter and use the basement as a restaurant. • The Ox was destroyed by fire 9 October 1981. • The Footballers Club sauna opened in the building 24 August 1980, catering to the gay community. • The investment company transferred the building to Peter and Eva Traurig in 1982. Pete's Beat Bistro bar opened in the building in the same year, run by Peter Langford.[123] Around this time, the first and second floors of the building were converted to use as bachelor apartments. A residential flat was erected on the roof in 1983. In 1984, the first floor bachelor flats were converted to one bedroom flats. • 'Handlebar,' a denim and leather bar opened in the building on 30 May 1985, replacing Pete's Beat.[124] • In 1987, an application was lodged for the use of the basement as a medical clinic, and part of the building as a coffee lounge. The property was transferred to Liu Investments in 1988. Subsequent applications were for the use of the basement as a restaurant, and the use of the premises for the sale of 'dance wear.'
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *During the 1980e, the building housed a number of venues catering to the gay community. These included the Footballers Club Sauna, which opened in the building in August 1980, the Peter's Beat Bistro Bar which opened in 1982, and the Handlebar which opened in 1985.* The following should be added to the statement of significance: *The former Kelso's Hotel is of social significance for the gay venues it housed in the 1980s, including bars, restaurants and a sauna. Whilst the building no longer houses such venues, it is still remembered for serving this role by the local gay community*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

122 Heritage NSW, State Heritage Inventory entry: 'Former Kelso's hotel including interior,' SHI 2421040
123 Pride History Group, Decades of Pride Entry: 1982, published 2019, accessible online at: https://www.pridehistory.org.au/
124 Pride History Group, Decades of Pride Entry: 1985, published 2019, accessible online at: https://www.pridehistory.org.au/

Site name/s	Colombian Hotel
Address	117-125 Oxford Street, Darlinghurst



Colombian Hotel.
Source: TKD Architects 2022.

Typology	Club/bar
Current listings	Sydney Local Environmental Plan, No. 399, 'Westpac Bank'

Outline history

- A branch for the Bank of New South Wales was constructed at 117-125 Oxford Street in 1936, designed by prominent architect C Bruce Dellit.
- The Bank occupied the building up until 1982, when the building became a branch of Westpac after the merger of the Bank of New South Wales and the Commercial Bank of Australia. In 2001, Westpac vacated the premises and it ceased to be used as a bank building.
- In May 2001, the new owner of the building, David McHugh, announced his plans to convert the bank to a hotel. It opened as the Colombian Hotel. From its establishment it was and continues to be a welcoming place for the gay community.

Recommendations

Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.

Inventory revisions

The following should be added to the history:
In May 2001, the new owner of the building David McHugh announced his plans to convert the bank to a hotel. It opened as the Colombian Hotel. From its establishment it was, and continues to be, a welcoming place for the gay community.

The following should be added to the statement of significance:
The Colombian Hotel is of social significance as a club in the Darlinghurst area catering for the gay community. It is of particular significance to the community for its function as a welcoming space from the 2000s onwards.

Management recommendations

It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Capriccio's
Address	163-169 Oxford Street, Darlinghurst



163-169 Oxford Street.
Source: TKD Architects 2022

Typology	Nightclub
Current listings	Sydney Local Environmental Plan, No. 411, 'Commercial building including interior'.
Outline history	• The commercial building at 163-169 Oxford Street was built in two stages as the Riley Bros drapers and clothing emporium, in 1884 and 1891. The architect of the first stage was Backhouse & Lough, with the 1891 stage designed by Robert Mackey. The building continued to operate as the premises of drapers after the Riley Bros moved out of the place. • Capriccios opened in the building at the3 end of 1969, after an application to use the place as a theatre restaurant. Consent was granted on 12 November 1969 as part of DA 537/69. It became a popular venue with Sydney's gay community, housing a discotheque and theatrical drag shows. • The club caught fire on 5 October 1973. It was subsequently restored and reopened the following year. It was burnt out around the beginning of April 1982 • In 1983, the club moved to Randwick. • Another club, Klub Kakadu, opened in the premises as a mixed nightclub on 27 August 1987. During the 1990s, the place was the home of the 'Mars Club.'
Recommendations	–
Inventory revisions	Not required – the existing history and significance in the inventory acknowledge the significance of Capriccio's nightclub as an important focus for Sydney's gay community from 1969 to the early 1980s.
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Stonewall Hotel
Address	173-175 Oxford Street, Darlinghurst



Stonewall
Source: TKD Architects 2022

Typology	Club/bar
Current listings	Sydney Local Environmental Plan, No. 413, 'Former CBC Bank including interior'.
Outline history	• A Commercial Banking Company branch building was constructed at 173-175 Oxford Street circa1882. The stone building was designed by architect George Allen Mansfield, during a period of immense growth for the bank. • Alterations to the bank building were carried out to the building in 1959, 1962 and 1978 by Laurie & Heath architects. The building operated as a bank until around March 1993. • The Stonewall Hotel opened in the building in 1999. It was named after the historic Stonewall Inn in New York, a significant site in the history of LGBT rights in the United States. The Stonewall Inn was raided by the police on June 28, 1969, precipitating a series of violent events marks the beginning of the Stonewall Uprising, a series of events between police and LGBTQ+ protesters stretching over six days. These events fundamentally change the discourse surrounding LGBTQ+ activism in the United States. • The long-running hotel was established to cater to the LGBT community and is cited as one of the premier gay and lesbian venues in Sydney, containing to operate to the present day
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The existing inventory does not acknowledge the significance of the place to the LGBTIQA+ community, and only notes 'limited social significance as a communal gathering place since its use has changed from that of a bank to a public house.' The following should be added to the history: *The Stonewall opened in the former bank building in 1999, named after the historic Stonewall Inn in New York, a significant site in the history of LGBT rights in the United States. The long-running club was established to cater to the LGBT community and is cited as one of the premier gay and lesbian venues in Sydney, containing to operate to the present day.* The following should be added to the statement of significance: *The Stonewall Hotel is of social significance as a long-running club in the Darlinghurst area established to cater for the LGBTIQA+ community. It is of particular significance to the community for its function as a safe and welcoming space for from the 1980s onwards.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Beauchamp Hotel
Address	265-267 Oxford Street, Darlinghurst





The Beauchamp Hotel in the 1950s and in 2022.
Source: Australian National University Noel Butlin Archives (L) and TKD Architects (R)

Typology	Hotel/bar
Current listings	Sydney Local Environmental Plan, No. 416, 'Beauchamp Hotel including Interior'
Outline history	• The Beauchamp Hotel was constructed between 1899 and 1900 to the design of Finlay Munro, replacing an earlier hotel on site (No. 267 Oxford Street). At the time of the re-building the property was owned by Maria Meehan, who entered into a 30-year lease with Tooth and Co. In 1910, Tooth and Co acquired the neighbouring property, a shop (No. 265), into which the premises expanded.[125] • The hotel was (and still is) named after the progressive Governor of NSW at the time, Lord Beauchamp. After his tenure as Governor General, Beauchamp returned to England and was later outed as a gay man by his brother-in-law in 1930. He was forced to resign from public office and exiled.[126] • Modifications to the hotel were undertaken by Tooth and Co in 1928 and 1935 in line with their continued operation of the hotel. In 1951 Tooth and Co acquired the property, retaining it and the neighbouring building until 1982. It changed hands a number of times in the subsequent decades, opening as a gay establishment on 30 September 1993. Around 2004 the pub was closed and stood vacant but was revived in 2008 by new owners with a new restaurant. It continues to welcome the LGBTIQA+ community.
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The inventory does not acknowledge the significance of the place to the LGBTIQA+ community, and only notes social significance insofar as it being a pub since the 1860s. The following should be added to the history: *The Beauchamp Hotel was named after the progressive Governor of NSW from 1899-1900, Lord Beauchamp. After his tenure as Governor General, Beauchamp returned to England and was later outed as a gay man by his brother-in-law in 1930.[127] He was forced to resign from public office and exiled.* *The Beauchamp Hotel was a welcoming venue to the local gay community from 1993 onwards. Whilst the pub has changed hands a number of times in recent decades and was closed for a period between 2004 and 2008, it continues to be a gay-friendly venue.* The following should be added to the statement of significance: *The Beauchamp Hotel is of social significance as a long-running pub in the Darlinghurst area. It is of particular significance to the LGBTIQA+ community for its function as a safe and welcoming space for the community from 1993 onwards.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

125 Heritage NSW, State Heritage Inventory entry: 'Beauchamp hotel including interior,' SHI 2421061
126 Mick Roberts for Time Gents, 'Darlinghurst's Beauchamp Hotel was named after 'outed' gay Governor, who was exiled,' 17 January 2018, blog post: https://timegents.com/2018/01/17/beauchamp-hotel-darlinghurst/
127 Mick Roberts for Time Gents, 'Darlinghurst's Beauchamp Hotel was named after 'outed' gay Governor, who was exiled,' 17 January 2018, blog post: https://timegents.com/2018/01/17/beauchamp-hotel-darlinghurst/

Site name/s	Slide Bar/Nightclub
Address	41 Oxford Street, Darlinghurst



41 Oxford Street
Source: TKD Architects 2022

Typology	Bar/Nightclub
Current listings	Sydney Local Environmental Plan, No. 583, Former Commonwealth Bank
Outline history	• The Commonwealth Bank acquired the site at 41 Oxford Street in 1935 and built a new branch on the site. It replaced Victorian shops and residences. • In 2004 the Banking Chamber was adaptively reused as a night club known as the Slide Cabaret, Bar and Nightclub.[128] Alterations were carried out in connection with this use including the insertion of a mezzanine floor, egress tunnel along the south wall, and installation of acoustic screens to upper level windows. • Slide Bar hosted a number of regular LGBT social and networking events, including Fruits in Suits and Lemons with a Twist, from the mid-2000s onwards.[129] • The venue recently closed.
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *In 2004, the Slide Cabaret, Bar and Nightclub was established in the adaptively reused Banking Chamber. Slide Bar was a queer friendly venue with specific gay nights, also hosting a variety of related social events including the Fruits in Suits and Lemons with a Twist networking events.* The following should be added to the significance: *The building is of social significance for its role in housing the popular LGBTIQA+ friendly nightclub "Slide Bar" for over 17 years until 2022. Whilst the building does not currently operate as a nightclub, it is remembered for serving this role by the local gay community and houses new retailers and venues which welcome the LGBTiQA+ community.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues. .

128 City of Sydney Archives D/2004/470
129 Sydney Gay and Lesbian Business Association, 'Fruits in Suits' (2017), Accessible online at: https://www.sglba.org.au/about-the-sglba/our-history/#1994; The Guardian, 'Gay Sydney: a guide to clubs, bars, cabaret and culture,' (2015), Accessible online at: https://www.theguardian.com/travel/2015/oct/21/gay-sydney-australia-clubs-bars-cabaret-culture

Site name/s	Green Park
Address	Victoria Street, Darlinghurst.



Green Park
Source: TKD Architects

Typology	Park/meeting place
Current listings	Sydney Local Environmental Plan, No. 490, Green Park including bandstand and interiors, memorials and landscaping
Outline history	• The land which now comprises Green Park was granted to the local council for use as a public recreation ground in 1875. It was named after Alderman James Green, who served on the City of Sydney Council from 1869 to 1883.[130] • A "men's convenience", sited on Darlinghurst Road, was constructed to the design of the City Architect in the second half of 1922.[131] It was demolished in 1984. • A bandstand was built to the design of the City Architect in the park in 1925 to house public concerts.[132] It was converted to a café in the 1990s. • The Park houses the Gay and Lesbian Holocaust memorial, the work of architect and urban designer Russell Rodrigo. It was installed in 2001 and commemorates LGBT people killed by the Nazis during World War II. It is located on a triangular platform in an area known as Stonewall Gardens, facing Darlinghurst Road.[133] • The Park has played an important role in the social history of the area, having played host to Gay Fair Days, the Aids Memorial Candlelight Rally, political demonstrations and other meetings related to the local gay community. The Park and its (now demolished) toilet block also served as a meeting place for gay men, in conjunction with the nearby site of 'The Wall' on Darlinghurst Road.[134]
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.

130 Heritage NSW, SHI Database Entry: 2421365 'Green Park including bandstand and interiors, memorials and landscaping.' Accessible online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2421365
131 City of Sydney Archives Unique ID A-00543748.
132 City of Sydney Archives Unique ID A-00543749.
133 https://www.cityartsydney.com.au/artwork/gay-lesbian-holocaust-memorial/, accessed 15 December 2022
134 Garry Wotherspoon, 'Green Park' entry in the Dictionary of Sydney (2010), accessible online at: https://dictionaryofsydney.org/entry/green_park

Inventory revisions	The existing inventory does acknowledge that the place is held in high esteem by the local community and mentions the Gay and Lesbian Holocaust Memorial. However, this should be expanded to reflect the significance of the place to the LGBTIQA+ community. The following should be added to the history: *The Park served as a popular meeting place for gay men, in conjunction with 'The Wall' nearby. In subsequent decades the Park played host to a variety of important social and political events for the local LGBTIQA+ community, including fair days, the Aids Memorial Candlelight rally, and other political rallies and organisational meetings.* The following should be added to the statement of significance: *The Park is of social significance for its important role as a meeting place for gay men, a place of commemoration and the site of significant rallies and events in the LGBTIQA+ history of the area. The Park has continuing associations with the local community who remember and value it for its role in these events.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTQIA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	St Vincent's Hospital
Address	394-404 Victoria Street, Darlinghurst



Ward 17 South (Cahill Building) in 2021
Source: Richard Glover for St Vincent's Art Committee

Typology	Hospital, HIV/AIDS Treatment and research centre
Current listings	Sydney LEP, No. 493, St Vincent's Hospital Group Including Buildings and their Interiors and Fencing.
Outline history	• St Vincent's Hospital was established on the site in Victoria Street in 1870, relocated from Potts Point. The Hospital at Potts Point was the first Catholic Hospital in Australia, founded by the Sisters of Charity. • An additional storey was added to the two-storey 1870 building (now known as the DeLacy building) c1920, in line with alterations to the original component, giving the building a free classical style external appearance.[135] Several new buildings were added to the site over early to mid-twentieth century. In 1970 the new 'Ward Block' was opened, later renamed the Cahill Building.[136] • During the HIV/AIDS epidemic in the 1980s, the St Vincent's Hospital served an extremely important role to the local gay community. The first case of AIDS was treated at the hospital in 1983. The Hospital came the epicentre of treatment for patients suffering from the disease, offering compassion and care for more than half of the country's AIDS patients within Ward 17 South of the Ward Block (the Cahill Building). Ward 17 South was the first dedicated HIV/AIDS unit in Australia and became the healthcare epicentre for patients suffering from this disease. The leadership of the Hospital showed great courage in promoting the hospital as a place where people with HIV/AIDS would feel welcome, safe and valued, in a time where homosexuality was still greatly stigmatized (and technically illegal until 1984). The Hospital continues to serve an important role in this area of healthcare for its HIV/AIDS clinical care and research.[137]
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *During the HIV/AIDS epidemic in the 1980s, St Vincent's Hospital served an extremely important role to the local gay community. The first case of AIDS was treated at the hospital in 1983. The Hospital became the epicentre of treatment for patients suffering from the disease, offering compassion and care for more than half of the country's AIDS patients within Ward 17 South of the Ward Block (the Cahill Building). The leadership of the Hospital showed great courage in promoting the hospital as a place where people with HIV would feel welcomed, safe and valued, in a time where homosexuality was still greatly stigmatised (and technically illegal until 1984). The Hospital continues to serve an important role in this area of healthcare for its HIV/AIDS clinical care and research.* The following should be added to the statement of significance: *St Vincent's Hospital, in particular Ward 17 South of the Cahill Building, is of social significance to the local LGBTIQA+ community for its role in offering compassion, care and treatment to people with HIV/AIDS from the 1980s epidemic to the present day.*
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

135 Heritage NSW, SHI Database Entry: 2421364 'St Vincent's Hospital Group Including Buildings and Their Interiors And Fencing.' Accessible online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId= 2421364
136 Urbis, 'Heritage Impact Statement: St Vincent's Hospital' (January 2015), p35.
137 St Vincent's Currant Foundation, 'Mardi Gras and Ward 17 South' (2020). Accessible online at: https://www.supportstvincents.com.au/about-us/our-stories/35-years-since-hiv-aids-ward-opening-17-south/; https://www.svhs.org.au/newsroom/news/the-cahill-building-takes-its-place-in-st-vincents-history, accessed 15 December 2022.

Site name/s	Taylor Square
Address	Intersection of Oxford, Forbes and Bourke Streets



Taylor Square and the Rainbow crossing, 2022.
Source: Nearmap

Typology	Meeting place, place of protest, site on parade route
Current listings	All of Taylor Square is included in SHR Item No. 01700, 'Taylor Square Substation No.6 & Underground Public Conveniences'; and also Oxford Street Conservation Area.
Outline history	• Taylor Square in its approximate form was created around 1906-1907 following the widening of Oxford Street. The Square is named after Allen Taylor, the Lord Mayor of the City of Sydney Council from 1905-1906 and 1909-1912. Taylor was a timber merchant and ship-owner who had a long career in local government, later serving as a member of the Legislative Council.[138] • The Square went on to serve an important role in civic and social history as the setting for the first ever Gay Pride march in Australia in 1978. It remains associated with LGBTIQA+ activism and an important component of the annual Mardi Gras Parade route. [139]
Recommendations	–
Inventory revisions	Not required – the existing history and significance in the SHR listing that covers the site acknowledges the significance of Taylor Square to the LGBTIQA+ community
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

138 City of Sydney, 'Sydney's Alderman: Allen Arthur Taylor' (2022). Available online at: https://www.sydneyaldermen.com.au/alderman/allen-taylor/

139 Heritage NSW, SHI Database Entry: 5053631 'Taylor Square Substation No.6 & Underground Public Conveniences.' Accessible online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5053631

Site name/s	The Barracks; Manacle
Address	1-5 Flinders Street, Surry Hills



1-5 Flinders Street in 2022.
Source: TKD Architects

Typology	Bar
Current listings	Sydney Local Environmental Plan, No. 1541, Former Commonwealth Bank.
Outline history	• The building at 1-5 Flinders Street was constructed for the Government Savings Bank in 1911 to a design by H E Ross & Rowe. It replaced older structures which had been demolished for road widening. • The Commonwealth Bank of Australia took over the premises in 1931 when it absorbed the Government Savings Bank of NSW. It undertook modifications in the following years, including alterations for a new basement lunchroom in 1957. The Bank continued to use the premises as a bank branch until the sale of the building in 1982.[140] • The Barracks opened around the end of 1978 or early 1979 as a leather bar for gay men. It appears to have originally been located in 7-9 Flinders Street but was shut down as a "disorderly house" in February 1983 (rescinded the following December).[141] Club 80, which operated from 19 Oxford Street, Paddington, was also closed down in early 1983. • During 1988, the Taylor Square Hotel was established in the neighbouring building at 1-5 Flinders Street. Some years later the Barracks Bar reopened in the basement of the building, as a leather bar, one of several rotating bars the hotel hosted.[142] It was certainly a feature of the hotel by 1998 but may have been re-established there sooner (potentially by 1995). By 2005, the bar had been renamed 'Manacle,' continuing to cater for the leather and fetish crowds.[143] The Taylor Square Hotel closed in 2008, and with it the associated bars including Manacle.[144]
Recommendations	Revise history and significance in inventory to reflect the significance of the place to the LGBTIQA+ community.
Inventory revisions	The following should be added to the history: *The building was adaptively reused as a hotel in the late 1980s. From the mid to late 1990s until 2008, the hotel housed The Barracks Bar, a leather bar for gay men. It was later renamed 'Manacle,' and continued to cater to the leather and fetish communities.* The following should be added to the significance: *The building is of social significance for its role in housing the popular gay venues of the The Barracks Bar and Manacle from the mid to late 1990s until 2008. Whilst the building does not currently operate as a bar or club, it is remembered for serving this role by the local gay community.*

140 Paul Rappoport, 'Conservation Management Plan – 1-5 Flinders Street Darlinghurst,' 2013, p44.
141 Government Gazette of the State of New South Wales, 'Notice Pursuant to Section 5 of the Disorderly Houses Act, 1943,' 4 Feb 1983, Page 578.
142 Paul Rappoport, 'Conservation Management Plan – 1-5 Flinders Street Darlinghurst,' 2013, p44; Timeline - Pauline Pantsdown (Blog), Accessible online at: https://reconciliation.tripod.com/pantsdown10.htm; Les Wright, The Bear Book II, (Routledge, Sydney: 2006) p271.; City of Sydney Archives, BA/1995/656 and XCC/1998/5038
143 Mark Alsop, 'Revisiting Manacle - "Unity" + "Faith, Hope & Charity"' Blog Entry, December 2011, Accessible online at: https://www.markalsop.com/news/revisiting-manacle-unity-faith-hope-charity; Woof Club, 'History,' Accessible online at: http://woofclub.com/history; Alex Tibbitts and Paris Pompor, 'Kicking on,' Sydney Morning Herald, 14 October 2005. Accessible online at: https://www.smh.com.au/lifestyle/kicking-on-20051014-gdm8sz.html
144 https://www.starobserver.com.au/news/national-news/new-south-wales-news/barracks-down/6798, accessed 30 November 2022

Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Taxi Club; Grosvenor Club
Address	40-42 Flinders Street, Darlinghurst





The Taxi Club in April 2012, and in 2022.
Source: City of Sydney Archives (L) and TKD Architects (R)

Typology	Club/nightclub
Current listings	Not heritage listed. Within Paddington Urban Conservation Area C50.

Outline history

- The Grosvenor Club, a social club for taxi drivers, was first established at 35 Flinders Street in 1949.145 The Grosvenor Club Ltd applied to council to use the first and second floors of 40 Flinders Street as the premises of the club in August 1956. In subsequent years it became known as a gay venue and is cited as potentially one of the earliest in the locality.
- The club applied to carry out various alterations in 1957.
- The club had later expanded into the neighbouring No. 42 by the mid-1980s, with the property held on a consolidated title by the Grosvenor Club Ltd.
- The Taxi Club, as it came to be known, was a long-running institution operating until May 2012. The club went into voluntary administration in April 2012. Following this the then-owners of the venue, Oxford Commercial Real Estate, would not enter into a long-term lease arrangement with the club.146

Recommendations	Recommended for inclusion in Schedule 5. A heritage inventory should be prepared according to the SHI format.
Inventory revisions	–

Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

145 Sydney Telephone Directories, 1950-1954.
146 Star Observer, 'Taxi club advised to liquidate,' 11 May 2012; Star Observer, 'Taxi Club forced to vacate,' 7 May 2012.

Site name/s	Butts Bar
Address	45 Oxford Street, Surry Hills



45 Oxford Street in 2022.
Source: TKD Architects.

Typology	Bar
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.
Outline history	• The building at 45 Oxford Street appears to have been constructed during the late nineteenth century. By 1904, Joe Gardiner, a bootmaker, occupied the premises at 45-47 Oxford Street.[147] • From around 1972 the building at 45 Oxford Street was occupied by a licensed restaurant.[148] • Butts Bar and associated restaurant opened in April 1983. An application had been lodged in January 1982 to use the first floor of the building for dancing, in conjunction with the existing refreshment rooms on the ground floor.[149] The venue was popular with the local gay community. • In 2006 the building was modified for use as an Oporto food outlet.[150]
Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values and should be assessed in a future heritage study/review.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

147 City of Sydney Archives, A-00190871
148 City of Sydney Archives, DA 582/72
149 City of Sydney Archives, A-00230154
150 City of Sydney Archives, D/2006/1754

Site name/s	Tropicana, Club 80, Midnight Shift, Universal
Address	85-91 Oxford Street, Darlinghurst



85-91 Oxford Street in 2022; advertisement for Tropicana Nightclub.
Source: TKD Architects. Sydney Playguy, 1980 via https://historywalk.tripod.com/tropicana.html

Typology	Nightclub, disco
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.
Outline history	• The building at 85-87 Oxford Street was designed by architects Morrow & De Putron and constructed in 1920. It was commissioned by jeweller and shoemaker W. Berkman, who occupied the premises until the late 1970s. • The neighbouring building at 89-91 Oxford Street was designed in 1913 by prominent soldier, military engineer and architect Alfred William Warden. • Tropicana opened in 85 Oxford Street in August 1978.[151] Tropicana was a licensed restaurant and men's disco. Club 85, a "man's disco" opened in the premises during August 1980. It is understood to have occupied the first floors of 85-91 Oxford Street. The club was damaged by fire on 21 October 1980, though it reopened shortly after on 7 November 1980 as the Midnight Shift, also advertised as a "Disco for guys." It operated seven days from 10pm till late. The premises were granted a pub licence on 18 December 1986. • Midnight Shift operated for many years before closing on 1 October 2017, in response to declining trade associated with lockout laws. • In July 2018 the establishment was purchased by Universal Hotels. After refurbishment the premises reopened as Universal.
Recommendations	Recommended for inclusion in Schedule 5. A heritage inventory should be prepared according to the SHI format.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

151 Pride History Group, 'Decades of Pride: 1978' (2019). Available online at: https://www.pridehistory.org.au/decades-of-pride

Site name/s	Flo's Palace
Address	97 Oxford Street, Darlinghurst



97 Oxford Street in 2022.
Source: TKD Architects.

Typology	Nightclub/disco
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.

Outline history

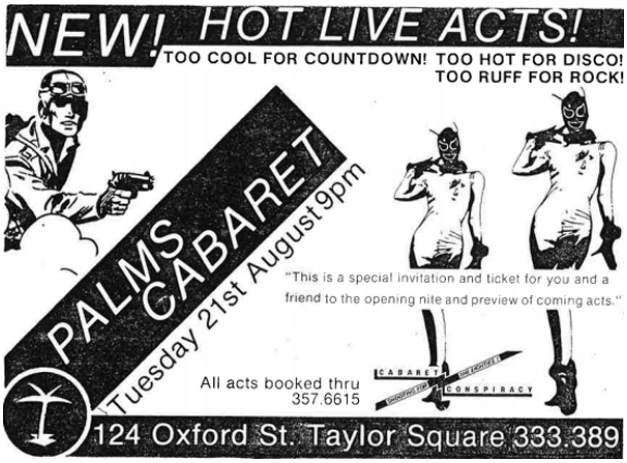
- It is unclear when the building at 97 Oxford Street was constructed given the modification of its façade. The building footprint conforms to that recorded in 1919, when the building was in use as a wine shop.[152]
- By 1969, the building housed a restaurant. Alterations were undertaken to the existing premises at this time.[153]
- Flo's Palace was opened on August 30, 1978. The club was owned by Dawn O'Donnell and Roger Claude Tesseydre and managed by Dennis (Flo) Fuller. It was known for its illuminated disco dance floor. The club was notable as a venue which catered to and had a large east Asian clientele. Flo's Palace closed in August 1983 after alleged licensing law breaches.[154]
- In 1986, an application was lodged to use the first floor of the building for the sale of adult books, novelties and clothing.[155]
- 'The Den,' a cruise lounge, opened in the building in the 1990s. it continues to occupy the premises today, alongside an adult shop.

Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values and should be assessed in a future heritage study/review.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

152 City of Sydney Archives, A-00555452
153 City of Sydney Archives, A-00391659
154 Pride History Group, 'Decades of Pride: 1983 (2019). Available online at: https://www.pridehistory.org.au/decades-of-pride
155 City of Sydney Archives, A-00235493

Site name/s	Palms
Address	124 Oxford Street Darlinghurst



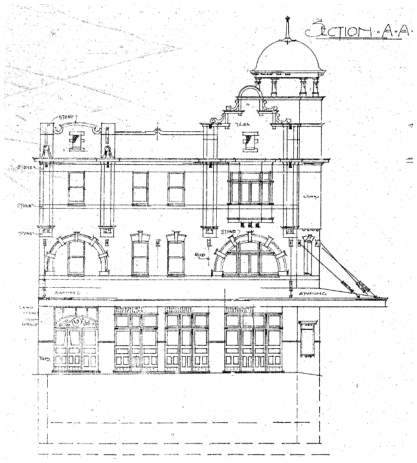


124 Oxford Street in 2022, and c1979 ad for Palms. Source: TKD Architects and Dominique Pezzutto, 'The sexual politics of clubbing: a feminist corporeal analysis of Palms, Oxford Street, Sydney Australia', (2019)

Typology	Nightclub
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.
Outline history	• An 1888 building at 124-128 Oxford Street occupied by McIlraths Grocers, was partially demolished in 1910 in connection with the widening of the street.[156] McIlraths rebuilt on the site and occupied the building into the 1940s.[157] • In 1963, an application was lodged to use 124 Oxford Street for the manufacturing of ladies' handbags for L Bonny & Co Pty Ltd.[158] • A fire occurred in 1974, and shortly thereafter an application was lodged to rectify the building after fire damage.[159] • The gay venue of Palms opened circa 1977. In this year, an application was lodged for the erection of a portable stage at basement level, supporting this opening date.[160] Palms was an underground cabaret venue which hosted a popular 'Cabaret Conspiracy' a radical political drag show, which celebrated sexual and gender diversity[161] • In 1985, an application was lodged for alterations to the basement and additional toilets.[162] Noted photographer William Yang occupied space in 126 Oxford Street. • By 1988, the bar occupying the basement level of No. 124 was trading as Scooters bar and Diner.[163] The change in name resulted from a changed in ownership, but the place remained a nightclub with a restaurant.[164] • Scooters closed in 1994. The club was reopened as 'Palms' with new owners in 2000. The place operated as a basement nightclub but did not have a restaurant.[165] As a gay-owned bar, it aimed to be inclusive and welcoming to women as well as gay men, unlike other clubs on the street at the time.
Recommendations	Recommended for inclusion in Schedule 5. A heritage inventory should be prepared.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

156 City of Sydney Archives, Demolition Books: Corner of Oxford and Bourke Streets, Taylor Square, Darlinghurst, 1910, A-00039118
157 City of Sydney Archives, A-00340577
158 City of Sydney Archives, DA439/63
159 City of Sydney Archives, DA499/74
160 City of Sydney Archives, DA713/77
161 Dominique Pezzutto, The sexual politics of clubbing: a feminist corporeal analysis of Palms, Oxford Street, Sydney Australia Oxford Street, Sydney Australia (2019), p11.
162 City of Sydney Archives, A-00219624
163 City of Sydney Archives, A-00573866
164 Dominique Pezzutto, The sexual politics of clubbing: a feminist corporeal analysis of Palms, Oxford Street, Sydney Australia Oxford Street, Sydney Australia (2019), p16.
165 Ibid, p19.

Site name/s	Oxford Hotel
Address	134 Oxford Street, Darlinghurst





The Oxford Hotel as designed in 1913, and in 2022.
Source: City of Sydney Archives, A-00583553 and TKD Architects.

Typology	Hotel
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.

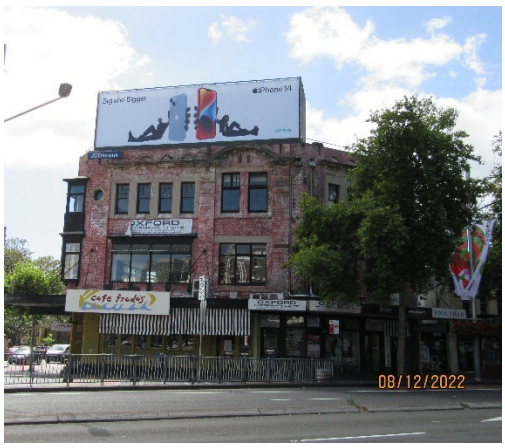
Outline history

- The current Oxford Hotel was constructed to a design by E Lindsay Thompson in 1913 for WH Trautwein Esq.[166] Trautwein had previously run the *Trautwein's Oxford Hotel* on the same site, prior to its demolition for road widening in 1910.[167]
- Oxford Hotel opened as a gay venue in July 1982. It was advertised in publications from this era as "the latest gay pub on the Strip, restaurant, the Oxford Café upstairs."[168]
- The hotel continues to operate as an LGTBQIA+ friendly pub to the present day.

Recommendations	Recommended for inclusion in Schedule 5. A heritage inventory should be prepared according to the SHI format.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

166 City of Sydney Archives, A-00583553
167 City of Sydney Archives, A-00039118
168 Klick guide Sydney, Gay What's on (circa early 1980s), accessible online at: https://timalderman.com/tag/1980s-oxford-st-darlinghurst/

Site name/s	Ivy's Birdcage
Address	191 Oxford Street, Darlinghurst





191 Oxford Street in 2022, and Ivy's Birdcage in the late 1960s.
Source: TKD Architects and Sydney Pride History group via SBS News

Typology	Club, disco
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.

Outline history

- The building at 191 Oxford Street was likely constructed in the late nineteenth century. Little information is available on the property.
- 191 Oxford Street housed Ivy's Birdcage, a short lived but popular and successful club run by entrepreneur Ivy Richter. Richter's first venture was Chez Ivy's at Bondi Junction, opened 1962, which she moved to the site on Oxford Street in 1967. The venue hosted popular drag shows and other performances. It closed in 1969 after two fires.[169]

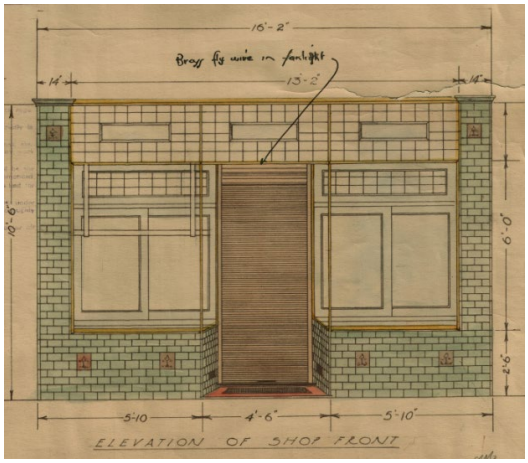
Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values and should be assessed in a future heritage study/review.
Inventory revisions	–

Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

169 Dictionary of Sydney, 'Ivy's Bircage,' (2021). Accessed online at: Ivy's Birdcage | The Dictionary of Sydney

Site name/s	Whitty's Wine bar, The Bookshop
Address	207 Oxford Street, Darlinghurst





207 Oxford Street in 2022, and 1929 shopfront detail.
Source: TKD Architects and City of Sydney Archives, A-00577515

Typology	Bar, bookshop
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17

Outline history

- The building at 207 Oxford Street appears to have been constructed in the Federation period (possibly as part of the group at 203-209 Oxford Street). It was certainly extant by 1929, when then owner Tjannes & Co applied for alterations to the shop at 207 Oxford Street, in conjunction with its use as the "London Fish Saloon." Alterations were carried out under the supervision of Henry S Standen, Architect.[170]
- In the sixties and seventies no 207 was (Mrs) Whitty's wine bar. It is claimed to have been the "real heart" of the musical scene in the local area featuring bands such as the Starving Wild Dogs and the Original Batterseas Heroes.[171]
- Applications were lodged to use (at least part) of the building as a gift shop and pawn broker in 1964, as a bookshop in 1976, and as refreshment rooms in 1983.[172]
- The Bookshop opened at 207 Oxford Street on 11 February 1985, relocated from the Link Bookshop (a Newtown branch opened in March 1986).[173] The Bookshop continues to operate in this location, and sells books, DVDs, erotica, magazines and other goods catering to the LGBTIQA+ communities.

Recommendations	Recommended for inclusion in Schedule 5. A heritage inventory should be prepared according to the SHI format.
Inventory revisions	–

Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

170 City of Sydney Archives. A-00577515
171 Hugh Liney and Frank Cotterell, Rock'n'Roll Walk of Fame and Shame at file:///C:/Users/rlumby/Downloads/Rock-n-RollWalkOfFame-n-Shame%20(2).pdf, accessed 8 December 2022
172 City of Sydney Archives, DA540/64, DA0210/76, A-00231481
173 City of Sydney Archives, DA44/85

Site name/s	Green Park Diner
Address	219-221 Oxford Street, Darlinghurst



219-221 Oxford Street in 2022.
Source: TKD Architects

Typology	Diner
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.

Outline history

- The building at 219-221 Oxford Street was constructed in the last quarter of the nineteenth century
- In 1973, the building was in use as a restaurant, when alterations were undertaken and a new shopfront was installed.[174]
- By 1978, the building was in use as a restaurant and take away food shop.[175]
- Green Park Diner opened in the building on May 1981.[176] A new shopfront appears to have been installed in connection with this use.[177]
- The Diner developed a reputation as one of Sydney's most-loved gay restaurants, and is said to have been intentionally named after Green Park, the popular gay meeting place to attract the gay community.[178]
- In 1987, the Executive Director of the Sydney gay and Mardi Gras proposed to move the administrative centre for Mardi Gras to the first floor of the building.
- It has not been ascertained when the Diner stopped trading.

Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values, and should be assessed in a future heritage study/review.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

174 City of Sydney Archives, A-00567276
175 City of Sydney Archives, A-00165149
176 Pride History Group, 'Decades of Pride: 1981 (2019). Available online at: https://www.pridehistory.org.au/decades-of-pride
177 City of Sydney Archives, A-00197065
178 Garry Wotherspoon, 'Green Park' entry in the Dictionary of Sydney (2010), accessible online at: https://dictionaryofsydney.org/entry/green_park

Site name/s	253 Sauna
Address	253 Oxford Street, Darlinghurst



253 Oxford Street in 2022.
Source: TKD Architects.

Typology	Sauna
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.

Outline history

- The building is one of a series of shops that was constructed in the Victoria era.
- From 1949 to 1957, the building housed a barber shop.[179]
- In 1959, alterations to the parapet of the building were approved.[180] By 1962, the building was being used for electrical and refrigeration sales.[181] In 1970, the building was in use as a shop for reconditioned furniture and accessories.[182]
- The building housed 253 Sauna between 1973 and 1988, which catered to the gay male community. The associated application for use of the premises as a health clinic was lodged in July 1973.[183] Alterations including partition walls were later installed.[184] The Sauna ceased operating around 1988.

Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values and should be assessed in a future heritage study/review.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

179 City of Sydney Archives, A-00501867
180 City of Sydney Archives, 1959/1080
181 City of Sydney Archives, DA279/62
182 City of Sydney Archives DA 1037/67
183 City of Sydney Archives, DA611/73
184 City of Sydney Archives, DA 1973/1407

552

Site name/s	Flinders Hotel
Address	63-65 Flinders Street, Surry Hills



Flinders Hotel in 1930 and 2022.
Source: Noel Butlin Archive, ANU Open Research Library and TKD Architects

Typology	Hotel
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.

Outline history

- The Flinders Hotel was designed in 1917 by architects Spain Cosh & Dods for Tooth & Co.[185] Tooth & Co operated the venue for many decades, undertaking various alterations including cutting back the awning in 1953 and retiling the street façade in 1955, [186]
- The Flinders Hotel opened as a gay venue in July 1980, becoming an iconic LGBT bar until the early 2000s.[187] A beer garden, new roof and doorway were constructed in 1980 in association, along with alterations to the toilets in 1981 and to the ground floor bar in 1982.[188]
- The Flinders Hotel ceased trading in 2015 due to lock out laws. It reopened again in 2016/2017, but unlike the previous hotel, it did not target the gay community as its primary audience.[189]

Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values and should be assessed in a future heritage study/review.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development, and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

185 City of Sydney Archives, BA0148/17
186 City of Sydney Archives, DA1953/1870 , DA1955/0813
187 Benedict Brook, "Sydney's historic Flinders Hotel closes down", Star Observer, 9 January 2015 at https://www.starobserver.com.au/news/national-news/new-south-wales-news/sydneys-historic-flinders-hotel-closes-down/131386, accessed 6 December 2022.
188 City of Sydney Archives, DA1953/1870, A-00566290, A-00576990
189 "New Flinders Hotel opens to revised Sydney market" at https://pubtic.com.au/new-flinders-hotel-opens-revised-sydney-market/, accessed 6 December 2022.

Site name/s	ARQ, Bodyline
Address	Albion House, 10-24 Flinders Street/10 Taylor Street, Darlinghurst



10-24 Flinders Street/10 Taylor Street, Darlinghurst.
Source: TKD Architects

Typology	Sauna, Nightclub, sex-on-premises venue
Current listings	Not heritage listed. Within Oxford Street Conservation Area C17.
Outline history	• The building at 18-24 Flinders Street was designed by architect Burcham Clamp. Similar building applications were lodged for its construction 1910 and again in 1913, it appearing to have been constructed shortly thereafter. • The building at 10-16 Flinders Street is understood to have been constructed in 1925 or 1926 and was known as Albion House. • The building at 10 Taylor Street is understood to have been built around 1922 as a hat factory for Trinder & Dawson. • Bodyline Sauna opened in 1991 at 10 Taylor Street. It was the first legally operating gay sex-on-premises venue in NSW. It closed during 2021 due to the pandemic, but reopened during December 2022. • ARQ opened in 1999 at 16 Flinders Street. It is a long-running gay nightclub in the area. The club shut down in 2020 because of Covid-19. It reopened during December 2022.
Recommendations	Not recommended for inclusion in Schedule 5 based on its associations with the LGBTIQA+ community. The site may be worthy of listing for other values and should be assessed in a future heritage study/review.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

Site name/s	Ruby Red's, Pastels, Rubies, Headquarters, Trade
Address	273 Crown Street, Surry Hills



273 Crown Street, Darlinghurst.
Source: TKD Architects.

Typology	Bar
Current listings	Not heritage listed. Adjoins Ryder Street Conservation Area C15.

Outline history

- The commercial building at 273-275 Crown Street was designed by architect Percy J Gordon circa 1922 (BA 796/22).
- Ruby Reds opened at 273 Crown Street in 1979. It was owned by Dawn O'Connell, a prominent businesswoman in the gay and lesbian community and a former speed skater. Ruby Red's was a lesbian bar and dance venue.
- Ruby Reds closed in 1982. The building then housed a succession of bars and clubs catering to the community. These included the mixed venue Querelle, which opened 23 May 1986, followed by the Boogie Room, opening in November 1988, 'B's in early 1990, and then Pastels a few months after. Ruby Red's reopened in the venue in 1991 as "Rubies." [190] Following this, the building became Headquarters, a gay male bath house and bar.
- Trade cruise club currently occupies the premises.

Recommendations	Recommended for inclusion in Schedule 5. A heritage inventory should be prepared according to the SHI format.
Inventory revisions	–
Management recommendations	It is recommended that the significant uses and associations of the building with the LGBTIQA+ community are interpreted in future development and included in future physical and digital interpretation devices for the place and street. Where new uses are proposed, preference should be given to those which support the LGBTIQA+ community and provide new cultural and social spaces or allied businesses and venues.

190 "Rubies Re-opens, Lesbians on the Loose, December 1991, p.2

4 Summary of recommendations

Site	Current listings	Recommendation
Burdekin Hotel, 2 Oxford Street Darlinghurst	Sydney Local Environmental Plan, No. 379 'Burdekin Hotel'	Revise history and significance in existing inventory. Suggested revisions provided.
Patch's/DCM, 33 Oxford Street, Surry Hills	Sydney Local Environmental Plan, No. 1582, 'Former Lowes including interior'	Revise history and significance in existing inventory. Suggested revisions provided.
Exchange Hotel, 34-36 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 380, 'Exchange Hotel'	Revise history and significance in existing inventory. Suggested revisions provided.
Roman Baths/King Steam, 40-42 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 381, 'Commercial Building'	Revise history and significance in existing inventory. Suggested revisions provided.
Slide Bar, 41 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 583, Former Commonwealth Bank	Revise history and significance in existing inventory. Suggested revisions provided.
Butts Bar, 45 Oxford Street, Surry Hills	Not listed. Within Oxford Street Conservation Area C17.	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
Handlebar/Pete's Beat, 80 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 391, 'Former Kelso's Hotel including interior'	Revise history and significance in existing inventory. Suggested revisions provided.
Tropicana/ Club 85/Midnight Shift, 85-91 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17.	Recommended for inclusion in Schedule 5 of the LEP. A heritage inventory should be prepared.
Flo's Palace, 97 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
Colombian, 117-125 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 399, 'Westpac Bank'	Revise history and significance in existing inventory. Suggested revisions provided.
Palms, 124 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Recommended for inclusion in Schedule 5 of the LEP. A heritage inventory should be prepared.
Oxford Hotel, 134 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Recommended for inclusion in Schedule 5 of the LEP. A heritage inventory should be prepared.
Capriccios, 163-169 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 411, 'Commercial building including interior'	No inventory revisions required – listing acknowledges the history and significance of the site to the LGBTIQA+ community.
Stonewall, 173-175 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 413, 'Former CBC Bank including interior'	Revise history and significance in existing inventory. Suggested revisions provided.
Wigzell's Turkish Bath/Ivy's, 191-195 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
The Bookshop, 207 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
Green Park Diner, 219-221 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
253 Sauna, 253 Oxford Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
Beauchamp Hotel, 265-267 Oxford Street, Darlinghurst	Sydney Local Environmental Plan, No. 416, 'Beauchamp Hotel including Interior'	Revise history and significance in existing inventory. Suggested revisions provided.

Site	Current listings	Recommendation
Ruby Reds, 273 Crown Street, Surry Hills	Not listed. Adjoins Ryder Street Conservation Area C15.	Recommended for inclusion in Schedule 5 of the LEP. A heritage inventory should be prepared.
Kinselas, 383 Bourke St, Darlinghurst	Sydney Local Environmental Plan, No. 223, 'Commercial Building "Kinsela House" Including Former Chapel and Interior'	Revise history and significance in existing inventory. Suggested revisions provided.
The Barracks, 1-5/7-9 Flinders Street, Surry Hills	Sydney Local Environmental Plan, No. 1541, Former Commonwealth Bank	Revise history and significance in existing inventory. Suggested revisions provided.
Arq, Bodyline, 10-24 Flinders Street, Darlinghurst	Not listed. Within Oxford Street Conservation Area C17	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
Grosvenor Club (also known as Taxi Club), 40-42 Flinders Street, Darlinghurst	Not listed. Within Paddington Urban Conservation Area C50.	Recommended for inclusion in Schedule 5 of the LEP. A heritage inventory should be prepared.
Flinders Hotel, 63-65 Flinders St, Surry Hills	Not listed. Within Paddington Urban Conservation Area C50.	Not recommended for inclusion in Schedule 5 of the LEP on the basis of this study.
Darlinghurst Police Station	Sydney Local Environmental Plan, No. 316, 'Former Darlinghurst Police Station including interior.'	Revise history and significance in existing inventory. Suggested revisions provided.
The wall / National Art School wall	SHR Item No. 2048, 'National Art School, Former Darlinghurst Gaol, Former East Sydney Technical' ; Sydney Local Environmental Plan 2012, Item No. 299 'Former East Sydney Technical College & Darlinghurst Gaol'	Minor inventory revisions required – listings acknowledge history and significance of the site to the LGBTIQA+ community, but needs to specify which section of wall.
Underground toilets	SHR Item No. 01700, 'Taylor Square Substation No.6 & Underground Public Conveniences'; Sydney Local Environmental Plan 2012, Item No. 401 'Underground Lavatory Including Interior'	No inventory revisions required – listings acknowledge history and significance of the site to the LGBTIQA+ community.
Green Park	Sydney Local Environmental Plan, No. 490, 'Green Park including bandstand and interiors, memorials and landscaping.'	Revise history and significance in existing inventory. Suggested revisions provided.
Taylor Square	All of Taylor Square Covered by SHR Item No. 01700, 'Taylor Square Substation No.6 & Underground Public Conveniences'; and also Oxford Street Conservation Area.	No inventory revisions required – listings acknowledge history and significance of the site to the LGBTIQA+ community.
St Vincent's Hospital	Sydney Local Environmental Plan, No 493, 'St Vincent's Hospital Group Including Buildings and Their Interiors And Fencing.'	Revise history and significance in existing inventory. Suggested revisions provided.

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Attachment C

Revised Inventory Sheet – 273 Crown Street, Surry Hills – Former Ruby Reds

Heritage inventory sheet

Based on the NSW Heritage Office State Heritage Inventory sheet

ITEM DETAILS			
Name of Item	**273 Crown Street, Surry Hills**		
Former name	**Ruby Reds**		
Item type	**Built**		
Address	Number **273**	Street **Crown Street**	Suburb **Surry Hills**
Property description	Lot **A**		DP **436515**
Use	Current **Vacant**		Former **Residential, commercial, social club**
Statement of significance	The building at 273 Crown Street is significant as the location of Ruby Reds, likely to be Sydney's first recreational venue dedicated to the lesbian community. This building has been, in various iterations, associated with Sydney's lesbian and gay communities since the second half of the 1970s almost up to the present time. The place has associations with prominent entrepreneur Dawn O'Donnell, who gave much support to Sydney's lesbian and gay communities and was responsible for opening several recreational venues to serve these communities, including Ruby Reds. Documentary evidence suggests that 273 Crown Street would have significance to members of Sydney's lesbian community who frequented the place while it was an exclusive lesbian venue. It may also have significance to members of the LGBTIQA+ community who frequented the premises in its subsequent iterations. Alterations carried out in the 1920s to 273-275 Crown Street are associated with architect Percy Gordon, who was a sole practitioner when it was designed and then a director of the prominent commercial architectural practice of Morrow, De Putron & Gordon and Morrow & Gordon, which were responsible for the design of high quality buildings during the interwar period. It was not one of Gordon's major commissions. The façade of 273-275 Crown Street is a modest example of the Inter War Free Classical style, which was popular during the 1920s.		
Level of significance	State: No	Local: Yes	
Heritage listings			
DESCRIPTION			
Designer	Percy James Gordon (1923 alterations) L J Kennedy & Associates (1974-75 alterations and additions to 273 Crown Street)		
Builder			
Construction years	Circa 1869: Semi-detached residences 1923: Crown Street façade and shop alterations 1974-75: extensive alterations and additions to 273 Crown Street		

Physical Description	The building at 273 Crown Street is the northern component of a pair of two storey nineteenth century buildings overlaid by 1920s facades demonstrating characteristics of the Inter War Free Classical style, which enjoyed great popularity during the 1920s. Characteristics of the style include symmetry, broad stylistic effects rather than intricate detail and simplification of classical idioms, in this case the detailing of the parapet. First floor walls are lined with cement render. Overall the building has a characteristic nineteenth century terrace form. Its roof is covered by corrugated steel. There are dormers on the eastern side of the roof over 273 and 275 Crown Street. A stone party wall capped by a chimney at the ridge separates the two buildings. The shopfront of 273 Crown Street has retained its 1920s form, with a recessed porch on the northern side of the building but otherwise has been modified. The shopfront of 275 Crown Street has retained much of its 1920s form and fabric, including leadlight glazing and the glazed door to the shop. Shopfronts are sheltered by a suspended awning, although original soffits have been replaced. The rear (western) side of the building, built during the 1970s, is three storeys high. External construction consists of textured brickwork, the edges of concrete floor slabs being exposed. The lowest level has a tall full width opening and contains a loading dock on the southern side of the building. A roller shutter has been installed in the loading dock opening. A door to the north is accessed by a flight of concrete stairs with a simple tubular metal pipe handrail on one side. Fenestration in the two levels above consists of a pair of windows on the northern side of the elevation and two single windows on the southern side. Windows consist of double hung aluminium framed sashes. The interior of the building was not inspected. However, documentary evidence indicates there has been a relatively high level of internal modification to 273 Crown Street, suggesting there is little remaining early fabric.
Physical condition	The building appears to be in fair to good condition.
Modification and Dates	The following list of works for physical modifications to the building is based on Council's building application records summarised in street cards for 273 Crown Street: • 1922-23: conversion to retailing on ground floor and residential use on first floor (273-275 Crown Street). • 1925: unspecified alterations. • 195: demolition of outhouse and new lean-to structure. • 1956: alterations. • 1960: new stairs. • 1961: restaurant extensions. • 1963: balcony enclosure. • 1974: major alterations and additions; awning modifications • 1987: flagpole above awning. • 1989: upgrade for Liquor Administration Board. .
Archaeological potential	Not ascertained

HISTORY

The coastal regions of Sydney between Port Jackson and Botany Bay are the ancestral territories of the Eora people. The traditional owners of the land now within the Woollahra Council area were the Cadigal (Gadigal) people. In common with other tribes living by Sydney Harbour, the Cadigal lived in harmony with the natural resources within their country, fishing from canoes or hunting the animals that lived in surroundings. The tribe appears to have moved within their territory in response to the seasons and family connections. Shell middens and

other archaeological remains in the area provide material evidence of many centuries of sustained connection to the land that also sustained them. The arrival of white settlers caused the wholesale disruption of traditional life and the cultural practices of the Eora people generally. Despite enormous challenges, today many Indigenous people identify as Eora and maintain cultural practices and a connection to Country.

The site of 273 Crown Street is part of 25 acres (10.12 hectares) granted to Alexander Donaldson in August 1795 and shortly after acquired by Commissary John Palmer, who acquired a substantial land holding in the area. His Surry Hills Estate was sold in 1814 to clear his debts. The land then became part of merchant and pastoralist Edward Riley's estate that extended from Woolloomooloo Bay to Surry Hills. The site is on part of Block B4 of the Riley Estate, bounded by Riley, Crown, Campbell and Goulburn Streets.

What was to become the site of 273-275 Crown Street was acquired by builder Joseph Watson and his wife Hannah in September 1868. A pair of two storey houses, one with a shop, was built shortly after. What was then identified as 271 Crown Street (later 273 Crown Street) was occupied by Joseph Watson and his family. On 7 January 1878 the Watsons conveyed the property title to piano tuner August Gehde, who became one of the directors of W H Paling & Co, a major retailer of musical instruments. He and his family initially occupied one of the houses and eventually both of them. Gehde sold the two buildings to chemist and president of the Pharmaceutical Society of New South Wales, Andrew Wadsworth, in January 1913. Wadsworth then brought the property under Torrens Title.

On 27 October 1922 architect Percy James Gordon lodged a drawing proposing alterations to 273-275 Crown Street with the City Council. The drawing described the conversion of the ground floor of the buildings from residential to shop use and the construction of a new Crown Street façade. Percy Gordon (1892-1976) was articled to the office of architects Morrow & De Putron in 1909. He received formal education at Sydney Technical College and after completing his articles in 1914 studied architecture in London and Pennsylvania University in the USA, with some work experience in Chicago. Gordon enlisted in the AIF in 1917 and served in France. At the conclusion of World War I he remained in London and studied at the London Architectural Association. Gordon returned to Sydney during 1919 and after eighteen months in private practice, rejoined Morrow & De Putron and became a partner in 1922. De Putron resigned from practice in 1925 and Morrow resigned in 1932. Gordon was President of the Royal Australian Institute of Architects NSW Chapter between 1944 and 1946.

Some four days after Gordon lodged the drawings, Wadsworth transferred the property title to freeholder Raymond Gales and warehouseman James Adamson. Just over a week later they conveyed it to shopkeeper William Browning.

In March 1923 Browning sold 273-275 Crown Street to Mrs Louise Cherry, who subsequently sold it to John Deehan of Garland (near Cowra) in November 1923. During the 1920s and the following decades the two buildings were occupied by a succession of small retailing businesses and their owners.

After Deehan's death in 1928 the property passed to Ambrose Marks, a market gardener residing at Dalby Falls, and John Deehan Gruber, a Parkes grazier, during 1929. Both are understood to be members of Deehan's family. Marks and Gruber retained possession of 273-275 Crown Street for several years before transferring the title to storekeeper Placido Guiseppe Volani and wine and spirit merchant Aldo Testoni in April 1948. In February 1952 Volani and Testoni split the property title into two parts. Volani retained 275 Crown Street while Testoni retained 273 Crown Street. 273 Crown Street was leased to a succession of wine and spirit merchants before Testoni transferred the property title to Martha Rhodes Pty Limited at the end of August 1973. During this period the first floor balcony was enclosed.

