

Pitt Street Developer South



NSW Independent
Planning Commission

Pitt Street South OSD

DESIGN OPTION
'CHAMFER'

26 March 2021
Final

IPC Request - 22 March 2021

At the public meeting a number of residents of the Princeton Apartment building and a consultant planner made reference to a design option that had been explored by the Applicant, which included a chamfer to the south east corner of the proposed OSD tower. Could you please provide further details on this design and any potential benefits on solar access to the Princeton Apartment building and reasons why it was not progressed.

Pitt Street Developer South

Applicant response

Applicant response

The applicant is of the opinion that the discussion that occurred at the IPC Public Meeting regarding the chamfer to the south east corner was in relation to a possible meeting that occurred prior to the Stage 1 DA application.

This is backed up by our record of meeting with Princeton Apartments on 15 June 2020 where it was stated by a member of the Princeton Apartments Strata Committee words to the effect:

“Community info sessions years ago, showed the corner of the building ‘taken off’, like the Telstra building chamfered off.”

Years ago, inferring prior to the date the Pitt Street Developer being appointed.

Applicant response - continued

Sydney Metro was the applicant for the Stage 1 Development Application.

Sydney Metro was approached in relation to this matter. The information on the following pages was provided by Sydney Metro in regard to what was presented and issued to Princeton Apartments in September 2018 which was prior to the Stage 1 Development Application.



Pitt Street South over station development (OSD) briefing

PRINCETON APARTMENTS





Sydney Metro network benefits



All stations **fully accessible**, with lifts and level access between trains and platforms



More job opportunities faster, more frequent and direct access to key employment centres



Better access to education, with fast, more frequent and direct connections



Customers won't need a timetable – you'll just **turn up and go**

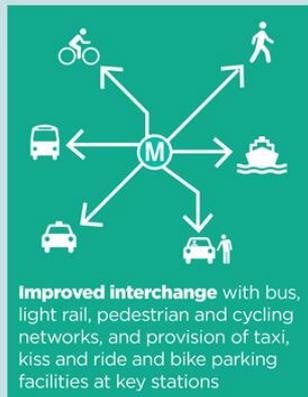


New and **direct access to major CBD stations**, including Martin Place, Pitt Street, Barangaroo and North Sydney



A train every **4 minutes** in the peak

Increased train frequency in AM and PM peak services – a train at least every four minutes



Improved interchange with bus, light rail, pedestrian and cycling networks, and provision of taxi, kiss and ride and bike parking facilities at key stations



