Current DCP 2012

PROPOSED Additional Provisions to Alternative Block 5

Legend
- Active frontages
Planning Context - Sydney Development Control Plan (DCP) 2012
Specific Sites - APDG Block

Figure 6.13A APDG Site
Street frontage height

Current DCP 2012

PROPOSED Additional Provisions to Alternative Block 5

Image 1.45 Street frontage height - Sydney DCP 2012 Figure 6.13 A

Legend
- 9m / 17m
- 20m / 25m
- 40m / 45m
- 15m / 15m
- 70m / 18m
- Publicly accessible spaces/amenity areas
- Land subject to a separate planning proposal

Image 1.46 Proposed Amendment - No Change

Legend
- 9m / 17m
- 20m / 25m
- 40m / 45m
- 15m / 15m
- 70m / 18m
- Publicly accessible spaces/amenity areas
Planning Context - Sydney Development
Control Plan (DCP) 2012
Specific Sites - APDG Block

Figure 6.14A APDG Site - Setback above the street frontage height

Current DCP 2012

PROPOSED Additional Provisions to Alternative Block 5

Image 1.47 Proposed Amendment to setback above street frontage height

APDG DCP Additions

Current DCP 2012

PROPOSED Additional Provisions to Alternative Block 5

Image 1.48 Proposed Amendment to setback above street frontage height

APDG DCP Additions

214
Figure 6.15A APDG Site - Vehicular Access Plan

APDG DCP Additions

Current DCP 2012

Planning Context - Sydney Development Control Plan (DCP) 2012

Specific Sites - APDG Block

Legend
- Preferred vehicular access location
- Start of vehicular access location
- Preferred long-term parking location
- Access to end of road facility (blue NHP)
- Access to existing/maintained work
- Break in work
- Existence of pedestrian links
- Usage of site subject to a separate planning proposal

PROPOSED Additional Provisions to Alternative Block 5

APDG DCP Additions

Figure 6.15A APDG Site - Vehicular Access Plan

Legend
- Preferred vehicular access location
- Start of vehicular access location
- Preferred long-term parking location
- Access to end of road facility (blue NHP)
- Access to existing/maintained work
- Break in work
- Existence of pedestrian links
- Usage of site subject to a separate planning proposal

Current DCP 2012

Planning Context - Sydney Development Control Plan (DCP) 2012

Specific Sites - APDG Block

Legend
- Preferred vehicular access location
- Start of vehicular access location
- Preferred long-term parking location
- Access to end of road facility (blue NHP)
- Access to existing/maintained work
- Break in work
- Existence of pedestrian links
- Usage of site subject to a separate planning proposal

PROPOSED Additional Provisions to Alternative Block 5

Legend
- Preferred vehicular access location
- Start of vehicular access location
- Preferred long-term parking location
- Access to end of road facility (blue NHP)
- Access to existing/maintained work
- Break in work
- Existence of pedestrian links
- Usage of site subject to a separate planning proposal
LEP Lanes Map Additions

Planning Context - Sydney Local Environmental Plan (LEP) 2012

Lanes Map - Sheet LNE_014

Current LEP 2012

PROPOSED Additional Provisions to Lanes Map

Image 1.52  Lanes Map - Sheet LNE_014 - Sydney LEP 2012

Image 1.53 Proposed Amendment to Lanes Map - Sheet LNE_014 - Sydney LEP 2012

Lanes
- Central Sydney Lanes

Cadastre
- Cadastre 21/10/2016 © City of Sydney
8.0 Envelope Drawings
Basement Level Plan

LEGEND:
- SITE BOUNDARY
- BUILDING ENVELOPE

EXISTING AUSGRID EASEMENT

55 PITT STREET
PROPOSED BASEMENT ENVELOPE

SITE BOUNDARY

QUEENS COURT WEST BOUNDARY

SITE BOUNDARY

55 PITT STREET
PROPOSED BASEMENT ENVELOPE
Ground Level Plan

65 Pitt Street

PROPOSED GROUND LEVEL ENVELOPE

QUEENS COURT WEST

BOUNDARY

FUTURE AUSGRID (NOT PART OF THIS APPROVAL)

THROUGH SITE LINK / LANEWAY OPEN TO SKY WITH MAX 2m OVERHANG ABOVE

THROUGH SITE LINK / LANEWAY
ALIGNMENT PARALLEL TO
QUEENS COURT WEST BOUNDARY

55 PIT STREET

PROPOSED GROUND LEVEL ENVELOPE

EXISTING AUSGRID EASEMENT BELOW

THROUGH SITE LINK
PROPOSED ENVELOPE ABOVE
(RL 12.3m - Min. 8m above Ground Level)

THROUGH SITE LINK
BRIDGE LINK STRUCTURE ABOVE
(RL 8.3m - Min. 4m above Ground Level)

THROUGH SITE LINK
ENVELOPE VOLUME ABOVE
(RL 12.3m - Min. 8m above Ground Level)