Martha Rhodes Pty Limited commissioned LJ Kennedy & Associates to document extensive alterations and additions to the building, extending it across the entire site to Lower Campbell Street. Plans were lodged with the City of Sydney in March 1974. The basement level was to be used as storage, the ground floor as a liquor shop and the first floor as a bar and restaurant served by lavatories on the floor below.

At the end of 1975 the first floor and part of the ground floor were leased to a company called Satay Hut Pty Limited. The lease expired in July 1978. The previous month a development application was lodged by Australian Tavernas to maintain the existing restaurant and allow recorded music and dancing. This was approved in September 1978 and is understood to be associated with Ruby Reds.

A few dates have been given for the opening of Ruby Reds at 273 Crown Street. According to the Pride History Group,

> Ruby Reds was the first lesbian only bar in Sydney and when it opened in 1976 every kind of lesbian started to go there. There were students, bar dykes, feminists and discreet professional women, all mixed up together.
>
> Ruby Reds had been a steakhouse on Crown Street, above Crown Liquor, when Dawn O'Donnell and Roger-Claude Tesseydre took it over. They took out the tables and chairs and turned the kitchen into a bar, but left the leather banquettes for people to sit on. It was a long, narrow building with a dance floor in the middle and seating around the edge.

According to Frances Rand, co-founder and publisher of *Lesbians on the Loose*, Ruby Reds opened around 1975, while historians Clive Faro and Garry Wotherspoon date it to 1979. The Australian Tavernas development application suggests this is the most likely date. Ruby Reds was a bar and dance venue devoted to Sydney's lesbian community. The business was owned by Dawn O'Donnell. The steakhouse that occupied the premises, evidently called Ruby Red's Steakhouse, was offered by its managers to O'Donnell and Tesseydre.

Available oral history evidence suggests that lesbians only appeared on Sydney's camp social scene (as the early lesbian and gay bar culture was known) in significant numbers in the early 1960s, when they began frequenting bars and cabaret clubs alongside camp men. Prior to this, evidence suggests the lesbian social scene in Sydney centred on private networks meeting at house parties and later in social groups. Chez Ivy's at Bondi Junction (1962-1967, since demolished) was a pioneering lesbian and gay establishment. Ivy's Birdcage at 191-195 Oxford Street, Darlinghurst, opened in 1967 and was well patronised by lesbians and gay men.
The Sussex Hotel at 68 Liverpool Street, Sydney (1922, demolished) was a lesbian venue in the 1960s. Other venues prior to Ruby Reds included the Trolley Car in Chippendale (1960s) and the Park Inn (now Centennial Hotel) at Woollahra, which opened as a camp venue in 1970. The Royal George Hotel on the north-western corner of King and Sussex Streets, Sydney, opened as a "new gay spot" in the first quarter of 1977 and attracted a part-time lesbian clientele into the early 1990s. The Belmore Park Hotel at 47 Reservoir Street, Surry Hills, opened as a short-lived lesbian venue in August 1983, closing in 1985.

As with its opening, the date of Ruby Red's closure is not clear. It is said to have closed in 1982 although another source maintains it closed in 1986. The building subsequently housed a succession of bars and clubs mostly catering to the lesbian and gay community. These included:

- the mixed venue Querelle, which opened on 23 May 1986.
- the Boogie Room, opened by building owner Roger Carroll in November 1988.
- 'B's opened in early 1990, and then Pastels a few months afterwards.
- Ruby Red's reopened in the venue in 1991 as "Rubies." It apparently closed in the last quarter of 1992 or early 1993.
- in 1995 the building became Headquarters, a gay male bath house and bar and continued until 2018.
- in 2018 TRADE cruise club opened, closing in 2023.
- Cruise club Trough.X opened in 273 Crown Street in March 2026.

A restaurant called Destiny's on Crown Cabaret Restaurant occupied part of the building from 2007 to circa 2015.

HISTORICAL THEMES		
Australian Theme	**State theme**	**Local theme**
3 Developing local, regional and national economies	Commerce	Retailing - shops
4 Building settlements, towns and cities	Towns suburbs and villages	Historic development in Surry Hills during the nineteenth and twentieth centuries.
8 Developing Australia's cultural life	Leisure	Nightclub, recreational venue.
9 Marking the phases of life.	Persons	Significant people associated with the site: Dawn O'Donnell; Percy Gordon.

HERITAGE SIGNIFICANCE ASSESSMENT	
Historic significance SHR criteria (a)	The building at 273 Crown Street is significant as the location of Sydney's first recreational venue dedicated to the lesbian community. It has also been suggested that it was the first such venue in Australia, although this needs to be substantiated. The site has been, in various iterations, associated with Sydney's lesbian and gay communities since the second half of the 1970s almost up to the present time. The building at 273 Crown Street meets the threshold for listing at a Local level.
Historical association SHR criteria (b)	The pair of buildings at 273-275 Crown Street have associations with the work of architect Percy Gordon, who was a sole practitioner at the time it was designed. He became a director of the prominent commercial architectural practice of Morrow, De Putron & Gordon and then Morrow & Gordon. These two firms were responsible for the design of a relatively large number of high-quality buildings, several of which have been listed as heritage items in Sydney LEP 2012. However, 273-275 Crown Street is not one of Percy Gordon's major projects. The place has associations with prominent entrepreneur Dawn O'Donnell, who gave much support to Sydney's lesbian and gay communities and was responsible for opening several recreational venues to serve these communities. The building at 273 Crown Street meets the threshold for listing at a Local level.
Aesthetic significance SHR criteria (c)	The façade of 273 Crown Street (along with that of 275 Crown Street), is typical of small suburban commercial buildings constructed in Sydney during the nineteenth and twentieth centuries. Many, like 273 Crown Street, were constructed as alterations and additions to earlier buildings. The façade is a modest example of the Inter War Free Classical style, which was popular during the 1920s. The façade of 273 Crown Street has been obscured by later modifications while the façade of 275 Crown Street has a higher level of integrity. However, it does not demonstrate a high degree of technical achievement, nor is it of outstanding aesthetic quality. Alterations and additions undertaken during the 1970s are understood to have removed a substantial amount of original internal fabric, as is evident from building application drawings. The building at 273 Crown Street does not fulfil this criterion.

Social significance SHR criteria (d)	Documentary evidence suggests that 273 Crown Street would have significance to members of Sydney's lesbian community, who would have frequented the place while it was serving as an exclusive lesbian venue. It may also have significance to members of the LGBTIQA+ community who frequented it in its subsequent iterations. However, further research is required to confirm this. The building at 273 Crown Street is considered likely to fulfil this criterion at a Local level.
Technical/Research significance SHR criteria (e)	The building at 273 Crown Street is unlikely to fulfil this criterion. The information that it can yield can also be obtained from other sites in the local government area. Modifications undertaken to the building's interior have compromised its integrity.
Rarity SHR criteria (f)	The building at 273 Crown Street, as an example of an Inter War Free Classical shop and residential building, is not rare. It should be noted that the Free Classical façade has been imposed over a Victorian terrace house, evidence of which is still clearly visible. The history of the building, where the original structure has been adapted to a variety of uses over time*, is not rare.* The building at 273 Crown Street does not fulfil this criterion at a Local or State level.
Representativeness SHR criteria (g)	The building at 273 Crown Street is representative of Victorian dwellings that were adapted to retailing during the 1920s. Its façade is representative of the Inter War Free Classical style The building at 273 Crown Street fulfils this criterion at a Local level.
Integrity	The exterior of 273 Crown Street has moderate integrity. The building at 275 Crown Street has a higher level of integrity externally.
RECOMMENDATIONS	
Recommendations	• Manage 273 Crown Street in accordance with Sydney LEP 2012 and Sydney DCP 2012. • Use the heritage exemption process to facilitate internal alterations, and fitouts. • The existing building may be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site.

INFORMATION SOURCES

Type	Author/Client	Title	Year	Repository
Written	TKD Architects	273-275 Crown Street, Surry Hills Heritage Assessment	2025	City of Sydney

AUTHOR OF THIS REPORT	
Name	**Date**
TKD Architects	September 2025

IMAGES	
Image Caption	Portion of an aerial photograph of Surry Hills that includes 273-275 Crown Street (highlighted).

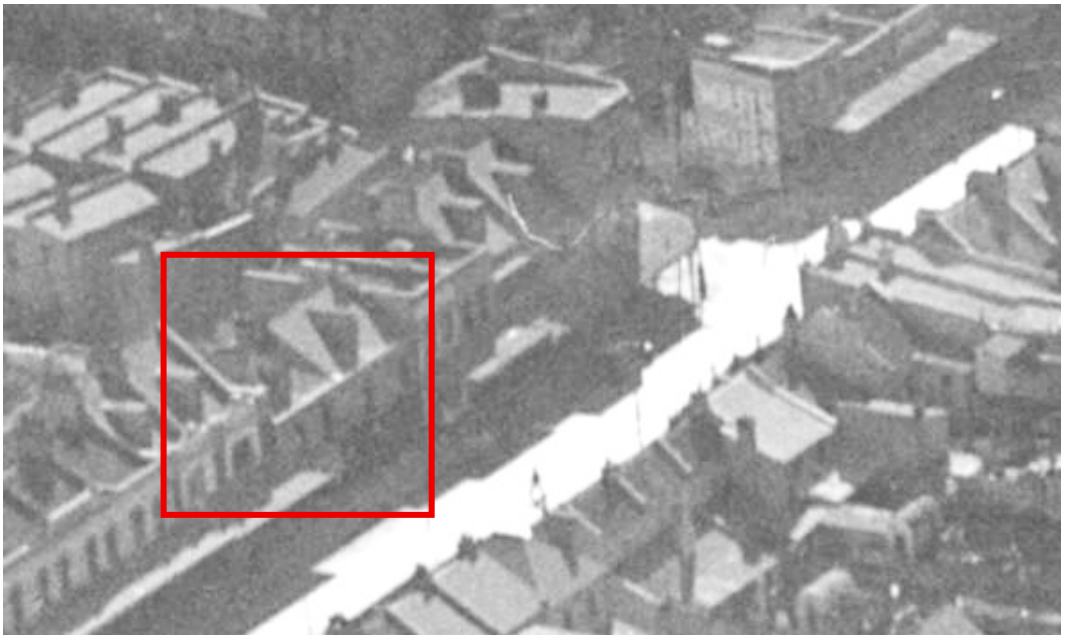


Image Year	Circa 1932	**Image author and Copyright Holder**	Milton Kent; State Library of NSW

IMAGES	
Image Caption	Behind the bar at Ruby Reds, 198



Image Year	1984	**Image author and Copyright Holder**	Cayte Latta photograph, Australian Lesbian and Gay Archives, Papers of Cayte Latta.

IMAGES	
Image Caption	Façade of 273-275 Crown Street. 273 Crown Street is highlighted.



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

IMAGES	
Image Caption	Shopfronts at 275 Crown Street (left) and 273 Crown Street (right).





Image Year	2025	**Image author and Copyright Holder**	TKD Architects

IMAGES	
Image Caption	Lower Campbell Street elevation of the 1970s addition to 273 Crown Street.



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

IMAGES	
Image Caption	Looking to the rear of 275 Crown Street from Lower Campbell Street.



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

Attachment D

Revised Inventory Sheet – 40-42 Flinders Street, Darlinghurst – Former Taxi Club

Heritage inventory sheet

Based on the NSW Heritage Office State Heritage Inventory sheet

ITEM DETAILS			
Name of Item	**Former Taxi Club**		
Former name	**Grosvenor Club, Gordon's Piano Warehouse**		
Item type	**Built**		
Address	Number **40-42**	Street **Flinders Street**	Suburb **Darlinghurst**
Property description	Lot **1**		DP **773206**
Use	Current **Commercial**		Former **Commercial, social club**
Statement of significance	The building at 40 Flinders Street, Darlinghurst, has some historical significance as a rare example of a purpose-built piano warehouse, of which a comparatively large number were established in Oxford Street, Darlinghurst, in Paddington, and along the northern end of Flinders Street in the late nineteenth and early twentieth centuries. The site is also significant because of its occupation from 1956 by the Grosvenor Club, a recreational facility for taxi drivers, reflecting consolidation of licensed clubs in NSW following amendments to legislation in 1954. Better known as the Taxi Club, the Grosvenor Club became an early, important and enduring LGBTIQA+ recreational venue when it started being patronised by drag queens following the opening of Les Girls at Kings Cross in 1963. The building has associations with Sydney's gay, drag and transgender communities, who are of importance to the cultural history of Sydney. Its early, enduring and distinctive use as a venue frequented by the LGBTIQA+ community is considered to be rare. The exterior of 40 Flinders Street is a modest and late example of the Victorian Free Classical style. The façade of 42 Flinders Street was modified to match the façade of 40 Flinders Street circa 1990 and does not have significance. The buildings have been extensively modified over the years.		
Level of significance	State: No	Local: Yes	
Heritage listings	Located in the Paddington Urban Conservation Area.		
DESCRIPTION			
Designer	Not ascertained		
Builder	Not ascertained		
Construction years	1903-1904: 40 Flinders Street. 1920: two-story building including garage on Chisholm Street. 1990s: modifications to the façade of 42 Flinders Street)		

Physical Description	40-42 Flinders Street is a moderately prominent landmark in this section of the street. It comprises the three storey 40 Flinders Street on the northern section of the site and the two storey 42 Flinders Street on the southern side of the site, which have been amalgamated into one building. The Flinders Street façade of the building, most particularly that of 40 Flinders Street, is a modest and relatively late example of the Victorian Free Classical style, although it has been modified by the removal of the uppermost section of the parapet. The façade of 42 Flinders Street, while replicating that of its neighbour, resulted from modification to the façade associated with works to the building during the 1950s, around 1990. Elements of the facades that reflect the Free Classical influence include the stucco wall lining, decorative mouldings and cornice at parapet level (40 Flinders Street), the label moulds above window openings and the details of window sills. Comparison of the double hung windows with those appearing in archival photographs indicates that the existing windows are not original. Circular metal plaques associated with a suspended awning remain in place and are adjacent to label moulds of first floor windows at 40 Flinders Street. The awning over the Flinders Street footpath is relatively recent in construction, as are the shopfronts. Elevations on Chisholm Street are utilitarian - plain rendered wall surfaces, regularly spaced double hung windows and wide vehicular openings at street level. The parapet of 42 Flinders Street, however, has a gently curved profile, confined by squat piers at either end. Double hung windows in the rear elevation of 40-42 Flinders Street are not original. The roof over 40 Flinders Street is a skillion covered by metal sheeting while much of the roof over 42 Flinders appears to be trafficable. The interior of the building was not inspected. Internal photographs have from real estate agents' websites available on the internet indicate that the original timber floor structure of 40 Flinders Street remained in place in 2021 and was exposed.
Physical condition	The building appears to be in good condition.
Modification and Dates	Proposed modifications to 40-42 Flinders Street are listed in the City of Sydney street cards for the property. They include: 40 Flinders Street • 1920: fire escape. • 1925: awning. • 1926: alterations (not specified). • 1957: alterations to first and second floors. • 1979: alterations to second floor windows. • 1984: fire rated ceiling on first floor. • 1985: internal alterations to first floor. • 1986: replacement of flooring second floor. 42 Flinders Street • 1955: major alterations and additions. • 1982: alterations to club premises; mechanical ventilation to first floor. • 1985: internal alterations to first floor. • 1986: replacement of flooring second floor.
Archaeological potential	Not ascertained.

HISTORY

The coastal regions of Sydney between Port Jackson and Botany Bay are the ancestral territories of the Eora people. The traditional owners of the land now within the City of Sydney local government area were the Cadigal (Gadigal) people. In common with other tribes living by Sydney Harbour, the Cadigal lived in harmony with the natural resources within their country, fishing from canoes or hunting the animals that lived in surroundings. The tribe appears to have moved within their territory in response to the seasons and family connections. Shell middens and other archaeological remains in the area provide material evidence of many centuries of sustained connection to the land that also sustained them. The arrival of white settlers caused the wholesale disruption of traditional life and the cultural practices of the Eora people generally. Despite enormous challenges, today many Indigenous people identify as Eora and maintain cultural practices and a connection to Country.

The site of 40-42 Flinders Street occupies part of 70 acres (28.33 hectares) of land granted to commissary John Palmer in April 1794. Palmer was forced to sell his estate to meet his debts and his Surry Hills Estate was sold in October 1814. The allotment of land that was to include the site of 40-42 Flinders Street was sold to Corporal James Chisholm of the NSW Corps (1772-1837), who became a prosperous merchant in the colony of NSW. Although he sold most of his Surry Hills purchase almost immediately, Chisholm retained a triangular section bounded by the South Head Road (later Oxford Street), Botany Street (later renamed Flinders Street) and the edge of the Sydney Common. After his death Chisholm's property was placed under the jurisdiction of trustees but his widow Mary was given power of sale.

On 30 May 1854, Mary Chisholm conveyed the title of Lot 25 Section 1 of the so-called Chisholm Estate, bounded by Botany Street and Chisholm Street, to contractor John Roberts. He constructed a house on the block of land. Roberts is noted as the head of a household at 40 Botany Street (later 42 Flinders Street) in the 1858 edition of *Sands and Kenny's Commercial and General Sydney Directory for 1858-59*. Some years later Roberts and his wife Sarah acquired the adjoining Lots 26 and 27 of Section 1, which were conveyed to them by Mary Chisholm on 7 April 1869.

Sarah Roberts died in October 1873, followed by her husband in January 1875. In March 1882 John Roberts, presumably Roberts' son, settled a substantial amount (if not all) of the property on his wife Rose. By the mid-1880s Lot 25 of Section 1, which by then had been renumbered 42 Botany Street, was mostly covered by buildings. A two storey brick house fronted Botany Street and a large timber shed occupying about half the allotment faced Chisholm Street. Lot 26 remained largely undeveloped apart from a timber shed on Chisholm Street and Lot 27 had been sold. Botany Street was renamed Flinders Street during 1893.

On 26 March 1903, Rose Roberts conveyed the title of 42 Flinders Street to Mrs Mary Gordon. This was followed by the conveyance of 40 Flinders Street to Mrs Gordon on 18 May 1903. Mary Gordon was married to importer and piano merchant James Gordon, who established his business around 1884 and whose premises were at this time located at 379 Bourke Street, just to the south of Oxford Street. 40 Flinders Street was quickly developed after it was purchased by the Gordons, and by the end of 1904 the business relocated from Bourke Street into a new three storey building:

> The large and commodious premises occupied by Gordon's pianos, at 40 Flinders Street, near Oxford Street, is proof positive of the extensive business done by them. A visit of inspection is regarded by the sight of one of the largest and best assorted stocks in the city, comprising as it does pianofortes by all the leading makers, at prices which only inspection will convince.

James Gordon died in March 1908. A year later his widow Mary married Edward Barrett and went by the name of Mary Gordon Barrett. The piano business was evidently prospering, as young architect Reginald Prevost was commissioned to design and document alterations and additions to 40 Flinders Street, which included a matching extension at 42 Flinders Street. Plans were lodged with Council in April 1911 and approved, but the works did not proceed.

In May 1920 plans were approved for a two storey garage at the rear of 42 Flinders Street for Mrs Gordon Barrett. The drawing was lodged with Council by William M Ahern and the approved building was subsequently constructed.

Leases on parts of the property, most probably 40 Flinders Street, were taken out by manufacturer Arnold Bertolloti in September 1920 and April 1921. Gordon's Pianos occupied at least a part of the building until 1924. At this time 42 Flinders Street was leased to Mrs Kate Carroll, who occupied the house until the early 1930s. For the rest of the 1920s and into the 1930s, 40 Flinders Street was leased to various small companies.

Listings in *Wise's New South Wales Post Office Commercial Directory* published from 1933 onwards do not include entries for 42 Flinders Street. However, the Band of Hope, a temperance organisation, was listed in the 1933 and 1934 editions at 40 Flinders Street. This was followed by the Social Service Committee, which may have been affiliated with the Band of Hope and was listed until the late 1940s.

Mary Gordon died in June 1940 and 40-42 Flinders Street subsequently came under the jurisdiction of the Perpetual Trustee Company. It sold 42 Flinders Street to P Page & Company in March 1945 and 40 Flinders Street to Repins Pty Limited in January 1948. The nature of P Page & Company's business has not been ascertained. Repins Pty Limited controlled a chain of coffee shops in Sydney established by Russian émigré Ivan Repin (1888-1949) during 1930. Repins applied to convert 40 Flinders Street to a factory and store and may have roasted coffee beans there. 42 Flinders Street appears to have been acquired for investment purposes and was tenanted.

The architectural firm of Edwards Madigan & Torzillo was engaged by P Page & Company in 1955 to design and document alterations and additions to 42 Flinders Street, which effectively removed the evidence of earlier residential use. These included a Modernist style façade addressing Flinders Street and the construction of an additional level. In March 1956 Repins Pty Limited transferred the title to 40 Flinders Street to shopkeepers Charles Sailer and Allan Pitt.

The Grosvenor Club Ltd applied to the City of Sydney to use the first and second floors of 40 Flinders Street as its premises in August 1956. A lease was signed with Charles Sailer and Allan Pitt for occupancy and use of the two floors of the building on 5 November 1956. The Club applied to carry out various alterations in 1957. In subsequent years it became known as the Taxi Club and as an LGBTIQA+ venue. It is claimed to be Sydney's oldest such venue.

The Grosvenor Club was originally a licensed 24-hour social club for taxi drivers. It followed form changes to legislation that allowed far more licensed clubs in NSW in 1946 than then existed. There is some confusion about clubs for taxi drivers during the second half of the 1940s. It was claimed during 1948 that an Eastern Suburbs Transport Club at Bondi club was managed as a service to taxi drivers and used as "a kind of clearing house between shifts and while waiting to take over their cabs." There was evidently a Taxi Drivers Club in Oxford Street, Darlinghurst and another at Paddington, which was described as a "disorderly house". The Grosvenor Club, which was also known as the Taxi Club, was first established at 35 Flinders Street in 1949.

The Grosvenor Club's association with the LGBTIQA+ community was established in the first half of the 1960s and accompanied the rise of a flourishing drag scene in Sydney. Performers from the drag cabaret Les Girls at Kings Cross came to the Club after their shows had finished, attracted by its long opening hours and in turn attracting a homosexual clientele. At that time there were very few recreational venues available to Sydney's drag or transgender community, let alone the lesbian and gay male communities. Les Girls opened in 1963 in a purpose-built venue at 32 Darlinghurst Road, Kings Cross, commissioned by Abe Saffron and Sammy Lee. It was known as the Carousel Club. Les Girls ran until 1994.

P Page and Company sold 42 Flinders Street to Membrana Pty Limited around the beginning of 1981. This was followed by the sale of 40 Flinders Street to a company called Atora Pty Limited in 1983. Altora subsequently sold the building to Membrana Pty Limited around the beginning of 1988. In the meantime, a building application had been approved in May 1982 for alterations to the buildings that allowed the Taxi Club to expand into the first floor of 42 Flinders Street.

At some time between 1982 and 1996 the facade of 42 Flinders Street was modified so that details of the façade of 40 Flinders Street were replicated. The exact date this took place has not been ascertained. As well, the third level added to 42 Flinders Street in the mid-1950s was apparently removed to provide a trafficable open area.

The Taxi Club went into voluntary administration in April 2012 and closed the following month. Attempts to amalgamate with another club were unsuccessful. Following this the owners of the building, Oxford Commercial Real Estate, would not enter a long-term lease arrangement so that the Club was forced to close. At that time it had around 3,000 members (and 32 poker machines).

HISTORICAL THEMES		
Australian Theme	**State theme**	**Local theme**
3 Developing local, regional and national economies	Commerce	Merchandising of pianos in the locality in the late nineteenth and early twentieth centuries.
4 Building settlements, towns and cities	Towns suburbs and villages	Growth and consolidation of Darlinghurst in the late nineteenth and early twentieth centuries.
8 Developing Australia's cultural life	Leisure	Clubs in the locality - Grosvenor/Taxi Club. LGBTQIA+ community patronage.

HERITAGE SIGNIFICANCE ASSESSMENT	
Historic significance SHR criteria (a)	The building at 40 Flinders Street has some historical significance as a surviving purpose-built piano warehouse in the locality. A comparatively large number were established in Oxford Street, Paddington, and the northern end of Flinders Street in the late nineteenth and early twentieth century. The slightly earlier and architecturally superior warehouse at 55 Flinders Street, completed in 1899, was demolished less than 20 years later. The building at 40 Flinders Street became the home of the Grosvenor Club, a recreational facility for taxi drivers, and mirrors the growth and consolidation of licensed clubs in NSW following amendments to legislation in 1954. Its patronage by drag queens following the opening of Les Girls in 1963 because of its 24 hour licence and final closure in 2012 make it a very early and enduring LGBTIQA+ recreational venue. The former Taxi Club at 40-42 Flinders Street meets the threshold for listing at a Local level.
Historical association SHR criteria (b)	The building at 40-42 Flinders Street is not associated with any individual of importance to the cultural history of Sydney or NSW. However, it has associations with Sydney's gay, drag and transgender communities, who are of importance to the cultural history of Sydney. The former Taxi Club at 40-42 Flinders Street meets the threshold for listing at a Local level.

Aesthetic significance SHR criteria (c)	The exterior of 40 Flinders Street is a modest and late example of the Victorian Free Classical style. The façade of 42 Flinders Street was modified to match the façade of 40 Flinders Street circa 1990 and does not have significance. The buildings have been extensively modified and do not demonstrate a high degree of creativity or technical achievement, nor are they outstanding examples of an architectural style. There are far better examples of the Victorian Free Classical style elsewhere in Sydney. The former Taxi Club at 40-42 Flinders Street does not meet the threshold for listing at a State or Local level.
Social significance SHR criteria (d)	When it was the Taxi Club, 40-42 Flinders Street, is very likely to have significance for Sydney's LGBTIQA+ community, although further research is required to confirm this. The former Taxi Club at 40-42 Flinders Street is likely to meet the threshold for listing at a Local level.
Technical/Research significance SHR criteria (e)	The building at 40-42 Flinders Street does not fulfil this criterion because of extensive modifications to the buildings' fabric. The former Taxi Club at 40-42 Flinders Street does not meet the threshold for listing at a State or Local level.
Rarity SHR criteria (f)	Despite extensive modifications, 40 Flinders Street is a rare surviving example of a purpose-designed piano warehouse. However, there is little to suggest that it would have been greatly different to other suburban warehouses constructed at the beginning of the twentieth century. The building at 40-42 Flinders Street is not considered to be rare example of a post-World War II licensed club as there is no evidence in the building fabric to allow interpretation of this use. However, its early, enduring and distinctive use as a venue frequented by members of the LGBTIQA+ community from circa 1963 to 2012 is considered to be rare. The former Taxi Club at 40-42 Flinders Street meets the threshold for listing at a State or Local level.
Representativeness SHR criteria (g)	The building at 40 Flinders Street may be representative of an early twentieth century warehouse, in this case one devoted to the sale of musical instruments. However, evidence of this use has been removed through ongoing alterations and refurbishment. Its façade is representative of the Victorian Free Classical style. The former Taxi Club at 40-42 Flinders Street does not meet this criterion at a State or Local level. Although the façade of 40 Flinders Street is stylistically representative, there are far better examples of the Victorian Free Classical style in Sydney.
Integrity	Exterior – moderate integrity

Heritage inventory sheet

Based on the NSW Heritage Office State Heritage Inventory sheet

RECOMMENDATIONS	
Recommendations	• Manage 40-42 Flinders Street in accordance with Sydney LEP 2012 and Sydney DPC 2012. • Retain and conserve the front facade, form and external fabric of the building consistent with its contribution to the conservation area. • Alterations and additions may occur and are to retain the building's contribution to the conservation area. • Use the heritage exemption process to facilitate internal alterations and fitouts. • Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

INFORMATION SOURCES				
Type	**Author/Client**	**Title**	**Year**	**Repository**
Written	TKD Architects	Former Taxi Club, 40-42 Flinders Street, Darlinghurst Heritage Study	2025	City of Sydney

AUTHOR OF THIS REPORT	
Name	**Date**
TKD Architects	October 2025

IMAGES	
Image Caption	Portion of photograph showing the upper sections of 40 Flinders Streety and to its left the parapet of 42 Flinders Street.