Fast, safe and reliable – a new generation of 21st century metro trains

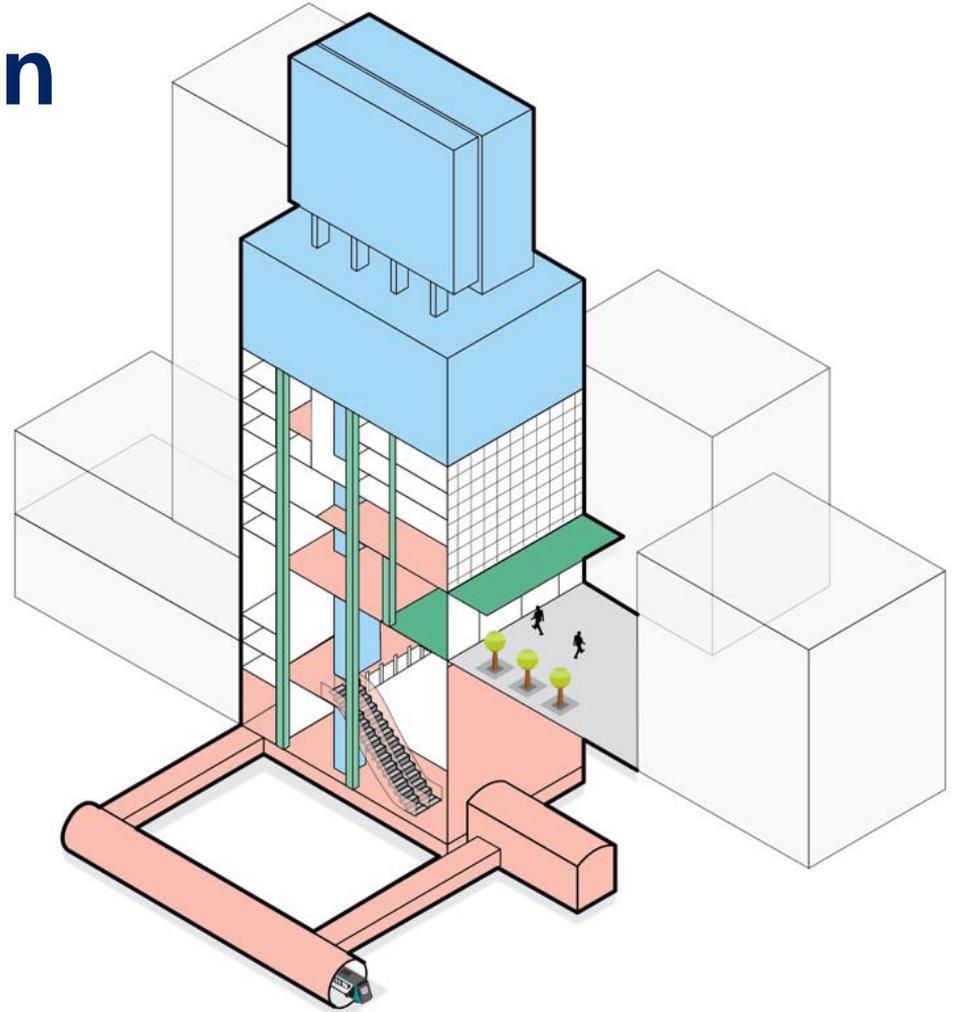
Delivering a world class metro



Integrated station development

INDICATIVE EXAMPLE

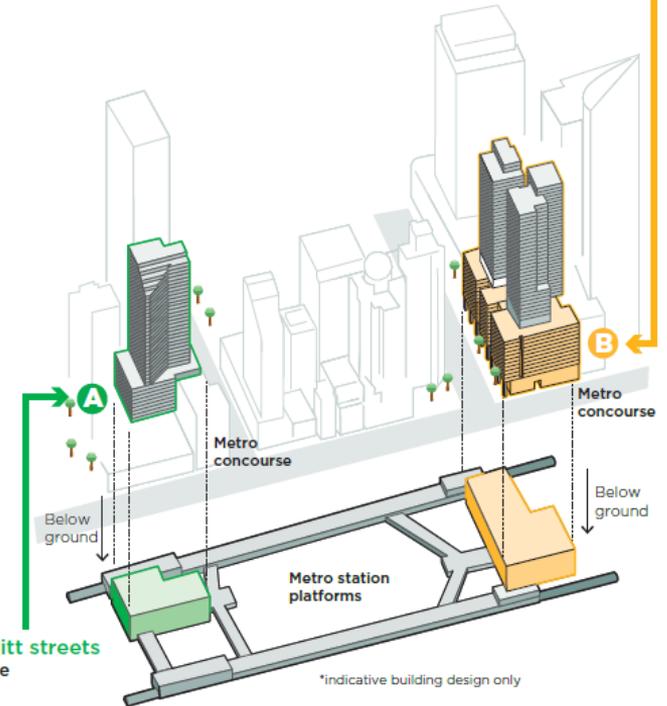
-  Common structures
-  Metro station
-  Integrated station development