THROUGH-SITE LINK / LANEWAY OPEN TO SKY

BUILDING ENVELOPE

OUTLINE OF PROPOSED TOWER ENVELOPE

PROPOSED GROUND LEVEL ENVELOPE

OUTLINE OF PROPOSED TOWER ENVELOPE

SITE BOUNDARY

6,000

UNDERWOOD STREET

6,000

QUEENS COURT WEST

SITE BOUNDARY

SITE BOUNDARY

BUILDING ENVELOPE

THROUGH SITE LINK / PEDESTRIAN SETBACK

SITE BOUNDARY

DEVELOPMENT AREA

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY

PITT STREET

DEVELOPMENT AREA

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY

PUBLIC DOMAIN

DEVELOPMENT AREA

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY

SITE BOUNDARY
Mezzanine Level Plan

55 Pitt Street
Proposed Mezzanine Level Envelope

6 Dalley Street
(Telstra Exchange)

8-14 Dalley Street
(Ausgrid Substation)

Queens Court West Boundary

Future Ausgrid
(NOT PART OF THIS APPROVAL)

Through Site Link
Proposed Envelope Above
(RL 12.3M - Min. 8m above Ground Level)

Bridge Link Structure - 3m min. - 6m max. wide
(RL 8.3M - Min. 4m above Ground Level)

Through Site Link
Envelope Volume Above
(RL 12.3M - Min. 8m above Ground Level)

Through Site Link
/Laneway Open to Sky
With Max. 2m Overhang Above

Through Site Link /Laneway
Aligning Parallel to
Queens Court West Boundary

Development Area

Legend:
- Site Boundary
- Building Envelope
- Through Site Link / Pedestrian Setback
- Bridge Link Structure

Outlines of Proposed Tower Envelope

Planning Proposal Envelope Drawings
Envelope Elevation South

Envelop Elevation South

 planning proposal envelope drawings
Envelope Section B West-East
Envelopes Section C South-North

Envelopes Section C South-North
Envelop Section D North-South
Through Site Link
9.0 Indicative Concept Scheme
Potential retail design to be resolved with Telstra.

Location of existing driveway is to remain. All lighting, footpaths, wall finishes and soffit finishes along with the existing Underwood Street colonnade to be redesigned as part of the design excellence process.
Indicative Modelling Form - Photomontage Pitt Street Looking North
## RL Floor to Floor Height GBA GFA

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Spreadsheet of FSR and GFA by level and use

86 fjmt studio architecture interiors urban landscape community urban design study and drawings | mirvac 55 pitt st development 244 244

Podium 18582 13065

Basement 6718

Total 99706 70721
Pedestrian and Vehicular Movement

Image 1.55: Proposed Amendment to Public Domain Principles Plan

Image 1.54: Proposed Amendment to Vehicular Access Plan

Legend
- New square
- Publicly accessible square within block
- Lane
- Through-site link
- Connected laneway network

Legend
- Preferred vehicular access location
- Short term access location
- Preferred long term access location
- Access to end trip facility (bike hub)
- Traffic circulation direction
- No vehicular access
- Publicly accessible space (shared),
- Shared basement 
- Lane of land subject to a separate planning proposal
**Existing and Proposed uses**

The following illustrates the existing and proposed uses at ground and typical levels.

**Existing Area and Use**

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<td>Retail</td>
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( * ) Lanes Development Floor Space : 515 sqm

**Proposed Area and Use**

- Commercial: 70,486 sqm
- Retail: 750 sqm

( * ) Lanes Development Floor Space: 515 sqm
The planning proposal is for a single stage demolition and rebuild as indicated.
Single Stage development envelope

indicative concept scheme
10.0 View Analysis

View Corridors

A view analysis has been undertaken examining the proposed envelope within the surrounding context.

Sitting predominantly in the shadow of 33-35 Pitt Street DA Stage 2 building, the proposed envelope will have minimal noticeable contribution to the city skyline and in doing so will provide little impact to sky views.

The best vantage point of the scheme is from Pitt St near Bridge Street looking north. From this view the proposed envelope sits comfortably in front of the 33-35 Pitt Street DA Stage 2 building, providing an intermediate scale.

The proposed podium envelope maintains the alignment and form of the street wall. The reduced setback of the tower maintains articulation between the podium and the tower. Addition to the tower setback also contributes to optimising views from Circular Quay and providing variation to the tower on the western side of Pitt St.

The proposed tower envelope responds to the context of the neighbouring towers. Not competing in height and complementing the scale of them.
Proposed Envelope
232m above GL (RL 234.7m)

Image 1.56 View 1 Pitt St Looking North - Proposed Envelope

Image 1.57 View 2 Pitt St Looking South - Proposed Envelope

Image 1.58 View 3 From Circular Quay - Proposed Envelope

Image 1.59 View 4 From Lang Park - Proposed Envelope
A view analysis has been undertaken of Pitt Street looking north towards the Harbour Bridge. The following illustrates the limited impact the proposed tower envelope will have on the existing street skyline.
Pitt Street View 1

Image 1.60 View from Model - Proposed Envelope with 33-35 Pitt Street DA Stage 2.

Image 1.61 View from Model - Current with 33-35 Pitt Street DA Stage 2.

Image 1.62 Pitt St Keyplan

Proposed Envelope

- 4m-6m Pitt Street Setback
Pitt Street View 3

Image 1.66 View from Model - Proposed Envelope with 33-35 Pitt Street DA Stage 2.

Image 1.67 View from Model - Current with 33-35 Pitt Street DA Stage 2.

Pitt St Keyplan

Proposed Envelope
- 4m-6m Pitt Street Setback