Image Year	1916	**Image author and Copyright Holder**	Hall & Co photograph; City of Sydney Archives Unique ID A-00040561

IMAGES	
Image Caption	Looking south along Flinders Street. 40 Flinders Street highlighted.

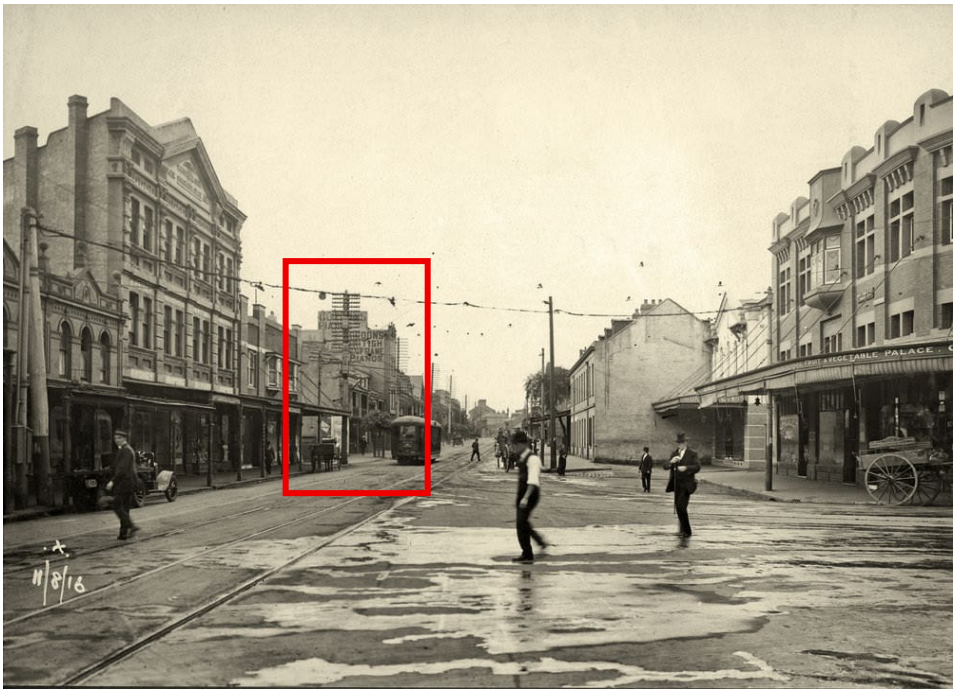


Image Year	1916	**Image author and Copyright Holder**	City of Sydney Archives Unique ID A-00040550

IMAGES	
Image Caption	Looking north-east towards Flinders Street from Short Street.

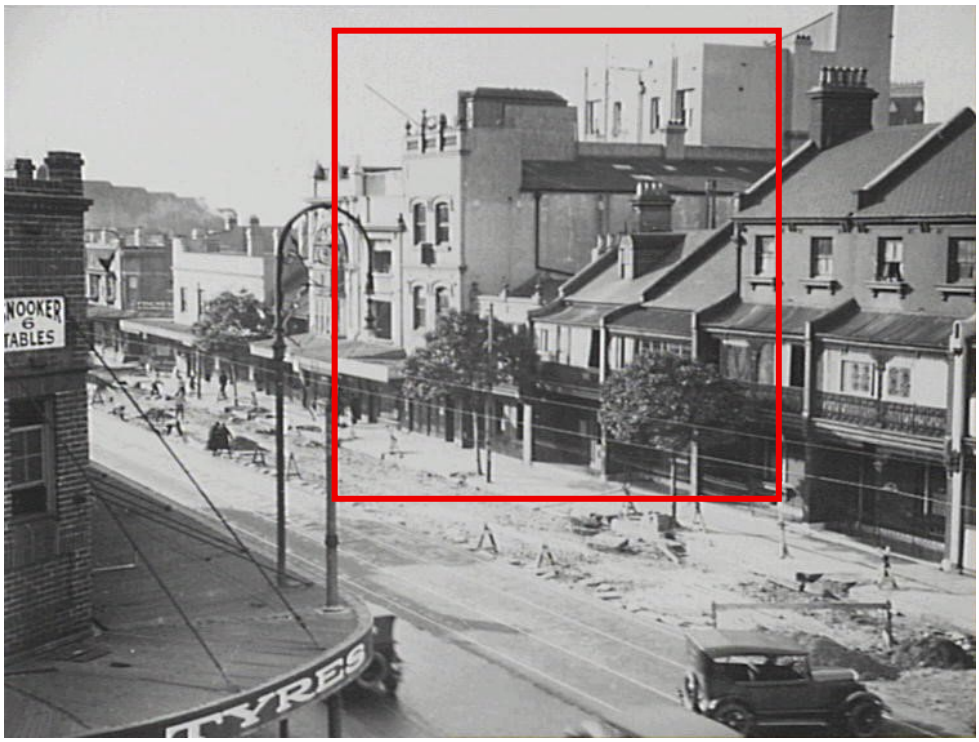


Image Year	1929	**Image author and Copyright Holder**	Herbert Small photograph; City of Sydney Archives Unique ID A-00054974.

IMAGES	
Image Caption	Looking north-east towards 40-42 Flinders Street, showing the 1950s alterations and additions to 42 Flinders Street.

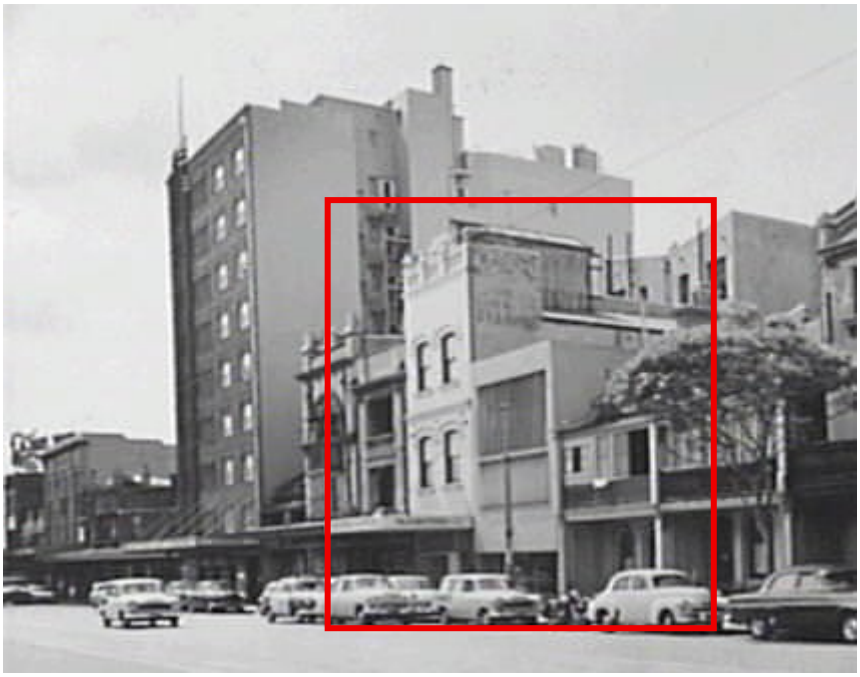


Image Year	1960	**Image author and Copyright Holder**	City of Sydney Archives Unique ID A-00012126

IMAGES			
Image Caption	40-42 Flinders Street		
			
Image Year	2012	**Image author and Copyright Holder**	City of Sydney Archives Mark Stevens Collection

IMAGES	
Image Caption	Looking south along Chisholm Street to the rear of 40-42 Flinders Street.



Image Year	2012	**Image author and Copyright Holder**	City of Sydney Archives Mark Stevens Collection.

IMAGES	
Image Caption	40-42 Flinders Street.



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

IMAGES	
Image Caption	Shopfronts, 40-42 Flinders Street



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

IMAGES	
Image Caption	Rear of 40-42 Flinders Street facing Chisholm Street.



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

Attachment E

Revised Inventory Sheet – 207 Oxford Street, Darlinghurst – Former The Bookshop

Heritage inventory sheet

Based on the NSW Heritage Office State Heritage Inventory sheet

ITEM DETAILS			
Name of Item	**The Bookshop**		
Former name			
Item type	**Built**		
Address	Number **207**	Street **Oxford Street**	Suburb **Darlinghurst**
Property description	Lot **1**		**174698.**
Use	Current **Retail**		Former **Retail/residential**
Statement of significance	The building at 207 Oxford Street has significance as the site of The Bookshop, a long-running bookshop devoted to the sales of gay and lesbian books, journals and publications. The Bookshop has been an important hub of community interaction relating to events such as the gay and lesbian Mardi Gras and the AIDS crisis of the 1980s. Documentary and oral evidence indicates that The Bookshop has strong and special associations with members of Sydney's LGBTIQA+ community resulting from its forty plus year occupation of 207 Oxford Street. It is the oldest exclusive bookshop devoted to the LGBTIQA+ community in NSW and Australia. Although evidence strongly suggests that 207 Oxford Street is part of a group of four buildings designed by the prominent architect John Burcham Clamp, further research is required to confirm this provenance. 207 Oxford Street has strong and definite associations with Les McDonald, who with his then partner Wayne Harrison co-founded The Bookshop in the early 1980s and then owned and operated the business until retiring in 2024. Les McDonald in particular is considered an important figure in the LGBTIQA+ community because of his continuous associations with The Bookshop from 1982 to his retirement. The façade of 203-209 Oxford Street, including 207 Oxford Street, notwithstanding unsympathetic modifications and accretions, is a representative and distinctively detailed example of the Federation Free Classical style that makes an important contribution to the streetscape of Oxford Street between Flinders and South Dowling Street. It is representative of the mixed retail and residential buildings constructed along major thoroughfares such as Oxford Street in the Sydney local government area during the Federation era.		
Level of significance	State: No	Local: Yes	
Heritage listings	Included in the Oxford Street Heritage Conservation Area.		
DESCRIPTION			
Designer	Attributed to John Burcham Clamp.		
Builder	Attributed to G P Jones.		
Construction years	Circa 1907		

Physical Description	The building at 207 Oxford Street is part of a group of four two storey buildings at 203-209 Oxford Street. The upper section of the façade is a good example of the Federation Free Classical style, which was commonly used for commercial architecture. Characteristics of the style evident in the façade include symmetry (distorted by changes in level along the street), classical details that are simplified or distorted such as the columns associated with balconies, parapet mouldings and exaggerated brackets below the parapet, and the exaggerated semi-circular "pediment" above the centre of the building containing a large cartouche. The combination of face brick walls and sandstone decorative elements and details is also characteristic of the Federation period. The balcony of 207 Oxford Street has been enclosed. A light well extends along the western side of the rear of the building. Air conditioning units are located above the Oxford Street awning. As with many shops, the ground and first floor levels are separated by a suspended awning, the linings of which are recent. The shopfront installed circa 1964, which contains a central entry porch flanked on each side by display windows, remains in place. However, vertical surfaces have been painted and the porch floor has been finished with cement. There is little remaining evidence of original internal planning. The ground floor is open, the narrow rear (southern) section rising one step above the front of the shop. Evidence of early finishes and planning is limited to the pressed metal ceiling over the front retailing section on the ground floor. The relieving arches in the party walls remain exposed. Wall surfaces are lined with cement render/plaster and are painted. The floor consists of wide timber boards, which may be early if not original. A stair at the south-western corner of the main shop gives access to the first floor. It also has a timber floor and painted plaster walls. Windows allow natural light into the rear of the building. A small bathroom is adjacent to the stair. The roof of the building contains an open trafficable terrace with a small skillion roofed structure, presumably the original laundry, at its southern end.
Physical condition	The building appears to be in good condition.
Modification and Dates	The building has undergone several changes of use including bookshops, restaurants and other retailing activities. Applications for modifications to the building listed in City of Sydney Street Cards include: • 1929 – alterations to shop. • 1964 – new shopfront. • 1968 – alterations to awning. • 1976 – new stair.
Archaeological potential	Not ascertained.

HISTORY

The coastal regions of Sydney between Port Jackson and Botany Bay are the ancestral territories of the Eora people. The traditional owners of the land now within the Woollahra Council area were the Cadigal (Gadigal) people. In common with other tribes living by Sydney Harbour, the Cadigal lived in harmony with the natural resources within their country, fishing from canoes or hunting the animals that lived in surroundings. The tribe appears to have moved within their territory in response to the seasons and family connections. Shell middens and other archaeological remains in the area provide material evidence of many centuries of sustained connection to the land that also sustained them. The arrival of white settlers caused the wholesale disruption of traditional life and the cultural practices of the Eora people

generally. Despite enormous challenges, today many Indigenous people identify as Eora and maintain cultural practices and a connection to Country.

The site of 207 Oxford Street occupies part of 70 acres (28.33 hectares) of land granted to commissary John Palmer in April 1794. Palmer was forced to sell his estate to meet his debts and his Surry Hills Estate was sold in October 1814. The allotment of land that was to include the site of 207 Oxford Street was purchased by Corporal James Chisholm. Although he sold most of his purchase almost immediately, Chisholm retained a triangular section bounded by the South Head Road, Botany Road (later renamed Flinders Street) and the edge of the Sydney Common.

A sizeable amount of land bounded in part by New South Head Road (now Oxford Street) is understood to have been purchased from Chisholm by coachbuilder Thomas Moore in December 1860. Moore, who built, sold and leased cabs, arrived in NSW during 1851. He died at the age of 82 in July 1912. The site of 207 Oxford Street remained undeveloped during the 1850s. Although there is an entry for 207 New South Head Road in the1858 edition of *Sands Directory*, it does not appear in later editions until the 1870s, the earliest reference being umbrella maker S Robinson in the 1873 edition of the *Directory*. Thomas Moore occupied parts of his land from about 1862 onwards.

Moore applied to bring the property onto Torrens Title, which took place during February 1905. On 21 June 1906 Moore transferred the title to a portion of the land along Oxford Street to York Buildings Limited.

There is evidence suggesting that prominent architect John Burcham Clamp designed the building at 203-209 Oxford Street, of which 207 Oxford Street is a part. It was reported in the *Daily Telegraph* in August 1907 that Clamp accepted the tender of builder G P Jones “for the erection of seven shops and residences, Oxford-street, for the York Buildings, Ltd.” This fits timing for the acquisition of the site by York Buildings Limited and the commissioning and production of documentation for development across the site. The Municipal Council of Sydney’s Building Application Register for 1907 notes the lodgement of an application in April that year by York Buildings Limited for seven shops and residences adjacent to 211 Oxford Street. A subsequent notation states that four buildings only were completed and the other three would proceed in due course. Further evidence for Clamp’s involvement includes entries on Council’s street cards for Oxford Street for 1907 and 1911, which link Clamp’s name to works on buildings associated with York Buildings Limited.

John Burcham Clamp (1869-1931) In 1883 he was articled to H. C. Kent, a leading Sydney architect, and attended evening classes at the University of Sydney and the Sydney Technical College,where he was an outstanding student. Clamp worked for Kent until he joined T. M. Smith in partnership in 1899. In 1901 he set up on his own and became known for efficient planning, competent design and secure construction. Clamp's meeting with Walter Burley Griffin in the United States of America led to a brief partnership with him in Sydney in 1914. He was subsequently joined by architect Crawford. H. Mackellar and they designed several factories and other buildings between 1918 and 1924. An active Anglican and prominent Freemason, Clamp was building surveyor for the diocese of Sydney and exercised considerable influence in ecclesiastical architecture. He was a member of the Town Planning Association of New South Wales, Fortunate to practise during two boom periods in 1901-14 and 1920-28, Clamp provided a bridge between the nineteenth-century romantic and twentieth-century functionalist styles, presenting an originality of design which combined character with sound commercial possibilities. At the time that 203-209 Oxford Street was built, Clamp was a sole practitioner producing major buildings such as Wyoming at 175-183 Hunter Street, Sydney, which was completed in 1911. However, buildings such as 203-209 Oxford Street, containing ground floor shops and first floor residences, were a mainstay of his practice at this time.

Council assessment records for Flinders Ward from 1907 confirm that the existing buildings had not yet been constructed. They were certainly in place by the time the 1911 assessment records were produced. York Buildings Limited subdivided the property during 1917 and 207 Oxford Street became part of Lot C on Deposited Plan 9258, which comprised 207 to 211 Oxford Street.

York Buildings Limited transferred the title of Lot C to Mrs Ida Kelsey, who resided in London, in April 1922. Not long after, Mrs Kelsey transferred the property title to Dr Hamilton Speirs Kirkland in November 1922. From August 1923 Dr Kirkland sold the three buildings in Lot C to separate buyers. On 29 October 1923 the title to 207 Oxford Street was transferred to George Laridis, described on title documents as a confectioner. Laridis changed his surname to Laird at the beginning of September 1924.

In 1929 a company called Tjannes & Co applied for alterations to the shop at 207 Oxford Street, in conjunction with its use as the "London Fish Saloon." Alterations were carried out under the supervision of architect Henry S Standen. Modifications included relocation of the internal stairs and conversion of the retail and residential components of the building on both floors to a café.

George Laridis sold 207 Oxford Street to storekeeper Maurice Harry Rosen, the transfer of title taking place in December 1949. Rosen died in May 1972 and the property passed to Bernard Wolf Rosen the following year.

According to one source,

> During the 1960s and 1970s, 207 Oxford Street was home to (Mrs) Whitty's wine bar. It is claimed to have been the "real heart" of the musical scene in the local area, featuring bands such as the Starving Wild Dogs and the Original Batterseas Heroes.

However, the building may have served other purposes as well. Applications were lodged to use (at least part) of the building as a gift shop and pawn broker in 1964, installation of a new shopfront (1964), use the building as a bookshop and install a new stair (1976), use the two levels of the building as refreshment rooms and the ground floor for retailing purposes (1983).

Exiles Bookshop opened at 207 Oxford Street in February 1979. Established by actor Susumu Hirayanagi and bookseller Nicholas Pounder, Exiles was notable for hosting poetry readings and was something of a centre for the local poetry scene in the early 1980s. It also sold LGBTIQA+ publications. A gallery was located on the first floor, where exhibitions including photography and political cartoons were staged. Exiles Bookshop featured in the 1981 John Duigan film, *Winter of our Dreams*, as the bookshop owned by Brian Brown's character, Rob. Exiles Bookshop closed in late 1982.

The next bookshop to occupy the building proved to be rather more enduring. The Bookshop opened at 207 Oxford Street on 11 February 1985, relocating from premises in Crown Street where it first opened in 1982. It was established by Les McDonald and his then-partner Wayne Harrison. A development application for the use of 207 Oxford Street as a bookshop was lodged on 7 January 1985 by a company called Stilono Pty Ltd. A branch at Newtown opened in March 1986 and closed in 1998.

The genesis of The Bookshop was Les McDonald and Wayne Harrison's trip to the United States of America during the 1970s, where they noticed LGBTIQA+ books were advertised in the gay press. This was something that was not happening in Sydney. On their return McDonald started to order American LGBTIQA+ books and selling them through mail order, promoting the business through advertising and forming gay male and lesbian book clubs. In time the business became large enough to justify opening a bookshop in Crown Street. According to Les McDonald, "It was the time before computers and apps and all that sort of thing … The bars were all really busy, the streets were teeming with people, and The Bookshop became a sort of a central meeting place in the heart of it."

The Bookshop was associated with two of McDonald and Harrison's other businesses, a mail order business known as Bull Dog Books providing people living beyond the inner-city with access to gay and lesbian related books and Southpaw Press, which published three additions of a gay guide, initially as *Sydney and Beyond* and then as *Australia and Beyond*.

During the AIDS crisis of the 1980s, The Bookshop became an important community resource, providing information, support and a safe space. According to Les McDonald, "When HIV/Aids happened, it became a lot more crucial to have a physical place that had information about that … Titles about HIV/Aids were not being published in Australia, and we had to go to the US to

find them." The Bookshop worked with the Sydney Gay and Lesbian Mardi Gras during the 1980s, selling parade tickets and promoting fundraising events and rallies in association with the Aids Council of New South Wales. Dance party tickets could also be purchased from the shop. In the late 1980s the first floor was used for the first temporary Mardi Gras museum.

Bookshops selling gay books and magazines opened on Oxford Street during the 1970s, but none are named. The Feminist Bookshop, established at Eastwood in 1974, was the first shop in Australia to sell only women's and feminist texts. It also supported events such as the Gay & Lesbian Mardi Gras. Another book store in Sydney where LGBTIQA+ publications were available was Interventions Bookshop, which from around 1975 was located in Haymarket. It closed down in 1987. The Bookshop, established in 1982, is still trading where earlier bookshops have closed, and is unique as a long-established community-oriented bookshop in Sydney. A very limited number of exclusively LGBTIQA+ bookshops are located in other state capitals. The International Bookshop in Melbourne was for several decades an important source of LGBTIQA+ literature. Established in 1933, during the 1970s. It became a significant seller of LGBTIQA+ publications after the acquisition of the stock of Adelaide's Dr Duncan Revolution Bookshop in 1977. The Dr Duncan Revolution Bookshop was claimed to be the first in Australia specialising in gay and feminist literature and established in June 1974. It closed in May 1977 and its stock was transferred to the International Bookshop in Melbourne, which closed in May 1993. Also in Melbourne, Hares & Hyenas opened in 1991 and continues to trade. Shelf Lovers was an LGBTIQA+ and romance bookshop founded in 2021. The store closed in April 2025 but may reopen as an online store.

According to Graeme Aitken, a buyer and manager of The Bookshop, it has played an important role as a community support system throughout the LGBTQIA+ rights movements of the 1980s, 1990s and 2000s. The Bookshop has been noted as Australia's largest retailer of LGBTIQA+ books and other literature.

207 Oxford Street was sold in August 2014 but The Bookshop remained trading there. After more than 40 years' involvement with selling books and publications, Les McDonald retired in 2024 and the business was taken over by Charles Gregory. The Bookshop is now considered to be one of the last LGBTQIA+ bookstores in the world.

HISTORICAL THEMES		
Australian Theme	**State theme**	**Local theme**
3 Developing local, regional and national economies	Commerce	Retail development in Darlinghurst
4 Building settlements, towns and cities	Towns suburbs and villages	Growth and consolidation of Oxford Street in the nineteenth and twentieth centuries.
6 Education	Educating	Pivotal role of The Bookshop as a source of information for the LBGTQIA+ community
8 Developing Australia's cultural life	Creative Endeavour	Federation era architecture in the City of Sydney
9 Marking the phases of life	Persons	Potential associations with John Burcham Clamp; associations with Les McDonald

HERITAGE SIGNIFICANCE ASSESSMENT	
Historic significance SHR criteria (a)	The building at 207 Oxford Street has significance as the site of a long-running bookshop continuously devoted to the sales of gay and lesbian books, journals and publications since February 1985. Although not the first to do so, the bookshop has proved remarkably enduring and has been an important hub of community interaction for significant interaction relating to events such as the gay and lesbian Mardi Gras and the AIDS crisis of the 1980s. The site at 207 Oxford Street fulfils this criterion at a Local level.

Historical association SHR criteria (b)	The building at 207 Oxford Street is a part of a group of four buildings that appears to have been designed by the prominent architect John Burcham Clamp, who designed several significant Federation era commercial buildings, along with private residences and buildings containing shops and residences. Although evidence uncovered during the preparation of this report strongly suggests Clamp as the building's architect, further research is required to confirm this provenance. The building at 207 Oxford Street has strong associations with Les McDonald, who with his then partner Wayne Harrison co-founded The Bookshop in the early 1980s and then owned and operated the business until retiring in 2024. Les McDonald ran The Bookshop for about 40 years, supporting and informing the LGBTIQA+ community, and is an important figure in the community in the late twentieth and early twenty first centuries. The group of buildings at 203-209 Oxford Street, including 207 Oxford Street may fulfil the criterion for listing at a Local level, but this is contingent in definitely establishing Burcham Clamp as the building's architect.
Aesthetic significance SHR criteria (c)	The façade of 203-209 Oxford Street including 207 Oxford Street, notwithstanding unsympathetic modifications and accretions, is a fine and distinctively detailed example of the Federation Free Classical style that makes an important contribution to the streetscape of Oxford Street between Flinders and South Dowling Street. The group of buildings at 203-209 Oxford Street fulfils the criterion for listing at a Local level. It should be noted that the building is afforded protection by its inclusion in the Oxford Street Heritage Conservation Area.
Social significance SHR criteria (d)	Documentary evidence and quotes from interviews provide evidence that 207 Oxford Street has strong and special associations with members of Sydney's LGBTIQA+ community resulting from its forty plus year occupation by The Bookshop. Over the years The Bookshop has been a strong community hub and a valuable source of published material not otherwise generally available to the public. The building at 207 Oxford Street is considered to fulfil this criterion at a Local level.
Technical/Research significance SHR criteria (e)	The building at 207 Oxford Street is unlikely to fulfil this criterion. The information that it can yield can also be obtained from other sites in the local government area. Modifications undertaken to the building's interior have compromised its integrity.
Rarity SHR criteria (f)	The row of buildings at 203-209 Oxford Street including 207 Oxford Street, as an example of a group of Federation era shop and residential buildings, is not rare. The row of buildings at 203-209 Oxford Street, including 207 Oxford Street, does not fulfil this criterion at a Local or State level.
Representativeness SHR criteria (g)	The row of buildings at 203-209 Oxford Street is representative of the mixed retail and residential buildings constructed along major thoroughfares in the Sydney local government area such as Oxford Street and King Street, Newtown, during the Federation era. The façade of 203-209 Oxford Street is representative of Federation Free Classical style architecture. The row of buildings at 203-209 Oxford Street, including 207 Oxford Street, fulfils this criterion at a Local level.

Integrity	The overall integrity of the building has not been ascertained.
RECOMMENDATIONS	
Recommendations	• Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012. • Retain and conserve the form and fabric of the building consistent with its existing contribution status in the conservation area (outward appearance). • Continuation of the retail use is preferable but not required. • Though it predates The Bookshop, the shop front needs to be retained, in accordance with 3.10.4 Significant Shopfronts in the Sydney DCP 2012. • The removal of intrusive accretions on the Oxford Street facade is encouraged. Unpainted fabric including brick and stone is best remaining unpainted. • Use the heritage exemption process to facilitate internal alterations and fitouts. • Alterations and additions consistent with the controls for the Oxford Street Creative and Cultural Precinct may occur and are to retain the building's contribution to the conservation area. • Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

INFORMATION SOURCES

Type	Author/Client	Title	Year	Repository
Written	TKD Architects	The Bookshop, 207 Oxford Street, Darlinghurst Heritage Assessment	2025	Woollahra Council

AUTHOR OF THIS REPORT

Name	Date
TKD Architects	16 September 2025

IMAGES	
Image Caption	

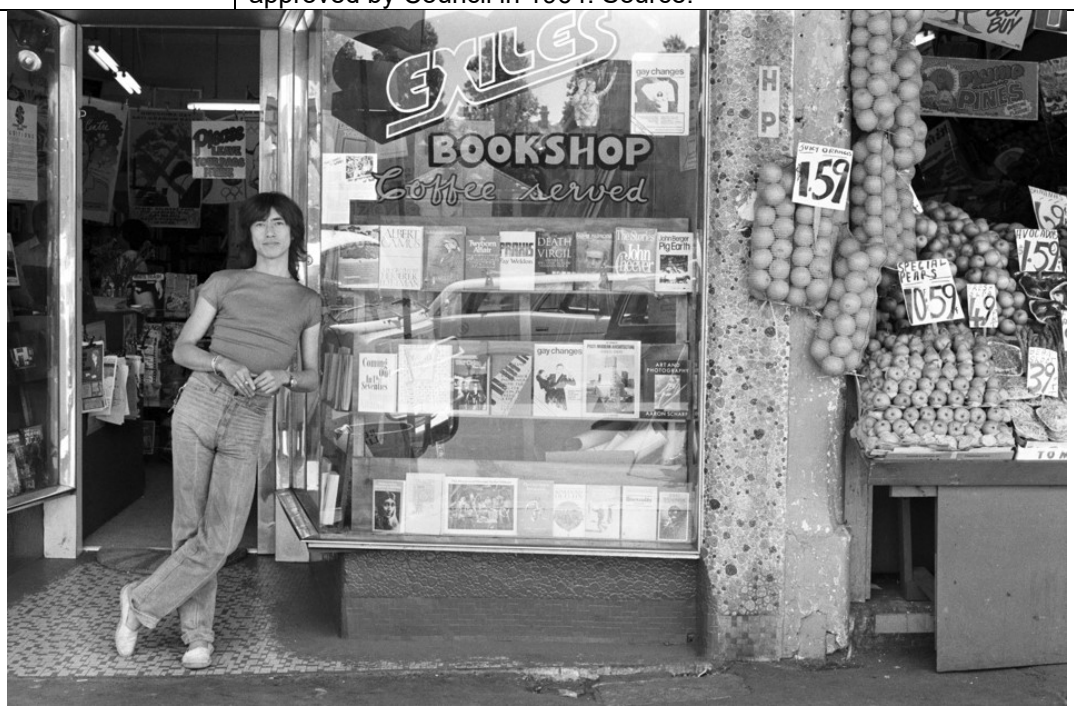


Image Year	1957	**Image author and Copyright Holder**	City of Sydney Archives Unique ID A-01168694.