Pitt Street concept proposals



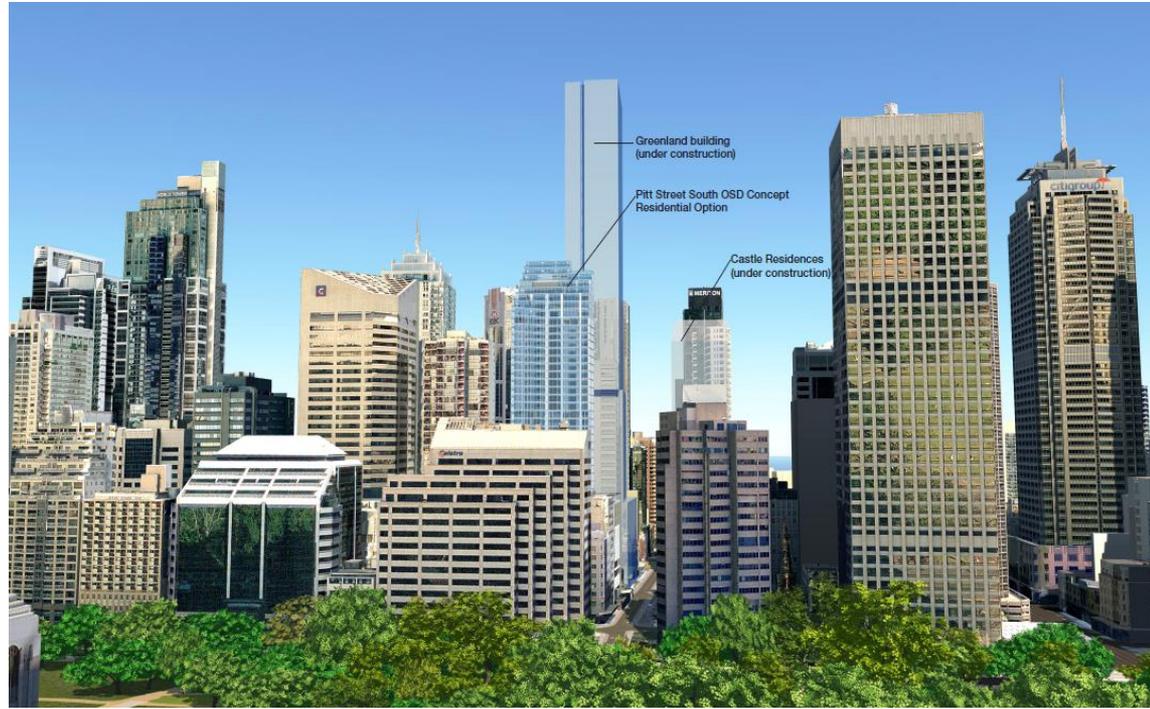
Pitt Street North – Park and Pitt streets
One 43-storey mixed-use building which could house a hotel, apartments and commercial office space



Pitt Street South – Bathurst and Pitt streets
One 35-storey building which could house apartments or commercial office space