IMAGES	
Image Caption	



Image Year	1960	**Image author and Copyright Holder**	City of Sydney Archives Unique ID A-01170497 Vic Solomons collection.

IMAGES			
Image Caption	Susumu Hirayanagi outside Exiles Bookshop. The shopfront was approved by Council in 1964. Source:		
			
Image Year	1980	**Image author and Copyright Holder**	Michael Shirley photograph; State Library of NSW PXE 997

IMAGES	
Image Caption	203-209 Oxford Street, Darlinghurst. 207 Oxford Street is highlighted.

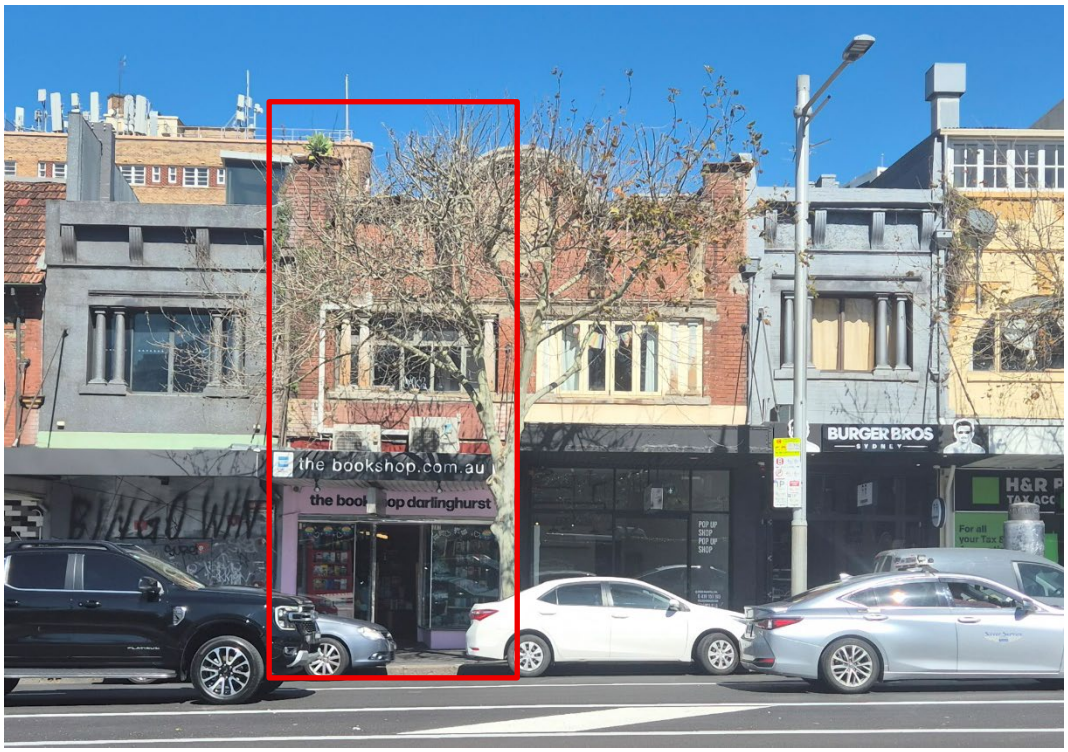


Image Year	2025	**Image author and Copyright Holder**	TKD Architects

Heritage inventory sheet

Based on the NSW Heritage Office State Heritage Inventory sheet

IMAGES	
Image Caption	Façade of 207 Oxford Street



Image Year	2025	**Image author and Copyright Holder**	TKD Architects

IMAGES	
Image Caption	Shopfront, 207 Oxford Street.



Image Year	2024	**Image author and Copyright Holder**	TKD Architects

Attachment F

Engagement Report - LGBTIQA+ Heritage Listings in the Oxford Street Area

CITY OF SYDNEY

Engagement report – LGBTIQA+ heritage listings in the Oxford Street area



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Overview

Background

Following the Oxford Street LGBTIQA+ social and cultural place strategy (2022), we commissioned TKD Architects to explore sites within the precinct that hold strong links to LGBTIQA+ history and culture. In December 2025 following public exhibition, we endorsed 3 sites for heritage listing.

In March 2026, we proposed an additional 3 sites for heritage listing:

1. 273 Crown Street, Surry Hills – former Ruby Reds

   Sydney's first recreational venue dedicated to the lesbian community, owned by prominent entrepreneur Dawn O'Donnell.

2. 40-42 Flinders Street, Darlinghurst – former Taxi Club

   Home of the Grosvenor Club, popular with performers from Les Girls because of its 24-hour licence.

3. 207 Oxford Street, Darlinghurst – former The Bookshop

   The site of a long-running bookshop devoted to the sale of gay and lesbian books, journals and publications and an important hub for the community.

Engagement summary

This report summarises the consultation that took place between 31 March 2026 and 5 May 2026, about our proposal to heritage list 3 sites of LGBTIQA+ significance in the Oxford Street area. It details the communications and engagement activities that took place, and our key findings.

We created a dedicated Sydney Your Say page to exhibit documents including a planning proposal, heritage reports and draft inventory sheets for each building. A letter was sent to property owners and occupiers, and the nearby community. We advertised via our monthly Sydney Your Say newsletter and also sent targeted emails to property owners and their tenants on 9 April 2026. Online news coverage in Architecture, Au, City Hub and QNews also drew interest and attention.

We received a total of 17 submissions (via survey and email) during the public consultation period.

Those supporting the proposal highlighted the importance of these sites to the LGBTIQA+ community. They agreed that listing them is a necessary and overdue act of public recognition. Those opposing the proposal argued that appropriate recognition is through interpretation, not blanket controls, and that posing an additional heritage listing would introduce unnecessary constraints and complexity for the future use and adaptation of the property, without delivering meaningful conservation outcomes.

Purpose of engagement

Communications and engagement activities in this consultation were designed to:

1. Raise awareness about our proposal to heritage list 3 sites of LGBTIQA+ significance in the Oxford Street area.
2. Gather feedback on this proposal.

Outcomes of engagement

The following is a snapshot of the outcomes from our engagement.

Submissions received during March-May 2026 consultation

During this consultation, we received a total of 17 submissions: 5 via online survey and 12 via email.

- 5 submissions supported the listings
- each landowner (3) objected to the listing, but generally supported recognition of each site's LGBTIQA+ cultural history through interpretive measures
- 8 submissions objected the heritage listing of 207 Oxford Street
- one submission was neutral in its sentiment

The Sydney Your Say page was visited 270 times during the consultation period.

Submissions and engagement activity

Quantity	Description of activity
17	Total submissions received
5	Survey submissions
12	Emailed submissions
1	Telephone enquiries
270	Sydney Your Say webpage visits
38	Total document downloads

Key findings

Key findings for 273 Crown Street

6 submissions referenced 273 Crown Street: 4 survey submissions and 2 email submissions. Five were in favour of the proposal and 1 submission did not support the proposal.

Reasons given supporting the proposal:

- Site is important to the LGBTIQA+ community.
- Listing 273 Crown Street is a necessary and overdue act of public recognition.
- Its significance is not merely physical or architectural; it is deeply historical, social and cultural.
- With the right investment and vision, these locations could become significant cultural attractions – places to educate future generations and celebrate LGBTQIA+ history, while also driving economic activity and vibrancy in the area.

Reasons given opposing the proposal:

- Listing the entire building imposes unreasonable regulatory burdens and will discourage operators. Cultural venues require flexibility, speed and low-cost fit out pathways to survive. This will delay openings, increase costs and ultimately lead to closures.
- The Inventory Sheet states the building may be demolished and replaced, provided interpretation is retained. This confirms the physical structure is not essential to significance and heritage value can exist independent of the building.
- Opposition to the listing of the entire building and instead limiting listing to external facade only (if any), with explicit exclusions for internal alterations, fit outs or change of use.

Key findings for 40-42 Flinders Street

6 submissions referenced 40-42 Street: 4 survey submissions and 2 email submissions. Four were in favour of the proposal and 2 submissions were neutral or in objection.

Reasons given supporting the proposal:

- It captures an important and enduring part of Sydney's LGBTIQA+ history and is a place of local heritage significance.
- We are losing so many of our key queer venues. A plea to try to protect our LGBTQIA+ heritage.
- With the right investment and vision, these locations could become significant cultural attractions – places to educate future generations and celebrate LGBTQIA+ history, while also driving economic activity and vibrancy in the area.

Reasons given opposing the proposal:

- Appropriate recognition should be through interpretation, not blanket controls.
- Under the NSW heritage assessment framework, heritage significance must be noticeably embodied in the physical fabric of a place. This building has undergone substantial modification over time, with limited intact original or contributory fabric remaining.
- Disproportionate planning impacts under SLEP 2012.
- This site is located within the Darlinghurst / Oxford Street precinct, an area identified by the City of Sydney as requiring ongoing activation and revitalisation, support for nightlife, cultural venues and diverse operators; and flexibility in tenancy and adaptive reuse. The proposed heritage listing would create barriers to securing and retaining appropriate tenants, discourage all potential operators due to increased approval complexity and cost, and undermine activation outcomes the listing is ostensibly seeking to support.

Key findings for 207 Oxford Street

14 submissions referenced 207 Oxford Street: 6 surveys and 8 emails. The feedback came from local residents, nearby business owners and the property's owner. Of the submissions that referenced this property, 4 were in favour of the proposal, 9 opposed the proposal, and 1 was neutral.

Reasons given supporting the proposal:

- Site is important to the LGBTIQA+ community.
- This is not simply a retail premises. The Bookshop has functioned as a cultural institution, a place of information-sharing, a meeting point and a community anchor.
- Individual listing is particularly important here because broad conservation area controls do not fully capture the specific community meaning of this site.
- Recognising it formally as a heritage item says that the intellectual, social and emotional life of the LGBTIQA+ community is part of Sydney's heritage and deserves to be protected, interpreted and carried forward.

Reasons given opposing the proposal:

- The existing Oxford Street Conservation Area and the building's contributory status adequately protects the significant aspects of the building.
- The historical and social significance of the site – particularly its association with the LGBTIQA+ community – is no longer inherently tied to the physical structure. Given the closure of the bookshop and the building's change in use, this significance would be more effectively preserved and communicated through physical interpretation or digital documentation.
- Imposing an additional heritage listing would introduce unnecessary constraints and complexity for the future use and adaptation of the property, without delivering meaningful conservation outcomes.

Submissions table

Theme/issue raised	City of Sydney response
Recognition of these sites links to LGBTIQA+ history and community by heritage listing	The City acknowledges the strong connection between the LGBTIQA+ community and the Oxford Street precinct. Subsequently the City developed the Oxford Street LGBTIQA+ Social and Cultural Place Strategy with its priority recognising historic LGBTIQA+ places and spaces, leading to a focused heritage study and the proposed listing of these sites, as well additional interpretation within the public domain (such as rainbow crossings and street signs).
Heritage listing and the ability to accommodate change	The purpose of heritage listing is to formally recognise, protect, and conserve culturally significant places, buildings, or objects for current and future generations. It ensures that their unique values are conserved while managing necessary changes to the place. Depending on the heritage significance of a place, and how this is linked to building fabric and form, various degrees of change are acceptable. Management guidelines in the revised individual inventory sheets give an indication of what elements of the site (such as building fabric or form) are considered significant and need to be addressed as part of any potential development. The proposed listings do not remove the opportunity to sympathetically develop the sites under the existing planning controls and heritage listing itself does not prevent vertical additions, provided proposals respond appropriately to the site's heritage values. In response to submissions, the management recommendations in the heritage in the Heritage Inventory sheets have been updated to make clear the implications of the listing. The recommendations provide guidance on what should be done to conserve the significance of the place when it undergoes major development. Management recommendations vary from site to site. They complement and do not override the planning controls for the site. For example: **Former Ruby Reds, 273 Crown Street, Surry Hills:** the existing building may be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site. **Former Taxi Club, 40-42 Flinders Street, Darlinghurst:** the front facade must be retained and conserved, consistent with the buildings existing contributory status in a conservation area, but the City's heritage exemption process can be used to facilitate internal alterations and fitouts.

Theme/issue raised	City of Sydney response
	Former The Bookshop, 207 Oxford Street, Darlinghurst: the front facade must be retained and conserved, consistent with the buildings existing contributory status in a conservation area, but alterations and additions consistent with the controls for the Oxford Street Creative and Cultural Precinct may occur, including vertical additions.
Concerns about onerous planning controls because of heritage listing	The heritage listing ensures the unique values of a place are conserved while managing necessary changes. Depending on the heritage significance of a place, and how this is linked to building fabric and form, various degrees of change are acceptable. Submissions opposed to listing raise concerns about development potential or making minor works harder. However, the management guidelines in the inventory sheets have clearly identified what characteristics are important to the heritage significance of the place, and appropriate processes for change. For example: **Former Ruby Reds, 273 Crown Street, Surry Hills:** The site is not within a heritage conservation area. As such it currently has access to a number of exempt and complying development pathways, including internal and external building alterations. While opportunities for complying development will not be available, the heritage works exemption process will be available. In this case it will be very straightforward as no fabric has been identified as having heritage significance. In practice it means that internal and external building alteration works that previously were exempt or required a complying development certificate, could now be dealt with under the heritage works exemption pathway. **Former Taxi Club, 40-42 Flinders Street, Darlinghurst:** is already a contributory building within a heritage conservation area. As such it has access to a number of exempt and complying development pathways, including internal building alterations. However, being in a conservation area, many external works still require a complying development certificate or even a development application. While some opportunities for complying development will not be available, the heritage works exemption process will be available, and in this case, it will be very straightforward as very limited fabric has been identified as having heritage significance (notably the front facade and the overall form of the building). **Former The Bookshop, 207 Oxford Street, Darlinghurst:** is already a contributory building within a heritage conservation area. As such it has access to a number of exempt and complying development pathways, including internal building alterations. However, being in a conservation area, many external works still require a complying development certificate or even a development application. While some opportunities for complying development will not be available, the heritage works

Theme/issue raised	City of Sydney response
	exemption process will be available, and in this case, it will be very straightforward as very limited fabric has been identified as having heritage significance (notably the front facade).
Concerns about the assessment of heritage significance, regarding extent of original fabric, intangible values, extent of change undergone and the need to meet all 7 heritage assessment criteria.	Heritage significance does not need to be embedded in fabric, but can be embodied in a place's setting, use, associations, meanings, records, related places, and objects, several of which are relevant here. Places and objects can also be significant for their intangible values (for example, meaning, associations, connections). Places that have undergone significant change can continue to have heritage significance. Places do not need to meet all 7 heritage assessment criteria to meet the threshold for listing as a heritage item.
The City should allocate funds towards the conservation of these site or acquire them.	Allocating public funds or pursuing acquisition is not supported given competing budget priorities and the principle that the primary responsibility for maintenance of privately owned heritage assets rests with the owner. Direct intervention by the City in this instance would set an unsustainable precedent and may not represent an equitable or efficient use of limited public resources.
The proposed listings should not proceed as the businesses referenced no longer exist.	The absence of the original businesses does not diminish the heritage significance of the buildings. Heritage listing recognises the historic and associative values of a place, which can persist regardless of changes in ownership or use over time. Many heritage-listed sites no longer accommodate their original functions yet remain important as physical evidence of past activities and contributions to the area’s history.
Some minor errors were identified in the draft inventory sheets.	The City has investigated these issues and revised the inventory sheets where appropriate.
The listings are not in line with the City’s strategic vision regarding activation in the Oxford Street precinct.	The listings are in direct response to the City's Oxford Street LGBTIQA+ Social and Cultural Place Strategy which includes an action to investigate heritage listing places within the Oxford Street precinct that have historic and contemporary connections to the LGBTIQA+ community.

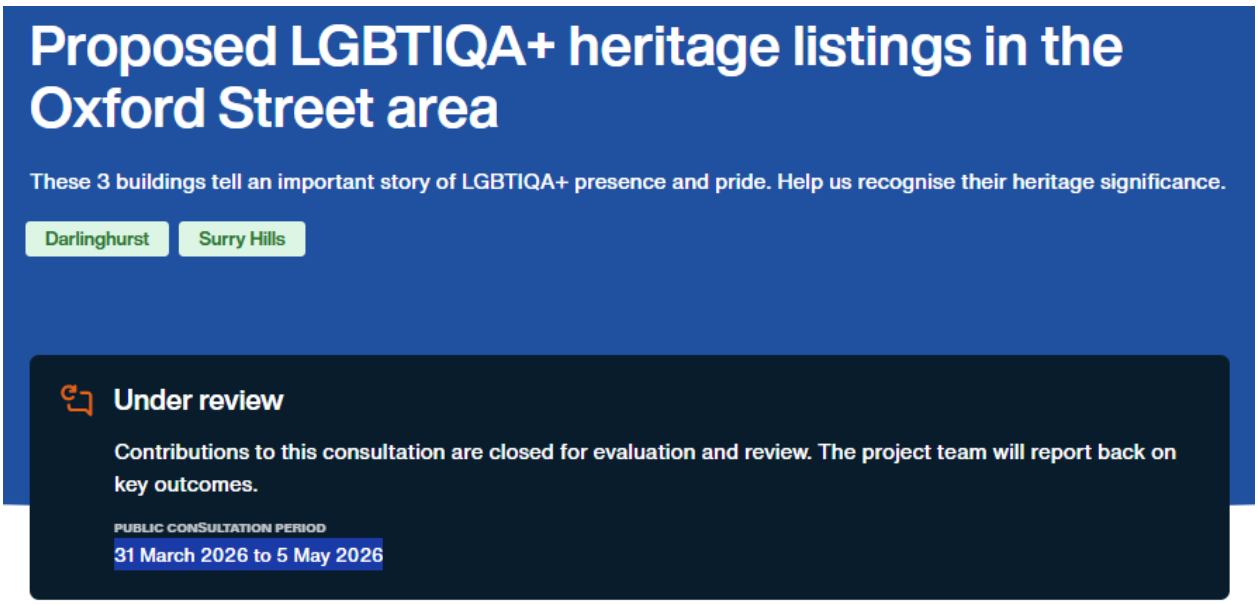
Communication and engagement activities

Below is a summary of the communication and engagement activities that took place during the consultation period.

Activity	Outcome
Sydney Your Say webpage	• Dedicated Sydney Your Say webpage: https://www.cityofsydney.nsw.gov.au/policy-planning-changes/proposed-lgbtiq-heritage-listings-oxford-street-area. • Web page received 270 views during the consultation period. • The page included an online survey where people could give feedback, an electronic copy of the planning proposal, the heritage assessment reports, draft inventory sheets for each building and other key information. • Total of 38 document downloads.
Notification letter	• 522 letters were distributed to owners and occupiers on 1 April 2026 within a 25m radius of each building. • Letter distribution included addresses for the properties proposed for heritage listing.
Sydney Your Say e-news	• Consultation included in the Sydney Your Say e-newsletter on 8 April 2025 sent to nearly 3985 subscribers, with 2664 unique opens (67% of subscribers) and 269 click throughs (7% of subscribers).
Stakeholder email	• Key stakeholders were contacted by email on 9 April 2026, including building owners and tenants.
News coverage	• Online publication Architecture, Au featured the consultation in a dedicated online piece on 9 April 2026: https://architectureau.com/articles/three-further-lgbtiqa-sydney-icons-considered-for-local-heritage-register/. • Online newspaper City Hub referred to the three sites and the public exhibition in a dedicated online piece on 1 April 2026: https://cityhub.com.au/oxford-street-venues-heritage-listing/ • Online community media website QNews gave detailed background to the history of the project and the most recent consultation in a dedicated online piece on 1 April 2026: https://qnews.com.au/former-iconic-oxford-street-lgbtq-venues-proposed-for-heritage-listing/

Appendices

Appendix A – Sydney Your Say webpage



Proposed LGBTIQA+ heritage listings in the Oxford Street area

These 3 buildings tell an important story of LGBTIQA+ presence and pride. Help us recognise their heritage significance.

Darlinghurst | Surry Hills

Under review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
31 March 2026 to 5 May 2026

Why we're doing this

Following the Oxford Street LGBTIQA+ social and cultural place strategy, we commissioned TKD Architects in 2022 to explore sites within the precinct that hold strong links to LGBTIQA+ history and culture. Previously we proposed 3 buildings for heritage listing.

The study recommended heritage listing 3 more sites:

273 Crown Street, Surry Hills - former Ruby Reds

Sydney's first recreational venue dedicated to the lesbian community owned by prominent entrepreneur Dawn O'Donnell.

40-42 Flinders Street, Darlinghurst - former Taxi Club

Home of the Grosvenor Club, popular with performers from Les Girls because of its 24-hour licence.

207 Oxford Street, Darlinghurst – former The Bookshop

The site of a long-running bookshop devoted to the sale of gay and lesbian books, journals and publications and an important hub for the community.

Matt Devine
SENIOR SPECIALIST PLANNER (HERITAGE)
02 9265 9333
sydneyyoursay@cityofsydney....
COPY EMAIL ADDRESS

What we're doing

We propose to amend the Sydney Local Environmental Plan 2012 to list 3 buildings as local heritage items.

Historic research and assessments have been carried out to better understand the significance of the properties.

We're looking for your feedback on the listings.



- **Planning proposal** PDF · 1.79 MB · Last modified 31 March 2026
- **Heritage assessment report** PDF · 9.49 MB · Last modified 31 March 2026
- **Heritage assessment – 40-42 Flinders Street** PDF · 6.36 MB · Last modified 31 March 2026
- **Draft heritage inventory sheet – 40-42 Flinders Street, Darlinghurst – Former Taxi Club** PDF · 1.98 MB · Last modified 31 March 2026
- **Heritage assessment – 207 Oxford Street – The Bookshop** PDF · 1.98 MB · Last modified 31 March 2026
- **Draft heritage inventory sheet – 207 Oxford, Darlinghurst – The Bookshop** PDF · 2.08 MB · Last modified 31 March 2026
- **Heritage assessment – 273 Crown Street** PDF · 5.11 MB · Last modified 31 March 2026
- **Draft heritage inventory sheet – 273 Crown Street, Surry Hills – Former Ruby Reds** PDF · 1.61 MB · Last modified 31 March 2026

How you can give feedback

Consultation closes at 5pm on Tuesday 5 May 2026.

1 **Complete our survey**

You'll need to log in with a City of Sydney account to complete the survey. If you don't have an account, it's easy to create one.

2 **Email or post your feedback**

You can give your feedback by email to sydneyyoursay@cityofsydney.nsw.gov.au or post to:

> Senior Community Engagement Coordinator, City Engagement
> City of Sydney
> Level 7, 456 Kent Street
> Sydney NSW 2000

Please quote 'Reference: X091578 — Oxford Street, Darlinghurst – proposed LGBTIQA+ heritage listings'

How to have your say

Anyone can give feedback. Your feedback must:

- be in writing and include the development address or application number
- include your contact details (postal or email address) so we can acknowledge receipt
- be submitted during the public consultation period.

We may discuss applications over the phone, but these conversations are not considered feedback.

All feedback we receive will be considered and summarised in reports. We won't consider anonymous feedback.

Your feedback is not confidential and may be accessed under the Government Information (Public Access) Act 2009 (GIPA Act). We may use your name or address when responding to concerns about a planning proposal or development application. In some cases, your feedback may be provided to the NSW Government, which manages its own publication process.

If you submit feedback on behalf of an organisation, the organisation's name will be published in reports unless you request otherwise.

For more details, see our community engagement strategy and community participation plan.

Appendix B – Notification letter

CITY OF SYDNEY

City of Sydney
Gadigal Country
456 Kent Street
Sydney NSW 2000

+61 2 9265 9333
council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

31 March 2026

Proposed LGBTIQA+ heritage listings in the Oxford Street area

We invite your comments on a proposal to heritage list 3 buildings in Darlinghurst and Surry Hills.

The proposal follows a heritage study we commissioned as part of our Oxford Street LGBTIQA+ social and cultural place strategy.

It investigated places with historic and contemporary connections to local communities, and recommended 3 sites for listing:

- **273 Crown Street, Surry Hills – former Ruby Reds**
  Sydney's first recreational venue dedicated to the lesbian community owned by prominent entrepreneur Dawn O'Donnell.
- **207 Oxford Street, Darlinghurst – former The Bookshop**
  The site of a long-running retailer devoted to the sale of LGBTIQA+ books, DVDs, journals and publications, and an important community hub.
- **40-42 Flinders Street, Darlinghurst – former Taxi Club**
  Home of the Grosvenor Club, popular with performers from Les Girls because of its 24-hour licence.

How to give feedback
You can view the proposal and supporting documents at sydneyyoursay.com.au.

The proposal is open for comment until 5pm on Tuesday 5 May.

Feedback can be made online or by post to Senior Community Engagement Coordinator, City Engagement, City of Sydney, GPO Box 1591, Sydney NSW 2001. You can also email sydneyyoursay@cityofsydney.nsw.gov.au.

Contact us

For more information contact senior specialist heritage planner Matt Devine at sydneyyoursay@cityofsydney.nsw.gov.au or on 02 9265 9333.

Yours sincerely

Ben Pechey
Executive Manager, Strategic Planning and Urban Design
City Planning I Development I Transport

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

Appendix C – Sydney Your Say e-news

Have your say from local projects to planning for the future of Sydney

M

City of Sydney <mail@cityofsydney.nsw.gov.au>
To Sydney Your Say

Reply | Reply All | Forward

Wed 8/04/2026 11:00 AM

Retention Policy 7 Year retention policy (7 years) Expires 8/04/2033

If there are problems with how this message is displayed, click here to view it in a web browser.



Image: TDK Architects

Have your say on heritage listings 3 buildings in Surry Hills and Darlinghurst

We propose to heritage list 273 Crown Street, Surry Hills, 40-42 Flinders Street, Darlinghurst and 207 Oxford Street, Darlinghurst.

These properties tell an important story of LGBTIQA+ presence and pride. Help us recognise their significance.

Provide feedback on this application by Tuesday 5 May.

Read more

Appendix D – News coverage

Architecture, Au®

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Three further LGBTIQA+ Sydney icons considered for local heritage register

Following the City of Sydney's heritage-listing of three buildings of LGBTIQA+ significance last year, the council is proposing to list a further three historic inner-city sites.