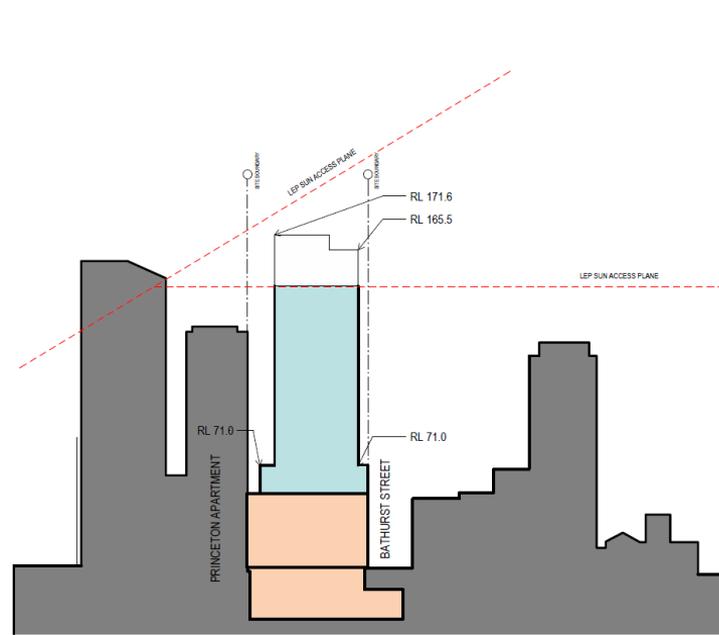
Pitt Street South OSD

INDICATIVE DESIGN

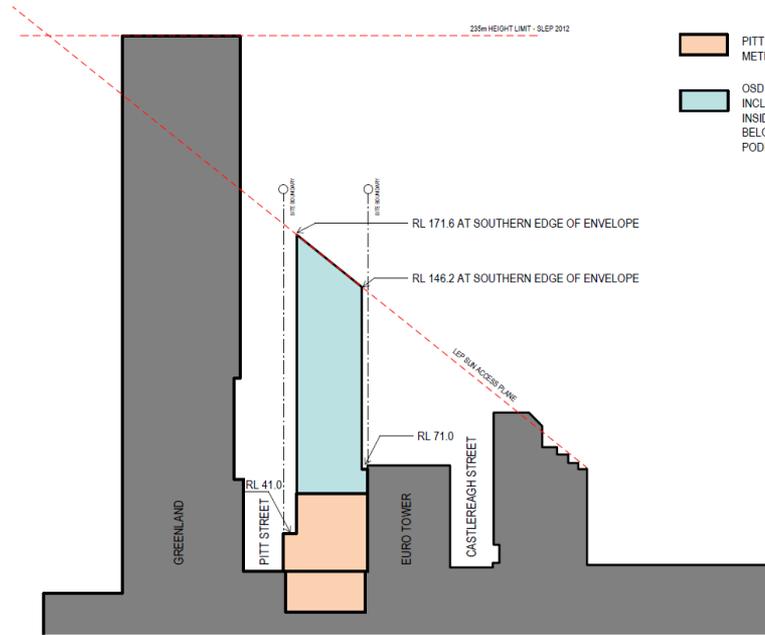


Pitt Street South OSD

ENVELOPE



5 SECTION NORTH SOUTH
1:1000



6 SECTION EAST WEST
1:1000

-  PITT STREET SOUTH METRO STATION CSSI
-  OSD CONCEPT SDA INCLUDES OSD AREAS INSIDE THE CSSI 'SHELL' BELOW GROUND AND IN PODIUM LEVELS

Environmental Impact Statement

THE BUILDING

- Designed to minimise overcrowding of the city skyline
- Contributes to the creation of a quality precinct
- One 35 storey building which could house residential apartments or commercial office space

VIEWS

- Some apartments in Princeton Apartments will have changed views, mostly at mid-rise levels of the building for views to the north and north-west. No interruption to key public views corridors across the CBD

Environmental Impact Statement

OVERSHADOWING

- Designed to minimise overshadowing on public spaces, including Hyde Park
- Increased overshadowing of some units on the northern side of the Princeton Apartments

TRAFFIC

- Very minor traffic impacts, with provision for about 34 car spaces, and loading and servicing to be undertaken on site

Environmental Impact Statement

WIND

- Strategies for wind mitigation will form part of the detailed designs

NOISE AND VIBRATION

- Acoustic assessment undertaken to demonstrate impacts will be able to be sufficiently mitigated

Planning process

- TWO separate concept State Significant Development (SSD) application proposals for the buildings above the north and south entrances of Pitt Street Station
- An Environmental Impact Statements (EIS) for each proposal
- Department of Planning and Environment (DPE) is the consent authority
- Both EISs currently exhibiting for community feedback – **exhibition ends 12 September**
- Following exhibition, all issues raised will be addressed in a Response to Submissions Report
- Detailed development application (DA) process to follow for detailed design and construction of the OSDs
- Further consultation during the detailed DA process, which will be led by Sydney Metro's development partner



Questions

MINUTES

Briefing by Sydney Metro to Princeton Strata Committee

Date:	4 September	Time:	5.30-6.30pm
Venue:	Meeting room – 308 Pitt Street, Sydney		
Prepared	Elizabeth Low – Sydney Metro		
Attendees: Sydney Metro	Anne Power Ron Hirst Anna Bradley Tim Smith Nick Tsitovitch Elizabeth Low		
Princeton Strata committee members	Joe Damjanovic - Chairman Frank Lee – Treasurer Members of the strata committee – 14 people		

These minutes have been provided to the Princeton Strata Committee members for information purposes only and may not be relied on by any recipient of these minutes. In the event of inconsistency between the Environmental Impact Statement for the Concept (State Significant Development) Application in respect of the Sydney Metro City & Southwest Project and these minutes, the former will prevail.

Item		Action by
1.	<p>Current Status of the project</p> <p>Introduction by Sydney Metro attendees at the meeting.</p> <ul style="list-style-type: none"> (a) Sydney Metro provided background on the overall project – Northwest, City & Southwest and West (copy of presentation attached). (b) Clarification on the Concept (State Significant Development Application) process. <p>Key issues discussed:</p> <ul style="list-style-type: none"> - overshadowing questions (control time is 12-2pm, middle of winter and is defined by City of Sydney) - Building height and interpretation of concept approval by a future Sydney Metro development partner - The concept plan will determine overall building envelope - Impact assessment is based on building envelope, not the indicative design. <p>Questions raised by Princeton Strata committee members:</p> <ul style="list-style-type: none"> - Solar access and the incorporation of design mitigation separation issues and set backs - planning controls and easements 	