The City of Sydney has announced their proposal to list the former Ruby Reds building at 273 Crown Street, Surry Hills (pictured), the Former Taxi Club at 40-42 Flinders Street, Darlinghurst, and 207 Oxford Street, Darlinghurst, the previous site of The Bookshop, on the local heritage register.
Image: Courtesy of City of Sydney



by Lucia Amies
9 Apr 2026

The City of Sydney has announced their proposal to list three places of LGBTIQA+ significance on the local heritage register. The proposal is part of the council's strategy to maintain the unique built fabric of Oxford Street and its surrounds in Paddington, with the council having already heritage-listed several sites within the inner-city precinct.

In early 2025, the City of Sydney put forward a proposal to heritage-list the Oxford Hotel at 134 Oxford Street, the Palms at 124 Oxford Street and the Universal nightclub at 85–91 Oxford Street, with the proposal ultimately successful. The places were identified in a study conducted by local practice Tanner Kibble Denton (TKD) Architects.

The same study recommended heritage-listing three more sites: the former Ruby Reds building at 273 Crown Street, Surry Hills; the Former Taxi Club at 40-42 Flinders Street, Darlinghurst; and 207 Oxford Street, Darlinghurst, the previous site of The Bookshop.

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Mixed-use, 'anti-mall' vision for Brisbane's James Street approved


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by Lucia Amies
9 Apr 2026



The former Taxi Club was established in 1956 as a recreational facility named the Grosvenor Club, initially popular with taxi drivers and later with performers from Les Girls at Kings Cross. Image: Courtesy of City of Sydney

According to the City of Sydney, the former Ruby Reds building was significant as Sydney's first recreational venue dedicated to the lesbian community, and was owned by prominent entrepreneur Dawn O'Donnell. Architect Percy Gordon, who later directed Morrow, De Putron and Gordon, and Morrow and Gordon, designed the building's alterations in the 1920s interwar period.

Across Flinders Street in Darlinghurst, the former Taxi Club was established in 1956 as a recreational facility named the Grosvenor Club, and was initially popular with taxi drivers and later with performers from Les Girls at Kings Cross.

At 207 Oxford Street, around the corner, a long-running store known as The Bookshop was devoted to the sale of queer books, journals and publications, as well as community events, and occupied part of a group of four Federation-era buildings supposedly designed by architect John Burcham Clamp.

If the proposal is successful, the Sydney Local Environment Plan 2012 will be amended with the three local heritage items.

The community are invited to have their say on the proposal on the City of Sydney's website by 5 May.

Related topics

HERITAGE SYDNEY

Bookshop Darlinghurst Among Oxford Street Venues Proposed For Heritage Listing

EASTERN SUBURBS NEWS

Patrick Lenton
APRIL 1, 2026



Image: The Bookshop Darlinghurst. Credit City Of Sydney

Sydney's queer cultural heart could soon see more of its past formally protected, as the City of Sydney announces new plans to heritage list a wave of historically significant LGBTQIA+ sites across the Oxford Street precinct.

The proposal expands beyond currently operating venues, turning attention to former community spaces including Ruby Reds, the Taxi Club and The Bookshop Darlinghurst – venues rich in LGBTQIA+ history. This builds on earlier plans to heritage list venues like the Oxford Hotel, Palms and Universal nightclub.

Ruby Reds, located on Crown Street, is widely regarded as Sydney's first dedicated lesbian bar, opening in 1979 under venue pioneer and colourful character Dawn

O'Donnell. It was considered an institution, and "the most popular bar" on Oxford Street in the 70s.

Nearby, the former Taxi Club on Flinders Street traces its origins back to the 1950s, when it operated as a club for taxi drivers before evolving into a late-night haven for drag performers and LGBTQIA+ patrons. With its 24-hour licence and connections to performers from Les Girls, the venue became known as a haven for trans people in Sydney.

On Oxford Street itself, the only recently shuttered Bookshop Darlinghurst is also nominated. Established in the 1980s, it provided access to gay and lesbian literature, magazines and media at a time when representation was limited.

The push to heritage list these sites comes from the City of Sydney's broader Oxford Street LGBTIQA+ Social and Cultural Place Strategy, developed following years of community consultation and planning reforms. The strategy prioritises recognising historic queer spaces, increasing visibility and ensuring the precinct remains a thriving hub for LGBTQIA+ life.

Th City of Sydney say they are committed to building on Oxford Street's reputation as an iconic LGBTIQA+ precinct and a centre of buzzing activity both day and night, with space for thriving businesses, creatives and culture. The heritage proposal is one way of safeguarding that legacy, particularly as rising rents, redevelopment and shifting nightlife patterns continue to reshape the strip.

The plan is still open for public input. The proposed listings will go through a formal exhibition process, allowing community members to review the recommendations and make submissions before any final decision is made.

You May Also Like



NSW

Former iconic Oxford Street LGBTQ+ venues proposed for heritage listing

By Dean Arcuri / 1 April 2026



Source: wikicommons

Share this post

The City of Sydney have proposed former sites of LGBTIQA+ pride and presence, Ruby Reds, Taxi Club and The Bookshop, for heritage listing.

Oxford Street, affectionally known as the 'gay golden mile', has a long history for Sydney's LGBTIQA+ community and counter-culture movements.

In 2022, the City of Sydney updated the planning controls for Oxford Street to unlock more development potential.

It was a way of encouraging investment in the area as a cultural and creative precinct and maintaining the unique heritage fabric of the street.

The update contained short-term actions to enhance the street during Sydney WorldPride and long-term actions for the precinct.

"We heard that people value the strong connection between Oxford Street and LGBTIQA+ communities and want to see its social and cultural heritage recognised and maintained," the City of Sydney website said.

The strategy outlines 5 priority areas:

- Recognising historic LGBTIQA+ places and spaces,
- Reflecting the contemporary LGBTIQA+ community within local businesses and venues,
- Increasing LGBTIQA+ cultural and social spaces,
- Increasing LGBTIQA+ visibility and identity throughout the precinct,
- Ensuring the local community is safe and supported.



Image: Oxford Street / Wikimedia Commons

Oxford Street was once a vibrant community hub of LGBTIQA+ interaction and engagement.

As times have changed and the redevelopment of Oxford Street has begun, this has seen a shift.

But as the home of the Sydney Gay and Lesbian Mardi Gras Parade, QTopia Sydney and more, it still calls the community from around the country and world to visit.

And the City of Sydney is committed to building on Oxford Street's LGBTIQA+ reputation and culture.

Three former LGBTIQA+ sites recommended for heritage listing

In 2022, TKD Architects were commissioned to explore sites within the precinct that hold strong links to LGBTIQA+ history and culture.

The City of Sydney proposed three buildings for heritage listing: The Oxford Hotel, Universal and Palms.

Now the study has recommended heritage listing for three former sites where the LGBTIQA+ community have gathered.

One site is the former site of Ruby Reds at 273 Crown Street in Surry Hills.

This was Sydney's first recreational venue dedicated to the lesbian community, owned by prominent entrepreneur Dawn O'Donnell.

40-42 Flinders Street in Darlinghurst is the former Taxi Club, home of the Grosvenor Club.

The Taxi Club was popular with performers from Les Girls because of its 24-hour licence, and closed in 2012.

And 207 Oxford Street, Darlinghurst, is the former The Bookshop, which closed last year.

The long-running bookshop was devoted to selling gay and lesbian publications and was an important hub for connection beyond the bars.

The City of Sydney has proposed amending the Sydney Local Environmental Plan to list the buildings as local heritage items.

Historic research and assessments have been carried out so that they can better understand the significance of the properties.



Source: cityofsydney.nsw.gov.au

Now they want your feedback

You can give feedback by completing the City of Sydney's survey.

You'll need to log in with a City of Sydney account to complete the survey.

Don't worry, if you don't have an account, it's easy to create one.

Or you can email your feedback to sydneyyoursay@cityofsydney.nsw.gov.au or via post to:

Senior Community Engagement Coordinator, City Engagement
City of Sydney
Level 7, 456 Kent Street
Sydney NSW 2000

Consultation is now open and closes at 5 pm on Tuesday, 5 May 2026.

For the latest LGBTIQA+ Sister Girl and Brother Boy news, entertainment, and community stories in Australia, visit qnews.com.au. Find us on Facebook, Twitter, Instagram and YouTube.



Attachment G

Gateway Determination

Department of Planning, Housing and Infrastructure

Our ref: IRF25/883

Your ref: 545032

Monica Barone
Chief Executive Officer
City of Sydney Council
GPO Box 1591
Sydney NSW 2001

2 May 2025

Subject: **Planning Proposal PP-2025-165 to Amendment Sydney Local Environment Plan 2012**

Dear Ms Barone

I am writing in response to the planning proposal you have forwarded to the Minister under section 3.34(1) of the *Environmental Planning and Assessment Act 1979 (the Act)* and additional information received on 28 January 2025 in respect of the planning proposal to amend the City of *Sydney Local Environmental Plan 2012* to include three additional heritage items under Schedule 5, Part 1. The three items are located at:

- 134 Oxford Street, Darlinghurst
- 124 (part of 124-128 Oxford Street) Oxford Street, Darlinghurst
- 85-91 Oxford Street, Darlinghurst

As delegate of the Minister for Planning and Public Spaces, I have determined that the planning proposal should proceed per the enclosed gateway determination.

Considering the nature of the planning proposal I have determined that Council may exercise local plan-making authority functions in relation to the planning proposal.

The proposed local environmental plan (LEP) is to be finalised on or before 14 November 2025. As this is a minor amendment, Council is to request Parliamentary Counsel's Office commence drafting as soon as practicable. A copy of the request should be forwarded to the Department of Planning, Housing and Infrastructure.

Should you have any enquiries about this matter, I have arranged for Angela Bowden to assist you. Angela can be contacted on 02 8289 6325.

Yours sincerely,

Department of Planning, Housing and Infrastructure



Eva Stanbury
Manager, Local Planning and Council Support
Planning, Land Use Strategy, Housing and Infrastructure

Encl: Gateway determination

Gateway Determination

Planning proposal *(Department Ref: PP-2025-165)*: *Oxford Street LGBTIQA+ Heritage Items*

I, the *Manager* at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the *Sydney Local Environmental Plan 2012* to add three sites to Part 1 Schedule 5 should proceed subject to the following

The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:

(a) the planning proposal authority has satisfied all the conditions of the gateway determination.

(b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and

(c) there are no outstanding written objections from public authorities.

The LEP should be completed on or before 14 November 2025.

Gateway Conditions

1. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:

   (a) the planning proposal is categorised as basic as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 20 working days; and

   (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).

   No consultation is required with public authorities or government agencies under section 3.34(2)(d) of the Act

2. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Dated 2 May 2025

Eva Stanbury
Manager
Local Planning and Council Support
Department of Planning, Housing and Infrastructure

Delegate of the Minister for Planning and Public Spaces

Attachment H

Council and Central Sydney Planning Committee Resolutions

Resolution of Council

16 December 2024

Item 11.3

Public Exhibition - Planning Proposal - Modern Residential Flat Buildings, Powerhouse Museum and Oxford Street LGBTIQA+ Heritage Items - Sydney Local Environmental Plan 2012 Amendments

It is resolved that:

(A) Council approve the Planning Proposal - Modern Residential Flat Buildings Heritage Items, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for a gateway determination;

(B) Council approve the Planning Proposal - Modern Residential Flat Buildings Heritage Items as shown at Attachment A for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;

(C) Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal - Modern Residential Flat Buildings Heritage Items;

(D) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Modern Residential Flat Buildings Heritage Items to correct any drafting errors or to ensure consistency with the gateway determination;

(E) Council approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items, shown at Attachment B, to the subject report, for submission to the of Planning, Housing and Infrastructure with a request for a gateway determination;

(F) Council approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items as shown at Attachment B for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;

(G) Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items;

(H) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items to correct any drafting errors or to ensure consistency with the gateway determination;

(I) the Chief Executive Officer be requested to investigate the local heritage listing of 273 Crown Street, Surry Hills, 40-42 Flinders Street, Darlinghurst and 207 Oxford Street, Darlinghurst, and if supported, submit a draft planning proposal in 2025; and

(J) Council defer consideration of the Planning Proposal - Powerhouse Museum Heritage Item Amendment, shown at Attachment C to the subject report, to enable a review of the purpose and whether any additional benefit is gained from the local listing against the recently expanded State heritage listing.

Carried unanimously.

X109515, X098649, X091578

Resolution of Central Sydney Planning Committee

12 December 2024

Item 8

Public Exhibition - Planning Proposal - Modern Residential Flat Buildings, Powerhouse Museum and Oxford Street LGBTIQA+ Heritage Items - Sydney Local Environmental Plan 2012 Amendments

Moved by the Chair (the Lord Mayor), seconded by Councillor Miller -

It is resolved that:

(A) the Central Sydney Planning Committee approve the Planning Proposal - Modern Residential Flat Buildings Heritage Items, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for a gateway determination;

(B) the Central Sydney Planning Committee approve the Planning Proposal - Modern Residential Flat Buildings Heritage Items as shown at Attachment A for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;

(C) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage and Planning Committee on 9 December 2024 that Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal - Modern Residential Flat Buildings Heritage Items;

(D) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Modern Residential Flat Buildings Heritage Items to correct any drafting errors or to ensure consistency with the gateway determination;

(E) the Central Sydney Planning Committee approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items, shown at Attachment B to the subject report, for submission to the of Planning, Housing and Infrastructure with a request for a gateway determination;

(F) the Central Sydney Planning Committee approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items as shown at Attachment B for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;

(G) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage and Planning Committee on 9 December 2024 that Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items;

(H) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items to correct any drafting errors or to ensure consistency with the gateway determination; and

(I) the Central Sydney Planning Committee defer consideration of the Planning Proposal - Powerhouse Museum Heritage Item Amendment, shown at Attachment C to the subject report, to enable a review of the purpose and additional benefit of the local listing against the recently expanded state heritage listing.

Carried unanimously.

X109515, X098649, X091578

Resolution of Council

22 September 2025

Item 10.3

Public Exhibition - Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2

It is resolved that:

(A) Council approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for a gateway determination;

(B) Council approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2 as shown at Attachment A to the subject report, for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;

(C) Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2; and

(D) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2, to correct any drafting errors or to ensure consistency with the gateway determination.

Carried unanimously.

X091578

Item 10.3
At Council
22 September 2025

Relevant Information for Council

FILE:	**X091578**	**DATE:**	18 September 2025
TO:	Lord Mayor and Councillors		
FROM:	Graham Jahn AM, Chief Planner / Executive Director City Planning, Development & Transport		
SUBJECT:	Information Relevant To Item 10.3 - Public Exhibition - Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2		

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Purpose

To provide Council with additional information.

Background

At the Transport, Heritage and Planning Committee meeting on 15 September 2025, in response to a speaker objecting to the (cultural and social) heritage listing of The Bookshop at 207 Oxford Street, the Committee requested further information on:

- the purpose of the proposed local heritage listings
- their intended impact on future development, and
- what future recognition of these sites might involve.

Purpose of the proposed heritage listings

Important Note: The social heritage listings do not impinge on the extent of redevelopment potential of each site.

The social listings aim to acknowledge and preserve the LGBTIQA+ history of Oxford Street, as outlined in the City's Oxford Street LGBTIQA+ Social and Cultural Place Strategy (the Place Strategy). The Place Strategy prioritises:

- identifying places of significance to the LGBTIQA+ community, and
- ensuring public awareness of their historical value.

TKD Architects' *Oxford Street LGBTIQA+ Heritage Study* identified 6 socially significant sites:

1. The Oxford Hotel, 134 Oxford Street
2. Palms, 124 Oxford Street
3. Universal, 85-91 Oxford Street
4. Former Ruby Reds, 273 Crown Street
5. Former Taxi Club, 40-42 Flinders Street, and
6. The Bookshop, 207 Oxford Street.

Sites 1 to 3 were publicly exhibited in August 2025 with no objections. The outcome of this public exhibition will be reported back to Council later this year.

In December 2024, Council unanimously resolved to investigate sites 4 to 6 for heritage listing.

By heritage listing these sites, the objective is to make sure people know that these places have historical and social value in relation to the LGBTIQA+ community and Oxford Street, consistent with the Place Strategy.

The City's approach is consistent with the NSW Government's Draft NSW Heritage Strategy which includes an objective to "Embrace and reflect the diversity of our heritage" by "recognising a broader range of stories and values to better represent the history of New South Wales". The Draft Heritage Strategy says the NSW Government will:

- work with diverse communities to understand and recognise the stories and places that are important to them
- support social cohesion by fostering community understanding and sense of belonging to places, and
- encourage community connections with heritage through an emphasis on stories and intangible cultural heritage.

Impact on future development

1. Site-specific guidance

Prior to public exhibition, the City will develop inventory sheets for each of the proposed items as was done for sites 1 to 3. Inventory sheets contain site-specific management recommendations. The recommendations provide guidance on what should be done to conserve the significance of the place when it undergoes major development. Management recommendations vary from site to site. They complement and do not override the planning controls for the site.

Landowners can make submissions on the draft management recommendations during public exhibition for the City's consideration prior to finalisation.

Subject to final drafting, the draft management recommendations for each site are intended to be as follows:

Former Taxi Club, 40-42 Flinders Street

- Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Retain and conserve the form and fabric of the building consistent with its contribution to the conservation area. Alterations and additions may occur and are to retain the building's contribution to the conservation area.
- Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

Former Ruby Reds, 273 Crown Street

- The existing building can be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site.

The Bookshop, 207 Oxford Street

- Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Retain and conserve the form and fabric of the building consistent with its existing contribution status in the conservation area (outward appearance).
- Continuation of the retail use is preferable but not required.
- The removal of intrusive accretions on the Oxford Street facade is encouraged. Unpainted fabric including brick and stone is best remaining unpainted.
- Alterations and additions consistent with the controls for the Oxford Street Creative and Cultural Precinct may occur and are to retain the building's contribution to the conservation area.
- Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

2. Interpretation of social significance

Major developments must incorporate interpretation of the site's history. The City encourages creative approaches and will collaborate with applicants to ensure meaningful outcomes. Minor works do not require interpretation strategies.

When the landowner or future developer is putting together a major redevelopment proposal for the site, the heritage listing flags the social significance as a primary objective to be addressed. Depending on the proposal, such significance can be addressed in infinite ways. The City wouldn’t place limitations on the landowner or future developer coming up with an innovative form of interpretation.

3. Planning controls and development potential

Since the introduction of the Oxford Street Cultural and Creative Precinct controls in 2022, over 6,600 sqm of new cultural and creative space has been approved via major redevelopments and vertical additions to heritage items and contributory buildings.

For the Oxford Street sites, the City has already determined that, subject to the delivery of cultural and creative floor space and an appropriate heritage response, that they can accommodate vertical additions. This will be reflected in their site-specific management recommendations.

For 207 Oxford Street, planning controls were increased (FSR from 3:1 to 3.75:1; height from 12m to 18m) in 2022. Heritage listing does not prevent vertical additions, provided proposals respond appropriately to the site's heritage values.

Interpretation examples of social significance

Les Girls (Empire Hotel), 18–32A Darlinghurst Road

Approved in November 2024, the redevelopment includes a mixed-use building with a medical centre, retail, two pubs, hotel accommodation and 52 apartments.

Heritage management recommendations noted the existing building could be demolished and replaced and required:

- interpretation of the original Les Girls venue
- architectural references to the 1962 building, including its curved corner, balconies, awning, and signage replicating the original “Les Girls” lettering, and
- ground and first floors to retain food, drink or entertainment uses, reflecting the Empire Hotel’s social history.



Figure 1: Perspective view towards The Empire with development along Darlinghurst Road to the left showing proposed interpretative artwork incorporated into the curved form the Empire corner facade. (Tonkin Zulaikha Greer Architects, 2020)

The approved design incorporates:

- conservation and reconstruction of key elements
- interpretive signage and graphics in the foyer and public domain, and
- public artwork integrated into the curved corner facade

Gadigal Station (Sydney Metro)

As part of its heritage interpretation strategy, GML Heritage produced *A City in Motion*, a film permanently displayed at the station. The film explores:

- movement and connection across time
- Gadigal Country's enduring cultural significance, and
- the choreography of city life through historical and contemporary footage.

Elsie Refuge (former), 73–75 Westmoreland Street, Glebe

Australia's first women's refuge, now returned to residential use, is State heritage listed for its historic and social significance.

Recognition includes:

- a commemorative plaque and
- a mural, and
- a renamed pedestrian path: Elsie Walk.

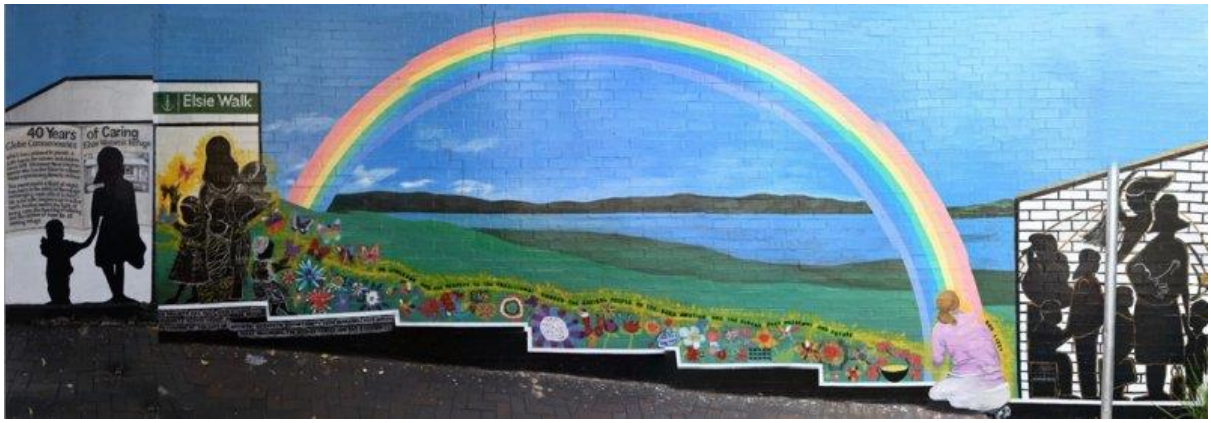


Figure 2: A panoramic shot of the Elise mural on Elise Walk.

Other examples of social heritage is associated with the Botany Road Precinct controls such as former Aboriginal Legal Service and the former Aboriginal Medical Service

Memo from Graham Jahn AM, Chief Planner / Executive Director City Planning, Development & Transport

Prepared by: Tim Wise, Manager Planning Policy

Approved

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development & Transport

Resolution of Central Sydney Planning Committee

18 September 2025

Item 5

Public Exhibition - Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2

Moved by the Chair (the Lord Mayor), seconded by Councillor Maxwell -

It is resolved that:

(A) the Central Sydney Planning Committee approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for a gateway determination;

(B) the Central Sydney Planning Committee approve the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2 as shown at Attachment A to the subject report, for public authority consultation and public exhibition in accordance with any conditions imposed under the gateway determination;

(C) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage and Planning Committee on 15 September 2025, that Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all the functions under section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and to put into effect the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2; and

(D) authority be delegated to the Chief Executive Officer to make any minor variations to the Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2, to correct any drafting errors or to ensure consistency with the gateway determination.

Carried unanimously.

X091578

Item 5
At Central Sydney
Planning Committee
19 September 2025

Relevant Information for Central Sydney Planning Committee

FILE:	**X091578**	**DATE:**	18 September 2025
TO:	The Central Sydney Planning Committee		
FROM:	Graham Jahn AM, Chief Planner / Executive Director City Planning, Development and Transport		
SUBJECT:	Information Relevant To Item 5 – Public Exhibition - Planning Proposal - Oxford Street LGBTIQA+ Heritage Items Stage 2		

For Noting

That the Central Sydney Planning Committee note the information contained in this memo.

Purpose

To provide the Central Sydney Planning Committee with additional information.

Background

At Council's Transport, Heritage and Planning Committee meeting on 15 September 2025, in response to a speaker objecting to the (cultural and social) heritage listing of The Bookshop at 207 Oxford Street, the Committee requested further information on:

- the purpose of the proposed local heritage listings
- their intended impact on future development, and
- what future recognition of these sites might involve.

Purpose of the proposed heritage listings

Important Note: The social heritage listings do not impinge on the extent of redevelopment potential of each site.

The social listings aim to acknowledge and preserve the LGBTIQA+ history of Oxford Street, as outlined in the City's Oxford Street LGBTIQA+ Social and Cultural Place Strategy (the Place Strategy). The Place Strategy prioritises:

- identifying places of significance to the LGBTIQA+ community, and
- ensuring public awareness of their historical value.

TKD Architects' *Oxford Street LGBTIQA+ Heritage Study* identified 6 socially significant sites:

1. The Oxford Hotel, 134 Oxford Street
2. Palms, 124 Oxford Street
3. Universal, 85-91 Oxford Street
4. Former Ruby Reds, 273 Crown Street
5. Former Taxi Club, 40-42 Flinders Street, and
6. The Bookshop, 207 Oxford Street.

Sites 1 to 3 were publicly exhibited in August 2025 with no objections. The outcome of this public exhibition will be reported back to Council later this year.

In December 2024, Council unanimously resolved to investigate sites 4 to 6 for heritage listing.

By heritage listing these sites, the objective is to make sure people know that these places have historical and social value in relation to the LGBTIQA+ community and Oxford Street, consistent with the Place Strategy.

The City's approach is consistent with the NSW Government's Draft NSW Heritage Strategy which includes an objective to "Embrace and reflect the diversity of our heritage" by "recognising a broader range of stories and values to better represent the history of New South Wales". The Draft Heritage Strategy says the NSW Government will:

- work with diverse communities to understand and recognise the stories and places that are important to them
- support social cohesion by fostering community understanding and sense of belonging to places, and
- encourage community connections with heritage through an emphasis on stories and intangible cultural heritage.

Impact on future development

1. Site-specific guidance

Prior to public exhibition, the City will develop inventory sheets for each of the proposed items as was done for sites 1 to 3. Inventory sheets contain site-specific management recommendations. The recommendations provide guidance on what should be done to conserve the significance of the place when it undergoes major development. Management recommendations vary from site to site. They complement and do not override the planning controls for the site.

Landowners can make submissions on the draft management recommendations during public exhibition for the City's consideration prior to finalisation.

Subject to final drafting, the draft management recommendations for each site are intended to be as follows:

Former Taxi Club, 40-42 Flinders Street

- Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Retain and conserve the form and fabric of the building consistent with its contribution to the conservation area. Alterations and additions may occur and are to retain the building's contribution to the conservation area.
- Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

Former Ruby Reds, 273 Crown Street

- The existing building can be demolished and replaced provided the new building interprets the LGBTIQA+ historic and social significance on site.

The Bookshop, 207 Oxford Street

- Manage the significance of the building in accordance with Sydney LEP 2012 and Sydney DCP 2012.
- Retain and conserve the form and fabric of the building consistent with its existing contribution status in the conservation area (outward appearance).
- Continuation of the retail use is preferable but not required.
- The removal of intrusive accretions on the Oxford Street facade is encouraged. Unpainted fabric including brick and stone is best remaining unpainted.
- Alterations and additions consistent with the controls for the Oxford Street Creative and Cultural Precinct may occur and are to retain the building's contribution to the conservation area.
- Conserve the LGBTIQA+ historic and social significance of the place through interpretation on site.

2. Interpretation of social significance

Major developments must incorporate interpretation of the site's history. The City encourages creative approaches and will collaborate with applicants to ensure meaningful outcomes. Minor works do not require interpretation strategies.

When the landowner or future developer is putting together a major redevelopment proposal for the site, the heritage listing flags the social significance as a primary objective to be addressed. Depending on the proposal, such significance can be addressed in infinite ways. The City wouldn't place limitations on the landowner or future developer coming up with an innovative form of interpretation.

3. Planning controls and development potential

Since the introduction of the Oxford Street Cultural and Creative Precinct controls in 2022, over 6,600 sqm of new cultural and creative space has been approved via major redevelopments and vertical additions to heritage items and contributory buildings.

For the Oxford Street sites, the City has already determined that, subject to the delivery of cultural and creative floor space and an appropriate heritage response, that they can accommodate vertical additions. This will be reflected in their site-specific management recommendations.

For 207 Oxford Street, planning controls were increased (FSR from 3:1 to 3.75:1; height from 12m to 18m) in 2022. Heritage listing does not prevent vertical additions, provided proposals respond appropriately to the site's heritage values.

Interpretation examples of social significance

Les Girls (Empire Hotel), 18–32A Darlinghurst Road

Approved in November 2024, the redevelopment includes a mixed-use building with a medical centre, retail, two pubs, hotel accommodation and 52 apartments.

Heritage management recommendations noted the existing building could be demolished and replaced and required:

- interpretation of the original Les Girls venue
- architectural references to the 1962 building, including its curved corner, balconies, awning, and signage replicating the original "Les Girls" lettering, and
- ground and first floors to retain food, drink or entertainment uses, reflecting the Empire Hotel's social history.



Figure 1: Perspective view towards The Empire with development along Darlinghurst Road to the left showing proposed interpretative artwork incorporated into the curved form the Empire corner facade (Tonkin Zulaikha Greer Architects, 2020)

The approved design incorporates:

- conservation and reconstruction of key elements
- interpretive signage and graphics in the foyer and public domain, and
- public artwork integrated into the curved corner facade

Gadigal Station (Sydney Metro)

As part of its heritage interpretation strategy, GML Heritage produced *A City in Motion*, a film permanently displayed at the station. The film explores:

- movement and connection across time
- Gadigal Country's enduring cultural significance, and
- the choreography of city life through historical and contemporary footage

Elsie Refuge (former), 73–75 Westmoreland Street, Glebe

Australia's first women's refuge, now returned to residential use, is State heritage listed for its historic and social significance.

Recognition includes:

- a commemorative plaque and
- a mural, and
- a renamed pedestrian path: Elsie Walk.

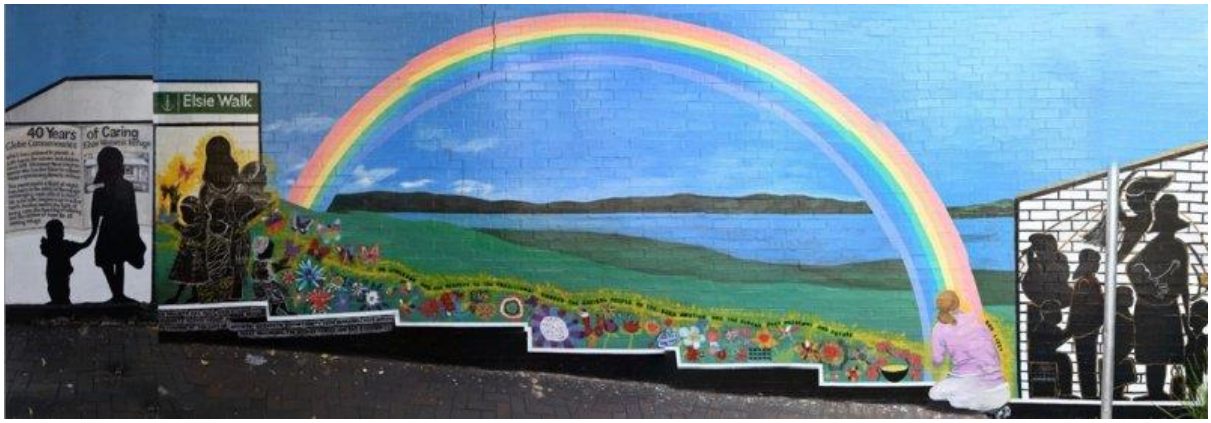


Figure 2: A panoramic shot of the Elise mural on Elise Walk

Other examples of social heritage are associated with the Botany Road Precinct controls such as former Aboriginal Legal Service and the former Aboriginal Medical Service.

Memo from Graham Jahn AM, Chief Planner / Executive Director City Planning, Development & Transport

Prepared by: Tim Wise, Manager Planning Policy

Approved

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development & Transport

Item 6.

Local Planning Panel - Appointment of Chairs

File No: X129914

Summary

The City of Sydney Local Planning Panel (LPP) has been operating since 1 March 2018. When meeting to determine development applications, a Local Planning Panel consists of 4 members: a chair, 2 expert members and one community representative.

The appointment of the chair and alternate chairs is a matter for the Minister for Planning and Public Spaces. Only the chair and alternate chairs approved by the Minister can be appointed to a local planning panel.

On 24 June 2024 Council endorsed the Minister's appointment of Robert Stokes as Chair of the City of Sydney LPP, and the appointments of Jan Murrell and Graham Brown as Alternate Chairs. However, on 20 September 2025, Rob Stokes resigned as Chair of the City of Sydney LPP. Since that time, the City of Sydney Local Planning Panel has operated with only the 2 Alternate Chairs.

Following the resignation, the Department of Planning, Housing and Infrastructure (Department) invited Council to provide a shortlist of preferred replacement Chairs, or to consider appointing an existing alternate Chair as Chair and nominating alternate Chair replacements. Council was provided with a recommended shortlist for the Chair/alternate Chair in late 2025 (via the CEO Update). This shortlist was subsequently provided to the Department and Minister for consideration.

On 3 June 2026 the Department of Planning Housing and Infrastructure informed the City of Sydney (the City) that the Minister for Planning and Public Spaces approved the addition of Jacqueline Townsend to the pool of chairs for the City's Local Planning Panel, and appointed Graham Brown, currently an alternate chair, to the position of Chair.

The Minister's approved pool is now:

- Chair - Graham Brown
- Alternate Chair - Janette Murrell
- Alternate Chair - Jacqueline Townsend

This report seeks endorsement of the Chair and Alternate Chairs approved by the Minister.

Recommendation

It is resolved that Council:

(A) endorse the appointment of the current Alternate Chair Graham Brown to the position of Chair of the City of Sydney Local Planning Panel for 3 years from the date of appointment;

(B) endorse the appointment of Jacqueline Townsend as an Alternate Chair on the City of Sydney Local Planning Panel for 3 years from the date of appointment; and

(C) note the continued appointment of Jan Murrell as an Alternate Chair on the City of Sydney Local Planning Panel for the remainder of her term.

Attachments

Attachment A. Correspondence from the Department of Planning, Housing and Infrastructure dated 3 June 2026

Background

1. The City of Sydney Local Planning Panel has been in operation since 1 March 2018.

2. The City of Sydney Local Planning Panel operates in accordance with the NSW Government's Local Planning Panels Code of Conduct and the City of Sydney's Local Planning Panel Operational Procedures.

3. When meeting to determinate development applications, the Local Planning Panel consists of 4 members: a chair, 2 expert members and one community representative.

4. The current pool of City of Sydney Local Planning Panel members are:

   (a) Alternate Chairs - Graham Brown and Jan Murrell

   (b) Expert Members - Megan Jones, Brendan Randles, Marcus Trimble, Annelise Tuor, John Bilmon, Melonie Bayl-Smith, Jocelyn Jackson, Stephen Pearse, Vanessa Holtham, Elizabeth Kinkade, Kara Krason, Elisabeth Peet, Louise Sureda, Alison McCabe, Ian Armstrong and Rodney Paesler

   (c) Community Representatives - Jayden Bregu, Judy MacGraw, David Green, Nicholas Sanderson, Terry Mooney, Julie Waters and Gary Pogson

5. The expert members and community representatives were endorsed by Council in June 2024, then further appointments were endorsed in March 2026 to increase the pools of expert members and community representatives to 16 and 7 respectively.

6. In June 2024, Council also endorsed the Minister's appointment of Robert Stokes as Chair of the City of Sydney LPP, and the appointments of Jan Murrell and Graham Brown as Alternate Chairs.

7. On 20 September 2025, Rob Stokes resigned as Chair of the City of Sydney LPP. Since that time, the City of Sydney Local Planning Panel has operated with only the 2 Alternate Chairs.

8. The Chair and alternate Chairs of the LPP are appointed by the Minister for Planning and Public Spaces from the list of Chairs approved by the Minister.

9. To assist with this process the Department of Planning, Housing and Infrastructure (Department) invited Council to provide a shortlist of preferred replacement Chairs, or to consider appointing an existing alternate Chair as Chair and nominating alternate Chair replacements. Council was provided with a recommended shortlist for the Chair/alternate Chair in late 2025. This shortlist was subsequently provided to the Department and Minister for consideration.

10. On 3 June 2026 the Acting Executive Director Panels and Housing Delivery informed the City that the Minister had approved the addition of Jacqueline Townsend to the pool of approved chairs for the City of Sydney LPP, and the appointment of current Alternate Chair Graham Brown to the position of Chair. This correspondence is shown at Attachment A to the subject report.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

11. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:

    (a) Direction 1 - Responsible governance and stewardship - the operation of the Local Planning Panel is a collaboration between City staff, applicants, objectors, independent members and the NSW Government.

    (b) Direction 4 - Design excellence and sustainable development - the Local Planning Panel determines development applications and reviews conditions of consent which provide for sustainability, renewal and design excellence.

    (c) Direction 10 - Housing for all - the Local Planning Panel determines development applications which contribute to housing diversity and good design.

Organisational Impact

12. City staff provide secretariat and operational support to the Local Planning Panel.

Risks

13. If the LPP continues to operate without a full complement of chairs in the pool, there is a risk that the LPP may not be able to meet and determine development applications due to conflicts and availability issues.

14. Council's approved Risk Appetite Statement provides guidance about the amount of risk the City is willing to take in order to achieve its strategic goals, while ensuring the protection of its assets, reputation and the wellbeing of its employees and community.

15. There is no appetite for non-compliance with legislative and service delivery requirements relating to adequately servicing the Local Planning Panel.

Financial Implications

16. Local Planning Panel remuneration is based on meeting attendance.

17. The remuneration rate for chairs is $2,000 plus GST per meeting.

18. There are sufficient funds available in the draft 2026/27 operating budget and future years' forward estimates for the operation of the City of Sydney Local Planning Panel.

Relevant Legislation

19. Environmental Planning and Assessment Act 1979.

Critical Dates / Time Frames

20. The chair and alternate chair appointments will be implemented as soon as possible following endorsement by Council, after which time a roster for the remaining 2026 meetings can be created, incorporating the changes.

21. In accordance with Schedule 2, Part 11 (6) of the Environmental Planning and Assessment Act 1979, a member of a local planning panel may not hold office as a member of that panel for more than 6 years in total.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Andrew Thomas, Executive Manager Planning and Development

Attachment A

Correspondence from the Department of Planning, Housing and Infrastructure dated 3 June 2026

Department of Planning, Housing and Infrastructure

Our ref: IRF26/3693

Ms Monica Barone PSM
Chief Executive Officer
City of Sydney Council
GPO Box 1591
Sydney NSW 2001

Via: council@cityofsydney.nsw.gov.au

3 June 2026

Subject: Updated chair pool for City of Sydney Local Planning Panel approved by the Minister for Planning and Public Spaces

Dear Ms Barone

Thank you for the copy of the resignation of the Hon. Dr Robert Stoke from his position as Chair, City of Sydney Local Planning Panel, forwarded by council on 24 October 2025; and for council's advice on 24 November 2025 regarding council's preferred candidates for the vacant role.

The Hon. Paul Scully MP, Minister for Planning and Public Spaces, has considered your preferences and approved the addition of Jacqueline Townsend to the pool of approved chairs for the City of Sydney Local Planning Panel. The approved pool is now:

Chair: Graham Brown

Alternate Chair: Janette Murrell

Alternate Chair: Jacqueline Townsend

Council will need to follow its internal processes to update its appointments before the new chair can participate in panel decisions. Only the chair and alternate chairs approved by the Minister can be appointed to a local planning panel. In accordance with *Local Planning Panels Direction – Appointment of Members* (26 May 2024), the letter of appointment should require the chair to agree to abide by the *Code of Conduct for Local Planning Panel Members*.

If you have any questions, please contact Nathan Laird, Director, Planning Panels Team on 02 8275 1074 or at nathan.p.laird@dpie.nsw.gov.au.

Yours sincerely,



David McNamara

A/Executive Director, Panels & Housing Delivery
Development Assessment & Sustainability

Item 7.

Fire Safety Reports

File No: S105001.002

Summary

The City of Sydney (the City) regularly receives building reports from Fire and Rescue NSW in relation to inspections carried out by Fire and Rescue NSW Authorised Officers. These inspection reports are to be brought to Council and Council is required to determine whether to exercise its power to issue fire safety orders under Division 9.3 and Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act).

In response to Fire and Rescue NSW reports, City staff undertake inspections to ensure fire safety measures are in full operation and that building exits are clear and unimpeded. Fire and Rescue NSW inspections reveal fire safety concerns that require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

Fire and Rescue NSW has powers under the Act to carry out inspections of buildings and it is required to forward its findings to the City.

Fire and Rescue NSW reports received by the City are required to be tabled before Council.

Attached are details of 3 reports received by the City from Fire and Rescue NSW. The attachments deal with 3 properties and include the Fire and Rescue NSW reports and the findings (preliminary or final) by City staff, along with other documentation relevant to that property.

Recommendation

It is resolved that Council:

(A) note the contents of the Fire Safety Reports Summary Sheet, as shown at Attachment A to the subject report;

(B) note the inspection reports by Fire and Rescue NSW, as shown at Attachments B to D to the subject report;

(C) note the contents of Attachment B and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 15 Springfield Avenue, Potts Point at this time;

(D) note the contents of Attachment C and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 16 Cope Street, Redfern at this time; and

(E) note the contents of Attachment D and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 11-17 Eve Street, Erskineville at this time.

Attachments

Attachment A. Fire Safety Reports Summary Sheet

Attachment B. Inspection Report - 15 Springfield Avenue, Potts Point

Attachment C. Inspection Report - 16 Cope Street, Redfern

Attachment D. Inspection Report - 11-17 Eve Street, Erskineville

Background

1. The City receives inspection reports and recommendations from Fire and Rescue NSW in relation to inspections carried out on buildings located within the City's local area.

2. Under the Environmental Planning and Assessment Act 1979, (the Act), Fire and Rescue NSW has the power to carry out inspections of buildings to determine if the building has adequate provision for fire safety and/or is compliant with legislation.

3. On average, the City receives approximately 50 such reports each year. They can be prompted by reports from the Police or others who have a concern relating to fire safety in a building.

4. The inspection is undertaken to ensure fire safety measures are in full operation and that building exits are clear and unimpeded.

5. When Fire and Rescue NSW carries out such an inspection, a report and any recommendations must be provided to the City.

6. Under the Act, Council is then required to table the report and make a determination as to whether it will exercise its power to issue a Fire Safety Order 1 or 2 in Schedule 5, Part 2 of the Act.

    (a) Fire Safety Order 1 requires a person to do or stop doing certain specified things to improve fire safety.

    (b) Fire Safety Order 2 requires a person to cease conducting an activity on premises where that activity constitutes, or is likely to constitute, a life-threatening hazard or a threat to public health or public safety.

7. Attached are the details of the reports received from Fire and Rescue NSW, including recommendations for further action. The properties have also been reviewed by City staff.

Risks

8. This approach is within the City's risk appetite, which states:

    - We are committed to conducting our activities in full compliance with applicable laws, regulations and relevant industry standards.

Relevant Legislation

9. Environmental Planning and Assessment Act 1979.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Nicola Reeve, Acting/Executive Manager Planning and Development

Attachment A

Fire Safety Reports Summary Sheet

Fire Safety Reports Summary Sheet

Total number of properties tabled: 3

Report – June 2026

Att.	Premises Specifics	Actions/ Recommendation
A	Not applicable – Summary Sheet	Summary of clause 17, Schedule 5 matters tabled at Council meeting.
B	15 Springfield Avenue, Potts Point	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
C	16 Cope Street, Redfern	Premises inspected; matters raised have been rectified, no further action required.
D	11-17 Eve Street, Erskineville	Premises inspected; matters raised have been rectified, no further action required.

Attachment B

Inspection Report
15 Springfield Avenue, Potts Point



Figure 1: 15 Springfield Avenue, Potts Point, viewed from east



Figure 2: Location map of 15 Springfield Avenue, Potts Point

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: **Lutfor Rahman**

Date: **30 April 2026**

Premises: **15 Springfield Avenue, Potts Point**

Executive Summary

1. The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 26 February 2026 with respect to matters of fire safety.

2. The premises consists of a 5-storey building used for commercial purposes.

3. The City inspected the premises on 14 April 2026, accompanied by the building manager. The inspection identified fire safety provisions requiring maintenance, which can be addressed under the City's instruction.

Chronology

Date	Event
26 February 2026	FRNSW correspondence received.
14 April 2026	The City inspected the premises identifying deficiencies in fire safety. This inspection was limited to areas outside sole occupancy units (SOUs) and identified deficiencies relating to the sprinkler and hydrant systems and smoke sealing in cupboards.
22 April 2026	The City reinspected the premises and was able to inspect inside 2 SOUs, identifying further deficiencies in fire safety. This inspection identified issues with the heat detectors within units.
30 April 2026	The City issued a corrective action letter instructing building owners to rectify matters by 30 July 2026.

Fire and Rescue NSW Report

4. FRNSW issued an Emergency Fire Safety Order No. 1, dated 29 January 2026 under the provisions of Section 9.34 of the *Environmental Planning and Assessment Act 1979* NSW.

5. FRNSW conducted a further inspection on the 10 February 2026 and confirmed compliance with the terms of the Emergency Fire Safety Order No 1. FRNSW advised that the City is not required to take any action on item 1 of the report.

Issues

6. The report from FRNSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Automatic Smoke Detection and Alarm System (ASDAS):	
1	The AFDAS's fire indicator panel was displaying four (4) alarms, 13 faults and 146 isolations.	FRNSW issued an emergency order on 29 January 2026 for the rectification of identified alarms, faults and isolations. They reinspected the building on 10 February 2026 and confirmed the alarms, faults and isolations were rectified to their satisfaction, addressing this issue.
2	Sole-occupancy Units (SOUs) throughout the premises appeared to be fitted with heat detectors, whilst also containing AS3786 smoke alarms. In this regard, the fire safety certificate obtained by FRNSW does not list smoke alarms as an essential fire safety measure for the premises. It appears that unapproved fire upgrades may have been undertaken resulting in the replacement of smoke detectors with heat detectors and installation of smoke alarms as an additional smoke detection measure.	The City's inspection on 22 April 2026 observed heat detectors and smoke alarms installed within the SOUs. In response, the City issued a corrective action letter on 30 April 2026 requiring an audit and certification of the heat detectors to confirm compliance by 30 July 2026. If the heat detectors are found to be non-compliant, further enforcement action may be taken to address and rectify the issues.
3	The cabinet housing the fire indicator panel is obscured by solid doors and has not been provided with signage stating, "FIRE PANEL".	The City's inspection on 14 April 2026 found the signage has been installed, addressing this issue. No further action.

Ref.	Issue	City response
Automatic Fire Suppression Systems- Sprinkler System		
4a	The cabinet housing the sprinkler booster had not been provided with signage stating, “SPRINKLER BOOSTER CONNECTION”.	The City’s inspection on 14 April 2026 found the signage has been installed, addressing this issue. No further action.
4b	A complete stock of spare sprinklers and a spanner had not been provided at the sprinkler control valves.	The City’s inspection on 14 April 2026 found spare sprinklers and spanner had been provided, addressing the issue. No further action.
4c	The booster assembly isolation valve had not been secured open or locked in the open position, which may result in unwanted isolation of the water supply to the sprinkler system.	The City’s inspection conducted on 14 April 2026 observed the isolation valve had been secured open, addressing this issue. No further action.
4d	The boost cabinet doors were found jammed shut and difficult to open	The City’s inspection on 14 April 2026 observed the doors operated correctively, addressing this issue. No further action.
4e	The non return valve located on the sprinkler pump full flow bypass had been installed upside down and will not close by gravity under no flow conditions.	The City’s inspection on 14 April 2026 confirmed the non-return valve was incorrectly installed. In response, the City issued a corrective action letter on 30 April 2026, requiring the matter be rectified by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City’s instructions, addressing the issue.

Ref.	Issue	City response
Fire Hydrant System		
5a	The feed hydrants and boost inlets within the booster cabinet were obstructed by the cabinet and doors, which is likely to impede hose connection.	The City's inspection on 14 April 2026 identified booster cabinet doors which may impede hose connections. In response, the City issued a corrective action letter on 30 April 2026, requiring door hardware be rectified by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions, addressing the issue.
5b	The booster appeared to be connected in series with the on-site fire pump. In this regard, a 150mm diameter liquid filled pressure gauge was not provided at the booster assembly indicating the pressure at the pump discharge pipe/manifold and an engraved warning sign was not provided.	The City's inspection on 14 April 2026 identified a pressure gauge was not installed as required. In response, the City issued a corrective action letter on 30 April 2026, requiring installation of the pressure gauge by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions, addressing the issue.
5c	Signage to indicate the required hydrant boost and test pressure was not provided.	The City's inspection on 14 April 2026 confirmed booster signage was missing. In response, the City issued a corrective action letter on 30 April 2026, requiring signage be provided by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions, addressing the issue.

Ref.	Issue	City response
5d	Signage to identify the location of the fire hydrant booster within the cabinet was not clearly identifiable.	The City's inspection on 14 April 2026 identified location signage was inadequate. In response, the City issued a corrective action letter on 30 April 2026, requiring signage be provided by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions, addressing the issue.
5e	The existing hydrant block plan fixed inside the hydrant booster cabinet lacked the required information.	The City's inspection on 14 April 2026 confirmed block plan signage lacked required information. In response, the City issued a corrective action letter on 30 April 2026, requiring signage be rectified by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions, addressing the issue.
5f	The booster assembly isolation valve was not secured open or locked in the open position.	The City's inspection conducted on 14 April 2026 confirmed the isolation valve was secured in the open position, addressing this issue. No further action.
Portable Fire Extinguisher (PFE)		
6	PFEs were found missing in the following areas: a. Lower ground floor - outside the sprinkler pump room b. Lower ground floor – opposite SOU 166	The City's inspection on 14 April 2026 found PFEs were installed correctly, addressing the issues. No further action.

Ref.	Issue	City response
EXIT SIGNS		
7	The exit sign located next to the fire indicator panel was not illuminated.	The City's inspection on 14 April 2026 found exit signage had already been rectified prior to the City's inspection, addressing this issue. No further action.
FIRE STAIRS		
8	The rear fire stairs contained shelving units used for storage. In this regard, the fire stairs should remain a sterile area clear of any items not used to facilitate evacuation from the building or promote firefighting operations.	The City's inspection on 14 April 2026 found that all storage materials had been cleared, addressing the issues. No further action.
Protection of electrical / communication enclosures		
9	The communication / electrical cupboards located in the public corridors incorporated doorways which were not suitably sealed against smoke spreading from the enclosure.	The City's inspection on 14 April 2026 identified smoke seals were not adequately provided. In response, the City issued a corrective action letter on 30 April 2026, requiring smoke seals be provided by 30 July 2026. Follow up inspections will be undertaken to ensure works are completed in accordance with the City's instructions, addressing the issue.
Fire Resistance and Separation		
10	The fire rated door jamb between the public corridor and storage area / main switch room on lower ground level was missing a fire-rated door leaf.	The City's inspection on 14 April 2026 found the fire rated door leaf had been installed, prior to the inspection, addressing the issue. No further action.

7. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

8. As a result of site inspections undertaken by the Council investigation officer, a corrective action letter was issued on 30 April 2026 to the building owners to address the fire safety deficiencies identified by the City and FRNSW. The issues in the corrective action letter must be addressed by 30 July 2026.

9. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

File Ref. No: FRN25/570 – BFS26/279 - 8000047776
TRIM Ref. No: D2026/026714
Contact: Matthew Warbrick

26 February 2026

General Manager
Council of the City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

Re: INSPECTION REPORT
UKO POTTS POINT
15 SPRINGFIELD AVENUE POTTS POINT (hereafter "the premises")

Fire and Rescue NSW (FRNSW) received correspondence concerning the adequacy of the provision for fire safety in connection with the premises.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected the premises on 14 January 2026.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

LIMITATIONS

The items listed in the comments of this report are based on the following limitations:

- FRNSW's inspection of the premises may have been conducted without having the development consent and / or approved plans as a reference.
- FRNSW's inspection of the premises was a non-invasive visual inspection.
- FRNSW authorised fire officers may not have been able to access all areas of the premises at the time of inspection.

FIRE SAFETY ORDER NO. 1

Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW issued an Order No. **1**, dated 29 January 2026 under the provisions of Section 9.34 of the EP&A Act. A copy of the Order is attached for your information under the provisions of Schedule 5, Part 6, Section 12 of the EP&A Act.

RE-INSPECTION

Pursuant to the provisions of Section 9.32(1)(b) of the EP&A Act and Section 112 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR2021), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected the premises on 10 February 2026.

INSPECTION OUTCOME

At the time of the inspection, the terms of 'the Order' issued on the premises were compliant to the satisfaction of FRNSW. In this regard, **Council is not required to act on item no. 1 of this report.** It is the Council's discretion to inspect and address any other deficiencies identified on the premises.

COMMENTS

The following items were identified in relation to the *provisions for fire safety*:

Fire Services and Equipment

Automatic Fire Detection and Alarm System (AFDAS)

1. The AFDAS's fire indicator panel was displaying four (4) alarms, 13 faults and 146 isolations.

2. Sole-occupancy Units (SOUs) throughout the premises appeared to be fitted with heat detectors, whilst also containing AS3786 smoke alarms. In this regard, the fire safety certificate obtained by FRNSW does not list smoke alarms as an essential fire safety measure for the premises.

   It appears that unapproved works may have been undertaken resulting in the replacement of smoke detectors with heat detectors and installation of smoke alarms as an additional smoke detection measure.

3. The cabinet housing the fire indicator panel is obscured by solid doors and has not been provided with signage stating, "FIRE PANEL", contrary to the requirements of Clause 3.9.2 of AS1670.1-2004.

Automatic Fire Suppression System – Sprinkler System

4. The following non-compliances with the fire sprinkler system were identified:

   a. The cabinet housing the sprinkler booster had not been provided with signage stating, "SPRINKLER BOOSTER CONNECTION", contrary to the requirements of Clause 4.4.3 of AS2118.1-1999.

   b. A complete stock of spare sprinklers and a spanner had not been provided at the sprinkler control valves, contrary to the requirements of Clause 6.7 of AS2118.1-1999.

   c. The booster assembly isolation valve had not been secured open or locked in the open position, which may result in unwanted isolation of the water supply to the sprinkler system.

   d. The boost cabinet doors were found jammed shut and difficult to open.

   e. The non return valve located on the sprinkler pump full flow bypass had been installed upside down and will not close by gravity under no flow conditions, contrary to the requirements of Clause 3.3.6 of AS 4794-2001.

Fire Hydrant System

5. The following non-compliances with the fire hydrant booster were identified:

   a. The feed hydrants and boost inlets within the booster cabinet were obstructed by the cabinet and doors, which is likely to impede hose connection, contrary to the requirements of Clause 3.6, 7.4, 7.8 and 7.9 of AS2419.1-2005.

   b. The booster appeared to be connected in series with the on-site fire pump. In this regard, a 150mm diameter liquid filled pressure gauge was not provided at the booster assembly indicating the pressure at the pump discharge pipe/manifold and an engraved warning sign was not provided, contrary to the requirements of Clause 7.6 of AS 2419.2-2005.

   c. Signage to indicate the required hydrant boost and test pressure was not provided, contrary to the requirements of Clause 7.10.1 of AS2419.1-2005.

   d. Signage to identify the location of the fire hydrant booster within the cabinet was not clearly identifiable, contrary to the requirements of Clause 7.10.2 of AS2419.1-2005.

   e. The existing hydrant block plan fixed inside the hydrant booster cabinet lacked the required information in accordance with Clause 7.11 of AS2419.1-2005.

   f. The booster assembly isolation valve was not secured open or locked in the open position, contrary to the requirements of Clause 8.5.8 of AS2419.1-2005.