2.	<p>Sydney Metro provided further detail on heights and general description of the concept proposal Further information provided on:</p> <ul style="list-style-type: none">- EIS process – the building, views, wind, noise and vibration- Planning process – collate submissions and review submissions- Planning determination expected in 2019.- Discussion on the podium height and consistency with other building forms throughout the city and development controls. <p>Statements by Princeton Strata committee members:</p> <ul style="list-style-type: none">- A reference is made in the EIS to visual amenity- ‘Some’ owners will have changed views – on north and north east- This statement should be reviewed as the percentage of owners with changed views is 75% of unit owners.- The Shadow Study was referenced by a committee member- The Committee chair made reference to the investigation of solar panel installation to the northern elevation of 308 Pitt Street <p>Questions raised by Princeton Strata committee members:</p> <ul style="list-style-type: none">- solar access plan and the reference in the LEP and a definition- boundaries of the building – development control plan, existing street scape <p>Further information on notice:</p> <ol style="list-style-type: none">1. Provide more clear detailed information on the sun access plane and clarify how it is defined2. Provision of RL heights of the Princeton Building for comparison against RL heights provided for OSD <p>Questions on notice:</p> <ol style="list-style-type: none">1. Confirmation of Station ventilation grilles to be located on the Bathurst Street elevation of the Station building	
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Documentation tabled:

- (a) Sydney Metro presentation
- (b) Princeton RL information

Information provided by Sydney Metro in response to questions raised:

- overshadowing and where in the LEP are the “control times” – clause 6.19 (Overshadowing of certain public places) stipulates control times for places such as Australia Square, Martin Place, Sydney Square, etc BUT excludes Hyde Park.
- Clause 6.18 (Exceptions to sun access planes) in part 1 c – indicates control times for Belmore Park, Hyde Park and Wynyard Park as 12:00 – 14:00 on 21 June.
- Clause 6.18 only applies to ‘Category B’ land, which in this case is Pitt Street North.

Pitt Street Developer South

The 'Telstra chamfer'

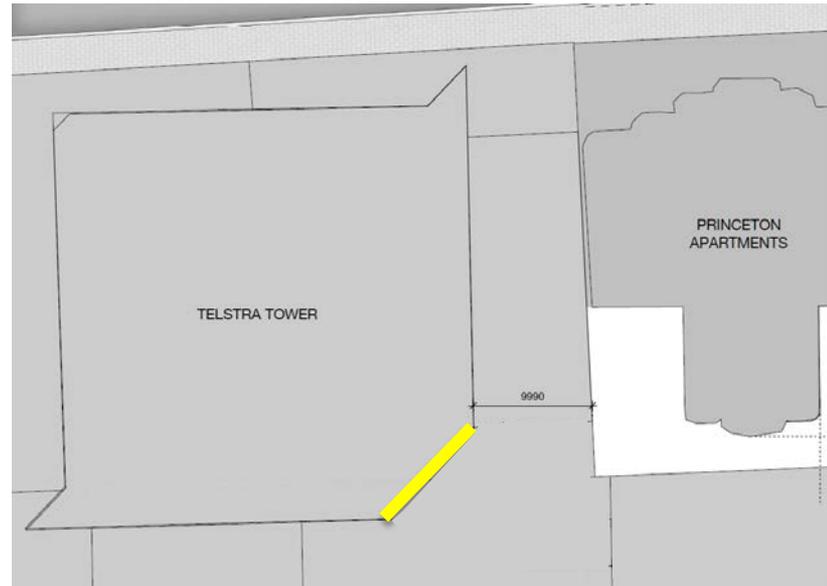
'Telstra chamfer' – Applicant understanding

No written information has ever been provided by Princeton Apartments, its advisors or consultants to the applicant in relation to the 'Telstra chamfer'. The applicant is of the understanding that the 'Telstra chamfer' refers to the diagonal corner in plan of the building officially called '320 Pitt'.

Please see link below:

<https://www.320pitt.com.au/workspace.php>

This diagonal corner is shown at right in yellow.