Portable Fire Extinguishers (PFEs)

6. PFEs were found missing in the following areas:

   a. Lower ground floor - outside the sprinkler pump room

   b. Lower ground floor – opposite SOU 166

Egress

Exit Signs

7. The exit sign located next to the fire indicator panel was not illuminated, contrary to the requirements of AS2293.1-2018.

Fire Stairs

8. The rear fire stairs contained shelving units used for storage. In this regard, the fire stairs should remain a sterile area clear of any items not used to facilitate evacuation from the building or promote firefighting operations.

Protection of electrical / communication enclosures

9. The communication / electrical cupboards located in the public corridors incorporated doorways which were not suitably sealed against smoke spreading from the enclosure, contrary to the requirements of Clause D3D8(5) of the National Construction Code, Volume 1 2022 (NCC).

Fire Resistance and Separation

10. The fire rated door jamb between the public corridor and storage area / main switch room on lower ground level was missing a fire-rated door leaf.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

a. Review items 2 to 11 of this report and conduct an inspection.

b. Address any other deficiencies identified on the premises.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. FRNSW refers this matter to the Council as the appropriate regulatory authority, and awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please ensure that you refer to file reference FRN25/570 – BFS26/279 - 8000047776 regarding any correspondence concerning this matter.

Yours faithfully



Ryan Maestri
Senior Building Surveyor
Fire Safety Compliance Unit

Attachment: [Appendix 1 – Emergency Fire Safety Order No. 1 - 5 pages]

Appendix 1 – Emergency Order No 1.

File Ref. No: FRN25/570 – BFS26/279 - 8000047776
TRIM Ref. No: D2026/013573
Contact: Matthew Warbrick

29 January 2026

THE OWNERS - STRATA PLAN NO. 82888
15 SPRINGFIELD AVENUE
POTTS POINT NSW 2011

Dear Sir / Madam

RE: EMERGENCY FIRE SAFETY ORDER
UKO POTTS POINT
15 SPRINGFIELD AVENUE POTTS POINT("the premises")

Pursuant to the provisions of Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of Fire and Rescue NSW (FRNSW) inspected 'the premises' on 27 January 2026.

At the time of the inspection, the Authorised Fire Officer identified fire safety matters that were a significant concern to FRNSW. The activity or deficiencies identified are believed to constitute an emergency or a serious safety risk. As a result, under Section 9.34 of the EP&A Act, an Emergency Fire Safety Order (Order No. 1) is issued (copy attached).

Council of the City of Sydney will receive a copy of the inspection report, including a copy of the Order under Sections 9.32, Section 9.35, Schedule 5, Part 6, Section 12 and Schedule 5, Part 8, Section 17 of the EP&A Act. FRNSW will conduct further inspections to assess compliance with the terms of the Order.

Fire and Rescue NSW | ABN 12 593 473 110 | www.fire.nsw.gov.au
Community Safety Directorate
Fire Safety Compliance Unit
1 Amarina Ave
Greenacre NSW 2190
T (02) 9742 7434
F (02) 9742 7843
www.fire.nsw.gov.au

Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at noticeorders@fire.nsw.gov.au or call on (02) 9742 7434 if there are any questions or concerns about the above matters. Please ensure that you refer to file reference FRN25/570 – BFS26/279 - 8000047776 regarding any correspondence concerning this matter.

Yours faithfully



Matthew Warbrick
Acting Senior Building Surveyor
Fire Safety Compliance Unit

CC: Facilities Manager – Karel Cruz
S Building & Facility Management

E-Mail – facilitiesmanager@uko.com.au

General Manager
Council of the City of Sydney

E-Mail: council@cityofsydney.nsw.gov.au

Emergency Fire Safety Order
ORDER No. 1

Under the Environmental Planning and Assessment Act 1979 (EP&A Act)
Part 9 Implementation and Enforcement – Division 9.3 Development Control Orders
Fire Safety Orders in accordance with the table to Part 2 - Schedule 5.
Issue an Order in accordance with Section 9.34(1)(b)
Issue the Order as an Emergency Order Pursuant to Schedule 5, Part 8, Section 16

Property:

UKO POTTS POINT
15 SPRINGFIELD AVENUE POTTS POINT ("the premises")
SP 82888
(name/address of premises to which Order is served)

Emergency Situation / Serious Risk to Safety:

1. The fire indictor panel was displaying multiple alarms, faults and isolations to the automatic fire detection and alarm system.

   The automatic fire detection and alarm system in its current condition will delay early detection of a fire and the timely warning and evacuation of occupants from the premises.

Authorised Fire Officer:

I,	Matthew Warbrick	Acting Senior Building Surveyor	909348
	(name)	(rank)	(number)

Being an Authorised Fire Officer in accordance with Schedule 5, Part 8, Section 16 of the *Environmental Planning and Assessment Act 1979*, and duly authorised for the purpose.

Hereby Order:

The Owners – Strata Plan No. 82888	Owner
(name of the person whom Order is served)	(position, i.e. owner, building manager)

To do the following things:

1. Undertake works to the automatic fire detection and alarm system to resolve all alarms, isolations and faults indicating on the fire indicator panel to ensure the automatic fire detection and alarm system is performing in accordance with AS 1670 – 2004.

The reasons for the issue of this Order are:

a. At the time of the inspection, the building was occupied.

b. The automatic fire detection and alarm system's fire indicator panel was displaying four (4) alarms, 13 faults and 146 isolations.

c. Four (4) detectors displayed on the fire indicator panel were observed as in alarm with the status displayed as "isolate alarm". This indicates historical alarm events have been isolated and remain in isolation.

d. Isolating alarm signals will prevent the building occupant warning system from sounding the required alert tone to providing occupants with awareness of a fire at the premises

e. Faults and isolations to the automatic fire detection and alarm system will delay early detection of a fire and the timely warning and evacuation of occupants from the premises.

f. The automatic fire detection and alarm system is not capable of operating to a standard of performance that promotes the safety of persons in the event of a fire at the premises.

The terms of the Order are to be complied with:

By no later than **1200hrs** on the **9 February 2026**.

Considerations for Emergency Order:

Pursuant to Schedule 5, Part 8, Section (16) of the EP&A Act, this Order has been given as an Emergency Order as there are circumstances that the authorised fire officer believes constitute an emergency or a serious safety risk.

Appeals

Pursuant to Section 8.18(2) of the EP&A Act, a person may not appeal against a fire safety order given by an authorised fire officer (other than an order that prevents a person from using or entering the premises).

Non-Compliance with the Order

A person that fails to comply with this Order may be guilty of an offence under Section 9.37 of the EP&A Act. A person that fails to comply with this Order by a particular specified time, or within a particular specified period, continues never-the-less to be obliged to comply with the Order and therefore must comply with the Order, or they may be guilty of an offence under Section 9.50 of the EP&A Act.

Signed:



Matthew Warbrick
Acting Senior Building Surveyor
Fire Safety Compliance Unit

This Emergency Fire Safety Order No. 1 was hand delivered on **30 January 2026**.

Attachment C

Inspection Report
16 Cope Street, Redfern



Figure 1: 16 Cope Street, Redfern, viewed from the south-east



Figure 2: Location map of 16 Cope Street, Redfern

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: **Joe Kalgovas**

Date: **29 April 2026**

Premises: **16 Cope Street, Redfern**

Executive Summary

1. The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 17 April 2026 with respect to matters of fire safety.

2. The premises consists of a 5 storey building used as a boarding house.

3. The City inspected the premises on 29 April 2026, accompanied by a representative of the boarding house and found that fire safety was adequately provided.

Chronology

Date	Event
17 April 2026	FRNSW correspondence received.
29 April 2026	The City inspected the premises and found fire safety was adequately provided.
30 April 2026	The City issued advice to FRNSW regarding the outcome of inspection.

Fire and Rescue NSW Report

4. FRNSW conducted an inspection of the subject premises on 10 February 2026.

Issues

5. The report from FRNSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Provision for Fire Safety	
	Fire Resistance	
1.	Multiple fire doors throughout the premises were chocked open preventing the fire doors from self-closing.	During the City's inspection on 29 April 2026, it was noted that fire doors were operational, addressing this issue. No further action.
	Regulatory Requirements	
	Fire Safety	
2.	Signage in the common area corridors states '*FURNITURE AND STORAGE NOT PERMITTED IN THIS CORRIDOR*'. In that regard, at the time of the inspection furniture was noted in the common areas throughout the premises.	During the City's inspection on 29 April 2026, it was noted that furniture had been removed, addressing this issue. No further action.
	Fire Engineering Report (FER)	
3.	It is noted that several performance solutions have been applied to the premises, as prescribed in Fire Engineering Report 141451.00. FER01b - Version B, dated 18 January 2022, prepared by Holmes Fire. This includes the provision of a non-fire-isolated stair in lieu of a fire-isolated stair typically required in a Class 3, sprinkler protected building with more than 3 consecutive storeys. The solution relies on the provision of a sprinkler system, smoke seals on SOU entry doors and restrictions of combustible material in the corridors. As noted above, at the time of the inspection furniture was noted in corridors and a number of SOU doors were observed with door chocks preventing the doors from fully closing.	The City's inspection on 29 April 2026, confirmed records that the building's construction was approved and FER endorsed by a Principal Certifier with an Occupation Certificate issued 18 June 2024. The FER acknowledges that occupants of the building may have disabilities and as such have implemented Management Procedures. Furthermore, it has been advised by the leasing manager that persons under NDIS care are no longer accommodated in the building.

Ref.	Issue	City response
	FRNSW have concerns that the requirements of the performance solutions have not been properly implemented or maintained to ensure that occupants can evacuate to safety in the event of a fire in an SOU or common area. Upon review of the FER, it is considered that the assessment has given limited deliberation to the characteristics of the occupants of the boarding house, noting that the original correspondence which initiated the inspection by FRNSW indicated that four occupants were immobile in wheelchairs with a further nineteen occupants under National Disability Insurance Scheme (NDIS) care. Furthermore, the assessment is silent on fire brigade intervention with respect to use of fire-isolated stairs as a staging area for firefighting as well as search and rescue operations.	In response, the City issued advisory correspondence to FRNSW so that they are aware of occupant characteristic changes to ensure adequate and suitable search and rescue operations can be carried out, addressing this issue.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the Council investigation officer on 29 April 2026, it has been confirmed that the above recommendations of FRNSW have been complied with.

8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

File Ref. No: FRN24/1353 - BFS26/167 - 8000047693
TRIM Ref. No: D2026/061644
Contact: Conor Hackett

17 April 2026

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

Re: INSPECTION REPORT
BOARDING HOUSE
16 COPE STREET REDFERN ("the premises")

Fire and Rescue NSW (FRNSW) received correspondence on 7 January 2026 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 10 February 2026.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

COMMENTS

The following items were identified in relation to the provisions for fire safety:

Provisions for Fire Safety

Fire Resistance

1. Multiple fire doors throughout the premises were chocked open preventing the fire doors from self-closing, contrary to the requirements of Clauses C4D12 &

Specification 12 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC).

Regulatory Requirements

Fire Safety

2. Signage in the common area corridors states 'FURNITURE AND STORAGE NOT PERMITTED IN THIS CORRIDOR'. In that regard, at the time of the inspection furniture was noted in the common areas throughout the premises.

Fire Engineering Report (FER)

3. It is noted that several performance solutions have been applied to the premises, as prescribed in *Fire Engineering Report 141451.00.FER01b - Version B*, dated 18 January 2022, prepared by Holmes Fire. This includes the provision of a non fire-isolated stair in lieu of a fire-isolated stair typically required in a Class 3, sprinkler protected building with more than 3 consecutive storeys, as per the requirements of Clause D2D4 of the NCC.

   The solution relies on the provision of a sprinkler system, smoke seals on SOU entry doors and restrictions of combustible material in the corridors. As noted above, at the time of the inspection furniture was noted in corridors and a number of SOU doors were observed with door chocks preventing the doors from fully closing.

   FRNSW have concerns that the requirements of the performance solutions have not been properly implemented or maintained to ensure that occupants can evacuate to safety in the event of a fire in an SOU or common area.

   Upon review of the FER, it is considered that the assessment has given limited deliberation to the characteristics of the occupants of the boarding house, noting that the original correspondence which initiated the inspection by FRNSW indicated that four occupants were immobile in wheelchairs with a further nineteen occupants under National Disability Insurance Scheme (NDIS) care. Furthermore, the assessment is silent on fire brigade intervention with respect to use of fire-isolated stairs as a staging area for firefighting as well as search and rescue operations.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

a. Review items 1 to 3 of this report and conduct an inspection.

b. Address any other deficiencies identified on the premises.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting.

FRNSW refers this matter to the Council as the appropriate regulatory authority and awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

LIMITATIONS

The items listed in the comments of this report are based on the following limitations:

- FRNSW's inspection of the premises may have been conducted without having the development consent and / or approved plans as a reference.
- FRNSW's inspection of the premises was a non-invasive visual inspection.
- FRNSW authorised fire officers may not have been able to access all areas of the premises at the time of inspection.
- Sole Occupancy Units were not accessible.

Please do not hesitate to contact Conor Hackett of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434. If you have any questions or concerns regarding the above matters. Please ensure that you refer to file reference FRN24/1353 - BFS26/167 - 8000047693 for any future correspondence concerning this matter.

Yours faithfully

Conor Hackett
Senior Building Surveyor
Fire Safety Compliance Unit

Attachment D

Inspection Report
11-17 Eve Street, Erskineville

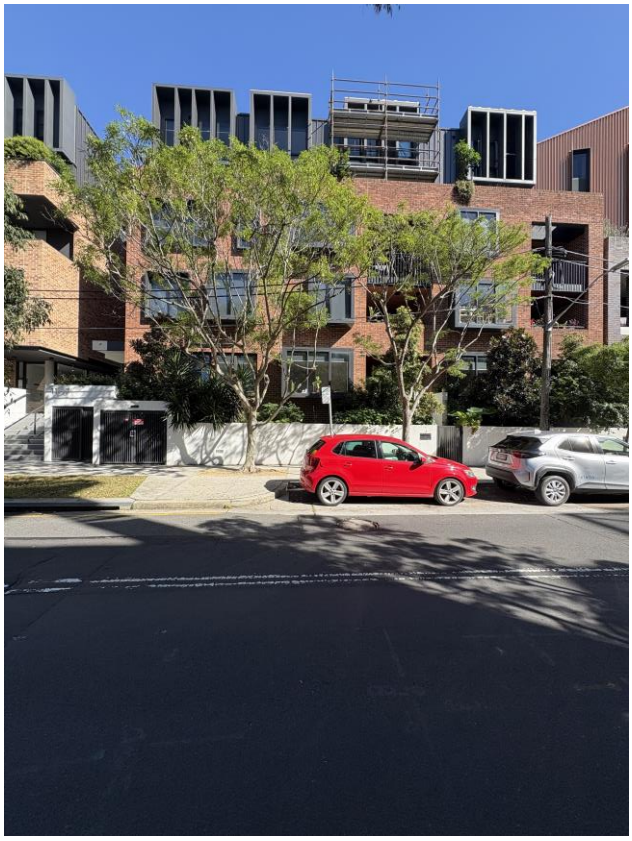


Figure 1: 11-17 Eve Street, Erskineville, viewed from the west



Figure 2: Location map of 11-17 Eve Street, Erskineville

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: **Andrew Porter**

Date: **4 May 2026**

Premises: **11-17 Eve Street, Erskineville**

Executive Summary

1. The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 3 March 2026 with respect to matters of fire safety.

2. The premises consists of a 5 storey building used for residential accommodation with basement car parking.

3. The City inspected the premises on 9 April 2026, accompanied by the property manager. This inspection identified fire safety provisions requiring maintenance, which can be addressed under the City's instruction.

Chronology

Date	Event
3 March 2026	FRNSW correspondence received.
9 April 2026	The City inspected the premises identifying deficiencies in fire safety.
10 April 2026	The City issued a corrective action letter requiring identified deficiencies be rectified by 23 April 2026.
4 May 2026	The City reinspected the premises confirming all identified deficiencies had been rectified in accordance with the City’s instruction.

Fire and Rescue NSW Report

4. FRNSW conducted inspections of the subject premises on 12 February 2026 and 17 March 2026.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
Fire Hydrant System		
1.	The above ground isolating valve at the booster assembly was not secured or locked in the open position.	The City's inspection on 9 April 2026 found the above ground isolating valve at the booster assembly to be chained in the open position with a suitable padlock, addressing this issue. No further action.
2.	The enclosure containing the external attack hydrant on the ground floor level, lacked signage to identify the hydrant within.	The City's inspection on 9 April 2026 identified the required signage was not in place. In response to this, the City issued a corrective action letter on 10 April 2026 requiring signage be installed by 23 April 2026. The City's follow up inspection on 4 May 2026 found signage installed as required, addressing this issue. No further action.
Fire Safety - Essential Fire Safety Measures		
3.	Automatic Fire Detection and Alarm System	
A.	The Fire Indicator Panel (FIP) was displaying one (x1) 'Disablement' identified as 'Zone 1 – Basement'.	In response to the FIP disablement, FRNSW issued a fire safety order on the premises on 3 March 2026. FRNSW's follow up inspection on 17 March 2026 confirmed this issue was addressed. The City's inspection on 9 April 2026 confirmed no further issues. No further action.

Ref.	Issue	City response
B.	The smoke detector located in the 'electrical & communications' cupboard on the ground floor level was observed to be covered with a plastic dust cap.	In response to the smoke detector cap, FRNSW issued a fire safety order on the premises on 3 March 2026. FRNSW's follow up inspection on 17 March 2026 confirmed this issue was addressed. The City's inspection on 9 April 2026 confirmed no further issues. No further action.
4.	Fire Hydrant System (incorporating the FPAA101H sprinkler system)	
A.	Diesel Pumpset – The control panel associated with the fire hydrant diesel pumpset was displaying 'Power Fail', 'Start Charger Fail' and 'Control Charge Fail'.	In response to the hydrant control panel faults, FRNSW issued a fire safety order on the premises on 3 March 2026. FRNSW's follow up inspection on 17 March 2026 confirmed this issue was addressed. The City's inspection on 9 April 2026 confirmed no further issues. No further action.
B.	A service record logbook (hardcopy or electronic) could not be located in the pumproom, for the fire hydrant diesel pumpset and it was unclear whether the hydrant pumpset is receiving routine servicing.	In response to the unavailability of hydrant system service records, FRNSW issued a fire safety order on the premises on 3 March 2026. FRNSW's follow up inspection on 17 March 2026 confirmed this issue was addressed. The City's inspection on 9 April 2026 confirmed no further issues. No further action.

Ref.	Issue	City response
5.	Sliding Fire Door to Basement	
A.	The sliding fire door in the basement carpark level failed to return to the fully closed position when tested, therefore compromising the separate fire compartments.	In response to the defective sliding fire door, FRNSW issued a fire safety order on the premises on 3 March 2026. FRNSW's follow up inspection on 17 March 2026 confirmed this issue was addressed. The City's inspection on 9 April 2026 confirmed no further issues. No further action.
6.	Exit Signs	
A.	The exit sign directly above the 'horizontal exit door' built into the sliding fire door (when in the closed position), which provides an alternative egress via the adjoining allotment carpark, was missing the pictorial element.	In response to the defective exit sign, FRNSW issued a fire safety order on the premises on 3 March 2026. Follow up inspection on 17 March 2026 confirmed this issue was addressed. The City's inspection on 9 April 2026 found an additional exit sign not illuminated in the basement level electrical switch room and the City issued a corrective action letter on 10 April 2026 requiring the signage to be remediated by 24 April 2026. The City's follow up inspection on 4 May 2026 found signage had been fixed, addressing this issue. No further action.
B.	The exit sign located in the ground floor residential lobby was not illuminated and had not been maintained.	FRNSW issued a fire safety order on the premises on 3 March 2026. FRNSW's follow up inspection on 17 March 2026 confirmed this issue had been addressed. No further action.

Ref.	Issue	City response
Fire safety statements		
7.	A copy of the current Annual Fire Safety Statement (AFSS) and a copy of the current Fire Safety Schedule (FSS) were not prominently displayed within the building.	The City's inspection on 9 April 2026 found the AFSS and Fire Safety Schedule was not displayed. In response, the City provided the property manager copies for both and issued a corrective action letter on 10 April 2026 requiring the AFSS and Fire Safety Schedule to be prominently displayed by 23 April 2026. The City's follow up inspection on 4 May 2026 observed the AFSS and Fire Safety Schedule prominently displayed within the premises as required, addressing this issue. No further action.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the City's investigation officer, a corrective action letter was issued on 10 April 2026 to the building owners to address the fire safety deficiencies identified by the City and FRNSW.

8. The City's follow up site inspection on 4 May 2026 confirmed the fire safety deficiencies identified by the City and FRNSW had been addressed and fire safety was adequate provided.

9. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

File Ref. No: FRN22/2949 - BFS26/166 - 8000047692
TRIM Ref. No: D26/33150
Contact: Mark Knowles

3 March 2026

FRONTIER PROPERTY DEVELOPMENT GROUP PTY LIMITED
C/- T A KHOURY & CO
59 George Street
BURWOOD NSW 2134

Dear The Proper Officer

Re: FIRE SAFETY ORDER – ORDER NO.1
11-17 EVE STREET, ERSKINEVILLE ("the premises")
[LOT 100 in DP 1227564]

Fire & Rescue NSW (FRNSW) has received your email dated 26 February 2026 in response to the Notice of Intention to give a Proposed Fire Safety Order – Order No.1 dated 13 February 2026.

FRNSW has determined to issue the **Fire Safety Order – Order No.1 ('Order No.1')**, in response to your representations and consideration given under the provisions of Schedule 5, Part 7 (Section 14 and Section15) of the *Environmental Planning & Assessment Act 1979* (EP&A Act). Accordingly, attached is a copy of the FRNSW "**Order No. 1"** dated 2 March 2026, issued under Section 9.34 of the EP&A Act.

A copy of the **"Order No.1"** will be forwarded to City of Sydney Council, under Schedule 5, Part 6, Section 12 of the EP&A Act. Authorised Fire Officers will conduct inspections to assess compliance with the **"Order No.1"**.

Please do not hesitate to contact Mark Knowles of FRNSW's Fire Safety Compliance Unit at noticeorders@fire.nsw.gov.au or call on (02) 9742 7434 if there are any questions or concerns about the above matters. Please ensure that you refer to file reference FRN22/2949 - BFS26/166 - 8000047692 regarding any correspondence concerning this matter.

Yours faithfully,

Mark Knowles
Senior Building Surveyor
Fire Safety Compliance Unit

CC Email: Highland Property
Attention: Angie Laliotitis
angie@highlandproperty.com.au

CC Email: Frontier Property Development Group Pty Limited
C/- T A Khoury & Co
Attention: Tony Khoury
tony@tak.com.au

Fire Safety Order
ORDER No. 1

Under the *Environmental Planning and Assessment Act 1979 (EP&A Act)*
Part 9 Implementation and Enforcement – Division 9.3 Development Control Orders
Fire Safety Orders in accordance with the table to Part 2 - Schedule 5.
Give an Order in accordance with Section 9.34(1)(b)

I,	Mark Knowles (name)	Senior Building Surveyor (rank)	904279 (number)

being an authorised Fire Officer within the meaning of Schedule 5, Part 8, Section 16 of the *Environmental Planning and Assessment Act 1979*, and duly authorised for the purpose, hereby order you

FRONTIER PROPERTY DEVELOPMENT GROUP PTY LIMITED (name of the person whom Order is served)	Owner (position, i.e. owner, building manager)

with respect to the premise

11-17 EVE STREET, ERSKINEVILLE ("the premises")
[LOT 100 IN DP 1227564]
(name/address of premises to which Order is served)

to do, or refrain from doing, the following things:

1. Ensure the Automatic Fire Detection and Alarm System installed in 'the premises' is fully operational, by:
    a. Restoring the 'Disablement' displayed on the Fire Indicator Panel (FIP).
    b. Removing the dust cap covering the smoke detector in the 'electrical & communications' cupboard on the ground floor level.
2. Ensure the Fire Hydrant System (incorporating the FPAA101H sprinkler system) installed in 'the premises' is fully operational, by:
    a. Repairing all faults associated with the diesel pumpset.
    b. Providing certification / written confirmation from an Accredited Practitioner (Fire Safety) confirming that the diesel pumpset has been tested and is operational in accordance with its design and installation standard.

3. Re-instate the missing pictorial element associated with the illuminated exit sign located above the opening to the adjoining allotment carpark in the basement level.

4. Repair or replace the defective illuminated exit sign located above the exit door in the public corridor on the ground floor level.

5. Ensure the sliding fire door in the basement carpark level is fully operational, such that it automatically returns to the fully closed position when activated.

The reasons for the issue of this Fire Safety Order - Order No.1 are:

a. At the time of the inspection on 12 February 2026, the Fire Indicator Panel, associated with the Automatic Fire Detection and Alarm System, was displaying one (x1) 'Disablement' identified as 'Zone 1 – Basement'.

b. At the time of the inspection on 12 February 2026, the smoke detector located in the 'electrical & communications' cupboard on the ground floor level was observed to be covered with a plastic dust cap.

c. At the time of the inspection on 12 February 2026, the control panel associated with the fire hydrant diesel pumpset was displaying 'Power Fail', 'Start Charger Fail' and 'Control Charge Fail'.

d. At the time of the inspection on 12 February 2026, a service record logbook (hardcopy or electronic) could not be located in the pumproom, for the fire hydrant diesel pumpset. In this regard, it is unclear whether the hydrant pumpset is receiving routine servicing.

e. Given points "c" and "d" above, it cannot be confirmed whether the pumpset for the fire hydrant system (incorporating the FPAA101H sprinkler system) will operate to the required standard of performance.

f. At the time of the inspection on 12 February 2026, it was observed that the exit sign directly above the 'horizontal exit door' built into the sliding fire door (when in the closed position), which provides an alternative egress via the adjoining allotment carpark, was missing the pictorial element.

g. At the time of the inspection on 12 February 2026, it was observed that the exit sign located in the ground floor residential lobby was not illuminated and had not been maintained.

h. At the time of the inspection on 12 February 2026, the sliding fire door in the carpark level failed to return to the fully closed position when tested, therefore compromising the separate fire compartments.

i. To ensure that the Automatic Fire Detection and Alarm System is capable of operating in accordance with the standard of performance it was designed and installed to.

j. To ensure that the Fire Hydrant System (incorporating the FPAA101H sprinkler system) is capable to operating in accordance with the standard of performance it was designed and installed to.

k. Ensuring the correct operation of the fire hydrant system pumpset will likely safeguard occupants from injury and help to suppress fire by assisting Fire and Rescue NSW in undertaking firefighting operations.

l. To ensure compliance with the requirements of Section 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 and the 'Management In Use' requirements as specified in Fire Engineering Report prepared by Innova Services Reference 20388-R01, Issue No. 3, dated 28 April 2021.

m. To do or refrain from doing such things specified in the Order to ensure or promote adequate fire safety or awareness.

The terms of this Fire Safety Order - Order No.1 are to be complied with:

By no later than **3:00 pm** on the **17 March 2026**.

Appeals

Pursuant to Section 8.18 of the Environmental Planning & Assessment Act 1979 (EP&A Act), there is no right of appeal to the Court against this Fire Safety Order - Order No.1 other than an order that prevents a person from using or entering premises.

Non-Compliance with Fire Safety Order – Order No.1

Failure to comply with this Fire Safety Order - Order No.1 may result in further Orders and/or fines being issued.

Substantial penalties may also be imposed under Section 9.37 of the EP&A Act for failure to comply with a Fire Safety Order - Order No.1.

Mark Knowles
Senior Building Surveyor
Fire Safety Compliance Unit

This Fire Safety Order - **Order No. 1** was sent by mail on **3 March 2026**.