'Telstra chamfer' – avoidance of doubt

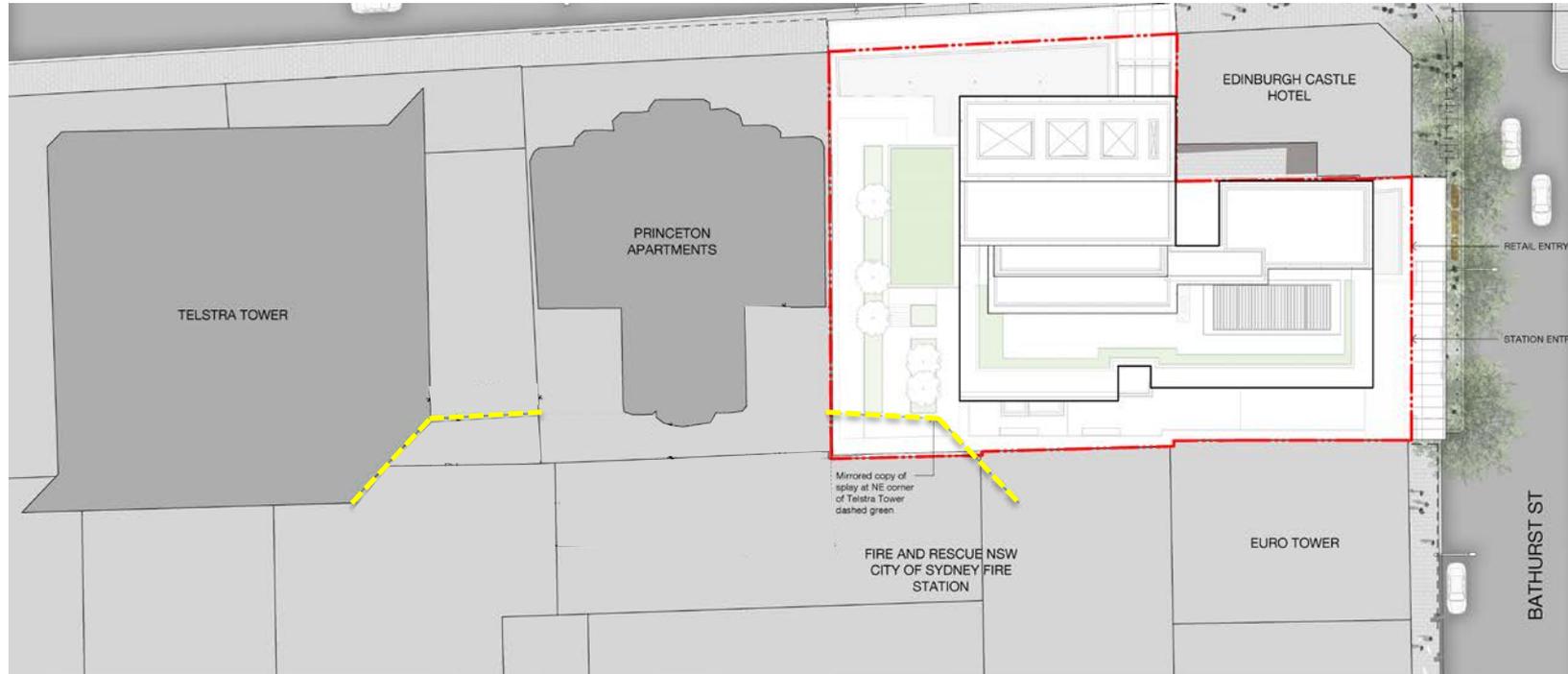
The applicant having attended the IPC public meeting, multiple meetings with representatives from Princeton Apartments has, for the avoidance of doubt, undertaken a 'chamfer exercise' of its own accord for the first time.

We have undertaken a study to mirror reverse the 320 Pitt splay to the north. Please see drawing on the following page. Our proposed building setbacks above the station podium, as proposed by the applicant, are well within such a 'chamfer'.

Accordingly, we would again like to emphasize the eastern setback moves that have occurred in the project's history:

- Stage 1 DA approval – 3m eastern setback conditioned in approval
- Stage 2 DA application – 4.5m eastern setback included by applicant
- Stage 2 RTS – south east corner apartment on all levels moved partly inbound and further north

'Telstra chamfer' - mirror reverse study



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